



St Tydfil's Hospital Site Transport Assessment

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St Tydfil's Hospital Site Transport Assessment

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1. Introduction

- 1.1.1 Capita Real Estate & Infrastructure has been commissioned by Coronado Property Developments to produce a Transport Assessment for the St Tydfil's Hospital Site in Merthyr Tydfil (Drawing STHS-CAP-00-XX-DR-C-0001). The site, located adjacent to the town centre and the associated amenities including bus and train stations, has a proposed highway access via Upper Thomas Street.
- 1.1.2 The proposal encompasses the construction of 70 new residential dwellings. For the purposes of this assessment, an opening year (development completion year) of 2021 has been assumed.
- 1.1.3 The Transport Assessment has been written in accordance with guidance from the revised Technical Advice Note (Wales) on Transport No. 18 (March 2007), which is based on 'Transport Assessment and Implementation: A Guide' (August 2005) written by the Scottish Executive, as well as Guidance on Transport Assessments as provided by the Department for Transport.

1.2 Scope of Work

- 1.2.1 The key objectives of the Transport Assessment are:
- To review the proposed development site and provide an analysis of the existing transport infrastructure.
 - To assess the development proposal in traffic and highway terms.
 - To assess the proposed development based against national and local planning policies.
 - To clearly establish a Transport Implementation Strategy (TIS) encompassing clear measures to integrate and alleviate the impact of the development in transportation terms.
 - To explore the opportunities for travel to and from the site by non-car modes, a key consideration of the TIS.
 - To establish existing weekday traffic flows for the AM and PM peak hour within the defined study area.
 - To undertake detailed highway capacity analysis at existing highway junctions surrounding the site.
- 1.2.2 The purpose of this Transport Assessment is to provide a robust assessment of the impact of the proposed residential development on the local transport infrastructure. In line with the expectations of Merthyr Tydfil County Borough Council (MTCBC) and national guidance, all modes of transport have been considered.
- 1.2.3 Prior to the completion of this report, the outline requirements of the Transport Assessment were issued to MTCBC Highways Department on 27th March 2020. This Scoping Note and the subsequent responses are attached as Appendix A.

2. Transport Evaluation

2.1 The Existing Site

- 2.1.1 The development location is the former St Tydfil's Hospital site, located within a mainly residential area to the north east of Merthyr Tydfil Town Centre with Thomastown Park and Cyfarthfa High School to the immediate east and the cholera cemetery to the west. It is accessed from Upper Thomas Street. The hospital has its origins in the Merthyr Tydfil Union Workhouse and Infirmary which opened in September 1853 but closed in 2012, with most of the workhouse buildings being demolished in 2015. Therefore, there is no current traffic generation from the site onto Upper Thomas Street.

2.2 Local Highway Network

- 2.2.1 Upper Thomas Street accesses onto Church Street where it forms a crossroads with Lower Thomas Street, which is restricted to one way traffic towards Upper Thomas Street. The shortest route for drivers to the town centre is via Church Street and Tramroadside North. Routing via Church Street, Union Street and Windsor Terrace to Twynyrodyn Road provides access to the A4060.
- 2.2.2 New Castle Street provides access to the pedestrianised area at the north of the town's shopping area and provides easy access to the current location of Merthyr Bus Station
- 2.2.3 A Site Location Plan is shown as Drawing STHS-CAP-00-XX-DR-C-0001.
- 2.2.4 All the adjacent roads, with the exception of Tramroadside North, can be classed as residential. Approximate widths are shown below in brackets:
- Upper Thomas Street (8.2 metres)
 - Church Street (8.2 metres)
 - Lower Thomas Street (5.7 metres)
 - Tramroadside North (7.3 metres)
 - Union Street (5.9 metres)
 - New Castle Street (9.0 metres)
- 2.2.5 Upper Thomas Street and New Castle Street have permit holder parking on both sides. Church Street has some parking on one side which is limited in stay. Lower Thomas Street and Union Street has permit parking on one side whilst no parking is permitted on Tramroadside North, although it is adjacent to various car parks.
- 2.2.6 The following main road junctions are near to the development site:
- Tramroadside North / Church Street junction - This is a priority junction with the one way operation of the side arm of Church Street having been reversed in May 2019.
 - Tramroadside North / Court St / Twynyrodyn Road / St Tydfil's Avenue / Car Park Roundabout – This junction can have significant queues on a weekday and a Saturday associated with the convergence of multiple significant roads and access to a main retail car park for the town centre.

Traffic Surveys

The following traffic surveys have been undertaken (Drawing STHS-CAP-00-XX-DR-C-0002), the results of which are contained within Appendix B:

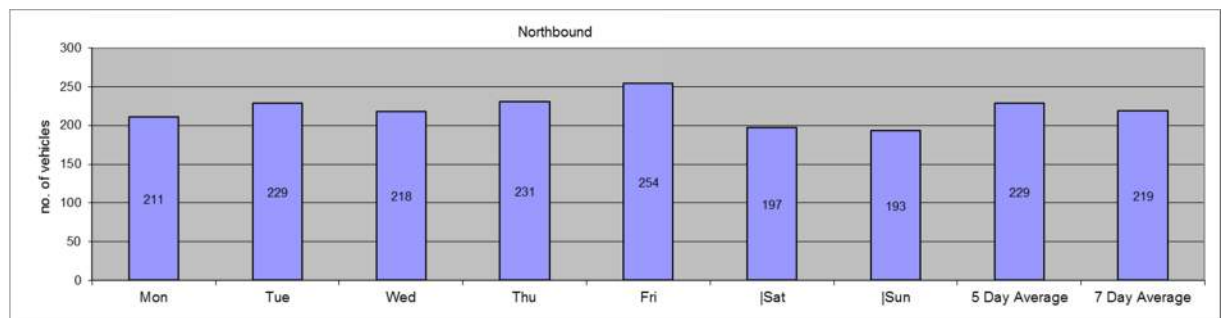
- Upper Thomas Street: An Automatic Traffic Count - June 2019

- Upper Thomas Street / Church Street / Lower Thomas Street: AM and PM peak turning counts - Thursday 20th June 2019
- Tramroadside North / Church Street: AM and PM peak turning counts - Thursday 20th June 2019

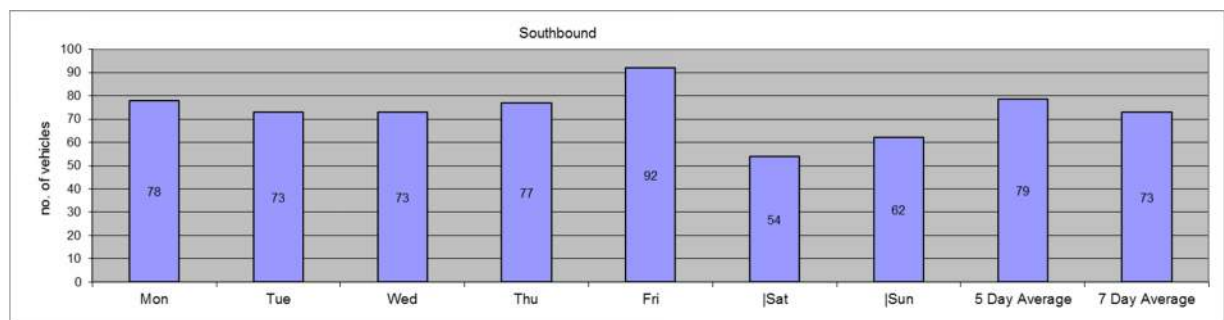
The junction turning counts are summarised in Drawing STHS-CAP-00-XX-DR-C-0003. The surveys were undertaken three weeks after the reversal of the one-way along Pontmorlais High Street and Church Street on the 28th May 2019. This provided an alternative route away from Tesco and the town centre than Twynyrodyn Road.

The Automatic Traffic Count undertaken on Upper Thomas Street in June 2019 indicates that the turning counts undertaken on a Thursday recorded typical flows.

Graph 2.1: Upper Thomas Street Traffic Flows 20-26th June 2019: Northbound

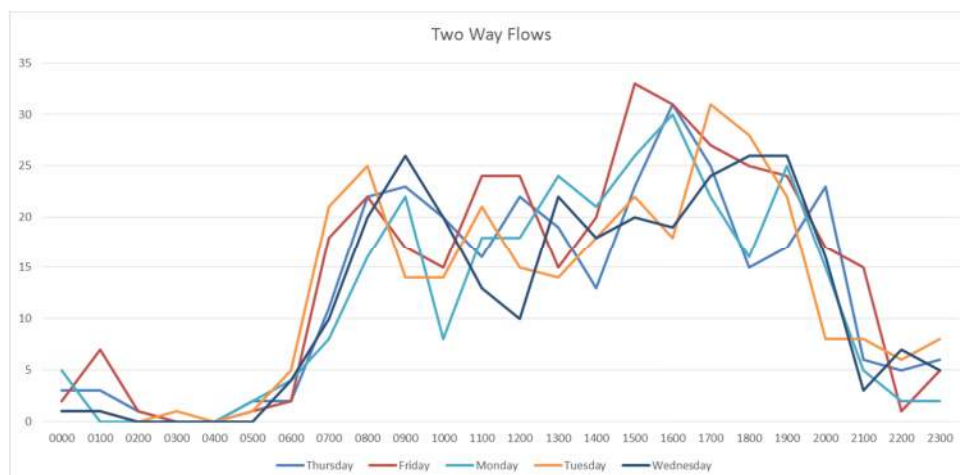


Graph 2.2: Upper Thomas Street Traffic Flows 20-26th June 2019: Southbound



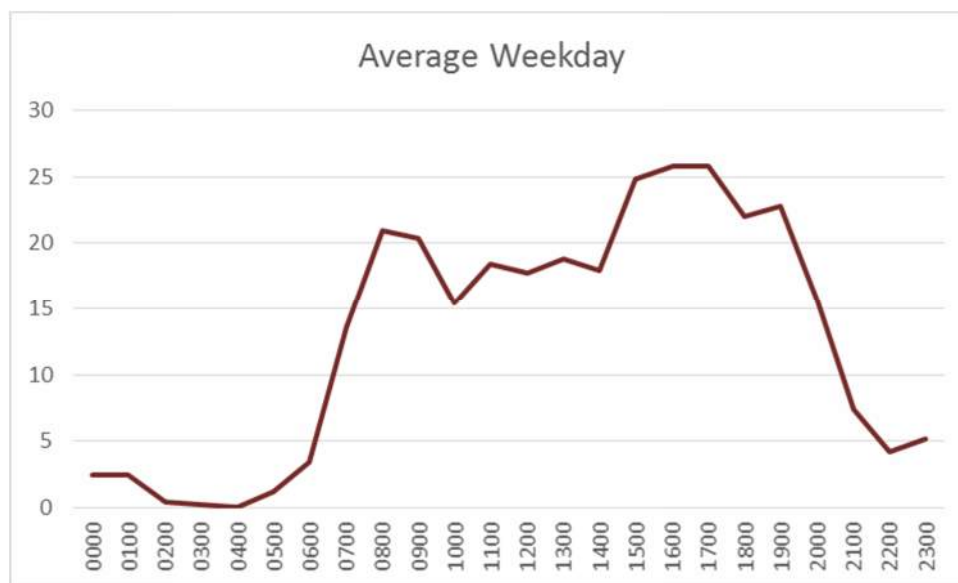
The flow profile on Upper Thomas Street throughout the working week is summarised in Graph 2.3, highlighting that the PM peak is the most significant period of traffic flow:

Graph 2.3: Upper Thomas Street Weekday Traffic Flows (Two Way)



The average weekday flow is summarised in Graph 2.4:

Graph 2.4: Upper Thomas Street Average Weekday Traffic Flows (Two Way)



The peak hour average two way flow on the street is 20 in the AM peak (0800-0900) and 26 in the PM peak (1600-1700 / 1700-1800). The maximum observed weekday two way flows in an hour were 25 in the AM peak and 33 in the PM peak.

The peak periods of traffic flow at each of the junctions surveyed are:

Table 2.1: Peak Periods of Traffic flow on Thursday 20th June 2019

	Tramroadside North / Church Street	Upper Thomas Street / Church Street / Lower Thomas Street
AM peak	0830 – 0930	0800-0900 / 0815 – 0915
PM peak	1615 - 1715	1645 - 1745

To provide a worst case analysis, the peak trip generation has been added to these individual peak periods.

Public Transport

Bus Provision

From the point where the site links onto Upper Thomas Street, it is a 325m walk to the entrance of Merthyr Bus Station which a key transport hub for the area with a significant number of service. Bus services that use this facility serve a number of locations including Pontypridd, Brecon, Abergavenny and Cardiff. The bus station has sixteen stands. The bus station is to be moved to Swan Street, which will be further away from the development site, but still within the town centre, with an anticipated date of March 2021. Swan Street is located 560m away.

There are no bus services that use Upper Thomas Street, Lower Thomas Street or Union Street. Further afield to the north, bus stops are located on Penydarren Road near the Trevithick Memorial.

Planning for Public Transport in New Development (IHT, 1999) advises that: 'New developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.' (para 5.21)

Planning for Walking (CIHT 2015, p30) states:

'The power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point, in town centres, 200m.'

The National Assembly for Wales publication, *The Application of Accessibility Methodologies to Land Use Planning* (p35; 2001) provides indicative walking distances for various journey purposes. The document outlines that for most purposes an acceptable walking distance for an urban bus stop is 5 minutes. This equates to 300 - 500m for pedestrians without mobility impairment.

The Department for Transport (DfT) *Inclusive Mobility; A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* (2002; p62) states that in residential areas bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres from their home.

Based on these reports, the distance to public transport provision as proposed is too far when the bus station moves. However, rather than a bus stop, it is the bus station that will be 560m away with a significant number of differing routes and better services than would be found at a single, closer stop. Furthermore, residents wishing to use public transport will also have the option to use the train station, located closer to the site.

Rail Provision

Merthyr Tydfil Railway Station is the terminus of the Merthyr branch of the Merthyr Line. Passenger services are provided by Transport for Wales. The station has one platform and is situated near to the Tesco Superstore in the town. The station has a half-hourly service to and from Cardiff Central on weekdays and Saturdays. Trains continue onwards to Barry and then alternately to either Barry Island or Bridgend via the Vale of Glamorgan Line. On Sundays there is a two-hourly service from Barry Island and to Bridgend via the Vale of Glamorgan Line.

The station is well connected to the development site by existing pedestrian facilities, with the walking distance from the entrance to the site being 500m approx.

The National Planning Policy Framework (NPPF), Planning Policy Guidance (PPG) 13 and the Planning Policy Guidance on Transport Assessment (DCLG, 2014) do not provide advice on acceptable walking distances to railway stations.

Planning for Public Transport in New Development (IHT, 1999, para 5.21) advises that, 'New developments should be located so that public transport trips involving a walking distance of less than 800m from the nearest railway station' whilst *Planning for Walking* (CIHT 2015, p.30) also states that 'The power of a destination determines how far people will walk to get to it. People will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services'.

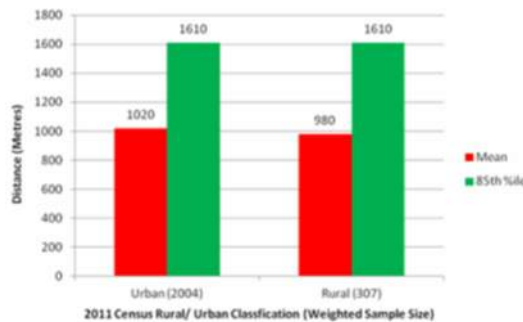
The National Assembly for Wales' publication, 'The Application of Accessibility Methodologies to Land Use Planning' (2001) provides indicative walking distances for various journey purposes. For most purposes an acceptable walking distance is thought to be about 20 minutes' walk, which equates to about 1.5 kms for an average person, but for people with disabilities can be significantly less. The suggested threshold for walking to a railway station is 10 mins (600-1000 metres), with acceptable times lower where there is no dedicated footway. Walking distances will also be highly dependent on topography and other factors.

The Masterplanning Check List (TfQL, 2008) reports a 2003 study by Kuzmyak et al. (2003a) which found that walking was the dominant mode of station access for home to station distances up to 0.5 miles, 0.625 miles and 0.75 miles, for three different railways in San Francisco. The authors of the Check List interpreted this as supporting the assumption of an 800m (0.5 mile) catchment for railway stations, although Kuzmyak et al. 2003a study (cited in TfQL, 2008) reported the range of distance was between 800m and 1,200m.

A review of National Travel survey data identifies that the mean distance to walk to a train station in the UK (excluding London) is 1,010m with the 85th percentile figure being 1,610m. ('How far

do people walk?' Gareth Wakenshaw / Dr Nick Bunn - Presented at the PTRC Transport Practitioners' Meeting July 2015).

Graph 2.5: Walking Distances to Rail Stations by 2011 Census: Rural/Urban Classification (Excluding London)



These figures highlight that the site is conveniently suited for residents to use the train station.

Pedestrians and Cyclists

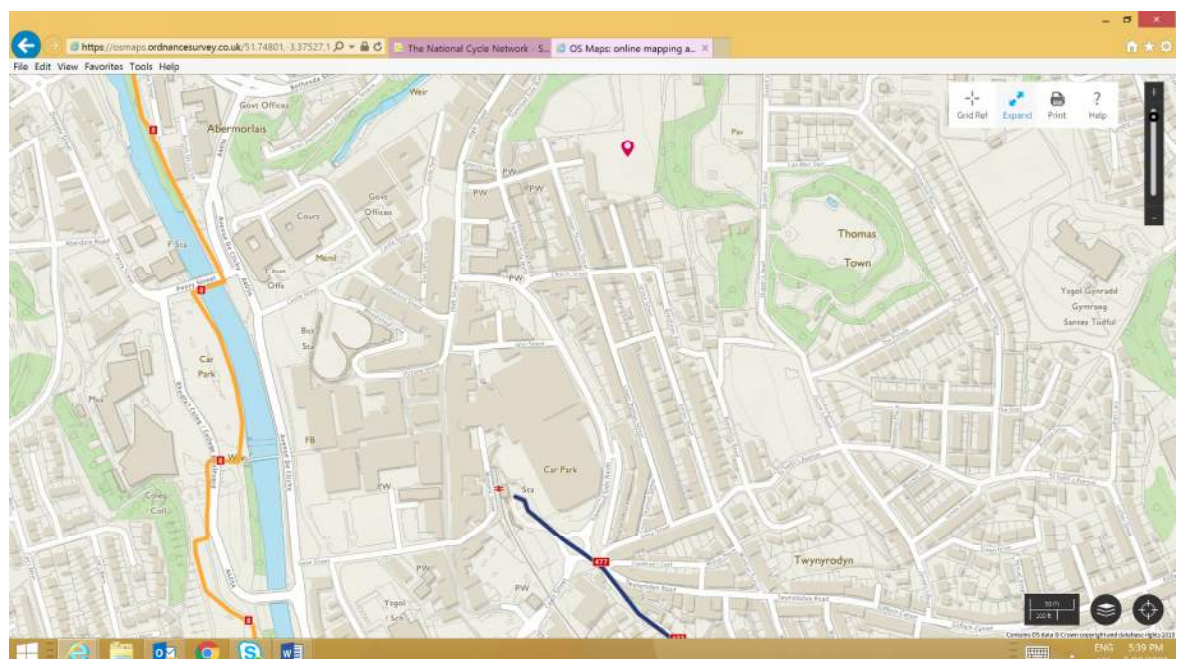
Pedestrians

The area in the immediate vicinity of the St Tydfil's Hospital development site has generally good footway provision. The main pedestrian route to Merthyr Tydfil Town Centre is via New Castle Street or Upper Thomas Street / Church Street. All of these have footway provision on both sides of the road. However, there is a lack of defined crossing points with associated tactile paving and dropped kerbs.

Cyclists

National Cycle Routes 8 and the 477 are located in close proximity to the site (see Figure 2.1). Route 8 is a long-distance route which starts in Cardiff and passes through the Brecon Beacons and Snowdonia, before finishing on the island of Anglesey. National Cycle Route 477 is the Trevithick Trail and closely follows the route of the former Merthyr Tramroad from Merthyr Tydfil to Abercynon.

Figure 2.1: National cycle routes adjacent to the site

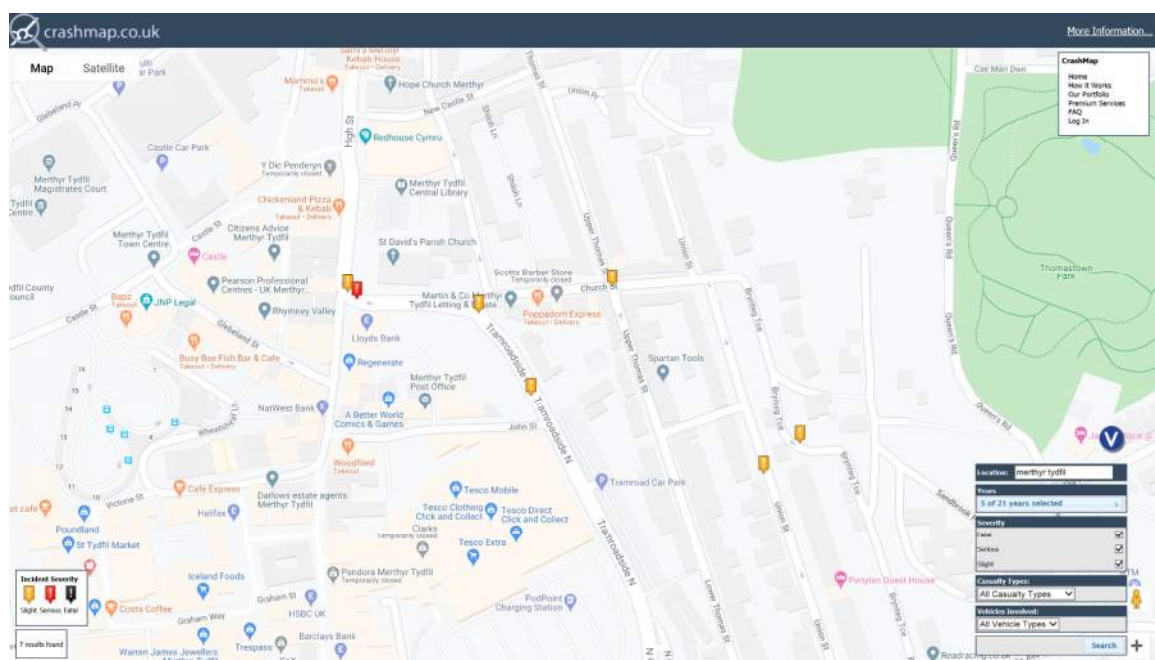


At its closest, National Cycle Route 8 lies a 460 metre cycle ride to the west of the entrance to the site, with National Cycle Route 477, starting at the train station, being approximately 500m away.

Collision Review

Collision data for the last five years (2015 – 2019) in the area surrounding the development has been reviewed. The locations of collisions are identified on Figure 2.2:

Figure 2.2: Collision Locations



The results indicate 7 collisions, located at:

- Slight: Upper Thomas St / Lower Thomas St / Church Street - 26/11/2016
- Slight: Church Street / Tramroadside North - 28/11/2017
- Serious: Church Street / High Street - 14/11/2018
- Slight: Church Street / High Street - 7/02/2018
- Slight: Tramroadside North (between John St and Church St) - 11/04/2017
- Slight: Union Street - 30/06/2015
- Slight: Brynteg Terrace - 06/04/2016

In total, the seven collisions resulted involved 9 vehicles and resulted in 8 casualties. All vehicles were cars. Of the seven collisions, none were fatal and only 1 was serious.

Table 2.2: Total Accidents Recorded

	Fatal	Serious	Slight	Totals
Motor Vehicles	0	1	6	7
2-wheeled Motor Vehicles	0	0	0	0
Pedal Cycles	0	0	0	0
Horses & Other	0	0	0	0
Total	0	1	6	7

Only two, those at Church Street / High Street, occurred at the same location, both of which involved a pedestrian casualty. Traffic flows at this location have been reversed since these collisions took place. Two other pedestrian casualties were involved at the Union Street Tramroadside North (between John St and Church St) collisions.

None of the collisions resulted in pedal cyclist or motorcyclists casualties.

Table 2.3: Total Casualties Recorded

	Fatal	Serious	Slight	Totals
Vehicle Driver / Passenger	0	0	4	4
Motorcycle Rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	1	3	4
Other	0	0	0	0
Total	0	0	0	8

Only one slight collision in 2016 has occurred at the Upper Thomas St / Lower Thomas St / Church Street junction, which involved two cars, a young driver and one casualty.

Following analysis of the data, no accident trend has been identified near to the proposed development site with no accidents recorded adjacent to the site boundary over the previous five year period. It is therefore considered that the additional traffic associated with the development proposal is unlikely to have a significant impact on the safety of the local highway network.

3. Planning Policy

3.1 Policy Objectives for the Development

3.1.1 National, regional and local policies will be referred to throughout this section to assess the extent of their influence on the proposed development site. Relevant planning policies have been reviewed with specific emphasis, where applicable, to the development of new residential sites.

3.1.2 The following documentation has subsequently been reviewed:

- Planning Policy Wales (2016);
- Technical Advice Note 18: Transport (March 2007);
- The Merthyr Tydfil Replacement Local Development Plan 2016 – 2031;
- South East Wales Valleys Local Transport Plan (January 2015);
- Active Travel (Wales) Act 2013; and
- CCS Wales – Wales Parking Standards (2008).

Planning Policy Wales (2016):

The Welsh Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development with greater use of more sustainable and healthy forms of travel, thereby minimizing the need to travel.

Planning Policy Wales states that land use planning can help to achieve the Welsh Government's objectives for transport through:

- Reducing the need to travel, especially by private car, and locating development where there is good access by public transport, walking and cycling;
- Locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- Improving accessibility by walking, cycling and public transport;
- Ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Promoting walking and cycling;
- Supporting the provision of high quality public transport;
- Supporting traffic management measures;
- Promoting sustainable travel options in rural areas;
- Supporting necessary infrastructure improvements; and,
- Ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood services.

Technical Advice Note (TAN) 18 (March 2007)

Technical Advice Note 18 (TAN 18) promotes the overall integration of transport in the following ways:

- Integration of transport and land use planning;
- Integration between different types of transport; and
- Integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.

The integration of land use planning and the development of transport has a key role to play in the promotion of sustainable development. TAN 18 identifies the following ways in which integration can help achieve sustainable environmental outcomes:

- promoting resource and travel efficient settlement patterns;

- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips;
- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- supporting provision of a reliable and efficient freight network;
- promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

TAN 18 details the requirements of a Transport Assessment. Annex D of Technical Advice Note (TAN) 18 sets the threshold at which a Transport Assessment is required for housing developments at a figure in excess of 100 dwellings, except for where the transport network is particularly sensitive.

Annex D states:

'D.1 Transport assessment (TA) should clearly set out what the impact of a proposed development, or redevelopment, are likely to be so that they are easily understood. It should be based on the person and freight trips generated by the development and include analysis of potential effects on existing movement patterns. The output of the TA should be a Transport Implementation Strategy (TIS) that addresses relevant transport objectives for the site, guided by the development plan and the issues identified in the analysis of person movements.'

D.4 TAs should be secured for developments (including extensions or changes of use) that generate significant levels of movement or are likely to have significant effects on existing patterns of movement. The following table sets out suggested thresholds above which TA should be required, except where planning authorities set out in SPG different 'scale of development' triggers that are locally sensitive, or where they highlight particular locations in the plan area where the transport network is particularly sensitive and consequently thresholds for requirement assessments will be lower.

USE	Threshold
Housing	> 100 dwellings

At 70 dwellings, the development is 30% below this threshold figure. However, at the request of Merthyr Tydfil County Borough Council, a Transport Assessment has been undertaken.

The Merthyr Tydfil Replacement Local Development Plan 2016 – 2031

The Merthyr Tydfil Replacement Local Development Plan (LDP) 2016 - 2031 provides the local planning policy framework for the area and was adopted by Council on 29th January 2020. The development site, is classed under Policy SW3: Sustainably Distributing New Homes, as site 21, allocated for residential development within a 'Primary Growth Area'. The aim is for new homes to be concentrated within the main settlement of Merthyr Tydfil. The details of the site and adjacent housing sites are summarised in the following table:

Table 3.1: Proposed Housing Sites - North East Merthyr Tydfil

No.	Site Name	Dwellings	Indicative Delivery Timescale
21	Former St. Tydfil's Hospital	50	2022-2024
22	Former Miners Hall	12	2023
23	Former Ysgol Santes Tudful,	10	2022-2023
24	Sandbrook Place	12	2018-2021

The adjacent residential sites are all less than 15 dwellings and therefore have not been taken into account as committed development.

The relevant details specified for the site within the Local Development Plan are:

'This 2.42 hectare site is located adjacent to Merthyr Tydfil Town Centre. The site is allocated for 50 dwellings and is anticipated to deliver affordable housing and other planning obligations in accordance with Policy SW9. The allocation for 50 dwellings reflects the net developable area of approximately 1.8 hectares which takes in to account constraints at the entrance of the site, and excludes the park to the West of the site.'

The Council's Engineers have advised that the principle of development is considered acceptable. There is existing highway access available immediately adjacent to the site although local improvements are likely to be required.....

A comprehensive Road Safety Audit or Transport Assessment (dependent on the exact development proposed) should be carried out to identify the required local and wider highway network improvements.....

The site is anticipated to deliver 50 units over a 3 year period in the middle of the Plan Period.'

Directing the majority of development to the Primary Growth Area is consistent with the *Wales Spatial Plan* and *Turning Heads - A Strategy for the Heads of the Valleys 2020*. Both identify Merthyr Tydfil as one of the 'Primary Key Settlements' in the Heads of the Valleys sub-region.

In terms of Transportation, the Local Development Plan highlights:

'6.4.80 In order to reduce the need to travel, in particular by private motor vehicles, we will locate development in accessible locations with good connections to sustainable transport, including bus, train and active travel routes. We will also seek to ensure proposals are designed to promote the use of sustainable transport and support the provision of new and improved facilities.'

'Policy SW12: Improving the Transport Network

Development that encourages a modal shift towards sustainable transport will be supported, including the enhancement of pedestrian, cycle, rail and bus facilities, in addition to any necessary road improvements. Development proposals will be expected to demonstrate how they reduce the need to travel and encourage the use of sustainable transport.'

South East Wales Valleys Local Transport Plan (January 2015)

The South East Wales Valleys Local Transport Plan, which has been jointly produced by **Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen County Borough Councils**, sets out the local authorities' priorities for transport schemes in the five year period 2015 to 2020, and their medium and longer term aspirations up to 2030.

Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 places duties upon local councils in Wales to map, plan for, improve and promote opportunities for active travel.

The Active Travel (Wales) Act 2013 aims to make active travel the most attractive option for shorter journeys. The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys in exercising their functions under this Act.

Key policy objectives include:

- Making it safer to walk and cycle
- Making it easier to walk and cycle
- Creating an active travel culture
- Walking and cycling for all
- Monitoring progress and evaluating delivery

Existing and proposed Active Travel Integrated Network Map (INM) routes have been developed and the Welsh Government approved Merthyr Tydfil's INM in November 2018.

The proposed routes adjacent to the site include the WS47G Cae Mari Dwn to Twyncarmel link shared route, which is along Church Street.

CCS Wales – Wales Parking Standards (2008)

The Wales Parking Standards set a new approach to transport, with the change from predicting and providing for cars to managing traffic and reducing car dependency, whilst ensuring that new development or a change of use is accompanied by sufficient parking space for private cars and service vehicles to avoid the need for vehicles to park on street and thereby cause congestion, danger and visual intrusion.

4. Proposed Development

The proposed development of the St Tydfil's Hospital Site consists of a total of 70 dwellings as shown in Drawing 2447-00(03)101. The house type schedule is:

Table 4.1: Development Profile

Social Rent			Open Market		
Size	Type	Number of Units		Type	Number of Units
1 bed	Flat	14	2 bed	Flat over Garage	6
2 bed	Bungalow	3	3 bed	House	25
2 bed	House	8	2 bed	Cottage	1
3 bed	House	4		Flat conversion	7
4 bed	House	2			
Total		31	Total		39

Therefore, there is fairly even split in social (44%) and open market (56%) dwellings and 30% of the dwellings will be flats.

The site is located adjacent to the town centre and the associated amenities including the bus and railway stations. It is proposed that the development will be served by one vehicular access point that will be located in the same location as the existing, providing access via Upper Thomas Street. The provision of one vehicular access point is in line with guidance given in the DfT (Residential Roads and Footpaths; Layout Considerations; Design Bulletin 32; Second Edition; April 1992; page 22) for developments of less than 100 dwellings.

Upper Thomas Street has a speed limit of 30mph. However, the average and 85th percentile recorded in 2019 adjacent to the site access (Appendix B) are significantly less.

Table 4.2: Upper Thomas Street Traffic Speeds 20-26th June 2019

Direction	Average Speed (mph)	85 th Percentile Speed (mph)
Northbound	17.4	21.5
Southbound	15.9	20.0
Two way	17.0	21.1

In accordance with Manual for Streets, the average speed results in a required stopping sight distance adjusted for bonnet length (Y-distance) of 20m, with the 85th percentile speed resulting in a required distance of 27m, based on 2.4 metres along the minor arm towards the site (X-distance). Achieved distances are 70m to the left and 46m to the right from 2.4m back. A distance of 27m, in accordance with the recommendations contained in Manual for Streets, extends across double yellow lines to the right and left with the exception of parking outside 44 Upper Thomas Street. A plan showing the visibility splay is included as Drawing STHS-CAP-00-XX-DR-C-0009.

Swept path analysis of the proposed junctions has been undertaken and is shown on Drawing STHS-CAP-00-XX-DR-C-0010. The result indicate that refuse collection vehicles can easily access and egress the site.

5. Trip Attraction / Modal Split

The method of estimating trip attraction for the development has been based on TRICS version 7.7.1, a national database of surveyed development sites. The database has been used to obtain 85th percentile arrival and departure trip generation rates from similar sized developments. The results of which are contained in Appendix C, based on the following user class definition:

03/M – Mixed Private/Affordable Housing (use class C3) *'Housing developments where less than 75% of units are privately owned, and less than 75% of units are non-privately owned. "Non-privately owned" may be council rented or housing association rented. Note that "Help to Buy" dwellings or any other where residents have equity in a property are considered to be privately owned. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms.'*

Multi modal surveys since the 1st January 2012 for sites between 9-150 dwellings have been included. Sites in the Republic of Ireland, Northern Ireland and Greater London have been excluded as have those in villages and industrial zones. A total of 33 surveys have been included within the analysis, significantly more than the minimum 20 that the TRICS 'Good Practice Guide' recommends should be available before 85th percentile rates are quoted.

The 85th percentile rates have also been subject to mean / median 'cross testing', a simple validation procedure outlined within the TRICS Good Practice Guide.

All trip rate calculations have been based on the provision of 70 privately owned homes for the proposed development site.

The greatest 85th percentile AM and PM peak period TRICS rates calculated were utilised, even if the associated time periods differed to the network peak periods, to ensure completion of a robust capacity and impact assessment.

Vehicle Trips

The total projected TRICS vehicle trips are summarised in Tables 5.1 and 5.2.

Table 5.1: Total Forecasted Weekday Vehicle Trip Attractions and Productions (Average)

Peak Periods	Homes	TRIP RATE (per 1 dwelling)		Trips		Total Trips
		Arrivals	Departures	Arrivals	Departures	
AM 0800-0900	70	0.123	0.351	9	25	34
PM 1700-1800	70	0.334	0.175	24	12	36

Table 5.2: Total Forecasted Weekday Vehicle Trip Attractions and Productions (85th Percentile)

Peak Periods	Homes	TRIP RATE (per 1 dwelling)		Trips		Total Trips
		Arrivals	Departures	Arrivals	Departures	
AM 0800-0900	70	0.185	0.488	13	34	47

PM 1700-1800	70	0.405	0.281	28	20	48
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The results show that even with 85th percentile trip rates, the combined trip generation to and from the development will be less than 1 vehicle per minute in the peak hours. No surveys of trip generation to and from the site when a hospital operated exist, but there would have been traffic generation in these peak periods. Therefore, any increase in flow above the extant permission is likely to be minimal.

To provide confidence in the figures, a comparison to a May 2017 traffic count undertaken of flows generated by 171 dwellings in Nedern Rise, Caldicot, has been undertaken. Nedern Rise is located on the northern edge of Caldicot in South East Wales. The survey results and associate trip rates were:

Table 5.3: Nedern Rise Trip Generation – May 2017

	Arrivals	Departures	Total
AM	18	74	92
PM	65	27	92

Table 5.4: Nedern Rise Trip Rates – May 2017

	Arrivals	Departures	Total
AM	0.105	0.433	0.538
PM	0.380	0.158	0.538

Using these rates would generate the following trips for the St. Tydfil's Hospital site:

Table 5.5: Total Forecasted Weekday Vehicle Trips based on observed Nedern Rise Rates

	Arrivals	Departures	Total
AM	7	30	37
PM	27	11	38

Therefore, the observed trips in Caldicot are between the average and 85th percentile figures from TRICS, indicating that use of the 85th percentile figures would provide a worst case analysis.

Public Transport, Pedestrian and Cycle Trips

To assess the full impact of the development, multi-modal trips for the proposed development have also been identified from TRICS including public transport (combined rail and bus), pedestrian, and cycle trips. The derivation of appropriate trip rates has again been calculated per dwelling, the results of which have been included in Tables 5.6 to 5.8.

Table 5.6: Forecasted Weekday Public Transport User Trips

Peak Periods	Homes	TRIP RATE (per 1 dwelling)		Trips		Total Trips
		Arrivals	Departures	Arrivals	Departures	
AM	70	0.002	0.040	0	3	3
PM	70	0.044	0.015	3	1	4

Table 5.7: Forecasted Weekday Pedestrian Trips

Peak Periods	Homes	TRIP RATE (per 1 dwelling)		Trips		Total Trips
		Arrivals	Departures	Arrivals	Departures	
AM 0800-0900	70	0.061	0.196	4	14	18
PM 1500-1600	70	0.195	0.085	14	6	20

Table 5.8: Forecasted Weekday Cycle Trips

Peak periods	Homes	TRIP RATE (per 1 dwelling)		Trips		Total Trips
		Arrivals	Departures	Arrivals	Departures	
AM 0800-0900	70	0.003	0.014	0	1	1
PM 1600-1700	70	0.008	0.012	1	1	2

Based on the national trip data, forecasted public transport and cycle trips in the peak hours are expected to be minimal. With the proximity to Merthyr Bus and Railway Stations, with the associated high frequency and significant choice in services, public transport use for this site is likely to be greater than this national (non-London) average, resulting in less vehicular trips.

Merthyr Tydfil County Borough Council have proposals for the shared active travel route WS47G Cae Mari Dwn to Twyncarmel link on Church Street (Appendix D). This shared use route will provide linkage to the proposed cycle route C12 to the east and the town centre to the west.

Traffic Growth

Traffic growth has been based on TEMPro version 7.2 with the geographical area selected within Merthyr Tydfil of W02000286. The NTM dataset AF15 has been applied, based on minor urban roads. An opening year of 2021 has been assumed with a design year being 15 years hence, in 2036. The results are summarised in the following table:

Table 5.9: Traffic Growth

	2019-2021	2019-2036
AM Peak	1.0276	1.1868
PM Peak	1.0263	1.1823

The 2019 observed traffic flows in pcus are summarised in Drawing STHS-CAP-00-XX-DR-C-0003. The opening year flows are summarised in Drawing STHS-CAP-00-XX-DR-C-0004 with the 2036 predicted traffic in Drawing STHS-CAP-00-XX-DR-C-0005.

Development flows (Drawing STHS-CAP-00-XX-DR-C-0006) have been added to the 2021 and 2036 predicted background traffic flows in Drawings STHS-CAP-00-XX-DR-C-0007 and STHS-CAP-00-XX-DR-C-0008 respectively.

Trip Distribution

Trip distribution has been based on traffic patterns observed within the traffic surveys. It has been assumed that all traffic to and from the development passes through Upper Thomas Street / Church Street.

The observed percentage splits in traffic at this junction are summarised in the following tables. There is no movement from Upper Thomas Street to Lower Thomas Street as the latter is one way in the opposite direction.

Table 5.10: From Upper Thomas Street

	To Tramroadside (N)	To Union St / Courtland Terrace
AM Peak	25% (2)	75% (6)
PM Peak	78% (7)	22% (2)

Percentage (pcus)

Table 5.11: To Upper Thomas Street

	From Tramroadside (N)	From Lower Thomas Street	From Union St / Courtland Terrace
AM Peak	58% (7)	0% (0)	42% (5)
PM Peak	52% (12)	9% (2)	39% (9)

Percentage (pcus)

Traffic flows (pcus) on the adjacent Church Street, west of Upper Thomas Street are:

Table 5.12: Development flows assigned to Church Street

	2019 Observed		Development Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Eastbound	111	140	8	15
Westbound	40	48	8	16

The table highlights that the development traffic on this section of road is minimal in the AM peak, with the combined flow being approximately 1 vehicle every 4 minutes. In the PM peak the flow increases to approximately 1 vehicles every 2 minutes, with a total two way flow of 31 pcus.

Traffic flows (pcus) on the adjacent Tramroadside (N) to the south of Church Street are:

Table 5.13: Development flows assigned to Tramroadside (N)

	2019 Observed		Development Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	220	328	8	15
Southbound	37	33	5	9

The table highlights that the development traffic on this section of road is minimal, with the combined flow being less than 1 vehicle every 2 minutes.

Traffic flows (pcus) on the adjacent Lower Thomas Street are:

Table 5.14: Development flows assigned to Lower Thomas Street

	2019 Observed		Development Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	15	16	0	2

The results indicate no development traffic is expected to utilise Lower Thomas Street in the AM peak and there will be only an increase of 2 vehicles in the PM peak.

Traffic flows (pcus) on the adjacent Union St / Courtland Terrace are:

Table 5.15: Development flows assigned to Union St / Courtland Terrace

	2019 Observed		Development Traffic	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	36	37	5	11
Southbound	118	130	26	4

The table highlights that the development traffic on this section of road is minimal in the PM peak, with the combined flow being 1 vehicle every 4 minutes. In the AM peak the flow increases to approximately 1 vehicles every 2 minutes, with a total two way flow of 31 pcus.

It is envisaged that development traffic on Union St / Courtland Terrace will access Twynyrodyn Road, providing potential access to the A4060 to the east or the A470 to the west.

Traffic from the development can also access the A470 by travelling on Tramroadside (N). Development traffic travelling through Tramroadside North / Court St / Twynyrodyn Road / St Tydfil's Avenue / Car Park Roundabout is likely to be via this latter route, being a distance of 500m for the site access compared to 780m via Twynyrodyn Road and Union St / Courtland Terrace. Therefore, new traffic at Tramroadside North / Court St / Twynyrodyn Road / St Tydfil's Avenue / Car Park Roundabout is only likely to be a maximum of approximately 1 vehicle every 4 minutes in the AM peak (16 pcus) and approximately 1 vehicle every 2 minutes in the PM peak (31 pcus)

A worst case analysis of Tramroadside North / Court St / Twynyrodyn Road / St Tydfil's Avenue / Car Park Roundabout would be all development traffic in the AM and PM peak, totaling 47 and 48 pcus respectively. In both peaks, this would be a total of less than 1 vehicle per minute, which would be split between the arms of roundabout.

6. Parking

Parking provision for the development will be designed in line with the CCS Wales – Wales Parking Standards (2008). The following Table 6.1 subsequently applies to all housing built within zones 2 – 6.

Table 6.1: General Purpose Houses and Apartments

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

With a total of 152 bedrooms, this equates to a maximum of 150 spaces for residents (as there are two houses with four bedrooms, plus 14 spaces for visitors. Due to the sustainable location of the site, in close proximity to the town centre, train and bus stations, a total of 112 spaces are proposed. These are split between 42 dwellings each having 2 spaces and 28 dwellings having a single space. Parking spaces will have minimum dimensions of 2.6m x 4.8m and all spaces will be provided off-street to help ensure potential obstruction of and damage to the highway is avoided.

In terms of cycle parking there will be 1 stand per 5 bedrooms for apartments.

7. Residential Travel Plan

Transport policy places an emphasis on reducing the number of journeys made by car and encouraging alternative modes of transport both at a regional and national basis. A Residential Travel Plan will be created for the site which introduces a range of measures and initiatives to help encourage modal shift to sustainable travel modes.

It is anticipated that the successful implementation of the Travel Plan will progress a range of benefits for the local residents including the promotion of healthy lifestyles associated with sustainable travel; informed choices on travel alternatives within the surrounding area; environmental benefits of not using the car and financial incentives / savings that could be associated with sustainable travel.

An important aspect of achieving modal shift away from the car is the setting of realistic and achievable targets and objectives. These will be set out within the Travel Plan and will be subject to agreement with the Local Authority, providing a robust basis for progressing the plan's aims.

8. Capacity Analysis

Capacity analysis was subsequently undertaken to quantify the impact of the development on the adjacent highway network in terms of practical reserve capacity and queues. The capacity analysis scenarios assessed for the two adjacent junctions were 2019 Base (no development) and 2036 (with and without development) during the weekday AM and PM peak periods.

For a junction to be considered to be operating at and beyond capacity, an RFC figure (Ratio of flow to capacity) greater or equal to 0.85 (85%) would need to be achieved. Where the potential for a junction to be over capacity is identified, the implementation of mitigation / improvement may be required.

The following section (Tables 8.1 to 8.6) encompasses a summary of the capacity analysis results. The results of the analysis indicate that neither of the junctions assessed are anticipated to operate over capacity for the future design year with the development completed.

All capacity assessment results are contained within Appendix E.

Church Street / Tramroadside (N)

Table 8.1 2019 Base

Arm	AM		PM	
	Max RFC	Max Q	Max RFC	Max Q
Church St (R) to Church St	0.03	0.04	0.05	0.06

Table 8.2: 2036 Without Development

Arm	AM		PM	
	Max RFC	Max Q	Max RFC	Max Q
Church St (R) to Church St	0.04	0.05	0.07	0.08

Table 8.3 2036: With Development

Arm	AM		PM	
	Max RFC	Max Q	Max RFC	Max Q
Church St (R) to Church St	0.04	0.05	0.08	0.10

Upper Thomas Street / Church Street / Lower Thomas Street

Table 8.4 2019 Base

Arm	AM		PM	
	Max RFC	Max Q	Max RFC	Max Q
Lower Thomas St	0.03	0.03	0.03	0.03
Church Street (E)	0.01	0.01	0.02	0.02
Upper Thomas St	0.02	0.02	0.02	0.02
Church Street (W)	0	0	0	0

Table 8.5: 2036 Without Development

Arm	AM		PM	
	Max RFC	Max Q	Max RFC	Max Q
Lower Thomas St	0.03	0.03	0.03	0.03
Church Street (E)	0.01	0.01	0.02	0.02
Upper Thomas St	0.02	0.02	0.02	0.02
Church Street (W)	0	0	0	0

Table 8.6: 2036 With Development

Arm	AM		PM	
	Max RFC	Max Q	Max RFC	Max Q
Lower Thomas St	0.03	0.03	0.03	0.03
Church Street (E)	0.02	0.02	0.05	0.04
Upper Thomas St	0.09	0.08	0.08	0.07
Church Street (W)	0	0	0	0

9. Transport Implementation Strategy

A Transport Implementation Strategy (TIS) is aimed at managing travel demand, based on the objectives set out within plan policies relating to movement.

Measures to improve access by public transport, walking and cycling and reduce vehicle traffic include:

- Parking provision in accordance with policy to manage demand;
- Pedestrian links on the desire line to the town centre to encourage sustainable access to the shops;
- Pedestrian links on the desire line to Merthyr Tydfil Bus and Railway Stations, located in close proximity, to encourage greater use of public transport; and
- A residential travel plan to promote sustainable travel.

The proposed shared Active Travel Route WS47G Cae Mari Dwn to Twyncarmel link on Church Street will further improve the linkage between the public transport interchanges and the site.

10. Conclusion

The Transport Assessment has been undertaken based on the development of 70 new homes on an allocated residential site located in Merthyr Tydfil.

The site is ideally located adjacent to the town centre with pedestrian and cycle linkage to shops and other amenities including a bus and train station. Furthermore, active travel proposals for Church Street aim to improve sustainable access between the site area and the town centre.

Analysis of accident data for the highways surrounding the development has identified no subsequent trends near to the proposed development site, and there were no accidents recorded immediately adjacent to the site boundary.

The Transport Assessment has undertaken a thorough analysis of existing local and national policy, and a Travel Plan which includes a range of measures and initiatives that promote the significant advantages of sustainable travel most notably by walking, cycling and public transport, will be prepared for the development. The implementation of its targets will further enable sustainable travel aims and objectives to be achieved.

Two way traffic flows generated by the development will be less than 1 per minute in the peak hours. The impact at the two junctions adjacent to the site, utilising a worst case of trip generation figures, highlights that the impact of the additional traffic will be negligible. Assessment 15 years after opening indicates that these junctions will be operating within capacity in the peak hours, with queues of less than one vehicle. Development traffic will then spread across the network, resulting in minimal impact at junctions further from the site.

It is therefore concluded that the Transport Assessment demonstrates compliance with local and national policy objectives particularly with regard to sustainability aspirations for new developments, and that the development is not anticipated to present any material highway capacity or safety implications on the surrounding highway network.

Appendix A

Scoping Report

Title: St Tydfil's Hospital Site

Date: 27th March 2020

Prepared For: Merthyr County Borough Council

Prepared By: Dave James (Technical Director – Transportation)

Tel: 02920 803574

Email: David.James@capita.co.uk

Ref: Scoping Note TN1

Development Profile

75 dwellings are proposed on the St Tydfil's Hospital Site, consisting of 22 flats and 53 houses, with a proposed access onto Upper Thomas Street. Of these dwellings, 40 will be in private ownership.

Trip Generation

Trip generation will be based on the TRICS database, using mixed private/affordable housing. Average and 85th percentile rates will be calculated.

As an indicative assessment of trip generation, based on the TRICS 7.7.1 database (mixed private/affordable housing – attached), peak hour flows are envisaged to be in the order of:

Predicted Trips (Average)

	Arrival Trip Rate per dwelling	Departure Trip Rate per dwelling	Arrivals	Departures
AM Peak (08:00 – 09:00 weekday)	0.099	0.294	7	22
PM Peak (17:00-18:00 weekday)	0.290	0.145	22	11
12:00 – 13:00 Saturday	0.208	0.198	16	15

Trip Distribution

Trips will be assigned according to observed movements. Indicatively, for the Upper Thomas Street / Church Street/Lower Thomas Street junction, which was surveyed on 20th June 2019 (the survey will be repeated as this survey was undertaken within the first few weeks of the reversal of the one-way traffic up High Street to Pontmorlais), existing flows are:

AM (07:00-09:30): From Upper Thomas Street

Left onto Church St = 7 vehicles

Straight across to Lower Thomas Street = 0 vehicles

Right onto Church Street = 7 vehicles

PM (16:00-18:00): To Upper Thomas Street

Left from Church St = 23 vehicles

Straight across from Lower Thomas Street = 3 vehicles

Right from Church Street = 13 vehicles

Traffic Surveys

Based on comments from Merthyr CBC, the following junctions are proposed to be surveyed on a weekday between 07:00 – 09:30 and 16:00 – 18:00 hours:

- Upper Thomas Street / Church Street/Lower Thomas Street junction
- Tramroad Side North / Church Street junction
- Courtland Terrace (Union St/Windsor Terrace) / Twynyrodyn Road junction

With no flows from Upper Thomas Street to Lower Thomas Street recorded in 2.5 hours in the AM peak and only 3 vehicles in the reverse direction in the 2 hour PM peak in 2019, a survey of Lower Thomas Street /Alma Street is not proposed.

As trip generation in the Saturday peak period is only 31 vehicles, approximately 1 every two minutes, Saturday surveys are not proposed.

The surveys will be undertaken on a date to be agreed with Merthyr CBC.

Capacity Analysis

As Merthyr CBC state a Transport Assessment is required, it is proposed that capacity analysis of all the junctions surveyed will be undertaken in addition to the proposed access onto Upper Thomas Street.

Collision Analysis

A review of collision data for the last 5 years at the junctions surveyed and the associated links to these junctions, will be undertaken.

Sustainable Travel

The assessment will review existing and proposed active travel links in the vicinity of the site, existing footways and cycleways, as well as linkage to adjacent bus stops and the town centre.

Appendix B

Traffic Surveys



Severnside
Transportation Data Collection

Survey Overview

Job Number	SS84
Job Name	Merthyr Tydfil
Date	20/06/19 - 0700-09:30 & 16:00-18:00
Survey Type	JTC
Weather Conditions	



Comments



Severnside
Transportation Data Collection

SS84

Merthyr Tydfil

20/06/19 - 0700-09:30 & 16:00-18:00

Site 1 Church Street/Tramroadside North





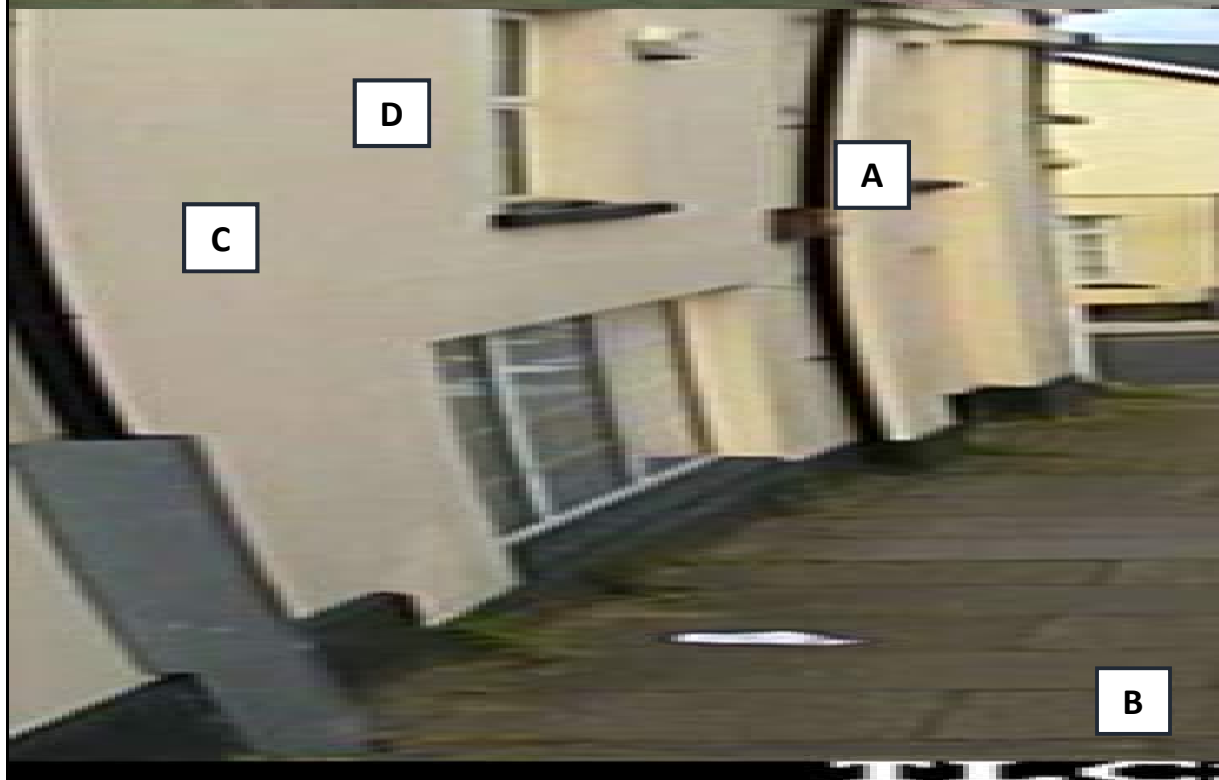
Severnside
Transportation Data Collection

SS84

Merthyr Tydfil

20/06/19 - 0700-09:30 & 16:00-18:00

Site 2 Church Street/Upper Thomas Street





Severnside

Transportation Data Collection

Arm A - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
Half Hour Total	0	0	0	0	0	0	0	0

2.5 Hour Totals (am)	0	0	0	0	0	0	0	0
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1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

2 Hour Totals (pm)	0	0	0	0	0	0	0	0
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Day Total	0	0	0	0	0	0	0	0
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Arm B - Arm A

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	1	0	0	0	0	0	2
0715-0730	0	0	0	0	0	0	0	0
0730-0745	4	0	0	0	0	0	0	4
0745-0800	4	1	0	0	0	0	0	5
Hourly Total	9	2	0	0	0	0	0	11
0800-0815	3	1	0	0	0	0	0	4
0815-0830	2	0	0	0	0	0	0	2
0830-0845	5	0	0	0	0	0	0	5
0845-0900	6	1	0	0	0	0	0	7
Hourly Total	16	2	0	0	0	0	0	18
0900-0915	2	0	0	0	0	0	0	2
0915-0930	4	0	0	0	0	0	0	4
Half Hour Total	6	0	0	0	0	0	0	6

2.5 Hour Totals (am)	31	4	0	0	0	0	0	35
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1600-1615	1	0	0	0	0	0	1	2
1615-1630	7	1	0	0	0	0	0	8
1630-1645	5	0	0	0	0	0	0	5
1645-1700	7	2	0	0	0	0	0	9
Hourly Total	20	3	0	0	0	0	1	24
1700-1715	5	2	0	0	0	0	0	7
1715-1730	5	0	0	0	0	0	0	5
1730-1745	5	0	0	0	0	0	0	5
1745-1800	5	1	0	0	0	0	0	6
Hourly Total	20	3	0	0	0	0	0	23

2 Hour Totals (pm)	40	6	0	0	0	0	1	47
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Day Total	71	10	0	0	0	0	1	82
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	Arm C - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	7	0	1	0	0	0	0	8
0715-0730	9	1	1	0	0	0	0	11
0730-0745	11	0	0	0	0	0	0	11
0745-0800	12	2	1	0	0	0	0	15

Hourly Total	39	3	3	0	0	0	0	45
0800-0815	15	2	1	0	0	0	0	18
0815-0830	19	2	1	0	0	0	0	22
0830-0845	19	1	0	0	0	0	0	20
0845-0900	21	3	2	0	0	1	0	27
Hourly Total	74	8	4	0	0	1	0	87
0900-0915	34	1	0	0	0	0	0	35
0915-0930	34	5	0	0	0	0	0	39
Half Hour Total	68	6	0	0	0	0	0	74

2.5 Hour Totals (am)	181	17	7	0	0	1	0	206
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1600-1615	48	2	0	0	0	0	0	50
1615-1630	51	4	0	0	0	0	0	55
1630-1645	33	2	0	0	0	2	0	37
1645-1700	43	3	1	0	0	0	0	47
Hourly Total	175	11	1	0	0	2	0	189
1700-1715	44	8	0	0	0	1	0	53
1715-1730	51	2	0	0	0	0	0	53
1730-1745	38	1	0	0	0	0	0	39
1745-1800	44	4	0	0	0	0	0	48
Hourly Total	177	15	0	0	0	1	0	193

2 Hour Totals (pm)	352	26	1	0	0	3	0	382
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Day Total	533	43	8	0	0	4	0	588
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	1	0	0	0	0	0	0	1
0845-0900	1	0	0	0	0	0	0	1

Hourly Total	2	0	0	0	0	0	0	2
0900-0915	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1

2.5 Hour Totals (am)	3	0	0	0	0	0	0	3
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1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

2 Hour Totals (pm)	0	0	0	0	0	0	0	0
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Day Total	3	0	0	0	0	0	0	3
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	8	1	1	0	0	0	0	10
0715-0730	9	1	1	0	0	0	0	11
0730-0745	15	0	0	0	0	0	0	15
0745-0800	16	3	1	0	0	0	0	20
Hourly Total	48	5	3	0	0	0	0	56
0800-0815	18	3	1	0	0	0	0	22
0815-0830	21	2	1	0	0	0	0	24
0830-0845	24	1	0	0	0	0	0	25
0845-0900	27	4	2	0	0	1	0	34
Hourly Total	90	10	4	0	0	1	0	105
0900-0915	36	1	0	0	0	0	0	37
0915-0930	38	5	0	0	0	0	0	43
Hourly Total	74	6	0	0	0	0	0	80

2.5 Hour								
Totals	212	21	7	0	0	1	0	241
(am)								
1600-1615	49	2	0	0	0	0	1	52
1615-1630	58	5	0	0	0	0	0	63
1630-1645	38	2	0	0	0	2	0	42
1645-1700	50	5	1	0	0	0	0	56
Hourly Total	195	14	1	0	0	2	1	213
1700-1715	49	10	0	0	0	1	0	60
1715-1730	56	2	0	0	0	0	0	58
1730-1745	43	1	0	0	0	0	0	44
1745-1800	49	5	0	0	0	0	0	54
Hourly Total	197	18	0	0	0	1	0	216
2 Hour								
Totals	392	32	1	0	0	3	1	429
(pm)								
Day Total	604	53	8	0	0	4	1	670

SS84
Merthyr Tydfil
20/06/19 - 0700-09:30 & 16:00-18:00
Site 1 Church Street/Tramroadside North

[illegible]

0	0	0	0	0	0	0	0	3
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[illegible]

0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	3
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Arm B - Arm B	
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Car
1
3
4
3
11
6
4
8
12
30
8
6
14

55

11
6
5
9
31
9
5
11
7
32

63118

	Car
	0
	0
	0
	0

32	12	0	0	0	0	1	45
26	3	0	0	0	0	0	29
29	5	1	0	0	0	0	35
19	2	1	0	0	0	0	22
24	3	0	0	0	0	0	27
98	13	2	0	0	0	0	113
25	3	0	0	0	0	0	28
19	2	0	0	0	0	0	21
44	5	0	0	0	0	0	49

0
0
0
0
0
0
0
0
0

174	30	2	0	0	0	1	207
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0

27	5	0	0	0	0	0	32
26	4	0	0	0	0	0	30
24	5	0	0	0	0	0	29
20	11	0	0	0	0	0	31
97	25	0	0	0	0	0	122
44	3	0	0	0	0	0	47
32	2	0	0	0	0	0	34
20	5	0	0	0	0	0	25
26	3	0	0	0	0	0	29
122	13	0	0	0	0	0	135

0
0
0
0
0
0
0
0
0
0

219	38	0	0	0	0	0	257
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0

393	68	2	0	0	0	1	464
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0

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	2	0	0	0	0	0	4
3	1	0	0	0	0	0	4
8	1	0	0	0	0	0	9
7	3	0	0	0	0	0	10
20	7	0	0	0	0	0	27
9	2	0	0	0	0	0	11
6	1	0	0	0	0	0	7
13	0	0	0	0	0	0	13
18	3	0	0	0	0	0	21

Car
12
12
17
30
71
41
48
38
45

46	6	0	0	0	0	0	52
10	1	0	0	0	0	0	11
10	0	0	0	0	0	0	10
20	1	0	0	0	0	0	21

172
59
53
112

86	14	0	0	0	0	0	100
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355

12	1	0	0	0	1	1	15
13	3	0	0	0	0	0	16
10	2	0	0	0	1	0	13
16	2	0	0	0	0	0	18
51	8	0	0	0	2	1	62
14	2	0	0	0	0	0	16
10	0	0	0	0	0	0	10
16	0	0	0	0	0	0	16
12	2	0	0	0	0	0	14
52	4	0	0	0	0	0	56

75
77
57
63
272
88
83
58
70
299

103	12	0	0	0	2	1	118
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571

189	26	0	0	0	2	1	218
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926

Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
5	1	0	0	0	0	0	6
3	2	0	0	0	0	1	6
6	5	0	0	0	0	0	11
18	4	0	0	0	0	0	22
32	12	0	0	0	0	1	45
26	3	0	0	0	0	0	29
29	5	1	0	0	0	0	35
19	2	1	0	0	0	0	22
24	3	0	0	0	0	0	27
98	13	2	0	0	0	0	113
25	3	0	0	0	0	0	28
19	2	0	0	0	0	0	21
44	5	0	0	0	0	0	49

Car
1
3
4
3
11
6
4
9
13
32
8
7
15

174	30	2	0	0	0	1	207	58
27	5	0	0	0	0	0	32	11
26	4	0	0	0	0	0	30	6
24	5	0	0	0	0	0	29	5
20	11	0	0	0	0	0	31	9
97	25	0	0	0	0	0	122	31
44	3	0	0	0	0	0	47	9
32	2	0	0	0	0	0	34	5
20	5	0	0	0	0	0	25	11
26	3	0	0	0	0	0	29	7
122	13	0	0	0	0	0	135	32
219	38	0	0	0	0	0	257	63
393	68	2	0	0	0	1	464	121

LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
1	0	0	0	0	0	2	4
1	0	0	0	0	0	4	4
1	0	0	0	0	0	5	9
2	0	0	0	0	0	5	10
5	0	0	0	0	0	16	27
1	0	0	0	0	0	7	11
1	0	0	0	0	0	5	7
0	0	0	0	0	0	8	13
2	0	0	0	0	0	14	21
4	0	0	0	0	0	34	52
1	0	0	0	0	0	9	11
0	0	0	0	0	0	6	10
1	0	0	0	0	0	15	21

10	0	0	0	0	0	65	100
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1	0	0	0	1	0	13	15
2	0	0	0	0	0	8	16
2	0	0	0	1	0	8	13
0	0	0	0	0	0	9	18
5	0	0	0	2	0	38	62
0	0	0	0	0	0	9	16
0	0	0	0	0	0	5	10
0	0	0	0	0	0	11	16
1	0	0	0	0	0	8	14
1	0	0	0	0	0	33	56

6	0	0	0	2	0	71	118
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16	0	0	0	2	0	136	218
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Arm C - Arm C							Arm Total
LGV	OGV1	OGV2	PSV	MC	PC	Total	
0	0	0	0	0	0	0	14
0	0	0	0	0	0	0	17
0	0	0	0	0	0	0	22
0	0	0	0	0	0	0	37

0	0	0	0	0	0	0	90
0	0	0	0	0	0	0	47
0	0	0	0	0	0	0	57
0	0	0	0	0	0	0	42
0	0	0	0	0	0	0	54
0	0	0	0	0	0	0	200
0	0	0	0	0	0	0	63
0	0	0	0	0	0	0	60
0	0	0	0	0	0	0	123

0	0	0	0	0	0	0	413
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0	0	0	0	0	0	0	82
0	0	0	0	0	0	0	85
0	0	0	0	0	0	0	66
0	0	0	0	0	0	0	78
0	0	0	0	0	0	0	311
0	0	0	0	0	0	0	100
0	0	0	0	0	0	0	87
0	0	0	0	0	0	0	64
0	0	0	0	0	0	0	77
0	0	0	0	0	0	0	328

0	0	0	0	0	0	0	639
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0	0	0	0	0	0	0	1052
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Origin - Arm C							Arm Total
LGV	OGV1	OGV2	PSV	MC	PC	Total	
1	1	0	0	0	0	14	18
3	1	0	0	0	1	17	21
5	0	0	0	0	0	22	31
6	1	0	0	0	0	37	47
15	3	0	0	0	1	90	117
5	1	0	0	0	0	47	58
7	2	0	0	0	0	57	64
3	1	0	0	0	0	42	56
6	2	0	0	1	0	54	76

21	6	0	0	1	0	200	254
4	0	0	0	0	0	63	74
7	0	0	0	0	0	60	71
11	0	0	0	0	0	123	145

47	9	0	0	1	1	413	516
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7	0	0	0	0	0	82	97
8	0	0	0	0	0	85	101
7	0	0	0	2	0	66	79
14	1	0	0	0	0	78	96
36	1	0	0	2	0	311	373
11	0	0	0	1	0	100	116
4	0	0	0	0	0	87	97
6	0	0	0	0	0	64	80
7	0	0	0	0	0	77	91
28	0	0	0	1	0	328	384

64	1	0	0	3	0	639	757
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111	10	0	0	4	1	1052	1273
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Destination - Arm C							Arm Total
LGV	OGV1	OGV2	PSV	MC	PC	Total	
1	0	0	0	0	0	2	18
1	0	0	0	0	0	4	21
1	0	0	0	0	0	5	31
2	0	0	0	0	0	5	47
5	0	0	0	0	0	16	117
1	0	0	0	0	0	7	58
1	0	0	0	0	0	5	64
0	0	0	0	0	0	9	56
2	0	0	0	0	0	15	76
4	0	0	0	0	0	36	254
1	0	0	0	0	0	9	74
0	0	0	0	0	0	7	71
1	0	0	0	0	0	16	145

10	0	0	0	0	0	68	516
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1	0	0	0	1	0	13	97
2	0	0	0	0	0	8	101
2	0	0	0	1	0	8	79
0	0	0	0	0	0	9	96
5	0	0	0	2	0	38	373
0	0	0	0	0	0	9	116
0	0	0	0	0	0	5	97
0	0	0	0	0	0	11	80
1	0	0	0	0	0	8	91
1	0	0	0	0	0	33	384

6	0	0	0	2	0	71	757
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16	0	0	0	2	0	139	1273
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Arm A - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

2.5 Hour Totals (am)	0	0	0	0	0	0	0	0
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1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

2 Hour Totals (pm)	0	0	0	0	0	0	0	0
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Day Total	0	0	0	0	0	0	0	0
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Arm B - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0

0715-0730	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1
0830-0845	2	0	0	0	0	0	0	2
0845-0900	2	0	0	0	0	0	0	2
Hourly Total	5	0	0	0	0	0	0	5
0900-0915	1	0	0	0	0	0	0	1
0915-0930	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1

2.5 Hour Totals (am)	7	0	0	0	0	0	0	7
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1600-1615	2	0	0	0	0	0	0	2
1615-1630	1	0	0	0	0	0	0	1
1630-1645	1	0	0	0	0	0	0	1
1645-1700	2	0	0	0	0	0	0	2
Hourly Total	6	0	0	0	0	0	0	6
1700-1715	3	0	0	0	0	0	0	3
1715-1730	1	0	0	0	0	0	0	1
1730-1745	3	0	0	0	0	0	0	3
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	7	0	0	0	0	0	0	7

2 Hour Totals (pm)	13	0	0	0	0	0	0	13
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Day Total	20	0	0	0	0	0	0	20
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	Arm C - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0

[illegible]

2.5 Hour								
Totals	1	0	0	0	0	0	0	1
(am)								

1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	1	0	0	0	0	0	0	1
1645-1700	1	0	0	0	0	0	0	1
Hourly Total	2	0	0	0	0	0	0	2
1700-1715	0	0	0	0	0	0	0	0
1715-1730	1	0	0	0	0	0	0	1
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1

2 Hour Totals (pm)	3	0	0	0	0	0	0	3
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Day Total	4	0	0	0	0	0	0	4
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[illegible]

2.5 Hour Totals (am)	19	4	0	0	0	0	0	23
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1600-1615	0	3	0	0	0	0	0	3
1615-1630	4	0	0	0	0	0	0	4
1630-1645	4	0	0	0	0	0	0	4
1645-1700	2	2	0	0	0	0	0	4
Hourly Total	10	5	0	0	0	0	0	15
1700-1715	3	1	0	0	0	0	0	4
1715-1730	3	0	0	0	0	0	0	3
1730-1745	1	0	0	0	0	0	0	1
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	7	1	0	0	0	0	0	8

2 Hour Totals (pm)	17	6	0	0	0	0	0	23
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Day Total	36	10	0	0	0	0	0	46
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	Origin - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	1	0	0	0	0	0	2
0730-0745	3	0	0	0	0	0	0	3
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	4	1	0	0	0	0	0	5
0800-0815	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	1
0830-0845	3	0	0	0	0	0	0	3
0845-0900	4	0	0	0	0	0	0	4
Hourly Total	8	0	0	0	0	0	0	8
0900-0915	1	0	0	0	0	0	0	1
0915-0930	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1

2.5 Hour Totals (am)	13	1	0	0	0	0	0	14
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1600-1615	2	0	0	0	0	0	0	2
1615-1630	1	0	0	0	0	0	0	1
1630-1645	2	0	0	0	0	0	0	2
1645-1700	1	0	0	0	0	0	0	1

Hourly Total	6	0	0	0	0	0	0	6
1700-1715	3	0	0	0	0	0	0	3
1715-1730	1	0	0	0	0	0	0	1
1730-1745	4	1	0	0	0	0	0	5
1745-1800	3	0	0	0	0	0	0	3
Hourly Total	11	1	0	0	0	0	0	12
2 Hour Totals (pm)	17	1	0	0	0	0	0	18

Day Total	30	2	0	0	0	0	0	32
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	1	0	0	0	0	0	1
0715-0730	0	1	0	0	0	0	0	1
0730-0745	2	1	0	0	0	0	0	3
0745-0800	2	0	0	0	0	0	0	2
Hourly Total	4	3	0	0	0	0	0	7
0800-0815	1	0	0	0	0	0	0	1
0815-0830	3	0	0	0	0	0	0	3
0830-0845	3	0	0	0	0	0	0	3
0845-0900	4	1	0	0	0	0	0	5
Hourly Total	11	1	0	0	0	0	0	12
0900-0915	9	0	0	0	0	0	0	9
0915-0930	3	0	0	0	0	0	0	3
Hourly Total	12	0	0	0	0	0	0	12

2.5 Hour Totals (am)	27	4	0	0	0	0	0	31
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1600-1615	2	3	0	0	0	0	0	5
1615-1630	5	0	0	0	0	0	0	5
1630-1645	6	0	0	0	0	0	0	6
1645-1700	5	2	0	0	0	0	0	7
Hourly Total	18	5	0	0	0	0	0	23
1700-1715	6	1	0	0	0	0	0	7
1715-1730	5	0	0	0	0	0	0	5
1730-1745	4	0	0	0	0	0	0	4
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	15	1	0	0	0	0	0	16

2 Hour Totals (pm)	33	6	0	0	0	0	0	39

Day Total	60	10	0	0	0	0	0	70
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**20/06/19 - 0700-09:30 &
Site 2 Church Street/Upper**

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

[illegible]

0	0	0	0	0	0	0	0	0
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[illegible]

0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0	0
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Arm C - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
3	1	0	0	0	0	0	4

0	0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	8	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

10	1	0	0	0	0	0	11	0
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1	0	0	0	0	0	0	1	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
3	0	0	0	0	0	0	3	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
1	0	0	0	0	0	0	1	0
2	0	0	0	0	0	0	2	0

5	0	0	0	0	0	0	5	0
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15	1	0	0	0	0	0	16	0
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Arm D - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car
5	0	0	0	0	0	0	5	0
2	2	0	0	0	0	0	4	0
5	4	0	0	0	0	0	9	0
15	4	0	0	0	0	0	19	0
27	10	0	0	0	0	0	37	0
25	2	0	0	0	0	0	27	0
25	5	1	0	0	0	0	31	0
17	2	1	0	0	0	0	20	0
23	2	0	0	0	0	0	25	0
90	11	2	0	0	0	0	103	0
18	3	0	0	0	0	0	21	0
17	2	0	0	0	0	0	19	0
35	5	0	0	0	0	0	40	0

152	26	2	0	0	0	0	180	0
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26	3	0	0	0	0	0	29	0
22	3	0	0	0	0	0	25	0
23	4	0	0	0	0	0	27	0
20	8	0	0	0	0	0	28	0
91	18	0	0	0	0	0	109	0
40	4	0	0	0	0	0	44	0
27	2	0	0	0	0	0	29	0
21	5	0	0	0	0	0	26	0
27	3	0	0	0	0	0	30	0
115	14	0	0	0	0	0	129	0

206	32	0	0	0	0	0	238	0
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358	58	2	0	0	0	0	418	0
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Origin - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car
2	1	0	0	0	0	0	3	1
1	0	0	0	0	0	0	1	1
3	1	0	0	0	0	0	4	2
0	1	0	0	0	0	1	2	5
6	3	0	0	0	0	1	10	9
5	0	0	0	0	0	0	5	2
6	1	0	0	0	0	0	7	2
10	0	0	0	0	0	0	10	6
11	3	0	0	0	0	0	14	2
32	4	0	0	0	0	0	36	12
5	0	0	0	0	0	0	5	3
4	0	0	0	0	0	0	4	1
9	0	0	0	0	0	0	9	4

47	7	0	0	0	0	1	55	25
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9	0	0	0	0	0	1	10	2
5	0	0	0	0	0	0	5	4
5	1	0	0	0	1	0	7	6
10	1	0	0	0	0	0	11	2

29	2	0	0	0	1	1	33	14
7	1	0	0	0	0	0	8	8
4	0	0	0	0	0	0	4	4
14	0	0	0	0	0	0	14	2
3	1	0	0	0	0	0	4	2
28	2	0	0	0	0	0	30	16

57	4	0	0	0	1	1	63	30
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104	11	0	0	0	1	2	118	55
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Destination - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car
5	0	0	0	0	0	0	5	0
3	2	0	0	0	0	0	5	0
6	4	0	0	0	0	0	10	0
17	4	0	0	0	0	0	21	0
31	10	0	0	0	0	0	41	0
27	2	0	0	0	0	0	29	0
28	5	1	0	0	0	0	34	0
23	3	1	0	0	0	0	27	0
25	2	0	0	0	0	0	27	0
103	12	2	0	0	0	0	117	0
18	3	0	0	0	0	0	21	0
17	2	0	0	0	0	0	19	0
35	5	0	0	0	0	0	40	0

169	27	2	0	0	0	0	198	0
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29	3	0	0	0	0	0	32	0
22	3	0	0	0	0	0	25	0
27	4	0	0	0	0	0	31	0
20	8	0	0	0	0	0	28	0
98	18	0	0	0	0	0	116	0
42	4	0	0	0	0	0	46	1
27	2	0	0	0	0	0	29	0
22	5	0	0	0	0	0	27	0
28	3	0	0	0	0	0	31	0
119	14	0	0	0	0	0	133	1

217	32	0	0	0	0	0	249	1
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386	59	2	0	0	0	0	447	1
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il

16:00-18:00

Thomas Street

[illegible]

0	0	0	0	0	0	0	6	1
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[illegible]

0	0	0	0	0	0	1	10	1
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0	0	0	0	0	0	1	16	2
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Arm B - Arm C						
LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0

[illegible]

1	0
2	1
0	1
5	3
5	0
5	1
8	0
9	3
27	4
4	0
4	0
8	0

0	0	0	0	0	0	0
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40	7
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[illegible]

7	0
4	0
4	1
8	1
23	2
4	1
3	0
11	0
3	1
21	2

0	0	0	0	0	0	0
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44 4

0	0	0	0	0	0	0
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84	11
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[illegible]

Car	LGV
1	0
0	0
2	0
3	1
6	1
0	2
0	0
3	0

0	0	0	0	0	0	1
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80	6
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0	0	0	0	0	0	1
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142	17
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Arm A - Arm D						Arm Total
OGV1	OGV2	PSV	MC	PC	Total	
0	0	0	0	0	0	0
0	0	0	0	0	2	2
0	0	0	0	0	2	3
0	0	0	0	0	0	0
0	0	0	0	0	4	5
0	0	0	0	0	0	0
0	0	0	0	0	0	1
0	0	0	0	0	0	3
0	0	0	0	0	2	4
0	0	0	0	0	2	8
0	0	0	0	0	1	1
0	0	0	0	0	0	0
0	0	0	0	0	1	1

0	0	0	0	0	7	14
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0	0	0	0	0	0	2
0	0	0	0	0	1	1
0	0	0	0	0	0	2
0	0	0	0	0	1	1
0	0	0	0	0	2	6
0	0	0	0	0	1	3
0	0	0	0	0	1	1
0	0	0	0	0	4	5
0	0	0	0	0	3	3
0	0	0	0	0	9	12

0	0	0	0	0	11	18
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0	0	0	0	0	18	32
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Arm B - Arm D						Arm Total
OGV1	OGV2	PSV	MC	PC	Total	
0	0	0	0	0	3	3

0	0	0	0	0	1	1
0	0	0	0	0	3	4
0	0	0	0	1	2	2
0	0	0	0	1	9	10
0	0	0	0	0	5	5
0	0	0	0	0	6	7
0	0	0	0	0	8	10
0	0	0	0	0	12	14
0	0	0	0	0	31	36
0	0	0	0	0	4	5
0	0	0	0	0	4	4
0	0	0	0	0	8	9

0	0	0	0	1	48	55
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0	0	0	0	1	8	10
0	0	0	0	0	4	5
0	0	0	1	0	6	7
0	0	0	0	0	9	11
0	0	0	1	1	27	33
0	0	0	0	0	5	8
0	0	0	0	0	3	4
0	0	0	0	0	11	14
0	0	0	0	0	4	4
0	0	0	0	0	23	30

0	0	0	1	1	50	63
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0	0	0	1	2	98	118
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Arm C - Arm D						
OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0	0	0	0	0	1	1
0	0	0	0	0	0	1
0	0	0	0	0	2	2
0	0	0	0	0	4	6
0	0	0	0	0	7	10
0	0	0	0	0	2	4
0	0	0	0	0	0	2
0	0	0	0	0	3	7

0	0	0	0	0	2	2
0	0	0	0	0	7	15
0	0	0	0	0	2	3
0	0	0	0	0	1	1
0	0	0	0	0	3	4

0	0	0	0	0	17	29
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0	0	0	0	0	1	2
0	0	0	0	0	4	4
0	0	0	0	0	4	7
0	0	0	0	0	1	2
0	0	0	0	0	10	15
0	0	0	0	0	7	8
0	0	0	0	0	3	4
0	0	0	0	0	2	2
0	0	0	0	0	1	2
0	0	0	0	0	13	16

0	0	0	0	0	23	31
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0	0	0	0	0	40	60
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Arm D - Arm D						Arm Total
OGV1	OGV2	PSV	MC	PC	Total	
0	0	0	0	0	0	6
0	0	0	0	0	1	6
0	0	0	0	0	0	11
0	0	0	0	0	0	21
0	0	0	0	0	1	44
0	0	0	0	0	0	28
0	0	0	0	0	0	33
0	0	0	0	0	0	21
0	0	0	0	0	0	28
0	0	0	0	0	0	110
0	0	0	0	0	0	28
0	0	0	0	0	1	23
0	0	0	0	0	1	51

0	0	0	0	0	2	205
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0	0	0	0	0	1	33
0	0	0	0	0	0	29
0	0	0	0	0	0	31
0	0	0	0	0	0	32
0	0	0	0	0	1	125
0	0	0	0	0	0	48
0	0	0	0	0	1	33
0	0	0	0	0	0	27
0	0	0	0	0	2	32
0	0	0	0	0	3	140

0	0	0	0	0	4	265
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0	0	0	0	0	6	470
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Origin - Arm D						
OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0	0	0	0	0	6	10
0	0	0	0	0	6	10
0	0	0	0	0	11	20
0	0	0	0	0	21	29
0	0	0	0	0	44	69
0	0	0	0	0	28	37
1	0	0	0	0	33	43
1	0	0	0	0	21	41
0	0	0	0	0	28	48
2	0	0	0	0	110	169
0	0	0	0	0	28	37
0	0	0	0	0	23	28
0	0	0	0	0	51	65

2	0	0	0	0	205	303
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0	0	0	0	0	33	47
0	0	0	0	0	29	39
0	0	0	0	0	31	47
0	0	0	0	0	32	46

0	0	0	0	0	125	179
0	0	0	0	0	48	67
0	0	0	0	0	33	42
0	0	0	0	0	27	48
0	0	0	0	0	32	41
0	0	0	0	0	140	198

0	0	0	0	0	265	377
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2	0	0	0	0	470	680
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Destination - Arm D						Arm Total
OGV1	OGV2	PSV	MC	PC	Total	
0	0	0	0	0	4	10
0	0	0	0	0	4	10
0	0	0	0	0	7	20
0	0	0	0	1	6	29
0	0	0	0	1	21	69
0	0	0	0	0	7	37
0	0	0	0	0	6	43
0	0	0	0	0	11	41
0	0	0	0	0	16	48
0	0	0	0	0	40	169
0	0	0	0	0	7	37
0	0	0	0	0	6	28
0	0	0	0	0	13	65

0	0	0	0	1	74	303
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0	0	0	0	1	10	47
0	0	0	0	0	9	39
0	0	0	1	0	10	47
0	0	0	0	0	11	46
0	0	0	1	1	40	179
0	0	0	0	0	13	67
0	0	0	0	0	8	42
0	0	0	0	0	17	48
0	0	0	0	0	10	41
0	0	0	0	0	48	198

0	0	0	1	1	88	377
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0	0	0	1	2	162	680
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SITE / LOCATION:	Site 1 Upper Thomas Street	JOB NO:	SS84	DWG NO:	1	DRAWN:	LJ
SURVEY DATE:	19 June 2019	DWG TITLE:	ATC Location				
SURVEY TIMES:	24 Hours	JOB TITLE:	Merthyr Tydfil				

SS84 Merthyr Tydfil

JUNE 2019

SS84 Merthyr Tydfil																		
JUNE 2019						Posted Speed					Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)			
Site	Location	Lat / Long	Direction	Start Date	End Date	Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed	
1	Upper Thomas Street	51.747527 3.376264	Northbound	20 June 2019	26 June 2019	30	1533	229	219	11	0.7	6	0.4	4	0.3	17.4	21.5	
			Southbound	20 June 2019	26 June 2019		509	79	73	4	0.8	1	0.2	1	0.2	15.9	20.0	
			Two-Way	20 June 2019	26 June 2019		2042	307	292	15	1	7	0	5	0	17	21	

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS			
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
20 June 2019															
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
0800	15	0	13	2	0	0	0	0	0	0	0	0	0	0	
0900	17	0	15	2	0	0	0	0	0	0	0	0	0	0	
1000	16	0	13	3	0	0	0	0	0	0	0	0	0	0	
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
1200	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
1300	16	0	12	4	0	0	0	0	0	0	0	0	0	0	
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
1500	18	0	16	1	0	0	0	0	0	1	0	0	0	0	
1600	21	0	17	4	0	0	0	0	0	0	0	0	0	0	
1700	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
2000	19	0	19	0	0	0	0	0	0	0	0	0	0	0	
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
2300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
07-19	180	0	160	19	0	0	0	0	0	1	0	0	0	0	
06-22	216	0	196	19	0	0	0	0	0	1	0	0	0	0	
06-00	225	0	204	20	0	0	0	0	0	1	0	0	0	0	
00-00	231	0	210	20	0	0	0	0	0	1	0	0	0	0	

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS				
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
21 June 2019																
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0		
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0700	12	0	8	4	0	0	0	0	0	0	0	0	0	0		
0800	13	0	13	0	0	0	0	0	0	0	0	0	0	0		
0900	15	0	13	2	0	0	0	0	0	0	0	0	0	0		
1000	13	0	13	0	0	0	0	0	0	0	0	0	0	0		
1100	17	0	14	3	0	0	0	0	0	0	0	0	0	0		
1200	16	0	13	2	1	0	0	0	0	0	0	0	0	0		
1300	10	0	9	1	0	0	0	0	0	0	0	0	0	0		
1400	15	1	12	2	0	0	0	0	0	0	0	0	0	0		
1500	24	0	22	1	0	0	0	0	0	1	0	0	0	0		
1600	22	0	20	2	0	0	0	0	0	0	0	0	0	0		
1700	16	0	16	0	0	0	0	0	0	0	0	0	0	0		
1800	19	0	18	1	0	0	0	0	0	0	0	0	0	0		
1900	23	0	22	1	0	0	0	0	0	0	0	0	0	0		
2000	14	0	14	0	0	0	0	0	0	0	0	0	0	0		
2100	11	0	9	2	0	0	0	0	0	0	0	0	0	0		
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	0		
07-19	192	1	171	18	1	0	0	0	0	1	0	0	0	0		
06-22	241	1	217	21	1	0	0	0	0	1	0	0	0	0		
06-00	245	1	221	21	1	0	0	0	0	1	0	0	0	0		
00-00	254	1	230	21	1	0	0	0	0	1	0	0	0	0		

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		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 June 2019															
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0800	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0900	18	0	17	0	0	0	0	0	0	1	0	0	0	0	
1000	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
1200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
1300	11	0	10	0	0	0	0	0	1	0	0	0	0	0	
1400	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
1500	14	0	13	1	0	0	0	0	0	0	0	0	0	0	
1600	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
1700	12	0	10	1	0	0	0	0	0	0	0	1	0	0	
1800	22	0	21	1	0	0	0	0	0	0	0	0	0	0	
1900	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
2000	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
07-19	150	0	143	4	0	0	0	0	1	1	0	1	0	0	
06-22	176	0	167	6	0	0	0	0	1	1	0	1	0	0	
06-00	191	0	182	6	0	0	0	0	1	1	0	1	0	0	
00-00	197	0	188	6	0	0	0	0	1	1	0	1	0	0	

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to	26 June 2019			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 June 2019															
0000	5	0	5	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	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0800	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
1000	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
1100	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
1200	14	0	12	1	0	0	1	0	0	0	0	0	0	0	
1300	9	2	7	0	0	0	0	0	0	0	0	0	0	0	
1400	14	0	11	2	0	0	1	0	0	0	0	0	0	0	
1500	23	0	22	1	0	0	0	0	0	0	0	0	0	0	
1600	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
1700	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
1800	20	0	19	1	0	0	0	0	0	0	0	0	0	0	
1900	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
2000	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
2100	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	145	2	133	8	0	0	2	0	0	0	0	0	0	0	
06-22	171	2	156	11	0	0	2	0	0	0	0	0	0	0	
06-00	181	2	166	11	0	0	2	0	0	0	0	0	0	0	
00-00	193	2	178	11	0	0	2	0	0	0	0	0	0	0	

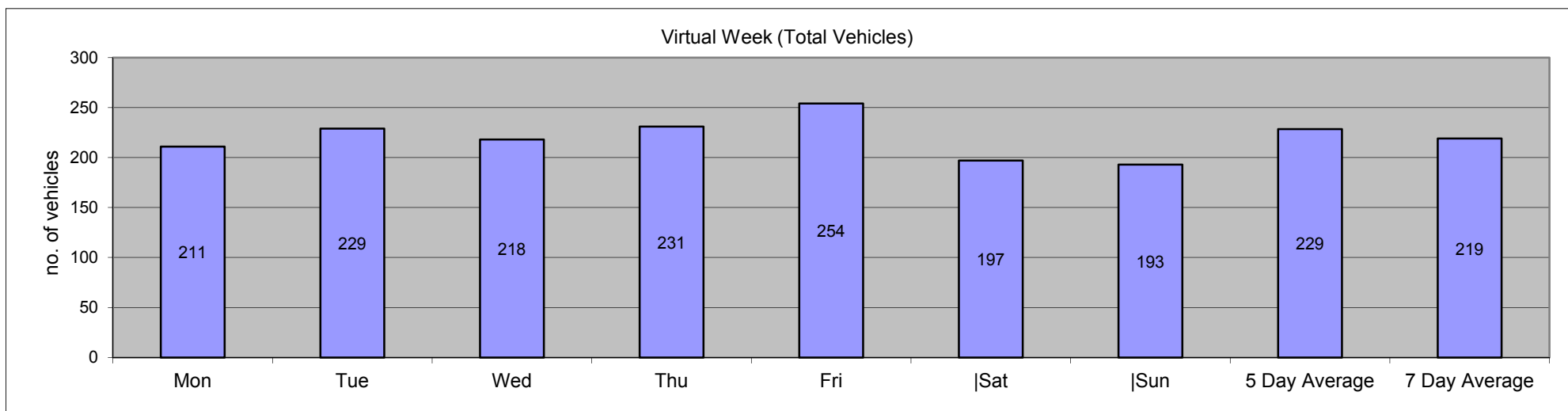
SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)									
20 June 2019			to			26 June 2019			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE 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 June 2019																		
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	10	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1200	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	20	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	24	0	22	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	165	1	148	13	0	1	1	0	0	0	0	1	0	0	0	0	0	0
06-22	201	1	184	13	0	1	1	0	0	0	0	1	0	0	0	0	0	0
06-00	205	1	188	13	0	1	1	0	0	0	0	1	0	0	0	0	0	0
00-00	211	1	194	13	0	1	1	0	0	0	0	1	0	0	0	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		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 June 2019															
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0700	13	0	10	3	0	0	0	0	0	0	0	0	0	0	
0800	17	0	16	1	0	0	0	0	0	0	0	0	0	0	
0900	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
1000	12	1	9	1	0	0	1	0	0	0	0	0	0	0	
1100	17	0	14	3	0	0	0	0	0	0	0	0	0	0	
1200	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
1300	10	1	7	2	0	0	0	0	0	0	0	0	0	0	
1400	12	0	10	1	0	0	1	0	0	0	0	0	0	0	
1500	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
1600	17	1	14	1	0	0	1	0	0	0	0	0	0	0	
1700	25	0	23	2	0	0	0	0	0	0	0	0	0	0	
1800	22	0	21	1	0	0	0	0	0	0	0	0	0	0	
1900	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
2300	8	0	7	0	0	0	1	0	0	0	0	0	0	0	
07-19	182	3	158	18	0	0	3	0	0	0	0	0	0	0	
06-22	213	3	189	18	0	0	3	0	0	0	0	0	0	0	
06-00	226	3	201	18	0	0	4	0	0	0	0	0	0	0	
00-00	229	3	204	18	0	0	4	0	0	0	0	0	0	0	

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			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 June 2019																
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0		
0700	9	0	8	1	0	0	0	0	0	0	0	0	0	0		
0800	11	0	10	1	0	0	0	0	0	0	0	0	0	0		
0900	21	1	17	3	0	0	0	0	0	0	0	0	0	0		
1000	15	0	13	2	0	0	0	0	0	0	0	0	0	0		
1100	9	0	8	0	0	0	0	0	1	0	0	0	0	0		
1200	7	0	6	0	0	0	1	0	0	0	0	0	0	0		
1300	17	0	15	2	0	0	0	0	0	0	0	0	0	0		
1400	13	0	13	0	0	0	0	0	0	0	0	0	0	0		
1500	17	0	16	1	0	0	0	0	0	0	0	0	0	0		
1600	16	1	15	0	0	0	0	0	0	0	0	0	0	0		
1700	18	0	16	2	0	0	0	0	0	0	0	0	0	0		
1800	22	0	22	0	0	0	0	0	0	0	0	0	0	0		
1900	18	0	18	0	0	0	0	0	0	0	0	0	0	0		
2000	11	1	8	2	0	0	0	0	0	0	0	0	0	0		
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0		
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0		
07-19	175	2	159	12	0	0	1	0	1	0	0	0	0	0		
06-22	208	3	188	15	0	0	1	0	1	0	0	0	0	0		
06-00	216	3	196	15	0	0	1	0	1	0	0	0	0	0		
00-00	218	3	198	15	0	0	1	0	1	0	0	0	0	0		

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		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	3	0	3	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	2	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	7	0	6	2	0	0	0	0	0	0	0	0	0	0	
0800	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
0900	15	0	13	1	0	0	0	0	0	0	0	0	0	0	
1000	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
1100	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
1200	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
1300	13	0	11	2	0	0	0	0	0	0	0	0	0	0	
1400	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
1500	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
1600	17	0	15	1	0	0	0	0	0	0	0	0	0	0	
1700	16	0	16	1	0	0	0	0	0	0	0	0	0	0	
1800	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
1900	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
2000	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
07-19	170	1	153	13	0	0	1	0	0	0	0	0	0	0	
06-22	204	1	185	15	0	0	1	0	0	0	0	0	0	0	
06-00	213	1	194	15	0	0	1	0	0	0	0	0	0	0	
00-00	219	1	200	15	0	0	1	0	0	0	0	0	0	0	

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to	26 June 2019			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	211	1	194	13	0	1	1	0	0	0	1	0	0	0	
Tue	229	3	204	18	0	0	4	0	0	0	0	0	0	0	
Wed	218	3	198	15	0	0	1	0	1	0	0	0	0	0	
Thu	231	0	210	20	0	0	0	0	0	1	0	0	0	0	
Fri	254	1	230	21	1	0	0	0	0	1	0	0	0	0	
Sat	197	0	188	6	0	0	0	0	1	1	0	1	0	0	
Sun	193	2	178	11	0	0	2	0	0	0	0	0	0	0	
5 Day Average															
[--]	229	2	207	17	0	0	1	0	0	0	0	0	0	0	
7 Day Average															
[--]	219	1	200	15	0	0	1	0	0	0	0	0	0	0	
Total Vehicles															
[--]	1533	10	1402	104	1	1	8	0	2	3	1	1	0	0	



SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527				-3.376264)															
20 June 2019					to					26 June 2019					Direction					Northbound																					
										Speed Bins										Speed Limit		ACPO (SL1)		DfT (SL2)																	
																				(PSL)																					
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																			
20 June 2019																																									
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-																			
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-																			
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-																			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-																			
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-																			
0700	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-																			
0800	15	1	1	7	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23.1																			
0900	17	1	5	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	22.3																			
1000	16	0	2	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	23.1																			
1100	13	0	3	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	25.2																			
1200	17	0	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	19																			
1300	16	3	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	23.2																			
1400	10	1	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-																			
1500	18	2	3	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	21.1																			
1600	21	1	6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.6																			
1700	17	2	2	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	21.2																			
1800	13	1	2	6	3	0	1	0	0	0	0	0	0	0	1	7.692	0	0	0	0	18.3	22.9																			
1900	11	0	4	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	26.5																			
2000	19	0	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	18.7																			
2100	5	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-																			
2200	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-																			
2300	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-																			
07-19	180	12	31	91	39	6	1	0	0	0	0	0	0	0	1	0.556	0	0	0	0	17.4	21.9																			
06-22	216	12	42	108	44	9	1	0	0	0	0	0	0	0	1	0.463	0	0	0	0	17.5	21.8																			
06-00	225	12	44	113	46	9	1	0	0	0	0	0	0	0	1	0.444	0	0	0	0	17.5	21.7																			
00-00	231	12	46	117	46	9	1	0	0	0	0	0	0	0	1	0.433	0	0	0	0	17.5	21.6																			

SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)												
20 June 2019					to	26 June 2019					Direction	Northbound					Speed Limit		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins															(PSL)						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 ACPO	35 ACPO	45 DFT	45 DFT				
21 June 2019																								
0000	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-		
0100	6	2	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-		
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	-		
0700	12	1	3	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	20.4		
0800	13	2	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	20.1		
0900	15	1	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.6		
1000	13	0	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	23.4		
1100	17	1	5	6	4	0	1	0	0	0	0	0	0	0	1	5.882	0	0	0	0	18	22.9		
1200	16	0	5	8	2	0	0	0	1	0	0	0	0	0	1	6.25	1	6.25	0	0	18.7	20.6		
1300	10	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-		
1400	15	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	20.5		
1500	24	1	5	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	21.9		
1600	22	2	6	10	2	1	1	0	0	0	0	0	0	0	1	4.545	0	0	0	0	16.7	22.6		
1700	16	0	3	6	4	2	0	0	0	0	0	0	0	1	1	6.25	1	6.25	1	6.25	25.3	26.6		
1800	19	1	4	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	19.7		
1900	23	1	5	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	22.1		
2000	14	0	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	22.4		
2100	11	0	3	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.1		
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-		
2300	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-		
07-19	192	10	48	92	33	5	2	0	1	0	0	0	0	1	4	2.083	2	1.042	1	0.521	17.8	21.5		
06-22	241	11	59	118	43	6	2	0	1	0	0	0	0	1	4	1.66	2	0.83	1	0.415	17.7	21.8		
06-00	245	11	60	119	45	6	2	0	1	0	0	0	0	1	4	1.633	2	0.816	1	0.408	17.7	21.8		
00-00	254	13	63	121	45	8	2	0	1	0	0	0	0	1	4	1.575	2	0.787	1	0.394	17.6	21.9		

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)					
20 June 2019					to	26 June 2019					Direction	Northbound										Speed Limit		ACPO (SL1)		DfT (SL2)	
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 ACPO			35 ACPO	45 DFT	45 DFT					
22 June 2019																											
0000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-						
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-						
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-						
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-						
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-						
0700	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-						
0800	7	0	1	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-						
0900	18	0	3	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	23.9						
1000	13	1	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	23.1						
1100	13	1	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	23.8						
1200	14	1	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	23.2						
1300	11	3	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	21.5						
1400	14	2	3	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21.3						
1500	14	0	2	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	21.5						
1600	8	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-						
1700	12	2	1	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21.9						
1800	22	1	6	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.5						
1900	11	0	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	23						
2000	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-						
2100	6	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-						
2200	10	1	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-						
2300	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-						
07-19	150	13	23	76	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.5						
06-22	176	13	27	88	42	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.8						
06-00	191	14	32	94	44	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.8						
00-00	197	14	34	97	45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	21.8						

SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)										
20 June 2019					to	26 June 2019					Direction	Northbound					Speed Limit		ACPO (SL1)		DfT (SL2)	
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 ACPO			35 ACPO	45 DFT	45 DFT
23 June 2019																						
0000	5	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
0100	4	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-	
0200	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-	
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-	
0700	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-	
0800	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	
0900	7	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
1000	16	1	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.9	
1100	13	1	4	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	19.6	
1200	14	2	6	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	23.6	
1300	9	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-	
1400	14	2	4	5	2	0	0	0	0	1	0	0	0	0	1	7.143	1	7.143	1	7.143	17.2	21.7
1500	23	4	5	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	22.5	
1600	12	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	21.3	
1700	11	3	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22.1	
1800	20	0	4	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	22.4	
1900	10	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-	
2000	11	1	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.5	
2100	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	
2200	8	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-	
2300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-	
07-19	145	18	36	61	25	4	0	0	0	1	0	0	0	0	1	0.69	1	0.69	1	0.69	16.6	21.5
06-22	171	19	42	73	32	4	0	0	0	1	0	0	0	0	1	0.585	1	0.585	1	0.585	16.7	21.3
06-00	181	20	45	77	33	5	0	0	0	1	0	0	0	0	1	0.552	1	0.552	1	0.552	16.7	21.4
00-00	193	21	47	80	38	6	0	0	0	1	0	0	0	0	1	0.518	1	0.518	1	0.518	16.8	21.7

SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)										
20 June 2019					to	26 June 2019					Direction	Northbound					Speed Limit		ACPO (SL1)		DfT (SL2)	
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 ACPO			35 ACPO	45 DFT	45 DFT
24 June 2019																						
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-	
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
0700	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	
0800	10	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	
0900	17	2	5	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	19	
1000	7	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	
1100	10	0	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
1200	12	0	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.3	
1300	17	0	2	10	4	0	1	0	0	0	0	0	0	0	1	5.882	0	0	0	19	24.5	
1400	15	0	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	24.8	
1500	20	2	6	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	20.7	
1600	24	2	2	12	7	0	0	0	0	0	0	0	0	1	1	4.167	1	4.167	1	4.167	21.3	22.3
1700	16	0	6	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.1	
1800	12	1	1	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	23	
1900	17	1	5	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	22.6	
2000	14	1	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	23.2	
2100	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	
2200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-	
07-19	165	7	39	82	33	2	1	0	0	0	0	0	0	1	2	1.212	1	0.606	1	0.606	17.8	21.1
06-22	201	10	47	97	43	2	1	0	0	0	0	0	0	1	2	0.995	1	0.498	1	0.498	17.7	21.1
06-00	205	10	48	100	43	2	1	0	0	0	0	0	0	1	2	0.976	1	0.488	1	0.488	17.7	21.1
00-00	211	10	52	102	43	2	1	0	0	0	0	0	0	1	2	0.948	1	0.474	1	0.474	17.6	21.1

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
20 June 2019					to	26 June 2019					Direction	Northbound					Speed Limit		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed	
Time Period	Total Vehicles	Speed Bins								30	30	35	35	45	45	Mean	85%ile								
		0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45									PSL	ACPO	ACPO	DFT	DFT			
25 June 2019																									
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	-				
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.1	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0600	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-				
0700	13	0	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.4				
0800	17	0	4	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.4				
0900	9	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-				
1000	12	2	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	21.1				
1100	17	1	5	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	21.4				
1200	12	0	4	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.4				
1300	10	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-				
1400	12	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	22.5				
1500	16	2	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	22.4				
1600	17	3	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	22.8				
1700	25	0	5	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	22.4				
1800	22	1	11	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	21.4				
1900	16	0	4	6	4	0	0	1	0	0	0	0	0	1	2	12.5	2	12.5	1	6.25	23.7	29.5			
2000	7	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-				
2100	5	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-				
2200	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-				
2300	8	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-				
07-19	182	12	49	77	40	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	21.4				
06-22	213	12	54	91	50	4	0	1	0	0	0	0	0	1	2	0.939	2	0.939	1	0.469	17.6	22.2			
06-00	226	13	56	97	54	4	0	1	0	0	0	0	0	1	2	0.885	2	0.885	1	0.442	17.6	22.4			
00-00	229	15	56	98	54	4	0	1	0	0	0	0	0	1	2	0.873	2	0.873	1	0.437	17.5	22.3			

SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)										
20 June 2019					to	26 June 2019					Direction	Northbound					Speed Limit		ACPO (SL1)		DfT (SL2)	
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 ACPO			35 ACPO	45 DFT	45 DFT
26 June 2019																						
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-	
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-	
0700	9	0	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-	
0800	11	0	1	6	3	0	1	0	0	0	0	0	0	0	1	9.091	0	0	0	19.3	23.8	
0900	21	2	6	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	20.3	
1000	15	0	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.8	
1100	9	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
1200	7	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	
1300	17	0	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	19.2	
1400	13	0	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	21.6	
1500	17	2	4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	21.5	
1600	16	1	4	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	23.2	
1700	18	1	3	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.8	
1800	22	1	6	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	21.3	
1900	18	0	5	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	19.9	
2000	11	1	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	22.8	
2100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-	
2200	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-	
2300	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-	
07-19	175	7	48	82	34	3	1	0	0	0	0	0	0	0	1	0.571	0	0	0	0	16.8	20.9
06-22	208	8	56	100	40	3	1	0	0	0	0	0	0	0	1	0.481	0	0	0	0	16.9	21
06-00	216	8	57	105	42	3	1	0	0	0	0	0	0	0	1	0.463	0	0	0	0	16.9	21
00-00	218	8	57	106	43	3	1	0	0	0	0	0	0	0	1	0.459	0	0	0	0	17	21

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)					
20 June 2019					to	26 June 2019					Direction	Northbound										Speed Limit		ACPO (SL1)		DfT (SL2)	
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 ACPO			35 ACPO	45 DFT	45 DFT					
Average Day																											
0000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	-						
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.1	-						
0200	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-						
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-						
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-						
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-						
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	-						
0700	7	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-						
0800	11	1	2	6	2	0	0	0	0	0	0	0	0	0	0	1.299	0	0	0	17.1	21.1						
0900	15	1	3	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	22						
1000	13	1	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	22.6						
1100	13	1	3	7	2	1	0	0	0	0	0	0	0	0	0	1.087	0	0	0	17.2	21.4						
1200	13	0	4	6	2	0	0	0	0	0	0	0	0	0	0	1.087	0	1.087	0	17.3	20.6						
1300	13	1	3	6	2	0	0	0	0	0	0	0	0	0	0	1.111	0	0	0	16.5	20.7						
1400	13	1	3	6	3	0	0	0	0	0	0	0	0	0	0	1.075	0	1.075	0	16.7	21.7						
1500	19	2	4	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.1						
1600	17	1	4	7	4	0	0	0	0	0	0	0	0	0	0	1.667	0	0.833	0	17.9	21.7						
1700	16	1	3	8	4	1	0	0	0	0	0	0	0	0	0	0.87	0	0.87	0	18.3	21.7						
1800	19	1	5	8	4	0	0	0	0	0	0	0	0	0	0	0.769	0	0	0	17.2	21.4						
1900	15	0	4	6	4	0	0	0	0	0	0	0	0	0	0	1.887	0	1.887	0	18.6	22.9						
2000	12	0	2	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.5	21.1						
2100	5	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-						
2200	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-						
2300	4	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-						
07-19	170	11	39	80	34	4	1	0	0	0	0	0	0	0	1	0.757	1	0.336	0	17.2	21.4						
06-22	204	12	47	96	42	5	1	0	0	0	0	0	0	0	2	0.771	1	0.421	1	17.4	21.5						
06-00	213	13	49	101	44	5	1	0	0	0	0	0	0	0	2	0.739	1	0.403	1	17.4	21.5						
00-00	219	13	51	103	45	6	1	0	0	0	0	0	0	0	2	0.718	1	0.391	1	17.4	21.5						

SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)									
20 June 2019										Direction	Northbound										
to										26 June 2019											

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SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
21 June 2019															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0800	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0900	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
1000	2	0	1	0	0	0	1	0	0	0	0	0	0	0	
1100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
1200	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
1300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
1400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
1600	9	1	8	0	0	0	0	0	0	0	0	0	0	0	
1700	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
07-19	79	1	72	5	0	0	1	0	0	0	0	0	0	0	
06-22	88	1	81	5	0	0	1	0	0	0	0	0	0	0	
06-00	90	1	83	5	0	0	1	0	0	0	0	0	0	0	
00-00	92	1	85	5	0	0	1	0	0	0	0	0	0	0	

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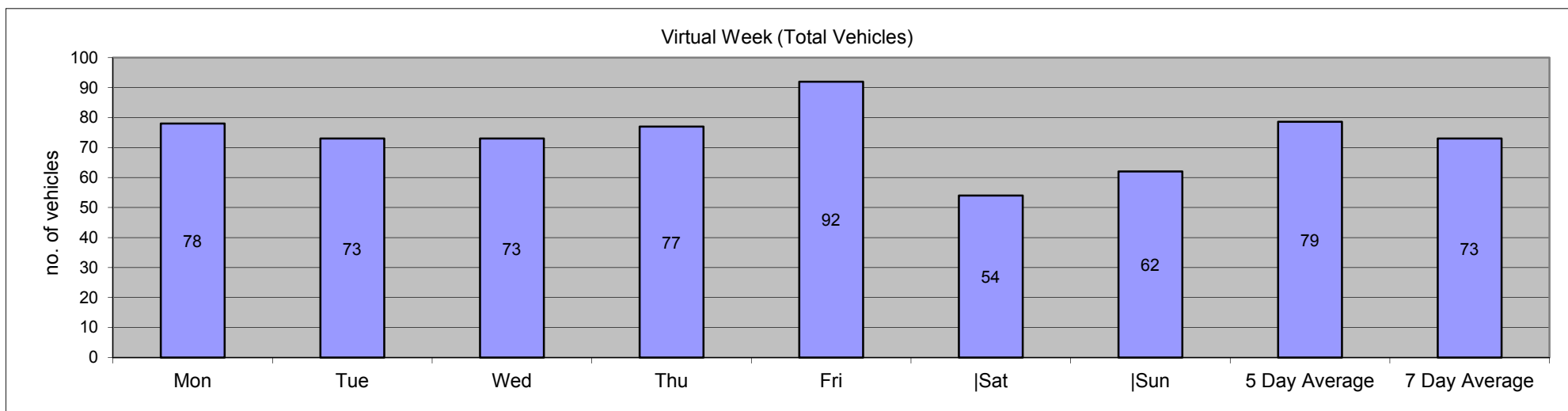
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SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to	26 June 2019			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, 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	78	0	70	8	0	0	0	0	0	0	0	0	0	0	
Tue	73	1	70	2	0	0	0	0	0	0	0	0	0	0	
Wed	73	0	65	8	0	0	0	0	0	0	0	0	0	0	
Thu	77	1	74	2	0	0	0	0	0	0	0	0	0	0	
Fri	92	1	85	5	0	0	1	0	0	0	0	0	0	0	
Sat	54	0	49	5	0	0	0	0	0	0	0	0	0	0	
Sun	62	0	60	2	0	0	0	0	0	0	0	0	0	0	
5 Day Average															
[-]	79	1	73	5	0	0	0	0	0	0	0	0	0	0	
7 Day Average															
[-]	73	0	68	5	0	0	0	0	0	0	0	0	0	0	
Total Vehicles															
[-]	509	3	473	32	0	0	1	0	0	0	0	0	0	0	



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SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)																		
0/1/00										to 26 June 2019										Direction	Southbound									
										Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)						
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed								
21 June 2019																														
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-									
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-									
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-									
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-									
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-									
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-									
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-									
0700	6	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-									
0800	9	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-									
0900	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-									
1000	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-									
1100	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-									
1200	8	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-									
1300	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.2	-									
1400	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-									
1500	9	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.5	-									
1600	9	2	1	3	2	0	1	0	0	0	0	0	0	0	1	11.11	0	0	0	18	-									
1700	11	0	0	6	3	0	1	0	0	0	0	0	0	1	2	18.18	1	9.091	1	9.091	29.3	50.4								
1800	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-									
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-									
2000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.4	-									
2100	4	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-									
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-									
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-									
07-19	79	6	26	33	11	0	2	0	0	0	0	0	0	1	3	3.797	1	1.266	1	1.266	17.4	20.6								
06-22	88	6	31	35	13	0	2	0	0	0	0	0	0	1	3	3.409	1	1.136	1	1.136	17.2	20.5								
06-00	90	6	33	35	13	0	2	0	0	0	0	0	0	1	3	3.333	1	1.111	1	1.111	17.1	20.4								
00-00	92	6	33	36	14	0	2	0	0	0	0	0	0	1	3	3.261	1	1.087	1	1.087	17.2	20.6								

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
0/1/00					to					26 June 2019					Direction					Southbound					
										Speed Bins					Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed			
22 June 2019																									
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-			
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0800	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-			
0900	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-			
1000	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.1	-			
1100	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-			
1200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-			
1300	4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-			
1400	4	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-			
1500	4	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-			
1600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.7	-			
1700	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-			
1800	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.3	-			
1900	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.4	-			
2000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-			
2100	4	0	0	2	1	0	1	0	0	0	0	0	0	0	1	25	0	0	0	0	21.5	-			
2200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	-			
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-			
07-19	40	7	13	15	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	18.9			
06-22	49	8	15	18	5	2	1	0	0	0	0	0	0	0	1	2.041	0	0	0	0	15.7	20.2			
06-00	54	8	18	19	6	2	1	0	0	0	0	0	0	0	1	1.852	0	0	0	0	15.6	20.2			
00-00	54	8	18	19	6	2	1	0	0	0	0	0	0	0	1	1.852	0	0	0	0	15.6	20.2			

[illegible]

SS84 Merthyr Tydfil										Site 1		Location Upper Thomas Street (51.747527 -3.376264)										
0/1/00			to		26 June 2019					Direction		Southbound			Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
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		
24 June 2019																						
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	-	
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	-	
0700	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-	
0800	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-	
0900	5	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-	
1000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-	
1100	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	-	
1200	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-	
1300	7	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	-	
1400	6	1	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	-	
1500	6	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.6	-	
1600	6	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-	
1700	6	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-	
1800	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
1900	8	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-	
2000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	-	
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	64	3	20	28	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	20.7	
06-22	77	3	23	35	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.7	
06-00	77	3	23	35	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.7	
00-00	78	3	23	36	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.7	

[illegible]

[illegible]

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
0/1/00					to					26 June 2019					Direction					Southbound					
										Speed Bins					Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed			
Average Day																									
0000	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-			
0600	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	-			
0700	3	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-			
0800	7	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-			
0900	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-			
1000	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-			
1100	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-			
1200	5	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-			
1300	4	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	-			
1400	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-			
1500	6	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.3	-			
1600	5	1	1	2	0	0	0	0	0	0	0	0	0	0	0	3.03	0	0	0	0	15.7	-			
1700	6	1	2	2	1	0	0	0	0	0	0	0	0	0	0	4.762	0	2.381	0	2.381	18.6	-			
1800	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-			
1900	5	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-			
2000	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	-			
2100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5.882	0	0	0	0	17.3	-			
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	-			
2300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-			
07-19	57	6	19	24	7	1	0	0	0	0	0	0	0	0	0	0.748	0	0.249	0	0.249	15.9	19.8			
06-22	69	7	24	28	9	1	0	0	0	0	0	0	0	0	1	0.833	0	0.208	0	0.208	15.9	20			
06-00	71	7	25	29	9	1	0	0	0	0	0	0	0	0	1	0.806	0	0.202	0	0.202	15.9	20			
00-00	73	7	25	29	9	1	0	0	0	0	0	0	0	0	1	0.786	0	0.196	0	0.196	15.9	20			

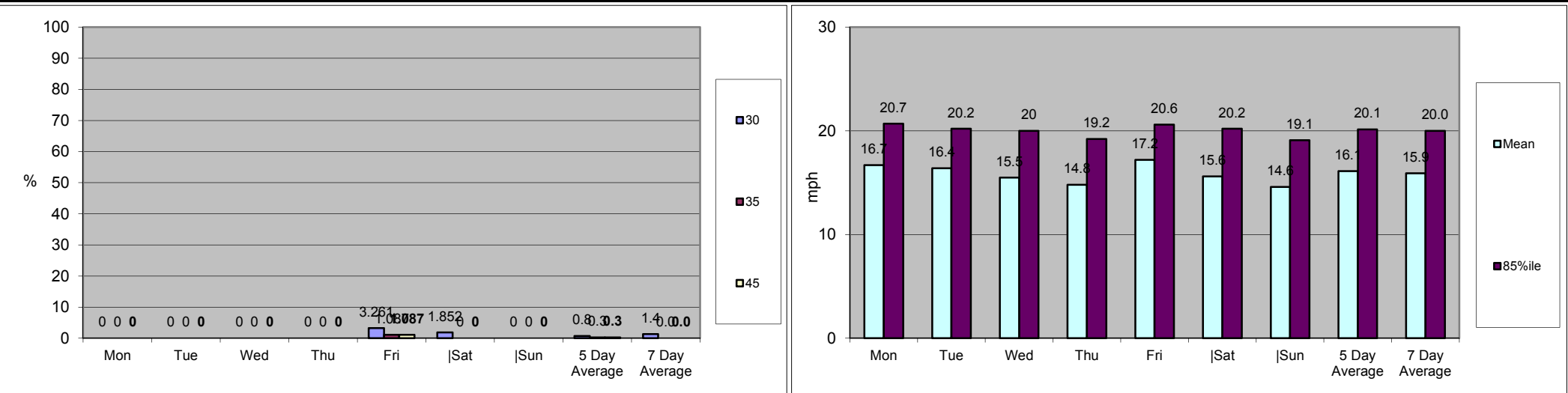
SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)										
0/1/00										Direction	Southbound											
										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed

Virtual Week																							
Mon	78	3	23	36	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.7		
Tue	73	5	25	32	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	20.2		
Wed	73	8	22	32	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	20		
Thu	77	10	31	27	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	19.2		
Fri	92	6	33	36	14	0	2	0	0	0	0	0	0	0	1	3	3.261	1	1.087	1	1.087	17.2	20.6
Sat	54	8	18	19	6	2	1	0	0	0	0	0	0	0	0	1	1.852	0	0	0	0	15.6	20.2
Sun	62	10	23	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	19.1

5 Day Average																						
[--]	79	6	27	33	11	1	0	0	0	0	0	0	0	0	1	0.8	0	0.3	0	0.3	16.1	20.1

7 Day Average																						
[--]	73	7	25	29	9	1	0	0	0	0	0	0	0	0	1	1.4	0	0.0	0	0.0	15.9	20.0

Total Vehicles																						
[--]	509	50	175	206	65	9	3	0	0	0	0	0	0	1	4	0.8	1	0.2	1	0.2	15.9	20.0



SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			Direction	Two-Way						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 June 2019																
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0
0800	22	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0
1000	20	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0
1100	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0
1200	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	19	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0
1400	13	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	21	1	0	0	0	0	0	0	1	0	0	0	0	0
1600	31	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0
1700	25	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	240	1	217	21	0	0	0	0	0	0	1	0	0	0	0	0
06-22	288	1	265	21	0	0	0	0	0	0	1	0	0	0	0	0
06-00	299	1	275	22	0	0	0	0	0	0	1	0	0	0	0	0
00-00	308	1	284	22	0	0	0	0	0	0	1	0	0	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			Direction	Two-Way						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS				
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC		
21 June 2019																
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0		
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0		
0700	18	0	13	5	0	0	0	0	0	0	0	0	0	0		
0800	22	0	22	0	0	0	0	0	0	0	0	0	0	0		
0900	17	0	13	4	0	0	0	0	0	0	0	0	0	0		
1000	15	0	14	0	0	0	1	0	0	0	0	0	0	0		
1100	24	0	21	3	0	0	0	0	0	0	0	0	0	0		
1200	24	0	21	2	1	0	0	0	0	0	0	0	0	0		
1300	15	0	13	2	0	0	0	0	0	0	0	0	0	0		
1400	20	1	17	2	0	0	0	0	0	0	0	0	0	0		
1500	33	0	31	1	0	0	0	0	0	1	0	0	0	0		
1600	31	1	28	2	0	0	0	0	0	0	0	0	0	0		
1700	27	0	26	1	0	0	0	0	0	0	0	0	0	0		
1800	25	0	24	1	0	0	0	0	0	0	0	0	0	0		
1900	24	0	23	1	0	0	0	0	0	0	0	0	0	0		
2000	17	0	17	0	0	0	0	0	0	0	0	0	0	0		
2100	15	0	13	2	0	0	0	0	0	0	0	0	0	0		
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0		
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0		
07-19	271	2	243	23	1	0	1	0	0	1	0	0	0	0		
06-22	329	2	298	26	1	0	1	0	0	1	0	0	0	0		
06-00	335	2	304	26	1	0	1	0	0	1	0	0	0	0		
00-00	346	2	315	26	1	0	1	0	0	1	0	0	0	0		

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		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 June 2019															
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
0700	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0
0900	21	0	20	0	0	0	0	0	0	1	0	0	0	0	0
1000	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	16	0	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	13	1	0	0	0	0	1	0	0	0	0	0	0
1400	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
1500	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
1600	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
1700	15	0	13	1	0	0	0	0	0	0	0	1	0	0	0
1800	26	0	25	1	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
2100	10	0	9	1	0	0	0	0	0	0	0	0	0	0	0
2200	14	0	14	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
07-19	190	0	179	8	0	0	0	0	1	1	0	1	0	0	0
06-22	225	0	211	11	0	0	0	0	1	1	0	1	0	0	0
06-00	245	0	231	11	0	0	0	0	1	1	0	1	0	0	0
00-00	251	0	237	11	0	0	0	0	1	1	0	1	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			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 June 2019																
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	23	0	21	2	0	0	0	0	0	0	0	0	0	0	0	0
1100	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	20	0	18	1	0	0	0	1	0	0	0	0	0	0	0	0
1300	11	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	17	0	14	2	0	0	0	1	0	0	0	0	0	0	0	0
1500	30	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	24	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0
2200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	191	2	178	9	0	0	0	2	0	0	0	0	0	0	0	0
06-22	225	2	208	13	0	0	0	2	0	0	0	0	0	0	0	0
06-00	237	2	220	13	0	0	0	2	0	0	0	0	0	0	0	0
00-00	255	2	238	13	0	0	0	2	0	0	0	0	0	0	0	0

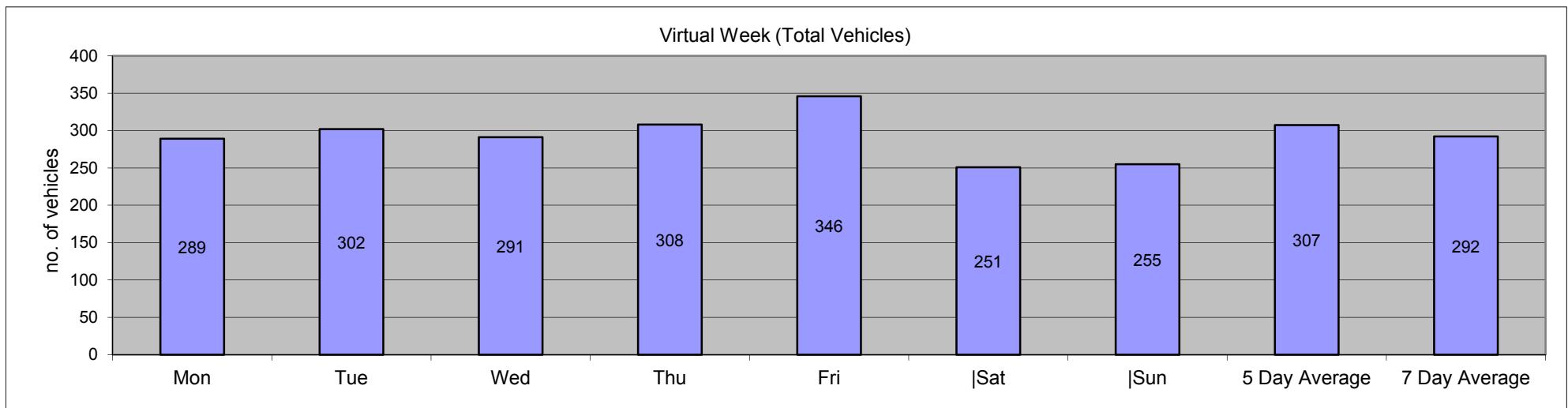
SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)									
20 June 2019			to			26 June 2019			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID	FOUR OR MORE 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 June 2019																		
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	16	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
1200	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	26	1	24	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	30	0	28	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
1700	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	229	1	205	20	0	1	1	0	0	0	1	0	0	0	0	0	0	0
06-22	278	1	254	20	0	1	1	0	0	0	1	0	0	0	0	0	0	0
06-00	282	1	258	20	0	1	1	0	0	0	1	0	0	0	0	0	0	0
00-00	289	1	264	21	0	1	1	0	0	0	1	0	0	0	0	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			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 June 2019																
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	21	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0
0800	25	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0
1000	14	1	11	1	0	0	0	1	0	0	0	0	0	0	0	0
1100	21	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0
1200	15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	1	11	2	0	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	16	1	0	0	0	1	0	0	0	0	0	0	0	0
1500	22	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	18	1	15	1	0	0	0	1	0	0	0	0	0	0	0	0
1700	31	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0
1800	28	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	22	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	8	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0
07-19	241	3	215	20	0	0	0	3	0	0	0	0	0	0	0	0
06-22	284	4	257	20	0	0	0	3	0	0	0	0	0	0	0	0
06-00	298	4	270	20	0	0	0	4	0	0	0	0	0	0	0	0
00-00	302	4	274	20	0	0	0	4	0	0	0	0	0	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)							
20 June 2019			to			26 June 2019			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 June 2019																
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0
0800	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0
0900	26	1	20	5	0	0	0	0	0	0	0	0	0	0	0	0
1000	20	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	12	0	0	0	0	0	0	1	0	0	0	0	0	0
1200	10	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0
1300	22	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0
1600	19	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	24	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0
1800	26	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0
1900	26	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	16	1	11	4	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	228	2	206	18	0	0	0	1	0	1	0	0	0	0	0	0
06-22	277	3	249	23	0	0	0	1	0	1	0	0	0	0	0	0
06-00	289	3	261	23	0	0	0	1	0	1	0	0	0	0	0	0
00-00	291	3	263	23	0	0	0	1	0	1	0	0	0	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to		26 June 2019		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	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
0700	11	0	8	3	0	0	0	0	0	0	0	0	0	0	0
0800	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
0900	19	0	16	2	0	0	0	0	0	0	0	0	0	0	0
1000	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	17	2	0	0	0	0	0	0	0	0	0	0	0
1200	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
1300	17	0	15	2	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	16	1	0	0	0	0	0	0	0	0	0	0	0
1500	25	0	23	1	0	0	0	0	0	0	0	0	0	0	0
1600	22	0	20	1	0	0	0	0	0	0	0	0	0	0	0
1700	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0
1800	23	0	22	1	0	0	0	0	0	0	0	0	0	0	0
1900	20	0	19	1	0	0	0	0	0	0	0	0	0	0	0
2000	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0
2100	8	0	7	1	0	0	0	0	0	0	0	0	0	0	0
2200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
07-19	227	2	206	17	0	0	1	0	0	0	0	0	0	0	0
06-22	272	2	249	19	0	0	1	0	0	0	0	0	0	0	0
06-00	284	2	260	19	0	0	1	0	0	0	0	0	0	0	0
00-00	292	2	268	19	0	0	1	0	0	0	0	0	0	0	0

SS84 Merthyr Tydfil						Site	1	Location	Upper Thomas Street (51.747527 -3.376264)						
20 June 2019		to	26 June 2019			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	289	1	264	21	0	1	1	0	0	0	1	0	0	0	
Tue	302	4	274	20	0	0	4	0	0	0	0	0	0	0	
Wed	291	3	263	23	0	0	1	0	1	0	0	0	0	0	
Thu	308	1	284	22	0	0	0	0	0	1	0	0	0	0	
Fri	346	2	315	26	1	0	1	0	0	1	0	0	0	0	
Sat	251	0	237	11	0	0	0	0	1	1	0	1	0	0	
Sun	255	2	238	13	0	0	2	0	0	0	0	0	0	0	
5 Day Average															
[--]	307	2	280	22	0	0	1	0	0	0	0	0	0	0	
7 Day Average															
[--]	292	2	268	19	0	0	1	0	0	0	0	0	0	0	
Total Vehicles															
[--]	2042	13	1875	136	1	1	9	0	2	3	1	1	0	0	



SS84 Merthyr Tydfil										Site 1		Location Upper Thomas Street (51.747527 -3.376264)										
0/1/00			to		26 June 2019					Direction		Two-Way			Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins													30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	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								
Saturday, 0 January 1900																						
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.7	-	
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-	
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-	
0700	11	0	2	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.5	
0800	22	1	2	11	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	22.5	
0900	23	2	10	4	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	22.1	
1000	20	0	2	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	22.5	
1100	16	0	5	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	24.3	
1200	22	0	4	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	18.7	
1300	19	4	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22.6	
1400	13	3	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	17.7	
1500	23	4	4	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.6	20.9	
1600	31	1	9	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	20.3	
1700	25	3	6	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	20.6	
1800	15	1	4	6	3	0	1	0	0	0	0	0	0	0	1	6.667	0	0	0	17.5	22.3	
1900	17	0	7	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	23.3	
2000	23	1	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	18.4	
2100	6	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-	
2200	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-	
2300	6	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-	
07-19	240	19	55	114	45	6	1	0	0	0	0	0	0	0	1	0.417	0	0	0	0	16.8	21
06-22	288	20	72	135	51	9	1	0	0	0	0	0	0	0	1	0.347	0	0	0	0	16.8	21
06-00	299	21	74	140	54	9	1	0	0	0	0	0	0	0	1	0.334	0	0	0	0	16.8	21.1
00-00	308	22	77	144	55	9	1	0	0	0	0	0	0	0	1	0.325	0	0	0	0	16.8	21.1

SS84 Merthyr Tydfil										Site	1	Location					Upper Thomas Street (51.747527 -3.376264)									
0/1/00		to								26 June 2019								Direction	Two-Way		Speed Limit		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	Speed Bins													(PSL)						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 ACPO	35 ACPO	45 DFT	45 DFT						
21 June 2019																										
0000	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	-					
0100	7	2	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4	-					
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-					
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-					
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-					
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-					
0700	18	1	7	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	20.3					
0800	22	2	4	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.6					
0900	17	1	3	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	21.8					
1000	15	1	4	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	23.3					
1100	24	1	9	9	4	0	1	0	0	0	0	0	0	0	1	4.167	0	0	0	16.9	22.6					
1200	24	1	9	11	2	0	0	0	1	0	0	0	0	0	1	4.167	1	4.167	0	0	16.9	19.9				
1300	15	1	4	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18.9					
1400	20	1	7	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	20.6					
1500	33	2	10	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.1					
1600	31	4	7	13	4	1	2	0	0	0	0	0	0	0	2	6.452	0	0	0	17	23.3					
1700	27	0	3	12	7	2	1	0	0	0	0	0	0	2	3	11.11	2	7.407	2	7.407	26.9	27				
1800	25	1	7	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	19.5					
1900	24	1	6	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	22					
2000	17	0	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	22.2					
2100	15	0	5	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	21.2					
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-					
2300	5	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-					
07-19	271	16	74	125	44	5	4	0	1	0	0	0	0	2	7	2.583	3	1.107	2	0.738	17.7	21				
06-22	329	17	90	153	56	6	4	0	1	0	0	0	0	2	7	2.128	3	0.912	2	0.608	17.6	21.1				
06-00	335	17	93	154	58	6	4	0	1	0	0	0	0	2	7	2.09	3	0.896	2	0.597	17.6	21.1				
00-00	346	19	96	157	59	8	4	0	1	0	0	0	0	2	7	2.023	3	0.867	2	0.578	17.5	21.2				

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)					
0/1/00					to					26 June 2019					Direction					Two-Way							
																				Speed Limit		ACPO (SL1)		DfT (SL2)			
										Speed Bins										(PSL)							
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed					
22 June 2019																											
0000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	-						
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-						
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-						
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-						
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0600	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	-						
0700	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-						
0800	11	0	1	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	20						
0900	21	0	3	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	23.5						
1000	19	3	5	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	21.6						
1100	18	1	4	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	20.8						
1200	16	1	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	23.2						
1300	15	3	1	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	19.8						
1400	18	2	5	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	22.2						
1500	18	1	3	9	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	22.3						
1600	9	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	-						
1700	15	4	1	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.3						
1800	26	2	8	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	21.1						
1900	13	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	22.9						
2000	10	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.8	-						
2100	10	0	0	4	5	0	1	0	0	0	0	0	0	0	1	10	0	0	0	20.9	-						
2200	14	1	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.8	21						
2300	6	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-						
07-19	190	20	36	91	35	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	21.2						
06-22	225	21	42	106	47	8	1	0	0	0	0	0	0	0	1	0.444	0	0	0	17.1	21.5						
06-00	245	22	50	113	50	9	1	0	0	0	0	0	0	0	1	0.408	0	0	0	17	21.6						
00-00	251	22	52	116	51	9	1	0	0	0	0	0	0	0	1	0.398	0	0	0	17	21.6						

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
0/1/00					to					26 June 2019					Direction					Two-Way					
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 ACPO	35 ACPO	45 DFT	45 DFT					
23 June 2019																									
0000	8	1	1	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-			
0100	6	2	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	-			
0200	3	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.2	-			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-			
0600	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	-			
0700	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-			
0800	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.8	-			
0900	9	2	1	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	-			
1000	23	1	10	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	20.8			
1100	19	1	8	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.3	19			
1200	20	3	8	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	19.6			
1300	11	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.8	18.5			
1400	17	2	6	6	2	0	0	0	0	1	0	0	0	0	0	1	5.882	1	5.882	1	5.882	16.6	21.1		
1500	30	5	6	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	21.1			
1600	15	1	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	20.9			
1700	13	3	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21.8			
1800	24	1	4	9	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	22.8			
1900	13	0	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.2	22.3			
2000	12	1	2	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.5			
2100	6	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.7	-			
2200	10	0	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-			
2300	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3	-			
07-19	191	25	56	77	28	4	0	0	0	1	0	0	0	0	0	1	0.524	1	0.524	1	0.524	16	20.7		
06-22	225	27	65	93	35	4	0	0	0	1	0	0	0	0	0	1	0.444	1	0.444	1	0.444	16.1	20.6		
06-00	237	28	68	99	36	5	0	0	0	1	0	0	0	0	0	1	0.422	1	0.422	1	0.422	16.1	20.6		
00-00	255	31	70	104	41	8	0	0	0	1	0	0	0	0	0	1	0.392	1	0.392	1	0.392	16.3	20.9		

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
0/1/00				to				26 June 2019				Direction		Two-Way		Speed Limit		ACPO (SL1)		DfT (SL2)					
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 ACPO			35 ACPO	45 DFT	45 DFT			
24 June 2019																									
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-				
0500	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-				
0600	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-				
0700	8	0	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-				
0800	16	0	5	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	20.3				
0900	22	2	7	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	19.1				
1000	8	0	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	-				
1100	18	0	8	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	19.1				
1200	18	0	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	22				
1300	24	0	2	10	10	1	1	0	0	0	0	0	0	0	1	4.167	0	0	0	19.8	24.5				
1400	21	1	6	7	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	24.8				
1500	26	3	9	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	19.3				
1600	30	3	2	17	7	0	0	0	0	0	0	0	0	1	1	3.333	1	3.333	1	3.333	20.2	21.9			
1700	22	0	10	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	21.1				
1800	16	1	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21.6				
1900	25	1	7	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	23				
2000	15	1	2	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.7				
2100	5	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.1	-				
2200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-				
2300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	-				
07-19	229	10	59	110	43	5	1	0	0	0	0	0	0	1	2	0.873	1	0.437	1	0.437	17.4	20.8			
06-22	278	13	70	132	56	5	1	0	0	0	0	0	0	1	2	0.719	1	0.36	1	0.36	17.5	21.1			
06-00	282	13	71	135	56	5	1	0	0	0	0	0	0	1	2	0.709	1	0.355	1	0.355	17.5	21.1			
00-00	289	13	75	138	56	5	1	0	0	0	0	0	0	1	2	0.692	1	0.346	1	0.346	17.4	21			

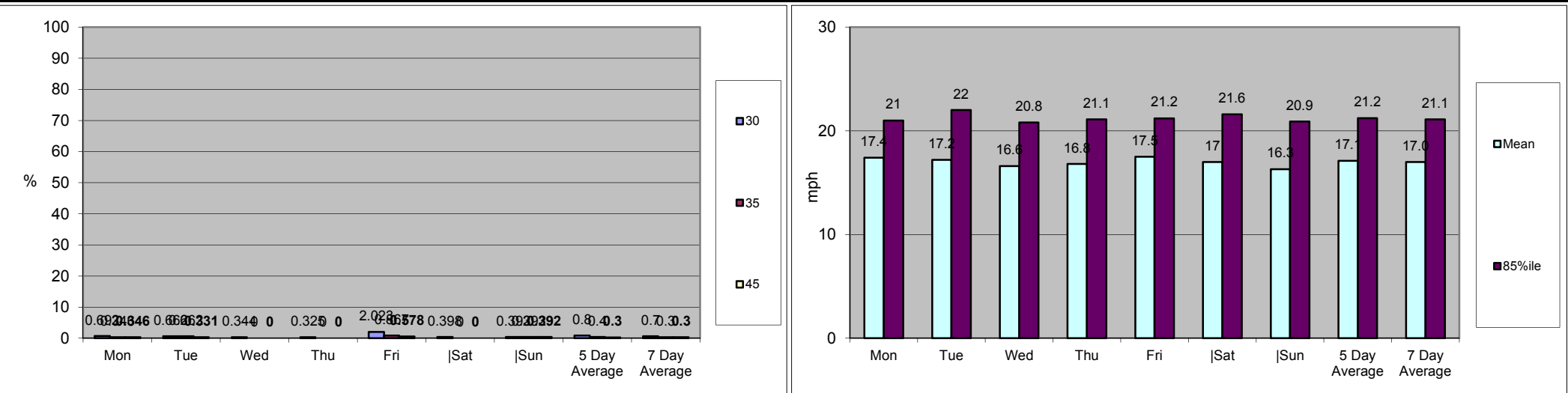
SS84 Merthyr Tydfil										Site	1	Location				Upper Thomas Street (51.747527				-3.376264)							
0/1/00		to								26 June 2019								Direction		Two-Way		Speed Limit		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile 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 ACPO			35 ACPO	45 DFT	45 DFT					
25 June 2019																											
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.4	-						
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	-						
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.1	-						
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-						
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-						
0600	5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-						
0700	21	0	6	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	23.9						
0800	25	0	6	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	18.9						
0900	14	0	1	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	23.6						
1000	14	2	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	20.9						
1100	21	1	7	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.9						
1200	15	0	6	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	19.9						
1300	14	0	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	22.6						
1400	18	4	6	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	22.1						
1500	22	3	7	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	22.5						
1600	18	3	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.1	22.6						
1700	31	1	6	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	21.8						
1800	28	2	14	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5	21						
1900	22	1	8	6	5	0	0	1	0	0	0	0	0	1	2	9.091	2	9.091	1	4.545	20.5	24.4					
2000	8	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-						
2100	8	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.1	-						
2200	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.8	-						
2300	8	1	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-						
07-19	241	16	70	103	46	6	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	21.4						
06-22	284	17	79	122	58	6	0	1	0	0	0	0	0	1	2	0.704	2	0.704	1	0.352	17.3	21.8					
06-00	298	18	81	128	63	6	0	1	0	0	0	0	0	1	2	0.671	2	0.671	1	0.336	17.3	22					
00-00	302	20	81	130	63	6	0	1	0	0	0	0	0	1	2	0.662	2	0.662	1	0.331	17.2	22					

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
0/1/00					to					26 June 2019					Direction					Two-Way					
										Speed Bins					Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed			
26 June 2019																									
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-			
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-			
0600	4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4	-			
0700	10	0	5	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.3	-			
0800	20	0	3	10	6	0	1	0	0	0	0	0	0	0	1	5	0	0	0	0	18.5	22.5			
0900	26	2	7	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	20.3			
1000	20	1	3	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	20.6			
1100	13	1	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	18.8			
1200	10	0	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.2	-			
1300	22	0	7	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	19.5			
1400	18	1	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	21.1			
1500	20	3	5	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9	20.9			
1600	19	1	5	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	22.9			
1700	24	3	4	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	20.6			
1800	26	1	7	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	22.1			
1900	26	1	8	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.5	20.9			
2000	16	2	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.7	21.8			
2100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.6	-			
2200	7	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4	-			
2300	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	-			
07-19	228	13	59	110	42	3	1	0	0	0	0	0	0	0	1	0.439	0	0	0	0	16.6	20.7			
06-22	277	16	74	132	51	3	1	0	0	0	0	0	0	0	1	0.361	0	0	0	0	16.6	20.8			
06-00	289	16	79	137	53	3	1	0	0	0	0	0	0	0	1	0.346	0	0	0	0	16.6	20.7			
00-00	291	16	79	138	54	3	1	0	0	0	0	0	0	0	1	0.344	0	0	0	0	16.6	20.8			

SS84 Merthyr Tydfil										Site	1	Location										Upper Thomas Street (51.747527 -3.376264)			
0/1/00					to					26 June 2019					Direction					Two-Way					
										Speed Bins					Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed			
Average Day																									
0000	3	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	-				
0100	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	-				
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.2	-				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	-				
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.1	-				
0600	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-				
0700	11	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	20.8				
0800	18	1	3	10	3	0	0	0	0	0	0	0	0	0	0	0.813	0	0	0	17.1	21				
0900	19	1	5	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	21.5				
1000	17	1	4	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21.6				
1100	18	1	6	9	2	1	0	0	0	0	0	0	0	0	0	0.775	0	0	0	16.5	19.9				
1200	18	1	6	8	2	0	0	0	0	0	0	0	0	0	0	0.8	0	0.8	0	16.6	20.3				
1300	17	2	4	8	3	0	0	0	0	0	0	0	0	0	0	0.833	0	0	0	16.5	20.7				
1400	18	2	5	7	3	1	0	0	0	0	0	0	0	0	0	0.8	0	0.8	0	16.2	21.1				
1500	25	3	6	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	16.2	20.9				
1600	22	2	5	10	5	0	0	0	0	0	0	0	0	0	0	1.961	0	0.654	0	17.5	21.5				
1700	22	2	5	10	5	1	0	0	0	0	0	0	0	0	0	1.911	0	1.274	0	18.4	21.6				
1800	23	1	6	10	4	0	0	0	0	0	0	0	0	0	0	0.625	0	0	0	16.7	21.1				
1900	20	1	6	8	5	0	0	0	0	0	0	0	0	0	0	1.429	0	1.429	0	17.8	22.6				
2000	14	1	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20.6				
2100	8	0	2	4	2	0	0	0	0	0	0	0	0	0	0	1.887	0	0	0	18	-				
2200	6	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.8	-				
2300	5	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16.9	-				
07-19	227	17	58	104	40	5	1	0	0	0	0	0	0	0	2	0.755	1	0.314	1	16.9	21				
06-22	272	19	70	125	51	6	1	0	0	0	0	0	0	1	2	0.787	1	0.367	1	17	21.1				
06-00	284	19	74	129	53	6	1	0	0	0	0	0	0	1	2	0.756	1	0.353	1	17	21.1				
00-00	292	20	76	132	54	7	1	0	0	0	0	0	0	1	2	0.735	1	0.343	1	17	21.1				

SS84 Merthyr Tydfil										Site	1	Location Upper Thomas Street (51.747527 -3.376264)										
0/1/00										Direction	Two-Way											
										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed

Virtual Week																						
Mon	289	13	75	138	56	5	1	0	0	0	0	0	0	1	2	0.692	1	0.346	1	0.346	17.4	21
Tue	302	20	81	130	63	6	0	1	0	0	0	0	0	1	2	0.662	2	0.662	1	0.331	17.2	22
Wed	291	16	79	138	54	3	1	0	0	0	0	0	0	0	1	0.344	0	0	0	0	16.6	20.8
Thu	308	22	77	144	55	9	1	0	0	0	0	0	0	0	1	0.325	0	0	0	0	16.8	21.1
Fri	346	19	96	157	59	8	4	0	1	0	0	0	0	2	7	2.023	3	0.867	2	0.578	17.5	21.2
Sat	251	22	52	116	51	9	1	0	0	0	0	0	0	0	1	0.398	0	0	0	0	17	21.6
Sun	255	31	70	104	41	8	0	0	0	1	0	0	0	0	1	0.392	1	0.392	1	0.392	16.3	20.9
5 Day Average																						
[--]	307	18	82	141	57	6	1	0	0	0	0	0	0	1	3	0.8	1	0.4	1	0.3	17.1	21.2
7 Day Average																						
[--]	292	20	76	132	54	7	1	0	0	0	0	0	0	1	2	0.7	1	0.3	1	0.3	17.0	21.1
Total Vehicles																						
[--]	2042	143	530	927	379	48	8	1	1	1	0	0	0	4	15	0.7	7	0.3	5	0.2	17.0	21.1



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

Appendix C

TRICS Data

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Ranking Type: ARRIVALS Time Range: 08:00-09:00

15th Percentile = No. 28 DV-03-M-02 Arr: 0.067

85th Percentile = No. 6 ES-03-M-14 Arr: 0.185

Median Values

Arrivals: 0.102

Departures: 0.324

Totals: 0.426

Mean Values

Arrivals: 0.128

Departures: 0.327

Totals: 0.454

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WS-03-M-13	TERRACED & FLA	WORTHING	WEST SUSSEX	23	Tue	21/06/16	0.348	0.522	0.870	1.39
2	MS-03-M-02	TERRACED	LIVERPOOL	MERSEYSIDE	27	Fri	21/06/13	0.259	0.333	0.592	1.78
3	WS-03-M-19	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	32	Thu	17/10/19	0.250	0.500	0.750	1.75
4	WS-03-M-20	MIXED HOUSES &	HORSHAM	WEST SUSSEX	121	Thu	24/10/19	0.231	0.529	0.760	2.53
5	WS-03-M-06	SEMI DETACHED/	CHICHESTER	WEST SUSSEX	67	Tue	27/01/15	0.194	0.552	0.746	2.45
6	ES-03-M-14	MIXED HOUSES &	EASTBOURNE	EAST SUSSEX	119	Thu	15/11/18	0.185	0.412	0.597	2.02
7	CM-03-M-02	HOUSES & FLATS	CARMARTHEN	CARMARTHENSHIRE	49	Tue	14/10/14	0.184	0.204	0.388	1.14
8	WS-03-M-07	HOUSES & FLATS	BOGNOR REGIS	WEST SUSSEX	90	Wed	05/03/14	0.167	0.411	0.578	2.12
9	DS-03-M-01	TERRACED/SEMI	DERBY	DERBYSHIRE	32	Tue	21/10/14	0.156	0.156	0.312	1.25
10	WS-03-M-18	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	86	Thu	17/10/19	0.151	0.488	0.639	1.95
11	ES-03-M-10	MIXED HOUSES &	POLEGATE	EAST SUSSEX	108	Mon	11/07/16	0.148	0.491	0.639	2.38
12	BA-03-M-01	NELSON WARD DR	RADSTOCK	BATH & NORTH EAST S	141	Tue	02/10/18	0.142	0.284	0.426	1.81
13	ES-03-M-12	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	93	Thu	21/06/18	0.140	0.290	0.430	2.85
14	ES-03-M-17	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
15	KC-03-M-02	MIXED HOUSES A	MAIDSTONE	KENT	119	Tue	05/06/18	0.118	0.437	0.555	2.74
16	GM-03-M-01	TERRACED & FLA	ROCHDALE	GREATER MANCHESTER	9	Tue	25/11/14	0.111	0.222	0.333	1.78
17	TW-03-M-02	MIXED HOUSES &	NEWCASTLE UPON TYNE	TYNE & WEAR	108	Fri	19/10/18	0.102	0.324	0.426	1.49
18	KC-03-M-03	MIXED HOUSES &	MAIDSTONE	KENT	140	Tue	22/05/18	0.100	0.436	0.536	1.54
19	CB-03-M-04	SEMI-DETACHED	CARLISLE	CUMBRIA	20	Fri	24/06/16	0.100	0.100	0.200	0.75
20	WS-03-M-05	MIXED HOUSING	WEST HORSHAM	WEST SUSSEX	92	Thu	23/10/14	0.098	0.467	0.565	2.27
21	CA-03-M-01	MIXED HOUSES &	WATERBEACH	CAMBRIDGESHIRE	52	Wed	20/06/18	0.096	0.288	0.384	1.15
22	WL-03-M-01	APARTMENTS	SALISBURY	WILTSHIRE	22	Wed	27/11/13	0.091	0.091	0.182	0.59
23	MS-03-M-03	SEMI DETACHED/	LIVERPOOL	MERSEYSIDE	24	Fri	21/06/13	0.083	0.208	0.291	0.46
24	DC-03-M-02	TERRACED & BUN	DORCHESTER	DORSET	37	Fri	16/09/16	0.081	0.432	0.513	1.95
25	WK-03-M-02	MIXED HOUSES	STRATFORD UPON AVON	WARWICKSHIRE	130	Fri	29/06/18	0.077	0.277	0.354	4.65
26	SC-03-M-05	HOUSES & FLATS	STAINES	SURREY	52	Mon	19/11/12	0.077	0.173	0.250	1.27
27	ES-03-M-15	MIXED HOUSES	MARESFIELD	EAST SUSSEX	80	Wed	13/03/19	0.075	0.350	0.425	1.81
28	DV-03-M-02	MIXED HOUSES &	TOTNES	DEVON	90	Fri	29/03/19	0.067	0.111	0.178	1.36
29	HC-03-M-05	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	62	Fri	03/10/14	0.065	0.290	0.355	1.50
30	LE-03-M-01	SEMI DETACHED	LEICESTER	LEICESTERSHIRE	16	Thu	27/09/12	0.063	0.188	0.250	1.13
31	NF-03-M-04	MIXED HOUSES &	HUNSTANTON	NORFOLK	70	Thu	19/09/19	0.057	0.257	0.314	5.31
32	WS-03-M-21	MIXED HOUSES	BRACKLESHAM BAY	WEST SUSSEX	57	Thu	14/11/19	0.053	0.386	0.439	2.09
33	ES-03-M-16	MIXED HOUSES &	BEXHILL	EAST SUSSEX	119	Wed	10/07/19	0.025	0.168	0.193	2.88

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Ranking Type: ARRIVALS Time Range: 17:00-18:00

15th Percentile = No. 28 CB-03-M-04 Arr: 0.200

85th Percentile = No. 6 WS-03-M-20 Arr: 0.405

Median Values

Arrivals: 0.328

Departures: 0.101

Totals: 0.429

Mean Values

Arrivals: 0.315

Departures: 0.185

Totals: 0.500

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WS-03-M-19	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	32	Thu	17/10/19	0.563	0.375	0.937	1.75
2	WK-03-M-02	MIXED HOUSES	STRATFORD UPON AVON	WARWICKSHIRE	130	Fri	29/06/18	0.477	0.200	0.677	4.65
3	ES-03-M-10	MIXED HOUSES &	POLEGATE	EAST SUSSEX	108	Mon	11/07/16	0.472	0.278	0.750	2.38
4	ES-03-M-12	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	93	Thu	21/06/18	0.452	0.344	0.796	2.85
5	DC-03-M-02	TERRACED & BUN	DORCHESTER	DORSET	37	Fri	16/09/16	0.405	0.108	0.513	1.95
6	WS-03-M-20	MIXED HOUSES &	HORSHAM	WEST SUSSEX	121	Thu	24/10/19	0.405	0.281	0.686	2.53
7	WS-03-M-06	SEMI DETACHED/	CHICHESTER	WEST SUSSEX	67	Tue	27/01/15	0.403	0.164	0.567	2.45
8	WS-03-M-07	HOUSES & FLATS	BOGNOR REGIS	WEST SUSSEX	90	Wed	05/03/14	0.400	0.244	0.644	2.12
9	WS-03-M-13	TERRACED & FLA	WORTHING	WEST SUSSEX	23	Tue	21/06/16	0.391	0.217	0.608	1.39
10	WS-03-M-21	MIXED HOUSES	BRACKLESHAM BAY	WEST SUSSEX	57	Thu	14/11/19	0.368	0.333	0.701	2.09
11	KC-03-M-03	MIXED HOUSES &	MAIDSTONE	KENT	140	Tue	22/05/18	0.364	0.114	0.478	1.54
12	ES-03-M-17	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
13	ES-03-M-14	MIXED HOUSES &	EASTBOURNE	EAST SUSSEX	119	Thu	15/11/18	0.336	0.134	0.470	2.02
14	MS-03-M-03	SEMI DETACHED/	LIVERPOOL	MERSEYSIDE	24	Fri	21/06/13	0.333	0.333	0.666	0.46
15	TW-03-M-02	MIXED HOUSES &	NEWCASTLE UPON TYNE	TYNE & WEAR	108	Fri	19/10/18	0.333	0.213	0.546	1.49
16	BA-03-M-01	NELSON WARD DR	RADSTOCK	BATH & NORTH EAST S	141	Tue	02/10/18	0.333	0.184	0.517	1.81
17	KC-03-M-02	MIXED HOUSES A	MAIDSTONE	KENT	119	Tue	05/06/18	0.328	0.101	0.429	2.74
18	WS-03-M-05	MIXED HOUSING	WEST HORSHAM	WEST SUSSEX	92	Thu	23/10/14	0.326	0.065	0.391	2.27
19	ES-03-M-15	MIXED HOUSES	MARESFIELD	EAST SUSSEX	80	Wed	13/03/19	0.313	0.150	0.462	1.81
20	CM-03-M-02	HOUSES & FLATS	CARMARTHEN	CARMARTHENSHIRE	49	Tue	14/10/14	0.306	0.265	0.571	1.14
21	WS-03-M-18	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	86	Thu	17/10/19	0.302	0.128	0.430	1.95
22	MS-03-M-02	TERRACED	LIVERPOOL	MERSEYSIDE	27	Fri	21/06/13	0.296	0.407	0.703	1.78
23	DS-03-M-01	TERRACED/SEMI	DERBY	DERBYSHIRE	32	Tue	21/10/14	0.281	0.188	0.469	1.25
24	SC-03-M-05	HOUSES & FLATS	STAINES	SURREY	52	Mon	19/11/12	0.250	0.077	0.327	1.27
25	ES-03-M-16	MIXED HOUSES &	BEXHILL	EAST SUSSEX	119	Wed	10/07/19	0.227	0.092	0.319	2.88
26	GM-03-M-01	TERRACED & FLA	ROCHDALE	GREATER MANCHESTER	9	Tue	25/11/14	0.222	0.111	0.333	1.78
27	HC-03-M-05	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	62	Fri	03/10/14	0.210	0.097	0.307	1.50
28	CB-03-M-04	SEMI-DETACHED	CARLISLE	CUMBRIA	20	Fri	24/06/16	0.200	0.250	0.450	0.75
29	CA-03-M-01	MIXED HOUSES &	WATERBEACH	CAMBRIDGESHIRE	52	Wed	20/06/18	0.192	0.058	0.250	1.15
30	NF-03-M-04	MIXED HOUSES &	HUNSTANTON	NORFOLK	70	Thu	19/09/19	0.157	0.114	0.271	5.31
31	DV-03-M-02	MIXED HOUSES &	TOTNES	DEVON	90	Fri	29/03/19	0.156	0.078	0.234	1.36
32	WL-03-M-01	APARTMENTS	SALISBURY	WILTSHIRE	22	Wed	27/11/13	0.136	0.091	0.227	0.59
33	LE-03-M-01	SEMI DETACHED	LEICESTER	LEICESTERSHIRE	16	Thu	27/09/12	0.125	0.188	0.313	1.13

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for

Calculation Reference: AUDIT-504502-200512-0510

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	6 days
	HC HAMPSHIRE	1 days
	KC KENT	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	8 days
03	SOUTH WEST	
	BA BATH & NORTH EAST SOMERSET	1 days
	DC DORSET	1 days
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CM CARMARTHENSHIRE	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: 9 to 141 (units:)
 Range Selected by User: 9 to 150 (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: 01/01/12 to 14/11/19

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	2 days
Tuesday	8 days
Wednesday	5 days
Thursday	10 days
Friday	8 days

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

Selected survey types:

Manual count	33 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:

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	30
High Street	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	33 days
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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:

1,001 to 5,000	5 days
5,001 to 10,000	11 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	10 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	3 days
25,001 to 50,000	6 days
50,001 to 75,000	6 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	26 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	17 days
No	16 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	33 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BA-03-M-01 FROME ROAD RADSTOCK	NELSON WARD DRIVE	BATH & NORTH EAST SOMERSET
	Edge of Town Centre No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 02/10/18		Survey Type: MANUAL
2	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 52 Survey date: WEDNESDAY 20/06/18		Survey Type: MANUAL
3	CB-03-M-04 STANHOPE ROAD CARLISLE	SEMI-DETACHED & TERRACED	CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 Survey date: FRIDAY 24/06/16		Survey Type: MANUAL
4	CM-03-M-02 COLLEGE ROAD CARMARTHEN	HOUSES & FLATS	CARMARTHENSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 49 Survey date: TUESDAY 14/10/14		Survey Type: MANUAL
5	DC-03-M-02 KINGS ROAD DORCHESTER FORDINGTON	TERRACED & BUNGALOWS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: FRIDAY 16/09/16		Survey Type: MANUAL
6	DS-03-M-01 COCKAYNE STREET DERBY BOULTON	TERRACED / SEMI DETACHED	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 21/10/14		Survey Type: MANUAL
7	DV-03-M-02 SAINT PETER 'S QUAY TOTNES	MIXED HOUSES & FLATS	DEVON
	Edge of Town Residential Zone Total No of Dwellings: 90 Survey date: FRIDAY 29/03/19		Survey Type: MANUAL
8	ES-03-M-10 DITTONS ROAD POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 108 Survey date: MONDAY 11/07/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-M-12	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
10	ES-03-M-14	MIXED HOUSES & FLATS	EAST SUSSEX
	KINGS DRIVE		
	EASTBOURNE		
	UPPERTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL
11	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
12	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL
13	ES-03-M-17	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	AMBERSTONE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
14	GM-03-M-01	TERRACED & FLATS	GREATER MANCHESTER
	PARK ROAD		
	ROCHDALE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	9	
	Survey date: TUESDAY	25/11/14	Survey Type: MANUAL
15	HC-03-M-05	HOUSES & FLATS	HAMPSHIRE
	WIMPSON LANE		
	SOUTHAMPTON		
	MAYBUSH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: FRIDAY	03/10/14	Survey Type: MANUAL
16	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE		
	MAIDSTONE		
	BARMING		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL

17	KC-03-M-03 BUNYARD WAY MAIDSTONE ALLINGTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 140 22/05/18	KENT Survey Type: MANUAL
18	LE-03-M-01 RYDER ROAD LEICESTER BRAUNSTONE FRITH Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	SEMI DETACHED 16 27/09/12	LEICESTERSHIRE Survey Type: MANUAL
19	MS-03-M-02 LOVEL ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	TERRACED 27 21/06/13	MERSEYSIDE Survey Type: MANUAL
20	MS-03-M-03 LOVEL ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	SEMI DETACHED / TERRACED 24 21/06/13	MERSEYSIDE Survey Type: MANUAL
21	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: Survey date: THURSDAY	MIXED HOUSES & FLATS 70 19/09/19	NORFOLK Survey Type: MANUAL
22	SC-03-M-05 HOLYWELL WAY STAINES STANWELL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: MONDAY	HOUSES & FLATS 52 19/11/12	SURREY Survey Type: MANUAL
23	TW-03-M-02 BENTON ROAD NEWCASTLE UPON TYNE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES & FLATS 108 19/10/18	TYNE & WEAR Survey Type: MANUAL
24	WK-03-M-02 BISHOPTON LANE STRATFORD UPON AVON BISHOPTON Edge of Town Residential Zone Total No of Dwellings: Survey date: FRIDAY	MIXED HOUSES 130 29/06/18	WARWICKSHIRE Survey Type: MANUAL
25	WL-03-M-01 FISHERTON STREET SALISBURY Town Centre High Street Total No of Dwellings: Survey date: WEDNESDAY	APARTMENTS 22 27/11/13	WILTSHIRE Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
27	WS-03-M-06	SEMI DETACHED / DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
28	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL
29	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
30	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
31	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
32	WS-03-M-20	MIXED HOUSES & FLATS	WEST SUSSEX
	OLD GUILDFORD ROAD		
	HORSHAM		
	BROADBRIDGE HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	121	
	Survey date: THURSDAY	24/10/19	Survey Type: MANUAL
33	WS-03-M-21	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	57	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL 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	33	72	0.090	33	72	0.280	33	72	0.370
08:00 - 09:00	33	72	0.123	33	72	0.351	33	72	0.474
09:00 - 10:00	33	72	0.149	33	72	0.179	33	72	0.328
10:00 - 11:00	33	72	0.135	33	72	0.146	33	72	0.281
11:00 - 12:00	33	72	0.151	33	72	0.160	33	72	0.311
12:00 - 13:00	33	72	0.180	33	72	0.164	33	72	0.344
13:00 - 14:00	33	72	0.178	33	72	0.167	33	72	0.345
14:00 - 15:00	33	72	0.149	33	72	0.189	33	72	0.338
15:00 - 16:00	33	72	0.257	33	72	0.192	33	72	0.449
16:00 - 17:00	33	72	0.240	33	72	0.165	33	72	0.405
17:00 - 18:00	33	72	0.334	33	72	0.175	33	72	0.509
18:00 - 19:00	33	72	0.296	33	72	0.169	33	72	0.465
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.509			2.362			4.871	

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 141 (units:)
 Survey date range: 01/01/12 - 14/11/19
 Number of weekdays (Monday-Friday): 33
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 7
 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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS

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	33	72	0.003	33	72	0.003	33	72	0.006
08:00 - 09:00	33	72	0.006	33	72	0.008	33	72	0.014
09:00 - 10:00	33	72	0.003	33	72	0.002	33	72	0.005
10:00 - 11:00	33	72	0.001	33	72	0.001	33	72	0.002
11:00 - 12:00	33	72	0.002	33	72	0.002	33	72	0.004
12:00 - 13:00	33	72	0.003	33	72	0.003	33	72	0.006
13:00 - 14:00	33	72	0.002	33	72	0.001	33	72	0.003
14:00 - 15:00	33	72	0.002	33	72	0.001	33	72	0.003
15:00 - 16:00	33	72	0.006	33	72	0.007	33	72	0.013
16:00 - 17:00	33	72	0.004	33	72	0.003	33	72	0.007
17:00 - 18:00	33	72	0.005	33	72	0.005	33	72	0.010
18:00 - 19:00	33	72	0.004	33	72	0.003	33	72	0.007
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.039			0.080

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

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	33	72	0.001	33	72	0.001	33	72	0.002
08:00 - 09:00	33	72	0.001	33	72	0.001	33	72	0.002
09:00 - 10:00	33	72	0.003	33	72	0.003	33	72	0.006
10:00 - 11:00	33	72	0.002	33	72	0.002	33	72	0.004
11:00 - 12:00	33	72	0.003	33	72	0.003	33	72	0.006
12:00 - 13:00	33	72	0.003	33	72	0.003	33	72	0.006
13:00 - 14:00	33	72	0.003	33	72	0.003	33	72	0.006
14:00 - 15:00	33	72	0.000	33	72	0.001	33	72	0.001
15:00 - 16:00	33	72	0.003	33	72	0.003	33	72	0.006
16:00 - 17:00	33	72	0.000	33	72	0.000	33	72	0.000
17:00 - 18:00	33	72	0.000	33	72	0.000	33	72	0.000
18:00 - 19:00	33	72	0.000	33	72	0.001	33	72	0.001
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.021			0.040

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

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	33	72	0.001	33	72	0.001	33	72	0.002
08:00 - 09:00	33	72	0.000	33	72	0.000	33	72	0.000
09:00 - 10:00	33	72	0.000	33	72	0.000	33	72	0.000
10:00 - 11:00	33	72	0.000	33	72	0.000	33	72	0.000
11:00 - 12:00	33	72	0.000	33	72	0.000	33	72	0.000
12:00 - 13:00	33	72	0.000	33	72	0.000	33	72	0.000
13:00 - 14:00	33	72	0.000	33	72	0.000	33	72	0.000
14:00 - 15:00	33	72	0.000	33	72	0.000	33	72	0.000
15:00 - 16:00	33	72	0.002	33	72	0.002	33	72	0.004
16:00 - 17:00	33	72	0.000	33	72	0.000	33	72	0.000
17:00 - 18:00	33	72	0.000	33	72	0.000	33	72	0.000
18:00 - 19:00	33	72	0.000	33	72	0.000	33	72	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

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	33	72	0.004	33	72	0.007	33	72	0.011
08:00 - 09:00	33	72	0.003	33	72	0.014	33	72	0.017
09:00 - 10:00	33	72	0.003	33	72	0.004	33	72	0.007
10:00 - 11:00	33	72	0.004	33	72	0.004	33	72	0.008
11:00 - 12:00	33	72	0.005	33	72	0.005	33	72	0.010
12:00 - 13:00	33	72	0.004	33	72	0.006	33	72	0.010
13:00 - 14:00	33	72	0.007	33	72	0.003	33	72	0.010
14:00 - 15:00	33	72	0.008	33	72	0.007	33	72	0.015
15:00 - 16:00	33	72	0.011	33	72	0.007	33	72	0.018
16:00 - 17:00	33	72	0.008	33	72	0.012	33	72	0.020
17:00 - 18:00	33	72	0.011	33	72	0.008	33	72	0.019
18:00 - 19:00	33	72	0.007	33	72	0.005	33	72	0.012
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.082			0.157

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 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	33	72	0.095	33	72	0.408	33	72	0.503
08:00 - 09:00	33	72	0.146	33	72	0.616	33	72	0.762
09:00 - 10:00	33	72	0.177	33	72	0.250	33	72	0.427
10:00 - 11:00	33	72	0.167	33	72	0.201	33	72	0.368
11:00 - 12:00	33	72	0.196	33	72	0.222	33	72	0.418
12:00 - 13:00	33	72	0.241	33	72	0.217	33	72	0.458
13:00 - 14:00	33	72	0.246	33	72	0.219	33	72	0.465
14:00 - 15:00	33	72	0.203	33	72	0.253	33	72	0.456
15:00 - 16:00	33	72	0.451	33	72	0.269	33	72	0.720
16:00 - 17:00	33	72	0.359	33	72	0.244	33	72	0.603
17:00 - 18:00	33	72	0.480	33	72	0.250	33	72	0.730
18:00 - 19:00	33	72	0.430	33	72	0.237	33	72	0.667
19:00 - 20:00	1	119	0.168	1	119	0.017	1	119	0.185
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.510			3.420			6.930

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

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	33	72	0.026	33	72	0.050	33	72	0.076
08:00 - 09:00	33	72	0.061	33	72	0.196	33	72	0.257
09:00 - 10:00	33	72	0.047	33	72	0.049	33	72	0.096
10:00 - 11:00	33	72	0.039	33	72	0.055	33	72	0.094
11:00 - 12:00	33	72	0.046	33	72	0.052	33	72	0.098
12:00 - 13:00	33	72	0.063	33	72	0.043	33	72	0.106
13:00 - 14:00	33	72	0.049	33	72	0.043	33	72	0.092
14:00 - 15:00	33	72	0.056	33	72	0.075	33	72	0.131
15:00 - 16:00	33	72	0.195	33	72	0.085	33	72	0.280
16:00 - 17:00	33	72	0.110	33	72	0.065	33	72	0.175
17:00 - 18:00	33	72	0.076	33	72	0.057	33	72	0.133
18:00 - 19:00	33	72	0.057	33	72	0.056	33	72	0.113
19:00 - 20:00	1	119	0.008	1	119	0.008	1	119	0.016
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.833			0.834			1.667

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

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	33	72	0.001	33	72	0.027	33	72	0.028
08:00 - 09:00	33	72	0.002	33	72	0.024	33	72	0.026
09:00 - 10:00	33	72	0.007	33	72	0.008	33	72	0.015
10:00 - 11:00	33	72	0.005	33	72	0.008	33	72	0.013
11:00 - 12:00	33	72	0.008	33	72	0.010	33	72	0.018
12:00 - 13:00	33	72	0.008	33	72	0.014	33	72	0.022
13:00 - 14:00	33	72	0.011	33	72	0.011	33	72	0.022
14:00 - 15:00	33	72	0.007	33	72	0.010	33	72	0.017
15:00 - 16:00	33	72	0.033	33	72	0.013	33	72	0.046
16:00 - 17:00	33	72	0.020	33	72	0.008	33	72	0.028
17:00 - 18:00	33	72	0.015	33	72	0.010	33	72	0.025
18:00 - 19:00	33	72	0.019	33	72	0.007	33	72	0.026
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.136			0.150			0.286

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

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	33	72	0.000	33	72	0.010	33	72	0.010
08:00 - 09:00	33	72	0.000	33	72	0.008	33	72	0.008
09:00 - 10:00	33	72	0.000	33	72	0.003	33	72	0.003
10:00 - 11:00	33	72	0.000	33	72	0.003	33	72	0.003
11:00 - 12:00	33	72	0.002	33	72	0.003	33	72	0.005
12:00 - 13:00	33	72	0.003	33	72	0.002	33	72	0.005
13:00 - 14:00	33	72	0.002	33	72	0.001	33	72	0.003
14:00 - 15:00	33	72	0.001	33	72	0.001	33	72	0.002
15:00 - 16:00	33	72	0.007	33	72	0.001	33	72	0.008
16:00 - 17:00	33	72	0.009	33	72	0.000	33	72	0.009
17:00 - 18:00	33	72	0.006	33	72	0.000	33	72	0.006
18:00 - 19:00	33	72	0.007	33	72	0.000	33	72	0.007
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.032			0.069

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

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	33	72	0.000	33	72	0.003	33	72	0.003
08:00 - 09:00	33	72	0.000	33	72	0.001	33	72	0.001
09:00 - 10:00	33	72	0.000	33	72	0.000	33	72	0.000
10:00 - 11:00	33	72	0.000	33	72	0.000	33	72	0.000
11:00 - 12:00	33	72	0.000	33	72	0.000	33	72	0.000
12:00 - 13:00	33	72	0.000	33	72	0.000	33	72	0.000
13:00 - 14:00	33	72	0.000	33	72	0.000	33	72	0.000
14:00 - 15:00	33	72	0.000	33	72	0.000	33	72	0.000
15:00 - 16:00	33	72	0.004	33	72	0.000	33	72	0.004
16:00 - 17:00	33	72	0.000	33	72	0.000	33	72	0.000
17:00 - 18:00	33	72	0.000	33	72	0.000	33	72	0.000
18:00 - 19:00	33	72	0.000	33	72	0.000	33	72	0.000
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

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	33	72	0.002	33	72	0.040	33	72	0.042
08:00 - 09:00	33	72	0.002	33	72	0.034	33	72	0.036
09:00 - 10:00	33	72	0.007	33	72	0.011	33	72	0.018
10:00 - 11:00	33	72	0.005	33	72	0.011	33	72	0.016
11:00 - 12:00	33	72	0.010	33	72	0.012	33	72	0.022
12:00 - 13:00	33	72	0.011	33	72	0.016	33	72	0.027
13:00 - 14:00	33	72	0.013	33	72	0.012	33	72	0.025
14:00 - 15:00	33	72	0.008	33	72	0.011	33	72	0.019
15:00 - 16:00	33	72	0.043	33	72	0.015	33	72	0.058
16:00 - 17:00	33	72	0.029	33	72	0.008	33	72	0.037
17:00 - 18:00	33	72	0.021	33	72	0.010	33	72	0.031
18:00 - 19:00	33	72	0.026	33	72	0.007	33	72	0.033
19:00 - 20:00	1	119	0.000	1	119	0.000	1	119	0.000
20:00 - 21:00	1	119	0.000	1	119	0.000	1	119	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.187			0.364

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

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	33	72	0.127	33	72	0.505	33	72	0.632
08:00 - 09:00	33	72	0.212	33	72	0.860	33	72	1.072
09:00 - 10:00	33	72	0.234	33	72	0.313	33	72	0.547
10:00 - 11:00	33	72	0.214	33	72	0.271	33	72	0.485
11:00 - 12:00	33	72	0.257	33	72	0.292	33	72	0.549
12:00 - 13:00	33	72	0.318	33	72	0.282	33	72	0.600
13:00 - 14:00	33	72	0.315	33	72	0.278	33	72	0.593
14:00 - 15:00	33	72	0.274	33	72	0.346	33	72	0.620
15:00 - 16:00	33	72	0.700	33	72	0.376	33	72	1.076
16:00 - 17:00	33	72	0.505	33	72	0.328	33	72	0.833
17:00 - 18:00	33	72	0.588	33	72	0.324	33	72	0.912
18:00 - 19:00	33	72	0.520	33	72	0.305	33	72	0.825
19:00 - 20:00	1	119	0.176	1	119	0.025	1	119	0.201
20:00 - 21:00	1	119	0.151	1	119	0.017	1	119	0.168
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.591			4.522				9.113

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL Light Vehicles (LV)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL Rigid Trucks - No Trailer (OGV1)
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Trucks Towing Trailers (OGV2)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Buses

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Non-Motorised Vehicles (NMV)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL Cycles
 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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL Scooters

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000				0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Non-Vehicular People Movements (NVPM)

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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00									
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Ranking Type: DEPARTURES Time Range: 08:00-09:00

15th Percentile = No. 28 SC-03-M-05 Dep: 0.173

85th Percentile = No. 6 WS-03-M-18 Dep: 0.488

Median Values

Arrivals: 0.102

Departures: 0.324

Totals: 0.426

Mean Values

Arrivals: 0.128

Departures: 0.327

Totals: 0.454

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	WS-03-M-06	SEMI DETACHED/	CHICHESTER	WEST SUSSEX	67	Tue	27/01/15	0.194	0.552	0.746	2.45
2	WS-03-M-20	MIXED HOUSES &	HORSHAM	WEST SUSSEX	121	Thu	24/10/19	0.231	0.529	0.760	2.53
3	WS-03-M-13	TERRACED & FLA	WORTHING	WEST SUSSEX	23	Tue	21/06/16	0.348	0.522	0.870	1.39
4	WS-03-M-19	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	32	Thu	17/10/19	0.250	0.500	0.750	1.75
5	ES-03-M-10	MIXED HOUSES &	POLEGATE	EAST SUSSEX	108	Mon	11/07/16	0.148	0.491	0.639	2.38
6	WS-03-M-18	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	86	Thu	17/10/19	0.151	0.488	0.639	1.95
7	WS-03-M-05	MIXED HOUSING	WEST HORSHAM	WEST SUSSEX	92	Thu	23/10/14	0.098	0.467	0.565	2.27
8	KC-03-M-02	MIXED HOUSES A	MAIDSTONE	KENT	119	Tue	05/06/18	0.118	0.437	0.555	2.74
9	KC-03-M-03	MIXED HOUSES &	MAIDSTONE	KENT	140	Tue	22/05/18	0.100	0.436	0.536	1.54
10	DC-03-M-02	TERRACED & BUN	DORCHESTER	DORSET	37	Fri	16/09/16	0.081	0.432	0.513	1.95
11	ES-03-M-14	MIXED HOUSES &	EASTBOURNE	EAST SUSSEX	119	Thu	15/11/18	0.185	0.412	0.597	2.02
12	WS-03-M-07	HOUSES & FLATS	BOGNOR REGIS	WEST SUSSEX	90	Wed	05/03/14	0.167	0.411	0.578	2.12
13	ES-03-M-17	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
14	WS-03-M-21	MIXED HOUSES	BRACKLESHAM BAY	WEST SUSSEX	57	Thu	14/11/19	0.053	0.386	0.439	2.09
15	ES-03-M-15	MIXED HOUSES	MARESFIELD	EAST SUSSEX	80	Wed	13/03/19	0.075	0.350	0.425	1.81
16	MS-03-M-02	TERRACED	LIVERPOOL	MERSEYSIDE	27	Fri	21/06/13	0.259	0.333	0.592	1.78
17	TW-03-M-02	MIXED HOUSES &	NEWCASTLE UPON TYNE	TYNE & WEAR	108	Fri	19/10/18	0.102	0.324	0.426	1.49
18	ES-03-M-12	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	93	Thu	21/06/18	0.140	0.290	0.430	2.85
19	HC-03-M-05	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	62	Fri	03/10/14	0.065	0.290	0.355	1.50
20	CA-03-M-01	MIXED HOUSES &	WATERBEACH	CAMBRIDGESHIRE	52	Wed	20/06/18	0.096	0.288	0.384	1.15
21	BA-03-M-01	NELSON WARD DR	RADSTOCK	BATH & NORTH EAST S	141	Tue	02/10/18	0.142	0.284	0.426	1.81
22	WK-03-M-02	MIXED HOUSES	STRATFORD UPON AVON	WARWICKSHIRE	130	Fri	29/06/18	0.077	0.277	0.354	4.65
23	NF-03-M-04	MIXED HOUSES &	HUNSTANTON	NORFOLK	70	Thu	19/09/19	0.057	0.257	0.314	5.31
24	GM-03-M-01	TERRACED & FLA	ROCHDALE	GREATER MANCHESTER	9	Tue	25/11/14	0.111	0.222	0.333	1.78
25	MS-03-M-03	SEMI DETACHED/	LIVERPOOL	MERSEYSIDE	24	Fri	21/06/13	0.083	0.208	0.291	0.46
26	CM-03-M-02	HOUSES & FLATS	CARMARTHEN	CARMARTHENSHIRE	49	Tue	14/10/14	0.184	0.204	0.388	1.14
27	LE-03-M-01	SEMI DETACHED	LEICESTER	LEICESTERSHIRE	16	Thu	27/09/12	0.063	0.188	0.250	1.13
28	SC-03-M-05	HOUSES & FLATS	STAINES	SURREY	52	Mon	19/11/12	0.077	0.173	0.250	1.27
29	ES-03-M-16	MIXED HOUSES &	BEXHILL	EAST SUSSEX	119	Wed	10/07/19	0.025	0.168	0.193	2.88
30	DS-03-M-01	TERRACED/SEMI	DERBY	DERBYSHIRE	32	Tue	21/10/14	0.156	0.156	0.312	1.25
31	DV-03-M-02	MIXED HOUSES &	TOTNES	DEVON	90	Fri	29/03/19	0.067	0.111	0.178	1.36
32	CB-03-M-04	SEMI-DETACHED	CARLISLE	CUMBRIA	20	Fri	24/06/16	0.100	0.100	0.200	0.75
33	WL-03-M-01	APARTMENTS	SALISBURY	WILTSHIRE	22	Wed	27/11/13	0.091	0.091	0.182	0.59

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Ranking Type: DEPARTURES Time Range: 17:00-18:00

15th Percentile = No. 28 ES-03-M-16 Dep: 0.092

85th Percentile = No. 6 WS-03-M-20 Dep: 0.281

Median ValuesArrivals: 0.403
Departures: 0.164
Totals: 0.567Mean ValuesArrivals: 0.315
Departures: 0.185
Totals: 0.500

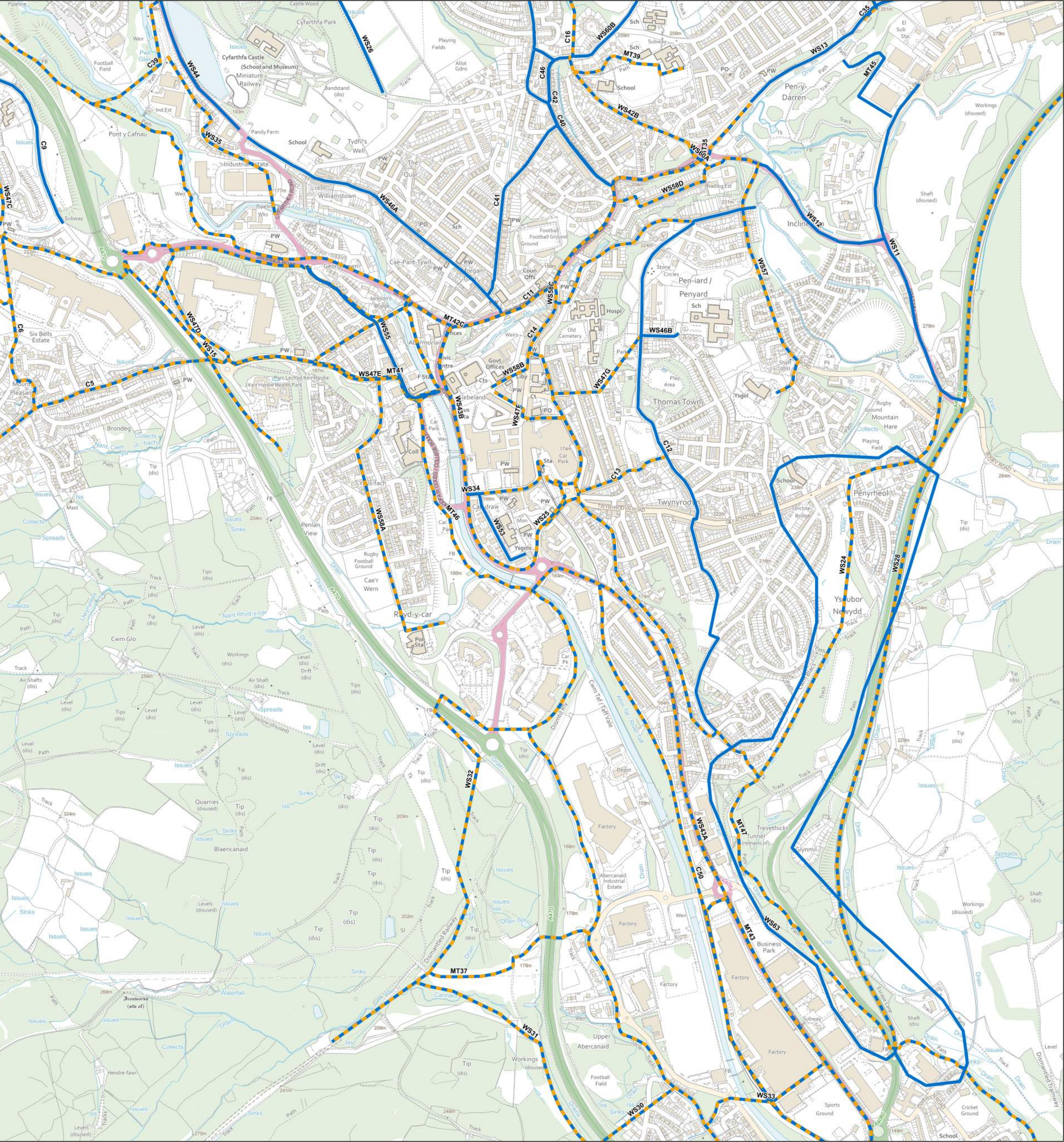
Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	MS-03-M-02	TERRACED	LIVERPOOL	MERSEYSIDE	27	Fri	21/06/13	0.296	0.407	0.703	1.78
2	WS-03-M-19	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	32	Thu	17/10/19	0.563	0.375	0.937	1.75
3	ES-03-M-12	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	93	Thu	21/06/18	0.452	0.344	0.796	2.85
4	WS-03-M-21	MIXED HOUSES	BRACKLESHAM BAY	WEST SUSSEX	57	Thu	14/11/19	0.368	0.333	0.701	2.09
5	MS-03-M-03	SEMI DETACHED/	LIVERPOOL	MERSEYSIDE	24	Fri	21/06/13	0.333	0.333	0.666	0.46
6	WS-03-M-20	MIXED HOUSES &	HORSHAM	WEST SUSSEX	121	Thu	24/10/19	0.405	0.281	0.686	2.53
7	ES-03-M-10	MIXED HOUSES &	POLEGATE	EAST SUSSEX	108	Mon	11/07/16	0.472	0.278	0.750	2.38
8	CM-03-M-02	HOUSES & FLATS	CARMARTHEN	CARMARTHENSHIRE	49	Tue	14/10/14	0.306	0.265	0.571	1.14
9	CB-03-M-04	SEMI-DETACHED	CARLISLE	CUMBRIA	20	Fri	24/06/16	0.200	0.250	0.450	0.75
10	WS-03-M-07	HOUSES & FLATS	BOGNOR REGIS	WEST SUSSEX	90	Wed	05/03/14	0.400	0.244	0.644	2.12
11	WS-03-M-13	TERRACED & FLA	WORTHING	WEST SUSSEX	23	Tue	21/06/16	0.391	0.217	0.608	1.39
12	TW-03-M-02	MIXED HOUSES &	NEWCASTLE UPON TYNE	TYNE & WEAR	108	Fri	19/10/18	0.333	0.213	0.546	1.49
13	WK-03-M-02	MIXED HOUSES	STRATFORD UPON AVON	WARWICKSHIRE	130	Fri	29/06/18	0.477	0.200	0.677	4.65
14	DS-03-M-01	TERRACED/SEMI	DERBY	DERBYSHIRE	32	Tue	21/10/14	0.281	0.188	0.469	1.25
15	LE-03-M-01	SEMI DETACHED	LEICESTER	LEICESTERSHIRE	16	Thu	27/09/12	0.125	0.188	0.313	1.13
16	BA-03-M-01	NELSON WARD DR	RADSTOCK	BATH & NORTH EAST S	141	Tue	02/10/18	0.333	0.184	0.517	1.81
17	WS-03-M-06	SEMI DETACHED/	CHICHESTER	WEST SUSSEX	67	Tue	27/01/15	0.403	0.164	0.567	2.45
18	ES-03-M-15	MIXED HOUSES	MARESFIELD	EAST SUSSEX	80	Wed	13/03/19	0.313	0.150	0.462	1.81
19	ES-03-M-14	MIXED HOUSES &	EASTBOURNE	EAST SUSSEX	119	Thu	15/11/18	0.336	0.134	0.470	2.02
20	WS-03-M-18	MIXED HOUSES &	BOGNOR REGIS	WEST SUSSEX	86	Thu	17/10/19	0.302	0.128	0.430	1.95
21	KC-03-M-03	MIXED HOUSES &	MAIDSTONE	KENT	140	Tue	22/05/18	0.364	0.114	0.478	1.54
22	NF-03-M-04	MIXED HOUSES &	HUNSTANTON	NORFOLK	70	Thu	19/09/19	0.157	0.114	0.271	5.31
23	GM-03-M-01	TERRACED & FLA	ROCHDALE	GREATER MANCHESTER	9	Tue	25/11/14	0.222	0.111	0.333	1.78
24	ES-03-M-17	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
25	DC-03-M-02	TERRACED & BUN	DORCHESTER	DORSET	37	Fri	16/09/16	0.405	0.108	0.513	1.95
26	KC-03-M-02	MIXED HOUSES A	MAIDSTONE	KENT	119	Tue	05/06/18	0.328	0.101	0.429	2.74
27	HC-03-M-05	HOUSES & FLATS	SOUTHAMPTON	HAMPSHIRE	62	Fri	03/10/14	0.210	0.097	0.307	1.50
28	ES-03-M-16	MIXED HOUSES &	BEXHILL	EAST SUSSEX	119	Wed	10/07/19	0.227	0.092	0.319	2.88
29	WL-03-M-01	APARTMENTS	SALISBURY	WILTSHIRE	22	Wed	27/11/13	0.136	0.091	0.227	0.59
30	DV-03-M-02	MIXED HOUSES &	TOTNES	DEVON	90	Fri	29/03/19	0.156	0.078	0.234	1.36
31	SC-03-M-05	HOUSES & FLATS	STAINES	SURREY	52	Mon	19/11/12	0.250	0.077	0.327	1.27
32	WS-03-M-05	MIXED HOUSING	WEST HORSHAM	WEST SUSSEX	92	Thu	23/10/14	0.326	0.065	0.391	2.27
33	CA-03-M-01	MIXED HOUSES &	WATERBEACH	CAMBRIDGESHIRE	52	Wed	20/06/18	0.192	0.058	0.250	1.15

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for

Appendix D

Active Travel



Legend / Eglurhad

Integrated Network Walking

Integrated Network Cycling

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Er bod Llywodraeth Cymru wedi gwneud y tryddeb i sicrhau bod yr wybodaeth ar y wefan hon yn gyfnewidiol, mae Llywodraeth Cymru yn cymryd unrhyw gyfrifoldeb am unrhyw wybodaeth anghywir. Lluniwyd y data o hawliau tramwy cyhoeddus, RHTI yr AO, Llwybrau Trefol RHTI yr AO a data sy'n deillio o ffotograffau o'r awywr wedi'i ategu gan arolwg maes.

Appendix E

Capacity Analysis

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2020
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Filename: Tramroadside N Church St Priority T Jct.arc8

Path: C:\Users\Daniel.Davies\Desktop\10068_Tydfil Hospital

Report generation date: 01/06/2020 16:21:02

« (Default Analysis Set) - 2019 Base, AM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2019 Base								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.04	5.72	0.03	A	0.06	6.14	0.05	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2036 Base								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.05	5.81	0.04	A	0.08	6.33	0.07	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
A1 - 2036 Base + Development								
Stream B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-AB	0.05	5.83	0.04	A	0.10	6.40	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2019 Base, AM" model duration: 08:00 - 09:30

"D2 - 2019 Base, PM" model duration: 17:00 - 18:30

"D3 - 2036 Base, AM" model duration: 08:00 - 09:30

"D4 - 2036 Base, PM" model duration: 17:00 - 18:30

"D5 - 2036 Base + Development, AM" model duration: 08:00 - 09:30

"D6 - 2036 Base + Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 01/06/2020 16:21:02

File summary

Title	Tramroadside N & Church St
Location	Merthyr Tydfil
Site Number	
Date	01/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	100068
Enumerator	daniel.davies
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
2019 Base, AM	2019 Base	AM		ONE HOUR	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C		5.72	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tramroadside N South		Major
B	B	Church St		Minor
C	C	Tramroadside N North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.20		0.00		2.20	187.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	2.20										0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	439.579	0.072	0.183	0.115	0.261
1	B-C	573.963	0.080	0.201	-	-
1	C-B	682.257	0.239	0.239	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	220.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	55.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	121.000	99.000
	B	0.000	0.000	0.000
	C	37.000	18.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.55	0.45
	B	0.33	0.33	0.33
	C	0.67	0.33	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
From	A	1.000	1.010	1.020
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.0	1.0	2.0
	B	0.0	0.0	0.0
	C	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-AB	0.03	5.72	0.04	A	17.44	26.17	2.72	6.23	0.03	2.72	6.23
C-A	-	-	-	-	33.03	49.54	-	-	-	-	-
A-B	-	-	-	-	111.03	166.55	-	-	-	-	-
A-C	-	-	-	-	90.84	136.27	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	472.12	0.000	0.00	0.00	0.000	A
C-AB	14.14	3.54	14.05	0.00	660.57	0.021	0.00	0.02	5.568	A
C-A	27.26	6.82	27.26	0.00	-	-	-	-	-	-
A-B	91.10	22.77	91.10	0.00	-	-	-	-	-	-
A-C	74.53	18.63	74.53	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	467.10	0.000	0.00	0.00	0.000	A
C-AB	17.04	4.26	17.02	0.00	656.50	0.026	0.02	0.03	5.629	A
C-A	32.40	8.10	32.40	0.00	-	-	-	-	-	-
A-B	108.78	27.19	108.78	0.00	-	-	-	-	-	-
A-C	89.00	22.25	89.00	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	460.15	0.000	0.00	0.00	0.000	A
C-AB	21.14	5.28	21.11	0.00	650.95	0.032	0.03	0.04	5.715	A
C-A	39.42	9.85	39.42	0.00	-	-	-	-	-	-
A-B	133.22	33.31	133.22	0.00	-	-	-	-	-	-
A-C	109.00	27.25	109.00	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	460.15	0.000	0.00	0.00	0.000	A
C-AB	21.14	5.28	21.14	0.00	650.96	0.032	0.04	0.04	5.717	A
C-A	39.42	9.85	39.42	0.00	-	-	-	-	-	-
A-B	133.22	33.31	133.22	0.00	-	-	-	-	-	-
A-C	109.00	27.25	109.00	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	467.09	0.000	0.00	0.00	0.000	A
C-AB	17.05	4.26	17.08	0.00	656.51	0.026	0.04	0.03	5.632	A
C-A	32.40	8.10	32.40	0.00	-	-	-	-	-	-
A-B	108.78	27.19	108.78	0.00	-	-	-	-	-	-
A-C	89.00	22.25	89.00	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	0.00	0.00	0.00	0.00	472.10	0.000	0.00	0.00	0.000	A
C-AB	14.15	3.54	14.17	0.00	660.57	0.021	0.03	0.02	5.569	A
C-A	27.26	6.81	27.26	0.00	-	-	-	-	-	-
A-B	91.10	22.77	91.10	0.00	-	-	-	-	-	-
A-C	74.53	18.63	74.53	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.35	0.02	5.568	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.44	0.03	5.629	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.56	0.04	5.715	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.56	0.04	5.717	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.44	0.03	5.632	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	0.00	0.00	0.000	A	A
C-AB	0.36	0.02	5.569	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Junctions 8
PICADY 8 - Priority Intersection Module
Version: 8.0.6.541 [19821,26/11/2015] © Copyright TRL Limited, 2020
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Path: C:\Users\Daniel.Davies\Desktop\10068_Tydfil Hospital

Report generation date: 01/06/2020 16:26:45

« (Default Analysis Set) - 2019 Base, AM

» Junction Network

» Arms

» Traffic Flows

» Entry Flows

» Turning Proportions

» Vehicle Mix

» Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2019 Base								
Stream B-ACD	0.03	6.09	0.03	A	0.03	5.48	0.03	A
Stream A-BCD	0.01	5.92	0.01	A	0.02	6.06	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.02	6.39	0.02	A	0.02	7.57	0.02	A
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2036 Base								
Stream B-ACD	0.03	6.22	0.03	A	0.03	5.48	0.03	A
Stream A-BCD	0.01	5.94	0.01	A	0.02	6.11	0.02	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.02	6.41	0.02	A	0.02	7.77	0.02	A
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-
A1 - 2036 Base + Development								
Stream B-ACD	0.03	6.30	0.03	A	0.03	5.69	0.03	A
Stream A-BCD	0.02	6.02	0.02	A	0.05	6.30	0.04	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
Stream D-ABC	0.09	6.91	0.08	A	0.08	8.26	0.07	A
Stream C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-D	-	-	-	-	-	-	-	-
Stream C-A	-	-	-	-	-	-	-	-

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

"D1 - 2019 Base, AM" model duration: 08:00 - 09:30

"D2 - 2019 Base, PM" model duration: 17:00 - 18:30

"D3 - 2036 Base, AM" model duration: 08:00 - 09:30

"D4 - 2036 Base, PM" model duration: 17:00 - 18:30

"D5 - 2036 Base + Development, AM" model duration: 08:00 - 09:30

"D6 - 2036 Base + Development, PM" model duration: 17:00 - 18:30

Run using Junctions 8.0.6.541 at 01/06/2020 16:26:45

File summary

Title	Upper Thomas St & Church St Crossroads
Location	Merthyr Tydfil
Site Number	
Date	01/06/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	100068
Enumerator	daniel.davies
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2019 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set (s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relations
2019 Base, AM	2019 Base	AM		ONE HOUR	08:00	09:30	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	(untitled)	Crossroads	Two-way	A,B,C,D		6.14	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Church St East		Major
B	B	Upper Thomas St South		Minor
C	C	Church St West		Major
D	D	Upper Thomas St North		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.00		0.00		2.20	80.00	✓	0.00
C	6.00		0.00		2.20	59.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	4.50										21	15
D	One lane	3.20										21	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	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
1	A-D	620.292	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
1	B-A	565.657	0.103	0.260	0.260	-	-	-	0.164	0.372	-	0.260	0.260	0.130
1	B-C	728.498	0.112	0.282	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	565.657	0.103	0.260	0.260	-	-	-	0.164	0.372	0.164	-	-	-
1	B-D, offside lane	565.657	0.103	0.260	0.260	-	-	-	0.164	0.372	0.164	-	-	-
1	C-B	608.131	0.236	0.236	0.337	-	-	-	-	-	-	-	-	-
1	D-A	648.631	-	-	-	-	-	-	0.251	-	0.099	-	-	-
1	D-B, nearside lane	503.642	0.146	0.146	0.331	-	-	-	0.232	0.232	0.092	-	-	-
1	D-B, offside lane	503.642	0.146	0.146	0.331	-	-	-	0.232	0.232	0.092	-	-	-
1	D-C	503.642	-	0.146	0.331	0.116	0.232	0.232	0.232	0.232	0.092	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	36.00	100.000
B	ONE HOUR	✓	15.00	100.000
C	ONE HOUR	✓	111.00	100.000
D	ONE HOUR	✓	8.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.000	0.000	31.000	5.000
	B	8.000	0.000	7.000	0.000
	C	104.000	0.000	0.000	7.000
	D	6.000	0.000	2.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To				
From		A	B	C	D
	A	0.00	0.00	0.86	0.14
	B	0.53	0.00	0.47	0.00
	C	0.94	0.00	0.00	0.06
	D	0.75	0.00	0.25	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.020	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To				
		A	B	C	D
	A	0.0	0.0	0.0	0.0
	B	0.0	0.0	0.0	0.0
	C	2.0	0.0	0.0	0.0
	D	0.0	0.0	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)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.03	6.09	0.03	A	13.76	20.65	2.06	5.99	0.02	2.06	5.99
A-BCD	0.01	5.92	0.01	A	4.82	7.23	0.76	6.32	0.01	0.76	6.32
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	28.22	42.33	-	-	-	-	-
D-ABC	0.02	6.39	0.02	A	7.34	11.01	1.15	6.28	0.01	1.15	6.28
C-ABD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-D	-	-	-	-	6.42	9.64	-	-	-	-	-
C-A	-	-	-	-	95.43	143.15	-	-	-	-	-

Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	11.29	2.82	11.22	0.00	614.97	0.018	0.00	0.02	5.962	A
A-BCD	3.91	0.98	3.89	0.00	615.76	0.006	0.00	0.01	5.883	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	23.19	5.80	23.19	0.00	-	-	-	-	-	-
D-ABC	6.02	1.51	5.98	0.00	582.75	0.010	0.00	0.01	6.241	A
C-ABD	0.00	0.00	0.00	0.00	601.36	0.000	0.00	0.00	0.000	A
C-D	5.27	1.32	5.27	0.00	-	-	-	-	-	-
C-A	78.30	19.57	78.30	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.48	3.37	13.47	0.00	611.71	0.022	0.02	0.02	6.017	A
A-BCD	4.71	1.18	4.70	0.00	614.94	0.008	0.01	0.01	5.898	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	27.65	6.91	27.65	0.00	-	-	-	-	-	-
D-ABC	7.19	1.80	7.18	0.00	578.40	0.012	0.01	0.01	6.301	A
C-ABD	0.00	0.00	0.00	0.00	600.04	0.000	0.00	0.00	0.000	A
C-D	6.29	1.57	6.29	0.00	-	-	-	-	-	-
C-A	93.49	23.37	93.49	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.52	4.13	16.49	0.00	607.20	0.027	0.02	0.03	6.093	A
A-BCD	5.83	1.46	5.82	0.00	613.84	0.010	0.01	0.01	5.920	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	33.81	8.45	33.81	0.00	-	-	-	-	-	-
D-ABC	8.81	2.20	8.80	0.00	572.38	0.015	0.01	0.02	6.387	A
C-ABD	0.00	0.00	0.00	0.00	598.22	0.000	0.00	0.00	0.000	A
C-D	7.71	1.93	7.71	0.00	-	-	-	-	-	-
C-A	114.51	28.63	114.51	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.52	4.13	16.51	0.00	607.20	0.027	0.03	0.03	6.093	A
A-BCD	5.83	1.46	5.83	0.00	613.84	0.010	0.01	0.01	5.920	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	33.81	8.45	33.81	0.00	-	-	-	-	-	-
D-ABC	8.81	2.20	8.81	0.00	572.38	0.015	0.02	0.02	6.387	A
C-ABD	0.00	0.00	0.00	0.00	598.22	0.000	0.00	0.00	0.000	A
C-D	7.71	1.93	7.71	0.00	-	-	-	-	-	-
C-A	114.51	28.63	114.51	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.48	3.37	13.51	0.00	611.70	0.022	0.03	0.02	6.019	A
A-BCD	4.71	1.18	4.72	0.00	614.94	0.008	0.01	0.01	5.901	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	27.65	6.91	27.65	0.00	-	-	-	-	-	-
D-ABC	7.19	1.80	7.20	0.00	578.40	0.012	0.02	0.01	6.304	A
C-ABD	0.00	0.00	0.00	0.00	600.04	0.000	0.00	0.00	0.000	A
C-D	6.29	1.57	6.29	0.00	-	-	-	-	-	-
C-A	93.49	23.37	93.49	0.00	-	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	11.29	2.82	11.31	0.00	614.95	0.018	0.02	0.02	5.963	A
A-BCD	3.91	0.98	3.92	0.00	615.76	0.006	0.01	0.01	5.883	A
A-B	0.00	0.00	0.00	0.00	-	-	-	-	-	-
A-C	23.19	5.80	23.19	0.00	-	-	-	-	-	-
D-ABC	6.02	1.51	6.03	0.00	582.74	0.010	0.01	0.01	6.244	A
C-ABD	0.00	0.00	0.00	0.00	601.35	0.000	0.00	0.00	0.000	A
C-D	5.27	1.32	5.27	0.00	-	-	-	-	-	-
C-A	78.30	19.57	78.30	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.27	0.02	5.962	A	A
A-BCD	0.10	0.01	5.883	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.15	0.01	6.241	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.33	0.02	6.017	A	A
A-BCD	0.12	0.01	5.898	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.18	0.01	6.301	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.41	0.03	6.093	A	A
A-BCD	0.16	0.01	5.920	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.23	0.02	6.387	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.42	0.03	6.093	A	A
A-BCD	0.16	0.01	5.920	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.23	0.02	6.387	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

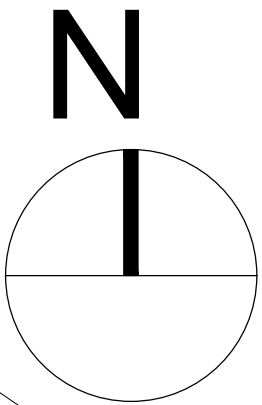
Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.35	0.02	6.019	A	A
A-BCD	0.12	0.01	5.901	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.19	0.01	6.304	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:15-09:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.29	0.02	5.963	A	A
A-BCD	0.10	0.01	5.883	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.16	0.01	6.244	A	A
C-ABD	0.00	0.00	0.000	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Drawings

Drawing 2447-00(03)101: Developed Site Concept Layout
Drawing STHS-CAP-00-XX-DR-C-0001: Location Plan
Drawing STHS-CAP-00-XX-DR-C-0002: Traffic Surveys
Drawing STHS-CAP-00-XX-DR-C-0003: 2019 Observed Flows
Drawing STHS-CAP-00-XX-DR-C-0004: 2021 Background Traffic Flows
Drawing STHS-CAP-00-XX-DR-C-0005: 2036 Background Traffic Flows
Drawing STHS-CAP-00-XX-DR-C-0006: Development Flows
Drawing STHS-CAP-00-XX-DR-C-0007: 2021 Background Growth and Development Flows
Drawing STHS-CAP-00-XX-DR-C-0008: 2036 Background Growth and Development Flows
Drawing STHS-CAP-00-XX-DR-C-0009: Visibility Splay
Drawing STHS-CAP-00-XX-DR-C-0010: Swept Path Analysis



Site key

- Site Boundary
- 1.8 m High close boarded timber fence
- 1.8m High reclaimed stone or brick screen wall
- Front garden hedge behind 900mm high black steel railings on reclaimed stone dwarf wall
- Indicates notional locations for new tree planting
- Indicates the removal of existing trees

Surfaces key

- Public realm hard surfacing materials
- Private realm hard surfacing materials
- SUDs bio retention feature
- Public realm soft landscaped areas
- Private front gardens
- Private rear gardens

For Landscaping details ,please refer to drawings by WYG Landscape consultants.

For proposed site & block levels and drainage & SuDs details, please refer to Engineers' drawings.

Tree key

- Crown Spread. Measured in North, South, East and West side of tree.
- Tree number. (T - Individual Tree, G - Group, A - Tree area, W - Woodland, H - Hedgerow)
- Root Protection Area (RPA) A layout design tool indicating the minimum area around a tree deemed to contain sufficient roots and rooting volume to maintain the tree's viability, and where the protection of the roots and soil structure is treated as a priority.
- Please refer to Tree Survey and report by Stephen Lucocq, ArBts - and their dwg: 12-03-20

Perimeter Boundary Treatments

- Existing stone wall & railings to be upcycled and rebuilt to accommodate the new vehicular access to the site
- Existing wall & railings to be upcycled and rebuilt to provide defined boundary between proposed site and Campsie House
- Existing wall & railings to be retained and making good
- Existing stone and brick walls to be retained, making good and rendered on the site side
- Existing stone retaining wall to be retained and making good
- Existing railings to the upper plateau to be retained in-situ and making good
- New close boarded timber fence
- Existing masonry wall to be retained in-situ and making good
- New close boarded timber fence
- New brick screen wall
- Existing wall & railings to be retained and making good
- Existing stone wall to be retained and making good
- Existing Listed building
- Existing wall & railings to be retained and making good

HOUSE TYPE SCHEDULE:

Social Rent:

F	1b Flat	14 No.
G/1	2b Bungalow	2 No.
G/2	2b Bungalow	1 No.
H	2b House	8 No.
J	3b House	4 No.
K	4b House	2 No.

Sub-total: 31 No.

Open Market:

B	2b House	6 No.
C	3b House	15 No.
D	3b House	6 No.
E	3b House	4 No.
Plot 1 2b 'Cottage' Flat Conversions		1 No.

Sub-total: 39 No.

TOTAL: 70 No.

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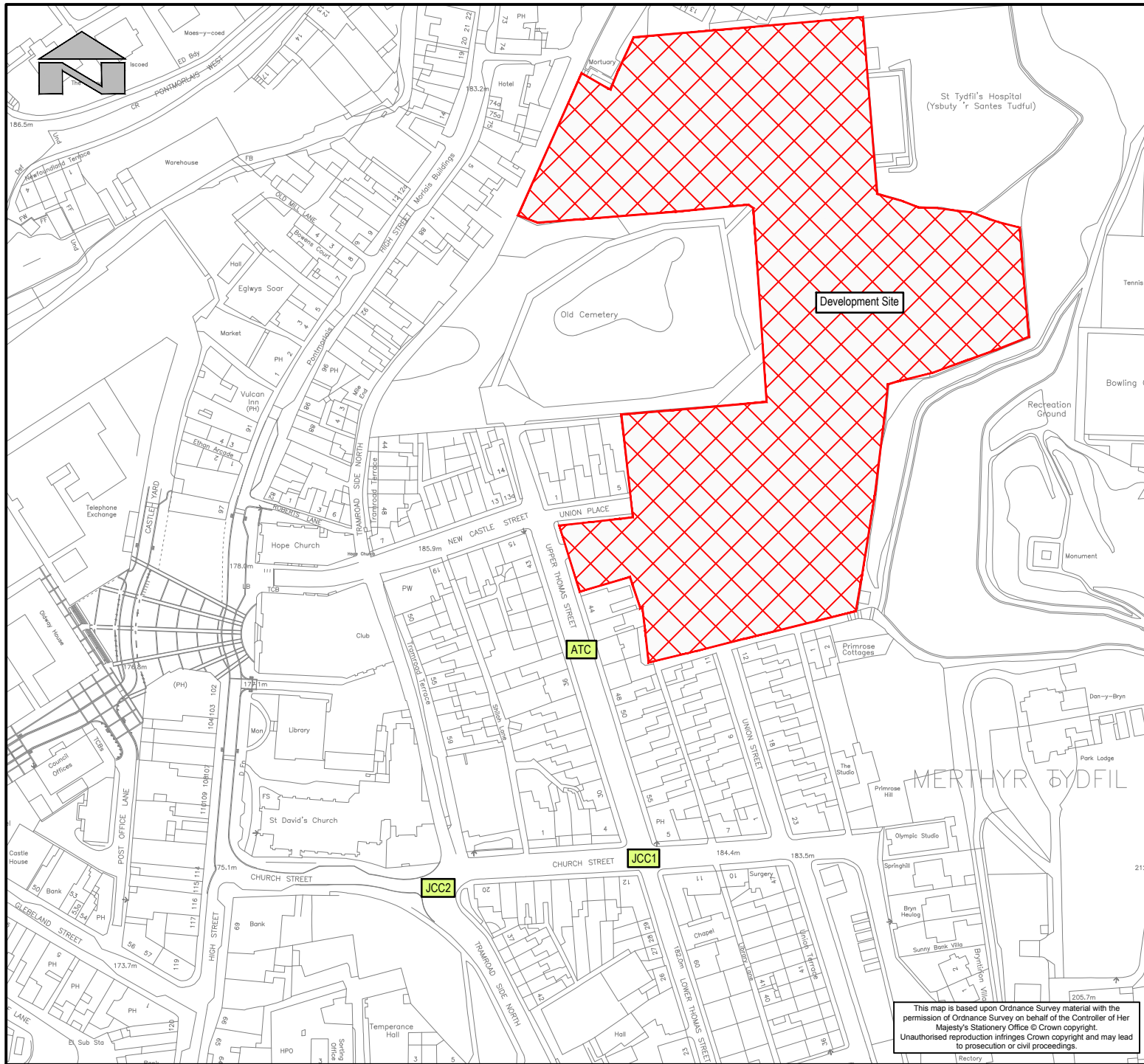
rev	date	description	by	Status:
Planning				

Drawn: WWM
Director: JM
Date: July 2020
Scale: 1:500 @A1

Client: Coronado
Project: St Tydfil's Hospital Site, Merthyr Tydfil
Title: Proposed Site Layout
Ref: 2447-00(03)101

Rev: -

spring design
Unit 2 Chapel Barns | Merthyr Mawr
Bridgend | CF32 0LS | 01656 656267
mail@spring-consultancy.co.uk



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Key:

ATC

Upper Thomas Street: An Automatic Traffic Count - June 2019

JCC1

Upper Thomas Street / Church Street / Lower Thomas Street: Junction Count - Thursday 20th June 2019

JCC2

Tramroadside North / Church Street: Junction Count - Thursday 20th June 2019

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue
S2 - Suitable for information

Classification
Commercial in Confidence

Client

CORONADO

Project
St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing
Traffic Surveys

Scale @ A4	Drawn	Checked	Approved
1:2000	YKW	DHJ	DHJ

Project No.	Date
CS/100068	28/05/2020

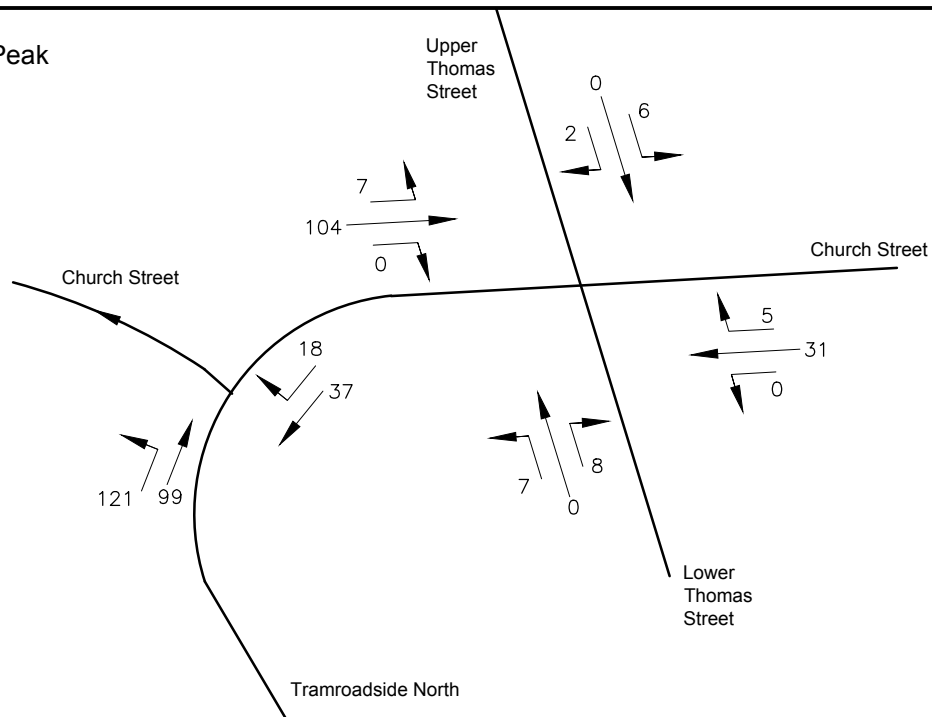
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STHS-CAP-00-XX-DR-C-0002	P01

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Civil Engineering

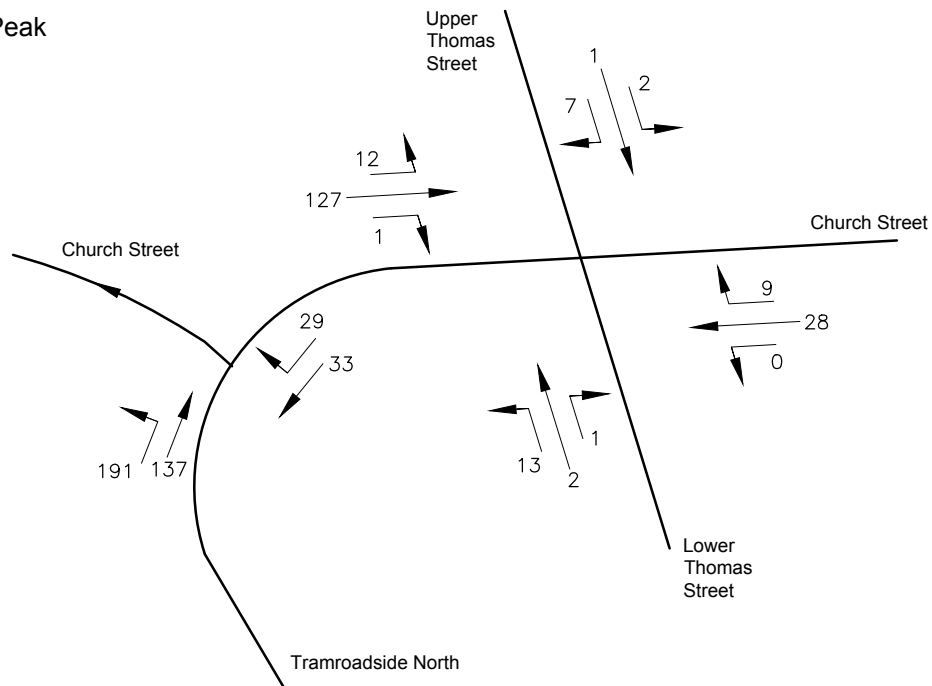
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AM Peak



PM Peak



Colour standard number 7000

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue
S2 - Suitable for information

Classification
Commercial in Confidence

Client

CORONADO

Project
St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing
Traffic Flows
2019 Observed Flows (PCUs)
Figure 1

Scale @ A4	Drawn	Checked	Approved
1:1,500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	26/05/2020

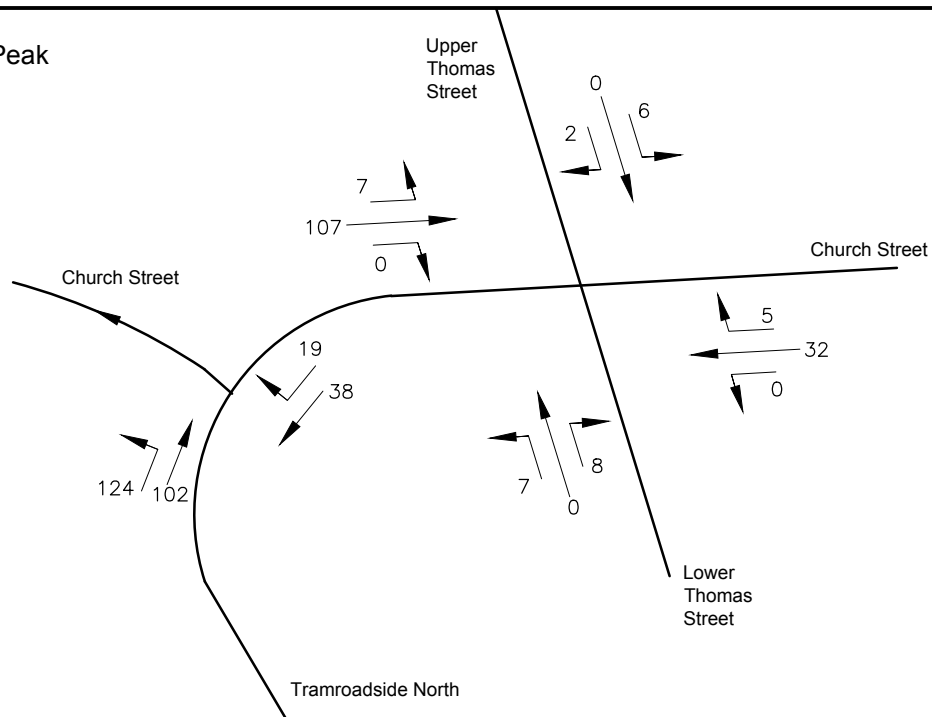
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STHS-CAP-00-XX-DR-C-0003	P01

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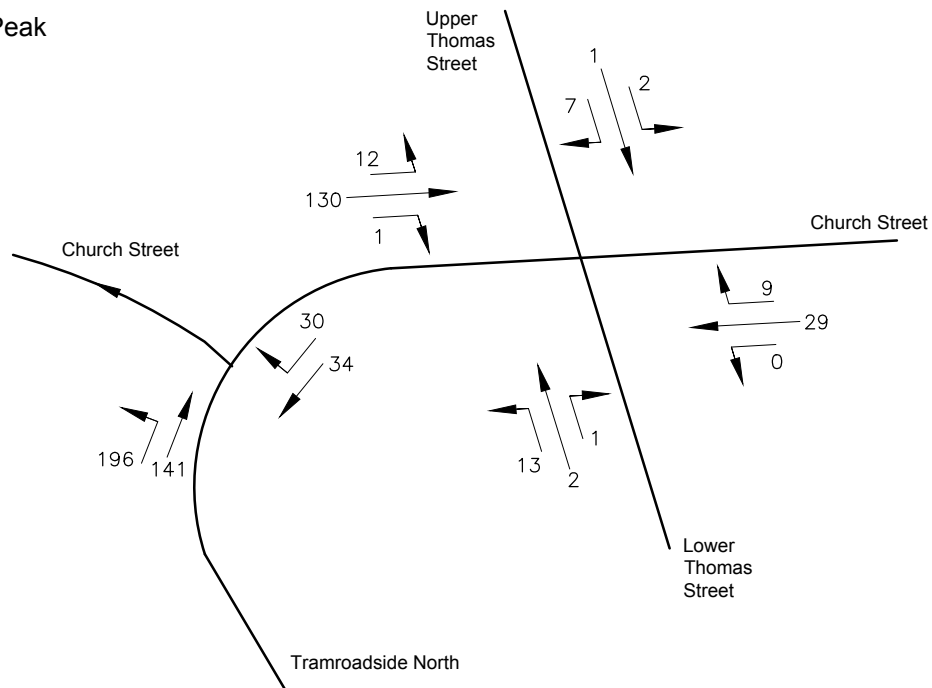
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AM Peak



PM Peak



Notes:

AM Peak 2019 - 2021 = 1.0276

PM Peak 2019 - 2021 = 1.0263

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue

S2 - Suitable for information

Classification

Commercial in Confidence

Client

CORONADO

Project

St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing

Traffic Flows

2021 Background Traffic Flows

Figure 2

Scale @ A4	Drawn	Checked	Approved
1:1,500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	26/05/2020

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
STHS-CAP-00-XX-DR-C-0004	P01

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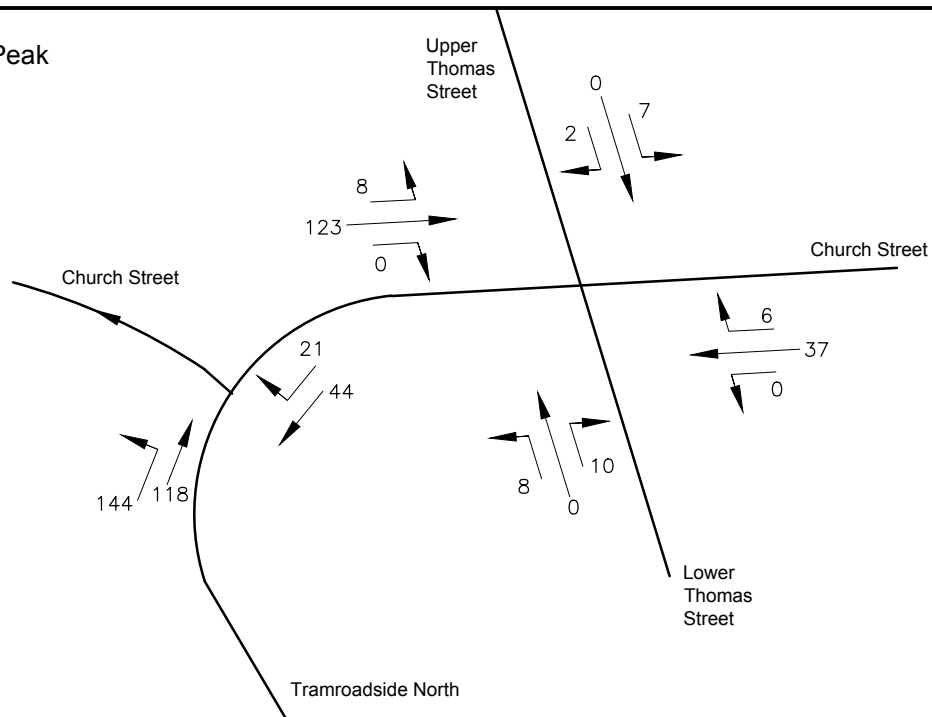
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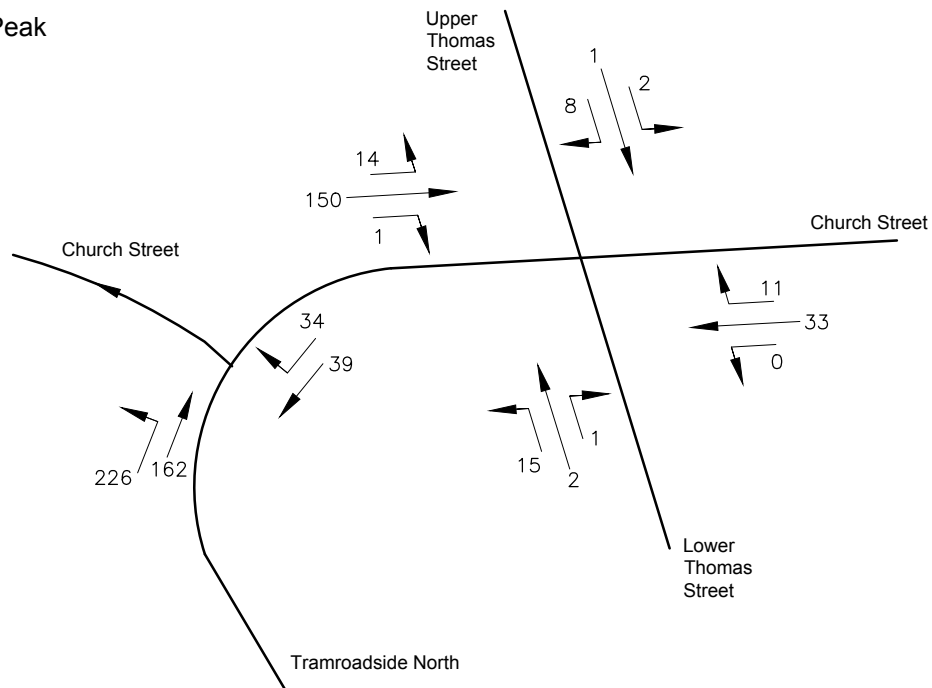
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AM Peak



PM Peak



Notes:

AM Peak = 1.1868

PM Peak = 1.1823

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue

S2 - Suitable for information

Classification

Commercial in Confidence

Client

CORONADO

Project

St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing

Traffic Flows

2036 Background Traffic Flows

Figure 3

Scale @ A4	Drawn	Checked	Approved
1:1,500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	26/05/2020

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
STHS-CAP-00-XX-DR-C-0005	P01

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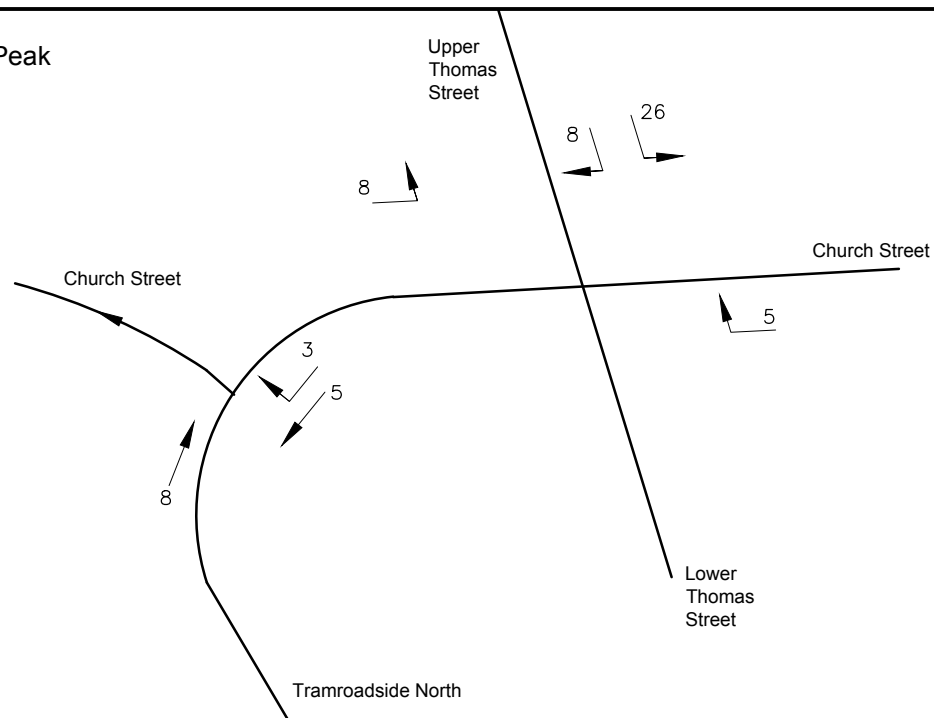
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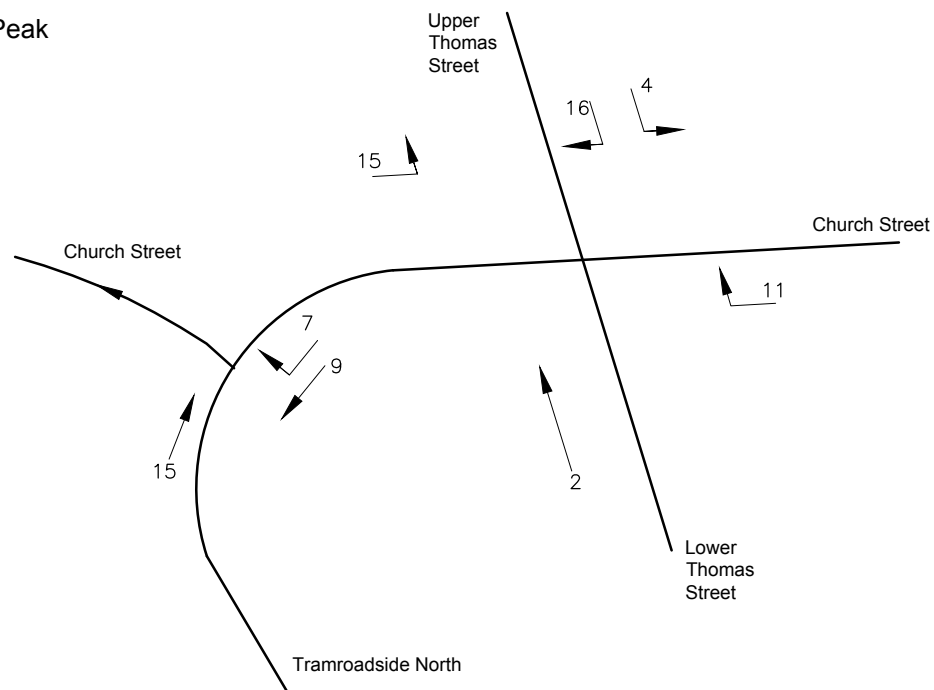
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AM Peak



PM Peak



Colour standard numbers from:

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue

S2 - Suitable for information

Classification

Commercial in Confidence

Client

CORONADO

Project

St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing

Traffic Flows

Development Flows (PCUs)

Figure 4

Scale @ A4	Drawn	Checked	Approved
1:1,500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	26/05/2020

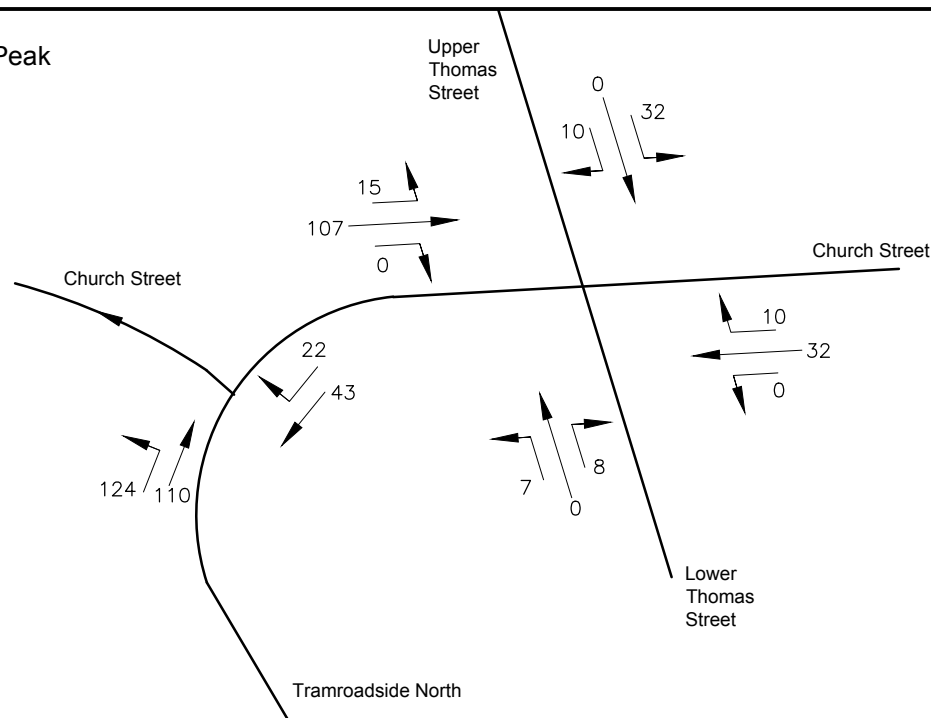
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Project - Originator - Zone - Level - File Type - Role - Number	rev
STHS-CAP-00-XX-DR-C-0006	P01

CAPITA
Civil Engineering

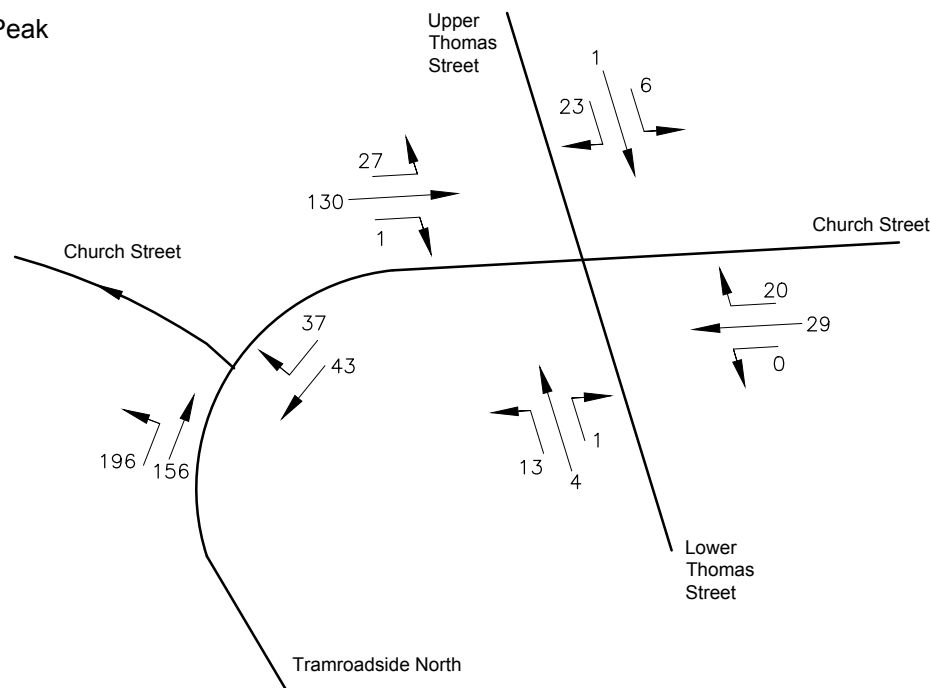
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AM Peak



PM Peak



Notes:

AM Peak 2011 - 2021 = 4.0%

PM Peak 2011 - 2021 = 4.0%

Rev	Drawn	Chk'd	App'd	Description	Date
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Purpose of Issue

S2 - Suitable for information

Classification

Commercial in Confidence

Client

CORONADO

Project

St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing

Traffic Flows

2021 Background Growth & Development Flows
Figure 5

Scale @ A4	Drawn	Checked	Approved
1:1,500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	26/05/2020

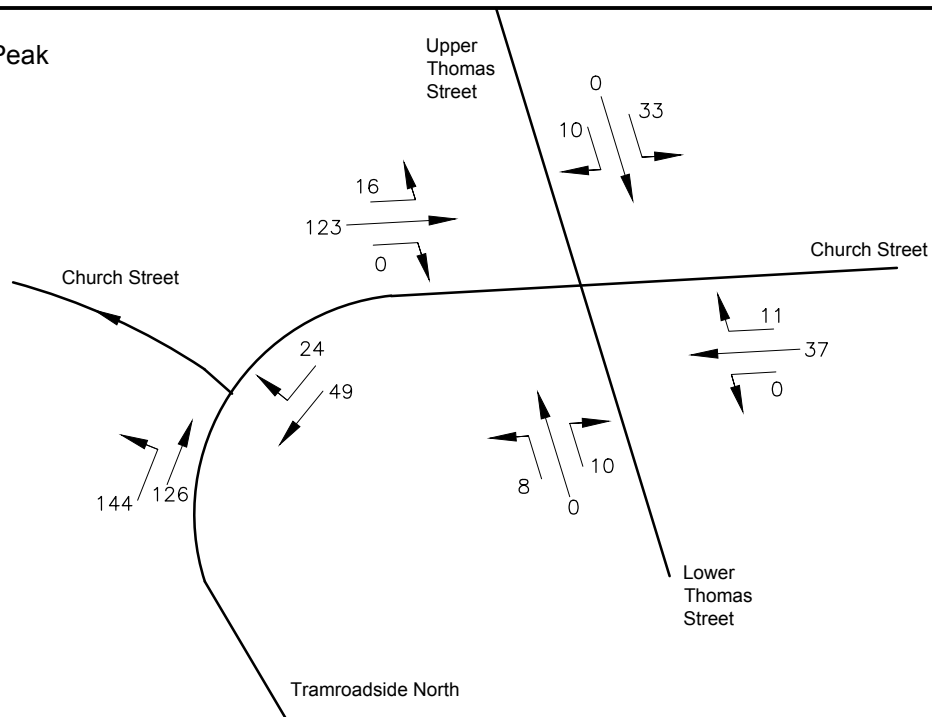
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STHS-CAP-00-XX-DR-C-0007	P01

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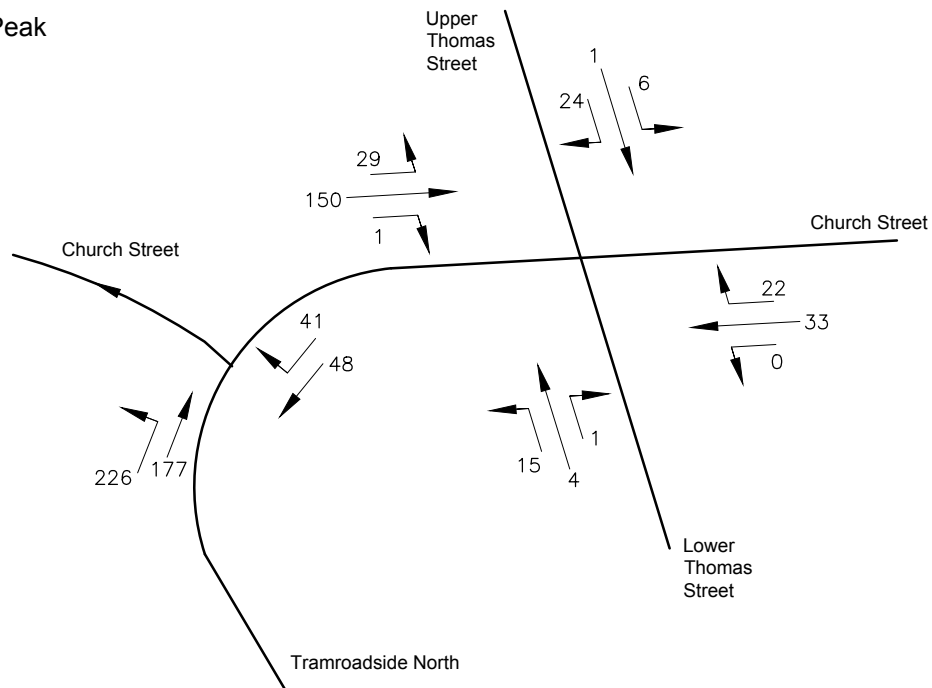
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AM Peak



PM Peak



Notes:

AM Peak: 08:00-09:00

PM Peak: 17:00-18:00

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue

S2 - Suitable for information

Classification

Commercial in Confidence

Client

CORONADO

Project

St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing

Traffic Flows

2036 Background Growth & Development Flows
Figure 6

Scale @ A4	Drawn	Checked	Approved
1:1,500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	26/05/2020

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
STHS-CAP-00-XX-DR-C-0008	P01

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Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue
S2 - Suitable for information

Classification
Commercial in Confidence

Client

CORONADO

Project
St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing
Visibility Splay

Scale @ A4	Drawn	Checked	Approved
1:1250	YKW	DHJ	DHJ

Project No.	Date
CS/100068	18/06/2020

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
STHS-CAP-00-XX-DR-C-0009	P01

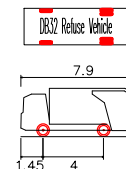
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Key:



DB32 Refuse Vehicle
Overall Length 7.900m
Overall Width 2.400m
Overall Body Height 3.183m
Min Body Ground Clearance 0.388m
Max Track Width 2.400m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 9.625m

Rev	Dwn	Chk'd	App'd	Description	Date
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Purpose of Issue
S2 - Suitable for information

Classification
Commercial in Confidence

Client

CORONADO

Project
St Tydfil's Hospital Site,
Merthyr Tydfil.

Drawing
Swept Path Analysis

Scale @ A4	Drawn	Checked	Approved
1:500	YKW	DHJ	DHJ

Project No.	Date
CS/100068	18/06/2020

Drawing Identifier	BS1192 Compliant
Project - Originator - Zone - Level - File Type - Role - Number	rev
STHS-CAP-00-XX-DR-C-0010	P01

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