

Land at Llangynwyd

Maesteg

Transport Assessment

October 2020

A decorative graphic at the bottom of the page consisting of a thick, curved band with a color gradient from red on the left to yellow and orange on the right.

Applicant: Persimmon Homes Ltd

Project no: T20.157

Document ref no: T20.157.TA.D1

Document issue date: **19th October 2020**

Project name: Land at Llangynwyd

Offices at:

Unit 9, Oak Tree Court
Mulberry Drive,
Cardiff Gate Business Park,
Cardiff, CF23 8RS
Tel: 029 2073 2652

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
Tel: 01792 480535

CONTENTS

1.0	Introduction	1
2.0	Policy review.....	3
3.0	Existing Situation	17
4.0	Development proposals	27
5.0	Travel characteristics.....	30
6.0	Impact Assessment	33
7.0	Capacity Assessment	36
8.0	Conclusion	42

Figures

Figure 1.1	Site location & local highway network
Figure 3.1	Personal Injury Collision data (PIC)
Figure 3.2	Public Rights of Way map

Appendices

Appendix A	Traffic flow diagrams
Appendix B	Traffic survey data – JTCs & ATC
Appendix C	CrashMap PIC summary
Appendix D	Proposed site layout
Appendix E	Preliminary access design
Appendix F	TRICS – Residential Privately Owned trip rate
Appendix G	Junctions 9 – Proposed site access
Appendix H	Junctions 9 – Maesteg Road/ Station Road/ Llan Road Cross Road Junction
Appendix I	Junctions 9 – Maesteg Road/ Neuadd Domos roundabout junction
Appendix J	LINSIG – Castle Street signalised junction
Appendix K	LINSIG – Llynfi Road signalised junction
Appendix L	LINSIG – Bryn Road signalised junction

Purpose of the report

- 1.1.4 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.

Structure of the report

- 1.1.5 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

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.

Wales Spatial Plan 2008 – People, Places, Futures

2.1.2 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.

2.1.3 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.

2.1.4 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

2.1.5 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.’

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

- 2.1.6 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.
- 2.1.7 The aim of the NDF is to ensure that growth is shaped around sustainable forms of transport to deliver healthy environments.
- 2.1.8 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.
- 2.1.9 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.’
- 2.1.10 The NDF also states that:
- ‘The National Cycle Network is an important part of our national infrastructure and its planned improvements are supported.’

Planning Policy Wales (edition 10, December 2018)

- 2.1.11 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.

2.1.12 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.’

2.1.13 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.

2.1.14 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.

2.1.15 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.’

2.1.16 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

2.1.17 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.’

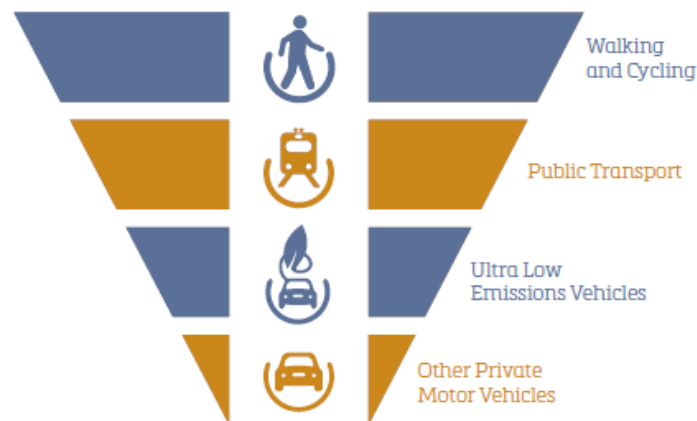
2.1.18 PPW also states that:

‘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.’

2.1.19 And,

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

2.1.20 PPW includes the following Hierarchy for Planning:



2.1.21 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.’

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

Parking

2.1.23 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.’

2.1.24 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.’

2.1.25 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.

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

One Wales: Connecting the Nation

2.1.27 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).

2.1.28 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.’

Technical Advice Note 18: Transport (TAN18)

2.1.29 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.’

2.1.30 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.

2.1.31 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.

2.1.32 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.

Active Travel Act 2013 (Wales)

2.1.33 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.

2.1.34 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.

Well-Being of Future Generations (Wales) Act 2015

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

- 2.1.36 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.
- 2.1.37 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
- 2.1.38 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.

Bridgend County Borough Local Transport Plan 2015-2030

- 2.1.39 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

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

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

2.1.41 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.

2.1.42 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>

- 2.1.43 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.’
- 2.1.44 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
- 2.1.45 **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.”

2.1.46 **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."

2.1.47 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.

Conclusion to policy review

2.1.48 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.

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

3.0 EXISTING SITUATION

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.

Site Location

3.1.2 The proposed development site is situated on 7.2 hectares of former agricultural land located on the southern periphery of Pont Rhyd-y-Cyff. The site is bounded to the north by an agricultural access lane, to the east by the A4063 Maesteg Road, to the south by Ysgol Gyfun Gymraeg Llangynwyd and to the west by agricultural land.

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

3.1.4 Maesteg Town Centre lies approximately 3km 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.

Access

3.1.5 Access to the site is currently achieved via an informal field gate from the agricultural land to the west of the proposed development site.

Local Highway Network

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

A4063

- 3.1.7 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.
- 3.1.8 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 provision within the vicinity of the site.
- 3.1.9 The A4063 is a bus route with north and southbound bus stops located approximately 100m to the north of the proposed development site.

Baseline traffic flows

- 3.1.10 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.
- 3.1.11 The dates of the surveys was agreed as representative with Bridgend CBC.
- 3.1.12 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
- 3.1.13 The results indicated that the AM peak hour fell between 0800-0900 and 16:15-17:15.
- 3.1.14 The results of these counts are shown in the traffic flow diagrams included in **Appendix A** with the full data included in **Appendix B**.

- 3.1.15 The highway network was operating normally with no road-works present within the study area on the day of the traffic surveys.
- 3.1.16 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.
- 3.1.17 A 7-day ATC was also undertaken along the A4063 within the vicinity of the site frontage 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**.
- 3.1.18 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.
- 3.1.19 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

- 3.1.20 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.
- 3.1.21 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.

Highway safety

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

3.1.23 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

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

Figure 3.1.



Figure 3.1: Personal Injury Collision Data

3.1.25 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.

3.1.26 In addition, no clusters of 4 or more collisions have occurred within the wider study area as considered as part of this Transport Assessment. The location of the collisions appear to be sporadic along the A4063 with various different causality factors.

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

Pedestrians and Cyclists

Pedestrians

- 3.1.28 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. On the site frontage the footways are generally in a good condition. However, the condition of the footways deteriorates when heading southbound from the site within the rural environment. There is also a lack of tactile paving and crossing facilities in the vicinity of the site.
- 3.1.29 A Public Right of Way (PRoW) runs through the site with another located on the opposite side of the road. The location of the PRoWs in relation to the proposed development site are indicated in **Figure 3.2** below.

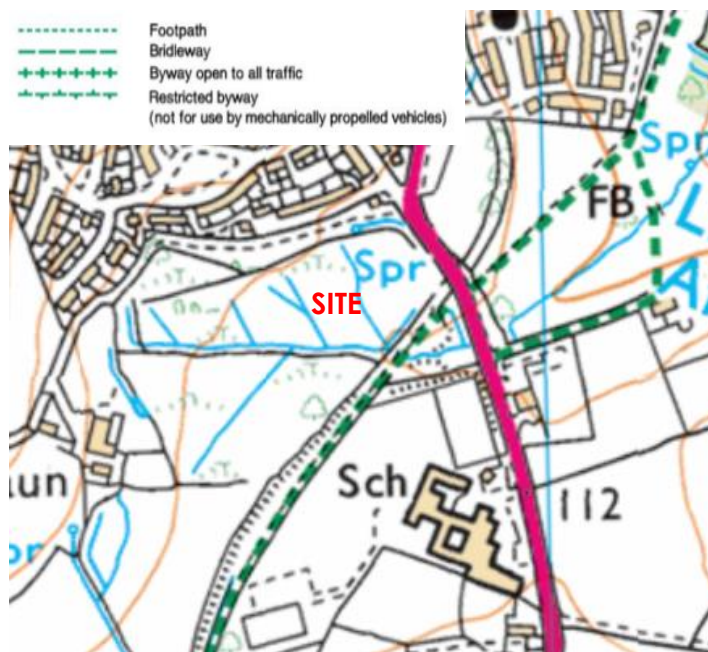


Figure 3.2: Public Right of Ways

- 3.1.30 The PRoW within the site will be retained and upgraded in line with the development proposals. Any modifications to the PRoW will be discussed and agreed with the PRoW officer at Bridgend CBC as part of any detailed planning application.

Cyclists

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

3.1.32 However, it is considered that the local highway network within the vicinity of the site is suitable to accommodate on road cycling.

Local Facilities and Amenities

3.1.33 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)

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

3.1.35 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
Llangynwyd Primary School	150	2	<1
Fast food/takeaway	300	4	<1
ATM	300	4	<1
Post Office / Convenience Store	300	4	<1
Village Hall	350	4	1
Ysgol Gyfun Gymraeg Llangynwyd	450	6	1
Railway Inn	600	8	2
Cwmfelin School	1200	15	4
Garth Train Station	1700	21	5

Table 3.3: Local amenities and facilities

3.1.36 As identified in Table 3.3, there are a number of facilities within an acceptable walking distance of the proposed site.

3.1.37 This includes both a primary and comprehensive school within 400 metres of the centre of the proposed development site. These are considered to be easily accessible by walking and cycling.

3.1.38 A convenience store / post office is also located within a 5 minute walk to the north of the proposed application site within the village of Pont Rhyd-y-Cyff.

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

Public Transport

Bus

- 3.1.40 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.
- 3.1.41 The nearest bus stop to the site is located approximately 100m north along the A4063 Bridgend Road. These bus stops are known as Llangwynydd Square
- 3.1.42 The northbound bus stop benefits from a shelter, raised kerb, flag and timetable information, with an on-road bus cage.
- 3.1.43 The southbound bus stop benefits from a bus stop flag, timetable information and an on-road bus cage.
- 3.1.44 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

- 3.1.45 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.
- 3.1.46 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

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

- 3.1.48 Garth railway station is the closest station to the site located approximately 1.7km 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 Llangynwyd Square.
- 3.1.49 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.
- 3.1.50 Journey times form 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

Introduction

- 4.1.1 As outlined in Section 1, the candidate site application proposes the development of up to 130 residential dwellings on land at Llangynwyd on the southern periphery of Pont Rhyd -y- Cyff.
- 4.1.2 The proposed site layout is shown in **Appendix D**.

Vehicular Access

- 4.1.3 It is intended that a priority junction with a ghost island right turn lane will be introduced to serve the proposed residential development.
- 4.1.4 The junction has been designed to ensure consistency of access with the surrounding environment. It has also been positioned to allow for visibility splays of 2.4 x 120 metres to be achieved in line with a 40mph design speed and to ensure that 120m forward visibility can be achieved from both directions.
- 4.1.5 A preliminary design of the access junction is included in **Appendix E**.
- 4.1.6 The proposed site access has been designed to accommodate emergency service vehicles as well as an 11.2m refuse collection vehicle.

Pedestrian and Cyclist Access

- 4.1.7 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.
- 4.1.8 In addition, the existing PRow route within the site will be upgraded and surfaced to accommodate walking and cycling movements that will provide a dedicated walking and cycling connections with footways along Bridgend Road.
- 4.1.9 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.

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

Car Parking

- 4.1.11 Car parking within the development will be provided in accordance with BCBCs Parking Standards SPG17 adopted in September 2011.
- 4.1.12 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.
- 4.1.13 In addition, a total of one space per five units should be provided for visitors to the site.
- 4.1.14 At present the proposed tenure and housing mix is not known 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.

Cycle Parking

- 4.1.15 Cycle parking will be provided for each residential unit.
- 4.1.16 For houses, cycle parking will be accommodated within the curtilage of the dwellings.
- 4.1.17 Should any apartments be provided on site, one space for every five bedrooms will be provided in communal, secure and sheltered locations.

Travel Plan

- 4.1.18 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.

- 4.1.19 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.
- 4.1.20 The Travel Plan will apply to both residents and visitors to the site.

5.0 TRAVEL CHARACTERISTICS

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 residential development and considers any potential impact on the surrounding highway network. For the purposes of this assessment traffic generation for peak times on the local highway network (0800 – 0900 and 1600 – 1700) have been used. The level of pedestrian and cyclist movement generated by the development will also be examined.

Trip Generation

- 5.1.4 The total people trip generation rates have been derived from the TRICS 7.6.4 database.
- 5.1.5 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.
- 5.1.6 The following criteria have been applied to the categories 03 – Residential; A – Houses 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

5.1.7 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 (per dwelling)			Total People Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
Privately Owned Houses (130 Units)						
0800 - 0900	0.196	0.59	0.786	25	77	102
1600 - 1700	0.546	0.391	0.937	70	51	121

Table 5.1: Residential Total People Trip Rates and Associated Trips

5.1.8 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%	20	61	82	56	41	97
Car Share	9%	2	7	9	6	5	11
Public Transport	4%	1	3	4	3	2	5
Walking	7%	2	5	7	5	4	8
Cycling	0%	0	0	0	0	0	0

Table 5.2: Residential Modal Share and Associated Trips

5.1.9 The proposed residential development would therefore generate up to around 97 vehicular movements during the highway network peak periods.

5.1.10 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 both the local primary and comprehensive school it is likely that these trips would be carried out by means other than the private car.

6.0 IMPACT ASSESSMENT

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.

Distribution and assignment of development traffic

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

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

Future base traffic flows

6.1.4 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.

6.1.5 Tempro 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.

6.1.6 The factors 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

Percentage Impact Assessments

- 6.1.7 A percentage impact assessment has been carried out at the individual junctions within the study area.
- 6.1.8 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.
- 6.1.9 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	34	3%	3%	1412	43	3%	3%
	Station Rd	69	1	1%		65	1	2%	
	Maesteg Rd (S)	1248	35	3%		1391	45	3%	
	Llan Rd	85	1	1%		76	1	1%	
Neuadd Domos RAB	Maesteg Rd (N)	1239	33	3%	3%	1558	42	3%	3%
	Neuadd Domos	156	1	1%		127	1	1%	
	Maesteg Rd (S)	1129	34	3%		1413	43	3%	
Castle Street Signals	Castle Street (N)	655	15	2%	2%	811	20	2%	2%
	Castle Street (S)	664	15	2%		729	20	3%	
	Talbot Street	319	0	0%		398	0	0%	
Llynfi Rd Signals	Llynfi Rd	258	5	2%	2%	343	7	2%	2%
	Talbot Street	400	0	0%		448	0	0%	
	A4063	729	18	2%		851	22	3%	
	Commercial Street	593	13	2%		419	15	4%	
Bryn Rd Signals	Maesteg Rd (N)	1459	45	3%	2%	1641	50	3%	2%
	Bryn Rd	1284	34	3%		1284	34	3%	
	Maesteg Rd (S)	69	1	1%		69	1	1%	
	Bridgend Rd	1248	35	3%		1248	35	3%	

Table 6.2: Percentage Impact Assessment Results

6.1.10 The percentage impact analysis carried out in Table 6.2 demonstrates that the development generally has a minimal impact of between 2% and 3% on all junctions within the study area.

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

7.0 CAPACITY ASSESSMENT

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 G**.

	AM Peak			PM Peak		
	RFC	Queue	Delay	RFC	Queue	Delay
Right turn into site	0.02	0	5.85	0.04	0	8.43
Right / Left turn out of site	0.16	0	10.42	0.12	0	11.93

Table 7.1: Capacity Assessment Results – Site Access

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

Maesteg Rd / Station Rd / Llan Rd Priority Crossroads

7.1.4 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 H**.

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	15.34	0.14	0	19.18
Station Rd	0.20	0	3.91	0.12	0	4.70
Maesteg Rd (S)	0.06	0	10.47	0.11	0	13.00
Llan Rd	0.14	0	4.27	0.16	0	3.44

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

7.1.5 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.

Maesteg Rd / Neuadd Domos Roundabout

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

7.1.7 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)	0.66	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	12.34	0.69	2	9.90
Neuadd Domos	0.15	0	5.49	0.07	0	4.66
Maesteg Rd (S)	0.41	1	5.19	0.87	7	23.25

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

7.1.8 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.

7.1.9 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 (+0.02), queueing (+1.5 pcu) and delay (+4.86s).

Castle Street Signals

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

- 7.1.11 The model for this capacity analysis has been built using signal specification data provided by Bridgend CBC. This is included in **Appendix J**.
- 7.1.12 The results of the capacity analysis for all scenarios assessed are summarised in **Table 7.3** with full output results included in Appendix J.
- 7.1.13 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.
- 7.1.14 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	78.5	14.8	40.7
Talbot Street	56.8	5.6	42.3	80.1	9.8	53.7
Castle Street (N)	54.7	7.7	29.0	57.9	8.1	31.6
2035 Base + Dev						
Castle Street (S)	57.4	10.2	33.3	80.2	15.4	41.6
Talbot Street	56.8	5.6	42.3	80.1	9.8	53.7
Castle Street (N)	55.7	7.9	29.2	59.0	8.4	31.9

Table 7.3: Capacity Assessment Results – Castle Street Signals

- 7.1.15 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.

Llynfi Road Signals

- 7.1.16 Capacity analysis has been carried out at the Talbot Street / Commercial Street / Llynfi Road / Neath Road Signalised junction using LinSig V3 software.
- 7.1.17 The model for this capacity analysis has been built using signal specification data provided by Bridgend CBC. This is included in **Appendix K**.
- 7.1.18 The results of the capacity analysis for all scenarios assessed are summarised in **Table 7.4** with full output results included in Appendix K.
- 7.1.19 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	57.2	2.9	64.3	96.8	12.1	128.6
Talbot St	35.9	3.2	33.1	33.3	3.0	32.9
Neath Rd	87.3	10.6	69.3	96.5	15.6	104.4
Commercial St	87.3	14.6	48.6	97.2	20.0	85.4

Table 7.4: Capacity Assessment Results – Llynfi Road Signals

- 7.1.20 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.

7.1.21 The addition of the proposed development is shown to have a minimal impact on the operation of the junction as a whole with a maximum average increase of 1.525% DoS across all arms of the junction.

Bryn Road Signals

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

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

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

7.1.25 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	30.2	6.2	21.3	15.9	2.8	11.5
Bryn Rd Ahead Right	79.1	6.7	91.2	97.7	13.2	162.7
A4063 South	79.5	23.0	43.3	98.3	51.8	72.0
Bridgend Rd	61.0	4.0	65.3	95.1	10.8	124.7
Maesteg Rd Ahead Left	80.7	18.3	50.5	96.5	19.5	104.0
Maesteg Rd Ahead Right	79.3	18.3	58.4	95.5	18.7	118.4

Table 7.5: Capacity Assessment Results – Bryn Rd Signals

- 7.1.26 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.
- 7.1.27 The addition of the proposed development is shown to have a minimal impact on the operation of the junction as a whole with a maximum average increase of 1.55% DoS across all arms of the junction.

8.0 CONCLUSION

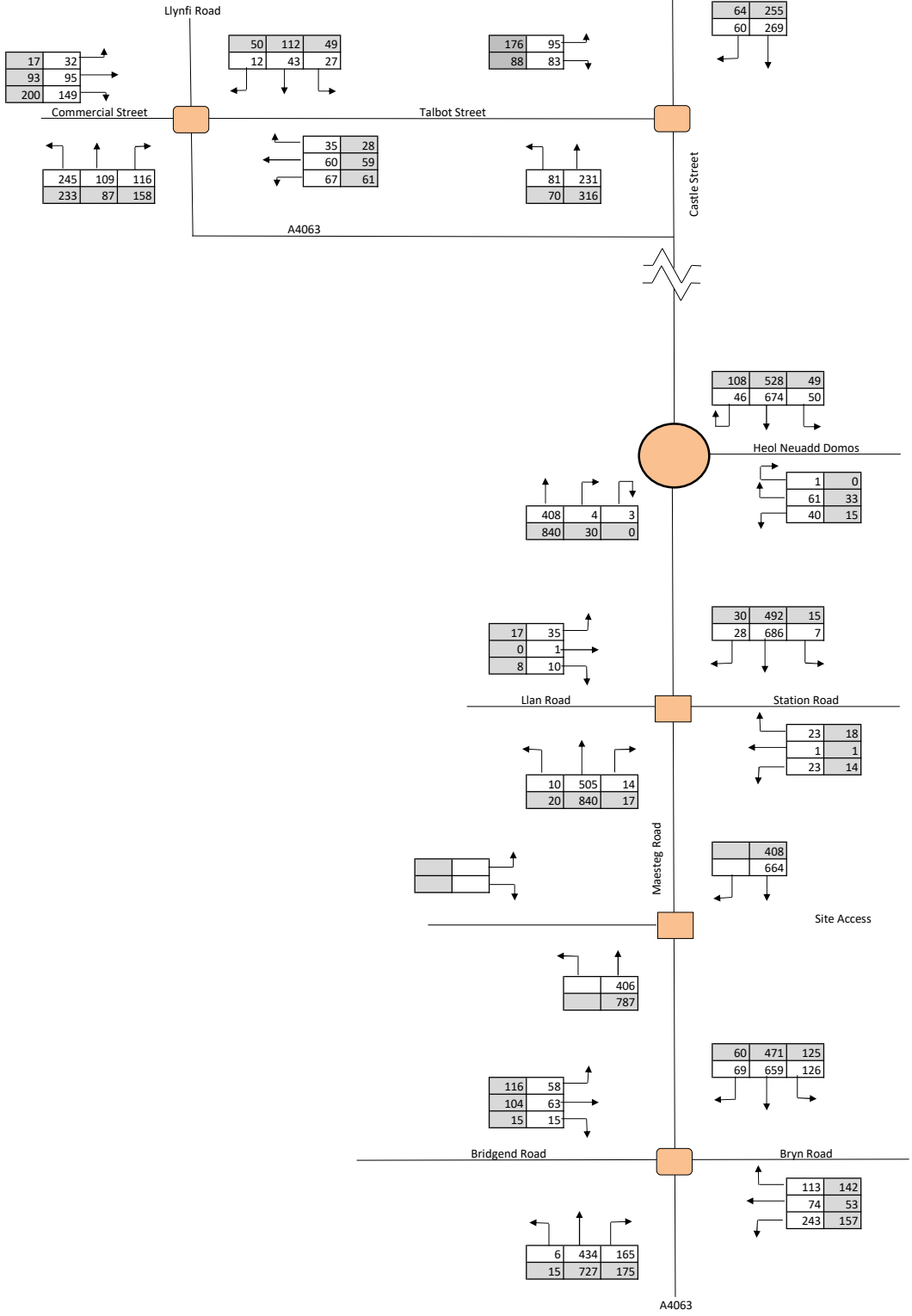
- 8.1.1 Asbri Transport Limited have been appointed by Persimmon Homes Ltd to produce a Transport Assessment (TA) to accompany a stage 2 candidate site submission as part of the emerging Local Development Plan.
- 8.1.2 The proposed site looks to develop up to around 130 residential units on Land at Llangynwyd along the A4063 Bridgend 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.
- 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

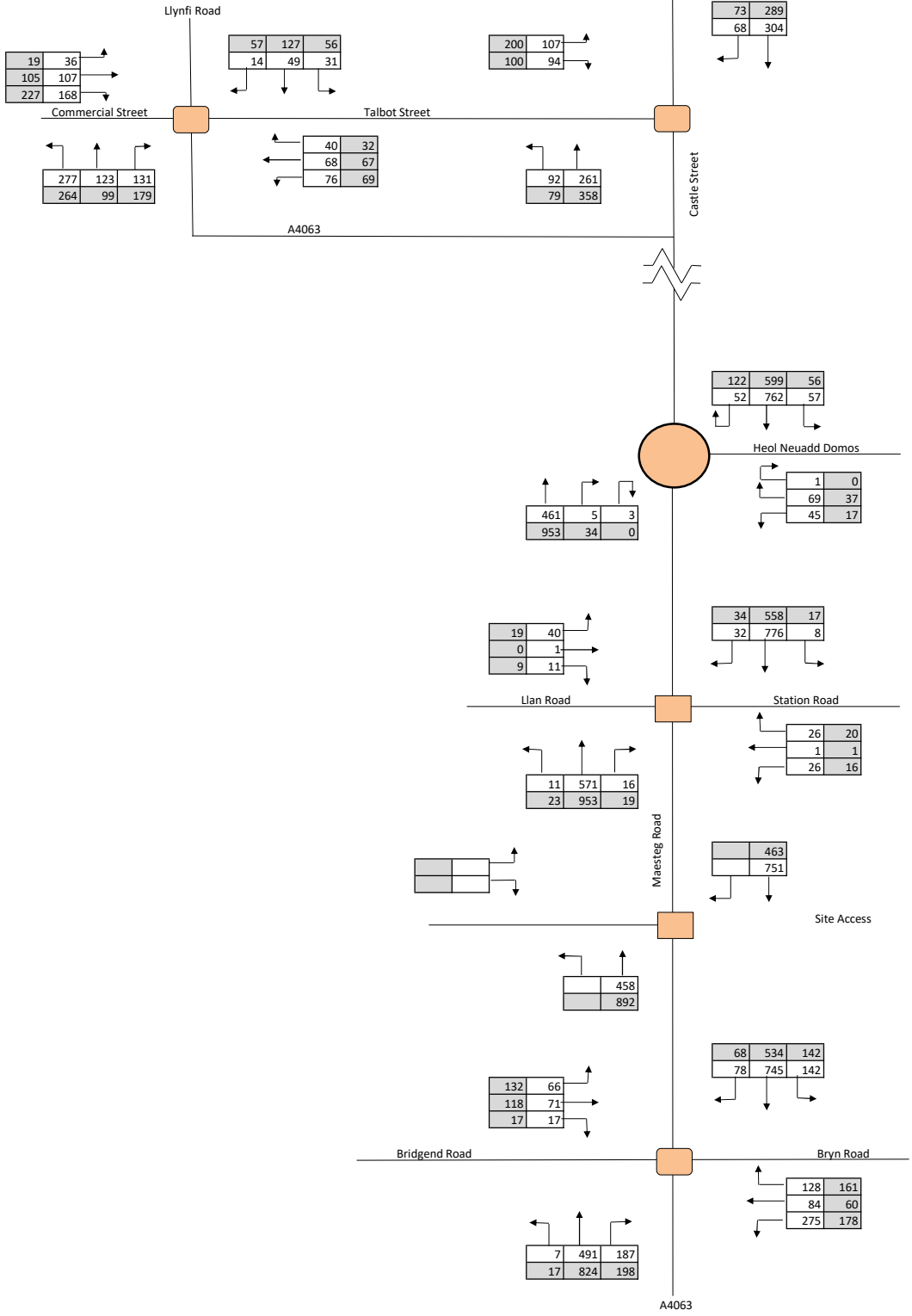
2020 Base
All Flows in PCU

AM
PM



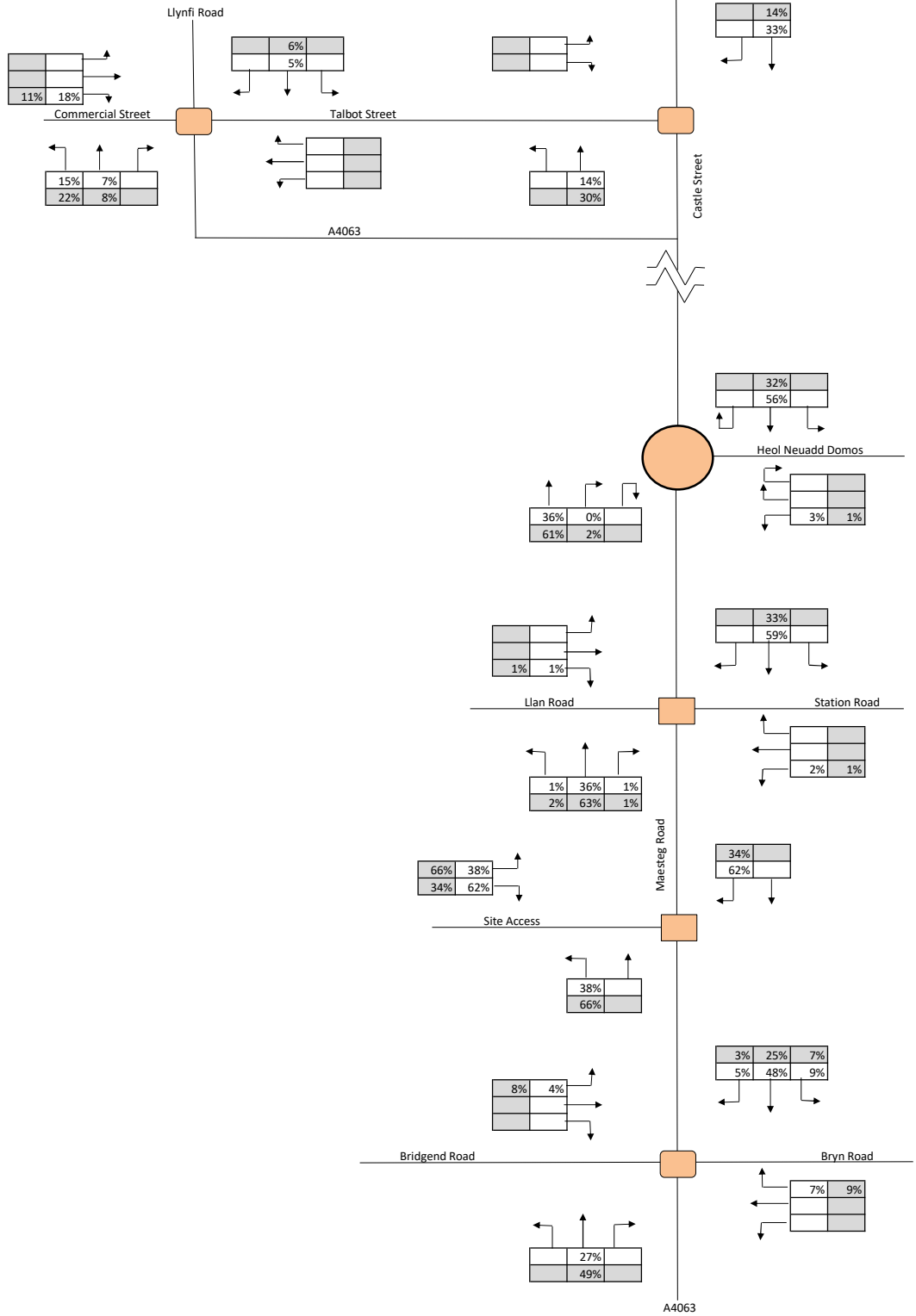
2035 Base
All Flows in PCU

AM
PM

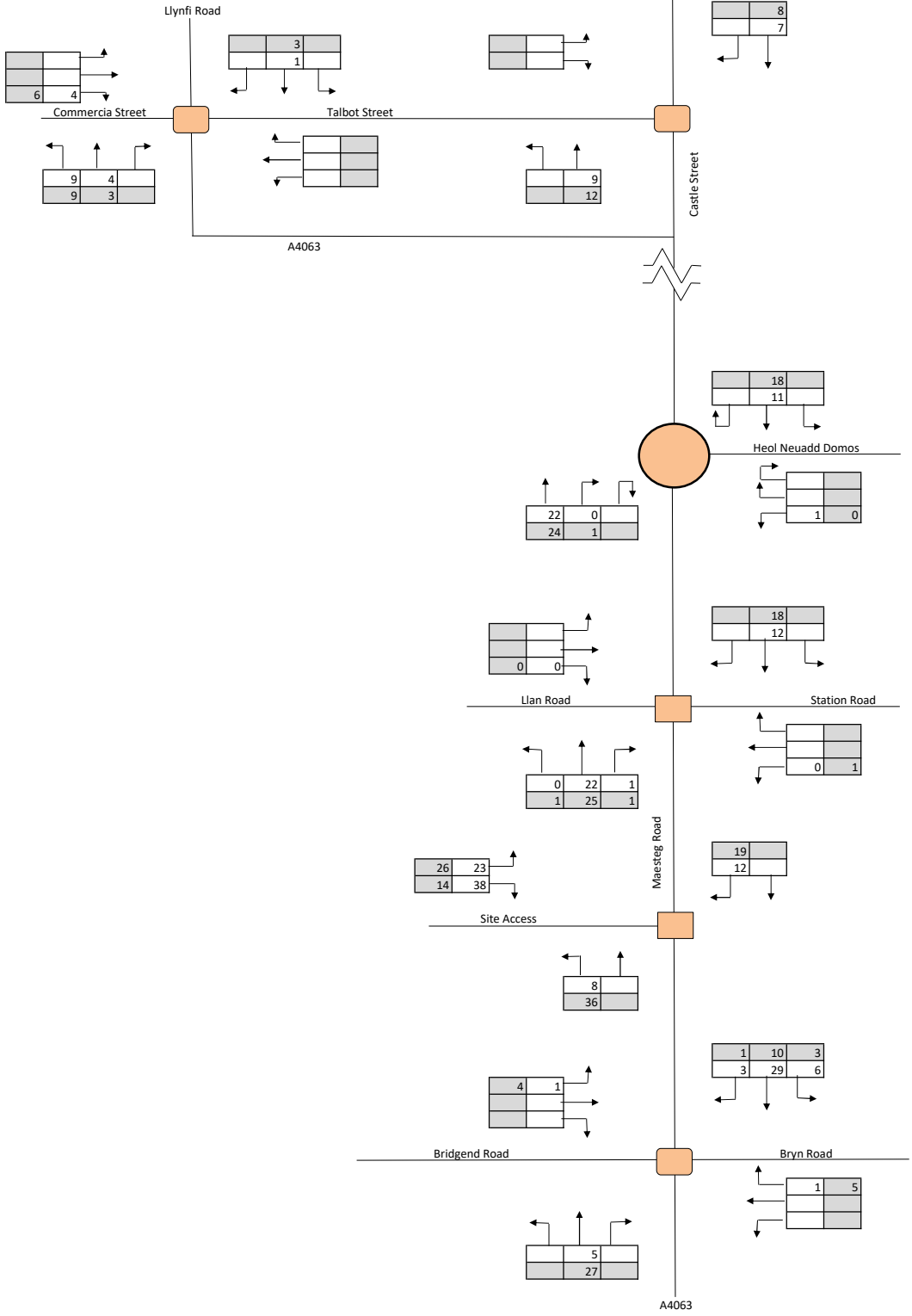


Pro-rata Distribution
All Flows in PCU

AM	
PM	

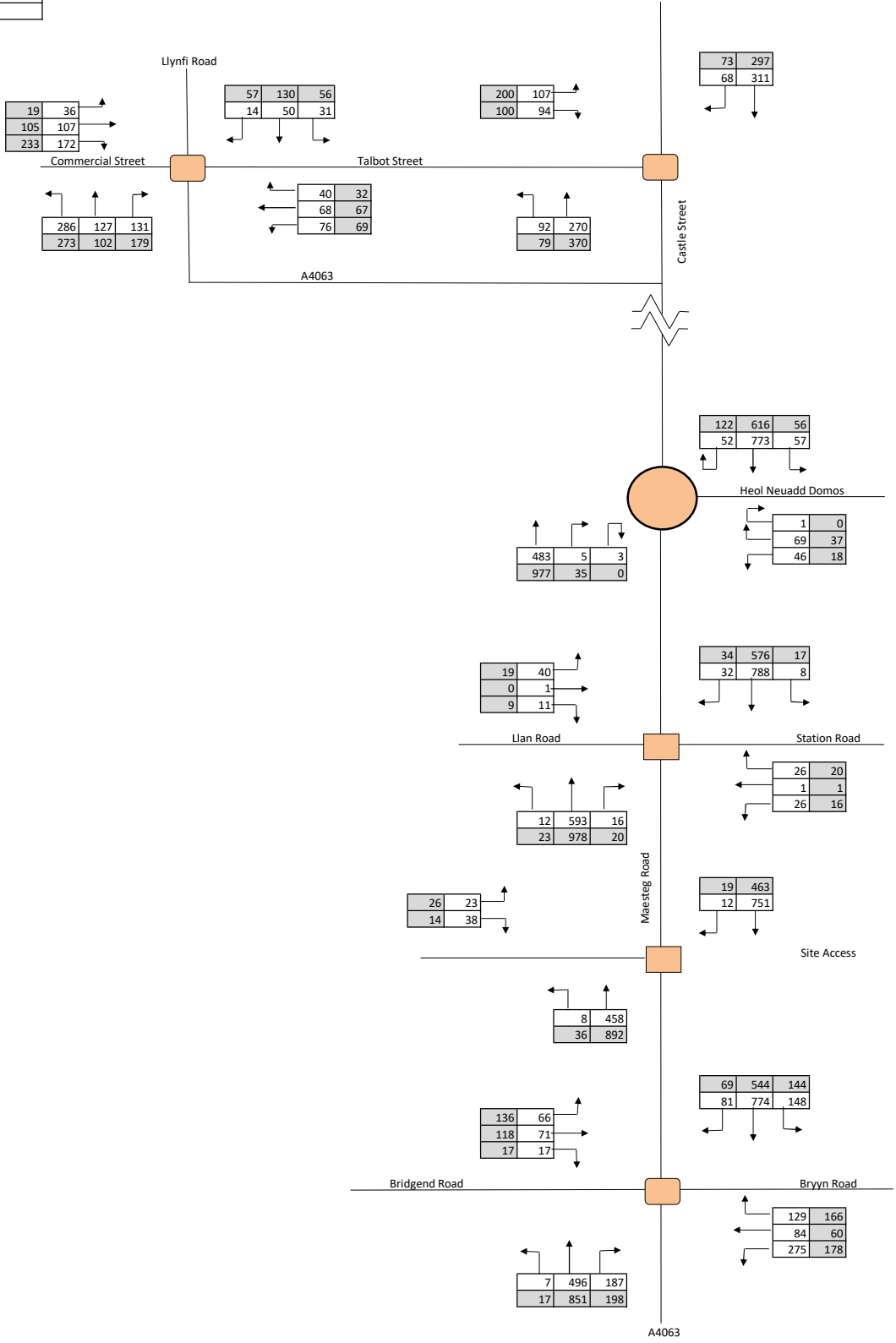


Development Assignment	
All Flows in PCU	
AM	
PM	

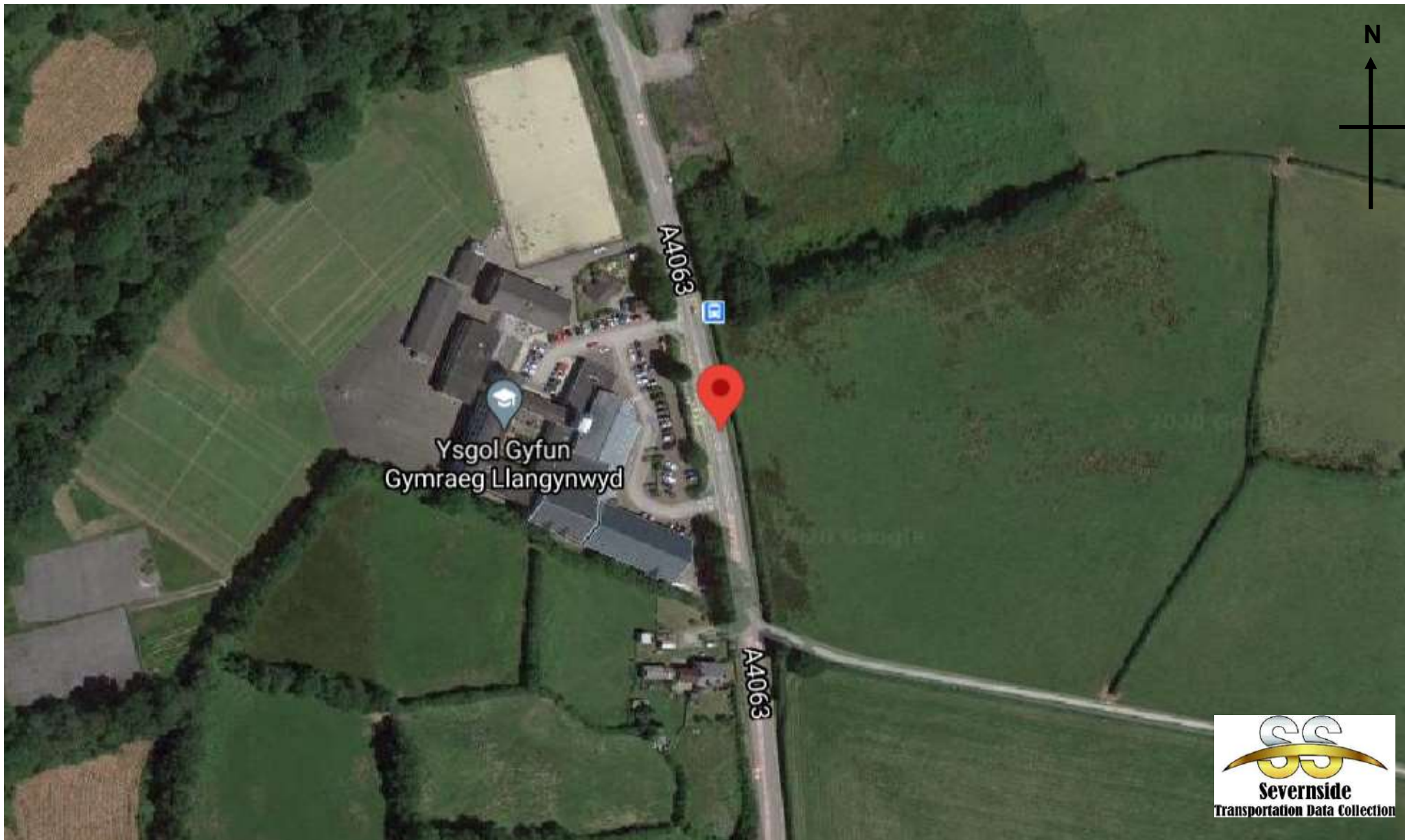


2035 Base + Development
All Flows in PCU

AM
PM



Appendix B



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)		110%(PSL) + 2 (SL1)		Dft PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
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 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	29	0	27	2	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	
0200	22	1	20	1	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	
0400	13	0	11	1	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	
0600	118	1	106	5	0	3	2	0	1	0	0	0	0	0	
0700	289	3	240	31	0	4	4	1	4	0	0	2	0	0	
0800	420	0	355	44	0	5	5	0	8	1	1	1	0	0	
0900	306	1	238	49	1	4	7	0	3	0	0	3	0	0	
1000	312	2	251	46	1	4	1	0	5	0	1	1	0	0	
1100	377	1	322	37	2	3	5	1	3	0	1	2	0	0	
1200	402	5	347	35	2	6	3	0	2	0	0	2	0	0	
1300	421	3	375	32	0	4	0	0	5	0	1	1	0	0	
1400	552	2	493	43	0	3	0	0	9	0	0	1	0	1	
1500	641	1	563	56	3	5	4	0	8	0	0	1	0	0	
1600	839	1	754	68	0	4	2	1	9	0	0	0	0	0	
1700	768	4	700	47	0	0	4	0	11	0	1	1	0	0	
1800	410	3	385	18	0	2	1	0	1	0	0	0	0	0	
1900	302	1	284	15	0	0	0	0	2	0	0	0	0	0	
2000	194	0	188	6	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	
2200	119	0	114	5	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	
07-19	5737	26	5023	506	9	44	36	3	68	1	5	15	0	1	
06-22	6499	28	5745	535	9	48	38	3	71	1	5	15	0	1	
06-00	6650	28	5889	542	9	48	38	3	71	1	5	15	0	1	
00-00	6787	31	6008	553	9	50	39	3	71	1	5	16	0	1	

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
23 September 2020															
0000	22	0	22	0	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	0
0200	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0
0300	6	0	4	1	0	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	0
0500	59	0	53	5	0	0	1	0	0	0	0	0	0	0	0
0600	129	1	109	13	0	4	0	0	0	1	0	0	1	0	0
0700	262	1	219	37	1	1	0	1	2	0	0	0	0	0	0
0800	379	1	310	48	0	4	2	0	11	0	3	0	0	0	0
0900	286	0	231	43	3	4	1	0	3	0	1	0	0	0	0
1000	293	1	236	44	3	4	2	0	1	0	0	2	0	0	0
1100	330	0	277	32	3	5	5	0	4	0	1	2	1	0	0
1200	387	1	327	43	3	3	2	0	5	0	1	2	0	0	0
1300	407	1	346	42	0	4	1	0	9	0	2	0	1	1	0
1400	547	2	481	44	0	4	4	0	8	0	1	2	0	1	0
1500	565	1	505	47	0	4	1	0	7	0	0	0	0	0	0
1600	801	5	690	71	1	5	5	0	19	0	0	5	0	0	0
1700	641	0	583	42	1	2	3	0	10	0	0	0	0	0	0
1800	512	1	467	33	0	3	1	0	4	0	0	1	0	2	0
1900	293	0	269	16	0	1	2	0	5	0	0	0	0	0	0
2000	151	0	145	6	0	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	0
2200	118	0	114	3	0	1	0	0	0	0	0	0	0	0	0
2300	43	0	43	0	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	0
06-22	6127	15	5329	570	15	48	30	1	88	1	9	15	2	4	0
06-00	6288	15	5486	573	15	49	30	1	88	1	9	15	2	4	0
00-00	6409	15	5595	583	15	49	31	1	88	1	9	16	2	4	0

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		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	
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	

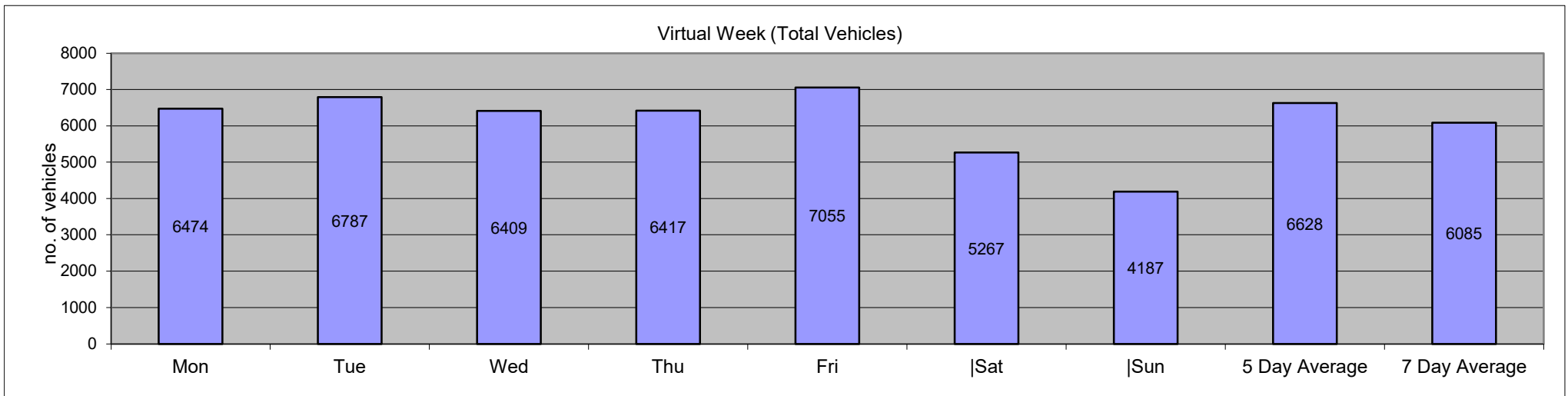
SS259 Maesteg		Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)										
22 September 2020		to	28 September 2020		Direction	Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR 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	
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		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	
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		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	
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		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	
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 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	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	Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
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	Speed	Speed		
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	Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile			
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	Speed	Speed					
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					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
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	Speed	Speed										
24 September 2020																																
0000	17	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	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	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	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	7	77.78	5	55.56	0	0	35.8	-											
0500	51	0	0	0	2	5	13	20	6	2	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	37	74	27	54	10	20	37.5	50.1											
07-19	5454	5	16	164	963	2851	1109	289	44	11	1	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	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	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	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	Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile			
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	Speed	Speed					
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					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
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	Speed	Speed										
26 September 2020																																
0000	29	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	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	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	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	8	7	0	3	0	0	0	18	100	18	100	3	16.67	41.7	51.5											
0500	25	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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		Northbound			Speed Limit		ACPO (SL1)		DfT (SL2)		Mean	85%ile				
Time Period	Total Vehicles	Speed Bins										PSL		ACPO		DFT		Speed	Speed								
		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			35	45	45					
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	Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
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	Speed	Speed		
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	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	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										

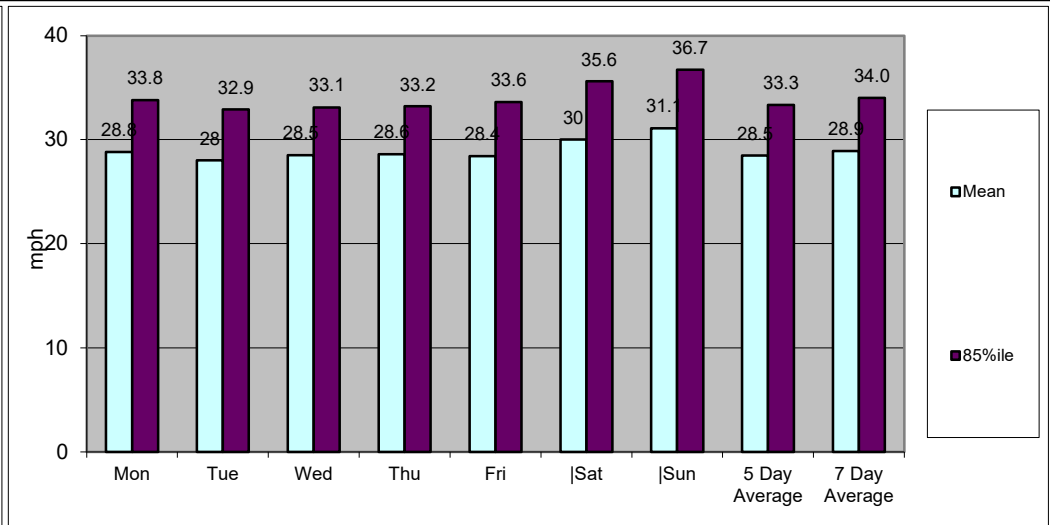
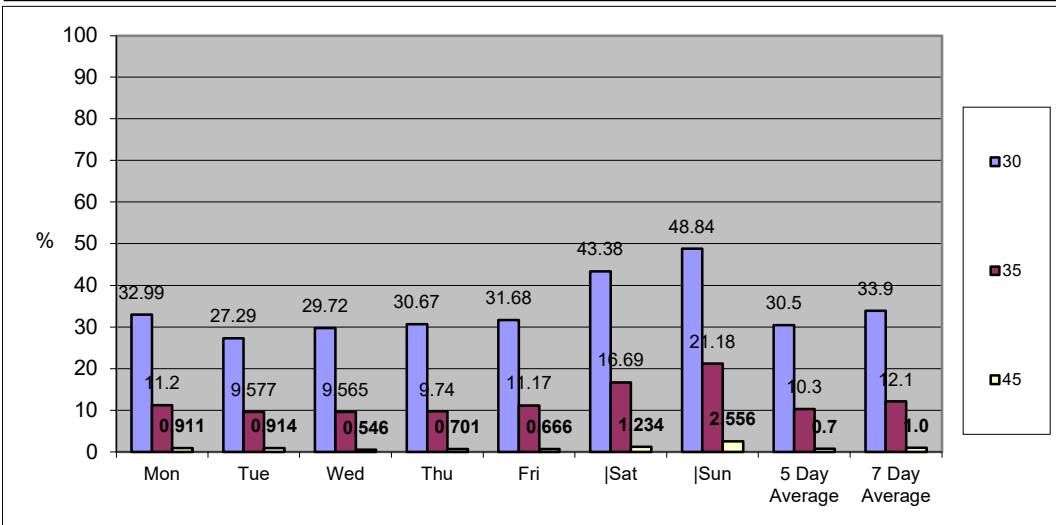
SS259 Maesteg										Site	1	Location A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)									
22 September 2020					to	28 September 2020					Direction	Northbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed		
		0-10	10-15	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			35	45

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						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	
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						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	
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						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	
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					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	
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	

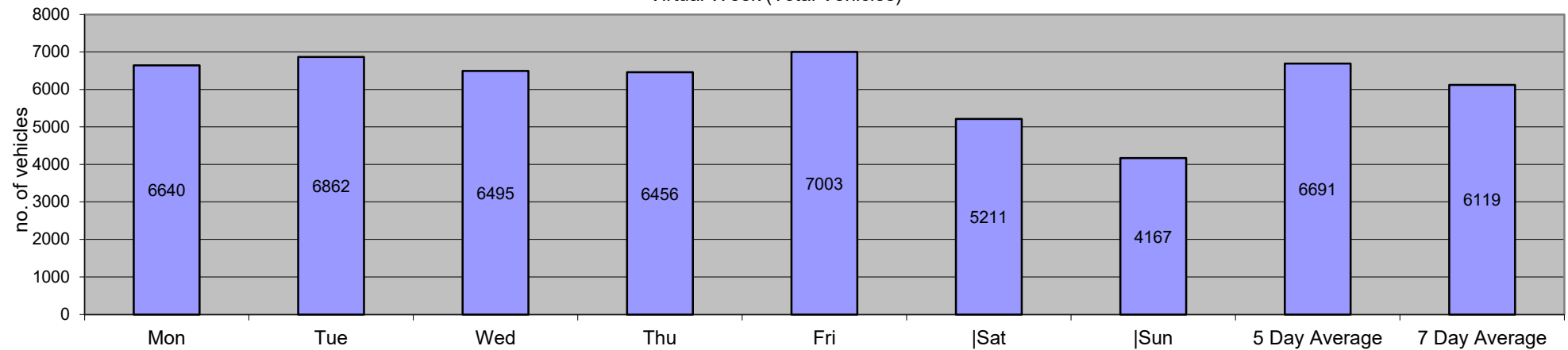
SS259 Maesteg						Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)						
22 September 2020		to		28 September 2020		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR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

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	
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						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	
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	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	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	

Virtual Week (Total Vehicles)



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					Southbound				
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	65 130	30	30	35	35	45	45	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	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								
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 Southbound					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												
25 September 2020																																		
0000	9	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	3	75	2	50	1	25	38.8	-													
0200	8	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	2	1	0	1	5	1	0	10	100	10	100	7	70	51.8	-													
0400	47	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												
0500	284	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										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											
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		Direction	Southbound										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	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		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											
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 Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	Speed Bins			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	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											
										to 28 September 2020												
										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
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	35	45	45	Mean Speed	85%ile Speed
																	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

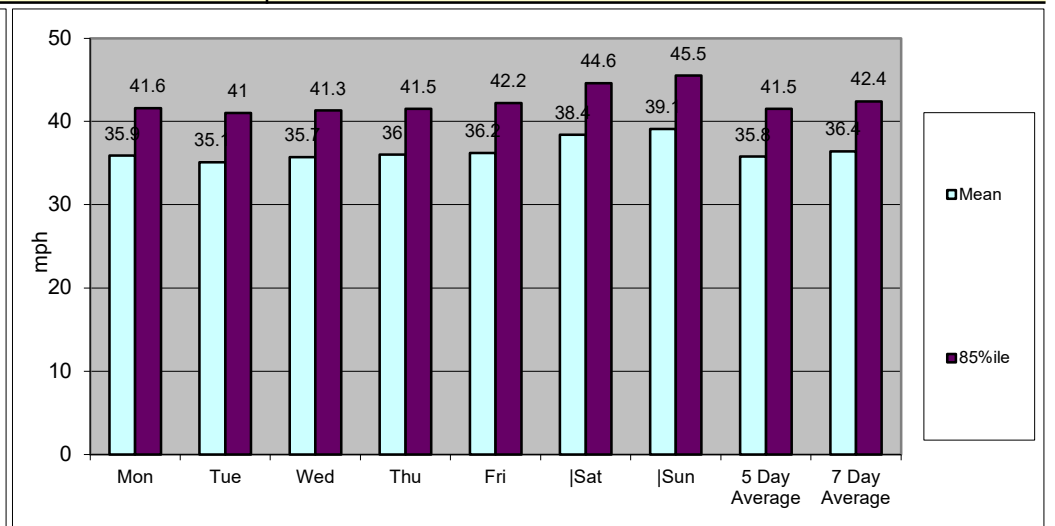
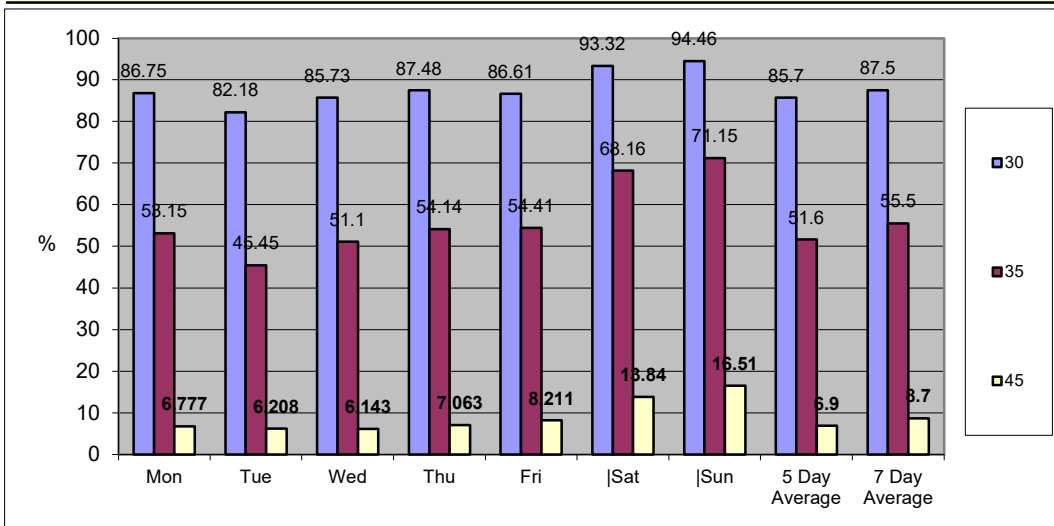
[--]	6691	3	8	42	104	798	2282	2069	924	302	96	35	14	14	5736	85.7	3454	51.6	461	6.9	35.8	41.5
------	------	---	---	----	-----	-----	------	------	-----	-----	----	----	----	----	------	------	------	------	-----	-----	------	------

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						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	
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		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	
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		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	
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						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	
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						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	
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	

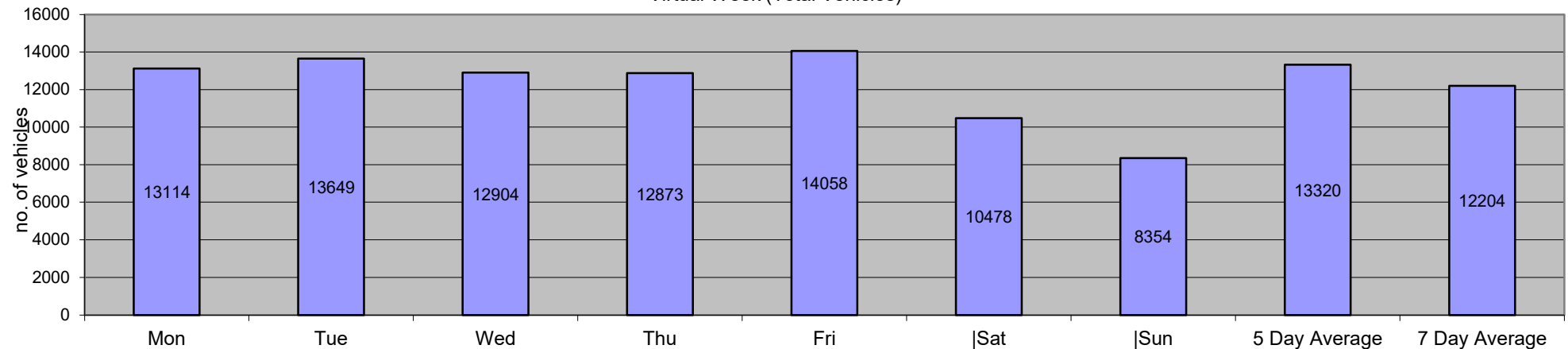
SS259 Maesteg		Site	1	Location	A4063 Ysgol Gyfun Cymraeg (51.582434, -3.632437)										
22 September 2020		to	28 September 2020		Direction	Two-Way									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE 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		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	
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	

Virtual Week (Total Vehicles)



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	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											
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	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											
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	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											
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	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											
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	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	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																						
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

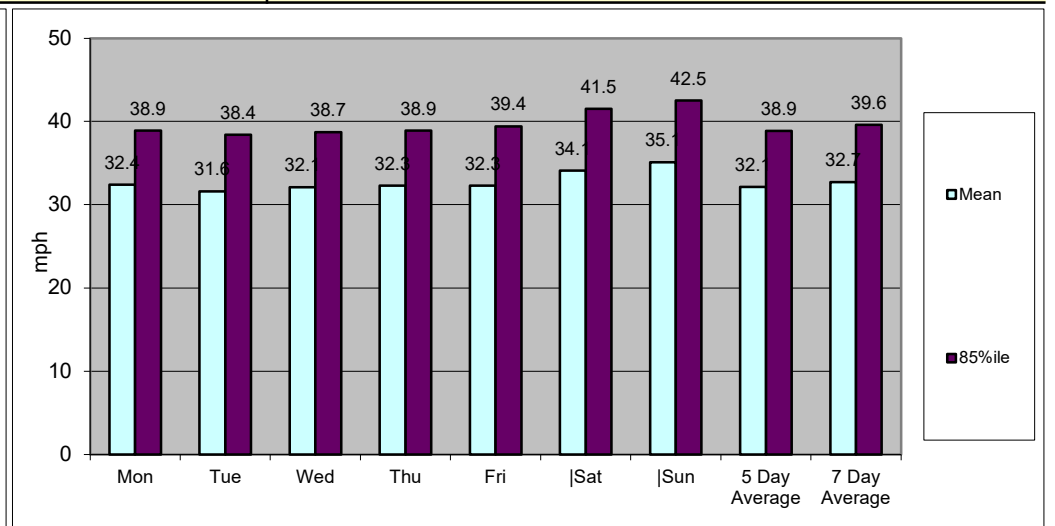
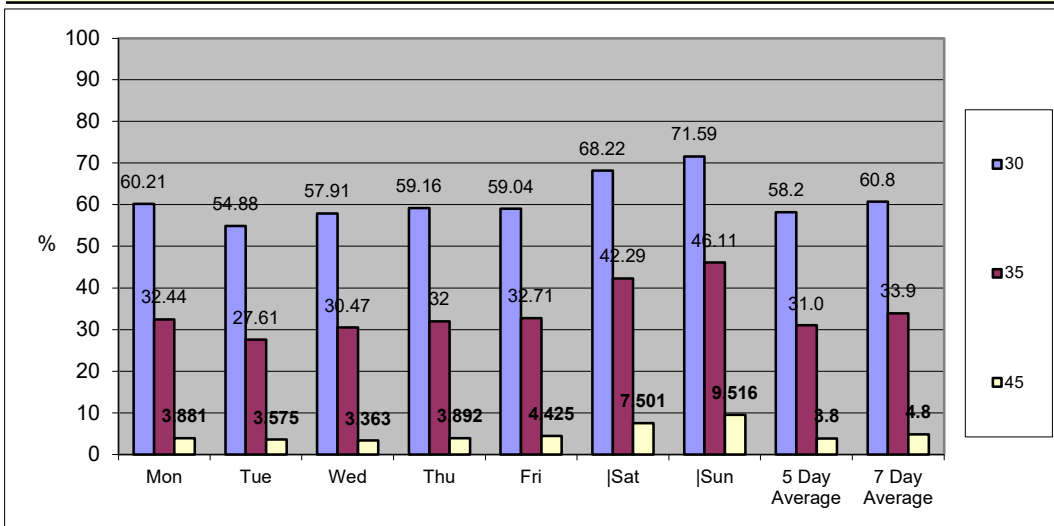
[--]	13320	16	43	211	1313	3981	3621	2565	1059	333	107	39	16	15	7755	58.2	4135	31.0	511	3.8	32.1	38.9
------	-------	----	----	-----	------	------	------	------	------	-----	-----	----	----	----	------	------	------	------	-----	-----	------	------

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 FHWA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

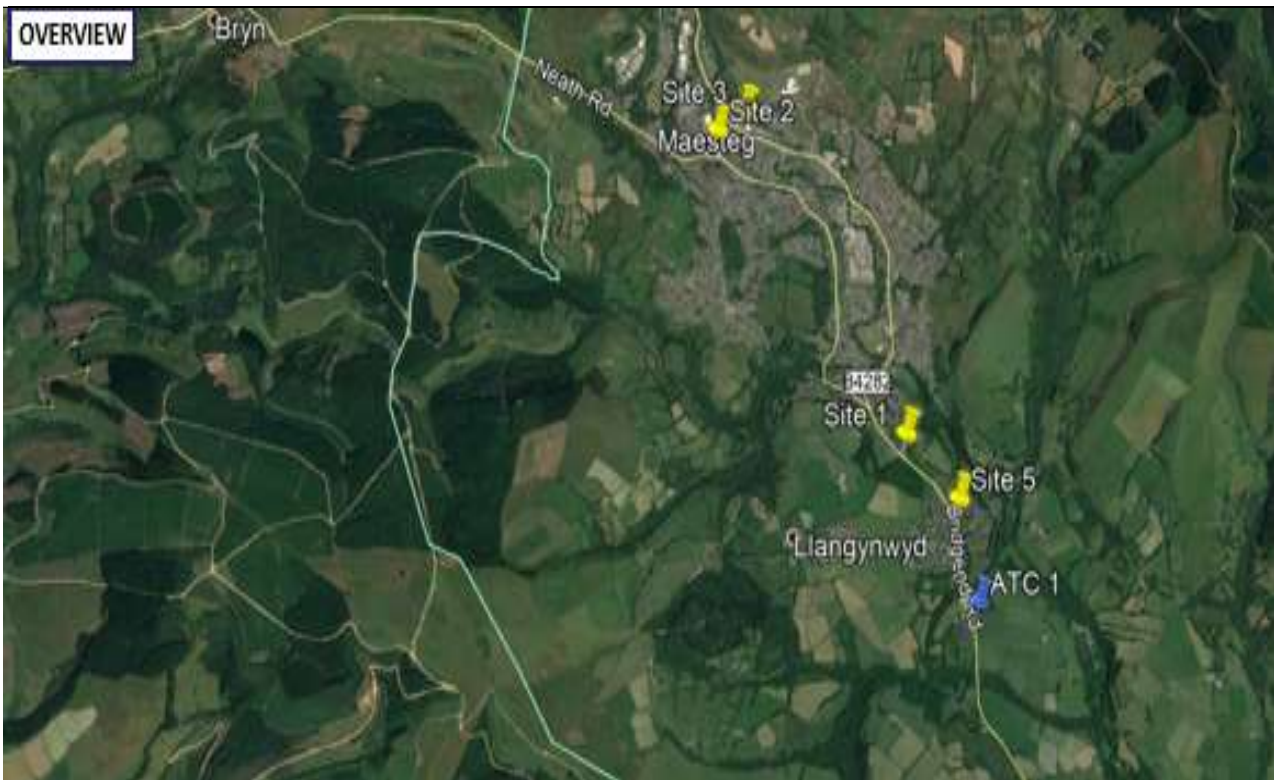
Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle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



Severnside
Transportation Data Collection

Survey Overview

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



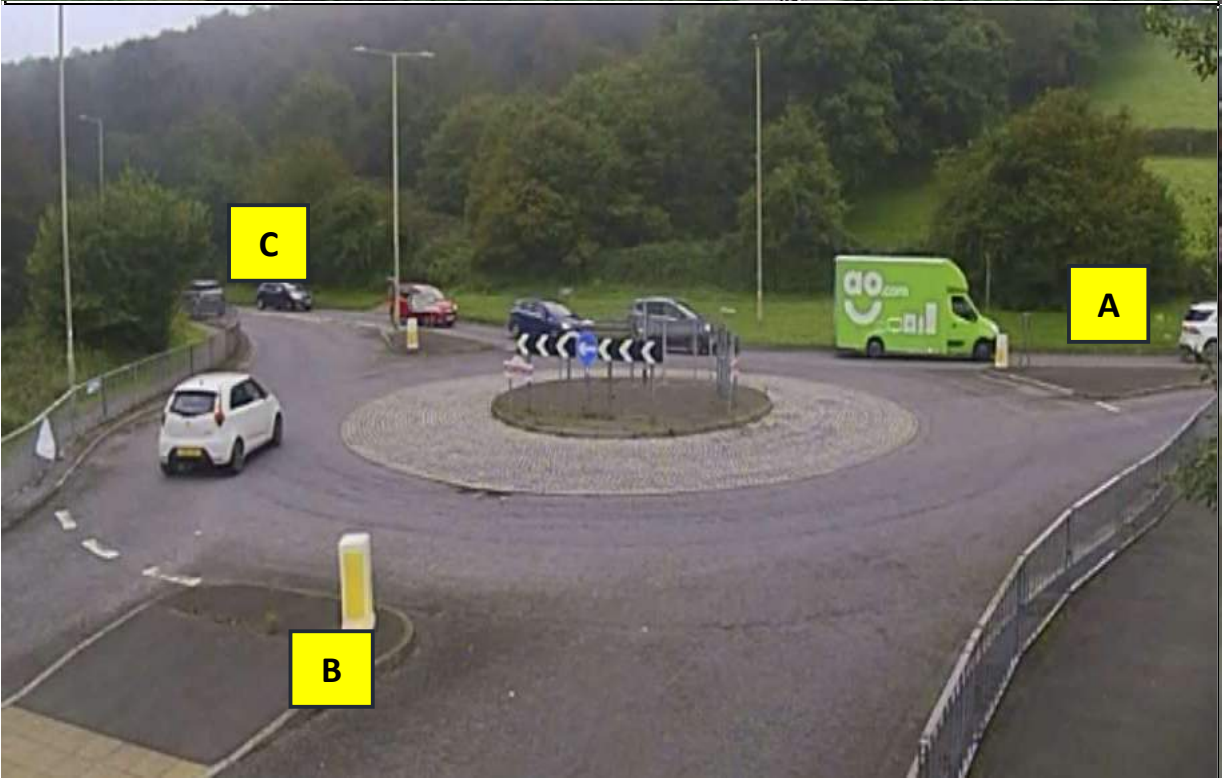
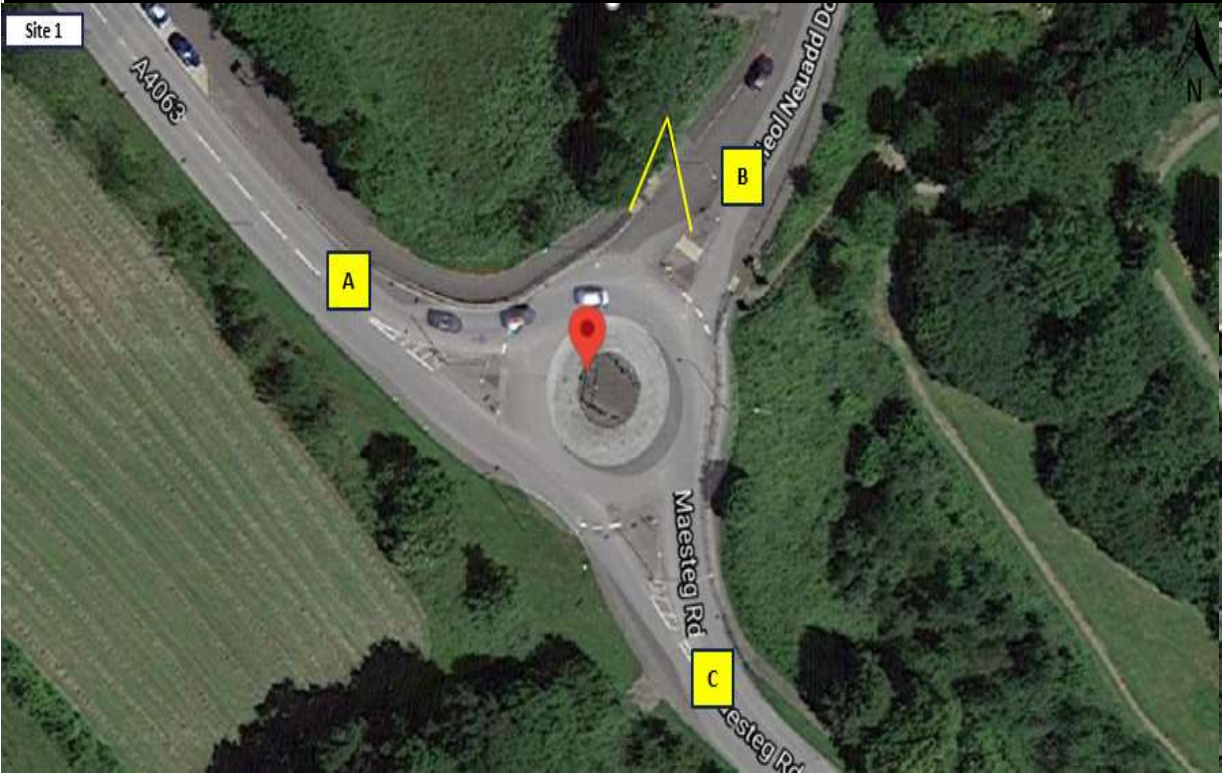
Comments



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

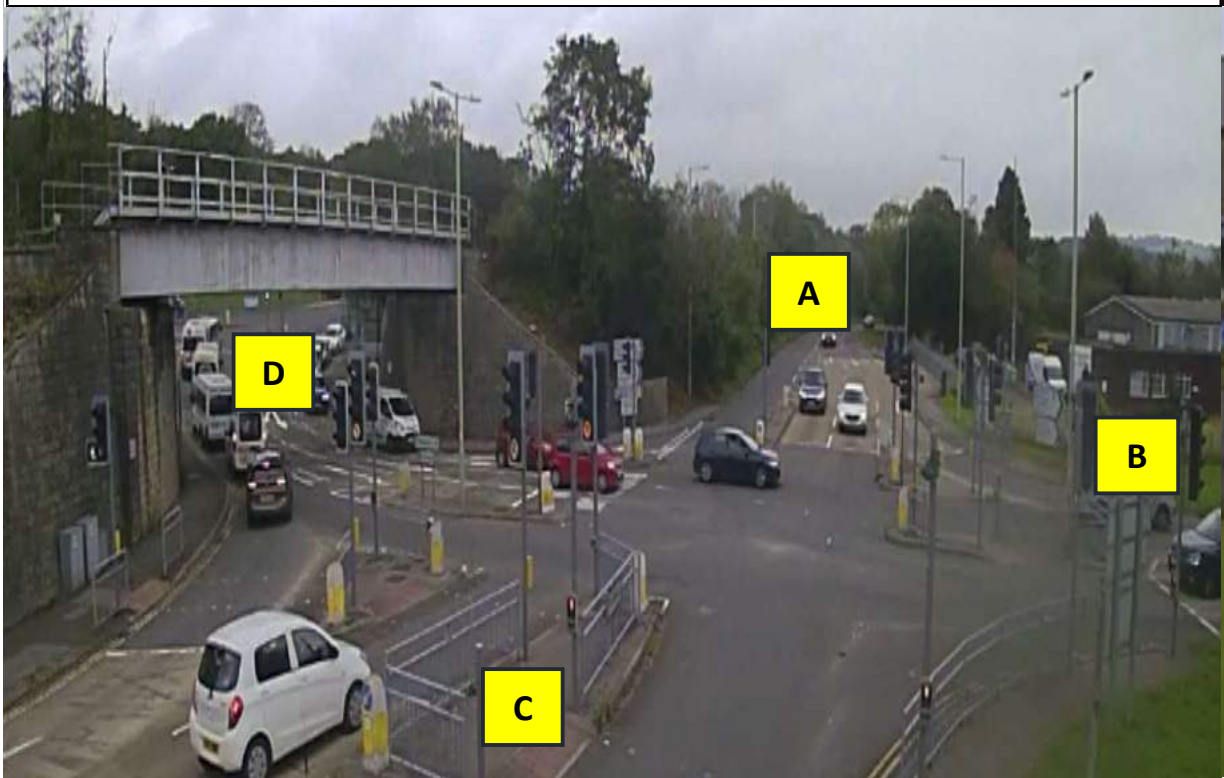
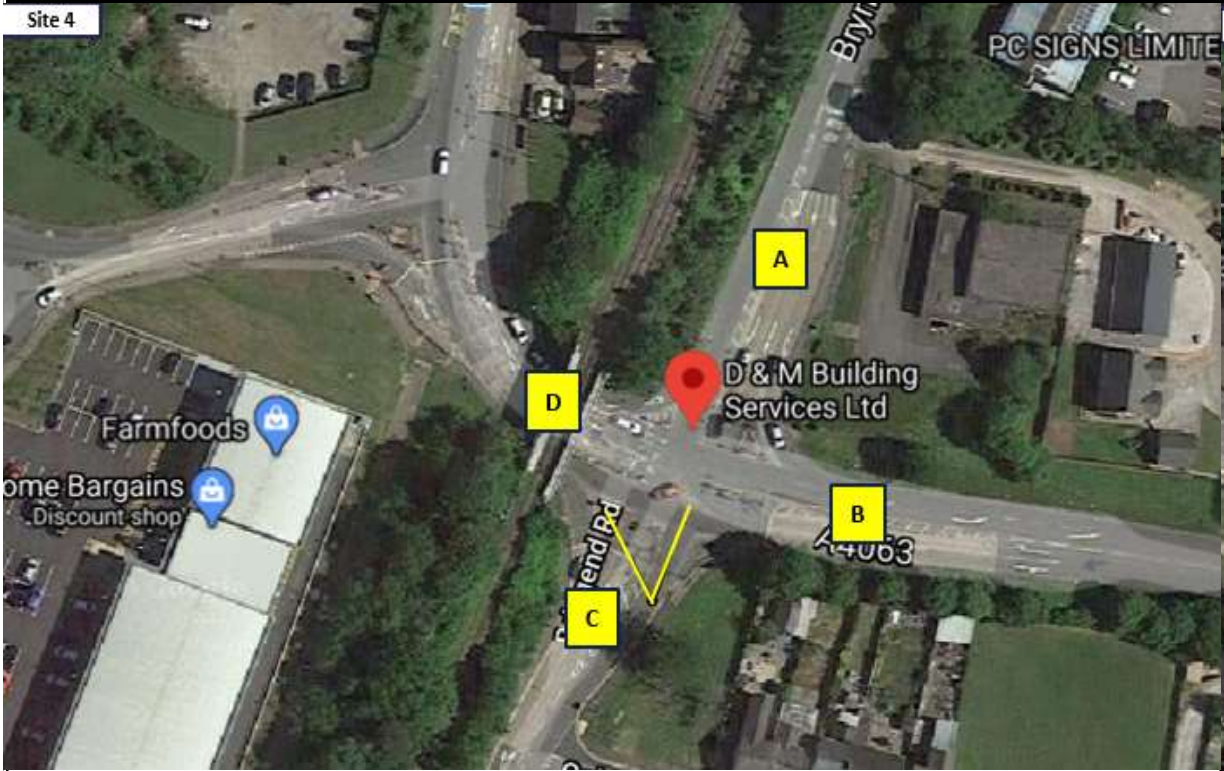
SS259 Maesteg

Tuesday 22 September 2020

0630-0930 & 1530-1830

Site 4 - Cam 4-1

Site 4





Severnside

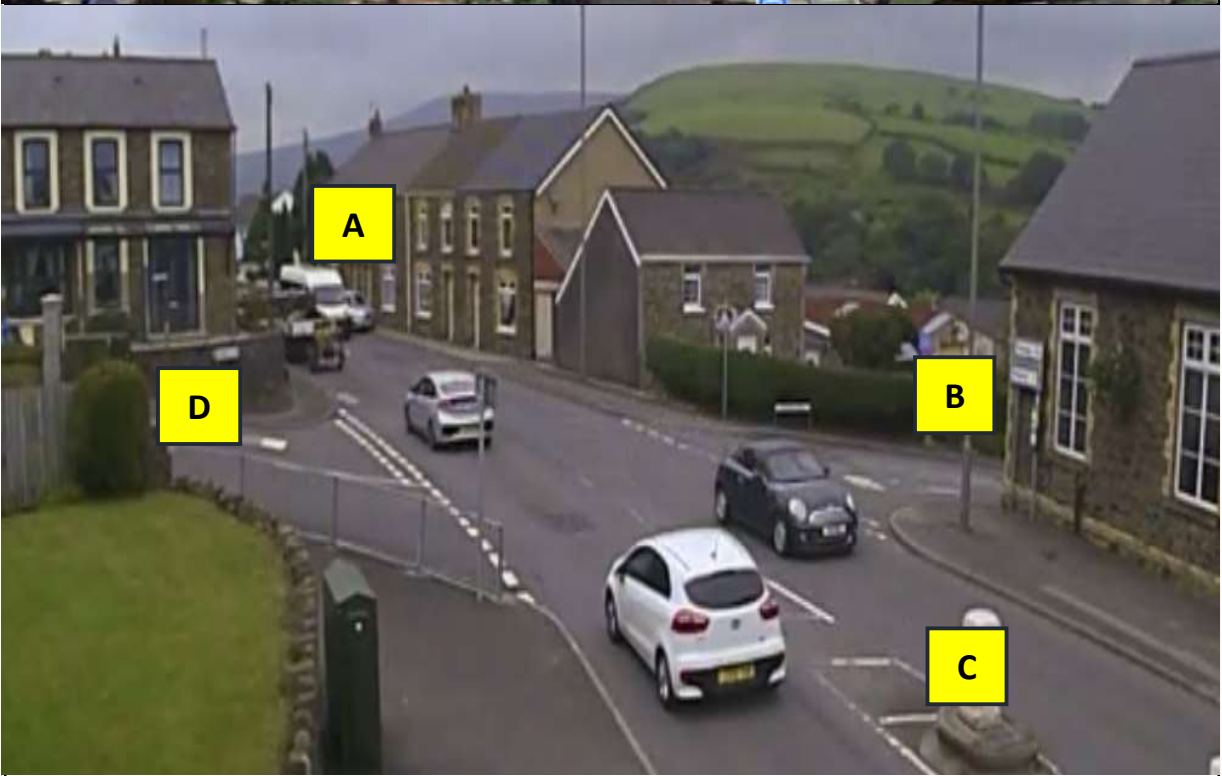
Transportation Data Collection

SS259 Maesteg

Tuesday 22 September 2020

0630-0930 & 1530-1830

Site 5 - cam 5-1





Severnside

Transportation Data Collection

Arm A - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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

3 Hour Totals (am)	53	4	0	0	0	0	0	57
---------------------------	----	---	---	---	---	---	---	----

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

3 Hour Totals (pm)	22	1	0	0	0	0	1	24
---------------------------	----	---	---	---	---	---	---	----

Day Total	75	5	0	0	0	0	1	81
------------------	----	---	---	---	---	---	---	----

Arm B - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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

3 Hour Totals (am)	103	11	1	0	0	0	0	115
---------------------------	-----	----	---	---	---	---	---	-----

1530-1545	8	0	0	0	0	0	0	8
1545-1600	11	0	0	0	0	0	0	11
1600-1615	5	3	0	0	0	0	0	8

1615-1630	9	1	0	0	0	0	0	10
Hourly Total	33	4	0	0	0	0	0	37
1630-1645	5	0	0	0	0	0	0	5
1645-1700	5	2	0	0	0	0	0	7
1700-1715	10	1	0	0	0	0	0	11
1715-1730	5	1	0	0	0	0	0	6
Hourly Total	25	4	0	0	0	0	0	29
1730-1745	6	0	0	0	0	0	1	7
1745-1800	12	0	0	0	0	0	0	12
1800-1815	8	2	0	0	0	0	0	10
1815-1830	4	0	0	0	0	0	0	4
Hourly Total	30	2	0	0	0	0	1	33

3 Hour Totals (pm)	88	10	0	0	0	0	1	99
---------------------------	-----------	-----------	----------	----------	----------	----------	----------	-----------

Day Total	191	21	1	0	0	0	1	214
------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Arm C - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	20	5	1	0	0	0	0	26
0645-0700	36	16	2	0	1	0	0	55
0700-0715	30	11	5	0	0	1	0	47
0715-0730	50	11	1	0	1	1	0	64
Hourly Total	136	43	9	0	2	2	0	192
0730-0745	70	14	2	1	3	0	0	90
0745-0800	88	18	2	1	3	0	1	113
0800-0815	102	16	3	0	2	0	0	123
0815-0830	106	17	3	4	1	0	0	131
Hourly Total	366	65	10	6	9	0	1	457
0830-0845	115	20	3	1	2	0	0	141
0845-0900	86	14	3	2	2	0	0	107
0900-0915	92	17	7	2	2	0	0	120
0915-0930	63	21	3	1	2	0	1	91
Hourly Total	356	72	16	6	8	0	1	459

3 Hour Totals (am)	858	180	35	12	19	2	2	1108
---------------------------	------------	------------	-----------	-----------	-----------	----------	----------	-------------

1530-1545	138	20	3	4	6	1	0	172
1545-1600	133	16	3	2	6	0	0	160
1600-1615	143	23	3	1	0	0	0	170
1615-1630	173	35	0	0	1	1	0	210
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

3 Hour Totals (pm)	1856	299	23	8	19	4	6	2215
---------------------------	-------------	------------	-----------	----------	-----------	----------	----------	-------------

Day Total	2714	479	58	20	38	6	8	3323
------------------	-------------	------------	-----------	-----------	-----------	----------	----------	-------------

Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	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

3 Hour Totals (am)	1627	309	39	3	19	4	5	2006
---------------------------	-------------	------------	-----------	----------	-----------	----------	----------	-------------

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

3 Hour Totals (pm)	1328	176	15	11	16	4	8	1558
---------------------------	-------------	------------	-----------	-----------	-----------	----------	----------	-------------

Day Total	2955	485	54	14	35	8	13	3564
------------------	-------------	------------	-----------	-----------	-----------	----------	-----------	-------------

Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	21	7	1	0	0	0	0	29
0645-0700	37	17	2	0	1	0	0	57
0700-0715	37	12	5	0	0	1	0	55
0715-0730	55	13	1	0	1	1	0	71
Hourly Total	150	49	9	0	2	2	0	212
0730-0745	75	15	2	1	3	0	0	96
0745-0800	101	18	2	1	3	0	1	126
0800-0815	117	16	4	0	2	0	0	139
0815-0830	124	18	3	4	1	0	0	150
Hourly Total	417	67	11	6	9	0	1	511
0830-0845	135	21	3	1	2	0	0	162
0845-0900	134	16	3	2	2	0	0	157
0900-0915	107	19	7	2	2	0	0	137
0915-0930	71	23	3	1	2	0	1	101
Hourly Total	447	79	16	6	8	0	1	557

3 Hour Totals (am)	1014	195	36	12	19	2	2	1280
---------------------------	-------------	------------	-----------	-----------	-----------	----------	----------	-------------

1530-1545	147	21	3	4	6	1	0	182
1545-1600	144	16	3	2	6	0	0	171
1600-1615	151	26	3	1	0	0	0	181
1615-1630	183	36	0	0	1	1	0	221
Hourly Total	625	99	9	7	13	2	0	755
1630-1645	199	49	1	0	1	1	1	252
1645-1700	160	27	4	0	1	0	0	192
1700-1715	181	28	1	0	0	0	1	211
1715-1730	191	31	1	0	1	0	0	224
Hourly Total	731	135	7	0	3	1	2	879
1730-1745	183	22	4	0	1	0	2	212
1745-1800	163	20	2	0	1	0	3	189
1800-1815	147	17	0	1	0	1	1	167
1815-1830	117	17	1	0	1	0	0	136

Hourly Total	610	76	7	1	3	1	6	704
---------------------	------------	-----------	----------	----------	----------	----------	----------	------------

3 Hour Totals (pm)	1966	310	23	8	19	4	8	2338
---------------------------	------	-----	----	---	----	---	---	------

Day Total	2980	505	59	20	38	6	10	3618
------------------	------	-----	----	----	----	---	----	------

19	1	0	0	0	0	0	20
22	2	1	0	0	0	0	25
16	3	0	0	0	0	0	19
74	8	2	0	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
82	6	1	0	0	0	0	89

182	21	3	0	0	0	1	207
-----	----	---	---	---	---	---	-----

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

129	12	0	0	0	0	2	143
-----	----	---	---	---	---	---	-----

311	33	3	0	0	0	3	350
-----	----	---	---	---	---	---	-----

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
5	3	0	0	0	0	0	8
5	4	0	0	0	0	0	9
7	1	0	0	0	0	0	8
1	1	0	0	0	0	0	2
7	2	0	0	0	0	0	9
10	1	0	0	0	0	0	11
25	5	0	0	0	0	0	30
30	2	0	0	0	0	0	32
13	1	1	0	0	0	0	15
6	2	0	0	0	0	0	8
8	2	0	0	0	0	0	10
57	7	1	0	0	0	0	65

87	16	1	0	0	0	0	104
----	----	---	---	---	---	---	-----

17	0	0	0	0	0	0	17
12	0	0	0	0	0	0	12
13	1	0	0	0	0	0	14
19	1	0	0	0	0	0	20
61	2	0	0	0	0	0	63
13	0	0	0	0	0	1	14
23	3	0	0	0	0	0	26
17	3	0	0	0	0	0	20
15	1	0	0	0	0	1	17
68	7	0	0	0	0	2	77
19	1	0	0	0	0	0	20
17	2	0	0	0	0	0	19
23	1	1	0	0	0	0	25
12	0	0	0	0	0	0	12

71	4	1	0	0	0	0	76
----	---	---	---	---	---	---	----

200	13	1	0	0	0	2	216
-----	----	---	---	---	---	---	-----

287	29	2	0	0	0	2	320
-----	----	---	---	---	---	---	-----

90	18	2	1	3	0	1	115
104	16	3	0	2	0	0	125
109	18	3	4	1	0	0	135
375	66	10	6	9	0	1	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
370	75	17	6	9	0	1	478

335
340
344
1329
357
320
313
223
1213

882	185	36	12	20	2	2	1139
-----	-----	----	----	----	---	---	------

3352

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

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

1935	303	23	8	20	4	7	2300
------	-----	----	---	----	---	---	------

4001

2817	488	59	20	40	6	9	3439
------	-----	----	----	----	---	---	------

7353

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
121	26	1	0	0	1	0	149
93	22	1	0	0	0	1	117
102	38	2	0	1	0	0	143
141	37	2	0	0	0	0	180
457	123	6	0	1	1	1	589
160	36	7	1	1	1	0	206
168	33	2	1	3	0	0	207
151	27	10	0	2	0	2	192
143	25	6	0	7	0	2	183
622	121	25	2	13	1	4	788
143	15	1	0	4	0	0	163
121	23	2	1	1	0	0	148
153	11	3	0	0	1	0	168
94	11	4	0	1	1	1	112
511	60	10	1	6	2	1	591

Arm Total
179
174
198
259
810
310
335
340
344
1329
357
320
313
223
1213

1590	304	41	3	20	4	6	1968
------	-----	----	---	----	---	---	------

3352

125	17	2	2	3	0	2	151
108	12	1	3	1	0	0	125
111	20	1	2	4	0	0	138
106	20	3	0	3	0	1	133
450	69	7	7	11	0	3	547
136	11	3	2	1	1	0	154
94	22	0	0	1	1	1	119
101	20	0	1	1	1	2	126
100	10	1	1	0	0	0	112
431	63	4	4	3	3	3	511
104	7	0	0	1	0	0	112
91	10	1	0	1	0	1	104
86	8	2	0	1	1	0	98
64	11	0	0	0	0	0	75

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

345	36	3	0	3	1	1	389
-----	----	---	---	---	---	---	-----

1169

1226	168	14	11	17	4	7	1447
------	-----	----	----	----	---	---	------

4001

2816	472	55	14	37	8	13	3415
------	-----	----	----	----	---	----	------

7353



Severnside

Transportation Data Collection

Arm A - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	0	0	0	0	0	0	0	0

1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (pm)	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	0	0	0	0	0	0	0	0

Day Total	0	0	0	0	0	0	0	0
------------------	----------	----------	----------	----------	----------	----------	----------	----------

Arm B - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	0	0	0	0	0	0	0	0
0645-0700	4	0	0	0	0	0	0	4
0700-0715	1	0	0	0	0	0	0	1
0715-0730	2	0	0	0	0	0	0	2
Hourly Total	7	0	0	0	0	0	0	7
0730-0745	2	0	0	0	0	0	0	2
0745-0800	3	0	1	0	0	0	0	4
0800-0815	4	0	0	0	0	0	0	4
0815-0830	9	0	0	0	0	0	0	9
Hourly Total	18	0	1	0	0	0	0	19
0830-0845	7	0	0	0	0	0	0	7
0845-0900	14	1	0	0	0	0	0	15
0900-0915	9	0	1	0	0	0	0	10
0915-0930	11	1	0	0	0	0	0	12
Hourly Total	41	2	1	0	0	0	0	44

3 Hour Totals (am)	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	66	2	2	0	0	0	0	70

1530-1545	5	1	0	0	0	0	0	6
1545-1600	9	0	1	0	0	0	0	10
1600-1615	9	0	0	0	0	0	0	9

1615-1630	5	0	0	0	0	0	0	5
Hourly Total	28	1	1	0	0	0	0	30
1630-1645	7	0	0	0	0	0	0	7
1645-1700	10	0	0	0	0	0	0	10
1700-1715	6	0	0	0	0	0	0	6
1715-1730	10	0	0	0	0	0	0	10
Hourly Total	33	0	0	0	0	0	0	33
1730-1745	4	0	0	0	0	0	0	4
1745-1800	3	2	0	0	0	0	0	5
1800-1815	6	0	0	0	0	0	0	6
1815-1830	1	1	0	0	0	0	0	2
Hourly Total	14	3	0	0	0	0	0	17

3 Hour Totals (pm)	75	4	1	0	0	0	0	80
---------------------------	-----------	----------	----------	----------	----------	----------	----------	-----------

Day Total	141	6	3	0	0	0	0	150
------------------	------------	----------	----------	----------	----------	----------	----------	------------

Arm C - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	6	2	0	0	0	0	0	8
0645-0700	1	0	0	0	0	0	0	1
0700-0715	3	2	0	0	0	0	0	5
0715-0730	4	2	0	0	0	0	0	6
Hourly Total	14	6	0	0	0	0	0	20
0730-0745	6	0	1	1	0	0	0	8
0745-0800	3	0	0	0	0	0	1	4
0800-0815	7	1	0	0	0	0	0	8
0815-0830	22	4	0	0	0	0	0	26
Hourly Total	38	5	1	1	0	0	1	46
0830-0845	29	2	0	0	0	0	0	31
0845-0900	43	1	0	0	0	0	0	44
0900-0915	39	3	0	1	0	0	0	43
0915-0930	41	4	0	1	0	0	0	46
Hourly Total	152	10	0	2	0	0	0	164

3 Hour Totals (am)	204	21	1	3	0	0	1	230
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

1530-1545	24	1	0	0	0	0	0	25
1545-1600	27	5	0	0	0	0	0	32
1600-1615	17	3	0	0	0	0	0	20
1615-1630	25	2	1	0	0	0	0	28
Hourly Total	93	11	1	0	0	0	0	105
1630-1645	19	3	0	0	0	0	0	22
1645-1700	10	2	0	0	0	0	0	12
1700-1715	21	3	0	0	0	0	0	24
1715-1730	15	1	0	0	0	0	0	16
Hourly Total	65	9	0	0	0	0	0	74
1730-1745	15	0	0	0	0	0	0	15
1745-1800	8	0	0	0	0	0	0	8
1800-1815	4	0	0	1	0	0	1	6
1815-1830	14	1	0	0	0	0	0	15
Hourly Total	41	1	0	1	0	0	1	44

3 Hour Totals (pm)	199	21	1	1	0	0	1	223
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	403	42	2	4	0	0	2	453
------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Arm D - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	4	1	0	0	0	0	0	5
0645-0700	0	0	0	0	0	0	0	0
0700-0715	2	0	0	0	0	0	0	2
0715-0730	0	1	1	0	0	0	0	2
Hourly Total	6	2	1	0	0	0	0	9
0730-0745	1	1	0	0	0	0	0	2

0745-0800	1	1	0	1	0	0	0	3
0800-0815	3	0	0	0	0	0	0	3
0815-0830	5	0	0	0	0	0	0	5
Hourly Total	10	2	0	1	0	0	0	13
0830-0845	6	1	1	0	0	0	0	8
0845-0900	12	1	1	0	0	0	0	14
0900-0915	6	1	1	0	0	0	0	8
0915-0930	9	0	0	0	0	0	0	9
Hourly Total	33	3	3	0	0	0	0	39

3 Hour Totals (am)	49	7	4	1	0	0	0	61
---------------------------	-----------	----------	----------	----------	----------	----------	----------	-----------

1530-1545	5	0	0	0	0	0	0	5
1545-1600	7	0	0	0	0	0	0	7
1600-1615	10	1	0	0	0	0	0	11
1615-1630	4	2	0	0	0	0	0	6
Hourly Total	26	3	0	0	0	0	0	29
1630-1645	6	0	0	0	0	0	0	6
1645-1700	3	1	0	0	0	0	0	4
1700-1715	1	0	0	0	0	0	0	1
1715-1730	2	0	0	0	0	0	0	2
Hourly Total	12	1	0	0	0	0	0	13
1730-1745	3	1	0	0	0	0	0	4
1745-1800	3	0	0	0	0	0	0	3
1800-1815	0	0	1	0	0	0	0	1
1815-1830	0	1	0	0	0	0	0	1
Hourly Total	6	2	1	0	0	0	0	9

3 Hour Totals (pm)	44	6	1	0	0	0	0	51
---------------------------	-----------	----------	----------	----------	----------	----------	----------	-----------

Day Total	93	13	5	1	0	0	0	112
------------------	-----------	-----------	----------	----------	----------	----------	----------	------------

Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	3	3	1	0	0	0	0	7
0645-0700	4	2	0	0	0	0	0	6
0700-0715	4	0	0	0	0	0	0	4
0715-0730	8	2	0	0	0	0	0	10
Hourly Total	19	7	1	0	0	0	0	27
0730-0745	3	2	3	0	0	0	0	8
0745-0800	7	1	0	0	0	0	2	10
0800-0815	10	1	1	0	0	0	0	12
0815-0830	14	1	0	0	0	0	0	15
Hourly Total	34	5	4	0	0	0	2	45
0830-0845	17	1	1	0	0	0	0	19
0845-0900	25	7	0	1	0	0	0	33
0900-0915	36	1	0	0	0	0	0	37
0915-0930	40	1	2	1	0	0	0	44
Hourly Total	118	10	3	2	0	0	0	133

3 Hour Totals (am)	171	22	8	2	0	0	2	205
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

1530-1545	56	3	0	0	0	0	0	59
1545-1600	51	4	0	0	0	0	0	55
1600-1615	54	4	1	0	1	0	0	60
1615-1630	53	5	0	0	0	0	0	58
Hourly Total	214	16	1	0	1	0	0	232
1630-1645	29	4	1	0	0	0	0	34
1645-1700	50	7	0	0	0	0	0	57
1700-1715	55	6	0	0	0	0	0	61
1715-1730	30	2	0	0	0	0	0	32
Hourly Total	164	19	1	0	0	0	0	184
1730-1745	46	2	0	0	0	0	0	48
1745-1800	32	2	0	0	0	0	0	34
1800-1815	15	2	0	0	0	0	0	17
1815-1830	20	0	0	0	0	0	0	20

Hourly Total	113	6	0	0	0	0	0	119
---------------------	------------	----------	----------	----------	----------	----------	----------	------------

3 Hour Totals (pm)	491	41	2	0	1	0	0	535
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	662	63	10	2	1	0	2	740
------------------	------------	-----------	-----------	----------	----------	----------	----------	------------

	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0630-0645	10	3	0	0	0	0	0	13
0645-0700	5	0	0	0	0	0	0	5
0700-0715	6	2	0	0	0	0	0	8
0715-0730	6	3	1	0	0	0	0	10
Hourly Total	27	8	1	0	0	0	0	36
0730-0745	9	1	1	1	0	0	0	12
0745-0800	7	1	1	1	0	0	1	11
0800-0815	14	1	0	0	0	0	0	15
0815-0830	36	4	0	0	0	0	0	40
Hourly Total	66	7	2	2	0	0	1	78
0830-0845	42	3	1	0	0	0	0	46
0845-0900	69	3	1	0	0	0	0	73
0900-0915	54	4	2	1	0	0	0	61
0915-0930	61	5	0	1	0	0	0	67
Hourly Total	226	15	4	2	0	0	0	247

3 Hour Totals (am)	319	30	7	4	0	0	1	361
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

1530-1545	34	2	0	0	0	0	0	36
1545-1600	43	5	1	0	0	0	0	49
1600-1615	36	4	0	0	0	0	0	40
1615-1630	34	4	1	0	0	0	0	39
Hourly Total	147	15	2	0	0	0	0	164
1630-1645	32	3	0	0	0	0	0	35
1645-1700	23	3	0	0	0	0	0	26
1700-1715	28	3	0	0	0	0	0	31
1715-1730	27	1	0	0	0	0	0	28
Hourly Total	110	10	0	0	0	0	0	120
1730-1745	22	1	0	0	0	0	0	23
1745-1800	14	2	0	0	0	0	0	16
1800-1815	10	0	1	1	0	0	1	13
1815-1830	15	3	0	0	0	0	0	18
Hourly Total	61	6	1	1	0	0	1	70

3 Hour Totals (pm)	318	31	3	1	0	0	1	354
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	637	61	10	5	0	0	2	715
------------------	------------	-----------	-----------	----------	----------	----------	----------	------------

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

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

Arm C - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
3	0	1	0	0	0	0	4
4	5	2	0	0	0	0	11
6	5	2	0	0	1	0	14
8	2	1	0	0	0	0	11
21	12	6	0	0	1	0	40
11	5	2	0	2	1	0	21
12	2	1	1	0	0	0	16
24	4	0	0	1	0	0	29
14	6	0	1	2	0	0	23
61	17	3	2	5	1	0	89
22	3	0	3	0	0	0	28
23	2	2	0	0	0	0	27
32	1	1	0	1	0	0	35
24	5	2	0	0	0	0	31
101	11	5	3	1	0	0	121

183	40	14	5	6	2	0	250
-----	----	----	---	---	---	---	-----

23	7	0	1	0	0	0	31
36	2	1	3	1	0	0	43
26	3	0	1	1	0	0	31
25	5	0	0	1	0	0	31
110	17	1	5	3	0	0	136
35	5	0	0	0	0	0	40
34	6	0	0	0	0	0	40
40	4	0	0	1	0	0	45
31	3	0	0	0	0	0	34
140	18	0	0	1	0	0	159
27	2	1	0	1	0	0	31
49	3	1	0	0	0	0	53
37	4	0	0	0	0	0	41
26	2	0	0	1	0	0	29
139	11	2	0	2	0	0	154

389	46	3	5	6	0	0	449
-----	----	---	---	---	---	---	-----

572	86	17	10	12	2	0	699
-----	----	----	----	----	---	---	-----

Arm D - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
5	0	0	0	0	0	0	5
7	1	0	0	0	0	0	8
7	2	0	1	1	0	0	11
11	2	2	0	1	0	0	16
30	5	2	1	2	0	0	40
9	1	0	0	0	0	0	10

17	1	0	1	0	0	0	19
19	3	0	0	0	0	0	22
16	4	0	1	1	0	0	22
61	9	0	2	1	0	0	73
18	4	1	0	0	0	0	23
22	3	0	0	0	0	0	25
15	3	0	1	0	0	0	19
12	4	2	0	1	0	0	19
67	14	3	1	1	0	0	86

158	28	5	4	4	0	0	199
-----	----	---	---	---	---	---	-----

15	3	0	0	1	0	0	19
12	0	1	0	0	0	0	13
21	1	0	0	0	0	0	22
19	5	0	0	0	0	0	24
67	9	1	0	1	0	0	78
15	4	0	0	1	0	0	20
28	2	0	0	0	0	0	30
14	2	1	0	0	0	0	17
24	2	0	0	1	0	0	27
81	10	1	0	2	0	0	94
14	1	0	0	0	0	0	15
20	0	0	0	0	0	0	20
11	1	0	0	0	0	1	13
12	2	0	0	0	0	0	14
57	4	0	0	0	0	1	62

205	23	2	0	3	0	1	234
-----	----	---	---	---	---	---	-----

363	51	7	4	7	0	1	433
-----	----	---	---	---	---	---	-----

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
6	4	4	0	0	0	0	14
24	1	3	0	0	1	0	29
25	7	0	0	0	0	0	32
21	9	2	0	0	0	0	32
76	21	9	0	0	1	0	107
24	7	2	1	1	0	0	35
23	10	1	0	1	0	0	35
27	7	0	1	2	0	0	37
25	7	0	0	1	0	0	33
99	31	3	2	5	0	0	140
28	2	0	0	2	0	0	32
40	6	1	1	2	0	0	50
44	6	2	0	1	0	0	53
38	6	1	0	1	0	1	47
150	20	4	1	6	0	1	182

325	72	16	3	11	1	1	429
-----	----	----	---	----	---	---	-----

31	3	0	0	1	0	0	35
40	3	1	1	0	0	0	45
32	4	1	2	0	0	0	39
27	0	0	0	0	0	0	27
130	10	2	3	1	0	0	146
37	4	0	1	1	0	0	43
37	1	0	1	1	1	0	41
30	3	0	0	0	0	0	33
33	8	0	0	1	0	0	42
137	16	0	2	3	1	0	159
34	5	1	0	1	0	0	41
27	6	1	0	0	0	0	34
45	1	0	0	1	0	0	47
36	4	0	0	0	0	0	40

142	16	2	0	2	0	0	162
-----	----	---	---	---	---	---	-----

409	42	4	5	6	1	0	467
-----	----	---	---	---	---	---	-----

734	114	20	8	17	2	1	896
-----	-----	----	---	----	---	---	-----

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	2	2	0	0	0	0	12
11	7	2	0	0	0	0	20
15	7	2	1	1	1	0	27
21	4	3	0	1	0	0	29
55	20	9	1	2	1	0	88
20	7	4	0	2	1	0	34
30	3	1	2	0	0	0	36
45	7	0	0	1	0	0	53
37	10	0	2	3	0	0	52
132	27	5	4	6	1	0	175
46	8	2	3	0	0	0	59
50	9	2	0	0	0	0	61
56	4	1	1	1	0	0	63
48	9	4	0	1	0	0	62
200	30	9	4	2	0	0	245

387	77	23	9	10	2	0	508
-----	----	----	---	----	---	---	-----

53	12	0	1	1	0	0	67
63	5	2	3	1	0	0	74
61	4	0	1	1	0	0	67
57	12	0	0	1	0	0	70
234	33	2	5	4	0	0	278
56	10	0	0	1	0	0	67
72	9	0	0	0	0	0	81
69	7	1	0	1	0	0	78
63	5	0	0	1	0	0	69
260	31	1	0	3	0	0	295
52	3	1	0	1	0	0	57
76	3	1	0	0	0	0	80
53	5	0	0	0	0	1	59
43	4	0	0	1	0	0	48
224	15	2	0	2	0	1	244

718	79	5	5	9	0	1	817
-----	----	---	---	---	---	---	-----

1105	156	28	14	19	2	1	1325
------	-----	----	----	----	---	---	------

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

Site 2

Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
3	1	0	0	0	0	0	4
4	1	0	0	0	0	0	5
2	0	0	0	0	0	0	2
6	2	0	0	0	0	0	8
15	4	0	0	0	0	0	19
2	0	1	0	0	0	0	3
6	1	0	0	0	0	2	9
4	1	1	0	0	0	0	6
4	1	0	0	0	0	0	5
16	3	2	0	0	0	2	23
11	0	0	0	0	0	0	11
15	3	0	1	0	0	0	19
19	1	0	0	0	0	0	20
21	0	2	1	0	0	0	24
66	4	2	2	0	0	0	74

97	11	4	2	0	0	2	116
----	----	---	---	---	---	---	-----

27	1	0	0	0	0	0	28
25	0	0	0	0	0	0	25
31	3	1	0	1	0	0	36
27	2	0	0	0	0	0	29
110	6	1	0	1	0	0	118
16	1	0	0	0	0	0	17
28	2	0	0	0	0	0	30
32	4	0	0	0	0	0	36
17	0	0	0	0	0	0	17
93	7	0	0	0	0	0	100
28	2	0	0	0	0	0	30
20	2	0	0	0	0	0	22
5	2	0	0	0	0	0	7
9	0	0	0	0	0	0	9
62	6	0	0	0	0	0	68

265	19	1	0	1	0	0	286
-----	----	---	---	---	---	---	-----

362	30	5	2	1	0	2	402
-----	----	---	---	---	---	---	-----

Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	2	1	0	0	0	0	4
6	0	0	0	0	0	0	6
8	3	0	0	0	0	0	11
4	1	1	0	0	0	0	6
19	6	2	0	0	0	0	27
6	5	2	0	0	0	0	13
3	6	0	0	0	0	0	9
5	6	0	0	1	0	0	12
9	5	0	0	1	0	0	15
23	22	2	0	2	0	0	49
11	1	0	0	1	0	0	13
17	3	1	0	1	0	0	22
13	4	1	0	0	0	0	18
14	2	1	0	1	0	1	19
55	10	3	0	3	0	1	72

97	38	7	0	5	0	1	148
----	----	---	---	---	---	---	-----

6	0	0	0	0	0	0	6
14	1	0	1	0	0	0	16
8	2	0	0	0	0	0	10

8	0	0	0	0	0	0	8
36	3	0	1	0	0	0	40
14	1	0	1	0	0	0	16
15	0	0	1	1	0	0	17
14	3	0	0	0	0	0	17
8	2	0	0	1	0	0	11
51	6	0	2	2	0	0	61
13	3	1	0	0	0	0	17
16	1	0	0	0	0	0	17
23	0	0	0	1	0	0	24
17	0	0	0	0	0	0	17
69	4	1	0	1	0	0	75

156	13	1	3	3	0	0	176
-----	----	---	---	---	---	---	-----

253	51	8	3	8	0	1	324
-----	----	---	---	---	---	---	-----

Arm C - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	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
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

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

Arm D - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
14	1	1	0	0	0	0	16
10	3	0	0	0	0	0	13
19	11	0	0	0	0	0	30
25	9	1	0	0	0	0	35
68	24	2	0	0	0	0	94
27	9	0	2	0	0	0	38

19	4	3	0	0	0	0	26
19	7	2	0	0	0	0	28
36	1	0	0	1	0	1	39
101	21	5	2	1	0	1	131
38	9	1	0	1	0	0	49
25	4	0	0	0	0	0	29
30	6	1	0	1	0	0	38
26	2	0	0	0	0	0	28
119	21	2	0	2	0	0	144

288	66	9	2	3	0	1	369
-----	----	---	---	---	---	---	-----

37	7	1	0	1	0	0	46
30	1	0	2	0	0	0	33
29	2	0	1	2	0	0	34
39	5	0	0	0	0	0	44
135	15	1	3	3	0	0	157
46	7	0	1	0	0	0	54
43	10	1	0	0	0	1	55
42	4	0	0	0	0	0	46
42	7	1	1	0	0	0	51
173	28	2	2	0	0	1	206
35	8	0	0	0	0	0	43
37	6	0	0	0	0	0	43
27	0	1	0	0	0	0	28
10	2	0	0	0	0	0	12
109	16	1	0	0	0	0	126

417	59	4	5	3	0	1	489
-----	----	---	---	---	---	---	-----

705	125	13	7	6	0	2	858
-----	-----	----	---	---	---	---	-----

Origin - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
23	7	1	0	0	0	0	31
21	12	2	0	0	0	0	35
30	17	2	0	0	1	0	50
30	11	1	0	0	1	0	43
104	47	6	0	0	2	0	159
43	9	3	1	2	1	0	59
52	8	3	2	0	0	1	66
74	12	1	0	1	0	0	88
85	17	2	1	2	0	0	107
254	46	9	4	5	1	1	320
106	15	1	4	0	0	0	126
123	8	3	0	0	0	0	134
117	10	5	1	4	0	0	137
103	17	3	1	0	0	0	124
449	50	12	6	4	0	0	521

807	143	27	10	9	3	1	1000
-----	-----	----	----	---	---	---	------

90	16	2	1	2	0	0	111
106	15	2	4	3	0	0	130
83	9	1	1	1	0	0	95
97	19	2	0	2	0	0	120
376	59	7	6	8	0	0	456
94	18	1	0	0	1	0	114
89	18	2	0	0	0	0	109
115	11	0	0	1	0	0	127
86	8	0	0	0	0	0	94
384	55	3	0	1	1	0	444
88	8	1	0	1	0	0	98
94	6	1	0	0	1	0	102
83	11	0	1	0	0	1	96
64	10	0	0	1	0	0	75

329	35	2	1	2	1	1	371
-----	----	---	---	---	---	---	-----

1089	149	12	7	11	2	1	1271
------	-----	----	---	----	---	---	------

1896	292	39	17	20	5	2	2271
------	-----	----	----	----	---	---	------

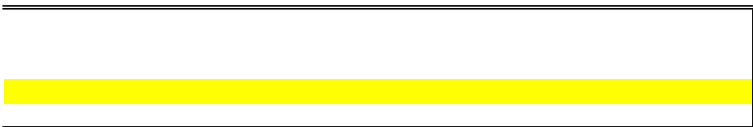
Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
18	4	2	0	0	0	0	24
20	4	0	0	0	0	0	24
29	14	0	0	0	0	0	43
35	12	2	0	0	0	0	49
102	34	4	0	0	0	0	140
35	14	3	2	0	0	0	54
28	11	3	0	0	0	2	44
28	14	3	0	1	0	0	46
49	7	0	0	2	0	1	59
140	46	9	2	3	0	3	203
60	10	1	0	2	0	0	73
57	10	1	1	1	0	0	70
62	11	2	0	1	0	0	76
61	4	3	1	1	0	1	71
240	35	7	2	5	0	1	290

482	115	20	4	8	0	4	633
-----	-----	----	---	---	---	---	-----

70	8	1	0	1	0	0	80
69	2	0	3	0	0	0	74
68	7	1	1	3	0	0	80
74	7	0	0	0	0	0	81
281	24	2	4	4	0	0	315
76	9	0	2	0	0	0	87
86	12	1	1	1	0	1	102
88	11	0	0	0	0	0	99
67	9	1	1	1	0	0	79
317	41	2	4	2	0	1	367
76	13	1	0	0	0	0	90
73	9	0	0	0	0	0	82
55	2	1	0	1	0	0	59
36	2	0	0	0	0	0	38
240	26	2	0	1	0	0	269

838	91	6	8	7	0	1	951
-----	----	---	---	---	---	---	-----

1320	206	26	12	15	0	5	1584
------	-----	----	----	----	---	---	------



Arm A - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4
3	0	0	0	0	0	0	3
8	1	0	0	0	0	0	9
0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5
8	0	0	0	0	0	0	8
7	1	0	0	0	0	0	8
20	1	0	0	0	0	0	21

Arm Total
7
6
4
10
27
8
10
12
15
45
19
33
37
44
133

28	2	0	0	0	0	0	30
----	---	---	---	---	---	---	----

205

14	0	0	0	0	0	0	14
11	1	0	0	0	0	0	12
9	1	0	0	0	0	0	10
13	1	0	0	0	0	0	14
47	3	0	0	0	0	0	50
7	2	1	0	0	0	0	10
12	4	0	0	0	0	0	16
8	1	0	0	0	0	0	9
5	2	0	0	0	0	0	7
32	9	1	0	0	0	0	42
7	0	0	0	0	0	0	7
5	0	0	0	0	0	0	5
5	0	0	0	0	0	0	5
6	0	0	0	0	0	0	6
23	0	0	0	0	0	0	23

59
55
60
58
232
34
57
61
32
184
48
34
17
20
119

102	12	1	0	0	0	0	115
-----	----	---	---	---	---	---	-----

535

130	14	1	0	0	0	0	145
-----	----	---	---	---	---	---	-----

740

Arm B - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
5	2	3	0	0	0	0	10
14	1	3	0	0	1	0	19
16	4	0	0	0	0	0	20
15	8	1	0	0	0	0	24
50	15	7	0	0	1	0	73
16	2	0	1	1	0	0	20
17	4	0	0	1	0	0	22
18	1	0	1	1	0	0	21
7	2	0	0	0	0	0	9
58	9	0	2	3	0	0	72
10	1	0	0	1	0	0	12
9	2	0	1	1	0	0	13
22	2	0	0	1	0	0	25
13	3	0	0	0	0	0	16
54	8	0	1	3	0	0	66

Arm Total
14
29
32
32
107
35
35
37
33
140
32
50
53
47
182

162	32	7	3	6	1	0	211
-----	----	---	---	---	---	---	-----

429

20	2	0	0	1	0	0	23
17	2	0	0	0	0	0	19
15	2	1	2	0	0	0	20

35
45
39

14	0	0	0	0	0	0	14
66	6	1	2	1	0	0	76
16	3	0	0	1	0	0	20
12	1	0	0	0	1	0	14
10	0	0	0	0	0	0	10
15	6	0	0	0	0	0	21
53	10	0	0	1	1	0	65
17	2	0	0	1	0	0	20
8	3	1	0	0	0	0	12
16	1	0	0	0	0	0	17
18	3	0	0	0	0	0	21
59	9	1	0	1	0	0	70

27
146
43
41
33
42
159
41
34
47
40
162

178	25	2	2	3	1	0	211
-----	----	---	---	---	---	---	-----

467

340	57	9	5	9	2	0	422
-----	----	---	---	---	---	---	-----

896

Arm C - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
14	5	0	0	0	0	0	19
16	7	0	0	0	0	0	23
21	10	0	0	0	0	0	31
18	7	0	0	0	1	0	26
69	29	0	0	0	1	0	99
26	4	0	0	0	0	0	30
37	6	2	1	0	0	0	46
43	7	1	0	0	0	0	51
49	7	2	0	0	0	0	58
155	24	5	1	0	0	0	185
55	10	1	1	0	0	0	67
57	5	1	0	0	0	0	63
46	6	4	0	3	0	0	59
38	8	1	0	0	0	0	47
196	29	7	1	3	0	0	236

Arm Total
31
35
50
43
159
59
66
88
107
320
126
134
137
124
521

420	82	12	2	3	1	0	520
-----	----	----	---	---	---	---	-----

1000

43	8	2	0	2	0	0	55
43	8	1	1	2	0	0	55
40	3	1	0	0	0	0	44
47	12	1	0	1	0	0	61
173	31	5	1	5	0	0	215
40	10	1	0	0	1	0	52
45	10	2	0	0	0	0	57
54	4	0	0	0	0	0	58
40	4	0	0	0	0	0	44
179	28	3	0	0	1	0	211
46	6	0	0	0	0	0	52
37	3	0	0	0	1	0	41
42	7	0	0	0	0	0	49
24	7	0	0	0	0	0	31
149	23	0	0	0	1	0	173

111
130
95
120
456
114
109
127
94
444
98
102
96
75
371

501	82	8	1	5	2	0	599
-----	----	---	---	---	---	---	-----

1271

921	164	20	3	8	3	0	1119
-----	-----	----	---	---	---	---	------

2271

Arm D - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

Arm Total
26
21
43
53
143
50

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

48
53
66
217
80
68
65
56
269

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

629

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

70
53
67
74
264
80
89
64
80
313
62
66
42
27
197

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

774

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

1403

Origin - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
23	2	1	0	0	0	0	26
17	4	0	0	0	0	0	21
28	13	0	1	1	0	0	43
36	12	4	0	1	0	0	53
104	31	5	1	2	0	0	143
37	11	0	2	0	0	0	50
37	6	3	2	0	0	0	48
41	10	2	0	0	0	0	53
57	5	0	1	2	0	1	66
172	32	5	5	2	0	1	217
62	14	3	0	1	0	0	80
59	8	1	0	0	0	0	68
51	10	2	1	1	0	0	65
47	6	2	0	1	0	0	56
219	38	8	1	3	0	0	269

Arm Total
78
91
129
138
436
152
159
190
221
722
257
285
292
271
1105

495	101	18	7	7	0	1	629
-----	-----	----	---	---	---	---	-----

2263

57	10	1	0	2	0	0	70
49	1	1	2	0	0	0	53
60	4	0	1	2	0	0	67
62	12	0	0	0	0	0	74
228	27	2	3	4	0	0	264
67	11	0	1	1	0	0	80
74	13	1	0	0	0	1	89
57	6	1	0	0	0	0	64
68	9	1	1	1	0	0	80
266	39	3	2	2	0	1	313
52	10	0	0	0	0	0	62
60	6	0	0	0	0	0	66
38	1	2	0	0	0	1	42
22	5	0	0	0	0	0	27

275
283
261
279
1098
271
296
285
248
1100
249
236
202
162

172	22	2	0	0	0	1	197
-----	----	---	---	---	---	---	-----

849

666	88	7	5	6	0	2	774
-----	----	---	---	---	---	---	-----

3047

1161	189	25	12	13	0	3	1403
------	-----	----	----	----	---	---	------

5310

Destination - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
19	7	3	0	0	0	0	29
30	8	3	0	0	1	0	42
37	14	0	0	0	0	0	51
33	15	1	0	0	1	0	50
119	44	7	0	0	2	0	172
43	7	0	1	1	0	0	52
54	10	2	1	1	0	0	68
65	8	1	1	1	0	0	76
59	9	2	0	0	0	0	70
221	34	5	3	3	0	0	266
65	11	1	1	1	0	0	79
71	7	1	1	1	0	0	81
76	8	4	0	4	0	0	92
58	12	1	0	0	0	0	71
270	38	7	2	6	0	0	323

Arm Total
78
91
129
138
436
152
159
190
221
722
257
285
292
271
1105

610	116	19	5	9	2	0	761
-----	-----	----	---	---	---	---	-----

2263

77	10	2	0	3	0	0	92
71	11	1	1	2	0	0	86
64	6	2	2	0	0	0	74
74	13	1	0	1	0	0	89
286	40	6	3	6	0	0	341
63	15	2	0	1	1	0	82
69	15	2	0	0	1	0	87
72	5	0	0	0	0	0	77
60	12	0	0	0	0	0	72
264	47	4	0	1	2	0	318
70	8	0	0	1	0	0	79
50	6	1	0	0	1	0	58
63	8	0	0	0	0	0	71
48	10	0	0	0	0	0	58
231	32	1	0	1	1	0	266

275
283
261
279
1098
271
296
285
248
1100
249
236
202
162
849

781	119	11	3	8	3	0	925
-----	-----	----	---	---	---	---	-----

3047

1391	235	30	8	17	5	0	1686
------	-----	----	---	----	---	---	------

5310



Severnside

Transportation Data Collection

Arm A - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)								
	0	0	0	0	0	0	0	0

1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (pm)								
	0	0	0	0	0	0	0	0

Day Total								
	0	0	0	0	0	0	0	0

Arm B - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	8	3	0	0	0	0	0	11
0645-0700	11	5	0	0	1	0	0	17
0700-0715	11	1	1	0	0	0	0	13
0715-0730	22	6	0	0	0	0	0	28
Hourly Total	52	15	1	0	1	0	0	69
0730-0745	23	7	0	0	0	0	0	30
0745-0800	29	3	1	0	2	1	0	36
0800-0815	45	10	0	0	0	0	0	55
0815-0830	57	5	0	0	3	0	0	65
Hourly Total	154	25	1	0	5	1	0	186
0830-0845	44	7	1	0	2	0	0	54
0845-0900	45	6	0	0	0	0	0	51
0900-0915	53	12	0	1	0	0	0	66
0915-0930	33	7	0	0	0	0	0	40
Hourly Total	175	32	1	1	2	0	0	211

3 Hour Totals (am)								
	381	72	3	1	8	1	0	466

1530-1545	47	7	1	0	2	0	0	57
1545-1600	52	7	2	1	0	0	0	62
1600-1615	46	5	0	0	1	1	0	53

1615-1630	60	9	0	0	0	0	1	70
Hourly Total	205	28	3	1	3	1	1	242
1630-1645	96	17	0	0	0	0	0	113
1645-1700	58	10	0	0	0	0	0	68
1700-1715	60	6	0	0	0	0	0	66
1715-1730	41	4	0	0	0	0	0	45
Hourly Total	255	37	0	0	0	0	0	292
1730-1745	59	11	0	0	0	1	0	71
1745-1800	52	7	2	0	0	0	0	61
1800-1815	55	4	0	0	0	0	0	59
1815-1830	46	4	0	0	0	0	0	50
Hourly Total	212	26	2	0	0	1	0	241

3 Hour Totals (pm)	672	91	5	1	3	2	1	775
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	1053	163	8	2	11	3	1	1241
------------------	-------------	------------	----------	----------	-----------	----------	----------	-------------

Arm C - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	6	2	0	0	0	0	0	8
0645-0700	4	2	1	0	0	0	0	7
0700-0715	7	4	2	0	0	1	0	14
0715-0730	8	4	1	0	1	0	0	14
Hourly Total	25	12	4	0	1	1	0	43
0730-0745	11	2	1	0	0	0	0	14
0745-0800	11	3	2	1	1	0	0	18
0800-0815	13	5	0	0	1	0	0	19
0815-0830	9	4	0	2	1	0	0	16
Hourly Total	44	14	3	3	3	0	0	67
0830-0845	13	1	2	2	1	0	0	19
0845-0900	20	4	2	1	1	0	0	28
0900-0915	15	1	1	0	0	0	0	17
0915-0930	20	1	3	1	1	0	0	26
Hourly Total	68	7	8	4	3	0	0	90

3 Hour Totals (am)	137	33	15	7	7	1	0	200
---------------------------	------------	-----------	-----------	----------	----------	----------	----------	------------

1530-1545	37	7	0	1	1	0	0	46
1545-1600	23	3	2	3	1	0	0	32
1600-1615	27	5	0	1	2	0	0	35
1615-1630	24	2	0	0	0	0	0	26
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
------------------	------------	-----------	-----------	-----------	-----------	----------	----------	------------

Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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
---------------------------	-----	-----	----	---	----	---	---	-----

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 A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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	44
0745-0800	40	6	3	1	3	1	0	54
0800-0815	58	15	0	0	1	0	0	74
0815-0830	66	9	0	2	4	0	0	81
Hourly Total	198	39	4	3	8	1	0	253
0830-0845	57	8	3	2	3	0	0	73
0845-0900	65	10	2	1	1	0	0	79
0900-0915	68	13	1	1	0	0	0	83
0915-0930	53	8	3	1	1	0	0	66
Hourly Total	243	39	9	5	5	0	0	301

3 Hour Totals (am)	518	105	18	8	15	2	0	666
---------------------------	-----	-----	----	---	----	---	---	-----

1530-1545	84	14	1	1	3	0	0	103
1545-1600	75	10	4	4	1	0	0	94
1600-1615	73	10	0	1	3	1	0	88
1615-1630	84	11	0	0	0	0	1	96
Hourly Total	316	45	5	6	7	1	1	381
1630-1645	157	26	0	0	1	0	0	184
1645-1700	102	16	0	0	1	0	0	119
1700-1715	82	8	0	0	1	0	0	91
1715-1730	78	9	0	0	0	0	0	87
Hourly Total	419	59	0	0	3	0	0	481
1730-1745	92	12	0	0	1	1	0	106
1745-1800	80	9	2	0	1	0	0	92
1800-1815	91	5	1	0	1	0	0	98
1815-1830	68	8	0	0	0	0	0	76

Hourly Total	331	34	3	0	3	1	0	372
--------------	-----	----	---	---	---	---	---	-----

3 Hour Totals (pm)	1066	138	8	6	13	2	1	1234
--------------------	------	-----	---	---	----	---	---	------

Day Total	1584	243	26	14	28	4	1	1900
-----------	------	-----	----	----	----	---	---	------

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

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

Arm C - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	0	0	0	0	0	2
3	2	0	0	0	0	0	5
3	1	1	0	1	0	0	6
5	1	0	0	0	0	0	6
13	4	1	0	1	0	0	19
5	2	1	0	0	0	0	8
14	2	1	0	1	0	0	18
26	2	0	0	1	0	0	29
18	2	0	0	0	0	0	20
63	8	2	0	2	0	0	75
14	1	0	0	1	0	0	16
14	2	0	0	0	0	0	16
12	3	0	0	0	0	0	15
15	5	0	0	1	0	0	21
55	11	0	0	2	0	0	68

131	23	3	0	5	0	0	162
-----	----	---	---	---	---	---	-----

15	4	0	0	0	0	0	19
13	0	0	0	1	0	0	14
29	0	0	0	0	0	0	29
22	2	0	0	0	0	0	24
79	6	0	0	1	0	0	86
12	3	0	0	1	0	0	16
19	3	0	0	0	0	0	22
17	4	1	0	1	0	0	23
22	1	0	0	0	0	0	23
70	11	1	0	2	0	0	84
22	0	0	0	1	0	0	23
17	0	0	0	0	0	0	17
14	2	0	0	0	0	0	16
16	1	0	0	1	0	0	18
69	3	0	0	2	0	0	74

218	20	1	0	5	0	0	244
-----	----	---	---	---	---	---	-----

349	43	4	0	10	0	0	406
-----	----	---	---	----	---	---	-----

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
12	4	3	0	0	0	0	19
26	6	0	0	1	1	0	34
26	6	1	0	0	0	0	33
36	10	0	0	0	0	0	46
100	26	4	0	1	1	0	132
38	8	0	0	0	0	0	46

41	5	1	0	2	1	0	50
61	13	1	0	1	0	0	76
67	11	0	0	3	0	0	81
207	37	2	0	6	1	0	253
61	8	1	0	3	0	0	73
63	8	0	0	1	0	0	72
66	15	0	1	0	0	0	82
47	9	0	0	1	0	0	57
237	40	1	1	5	0	0	284

544	103	7	1	12	2	0	669
-----	-----	---	---	----	---	---	-----

54	8	1	0	3	0	0	66
71	9	2	1	0	0	0	83
56	6	0	0	2	1	0	65
72	10	0	0	0	0	1	83
253	33	3	1	5	1	1	297
113	19	0	0	0	0	0	132
75	11	0	0	1	0	0	87
73	11	0	0	0	0	0	84
54	6	0	0	1	0	0	61
315	47	0	0	2	0	0	364
71	12	0	0	0	1	0	84
71	11	2	0	0	0	0	84
72	5	0	0	1	0	0	78
65	5	0	0	0	0	0	70
279	33	2	0	1	1	0	316

847	113	5	1	8	2	1	977
-----	-----	---	---	---	---	---	-----

1391	216	12	2	20	4	1	1646
------	-----	----	---	----	---	---	------

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
51	11	1	0	0	1	0	64
31	11	0	0	0	0	0	42
49	7	2	0	1	0	0	59
60	11	2	0	0	1	1	75
191	40	5	0	1	2	1	240
61	14	2	0	0	0	0	77
84	10	1	0	2	1	0	98
66	7	2	0	5	1	0	81
73	14	1	0	2	0	0	90
284	45	6	0	9	2	0	346
91	7	0	0	2	0	0	100
58	5	2	0	1	0	0	66
57	7	1	0	0	1	0	66
60	13	1	0	2	0	0	76
266	32	4	0	5	1	0	308

741	117	15	0	15	5	1	894
-----	-----	----	---	----	---	---	-----

69	7	1	1	0	1	1	80
57	6	0	0	1	0	0	64
87	8	0	1	0	0	0	96
75	5	3	0	1	0	0	84
288	26	4	2	2	1	1	324
72	11	1	0	1	0	0	85
68	14	0	0	0	1	0	83
71	10	1	0	1	0	1	84
79	6	0	0	0	0	0	85
290	41	2	0	2	1	1	337
73	2	0	0	1	0	0	76
83	6	0	0	0	0	0	89
62	8	0	0	0	1	0	71
78	6	0	0	1	0	0	85

296	22	0	0	2	1	0	321
-----	----	---	---	---	---	---	-----

874	89	6	2	6	3	2	982
-----	----	---	---	---	---	---	-----

1615	206	21	2	21	8	3	1876
------	-----	----	---	----	---	---	------

Arm A - Arm C								Arm Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
4	3	0	0	0	0	0	7	69
8	3	0	0	1	0	0	12	49
8	2	0	0	0	0	0	10	63
6	5	1	0	0	0	0	12	81
26	13	1	0	1	0	0	41	262
9	5	0	0	1	0	0	15	84
5	7	0	0	3	0	0	15	95
3	5	0	1	0	0	0	9	61
10	3	0	0	2	0	0	15	85
27	20	0	1	6	0	0	54	325
9	3	1	0	1	0	0	14	98
12	1	0	1	1	0	0	15	65
27	4	2	0	1	0	1	35	86
23	3	0	1	2	0	0	29	84
71	11	3	2	5	0	1	93	333

124	44	4	3	12	0	1	188	920
-----	----	---	---	----	---	---	-----	-----

19	2	0	1	1	0	0	23	84
18	1	1	1	0	0	0	21	71
10	1	1	1	1	0	0	14	81
13	1	0	0	1	0	0	15	75
60	5	2	3	3	0	0	73	311
11	1	0	1	1	1	0	15	84
12	2	0	1	0	0	0	15	76
13	0	0	0	1	0	0	14	75
18	2	0	0	1	0	0	21	83
54	5	0	2	3	1	0	65	318
16	4	0	0	1	0	1	22	75
10	3	0	0	1	0	0	14	86
15	0	0	0	1	0	0	16	71
15	4	0	0	0	0	0	19	86
56	11	0	0	3	0	1	71	318

170	21	2	5	9	1	1	209	947
-----	----	---	---	---	---	---	-----	-----

294	65	6	8	21	1	2	397	1867
-----	----	---	---	----	---	---	-----	------

Arm B - Arm C								Arm Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
4	1	3	0	0	0	0	8	19
15	1	0	0	0	1	0	17	34
15	5	0	0	0	0	0	20	33
14	4	0	0	0	0	0	18	46
48	11	3	0	0	1	0	63	132
15	1	0	0	0	0	0	16	46
12	2	0	0	0	0	0	14	50
16	3	1	0	1	0	0	21	76
10	6	0	0	0	0	0	16	81
53	12	1	0	1	0	0	67	253
17	1	0	0	1	0	0	19	73
18	2	0	0	1	0	0	21	72
13	3	0	0	0	0	0	16	82
14	2	0	0	1	0	0	17	57
62	8	0	0	3	0	0	73	284

163	31	4	0	4	1	0	203	669
-----	----	---	---	---	---	---	-----	-----

7	1	0	0	1	0	0	9	66
19	2	0	0	0	0	0	21	83
10	1	0	0	1	0	0	12	65

25	5	3	1	2	0	0	36
39	7	0	0	2	0	0	48
27	6	0	2	1	0	0	36
107	22	5	3	5	0	0	142
27	2	2	2	2	0	0	35
34	6	2	1	1	0	0	44
27	4	1	0	0	0	0	32
35	6	3	1	2	0	0	47
123	18	8	4	5	0	0	158

181
185
202
720
206
181
200
188
775

268	56	18	7	12	1	0	362
-----	----	----	---	----	---	---	-----

1951

52	11	0	1	1	0	0	65
36	3	2	3	2	0	0	46
56	5	0	1	2	0	0	64
46	4	0	0	0	0	0	50
190	23	2	5	5	0	0	225
73	12	0	0	2	0	0	87
63	9	0	0	1	0	0	73
39	6	1	0	2	0	0	48
59	6	0	0	0	0	0	65
234	33	1	0	5	0	0	273
55	1	0	0	2	0	0	58
45	2	0	0	1	0	0	48
50	3	1	0	1	0	0	55
38	5	0	0	1	0	0	44
188	11	1	0	5	0	0	205

215
200
210
208
833
303
236
207
209
955
217
218
204
200
839

612	67	4	5	15	0	0	703
-----	----	---	---	----	---	---	-----

2627

880	123	22	12	27	1	0	1065
-----	-----	----	----	----	---	---	------

4578

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	4	3	0	0	0	0	15
23	4	0	0	1	1	0	29
23	7	0	0	0	0	0	30
20	9	1	0	0	0	0	30
74	24	4	0	1	1	0	104
24	6	0	0	1	0	0	31
17	9	0	0	3	0	0	29
19	8	1	1	1	0	0	30
20	9	0	0	2	0	0	31
80	32	1	1	7	0	0	121
26	4	1	0	2	0	0	33
30	3	0	1	2	0	0	36
40	7	2	0	1	0	1	51
37	5	0	1	3	0	0	46
133	19	3	2	8	0	1	166

Arm Total
98
95
116
147
456
152
181
185
202
720
206
181
200
188
775

287	75	8	3	16	1	1	391
-----	----	---	---	----	---	---	-----

1951

26	3	0	1	2	0	0	32
37	3	1	1	0	0	0	42
20	2	1	1	2	0	0	26
25	2	0	0	1	0	0	28
108	10	2	3	5	0	0	128
28	3	0	1	1	1	0	34
29	3	0	1	1	0	0	34
26	5	0	0	1	0	0	32
31	4	0	0	2	0	0	37
114	15	0	2	5	1	0	137
28	5	0	0	1	0	1	35
29	7	0	0	1	0	0	37
32	1	0	0	2	0	0	35
34	5	0	0	0	0	0	39

215
200
210
208
833
303
236
207
209
955
217
218
204
200

123	18	0	0	4	0	1	146	839
-----	----	---	---	---	---	---	-----	-----

345	43	2	5	14	1	1	411	2627
-----	----	---	---	----	---	---	-----	------

632	118	10	8	30	2	2	802	4578
-----	-----	----	---	----	---	---	-----	------



Severnside

Transportation Data Collection

		Arm A - Arm A							
		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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		0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0
0830-0845		0	0	0	0	0	0	0	0
0845-0900		0	0	0	0	0	0	0	0
0900-0915		0	0	0	0	0	0	0	0
0915-0930		0	0	0	0	0	0	0	0
Hourly Total		0	0	0	0	0	0	0	0

3 Hour Totals (am)	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	0	0	0	0	0	0	0	0

1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (pm)	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	0	0	0	0	0	0	0	0

Day Total	0	0	0	0	0	0	0	0
------------------	----------	----------	----------	----------	----------	----------	----------	----------

		Arm B - Arm A							
		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645		1	1	1	0	0	0	0	3
0645-0700		11	3	0	0	0	0	0	14
0700-0715		15	2	0	0	0	1	0	18
0715-0730		13	1	0	0	0	0	0	14
Hourly Total		40	7	1	0	0	1	0	49
0730-0745		14	3	0	0	0	0	0	17
0745-0800		29	5	0	0	0	0	0	34
0800-0815		32	9	2	0	0	0	0	43
0815-0830		35	3	0	0	0	0	0	38
Hourly Total		110	20	2	0	0	0	0	132
0830-0845		28	7	0	0	0	0	0	35
0845-0900		37	6	1	0	1	0	0	45
0900-0915		32	5	0	0	2	0	0	39
0915-0930		27	4	0	0	0	0	0	31
Hourly Total		124	22	1	0	3	0	0	150

3 Hour Totals (am)	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	274	49	4	0	3	1	0	331

1530-1545	40	3	0	0	1	0	0	44
1545-1600	47	6	0	0	0	1	0	54
1600-1615	27	8	2	0	0	0	0	37

1615-1630	41	6	0	0	1	0	1	49
Hourly Total	155	23	2	0	2	1	1	184
1630-1645	31	3	0	0	0	0	0	34
1645-1700	41	8	0	0	0	0	0	49
1700-1715	35	7	0	0	0	1	1	44
1715-1730	45	5	0	0	0	2	0	52
Hourly Total	152	23	0	0	0	3	1	179
1730-1745	42	1	0	0	0	1	0	44
1745-1800	34	3	1	0	0	0	0	38
1800-1815	37	4	0	0	0	1	0	42
1815-1830	23	3	0	0	0	0	0	26
Hourly Total	136	11	1	0	0	2	0	150

3 Hour Totals (pm)	443	57	3	0	2	6	2	513
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	717	106	7	0	5	7	2	844
------------------	------------	------------	----------	----------	----------	----------	----------	------------

Arm C - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	4	0	0	0	0	0	0	4
0645-0700	1	1	0	0	0	0	0	2
0700-0715	2	0	0	0	0	0	0	2
0715-0730	4	2	0	0	1	0	0	7
Hourly Total	11	3	0	0	1	0	0	15
0730-0745	6	1	0	0	0	0	0	7
0745-0800	9	0	0	0	1	0	0	10
0800-0815	12	3	0	0	0	0	0	15
0815-0830	12	2	0	0	0	0	0	14
Hourly Total	39	6	0	0	1	0	0	46
0830-0845	12	2	0	1	2	0	0	17
0845-0900	13	1	0	0	0	0	0	14
0900-0915	15	1	0	0	0	0	1	17
0915-0930	18	1	0	0	0	0	0	19
Hourly Total	58	5	0	1	2	0	1	67

3 Hour Totals (am)	108	14	0	1	4	0	1	123
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

1530-1545	25	0	1	0	1	0	0	27
1545-1600	22	2	0	0	1	0	0	25
1600-1615	17	2	0	0	0	0	0	19
1615-1630	23	5	0	0	0	0	0	28
Hourly Total	87	9	1	0	2	0	0	99
1630-1645	17	6	0	0	0	0	0	23
1645-1700	20	3	2	0	0	1	0	26
1700-1715	16	9	0	0	0	0	0	25
1715-1730	22	2	0	0	0	0	1	25
Hourly Total	75	20	2	0	0	1	1	99
1730-1745	20	4	0	0	0	1	0	25
1745-1800	17	1	0	0	0	0	0	18
1800-1815	16	1	0	0	0	1	0	18
1815-1830	16	1	0	0	0	1	0	18
Hourly Total	69	7	0	0	0	3	0	79

3 Hour Totals (pm)	231	36	3	0	2	4	1	277
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	339	50	3	1	6	4	2	405
------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Arm D - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	2	3	3	0	0	0	0	8
0645-0700	10	2	2	0	0	0	0	14
0700-0715	6	2	3	0	0	0	0	11
0715-0730	9	5	2	0	0	0	0	16
Hourly Total	27	12	10	0	0	0	0	49
0730-0745	11	5	1	0	0	0	0	17

0745-0800	10	2	0	0	0	0	0	12
0800-0815	23	6	0	0	1	0	0	30
0815-0830	18	2	2	0	0	0	0	22
Hourly Total	62	15	3	0	1	0	0	81
0830-0845	20	3	0	0	10	0	1	34
0845-0900	25	1	0	0	1	0	0	27
0900-0915	11	2	1	0	0	0	0	14
0915-0930	19	3	0	0	0	0	0	22
Hourly Total	75	9	1	0	11	0	1	97

3 Hour Totals (am)	164	36	14	0	12	0	1	227
---------------------------	------------	-----------	-----------	----------	-----------	----------	----------	------------

1530-1545	20	3	1	0	0	0	0	24
1545-1600	25	4	2	0	0	0	0	31
1600-1615	23	2	0	0	1	0	0	26
1615-1630	31	1	1	0	1	0	0	34
Hourly Total	99	10	4	0	2	0	0	115
1630-1645	27	4	0	0	0	0	1	32
1645-1700	20	4	0	0	0	0	0	24
1700-1715	29	3	0	0	0	2	1	35
1715-1730	18	0	0	0	0	0	0	18
Hourly Total	94	11	0	0	0	2	2	109
1730-1745	32	3	1	0	0	0	0	36
1745-1800	24	3	0	0	0	1	0	28
1800-1815	22	4	2	0	0	1	0	29
1815-1830	15	1	1	0	0	0	0	17
Hourly Total	93	11	4	0	0	2	0	110

3 Hour Totals (pm)	286	32	8	0	2	4	2	334
---------------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Day Total	450	68	22	0	14	4	3	561
------------------	------------	-----------	-----------	----------	-----------	----------	----------	------------

Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	39	5	0	0	0	2	1	47
0645-0700	25	9	1	0	0	2	1	38
0700-0715	29	7	1	0	0	0	0	37
0715-0730	38	6	0	0	0	0	0	44
Hourly Total	131	27	2	0	0	4	2	166
0730-0745	55	13	4	0	0	0	1	73
0745-0800	57	16	1	0	1	0	1	76
0800-0815	90	7	3	0	0	1	0	101
0815-0830	107	7	1	0	6	0	0	121
Hourly Total	309	43	9	0	7	1	2	371
0830-0845	89	9	2	0	1	0	0	101
0845-0900	82	8	1	0	1	0	0	92
0900-0915	103	7	4	0	0	1	0	115
0915-0930	74	7	2	0	1	0	0	84
Hourly Total	348	31	9	0	3	1	0	392

3 Hour Totals (am)	788	101	20	0	10	6	4	929
---------------------------	------------	------------	-----------	----------	-----------	----------	----------	------------

1530-1545	103	6	1	0	1	1	1	113
1545-1600	67	8	1	0	1	0	1	78
1600-1615	86	9	0	0	1	0	0	96
1615-1630	79	10	1	0	0	0	1	91
Hourly Total	335	33	3	0	3	1	3	378
1630-1645	69	16	1	0	1	0	1	88
1645-1700	67	9	3	0	0	0	0	79
1700-1715	79	11	0	0	0	0	1	91
1715-1730	72	6	1	0	0	0	1	80
Hourly Total	287	42	5	0	1	0	3	338
1730-1745	68	9	0	0	0	1	0	78
1745-1800	52	5	0	0	0	0	1	58
1800-1815	53	4	0	0	0	0	3	60
1815-1830	47	2	0	0	0	0	0	49

Hourly Total	220	20	0	0	0	1	4	245
---------------------	------------	-----------	----------	----------	----------	----------	----------	------------

3 Hour Totals (pm)	842	95	8	0	4	2	10	961
---------------------------	------------	-----------	----------	----------	----------	----------	-----------	------------

Day Total	1630	196	28	0	14	8	14	1890
------------------	-------------	------------	-----------	----------	-----------	----------	-----------	-------------

	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	7	4	4	0	0	0	0	15
0645-0700	22	6	2	0	0	0	0	30
0700-0715	23	4	3	0	0	1	0	31
0715-0730	26	8	2	0	1	0	0	37
Hourly Total	78	22	11	0	1	1	0	113
0730-0745	31	9	1	0	0	0	0	41
0745-0800	48	7	0	0	1	0	0	56
0800-0815	67	18	2	0	1	0	0	88
0815-0830	65	7	2	0	0	0	0	74
Hourly Total	211	41	5	0	2	0	0	259
0830-0845	60	12	0	1	12	0	1	86
0845-0900	75	8	1	0	2	0	0	86
0900-0915	58	8	1	0	2	0	1	70
0915-0930	64	8	0	0	0	0	0	72
Hourly Total	257	36	2	1	16	0	2	314

3 Hour Totals (am)	546	99	18	1	19	1	2	686
---------------------------	------------	-----------	-----------	----------	-----------	----------	----------	------------

1530-1545	85	6	2	0	2	0	0	95
1545-1600	94	12	2	0	1	1	0	110
1600-1615	67	12	2	0	1	0	0	82
1615-1630	95	12	1	0	2	0	1	111
Hourly Total	341	42	7	0	6	1	1	398
1630-1645	75	13	0	0	0	0	1	89
1645-1700	81	15	2	0	0	1	0	99
1700-1715	80	19	0	0	0	3	2	104
1715-1730	85	7	0	0	0	2	1	95
Hourly Total	321	54	2	0	0	6	4	387
1730-1745	94	8	1	0	0	2	0	105
1745-1800	75	7	1	0	0	1	0	84
1800-1815	75	9	2	0	0	3	0	89
1815-1830	54	5	1	0	0	1	0	61
Hourly Total	298	29	5	0	0	7	0	339

3 Hour Totals (pm)	960	125	14	0	6	14	5	1124
---------------------------	------------	------------	-----------	----------	----------	-----------	----------	-------------

Day Total	1506	224	32	1	25	15	7	1810
------------------	-------------	------------	-----------	----------	-----------	-----------	----------	-------------

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

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

Arm C - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	5
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
6	0	0	0	0	0	0	6
12	1	0	0	0	0	0	13
0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3
2	1	0	0	0	0	0	3
11	1	0	0	0	0	0	12

26	3	1	0	0	0	0	30
----	---	---	---	---	---	---	----

8	0	0	0	0	0	0	8
7	0	0	0	0	0	0	7
3	0	0	0	0	0	0	3
1	0	0	0	0	0	0	1
19	0	0	0	0	0	0	19
5	0	0	0	0	0	0	5
2	1	0	0	0	0	0	3
6	0	0	0	0	0	0	6
4	0	0	0	0	0	0	4
17	1	0	0	0	0	0	18
5	0	0	0	0	0	0	5
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
10	0	0	0	0	0	0	10

46	1	0	0	0	0	0	47
----	---	---	---	---	---	---	----

72	4	1	0	0	0	0	77
----	---	---	---	---	---	---	----

Arm D - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
120	13	3	0	0	0	0	136
96	21	8	3	0	1	0	129
82	26	3	1	0	0	0	112
137	28	3	0	0	0	0	168
435	88	17	4	0	1	0	545
143	33	6	0	1	1	0	184

127	15	6	3	0	0	0	151
163	23	5	2	1	0	0	194
125	24	7	0	1	0	2	159
558	95	24	5	3	1	2	688
118	12	2	2	7	0	0	141
119	15	3	0	0	0	0	137
127	15	3	2	0	0	0	147
116	4	6	4	0	2	0	132
480	46	14	8	7	2	0	557

1473	229	55	17	10	4	2	1790
------	-----	----	----	----	---	---	------

106	11	3	5	1	0	0	126
152	20	4	2	1	0	0	179
76	13	0	4	1	0	0	94
93	10	3	3	0	0	0	109
427	54	10	14	3	0	0	508
104	12	3	3	0	0	0	122
101	18	2	2	0	1	0	124
85	11	0	2	0	0	0	98
69	11	0	0	0	0	0	80
359	52	5	7	0	1	0	424
89	5	0	2	0	0	0	96
75	7	0	0	1	0	1	84
85	8	2	0	0	0	1	96
76	4	2	0	0	0	0	82
325	24	4	2	1	0	2	358

1111	130	19	23	4	1	2	1290
------	-----	----	----	---	---	---	------

2584	359	74	40	14	5	4	3080
------	-----	----	----	----	---	---	------

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
26	3	2	2	0	0	0	33
37	10	4	3	0	0	0	54
49	16	2	1	0	2	0	70
72	12	3	1	1	1	1	91
184	41	11	7	1	3	1	248
88	17	3	1	0	0	0	109
109	22	2	1	1	0	0	135
130	15	8	4	0	0	0	157
119	16	4	5	7	0	0	151
446	70	17	11	8	0	0	552
84	19	3	4	1	0	0	111
111	17	7	2	2	0	0	139
113	24	5	3	2	0	0	147
85	14	0	3	1	0	1	104
393	74	15	12	6	0	1	501

1023	185	43	30	15	3	2	1301
------	-----	----	----	----	---	---	------

175	21	7	8	2	0	0	213
170	21	4	2	4	1	0	202
175	26	8	0	0	0	0	209
214	38	0	0	1	1	1	255
734	106	19	10	7	2	1	879
166	21	4	0	0	0	0	191
200	34	1	0	0	0	0	235
202	28	0	0	0	1	1	232
238	20	4	1	0	2	0	265
806	103	9	1	0	3	1	923
181	13	4	0	0	1	1	200
181	17	2	1	1	0	0	202
160	19	3	1	1	1	0	185
129	11	2	2	1	0	1	146

651	60	11	4	3	2	2	733
-----	----	----	---	---	---	---	-----

2191	269	39	15	10	7	4	2535
------	-----	----	----	----	---	---	------

3214	454	82	45	25	10	6	3836
------	-----	----	----	----	----	---	------

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
142	15	3	0	0	0	1	161
119	26	8	3	0	3	1	160
102	33	5	1	0	0	0	141
166	32	3	0	0	0	0	201
529	106	19	4	0	3	2	663
183	40	6	0	1	1	1	232
163	27	6	3	1	0	0	200
219	26	6	2	1	0	0	254
193	27	7	0	3	0	2	232
758	120	25	5	6	1	3	918
173	17	2	2	8	0	0	202
175	17	4	0	0	0	0	196
182	17	5	2	0	1	0	207
154	10	6	4	0	2	0	176
684	61	17	8	8	3	0	781

1971	287	61	17	14	7	5	2362
------	-----	----	----	----	---	---	------

155	13	3	5	1	0	0	177
192	21	4	2	1	0	0	220
121	15	0	4	2	0	0	142
135	16	4	3	0	0	1	159
603	65	11	14	4	0	1	698
139	15	4	3	1	0	0	162
132	22	2	2	0	1	0	159
128	13	0	2	0	0	1	144
105	14	0	0	0	0	0	119
504	64	6	7	1	1	1	584
122	8	0	2	0	0	0	132
96	10	0	0	1	0	1	108
113	11	2	0	0	0	2	128
95	6	2	0	0	0	0	103
426	35	4	2	1	0	3	471

1533	164	21	23	6	1	5	1753
------	-----	----	----	---	---	---	------

3504	451	82	40	20	8	10	4115
------	-----	----	----	----	---	----	------

Site 4

Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
5	0	0	0	0	1	0	6
1	3	0	0	0	0	0	4
6	0	0	0	0	0	0	6
6	1	0	0	0	0	0	7
18	4	0	0	0	1	0	23
6	4	1	0	0	0	0	11
9	1	1	0	0	0	0	11
14	1	0	0	0	0	0	15
19	2	0	0	2	0	0	23
48	8	2	0	2	0	0	60
13	2	0	0	0	0	0	15
15	4	0	0	0	0	0	19
22	2	0	0	0	0	0	24
10	0	0	0	0	0	0	10
60	8	0	0	0	0	0	68

126	20	2	0	2	1	0	151
-----	----	---	---	---	---	---	-----

27	1	0	0	0	0	1	29
13	5	0	0	1	0	1	20
17	2	0	0	0	0	0	19
7	0	0	0	0	0	0	7
64	8	0	0	1	0	2	75
10	10	0	0	0	0	0	20
14	0	0	0	0	0	0	14
9	3	0	0	0	0	0	12
17	1	1	0	0	0	1	20
50	14	1	0	0	0	1	66
12	1	0	0	0	0	0	13
8	2	0	0	0	0	1	11
9	0	0	0	0	0	0	9
10	0	0	0	0	0	0	10
39	3	0	0	0	0	1	43

153	25	1	0	1	0	4	184
-----	----	---	---	---	---	---	-----

279	45	3	0	3	1	4	335
-----	----	---	---	---	---	---	-----

Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
10	0	0	0	0	0	0	10

13	1	0	0	0	0	0	14
----	---	---	---	---	---	---	----

5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
5	0	0	0	0	0	0	5

6	0	0	0	0	0	0	6
20	0	0	0	0	0	0	20
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5
1	0	0	0	0	0	0	1
10	0	0	0	0	0	0	10
0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4

33	1	0	0	0	0	0	34
----	---	---	---	---	---	---	----

46	2	0	0	0	0	0	48
----	---	---	---	---	---	---	----

Arm C - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	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
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

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

Arm D - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
3	1	0	0	1	0	0	5
1	3	2	0	0	0	0	6
4	1	1	0	0	0	0	6
5	3	1	0	1	0	0	10
13	8	4	0	2	0	0	27
7	3	0	0	0	0	0	10

8	3	1	0	0	0	0	12
8	2	2	0	1	0	0	13
13	4	0	0	1	0	0	18
36	12	3	0	2	0	0	53
14	0	0	0	0	0	1	15
18	0	0	0	1	0	0	19
20	1	0	0	1	0	0	22
17	1	2	0	0	0	0	20
69	2	2	0	2	0	1	76

118	22	9	0	6	0	1	156
-----	----	---	---	---	---	---	-----

13	3	0	0	0	0	0	16
20	0	0	0	1	0	1	22
12	4	0	0	1	0	0	17
10	0	0	0	1	0	0	11
55	7	0	0	3	0	1	66
14	0	0	0	0	0	0	14
11	5	0	0	1	0	0	17
12	2	0	0	1	0	0	15
15	1	0	0	1	0	3	20
52	8	0	0	3	0	3	66
12	3	0	0	1	1	0	17
13	0	0	0	0	0	0	13
12	1	0	0	1	0	0	14
14	1	0	0	1	0	0	16
51	5	0	0	3	1	0	60

158	20	0	0	9	1	4	192
-----	----	---	---	---	---	---	-----

276	42	9	0	15	1	5	348
-----	----	---	---	----	---	---	-----

Origin - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	1	0	0	0	0	0	9
6	1	0	0	0	0	0	7
2	1	1	0	0	0	0	4
7	2	0	0	3	0	0	12
23	5	1	0	3	0	0	32
16	2	0	0	1	0	0	19
16	2	0	0	1	0	0	19
21	5	0	0	2	0	0	28
28	4	0	0	2	0	0	34
81	13	0	0	6	0	0	100
22	4	0	1	2	0	0	29
33	3	0	0	1	0	0	37
34	4	1	0	1	0	1	41
38	5	0	0	1	0	0	44
127	16	1	1	5	0	1	151

231	34	2	1	14	0	1	283
-----	----	---	---	----	---	---	-----

61	2	2	0	2	0	0	67
53	4	1	0	3	1	0	62
39	7	0	0	1	0	0	47
48	8	0	0	0	1	0	57
201	21	3	0	6	2	0	233
48	11	0	0	1	0	0	60
42	8	2	0	1	1	0	54
45	13	0	0	1	0	0	59
50	9	0	0	1	0	1	61
185	41	2	0	4	1	1	234
55	5	0	0	0	1	3	64
40	3	0	0	1	0	0	44
31	3	0	1	0	1	0	36
37	2	0	0	1	1	0	41

163	13	0	1	2	3	3	185
-----	----	---	---	---	---	---	-----

549	75	5	1	12	6	4	652
-----	----	---	---	----	---	---	-----

780	109	7	2	26	6	5	935
-----	-----	---	---	----	---	---	-----

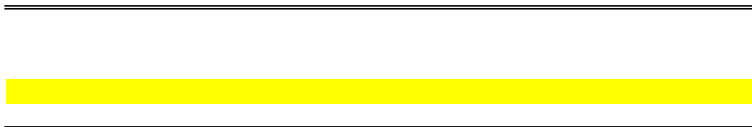
Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
8	1	0	0	1	1	0	11
2	6	2	0	0	0	0	10
11	1	1	0	0	0	0	13
11	4	1	0	1	0	0	17
32	12	4	0	2	1	0	51
13	8	1	0	0	0	0	22
17	4	2	0	0	0	0	23
23	3	2	0	1	0	0	29
33	6	0	0	3	0	0	42
86	21	5	0	4	0	0	116
28	2	0	0	0	0	1	31
36	4	0	0	1	0	0	41
45	3	0	0	1	0	0	49
30	1	2	0	0	0	0	33
139	10	2	0	2	0	1	154

257	43	11	0	8	1	1	321
-----	----	----	---	---	---	---	-----

45	4	0	0	0	0	1	50
37	5	0	0	2	0	2	46
34	6	0	0	1	0	0	41
23	0	0	0	1	0	0	24
139	15	0	0	4	0	3	161
26	10	0	0	0	0	0	36
27	5	0	0	1	0	0	33
26	5	0	0	1	0	0	32
33	2	1	0	1	0	4	41
112	22	1	0	3	0	4	142
24	4	0	0	1	1	0	30
24	3	0	0	0	0	1	28
21	1	0	0	1	0	0	23
24	1	0	0	1	0	0	26
93	9	0	0	3	1	1	107

344	46	1	0	10	1	8	410
-----	----	---	---	----	---	---	-----

601	89	12	0	18	2	9	731
-----	----	----	---	----	---	---	-----



Arm A - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
13	4	0	0	0	1	0	18
3	1	1	0	0	0	0	5
3	0	0	0	0	0	0	3
3	1	0	0	0	0	0	4
22	6	1	0	0	1	0	30
11	2	3	0	0	0	0	16
14	3	0	0	0	0	1	18
22	4	2	0	0	1	0	29
26	2	1	0	2	0	0	31
73	11	6	0	2	1	1	94
21	2	2	0	0	0	0	25
17	2	0	0	1	0	0	20
29	3	2	0	0	0	0	34
28	2	2	0	1	0	0	33
95	9	6	0	2	0	0	112

Arm Total
47
38
37
44
166
73
76
101
121
371
101
92
115
84
392

190	26	13	0	4	2	1	236
-----	----	----	---	---	---	---	-----

929

35	3	1	0	1	1	0	41
21	2	1	0	0	0	0	24
27	5	0	0	0	0	0	32
31	4	0	0	0	0	0	35
114	14	2	0	1	1	0	132
29	3	0	0	0	0	1	33
24	6	3	0	0	0	0	33
33	6	0	0	0	0	0	39
23	2	0	0	0	0	0	25
109	17	3	0	0	0	1	130
28	5	0	0	0	1	0	34
23	0	0	0	0	0	0	23
18	1	0	0	0	0	2	21
21	0	0	0	0	0	0	21
90	6	0	0	0	1	2	99

113
78
96
91
378
88
79
91
80
338
78
58
60
49
245

313	37	5	0	1	2	3	361
-----	----	---	---	---	---	---	-----

961

503	63	18	0	5	4	4	597
-----	----	----	---	---	---	---	-----

1890

Arm B - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
25	2	1	2	0	0	0	30
26	7	4	3	0	0	0	40
33	14	2	1	0	1	0	51
59	11	3	1	1	1	1	77
143	34	10	7	1	2	1	198
74	13	3	1	0	0	0	91
80	17	2	1	1	0	0	101
97	6	6	4	0	0	0	113
83	13	4	5	7	0	0	112
334	49	15	11	8	0	0	417
55	12	3	4	1	0	0	75
71	11	6	2	1	0	0	91
78	19	5	3	0	0	0	105
55	10	0	3	1	0	1	70
259	52	14	12	3	0	1	341

Arm Total
33
54
70
91
248
109
135
157
151
552
111
139
147
104
501

736	135	39	30	12	2	2	956
-----	-----	----	----	----	---	---	-----

1301

130	18	7	8	1	0	0	164
119	15	4	2	4	0	0	144
143	18	6	0	0	0	0	167

213
202
209

167	32	0	0	0	1	0	200
559	83	17	10	5	1	0	675
133	18	4	0	0	0	0	155
157	26	1	0	0	0	0	184
162	21	0	0	0	0	0	183
192	15	4	1	0	0	0	212
644	80	9	1	0	0	0	734
139	12	4	0	0	0	1	156
144	13	1	1	1	0	0	160
123	15	3	1	1	0	0	143
106	8	2	2	1	0	1	120
512	48	10	4	3	0	2	579

255
879
191
235
232
265
923
200
202
185
146
733

1715	211	36	15	8	1	2	1988
------	-----	----	----	---	---	---	------

2535

2451	346	75	45	20	3	4	2944
------	-----	----	----	----	---	---	------

3836

Arm C - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
0	1	0	0	0	0	0	1
3	0	0	0	2	0	0	5
9	1	0	0	2	0	0	12
8	1	0	0	1	0	0	10
5	2	0	0	0	0	0	7
7	1	0	0	2	0	0	10
10	2	0	0	2	0	0	14
30	6	0	0	5	0	0	41
10	2	0	0	0	0	0	12
14	2	0	0	1	0	0	17
16	3	1	0	1	0	0	21
18	3	0	0	1	0	0	22
58	10	1	0	3	0	0	72

Arm Total
9
7
4
12
32
19
19
28
34
100
29
37
41
44
151

97	17	1	0	10	0	0	125
----	----	---	---	----	---	---	-----

283

28	2	1	0	1	0	0	32
24	2	1	0	2	1	0	30
19	5	0	0	1	0	0	25
24	3	0	0	0	1	0	28
95	12	2	0	4	2	0	115
26	5	0	0	1	0	0	32
20	4	0	0	1	0	0	25
23	4	0	0	1	0	0	28
24	7	0	0	1	0	0	32
93	20	0	0	4	0	0	117
30	1	0	0	0	0	3	34
23	2	0	0	1	0	0	26
13	2	0	1	0	0	0	16
18	1	0	0	1	0	0	20
84	6	0	1	2	0	3	96

67
62
47
57
233
60
54
59
61
234
64
44
36
41
185

272	38	2	1	10	2	3	328
-----	----	---	---	----	---	---	-----

652

369	55	3	1	20	2	3	453
-----	----	---	---	----	---	---	-----

935

Arm D - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

Arm Total
149
149
129
194
621
211

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

175
237
199
822
190
183
183
174
730

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

2173

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

166
232
137
154
689
168
165
148
118
599
149
125
139
115
528

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

1816

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

3989

Origin - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
125	17	6	0	1	0	0	149
107	26	12	3	0	1	0	149
92	29	7	1	0	0	0	129
151	36	6	0	1	0	0	194
475	108	31	4	2	1	0	621
161	41	7	0	1	1	0	211
145	20	7	3	0	0	0	175
194	31	7	2	3	0	0	237
156	30	9	0	2	0	2	199
656	122	30	5	6	1	2	822
152	15	2	2	17	0	2	190
162	16	3	0	2	0	0	183
158	18	4	2	1	0	0	183
152	8	8	4	0	2	0	174
624	57	17	8	20	2	2	730

Arm Total
238
248
240
341
1067
412
405
523
505
1845
431
451
486
406
1774

1755	287	78	17	28	4	4	2173
------	-----	----	----	----	---	---	-------------

4686

139	17	4	5	1	0	0	166
197	24	6	2	2	0	1	232
111	19	0	4	3	0	0	137
134	11	4	3	2	0	0	154
581	71	14	14	8	0	1	689
145	16	3	3	0	0	1	168
132	27	2	2	1	1	0	165
126	16	0	2	1	2	1	148
102	12	0	0	1	0	3	118
505	71	5	7	3	3	5	599
133	11	1	2	1	1	0	149
112	10	0	0	1	1	1	125
119	13	4	0	1	1	1	139
105	6	3	0	1	0	0	115

559
574
489
557
2179
507
533
530
524
2094
491
429
420
351

469	40	8	2	4	3	2	528
-----	----	---	---	---	---	---	-----

1691

1555	182	27	23	15	6	8	1816
------	-----	----	----	----	---	---	------

5964

3310	469	105	40	43	10	12	3989
------	-----	-----	----	----	----	----	------

10650

Destination - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
41	6	1	2	0	1	0	51
32	8	5	3	0	0	0	48
36	15	2	1	0	1	0	55
65	12	3	1	3	1	1	86
174	41	11	7	3	3	1	240
93	16	6	1	1	0	0	117
99	22	2	1	1	0	1	126
126	11	8	4	2	1	0	152
119	17	5	5	11	0	0	157
437	66	21	11	15	1	1	552
86	16	5	4	1	0	0	112
102	15	6	2	3	0	0	128
123	25	8	3	1	0	0	160
101	15	2	3	3	0	1	125
412	71	21	12	8	0	1	525

Arm Total
238
248
240
341
1067
412
405
523
505
1845
431
451
486
406
1774

1023	178	53	30	26	4	3	1317
------	-----	----	----	----	---	---	------

4686

193	23	9	8	3	1	0	237
164	19	6	2	6	1	0	198
189	28	6	0	1	0	0	224
222	39	0	0	0	2	0	263
768	109	21	10	10	4	0	922
188	26	4	0	1	0	1	220
201	36	4	0	1	0	0	242
218	31	0	0	1	0	0	250
239	24	4	1	1	0	0	269
846	117	12	1	4	0	1	981
197	18	4	0	0	1	4	224
190	15	1	1	2	0	0	209
154	18	3	2	1	0	2	180
145	9	2	2	2	0	1	161
686	60	10	5	5	1	7	774

559
574
489
557
2179
507
533
530
524
2094
491
429
420
351
1691

2300	286	43	16	19	5	8	2677
------	-----	----	----	----	---	---	------

5964

3323	464	96	46	45	9	11	3994
------	-----	----	----	----	---	----	------

10650



Severnside

Transportation Data Collection

		Arm A - Arm A							
		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
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		1	0	0	0	0	0	0	1
0815-0830		0	0	0	0	0	0	0	0
Hourly Total		1	0	0	0	0	0	0	1
0830-0845		1	0	0	0	0	0	0	1
0845-0900		0	1	0	0	0	0	0	1
0900-0915		1	0	0	0	0	0	0	1
0915-0930		0	0	0	0	0	0	0	0
Hourly Total		2	1	0	0	0	0	0	3

3 Hour Totals (am)		3	1	0	0	0	0	0	4
--------------------	--	---	---	---	---	---	---	---	---

1530-1545		1	0	0	0	0	0	0	1
1545-1600		0	0	0	0	0	0	0	0
1600-1615		0	0	0	0	0	0	0	0
1615-1630		0	0	0	0	0	0	0	0
Hourly Total		1	0	0	0	0	0	0	1
1630-1645		0	0	0	0	0	0	0	0
1645-1700		0	0	0	0	0	0	0	0
1700-1715		1	0	0	0	0	0	0	1
1715-1730		3	1	0	0	0	0	0	4
Hourly Total		4	1	0	0	0	0	0	5
1730-1745		0	0	0	0	0	0	0	0
1745-1800		3	0	0	0	0	0	0	3
1800-1815		1	0	0	0	0	0	0	1
1815-1830		0	0	0	0	0	0	0	0
Hourly Total		4	0	0	0	0	0	0	4

3 Hour Totals (pm)		9	1	0	0	0	0	0	10
--------------------	--	---	---	---	---	---	---	---	----

Day Total		12	2	0	0	0	0	0	14
------------------	--	-----------	----------	----------	----------	----------	----------	----------	-----------

		Arm B - Arm A							
		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645		1	2	0	0	0	0	0	3
0645-0700		1	0	0	0	0	0	0	1
0700-0715		2	0	0	0	0	0	0	2
0715-0730		2	0	0	0	0	0	0	2
Hourly Total		6	2	0	0	0	0	0	8
0730-0745		0	0	0	0	0	0	0	0
0745-0800		4	0	0	0	0	0	0	4
0800-0815		2	1	0	0	0	0	0	3
0815-0830		4	0	1	0	0	0	0	5
Hourly Total		10	1	1	0	0	0	0	12
0830-0845		5	0	0	0	0	0	0	5
0845-0900		8	1	0	0	0	0	0	9
0900-0915		7	0	0	0	0	0	0	7
0915-0930		3	0	0	0	0	0	0	3
Hourly Total		23	1	0	0	0	0	0	24

3 Hour Totals (am)		39	4	1	0	0	0	0	44
--------------------	--	----	---	---	---	---	---	---	----

1530-1545		6	0	0	0	0	0	0	6
1545-1600		2	0	0	0	0	0	0	2
1600-1615		3	0	0	0	0	0	0	3

1615-1630	5	2	0	0	0	0	0	7
Hourly Total	16	2	0	0	0	0	0	18
1630-1645	1	0	0	0	0	0	0	1
1645-1700	3	0	0	0	0	0	0	3
1700-1715	6	1	0	0	0	0	0	7
1715-1730	1	0	0	0	0	0	0	1
Hourly Total	11	1	0	0	0	0	0	12
1730-1745	4	0	0	0	0	0	0	4
1745-1800	3	1	0	0	0	0	0	4
1800-1815	4	0	0	0	0	0	0	4
1815-1830	1	0	0	0	0	0	0	1
Hourly Total	12	1	0	0	0	0	0	13

3 Hour Totals (pm)	39	4	0	0	0	0	0	43
---------------------------	-----------	----------	----------	----------	----------	----------	----------	-----------

Day Total	78	8	1	0	0	0	0	87
------------------	-----------	----------	----------	----------	----------	----------	----------	-----------

Arm C - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	17	3	1	0	0	1	0	22
0645-0700	32	11	2	0	1	0	0	46
0700-0715	30	13	5	0	0	1	0	49
0715-0730	46	11	1	0	1	1	0	60
Hourly Total	125	38	9	0	2	3	0	177
0730-0745	67	11	2	1	3	0	0	84
0745-0800	80	16	2	1	3	0	1	103
0800-0815	89	15	3	0	2	0	0	109
0815-0830	94	14	3	4	1	0	0	116
Hourly Total	330	56	10	6	9	0	1	412
0830-0845	119	19	2	1	3	0	0	144
0845-0900	82	15	4	3	3	0	0	107
0900-0915	58	12	5	1	1	0	0	77
0915-0930	57	20	2	1	2	0	0	82
Hourly Total	316	66	13	6	9	0	0	410

3 Hour Totals (am)	771	160	32	12	20	3	1	999
---------------------------	------------	------------	-----------	-----------	-----------	----------	----------	------------

1530-1545	147	17	3	5	7	1	0	180
1545-1600	130	16	3	1	5	0	0	155
1600-1615	141	20	3	1	1	0	0	166
1615-1630	173	29	0	0	1	1	0	204
Hourly Total	591	82	9	7	14	2	0	705
1630-1645	187	40	1	0	1	1	1	231
1645-1700	166	26	4	0	1	0	0	197
1700-1715	173	24	1	0	1	0	2	201
1715-1730	183	25	1	0	0	0	0	209
Hourly Total	709	115	7	0	3	1	3	838
1730-1745	165	21	4	0	1	0	0	191
1745-1800	148	17	2	0	2	0	2	171
1800-1815	146	20	0	1	0	0	1	168
1815-1830	108	15	1	0	1	0	0	125
Hourly Total	567	73	7	1	4	0	3	655

3 Hour Totals (pm)	1867	270	23	8	21	3	6	2198
---------------------------	-------------	------------	-----------	----------	-----------	----------	----------	-------------

Day Total	2638	430	55	20	41	6	7	3197
------------------	-------------	------------	-----------	-----------	-----------	----------	----------	-------------

Arm D - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	1	1	0	0	0	0	0	2
0645-0700	2	1	0	0	0	0	0	3
0700-0715	2	2	0	0	0	0	0	4
0715-0730	4	0	0	0	0	0	0	4
Hourly Total	9	4	0	0	0	0	0	13
0730-0745	3	0	0	0	0	0	0	3

0745-0800	4	0	0	0	0	0	0	4
0800-0815	11	2	0	0	0	0	0	13
0815-0830	6	1	0	0	0	0	0	7
Hourly Total	24	3	0	0	0	0	0	27
0830-0845	7	2	1	0	0	0	0	10
0845-0900	4	0	0	0	0	0	0	4
0900-0915	5	0	1	0	0	0	0	6
0915-0930	7	1	2	0	0	0	1	11
Hourly Total	23	3	4	0	0	0	1	31

3 Hour Totals (am)	56	10	4	0	0	0	1	71
---------------------------	-----------	-----------	----------	----------	----------	----------	----------	-----------

1530-1545	5	1	0	0	0	0	0	6
1545-1600	3	0	0	0	0	0	0	3
1600-1615	5	1	0	0	0	0	0	6
1615-1630	7	1	0	0	0	0	0	8
Hourly Total	20	3	0	0	0	0	0	23
1630-1645	3	0	0	0	0	0	0	3
1645-1700	0	0	0	0	0	0	0	0
1700-1715	6	0	0	0	0	0	0	6
1715-1730	10	1	0	0	0	0	0	11
Hourly Total	19	1	0	0	0	0	0	20
1730-1745	4	0	0	0	0	0	0	4
1745-1800	5	0	0	0	0	0	0	5
1800-1815	2	0	0	0	0	1	0	3
1815-1830	4	1	0	0	0	0	0	5
Hourly Total	15	1	0	0	0	1	0	17

3 Hour Totals (pm)	54	5	0	0	0	1	0	60
---------------------------	-----------	----------	----------	----------	----------	----------	----------	-----------

Day Total	110	15	4	0	0	1	1	131
------------------	------------	-----------	----------	----------	----------	----------	----------	------------

Origin - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	123	21	2	0	0	1	0	147
0645-0700	95	23	0	0	0	0	1	119
0700-0715	114	34	2	0	1	0	0	151
0715-0730	141	31	2	0	0	0	0	174
Hourly Total	473	109	6	0	1	1	1	591
0730-0745	163	39	7	0	1	1	0	211
0745-0800	169	29	2	2	2	0	0	204
0800-0815	163	31	10	0	3	0	2	209
0815-0830	147	22	6	0	7	0	2	184
Hourly Total	642	121	25	2	13	1	4	808
0830-0845	148	12	1	0	4	0	0	165
0845-0900	111	20	2	1	1	0	0	135
0900-0915	159	11	3	0	0	0	0	173
0915-0930	89	11	4	0	1	2	0	107
Hourly Total	507	54	10	1	6	2	0	580

3 Hour Totals (am)	1622	284	41	3	20	4	5	1979
---------------------------	-------------	------------	-----------	----------	-----------	----------	----------	-------------

1530-1545	131	17	2	2	2	0	2	156
1545-1600	102	11	1	3	2	0	0	119
1600-1615	109	16	2	1	3	0	0	131
1615-1630	109	18	3	0	4	0	1	135
Hourly Total	451	62	8	6	11	0	3	541
1630-1645	136	13	2	1	1	1	0	154
1645-1700	94	21	1	1	1	1	1	120
1700-1715	94	18	0	1	1	1	1	116
1715-1730	108	9	1	1	0	0	0	119
Hourly Total	432	61	4	4	3	3	2	509
1730-1745	101	7	0	0	1	0	0	109
1745-1800	87	9	0	0	1	0	1	98
1800-1815	81	6	3	0	1	1	0	92
1815-1830	60	10	0	0	0	0	0	70

Hourly Total	329	32	3	0	3	1	1	369
---------------------	------------	-----------	----------	----------	----------	----------	----------	------------

3 Hour Totals (pm)	1212	155	15	10	17	4	6	1419
---------------------------	-------------	------------	-----------	-----------	-----------	----------	----------	-------------

Day Total	2834	439	56	13	37	8	11	3398
------------------	-------------	------------	-----------	-----------	-----------	----------	-----------	-------------

	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0630-0645	19	6	1	0	0	1	0	27
0645-0700	35	12	2	0	1	0	0	50
0700-0715	34	15	5	0	0	1	0	55
0715-0730	52	11	1	0	1	1	0	66
Hourly Total	140	44	9	0	2	3	0	198
0730-0745	70	11	2	1	3	0	0	87
0745-0800	88	16	2	1	3	0	1	111
0800-0815	103	18	3	0	2	0	0	126
0815-0830	104	15	4	4	1	0	0	128
Hourly Total	365	60	11	6	9	0	1	452
0830-0845	132	21	3	1	3	0	0	160
0845-0900	94	17	4	3	3	0	0	121
0900-0915	71	12	6	1	1	0	0	91
0915-0930	67	21	4	1	2	0	1	96
Hourly Total	364	71	17	6	9	0	1	468

3 Hour Totals (am)	869	175	37	12	20	3	2	1118
---------------------------	------------	------------	-----------	-----------	-----------	----------	----------	-------------

1530-1545	159	18	3	5	7	1	0	193
1545-1600	135	16	3	1	5	0	0	160
1600-1615	149	21	3	1	1	0	0	175
1615-1630	185	32	0	0	1	1	0	219
Hourly Total	628	87	9	7	14	2	0	747
1630-1645	191	40	1	0	1	1	1	235
1645-1700	169	26	4	0	1	0	0	200
1700-1715	186	25	1	0	1	0	2	215
1715-1730	197	27	1	0	0	0	0	225
Hourly Total	743	118	7	0	3	1	3	875
1730-1745	173	21	4	0	1	0	0	199
1745-1800	159	18	2	0	2	0	2	183
1800-1815	153	20	0	1	0	1	1	176
1815-1830	113	16	1	0	1	0	0	131
Hourly Total	598	75	7	1	4	1	3	689

3 Hour Totals (pm)	1969	280	23	8	21	4	6	2311
---------------------------	-------------	------------	-----------	----------	-----------	----------	----------	-------------

Day Total	2838	455	60	20	41	7	8	3429
------------------	-------------	------------	-----------	-----------	-----------	----------	----------	-------------

Tue
0

Arm A - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
0	1	0	0	0	0	0	1
3	1	0	0	0	0	0	4
1	0	1	0	0	0	0	2
2	0	0	0	0	0	0	2
6	2	1	0	0	0	0	9
1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
10	1	0	0	0	0	0	11

18	3	1	0	0	0	0	22
----	---	---	---	---	---	---	----

5	0	0	0	0	0	0	5
7	0	0	0	0	0	0	7
6	0	1	0	0	0	0	7
1	0	0	0	0	0	1	2
19	0	1	0	0	0	1	21
7	0	0	0	0	0	0	7
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5
19	0	0	0	0	0	0	19
7	0	0	0	0	0	0	7
2	1	0	0	0	0	0	3
4	0	0	0	0	0	0	4
1	1	0	0	0	0	0	2
14	2	0	0	0	0	0	16

52	2	1	0	0	0	1	56
----	---	---	---	---	---	---	----

70	5	2	0	0	0	1	78
----	---	---	---	---	---	---	----

Arm B - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	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
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

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

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1

1	1	0	0	0	0	0	2
---	---	---	---	---	---	---	---

0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	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
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2

2	1	0	0	0	0	0	3
---	---	---	---	---	---	---	---

3	2	0	0	0	0	0	5
---	---	---	---	---	---	---	---

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
4	2	0	0	0	0	0	6
1	1	0	0	0	0	0	2
4	0	0	0	0	0	0	4
3	0	0	0	0	0	0	3
12	3	0	0	0	0	0	15
4	2	0	0	0	0	0	6
5	1	0	0	0	0	0	6
5	2	0	0	0	0	0	7
9	0	2	0	0	0	0	11
23	5	2	0	0	0	0	30
9	1	0	0	0	0	0	10
15	2	0	0	0	0	0	17
7	0	0	0	0	0	0	7
5	0	0	0	0	0	0	5
36	3	0	0	0	0	0	39

71	11	2	0	0	0	0	84
----	----	---	---	---	---	---	----

7	1	1	0	0	0	0	9
6	0	0	0	0	0	0	6
4	0	0	0	0	0	0	4
6	3	1	0	0	0	0	10
23	4	2	0	0	0	0	29
2	1	0	0	0	0	0	3
7	0	0	0	0	0	0	7
11	1	0	0	0	0	0	12
4	0	0	0	0	0	0	4
24	2	0	0	0	0	0	26
9	0	0	0	0	0	0	9
4	1	0	0	0	0	0	5
6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3

22	1	0	0	0	0	0	23
----	---	---	---	---	---	---	----

69	7	2	0	0	0	0	78
----	---	---	---	---	---	---	----

140	18	4	0	0	0	0	162
-----	----	---	---	---	---	---	-----

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
4	2	1	0	0	0	0	7
2	1	1	0	0	0	0	4
3	1	1	0	0	0	0	5
11	5	3	0	0	0	0	19
6	0	0	0	0	0	0	6
4	1	0	0	0	0	0	5
7	2	0	0	0	0	0	9
4	0	0	0	0	0	0	4
21	3	0	0	0	0	0	24

36	8	3	0	0	0	0	47
----	---	---	---	---	---	---	----

10	1	0	0	0	0	0	11
11	2	0	0	0	0	0	13
8	0	1	0	0	0	0	9
6	3	0	0	0	0	1	10
35	6	1	0	0	0	1	43
9	1	0	0	0	0	0	10
8	1	0	0	0	0	0	9
4	0	0	0	0	0	0	4
9	0	0	0	0	0	0	9
30	2	0	0	0	0	0	32
8	0	0	0	0	0	0	8
5	1	0	0	0	0	0	6
6	0	0	0	0	0	0	6
1	1	0	0	0	0	0	2
20	2	0	0	0	0	0	22

85	10	1	0	0	0	1	97
----	----	---	---	---	---	---	----

121	18	4	0	0	0	1	144
-----	----	---	---	---	---	---	-----

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

Site 5

Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
121	21	1	0	0	1	0	144
95	23	0	0	0	0	1	119
111	33	2	0	1	0	0	147
141	31	2	0	0	0	0	174
468	108	5	0	1	1	1	584
161	38	7	0	1	1	0	208
166	28	2	2	2	0	0	200
156	30	9	0	3	0	2	200
142	22	6	0	6	0	2	178
625	118	24	2	12	1	4	786
140	10	1	0	4	0	0	155
103	17	2	1	1	0	0	124
147	11	3	0	0	0	0	161
83	9	3	0	1	2	0	98
473	47	9	1	6	2	0	538

1566	273	38	3	19	4	5	1908
------	-----	----	---	----	---	---	------

118	16	2	2	2	0	2	142
88	11	1	3	2	0	0	105
91	16	1	1	3	0	0	112
104	16	3	0	4	0	0	127
401	59	7	6	11	0	2	486
120	11	2	1	1	1	0	136
82	20	1	1	1	1	1	107
87	17	0	1	1	1	1	108
92	8	0	1	0	0	0	101
381	56	3	4	3	3	2	452
86	7	0	0	1	0	0	94
77	6	0	0	1	0	1	85
68	6	3	0	1	1	0	79
55	9	0	0	0	0	0	64
286	28	3	0	3	1	1	322

1068	143	13	10	17	4	5	1260
------	-----	----	----	----	---	---	------

2634	416	51	13	36	8	10	3168
------	-----	----	----	----	---	----	------

Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
3	0	0	0	0	0	0	3
0	1	0	0	0	0	0	1
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
6	1	0	0	0	0	0	7
3	2	0	0	0	0	0	5
1	1	0	0	0	0	0	2
3	1	0	0	0	0	0	4
5	0	1	0	0	0	0	6
12	4	1	0	0	0	0	17
4	1	0	0	0	0	0	5
6	1	0	0	0	0	0	7
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
12	2	0	0	0	0	0	14

30	7	1	0	0	0	0	38
----	---	---	---	---	---	---	----

1	1	1	0	0	0	0	3
4	0	0	0	0	0	0	4
1	0	0	0	0	0	0	1

2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
0	0	0	1	0	0	0	1
7	0	0	1	0	0	0	8
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5

17	0	1	1	0	0	0	19
----	---	---	---	---	---	---	----

2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
8	2	0	0	0	0	0	10
4	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	4

18	2	0	0	0	0	0	20
----	---	---	---	---	---	---	----

35	2	1	1	0	0	0	39
----	---	---	---	---	---	---	----

Origin - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
18	3	1	0	0	1	0	23
32	11	2	0	1	0	0	46
32	13	5	0	0	1	0	51
47	11	1	0	1	1	0	61
129	38	9	0	2	3	0	181
70	11	2	1	3	0	0	87
83	17	3	1	3	0	1	108
94	16	3	1	2	0	0	116
95	14	4	4	1	0	0	118
342	58	12	7	9	0	1	429
126	19	2	1	3	0	0	151
88	15	4	3	3	0	0	113
60	14	6	1	1	0	0	82
60	20	3	1	2	0	0	86
334	68	15	6	9	0	0	432

805	164	36	13	20	3	1	1042
-----	-----	----	----	----	---	---	------

156	18	3	5	7	1	0	190
136	17	3	1	5	0	0	162
146	20	3	1	1	0	0	171
179	33	0	0	1	1	0	214
617	88	9	7	14	2	0	737
195	42	1	0	1	1	1	241
177	27	4	0	1	0	0	209
178	24	1	0	1	0	2	206
190	27	1	0	0	0	0	218
740	120	7	0	3	1	3	874
171	23	4	0	1	0	0	199
153	17	2	0	2	0	2	176
149	20	0	1	0	0	1	171
113	15	1	0	1	0	0	130

586	75	7	1	4	0	3	676
-----	----	---	---	---	---	---	-----

1943	283	23	8	21	3	6	2287
------	-----	----	---	----	---	---	------

2748	447	59	21	41	6	7	3329
------	-----	----	----	----	---	---	------

Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
126	21	2	0	0	1	0	150
96	24	0	0	0	0	1	121
114	33	2	0	1	0	0	150
143	31	2	0	0	0	0	176
479	109	6	0	1	1	1	597
166	40	7	0	1	1	0	215
169	29	2	2	2	0	0	204
163	31	9	0	3	0	2	208
147	22	7	1	6	0	2	185
645	122	25	3	12	1	4	812
144	11	1	0	4	0	0	160
113	18	2	1	1	0	0	135
147	11	3	0	0	0	0	161
86	9	3	0	1	2	0	101
490	49	9	1	6	2	0	557

1614	280	40	4	19	4	5	1966
------	-----	----	---	----	---	---	------

121	17	3	2	2	0	2	147
93	11	1	3	2	0	0	110
94	16	1	1	3	0	0	115
106	17	4	0	4	0	0	131
414	61	9	6	11	0	2	503
124	12	2	1	1	1	0	141
87	21	1	1	1	1	1	113
93	17	0	1	1	1	1	114
97	9	0	1	0	0	0	107
401	59	3	4	3	3	2	475
95	7	0	0	1	0	0	103
78	6	0	0	1	0	1	86
70	6	3	0	1	1	0	81
55	9	0	0	0	0	0	64
298	28	3	0	3	1	1	334

1113	148	15	10	17	4	5	1312
------	-----	----	----	----	---	---	------

2727	428	55	14	36	8	10	3278
------	-----	----	----	----	---	----	------

Arm A - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	1	0	0	0	0	3
0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
3	1	1	0	0	0	0	5
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	6
3	0	0	0	1	0	0	4
10	1	0	0	1	0	0	12
6	2	0	0	0	0	0	8
8	1	0	0	0	0	0	9
6	0	0	0	0	0	0	6
2	2	1	0	0	0	0	5
22	5	1	0	0	0	0	28

Arm Total
147
119
151
174
591
211
204
209
184
808
165
135
173
107
580

35	7	2	0	1	0	0	45
----	---	---	---	---	---	---	----

1979

7	1	0	0	0	0	0	8
7	0	0	0	0	0	0	7
12	0	0	0	0	0	0	12
4	2	0	0	0	0	0	6
30	3	0	0	0	0	0	33
9	2	0	0	0	0	0	11
7	1	0	0	0	0	0	8
4	1	0	0	0	0	0	5
8	0	1	0	0	0	0	9
28	4	1	0	0	0	0	33
8	0	0	0	0	0	0	8
5	2	0	0	0	0	0	7
8	0	0	0	0	0	0	8
4	0	0	0	0	0	0	4
25	2	0	0	0	0	0	27

156
119
131
135
541
154
120
116
119
509
109
98
92
70
369

83	9	1	0	0	0	0	93
----	---	---	---	---	---	---	----

1419

118	16	3	0	1	0	0	138
-----	----	---	---	---	---	---	-----

3398

Arm B - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1

Arm Total
6
2
4
3
15
6
6
7
11
30
10
17
7
5
39

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

84

0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

9
6
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
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2

10
29
3
7
12
4
26
9
5
6
3
23

3	0	0	0	0	0	0	3
---	---	---	---	---	---	---	---

78

5	0	0	0	0	0	0	5
---	---	---	---	---	---	---	---

162

Arm C - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
4	0	0	1	0	0	0	5
0	0	0	0	0	0	0	0
6	0	0	1	0	0	0	7
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
1	0	1	0	0	0	0	2
3	0	1	0	0	0	0	4
8	0	2	0	0	0	0	10

Arm Total
23
46
51
61
181
87
108
116
118
429
151
113
82
86
432

16	0	2	1	0	0	0	19
----	---	---	---	---	---	---	----

1042

4	0	0	0	0	0	0	4
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
1	1	0	0	0	0	0	2
10	1	0	0	0	0	0	11
6	1	0	0	0	0	0	7
8	0	0	0	0	0	0	8
3	0	0	0	0	0	0	3
3	2	0	0	0	0	0	5
20	3	0	0	0	0	0	23
5	2	0	0	0	0	0	7
4	0	0	0	0	0	0	4
1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5
15	2	0	0	0	0	0	17

190
162
171
214
737
241
209
206
218
874
199
176
171
130
676

45	6	0	0	0	0	0	51
----	---	---	---	---	---	---	----

2287

61	6	2	1	0	0	0	70
----	---	---	---	---	---	---	----

3329

Arm D - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

Arm Total
5
4
5
5
19
4

21	1	0	0	0	1	0	23
----	---	---	---	---	---	---	----

1091

74	8	0	0	0	1	0	83
----	---	---	---	---	---	---	----

3867

148	19	5	1	0	1	1	175
-----	----	---	---	---	---	---	-----

7064

Destination - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	1	0	0	0	0	3
0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1
5	1	1	0	0	0	0	7
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
9	1	0	1	0	0	0	11
3	0	0	0	1	0	0	4
17	1	0	1	1	0	0	20
8	2	0	0	0	0	0	10
11	1	0	0	0	0	0	12
7	0	1	0	0	0	0	8
5	2	2	0	0	0	0	9
31	5	3	0	0	0	0	39

Arm Total
181
171
211
243
806
308
324
349
322
1303
336
273
269
210
1088

53	7	4	1	1	0	0	66
----	---	---	---	---	---	---	----

3197

11	1	0	0	0	0	0	12
9	0	0	0	0	0	0	9
15	0	0	0	0	0	0	15
5	3	0	0	0	0	0	8
40	4	0	0	0	0	0	44
15	3	0	0	0	0	0	18
15	1	0	0	0	0	0	16
8	1	0	0	0	0	0	9
11	2	1	0	0	0	0	14
49	7	1	0	0	0	0	57
13	2	0	0	0	0	0	15
9	2	0	0	0	0	0	11
9	0	0	0	0	0	0	9
11	0	0	0	0	0	0	11
42	4	0	0	0	0	0	46

363
292
314
368
1337
404
338
342
355
1439
325
286
272
208
1091

131	15	1	0	0	0	0	147
-----	----	---	---	---	---	---	-----

3867

184	22	5	1	1	0	0	213
-----	----	---	---	---	---	---	-----

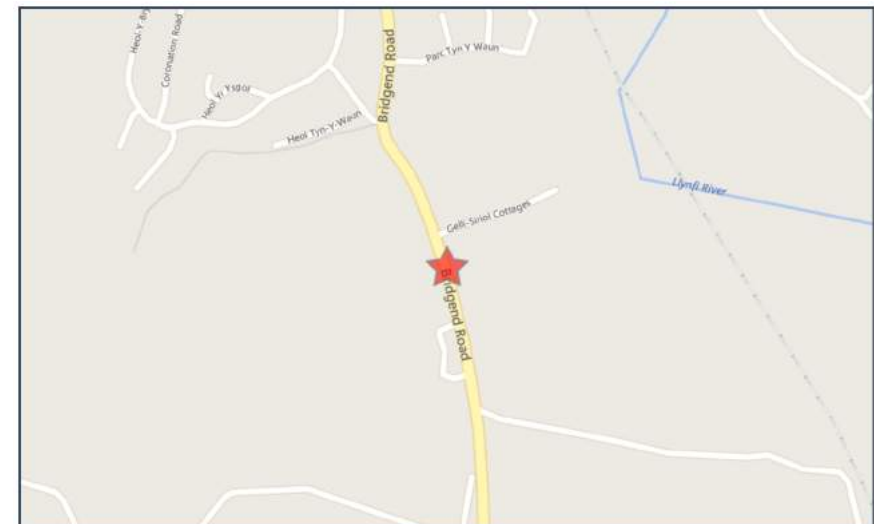
7064

Appendix C



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
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
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

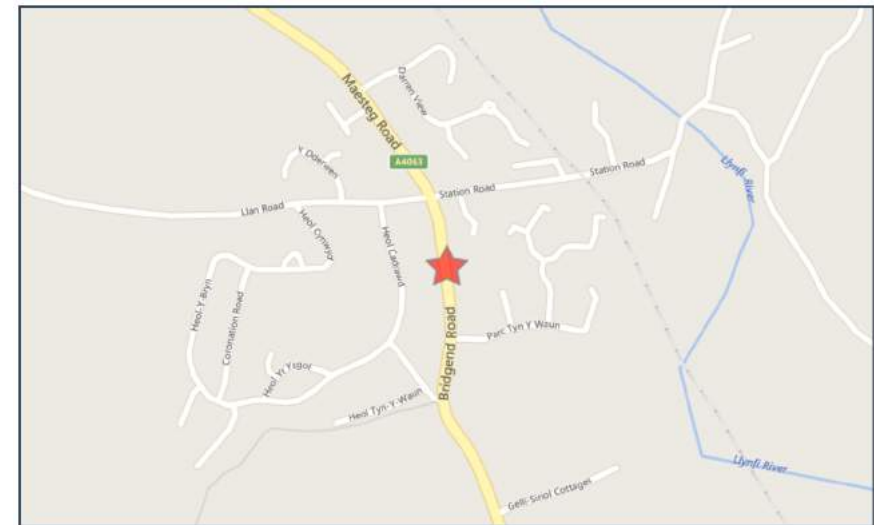
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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
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 Manoeuvre	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

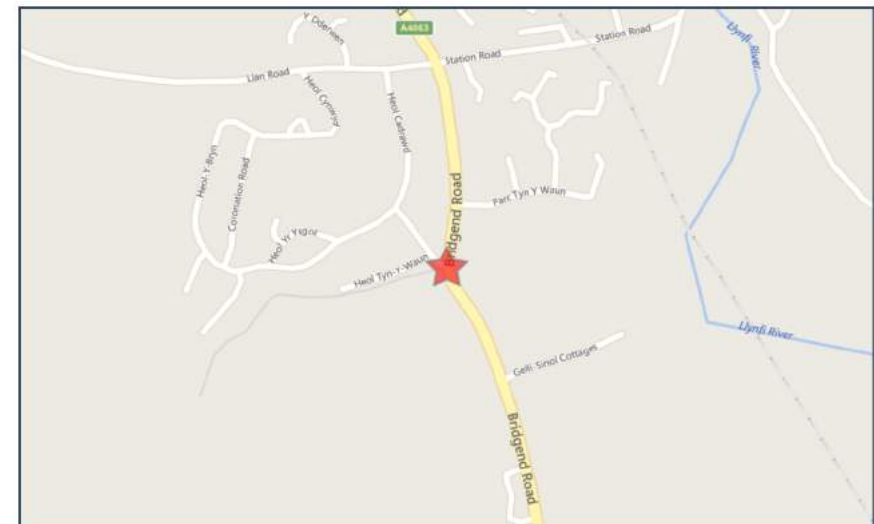
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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
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	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

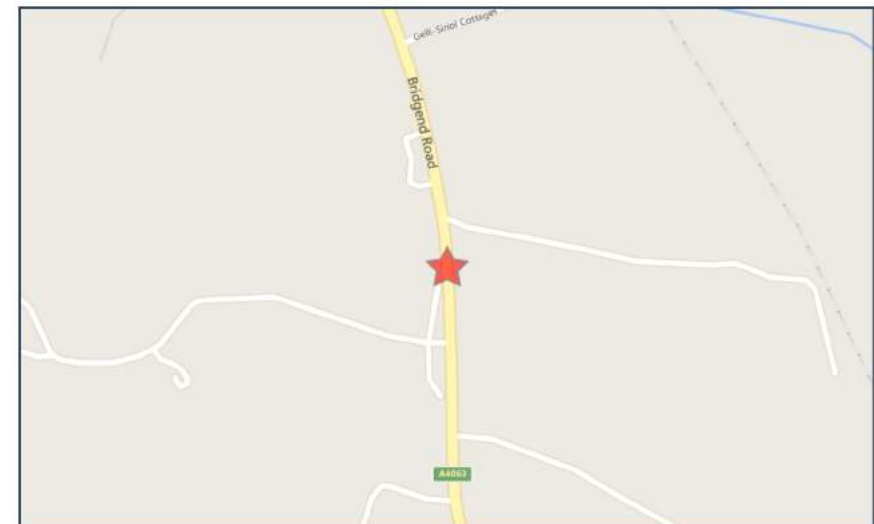
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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
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 Manoeuvre	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

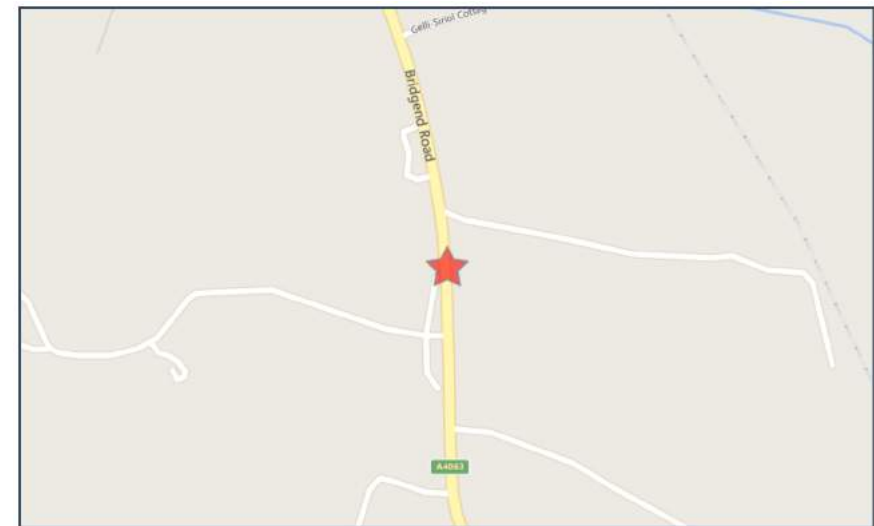
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



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

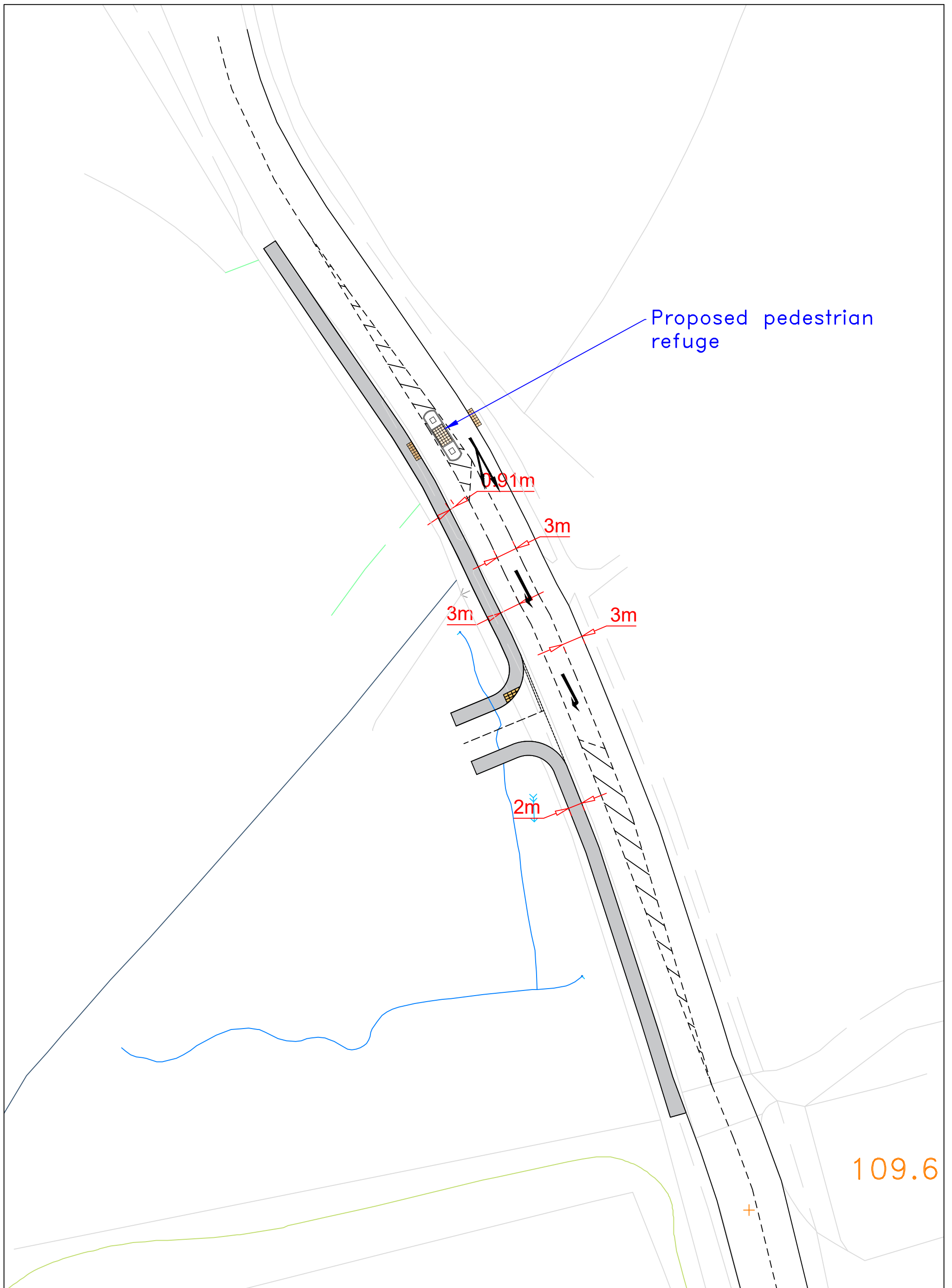
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	1	1 Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other


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

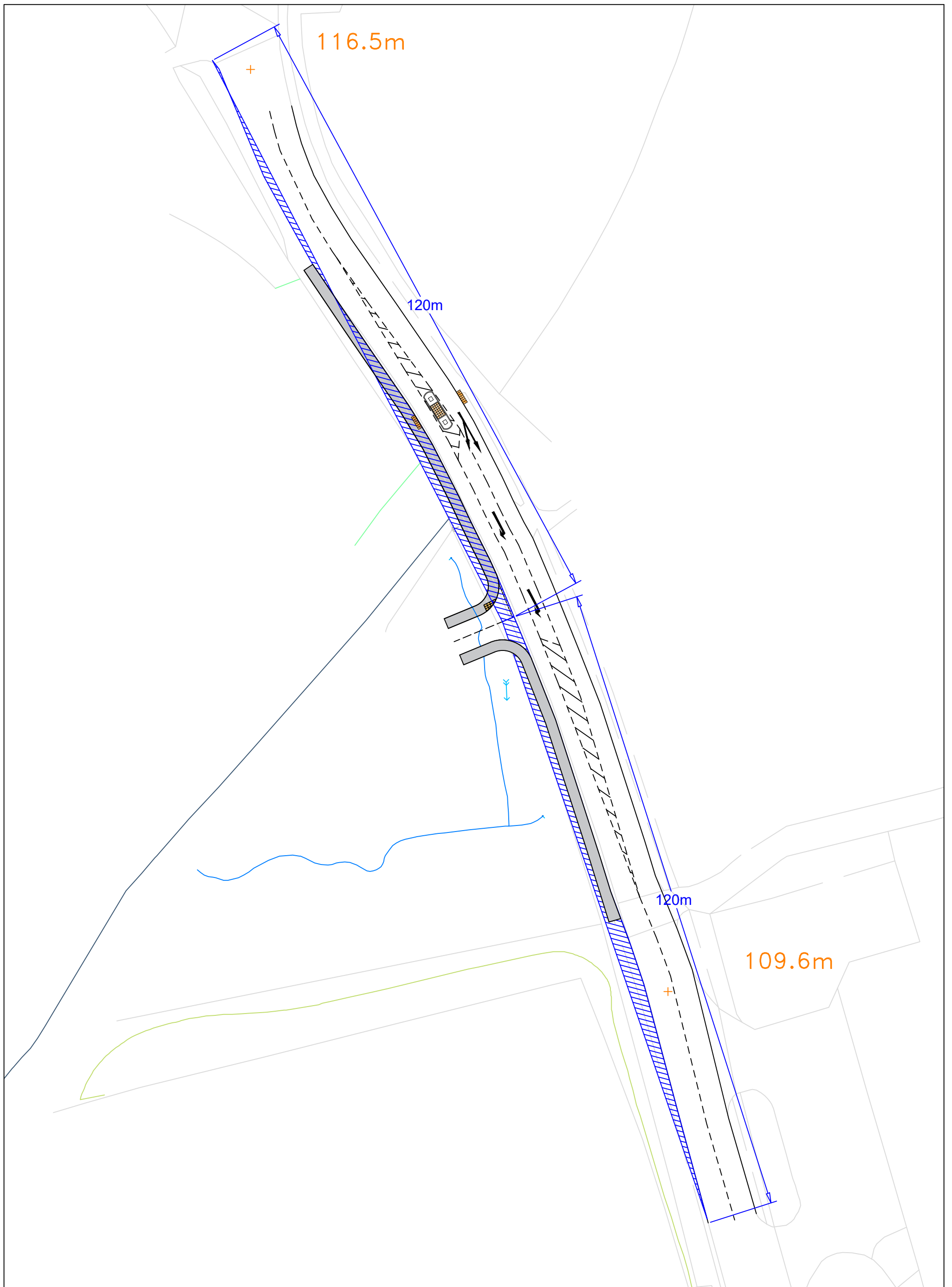
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services


Appendix D

Appendix E



Drawing Title Proposed Site Access Design With Ghosted Right Turn Lane	Client Persimmon Homes	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: 1:500@A3					
	Job Title Llangynwyd		Designed by: KW Drawn by: KW Ckd/Appd: POC 1st Issued: Oct 2020 Job No: T20.157	Rev.	Date.	Amendment.	Des.	Drm.
			Drg No.		Appendix E			



Drawing Title Proposed Site Access Design With 2.4m x 120m Visibility Splay	Client Persimmon Homes	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: NTS					
	Job Title Llangynwyd		Designed by: KW Drawn by: KW Ckd/Appd: PO'C 1st Issued: Oct 2020 Job No: T20.157	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.

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

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

Parameter summary

Trip rate parameter range selected:	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.

Appendix G

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Site Access.j9
 Path: K:\T20\Jobs\T20.157 - Llangynwyd\Analysis\Modelling
 Report generation date: 16/10/2020 11:05:29

»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
2035 + Dev										
Stream B-AC	D1	0.2	10.42	0.16	B	D2	0.1	11.93	0.12	B
Stream C-AB		0.0	5.85	0.02	A		0.0	8.43	0.04	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

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	2035 + Dev	AM	ONE HOUR	00:00	01:30	15	✓
D2	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

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	T-Junction	Two-way		0.55	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	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00		✓	3.60	160.0	✓	4.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.65	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	0.102	0.259	0.163	0.370
B-C	745	0.104	0.264	-	-
C-B	768	0.272	0.272	-	-

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	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	✓	466	100.000
B		ONE HOUR	✓	61	100.000
C		ONE HOUR	✓	763	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	458
	B	38	0	23
	C	751	12	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	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	10.42	0.2	B	56	84
C-AB	0.02	5.85	0.0	A	11	17
C-A					689	1034
A-B					7	11
A-C					420	630

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-AC	46	11	494	0.093	46	0.0	0.1	8.019	A
C-AB	9	2	673	0.013	9	0.0	0.0	5.422	A
C-A	565	141			565				
A-B	6	2			6				
A-C	345	86			345				

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-AC	55	14	460	0.119	55	0.1	0.1	8.871	A
C-AB	11	3	654	0.016	11	0.0	0.0	5.593	A
C-A	675	169			675				
A-B	7	2			7				
A-C	412	103			412				

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-AC	67	17	413	0.163	67	0.1	0.2	10.409	B
C-AB	13	3	629	0.021	13	0.0	0.0	5.847	A
C-A	827	207			827				
A-B	9	2			9				
A-C	504	126			504				

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-AC	67	17	413	0.163	67	0.2	0.2	10.421	B
C-AB	13	3	629	0.021	13	0.0	0.0	5.847	A
C-A	827	207			827				
A-B	9	2			9				
A-C	504	126			504				

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-AC	55	14	460	0.119	55	0.2	0.1	8.887	A
C-AB	11	3	654	0.016	11	0.0	0.0	5.593	A
C-A	675	169			675				
A-B	7	2			7				
A-C	412	103			412				

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-AC	46	11	494	0.093	46	0.1	0.1	8.038	A
C-AB	9	2	673	0.013	9	0.0	0.0	5.422	A
C-A	565	141			565				
A-B	6	2			6				
A-C	345	86			345				

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.44	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	2035 + Dev	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	✓	928	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	36	892
	B	14	0	26
	C	463	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	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-AC	0.12	11.93	0.1	B	37	55
C-AB	0.04	8.43	0.0	A	17	26
C-A					425	637
A-B					33	50
A-C					819	1228

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-AC	30	8	481	0.063	30	0.0	0.1	8.768	A
C-AB	14	4	578	0.025	14	0.0	0.0	7.019	A
C-A	349	87			349				
A-B	27	7			27				
A-C	672	168			672				

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-AC	36	9	438	0.082	36	0.1	0.1	9.849	A
C-AB	17	4	541	0.032	17	0.0	0.0	7.550	A
C-A	416	104			416				
A-B	32	8			32				
A-C	802	200			802				

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-AC	44	11	376	0.117	44	0.1	0.1	11.922	B
C-AB	21	5	491	0.043	21	0.0	0.0	8.430	A
C-A	510	127			510				
A-B	40	10			40				
A-C	982	246			982				

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-AC	44	11	376	0.117	44	0.1	0.1	11.934	B
C-AB	21	5	491	0.043	21	0.0	0.0	8.431	A
C-A	510	127			510				
A-B	40	10			40				
A-C	982	246			982				

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-AC	36	9	438	0.082	36	0.1	0.1	9.862	A
C-AB	17	4	541	0.032	17	0.0	0.0	7.554	A
C-A	416	104			416				
A-B	32	8			32				
A-C	802	200			802				

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-AC	30	8	481	0.063	30	0.1	0.1	8.784	A
C-AB	14	4	578	0.025	14	0.0	0.0	7.023	A
C-A	349	87			349				
A-B	27	7			27				
A-C	672	168			672				

Appendix H

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Jct 1 - Priority Crossroads.j9
 Path: K:\T20\Jobs\T20.157 - Llangynwyd\Analysis\Modelling
 Report generation date: 16/10/2020 11:03:17

- »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	15.34	0.20	C	D6	0.1	19.18	0.12	C
Stream A-BCD		0.3	3.91	0.13	A		0.4	4.70	0.14	A
Stream D-ABC		0.2	10.47	0.14	B		0.2	13.00	0.16	B
Stream C-ABD		0.1	4.27	0.06	A		0.2	3.44	0.11	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
A-BCD	67	17	998	0.068	68	0.2	0.1	3.875	A
A-B	6	1			6				
A-C	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
A-BCD	47	12	942	0.050	48	0.1	0.1	4.028	A
A-B	5	1			5				
A-C	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			
From		A	B	C	D
	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		1.28	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	✓	827	100.000
B		ONE HOUR	✓	54	100.000
C		ONE HOUR	✓	621	100.000
D		ONE HOUR	✓	52	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	8	788	32
	B	26	0	26	1
	C	593	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	15.34	0.2	C	49	74
A-BCD	0.13	3.91	0.3	A	100	151
A-B					7	10
A-C					652	978
D-ABC	0.14	10.47	0.2	B	48	72
C-ABD	0.06	4.27	0.1	A	40	61
C-D					10	15
C-A					519	779

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	392	0.103	40	0.0	0.1	10.199	B
A-BCD	61	15	982	0.062	61	0.0	0.1	3.906	A
A-B	6	1			6				
A-C	556	139			556				
D-ABC	39	10	482	0.081	39	0.0	0.1	8.109	A
C-ABD	26	7	869	0.030	26	0.0	0.0	4.272	A
C-D	9	2			9				
C-A	433	108			433				

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	352	0.137	48	0.1	0.2	11.836	B
A-BCD	90	23	1048	0.086	90	0.1	0.2	3.760	A
A-B	7	2			7				
A-C	647	162			647				
D-ABC	47	12	450	0.104	47	0.1	0.1	8.935	A
C-ABD	37	9	908	0.041	37	0.0	0.1	4.131	A
C-D	10	3			10				
C-A	511	128			511				

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	294	0.201	59	0.2	0.2	15.285	C
A-BCD	150	37	1144	0.131	149	0.2	0.3	3.621	A
A-B	8	2			8				
A-C	753	188			753				
D-ABC	57	14	401	0.143	57	0.1	0.2	10.456	B
C-ABD	58	15	968	0.060	58	0.1	0.1	3.957	A
C-D	12	3			12				
C-A	614	153			614				

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	294	0.201	59	0.2	0.2	15.344	C
A-BCD	150	38	1144	0.131	150	0.3	0.3	3.626	A
A-B	8	2			8				
A-C	753	188			753				
D-ABC	57	14	401	0.143	57	0.2	0.2	10.470	B
C-ABD	58	15	968	0.060	58	0.1	0.1	3.960	A
C-D	12	3			12				
C-A	613	153			613				

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	352	0.137	48	0.2	0.2	11.888	B
A-BCD	90	23	1048	0.086	91	0.3	0.2	3.766	A
A-B	6	2			6				
A-C	647	162			647				
D-ABC	47	12	449	0.104	47	0.2	0.1	8.951	A
C-ABD	37	9	908	0.041	37	0.1	0.1	4.136	A
C-D	10	3			10				
C-A	511	128			511				

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	392	0.103	40	0.2	0.1	10.243	B
A-BCD	61	15	982	0.063	62	0.2	0.1	3.911	A
A-B	6	1			6				
A-C	556	139			556				
D-ABC	39	10	482	0.082	39	0.1	0.1	8.135	A
C-ABD	26	7	869	0.030	26	0.1	0.0	4.274	A
C-D	9	2			9				
C-A	433	108			433				

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		1.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
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	✓	627	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	1017	100.000
D		ONE HOUR	✓	49	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
From		A	B	C	D
	A	0	17	576	34
	B	20	0	1	1
	C	978	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	19.18	0.1	C	21	31
A-BCD	0.14	4.70	0.4	A	89	134
A-B					14	21
A-C					472	708
D-ABC	0.16	13.00	0.2	B	45	67
C-ABD	0.11	3.44	0.2	A	87	131
C-D					16	25
C-A					830	1245

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	313	0.054	17	0.0	0.1	12.130	B
A-BCD	56	14	823	0.068	55	0.0	0.1	4.688	A
A-B	12	3			12				
A-C	404	101			404				
D-ABC	37	9	437	0.084	36	0.0	0.1	8.977	A
C-ABD	48	12	1095	0.044	48	0.0	0.1	3.436	A
C-D	14	3			14				
C-A	704	176			704				

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	271	0.075	20	0.1	0.1	14.338	B
A-BCD	81	20	860	0.094	80	0.1	0.2	4.617	A
A-B	14	3			14				
A-C	469	117			469				
D-ABC	44	11	394	0.112	44	0.1	0.1	10.271	B
C-ABD	75	19	1181	0.063	75	0.1	0.1	3.252	A
C-D	16	4			16				
C-A	823	206			823				

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	213	0.117	25	0.1	0.1	19.115	C
A-BCD	131	33	917	0.143	130	0.2	0.4	4.579	A
A-B	16	4			16				
A-C	543	136			543				
D-ABC	54	13	331	0.163	54	0.1	0.2	12.960	B
C-ABD	139	35	1307	0.106	138	0.1	0.2	3.081	A
C-D	19	5			19				
C-A	962	241			962				

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	213	0.117	25	0.1	0.1	19.181	C
A-BCD	131	33	918	0.143	131	0.4	0.4	4.589	A
A-B	16	4			16				
A-C	543	136			543				
D-ABC	54	13	331	0.163	54	0.2	0.2	12.997	B
C-ABD	139	35	1307	0.106	139	0.2	0.2	3.086	A
C-D	19	5			19				
C-A	962	241			962				

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	271	0.075	21	0.1	0.1	14.394	B
A-BCD	81	20	861	0.094	82	0.4	0.2	4.629	A
A-B	14	3			14				
A-C	469	117			469				
D-ABC	44	11	394	0.112	44	0.2	0.1	10.297	B
C-ABD	75	19	1182	0.064	76	0.2	0.1	3.259	A
C-D	16	4			16				
C-A	823	206			823				

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	313	0.055	17	0.1	0.1	12.171	B
A-BCD	56	14	824	0.068	57	0.2	0.1	4.698	A
A-B	12	3			12				
A-C	404	101			404				
D-ABC	37	9	437	0.084	37	0.1	0.1	9.004	A
C-ABD	48	12	1095	0.044	48	0.1	0.1	3.440	A
C-D	14	3			14				
C-A	704	176			704				

Appendix I

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J2 - Heol Neuadd Domos RAB.j9
 Path: K:\T20\Jobs\T20.157 - Llangynwyd\Analysis\Modelling
 Report generation date: 16/10/2020 11:00:42

- »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	3.3	12.34	0.75	B	D6	2.4	9.90	0.69	A
Arm 2		0.2	5.49	0.15	A		0.1	4.66	0.07	A
Arm 3		0.8	5.19	0.41	A		6.8	23.25	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

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.45	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	✓

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 (%)
1		ONE HOUR	✓	882	100.000
2		ONE HOUR	✓	116	100.000
3		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	52	57	773
	2	69	1	46
	3	483	5	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

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	12.34	3.3	B	809	1214
2	0.15	5.49	0.2	A	106	160
3	0.41	5.19	0.8	A	451	676

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	664	166	7	1293	0.514	659	453	0.0	1.1	6.209	A
2	87	22	620	1030	0.085	87	47	0.0	0.1	4.196	A
3	370	92	91	1330	0.278	368	615	0.0	0.4	4.111	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	793	198	8	1292	0.614	791	542	1.1	1.7	7.864	A
2	104	26	743	954	0.109	104	56	0.1	0.1	4.660	A
3	442	110	110	1319	0.335	441	737	0.4	0.5	4.508	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	971	243	10	1291	0.752	965	664	1.7	3.2	11.947	B
2	128	32	907	852	0.150	127	68	0.1	0.2	5.461	A
3	541	135	134	1304	0.415	540	900	0.5	0.8	5.176	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	971	243	10	1291	0.752	971	665	3.2	3.3	12.342	B
2	128	32	912	849	0.150	128	69	0.2	0.2	5.487	A
3	541	135	134	1304	0.415	541	905	0.8	0.8	5.191	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	793	198	8	1292	0.614	799	544	3.3	1.8	8.125	A
2	104	26	751	949	0.110	105	56	0.2	0.1	4.690	A
3	442	110	110	1318	0.335	442	745	0.8	0.6	4.526	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	664	166	7	1293	0.514	666	455	1.8	1.2	6.349	A
2	87	22	626	1026	0.085	87	47	0.1	0.1	4.219	A
3	370	92	92	1329	0.278	370	622	0.6	0.4	4.132	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.00	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	✓

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 (%)
1		ONE HOUR	✓	794	100.000
2		ONE HOUR	✓	55	100.000
3		ONE HOUR	✓	1012	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	122	56	616
	2	37	0	18
	3	977	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

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	0.69	9.90	2.4	A	729	1093
2	0.07	4.66	0.1	A	50	76
3	0.87	23.25	6.8	C	929	1393

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	598	150	26	1281	0.467	594	849	0.0	1.0	5.734	A
2	41	10	553	1071	0.039	41	68	0.0	0.0	3.843	A
3	762	190	120	1313	0.580	756	474	0.0	1.5	7.040	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	714	179	31	1278	0.559	712	1018	1.0	1.4	6.978	A
2	49	12	663	1004	0.049	49	81	0.0	0.1	4.150	A
3	910	227	143	1298	0.701	906	568	1.5	2.5	9.989	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	875	219	38	1274	0.686	871	1236	1.4	2.3	9.721	A
2	60	15	810	912	0.066	60	99	0.1	0.1	4.647	A
3	1114	279	175	1278	0.871	1099	695	2.5	6.4	20.444	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	875	219	38	1274	0.687	874	1250	2.3	2.4	9.902	A
2	60	15	813	910	0.066	60	100	0.1	0.1	4.658	A
3	1114	279	176	1278	0.872	1112	698	6.4	6.8	23.247	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	714	179	32	1278	0.559	718	1039	2.4	1.4	7.120	A
2	49	12	668	1000	0.049	49	82	0.1	0.1	4.164	A
3	910	227	144	1297	0.701	926	573	6.8	2.7	11.112	B

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	598	150	26	1281	0.467	600	861	1.4	1.0	5.827	A
2	41	10	558	1068	0.039	41	68	0.1	0.0	3.856	A
3	762	190	121	1312	0.581	766	479	2.7	1.6	7.314	A

Appendix J

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Administration

General Specifications

Customer Name	<input type="text" value="Bridgend County Borough"/>	Customer Order	<input type="text"/>
Intersection/ General	<input type="text" value="Castle Street/Talbot Street
Maesteg"/>	Controller/ Serial Number	<input type="text"/>
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM	<input type="text" value="E63492"/> Issue <input type="text" value="9"/>
Area Specifications/ Specification	<input type="text"/> <input type="text"/>	Equipment Installation by	<input type="text" value="Siemens"/>
Contract/Tender	<input type="text"/>	Slot Cutting by	<input type="text"/>
Quotation No.	<input type="text"/>	Civil Works by	<input type="text"/>
Works Order No.	<input type="text" value="37950B"/>	Customer's	<input type="text" value="T R Gardner"/>
		Telephone	<input type="text" value="02920820683"/>

Signal Company Use Only

Signal Engineer (IF PROM Label as >) PROM PROM
 Configuration Check

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack	Kit Type	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cabinet/Rack	Cuckoo	<input type="checkbox"/>			

Mains	<input type="text" value="240"/> Volts	<input type="text" value="50"/> Hz			
Peak Lamp	<input type="text" value="6"/> Amps	Dimming Voltage	<input type="text" value="160"/>	Answer	<input type="text" value="3"/>
Average Lamp	<input type="text" value="700"/> Watts	Low Inrush Transformer	<input type="checkbox"/>	Edit	<input type="text" value="35"/>
Total Average	<input type="text" value="1200"/> Watts			Date Createc	<input type="text" value="01/10/02"/>

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Phases	
<input type="radio"/>	Current Total Number of <input type="text" value="12"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="12"/>
<input type="radio"/>	Number of Dummy <input type="text" value="0"/>

Stages	
<input type="radio"/>	Current Number of stages (inc. ALL-RED stages) <input type="text" value="6"/>

Switched Signs	
<input type="radio"/>	Number of Switched <input type="text" value="0"/>

Action	
<input type="button" value="Add At"/>	<input type="button" value="Delete At"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

<input checked="" type="checkbox"/> UTC <input checked="" type="checkbox"/> Serial/Internal UTMC OTL <input type="checkbox"/> Free-standing OTU <input type="checkbox"/> Integral TC-12 OTU <input checked="" type="checkbox"/> Serial MOVA	<input checked="" type="checkbox"/> Master Time Clock <input type="checkbox"/> Holiday Clock <input checked="" type="checkbox"/> FT To Current MAX <input type="checkbox"/> Linked Fixed Time	<input checked="" type="checkbox"/> Lamp Monitoring <input checked="" type="checkbox"/> RED Lamp Monitoring <input checked="" type="checkbox"/> Pelican/Puffin/Toucan <input type="checkbox"/> Standalone Manual	<input type="checkbox"/> Extend All Red <input type="checkbox"/> Speed Measurement <input type="checkbox"/> Ripple Change <input type="checkbox"/>	<input type="checkbox"/> Non-UK <input type="checkbox"/> Fail to Part Time <input type="checkbox"/> Fail To Hardware Flashing <input type="checkbox"/> <input type="checkbox"/> Download To Level 3
---	--	---	---	---

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

standard.8DF

Default PROM data file

Correspondence Monitoring to inc.

Reds Ambers
 Switched Signs Ignore Reds and Ambers

Flash Rate (ms)

Off On

Phases in Stages

Phases

	A	B	C	D	E	F	G	H	I	J	K	L
0												
1	■	■			■		■					
2								■	■	■	■	■
3				■		■						
4				■	■		■					
5			■		■		■					

Stages in Streams

Stages in Streams

0 1 2 3 4 5 6 7

Phase or Stage to revert to in absence of

Startup Stage

Switch Off Stage

Standalone Pedestrian Stages

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

In Stream

	0	1	2	3	4	5
0						

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Phase Type and Conditions

Phase Type and Conditions

Phases A to P

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	Castle Street Southbound	0 - UK Traffic	0	0 -	
B	Reservoir Northbound	0 - UK Traffic	0	0 -	
C	Loading Bay exit	0 - UK Traffic	0	0 -	
D	Talbot Street	0 - UK Traffic	0	0 -	
E	Reservoir Southbound	0 - UK Traffic	0	0 -	
F	Retail Exit	0 - UK Traffic	0	0 -	
G	Castle Street Northbound	0 - UK Traffic	0	0 -	
H	Peds across Retail Exit	3 - UK Near Side Pedestrian	0	0 -	
I	Peds across Castle Street Northbound (G)	3 - UK Near Side Pedestrian	0	0 -	
J	Peds across Reservoir	3 - UK Near Side Pedestrian	0	0 -	
K	Peds across Talbot Street	3 - UK Near Side Pedestrian	0	0 -	
L	Peds across Castle Street	3 - UK Near Side Pedestrian	0	0 -	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time

2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.

3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All
 0

Initialise

To Phase

		To Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
From Phase	A	■		Co	Co						Co	Co	Co
	B		■	Co	Co						Co	Co	Co
	C	Co	Co	■	Co						Co	Co	Co
	D	Co	Co	Co	■						Co	Co	Co
	E					■	Co		Co	Co			
	F					Co	■	Co	Co	Co			
	G						Co	■	Co	Co			
	H					Co	Co	Co	■				
	I					Co	Co	Co		■			
	J	Co	Co	Co	Co						■		
	K	Co	Co	Co	Co							■	
	L	Co	Co	Co	Co								■

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phases A to P

Phase	Min Gree	Min Ped C	Extensio	Maximums								Pre-time
				A	B	C	D	E	F	G	H	
A	7	0	1.6	30	50	30	30	20	0	0	0	<input type="checkbox"/>
B	7	0	1.6	30	30	50	30	20	0	0	0	<input type="checkbox"/>
C	7	0	1.6	12	12	12	12	12	0	0	0	<input type="checkbox"/>
D	7	0	1.6	30	30	30	30	20	0	0	0	<input type="checkbox"/>
E	7	0	1.6	30	50	30	30	20	0	0	0	<input type="checkbox"/>
F	7	0	1.6	18	18	18	30	35	0	0	0	<input type="checkbox"/>
G	7	0	1.6	30	30	50	30	20	0	0	0	<input type="checkbox"/>
H	6	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
I	6	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
J	6	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
K	6	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
L	6	3	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

Note: For Standalone Streams see Help for use of Max

Phase Intergreen Times

Select Stream(s) To Configure

All
 0

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CBD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

	A	B	C	D	E	F	G	H	I	J	K	L
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								

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

From Phase

	A	B	C	D	E	F	G	H	I	J	K	L
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								

Phase Timing Handset Ranges

Phase Timing Handset Ranges			
Initialise Min Green Limits			
Phase	Min. Green		Phase
	Min.	Max.	
A	<input type="text" value="7"/>	<input type="text" value="10"/>	Q
B	<input type="text" value="7"/>	<input type="text" value="10"/>	R
C	<input type="text" value="7"/>	<input type="text" value="10"/>	S
D	<input type="text" value="7"/>	<input type="text" value="10"/>	T
E	<input type="text" value="7"/>	<input type="text" value="10"/>	U
F	<input type="text" value="7"/>	<input type="text" value="10"/>	V
G	<input type="text" value="6"/>	<input type="text" value="10"/>	W
H	<input type="text" value="6"/>	<input type="text" value="10"/>	X
I	<input type="text" value="6"/>	<input type="text" value="10"/>	Y
J	<input type="text" value="6"/>	<input type="text" value="10"/>	Z
K	<input type="text" value="6"/>	<input type="text" value="10"/>	A2
L	<input type="text" value="6"/>	<input type="text" value="10"/>	B2
M			C2
N			D2
O			E2
P			F2

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="margin: 0;">Max. Green</p> <p>Min. <input style="width: 50px;" type="text" value="0"/> Max. <input style="width: 50px;" type="text" value="255"/></p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="margin: 0;">Vehicle Extension</p> <p>Min. <input style="width: 50px;" type="text" value="0.0"/> Max. <input style="width: 50px;" type="text" value="10.0"/></p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="margin: 0;">Phase Delay</p> <p>Min. <input style="width: 50px;" type="text" value="2"/> Max. <input style="width: 50px;" type="text" value="10"/></p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="margin: 0;">Starting I/G</p> <p>Min. <input style="width: 50px;" type="text" value="4"/> Max. <input style="width: 50px;" type="text" value="12"/></p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="margin: 0;">Min Pedestrian Clearance (PBT)</p> <p>Min. <input style="width: 50px;" type="text" value="0"/> Max. <input style="width: 50px;" type="text" value="12"/></p> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="margin: 0;">Traffic Phase Leaving</p> <p>Min. <input style="width: 50px;" type="text" value="3.0"/> Max. <input style="width: 50px;" type="text" value="3.0"/></p> </div> <div style="border: 1px solid black; padding: 5px;"> <p style="margin: 0;">Traffic Phase Red/Amber</p> <p>Min. <input style="width: 50px;" type="text" value="2"/> Max. <input style="width: 50px;" type="text" value="2"/></p> </div>	
---	--

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A	ASTOP	MVDA		
B	BSTOP			
C	CSTOP			
D	DSTOP	MVDD		
E	ESTOP			
F	FSTOP			
G	GSTOP	MVDG		
H	PBH			
I	PBI			
J	PBJ			
K	PBK			
L	PBL			

Phases A to P

Extensions

ASTOP	MVDA		
BSTOP			
CSTOP	MVDC		
DSTOP	MVDD		
ESTOP			
FSTOP	MVDF		
GSTOP	MVDG		

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	J	<input checked="" type="checkbox"/>	K	<input checked="" type="checkbox"/>	L	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	J	<input checked="" type="checkbox"/>	K	<input checked="" type="checkbox"/>	L	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>	I	<input checked="" type="checkbox"/>	J	<input checked="" type="checkbox"/>	K	<input checked="" type="checkbox"/>	L	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

Phases A to P

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F								
G								
H					KERBH1	KERBH2		
I					KERBI1	KERBI2		
J					KERBJ1	KERBJ2		
K					KERBK1	KERBK2		
L					KERBL1	KERBL2		

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times										
Pedestrian Enable VA Mode (PEV)										
Stream:										
0	1	2	3	4	5	6	7			
Pedestrian All Red Times (Vehicle to Pedestrian)								Handset Range Lir		
Stream:	0	1	2	3	4	5	6	7	Min	Max
(PAR n 0) VA Gap Change									<input style="width: 30px;" type="text" value="0"/>	<input style="width: 30px;" type="text" value="0"/>
(PAR n 1) VA Max Change										
(PAR n 2) FVP Change									<input style="width: 30px;" type="text" value="0"/>	<input style="width: 30px;" type="text" value="0"/>
(PAR n 3) UTC Change										
(PAR n 4) Local Link Change										
Pelican Intergreen times										
(PIT n 0) Veh Red/Ped Flash									<input style="width: 30px;" type="text" value="0"/>	<input style="width: 30px;" type="text" value="0"/>
(PIT n 1) Veh Flash Amber/Ped Flash									<input style="width: 30px;" type="text" value="0"/>	<input style="width: 30px;" type="text" value="0"/>
(PIT n 2) Veh Flash Amber/Ped									<input style="width: 30px;" type="text" value="0"/>	<input style="width: 30px;" type="text" value="0"/>
(PIT n 3) Veh Flash Amber/Ped Red									<input style="width: 30px;" type="text" value="0"/>	<input style="width: 30px;" type="text" value="0"/>

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance	CDY 0 Clearance Delay Gap	CDY 1 Clearance Delay Max	CRD Clearance Minimum	<input checked="" type="radio"/> Phases A to P <input type="radio"/>
A	0	0.0	0	0	0	0	
B	0	0.0	0	0	0	0	<input type="checkbox"/>
C	0	0.0	0	0	0	0	
D	0	0.0	0	0	0	0	<input type="checkbox"/>
E	0	0.0	0	0	0	0	
F	0	0.0	0	0	0	0	
G	0	0.0	0	0	0	0	
H	1	4.0	0	0	0	0	
I	1	4.0	0	0	0	0	
J	1	4.0	0	0	0	0	
K	1	4.0	0	0	0	0	
L	1	4.0	0	0	0	0	

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	0	5
Demand Hold PDX	0.0	5.0
Clearance Maximum CMX	0	5
Clearance Delays CDY 0 and CDY1	0	5
Clearance Minimum Red CRD	0	5

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times								
Stream:	0	1	2	3	4	5	6	7
Computer Control								
PV								
Window Time								
...								
Local Link								
PV1								
Link Delay Time								
...								
Link Window Time								
.....								
Link Override Time								
.....								
Kerbside Mat Test								

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/>	4	<input checked="" type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>										
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Delays

Phase Delays

Phase Delays 0-29
 Phase Delays 30-59
 Phase Delays 60-89
 Phase Delays 90-119

No.	Delay Phase	On Change To from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change To from Stage	To Stage	By (X) Seconds
0	A	1	2	5	15				0
1	A	1	3	5	16				0
2	A	1	4	5	17				0
3	A	1	5	5	18				0
4	E	1	2	5	19				0
5	E	1	3	5	20				0
6				0	21				0
7				0	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage 0 1 2 3 4 5 6 7

Next Stage

Time

Current Stage 8 9 10 11 12 13 14 15

Next Stage

Time

Current Stage 16 17 18 19 20 21 22 23

Next Stage

Time

Current Stage 24 25 26 27 28 29 30 31

Next Stage

Time

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

UTC General Data

UTC General Data

Type of UTC

106 316

Integral OTU

Number of Control

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Pr

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time (UTC TS in

Day	Time
<input type="text" value="Saturday"/>	<input type="text" value="00:00:00"/>

Clock Confirm Time (UTC RT output

Day	Time
<input type="text" value="Saturday"/>	<input type="text" value="00:00:00"/>

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	F2	F3	F4	F5			
Word 2								
Word 3								
Word								
Reply Words								
Word 1	G1	G2	G3	G4	G5			
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5	F5	G5		21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:

G1/G2 RR

Manual Mode Selected:

G1/G2 RR

No Lamp Power, or Lamps Off due to RLM or Part Time:

G1/G2

Detector Fault:

 DF

Normal NOT selected on the

G1/G2 RR

RR Button Selected:

G1/G2 RR

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping
 Combined

Set Selection

1	IN11	2	X1	3	ASTOP	4	X2	5	BSTOP	6	CSTOP	7	IN13	8	X3
9	INSINK23	10	DSTOP	11	X4	12	ESTOP	13	FSTOP	14	IN15	15	X5	16	GSTOP
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETA	16	No Action	
1	Alternate Max	MAXSETB	17	No Action	
2	Alternate Max	MAXSETC	18	No Action	
3	Alternate Max	MAXSETD	19	No Action	
4	Alternate Max	MAXSETE	20	No Action	
5	Alternate Max	MAXSETF	21	No Action	
6	Alternate Max	MAXSETG	22	No Action	
7	Alternate Max	MAXSETH	23	No Action	
8	Conditioning	MTCF0	24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

MTC - Day Type

MTC - Day Type							
No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	0	08:30:00	SATURDAY DAY	2	3
1	0	18:30:00	NORMAL	2	0
2	1	09:30:00	SUNDAY DAY	2	4
3	1	16:30:00	NORMAL	2	0
4	9	07:30:00	WEEKDAY AM PEAK	2	1
5	9	09:30:00	WEEKDAY NORMAL	2	0
6	9	16:30:00	WEEKDAY PM PEAK	2	2
7	9	18:30:00	WEEKDAY NORMAL	2	0
8	6	15:30:00	FRIDAY EARLY PM PEAK	2	2
9	7	07:00:00	SWITCH AUDIBLES ON	3	8
10	7	22:30:00	SWITCH AUDIBLES OFF	4	8
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- 200-240
 50-0-50, 100-120 230 CLS

Red Lamp Monitoring

Max Red Bulb

First Red Lamp Fault

RLF2 Cancels RLM additional Intergreen

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset L

Minimum

Maximum

Streams with Phase BlackOut on RLF2

- 0

LMU - Sensors

LMU - Sensors					External Sensors				
Onboard Sensors					External Sensors				
Sensor ¹	Sensor	Bulb Watts	Sensor	Sensor	Bulb Watts	Sensor ¹	Drive	Sensor	Bulb Watts
1 \ A	As Seq.	40	17 \ Q			33 \ h14		Regulatory Sign	7
2 \ B	As Seq.	40	18 \ R			34 \ z16		Regulatory Sign	7
3 \ C	As Seq.	40	19 \ S			35 \ z14		Regulatory Sign	7
4 \ D	As Seq.	40	20 \ T			36 \ z12		Regulatory Sign	7
5 \ E	As Seq.	40	21 \ U			37 \ h14		Regulatory Sign	7
6 \ F	As Seq.	40	22 \ V			38 \ z16		Regulatory Sign	7
7 \ G	As Seq.	40	23 \ W			39 \ z14		Regulatory Sign	7
8 \ H	None	40	24 \ X			40 \ z12		Regulatory Sign	7
9 \ I	None	40	25 \ Y			41 \ h14			
10 \ J	None	40	26 \ Z			42 \ z16			
11 \ K	None	40	27 \ A2			43 \ z14			
12 \ L	None	40	28 \ B2			44 \ z12			
13 \ M	None	40	29 \ C2			45 \ h14			
14 \ N	None	40	30 \ D2			46 \ z16			
15 \ O	None	40	31 \ E2			47 \ z14			
16 \ P	None	40	32 \ F2			48 \ z12			

Works Order : 37950B
EM Number : E63492
Engineer : T R GARDNER
Intersection : Castle Street/Talbot Street Maesteg

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select
 of 1

Senso	Phase	Sensor	LED	Load	LLF
1	A	As Seq.			
2	B	As Seq.			
3	C	As Seq.			
4	D	As Seq.			
5	E	As Seq.			
6	F	As Seq.			
7	G	As Seq.			
33	N/A	Regulatory Sign			
34	N/A	Regulatory Sign			
35	N/A	Regulatory Sign			
36	N/A	Regulatory Sign			
37	N/A	Regulatory Sign			
38	N/A	Regulatory Sign			
39	N/A	Regulatory Sign			
40	N/A	Regulatory Sign			

RLM Additional Intergreens

Phases Delayed

	A	B	C	D	E	F	G	H	I	J	K	L
A										3	3	3
B										3	3	3
C										3	3	3
D												
E								3	3			
F								3	3			
G								3	3			
H												
I												
J												
K												
L												

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

	A	B	C	D	E	F	G	H	I	J	K	L
A										■	■	■
B										■	■	■
C										■	■	■
D										■	■	■
E								■	■			
F								■	■			
G								■	■			
H												
I												
J												
K												
L												

Priority and Emergency Vehicle - General

Priority and Emergency Vehicle - General

Unit	Input Name	Type Priority / Emergency		Phase	DFM Time (x10)	Gap Time	DFM Self Reset	Demands Sets				Revertive Demands Sets				Revertive Demands to Start Sets			
		<input type="radio"/>	<input type="radio"/>					0	1	2	3	0	1	2	3	0	1	2	3
Unit 0	<input type="text" value="BUSA"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="text" value="A"/>	<input type="text" value="30"/>	<input type="text" value="4"/>	<input type="text" value="1"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1	<input type="text" value="BUSD1"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="text" value="D"/>	<input type="text" value="30"/>	<input type="text" value="4"/>	<input type="text" value="1"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2	<input type="text" value="BUSD2"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="text" value="D"/>	<input type="text" value="30"/>	<input type="text" value="4"/>	<input type="text" value="1"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3	<input type="text" value="BUSG"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="text" value="G"/>	<input type="text" value="30"/>	<input type="text" value="4"/>	<input type="text" value="1"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4	<input type="text" value="EMERA"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text" value="A"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5	<input type="text" value="EMERD1"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text" value="D"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6	<input type="text" value="EMERD2"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text" value="D"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7	<input type="text" value="EMERG"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text" value="G"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inputs From Conditioning

Note:

Bus Priority Unit values will not be used unless a valid Input Name is specified

If Bus Unit is to generate a VA demand, then input name must also be specified on VA demands

Note:

Valid values for DFM Self Reset: 1 or 0 for PB800, 0-255 for PB801 and later

Priority - Delays, Unit Inhibits and Associations

Priority - Delays, Unit Inhibits and Associations																		
	Delay Time		Priority Units Inhibited					Associated Priority Units										
	First	Second	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7
Unit 0			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Handset Delay Limits																		
First Delay Handset	Min	Max	Second Delay Handset	Min	Max													

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H	I	J	K	L
0												
1												
2												
3												
4												
5												
6												
7												

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H	I	J	K	L
0												
1												
2												
3												
4												
5												
6												
7												

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H	I	J	K	L
0												
1												
2												
3												
4												
5												
6												
7												

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H	I	J	K	L
0												
1												
2												
3												
4												
5												
6												
7												

Works Order : 37950B
EM Number : E63492
Engineer : T R GARDNER
Intersection : Castle Street/Talbot Street Maesteg

Priority - Allowed and Enforced Demands

		Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Priority Unit	0												
	1												
	2												
	3												
	4												
	5												
	6												
	7												

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Button Title	Called Stage for							
		0	1	2	3	4	5	6	7
0	ALL RED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	Castle Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Talbot Street/Car Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Talbot Street/Reservoir E	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Loading Bay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

General LEDs

AUX 1
 AUX 2
 AUX 3
 AUX 4 (Hurry Call)
 AUX 5 (Higher Priority)

General Buttons

	None	SW1	SW2	SW3
Momentary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

Immediate Signals Or
 As Start-Up

Manual Mode Enable

Always
 When Handset Plugged in (Note Special Conditioning is required.)
 When 'MND' Command Entered

NOTE:
 For this to operate
 Special
 Conditioning is
 required.

Mode Select Switches Disabled

VA
 Fixed Time
 CLF

Works Order : 37950B
EM Number : E63492
Engineer : T R GARDNER
Intersection : Castle Street/Talbot Street Maesteg

Special Conditioning

```
; STAGE CONDITIONING
; =====

(MODE0 EQL<2>) ./LCPHF=PRVST3
(MODE0 EQL<2>) ./STAGE3=PRVST4
(MODE0 EQL<2>) ./STAGE4.LCPHF=+LCST1
(MODE0 EQL<2>) ./LCPHC=PRVST5

; PEDS INHIBITED
; =====

LMUINH+LMUINHJ+LMUINHKL+LMUINHLL=TIPA1

; BUS _EMERGENCY CONDITIONING
; =====
BUSA+EMERA=+LCPHA
BUSD1+BUSD2+EMERD1+EMERD2=+LCPHD
BUSG+EMERG=+LCPHG

; MOVA DETECTORS
; =====
BUSA+BUSG=MOVADET17
BUSD1+BUSD2=MOVADET18
EMERA+EMERG=MOVADET19
EMERD1+EMERD2=MOVADET20

; PEDESTRIAN WAITS
; =====

PRSLMPAH./LMUINH=1SCRT101
PRSLMPAI./LMUINHJ=1SCRT102
PRSLMPAJ./LMUINHKL=1SCRT103
PRSLMPAK./LMUINHLL=1SCRT104
PRSLMPAL./LMUINHLL=1SCRT105
1SCRT101+1SCRT102+1SCRT103+1SCRT104+1SCRT105:=MOVADET21
                                     *=TIPA2

; MOVA GENERAL
; =====

MOVACRB=TIPA0
(MODE0 EQL<6>)=MIL17

; AUDIO
; =====

PHASEH.PHASEI.PHASEJ.PHASEK.PHASEL.MTCF0:::=AUDIO1
                                     *=AUDIO2
                                     *=AUDIO3
                                     *=AUDIO4
```

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	120	0	255	<input type="checkbox"/>	MOVA TOGGLE	16		0	255	<input type="checkbox"/>	
1		0	255	<input type="checkbox"/>		17		0	255	<input type="checkbox"/>	
2		0	255	<input type="checkbox"/>		18		0	255	<input type="checkbox"/>	
3		0	255	<input type="checkbox"/>		19		0	255	<input type="checkbox"/>	
4		0	255	<input type="checkbox"/>		20		0	255	<input type="checkbox"/>	
5		0	255	<input type="checkbox"/>		21		0	255	<input type="checkbox"/>	
6		0	255	<input type="checkbox"/>		22		0	255	<input type="checkbox"/>	
7		0	255	<input type="checkbox"/>		23		0	255	<input type="checkbox"/>	
8		0	255	<input type="checkbox"/>		24		0	255	<input type="checkbox"/>	
9		0	255	<input type="checkbox"/>		25		0	255	<input type="checkbox"/>	
10		0	255	<input type="checkbox"/>		26		0	255	<input type="checkbox"/>	
11		0	255	<input type="checkbox"/>		27		0	255	<input type="checkbox"/>	
12		0	255	<input type="checkbox"/>		28		0	255	<input type="checkbox"/>	
13		0	255	<input type="checkbox"/>		29		0	255	<input type="checkbox"/>	
14		0	255	<input type="checkbox"/>		30		0	255	<input type="checkbox"/>	
15		0	255	<input type="checkbox"/>		31		0	255	<input type="checkbox"/>	

Works Order : 37950B
EM Number : E63492
Engineer : T R GARDNER
Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

E63492

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM
IO2	C	B	6	I	48 - 55	103	1TBN
IO2	C	E	8	O	64 - 71		1TBP
IO2	C	C	7	I	56 - 63	103	1TBR
IO2	C	D	9	O	72 - 79		1TBS

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/001	Cabinet 8 Phase wired 16 Phase		1	
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24	667/1/27002/000	Lamp Switch Kit 8 Phase		1	
25	667/1/27003/000	I/O Kit		2	
26	667/1/27005/000	SDE Facility Kit			
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/492	Configuration Eprom (Issue 2. 0)		1	
40					

Note 1:
 Please refer to special instruction pages for additional information on items marked with an '*'.
 *

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)			
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					
47					
48					
49					
50					
51					
52	667/7/25171/000	Current Transformer			
53					
54					
55					
56					
57					
58					
59					
60					
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			
65	667/1/27002/100	Export Lamp Switch Kit			
66	667/1/27084/001	Dimming Assembly (1.5KVA) (Fit Std UK)			
67	667/1/27084/002	Dimming Assembly (2.0KVA)			
68	667/1/27084/003	Dimming Assembly (3.0KVA)			
69	667/1/27130/000	30A Controller Kit			
70					
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			
74					
75					
76					
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Note 2:
 Ancillary Processor PLD
 Variants
 101 OTU & LMU
 102 OTU Only
 103 LMU Only
 104 OTU & LMU + Up/Download
 105 OUT Only + Up/Download
 NB Controller Has built in LMU
 So LMU on Ancillary Processor
 Not required included for info
 only.

Note 3:
 Fit Current Transformer
 starting from position
 TLB/z/16 on the first phase
 driver PCB. if more than 3
 sensors are called up fit the
 4th sensor to the second
 Phases driver PCB, and so on
 until all sensors have been
 used up.
 TLB/b/14 - 1st sensor terminal
 TLB/z/16 - 2nd sensor terminal
 TLB/z/14 - 3rd sensor terminal
 TLB/z/12 - 4th sensor terminal
 TLB/z/12 - 4th sensor terminal

TLB/z/12 - 4th sensor terminal

Works Order : 37950B
EM Number : E63492
Engineer : T R GARDNER
Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

Works Order : 37950B
EM Number : E63492
Engineer : T R GARDNER
Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

DETECTOR EQUIPMENT SHEET (*I*L*)

Item	Drawing Number	DESCRIPTION	QTY	TOT	REMARKS
1	667/1/20690/000	Detector 11 inch detector rack kit			
2	667/1/20690/001	Detector 19 inch detector rack kit	1		
3	667/1/17705/011	Detector Beehive kit (excl Pedestal)			
4	667/2/01999/000	Pedestal (Metric) D Detr. Housing			
5	667/1/17212/000	Detector L bracket kit			
6	667/1/22447/000	Detector Mounting Kit E.F.U. (T500)			
7	667/1/22470/000	Detector Frame Assy (T500)			
8	667/1/15990/002	Detector double backplane kit			
9	667/1/15990/003	Detector single backplane kit	5		
10	667/1/15990/004	Detector logic backplane kit			
11					
12	667/1/27663/000	Siemens STR4 (4 Channel) loop detector	5		
13	667/1/21029/001	48V WAIT SUPPLY KIT	15		
14	667/1/20292/008	24V AGD SUPPLY KIT	3		
15	667/1/03887/000	Detector Cableform (1 per 2 B/Planes)			
16	667/1/15854/000	Detector Cable termination kit	4		
17					
18	667/1/15991/000	Mod Kit Regulator PSU 1.5A 21-38V			
19	667/1/15991/001	Mod Kit Regulator PSU 0.5A 21-48V			
20					
21					
22	667/7/20360/002	Microsense Detr. Board 2 Channel			Eng. to supply
23	667/7/20360/004	Microsense Detr. Board 4 Channel			Eng. to supply
24	667/7/20368/000	Microsense Rack 3Ux19"			Eng. to supply
25	667/7/20365/000	Microsense 20-Way Backplane (Std)			Eng. to supply
26	667/7/20366/000	Microsense 20-Way Logic Backplane			
27	667/7/20369/000	Microsense Card Frame Guides (Pr.)			Eng. to supply
28					
29	667/7/20361/002	Microsense 2 Channel U/D Logic			
30	667/7/20361/004	Microsense 4 Channel U/D Logic			
31	667/7/20362/000	Microsense Count Logic N,N+1,U/D & DFM			
32	667/7/20363/000	Microsense Queue Logic with DFM			Eng. to supply
33	667/7/20364/000	Microsense Bus Detector 2-Channel			Eng. to supply
34					
35					
36	667/7/20377/000	Microsense MIX 3-1-R-24 I/R detector			Nearside mounting
37	667/7/20377/001	Microsense MIX 3-2-R-24 I/R detector			Offside mounting
38	667/7/20378/000	Short fixing bracket			
39	667/7/20379/000	Sighting Hood for MIX detectors			Eng. to supply
40	667/7/20380/000	Handbook for MIX detectors			Eng. to supply

[Template - Detector items.txt issue 1.0]

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 1)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	SUPPLY TERMINALS FROM ST800	BACKPLANE No.1 TERMINALS
24 VOLTS	RED	1TBE 1 to 6	19
0 VOLTS	BLACK	1TBE 7 to 12	20
SCREEN	PINK	1TBE 7 to 12	22
COMMON	WHITE	1TBE 7 to 12	18

Note 1 If more than one backplane power linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	IN11	2TBR 1 & 2TBR 2	GREEN	1 & 2
2	X1	2TBR 3 & 2TBR 4	BLUE	3 & 4
3	ASTOP	2TBR 5 & 2TBR 6	ORANGE	5 & 6
4	X2	2TBR 7 & 2TBR 8	BROWN	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBG 1
2	12	GREEN	1TBG 2
3	14	ORANGE	1TBG 3
4	16	YELLOW	1TBG 4

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 2)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.1 TERMINALS	BACKPLANE No.2 TERMINALS
24 VOLTS	RED	19	19
0 VOLTS	BLACK	20	20
SCREEN	PINK	22	22
COMMON	WHITE	18	18

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	BSTOP	2TBR 9 & 2TBR 10	SLATE	1 & 2
2	CSTOP	2TBR 11& 2TBR 12	BLUE/WHITE	3 & 4
3	CSTOPu	2TBS 1 & 2TBS 2	GREEN	5 & 6
4	IN13	2TBS 3 & 2TBS 4	BLUE	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBG 5
2	12	GREEN	1TBG 6
3	14	ORANGE	1TBG 7
4	16	YELLOW	1TBG 8

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 3)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.2 TERMINALS	BACKPLANE No.3 TERMINALS
24 VOLTS	RED	19	19
0 VOLTS	BLACK	20	20
SCREEN	PINK	22	22
COMMON	WHITE	18	18

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	X3	2TBS 5 & 2TBS 6	ORANGE	1 & 2
2	INSINK23	2TBS 7 & 2TBS 8	BROWN	3 & 4
3	DSTOP	2TBS 9 & 2TBS 10	SLATE	5 & 6
4	X4	2TBS 11 & 2TBS 12	BLUE/WHITE	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBH 1
2	12	GREEN	1TBH 2
3	14	ORANGE	1TBH 3
4	16	YELLOW	1TBH 4

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 4)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE No.3 TERMINALS	BACKPLANE No.4 TERMINALS
24 VOLTS	RED	19	19
0 VOLTS	BLACK	20	20
SCREEN	PINK	22	22
COMMON	WHITE	18	18

Note 1 If more than one backplane power linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	ESTOP	2TBY 1 & 2TBY 2	GREEN	1 & 2
2	FSTOP	2TBY 3 & 2TBY 4	BLUE	3 & 4
3	FSTOPu	2TBY 5 & 2TBY 6	ORANGE	5 & 6
4	IN15	2TBY 7 & 2TBY 8	BROWN	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBH 5
2	12	GREEN	1TBH 6
3	14	ORANGE	1TBH 7
4	16	YELLOW	1TBH 8

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order : 37950B
 EM Number : E63492
 Engineer : T R GARDNER
 Intersection : Castle Street/Talbot Street Maesteg

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 5)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.4 TERMINALS	BACKPLANE No.5 TERMINALS
24 VOLTS	RED	19	19
0 VOLTS	BLACK	20	20
SCREEN	PINK	22	22
COMMON	WHITE	18	18

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	X5	2TBY 9 & 2TBY 10	SLATE	1 & 2
2	GSTOP	2TBY 11& 2TBY 12	BLUE/WHITE	3 & 4
3		2TBN 1 & 2TBN 2	GREEN	5 & 6
4		2TBN 3 & 2TBN 4	BLUE	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBJ 1
2	12	GREEN	1TBJ 2
3	14	ORANGE	
4	16	YELLOW	

[Template - Internal intermediate Detectors.txt iss 1.0]

[Template - Internal intermediate Detectors txt iss 1.0]

Inputs and Outputs

Inputs and Outputs

Enable Signal Required

Port Number & Type

Port:

Inputs & Outputs

DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTCS	DE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	0	I	IN11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 1	
<input type="radio"/>	1	I	X1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 2	
<input type="radio"/>	2	I	ASTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 3	
<input type="radio"/>	3	I	X2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 4	
<input type="radio"/>	4	I	BSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 5	
<input type="radio"/>	5	I	CSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 6	
<input type="radio"/>	6	I	CSTOPu	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1TBG 7	
<input type="radio"/>	7	I	IN13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 8	

Inputs and Outputs

Inputs and Outputs

Enable Signal Required

Port Number & Type

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTCS	DE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	8	0	I	X3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 1	
<input type="radio"/>	9	1	I	INSINK23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 2	
<input type="radio"/>	10	2	I	DSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 3	
<input type="radio"/>	11	3	I	X4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 4	
<input type="radio"/>	12	4	I	ESTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 5	
<input type="radio"/>	13	5	I	FSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 6	
<input type="radio"/>	14	6	I	FSTOPu	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1TBH 7	
<input type="radio"/>	15	7	I	IN15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH 8	

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal ..			
													Phs	UT	C	S	E	Pri	HC	CC			IG	UD	LRT
<input type="radio"/>	16	0	I	X5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	1
<input type="radio"/>	17	1	I	GSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	2
<input type="radio"/>	18	2	I	MVDA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	3
<input type="radio"/>	19	3	I	MVDC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	4
<input type="radio"/>	20	4	I	MVDD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	5
<input type="radio"/>	21	5	I	MVDF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	6
<input type="radio"/>	22	6	I	MVDG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	7
<input type="radio"/>	23	7	I	PBH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	8

Add
Delete
Move
Clear Used By

Inputs and Outputs

Inputs and Outputs

Enable Signal Required

Port Number & Type

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTCS	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	24	0	I	PBI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="2"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	1
<input type="radio"/>	25	1	I	PBJ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="2"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	2
<input type="radio"/>	26	2	I	PBK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="2"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	3
<input type="radio"/>	27	3	I	PBL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="2"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	4
<input type="radio"/>	28	4	I	KERBH1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	5
<input type="radio"/>	29	5	I	KERBH2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	6
<input type="radio"/>	30	6	I	KERBI1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	7
<input type="radio"/>	31	7	I	KERBI2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.0"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	8

Inputs and Outputs

Inputs and Outputs

Enable Signal Required

Port Number & Type

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTCS	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	48	0	I	KERBJ1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 1	1
<input type="radio"/>	49	1	I	KERBJ2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 2	2
<input type="radio"/>	50	2	I	KERBK1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 3	3
<input type="radio"/>	51	3	I	KERBK2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 4	4
<input type="radio"/>	52	4	I	KERBL1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 5	5
<input type="radio"/>	53	5	I	KERBL2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 6	6
<input type="radio"/>	54	6	I	EMERG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 7	7
<input type="radio"/>	55	7	I	EMERA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN 8	8

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By										Term Block	Terminal ..	
													Phs	UT	C	S	E	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	56	0	I	BUSA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBR	1
<input type="radio"/>	57	1	I	BUSD1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBR	2
<input type="radio"/>	58	2	I	BUSD2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBR	3
<input type="radio"/>	59	3	I	BUSG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBR	4
<input type="radio"/>	60	4	I	EMERD1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBR	5
<input type="radio"/>	61	5	I	EMERD2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBR	6
<input type="radio"/>	62	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
<input type="radio"/>	63	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Add
Delete
Move
Clear Used By

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

 Inputs & Outputs

Port:

DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTCS	DE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	88	0	O	AUDIO1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	1+3
<input type="radio"/>	89	1	O	AUDIO2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	4+6
<input type="radio"/>	90	2	O	AUDIO3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	7+9
<input type="radio"/>	91	3	O	AUDIO4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	10+12

ST800 - each output on Port 11 (CPU Output Port) has change over contacts. These are all wired to the terminal block. Thus the following combinations are available:

Bit 0 Terminals 1+2 NC 160 ohm, 1+3 NO 160 ohm Bit 1 Terminals 4+5 NC 160ohm, 4+6 NO 160ohm
 Bit 2 Terminals 7+8 NC 182 ohm, 7+9 NO 22 ohm Bit 3 Terminals 10+11 NC 182ohm, 10+12 NO 182ohm

Aspect Drives

Aspect Drives

A-L M-X Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E -	Phase	1TBB	2
E -	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G -	Phase	1TBB	8
G -	Phase	1TBB	9
H - Red	Phase	1TBB	10
H -	Phase	1TBB	11
H -	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red	Phase	1TBC	1
I - Amber	Phase	1TBC	2
I - Green	Phase	1TBC	3
J - Red	Phase	1TBC	4
J - Amber	Phase	1TBC	5
J - Green	Phase	1TBC	6
K - Red	Phase	1TBC	7
K - Amber	Phase	1TBC	8
K - Green	Phase	1TBC	9
L - Red	Phase	1TBC	10
L - Amber	Phase	1TBC	11
L - Green	Phase	1TBC	12

I/O - DFM Group Timings

I/O - DFM Group Timings

Input	State	SET	SET	SET	SET
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="10"/>	<input type="text" value="10"/>	<input type="text" value="10"/>	<input type="text" value="10"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>
	InActive (Hrs)	<input type="text" value="96"/>	<input type="text" value="96"/>	<input type="text" value="96"/>	<input type="text" value="96"/>
Group	Active (Mins)	<input type="text" value="240"/>	<input type="text" value="240"/>	<input type="text" value="240"/>	<input type="text" value="240"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active	<input type="text" value="0"/>	<input type="text" value="254"/>
InActive	<input type="text" value="0"/>	<input type="text" value="254"/>

Index

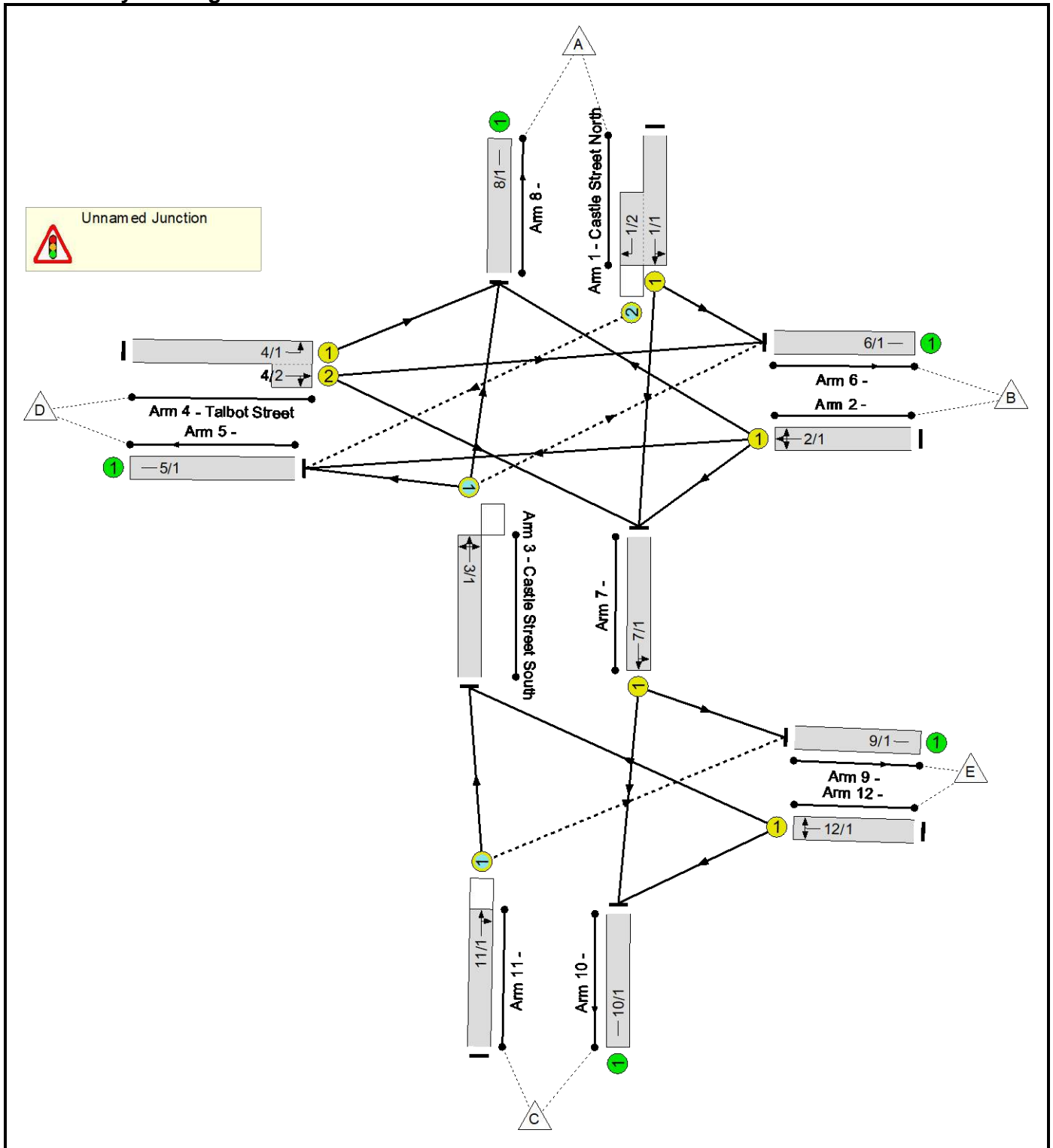
- 1 General Junction Data
 - 1.1 Administration
 - 1.2 Phases, Stages and Streams
 - 1.3 Facilities/Modes Enabled and Mode Priority Levels
 - 1.4 Phases in Stages
 - 1.5 Stages in Streams
- 2 Phases
 - 2.1 Phase Type and Conditions
 - 2.2 Opposing and Conflicting Phases
 - 2.3 Timings
 - 2.3.1 Phase Minimums, Maximums, Extensions, Ped Leaving Periods
 - 2.3.2 Phase Intergreen Times
 - 2.3.3 Intergreen Handset Limits
 - 2.3.4 Phase Timing Handset Ranges
 - 2.4 VA Demand and Extend Definitions
 - 2.5 Phase Internal/Revertive Demands
 - 2.6 Pelicans, Puffins and Toucans
 - 2.6.1 Phase - On Crossing and Kerbside Detector Definitions
 - 2.6.2 Stream - Pelican/Puffin/Toucan Times
 - 2.6.3 Phase - Pelican, Puffin and Toucan Times
 - 2.6.4 IO and Link - Pelican/Puffin/Toucan Times
- 3 Stage Movements
 - 3.1 Stages - Prohibited, Alternative, Ignored Moves (No configuration data to print)
 - 3.2 Stage Internal Demands/Pedestrian Window Times
 - 3.3 Phase Delays
- 4 Modes and Facilities - Detailed
 - 4.1 Fixed Time
 - 4.2 UTC and MOVA
 - 4.2.1 UTC General Data
 - 4.2.2 UTC Control and Reply Data Format
 - 4.2.3 UTC Data Definitions
 - 4.2.3.1 UTC Phase Demand and Extend Definitions (No configuration data to print)
 - 4.2.3.2 UTC Stage and Mode Data Definitions
 - 4.2.3.3 UTC Demand Dependent Forces (No configuration data to print)
 - 4.2.4 UTC and MOVA Detectors
 - 4.3 Master Time Clock
 - 4.3.1 MTC - Time Switch Parameters
 - 4.3.2 MTC - Time Switch Parameters Array
 - 4.3.3 MTC - Day Type
 - 4.3.4 MTC - Timetable
 - 4.4 Integral Lamp Monitoring
 - 4.4.1 LMU - General
 - 4.4.2 LMU - Sensors
 - 4.4.3 LMU Sensor Load Types
 - 4.4.4 RLM Additional Intergreens
 - 4.4.5 RLM Phase Inhibits
 - 4.5 Priority and Emergency Vehicle
 - 4.5.1 Priority and Emergency Vehicle - General
 - 4.5.2 Priority - Delays, Unit Inhibits and Associations
 - 4.5.3 Priority Time Sets
 - 4.5.4 Priority - Allowed and Enforced Demands
 - 4.6 Manual
 - 4.6.1 Manual Panel
 - 4.6.2 Manual Mode - Optional Phases Appearance (No configuration data to print)
- 5 Conditioning Data
 - 5.1 Special Conditioning
 - 5.2 Special Conditioning Timers
 - 5.3 Fault Log Flags (No configuration data to print)
- 6 Special Instructions
- 7 I/O
 - 7.1 Call Cancel (No configuration data to print)
 - 7.2 Inputs and Outputs
 - 7.3 Aspect Drives
 - 7.4 I/O - DFM Group Timings

Full Input Data And Results

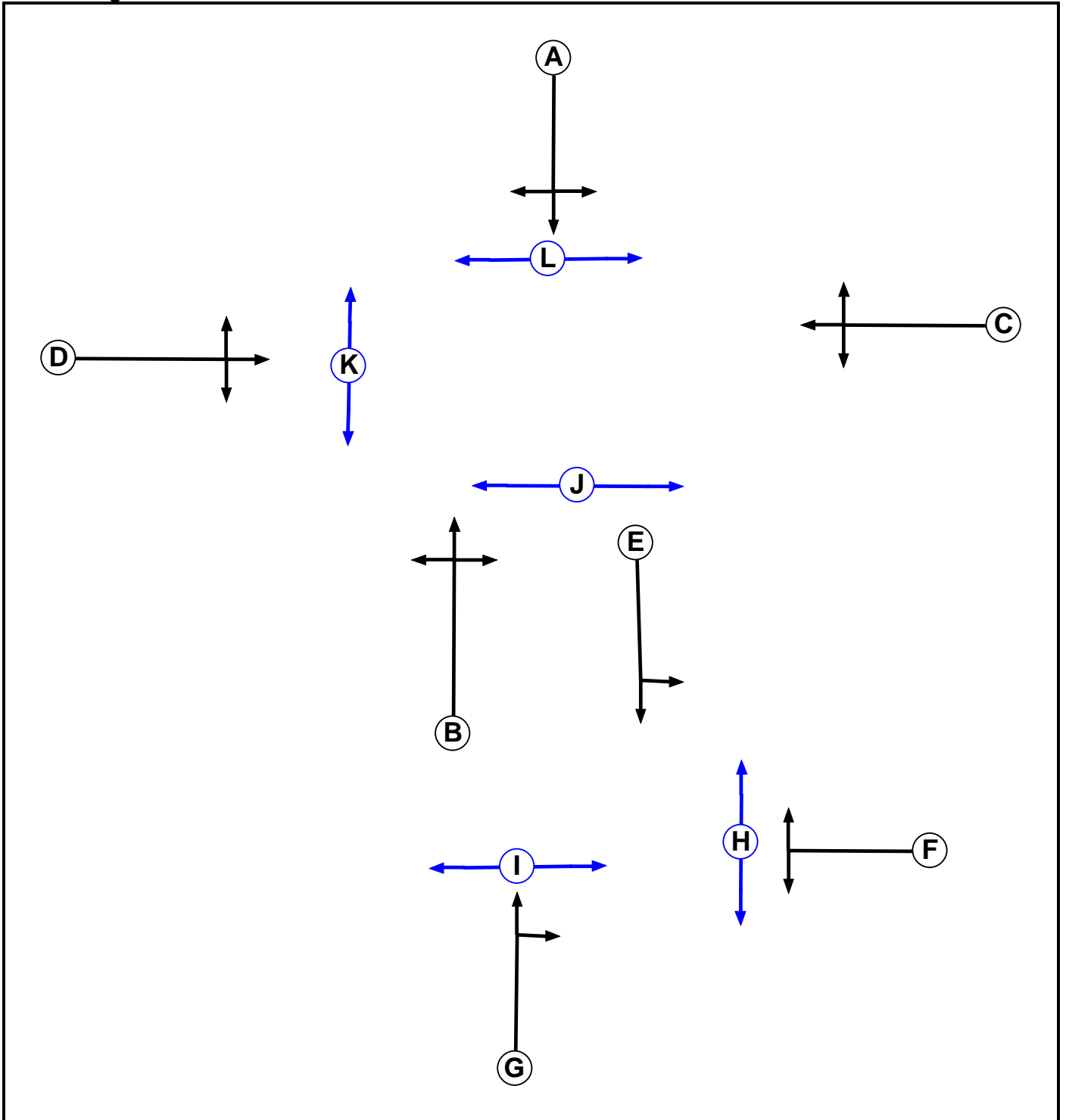
User and Project Details

Project:	Land at Llangynwyd
Title:	CastleStreet / 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

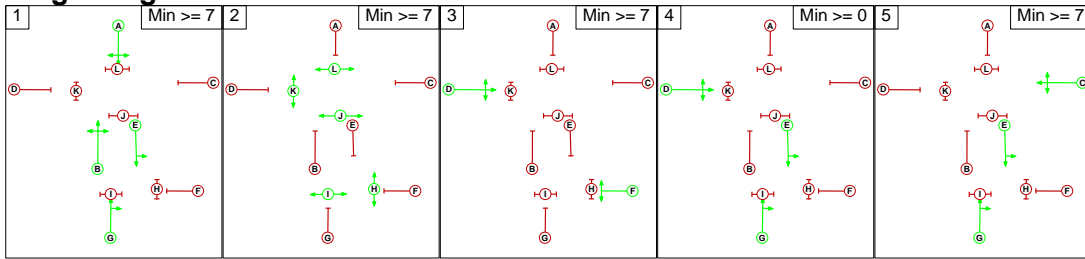
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A	-	5	5	-	-	-	-	-	-	7	7	7
	B	-	-	5	5	-	-	-	-	-	7	7	7
	C	5	5	-	5	-	-	-	-	-	7	7	7
	D	5	5	5	-	-	-	-	-	-	7	7	7
	E	-	-	-	-	5	-	7	7	-	-	-	-
	F	-	-	-	-	5	5	7	7	-	-	-	-
	G	-	-	-	-	-	5	7	7	-	-	-	-
	H	-	-	-	-	9	9	9	-	-	-	-	-
	I	-	-	-	-	9	9	9	-	-	-	-	-
	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	5
	2	9		9	9	9
	3	5	7		5	5
	4	5	7	5		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	79	69	506
	D	0	200	100	0	35	335
	E	66	0	66	33	0	165
	Tot.	424	200	455	185	173	1437

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	536
4/1 (with short)	335(In) 0(Out)
4/2 (short)	335
5/1	185
6/1	200
7/1	493
8/1	424
9/1	173
10/1	455
11/1	506
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	20.9 %	1920	1920
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	79.1 %		
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	86.4 %	1920	1920
				Arm 9 Right	20.00	13.6 %		
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	311	68	46	425
	B	0	0	0	0	0	0
	C	270	0	0	92	46	408
	D	0	107	94	0	23	224
	E	26	0	26	13	0	65
	Tot.	296	107	431	173	115	1122

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2035 + D AM
Junction: Unnamed Junction	
1/1 (with short)	425(In) 357(Out)
1/2 (short)	68
2/1	0
3/1	401
4/1 (with short)	224(In) 0(Out)
4/2 (short)	224
5/1	173
6/1	107
7/1	474
8/1	296
9/1	115
10/1	431
11/1	408
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	26.2 %	1905	1905
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	73.8 %		
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	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 %	1899	1899
				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	88.7 %	1924	1924
				Arm 9 Right	20.00	11.3 %		
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	297	73	69	439
	B	0	0	0	0	0	0
	C	370	0	0	79	69	518
	D	0	200	100	0	35	335
	E	66	0	66	33	0	165
	Tot.	436	200	463	185	173	1457

Full Input Data And Results

Traffic Lane Flows

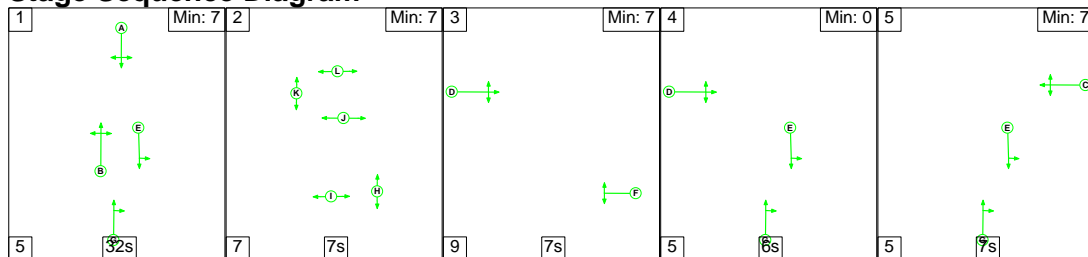
Lane	Scenario 6: 2035 + D PM
Junction: Unnamed Junction	
1/1 (with short)	439(In) 366(Out)
1/2 (short)	73
2/1	0
3/1	548
4/1 (with short)	335(In) 0(Out)
4/2 (short)	335
5/1	185
6/1	200
7/1	501
8/1	436
9/1	173
10/1	463
11/1	518
12/1	165

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	20.4 %	1921	1921
				Arm 6 Right	20.00	0.0 %		
				Arm 8 Ahead	Inf	79.6 %		
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	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	20.8 %	1881	1881
				Arm 10 Ahead	Inf	79.2 %		
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	86.7 %	1921	1921
				Arm 9 Right	20.00	13.3 %		
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')

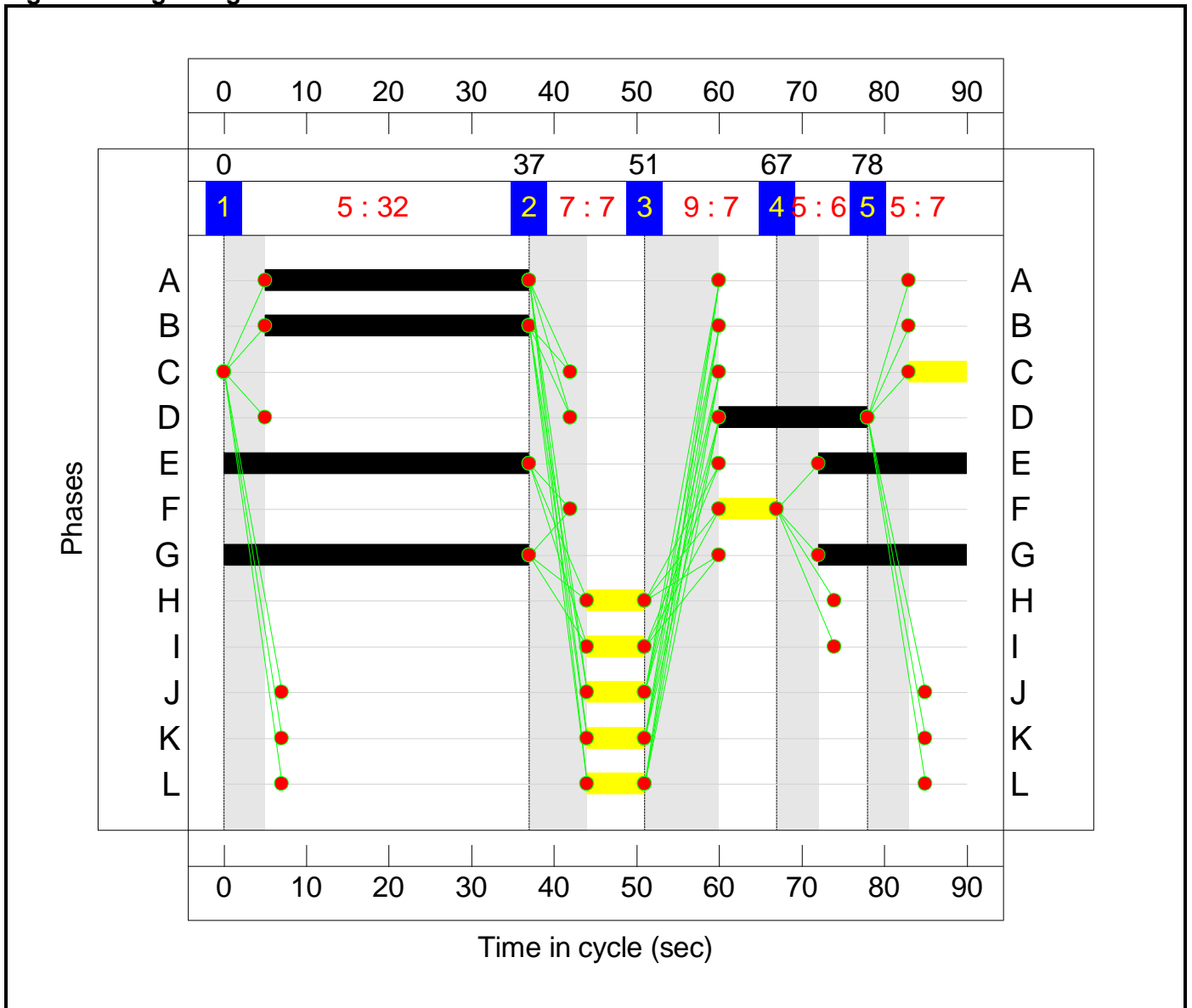
Stage Sequence Diagram



Stage Timings


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

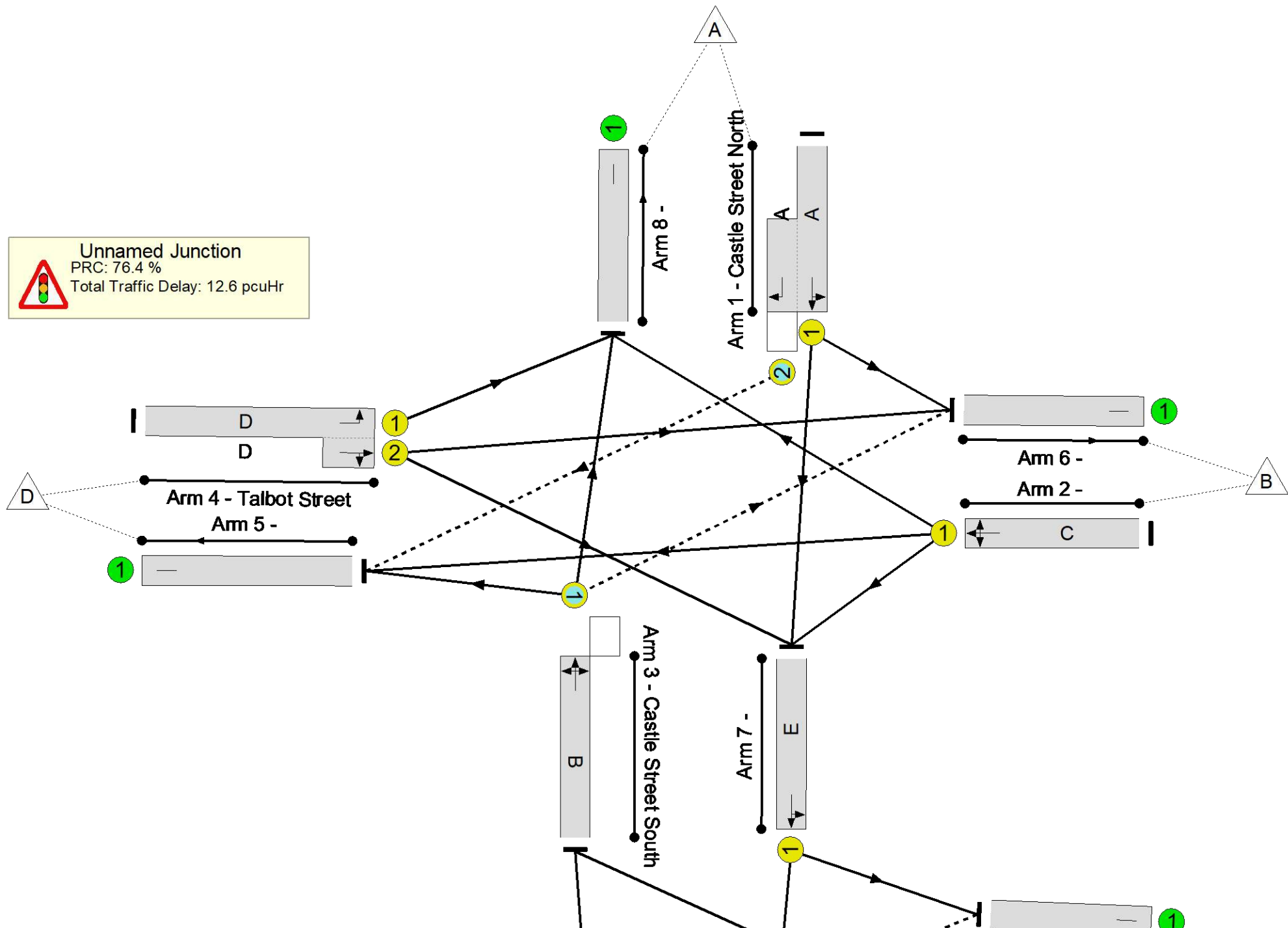
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **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%

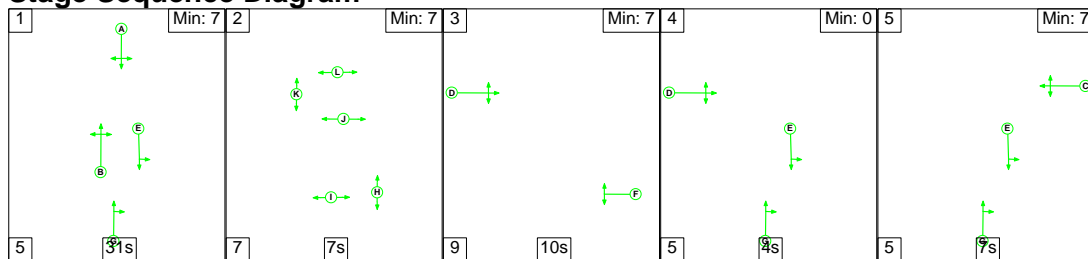
Full Input Data And Results

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
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							

Full Input Data And Results

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

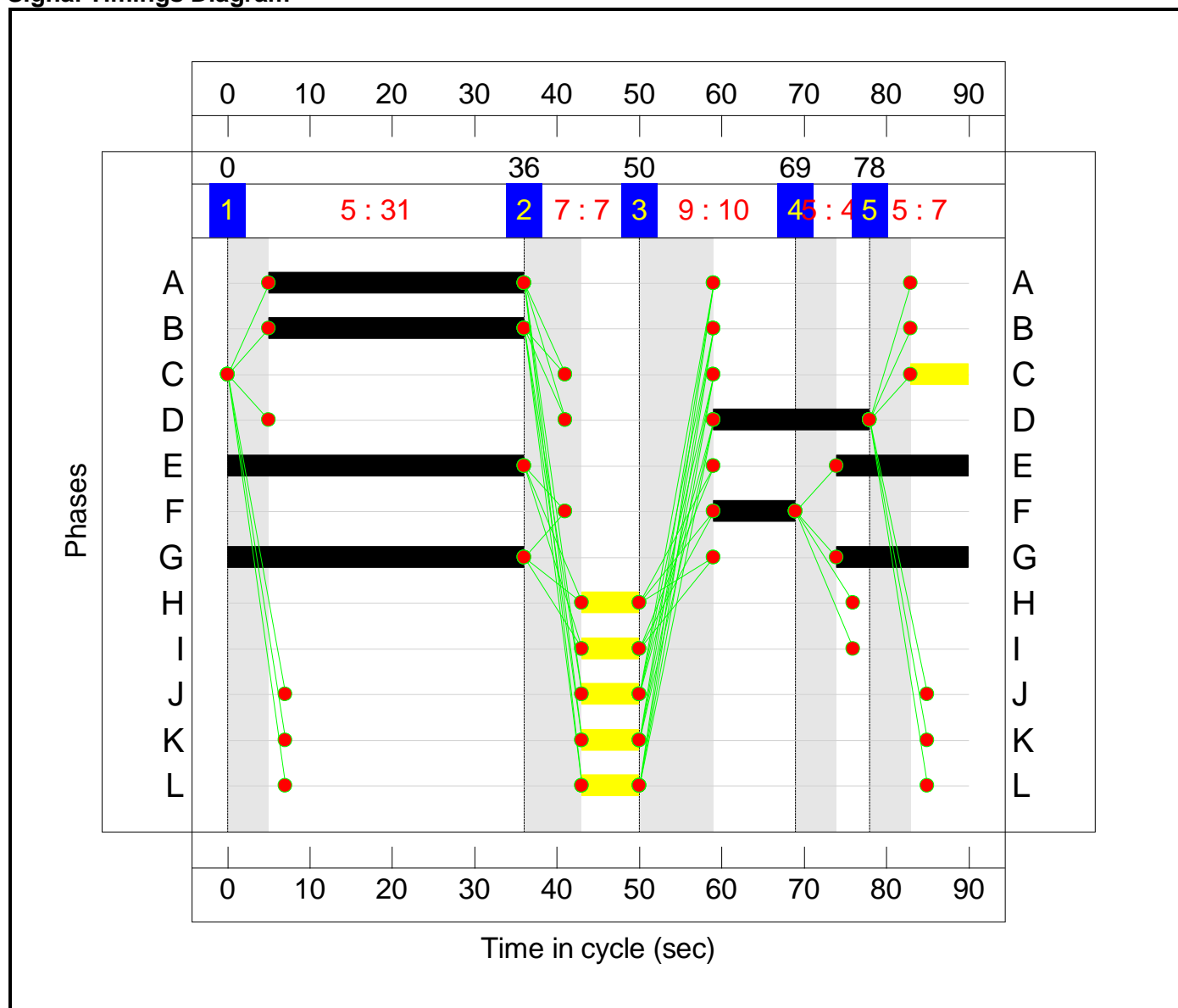
Stage Sequence Diagram



Stage Timings


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

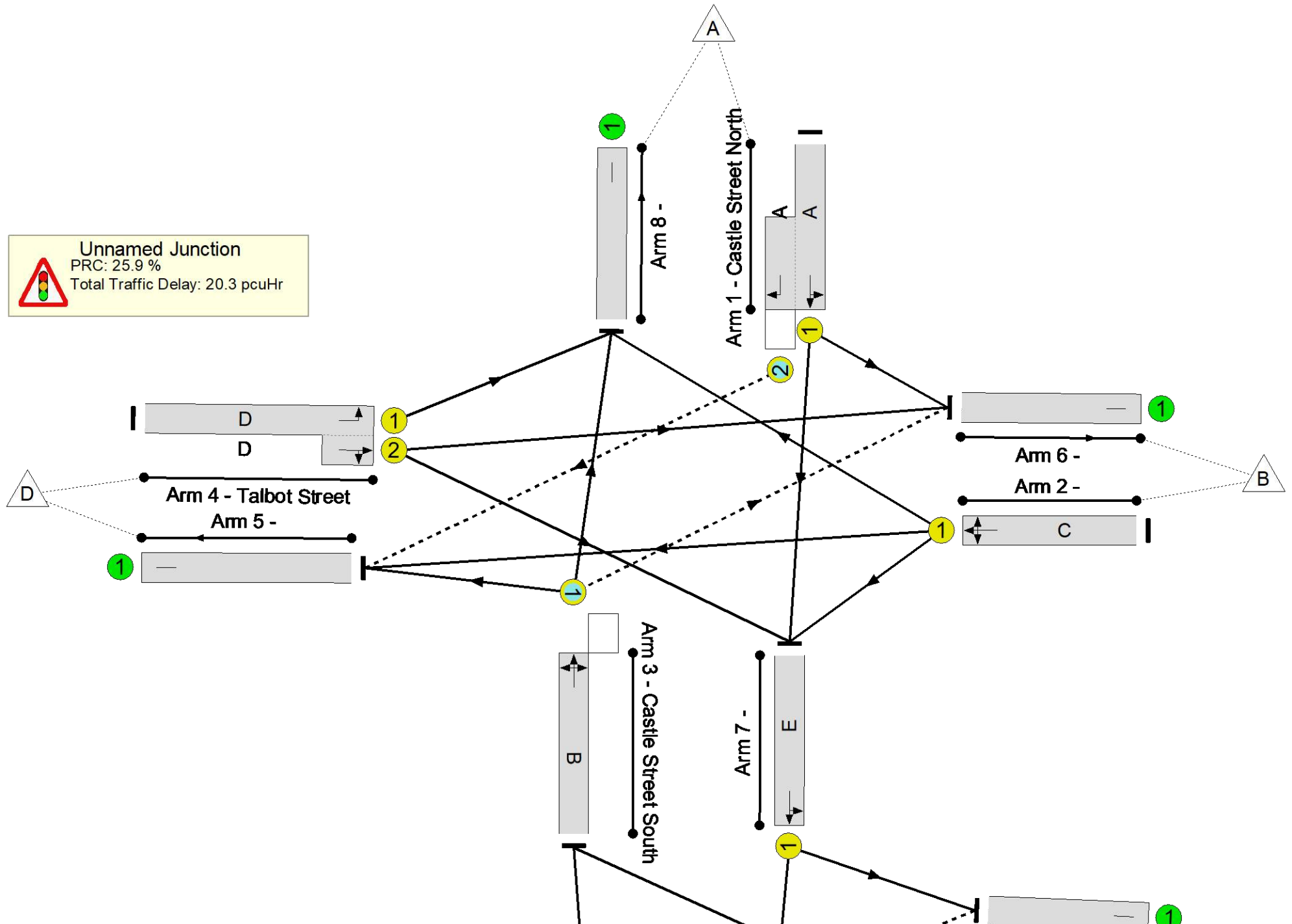
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **Unnamed Junction**
PRC: 25.9 %
Total Traffic Delay: 20.3 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	-	-		-	-	-	-	-	-	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%

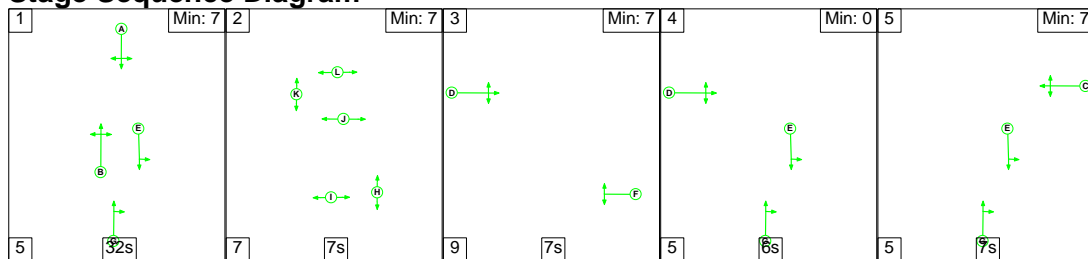
Full Input Data And Results

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
C1			PRC for Signalled Lanes (%): 25.9		25.9		Total Delay for Signalled Lanes (pcuHr): 20.28		20.28		Cycle Time (s): 90		
			PRC Over All Lanes (%):		25.9		Total Delay Over All Lanes(pcuHr):		20.28				

Full Input Data And Results

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

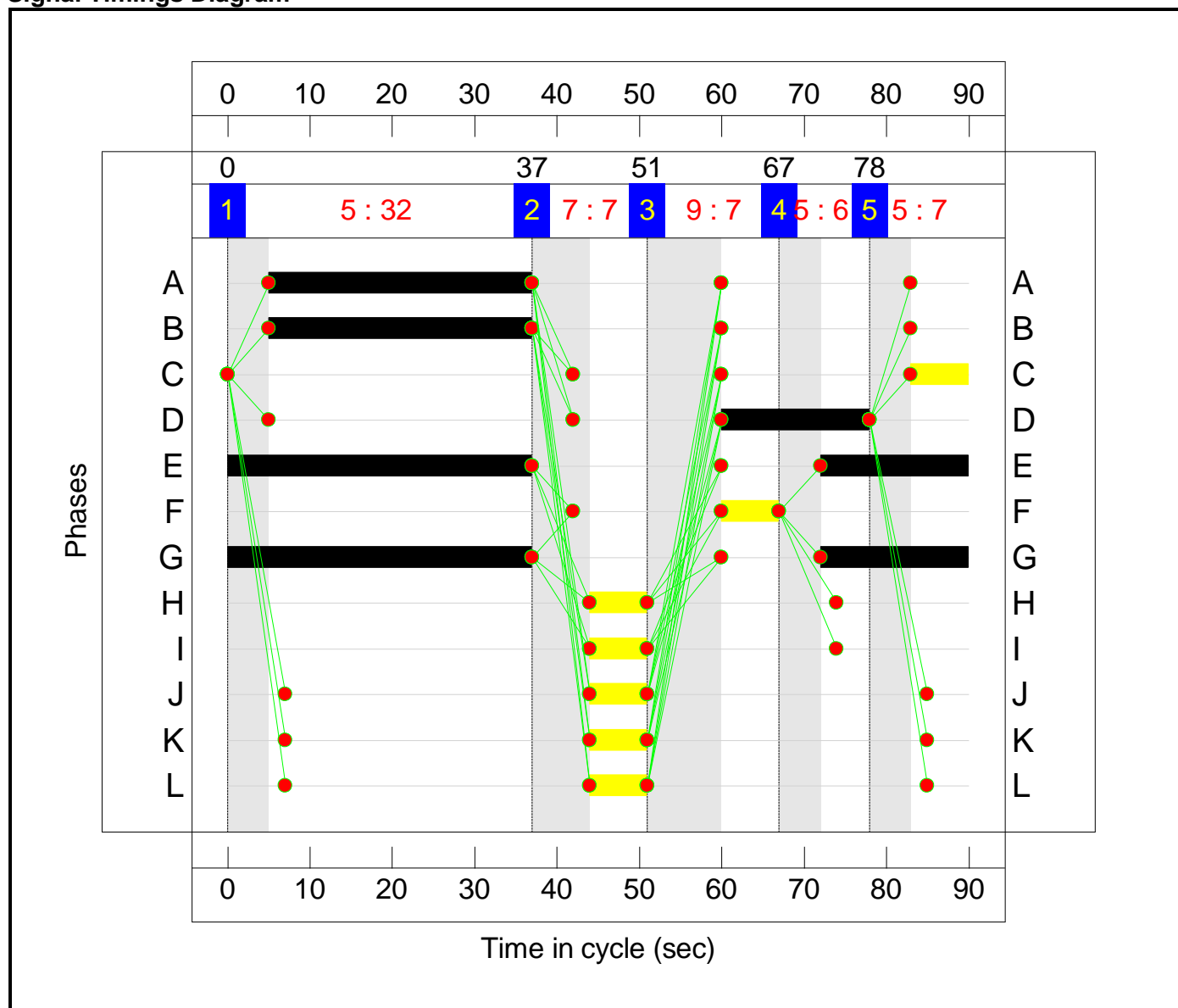
Stage Sequence Diagram




Stage Timings

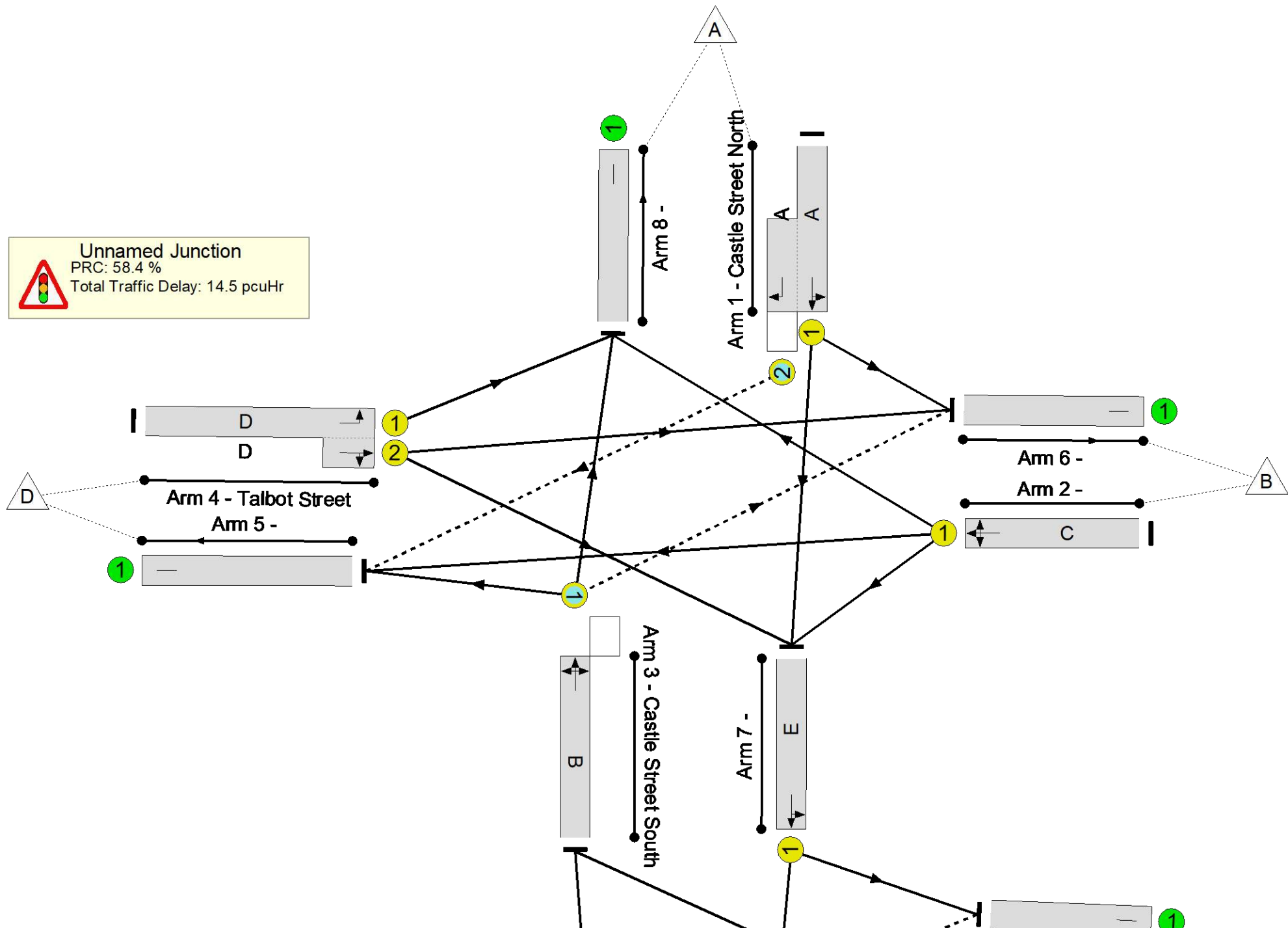
Stage	1	2	3	4	5
Duration	32	7	7	6	7
Change Point	0	37	51	67	78

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

 **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%

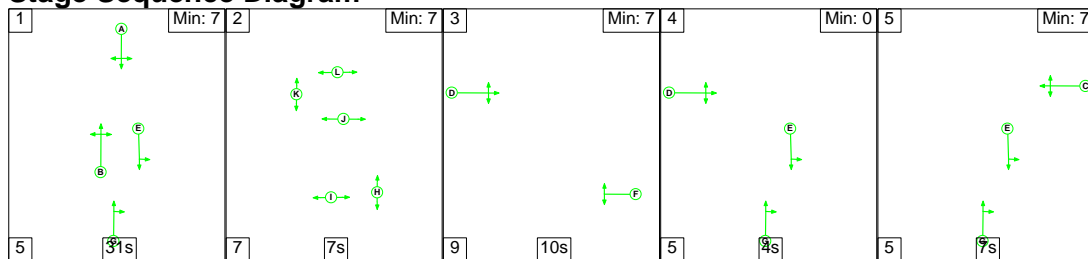
Full Input Data And Results

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')

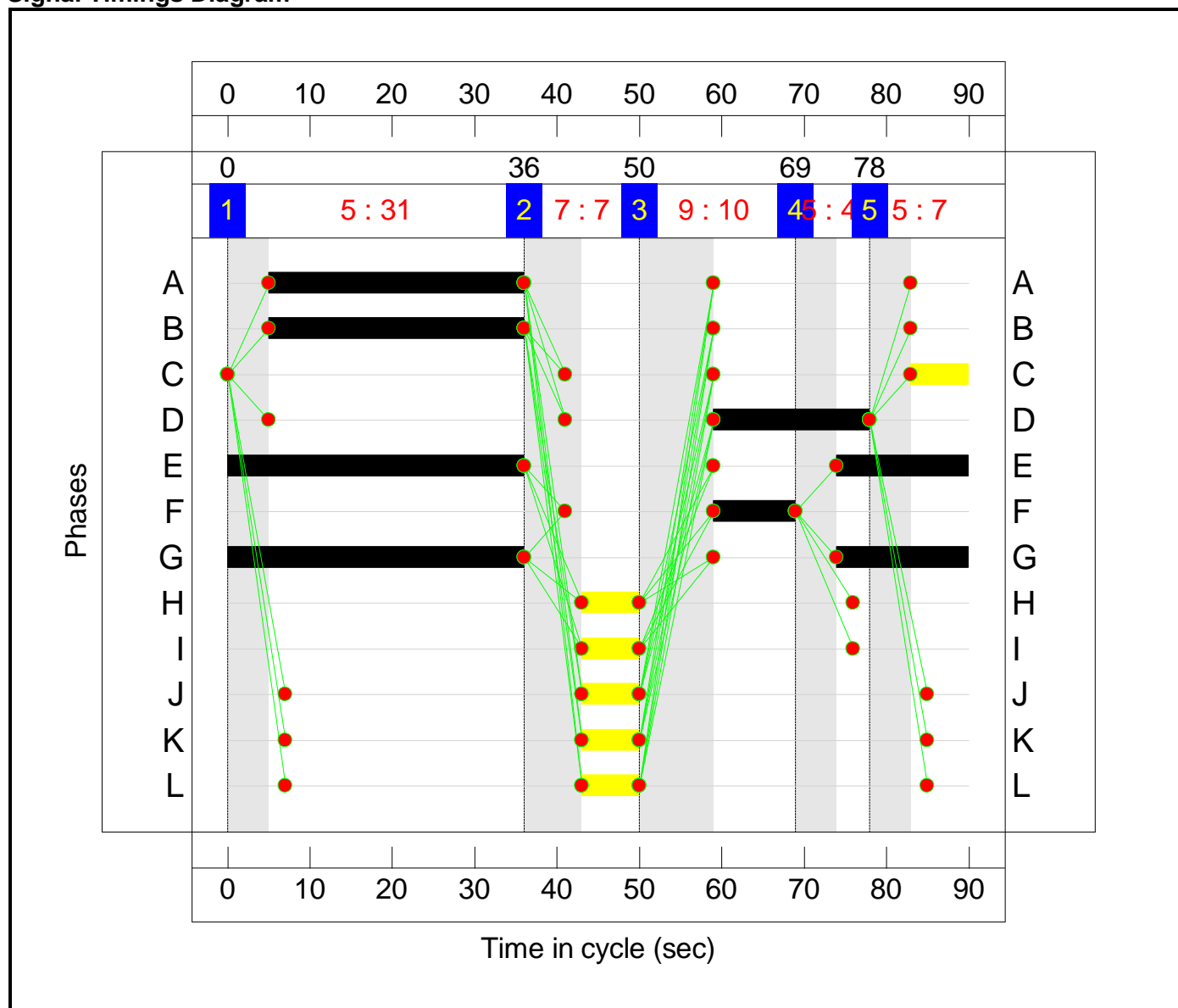
Stage Sequence Diagram



Stage Timings


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

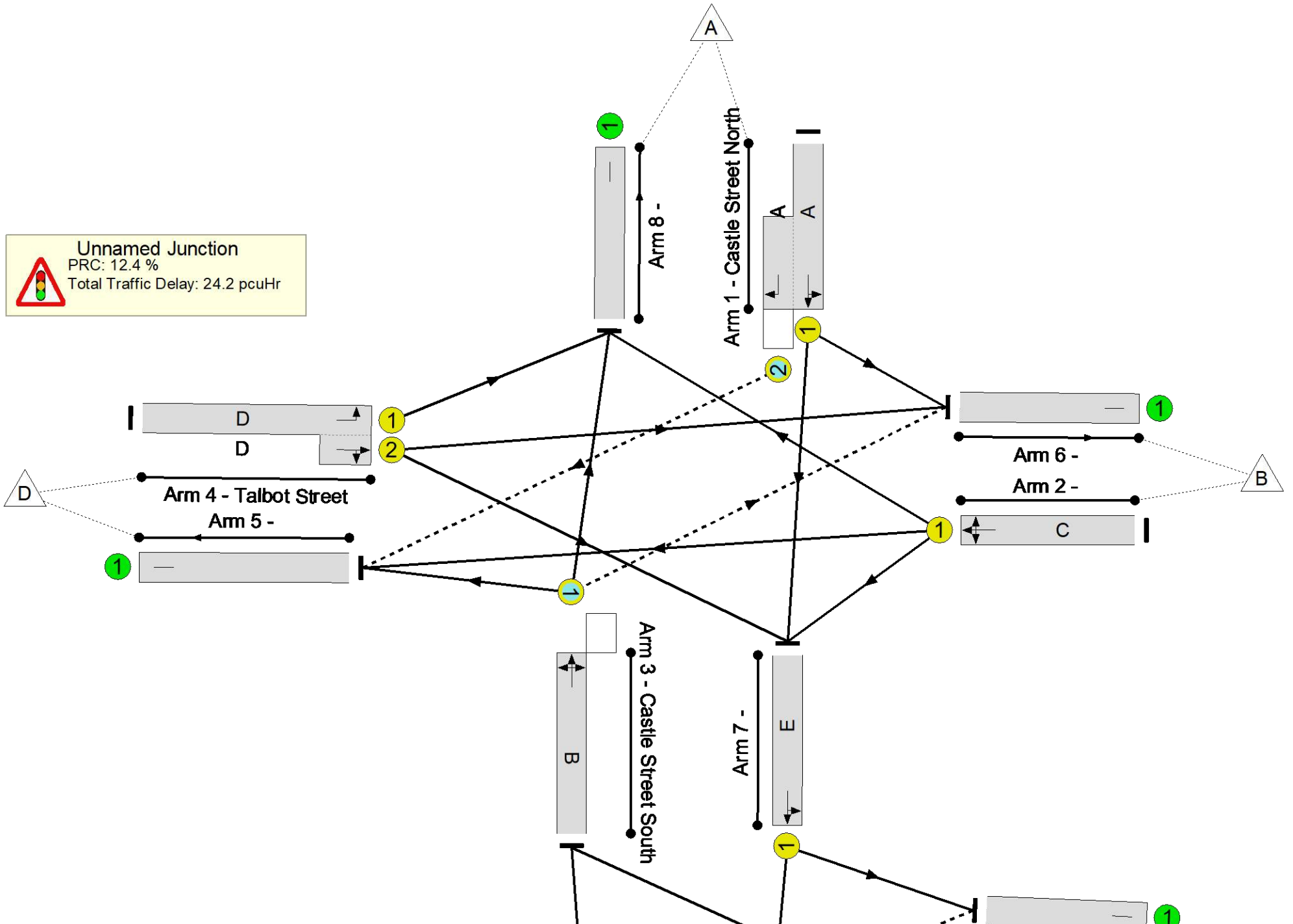
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **Unnamed Junction**
PRC: 12.4 %
Total Traffic Delay: 24.2 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	-	431	1940:1805	618+126	57.9 : 57.9%
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	-	536	1920	683	78.5%
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	-	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	-	506	1920	690	73.3%
12/1	Right Left	U	N/A	N/A	F		1	10	-	165	1940	237	69.6%

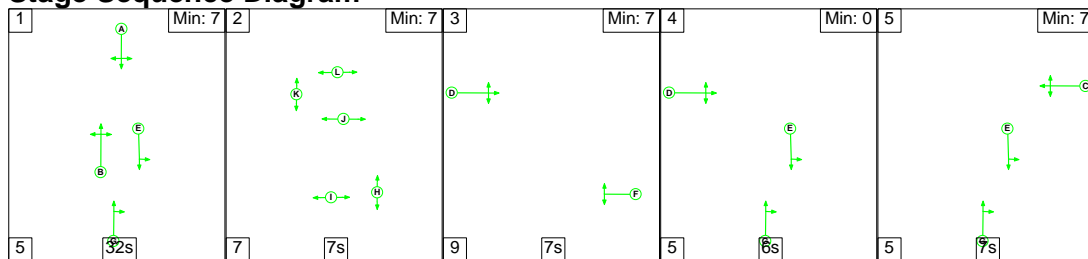
Full Input Data And Results

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	16.5	7.2	0.5	24.2	-	-	-	-
Unnamed Junction	-	-	140	0	2	16.5	7.2	0.5	24.2	-	-	-	-
1/1+1/2	431	431	73	0	0	2.7	0.7	0.4	3.8	31.6	7.4	0.7	8.1
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	536	536	0	0	0	4.3	1.8	0.0	6.1	40.7	13.1	1.8	14.8
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	493	493	-	-	-	1.7	0.4	-	2.1	15.2	10.2	0.4	10.6
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	506	506	67	0	2	3.0	1.4	0.1	4.5	31.7	10.8	1.4	12.2
12/1	165	165	-	-	-	1.7	1.1	-	2.8	62.1	3.9	1.1	5.1
C1			PRC for Signalled Lanes (%):		12.4	Total Delay for Signalled Lanes (pcuHr):		24.22	Cycle Time (s):		90		
			PRC Over All Lanes (%):		12.4	Total Delay Over All Lanes(pcuHr):		24.22					

Full Input Data And Results

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

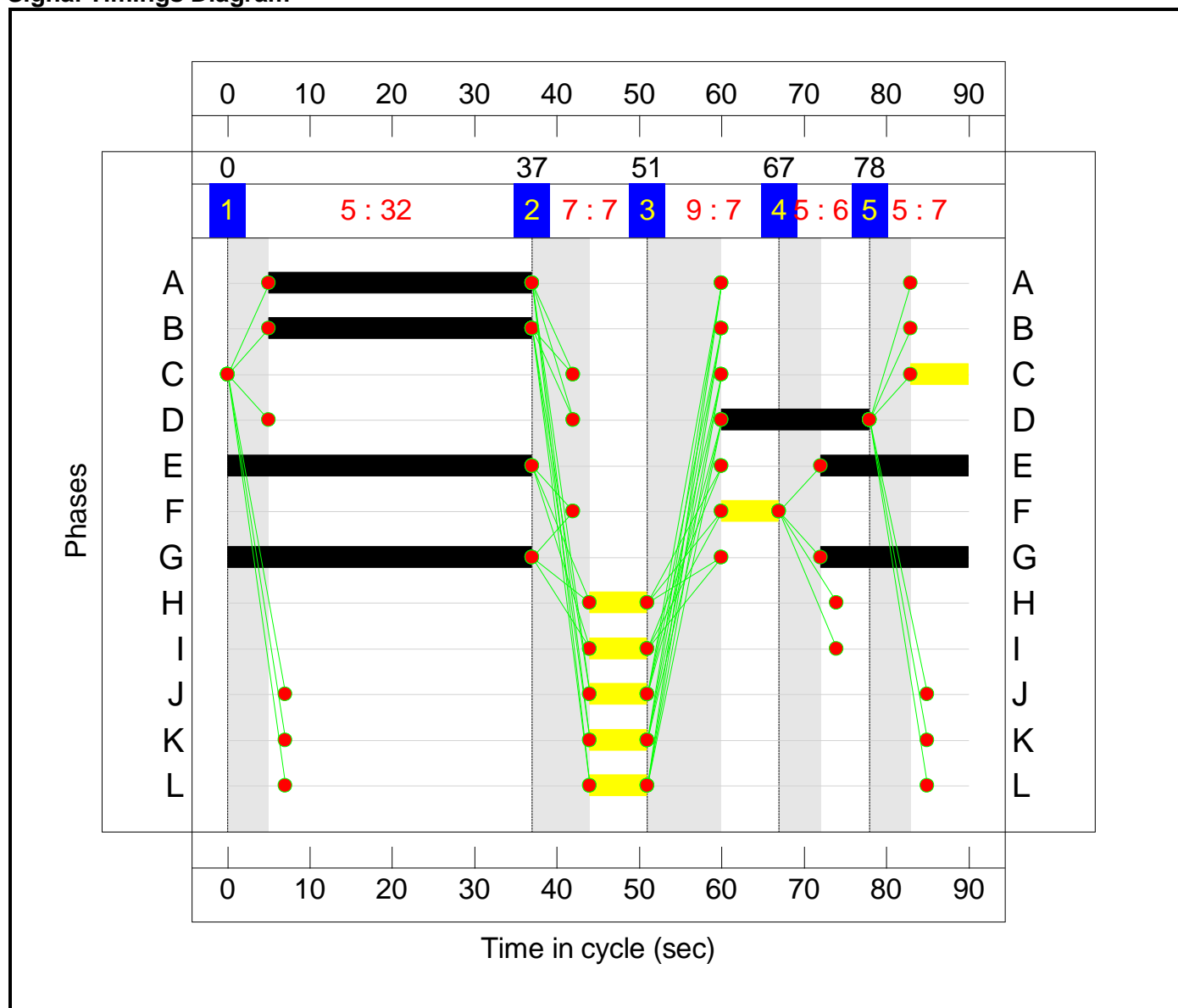
Stage Sequence Diagram




Stage Timings

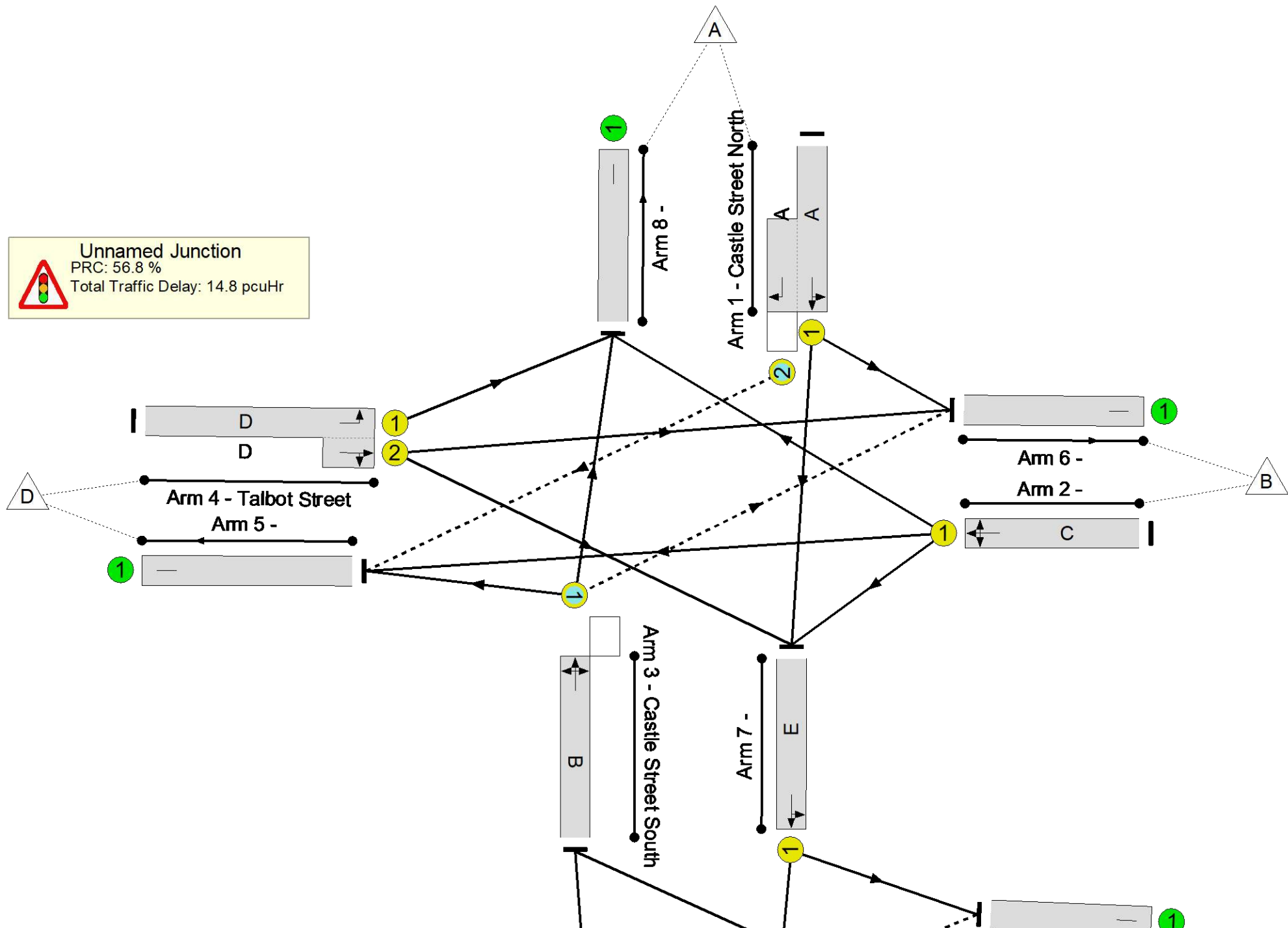
Stage	1	2	3	4	5
Duration	32	7	7	6	7
Change Point	0	37	51	67	78

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


Unnamed Junction
 PRC: 56.8 %
 Total Traffic Delay: 14.8 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	-	-		-	-	-	-	-	-	57.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	57.4%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	32	-	425	1940:1805	641+122	55.7 : 55.7%
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	-	401	1905	699	57.4%
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	-	474	1899	1182	40.1%
8/1		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	115	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	55	-	408	1924	796	51.2%
12/1	Right Left	U	N/A	N/A	F		1	7	-	65	1940	172	37.7%

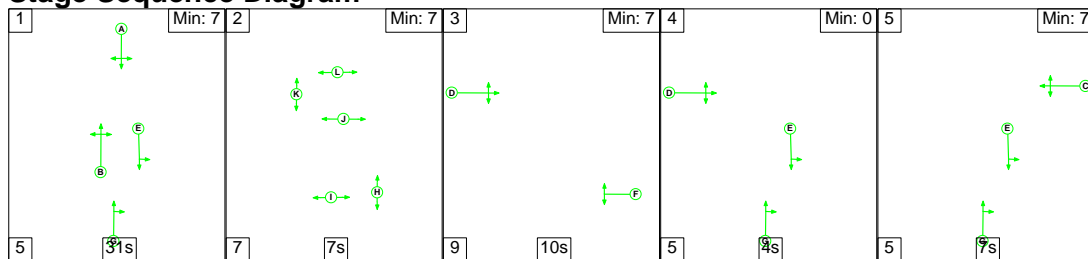
Full Input Data And Results

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	11.4	3.1	0.3	14.8	-	-	-	-
Unnamed Junction	-	-	113	0	1	11.4	3.1	0.3	14.8	-	-	-	-
1/1+1/2	425	425	68	0	0	2.6	0.6	0.2	3.4	29.2	7.3	0.6	7.9
2/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	401	401	0	0	0	3.0	0.7	0.0	3.7	33.3	9.6	0.7	10.2
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	474	474	-	-	-	1.3	0.3	-	1.6	12.5	9.2	0.3	9.5
8/1	296	296	-	-	-	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	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	408	408	45	0	1	1.8	0.5	0.1	2.4	20.8	7.5	0.5	8.0
12/1	65	65	-	-	-	0.7	0.3	-	1.0	55.3	1.5	0.3	1.8
C1			PRC for Signalled Lanes (%):	56.8	Total Delay for Signalled Lanes (pcuHr):	14.79	Cycle Time (s):	90					
			PRC Over All Lanes (%):	56.8	Total Delay Over All Lanes(pcuHr):	14.79							

Full Input Data And Results

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

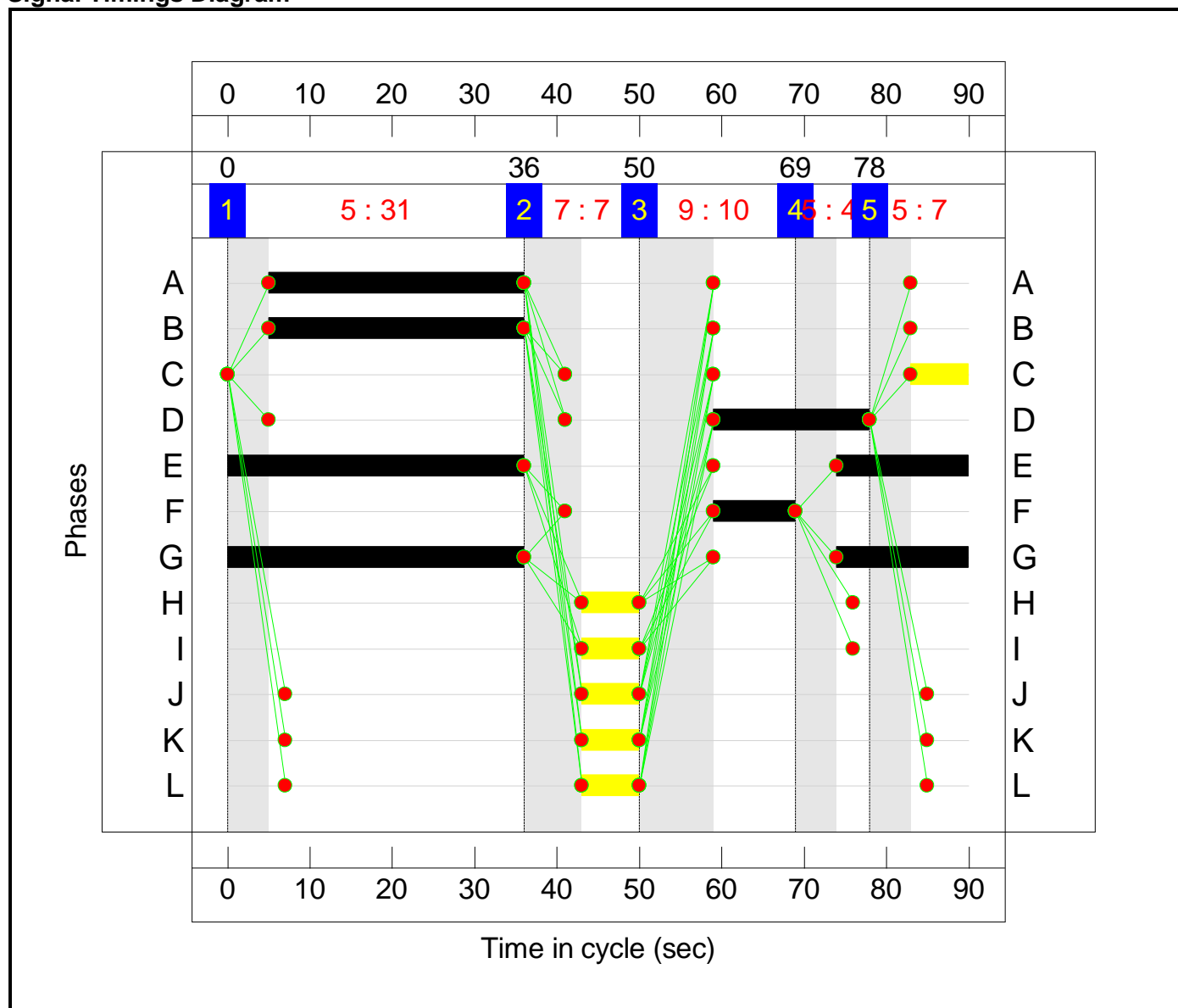
Stage Sequence Diagram



Stage Timings


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

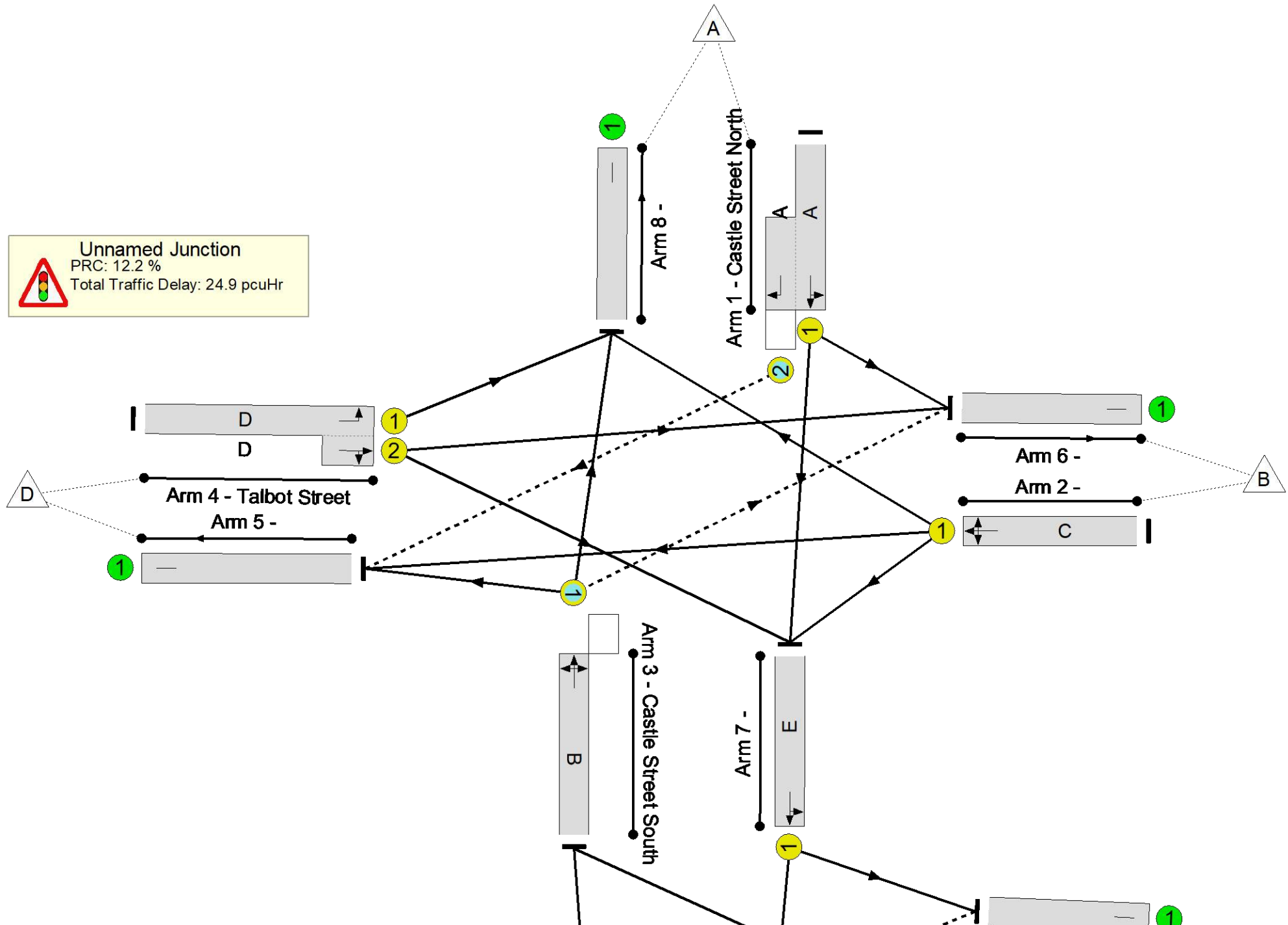
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

 **Unnamed Junction**
PRC: 12.2 %
Total Traffic Delay: 24.9 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	-	-		-	-	-	-	-	-	80.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/1+1/2	Castle Street North Right Left Ahead	U+O	N/A	N/A	A		1	31	-	439	1940:1805	620+124	59.0 : 59.0%
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	-	548	1921	683	80.2%
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	-	501	1881	1108	45.2%
8/1		U	N/A	N/A	-		-	-	-	436	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
11/1	Ahead Right	O	N/A	N/A	G		1	52	-	518	1921	689	75.1%
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	16.8	7.6	0.5	24.9	-	-	-	-
Unnamed Junction	-	-	140	0	2	16.8	7.6	0.5	24.9	-	-	-	-
1/1+1/2	439	439	73	0	0	2.8	0.7	0.4	3.9	31.9	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	548	548	0	0	0	4.4	2.0	0.0	6.3	41.6	13.4	2.0	15.4
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	501	501	-	-	-	1.7	0.4	-	2.1	15.2	10.5	0.4	10.9
8/1	436	436	-	-	-	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	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	518	518	67	0	2	3.1	1.5	0.1	4.7	32.7	11.2	1.5	12.7
12/1	165	165	-	-	-	1.7	1.1	-	2.8	62.1	3.9	1.1	5.1
C1			PRC for Signalled Lanes (%):		12.2	Total Delay for Signalled Lanes (pcuHr):		24.89	Cycle Time (s):		90		
			PRC Over All Lanes (%):		12.2	Total Delay Over All Lanes(pcuHr):		24.89					

Appendix K

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Administration

General Specifications

Customer Name	<input type="text" value="BRIDGEND CBC"/>	Customer Order	<input type="text"/>
Intersection/ General	<input type="text" value="S1019 MAESTEG
COMMERCIAL ST
TALBOT ST"/>	Controller/ Serial Number	<input type="text"/>
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM	<input type="text" value="E63491"/> Issue <input type="text" value="5"/>
Area Specifications/ Specification	<input type="text"/> <input type="text"/>	Equipment Installation by	<input type="text"/>
Contract/Tender	<input type="text"/>	Slot Cutting by	<input type="text"/>
Quotation No.	<input type="text"/>	Civil Works by	<input type="text"/>
Works Order No.	<input type="text" value="37950A"/>	Customer's	<input type="text" value="T R GARDNER"/>
		Telephone	<input type="text" value="02920820683"/>

Signal Company Use Only

Signal Engineer	<input type="text" value="P M ROUSE"/>	(IF PROM Label as >) PROM	<input type="text" value="16260"/>	PROM	<input type="text" value="491"/>
		Configuration Check	<input type="text" value="BA 4F 8C 95"/>		
Controller Options					
Hardware	<input type="text" value="T800"/>	Firmware Type and Issue	<input type="text" value="PB800 ISS 16"/>	Other Options	<input type="text" value="KTD LO"/>
ST950/ST900/ST750 Series Cabinet Options					
Cabinet/Rack	Kit Type	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cabinet/Rack	Cuckoo	<input type="checkbox"/>			

Mains	<input type="text" value="240"/>	Volts	<input type="text" value="50"/>	Hz				
Peak Lamp	<input type="text" value="3"/>	Amps	Dimming Voltage	<input type="text" value="160"/>	Answer	<input type="text" value="3"/>	Date Created	<input type="text" value="09/10/02"/>
Average Lamp	<input type="text" value="2"/>	Watts	Low Inrush Transforme	<input type="checkbox"/>	Edit	<input type="text" value="25"/>		
Total Average	<input type="text" value="600"/>	Watts						

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Phases	
<input type="radio"/>	Current Total Number of <input type="text" value="8"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="8"/>
<input type="radio"/>	Number of Dummy <input type="text" value="0"/>

Stages	
<input type="radio"/>	Current Number of stages (inc. ALL-RED stages) <input type="text" value="5"/>

Switched Signs	
<input type="radio"/>	Number of Switched <input type="text" value="0"/>

Action	
<input type="button" value="Add At"/>	<input type="button" value="Delete At"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

<input type="checkbox"/> UTC <input checked="" type="checkbox"/> Serial/Internal UTMC OTL <input type="checkbox"/> Free-standing OTU <input type="checkbox"/> Integral TC-12 OTU <input checked="" type="checkbox"/> Serial MOVA	<input checked="" type="checkbox"/> Master Time Clock <input type="checkbox"/> Holiday Clock <input checked="" type="checkbox"/> FT To Current MAX <input type="checkbox"/> Linked Fixed Time	<input checked="" type="checkbox"/> Lamp Monitoring <input checked="" type="checkbox"/> RED Lamp Monitoring <input checked="" type="checkbox"/> Pelican/Puffin/Toucan <input type="checkbox"/> Standalone Manual	<input type="checkbox"/> Extend All Red <input type="checkbox"/> Speed Measurement <input checked="" type="checkbox"/> Ripple Change <input type="checkbox"/>	<input type="checkbox"/> Non-UK <input type="checkbox"/> Fail to Part Time <input type="checkbox"/> Fail To Hardware Flashing <input type="checkbox"/> <input type="checkbox"/> Download To Level 3
--	--	---	--	---

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

standard.8DF

Default PROM data file

Correspondence Monitoring to inc.

Reds Ambers
 Switched Signs Ignore Reds and Ambers

Flash Rate (ms)

Off On

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Phases in Stages

Phases

	A	B	C	D	E	F	G	H
0								
1	■							
2			■					
3		■		■				
4					■	■	■	■

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of	<input type="text" value="1"/>							
Startup Stage	<input type="text" value="1"/>							
Switch Off Stage								
Standalone Pedestrian Stages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

	0	1	2	3	4
In Stream	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Phase Type and Conditions

Phase Type and Conditions

Phases A to P

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	COMMERCIAL STREET	0 - UK Traffic	0	0 -	
B	NEATH ROAD	0 - UK Traffic	0	0 -	
C	LYNFI LANE	0 - UK Traffic	0	0 -	
D	TALBOT STREET	0 - UK Traffic	0	0 -	
E	PEDESTRIANS COMMERCIAL ST	3 - UK Near Side Pedestrian	0	0 -	
F	PEDESTRIANS NEATH ROAD	3 - UK Near Side Pedestrian	0	0 -	
G	PEDESTRIANS LYNFI LANE	3 - UK Near Side Pedestrian	0	0 -	
H	PEDESTRIANS TALBOT STREET	3 - UK Near Side Pedestrian	0	0 -	

- 1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
 2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
 3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All
 0

Initialise

To Phase

		A	B	C	D	E	F	G	H
From Phase	A		Co	Co	Co	Co	Co	Co	Co
	B	Co		Co		Co	Co	Co	Co
	C	Co	Co		Co	Co	Co	Co	Co
	D	Co		Co		Co	Co	Co	Co
	E	Co	Co	Co	Co				
	F	Co	Co	Co	Co				
	G	Co	Co	Co	Co				
	H	Co	Co	Co	Co				

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phases A to P

Phase	Min Gree	Min Ped C	Extensio	Maximums								Pre-time	
				A	B	C	D	E	F	G	H		
A	7	0	1.6	30	40	0	0	0	0	0	0	0	<input type="checkbox"/>
B	7	0	1.6	25	30	0	0	0	0	0	0	0	<input type="checkbox"/>
C	7	0	1.6	20	30	0	0	0	0	0	0	0	<input type="checkbox"/>
D	7	0	1.6	25	30	0	0	0	0	0	0	0	<input type="checkbox"/>
E	6	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
F	6	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
G	6	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
H	6	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>

Note: For Standalone Streams see Help for use of Max

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Phase Intergreen Times

Select Stream(s) To Configure

All
 0

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

	A	B	C	D	E	F	G	H
A		5	5	5	7	7	7	7
B	5		5		7	7	7	7
C	5	5		5	7	7	7	7
D	5		5		7	7	7	7
E	10	10	10	10				
F	10	10	10	10				
G	10	10	10	10				
H	10	10	10	10				

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

	A	B	C	D	E	F	G	H
A		5	5	5	7	7	7	7
B	5		5		7	7	7	7
C	5	5		5	7	7	7	7
D	5		5		7	7	7	7
E	10	10	10	10				
F	10	10	10	10				
G	10	10	10	10				
H	10	10	10	10				

Phase Timing Handset Ranges

Phase Timing Handset Ranges			
Initialise Min Green Limits			
Phase	Min. Green		Phase
	Min.	Max.	
A	<input type="text" value="7"/>	<input type="text" value="10"/>	Q
B	<input type="text" value="7"/>	<input type="text" value="10"/>	R
C	<input type="text" value="7"/>	<input type="text" value="10"/>	S
D	<input type="text" value="7"/>	<input type="text" value="10"/>	T
E	<input type="text" value="6"/>	<input type="text" value="10"/>	U
F	<input type="text" value="6"/>	<input type="text" value="10"/>	V
G	<input type="text" value="6"/>	<input type="text" value="10"/>	W
H	<input type="text" value="6"/>	<input type="text" value="10"/>	X
I			Y
J			Z
K			A2
L			B2
M			C2
N			D2
O			E2
P			F2

<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Max. Green Min. <input style="width: 50px;" type="text" value="0"/> Max. <input style="width: 50px;" type="text" value="255"/> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Vehicle Extension Min. <input style="width: 50px;" type="text" value="0.0"/> Max. <input style="width: 50px;" type="text" value="10.0"/> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Phase Delay Min. <input style="width: 50px;" type="text" value="2"/> Max. <input style="width: 50px;" type="text" value="10"/> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Starting I/G Min. <input style="width: 50px;" type="text" value="4"/> Max. <input style="width: 50px;" type="text" value="12"/> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Min Pedestrian Clearance (PBT) Min. <input style="width: 50px;" type="text" value="0"/> Max. <input style="width: 50px;" type="text" value="12"/> </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> Traffic Phase Leaving Min. <input style="width: 50px;" type="text" value="3.0"/> Max. <input style="width: 50px;" type="text" value="3.0"/> </div> <div style="border: 1px solid black; padding: 5px;"> Traffic Phase Red/Amber Min. <input style="width: 50px;" type="text" value="2"/> Max. <input style="width: 50px;" type="text" value="2"/> </div>	
---	--

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched

Phase	ASTOP1	ASTOP2	MVDA	
A	ASTOP1	ASTOP2	MVDA	
B	BSTOP	MVDB		
C	CSTOP	MVDC		
D	DSTOP	MVDD		
E	PBE			
F	PBF			
G	PBG			
H	PBH			

Phases A to P

Extensions

ASTOP1	ASTOP2	MVDA	
BSTOP	MVDB		
CSTOP	MVDC		
DSTOP	MVDD		

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>								
Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

Phases A to P

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E					KSDE1	KSDE2		
F					KSDF1	KSDF2		
G					KSDG1	KSDG2		
H					KSDH1	KSDH2		

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times										
Pedestrian Enable VA Mode (PEV)										
0	1	2	3	4	5	6	7	Stream:		
Pedestrian All Red Times (Vehicle to Pedestrian)								Handset Range Lir		
Stream:	0	1	2	3	4	5	6	7	Min	Max
(PAR n 0) VA Gap Change										
(PAR n 1) VA Max Change										
(PAR n 2) FVP Change								<input style="width: 50px;" type="text" value="0"/>	<input style="width: 50px;" type="text" value="0"/>	
(PAR n 3) UTC Change										
(PAR n 4) Local Link Change										
Pedelican Intergreen times								<input style="width: 50px;" type="text" value="0"/>	<input style="width: 50px;" type="text" value="0"/>	
(PIT n 0) Veh Red/Ped Flash										
(PIT n 1) Veh Flash Amber/Ped Flash										
(PIT n 2) Veh Flash Amber/Ped										
(PIT n 3) Veh Flash Amber/Ped Red										

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance	CDY 0 Clearance Delay Gap	CDY 1 Clearance Delay Max	CRD Clearance Minimum	<input checked="" type="radio"/> Phases A to P <input type="radio"/>
A	0	0.0	0	0	0	0	
B	0	0.0	0	0	0	0	<input type="checkbox"/>
C	0	0.0	0	0	0	0	
D	0	0.0	0	0	0	0	<input type="checkbox"/>
E	1	4.0	0	0	0	0	
F	1	4.0	0	0	0	0	
G	1	4.0	0	0	0	0	
H	1	4.0	0	0	0	0	

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	0	5
Demand Hold PDX	0.0	5.0
Clearance Maximum CMX	0	5
Clearance Delays CDY 0 and CDY1	0	5
Clearance Minimum Red CRD	0	5

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Stream: 0 1 2 3 4 5 6 7

Computer Control

PV

Window
Time
.....

Local Link

PV1

Link Delay
Time
.....

Link Window
Time
.....

Link Override
Time
.....

Kerbside Mat
Test

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/>	4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>											
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Phase Delays

Phase Delays

Phase Delays 0-29
 Phase Delays 30-59
 Phase Delays 60-89
 Phase Delays 90-119

No.	Delay Phase	On Change To from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change To from Stage	To Stage	By (X) Seconds
0	B	3	1	5	15				0
1	B	3	2	5	16				0
2	B	3	4	5	17				0
3				0	18				0
4				0	19				0
5				0	20				0
6				0	21				0
7				0	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage 0 1 2 3 4 5 6 7

Next Stage

Time

Current Stage 8 9 10 11 12 13 14 15

Next Stage

Time

Current Stage 16 17 18 19 20 21 22 23

Next Stage

Time

Current Stage 24 25 26 27 28 29 30 31

Next Stage

Time

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU

Number of Control

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Pr

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time (UTC TS in

Day

Time

Clock Confirm Time (UTC RT output

Day

Time

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	F2	F3	F4				
Word 2								
Word 3								
Word								
Reply Words								
Word 1	G1	G2	G3	G4				
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions								Mode Data Definitions		
Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit			
0				16				Manual Mode Operative:		
1	F1	G1		17				<input type="checkbox"/> G1/G2	<input type="checkbox"/> RR	<input type="checkbox"/>
2	F2	G2		18				Manual Mode Selected:		
3	F3	G3		19				<input type="checkbox"/> G1/G2	<input type="checkbox"/> RR	<input type="checkbox"/>
4	F4	G4		20				No Lamp Power, or Lamps Off due to RLM or Part Time:		
5				21				<input type="checkbox"/> G1/G2	<input type="checkbox"/>	<input type="checkbox"/>
6				22				Detector Fault:		
7				23				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> DF
8				24				Normal NOT selected on the		
9				25				<input type="checkbox"/> G1/G2	<input type="checkbox"/> RR	<input type="checkbox"/>
10				26				RR Button Selected:		
11				27				<input type="checkbox"/> G1/G2	<input type="checkbox"/> RR	<input type="checkbox"/>
12				28				If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.		
13				29						
14				30						
15				31						

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping		Set Selection													
<input checked="" type="checkbox"/> Combined		<input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>													
1	IN11	2	X1	3		4	IN12	5	X2	6	BSTOP	7	X3	8	CSTOP
9	IN14	10	X4	11	DSTOP	12		13		14		15		16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	No Action		16	No Action	
1	Alternate Max	MAXSETB	17	No Action	
2	Alternate Max	MAXSETC	18	No Action	
3	Alternate Max	MAXSETD	19	No Action	
4	Conditioning	MTCF0	20	No Action	
5	No Action		21	No Action	
6	No Action		22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	7	07:00:00	SWITCH AUDIBLES ON	3	4
1	7	22:00:00	SWITCH AUDIBLES OFF	4	4
2	0			0	0
3	0			0	0
4	0			0	0
5	0			0	0
6	0			0	0
7	0			0	0
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- 200-240
 50-0-50, 100-120 230 CLS

Red Lamp Monitoring

Max Red Bulb

First Red Lamp Fault

RLF2 Cancels RLM additional Intergreen

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset L

Minimum

Maximum

Streams with Phase BlackOut on RLF2

- 0

LMU - Sensors

LMU - Sensors									
Onboard Sensors			External Sensors						
Sensor ¹	Sensor	Bulb Watts	Sensor	Sensor	Bulb Watts	Sensor ¹	Drive	Sensor	Bulb Watts
1 \ A	As Seq.	40	17 \ Q			33 \ h14		Regulatory Sign	7
2 \ B	As Seq.	40	18 \ R			34 \ z16		Regulatory Sign	7
3 \ C	As Seq.	40	19 \ S			35 \ z14		Regulatory Sign	7
4 \ D	As Seq.	40	20 \ T			36 \ z12		Regulatory Sign	7
5 \ E	None	40	21 \ U			37 \ h14			
6 \ F	None	40	22 \ V			38 \ z16			
7 \ G	None	40	23 \ W			39 \ z14			
8 \ H	None	40	24 \ X			40 \ z12			
9 \ I			25 \ Y			41 \ h14			
10 \ J			26 \ Z			42 \ z16			
11 \ K			27 \ A2			43 \ z14			
12 \ L			28 \ B2			44 \ z12			
13 \ M			29 \ C2			45 \ h14			
14 \ N			30 \ D2			46 \ z16			
15 \ O			31 \ E2			47 \ z14			
16 \ P			32 \ F2			48 \ z12			

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select
 of 1

Senso	Phase	Sensor	LED	Load	LLF
1	A	As Seq.			
2	B	As Seq.			
3	C	As Seq.			
4	D	As Seq.			
33	N/A	Regulatory Sign			
34	N/A	Regulatory Sign			
35	N/A	Regulatory Sign			
36	N/A	Regulatory Sign			

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

RLM Additional Intergreens

Phases Delayed

	A	B	C	D	E	F	G	H
A					3	3	3	3
B					3	3	3	3
C					3	3	3	3
D					3	3	3	3
E								
F								
G								
H								

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

	A	B	C	D	E	F	G	H
A					■	■	■	■
B					■	■	■	■
C					■	■	■	■
D					■	■	■	■
E								
F								
G								
H								

Priority and Emergency Vehicle - General

Priority and Emergency Vehicle - General

	Input Name	Type Priority / Emergency		Phase	DFM Time (x10)	Gap Time	DFM Self Reset	Demands Sets				Revertive Demands Sets				Revertive Demands to Start Sets			
		<input type="radio"/>	<input type="radio"/>					0	1	2	3	0	1	2	3	0	1	2	3
Unit 0	<input type="text" value="BUSA"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="text" value="A"/>	<input type="text" value="30"/>	<input type="text" value="4"/>	<input type="text" value="1"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1	<input type="text" value="BUSD"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="text" value="D"/>	<input type="text" value="30"/>	<input type="text" value="4"/>	<input type="text" value="1"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2	<input type="text" value="EMERA"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text" value="A"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3	<input type="text" value="EMERD"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text" value="D"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4	<input type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5	<input type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6	<input type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7	<input type="text"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="text"/>	<input type="text" value="30"/>	<input type="text" value="4"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Inputs From Conditioning

Note:

Bus Priority Unit values will not be used unless a valid Input Name is specified

If Bus Unit is to generate a VA demand, then input name must also be specified on VA demands

Note:

Valid values for DFM Self Reset: 1 or 0 for PB800, 0-255 for PB801 and later

Priority - Delays, Unit Inhibits and Associations

Priority - Delays, Unit Inhibits and Associations																			
	Delay Time		Priority Units Inhibited					Associated Priority Units											
	First	Second	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7	
Unit 0			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Handset Delay Limits																			
	First Delay Handset	Min	Max	Second Delay Handset	Min	Max													

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	30	30	15	15	15	15
Extension time	10.0	10.0	30.0	30.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H
0								
1								
2								
3								
4								
5								
6								
7								

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H
0								
1								
2								
3								
4								
5								
6								
7								

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H
0								
1								
2								
3								
4								
5								
6								
7								

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time	15	15	15	15	15	15	15	15
Extension time	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Inhibit Time	50	50	50	50	50	50	50	50

Compensation Times

	A	B	C	D	E	F	G	H
0								
1								
2								
3								
4								
5								
6								
7								

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Priority - Allowed and Enforced Demands

Phase

	A	B	C	D	E	F	G	H
0								
1								
2								
3								
4								
5								
6								
7								

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Button Title	Called Stage for							
		0	1	2	3	4	5	6	7
0	ALL RED	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	COMMERCIAL STREET	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	LYNFI LANE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	NEATH RD_TALBOT ST	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	PEDESTRIANS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

General LEDs

AUX 1
 AUX 2
 AUX 3
 AUX 4 (Hurry Call)
 AUX 5 (Higher Priority)

Conditioned

General Buttons

	None	SW1	SW2	SW3
Momentary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

Immediate Signals Or
 As Start-Up

Manual Mode Enable

Always
 When Handset Plugged in (Note Special Conditioning is required.)
 When 'MND' Command Entered

NOTE:
 For this to operate
 Special
 Conditioning is
 required.

Mode Select Switches Disabled

VA
 Fixed Time
 CLF

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Conditioning

```
; MANUAL PANEL
; =====
(MODE0 EQL<6>)=MIL17 ; SITE UNDER MOVA CONTROL LIGHT HIGHER PRIORITY LED.

; MOVA DETECTORS
; =====

ASTOP1+ASTOP2=MOVADET3
BUSA=MOVADET13
BUSD=MOVADET14
EMERA=MOVADET15
EMERD=MOVADET16
(PRSLMPAE+PRSLMPAF+PRSLMPAG+PRSLMPAH) ./1SCRT100:=MOVADET12 ; PED DEMAND TO MOVA
; * =TIP60 ; DUMMY INPUT FOR OMCU

; PRIORITY INPUTS
; =====

BUSA+EMERA+=LCPHA
BUSD+EMERD+=LCPHD

; PEDS INHIBITED
; =====

LMUINHE+LMUINHF+LMUINHG+LMUINHH:=1SCRT100
; * =TIP61 ; DUMMY INPUT FOR OMCU

; AUDIBLES
; =====
PHASEE.PHASEF.PHASEG.PHASEH=1SCRT101 ; ALL PED PHASES AT GREEN
1SCRT101 ./1SCRT100.MTCF0:=AUDIO1 ; ENABLE AUDIO
; * =AUDIO2
; * =AUDIO3

; MOVA CONFIRM
; =====

MOVACRB=TIP62 ; DUMMY INPUT FOR OMCU
```

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

E63491

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/001	Cabinet 8 Phase wired 16 Phase		1	
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24	667/1/27002/000	Lamp Switch Kit 8 Phase			
25	667/1/27003/000	I/O Kit		1	
26	667/1/27005/000	SDE Facility Kit			
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/491	Configuration Eprom (Issue 1. 4)		1	
40					

Note 1:
 Please refer to special instruction pages for additional information on items marked with an '*'.
 *

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)			
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					
47					Note 2:
48					Ancillary Processor PLD
49					Variants
50					101 OTU & LMU
51					102 OTU Only
52	667/7/25171/000	Current Transformer			103 LMU Only
53					104 OTU & LMU + Up/Download
54					105 OUT Only + Up/Download
55					NB Controller Has built in LMU
56					So LMU on Ancillary Processor
57					Not required included for info
58					only.
59					
60					Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit			sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA) (Fit Std UK)			4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)			Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)			until all sensors have been
69	667/1/27130/000	30A Controller Kit			used up.
70					TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			TLB/z/12 - 4th sensor terminal
74					
75					
76					
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			TLB/z/12 - 4th sensor terminal
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

Works Order : 37950A
EM Number : E63491
Engineer : P M ROUSE
Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

DETECTOR EQUIPMENT SHEET (*I*L*)

Item	Drawing Number	DESCRIPTION	QTY	TOT	REMARKS
1	667/1/20690/000	Detector 11 inch detector rack kit			
2	667/1/20690/001	Detector 19 inch detector rack kit	1		
3	667/1/17705/011	Detector Beehive kit (excl Pedestal)			
4	667/2/01999/000	Pedestal (Metric) D Detr. Housing			
5	667/1/17212/000	Detector L bracket kit			
6	667/1/22447/000	Detector Mounting Kit E.F.U. (T500)			
7	667/1/22470/000	Detector Frame Assy (T500)			
8	667/1/15990/002	Detector double backplane kit			
9	667/1/15990/003	Detector single backplane kit	3		
10	667/1/15990/004	Detector logic backplane kit			
11					
12	667/1/27663/000	Siemens STR4 (4 Channel) loop detector	3		
13	667/1/21029/001	48V WAIT SUPPLY KIT	12		
14	667/1/20292/008	24V AGD SUPPLY KIT	3		
15	667/1/03887/000	Detector Cableform (1 per 2 B/Planes)			
16	667/1/15854/000	Detector Cable termination kit	2		
17					
18	667/1/15991/000	Mod Kit Regulator PSU 1.5A 21-38V			
19	667/1/15991/001	Mod Kit Regulator PSU 0.5A 21-48V			
20					
21					
22	667/7/20360/002	Microsense Detr. Board 2 Channel			Eng. to supply
23	667/7/20360/004	Microsense Detr. Board 4 Channel			Eng. to supply
24	667/7/20368/000	Microsense Rack 3Ux19"			Eng. to supply
25	667/7/20365/000	Microsense 20-Way Backplane (Std)			Eng. to supply
26	667/7/20366/000	Microsense 20-Way Logic Backplane			
27	667/7/20369/000	Microsense Card Frame Guides (Pr.)			Eng. to supply
28					
29	667/7/20361/002	Microsense 2 Channel U/D Logic			
30	667/7/20361/004	Microsense 4 Channel U/D Logic			
31	667/7/20362/000	Microsense Count Logic N,N+1,U/D & DFM			
32	667/7/20363/000	Microsense Queue Logic with DFM			Eng. to supply
33	667/7/20364/000	Microsense Bus Detector 2-Channel			Eng. to supply
34					
35					
36	667/7/20377/000	Microsense MIX 3-1-R-24 I/R detector			Nearside mounting
37	667/7/20377/001	Microsense MIX 3-2-R-24 I/R detector			Offside mounting
38	667/7/20378/000	Short fixing bracket			
39	667/7/20379/000	Sighting Hood for MIX detectors			Eng. to supply
40	667/7/20380/000	Handbook for MIX detectors			Eng. to supply

[Template - Detector items.txt issue 1.0]

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 1)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	SUPPLY TERMINALS FROM ST800	BACKPLANE No.1 TERMINALS
24 VOLTS	RED	1TBE 1 to 6	19
0 VOLTS	BLACK	1TBE 7 to 12	20
SCREEN	PINK	1TBE 7 to 12	22
COMMON	WHITE	1TBE 7 to 12	18

Note 1 If more than one backplane power linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	IN11	1TBR 1 & 1TBR 2	GREEN	1 & 2
2	X1	1TBR 3 & 1TBR 4	BLUE	3 & 4
3	ASTOP1	1TBR 5 & 1TBR 6	ORANGE	5 & 6
4	ASTOP2	1TBR 7 & 1TBR 8	BROWN	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBG 1
2	12	GREEN	1TBG 2
3	14	ORANGE	1TBG 3
4	16	YELLOW	1TBG 4

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 2)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.1 TERMINALS	BACKPLANE No.2 TERMINALS
24 VOLTS	RED	19	19
0 VOLTS	BLACK	20	20
SCREEN	PINK	22	22
COMMON	WHITE	18	18

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	IN12	1TBR 9 & 1TBR 10	SLATE	1 & 2
2	X2	1TBR 11& 1TBR 12	BLUE/WHITE	3 & 4
3	BSTOP	1TBS 1 & 1TBS 2	GREEN	5 & 6
4	X3	1TBS 3 & 1TBS 4	BLUE	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBG 5
2	12	GREEN	1TBG 6
3	14	ORANGE	1TBG 7
4	16	YELLOW	1TBG 8

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order : 37950A
 EM Number : E63491
 Engineer : P M ROUSE
 Intersection : S1019 MAESTEG COMMERCIAL ST TALBOT ST

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 3)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
 UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.2 TERMINALS	BACKPLANE No.3 TERMINALS
24 VOLTS	RED	19	19
0 VOLTS	BLACK	20	20
SCREEN	PINK	22	22
COMMON	WHITE	18	18

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the intermediate wiring.

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	CSTOP	1TBS 5 & 1TBS 6	ORANGE	1 & 2
2	IN14	1TBS 7 & 1TBS 8	BROWN	3 & 4
3	X4	1TBS 9 & 1TBS 10	SLATE	5 & 6
4	DSTOP	1TBS 11& 1TBS 12	BLUE/WHITE	7 & 8

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	CONTR TERMINALS
1	10	BLUE	1TBH 1
2	12	GREEN	1TBH 2
3	14	ORANGE	1TBH 3
4	16	YELLOW	1TBH 4

[Template - Internal intermediate Detectors.txt iss 1.0]

Inputs and Outputs

Inputs and Outputs

Enable Signal Required

Port Number & Type

Port:

Inputs & Outputs

DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	0	I	IN11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 1	
<input type="radio"/>	1	I	X1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 2	
<input type="radio"/>	2	I	ASTOP1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 3	
<input type="radio"/>	3	I	ASTOP2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 4	
<input type="radio"/>	4	I	IN12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 5	
<input type="radio"/>	5	I	X2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 6	
<input type="radio"/>	6	I	BSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 7	
<input type="radio"/>	7	I	X3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 8	

Add

Delete

Move

Clear Used By

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal ..		
													Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT	
<input type="radio"/>	8	0	I	CSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	1
<input type="radio"/>	9	1	I	IN14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	2
<input type="radio"/>	10	2	I	X4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	3
<input type="radio"/>	11	3	I	DSTOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	4
<input type="radio"/>	12	4	I	MVDA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	5
<input type="radio"/>	13	5	I	MVDB	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	6
<input type="radio"/>	14	6	I	MVDC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	7
<input type="radio"/>	15	7	I	MVDD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	8

Add
Delete
Move
Clear Used By

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UT	C	S	E	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..
<input type="radio"/>	16	0	I	PBE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	1
<input type="radio"/>	17	1	I	PBF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	2
<input type="radio"/>	18	2	I	PBG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	3
<input type="radio"/>	19	3	I	PBH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	4
<input type="radio"/>	20	4	I	KSDE1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	5
<input type="radio"/>	21	5	I	KSDE2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	6
<input type="radio"/>	22	6	I	KSDF1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	7
<input type="radio"/>	23	7	I	KSDF2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	8

Add
Delete
Move
Clear Used By

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

Port:

Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal ..			
													Phs	UTC	S	D	E	Pri	HC	CC			IG	UD	LRT
<input type="radio"/>	24	0	I	KSDG1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	1
<input type="radio"/>	25	1	I	KSDG2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	2
<input type="radio"/>	26	2	I	KSDH1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	3
<input type="radio"/>	27	3	I	KSDH2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	3	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	4
<input type="radio"/>	28	4	I	BUSA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	5
<input type="radio"/>	29	5	I	BUSD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	6
<input type="radio"/>	30	6	I	EMERA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	7
<input type="radio"/>	31	7	I	EMERD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	8

Add
Delete
Move
Clear Used By

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Enable Signal Required

Port:

Inputs & Outputs

DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTCS	DE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal ..	
<input type="radio"/>	88	0	O	AUDIO1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	1+3
<input type="radio"/>	89	1	O	AUDIO2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	4+6
<input type="radio"/>	90	2	O	AUDIO3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	7+9
<input type="radio"/>	91	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBX	10+12

Add
Delete
Move
Clear Used By

ST800 - each output on Port 11 (CPU Output Port) has change over contacts. These are all wired to the terminal block. Thus the following combinations are available:

Bit 0 Terminals 1+2 NC 160 ohm, 1+3 NO 160 ohm Bit 1 Terminals 4+5 NC 160ohm, 4+6 NO 160ohm
 Bit 2 Terminals 7+8 NC 182 ohm, 7+9 NO 22 ohm Bit 3 Terminals 10+11 NC 182ohm, 10+12 NO 182ohm

Aspect Drives

Aspect Drives

A-L
 M-X
 Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E -	Phase	1TBB	2
E -	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G -	Phase	1TBB	8
G -	Phase	1TBB	9
H - Red	Phase	1TBB	10
H -	Phase	1TBB	11
H -	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red			
I - Amber			
I - Green			
J - Red			
J - Amber			
J - Green			
K - Red			
K - Amber			
K - Green			
L - Red			
L - Amber			
L - Green			

I/O - DFM Group Timings

I/O - DFM Group Timings

Input	State	SET	SET	SET	SET
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="10"/>	<input type="text" value="10"/>	<input type="text" value="10"/>	<input type="text" value="10"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>
	InActive (Hrs)	<input type="text" value="96"/>	<input type="text" value="96"/>	<input type="text" value="96"/>	<input type="text" value="96"/>
Group	Active (Mins)	<input type="text" value="240"/>	<input type="text" value="240"/>	<input type="text" value="240"/>	<input type="text" value="240"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active	<input type="text" value="0"/>	<input type="text" value="254"/>
InActive	<input type="text" value="0"/>	<input type="text" value="254"/>

Index

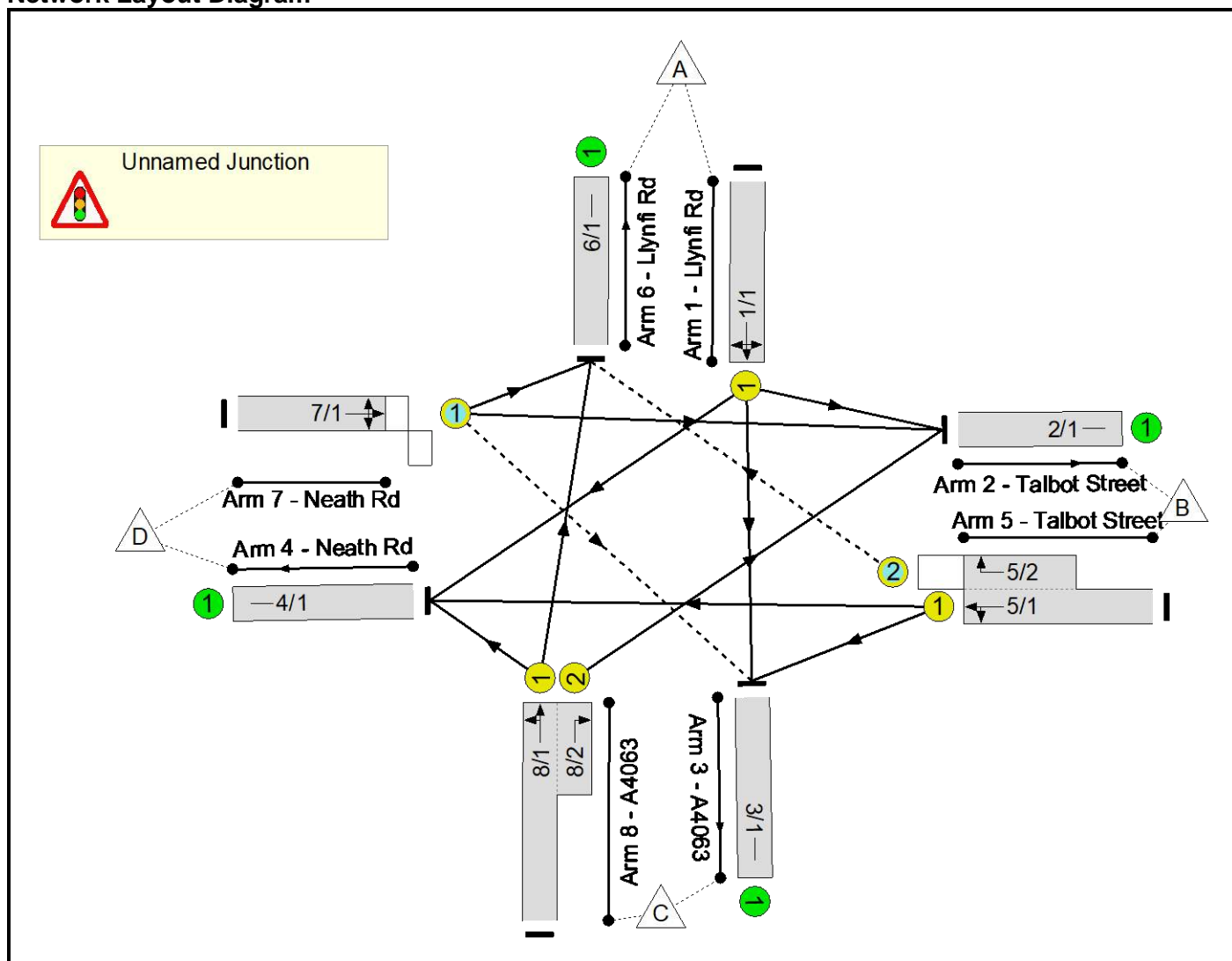
- 1 General Junction Data
 - 1.1 Administration
 - 1.2 Phases, Stages and Streams
 - 1.3 Facilities/Modes Enabled and Mode Priority Levels
 - 1.4 Phases in Stages
 - 1.5 Stages in Streams
- 2 Phases
 - 2.1 Phase Type and Conditions
 - 2.2 Opposing and Conflicting Phases
 - 2.3 Timings
 - 2.3.1 Phase Minimums, Maximums, Extensions, Ped Leaving Periods
 - 2.3.2 Phase Intergreen Times
 - 2.3.3 Intergreen Handset Limits
 - 2.3.4 Phase Timing Handset Ranges
 - 2.4 VA Demand and Extend Definitions
 - 2.5 Phase Internal/Revertive Demands
 - 2.6 Pelicans, Puffins and Toucans
 - 2.6.1 Phase - On Crossing and Kerbside Detector Definitions
 - 2.6.2 Stream - Pelican/Puffin/Toucan Times
 - 2.6.3 Phase - Pelican, Puffin and Toucan Times
 - 2.6.4 IO and Link - Pelican/Puffin/Toucan Times
- 3 Stage Movements
 - 3.1 Stages - Prohibited, Alternative, Ignored Moves (No configuration data to print)
 - 3.2 Stage Internal Demands/Pedestrian Window Times
 - 3.3 Phase Delays
- 4 Modes and Facilities - Detailed
 - 4.1 Fixed Time
 - 4.2 UTC and MOVA
 - 4.2.1 UTC General Data
 - 4.2.2 UTC Control and Reply Data Format
 - 4.2.3 UTC Data Definitions
 - 4.2.3.1 UTC Phase Demand and Extend Definitions (No configuration data to print)
 - 4.2.3.2 UTC Stage and Mode Data Definitions
 - 4.2.3.3 UTC Demand Dependent Forces (No configuration data to print)
 - 4.2.4 UTC and MOVA Detectors
 - 4.3 Master Time Clock
 - 4.3.1 MTC - Time Switch Parameters
 - 4.3.2 MTC - Time Switch Parameters Array
 - 4.3.3 MTC - Day Type
 - 4.3.4 MTC - Timetable
 - 4.4 Integral Lamp Monitoring
 - 4.4.1 LMU - General
 - 4.4.2 LMU - Sensors
 - 4.4.3 LMU Sensor Load Types
 - 4.4.4 RLM Additional Intergreens
 - 4.4.5 RLM Phase Inhibits
 - 4.5 Priority and Emergency Vehicle
 - 4.5.1 Priority and Emergency Vehicle - General
 - 4.5.2 Priority - Delays, Unit Inhibits and Associations
 - 4.5.3 Priority Time Sets
 - 4.5.4 Priority - Allowed and Enforced Demands
 - 4.6 Manual
 - 4.6.1 Manual Panel
 - 4.6.2 Manual Mode - Optional Phases Appearance (No configuration data to print)
- 5 Conditioning Data
 - 5.1 Special Conditioning
 - 5.2 Special Conditioning Timers (No configuration data to print)
 - 5.3 Fault Log Flags (No configuration data to print)
- 6 Special Instructions
- 7 I/O
 - 7.1 Call Cancel (No configuration data to print)
 - 7.2 Inputs and Outputs
 - 7.3 Aspect Drives
 - 7.4 I/O - DFM Group Timings

Full Input Data And Results
Full Input Data And Results

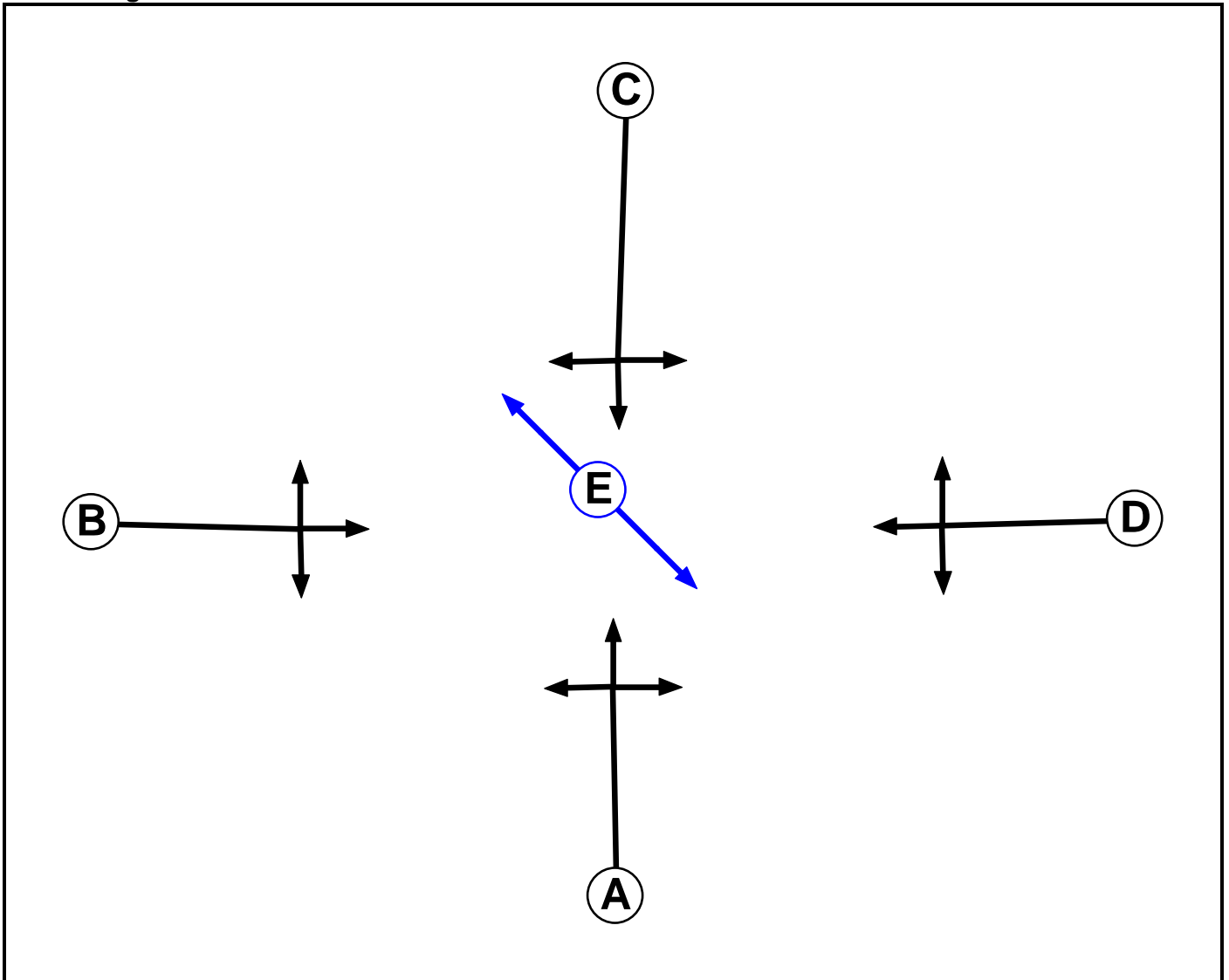
User and Project Details

Project:	Land at Llangynwyd
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

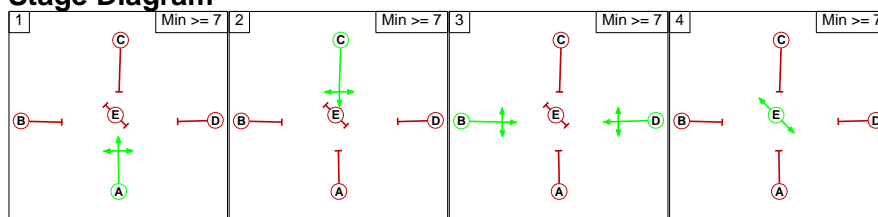
Phase Intergrens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	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

From Stage	To Stage				
	1	2	3	4	
	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
2/1 (Talbot Street)	U		2	3	60.0	Inf	-	-	-	-	Arm 4 Right	20.00
											-	-
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	50	14	95
	B	40	0	76	68	184
	C	127	131	0	286	544
	D	36	107	172	0	315
	Tot.	203	269	298	368	1138

Traffic Lane Flows

Lane	Scenario 5: 2035 AM + Dev
Junction: Unnamed Junction	
1/1	95
2/1	269
3/1	298
4/1	368
5/1 (with short)	184(In) 144(Out)
5/2 (short)	40
6/1	203
7/1	315
8/1 (with short)	544(In) 413(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 %	1868	1868
				Arm 3 Ahead	Inf	52.6 %		
				Arm 4 Right	20.00	14.7 %		
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	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	34.0 %	1857	1857
				Arm 3 Right	20.00	54.6 %		
				Arm 6 Left	10.00	11.4 %		
8/1 (A4063)	3.25	0.00	Y	Arm 4 Left	10.00	69.2 %	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 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	130	57	243
	B	32	0	69	67	168
	C	102	179	0	273	554
	D	19	105	233	0	357
	Tot.	153	340	432	397	1322

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2035 PM + Dev
Junction: Unnamed Junction	
1/1	243
2/1	340
3/1	432
4/1	397
5/1 (with short)	168(In) 136(Out)
5/2 (short)	32
6/1	153
7/1	357
8/1 (with short)	554(In) 375(Out)
8/2 (short)	179

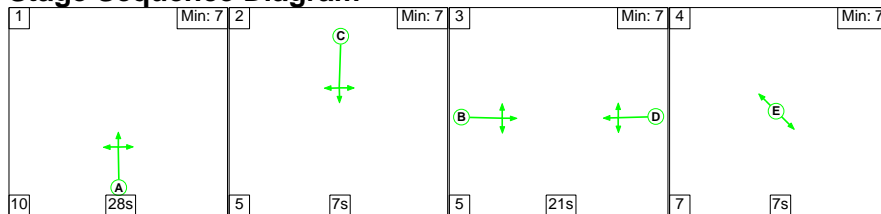
Lane Saturation Flows

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	23.0 %	1882	1882
				Arm 3 Ahead	Inf	53.5 %		
				Arm 4 Right	20.00	23.5 %		
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	29.4 %	1859	1859
				Arm 3 Right	20.00	65.3 %		
				Arm 6 Left	10.00	5.3 %		
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')

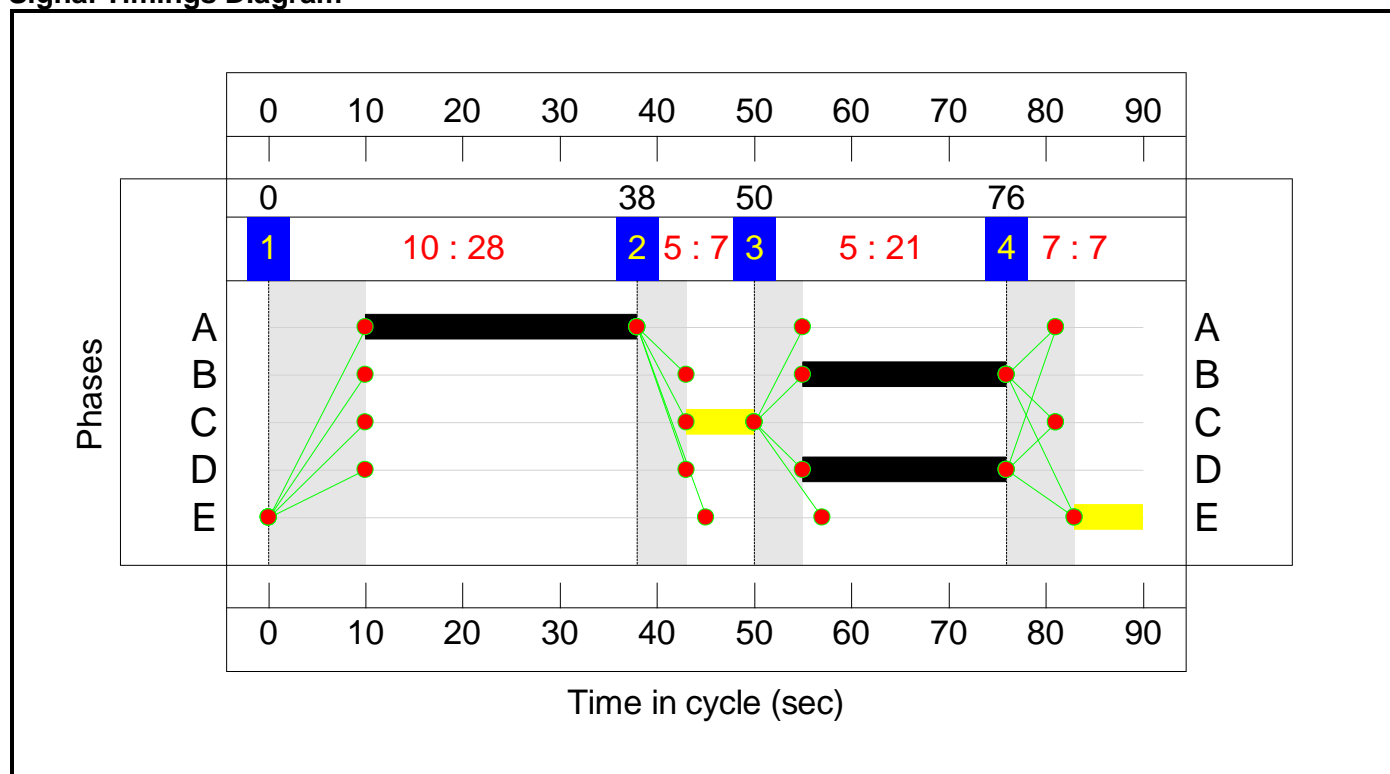
Stage Sequence Diagram



Stage Timings

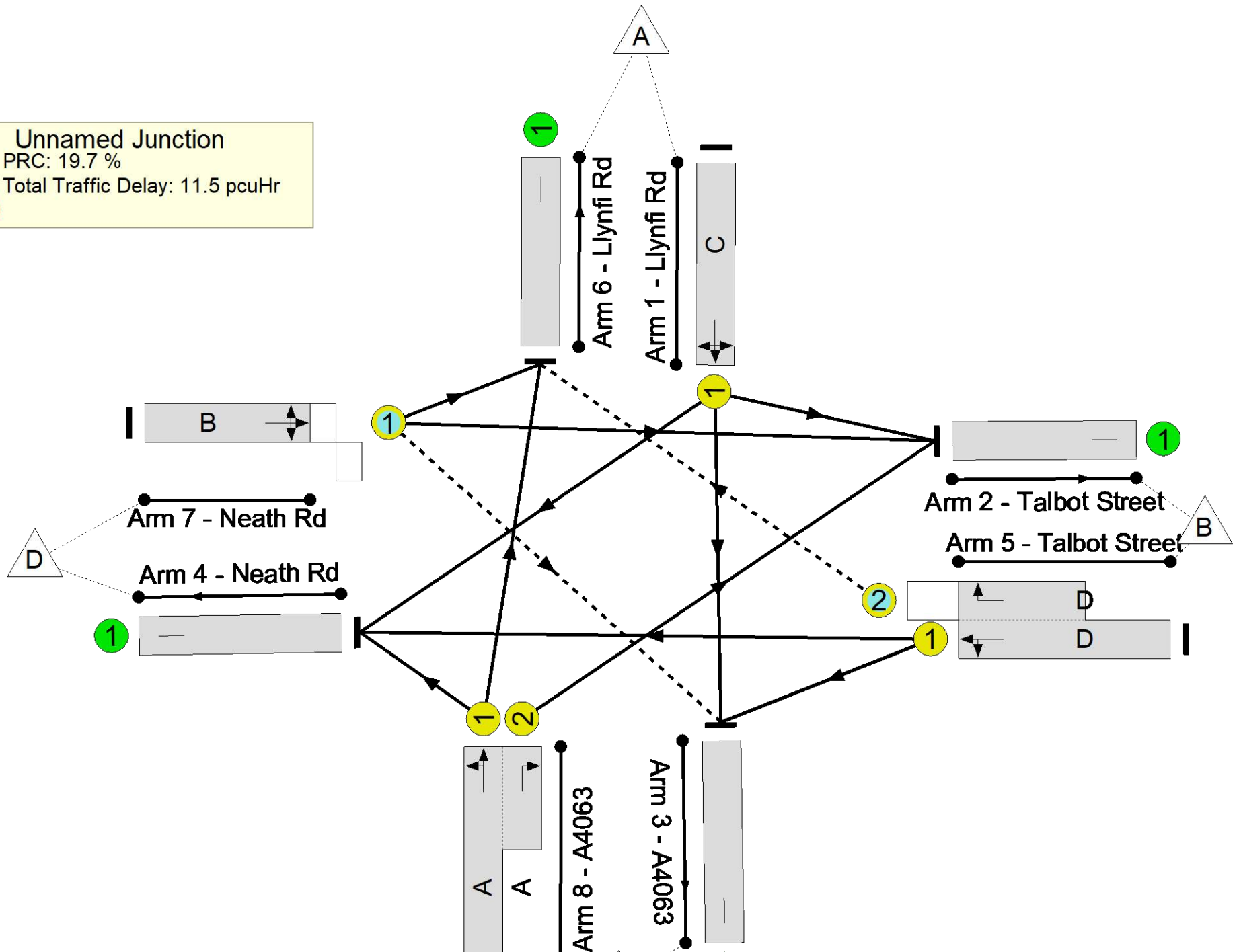

Stage	1	2	3	4
Duration	28	7	21	7
Change Point	0	38	50	76

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

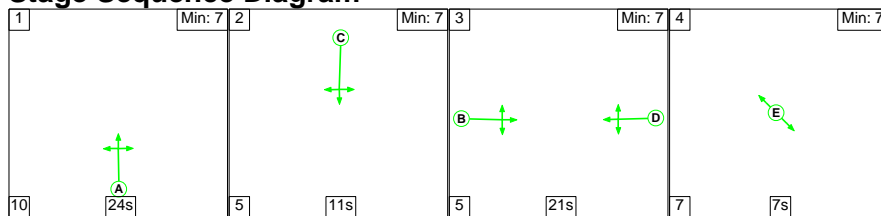
Network Results

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')

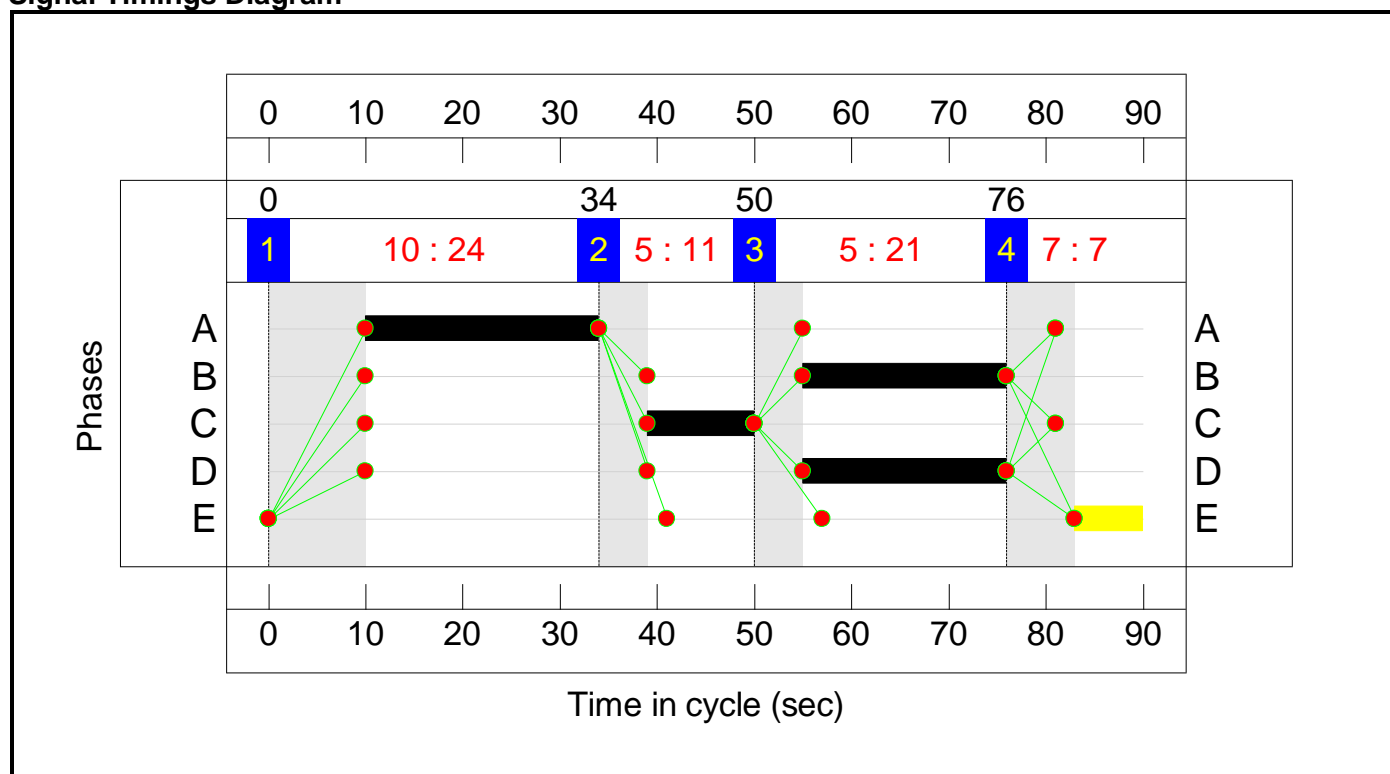
Stage Sequence Diagram




Stage Timings

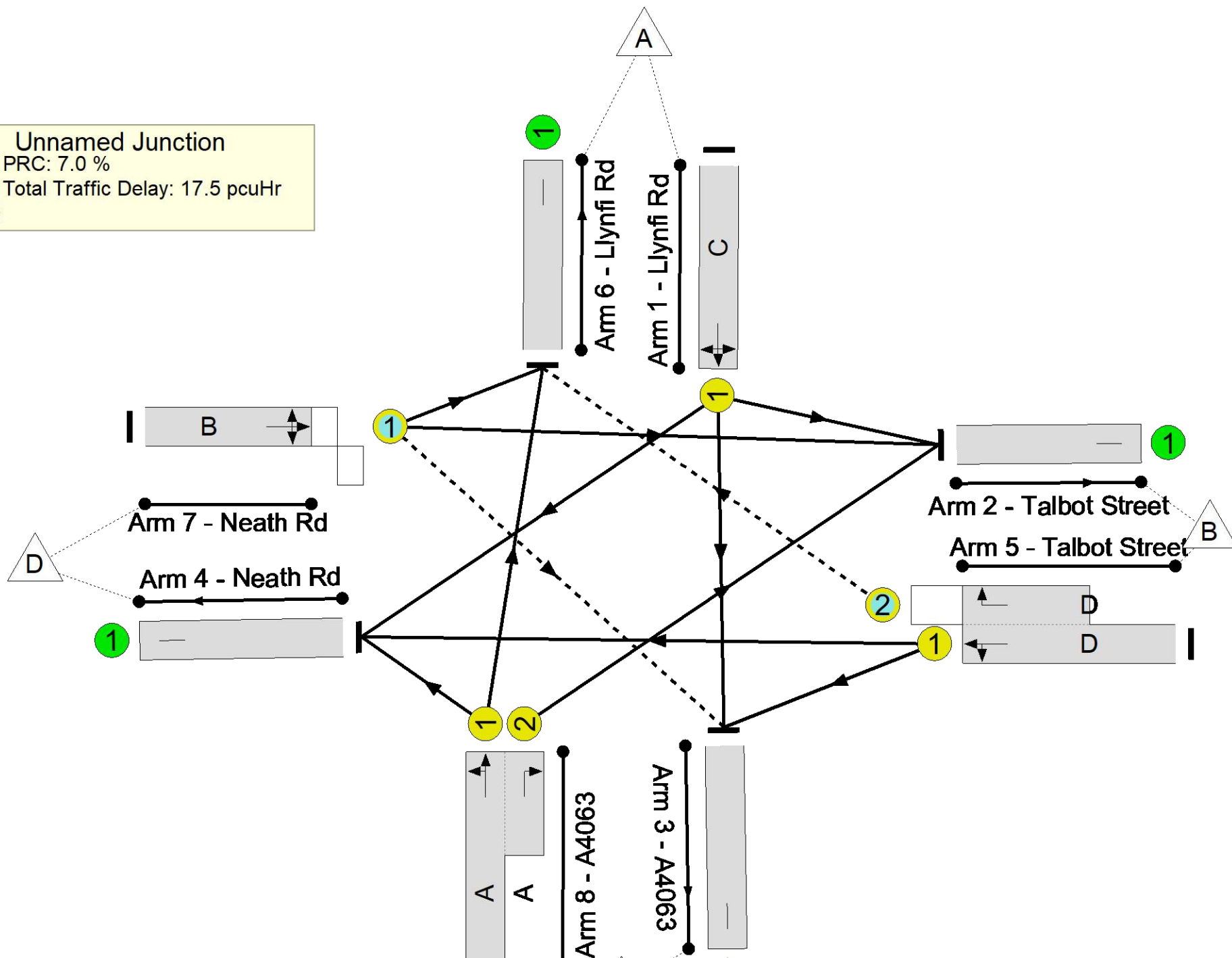
Stage	1	2	3	4
Duration	24	11	21	7
Change Point	0	34	50	76

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%

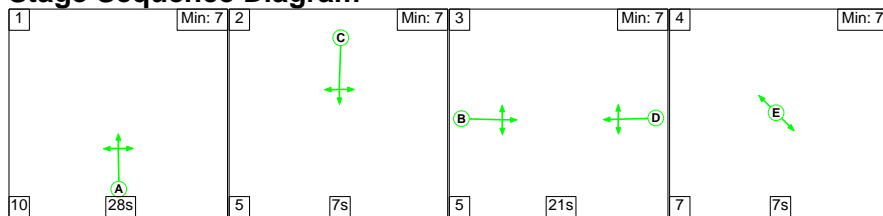
Full Input Data And Results

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
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													

Full Input Data And Results

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

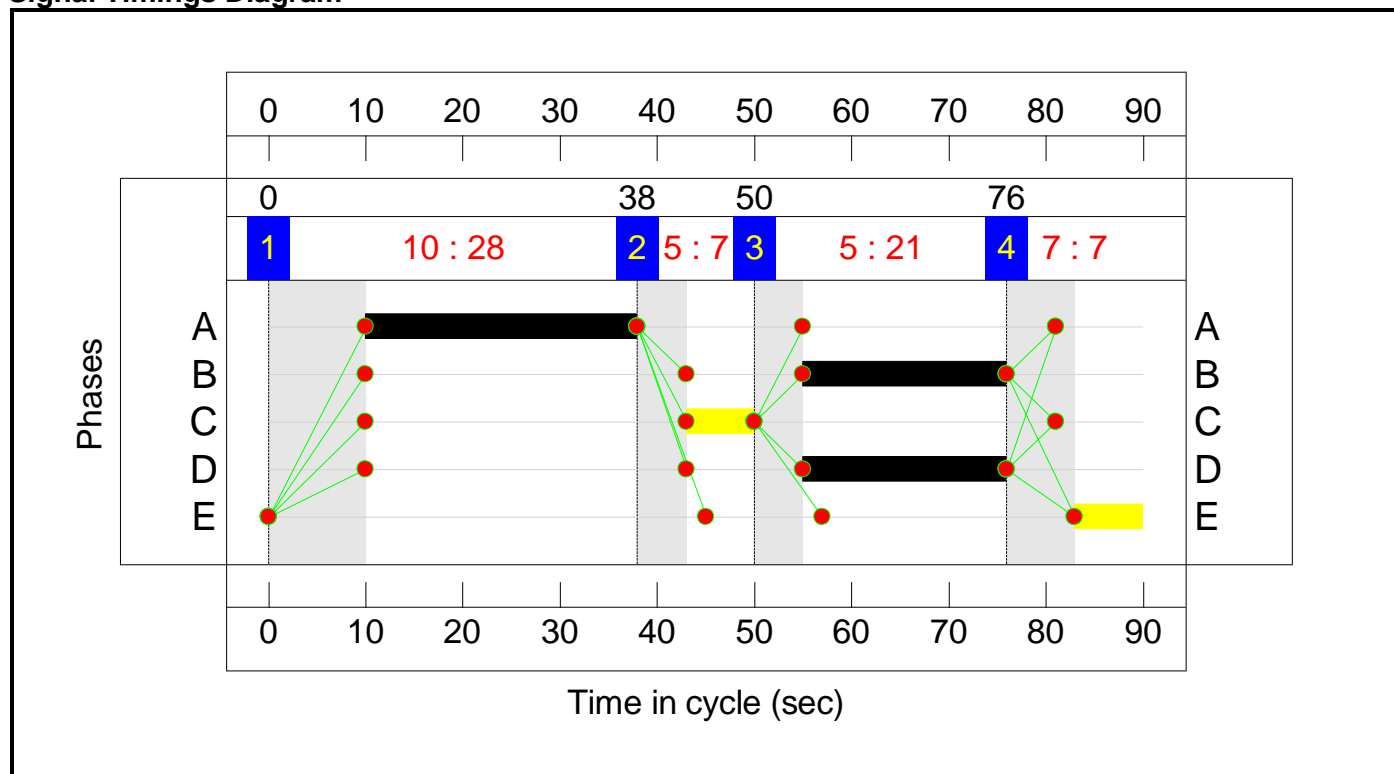
Stage Sequence Diagram



Stage Timings

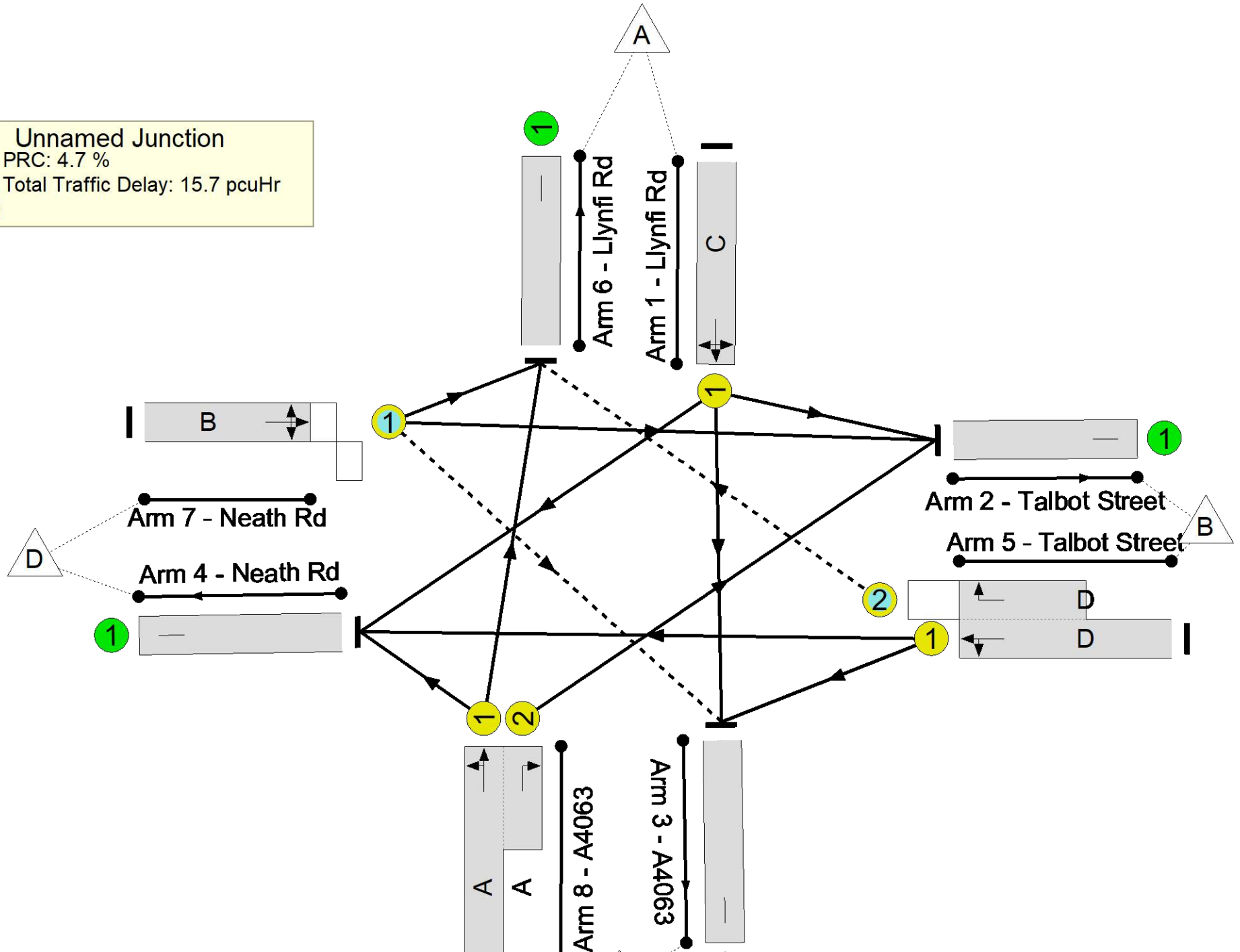

Stage	1	2	3	4
Duration	28	7	21	7
Change Point	0	38	50	76

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%

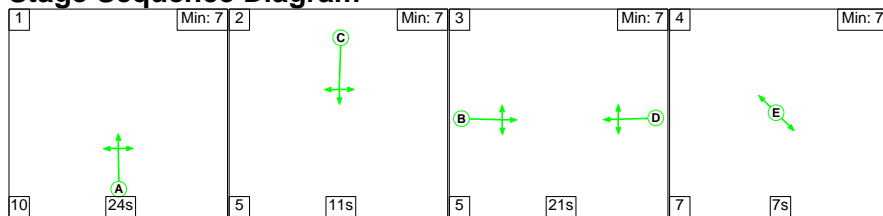
Full Input Data And Results

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
<p>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</p>													

Full Input Data And Results

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

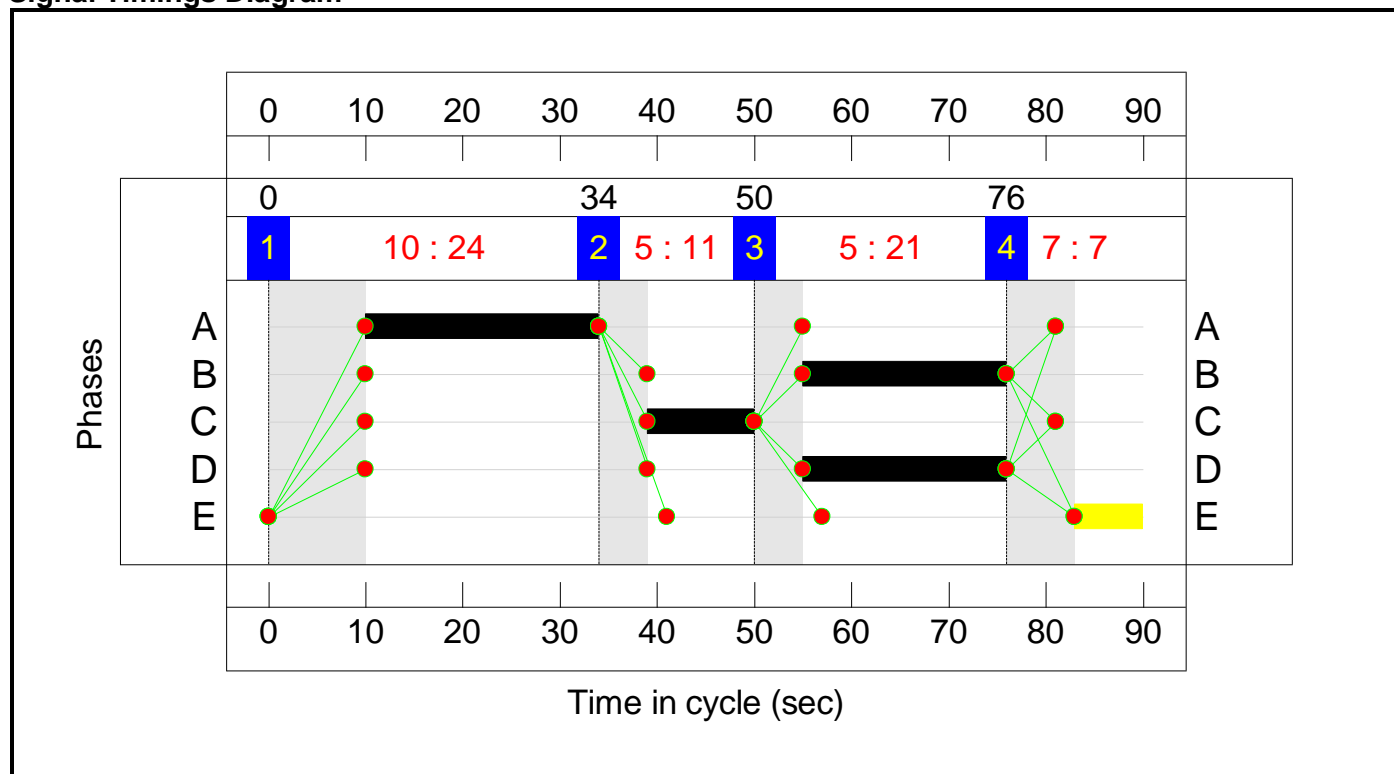
Stage Sequence Diagram



Stage Timings

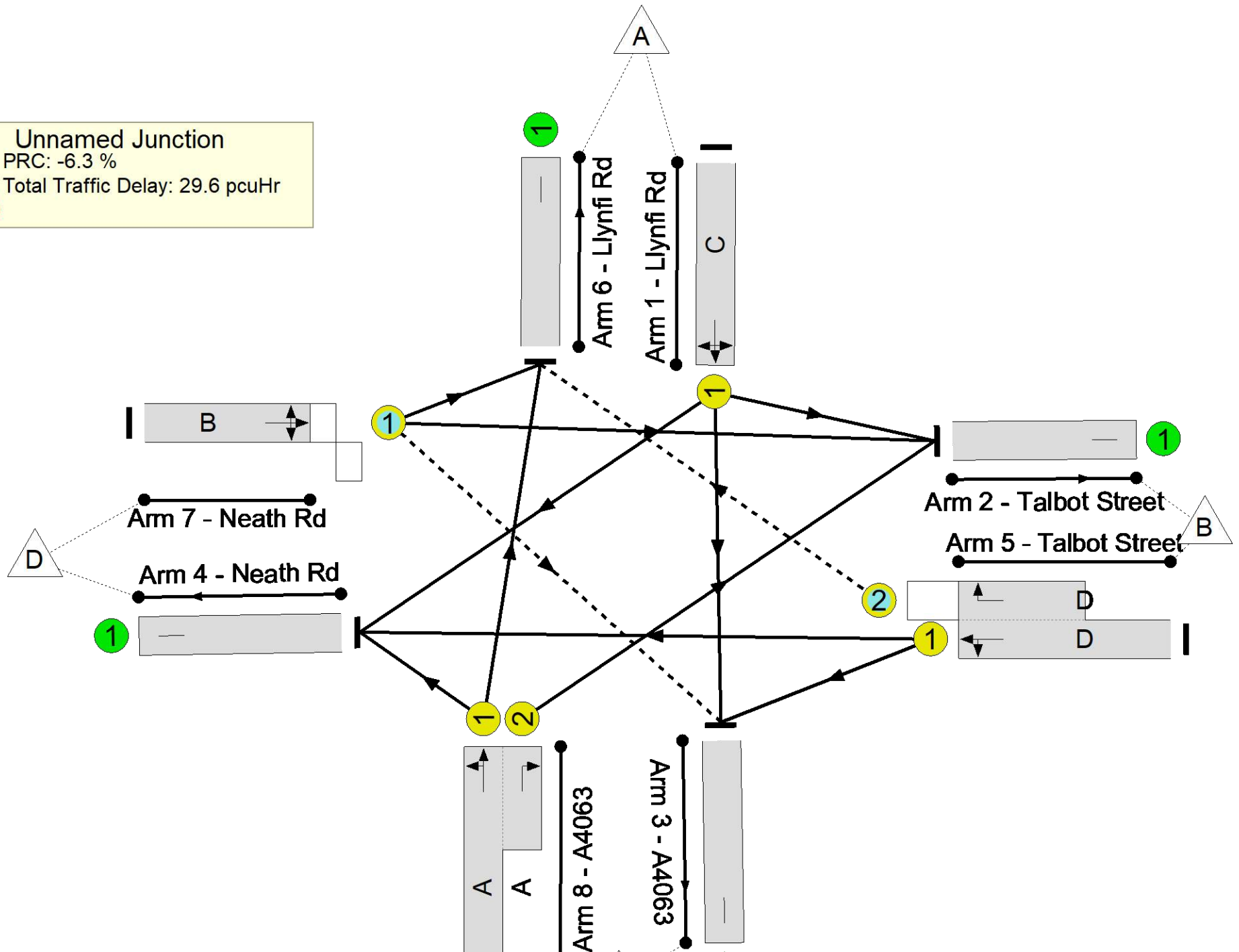

Stage	1	2	3	4
Duration	24	11	21	7
Change Point	0	34	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: -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%

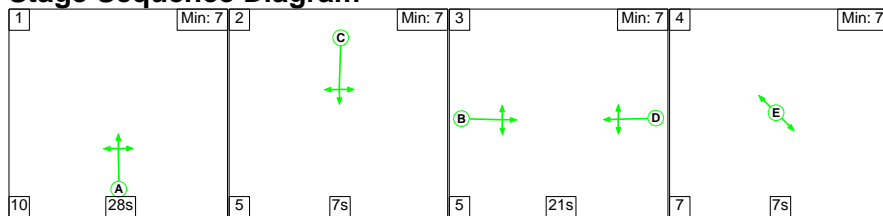
Full Input Data And Results

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	3	11.8	17.7	0.1	29.6	-	-	-	-
Unnamed Junction	-	-	256	0	3	11.8	17.7	0.1	29.6	-	-	-	-
1/1	240	240	-	-	-	2.6	5.5	-	8.1	121.3	5.9	5.5	11.4
2/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	388	388	-	-	-	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	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	351	351	224	0	3	3.4	5.7	0.1	9.2	94.2	8.6	5.7	14.3
8/1+8/2	542	542	-	-	-	4.6	6.3	-	10.8	72.0	11.1	6.3	17.4
C1 PRC for Signalled Lanes (%): -6.3 Total Delay for Signalled Lanes (pcuHr): 29.64 Cycle Time (s): 90 PRC Over All Lanes (%): -6.3 Total Delay Over All Lanes(pcuHr): 29.64													

Full Input Data And Results

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

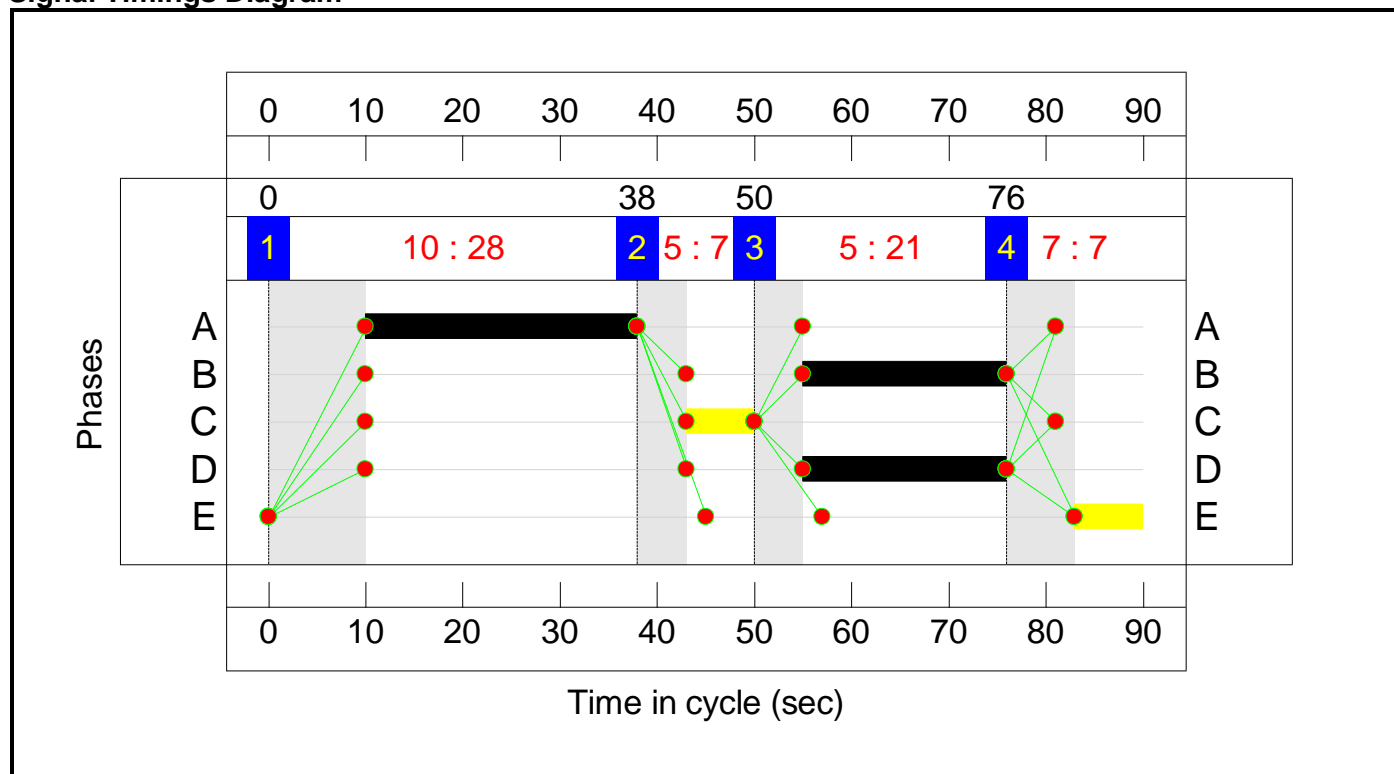
Stage Sequence Diagram



Stage Timings

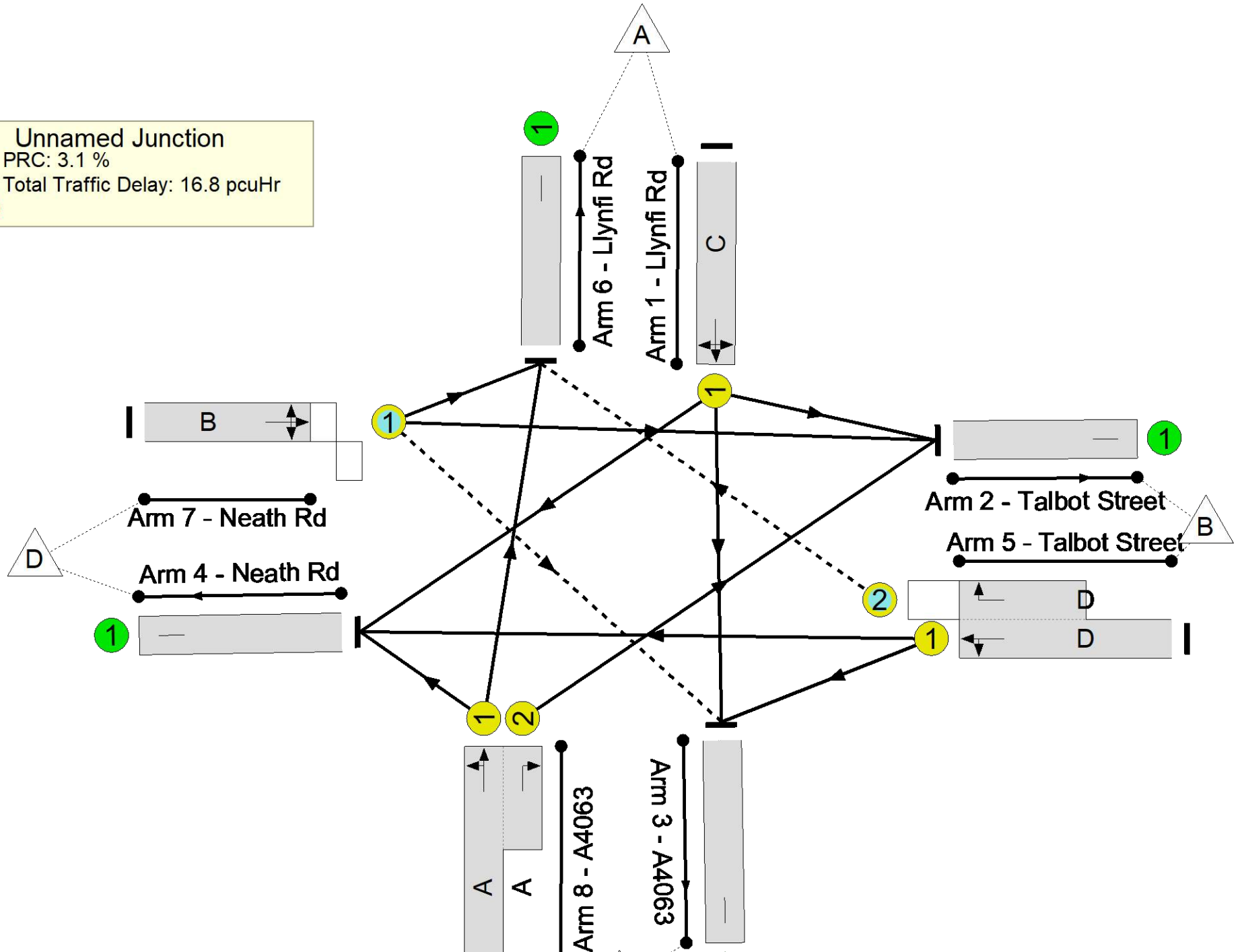

Stage	1	2	3	4
Duration	28	7	21	7
Change Point	0	38	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Unnamed Junction
PRC: 3.1 %
Total Traffic Delay: 16.8 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	-	-		-	-	-	-	-	-	87.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.3%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	7	-	95	1868	166	57.2%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	368	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	-		-	-	-	203	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	315	1857	361	87.3%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	28	-	544	1757:1805	473+150	87.3 : 87.3%

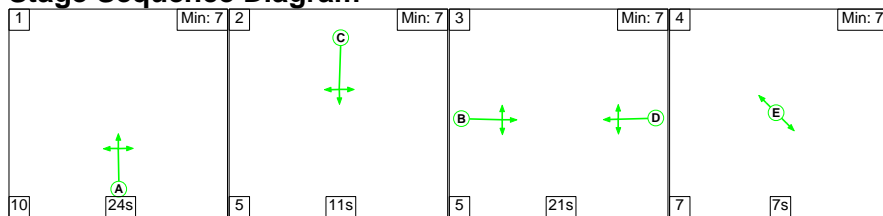
Full Input Data And Results

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	-	-	210	0	2	9.6	7.1	0.1	16.8	-	-	-	-
Unnamed Junction	-	-	210	0	2	9.6	7.1	0.1	16.8	-	-	-	-
1/1	95	95	-	-	-	1.0	0.7	-	1.7	64.3	2.3	0.7	2.9
2/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	368	368	-	-	-	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	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	315	315	170	0	2	2.9	3.0	0.1	6.1	69.3	7.6	3.0	10.6
8/1+8/2	544	544	-	-	-	4.2	3.2	-	7.3	48.6	11.4	3.2	14.6
C1 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 16.79 Cycle Time (s): 90 PRC Over All Lanes (%): 3.1 Total Delay Over All Lanes(pcuHr): 16.79													

Full Input Data And Results

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

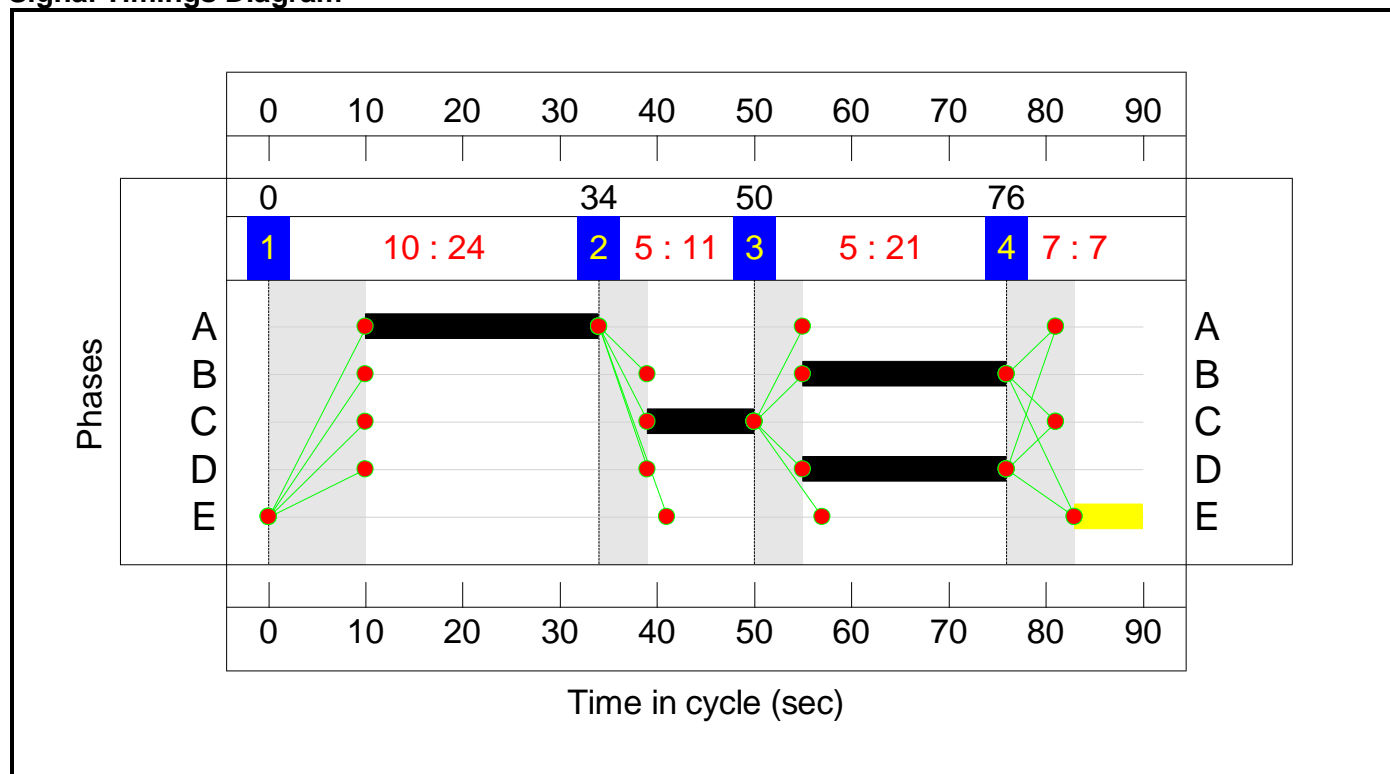
Stage Sequence Diagram




Stage Timings

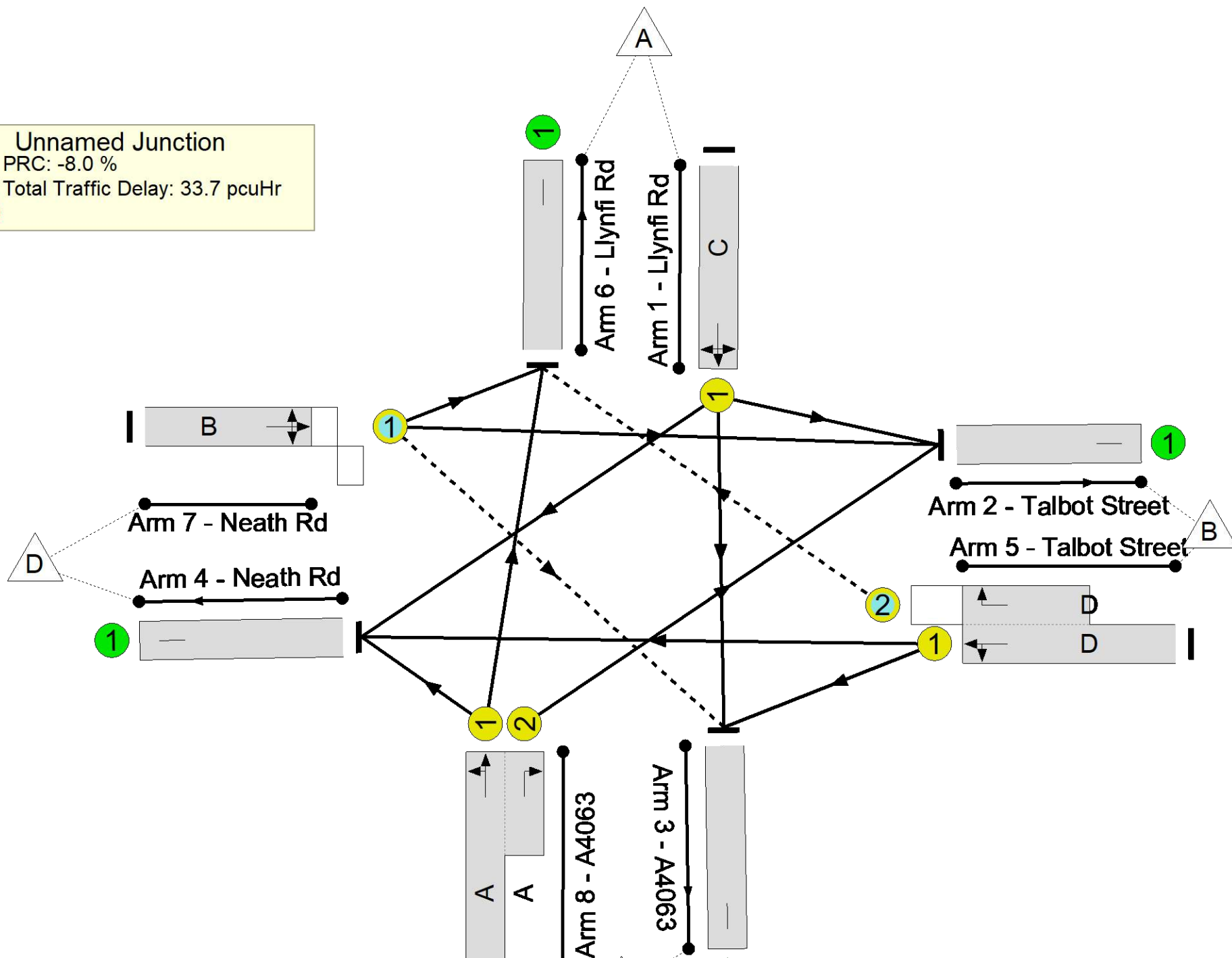
Stage	1	2	3	4
Duration	24	11	21	7
Change Point	0	34	50	76

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


Unnamed Junction
 PRC: -8.0 %
 Total Traffic Delay: 33.7 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	-	-		-	-	-	-	-	-	97.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	97.2%
1/1	Llynfi Rd Left Ahead Right	U	N/A	N/A	C		1	11	-	243	1882	251	96.8%
2/1	Talbot Street	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
3/1	A4063	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
4/1	Neath Rd	U	N/A	N/A	-		-	-	-	397	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	-		-	-	-	153	Inf	Inf	0.0%
7/1	Neath Rd Ahead Right Left	O	N/A	N/A	B		1	21	-	357	1859	370	96.5%
8/1+8/2	A4063 Right Left Ahead	U	N/A	N/A	A		1	24	-	554	1749:1805	386+184	97.2 : 97.2%

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	-	-	255	0	10	12.1	21.5	0.2	33.7	-	-	-	-
Unnamed Junction	-	-	255	0	10	12.1	21.5	0.2	33.7	-	-	-	-
1/1	243	243	-	-	-	2.6	6.1	-	8.7	128.6	6.0	6.1	12.1
2/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	397	397	-	-	-	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	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	357	357	223	0	10	3.4	6.8	0.2	10.4	104.4	8.8	6.8	15.6
8/1+8/2	554	554	-	-	-	4.7	8.4	-	13.1	85.4	11.6	8.4	20.0
C1 PRC for Signalled Lanes (%): -8.0 Total Delay for Signalled Lanes (pcuHr): 33.71 Cycle Time (s): 90 PRC Over All Lanes (%): -8.0 Total Delay Over All Lanes(pcuHr): 33.71													

Appendix L

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Administration

General Specifications

Customer Name	<input type="text" value="GLAMORGAN ENG CONSULTANT"/>	Customer Order No.	<input type="text"/>
Intersection/ General Description	<input type="text" value="A4063 TONDU DEVELOPMENT
T JUNCTION"/>	Controller/ Serial Number	<input type="text"/>
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	<input type="text" value="S1132"/> Issue <input type="text" value="3"/>
Area Specifications/ Customer Drawings	<input type="text"/>	Equipment Installation by	<input type="text"/>
Specification Section	<input type="text"/>	Slot Cutting by	<input type="text"/>
Contract/Tender Ref:	<input type="text"/>	Civil Works by	<input type="text"/>
Quotation No.	<input type="text"/>	Customer's Engineer	<input type="text" value="Andrew Phipps"/>
Works Order No.	<input type="text"/>	Telephone Number	<input type="text" value="02920 820684"/>

Signal Company Use Only

Signal Engineer (IF Prom Label as >) Prom Number Prom Variant
 Configuration Check Value

Controller Options

Hardware Firmware Type and Issue Other Options

ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options

Cabinet/Rack Variant Cuckoo Options

Mains Supply Volts Hz

Peak Lamp Current Amps Dimming Voltage Answer Issue Date Created

Average Lamp Power Watts Low Inrush Tra Edit Issue

Total Average Power Watts

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

<input type="radio"/>	Streams	<input type="text" value="1"/>
<input type="radio"/>	Phases	<input type="text" value="10"/> Current Total Number of Phases <input checked="" type="radio"/> Number of Real Phases <input type="text" value="9"/> <input type="radio"/> Number of Dummy Phases <input type="text" value="1"/>
<input type="radio"/>	Stages	<input type="text" value="7"/> Current Number of stages (inc. ALL-RED stages)
<input type="radio"/>	Switched Signs	<input type="text" value="0"/> Number of Switched Signs

Action

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Facilities/Modes Enabled and Mode Priority Levels

Facilities

<input checked="" type="checkbox"/> Manual Control	<input type="checkbox"/> Part Time	<input type="checkbox"/> London IMU	<input checked="" type="checkbox"/> Pelican/Puffin/Toucan Facilities
<input type="checkbox"/> Manual Step On Mode	<input checked="" type="checkbox"/> Master Time Clock	<input type="checkbox"/> Extend All Red	<input type="checkbox"/> Standalone Manual
<input checked="" type="checkbox"/> CLF (Base Time)	<input checked="" type="checkbox"/> RED Lamp Monitoring	<input type="checkbox"/> Fail To Hardware Flashing	<input type="checkbox"/> Holiday Clock
<input type="checkbox"/> CLF (non-Base Time)	<input checked="" type="checkbox"/> Lamp Monitoring	<input type="checkbox"/> Ripple Change	<input type="checkbox"/> Fail to Part Time
<input checked="" type="checkbox"/> UTC Facility	<input type="checkbox"/> Linked Fixed Time	<input type="checkbox"/> Non-UK	<input checked="" type="checkbox"/> Serial MOVA
<input checked="" type="checkbox"/> Hurry Call Mode	<input checked="" type="checkbox"/> FT To Current MAX		<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Priority	<input checked="" type="checkbox"/> Speed Measurement		<input type="checkbox"/> Free-Standing OTU
<input type="checkbox"/> Emergency Vehicles	<input type="checkbox"/> Download To Level 3		<input type="checkbox"/> Integral OTU

9 Starting Intergreen

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Selected Man Cntrl	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cableless Link (CLF)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Configuration Complexity

Low Medium High Maximum

standard.8DF
 Default PROM data file

Correspondence Monitoring to inc.

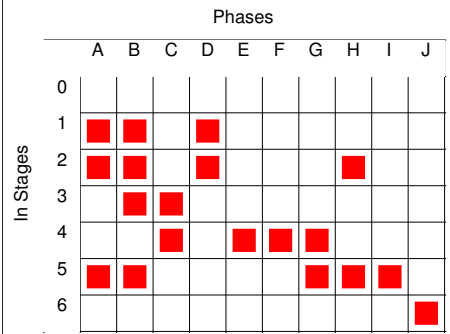
Reds Ambers
 Switched Signs Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phases in Stages



Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Stages in Streams

Stream Data

Phase or Stage to revert to in absence of demands/extensions 0 1 2 3 4 5 6 7

Startup Stage 1

Part-Time switch off stage

Standalone Pedestrian

NB : For a Stand-Along Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

Stages

In Stream

0 1 2 3 4 5 6

0

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase Type and Conditions

Phase Type and Conditions Phases A to P

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	A4063 MAESTEG ROAD EAST SOUTH	0 - UK Traffic	0	0 - I	
B	A4063 MAESTEG ROAD EAST SOUTH LEFT SLIP	0 - UK Traffic	0	0 - I	
C	DEVELOPMENT ACCESS	0 - UK Traffic	0	0 - I	
D	A4063 MAESTEG ROAD EAST NORTH	0 - UK Traffic	0	0 - I	
E	PEDS ACROSS PHASE A ENTRY	3 - UK Near Side Pedestrian	0	0 - I	
F	PEDS ACROSS PHASE B LEFT SLIP	3 - UK Near Side Pedestrian	0	0 - I	
G	PEDS ACROSS PHASE C EXIT	3 - UK Near Side Pedestrian	0	0 - I	
H	PEDS ACROSS PHASE C ENTRY	3 - UK Near Side Pedestrian	0	0 - I	
I	PEDS ACROSS PHASE D EXIT	3 - UK Near Side Pedestrian	0	0 - I	
J	DUMMY ALL RED	2 - UK GreenArrow	0	0 - I	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
 2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
 3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0

Initialise

From Phase

To Phase

	A	B	C	D	E	F	G	H	I	J
A		o	Co	o	Co	o	o	o	o	o
B	o		o	o	o	Co	o	o	o	o
C	Co	o		Co	o	o	o	Co	Co	o
D	o	o	Co		o	o	Co	o	Co	o
E	Co	o	o	o		o	o	o	o	o
F	o	Co	o	o	o		o	o	o	o
G	o	o	o	Co	o	o		o	o	o
H	o	o	Co	o	o	o	o		o	o
I	o	o	Co	Co	o	o	o	o		o
J	o	o	o	o	o	o	o	o	o	

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phases A to P

Phase	Min Green	Min Ped Clr	Extensions	Maximums								Pre-timed	
				A	B	C	D	E	F	G	H		
A	7	0	0.2	35	45	30	30	0	0	0	0	0	<input type="checkbox"/>
B	7	0	0.0	35	45	30	30	0	0	0	0	0	<input type="checkbox"/>
C	7	0	0.0	25	20	20	20	0	0	0	0	0	<input type="checkbox"/>
D	7	0	0.0	45	35	30	30	0	0	0	0	0	<input type="checkbox"/>
E	5	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
F	5	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
G	5	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
H	5	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
I	5	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
J	3	0	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase Intergreen Times

Select Stream(s) To Configure

All
 0

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

		To Phase									
		A	B	C	D	E	F	G	H	I	J
From Phase	A			6		5					3
	B						5				3
	C	6			7				5	9	3
	D			6				8		7	3
	E	0									3
	F		0								3
	G				0						3
	H			0							3
	I			0	0						3
	J	2	2	2	2	2	2	2	2	2	

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Handset Intergreen Limits

HIGH

		To Phase									
		A	B	C	D	E	F	G	H	I	J
From Phase	A			5		5					3
	B						5				3
	C	5			5				5	6	3
	D							5		5	3
	E				5						3
	F										3
	G										3
	H										3
	I										3
	J	2	2	2	2	2	2	2	2	2	

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green	
	Min.	Max.
A	7	255
B	7	255
C	7	255
D	7	255
E	4	255
F	4	255
G	4	255
H	4	255
I	4	255
J	3	255
K		
L		
M		
N		
O		
P		

Phase	Min. Green	
	Min.	Max.
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green	
Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="255"/>
Vehicle Extension	
Min. <input style="width: 50px;" type="text" value="0.0"/>	Max. <input style="width: 50px;" type="text" value="10.0"/>
Phase Delay	
Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="30"/>
Starting I/G	
Min. <input style="width: 50px;" type="text" value="9"/>	Max. <input style="width: 50px;" type="text" value="12"/>
Min Ped Clr (PBT)	
Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="3"/>
Traffic Phase Leaving	
Min. <input style="width: 50px;" type="text" value="3.0"/>	Max. <input style="width: 50px;" type="text" value="3.0"/>
Traffic Phase Red/Amber	
Min. <input style="width: 50px;" type="text" value="2"/>	Max. <input style="width: 50px;" type="text" value="2"/>

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

<input checked="" type="radio"/> Phases A to P <input type="radio"/>																																																																																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="5">Demands</th> </tr> <tr> <th>Phase</th> <th colspan="4">For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.</th> </tr> </thead> <tbody> <tr><td>A</td><td>AX2</td><td>AX3</td><td>ASL4</td><td>ASL5</td></tr> <tr><td>B</td><td>BX6</td><td>BSL7</td><td></td><td></td></tr> <tr><td>C</td><td>CX9</td><td>CX10</td><td>CSL11</td><td>CSL12</td></tr> <tr><td>D</td><td>DX14</td><td>DSL16</td><td>DSL17</td><td></td></tr> <tr><td>E</td><td>PEDE</td><td></td><td></td><td></td></tr> <tr><td>F</td><td>PEDF</td><td></td><td></td><td></td></tr> <tr><td>G</td><td>PEDG</td><td></td><td></td><td></td></tr> <tr><td>H</td><td>PEDH</td><td></td><td></td><td></td></tr> <tr><td>I</td><td>PEDI</td><td></td><td></td><td></td></tr> <tr><td>J</td><td></td><td></td><td></td><td></td></tr> </tbody> </table>	Demands					Phase	For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.				A	AX2	AX3	ASL4	ASL5	B	BX6	BSL7			C	CX9	CX10	CSL11	CSL12	D	DX14	DSL16	DSL17		E	PEDE				F	PEDF				G	PEDG				H	PEDH				I	PEDI				J					<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">Extensions</th> </tr> </thead> <tbody> <tr><td>AX2</td><td>AX3</td><td>ASL4</td><td>ASL5</td></tr> <tr><td>BX6</td><td>BSL7</td><td></td><td></td></tr> <tr><td>CX9</td><td>CX10</td><td>CSL11</td><td>CSL12</td></tr> <tr><td>DX14</td><td>DSL16</td><td>DSL17</td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> <tr><td></td><td></td><td></td><td></td></tr> </tbody> </table>	Extensions				AX2	AX3	ASL4	ASL5	BX6	BSL7			CX9	CX10	CSL11	CSL12	DX14	DSL16	DSL17																									
Demands																																																																																																									
Phase	For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.																																																																																																								
A	AX2	AX3	ASL4	ASL5																																																																																																					
B	BX6	BSL7																																																																																																							
C	CX9	CX10	CSL11	CSL12																																																																																																					
D	DX14	DSL16	DSL17																																																																																																						
E	PEDE																																																																																																								
F	PEDF																																																																																																								
G	PEDG																																																																																																								
H	PEDH																																																																																																								
I	PEDI																																																																																																								
J																																																																																																									
Extensions																																																																																																									
AX2	AX3	ASL4	ASL5																																																																																																						
BX6	BSL7																																																																																																								
CX9	CX10	CSL11	CSL12																																																																																																						
DX14	DSL16	DSL17																																																																																																							

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams 0 1 2 3 4 5 6 7

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams 0 1 2 3 4 5 6 7

(PAR n 0) VA Gap Change

(PAR n 1) VA Max Change

(PAR n 2) FVP Change

(PAR n 3) UTC Change

(PAR n 4) Local Link Change

Pelican Intergreen times

(PIT n 0) Veh Red/Ped Flash Green

(PIT n 1) Veh Flash Amber/Ped Flash Green

(PIT n 2) Veh Flash Amber/Ped red

(PIT n 3) Veh Flash Amber/Ped Red Quiescent

Handset Range Limits

Min Max

0 0

0 0

0 0

0 0

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase - Pelican Puffin and Toucan Times

Phase - Pelican Puffin and Toucan Times

Phases A to P

Phase	PDD Ped Dem Del	PDX Demand Hold	CMX Ped Clearance Maximum	CDY 0 Clearance Delay Gap Chng	CDY 1 Clearance Delay Max Chng	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	1	0.0	5	0	3	0
F	1	0.0	5	0	3	0
G	1	0.0	5	0	3	0
H	1	0.0	5	0	3	0
I	1	2.0	5	0	3	0
J	0	0.0	0	0	0	0

Handset Range Limits

	MIN	MAX
Pedestrian Demand delay PDD	0	4
Pedestrian Demand Hold PDX	0.0	4.0
Pedestrian Clearance CMX	3	12
Pedestrian Clearance Delays CDY 0 and CDY1	0	3
Pedestrian Clearance Delay (Red) CRI	0	0

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams	0	1	2	3	4	5	6	7
Computer Control								
PV								
Window Time UIE								
Local Link								
PV1								
Link Delay Time LKD								
Link Window Time LKW								
Link Override Time LKO								
Kerbside Mat Test Output								

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5	6												
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6												
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6												
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>								
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Phase delays

Phase delays

Phase Delays 0-29
 Phase Delays 30-59
 Phase Delays 60-89
 Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
90				0	105				0
91				0	106				0
92				0	107				0
93				0	108				0
94				0	109	A	6	1	3
95				0	110	B	6	1	3
96				0	111	D	6	1	3
97				0	112	A	6	2	3
98				0	113	B	6	2	3
99				0	114	D	6	2	3
100				0	115	B	6	3	3
101				0	116	C	6	2	3
102				0	117	C	6	4	3
103				0	118	A	6	5	3
104				0	119	B	6	5	3

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

CLF - Base Time

CLF - Base Time

Controller Base Date

Controller Base Time

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>

Handset Range Limits

	Minutes	Seconds
Min	<input type="text" value="0"/>	<input type="text" value="0"/>
Max	<input type="text" value="255"/>	<input type="text" value="59"/>

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

UTC General Data

UTC General Data

Type of UTC
 106 316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority Mode

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
<input type="text" value="Time Only"/>	<input type="text" value="12:00:00"/>

Clock Confirm Time (UTC RT output)

Day	Time
<input type="text" value="Saturday"/>	<input type="text" value="00:00:00"/>

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

UTC Control and Reply Data Format

UTC Control and Reply Data Format

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	F2	F3	F4	F5	F6		
Word 2								
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	G3	G4	G5	G6	GA	GB
Word 2	GC	GD						
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5	F5	G5		21			
6	F6	G6		22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
 G1/G2 RR

Manual Mode Selected:
 G1/G2 RR

No Lamp Power, or Lamps Off due to RLM
 G1/G2

Detector Fault:
 DF

Normal NOT selected on the Manual Panel:
 G1/G2 RR

RR Button Selected:
 G1/G2 RR

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Serial MOVA

Serial MOVA

1	AIN1	2	AX2	3	AX3	4	ASL4	5	ASL5	6	BX6	7	BSL7	8	CIN8
9	CX9	10	CX10	11	CSL11	12	CSL12	13	DIN13	14	DX14	15	DX15	16	DSL16
17	DSL17	18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate DFM	ALTDFOB	19	No Action	
4	Alternate DFM	ALTDFOC	20	No Action	
5	Alternate DFM	ALTDFOE	21	No Action	
6	Conditioning	MTCFO	22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings
 0-15 16-31 32-47 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/Parameter
0	7	07:00:00	MAX SET A	2	0
1	7	09:30:00	MAX SET C	2	2
2	7	12:30:00	MAX SET A	2	0
3	7	15:30:00	MAX SET B	2	1
4	7	18:00:00	MAX SET D	2	3
5	7	07:00:00	ENABLE CONTROLLER LINKING	3	6
6	7	09:00:00	DISABLE CONTROLLER LINKING	4	6
7	7	15:30:00	ENABLE CONTROLLER LINKING	3	6
8	7	19:00:00	DISABLE CONTROLLER LINKING	4	6
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:
 0 = Isolate From CLF
 1 = Introduce a CLF Plan
 2 = Introduce a Parameter (Combination of event switches)
 3 = Selects an Individual event switch to be set
 4 = Selects an Individual event switch to be cleared.

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage
 200-240 50-0-50, 100-120 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage First Red Lamp Fault Speed

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits
 Minimum Maximum

Streams with Phase BlackOut on RLF2
 0

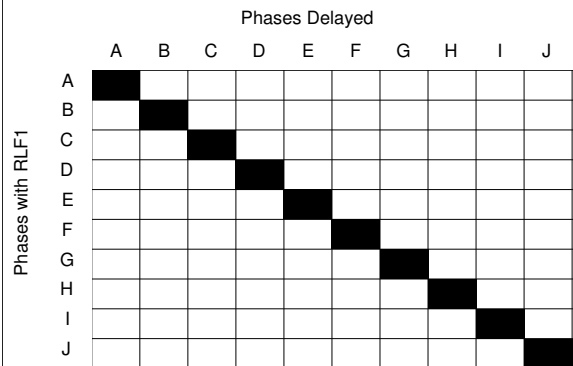
Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

LMU - Sensors

On-Board Sensors				On-Board Sensors				External Sensors			
Sensor/ Phase	Sensor Type	Bulb Watts	NLM CLS	Sensor/ Phase	Sensor Type	Bulb Watts	NLM CLS	Sensor/ Pin	Drive	Sensor Type	Bulb Watts
1 \ A	As Seq.	40	<input type="checkbox"/>	17 \ Q			<input type="checkbox"/>	33 \ b14		Reg. Sign	7
2 \ B	As Seq.	40	<input type="checkbox"/>	18 \ R			<input type="checkbox"/>	34 \ z16		Reg. Sign	7
3 \ C	As Seq.	40	<input type="checkbox"/>	19 \ S			<input type="checkbox"/>	35 \ z14		Reg. Sign	7
4 \ D	As Seq.	40	<input type="checkbox"/>	20 \ T			<input type="checkbox"/>	36 \ z12		Reg. Sign	7
5 \ E	None	40	<input type="checkbox"/>	21 \ U			<input type="checkbox"/>	37 \ b14		Reg. Sign	7
6 \ F	None	40	<input type="checkbox"/>	22 \ V			<input type="checkbox"/>	38 \ z16		Reg. Sign	7
7 \ G	None	40	<input type="checkbox"/>	23 \ W			<input type="checkbox"/>	39 \ z14		Reg. Sign	7
8 \ H	None	40	<input type="checkbox"/>	24 \ X			<input type="checkbox"/>	40 \ z12		Reg. Sign	7
9 \ I	None	40	<input type="checkbox"/>	25 \ Y			<input type="checkbox"/>	41 \ b14			
10 \ J	As Seq.	40	<input type="checkbox"/>	26 \ Z			<input type="checkbox"/>	42 \ z16			
11 \ K	As Seq.	40	<input type="checkbox"/>	27 \ A2			<input type="checkbox"/>	43 \ z14			
12 \ L	As Seq.	40	<input type="checkbox"/>	28 \ B2			<input type="checkbox"/>	44 \ z12			
13 \ M	As Seq.	40	<input type="checkbox"/>	29 \ C2			<input type="checkbox"/>	45 \ b14			
14 \ N	As Seq.	40	<input type="checkbox"/>	30 \ D2			<input type="checkbox"/>	46 \ z16			
15 \ O	As Seq.	40	<input type="checkbox"/>	31 \ E2			<input type="checkbox"/>	47 \ z14			
16 \ P	As Seq.	40	<input type="checkbox"/>	32 \ F2			<input type="checkbox"/>	48 \ z12			

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

RLM Additional Intergreens



Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

RLM Phase Inhibits

Phases Inhibited/Blacked-out

	A	B	C	D	E	F	G	H	I	J
A										
B										
C										
D										
E										
F										
G										
H										
I										
J										

Phases with RLF2

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority and Emergency Vehicle - General

Priority and Emergency Vehicle - General

	Input Name	Type Priority / Emergency		Phase	DFM Time (x10)	Gap Time	DFM Self Reset	Demands Sets				Revertive Demands Sets				Revertive Demands to Start Inhibit Timer Sets			
		P	E					0	1	2	3	0	1	2	3	0	1	2	3
Unit 0	BPD31	<input checked="" type="radio"/>	<input type="radio"/>	D	30	4	1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
Unit 1		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Unit 2		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Unit 3		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Unit 4		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Unit 5		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Unit 6		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						
Unit 7		<input checked="" type="radio"/>	<input type="radio"/>		30	4	0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>						

Inputs From Conditioning

Note:
 Bus Priority Unit values will not be used unless a valid Input Name is specified
 If Bus Unit is to generate a VA demand, then input name must also be specified on VA demands screen

Note:
 Valid values for DFM Self Reset: 1 or 0 for PB800, 0-255 for PB801

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority - Delays, Unit Inhibits and Associations

Priority - Delays, Unit Inhibits and Associations

	Delay Time		Priority Units Inhibited								Associated Priority Units							
	First	Second	0	1	2	3	4	5	6	7	0	1	2	3	4	5	6	7
Unit 0			<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 1			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 2			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 3			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 4			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 5			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 6			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unit 7			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Handset Delay Limits					
First Delay Handset Range	Min	Max	Second Delay Handset Range	Min	Max

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority Time Sets

Priority Time Sets

Sets

0 2

1 3

Copy Set

Priority Unit	0	1	2	3	4	5	6	7
Maximum time (secs)	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>
Extension time (secs)	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>	<input type="text" value="10.0"/>
Inhibit Time (secs)	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>	<input type="text" value="50"/>

Compensation Times

	A	B	C	D	E	F	G	H	I	J
0										
1										
2										
3										
4										
5										
6										
7										

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority Time Sets

Priority Time Sets

Sets		Priority Unit								
<input type="radio"/> 0	<input type="radio"/> 2	0	1	2	3	4	5	6	7	
<input checked="" type="radio"/> 1	<input type="radio"/> 3	Maximum time (secs)	15	15	15	15	15	15	15	15
		Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
		Inhibit Time (secs)	50	50	50	50	50	50	50	50

Copy Set

Compensation Times

	A	B	C	D	E	F	G	H	I	J
0										
1										
2										
3										
4										
5										
6										
7										

Priority Units

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority Time Sets

Priority Time Sets

Sets		Priority Unit								
<input type="radio"/> 0	<input checked="" type="radio"/> 2	0	1	2	3	4	5	6	7	
<input type="radio"/> 1	<input type="radio"/> 3	Maximum time (secs)	15	15	15	15	15	15	15	15
		Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
		Inhibit Time (secs)	50	50	50	50	50	50	50	50

Copy Set

Compensation Times

	A	B	C	D	E	F	G	H	I	J
0										
1										
2										
3										
4										
5										
6										
7										

Priority Units

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority Time Sets

Priority Time Sets

Sets		Priority Unit	0	1	2	3	4	5	6	7
<input type="radio"/> 0	<input type="radio"/> 2	Maximum time (secs)	15	15	15	15	15	15	15	15
<input type="radio"/> 1	<input checked="" type="radio"/> 3	Extension time (secs)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
<input type="button" value="Copy Set"/>		Inhibit Time (secs)	50	50	50	50	50	50	50	50

Compensation Times

Priority Units	A	B	C	D	E	F	G	H	I	J
0										
1										
2										
3										
4										
5										
6										
7										

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Priority - Allowed and Enforced Demands

Priority Unit	Phase									
	A	B	C	D	E	F	G	H	I	J
0										
1										
2										
3										
4										
5										
6										
7										

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Hurry Call

Hurry Call	Stage Called	Call Input Name	Cancel Input Name	Confirm Output Name	Delay Time	Hold Time	Prevent Time
0	<input type="text" value="1"/>	<input type="text" value="*ROUGH1"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="90"/>
1	<input type="text" value="3"/>	<input type="text" value="*ROUGH3"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="90"/>
2	<input type="text" value="1"/>	<input type="text" value="*ROUGH12"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="7"/>	<input type="text" value="90"/>
3	<input type="text" value="1"/>	<input type="text" value="*ROUGH13"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="7"/>	<input type="text" value="90"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Hurry Call Limit Values

	Min.	Max.
Call Delay	<input type="text" value="0"/>	<input type="text" value="255"/>
Call Hold	<input type="text" value="0"/>	<input type="text" value="255"/>
Call Prevent	<input type="text" value="0"/>	<input type="text" value="255"/>

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream							
		0	1	2	3	4	5	6	7
0	<input type="text" value="ALL RED"/>	<input type="text" value="0"/>							
1	<input type="text" value="A4063 MAESTEG ROAD"/>	<input type="text" value="1"/>							
2	<input type="text" value="A4063 MAESTEG ROAD AND PEDS"/>	<input type="text" value="2"/>							
3	<input type="text" value="DEVELOPMENT ARM"/>	<input type="text" value="3"/>							
4	<input type="text" value="DEVELOPMENT ARM AND PEDS"/>	<input type="text" value="4"/>							
5	<input type="text" value="A4063 MAESTEG ROAD NORTHBOUND AND PED I"/>	<input type="text" value="5"/>							
6	<input type="text"/>	<input type="text"/>							
7	<input type="text"/>	<input type="text"/>							

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Manual Mode Enable

Always

When Handset Plugged in (Note 1)

When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

Immediate Signals On

As Start-Up

Mode Select Switches Disabled

VA Fixed Time CLF

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

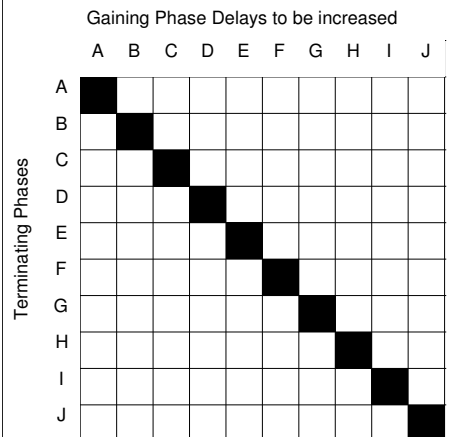
Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Speed Discrimination / Speed Assessment Equipment

SDE - Gaining Phase Delays Affected

Speed Discrimination / Speed Assessment Equipment

Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
<input checked="" type="radio"/> SDE/SA Card <input type="radio"/> Internal SDE/SA									
0				A		<input type="checkbox"/>	Q		<input type="checkbox"/>
1				B		<input type="checkbox"/>	R		<input type="checkbox"/>
Equipment Type <input checked="" type="radio"/> SDE <input type="radio"/> SA									
2				C		<input type="checkbox"/>	S		<input type="checkbox"/>
3				D		<input type="checkbox"/>	T		<input type="checkbox"/>
Loop Spacing <input type="radio"/> 3.05m <input checked="" type="radio"/> 3.66m Note: 3.05m is Non-Standard									
4				E		<input type="checkbox"/>	U		<input type="checkbox"/>
5				F		<input type="checkbox"/>	V		<input type="checkbox"/>
6				G		<input type="checkbox"/>	W		<input type="checkbox"/>
7				H		<input type="checkbox"/>	X		<input type="checkbox"/>
8				I		<input type="checkbox"/>	Y		<input type="checkbox"/>
Number of Assessors <input type="text" value="0"/>									
9				J		<input type="checkbox"/>	Z		<input type="checkbox"/>
10				K		<input type="checkbox"/>	A2		<input type="checkbox"/>
11				L		<input type="checkbox"/>	B2		<input type="checkbox"/>
* Assessor Types: 1 = Double SDE 2 = Triple SDE Inner 3 = Triple SDE Outer 4 = Speed Assessment									
12				M		<input type="checkbox"/>	C2		<input type="checkbox"/>
13				N		<input type="checkbox"/>	D2		<input type="checkbox"/>
14				O		<input type="checkbox"/>	E2		<input type="checkbox"/>
15				P		<input type="checkbox"/>	F2		<input type="checkbox"/>



Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```
; MANUAL PANEL  
; =====  
  
CNDTMA4=MIL22 ; AIN1 ACTIVE LIGHT AUX1 LED FOR 10 SECS  
CNDTMA5=MIL23 ; CIN8 ACTIVE LIGHT AUX 2 LED FOR 10 SECS  
(MODE0 EQL<5>)=MIL07 ; HURRY CALL MODE ACTIVE  
(MODE0 EQL<6>)=MIL17 ; MOVA ACTIVE LIGHT HIGHER PRIORITY LED  
  
; V/A HURRY CALL  
; =====  
  
(MODE0 EQL<2>).CCT00=ROUGH1 ; H/CALL STAGE 1 IF AIN1 ACTIVE AFTER CALL DELAY  
(MODE0 EQL<2>).CCT01=ROUGH3 ; H/CALL STAGE 3 IF CIN8 ACTIVE AFTER CALL DELAY  
  
(MODE0 EQL<2>).CNDTMA65.CFE7=ROUGH12 ; EOUTA1 TO HURRY CALL STAGE 1  
; ( CFE7=1 TO ENABLE )  
(MODE0 EQL<2>).CNDTMA72.CFE8=ROUGH13 ; EOUTB1 TO HURRY CALL STAGE 1  
; ( CFE8=1 TO ENABLE )  
  
; DETECTION  
; =====  
  
AIN1_ext:=+EXOA ; AIN LOOP TO EXTEND PHASE A USING IPX  
 *+=EXCA  
  
CIN8_ext:=+EXOC ; CIN LOOP TO EXTEND PHASE C USING IPX  
 *+=EXCC  
  
DIN13_ext:=+EXOD ; DIN LOOP TO EXTEND PHASE A USING IPX  
 *+=EXCD  
  
; MOVA HURRY CALL  
; =====  
IFT CCT00.NOT(CNDTMA1).NOT(SCRT10) THN ; IF AIN1 ACTIVE AFTER THE CALL DELAY  
 RUN<0> ; START OUTPUT TIMER 0  
 RUN<1> ; START OVERRIDE TIMER 1  
END  
CNDTMA0=MOVADET23 ; TIMER 0 ACTIVE SET MOVADET23  
CCT00=SCRT10  
IFT CNDTMA0 THN ; TIMER 0 ACTIVE STARTS TIMER 4  
 RUN<4> ; TIMER 4 ACTIVE LIGHTS AUX 1 LED  
END  
  
IFT CCT01.NOT(CNDTMA3).NOT(SCRT11) THN ; IF CIN8 ACTIVE AFTER THE CALL DELAY  
 RUN<2> ; START OUTPUT TIMER 2  
 RUN<3> ; START OVERRIDE TIMER 3  
END  
CNDTMA2=MOVADET24 ; TIMER 2 ACTIVE SET MOVADET24  
  
CCT01=SCRT11  
IFT CNDTMA2 THN ; TIMER 2 ACTIVE START TIMER 5  
 RUN<5> ; TIMER 5 ACTIVE LIGHTS AUX 2 LED  
END  
  
; MOVA INPUTS  
; =====  
  
PRSLMPAE.NOT(LMUINHE)=MOVADET18 ; WAIT LAMPS CONFIRM REPLIES  
PRSLMPAF.NOT(LMUINHFI)=MOVADET19  
PRSLMPAG.NOT(LMUINHGI)=MOVADET20
```

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```
PRSLMPAH.NOT(LMUINHHE)=MOVADET21  
PRSLMPAI.NOT(LMUINHFI)=MOVADET22  
  
; BUS DETECTOR FOR MOVA  
; =====  
  
IFT BPD31.NOT(CNDTMA8).NOT(SCRT5) THN ; IF BPD31 ACTIVE  
 RUN<8> ; START OUTPUT TIMER 8  
 RUN<9> ; START OVERRIDE TIMER 9  
END  
CNDTMA8=MOVADET31 ; TIMER 8 ACTIVE SET MOVADET31  
BPD31=SCRT5  
  
; PHASE CONFIRMS  
; =====  
  
NOT(PHASEA)=GA ; PHASE CONFIRMS FOR MOVA  
NOT(PHASEB)=GB  
NOT(PHASEC)=GC  
NOT(PHASED)=GD  
  
; MOVA PHASE DELAYS  
; =====  
  
NOT(MODE0 EQL<6>)::~::~=PHDLAY109  
 *+=PHDLAY110  
 *+=PHDLAY111  
 *+=PHDLAY112  
 *+=PHDLAY113  
 *+=PHDLAY114  
 *+=PHDLAY115  
 *+=PHDLAY116  
 *+=PHDLAY117  
 *+=PHDLAY118  
 *+=PHDLAY119  
  
; MOVA CRB  
; =====  
  
IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN ; TIMER TO STOP CRBS BEING TOGGLED BY THE  
 RUN<94> ; LAMP TEST  
END  
IFT NOT(MODE0 EQL<6>).NOT(CNDTMA95).SSNRM THN ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER  
 RUN<95>  
END  
IFT CNDTER95+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN  
 LOD<10> 2SCRTCH31  
 TRUE=2SCRT239 ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE  
END  
NOT(2SCRTST31 EQL<0>)=.2SCRT239  
IFT (2SCRTST31 GRT<0>) THN  
 DEC 2SCRTCH31  
END  
SSNRM.(NOT(2SCRT239)+(MODE0 EQL<6>)).CNDTMA94=MOVACRB ; WHEN TIMER TERMINATES TOGGLE CRB  
  
; SPECIAL MOVA DETECTOR TOGGLES  
; =====
```

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```
IFT PHASEA.AIN1.NOT(CNDTMA6) THN          ; RUN TIMER WHEN VEHICLE CROSSES IN LOOP
  RUN<6>
END
IFT CNDTER6.NOT(AX2) THN                  ; WHEN TIMER TERMINATES RUN PULSE TIMER
  RUN<7>
END
PHASEA.CNDTMA7.CFE6=+MOVADET2            ; PULSE TIMER ACTIVE SET DETECTOR OUTPUT
; PHASE A TO DEMAND PHASE D
; =====
LCPHA=+LCPHD

; PREVENT STAGES
; =====
(MODE0 EQL<2>).NOT(LCPHH+UCPHH+PEDBUTH+LCST2+UCST2)=PRVST2 ; PREVENT STAGE 2 IF NO DEMAND FOR PHASE H
(MODE0 EQL<2>).NOT(LCPHC+UCPHC+LCST3+UCST3)=PRVST3          ; PREVENT STAGE 3 IF NO DEMAND FOR PHASE C
(MODE0 EQL<2>).NOT(LCPHE+UCPHE+PEDBUTE $                   ; PREVENT STAGE 4 IF NO DEMAND FOR PHASE E F
+LCPHF+UCPHF+PEDBUTF+LCST4+UCST4)=PRVST4
(MODE0 EQL<2>).NOT(LCPHG+UCPHG+PEDBUTG $                   ; PREVENT STAGE 5 IF NO DEMAND FOR PHASE G I
+LCPHI+UCPHI+PEDBUTI+LCST5+UCST5)=PRVST5
; KERBSIDE DETECTOR CHECKING
; =====
PEDI.NOT(KBSACTI)=+LCPHI                  ; IF PED I PUSH BUTTON IS PRESSED WITH NO INPUT
; FROM THE KERBSIDES INSERT A LATCHED DEMAND

; DELAYED REVERT
; =====
(AIN1+CIN8+DIN13 $
+LCPHA+UCPHA+EXTAA+MINA $
+LCPHB+UCPHB+EXTAB+MINB $
+LCPHC+UCPHC+EXTAC+MINC $
+LCPHD+UCPHD+EXTAD+MIND $
+LCPHE+UCPHE+PEDBUTE $
+LCPHF+UCPHF+PEDBUTF $
+LCPHG+UCPHG+PEDBUTG $
+LCPHH+UCPHH+PEDBUTH $
+LCPHI+UCPHI+PEDBUTI $
+LCST1+UCST1 $
+LCST2+UCST2 $
+LCST3+UCST3 $
+LCST4+UCST4 $
+LCST5+UCST5 $
+LCST6+UCST6)=SCRT0                      ; DELAY REVERT IF ANY DEMANDS/EXTENSIONS ARE PRESENT
IFT SCRT0 THN
  RUN<92>
END
IFT CNDTER92 THN
  RUN<93>
END
CNDTMA93.NOT(CFE35):=MOVADET35            ; TIMER 93 ACTIVE AND ( CFE35=0 ) REVERT TO ALL RED
  *+=LCST6
CNDTMA93.CFE35:=MOVADET36                ; TIMER 93 ACTIVE AND ( CFE35=1 ) REVERT TO STAGE 1
  *+=LCST1
```

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```
; LINKED INPUTS FROM CROSSROADS
; =====
EOUTA1=MOVADET32                          ; PHASE A AT GREEN CONFIRM
EOUTB1=MOVADET33                          ; PHASE B AT GREEN CONFIRM
EOUTD2=MOVADET34                          ; PHASE D AT GREEN CONFIRM

; MOVA LINKING PULSE FROM A
; =====
IFT LCPHC.MTCF0.EOUTA1.NOT(CNDTMA64).NOT(SCRT1) THN      ; RUN DELAY WHEN INPUT IS ACTIVE
  RUN<64>
END
IFT CNDTER64 THN
  RUN<65>
END
CNDTMA65.EOUTA1./CFE0=MOVADET25           ; SEND PULSE TO MOVA CFE0=1 TO DISABLE
MTCF0.EOUTA1=SCRT1

; MOVA LINKING HOLD FROM A
; =====
IFT MTCF0.EOUTA2.NOT(SCRT2) THN            ; LINK DELAY
  RUN<66>
END
IFT CNDTER66 THN                            ; FIXED HOLD FROM START OF INPUT ACTIVE
  RUN<67>
END
IFT NOT(EOUTA2).SCRT2 THN                  ; FIXED HOLD FROM END OF INPUT
  RUN<68>
END
IFT CNDTER68 THN                            ; LOOK AT EXTENSIONS AFTER TERMINATION
  RUN<69>
END
IFT CNDTER66 THN                            ; OVERIRDE TIMER
  RUN<70>
END
MTCF0.EOUTA2.CNDTER66=+1SCRT34            ; SET SCRT TO ON
MTCF0.NOT(EOUTA2.NOT(CNDTMA67+CNDTER66).NOT(EXTAA)) $   ; REMOVE EXTENSIONS ARE LOST DURING PERIOD 3
+CFE1=.1SCRT34                                     ; CFE1=1 TO DISABLE EXTENSIONS
MTCF0.NOT(CNDTMA69.NOT(EXTAA))=.1SCRT34           ; REMOVE EXTENSIONS ARE LOST DURING PERIOD 5
MTCF0.NOT(CNDTER69)=.1SCRT34                   ; PERIOD 5 TERNINATES REMOVE DETECTOR
MTCF0.NOT(CNDTER70)=.1SCRT34                   ; OVERRIDE TIMER TERMINATES REMOVE DETECTOR
MTCF0.1SCRT34.CFE2=MOVADET26                  ; SEND DETECTOR TO MOVA CFE2=1 TO ENABLE
MTCF0.EOUTA2=SCRT2

; MOVA LINKING PULSE FROM B
; =====
IFT EOUTB1.NOT(CNDTMA71).NOT(SCRT3) THN      ; RUN DELAY WHEN INPUT IS ACTIVE
  RUN<71>
END
IFT CNDTER71 THN
  RUN<72>
END
CNDTMA72.EOUTB1./CFE3=MOVADET27           ; SEND PULSE TO MOVA CFE3=1 TO DISABLE
EOUTB1=SCRT3

; MOVA LINKING HOLD FROM B
; =====
IFT EOUTB2.NOT(SCRT4) THN                  ; LINK DELAY
```

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```
      RUN<73>
END
IFT CNDTER73 THN                ; FIXED HOLD FROM START OF INPUT ACTIVE
RUN<74>
END
IFT NOT (EOUTB2).SCRT4 THN      ; FIXED HOLD FROM END OF INPUT
      RUN<75>
END
IFT CNDTER75 THN                ; LOOK AT EXTENSIONS AFTER TERMINATION
      RUN<76>
END
IFT CNDTER73 THN                ; OVERIRDE TIMER
      RUN<77>
END
EOUTB2.CNDTER73=+1SCRT33        ; SET SCRT TO ON
NOT (EOUTB2.NOT (CNDTMA74+CNDTER73).NOT (EXTAA))+/CFE4=.1SCRT33 ; REMOVE DETECTOR IF EXTENSIONS ARE LOST DURING PERIOD 3
      ; CFE4=1 TO ENABLE EXTENSIONS
NOT (CNDTMA76.NOT (EXTAA))=.1SCRT33 ; REMOVE DETECTOR IF EXTENSIONS ARE LOST DURING PERIOD 5
NOT (CNDTER76)=.1SCRT33          ; PERIOD 5 TERNINATES REMOVE DETECTOR
NOT (CNDTER77)=.1SCRT33          ; OVERRIDE TIMER TERMINATES REMOVE DETECTOR
1SCRT33./CFE5=MOVADET28          ; SEND DETECTOR TO MOVA CFE5=1 TO DISABLE
EOUTB2=SCRT4

; LINKED OUTPUTS TO CROSSROADS
; =====
PHASEC=WOUTC1
PHASEC=WOUTC2
PHASED=WOUTD1
PHASED=WOUTD2
```

Works Order :
EM Number : S1132
Engineer : P M ROUSE
Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```
      ; MOVA LINKING HOLD FROM D TO A
      ; =====
IFT MTCF0.EOUTD2.NOT (SCRT6) THN                ; LINK DELAY
      RUN<48>
END
IFT CNDTER48 THN                                ; FIXED HOLD FROM START OF INPUT ACTIVE
      RUN<49>
END
IFT NOT (EOUTD2).SCRT6 THN                      ; FIXED HOLD FROM END OF INPUT
      RUN<50>
END
IFT CNDTER50 THN                                ; LOOK AT EXTENSIONS AFTER TERMINATION
      RUN<51>
END
IFT CNDTER48 THN                                ; OVERIRDE TIMER
      RUN<52>
END
MTCF0.EOUTD2.CNDTER48=+1SCRT37                  ; SET SCRT TO ON
MTCF0.NOT (EOUTD2.NOT (CNDTMA49+CNDTER48).NOT (EXTAA))+CFE9=.1SCRT37 ; REMOVE EXTENSIONS ARE LOST DURING PERIOD 3
      ; CFE9=1 TO DISABLE EXTENSIONS
MTCF0.NOT (CNDTMA51.NOT (EXTAA))=.1SCRT37        ; REMOVE EXTENSIONS ARE LOST DURING PERIOD 5
MTCF0.NOT (CNDTER51)=.1SCRT37                    ; PERIOD 5 TERNINATES REMOVE DETECTOR
MTCF0.NOT (CNDTER52)=.1SCRT37                    ; OVERRIDE TIMER TERMINATES REMOVE DETECTOR
MTCF0.1SCRT37.CFE10=MOVADET29                    ; SEND DETECTOR TO MOVA CFE10=1 TO ENABLE
MTCF0.EOUTD2=SCRT6
```


Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning

```

; MOVA LINKING BACKWARD LINK FROM E
; =====
IFT MTCF0.EOUTE2.NOT(SCRT7) THN          ; LINK DELAY TIMER
  RUN<53>
END
IFT MTCF0.EOUTE2.CNDTER53 THN           ; DELAY TIMER EXPIRED SETS FLAG
  TRUE=1SCRT38
END
IFT MTCF0.NOT(EOUTE2) THN               ; RUN OVERRIDE TIMER TO ENSURE FLAG CLEARS
  RUN<54>
  FALSE=1SCRT38                         ; CLEAR FLAG WHEN INPUTS CLEARS
END
CNDTMA54.NOT(CNDTMA53).1SCRT38./CFE11=MOVADET30 ; SET MOVADET30 WHEN INPUT ACTIVE
MTCF0.EOUTE2=SCRT7                     ; SETTING CFE11=1 TO DISABLE
  
```

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	2	0	10	<input type="checkbox"/>	O/P PULSE MOVADET23	16		0	255	<input type="checkbox"/>	
1	20	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET23	17		0	255	<input type="checkbox"/>	
2	2	0	10	<input type="checkbox"/>	O/P PULSE TIMER MOVADET24	18		0	255	<input type="checkbox"/>	
3	90	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET24	19		0	255	<input type="checkbox"/>	
4	10	0	255	<input type="checkbox"/>	AIN1 ACTIVE ON TIME	20		0	255	<input type="checkbox"/>	
5	10	0	255	<input type="checkbox"/>	CIN8 ACTIVE ON TIME	21		0	255	<input type="checkbox"/>	
6	2	0	6	<input type="checkbox"/>	AIN1 TOGGLE AX2	22		0	255	<input type="checkbox"/>	
7	1.0	0.4	6	<input checked="" type="checkbox"/>	AX2 TOGGLE	23		0	255	<input type="checkbox"/>	
8	2	0	10	<input type="checkbox"/>	BPA	24		0	255	<input type="checkbox"/>	
9	50	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET31	25		0	255	<input type="checkbox"/>	
10		0	255	<input type="checkbox"/>		26		0	255	<input type="checkbox"/>	
11		0	255	<input type="checkbox"/>		27		0	255	<input type="checkbox"/>	
12		0	255	<input type="checkbox"/>		28		0	255	<input type="checkbox"/>	
13		0	255	<input type="checkbox"/>		29		0	255	<input type="checkbox"/>	
14		0	255	<input type="checkbox"/>		30		0	255	<input type="checkbox"/>	
15		0	255	<input type="checkbox"/>		31		0	255	<input type="checkbox"/>	

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
32		0	255	<input type="checkbox"/>		48	10	0	255	<input type="checkbox"/>	DELAY MOVADET29 HOLD O/P
33		0	255	<input type="checkbox"/>		49	6	0	255	<input type="checkbox"/>	O/P FIXED HOLD
34		0	255	<input type="checkbox"/>		50	6	0	255	<input type="checkbox"/>	END INPUT FIXED HOLD
35		0	255	<input type="checkbox"/>		51	6	0	255	<input type="checkbox"/>	EXTEND AFTER INPUT
36		0	255	<input type="checkbox"/>		52	40	0	255	<input type="checkbox"/>	INPUT OVERRIDE MOVADET29
37		0	255	<input type="checkbox"/>		53	6	0	255	<input type="checkbox"/>	DELAY B/L MOVADET30
38		0	255	<input type="checkbox"/>		54	40	0	255	<input type="checkbox"/>	OVERRIDE TIMER MOVADET30
39		0	255	<input type="checkbox"/>		55		0	255	<input type="checkbox"/>	
40		0	255	<input type="checkbox"/>		56		0	255	<input type="checkbox"/>	
41		0	255	<input type="checkbox"/>		57		0	255	<input type="checkbox"/>	
42		0	255	<input type="checkbox"/>		58		0	255	<input type="checkbox"/>	
43		0	255	<input type="checkbox"/>		59		0	255	<input type="checkbox"/>	
44		0	255	<input type="checkbox"/>		60		0	255	<input type="checkbox"/>	
45		0	255	<input type="checkbox"/>		61		0	255	<input type="checkbox"/>	
46		0	255	<input type="checkbox"/>		62		0	255	<input type="checkbox"/>	
47		0	255	<input type="checkbox"/>		63		0	255	<input type="checkbox"/>	

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
64	1	0	255	<input type="checkbox"/>	DELAY MOVADET25 PULSE	80		0	255	<input type="checkbox"/>	
65	5	0	10	<input type="checkbox"/>	O/P PULSE MOVADET25	81		0	255	<input type="checkbox"/>	
66	10	0	255	<input type="checkbox"/>	DELAY MOVADET26 HOLD O/P	82		0	255	<input type="checkbox"/>	
67	6	0	255	<input type="checkbox"/>	O/P FIXED HOLD	83		0	255	<input type="checkbox"/>	
68	6	0	255	<input type="checkbox"/>	END INPUT FIXED HOLD	84		0	255	<input type="checkbox"/>	
69	6	0	255	<input type="checkbox"/>	EXTEND AFTER INPUT	85		0	255	<input type="checkbox"/>	
70	40	0	255	<input type="checkbox"/>	INPUT OVERRIDE MOVADET26	86		0	255	<input type="checkbox"/>	
71	8	0	255	<input type="checkbox"/>	DELAY MOVADET27 PULSE	87		0	255	<input type="checkbox"/>	
72	2	0	10	<input type="checkbox"/>	O/P PULSE MOVADET27	88		0	255	<input type="checkbox"/>	
73	1	0	255	<input type="checkbox"/>	DELAY MOVADET28 HOLD O/P	89		0	255	<input type="checkbox"/>	
74	6	0	255	<input type="checkbox"/>	O/P FIXED HOLD	90		0	255	<input type="checkbox"/>	
75	1	0	255	<input type="checkbox"/>	END INPUT FIXED HOLD	91		0	255	<input type="checkbox"/>	
76	1	0	255	<input type="checkbox"/>	EXTEND AFTER INPUT	92	10	0	255	<input type="checkbox"/>	DELAY REVRT TIMER
77	60	0	255	<input type="checkbox"/>	INPUT OVERRIDE MOVADET28	93	2	0	10	<input type="checkbox"/>	OUTPUT PULSE REVERT
78		0	255	<input type="checkbox"/>		94	1	1	5	<input type="checkbox"/>	MIN LAMPS OFF TIMER
79		0	255	<input type="checkbox"/>		95	120	0	255	<input type="checkbox"/>	MOVA CRB TOGGLE BIT

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	1667/1/27056/001	Manual Panel Assy (Intersection Cont)			
43	1667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	1667/1/27056/000	Manual Panel Blanking Kit			
45					
46					Note 2:
47					Ancillary Processor PLD
48					Variants
49					101 OTU & LMU
50					102 OTU Only
51					103 LMU Only
52	1667/7/25171/000	Current Transformer			104 OTU & LMU + Up/Download
53					105 OUT Only + Up/Download
54					NB Controller Has built in LMU
55					So LMU on Ancillary Processor
56					Not required included for info
57					only.
58					
59					
60					Note 3:
61	1667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			Fit Current Transformer
62	1667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			starting from position
63	1667/1/27001/101	Rack Export 8 Phase wired 16 Phase			TLB/z/16 on the first phase
64	1667/1/27001/102	Rack Export 24 Phase wired 32 Phase			driver PCB. if more than 3
65	1667/1/27002/100	Export Lamp Switch Kit			sensors are called up fit the
66	1667/1/27084/001	Dimming Assembly (1.5KVA) (Fit Std UK)			4th sensor to the second
67	1667/1/27084/002	Dimming Assembly (2.0KVA)			Phases driver PCB, and so on
68	1667/1/27084/003	Dimming Assembly (3.0KVA)			until all sensors have been
69	1667/1/27130/000	30A Controller Kit			used up.
70					TLB/b/14 - 1st sensor terminal
71	1667/1/27001/310	ST800 SE Export Rack up to 8 Phase			TLB/z/16 - 2nd sensor terminal
72	1667/1/27223/003	ST800 SE 8 Phase Driver No LMU			TLB/z/14 - 3rd sensor terminal
73	1667/1/27223/403	ST800 SE 4 Phase Driver No LMU			TLB/z/12 - 4th sensor terminal
74					TLB/z/12 - 4th sensor terminal
75					
76					
77	1667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			TLB/z/12 - 4th sensor terminal
78	1667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	1667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Special Instructions

***** CONTROLLER LINK CABLE CONNECTIONS *****

CONNECT UP THE LINK CABLE AS PER DIAGRAM BELOW

CROSSROADS CONTROLLER		T JUNCTION CONTROLLER	
=====		=====	
TSYNC	TBJ 9 ----->	TBP 1	TSYNC
OV	TBJ 10 ----->	TBE 6/12	COMMON
EOUTA1	TBJ 11 ----->	TBP 2	EOUTA1
OV	TBJ 12 ----->	TBE 6/12	COMMON
EOUTA2	TBK 1 ----->	TBP 3	EOUTA2
OV	TBK 2 ----->	TBE 6/12	COMMON
EOUTB1	TBK 3 ----->	TBP 4	EOUTB2
OV	TBK 4 ----->	TBE 6/12	COMMON
EOUTB2	TBK 5 ----->	TBP 5	EOUTB2
OV	TBK 6 ----->	TBE 6/12	COMMON
EOUTD2	TBK 7 ----->	TBP 6	EOUTD2
OV	TBK 8 ----->	TBE 6/12	COMMON
EOUTE2	TBK 9 ----->	TBP 7	EOUTE2
OV	TBK 10 ----->	TBE 6/12	COMMON
WOUTC1	TBS 5 <-----	TBJ 9	WOUTC1
COMMON	TBE 6/12 <-----	TBJ 10	OV
WOUTC2	TBS 6 <-----	TBJ 11	WOUTC2
COMMON	TBE 6/12 <-----	TBJ 12	OV
WOUTD1	TBS 7 <-----	TBK 1	WOUTD1
COMMON	TBE 6/12 <-----	TBK 2	OV
WOUTD2	TBS 8 <-----	TBK 3	WOUTD2
COMMON	TBE 6/12 <-----	TBK 4	OV

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	AIN1	10	0	<input type="checkbox"/>
1	CIN8	10	0	<input type="checkbox"/>
2		0	0	<input type="checkbox"/>
3		0	0	<input type="checkbox"/>
4		0	0	<input type="checkbox"/>
5		0	0	<input type="checkbox"/>
6		0	0	<input type="checkbox"/>
7		0	0	<input type="checkbox"/>

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type
 Port:
 Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No	
<input type="radio"/> 0	0	I	AIN1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	3.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1TBG 1
<input type="radio"/> 1	1	I	AX2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 2
<input type="radio"/> 2	2	I	AX3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 3
<input type="radio"/> 3	3	I	SPARE1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 4
<input type="radio"/> 4	4	I	ASL4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 5
<input type="radio"/> 5	5	I	ASL5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 6
<input type="radio"/> 6	6	I	BX6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 7
<input type="radio"/> 7	7	I	BSL7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBG 8

Add Delete Move Clear Used By

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type

Port:

Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	AR	UD	Term Block	Term No
<input type="radio"/>	8	0	I	CIN8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	3.2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	1
<input type="radio"/>	9	1	I	CX9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	2
<input type="radio"/>	10	2	I	CX10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	3
<input type="radio"/>	11	3	I	SPARE2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	4
<input type="radio"/>	12	4	I	CSL11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	5
<input type="radio"/>	13	5	I	CSL12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	6
<input type="radio"/>	14	6	I	DIN13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	7
<input type="radio"/>	15	7	I	DX14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	4.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBH	8

Add Delete Move Clear Used By

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type

Port:

Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	AR	UD	Term Block	Term No
<input type="radio"/>	16	0	I	DX15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	1
<input type="radio"/>	17	1	I	DSL16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	2
<input type="radio"/>	18	2	I	DSL17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	0.8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	3
<input type="radio"/>	19	3	I	SPARE3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	4
<input type="radio"/>	20	4	I	PEDE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	5
<input type="radio"/>	21	5	I	ONCRE1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	6
<input type="radio"/>	22	6	I	ONCRE2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	7
<input type="radio"/>	23	7	I	PEDF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	8

Add Delete Move Clear Used By

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type
 Port:
 Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	AR	UD	Term Block	Term No		
<input type="radio"/>	24	0	I	ONCRF1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	1	
<input type="radio"/>	25	1	I	ONCRF2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	2
<input type="radio"/>	26	2	I	PEDG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	3
<input type="radio"/>	27	3	I	ONCRG1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	4
<input type="radio"/>	28	4	I	ONCRG2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	5
<input type="radio"/>	29	5	I	PEDH	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	6
<input type="radio"/>	30	6	I	ONCRH1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	7
<input type="radio"/>	31	7	I	ONCRH2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBL	8

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type
 Port:
 Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	AR	UD	Term Block	Term No	
<input type="radio"/>	32	0	O	WOUTC1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	9+10
<input type="radio"/>	33	1	O	WOUTC2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBJ	11+12
<input type="radio"/>	34	2	O	WOUTD1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBK	1+2
<input type="radio"/>	35	3	O	WOUTD2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBK	3+4
<input type="radio"/>	36	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBK	5+6
<input type="radio"/>	37	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBK	7+8
<input type="radio"/>	38	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBK	9+10
<input type="radio"/>	39	7	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBK	11+12

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type
 Port:
 Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	AR	UD	Term Block	Term No
<input type="radio"/> 48	0	I	PEDI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	1
<input type="radio"/> 49	1	I	KBS1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	2	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	2
<input type="radio"/> 50	2	I	KBSI2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	2	1.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	3
<input type="radio"/> 51	3	I	ONCRI1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	4
<input type="radio"/> 52	4	I	ONCRI2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	1	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	5
<input type="radio"/> 53	5	I	BPD31	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	6
<input type="radio"/> 54	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	7
<input type="radio"/> 55	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBN	8

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Input/Output

Input/Output

Enable Signal Required Check boxes

Port Number & Type
 Port:
 Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	AR	UD	Term Block	Term No
<input type="radio"/> 56	0	I	TSYNC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	1
<input type="radio"/> 57	1	I	EOUTA1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	2
<input type="radio"/> 58	2	I	EOUTA2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	3
<input type="radio"/> 59	3	I	EOUB1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	4
<input type="radio"/> 60	4	I	EOUB2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	5
<input type="radio"/> 61	5	I	EOUTD2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	6
<input type="radio"/> 62	6	I	EOUTE2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	7
<input type="radio"/> 63	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1TBP	8

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

Aspect Drives

Aspect Drives

A-L M-X Y-F2

Phase Driver Card 1				Phase Driver Card 1				Phase Driver Card 2			
	Used For	Term Block	Term No		Used For	Term Block	Term No		Used For	Term Block	Term No
A - Red	Phase	1TBA	1	E - Red	Phase	1TBB	1	I - Red	Phase	1TBC	1
A - Amber	Phase	1TBA	2	E - Amber	Phase	1TBB	2	I - Amber	Phase	1TBC	2
A - Green	Phase	1TBA	3	E - Green	Phase	1TBB	3	I - Green	Phase	1TBC	3
B - Red	Phase	1TBA	4	F - Red	Phase	1TBB	4	J - Red			
B - Amber	Phase	1TBA	5	F - Amber	Phase	1TBB	5	J - Amber			
B - Green	Phase	1TBA	6	F - Green	Phase	1TBB	6	J - Green			
C - Red	Phase	1TBA	7	G - Red	Phase	1TBB	7	K - Red			
C - Amber	Phase	1TBA	8	G - Amber	Phase	1TBB	8	K - Amber			
C - Green	Phase	1TBA	9	G - Green	Phase	1TBB	9	K - Green			
D - Red	Phase	1TBA	10	H - Red	Phase	1TBB	10	L - Red			
D - Amber	Phase	1TBA	11	H - Amber	Phase	1TBB	11	L - Amber			
D - Green	Phase	1TBA	12	H - Green	Phase	1TBB	12	L - Green			

Works Order :
 EM Number : S1132
 Engineer : P M ROUSE
 Intersection : A4063 TONDU DEVELOPMENT T JUNCTION

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 2	Active (Mins)	10	10	10	10
	InActive (Hrs)				
Group 3	Active (Mins)	60	60	60	60
	InActive (Hrs)	96	96	96	96
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (

Index

- 1 General Junction Data
 - 1.1 Administration
 - 1.2 Streams, Stages, Phases Control
 - 1.3 Facilities/Modes Enabled and Mode Priority Levels
 - 1.4 Phases in Stages
 - 1.5 Stages in Streams
- 2 Phases
 - 2.1 Phase Type and Conditions
 - 2.2 Opposing and Conflicting Phases
 - 2.3 Timings
 - 2.3.1 Phase Minimums, Maximums, Extensions, Ped. Leaving periods
 - 2.3.2 Phase Intergreen Times
 - 2.3.3 Handset Intergreen Limits
 - 2.3.4 Phase Timing Handset Ranges
 - 2.4 Phase - VA Demand and Extend Definitions
 - 2.5 Phase Internal/Revertive Demands
 - 2.6 Pelicans, Puffins and Toucans
 - 2.6.1 Phase - OnCrossing and Kerbside Detector Definitions
 - 2.6.2 Stream - Pelican/Puffin/Toucan Times
 - 2.6.3 Phase - Pelican/Puffin and Toucan Times
 - 2.6.4 IO and Link - Pelican/Puffin/Toucan Times
- 3 Streams and Stages
 - 3.1 Stage - Prohibited, Alternative, Ignored Moves (No configuration data to print)
 - 3.2 Stage Internal Demands / Ped. Window Times
 - 3.3 Phase delays
- 4 Modes and Facilites - Detailed
 - 4.1 Fixed Time
 - 4.2 Cableless Linking
 - 4.2.1 CLF - Plan(s) (No configuration data to print)
 - 4.2.2 CLF - Base Time
 - 4.2.3 CLF - Demand Dependent Moves (No configuration data to print)
 - 4.3 Urban Traffic Control
 - 4.3.1 UTC General Data
 - 4.3.2 UTC Control and Reply Data Format
 - 4.3.3 UTC Data Definitions
 - 4.3.3.1 UTC Phase Demand and Extend Definitions (No configuration data to print)
 - 4.3.3.2 UTC Stage and Modes Data Definitions
 - 4.3.3.3 UTC Demand Dependent Forces (No configuration data to print)
 - 4.3.4 Serial MOVA
 - 4.4 Master Time Clock
 - 4.4.1 MTC - Time Switch Parameters
 - 4.4.2 MTC - Time Switch Parameters Array
 - 4.4.3 Master Time Clock - Day Type
 - 4.4.4 Master Time Clock - Time Table
 - 4.5 Integral Lamp Monitoring
 - 4.5.1 LMU - General
 - 4.5.2 LMU - Sensors
 - 4.5.3 RLM Additional Intergreens
 - 4.5.4 RLM Phase Inhibits
 - 4.6 Priority and Emergency Vehicle
 - 4.6.1 Priority and Emergency Vehicle - General
 - 4.6.2 Priority - Delays, Unit Inhibits and Associations
 - 4.6.3 Priority Time Sets
 - 4.6.4 Priority - Allowed and Enforced Demands
 - 4.7 Hurry Call
 - 4.8 Manual
 - 4.8.1 Manual Panel
 - 4.8.2 Manual Mode - Optional Phases Appearance (No configuration data to print)
 - 4.9 Speed Measurement
 - 4.9.1 Speed Discrimination / Speed Assessment Equipment
 - 4.9.2 SDE - Gaining Phase Delays Affected
- 5 Conditioning Data
 - 5.1 Special Conditioning
 - 5.2 Special Conditioning Timers
 - 5.3 Fault Log Flags (No configuration data to print)
- 6 Special Instructions
- 7 I/O

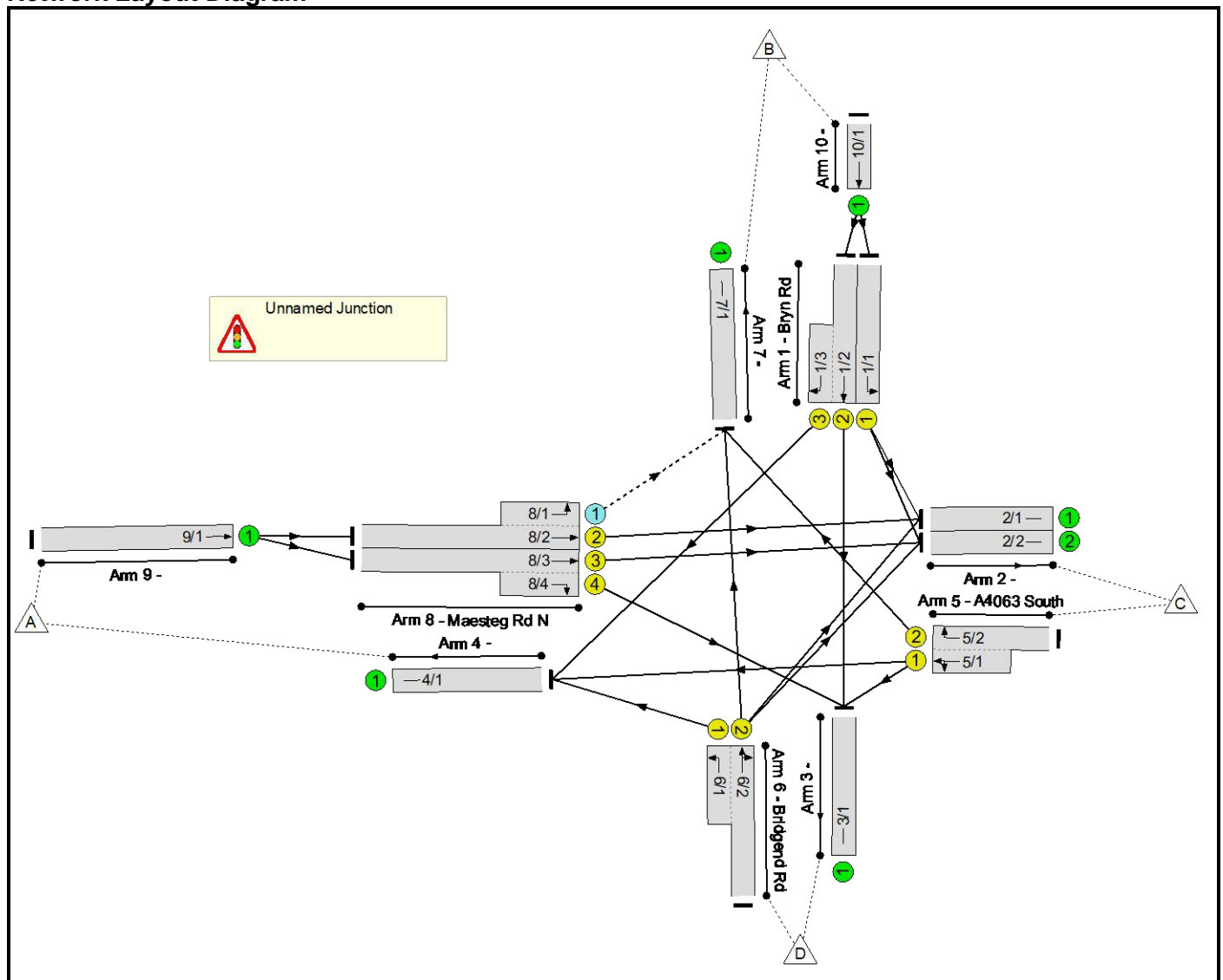
- 7.1 Call Cancel
- 7.2 Input/Output
- 7.3 Aspect Drives
- 7.4 I/O - Group DFM Timings

Full Input Data And Results
Full Input Data And Results

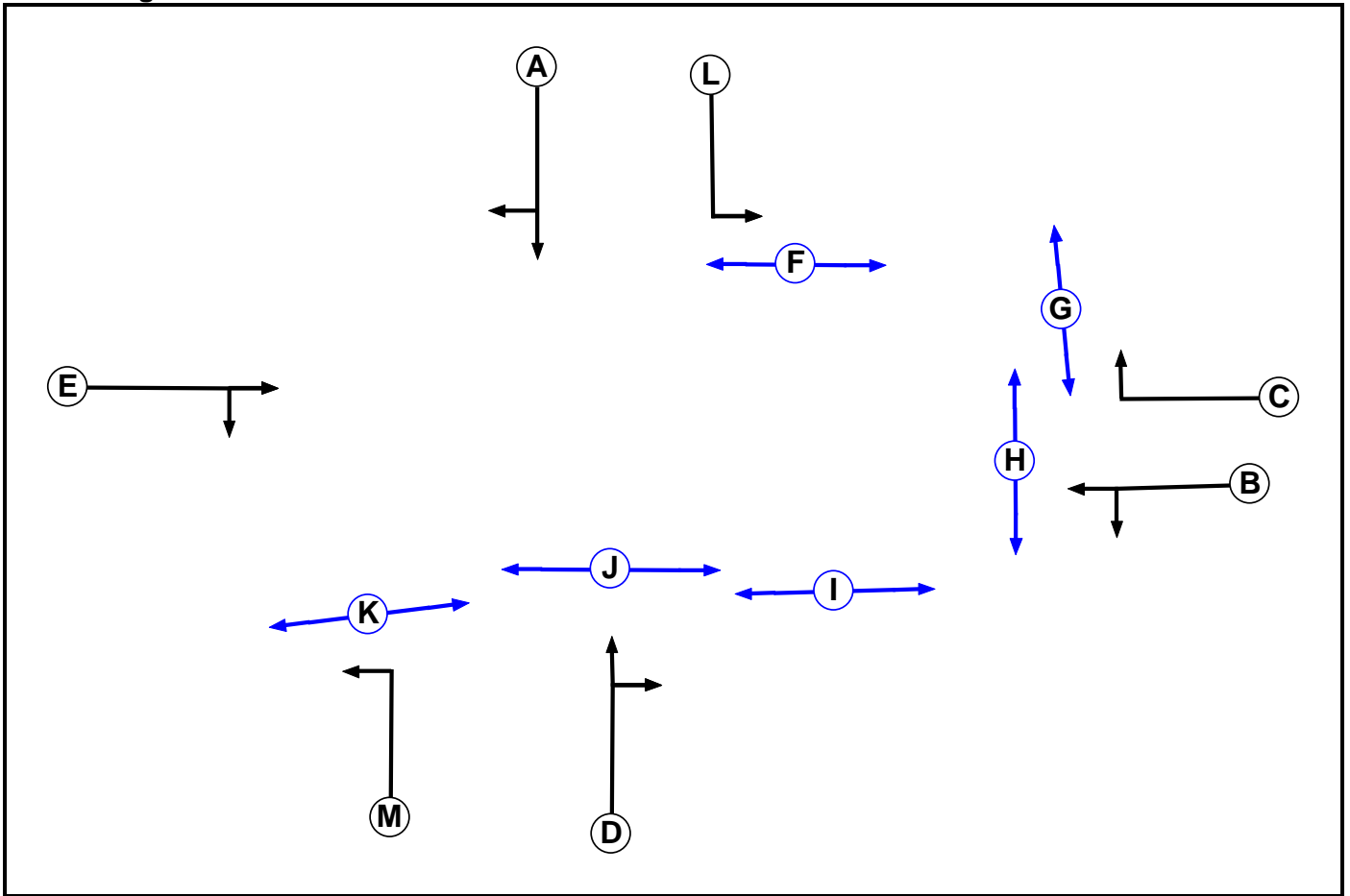
User and Project Details

Project:	Land at Llangynwyd
Title:	Bryn Road Signals
Location:	Tondu, Bridgend
Additional detail:	
File name:	Bryn Rd.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

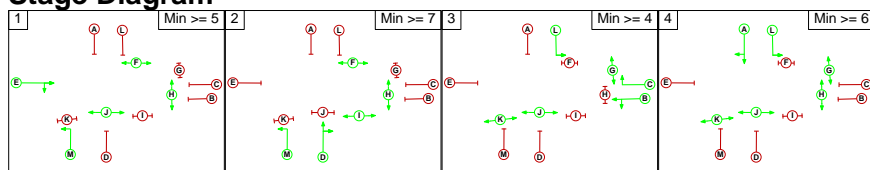
Phase Intergrens Matrix

	Starting Phase												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	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	347
2/2	382
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)	391(In) 249(Out)
8/3 (with short)	353(In) 285(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	148	774	81	1003
	B	129	0	275	84	488
	C	496	187	0	7	690
	D	66	71	17	0	154
	Tot.	691	406	1066	172	2335

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2035 AM + Dev
Junction: Unnamed Junction	
1/1	275
1/2 (with short)	213(In) 84(Out)
1/3 (short)	129
2/1	512
2/2	554
3/1	172
4/1	691
5/1 (short)	503
5/2 (with short)	690(In) 187(Out)
6/1 (short)	66
6/2 (with short)	154(In) 88(Out)
7/1	406
8/1 (short)	148
8/2 (with short)	513(In) 365(Out)
8/3 (with short)	490(In) 409(Out)
8/4 (short)	81
9/1	1003
10/1	488

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	19.3 %	2080	2080
				Arm 7 Ahead	Inf	80.7 %		
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	144	544	69	757
	B	166	0	178	60	404
	C	851	198	0	17	1066
	D	136	118	17	0	271
	Tot.	1153	460	739	146	2498

Full Input Data And Results

Traffic Lane Flows

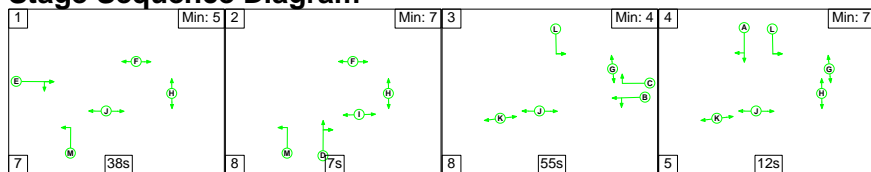
Lane	Scenario 6: 2035 PM + Dev
Junction: Unnamed Junction	
1/1	178
1/2 (with short)	226(In) 60(Out)
1/3 (short)	166
2/1	352
2/2	387
3/1	146
4/1	1153
5/1 (short)	868
5/2 (with short)	1066(In) 198(Out)
6/1 (short)	136
6/2 (with short)	271(In) 135(Out)
7/1	460
8/1 (short)	144
8/2 (with short)	398(In) 254(Out)
8/3 (with short)	359(In) 290(Out)
8/4 (short)	69
9/1	757
10/1	404

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')

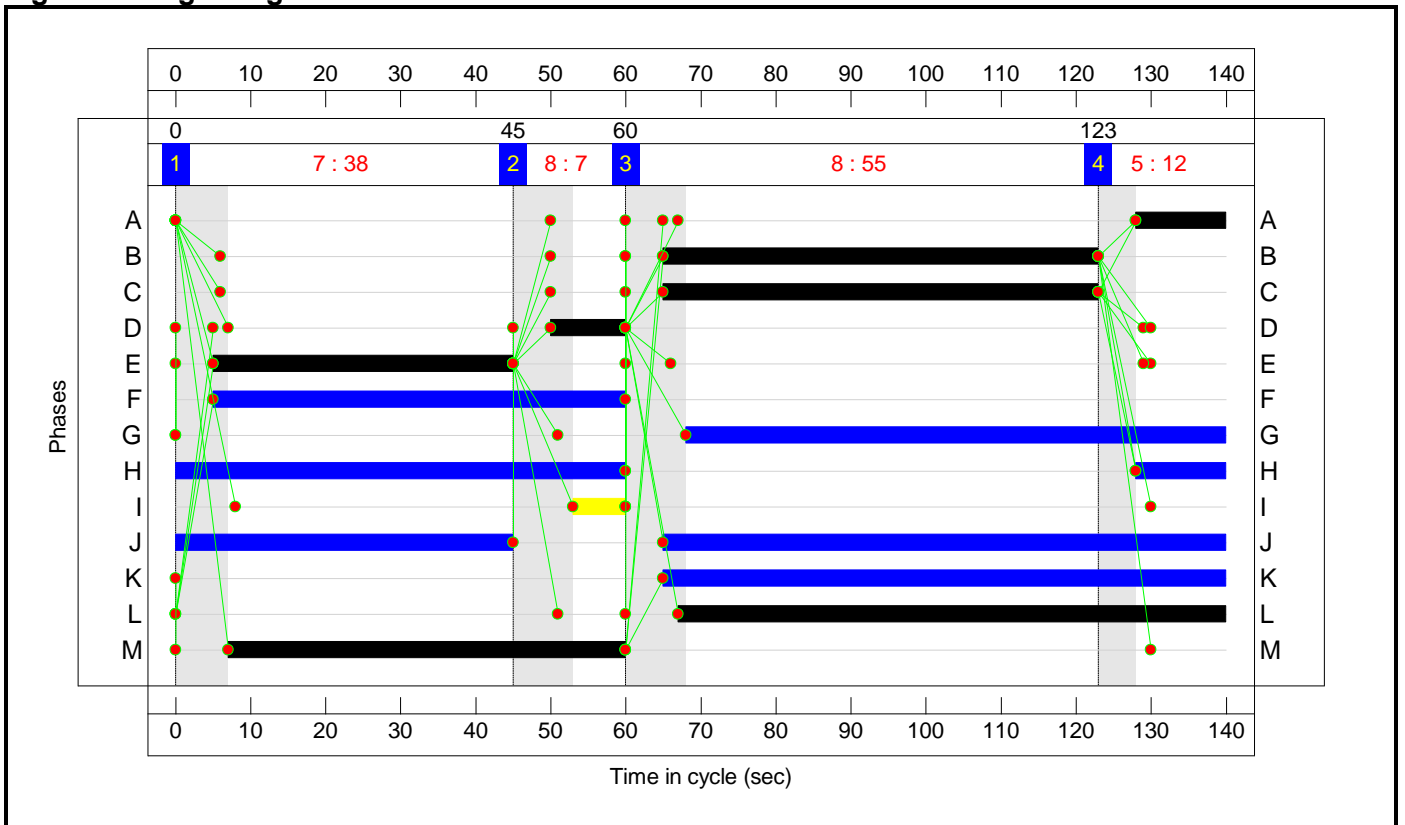
Stage Sequence Diagram



Stage Timings

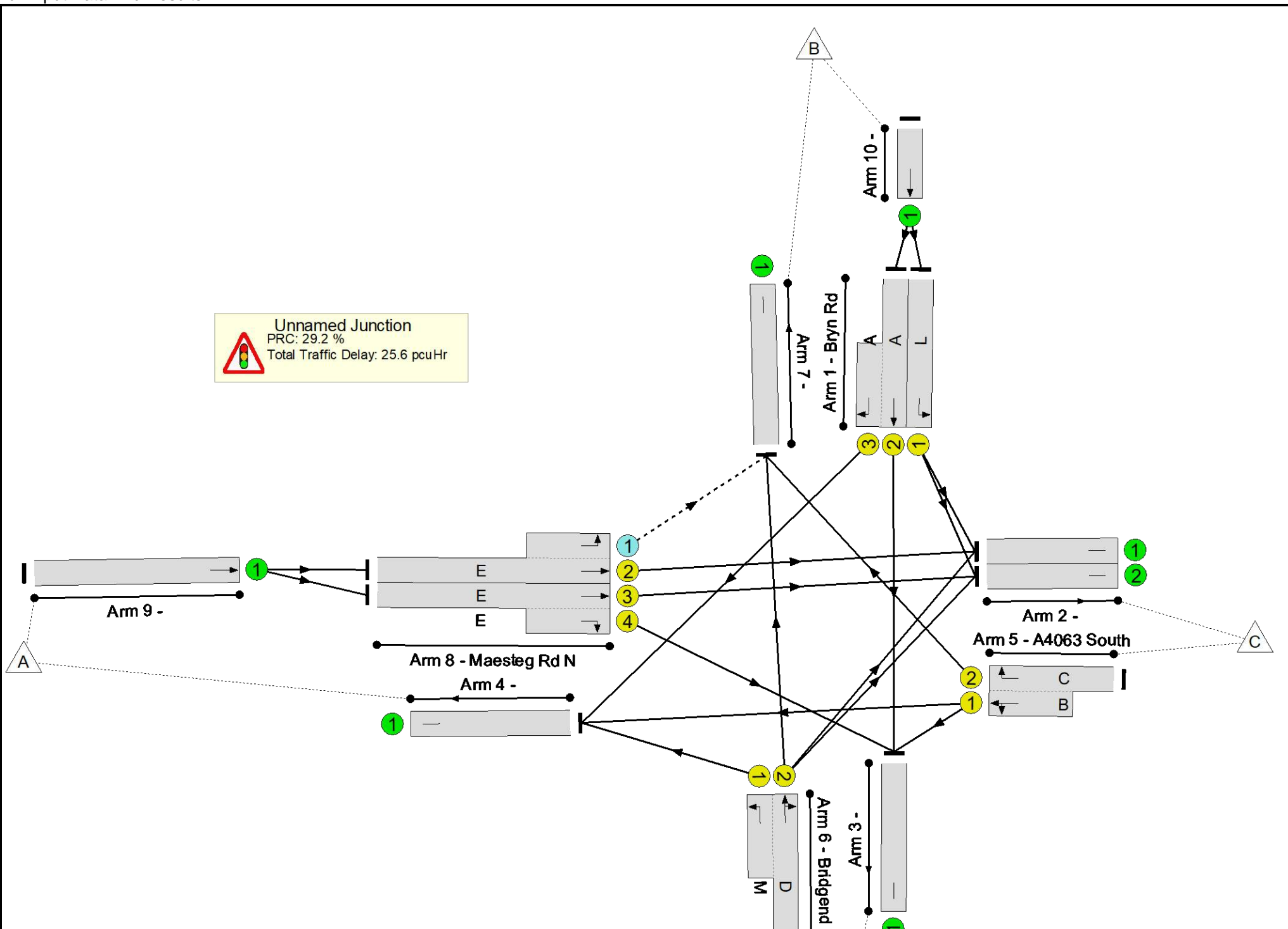
Stage	1	2	3	4
Duration	38	7	55	12
Change Point	0	45	60	123

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%

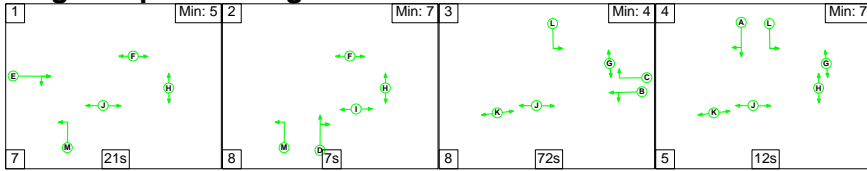
Full Input Data And Results

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')

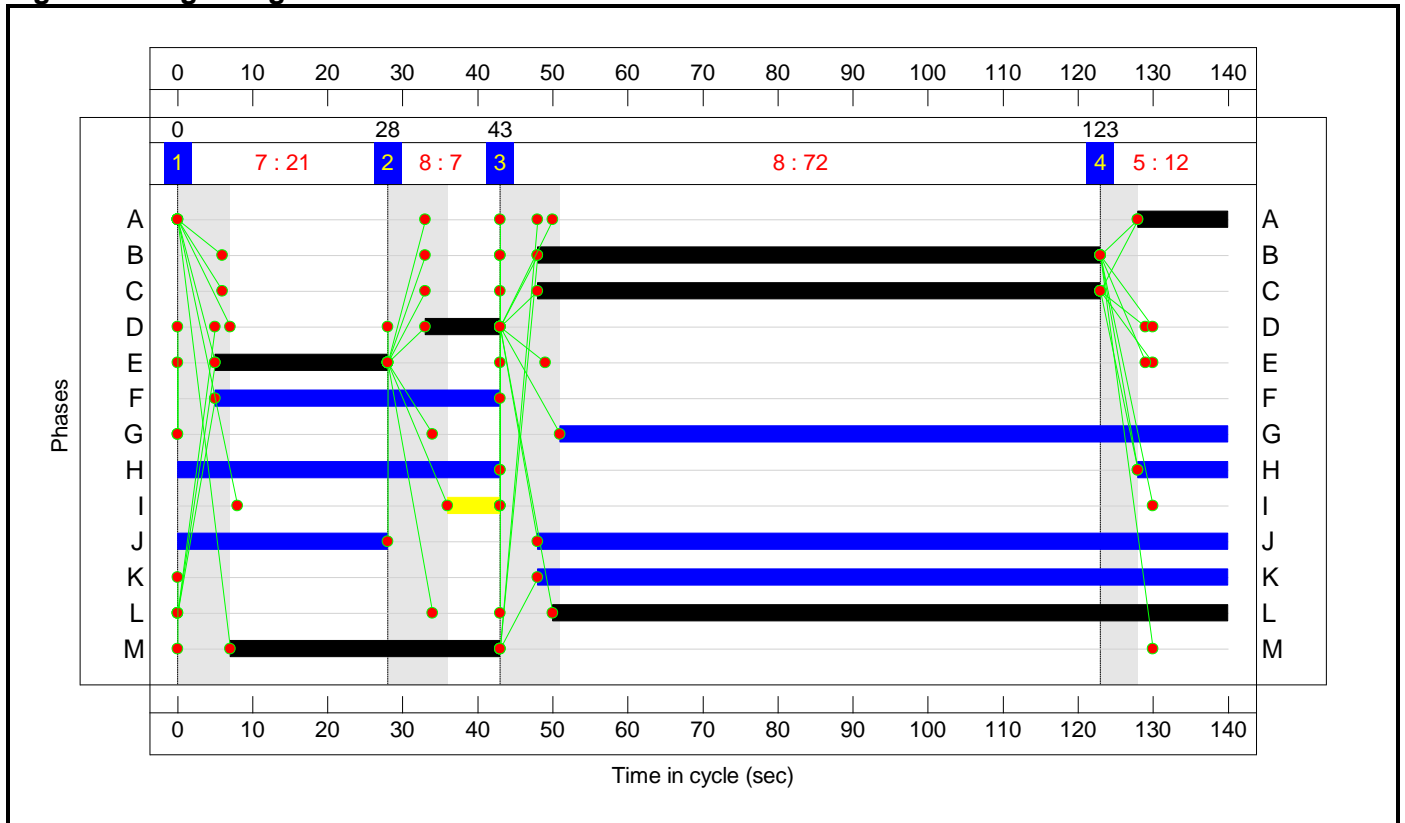
Stage Sequence Diagram



Stage Timings

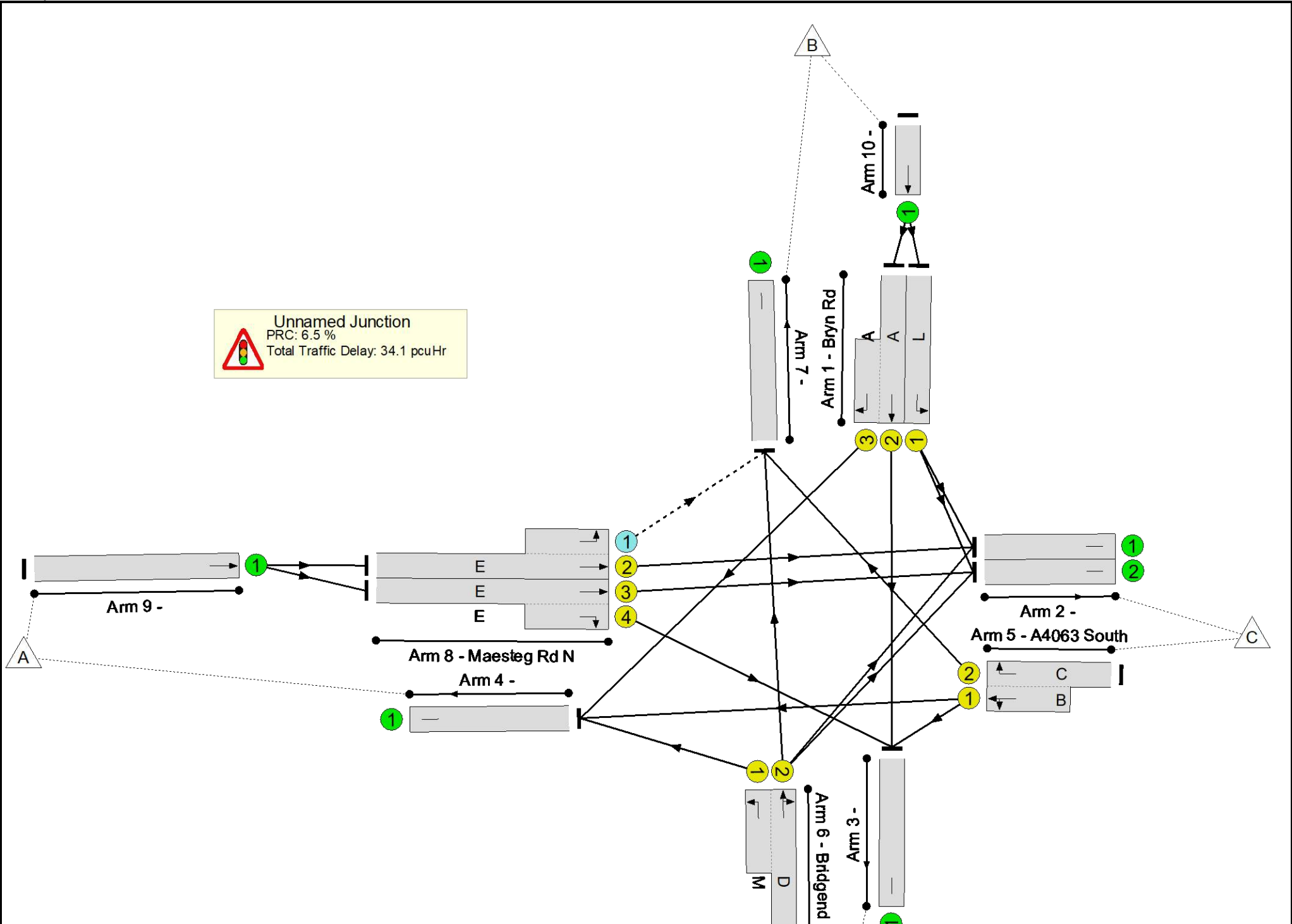
Stage	1	2	3	4
Duration	21	7	72	12
Change Point	0	28	43	123

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%

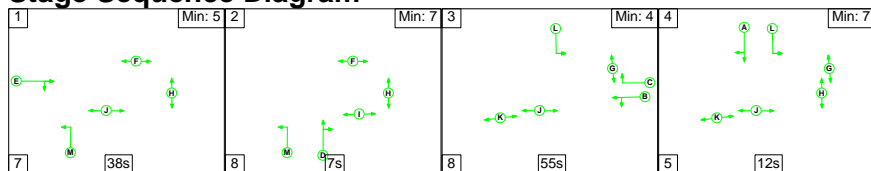
Full Input Data And Results

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')

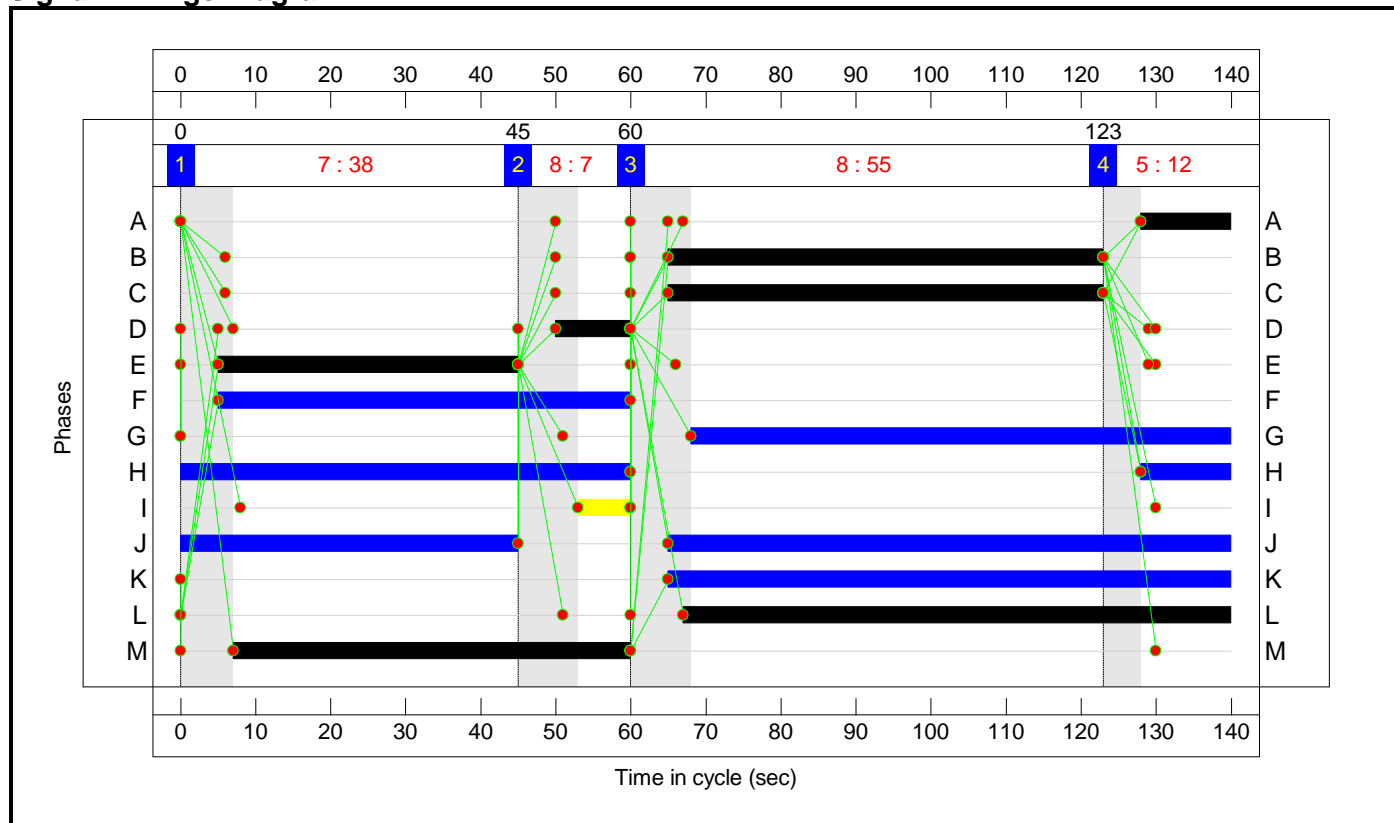
Stage Sequence Diagram



Stage Timings

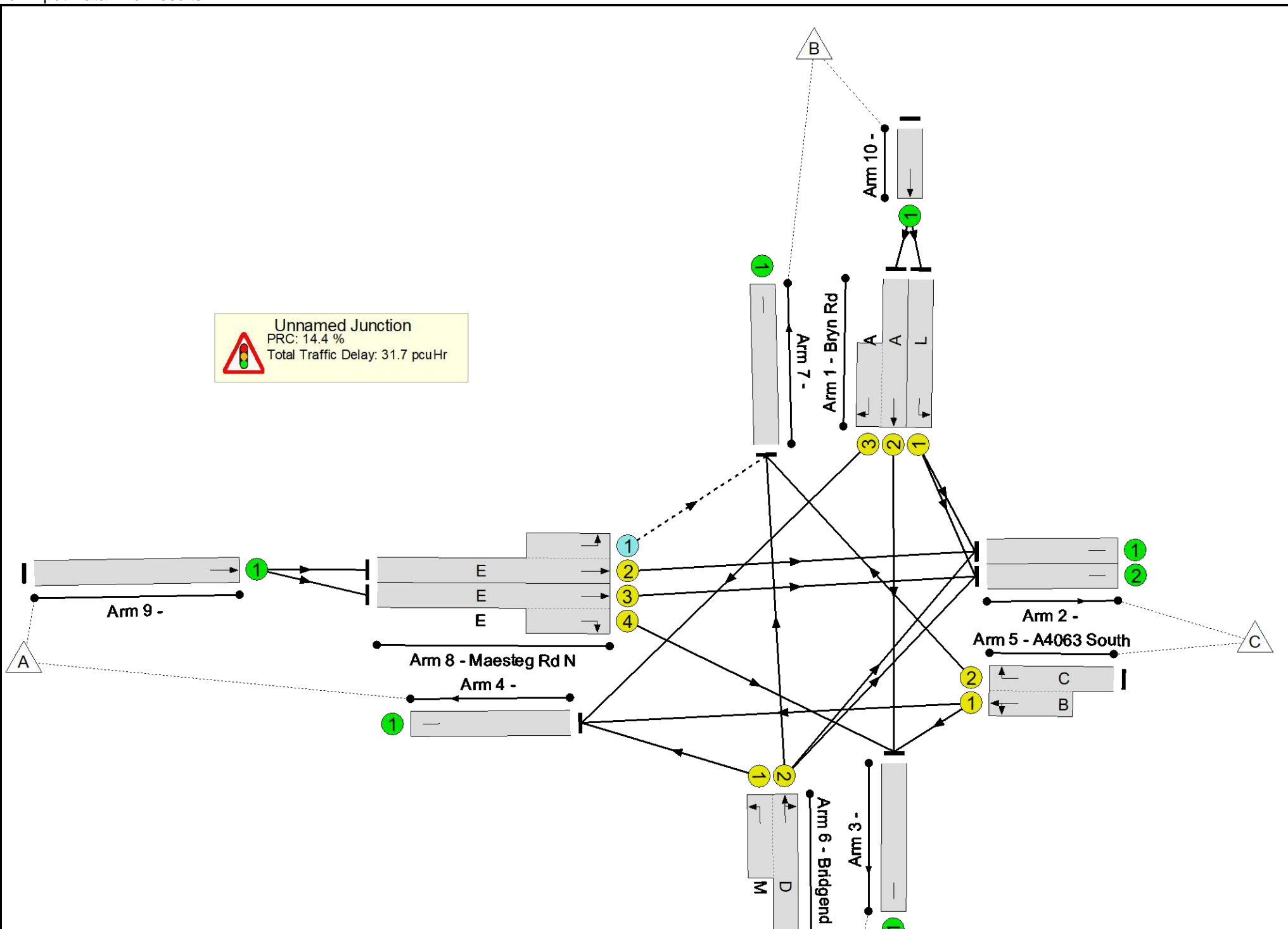
Stage	1	2	3	4
Duration	38	7	55	12
Change Point	0	45	60	123

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%

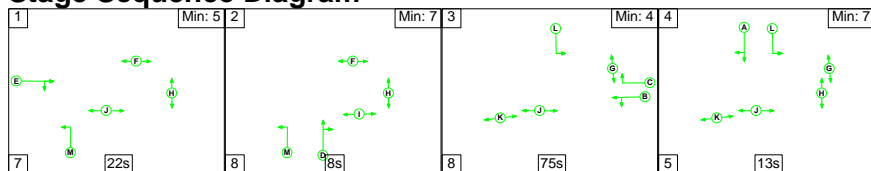
Full Input Data And Results

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')

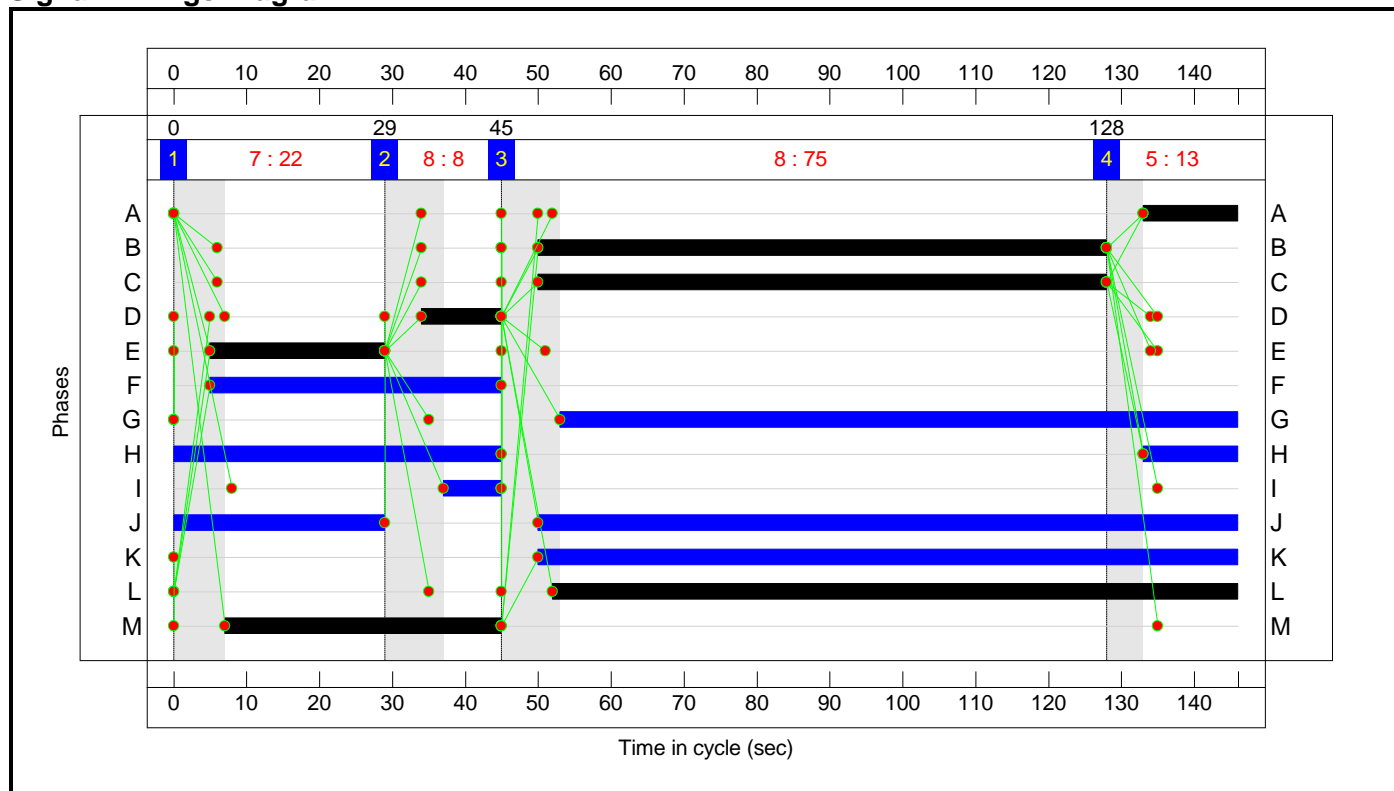
Stage Sequence Diagram



Stage Timings

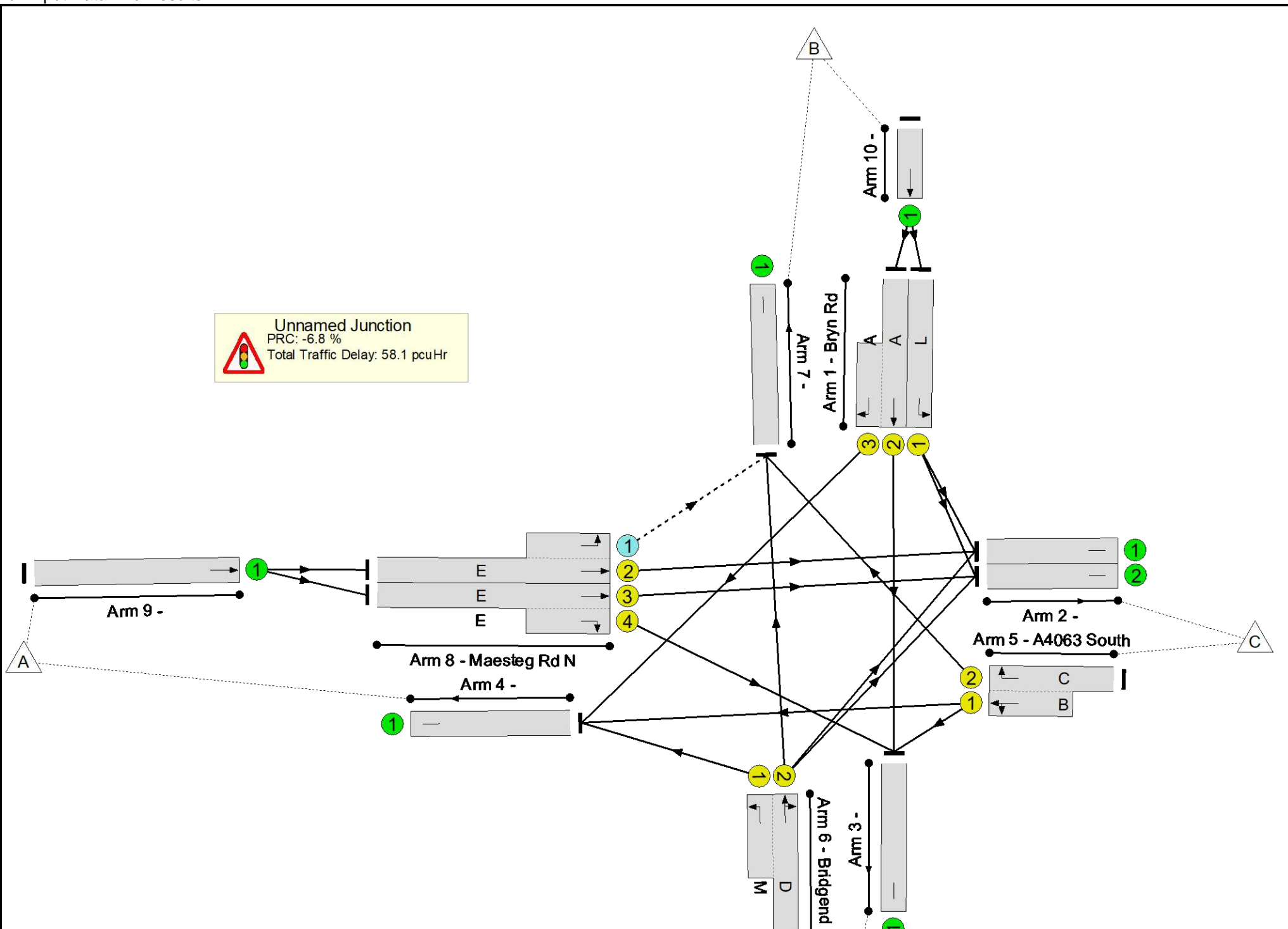
Stage	1	2	3	4
Duration	22	8	75	13
Change Point	0	29	45	128

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	-		-	-	-	347	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	382	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	-	391	2080:1800	261+149	95.5 : 95.5%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	24	-	353	2080:1809	302+72	94.3 : 94.3%
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%

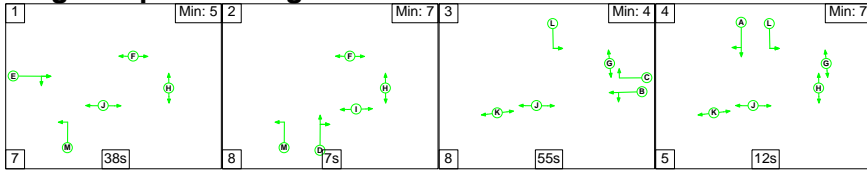
Full Input Data And Results

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	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	382	382	-	-	-	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	391	391	61	81	0	4.6	6.3	-	10.9	100.6	12.8	6.3	19.1
8/3+8/4	353	353	-	-	-	5.8	5.5	-	11.3	114.8	12.9	5.5	18.4
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):		58.10	Cycle Time (s): 146				
			PRC Over All Lanes (%):		-6.8	Total Delay Over All Lanes (pcuHr):		58.10					

Full Input Data And Results

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

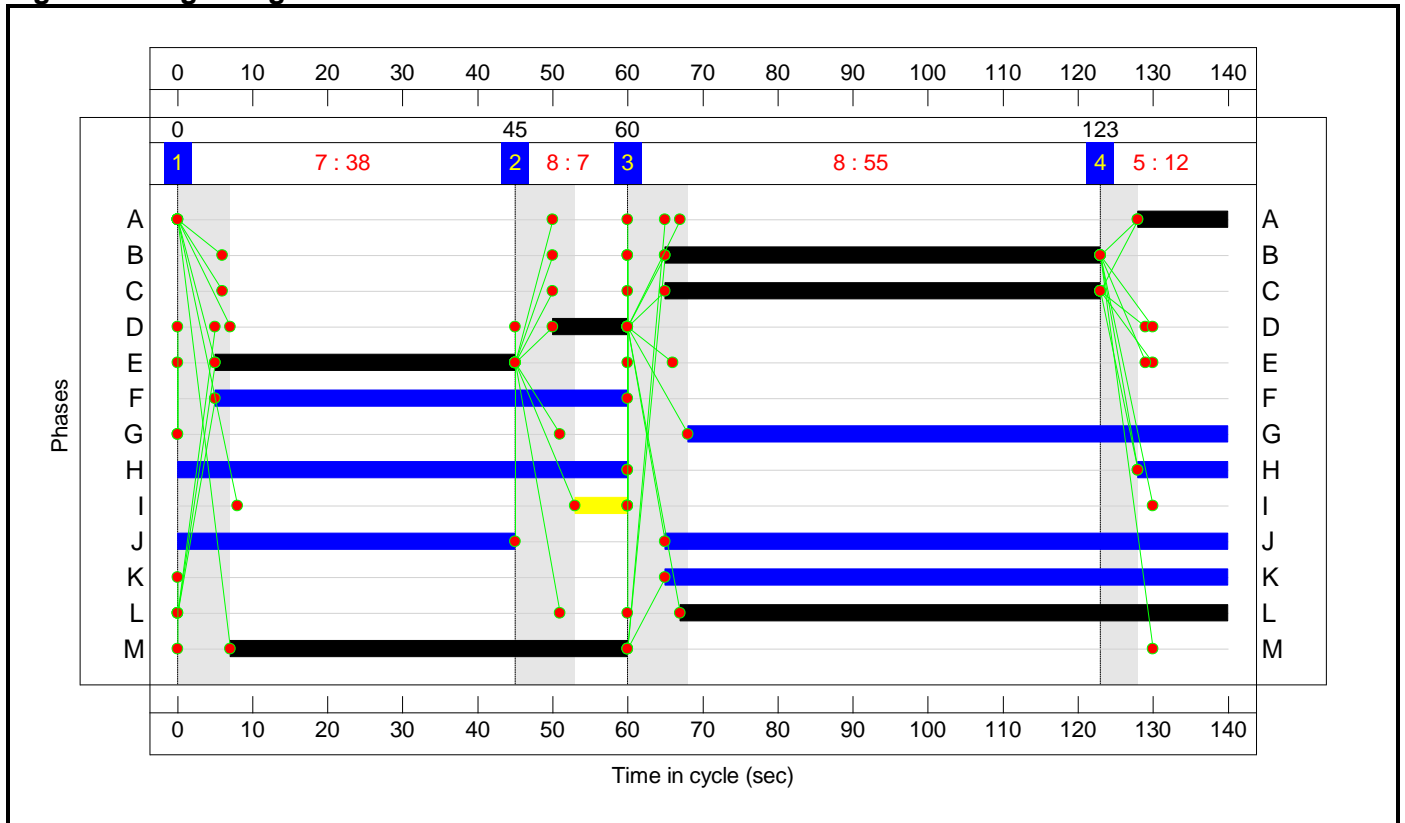
Stage Sequence Diagram



Stage Timings

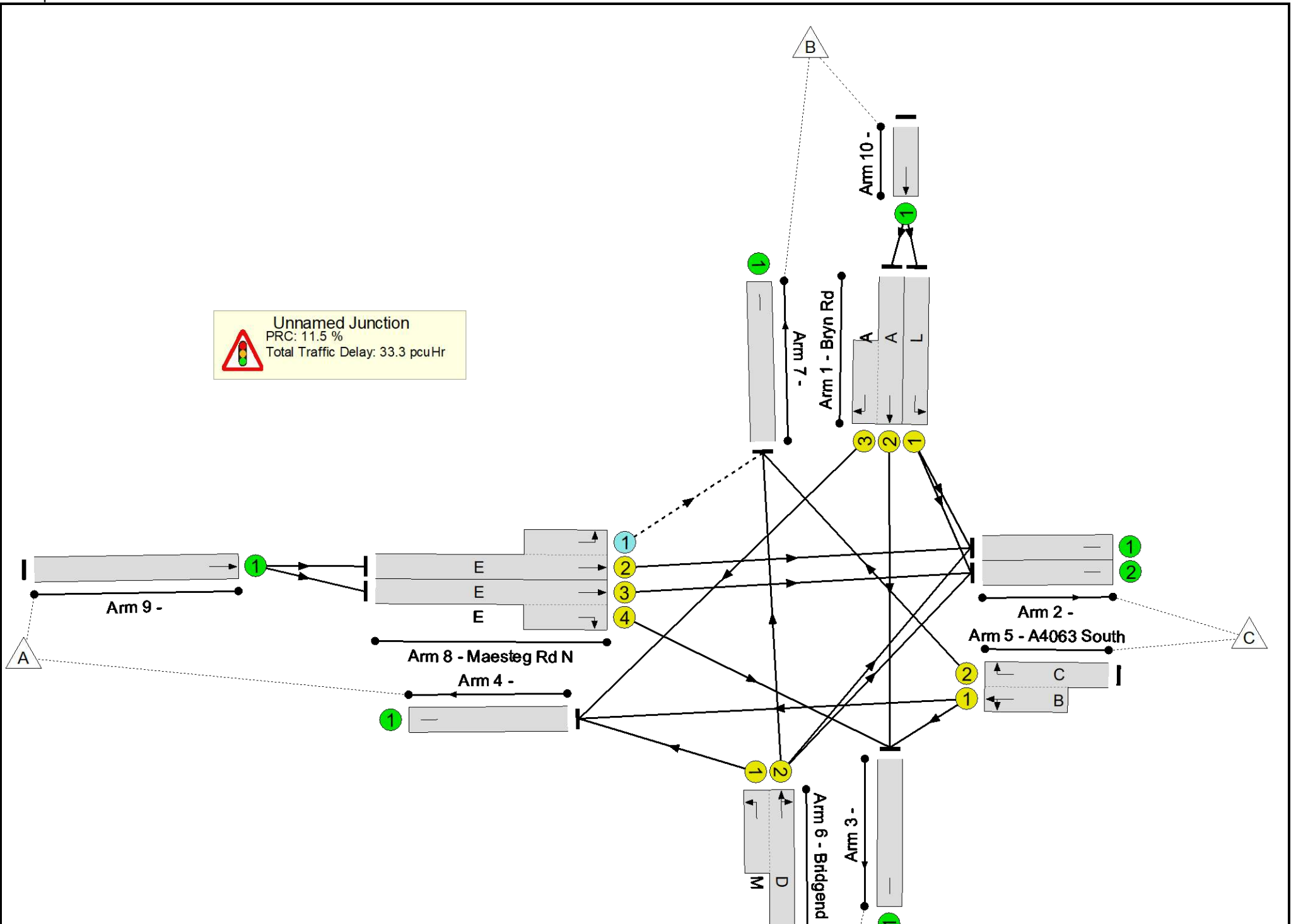
Stage	1	2	3	4
Duration	38	7	55	12
Change Point	0	45	60	123

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	-	-		-	-	-	-	-	-	80.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1	Bryn Rd Left	U	N/A	N/A	L		1	73	-	275	1724	911	30.2%
1/2+1/3	Bryn Rd Ahead Right	U	N/A	N/A	A		1	12	-	213	2080:1935	106+163	79.1 : 79.1%
2/1		U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	58	-	690	1935:1937	235+633	79.5 : 79.5%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:53	-	154	2080:1724	144+108	61.0 : 61.0%
7/1		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	40	-	513	2080:1800	452+183	80.7 : 80.7%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	40	-	490	2080:1809	516+102	79.3 : 79.3%
9/1	Ahead	U	N/A	N/A	-		-	-	-	1003	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%

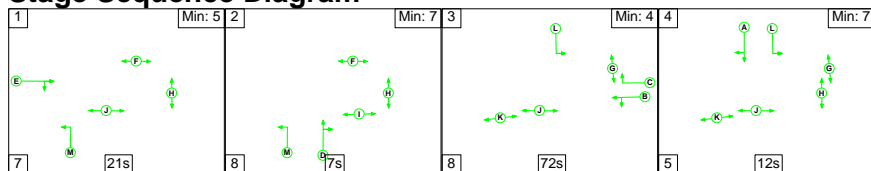
Full Input Data And Results

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	106	0	24.7	8.6	0.0	33.3	-	-	-	-
Unnamed Junction	-	-	42	106	0	24.7	8.6	0.0	33.3	-	-	-	-
1/1	275	275	-	-	-	1.4	0.2	-	1.6	21.3	6.0	0.2	6.2
1/2+1/3	213	213	-	-	-	3.6	1.8	-	5.4	91.2	4.9	1.8	6.7
2/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	690	690	-	-	-	6.4	1.9	-	8.3	43.3	21.1	1.9	23.0
6/2+6/1	154	154	-	-	-	2.0	0.8	-	2.8	65.3	3.3	0.8	4.0
7/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	513	513	42	106	0	5.2	2.0	-	7.2	50.5	16.3	2.0	18.3
8/3+8/4	490	490	-	-	-	6.1	1.9	-	8.0	58.4	16.4	1.9	18.3
9/1	1003	1003	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		11.5	Total Delay for Signalled Lanes (pcuHr):		33.28	Cycle Time (s): 140				
			PRC Over All Lanes (%):		11.5	Total Delay Over All Lanes(pcuHr):		33.28					

Full Input Data And Results

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

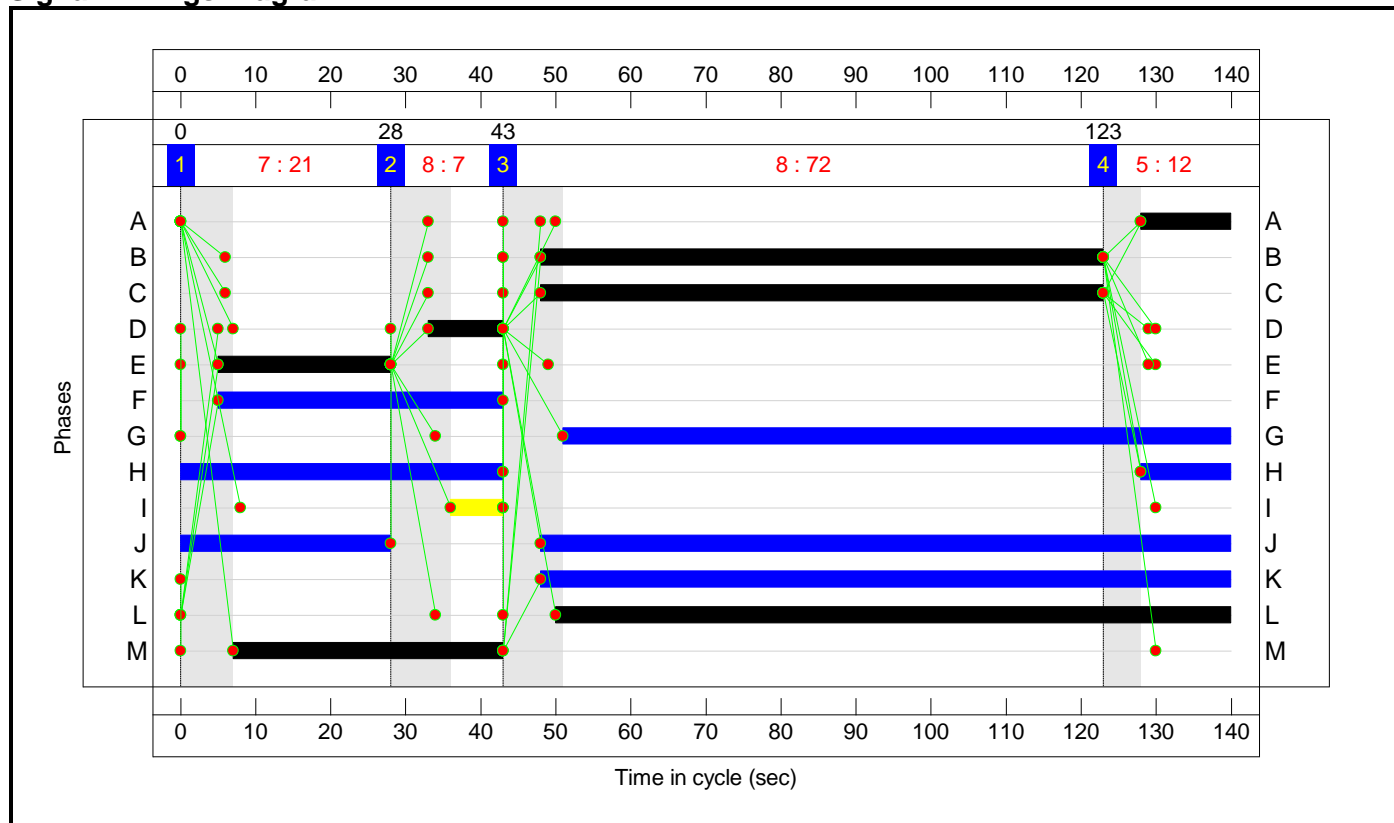
Stage Sequence Diagram



Stage Timings

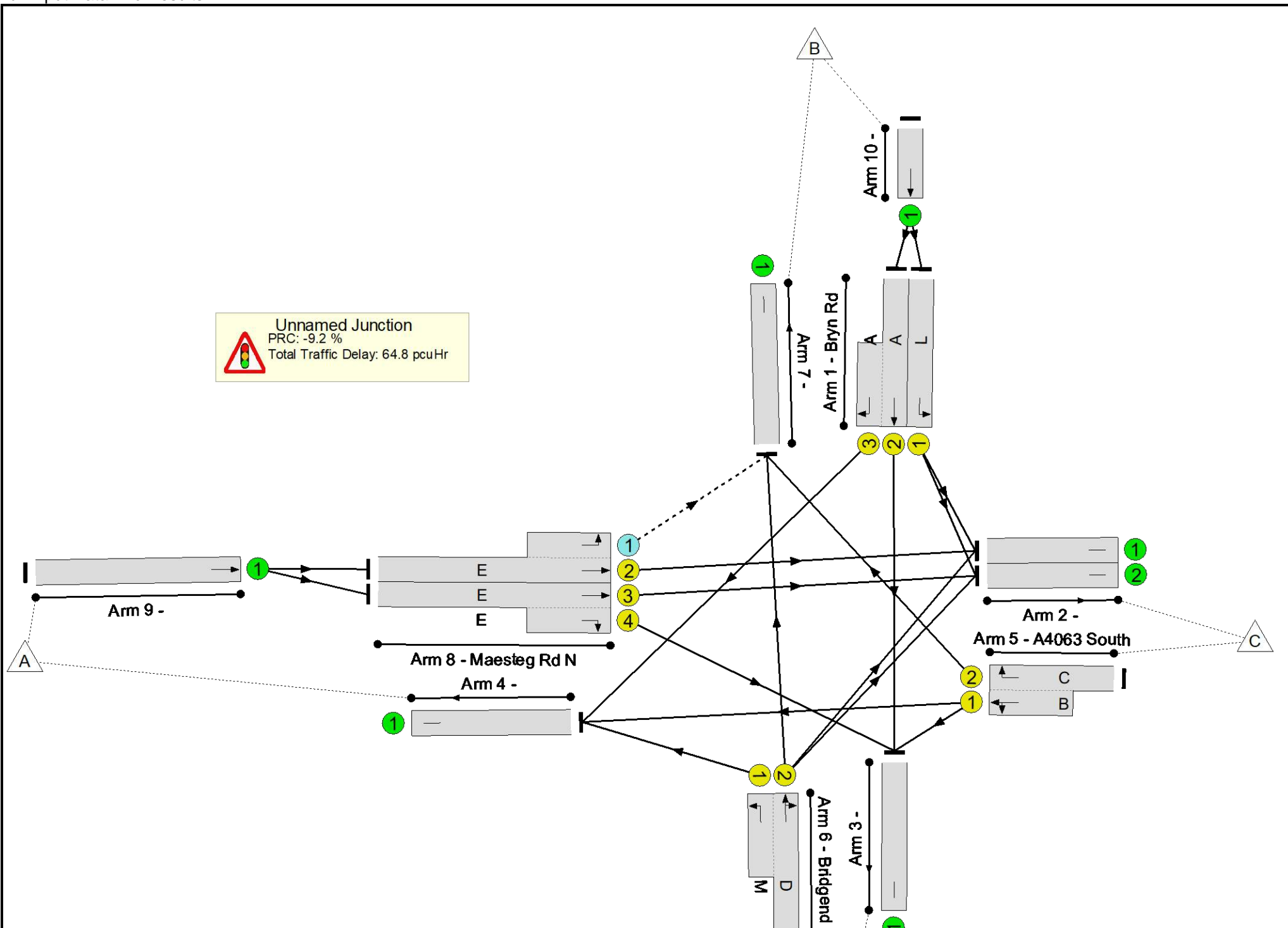
Stage	1	2	3	4
Duration	21	7	72	12
Change Point	0	28	43	123

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	-	-		-	-	-	-	-	-	98.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
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	-	226	2080:1935	61+170	97.7 : 97.7%
2/1		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
2/2		U	N/A	N/A	-		-	-	-	387	Inf	Inf	0.0%
3/1		U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1153	Inf	Inf	0.0%
5/2+5/1	A4063 South Left Ahead Right	U	N/A	N/A	C B		1	75	-	1066	1935:1936	201+883	98.3 : 98.3%
6/2+6/1	Bridgend Rd Right Left Ahead	U	N/A	N/A	D M		1	10:36	-	271	2080:1724	142+143	95.1 : 95.1%
7/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
8/2+8/1	Maesteg Rd N Ahead Left	U+O	N/A	N/A	E -		1	23	-	398	2080:1800	263+149	96.5 : 96.5%
8/3+8/4	Maesteg Rd N Ahead Right	U	N/A	N/A	E		1	23	-	359	2080:1809	304+72	95.5 : 95.5%
9/1	Ahead	U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
10/1	Ahead	U	N/A	N/A	-		-	-	-	404	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	81	0	27.4	37.4	0.0	64.8	-	-	-	-
Unnamed Junction	-	-	63	81	0	27.4	37.4	0.0	64.8	-	-	-	-
1/1	178	178	-	-	-	0.5	0.1	-	0.6	11.5	2.7	0.1	2.8
1/2+1/3	226	226	-	-	-	3.9	6.3	-	10.2	162.7	6.9	6.3	13.2
2/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	387	387	-	-	-	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	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	1066	1066	-	-	-	9.0	12.4	-	21.3	72.0	39.4	12.4	51.8
6/2+6/1	271	271	-	-	-	3.9	5.4	-	9.4	124.7	5.4	5.4	10.8
7/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2+8/1	398	398	63	81	0	4.5	7.0	-	11.5	104.0	12.5	7.0	19.5
8/3+8/4	359	359	-	-	-	5.6	6.2	-	11.8	118.4	12.6	6.2	18.7
9/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		-9.2	Total Delay for Signalled Lanes (pcuHr):		64.80	Cycle Time (s): 140				
			PRC Over All Lanes (%):		-9.2	Total Delay Over All Lanes(pcuHr):		64.80					