



Blessed Carlo Acutis Catholic School, Merthyr Tydfil

Transport Assessment

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Report Control Sheet

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1 Introduction

- 1.1.1 Cambria Consulting have been appointed by Willmott Dixon on behalf of Merthyr Tydfil County Borough Council to prepare a Transport Assessment in support of a planning application for the creation of a new all-through 3 to 16 school at Galon Uchaf Park, Merthyr Tydfil. The existing St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School will be discontinued.
- 1.1.2 The proposed new-build all-through school will accommodate a 525-pupil place primary school with 100 full-time equivalent pupil place nursery, and a 600 pupil (4 form entry) secondary school.
- 1.1.3 The development will be accommodated, in the main on the site of the existing Bishop Hedley School, located to the north and south of Gwaunfarren Road and east of Galon Uchaf Road. It is proposed that a playing field be provided on land that is currently outside of the school grounds, on Galon Uchaf Park to the west of Galon Uchaf Road.
- 1.1.4 The site location is shown in Figure 1 below.

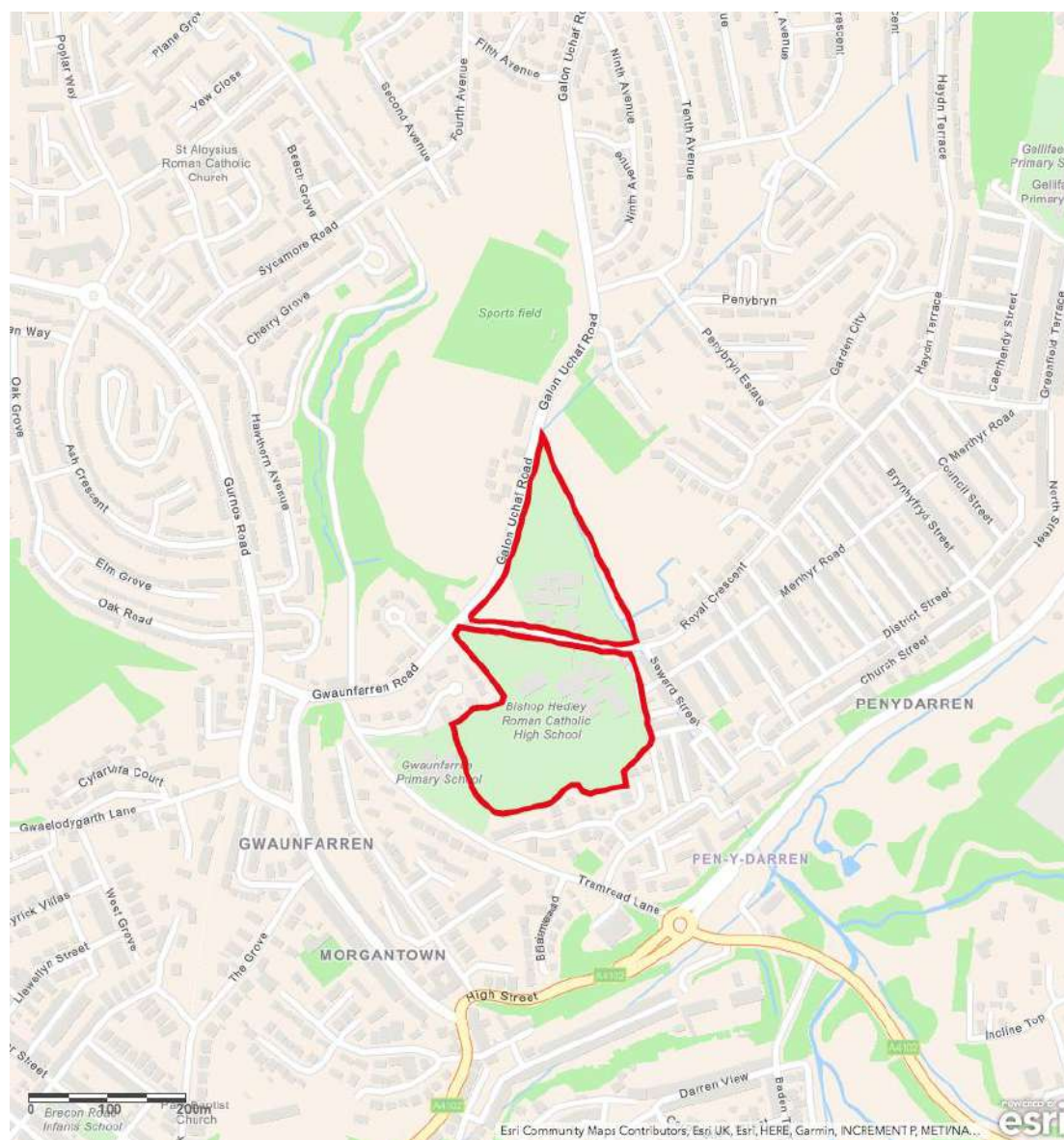


Figure 1 - Site Location Plan

- 1.1.5 This Transport Assessment describes the existing transport infrastructure that serves the site, describes the proposed development and its transport implications.
- 1.1.6 A Travel Plan will also be prepared in support of the planning application and should be read in conjunction with this document.
- 1.1.7 The structure of the Transport Assessment is as follows:
- Section 2: Development Proposals & Planning Policy Framework
 - Section 3: Existing Conditions
 - Section 4: Existing School Trip Generation
 - Section 5: Proposed Development
 - Section 6: Trip Generation & Impact
 - Section 7: Summary & Conclusion

2 Development Proposal & Planning Policy Framework

2.1 Planning Policy Wales

- 2.1.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government.
- 2.1.2 In terms of transport related policies, it places the sustainability of development at the heart of the decision-making process (pp 4.7.4) and requires that new development proposals minimise the need to travel and increase accessibility by modes other than the private car. It requires that major generators of travel demand be located within existing urban areas that are well served by public transport or can be reached by walking or cycling.
- 2.1.3 The principles discussed above are repeated again in PPW's Chapter 8, which deals specifically with Transport issues. In 8.1.4 it reinforces the Welsh Government's objectives for transport through:
- reducing the need to travel, especially by private car, by 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 transport options for freight and commerce;
 - supporting 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 severance.
- 2.1.4 In terms of plan making and development control it advises (8.7.1) that the following issues should be taken into account:
- the impacts of the proposed development on travel demand;
 - the level and nature of public transport provision;
 - accessibility by a range of different transport modes;
 - the willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic
 - the environmental impact of both transport infrastructure and the traffic generated; and
 - the effects on the safety and convenience of other users.
- 2.1.5 PPW also requires that the proposed access to a development should reflect the likely travel patterns involved. It should ensure that people can reach the development, as far as practicable, by walking, cycling and public transport, as well as by car (pp 8.7.3).

2.2 TAN18 Transportation

2.2.1 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.2.2 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

2.3 The Active Travel (Wales) Act 2013

2.3.1 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.3.2 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.

2.3.3 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

2.4 Merthyr Tydfil Local Development Plan 2006 – 2021

2.4.1 In terms of transport related policies, BW12 (Development Proposals and Transport) is set out as below:

Policy BW12: Development proposals and transport

Where appropriate, the Council will expect all development proposals to demonstrate how they will:

- help reduce the need to travel*
- encourage the use of transport other than the private car*
- avoid increasing traffic to unacceptable levels*
- avoid causing or exacerbating highway safety problems*

Transport assessments will be required for developments likely to result in significant trip generation.

Policy Justification

The close proximity of housing, employment, retail and other land uses is a major consideration in minimising the need to travel and in ensuring sufficient incentives to travel by means other than the car.

The County Borough's existing built-up areas and previously developed sites provide the most favourable potential to deliver sustainable patterns of development in future. By putting the land use policy framework in place to enable such development to occur, the LDP anticipates successful realisation of its proposals through a combination of partnership working and sustained public / private investment.

All qualifying development will be expected to demonstrate how it makes a realistic contribution to improving the sustainability of travel patterns. By way of an example, the Council wishes to bring forward schemes that deliver environmental benefits such as those resulting in improvements to quality of life via the enhancement of air quality and through noise reduction. The contribution to road safety will also continue to underlie consideration of all highway proposals.

Developments that would be likely to result in a significant number of trips will be required to incorporate a Transport Assessment as part of the proposal's submission. Qualifying developments accord with those outlined at Annex D of TAN 18: Transport (2007).

2.5 Managing Transportation Impacts (Incorporating Parking Standards) – Supplementary Planning Guidance

2.5.1 The supplementary planning guidance (SPG) Section 11 (Transportation) states the following:

Merthyr Tydfil fulfils a key strategic role at the centre of the Heads of the Valleys region, benefiting from high levels of accessibility through its location at the intersection of the A470 (T) and the A465 (T) strategic transport corridors in the north, and the A470 (T) and the A472 strategic transport corridors in the south. Accessibility by public transport both to and within the County Borough varies considerably and, in certain areas, remains quite poor. Insufficient public transport limits the ability and choice of the local labour force without access to a car to seek employment opportunities and to have equal access to shopping, cultural and leisure opportunities. The proportion of working age population without a car in Merthyr is 26%, the highest rate in Wales.

All qualifying development will be expected to demonstrate how it makes a realistic contribution to improving the sustainability of travel patterns. By way of an example, the Council wishes to bring forward schemes that deliver environmental benefits such as those resulting in improvements to the quality of life via the enhancement of air quality and through noise reduction. The contribution to improved road safety will also continue to be a consideration for all highway proposals. Type of development where obligation will be sought.

There are two main areas where transportation obligations will be focussed - 'Highway Infrastructure' and 'Travel Plan /Public Transport Infrastructure'.

Highway Infrastructure - Highway infrastructure work normally comprises local works specific to the site; either works within the site itself, or within the immediate vicinity of the site.

Any development is eligible (regardless of size, scale and type), where highways and transport measures are necessary to make the development acceptable in planning terms, and where acceptability cannot be secured through planning condition(s).

Travel Plan /Public Transport Improvements – A key theme of national and local policy is to encourage greater use of walking, cycling and public transport as alternatives to the private car. Therefore, wherever possible, new developments should encourage the use of non car-borne journeys.

Any development is eligible (regardless of size, scale and type), where there is scope to improve the accessibility of a site via bus, cycle, walking or other sustainable means. Normally, but not exclusively, these measures are provided within the immediate vicinity of the site.

2.6 Anticipated Parking Requirements

- 2.6.1 Merthyr Tydfil Council does not have an adopted Parking Standard for school developments. The following section provides an assessment of parking provision based on the CSS Wales Parking Standards (2014) that has been adopted by many other Welsh authorities and also the different parking standard that has been adopted by the neighbouring Rhondda Cynon Taf (RCT) Council.
- 2.6.2 Application of the CSS Wales Parking Standards would result in parking provision of 116 to 133 car parking spaces whereas the RCT Parking Standards would result in parking provision of 111 car parking spaces. The calculations are set out below.

CSS Wales Parking Standards (2014)

Site is in Zone 3 'Urban' Location.

Car Parking Requirements:

Nursery/Infants/Primary Schools	1 commercial vehicle space	1 space per member of teaching staff, 1 space per 3 non-teaching staff, 1 space per 30 pupils visitor spaces, bus parking as required
Secondary Schools	1 commercial vehicle space	1 space per member of teaching staff, 1 space per 3 non-teaching staff, 1 space per 30 pupils visitor spaces, bus parking as required

Table 1 Extract from CSS Wales Parking Standards

- 2.6.3 Based on the CSS Wales requirements a total car parking provision of 116 to 133 spaces is required depending on whether LSA's are counted as 'teaching staff' or 'non-teaching' staff.

Parking Standards' Requirement	No. of Staff / Students	No of Parking Spaces
1 per teaching staff	58	58
1 per 3 non-teaching staff	51	17
1 visitor space per 30 pupils	1225	41
Total		116

Table 2 Parking Provision Calculation (LSA's as 'non-teaching staff')

Parking Standards' Requirement	No. of Staff / Students	No of Parking Spaces
1 per teaching staff	83	83
1 per 3 non-teaching staff	26	9
1 visitor space per 30 pupils	1225	41
Total		133

Table 3 Parking Provision Calculation (LSA's as 'teaching staff')

- 2.6.4 In addition to this parking provision, the CSS Wales Parking Standards require that "an area must be provided for the picking up and setting down of school children within the curtilage of the school premises. Experience has shown that a minimum of 15 car spaces will be required for most schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate [due to a high proportion travelling by school transport], or larger schools in each category where a substantial increase (up to 50) may be desirable".

Rhondda Cynon Taf Parking Standards (2011)

Nursery/Infants/Primary Schools	1 commercial vehicle space	2 spaces per classroom & 3 visitor spaces
Secondary Schools	1 commercial vehicle space	1.5 spaces per classroom, 1 space per 20 students of age 7 and 3 visitor spaces. Bus parking as required

Table 4 Extract from RCT Council Parking Standards

RCT Parking Standards Requirement	No. of Classrooms / Students	No of Parking Spaces Required
<i>Primary / Infants</i>		
2 Spaces / Classroom	22	44
3 Visitor Spaces		3
<i>Secondary</i>		
1.5 Spaces / Classroom	38	57
1 Space per 20 Age 17+ Students	85	4
3 Visitor Spaces		3
TOTAL		111

Table 5 Parking Requirement Based on RCT Parking Standard

- 2.6.5 The RCT Parking Standards provides the same advice in respect to providing an area for the picking up and setting down of school children i.e. 15 to 50 spaces.

Bus Parking

- 2.6.6 We are advised that, based on current travel trends, parking for 7 school transport buses will be required at the new school.

3 Existing Conditions

3.1 The Site

- 3.1.1 The site currently accommodates Bishop Hedley Roman Catholic High School. The site is dissected by Gwaunfarren Road with the area to the south of it known as Phase 1 and the area to the north as Phase 2.
- 3.1.2 Phase 1, to the south of Gwaunfarren Road, is surrounded to the east, west and south by residential properties. To the south west it shares a boundary with Gwaunfarren Primary School. There is a access that leads to a car parking area at the north east corner of the Phase 1 site.
- 3.1.3 Phase 2 is a triangular parcel of land with Gwaunfarren Road to the south, Galon Uchaf Road to the west and allotments to the east. Access to the Phase 2 site is from Galon Uchaf Road.
- 3.1.4 A pedestrian underpass beneath Gwaunfarren Road links the Phase 1 and Phase 2 sites.

3.2 Pedestrian & Cycle Networks

- 3.2.1 Pedestrian access to the Phase 1 site is from Gwaunfarren Road. Gwaunfarren Road has a continual footway along its southern side. There is no footway along the northern side for a distance of approximately 150m, measured from the Galon Uchaf Road junction. A northern footway is then available to the east of this point. There is a zebra crossing provided near the western end of the northern footway providing a safe crossing point to the southern footway. Traffic calming measures and enhanced crossing facilities will be provided on Gwaunfarren Road as part of the proposed development.
- 3.2.2 Pedestrian access to the Phase 2 site is from Galon Uchaf Road. There are footways along both sides of Galon Uchaf Road that link with the wider pedestrian network that provide segregated footways alongside all roads in the vicinity. Traffic calming measures and enhanced crossing facilities will be provided on Galon Uchaf Road as part of the proposed development.
- 3.2.3 There are no designated cycle routes in the vicinity of the site. Whilst the majority of Merthyr Tydfil is within reasonable cycling distance to the site, the lack of segregated paths is an impediment to encouraging children, particularly younger children, to cycle to school. The area's hilly topography is also a significant factor that will limit the attractiveness of this form of transport.

3.3 Public & School Transport

- 3.3.1 There is a statutory duty placed upon the Council to provide pupils with free transport to their nearest suitable school if they reside beyond the "walking distance" to that school. The Council has agreed to define these distances in line with the statutory limits, i.e. 2 miles for primary aged children (3–11 years of age) and 3 miles for secondary aged pupils (11-16 years of age).
- 3.3.2 The nearest public service bus stops to the school are located near the junction of Gwaunfarren Road and Galon Uchaf Road, at the site's south eastern corner. They provide access to bus service 33 (Merthyr – Galon Uchaf – Merthyr). This service operates every 30 minutes, Mondays to Saturdays. The service terminates at the town's bus station and therefore provides the opportunity for connections to be made to and from other locations.

- 3.3.3 The timing and frequency of the No. 33 service together with the ease of accessing connecting services at the bus station makes this a viable travel choice for staff and pupils living within the town that do not qualify for free school transport provision.

3.4 Highway Network

- 3.4.1 The existing site has vehicular access from Gwaunfarren Road (for Phase 1) and Galon Uchaf Road (for Phase 2).
- 3.4.2 Gwaunfarren Road, which dissects Bishop Hedley School's Phase 1 and Phase 2 sites, is subject to a 20mph speed limit. It forms the minor arm of a priority junction with Galon Uchaf Road and continues east of the school to serve a residential area.
- 3.4.3 Galon Uchaf Road has a carriageway width of approximately 7m with footways on both sides. It is currently subject to a 30mph speed limit and benefits from street lighting. Galon Uchaf Road links with the Gurnos Rong Road to the north and Gurnos Road to the south. In September 2023 the default speed limit for restricted roads in Wales will become 20mph and it is understood that this will apply to Galon Uchaf Road.
- 3.4.4 Traffic surveys were undertaken at a number of junctions in the vicinity of the site on Thursday 1st July 2021. The traffic data is provided in full as *Appendix A*. *Appendix B* summarises the survey data, presenting junction turning movements during the school commuting hours; 08:00-09:00 and 15:00-16:00. These hourly flows form the baseline against which the impact of the development will be measured in Chapter 6.
- 3.4.5 A review of the safety record of the highway network in the vicinity of the proposed development has been undertaken. The location and severity of injury accidents reported to the police (STATS19 Records) is made publicly available. During the latest five-year period (2016 to 2020) for which data is available, there are no recorded injury accidents on Galon Uchaf Road or Gwaunfarren Road, which indicates that the streets and junctions around the site operate safely.

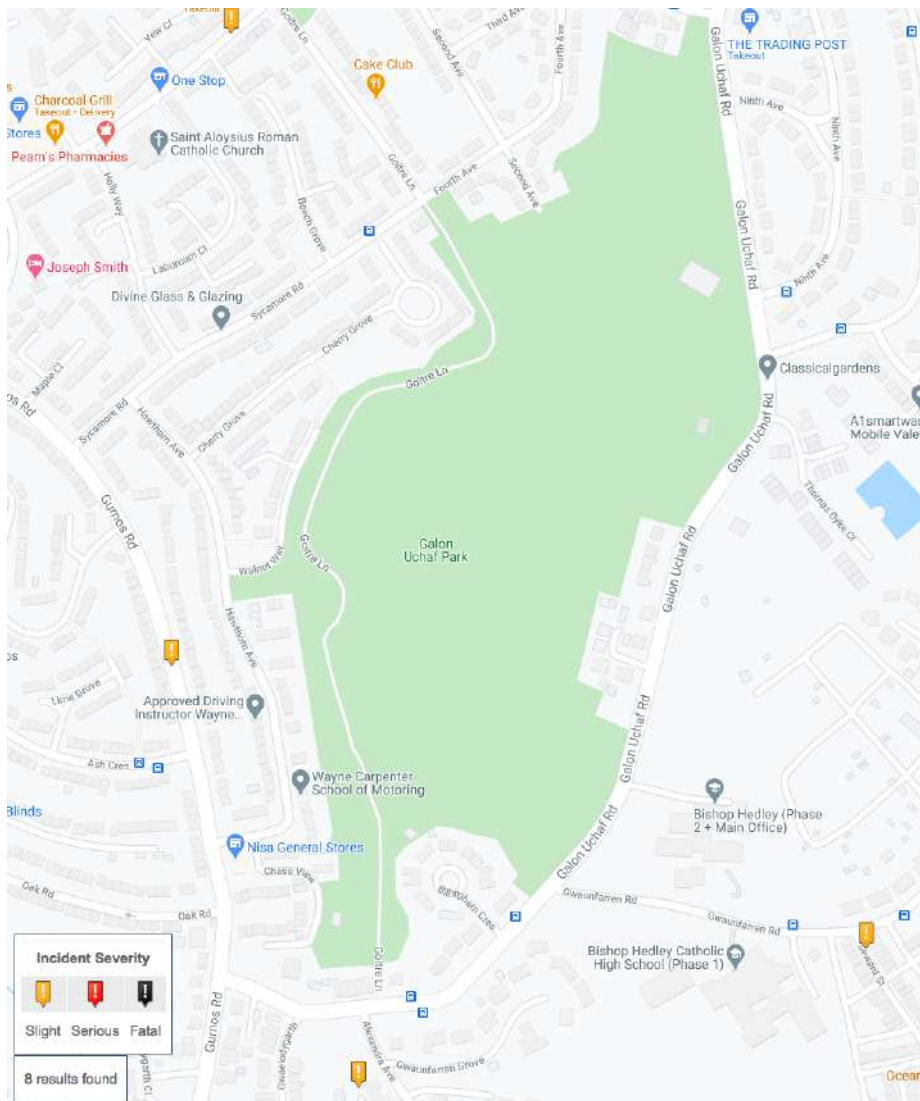


Figure 2 – Injury Accident Location & Severity (2016 – 2020) – Crashmap.co.uk

4 Existing School Trip Generation

- 4.1.1 The proposal is for the creation of a new all-through 3 to 16 school that will accommodate pupils that currently attend St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School and those individual schools will be discontinued.
- 4.1.2 The location of all four existing school sites is shown below. The figure also shows the boundaries between the three primary schools' catchment areas.

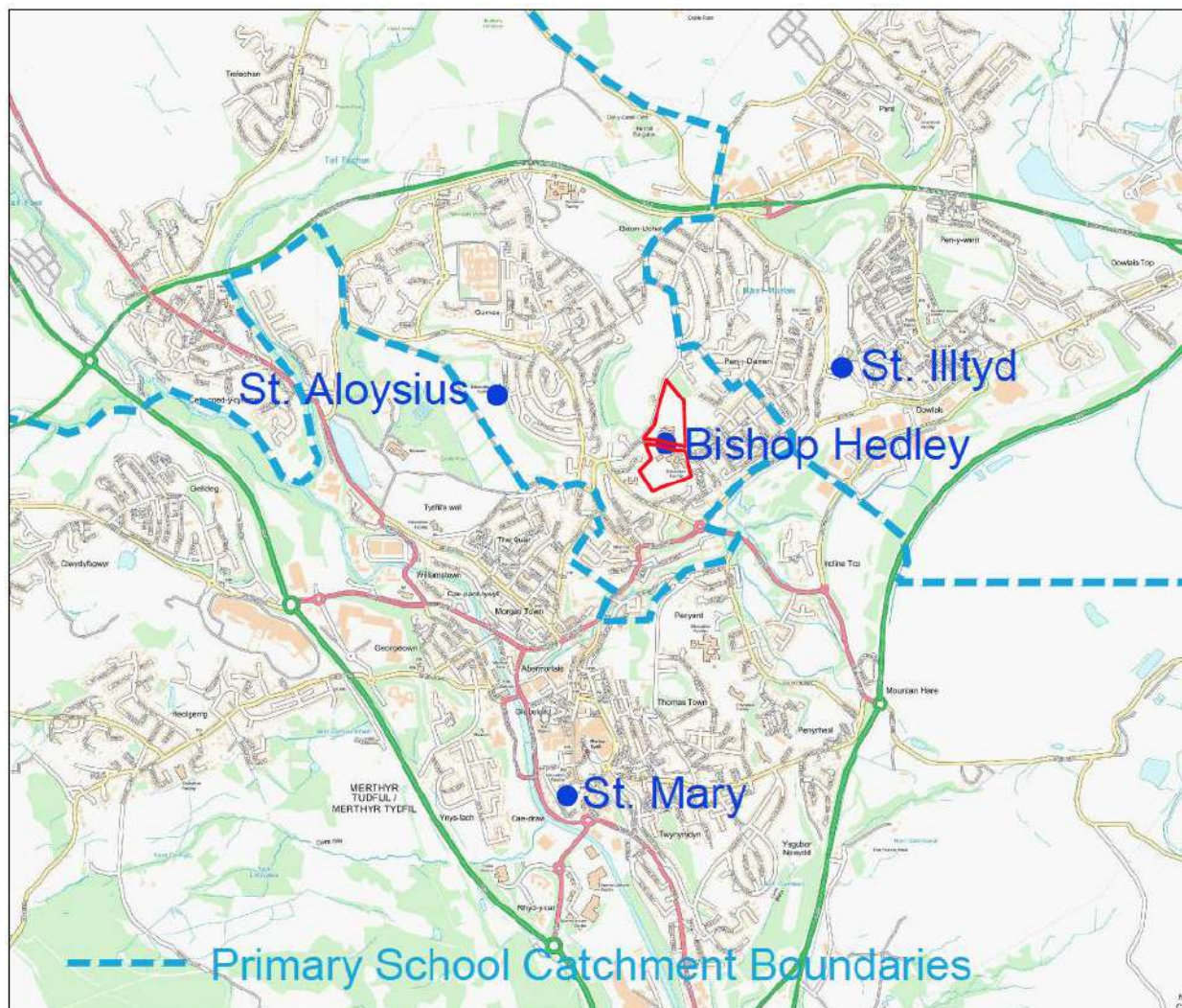


Figure 3 – Existing School Locations

- 4.1.3 Existing pupil and staff numbers in each of the schools are shown below:

Year Group	-2	-1	0	1	2	3	4	5	6	7	8	9	10	11	12	Total
St Aloysius	0	17	12	22	22	21	14	26	16							150
St Illtyd's	0	11	13	20	17	18	23	21	14							137
St Mary's	0	26	16	23	33	27	30	26	29							210
Bishop Hedley										126	130	113	120	95	0	584
TOTAL	0	54	41	65	72	66	67	73	59	126	130	113	120	95	0	1081

Table 6 Existing Pupil Numbers

Staff Nos	Bishop Hedley	Combined 3 Primary Schools	Total Combined
Leadership	3	4	7
Teachers	31	19	50
LSA / Learning Coach / Wellbeing Officer	4.4	20	24
School Admin	3	2	5
Site Manager	2	3	5
Lab Asst.	2		2
DRA	3	11	14
Total	49	59	108

Table 7 Existing Staff Numbers

4.2 Blessed Carlo Acutis Catholic School

- 4.2.1 Blessed Carlo Acutis Catholic School currently has 584 pupils on roll.
- 4.2.2 Due to the unusual traffic conditions that have been experienced due to the covid pandemic and its associated restrictions, it has not been possible to undertake traffic surveys to establish typical levels of existing traffic generated by the school. A desktop appraisal has therefore been undertaken. The appraisal is based on evidence contained within the TRICS trip rate database
- 4.2.3 The TRICS database includes over 8,000 transport surveys of various types of land uses, including surveys at 98 primary schools and 110 secondary schools. The system allows its users to establish potential levels of trip generation for their development scenarios using a series of database filtering processes, and it is widely used by both transport planning consultants and local authorities.
- 4.2.4 The surveyed sites have been filtered further to ensure that those contained within this assessment are comparable to the proposed development and its location. The following filtering criteria have been applied:
- Land use: Education – Secondary Schools
- Regions: England (Excluding Greater London), Scotland and Wales
- Survey Days: Weekdays
- Locations: Sites in suburban, edge of town and neighbourhood centre locations
- Parameter: Up to 1,000 pupils
- 4.2.5 After applying these search criteria the typical trip rates for the existing use of the land has been calculated. The TRICS output is included in full as *Appendix C* and summarised below.
- 4.2.6 The TRICS data suggests that, based on typical trip rates, the existing secondary school of 584 pupils is likely to generate some 548 daily vehicle movements, with 158 movements occurring during the morning peak hour (8am-9am) and 90 movements occurring in the afternoon peak hour (3pm-4pm).

Time Range	Arrival	Departure	Total
08:00-09:00	0.155	0.115	0.27
15:00-16:00	0.053	0.101	0.154
Daily	0.476	0.463	0.939

Table 8 Typical Vehicle Trip Rates per Pupil – Secondary Schools

Time Range	Arrival	Departure	Total
08:00-09:00	91	67	158
15:00-16:00	31	59	90
Daily	278	270	548

Table 9 Vehicle Trip Generation – 584 Pupils

- 4.2.7 A 'hands-up' pupil travel survey was undertaken in May 2021. Pupils were asked by what mode of transport they usually travel to and from school and the results are shown in the figure below. Some 26% of pupils walk to school and 35% travel by bus. 39% of pupils travel by car (23% as the only pupil in the car and 16% in car journeys shared by more than one school pupil). No pupils currently cycle to school.

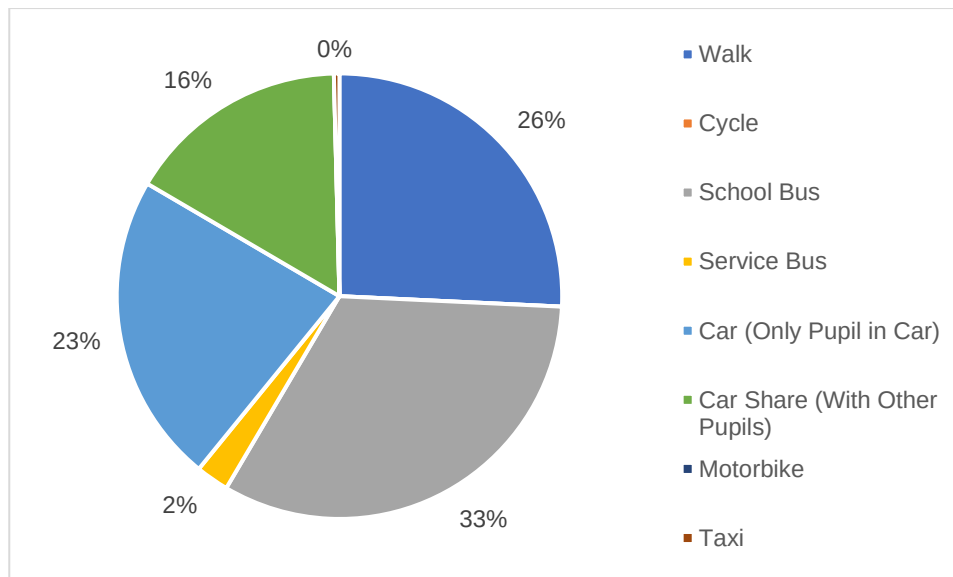


Figure 4 – Bishop Hedley School – Pupil Travel to School Modal Split

4.3 St Aloysius RC Primary School

- 4.3.1 This school is currently located in Cedar Way, to the west of the application site. Its catchment area encompasses areas to the north west of the proposed development site and includes Gurnos, Trefechan and Cefn Coed y Cymer.
- 4.3.2 Typical trip generation rates for primary schools have been obtained from the TRICS trip rate database. The surveyed sites have been filtered to ensure that those contained within this assessment are comparable to the proposed development and its location. The following filtering criteria have been applied:
- Land use: Education – Primary Schools
 - Regions: England (Excluding Greater London), Scotland and Wales
 - Survey Days: Weekdays
 - Locations: Sites in suburban, edge of town and neighbourhood centre locations
 - Parameter: Up to 1,000 pupils
- 4.3.3 After applying these search criteria the typical trip rates for the existing use of the land has been calculated. The TRICS output is included in full as *Appendix D* and summarised below.

Time Range	Arrival	Departure	Total
08:00-09:00	0.299	0.22	0.519
15:00-16:00	0.173	0.233	0.406
Daily	0.784	0.795	1.579

Table 10 Typical Vehicle Trip Rates per Pupil – Primary Schools

Time Range	Arrival	Departure	Total
08:00-09:00	45	33	78
15:00-16:00	26	35	61
Daily	118	119	237

Table 11 Existing Vehicle Trip Generation – St Aloysius School – 150 Pupils

- 4.3.4 Parents of the school were invited to take part in an online travel survey. The survey enquired how the parents children currently travelled to school and how the parents envisaged that this might change when children transferred to the new school at Galon Uchaf. Some 59 of St Aloysius School's parents responded and the results are presented in the following figures.

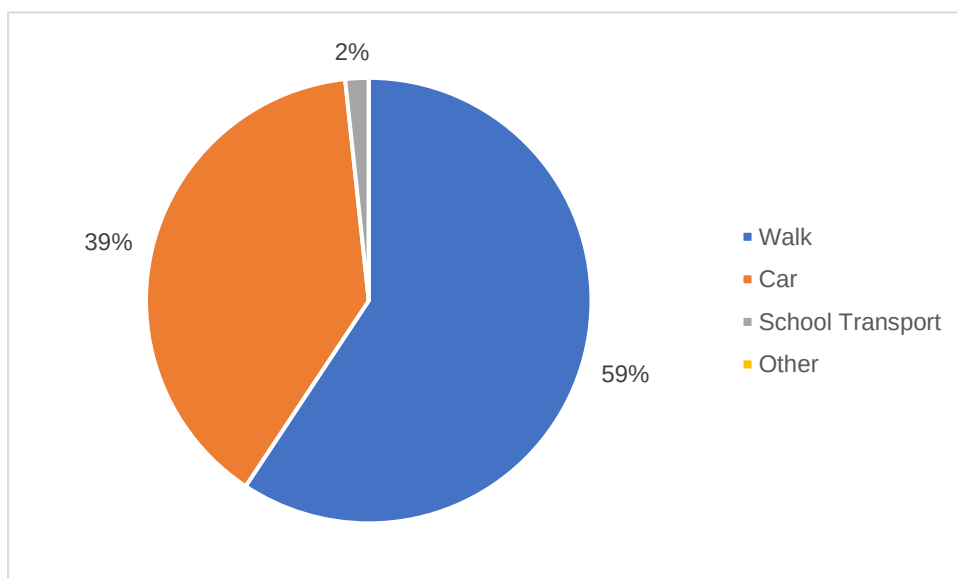


Figure 5 – St Aloysius School Parents' Survey – Currently Travel to School Method

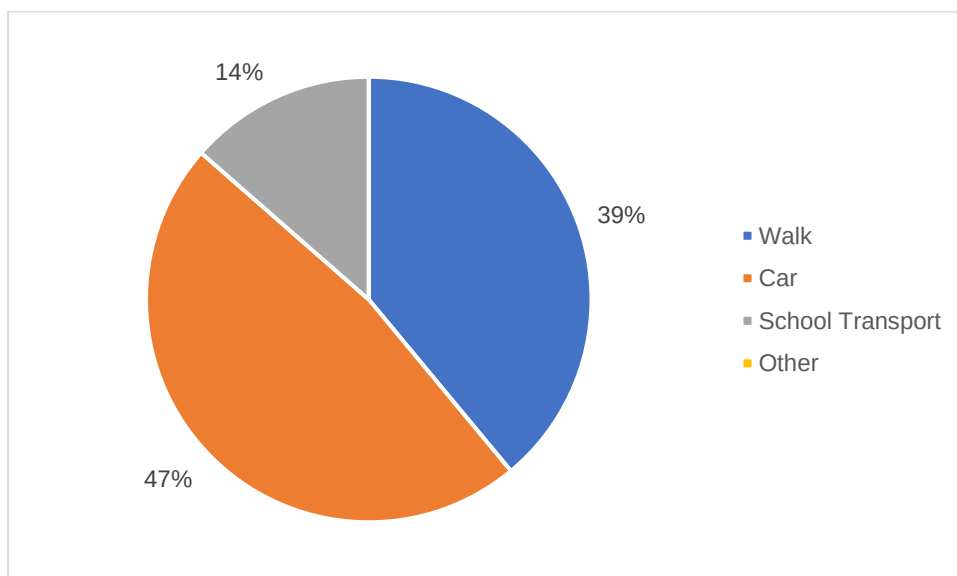


Figure 6 – St Aloysius School Parents' Survey – Predicted Travel to New School Site Method

- 4.3.5 Currently 59% of children walk to school and 39% are driven. It is expected that, when transferred to the proposed new school 39% of children will walk to school, 47% will be driven and 14% will travel by school transport.

4.4 St Illtyd's RC Primary School

- 4.4.1 This school is currently located in Blaclava Road, Dowlais, to the east of the application site. Its catchment area encompasses areas to the north east of the proposed development site and includes Pen-y-Darren, Dowlais, Pen-y-Wern and Pant.
- 4.4.2 Based on the typical trip rates of primary schools it is estimated that this school currently generates the following traffic.

Time Range	Arrival	Departure	Total
08:00-09:00	41	30	71
15:00-16:00	24	32	56
Daily	107	109	216

Table 12 Existing Vehicle Trip Generation – St Illtyd's School – 137 Pupils

- 4.4.3 Some 39 of St Illtyd's School's parents responded to the online travel survey and the results are presented in the following figures. Currently 79% of children are driven to school and 21% walk. This pattern is predicted to remain broadly the similar when the pupils relocate to the new school with 77% being driven, 18% walking and 2% using public transport.

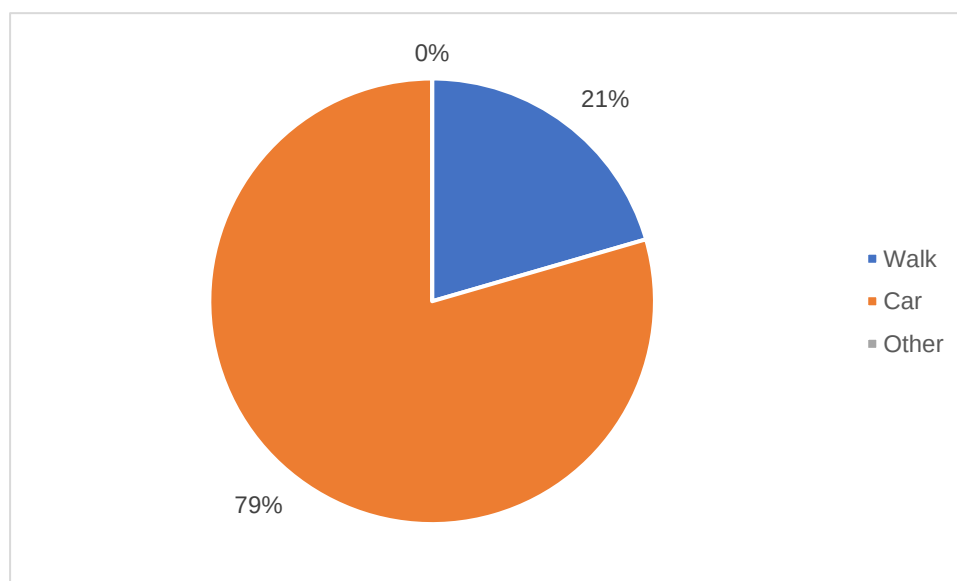


Figure 7 – St Illtyd's School Parents' Survey – Currently Travel to School Method

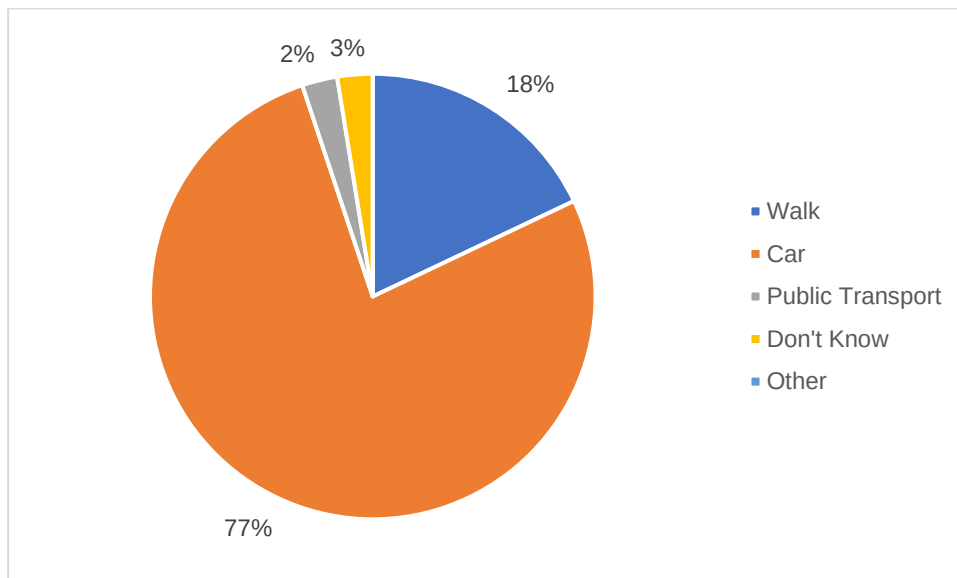


Figure 8 – St Illtyd's School Parents' Survey – Predicted Travel to New School Site Method

4.5 St Mary's RC Primary School

- 4.5.1 This school is currently located in Caedraw Road, to the south of the application site and serves the southern parts of Mertyr Tydfil.
- 4.5.2 Based on the typical trip rates of primary schools it is estimated that this school currently generates the following traffic.

Time Range	Arrival	Departure	Total
08:00-09:00	63	46	109
15:00-16:00	36	49	85
Daily	165	167	332

Table 13 Existing Vehicle Trip Generation – St Mary's School – 210 Pupils

- 4.5.3 Some 81 of St Mary's School's parents responded to the online travel survey and the results are presented in the following figures. Currently 79% of children are driven to school and 21% walk. This pattern is predicted to remain broadly the similar when the pupils relocate to the new school with 77% being driven, 18% walking and 2% using public transport.

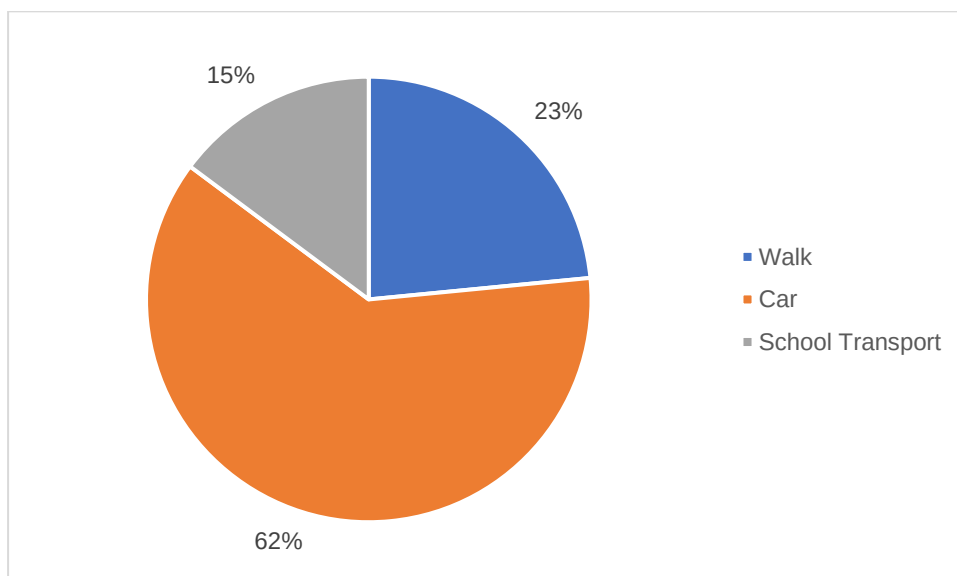


Figure 9 – St Mary's School Parents' Survey – Currently Travel to School Method

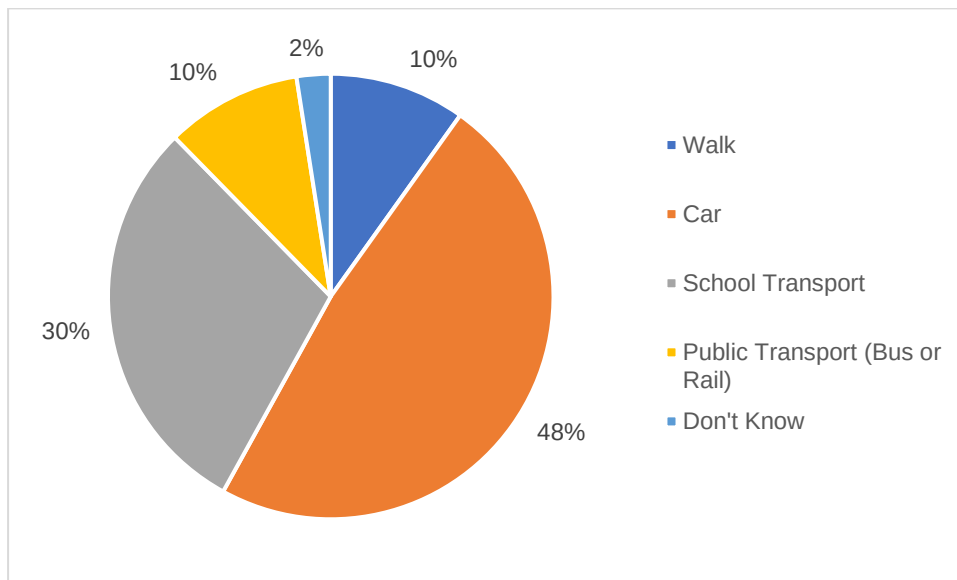


Figure 10 – St Mary's School Parents' Survey – Predicted Travel to New School Site Method

4.6 Total Combined Primary School Traffic

- 4.6.1 It is estimated that, in total, the three primary schools currently generate 258 vehicle movements during the morning drop-off period and 202 movements during the afternoon pick-up period.

Time Range	Arrival	Departure	Total
08:00-09:00	149	109	258
15:00-16:00	86	116	202
Daily	390	395	785

Table 14 Existing Vehicle Trip Generation – Three Primary School Combined

- 4.6.2 Combining the online travel survey results of the three schools shows that currently some 58% of children are driven to school, 35% walk and 7% use either school or public transport.

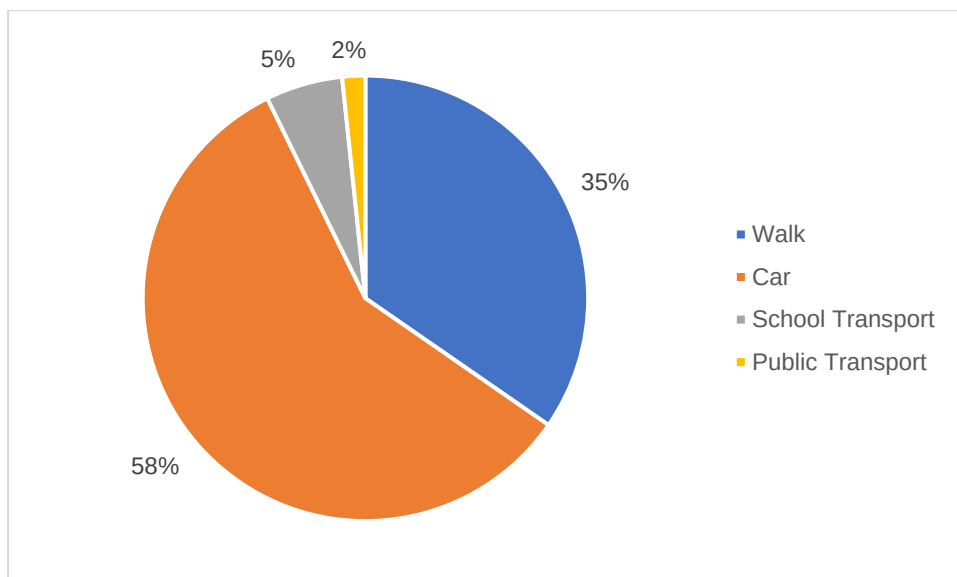


Figure 11 – All Primary Schools Parents' Survey – Currently Travel to School Method

4.6.3 Combining the online travel survey results of the three schools shows that currently there will be a reduction in the proportion of the walking trips to the new school site. This is to be expected as the amalgamated catchment areas mean that a lower proportion of families will live within walking distance to the site. Nevertheless the drop in the proportion of walking trips, from 35% to 21%, does not equate to an increase in car traffic. In fact, the proportion of car trips is expected to remain around its current level, with the survey suggesting that there may even be a slight drop from 58% to 54% (or 56% if the 2% of undecided respondents are included within this category). The drop in walking trips is in fact balanced by an equal increase in the use of school or public transport, which together increase to 23% compared to the existing 7%.

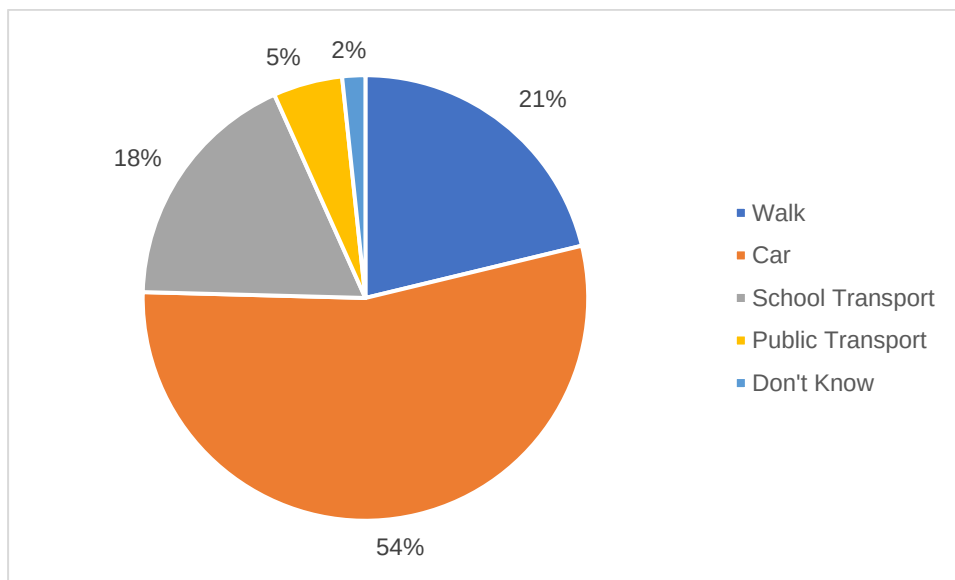


Figure 12 – All Primary Schools Parents' Survey – Predicted Travel to New School Site Method

5 Proposed Development

5.1 Development Composition

- 5.1.1 The proposal is for the creation of a new all-through 3 to 16 school at Galon Uchaf Park, Merthyr Tydfil. The new school will accommodate pupils that currently attend St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School and those individual schools will be discontinued.
- 5.1.2 The proposed school will accommodate 625 primary school aged children (including 100 nursery places). This is 128 more than the current combined 497 pupils on the three primary schools that will transfer to the new school.
- 5.1.3 The proposed school will accommodate 600 secondary school year pupils, similar to the existing 584 on roll at Blessed Carlo Acutis Catholic School.
- 5.1.4 It is understood that proposed staff numbers will remain broadly similar to the existing 108 that are employed across the four schools that will transfer to the new school.

5.2 Access & Parking

- 5.2.1 The following principles have influenced the design of the school's parking and circulation areas
- Minimal pedestrian / vehicle conflict
 - Intuitive pedestrian and vehicle route finding
 - Passive control of pedestrian and vehicle movements
 - No requirement for buses and service vehicles to reverse
 - Passengers from buses and vehicles using drop-off lay-bys alighting to footpath not carriageway.
 - Maximum distance between access point from highway and first parking opportunity to help prevent congestion and backing up of the highway access.
- 5.2.2 For primary school year pupils, access to a parking and drop off area is provided from Galon Uchaf Road. Separate access and egress points will be provided, rather than a single point of access/egress, to reduce the number of conflicting vehicle movements and resultant congestion that might otherwise occur. The separate access and egress points also assists with circulation through the school's car park allowing a one-way direction of flow to be introduced. Compliance with the intended access and egress points will be achieved through appropriate signage and the fact that it will be inconvenient and difficult for individual drivers to go against the general flow of traffic during the busy drop-off and pick-up periods.
- 5.2.3 It is proposed that zig-zag markings and other parking restrictions be introduced on Galon Uchaf Road in the vicinity of the school's accesses. Two signalised pedestrian crossings will also be provided to allow for safe pedestrian crossing to and from the school and for access to the proposed playing field on Galon Uchaf Park. The precise details of the highway improvements are to be agreed with the Highway Authority and delivered by way of a Section 278 Agreement.
- 5.2.4 For staff and secondary school year pupils drop off access to a car park and drop-off areas either side of Gwaunfarren Road will be provided.

- 5.2.5 Proposed improvements to Gwaunfarren Road include a speed table at the Gwaunfarren Road / Galon Uchaf Road junction and two pedestrian crossings (one Zebra crossing and one a signal controlled crossing). The precise details of the highway improvements are to be agreed with the Highway Authority and delivered by way of a Section 278 Agreement..
- 5.2.6 As discussed earlier, application of the CSS Wales Parking Standards would result in parking provision requirement of 116 to 133 car parking spaces whereas the RCT Parking Standards would result in parking provision requirement of 111 car parking spaces.
- 5.2.7 A parking accumulation estimate, based on TRICS trip rates, has been undertaken to test whether the anticipated parking demand is of the same order as the parking provision derived from the CSS Wales and RCT Parking Standards. A peak parking demand of around 140 spaces is estimated. This would be a combination of staff parking and drop-off/pick-up parking.

Time Range	Arrival	Departure	Parking Accumulation
07:00-08:00	40	10	29
08:00-09:00	303	204	129
09:00-10:00	43	59	113
10:00-11:00	18	15	116
11:00-12:00	30	26	120
12:00-13:00	26	34	112
13:00-14:00	24	27	109
14:00-15:00	54	23	140
15:00-16:00	138	203	75
16:00-17:00	45	87	34

Table 15 Parking Accumulation Calculation

- 5.2.8 To accommodate the anticipated demand a total of 125 car parking spaces will be provided across the site with an additional 27 on-street drop-off / pick-up spaces provided (152 spaces in total).
- 8 No. Disabled Bays
 - 117 No. Standard Parking Bays
 - 27 No. On Street drop-off / pick-up bays
- 5.2.9 A total of 7 bus parking bays and 2 mini-bus parking spaces are also provided to accommodate the anticipated level of school transport provision.

6 Traffic Generation & Impact

- 6.1.1 The likely traffic generation of the proposed development is calculated by reference to the typical school trip rates that are derived from the TRICS trip rate database.
- 6.1.2 Blessed Carlo Acutis Catholic School is located on the opposite side of Galon Uchaf Road to the application site. There are currently 584 pupils on roll and the new school will be designed to accommodate up to 600. The increase in number is negligible in terms of traffic generation. For example, based on the typical trip rates described earlier, an additional 16 pupils will generate an additional 4 vehicle movements during the morning peak hour. In the context of the 158 morning peak hour movements generated by the existing school, this is insignificant.
- 6.1.3 Currently the traffic generated by the school is split between the existing Phase 1 and Phase 2 sites that are accessed from Gwaunfarren Road and Glaon Uchaf Road, respectively. The proposed development will mean that all of the secondary school traffic is transferred to Gwaunfarren Road and the access to the school's southern car park area. For the purpose of this assessment it is assumed that 50% of the school's traffic already accesses Gwaunfarren Road and that the remaining 50% will transfer from Galon Uchaf Road to Gwaunfarren Road.
- 6.1.4 The transfer of pupils from the three existing primary schools that will generate additional traffic on Galon Uchaf Road to access the site's northern car park area.
- 6.1.5 The existing three primary schools currently have a combined 497 pupils on roll; 30% of that number at St Aloysius, 28% at St Illtyd's and 42% at St Mary's. The new all-through school will be designed to accommodate up to 625 primary school aged children (including nursery provision). For the purpose of this assessment it is assumed that the 625 primary school aged pupils can be assigned pro-rata to the existing school catchment areas i.e. 30% will originate from the St Aloysius catchment, 28% from St. Illtyd's and 42% from St Mary's.

6.2 St Aloysius RC Primary School

6.2.1 It is estimated that some 188 (30%) of the new school's primary school aged children will originate from within the existing St Aloysius RC Primary School catchment area. This will generate the following traffic.

Time Range	Arrival	Departure
08:00-09:00	56	41
15:00-16:00	32	44

Table 16 Vehicle Trip Generation – St Aloysius Catchment Area

6.2.2 An assessment of the most likely routes to the new school from various points within the St Aloysius catchment area has been undertaken using route mapping software. It is estimated that there will be a broadly even split in traffic that chooses routes to the north and south of the proposed school, as shown in the following figure.

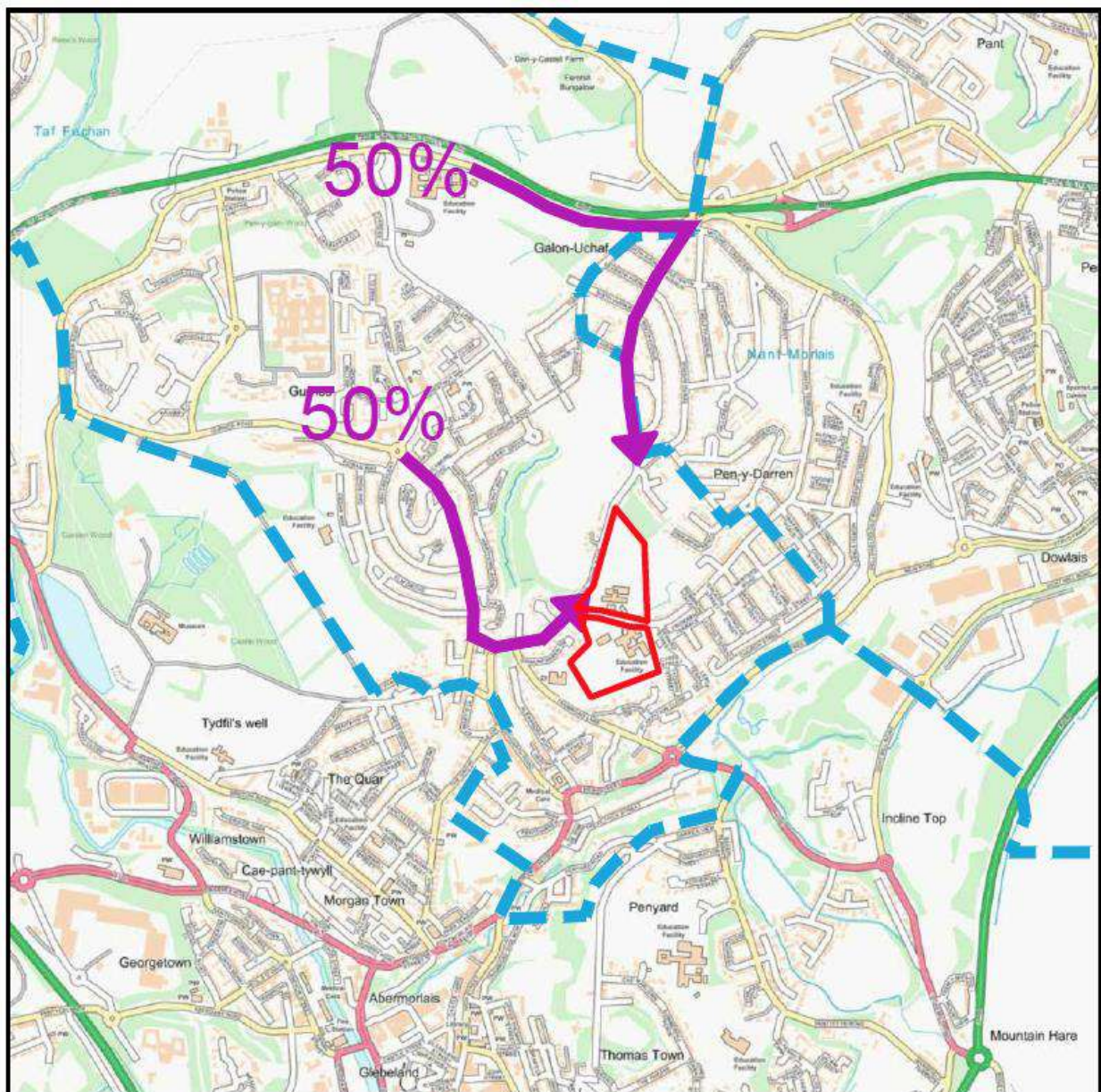


Figure 13 – Trip Assignment (St Aloysius School Catchment Area)

6.3 St Illtyd's RC Primary School

6.3.1 It is estimated that some 175 (28%) of the new school's primary school aged children will originate from within the existing St Illtyd's RC Primary School catchment area. This will generate the following traffic.

Time Range	Arrival	Departure
08:00-09:00	56	41
15:00-16:00	32	44

Table 17 Vehicle Trip Generation – St Illtyd Catchment Area

6.3.2 An assessment of the most likely routes to the new school from various points within the St Illtyd School's catchment area has been undertaken using route mapping software. It is estimated that there will be a broadly even split in traffic that chooses routes to the north and south of the proposed school, as shown in the following figure.

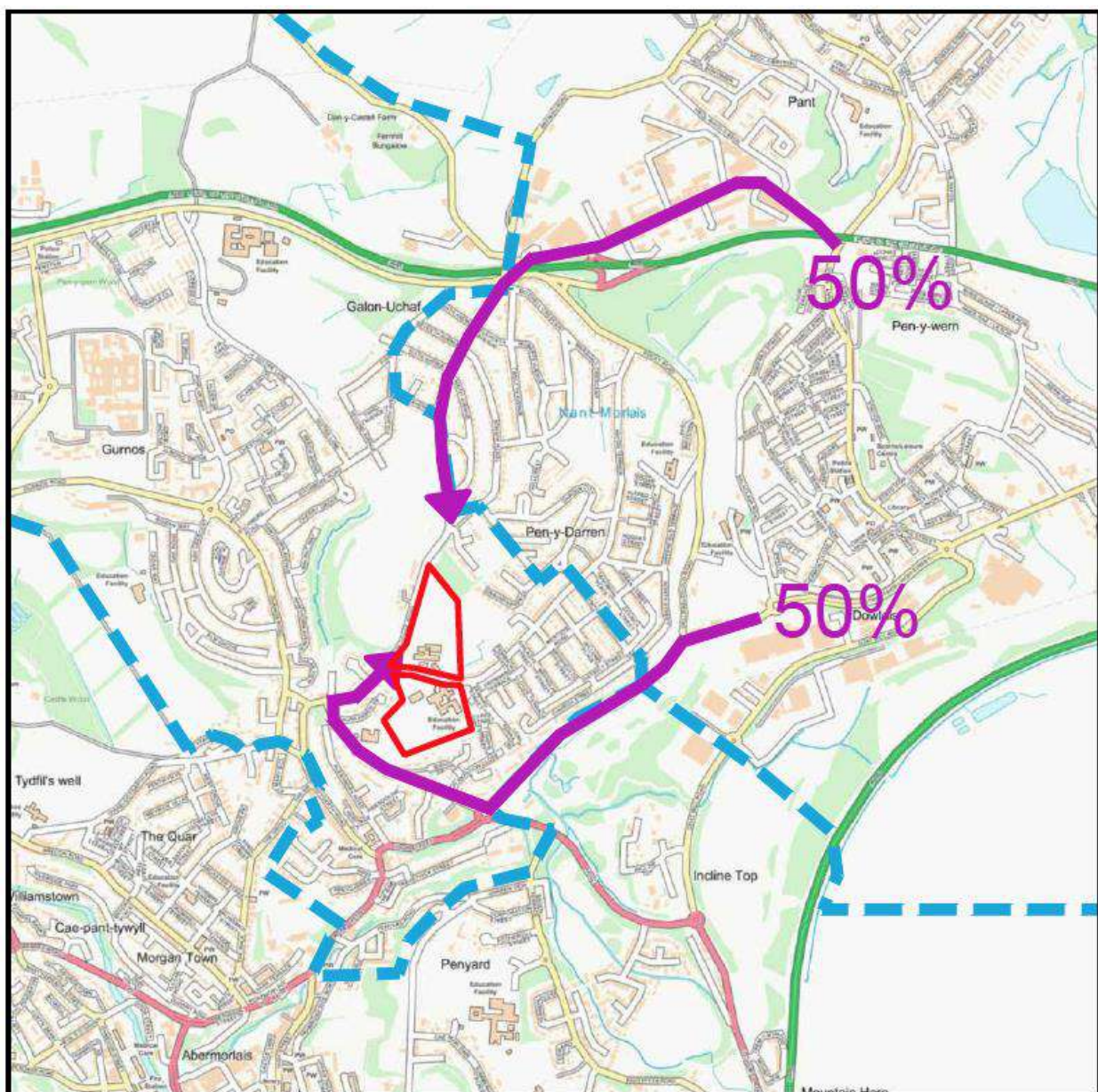


Figure 14 – Trip Assignment (St Illtyd's School Catchment Area)

6.4 St Mary's RC Primary School

6.4.1 It is estimated that some 263 (42%) of the new school's primary school aged children will originate from within the existing St Mary's RC Primary School catchment area. This will generate the following traffic.

Time Range	Arrival	Departure
08:00-09:00	7	58
15:00-16:00	45	61

Table 18 Vehicle Trip Generation – St Mary's Catchment Area

6.4.2 An assessment of the most likely routes to the new school from various points within the St Mary School's catchment area has been undertaken using route mapping software and is shown in the following figure.

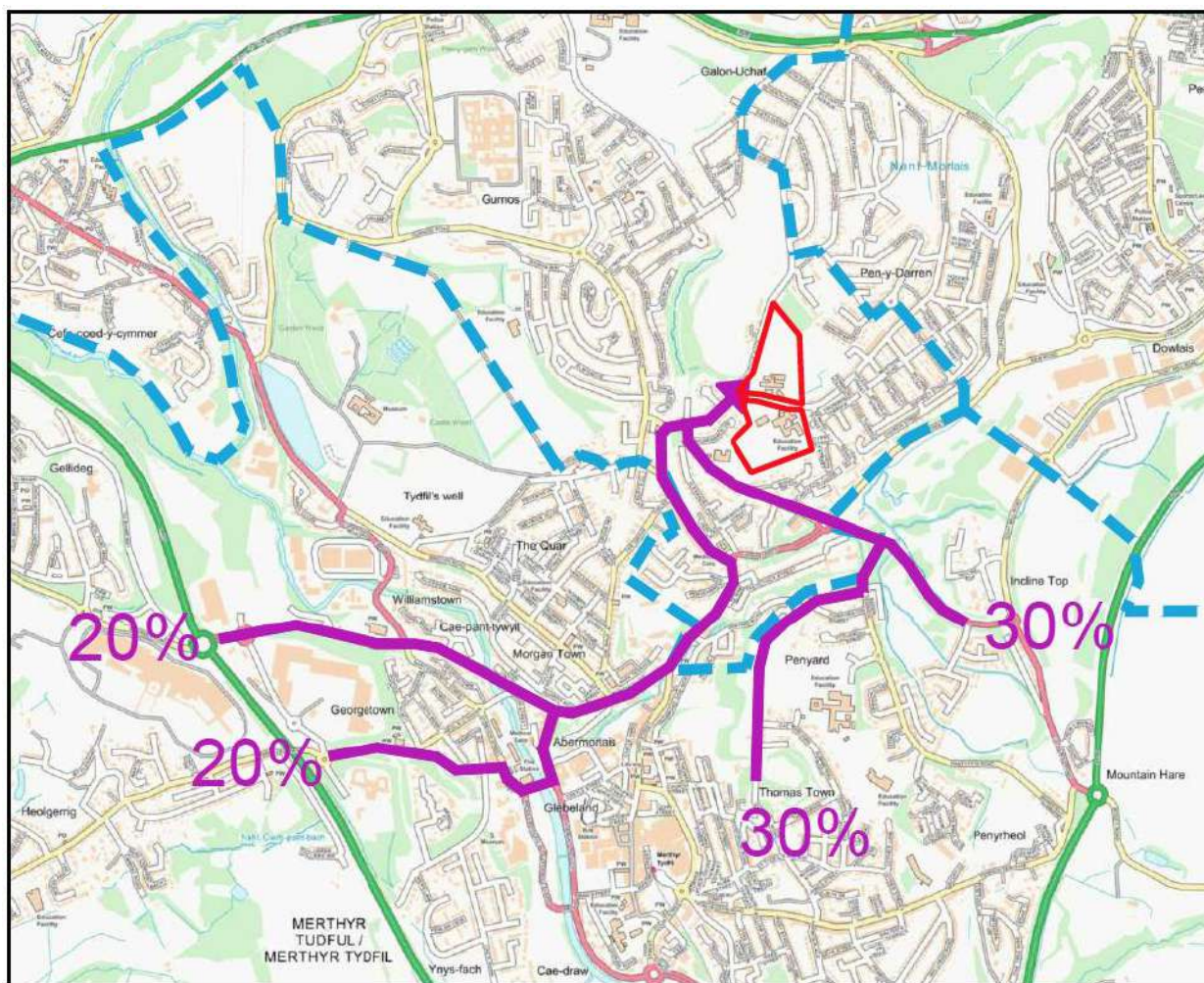


Figure 15 – Trip Assignment (St Mary's School Catchment Area)

6.5 Proposed Development Traffic

6.5.1 By applying the trip estimated trip generation brought about by the transfer of pupils from each of the existing primary school catchment areas along the routes, and in the proportions, described in the previous pages the overall increase in traffic on surrounding roads can be estimated. This is shown in *Appendix G*.

6.6 Development Traffic Impact

6.6.1 The proposed development of the existing Blessed Carlo Acutis Catholic School will have negligible impact on traffic conditions given that the number of secondary school age pupils will remain broadly the same. The only localised impact will be that pupils that currently access the school via the Phase 2 access off Galon Uchaf Road will access the school via Gwaunfarren Road instead.

6.6.2 It is the transfer of primary years pupils to the site that will generate significant additional traffic. The previous chapter provided an estimate of the likely volume of traffic associated with the transfer of primary years pupil to the site and the likely routes that these trips will take. From this information it is possible to calculate the percentage impact of additional traffic on the junctions in the vicinity of the school's site. This is measured against the existing traffic movements at those junctions.

Junction	Observed Peak Hour Traffic		Additional Development Traffic		% Impact	
	am	pm	am	pm	am	pm
Gurnos Ring Road / Galon Uchaf Rd Roundabout	1518	1458	97	76	6.4%	5.2%
Galon Uchaf Rd / Tenth Ave	404	384	97	76	24.0%	19.8%
Galon Uchaf Rd / Gwaunfarren Rd	608	456	252	177	41.4%	38.8%
Gwaunfarren Rd / Alexandra Ave	835	681	206	161	24.7%	23.6%
Gurnos Rd / Gwaunfarren Rd	746	689	74	52	9.9%	7.6%
Gurnos Rd / Gwaelodygarth	503	527	44	34	8.7%	6.5%
Gwaelodygarth / Grove Ave	564	575	44	34	7.7%	5.9%
Penydarren Rd / Gwaelodygarth	1045	1300	44	34	4.2%	2.6%
Alexandra Ave / High St Roundabout	1612	1670	114	89	7.1%	5.3%

Table 19 Development Traffic Impact

6.6.3 Peak hour traffic volume at any point on the highway network can be expected to fluctuate by $\pm 10\%$ from day to day. There is unlikely to be a material impact on the operation of the highway where the development causes an increase in traffic below 10%, as the additional traffic lies within the range of normal day-to-day fluctuations. At the junctions where the development causes an increase in traffic above 10% more detailed consideration of the impact is necessary. The junctions where the 10% threshold is met or exceeded are:

- Galon Uchaf Road / Tenth Avenue
- Galon Uchaf Road / Gwaunfarren Road
- Gwaunfarren Road / Alexandra Avenue

- Gurnos Road / Gwaunfarren Road

- 6.6.4 The operation of these junctions, with and without the additional traffic associated with the school proposal, has been modelled using the industry standard Picady software package. One of the main indicators of a junction's performance is its ratio of flow to capacity (RFC). A RFC above 1 indicates that traffic flow is exceeding the junction's capacity. A RFC below 1 indicates that traffic flow is within the junction's capacity.
- 6.6.5 The detailed model results for the four junctions are contained within *Appendix H* and summarised in the tables that follow. Under all of the scenarios that were tested the RFC of these junctions remains below 1. This shows that the junctions continue to operate within capacity when the additional traffic associated with the development is added.

Scenario	Turn Movement	RFC	
		AM Peak	PM Peak
Existing	Tenth Avenue to Galon Uchaf Road	0.209	0.161
	Right turn from Galon Uchaf Road	0.034	0.082
Existing + Development	Tenth Avenue to Galon Uchaf Road	0.217	0.165
	Right turn from Galon Uchaf Road	0.035	0.084

Table 20 Galon Uchaf Road / Tenth Avenue Junction Capacity Analysis

Scenario	Turn Movement	RFC	
		AM Peak	PM Peak
Existing	Gwaunfarren Road to Galon Uchaf Road	0.308	0.179
	Right turn from Galon Uchaf Road	0.224	0.144
Existing + Development	Gwaunfarren Road to Galon Uchaf Road	0.431	0.294
	Right turn from Galon Uchaf Road	0.270	0.171

Table 21 Galon Uchaf Road / Gwaunfarren Road Junction Capacity Analysis

Scenario	Turn Movement	RFC	
		AM Peak	PM Peak
Existing	Alexandra Avenue to Gwaunfarren Road	0.635	0.543
	Right turn from Alexandra Avenue	0.335	0.282
Existing + Development	Alexandra Avenue to Gwaunfarren Road	0.904	0.694
	Right turn from Alexandra Avenue	0.351	0.295

Table 22 Gwaunfarren Road / Alexandra Avenue Junction Capacity Analysis

Scenario	Turn Movement	RFC	
		AM Peak	PM Peak
Existing	Gwaunfarren Road to Gurnos Road	0.612	0.476
	Right turn from Gurnos Road	0.334	0.284
Existing + Development	Gwaunfarren Road to Gurnos Road	0.701	0.555
	Right turn from Gurnos Road	0.317	0.320

Table 23 Gurnos Road / Gwaunfarren Road Junction Capacity Analysis

- 6.6.6 There will be an increase in the volume of traffic on Galon Uchaf Road and the roads that serve it. This will be balanced by a reduction in traffic movements around the sites of the three primary schools are to be vacated. Travel surveys have established that currently, 58% of the children attending these schools travel by car. Parents have indicated that some 54% to 56% of trips to the new school site will be made by car. There will be a reduction in the proportion of primary aged children walking to school but this will be balanced by an increase in the use of school transport and public transport.
- 6.6.7 The design of the proposed school's access, egress and parking areas allows for the ease of movement into, through and out of the school. Appropriate levels of parking are provided within the site. This ensures that congestion on Gwaunfarren Road and Galon Uchaf Road will be minimised and the prospect of any parking overspilling onto the streets is remote.
- 6.6.8 Traffic calming measures, including parking restrictions, will be introduced on Gwaunfrren Road and Galon Uchaf Road to ensure that the free flow of traffic passing the site is maintained and is done so at safe speeds.
- 6.6.9 The development will also be accompanied by a School Travel Plan, that will be produced in consultation with the schools. The School Travel Plan will contain a package of measures designed to minimise and manage the impact of the school's traffic.
- 6.6.10 As such it is our professional opinion that the impacts of the proposed highway network will not be significant and are controllable.

7 Summary & Conclusion

- 7.1.1 The proposal is for the creation of a new all-through 3 to 16 school at Galon Uchaf Park, Merthyr Tydfil. The new school will accommodate pupils that currently attend St Aloysius RC Primary School, the Federation of St Illtyd's RC and St Mary's RC Primary Schools and Blessed Carlo Acutis Catholic School and those individual schools will be discontinued.
- 7.1.2 The proposed school will accommodate 625 primary school aged children (including 100 nursery places). This is 128 more than the current combined 497 pupils on the three primary schools that will transfer to the new school.
- 7.1.3 The proposed school will accommodate 600 secondary school year pupils, similar to the existing 584 on roll at Blessed Carlo Acutis Catholic School.
- 7.1.4 Staff numbers will remain broadly similar to the existing 108 that are employed across the four schools that will transfer to the new school.
- 7.1.5 Access to the new school will from Gwunfarren Road and Galon Uchaf Road.
- 7.1.6 The access arrangements will be complimented by the introduction of highway improvements that include new pedestrian crossing facilities on Galon Uchaf Road and Gwanfarren Road and waiting restrictions to prevent indiscriminate parking.
- 7.1.7 New signalised pedestrian crossing points will be provided on Galon Uchaf Road.
- 7.1.8 Within the site, appropriate parking provision is made for the anticipated parking demand, ensuring that overspill parking will not be problematic. The layout of the parking area is intuitive and allows for passengers to alight safely onto footways. Buses and service vehicles can circulate without the need for hazardous reversing movements.
- 7.1.9 The transfer of pupils from the existing Blessed Carlo Acutis Catholic School to the new school will, given their relative proximity, have negligible impact on traffic conditions.
- 7.1.10 The transfer of pupils from the three primary school sites to the new school will not result in an increase in overall traffic generation across Merthyr Tydfil. Travel surveys have established that the proportion of primary school aged children that will be driven to the school will remain broadly consistent with existing levels. There will be a reduction in the proportion of primary aged children walking to school but this will be balanced by an increase in the use of school transport and public transport.
- 7.1.11 Gwaunfarren Road and Galon Uchaf Road will experience an increase in traffic, which will be balanced by a decrease of traffic near the sites of the three primary schools that are being vacated. Traffic analysis and junction modelling has established that Gwaunfarren Road and Galon Uchaf Road has the capacity to accept the anticipated increase in traffic.
- 7.1.12 A School Travel Plan will be developed to encourage more sustainable travel choices and reduce the traffic generation and parking demand of the school.

7.1.13 In conclusion, the proposed development is in an appropriate and accessible location. It is served by a safe access, relevant parking provision is made and it is considered that the traffic generated by the development will have no significant impact on highway conditions. As such it is considered that there are no highway or transportation issues that should prevent the proposal from gaining planning permission.

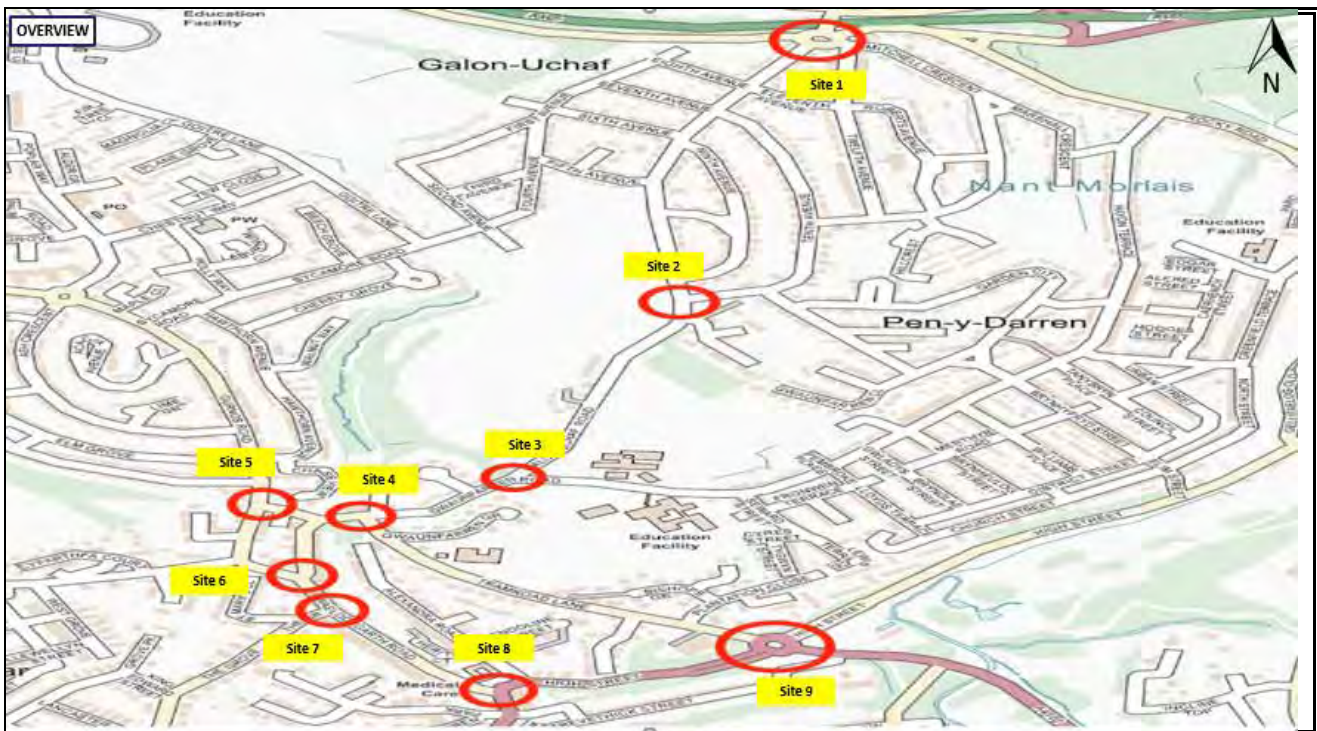
Appendix A: Traffic Survey Data



Severnside
Transportation Data Collection

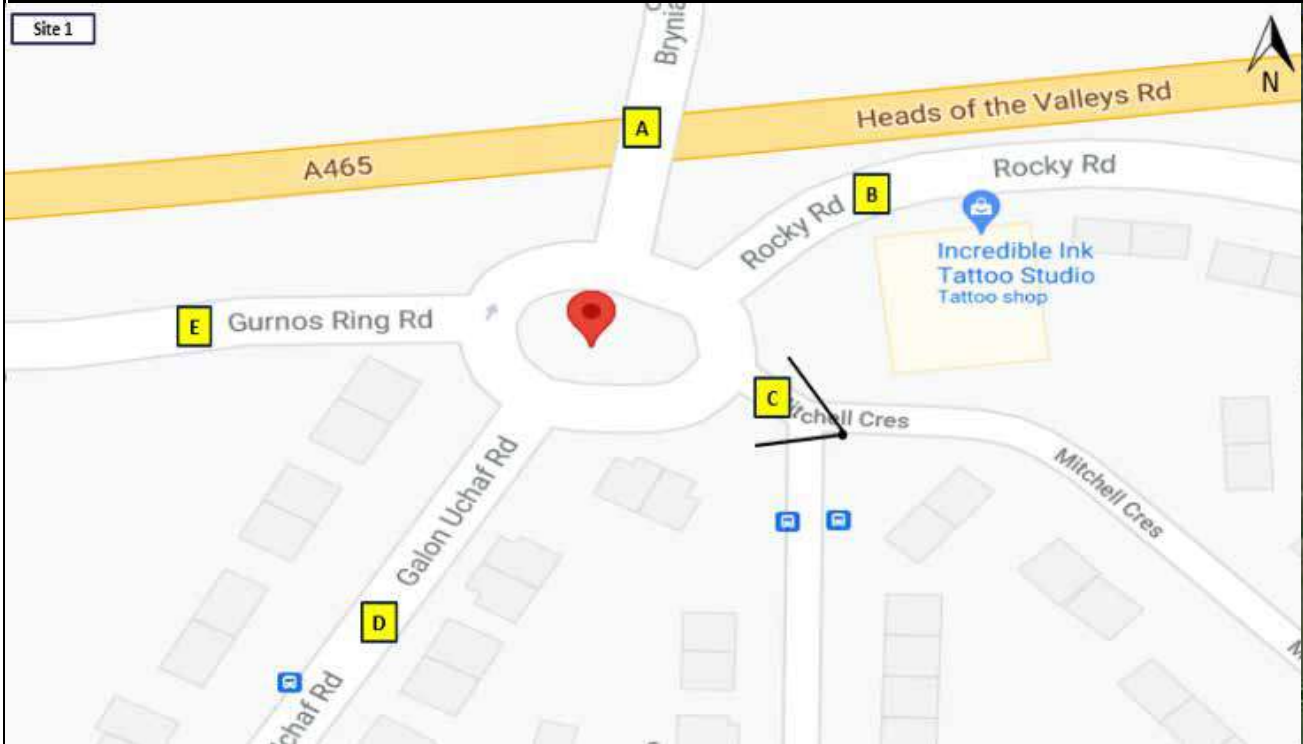
Survey Overview

Job Number/Job Name	SS436 Merthyr
Date	Thursday 01 July 2021
Time	0700-1000 & 1400-1900
Survey Type	Classified JTC
Weather Conditions	



Comments

Site 1 - Cam 1-1





Severnside

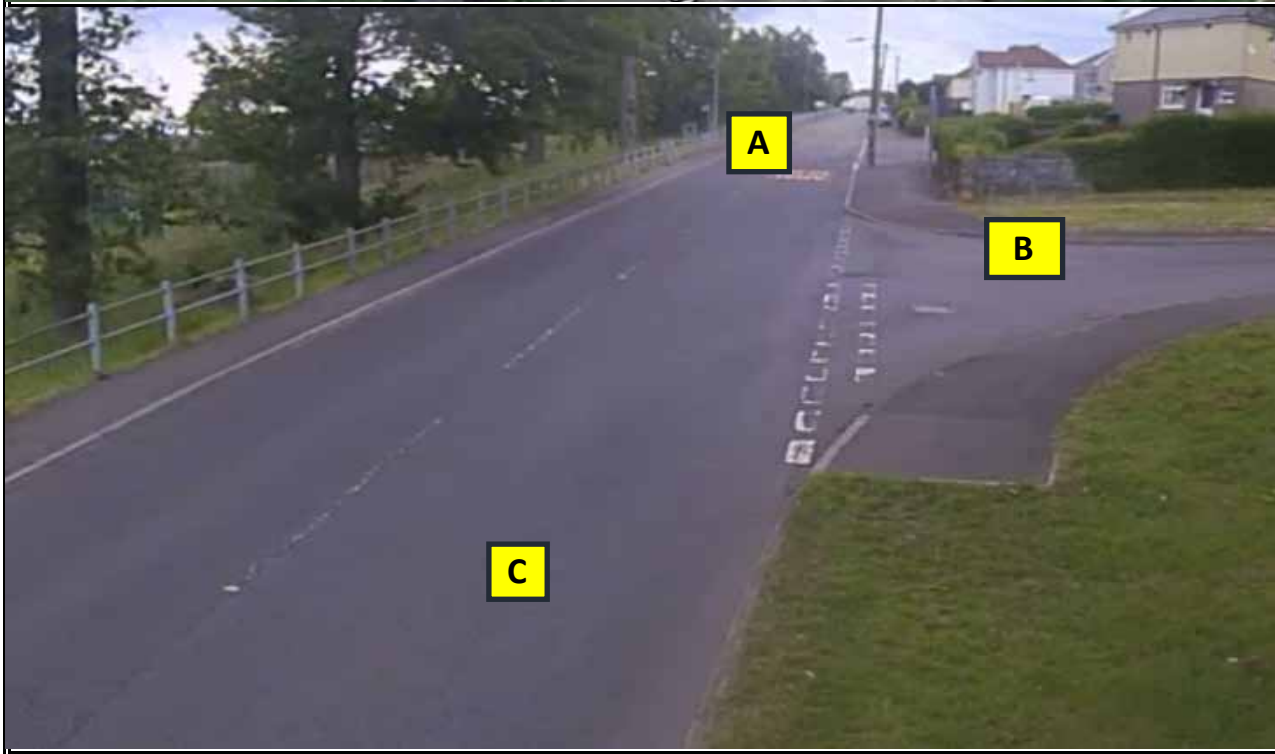
Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 2 - Cam 2-1





Severnside

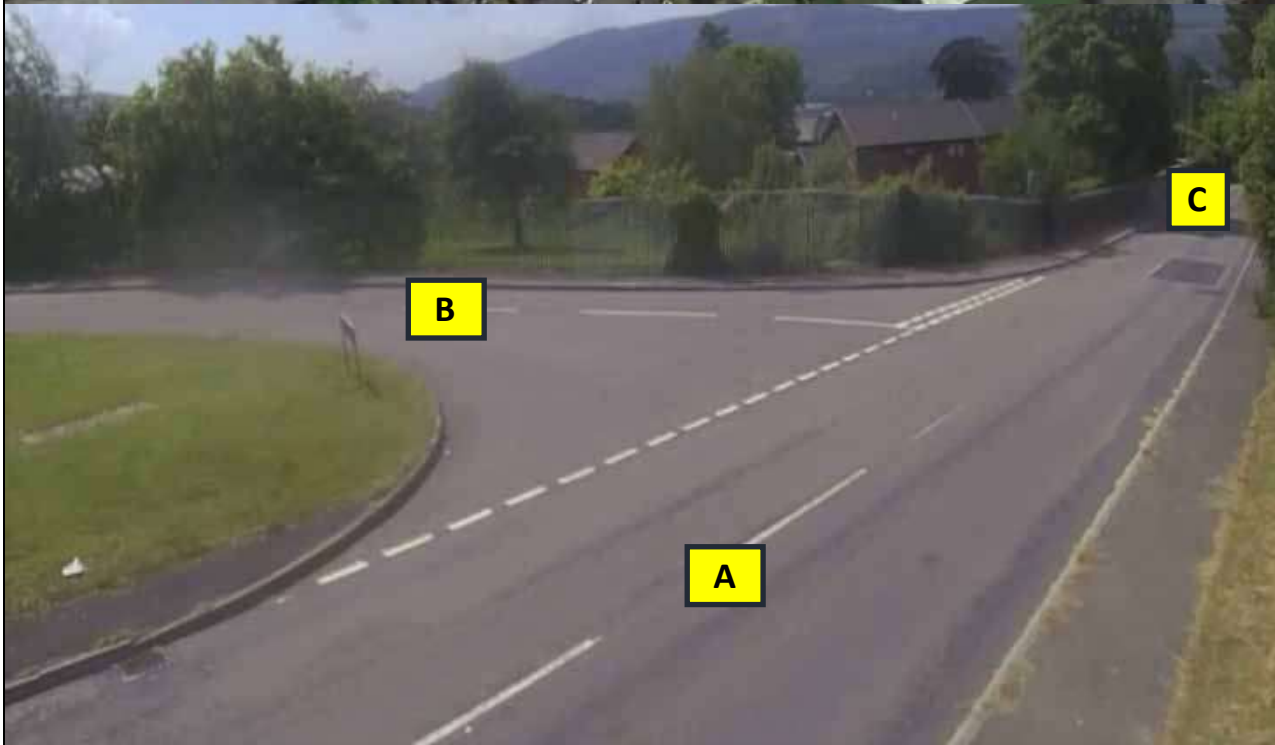
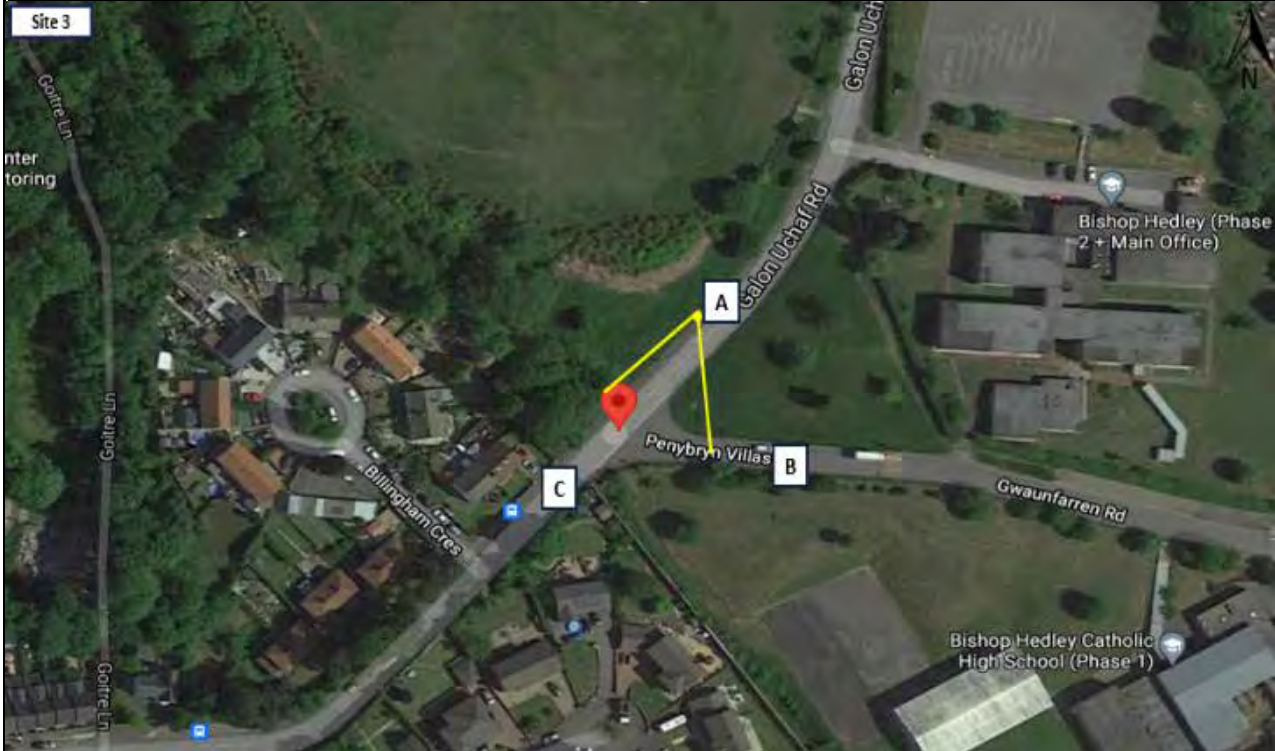
Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 3 - Cam 3-1





Severnside

Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 4 - Cam 4-1





Severnside

Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 5 - Cam 5-1

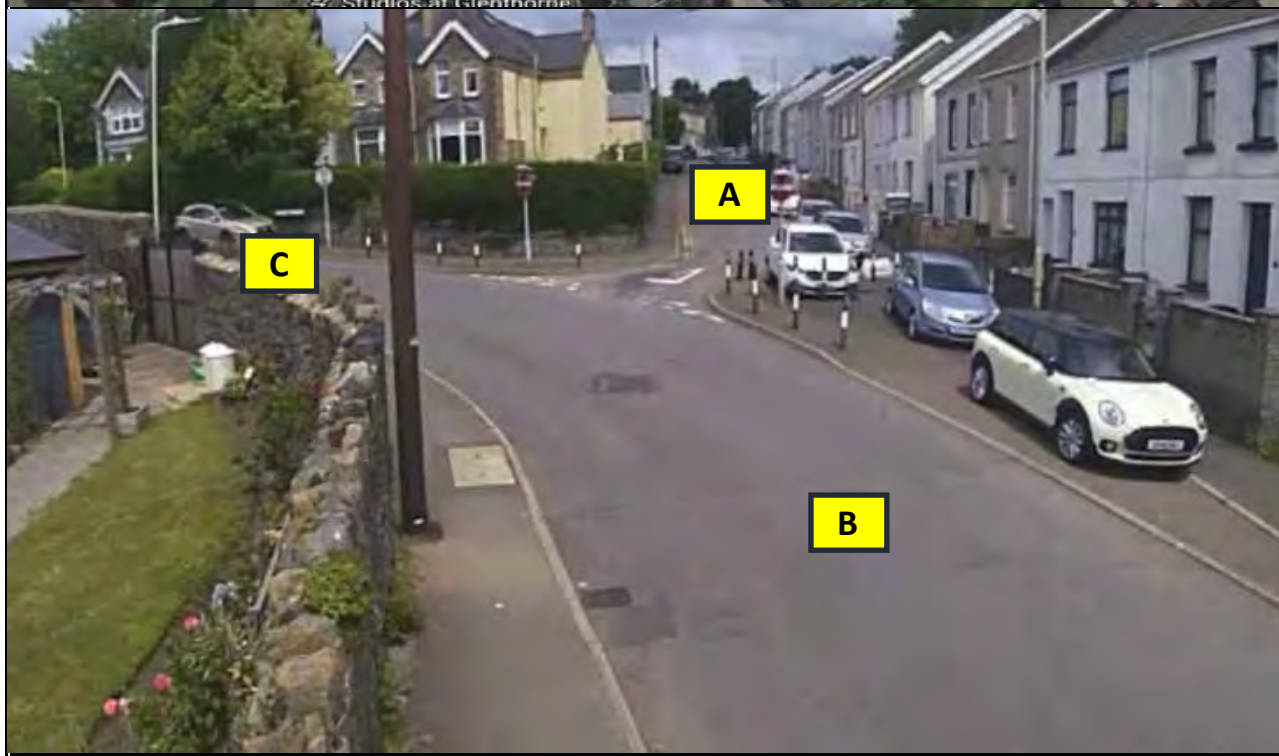
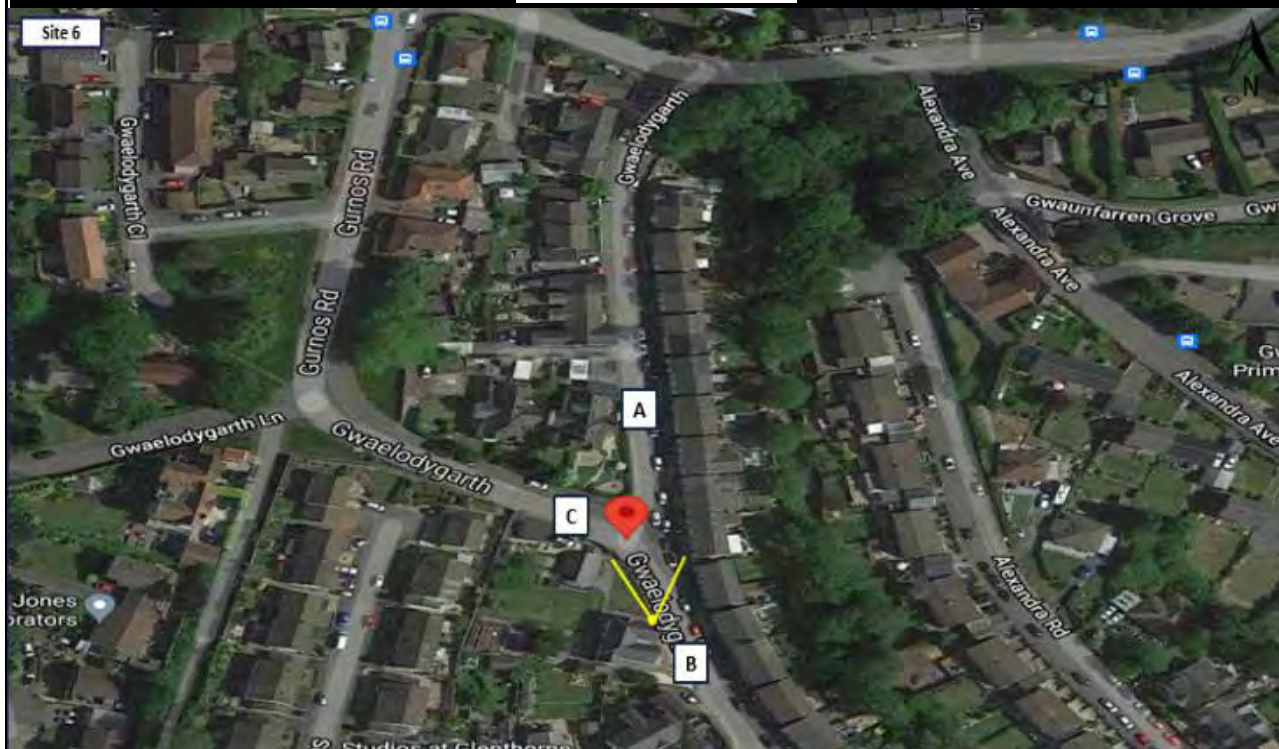




Severnside
Transportation Data Collection

SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 6 - Cam 6-1





Severnside

Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 7 - Cam 7-1





Severnside

Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 8 - Cam 8-1





Severnside

Transportation Data Collection

SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 9 - Cam 9-1





Severnside

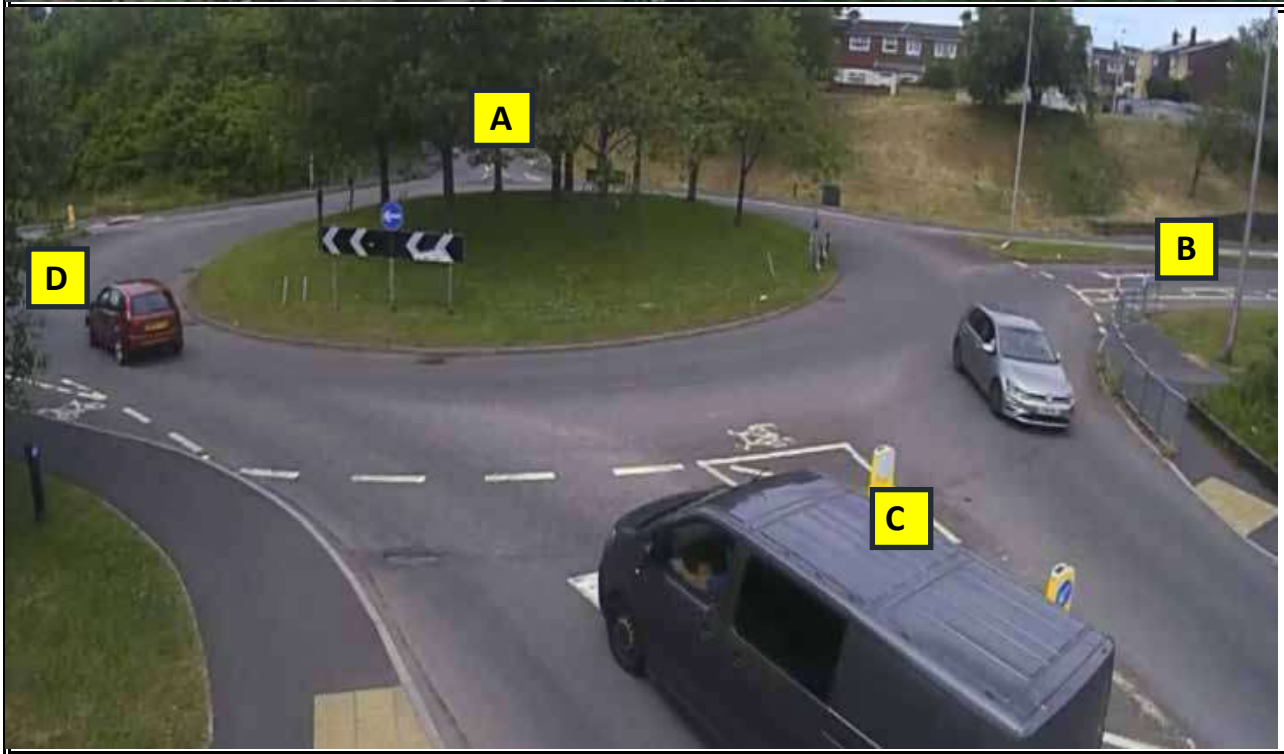
Transportation Data Collection

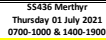
SS436 Merthyr

Thursday 01 July 2021

0700-1000 & 1400-1900

Site 9 - Cam 9-2





86
79
71
312

18452990

Arm Total
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12
9
36
14
20
21
19
74
11
15
9
13
48

158

19
18
21
17
75
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197

559

40
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225
45
48
61
46
200
48
47
45
45
185



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 1

1700-1715	32	3	0	0	0	0	0	0	35
1715-1730	29	8	0	0	0	0	0	0	37
1730-1745	32	3	0	0	0	0	0	0	35
1745-1800	34	5	0	0	0	0	0	0	39
Hourly Total	127	19	0	0	0	0	0	0	146
1800-1815	25	5	0	0	0	1	0	0	31
1815-1830	36	0	0	0	0	0	0	0	41
1830-1845	37	3	0	0	1	0	0	0	31
1845-1900	32	5	0	0	1	0	0	0	38
Hourly Total	120	17	0	0	3	1	0	0	141

5 Hour Totals (pm)	600	102	3	0	5	2	0	0	712
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Day Total	907	175	15	0	9	2	0	0	1108
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5	1	0	0	12	0	0	0	0	6
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21	2	0	0	0	0	0	0	0	23
10	0	0	0	0	0	0	0	0	10
4	2	0	0	0	0	0	0	0	6
5	1	0	0	0	0	1	0	0	7
10	0	0	0	0	0	0	0	0	10
32	3	0	0	0	0	1	0	0	36

128	17	0	0	0	3	1	0	0	149
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195	25	2	0	4	2	0	0	0	228
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9	0	0	0	0	0	0	0	0	9
0	1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	3
5	1	0	0	0	0	0	0	0	6

33	3	0	0	0	1	0	0	0	37
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44	5	0	0	0	1	0	0	0	50
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0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	0	2

12	0	0	0	0	0	0	0	0	12
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13	0	0	0	0	0	0	0	0	13
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3	1	1	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	0	5
17	1	0	0	0	0	0	0	0	18
5	0	0	0	0	0	0	0	0	5
5	1	0	1	0	0	0	0	0	7
7	0	0	0	0	0	3	0	0	10
10	0	0	0	0	0	0	0	0	10
27	1	0	0	0	0	3	0	0	31

103	9	0	0	0	0	3	0	0	115
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168	14	0	0	0	0	3	0	0	185
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	20	6	0	0	0	0	0	26
0715-0730	21	4	1	1	0	0	0	27
0730-0745	30	14	2	0	1	0	0	47
0745-0800	22	5	2	0	1	0	0	30
Hourly Total	93	29	5	1	2	0	0	130
0800-0815	32	9	1	0	0	0	0	42
0815-0830	44	6	0	0	1	0	1	51
0830-0845	41	4	1	0	2	0	0	48
0845-0900	39	11	2	0	0	0	0	52
Hourly Total	156	30	4	4	0	3	0	194
0900-0915	51	12	0	0	1	0	0	64
0915-0930	31	8	2	1	0	0	0	42
0930-0945	34	5	1	0	2	0	0	42
0945-1000	27	3	0	0	0	0	0	35
Hourly Total	143	33	3	1	3	0	0	183

3 Hour Totals (am)	392	92	12	2	8	0	1	507
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1400-1415	48	7	1	0	0	0	0	56
1415-1430	44	11	0	0	1	0	0	56
1430-1445	95	9	1	0	3	1	1	110
1445-1500	53	7	0	0	0	0	1	61
Hourly Total	240	34	2	0	4	1	2	283
1500-1515	55	7	1	0	1	0	0	64
1515-1530	60	7	0	0	0	0	0	67
1530-1545	61	11	0	0	2	0	0	74
1545-1600	50	5	1	0	0	1	1	58
Hourly Total	226	30	2	0	3	1	1	263
1600-1615	73	14	1	0	0	1	0	89
1615-1630	72	11	3	0	0	0	0	86
1630-1645	68	4	1	0	1	0	0	74
1645-1700	85	9	1	0	0	0	0	95
Hourly Total	298	38	6	0	1	1	0	344
1700-1715	67	5	0	0	0	0	0	72
1715-1730	59	6	0	0	2	0	0	67
1730-1745	46	4	0	0	2	0	0	52
1745-1800	42	7	0	0	1	0	0	50
Hourly Total	214	22	0	0	5	0	0	241
1800-1815	40	4	0	0	0	0	0	45
1815-1830	37	4	0	0	1	0	0	42
1830-1845	36	0	0	0	0	0	0	36
1845-1900	39	2	0	0	2	0	0	43
Hourly Total	152	8	0	0	6	0	0	166

5 Hour Totals (pm)	1130	132	10	0	19	3	3	1297
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Day Total	1522	224	22	2	27	3	4	1804
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6	3	1	0	0	0	0	0	10
12	1	0	0	0	0	0	0	13
23	1	0	0	0	0	0	0	24
23	3	0	0	0	0	0	0	26
54	8	1	0	0	0	0	0	73
8	1	0	0	0	1	0	0	10
7	1	0	0	0	0	0	0	8
12	1	0	0	0	0	0	0	13
6	0	0	0	0	0	0	0	6
33	3	0	0	0	0	1	0	37
11	1	0	0	0	0	0	0	12
13	3	0	0	0	0	0	0	16
12	2	1	0	0	0	0	0	15
9	1	0	0	0	0	0	0	10
48	9	1	1	0	0	0	0	59
10	1	0	0	0	0	0	0	11
7	0	0	0	0	0	0	0	7
10	3	2	0	0	0	0	0	14
8	1	0	0	0	0	0	0	9
35	6	0	0	0	0	0	0	41
5	1	0	0	0	0	0	0	6
8	1	0	0	0	0	0	0	9
8	1	0	0	0	0	0	0	9
6	0	0	0	0	0	0	0	6
27	3	0	0	0	0	0	0	30

207	29	2	1	0	0	1	0	240
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287	36	5	1	1	1	0	0	331
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2	0	0	0	0	0	0	0	2
2	1	0	0	0	0	0	0	3
7	1	0	0	0	0	0	0	8
6	1	0	0	0	0	0	0	7
17	3	0	0	0	0	0	0	20
7	1	0	0	0	0	0	0	8
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
4	0	0	0	0	0	0	0	4
17	2	0	0	0	0	0	0	18
4	0	0	0	0	0	0	0	4
9	1	0	0	0	0	0	0	10
3	0	0	0	0	0	0	0	3
9	1	0	0	0	0	0	0	10
25	2	0	0	0	0	0	0	27
2	1	0	0	0	0	0	0	3
6	0	0	0	0	0	0	0	6
3	2	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	3
14	3	0	0	0	0	0	0	17
4	2	0	0	0	0	0	0	6
5	0	0	0	0	0	0	0	5
0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	4
12	0	0	0	0	0	0	0	12

85	9	0	0	0	0	0	0	94
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114	16	1	0	0	0	0	0	131
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1	0	0	0	0	0	0	0	1
6	0	0	0	0	0	0	0	6
12	1	0	0	0	0	0	0	13
7	0	0	0	0	0	0	0	7
26	1	0	0	0	0	0	0	27
8	1	0	0	0	0	0	0	9
7	0	0	0	0	0	0	0	7
10	1	0	0	0	0	0	0	11
27	2	0	0	0	0	0	0	29
8	0	0	0	0	0	0	0	8
9	0	0	0	0	0	0	0	9
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
23	0	0	0	0	0	0	0	23
6	2	0	0	0	0	0	0	8
2	0	0	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
11	2	0	0	0	0	0	0	13
4	0	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	3



55436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 1

1615-1630	78	10	3	0	1	1	0	93
1630-1645	112	26	0	0	1	1	0	140
1645-1700	397	9	0	1	0	0	0	407
Hourly Total	593	70	8	1	2	2	0	676
1700-1715	134	18	1	0	0	1	1	155
1715-1730	100	18	2	0	1	0	1	122
1730-1745	89	8	0	0	0	0	1	98
1745-1800	74	10	2	0	1	1	0	88
Hourly Total	597	54	5	0	2	2	3	683
1800-1815	96	19	1	0	0	2	1	119
1815-1830	72	11	0	0	0	1	0	84
1830-1845	59	12	1	0	0	1	0	73
1845-1900	78	8	0	0	0	0	0	86
Hourly Total	325	50	2	0	0	4	1	382

5 Hour Totals (pm)	1927	336	30	4	10	13	7	2327
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Day Total	2736	585	73	10	32	13	11	3460
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	57	16	3	0	0	0	0	76
0715-0730	82	15	4	1	1	1	0	104
0730-0745	68	31	3	4	2	0	0	109
0745-0800	72	31	6	0	2	0	0	111
Hourly Total	280	93	16	5	5	1	0	400
0800-0815	71	31	5	0	0	0	0	107
0815-0830	123	25	3	0	3	0	1	155
0830-0845	113	19	3	0	3	0	0	138
0845-0900	134	23	5	0	0	0	0	162
Hourly Total	441	98	16	0	6	0	1	562
0900-0915	125	34	4	1	2	0	2	172
0915-0930	97	31	9	1	0	0	0	138
0930-0945	94	26	1	0	2	1	0	124
0945-1000	81	23	3	0	0	0	0	107
Hourly Total	401	114	17	2	4	1	2	541

3 Hour Totals (am)	1122	305	49	7	15	2	3	1509
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1400-1415	95	23	2	0	1	1	0	122
1415-1430	118	23	0	0	1	0	0	142
1430-1445	187	31	2	0	5	1	1	227
1445-1500	134	25	1	0	1	0	1	162
Hourly Total	534	102	5	0	8	2	2	653
1500-1515	135	19	4	0	1	0	0	159
1515-1530	122	21	2	0	0	1	0	146
1530-1545	126	25	1	0	3	0	0	155
1545-1600	117	16	5	0	0	1	1	140
Hourly Total	500	81	12	0	4	2	1	609
1600-1615	156	25	3	0	0	1	0	185
1615-1630	132	25	4	0	1	0	0	162
1630-1645	131	25	2	0	1	0	0	159
1645-1700	149	24	1	1	0	0	0	175
Hourly Total	568	99	10	1	2	1	0	681
1700-1715	139	15	1	0	0	0	0	155
1715-1730	126	20	0	0	2	0	0	148
1730-1745	120	10	0	0	2	0	0	132
1745-1800	110	17	0	0	2	1	0	130
Hourly Total	495	62	1	0	6	1	0	565
1800-1815	121	10	0	0	3	1	2	131
1815-1830	120	16	0	0	3	0	0	139
1830-1845	101	9	1	0	1	0	0	112
1845-1900	106	9	0	0	3	1	0	119
Hourly Total	432	44	1	0	10	2	2	491

5 Hour Totals (pm)	2529	388	29	1	30	8	5	2990
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Day Total	3651	693	78	8	45	10	8	4493
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58	14	1	0	2	0	0	75
73	20	0	1	0	0	0	94
82	15	1	0	2	0	0	100
Hourly Total	308	63	3	1	4	0	379
89	13	1	0	0	0	0	103
75	11	0	0	2	0	0	88
77	9	0	0	0	0	0	86
71	6	0	0	2	1	0	80
912	39	1	0	4	1	0	357
66	10	0	0	0	0	0	76
76	8	0	0	2	0	0	86
70	7	1	0	0	1	0	79
64	6	0	0	0	1	0	71
276	31	1	0	2	2	0	312

1562	234	20	1	22	5	1	1845
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2457	424	55	5	41	7	1	2990
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	34	8	1	0	1	0	0	44
0715-0730	46	12	2	1	0	0	0	61
0730-0745	61	12	3	0	3	0	1	80
0745-0800	39	10	1	1	2	0	0	53
Hourly Total	180	42	7	2	6	0	1	238
0800-0815	45	12	1	0	2	0	0	60
0815-0830	36	10	1	1	0	0	0	48
0830-0845	36	8	2	2	3	1	0	52
0845-0900	20	11	5	0	0	0	0	36
Hourly Total	137	41	9	3	5	1	0	196

417	120	22	5	16	1	1	582
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43	13	3	0	1	0	0	60
54	6	1	0	0	0	0	61
72	8	2	0	3	0	0	85
58	13	0	0	1	1	0	73
Hourly Total	227	40	6	0	5	1	279
53	8	1	0	1	2	0	65
35	7	1	0	0	0	0	43
43	11	0	1	3	0	0	58
77	4	2	0	1	0	0	34
Hourly Total	158	30	4	1	5	2	200
44	6	2	0	1	0	0	53
50	10	0	0	1	0	0	61
55	14	1	0	1	0	0	71
51	4	0	1	2	0	0	58
Hourly Total	200	34	3	1	5	0	243
62	5	0	0	0	0	0	67
55	8	0	0	1	0	0	64
39	6	0	0	0	0	0	45
32	5	1	0	0	0	0	38
Hourly Total	188	24	1	0	1	0	214
44	9	0	0	1	1	0	55
42	8	0	0	0	0	0	50
41	6	1	0	0	1	0	49
46	3	0	0	0	0	0	49
Hourly Total	173	26	1	0	1	2	203

946	154	15	2	17	5	0	1139
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1363	274	37	7	33	6	1	1721
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14	3	1	0	0	0	0	18
14	1	1	0	0	0	0	16
16	2	0	1	2	0	0	23
Hourly Total	52	8	2	1	3	0	66
10	1	0	0	0	0	0	11
9	2	0	0	1	0	0	12
16	1	1	0	0	0	0	18
12	2	0	0	0	0	0	14
47	6	1	0	1	0	0	55
17	1	0	0	1	0	2	21
10	2	0	0	0	0	0	12
17	1	0	0	0	0	0	18
11	1	0	0	0	0	0	12
Hourly Total	55	5	0	0	1	2	63

268	32	4	1	10	0	2	317
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386	59	10	1	15	0	4	475
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Destination - Arrive								
Car	LGV	OGV1	OGV2	PSV	MC	PC		Total
1	1	0	0	0	0	0		2
7	3	0	0	1	0	0		11
7	2	0	0	0	0	0		9
6	2	2	0	1	0	0		13
21	8	2	0	2	0	0		33
6	5	1	0	0	0	0		12
12	4	0	0	1	0	0		17
14	4	2	0	0	0	0		20
12	3	0	0	1	0	0		16
44	16	3	0	2	0	0		65
9	4	1	0	0	0	0		14
8	3	0	0	1	0	0		12
12	3	1	0	0	0	0		16
13	3	0	0	1	0	0		17
42	13	2	0	2	0	0		59

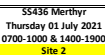
107	37	7	0	6	0	0	157
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13	3	1	0	0	0	0	16
11	2	0	0	1	0	0	14
24	3	0	0	0	0	1	28
18	3	0	0	1	0	0	22
Hourly Total	46	11	0	0	2	0	60
23	3	0	0	0	0	0	26
18	3	0	0	1	0	0	22
20	0	1	0	0	0	0	21
17	2	0	0	1	0	0	20
Hourly Total	78	8	1	0	2	0	89
20	5	1	0	1	0	0	27
19	2	0	0	0	0	0	21
19	1	0	1	0	0	0	21
22	3	0	0	2	0	0	27
Hourly Total	80	11	1	1	3	0	96
20	2	0	0	0	0	1	23
19	1	0	0	1	0	0	21
13	4	0	0	0	0	0	17
20	1	0	0	1	1	0	23
Hourly Total	72	8	0	0	2	1	84
18	1	0	0	0	0	1	20
21	1	0	0	0	0	0	22
9	2	0	0	0	0	0	11
12	1	0	0	0	0	0	13
Hourly Total	60	5	0	0	0	1	66

356	43	2	1	9	1	3	415
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463	80	9	1	15	1	3	572
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39	8	0	0	0	0	0	47
34	11	0	0	0	0	0	45
42	3	0	0	0	0	0	45
155	28	1	1	0	1	0	185
43	4	0	0	0	0	0	47
41	9	0	0	0	0	0	50
47	4	0	0	0	0	0	51
46	5	0	0	0	0	0	51
177	22	0	0	0	0	0	199
41	6	0	0	0	1	0	48
49	7	0	0	1	0	0	57
40	4	0	0	1	4	0	49
56	5	0	0	1	0	0	62
186	22	0	0	3	5	0	216



Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
7	3	1	0	1	0	0	12
7	4	0	0	1	0	0	12
16	4	2	0	0	0	1	23
18	5	1	0	0	0	0	25
49	16	4	0	2	0	1	72
28	4	0	0	0	0	0	32
39	8	1	0	3	0	1	52
37	4	1	0	2	0	0	44
23	1	1	0	1	0	0	36
127	17	3	0	6	0	1	154
36	2	0	0	0	0	0	38
28	5	0	0	2	0	0	35
28	2	2	0	0	0	0	35
23	1	0	0	1	0	0	25
115	10	2	0	3	0	0	130

291	43	9	0	11	0	2	356
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33	9	0	0	0	2	0	0	0	44
39	6	0	0	0	3	0	0	0	48
39	6	1	0	0	0	0	1	1	48
42	7	1	1	1	1	0	0	1	55
153	30	2	2	1	6	0	0	2	134
34	4	0	0	0	0	2	0	0	40
27	2	0	0	0	0	0	1	0	30
28	3	0	0	0	0	0	0	0	31
28	7	0	0	0	0	0	0	0	35
117	14	0	0	0	0	2	2	1	138
35	5	1	0	0	0	0	0	0	41
40	6	1	0	0	0	0	0	0	47
38	9	0	0	0	0	0	0	0	47
36	6	1	0	0	0	0	0	0	43
149	26	3	3	0	0	0	0	0	178
45	5	1	0	0	0	0	0	0	51
41	2	0	0	0	1	0	1	0	45
46	2	0	0	0	0	0	0	0	48
35	2	1	0	0	0	0	0	2	40
167	11	2	0	0	1	0	0	3	184
35	6	1	0	0	0	0	0	1	43
24	4	0	0	0	0	0	0	0	28
28	2	0	0	0	0	0	0	0	30
26	1	0	0	0	0	0	0	0	27
113	13	1	0	0	0	0	0	1	128

699	96	8	1	7	2	7	820
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990	139	17	1	18	2	9	1176
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Arm B - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
5	2	1	0	0	0	0	7
4	2	1	0	0	0	0	7
15	5	1	0	0	0	0	21
8	1	0	0	0	0	0	9
4	4	0	0	0	0	0	8
14	1	0	0	0	0	0	15
13	0	0	0	0	0	0	13
39	6	0	0	0	0	0	45
10	1	0	0	0	0	0	11
9	1	0	0	0	0	0	10
3	0	0	0	0	0	0	3
6	1	0	0	0	0	0	7
28	3	0	0	0	0	0	31

82	14	1	0	0	0	0	97
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7	1	2	0	0	0	0	0	10
10	2	0	0	0	0	0	0	12
6	0	0	0	0	0	0	0	6
12	1	0	0	0	0	0	0	13
35	4	2	2	0	0	0	0	41
6	2	0	0	0	0	0	0	8
12	1	0	0	0	0	0	0	13
8	1	0	0	0	0	0	0	9
8	0	0	0	0	0	0	0	8
34	4	0	0	0	0	0	0	38
6	3	0	0	0	0	0	0	9
9	0	0	0	0	0	0	0	9
4	2	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	4
23	5	0	0	0	0	0	0	28
6	1	0	0	0	0	0	0	7
5	1	0	0	0	0	0	0	6
6	1	0	0	0	0	0	0	7
7	1	0	0	0	0	0	2	10
24	4	0	0	0	0	0	2	30
9	0	0	0	0	0	0	0	9
9	0	0	0	0	0	0	0	9
7	0	0	0	0	0	0	0	7
7	1	0	0	0	0	0	0	8
32	1	0	0	0	0	0	0	33

148	18	2	0	0	0	2	170
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230	32	3	0	0	0	2	267
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[illegible]

0	0	0	0	0	0	0	0
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[illegible]

46
45
51
30
172
38
38
35
36
147
31
37
42
31
141
41



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 2

1715-1730	26	3	1	0	0	0	0	30
1730-1745	37	1	0	0	0	0	0	38
1745-1800	24	3	0	0	0	0	1	28
Hourly Total	115	10	2	0	0	0	1	133
1800-1815	32	1	1	0	0	0	0	34
1815-1830	33	2	0	0	1	0	0	36
1830-1845	29	5	0	0	1	0	0	35
1845-1900	26	2	0	0	2	0	0	30
Hourly Total	120	10	1	0	4	0	0	135

5 Hour Totals (µm)	547	68	7	0	8	3	2	635
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Day Total	815	125	18	0	11	3	3	975
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6	2	0	0	0	0	0	8
6	0	0	0	0	0	0	6
7	0	0	0	0	0	0	7
22	3	0	0	0	0	0	25
6	2	0	0	0	0	0	8
7	0	0	0	0	0	0	7
9	0	0	0	0	0	0	9
7	0	0	0	0	0	0	7
29	2	0	0	0	0	0	31

132	17	0	0	0	0	0	149
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168	23	2	0	1	0	0	194
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1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1

2	1	0	0	0	0	0	3
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2	1	0	0	0	0	0	3
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Origin - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	7	4	1	0	0	0	13
0715-0730	9	4	0	0	2	0	15
0730-0745	18	6	2	0	0	0	27
0745-0800	19	6	1	0	1	0	27
Hourly Total	53	20	4	0	4	0	82
0800-0815	30	4	0	0	0	0	34
0815-0830	41	10	1	0	4	0	57
0830-0845	40	4	1	0	2	0	47
0845-0900	27	1	1	0	2	0	31
Hourly Total	138	19	3	0	8	0	169
0900-0915	40	2	0	0	0	0	42
0915-0930	30	6	0	0	2	0	38
0930-0945	32	2	2	0	1	0	37
0945-1000	26	2	1	0	2	0	31
Hourly Total	128	12	3	0	5	0	148

3 Hour Totals (µm)	319	51	10	0	17	0	2	399
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1400-1415	37	11	0	0	3	0	0	51
1415-1430	46	6	0	0	3	0	0	55
1430-1445	52	6	1	0	1	0	1	61
1445-1500	43	9	1	1	2	0	1	57
Hourly Total	178	32	2	1	9	0	2	224
1500-1515	43	5	0	0	0	2	0	50
1515-1530	32	2	0	0	0	0	1	35
1530-1545	35	4	0	0	1	0	1	41
1545-1600	28	7	0	0	1	0	0	36
Hourly Total	148	18	0	0	2	2	2	172
1600-1615	42	8	1	0	0	0	0	51
1615-1630	42	7	1	0	0	0	0	50
1630-1645	43	10	1	0	0	0	0	54
1645-1700	40	6	2	0	2	0	0	52
Hourly Total	167	31	5	0	2	2	0	207
1700-1715	52	5	1	0	0	0	0	58
1715-1730	50	6	1	0	2	0	1	60
1730-1745	56	2	0	0	0	0	0	58
1745-1800	42	2	1	0	1	0	2	48
Hourly Total	200	15	3	0	3	0	3	224
1800-1815	42	7	1	0	0	0	1	51
1815-1830	28	4	0	0	0	0	0	32
1830-1845	32	3	0	0	0	0	0	35
1845-1900	30	2	0	0	0	0	0	32
Hourly Total	132	16	1	0	0	0	1	150

5 Hour Totals (µm)	825	112	11	1	16	4	8	977
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Day Total	1144	163	21	1	33	4	10	1376
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152	23	1	0	0	0	1	177
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12	2	2	0	0	0	0	16
14	1	0	0	0	0	0	15
11	1	0	0	0	0	0	12
18	1	0	0	0	0	0	19
59	8	2	0	0	0	0	69
12	2	0	0	0	0	0	14
21	2	0	0	0	0	0	23
12	2	0	0	0	0	0	14
56	8	1	0	0	0	0	65
10	3	0	0	0	0	0	13
12	0	0	0	0	0	0	12
10	3	0	0	0	0	0	13
7	2	1	0	0	0	0	10
39	8	2	0	0	0	0	49
10	2	0	0	0	0	0	12
14	1	0	0	0	0	0	15
11	1	1	0	0	0	0	13
16	2	0	2	0	1	2	20
51	6	1	0	0	0	2	60
16	0	0	0	0	0	0	18
16	1	0	0	0	0	0	17
10	0	0	0	0	0	0	10
11	1	0	0	0	0	0	12
56	4	0	0	0	0	0	60

261	34	6	0	0	0	2	303
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413	57	7	0	0	0	3	480
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304	63	13	0	4	0	1	385
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36	8	1	0	0	1	0	46
42	3	0	0	0	0	0	45
38	8	1	0	4	0	0	51
29	1	0	0	0	0	0	30
145	20	2	0	4	1	0	172
31	7	0	0	0	0	0	38
37	1	0	0	0	0	0	38
24	11	0	0	0	0	0	35
32	4	0	0	0	0	0	36
124	23	0	0	0	0	0	147
26	4	1	0	0	0	0	31
32	4	0	0	0	1	0	37
34	7	1	0	0	0	0	42
29	2	0	0	0	0	0	31
121	17	2	0	0	1	0	141
34	4	1	0	0	1	1	41
33	5	1	0	0	0	0	39
43	2	0	0	0	0	0	45
31	3	0	0	2	0	1	35
141	14	2	0	0	1	2	160
38	3	1	0	0	0	0	42
41	2	0	0	1	0	0	44
36	5	0	0	1	0	0	42
33	2	0	0	2	0	0	37
150	12	1	0	4	0	0	167

681	86	7	0	8	3	2	787
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985	149	20	0	12	3	3	1172
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Destination - Arm A							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	17	3	1	0	0	0	21
0715-0730	27	6	1	0	0	0	34
0730-0745	14	11	0	0	0	0	25
0745-0800	15	6	2	0	0	0	23
Hourly Total	73	26	4	0	0	0	103
0800-0815	28	10	0	0	0	0	38
0815-0830	43	5	0	0	2	0	50
0830-0845	42	2	1	0	1	0	46
0845-0900	37	2	0	0	0	0	41
Hourly Total	150	19	3	0	3	0	175
0900-0915	34	9	1	0	0	0	44
0915-0930	29	7	1	0	0	0	37
0930-0945	30	2	0	0	0	0	33
0945-1000	22	3	2	0	0	0	27
Hourly Total	115	21	4	0	0	0	141

3 Hour Totals (µm)	338	66	11	0	3	0	2	420
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1400-1415	29	8	1	0	0	1	0	39
1415-1430	42	5	0	0	0	0	0	47
1430-1445	37	9	1	0	4	0	0	51
1445-1500	30	1	0	0	0	0	0	31
Hourly Total	138	23	2	0	4	1	0	168
1500-1515	33	5	0	0	0	0	0	38
1515-1530	36	1	0	0	0	0	0	37
1530-1545	24	10	0	0	0	0	0	34
1545-1600	24	4	1	0	0	0	0	29
Hourly Total	117	20	1	0	0	0	0	138
1600-1615	26	3	1	0	0	0	0	30
1615-1630	28	4	0	0	1	0	0	33
1630-1645	34	6	2	0	0	0	0	42
1645-1700	28	3	1	0	0	0	0	32
Hourly Total	116	16	4	0	0	1	0	137
1700-1715	35	4	1	0	0	1	1	42
1715-1730	35	3	1	0	0	0	0	39
1730-1745	42	1	1	0	0	0	0	44
1745-1800	33	4	0	0	0	0	1	38
Hourly Total	145	12	3	0	0	1	2	163
1800-1815	39	3	1	0	0	0	0	43
1815-1830	40	3	0	0	1	0	0	44
1830-1845	35	5	0	0	1	0	0	41
1845-1900	30	2	0	0	2	0	0	34
Hourly Total	144	13	1	0	4	0	0	162

5 Hour Totals (µm)	660	84	11	0	8	3	2	768
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Day Total	998	150	22	0	11	3	4	1188
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64	14	3	0	7	0	0	88
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16	3	0	0	1	0	0	20
15	0	0	0	0	0	0	15
19	0	0	0	1	0	0	20
6	0	0	0	1	0	0	7
56	3	0	0	3	0	0	62
13	3	0	0	0	0	0	16
15	1	0	0	0	0	0	16
11	3	0	0	1	0	1	16
21	2	0	0	1	0	0	24
60	9	0	0	2	0	1	72
11	4	0	0	0	0	0	15
9	1	0	0	0	0	0	10
11	3	1	0	0	0	0	15
8	1	1	0	2	2	0	14
39	9	2	0	2	2	0	54
10	1	0	0	0	0	0	11
15	6	1	0	1	0	0	23
16	0	0	0	0	0	0	16
14	0	0	0	1	0	0	15
55	7	1	0	2	2	0	65
13	3	0	0	0	0	0	16
11	0	0	0	0	0	0	11
13	1	0	0	0	0	0	14
11	1	0	0	0	0	0	12
48	5	0	0	0	0	0	53



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 3

1715-1730	31	2	1	0	0	0	0	34
1730-1745	46	3	0	0	0	0	0	49
1745-1800	26	2	0	0	0	0	1	29
Hourly Total	135	9	2	0	0	0	1	147
1800-1815	31	4	1	0	0	0	0	36
1815-1830	32	0	0	0	1	0	0	33
1830-1845	37	3	0	0	1	0	0	41
1845-1900	30	2	0	0	2	1	0	35
Hourly Total	130	9	1	0	4	1	0	145

5 Hour Totals (µm)	614	71	7	0	4	3	2	701
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Day Total	907	123	14	1	7	3	2	1057
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14	1	0	0	1	0	0	16
14	2	0	0	0	0	0	16
15	1	0	0	0	0	0	15
55	6	0	0	2	2	0	63
10	2	0	0	0	0	0	12
11	0	0	0	0	0	0	11
15	1	0	0	0	0	0	16
19	1	0	0	0	0	0	20
55	4	0	0	0	0	0	59

291	35	1	0	9	2	0	338
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421	53	7	0	15	2	0	498
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0	0	0	0	0	0	0	0	50
0	0	0	0	0	0	0	0	65
0	0	0	0	0	0	0	0	44
1	0	0	0	0	0	0	0	211
0	0	0	0	0	0	0	0	48
1	0	0	0	0	0	0	1	45
0	0	0	0	0	0	0	0	57
0	0	0	0	0	0	0	0	55
1	0	0	0	0	0	0	1	285

4	1	0	0	0	0	0	5	1044
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4	1	0	0	0	0	0	5	1560
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Origin - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	11	3	1	0	0	0	16	
0715-0730	10	6	0	0	1	0	17	
0730-0745	23	5	2	0	0	0	31	
0745-0800	19	9	2	0	1	0	31	
Hourly Total	63	23	5	0	3	0	95	
0800-0815	39	5	0	0	1	0	45	
0815-0830	44	11	1	0	1	0	58	
0830-0845	65	4	2	0	1	0	72	
0845-0900	36	2	1	0	1	0	40	
Hourly Total	184	22	4	0	4	0	215	
0900-0915	44	3	0	0	1	0	48	
0915-0930	32	7	0	0	2	0	41	
0930-0945	31	2	0	0	0	0	33	
0945-1000	28	8	1	0	1	0	38	
Hourly Total	135	20	1	0	4	0	160	

3 Hour Totals (µm)	382	65	10	0	11	0	2	470
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1400-1415	38	9	2	0	0	0	0	49
1415-1430	55	6	0	0	1	0	0	62
1430-1445	52	6	1	0	1	0	0	60
1445-1500	54	9	1	1	1	0	1	67
Hourly Total	199	30	4	1	3	0	1	238
1500-1515	44	3	0	0	0	2	0	49
1515-1530	35	6	0	0	0	0	1	42
1530-1545	38	4	0	0	0	0	0	42
1545-1600	36	5	0	0	0	0	0	41
Hourly Total	153	18	0	0	0	2	1	174
1600-1615	40	7	1	0	0	0	0	48
1615-1630	44	6	1	0	0	0	0	51
1630-1645	34	12	0	0	0	0	0	46
1645-1700	44	5	1	0	0	0	0	50
Hourly Total	162	30	3	0	0	0	0	195
1700-1715	47	8	1	0	0	0	0	56
1715-1730	47	4	0	0	1	0	1	53
1730-1745	48	3	0	0	0	0	0	51
1745-1800	40	1	1	0	0	0	0	42
Hourly Total	182	16	2	0	1	0	1	202
1800-1815	41	6	1	0	0	0	1	49
1815-1830	34	2	0	0	0	0	0	36
1830-1845	35	3	0	0	0	0	0	40
1845-1900	30	2	0	0	0	0	0	32
Hourly Total	140	13	1	0	0	0	3	157

5 Hour Totals (µm)	836	107	10	1	4	2	6	966
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Day Total	1218	172	20	1	15	2	8	1436
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Origin - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
5	3	1	0	0	0	0	9	
9	5	1	0	0	0	0	15	
6	3	1	0	1	0	0	11	
14	2	0	0	1	0	0	17	
34	13	3	0	2	0	0	52	
16	3	1	0	1	0	0	21	
30	4	0	0	0	0	0	34	
54	0	0	0	1	0	0	55	
23	3	2	0	0	0	0	28	
123	10	3	0	2	0	0	138	
11	6	0	0	0	0	0	17	
20	5	0	0	1	0	0	26	
15	4	0	0	0	0	0	19	
14	1	0	0	1	0	0	16	
10	4	3	0	0	0	0	17	
59	14	3	0	2	0	0	78	

216	37	9	0	6	0	0	268
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411	55	2	0	9	1	2	480
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Destination - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
2	1	0	0	0	0	0	3	
6	3	1	0	1	0	0	11	
5	4	0	0	0	0	0	9	
12	2	0	0	1	0	0	15	
25	10	1	0	2	2	0	38	
22	2	0	0	0	0	0	24	
36	4	0	0	1	0	0	41	
45	2	3	0	0	0	0	50	
18	1	0	0	1	0	0	22	
122	9	4	0	2	0	0	137	
7	0	0	0	1	0	0	8	
13	2	1	0	1	0	0	17	
14	1	0	0	0	0	0	15	
11	2	2	0	1	0	0	16	
45	5	3	0	3	0	0	56	

192	24	8	0	7	0	0	231
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29	2	0	0	0	0	0	31
24	2	0	0	1	0	0	27
21	3	1	0	0	0	0	25
22	4	0	0	1	0	0	27
96	11	1	0	2	0	0	110
20	3	0	0	0	0	0	23
14	0	0	0	2	0	0	16
17	2	0	0	0	1	0	20
20	2	0	0	1	0	0	23
71	7	0	0	3	1	0	82
18	2	0	0	0	1	0	21
27	0	0	0	0	0	0	27
16	4	0	0	1	0	0	21
22	7	0	0	1	0	0	30
83	13	0	0	2	1	0	99
20	3	0	0	0	0	0	23
24	1	0	0	1	0	0	26
19	2	0	0	0	0	0	21
18	1	0	0	1	0	0	20
81	7	0	0	2	0	0	90
17	4	0	0	0	0	0	21
13	1	0	0	0	0	0	14
18	1	0	0	0	0	2	21
21	2	0	0	0	0	0	23
69	8	0	0	0	0	2	79

400	46	1	0	9	2	2	460
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592	70	9	0	16	2	2	691
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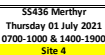
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
17	4	1	0	0	0	0	22	
15	6	1	0	1	0	0	23	
17	10	0	0	0	0	0	27	
23	4	2	0	1	0	0	30	
72	24	4	0	2	0	0	102	
36	10	0	0	1	0	0	47	
70	7	0	0	2	0	0	79	
67	3	2	0	0	0	0	72	
53	3	1	0	1	0	0	58	
226	23	3	0	4	0	0	256	
31	8	1	1	1	0	0	42	
31	8	3	0	1	1	0	43	
37	4	0	0	0	0	0	41	
26	3	2	0	1	0	0	32	
125	23	6	1	3	0	0	158	

423	70	13	1	9	0	0	516
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54	8	1	0	0	1	0	64
57	6	0	0	1	0	0	64
38	11	2	0	0	0	0	51
31	4	0	0	1	0	0	36
180	29	3	0	2	1	0	215
47	9	0	0	0	0	0	56
43	1	0	0	2	0	0	46
38	10	0	0	0	1	0	49
44	4	0	0	0	1	0	49
172	24	0	0	3	1	0	200
31	6	1	0	0	1	0	39
53	5	0	0	0	1	0	59
46	7	1	0	1	0	0	55
50	8	0	0	1	0	0	60
180	26	2	0	2	2	1	213
47	4	1	0	0	0	0	52
45	3	1	0	1	0	0	50
60	5	0	0	0	0	0	65
39	3	0	0	1	0	1	44
191	15	2	0	2	0	1	211
41	6	1	0	0	0	0	48
44	0	0	0	1	0	0	45
43	4	0	0	1	0	0	57
49	3	0	0	2	1	0	55
186	13	1	0	4	1	0	205

909	107	8	0	13	5	2	1044
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1332	177	21	1	22	5	2	1560
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Car	Arm A - Arm C						Total
	LGv	OGv1	OGv2	PSv	MC	PC	
14	5	0	0	0	0	0	19
15	3	2	0	0	0	0	20
27	4	1	0	0	0	0	32
28	1	0	0	0	0	0	27
82	13	3	0	0	0	0	98
37	7	1	0	0	0	0	45
35	1	1	0	0	0	0	37
25	1	0	0	0	0	0	26
26	2	1	0	1	0	0	26
123	11	3	0	1	0	0	138
27	6	0	0	0	0	0	33
20	1	1	0	0	0	0	22
16	1	0	0	0	0	0	17
3	3	0	0	0	0	0	20
80	11	1	0	0	0	0	22

285	35	7	0	1	0	0	328
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15	1	0	0	0	0	0	0	16
34	1	1	0	0	0	1	0	37
47	3	0	0	0	0	0	0	50
35	5	1	0	0	0	0	0	40
131	10	1	0	0	0	1	0	140
28	2	0	0	0	0	0	0	30
23	3	0	0	0	0	0	0	26
22	3	1	0	0	0	1	0	27
25	8	0	0	0	0	0	0	37
102	16	1	0	0	0	1	0	130
47	3	0	0	0	0	0	0	50
33	6	0	0	0	0	0	0	39
41	6	0	0	0	0	0	0	47
35	4	1	0	0	1	1	0	42
156	19	1	1	0	0	1	1	178
46	4	0	0	0	0	1	1	52
39	3	0	0	0	0	0	1	43
27	0	0	0	0	0	0	0	27
25	2	0	0	0	0	0	0	29
137	9	0	0	0	0	1	2	149
24	1	0	0	0	0	0	0	25
24	2	0	0	0	0	0	0	26
25	0	0	0	0	0	0	0	25
30	1	0	0	0	0	0	0	31
103	4	0	0	0	0	0	0	107

629	58	3	0	1	4	2	697
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914	93	10	0	2	4	2	1025
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Arm B - Arm C						
Car	LGV	OGV1	OGV2	PSV	MC	PC
9	1	0	0	1	0	0
4	4	0	0	1	0	0
15	8	0	0	1	0	1
20	7	0	0	1	0	0
40	20	0	0	4	0	1
20	3	0	0	1	0	0
30	7	1	0	1	0	0
3	1	0	0	1	0	0
13	3	1	0	1	0	0
93	14	2	0	4	0	0
16	0	0	0	1	0	0
5	6	0	0	1	0	0
19	0	0	0	1	0	0
17	6	1	0	1	0	0
57	12	1	0	4	0	0

190	46	3	0	12	0	1	252
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17	4	0	0	1	0	0	22
26	5	0	0	1	0	0	32
31	3	0	0	2	0	0	36
19	1	1	1	1	0	0	25
83	13	1	1	5	0	0	118
17	2	0	0	1	0	0	20
15	0	0	0	0	0	0	15
12	2	0	0	1	0	0	17
14	3	0	0	0	0	0	15
58	7	0	0	2	0	0	63
16	2	1	0	1	0	0	20
20	1	0	0	0	0	0	21
20	3	0	0	0	0	0	25
16	4	0	0	1	0	0	23
72	10	1	0	2	0	0	83
22	2	1	0	1	0	0	26
14	3	0	0	0	0	1	18
22	2	0	0	2	0	0	26
17	1	0	0	0	0	1	13
70	8	1	0	3	0	1	83
16	1	1	0	1	0	0	19
10	0	0	0	0	0	1	11
16	1	0	0	0	0	0	17
13	3	0	0	0	0	0	24
53	5	1	0	1	0	1	61

346	45	4	1	13	0	2	411
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536	91	7	1	25	0	3	663
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[illegible]

0	0	0	0	0	0	0	0
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[illegible]

66
47
62
45
220
60
64
48
46
218
46
56
56
72
230
66



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 4

1715-1730	26	2	0	0	0	0	0	28
1730-1745	27	2	0	0	0	0	0	29
1745-1800	37	7	0	0	0	0	0	44
Hourly Total	125	16	0	0	0	0	0	141
1800-1815	24	2	0	0	0	0	0	26
1815-1830	22	3	0	0	0	2	1	28
1830-1845	34	3	0	0	0	0	0	37
1845-1900	35	0	0	0	0	0	0	35
Hourly Total	115	8	0	0	0	2	1	126

5 Hour Totals (µm)	600	62	5	0	3	5	1	676
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Day Total	902	95	8	1	3	5	3	1017
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	23	7	0	0	0	0	0	30
0715-0730	24	6	3	0	1	0	0	34
0730-0745	39	10	1	0	0	0	0	50
0745-0800	41	4	0	0	1	0	0	46
Hourly Total	127	27	4	0	2	0	0	160
0800-0815	53	11	1	0	0	0	0	65
0815-0830	74	5	1	0	2	0	0	82
0830-0845	70	4	1	0	0	0	0	75
0845-0900	66	4	1	0	2	0	0	73
Hourly Total	263	24	4	0	4	0	0	295
0900-0915	47	8	0	0	1	0	0	56
0915-0930	37	5	1	0	1	0	0	44
0930-0945	39	3	0	0	0	0	0	42
0945-1000	32	5	2	0	1	0	0	40
Hourly Total	155	21	3	0	3	0	0	182

3 Hour Totals (µm)	545	72	11	0	9	0	0	637
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1400-1415	44	8	1	0	0	0	0	53
1415-1430	72	5	1	0	1	1	0	80
1430-1445	68	7	2	0	0	0	0	77
1445-1500	57	6	0	0	1	0	0	64
Hourly Total	241	26	4	0	2	1	0	274
1500-1515	56	8	0	0	0	0	0	64
1515-1530	45	3	0	0	1	0	0	49
1530-1545	48	1	0	0	2	0	0	55
1545-1600	56	12	0	0	1	1	0	70
Hourly Total	201	33	1	0	2	3	0	238
1600-1615	69	5	0	0	0	0	0	74
1615-1630	64	11	0	0	0	1	0	76
1630-1645	71	11	0	0	1	0	0	83
1645-1700	63	8	1	0	2	1	0	75
Hourly Total	267	35	1	0	3	2	0	308
1700-1715	75	6	1	0	0	1	1	84
1715-1730	73	4	0	0	1	0	1	79
1730-1745	68	4	0	0	0	0	0	72
1745-1800	45	2	0	0	1	1	0	48
Hourly Total	261	16	1	0	2	1	2	283
1800-1815	49	4	0	0	0	0	0	53
1815-1830	50	2	0	0	1	0	0	53
1830-1845	60	3	0	0	1	0	0	64
1845-1900	63	5	0	0	1	1	0	70
Hourly Total	222	14	0	0	3	1	0	240

5 Hour Totals (µm)	1152	122	7	0	12	8	2	1343
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Day Total	1737	194	18	0	21	8	2	1980
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	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	24	9	3	0	0	0	0	36
0715-0730	21	6	0	0	0	0	0	27
0730-0745	36	5	3	0	0	0	1	45
0745-0800	48	5	2	0	1	0	0	56
Hourly Total	129	25	8	0	1	0	1	164
0800-0815	57	11	1	0	0	0	0	69
0815-0830	76	9	0	0	1	0	1	87
0830-0845	96	8	0	0	1	0	0	105
0845-0900	68	3	1	0	0	0	0	72
Hourly Total	297	31	2	0	2	0	1	333
0900-0915	74	5	1	1	0	0	1	82
0915-0930	44	5	0	0	1	0	1	51
0930-0945	30	5	0	0	0	0	0	35
0945-1000	37	8	1	0	0	0	0	46
Hourly Total	185	23	2	1	1	0	2	214

3 Hour Totals (µm)	611	79	12	1	4	0	4	711
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1400-1415	56	10	2	0	0	0	0	68
1415-1430	77	10	0	0	0	0	0	87
1430-1445	84	9	1	0	1	0	0	95
1445-1500	76	12	1	0	0	0	2	91
Hourly Total	293	41	4	0	0	1	2	341
1500-1515	66	8	0	0	0	2	0	76
1515-1530	73	8	0	0	2	0	1	84
1530-1545	63	7	0	0	0	0	0	70
1545-1600	44	14	0	0	0	0	0	58
Hourly Total	246	37	0	0	2	2	1	288
1600-1615	65	9	2	0	0	0	0	76
1615-1630	70	9	3	0	0	0	0	82
1630-1645	71	13	1	0	1	1	0	87
1645-1700	70	11	2	0	0	1	0	84
Hourly Total	276	42	8	0	1	2	0	329
1700-1715	76	11	0	0	0	0	0	87
1715-1730	65	5	0	0	0	0	0	70
1730-1745	72	4	0	0	0	0	0	76
1745-1800	73	8	1	0	0	0	0	82
Hourly Total	286	28	1	0	0	0	0	315
1800-1815	55	6	0	0	0	0	0	61
1815-1830	52	4	0	0	0	2	1	59
1830-1845	70	7	0	0	0	0	0	77
1845-1900	61	1	0	0	0	0	0	62
Hourly Total	238	18	0	0	0	2	1	259

5 Hour Totals (µm)	1339	166	13	0	3	7	4	1532
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Day Total	1950	245	25	1	7	7	8	2243
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13	2	1	0	0	0	0	16
20	1	0	0	0	0	0	21
20	3	0	0	0	0	1	24
22	8	1	0	0	0	1	33
19	2	1	0	0	0	0	22
20	0	0	0	0	0	0	20
18	1	0	0	0	0	0	19
17	0	0	0	1	0	0	18
24	3	1	0	1	0	0	78

373	42	4	0	2	1	3	425
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531	78	13	1	3	1	3	630
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	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16	6	2	0	1	0	0	0	25
13	7	0	0	1	0	0	0	21
26	10	3	0	1	0	2	2	42
28	9	2	0	2	0	0	0	41
83	32	7	0	5	0	2	2	129
38	10	1	0	1	0	0	0	50
65	13	1	0	2	0	1	3	82
98	5	0	0	2	0	0	0	105
50	4	1	0	1	0	0	0	56
251	32	3	0	6	0	1	2	293
50	7	0	0	1	0	0	0	58
30	11	0	0	2	0	0	0	43
38	1	0	0	1	0	0	0	40
37	11	2	0	1	0	0	0	51
165	28	2	0	5	0	0	0	200

499	92	12	0	16	0	3	622
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39	12	2	0	1	0	0	54
77	12	0	0	1	0	0	90
267	7	1	0	2	0	0	95
66	12	1	1	1	5	2	83
85	43	4	1	5	0	2	322
51	7	0	0	1	2	0	61
50	7	0	0	0	0	1	58
50	7	0	0	1	0	0	58
56	12	0	0	0	0	0	68
187	33	0	0	2	2	1	225
54	9	1	0	1	0	0	65
61	8	2	0	0	0	0	71
55	14	1	0	0	0	0	70
54	7	1	0	1	2	0	63
224	38	5	0	2	0	0	269
63	8	1	0	1	0	0	73
53	6	0	0	0	0	1	60
67	4	0	0	2	0	0	73
48	2	1	0	2	0	0	51
231	20	2	0	3	0	1	257
47	5	1	0	1	0	0	54
40	1	0	0	0	0	1	42
52	5	0	0	0	0	0	57
37	4	0	0	0	0	0	41
176	15	1	0	1	0	1	194

1085	149	12	1	13	2	5	1267
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1584	241	24	1	29	2	8	1889
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	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16	4	1	0	0	0	0	0	21
16	5	1	0	1	0	0	0	23
16	12	0	0	1	0	0	0	28
23	4	2	0	1	0	0	0	30
71	25	4	0	2	0	0	2	102
32	11	0	0	1	0	0	0	44
71	6	0	0	2	0	0	0	79
66	3	2	0	0	0	0	0	71
50	3	1	0	1	0	0	0	57
221	23	3	0	4	0	0	0	251
32	8	1	1	1	0	0	0	43
33	8	3	0	1	0	0	0	45
33	6	0	0	0	0	0	0	39
28	3	2	0	1	0	0	0	34
126	25	6	1	3	0	0	0	161

418	73	13	1	9	0	0	514
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57	8	1	0	0	1	0	67
54	5	0	0	1	0	1	61
46	4	1	0	0	0	0	51
32	3	0	0	1	0	0	3



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900
Site 5

Transportation Data Collection

1715-1730	41	5	0	0	0	0	1	47
1730-1745	33	3	0	0	2	0	0	38
1745-1800	26	3	2	0	0	0	0	31
Hourly Total	129	14	2	0	3	0	1	149
1800-1815	29	1	1	0	0	0	0	31
1815-1830	25	1	0	0	1	0	0	27
1830-1845	27	2	0	0	0	1	1	31
1845-1900	28	5	0	0	1	0	0	34
Hourly Total	109	9	1	0	2	1	1	123

5 Hour Totals (pm)	617	45	8	0	17	3	2	692
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Day Total	897	71	19	0	28	3	3	1021
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	25	5	0	0	0	0	0	30
0715-0730	24	6	2	1	1	0	0	34
0730-0745	44	5	1	0	1	0	0	51
0745-0800	38	3	2	0	1	0	0	44
Hourly Total	131	19	5	1	3	0	0	159
0800-0815	57	1	2	0	1	0	0	61
0815-0830	65	8	0	0	1	0	1	75
0830-0845	52	4	1	0	2	0	0	59
0845-0900	67	6	2	0	1	0	0	76
Hourly Total	241	19	5	0	5	0	1	271
0900-0915	59	1	0	0	1	0	0	61
0915-0930	46	1	0	0	1	0	0	48
0930-0945	36	1	1	0	1	0	0	39
0945-1000	42	3	1	0	1	0	0	47
Hourly Total	183	6	2	0	4	0	0	195

3 Hour Totals (am)	555	44	12	1	12	0	1	625
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1400-1415	36	5	0	0	1	1	0	43
1415-1430	68	3	1	0	1	1	0	74
1430-1445	91	1	0	0	1	0	0	93
1445-1500	77	5	1	0	1	0	0	84
Hourly Total	272	14	2	0	4	2	0	294
1500-1515	63	7	0	0	1	0	0	71
1515-1530	51	5	3	0	1	0	2	62
1530-1545	60	1	1	0	1	2	0	65
1545-1600	55	4	0	0	1	1	0	61
Hourly Total	229	17	4	0	4	3	2	259
1600-1615	85	4	1	0	1	0	0	91
1615-1630	90	5	1	0	1	1	0	98
1630-1645	71	9	1	0	1	0	0	82
1645-1700	75	3	1	0	2	2	0	83
Hourly Total	321	21	4	0	5	3	0	354
1700-1715	75	1	0	0	1	1	1	79
1715-1730	70	5	0	0	1	3	0	79
1730-1745	59	4	0	0	1	0	0	64
1745-1800	48	2	1	0	4	1	0	56
Hourly Total	252	12	1	0	4	4	1	274
1800-1815	46	1	0	0	0	1	0	48
1815-1830	46	4	1	0	0	0	0	51
1830-1845	54	2	0	0	1	0	1	58
1845-1900	58	3	0	0	0	0	0	61
Hourly Total	204	10	1	0	1	1	1	216

5 Hour Totals (pm)	1278	74	12	0	18	13	4	1399
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Day Total	1833	118	24	1	30	13	5	2024
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	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	28	10	1	0	0	0	0	39
0715-0730	25	5	0	0	1	0	0	31
0730-0745	40	4	0	0	1	0	0	45
0745-0800	59	7	1	0	1	0	0	68
Hourly Total	152	26	4	0	3	0	0	185
0800-0815	69	7	3	0	1	0	0	80
0815-0830	78	2	2	0	1	0	1	84
0830-0845	67	3	0	0	0	0	0	70
0845-0900	60	5	4	0	2	0	0	71
Hourly Total	274	17	9	0	4	0	1	305
0900-0915	72	4	1	1	0	0	0	80
0915-0930	46	1	1	1	0	0	0	49
0930-0945	36	1	1	0	0	0	0	38
0945-1000	36	3	1	0	2	0	0	42
Hourly Total	190	9	4	1	4	0	1	209

3 Hour Totals (am)	616	52	17	1	11	0	2	699
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1400-1415	52	3	0	0	1	0	0	56
1415-1430	75	4	0	0	0	0	0	79
1430-1445	70	7	2	0	2	1	0	82
1445-1500	58	5	1	0	1	1	0	66
Hourly Total	255	19	3	0	4	2	0	283
1500-1515	63	5	0	0	0	2	0	70
1515-1530	74	4	2	0	4	0	0	84
1530-1545	49	3	0	0	1	0	0	53
1545-1600	56	2	0	0	1	1	0	60
Hourly Total	242	14	2	0	6	3	0	267
1600-1615	64	2	3	0	1	0	0	70
1615-1630	57	6	1	0	1	0	0	65
1630-1645	61	4	0	0	1	1	0	67
1645-1700	74	6	1	0	2	1	0	84
Hourly Total	256	18	5	0	5	2	0	286
1700-1715	63	6	0	0	1	0	0	70
1715-1730	66	8	0	0	0	0	1	75
1730-1745	65	5	0	0	2	0	0	72
1745-1800	58	8	2	0	0	0	0	68
Hourly Total	252	27	2	0	3	0	1	285
1800-1815	50	4	1	0	0	0	0	55
1815-1830	47	3	0	0	1	2	0	53
1830-1845	63	5	0	0	0	1	1	70
1845-1900	61	7	0	0	1	1	0	69
Hourly Total	221	19	1	0	2	3	1	247

5 Hour Totals (pm)	1226	97	13	0	20	10	2	1368
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Day Total	1842	149	30	1	31	10	4	2067
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35	1	0	0	1	0	0	1	38
35	2	0	33	0	0	0	0	41
24	0	0	0	1	0	0	0	25
125	5	1	0	2	0	0	1	134
24	4	0	0	0	0	0	0	28
29	5	0	0	1	0	0	0	29
28	3	0	0	1	0	0	0	32
24	3	0	0	1	1	0	0	29
103	11	0	0	3	1	0	0	118

525	59	5	0	11	1	1	1	602
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775	95	8	0	19	1	1	1	899
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	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
25	7	2	0	0	0	0	0	34
14	4	1	0	0	0	0	0	19
27	2	2	0	0	0	0	0	31
34	5	0	38	0	2	0	0	39
100	18	5	0	0	0	0	0	123
48	4	2	0	0	0	0	0	54
53	1	0	0	0	0	0	0	54
48	5	0	0	1	0	0	0	54
38	1	1	57	0	0	0	0	40
187	11	3	0	1	0	0	0	202
39	1	1	1	0	0	0	1	43
21	0	0	0	0	0	0	1	22
20	1	0	0	1	0	0	0	22
19	4	1	0	0	0	0	0	24
99	6	2	1	1	0	0	2	111

385	35	10	1	2	0	2	2	435
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39	5	0	0	0	0	0	0	44
48	5	0	0	0	0	0	0	53
50	5	1	0	0	0	1	0	57
41	3	1	0	0	0	0	1	46
178	18	2	0	0	0	2	0	199
39	5	0	0	0	0	2	0	46
48	5	0	0	2	0	0	0	55
33	4	0	0	0	0	0	0	37
26	1	0	0	0	0	0	0	27
146	15	0	0	2	2	0	0	165
37	3	2	0	0	0	0	0	41
39	2	1	0	0	0	0	0	42
42	5	2	0	1	1	0	0	51
49	5	1	0	0	1	1	0	56
167	14	6	0	1	2	0	0	190
59	4	0	0	0	0	0	0	63
34	3	0	0	0	0	0	0	37
43	3	0	0	0	0	0	0	46
44	5	0	0	0	0	0	0	49
180	15	0	0	0	0	0	0	195
27	4	0	0	0	0	0	0	31
33	2	0	0	0	0	2	1	38
43	4	0	0	0	0	0	1	48
43	2	0	0	0	0	0	0	45
146	12	0	0	0	2	2	2	162

817	74	8	0	3	7	3	3	912
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1203	109	18	1	5	7	5	5	1348
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	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
23	7	0	0	0	0	0	0	30
24	7	2	0	0	1	0	0	34
41	8	1	0	4	0	0	0	50
40	5	0	0	0	1	0	0	46
128	27	3	0	2	0	0	0	160
54	6	1	0	0	0	0	0	61
73	7	1	0	2	2	0	0	83
70	4	1	0	1	0	0	0	76
66	4	1	0	1	0	0	0	72
263	21	4	0	4	0	0	0	292
48	5	1	0	0	0	0	0	50
37	5	1	0	1	0	0	0	44
43	2	0	0	0	0	0	0	45
36	4	2	0	1	0	0	0	43
164	12	3	0	3	0	0	0	182

555	60	10	0	9	0	0	0	634
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SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 6

1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

5 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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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	5	4	0	0	0	0	0	9
0715-0730	6	2	0	0	0	0	0	8
0730-0745	8	3	1	0	0	0	1	13
0745-0800	17	2	0	0	0	0	0	19
Hourly Total	36	11	1	0	0	0	1	49
0800-0815	13	5	0	0	1	0	0	19
0815-0830	22	5	0	0	1	0	1	29
0830-0845	48	4	0	0	0	0	0	52
0845-0900	39	0	0	0	0	0	0	39
Hourly Total	122	14	0	0	2	0	1	139
0900-0915	35	3	0	0	0	0	0	38
0915-0930	25	4	0	0	0	0	0	30
0930-0945	14	2	0	0	0	0	0	16
0945-1000	19	3	0	0	0	0	0	22
Hourly Total	94	12	0	0	0	0	0	106

3 Hour Totals (pm)	252	37	1	0	2	0	2	294
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1400-1415	16	3	2	0	0	0	0	21
1415-1430	34	3	0	0	0	0	0	37
1430-1445	39	4	0	0	0	0	0	43
1445-1500	33	7	0	0	0	0	1	41
Hourly Total	122	17	2	0	0	0	1	142
1500-1515	25	4	0	0	0	0	0	29
1515-1530	30	3	0	0	0	0	1	34
1530-1545	30	4	0	0	0	0	0	34
1545-1600	22	7	0	0	0	0	0	29
Hourly Total	107	18	0	0	0	0	1	126
1600-1615	27	4	0	0	0	0	2	33
1615-1630	34	5	2	0	0	0	0	41
1630-1645	29	5	1	0	0	0	0	35
1645-1700	23	4	1	0	0	0	0	28
Hourly Total	113	18	4	0	0	0	2	137
1700-1715	29	6	0	0	0	0	0	35
1715-1730	33	3	0	0	0	0	0	36
1730-1745	29	1	0	0	0	0	0	30
1745-1800	28	1	1	0	0	0	0	31
Hourly Total	120	11	1	0	0	0	0	132
1800-1815	28	4	0	0	0	0	0	32
1815-1830	19	0	1	0	0	0	0	20
1830-1845	28	2	0	0	0	0	0	31
1845-1900	18	0	0	0	0	0	0	18
Hourly Total	94	6	1	0	0	0	0	101

5 Hour Totals (pm)	556	70	8	0	0	0	4	638
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Day Total	808	107	9	0	2	0	6	932
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	Destination - 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	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)	0	0	0	0	0	0	0	0
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1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

5 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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34	1	0	0	1	3	0	39
29	5	0	0	1	0	0	35
29	1	1	0	1	0	0	32
128	9	1	0	4	3	0	145
29	0	0	0	0	1	0	30
28	5	1	0	0	0	0	34
26	2	0	0	1	0	1	30
20	3	0	0	0	0	0	23
103	10	1	0	1	1	1	117

651	81	15	0	17	5	1	770
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944	121	23	1	30	5	1	1125
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Car	Origin - Arm B						Total
	LGV	OGV1	OGV2	PSV	MC	PC	
13	4	0	0	1	0	0	18
14	3	1	0	1	0	0	19
17	5	0	0	1	0	0	23
34	10	1	0	2	0	0	47
78	22	2	0	5	0	0	107
53	6	1	0	1	0	1	41
54	2	2	0	3	0	0	61
52	5	0	0	0	0	0	58
40	9	1	0	3	0	0	53
179	22	4	0	7	0	1	213
47	2	0	0	2	0	0	51
33	4	2	0	2	0	0	41
41	6	1	0	1	0	0	49
33	5	1	0	2	0	0	41
154	17	4	0	7	0	0	182

411	61	10	0	19	0	1	502
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46	11	0	0	1	0	0	58
45	6	0	0	2	0	0	53
48	3	4	0	1	0	0	51
47	1	1	0	2	1	0	53
181	21	5	0	6	1	0	214
54	6	0	0	0	0	0	60
51	2	2	0	3	0	0	58
32	9	0	0	1	0	0	42
58	8	0	0	2	1	0	69
195	25	2	0	6	1	0	229
48	4	1	0	1	0	0	54
50	11	0	0	1	0	0	62
53	5	2	0	1	0	0	61
52	6	0	0	3	0	0	61
203	26	3	0	6	0	0	238
52	4	0	0	1	0	0	57
57	3	0	0	1	0	0	61
54	4	0	0	3	0	0	61
36	3	2	0	0	0	0	41
199	14	2	0	5	0	0	220
45	6	1	0	1	0	0	53
42	1	0	0	1	0	0	44
48	5	0	0	1	0	0	55
43	7	0	0	2	1	1	54
178	19	1	0	5	1	2	206

956	105	13	0	28	3	2	1107
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1367	166	23	0	47	3	3	1609
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Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
14	4	1	0	0	0	0	19
19	6	0	1	1	0	0	27
26	4	2	0	1	0	1	34
35	6	3	0	1	0	0	45
94	20	6	1	3	0	1	125
35	8	1	0	2	0	0	46
56	11	0	0	2	0	1	70
85	7	0	0	2	0	0	94
71	7	1	0	1	0	0	80
247	33	2	0	7	0	1	290
65	5	0	0	1	0	0	71
51	7	0	0	1	0	0	59
36	3	1	0	2	0	0	42
44	5	0	0	1	0	0	50
196	20	1	0	5	0	0	222

537	73	9	1	15	0	2	637
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35	9	2	0	1	0	0	47
63	7	0	0	1	0	0	71
78	4	2	0	1	0	0	85
77	11	1	0	1	0	1	91
253	31	5	0	4	0	1	294
55	12	0	0	1	0	0	68
57	7	4	0	1	0	1	70
76	9	0	0	1	0	0	86
55	14	0	0	1	0	0	80
243	42	4	0	4	0	1	234
60	11	2	0	1	0	2	76
85	10	3	0	1	0	0	99
58	10	4	0	1	0	0	73
53	10	1	0	1	0	1	66
256	41	10	0	4	1	2	314
63	8	0	0	1	0	0	72
67	4	0	0	1	3	0	75
56	6	0	0	1	0	0	63
56	1	2	0	1	0	0	50
242	19	2	0	4	3	0	270
57	4	0	0	0	1	0	62
45	5	2	0	0	0	0	52
54	4	0	0	1	0	1	60
38	3	3	0	0	0	0	41
194	16	2	0	1	1	1	215



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 7

1715-1730	17	0	0	0	1	0	0	18
1730-1745	22	2	0	0	1	0	0	25
1745-1800	11	0	0	0	0	0	0	11
Hourly Total	64	5	0	0	3	0	0	72
1800-1815	10	2	0	0	1	0	0	13
1815-1830	8	0	0	0	0	0	0	8
1830-1845	16	3	0	0	1	0	0	20
1845-1900	12	2	0	0	2	0	0	16
Hourly Total	46	7	0	0	4	0	0	57

5 Hour Totals (pm)	292	40	3	0	19	0	0	354
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Day Total	417	57	5	0	30	0	1	510
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3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	4
11	3	1	0	0	0	0	15
3	0	0	0	0	0	0	3
12	1	0	0	0	0	0	12
5	1	0	0	0	0	0	6
9	0	0	0	0	0	0	9
4	0	0	0	0	0	0	4
5	0	0	0	0	0	0	5
23	1	0	0	0	0	0	24

80	11	1	0	1	0	1	94
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121	16	1	0	1	0	2	141
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0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	0	0	0	1	0	0	4
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0
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0	0	0	0	0	0	0	0
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Origin - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	14	4	1	0	0	0	19	
0715-0730	17	6	0	1	1	0	25	
0730-0745	26	4	2	0	1	0	34	
0745-0800	36	7	3	0	1	0	47	
Hourly Total	93	21	6	1	3	0	125	
0800-0815	32	8	1	0	2	0	43	
0815-0830	56	11	0	0	2	0	70	
0830-0845	83	7	0	0	2	0	92	
0845-0900	71	7	1	0	1	0	80	
Hourly Total	242	33	2	0	7	0	285	
0900-0915	64	4	0	0	1	0	69	
0915-0930	53	6	0	0	1	0	60	
0930-0945	37	2	1	0	2	0	42	
0945-1000	44	5	0	0	1	0	50	
Hourly Total	198	17	1	0	5	0	221	

3 Hour Totals (pm)	533	71	9	1	15	0	2	631
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1400-1415	35	9	2	0	1	0	0	47
1415-1430	64	7	0	0	1	0	0	72
1430-1445	77	4	2	0	1	0	0	84
1445-1500	77	11	1	0	1	0	1	91
Hourly Total	253	31	5	0	4	0	1	294
1500-1515	56	11	0	0	1	0	0	68
1515-1530	57	8	4	0	1	0	1	71
1530-1545	75	9	0	0	1	0	0	85
1545-1600	55	14	0	0	1	0	0	70
Hourly Total	243	42	4	0	4	0	1	294
1600-1615	59	11	2	0	1	0	2	75
1615-1630	85	10	3	0	1	0	0	99
1630-1645	57	10	4	0	1	0	0	72
1645-1700	54	10	1	0	1	1	0	67
Hourly Total	255	41	10	0	4	1	2	313
1700-1715	63	8	0	0	1	0	0	72
1715-1730	68	4	0	0	1	3	0	76
1730-1745	56	6	0	0	1	0	0	63
1745-1800	57	1	2	0	1	0	0	61
Hourly Total	244	19	2	0	4	3	0	272
1800-1815	58	4	0	0	0	1	0	63
1815-1830	44	5	2	0	0	0	0	51
1830-1845	51	3	0	0	1	0	0	56
1845-1900	39	4	0	0	0	0	0	43
Hourly Total	192	16	2	0	1	1	1	213

5 Hour Totals (pm)	1157	149	23	0	17	5	5	1386
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Day Total	1720	220	32	1	32	5	7	2017
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Origin - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	10	1	0	0	1	0	0	12
0715-0730	17	3	1	0	0	0	0	21
0730-0745	12	1	0	0	1	0	0	14
0745-0800	28	9	0	0	0	0	0	37
Hourly Total	61	14	1	0	2	0	0	78
0800-0815	30	5	2	0	0	0	0	37
0815-0830	38	2	2	0	2	0	0	44
0830-0845	46	4	0	0	0	0	0	50
0845-0900	37	9	2	0	1	0	0	49
Hourly Total	151	20	6	0	3	0	0	180
0900-0915	34	5	0	0	1	0	0	37
0915-0930	25	4	1	0	1	0	0	31
0930-0945	35	5	1	0	1	0	0	42
0945-1000	30	5	1	0	0	0	0	36
Hourly Total	125	16	3	0	3	0	0	147

337	50	10	0	8	0	0	405
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1140	126	20	0	17	3	1	1307
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Origin - Arm C								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	3	3	0	0	0	0	0	6
0715-0730	14	3	0	0	1	0	0	19
0730-0745	29	1	0	0	1	0	0	31
0745-0800	8	4	0	0	1	0	0	13
0800-0815	9	2	1	0	1	0	0	13
Hourly Total	23	9	1	0	3	0	0	36
0815-0830	14	3	0	0	1	0	1	19
0830-0845	21	3	0	0	0	0	0	24
0845-0900	21	2	0	0	2	0	0	25
Hourly Total	85	9	0	0	4	0	1	99
0900-0915	21	0	0	0	1	0	0	22
0915-0930	13	2	1	0	1	0	1	18
0930-0945	12	2	0	0	0	0	0	14
0945-1000	12	0	0	0	2	0	0	14
Hourly Total	58	4	1	0	4	0	1	68

166	22	2	0	11	0	2	203
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15	8	0	0	1	0	0	1	25
19	2	0	0	1	0	0	0	22
23	1	3	0	1	0	0	0	28
17	0	0	0	1	0	0	0	18
74	11	3	0	4	0	1	9	103
24	3	0	0	1	0	0	0	28
24	2	0	0	1	0	0	0	27
15	6	0	0	1	0	0	0	22
31	3	0	0	2	0	0	0	36
94	14	0	0	5	0	0	0	113
15	4	0	0	1	0	0	0	20
14	2	0	0	1	0	0	0	17
11	3	1	0	0	0	0	0	15
19	3	0	0	2	0	0	0	24
59	12	1	0	4	0	0	0	76
16	4	0	0	1	0	0	0	21
20	0	0	0	1	0	0	0	21
26	2	0	0	1	0	0	0	29
14	0	0	0	0	0	0	0	14
76	6	0	0	3	0	0	0	85
15	3	0	0	1	0	0	0	19
10	0	0	0	0	0	0	0	17
20	3	0	0	1	0	0	0	24
17	2	0	0	2	0	0	0	21
69	8	0	0	4	0	0	0	81

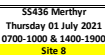
372	51	4	0	20	0	1	448
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538	73	6	0	31	0	3	651
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Destination - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	13	3	0	0	1	0	0	17
0715-0730	13	3	1	0	1	0	0	18
0730-0745	17	5	0	0	2	0	0	24
0745-0800	35	10	1	0	1	0	0	47
Hourly Total	78	21	2	0	5	0	0	106
0800-0815	32	6	1	0	1	0	1	41
0815-0830	56	3	2	0	3	0	0	64
0830-0845	50	5	0	0	0	0	0	55
0845-0900	40	9	1	0	3	0	0	53
Hourly Total	178	23	4	0	7	0	1	213
0900-0915	47	2	0	0	2	0	0	51
0915-0930	34	4	2	0	2	0	0	42
0930-0945	41	6	1	0	1	0	0	49
0945-1000	32	5	1	0	2	0	0	40
Hourly Total	154	17	4	0	7	0	0	182

3 Hour Totals (am)	410	61	10	0	19	0	1	501
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1400-1415	47	11	0	0	1	0	0	59
1415-1430	45	5	0	0	2	0	0	52
1430-1445	43	3	4	0	1	0	0	51
1445-1500	47	1	1	0	2	1	0	52
Hourly Total	182	20	5	0	6	1	0	214
1500-1515	58	6	0	0	1	0	0	65
1515-1530	49	3	2	0	2	0	0	56
1530-1545	30	10	0	0	1	0	0	41
1545-1600	58	8	0	0	2	1	0	69
Hourly Total	195	27	2	0	6	1	0	231
1600-1615	50	4	1	0	1	0	0	56
1615-1630	49	10	0	0	1	0	0	60
1630-1645	53	5	2	0	1	0	0	61
1645-1700	53	6	0	0	3	0	0	62
Hourly Total	205	25	3	0	6	0	0	239
1700-1715	52	4	0	0	1	0	0	57
1715-1730	57	3	0	0	2	0	0	62
1730-1745	54	5	0	0	2	2	0	63
1745-1800	39	2	2	0	0	0	0	43
Hourly Total	202	14	2	0	5	0	0	223
1800-1815	44	1	0	0	1	0	0	52
1815-1830	42	1	1	0	1	0	0	44
1830-1845	47	5	0	1	1	1	0	54
1845-1900	43	7	0	0	2	1	0	53
Hourly Total	176	19	1	0	5	1	1	203



Arm A - Arm C						
Car	LGV	OGV1	OGV2	PSV	MC	PC
0	0	0	0	0	0	0
2	1	1	0	0	0	4
4	1	0	0	0	0	4
4	1	0	0	0	0	5
9	3	1	0	0	0	13
12	0	0	0	0	0	12
13	0	0	0	0	0	13
14	0	0	0	0	0	14
17	1	0	0	0	0	13
51	1	0	0	0	0	52
7	0	0	0	0	0	7
4	3	1	0	0	0	8
6	3	0	0	0	0	9
6	0	0	0	0	0	6
23	6	1	0	0	0	30

83	10	2	0	0	0	0	95
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6	1	0	0	0	0	0	0	7
2	1	0	0	0	0	0	0	3
10	0	1	0	0	0	0	0	11
15	0	1	0	0	0	0	0	16
13	2	2	0	0	0	0	0	37
10	3	0	0	0	0	0	0	13
12	1	0	0	0	0	0	0	13
7	2	0	0	0	0	0	0	9
3	9	0	0	0	0	0	0	9
15	9	0	0	0	0	0	0	44
9	0	0	0	0	0	0	0	9
6	1	0	0	0	0	0	0	7
4	1	0	0	0	0	0	0	5
12	1	0	0	0	0	0	0	13
31	3	0	0	0	0	0	0	34
4	0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
5	0	0	0	0	0	0	0	5
6	1	0	0	0	0	0	0	7
19	1	0	0	0	0	0	0	20
5	1	0	0	0	0	0	0	6
4	1	0	0	0	0	0	0	5
9	0	0	0	0	0	0	1	10
7	0	0	0	0	0	0	0	7
25	2	0	0	0	0	0	1	28

143	17	2	0	0	0	1	163
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226	27	4	0	0	0	1	258
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		Arm B - Arm C					
Car	IGV	OGV1	OGV2	PSV	MC	PC	Total
11	1	0	0	1	0	0	11
9	2	0	0	0	0	0	9
10	0	0	0	1	0	0	11
23	7	0	0	0	0	0	30
53	10	0	0	2	0	0	65
17	5	1	0	1	0	0	24
27	1	2	0	1	0	0	31
35	3	0	0	0	0	0	38
99	7	1	0	1	0	0	29
99	16	4	0	3	0	0	122
27	2	0	0	2	0	0	31
23	1	0	0	0	0	0	24
22	2	1	0	1	0	0	32
23	5	1	0	0	0	0	28
100	10	2	0	3	0	0	115

252	36	6	0	8	0	0	302
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35	6	0	0	0	0	0	41
30	2	0	0	1	0	0	33
25	2	1	0	0	0	0	28
33	1	1	0	0	0	0	36
123	11	1	0	2	1	1	138
36	1	0	0	0	0	0	37
26	1	2	0	1	0	0	30
22	5	0	0	0	0	0	27
26	3	0	0	1	1	0	31
110	10	2	0	2	1	0	125
35	2	1	0	0	0	0	42
32	8	0	0	0	0	0	40
49	3	1	0	1	0	0	54
37	3	0	0	1	0	0	41
157	16	2	0	2	0	7	177
40	1	0	0	0	0	0	41
41	4	0	0	1	0	0	46
34	2	0	0	1	0	0	37
23	2	1	0	0	0	0	26
140	9	1	0	2	0	0	152
36	3	1	0	1	0	0	41
33	0	0	0	0	0	1	34
35	6	0	0	0	0	0	43
30	6	0	0	0	0	1	37
132	9	1	0	1	1	1	145

662	55	7	0	9	3	1	737
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914	91	13	0	17	3	1	1039
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[illegible]

0 0 0 0 0 0 0 0

[illegible]

31
37
49
43
160
39
38
36
48
161
45
48
38
40
171
36



SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 5

1715-1730	13	0	0	0	0	3	0	16
1730-1745	7	1	0	0	0	0	0	8
1745-1800	6	0	0	0	0	0	0	6
Hourly Total	33	2	0	0	0	3	0	38
1800-1815	9	0	0	0	0	0	0	9
1815-1830	8	0	0	0	0	0	0	8
1830-1845	6	0	0	0	0	0	0	6
1845-1900	6	0	0	0	0	0	0	6
Hourly Total	31	0	0	0	0	0	0	31

5 Hour Totals (µm)	177	23	3	0	0	3	0	206
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Day Total	271	27	4	0	0	3	0	305
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17	3	0	0	0	0	0	0	20
26	3	0	0	0	0	0	0	29
23	1	1	0	0	0	0	0	25
53	8	1	0	0	0	0	0	161
21	2	0	0	0	0	0	0	23
25	1	1	0	0	0	0	0	27
28	2	0	0	0	0	0	0	30
12	3	0	0	0	0	0	0	15
86	8	1	0	0	0	0	0	95

484	54	12	0	1	0	1	552
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661	89	15	1	3	0	4	773
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2

1	1	0	0	0	0	0	0	2
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1	1	0	0	0	0	0	0	2
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Origin - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	27	10	1	1	2	1	0	42
0715-0730	32	11	2	0	3	0	0	48
0730-0745	43	8	2	0	4	0	0	57
0745-0800	47	14	1	0	6	0	1	69
Hourly Total	149	43	6	1	15	1	1	216
0800-0815	74	6	2	0	4	0	0	86
0815-0830	96	15	2	0	3	0	0	116
0830-0845	124	10	2	0	4	0	1	141
0845-0900	107	6	2	0	5	2	1	123
Hourly Total	401	37	8	0	16	2	2	466
0900-0915	100	7	2	0	6	0	1	116
0915-0930	85	15	2	0	3	0	0	105
0930-0945	85	11	1	0	3	0	0	100
0945-1000	72	10	1	0	3	0	0	86
Hourly Total	342	43	6	0	15	0	1	407

3 Hour Totals (µm)	892	123	20	1	46	3	4	1089
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1400-1415	85	13	1	0	4	0	0	103
1415-1430	104	13	1	0	2	0	0	120
1430-1445	134	25	5	0	4	1	0	169
1445-1500	131	20	2	1	3	0	0	158
Hourly Total	455	71	9	1	13	1	0	550
1500-1515	103	17	0	1	4	0	1	126
1515-1530	108	13	2	0	2	1	0	126
1530-1545	103	9	1	0	6	0	0	119
1545-1600	96	12	2	0	7	0	1	113
Hourly Total	410	51	5	1	14	1	2	484
1600-1615	97	13	2	0	6	1	0	119
1615-1630	83	9	2	0	2	0	0	96
1630-1645	91	12	0	0	2	0	0	105
1645-1700	116	17	0	0	3	2	1	139
Hourly Total	387	51	4	0	13	3	1	459
1700-1715	116	7	2	0	5	0	1	131
1715-1730	107	9	1	0	2	0	1	120
1730-1745	94	8	0	0	3	0	0	105
1745-1800	110	10	0	0	2	0	0	122
Hourly Total	427	34	3	0	12	0	2	478
1800-1815	98	3	0	0	3	1	0	105
1815-1830	80	9	1	0	1	0	0	91
1830-1845	97	4	0	0	1	1	1	104
1845-1900	82	5	0	0	2	0	1	90
Hourly Total	357	21	1	0	7	2	2	390

5 Hour Totals (µm)	2036	228	22	2	59	7	7	2361
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Day Total	2928	351	42	3	105	10	11	3450
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Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
34	11	1	0	2	0	0	48
37	6	0	0	1	0	1	45
55	11	0	0	2	0	0	68
74	13	2	0	5	0	0	94
200	41	3	0	10	0	1	255
62	16	1	0	4	0	0	83
93	12	3	0	3	0	0	111
105	7	3	0	2	0	0	117
100	16	4	0	5	1	0	126
360	51	11	0	14	1	0	437
104	18	1	0	5	0	1	129
100	12	2	0	3	0	0	117
109	14	2	0	3	0	0	128
81	12	1	0	3	0	0	97
394	56	6	0	14	0	1	471

954	148	20	0	38	1	2	1163
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127	15	2	0	3	2	0	149
148	11	2	0	3	1	0	165
131	12	3	0	2	1	1	150
143	12	0	0	5	1	0	161
549	50	7	0	13	5	1	625
149	15	1	0	4	1	0	170
152	16	2	0	4	1	0	175
138	19	1	1	3	0	0	162
123	19	1	0	5	1	0	149
562	69	5	1	16	3	0	656
152	18	2	1	4	0	0	177
154	23	0	0	2	0	0	179
166	21	3	0	3	1	0	194
162	17	1	0	5	1	0	186
634	79	6	1	14	2	0	736
165	9	0	0	3	1	0	178
166	16	1	0	3	1	0	187
144	9	1	0	1	2	2	159
112	9	1	0	5	1	0	128
587	43	3	0	12	5	2	652
130	12	1	0	2	3	0	149
132	3	0	0	0	1	3	139
136	5	0	0	2	0	0	143
121	11	0	0	2	2	0	136
519	31	1	0	7	6	3	567

2851	272	22	2	62	21	6	3236
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3805	420	42	2	100	22	8	4399
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Origin - Arm C								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
10	3	0	0	0	0	0	13	103
11	4	0	1	0	0	0	16	109
12	2	0	0	0	0	1	15	140
16	4	2	0	0	0	0	22	185
49	13	2	1	0	0	1	66	537
23	5	0	0	0	0	0	28	197
29	6	0	0	0	0	0	35	262
37	6	0	0	1	0	0	44	302
33	1	1	0	0	0	0	35	284
122	18	1	0	1	0	0	142	1045
37	2	0	0	0	0	0	39	284
26	2	0	0	0	0	1	29	251
17	1	1	0	1	0	0	20	248
20	3	0	0	0	0	1	24	207
100	8	1	0	1	0	2	112	990

271	39	4	1	2	0	3	320
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20	9	1	0	0	0	1	31	283
36	1	0	0	0	0	0	37	322
46	3	0	0	0	0	0	49	368
40	1	2	0	0	0	0	43	362
142	14	3	0	0	0	1	160	1335
31	8	0	0	0	0	0	39	335
33	4	1	0	0	0	0	38	339
32	3	1	0	0	0	0	36	317
43	5	0	0	0	0	0	48	310
139	20	2	0	0	0	1	161	1301
32	11	1	0	1	0	0	45	341
40	6	2	0	0	0	0	48	323
31	3	4	0	0	0	0	38	337
34	5	1	0	0	0	0	40	365
137	25	8	0	1	0	0	171	1366
34	2	0	0	0	0	0	36	345
30	3	0	0	0	3	0	36	343
33	4	0	0	0	0	0	37	301
29	1	1	0	0	0	0	31	281
126	10	1	0	0	3	0	140	1270
30	3	0	0	0	0	0	33	287
33	1	1	0	0	0	0	35	265
35	2	0	0	0	0	0	37	284
20	3	0	0	0	0	0	23	249
118	9	1	0	0	0	0	128	1085

662	78	15	0	1	3	1	760
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933	117	19	1	3	3	4	1080
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Destination - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	26	11	1	0	1	0	39	
0715-0730	34	4	0	1	0	1	36	
0730-0745	49	11	0	0	1	0	61	
0745-0800	57	7	3	0	5	0	72	
Hourly Total	162	33	4	0	8	0	1	208
0800-0815	54	12	0	0	3	0	0	69
0815-0830	82	11	1	0	2	0	0	96
0830-0845	91	4	3	0	2	0	0	100
0845-0900	87	10	3	0	4	1	0	105
Hourly Total	314	37	7	0	11	1	0	370
0900-0915	86	16	1	0	3	0	1	107
0915-0930	84	10	2	0	3	0	0	99
0930-0945	84	12	1	0	2	0	0	99
0945-1000	66	7	0	0	3	0	0	76
Hourly Total	320	45	4	0	11	0	1	381



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Site 9

Arm A - Arm A									Arm A - Arm B									Arm A - Arm C									Arm A - Arm D									Arm Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total					
0700-0715	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	20	6	1	0	0	0	0	27	0	2	0	0	1	0	0	3	34				
0715-0730	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	16	8	1	0	1	0	0	26	3	0	0	0	0	0	0	3	70				
0730-0745	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	34	10	1	0	0	0	1	46	4	0	0	0	1	0	0	5	58				
0745-0800	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	36	8	0	0	0	0	0	44	0	2	0	0	1	0	0	3	53				
Hourly Total	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	106	32	3	0	1	0	1	143	7	4	0	0	3	0	0	14	175				
0800-0815	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	41	6	1	0	0	0	0	48	7	0	0	0	1	0	0	8	64				
0815-0830	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	56	9	1	0	0	0	0	66	11	1	0	0	1	0	0	13	87				
0830-0845	0	0	0	0	0	0	0	8	0	0	0	1	0	0	9	37	5	0	0	0	0	0	42	12	0	0	0	1	0	0	13	64				
0845-0900	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	30	3	1	0	1	0	0	35	6	2	0	0	1	0	0	9	53				
Hourly Total	0	0	0	0	0	0	0	31	2	0	0	1	0	0	34	164	23	3	0	1	0	0	191	36	3	0	0	4	0	0	43	268				
0900-0915	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	30	2	0	0	0	0	0	32	8	1	0	0	1	0	0	10	56				
0915-0930	0	1	0	0	0	0	0	1	4	1	1	0	0	0	6	15	3	0	0	0	0	0	18	7	1	0	0	1	0	0	9	34				
0930-0945	1	0	0	0	0	0	0	1	6	0	0	0	0	0	6	27	2	0	0	0	0	0	29	5	0	0	0	1	0	0	6	42				
0945-1000	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	29	5	1	0	0	0	0	35	9	1	0	0	1	0	0	11	56				
Hourly Total	1	1	0	0	0	0	2	33	2	1	0	0	0	0	36	101	12	1	0	0	0	0	114	29	3	0	0	4	0	0	36	188				
3 Hour Totals (am)	1	1	0	0	0	0	2	80	6	1	0	1	0	0	88	371	67	7	0	2	0	1	448	72	10	0	0	11	0	0	93	631				
1400-1415	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	34	6	1	0	0	1	0	42	4	0	0	0	1	0	0	5	55				
1415-1430	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13	39	5	0	0	1	0	0	45	12	0	0	0	0	0	0	12	70				
1430-1445	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	66	4	0	0	1	1	0	72	12	1	1	0	1	0	0	15	105				
1445-1500	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	50	8	1	0	1	0	0	60	12	0	0	1	0	0	0	13	85				
Hourly Total	0	0	0	0	0	0	0	44	6	1	0	0	0	0	51	189	23	2	0	3	2	0	219	40	1	1	1	2	0	0	45	315				
1500-1515	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	30	1	0	0	0	0	0	31	7	0	0	0	1	0	0	8	48				
1515-1530	0	0	0	0	0	0	0	11	0	0	0	1	0	0	12	28	4	0	0	0	0	0	32	9	0	0	0	0	0	0	9	53				
1530-1545	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	32	5	0	0	0	1	0	38	4	0	0	0	1	0	0	5	52				
1545-1600	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	35	8	0	0	0	0	0	43	4	1	1	0	0	0	0	6	53				
Hourly Total	0	0	0	0	0	0	0	30	3	0	0	1	0	0	34	125	18	0	0	0	1	0	144	24	1	1	0	2	0	0	28	206				
1600-1615	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	53	5	1	0	0	0	0	59	4	2	0	0	1	0	0	7	77				
1615-1630	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	46	7	0	0	0	0	0	53	3	0	0	0	0	0	0	3	61				
1630-1645	0	0	0	0	0	0	0	10	1	0	1	0	0	0	12	42	12	0	0	0	0	0	54	8	0	0	0	0	0	0	8	74				
1645-1700	0	0	0	0	0	0	0	7	1	0	0	0	1	0	9	47	8	0	0	1	0	0	56	7	2	0	0	1	0	0	10	75				
Hourly Total	0	0	0	0	0	0	0	33	2	0	1	0	1	0	37	188	32	1	0	1	0	0	222	22	4	0	0	2	0	0	28	287				
1700-1715	0	0	0	0	0	0	0	11	0	0	0	0	1	0	12	50	6	1	0	0	0	0	57	6	1	1	0	1	0	0	9	78				
1715-1730	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	37	4	0	0	0	0	1	42	9	3	1	0	0	0	0	13	65				
1730-1745	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7	32	3	0	0	0	0	0	35	8	0	0	0	2	0	0	10	52				
1745-1800	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	27	0	0	0	0	0	0	27	11	2	0	0	0	0	0	13	62				
Hourly Total	0	0	0	0	0	0	0	35	3	0	0	0	1	0	39	156	15	1	0	0	0	1	173	34	6	2	0	3	0	0	45	257				
1800-1815	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	29	2	1	0	0	0	0	32	8	0	0	0	1	0	0	9	52				
1815-1830	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	21	3	0	0	0	0	1	25	6	0	0	0	0	0	0	6	45				
1830-1845	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	31	1	0	0	0	0	0	32	8	0	0	0	0	0	0	8	48				
1845-1900	1	0	0	0	0	0	1	5	2	0	0	0	0	0	7	25	2	0	0	0	0	0	27	12	1	0	0	0	0	0	13	48				
Hourly Total	1	0	0	0	0	0	1	35	4	1	0	0	0	0	40	106	8	1	0	0	0	1	116	34	1	0	0	1	0	0	36	193				
5 Hour Totals (pm)	1	0	0	0	0	0	1	177	18	2	1	1	2	0	201	764	96	5	0	4	3	2	874	154	13	4	1	10	0	0	182	1258				
Day Total	2	1	0	0	0	0	3	257	24	3	1	2	2	0	289	1135	163	12	0	6	3	3	1322	226	23	4	1	21	0	0	275	1889				
	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								Arm Total			
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total				
0700-0715	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	20	12	3	1	0	1	1	0	18	39			
0715-0730	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	13	8	0	0	0	0	0	21	20	8	1	0	3	0	0	32	54			
0730-0745	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14	27	5	1	0	3	0	0	36	53			



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1515-1530	10	1	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0
1530-1545	7	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0
1545-1600	12	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	1
Hourly Total	41	3	0	0	0	0	0	0	44	2	0	0	0	0	0	0	0	0	2
1600-1615	11	0	0	0	0	0	0	0	11	2	1	0	0	0	0	0	0	0	3
1615-1630	12	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	1
1630-1645	7	2	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	1
1645-1700	12	0	0	0	0	0	1	1	14	1	0	0	0	0	0	0	0	0	1
Hourly Total	42	2	0	0	0	0	1	1	46	5	1	0	0	0	0	0	0	0	6
1700-1715	16	1	1	0	0	0	0	0	18	1	0	0	0	0	0	0	0	0	1
1715-1730	8	1	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	1
1730-1745	5	1	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	1
1745-1800	13	3	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0
Hourly Total	42	6	1	0	0	0	0	0	49	3	0	0	0	0	0	0	0	0	3
1800-1815	9	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0
1815-1830	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
1830-1845	10	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	1
1845-1900	8	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0
Hourly Total	34	0	0	0	0	0	0	0	34	1	0	0	0	0	0	0	0	0	1

5 Hour Totals (pm)	190	15	1	0	0	1	1	208
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Day Total	250	23	2	0	1	1	1	278
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13	1	0	0	0	0	0	0	14
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18	1	0	0	0	0	0	0	19
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493	69	4	3	3	2	0	574
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789	112	9	7	9	2	0	928
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1181	109	7	1	43	4	4	1349
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1648	175	15	1	72	6	8	1925
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2145

3150

	Arm C - Arm A						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
0700-0715	22	6	1	0	0	0	0
0715-0730	14	3	1	0	0	0	0
0730-0745	22	8	0	0	0	0	0
0745-0800	35	5	1	0	0	0	0
Hourly Total	93	22	3	0	0	0	0
0800-0815	51	9	0	0	0	1	0
0815-0830	72	4	0	0	0	0	0
0830-0845	36	4	1	0	0	0	0
0845-0900	33	5	0	0	0	0	0
Hourly Total	192	22	1	0	0	0	0
0900-0915	35	4	1	2	0	0	0
0915-0930	24	2	2	0	0	0	0
0930-0945	19	5	0	0	0	0	0
0945-1000	16	5	0	0	0	0	0
Hourly Total	94	16	3	2	0	0	0

	Arm C - Arm B						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
0700-0715	9	4	0	0	0	0	0
0715-0730	7	2	0	0	0	0	0
0730-0745	7	5	2	0	0	0	0
0745-0800	10	5	1	1	0	0	0
Hourly Total	33	16	3	1	0	0	0
0800-0815	22	5	0	0	0	0	0
0815-0830	36	2	2	0	0	0	0
0830-0845	27	3	2	1	2	0	0
0845-0900	37	11	0	1	1	0	0
Hourly Total	122	21	4	1	3	0	0
0900-0915	16	5	0	0	1	0	0
0915-0930	15	3	0	0	0	0	0
0930-0945	11	1	0	0	0	0	0
0945-1000	19	3	1	0	0	0	0
Hourly Total	61	12	1	0	1	0	0

	Arm C - Arm C						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
0700-0715	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0
0830-0845	1	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0

	Arm C - Arm D						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
0700-0715	14	5	0	1	0	0	0
0715-0730	7	3	0	0	0	0	0
0730-0745	10	4	1	0	1	0	0
0745-0800	23	6	0	0	1	0	0
Hourly Total	54	18	1	1	2	0	0
0800-0815	33	2	1	0	1	0	0
0815-0830	50	9	1	0	0	0	0
0830-0845	56	5	1	0	1	0	0
0845-0900	43	1	0	0	1	1	0
Hourly Total	182	17	3	0	3	1	0
0900-0915	28	2	2	0	0	0	0
0915-0930	25	5	2	0	0	0	0
0930-0945	23	3	0	0	1	0	0
0945-1000	19	1	1	0	0	0	0
Hourly Total	95	11	5	0	1	0	0

Arm Total
62
37
60
88
247
125
176
140
133
574
96
78
63
65
302

3 Hour Totals (am)	379	60	7	2	1	0	0	449
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216	49	8	2	4	0	0	279
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1	0	0	0	0	0	0	1
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331	46	9	1	6	1	0	394
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1123

1400-1415	37	3	0	0	0	0	1	0	41
1415-1430	35	5	1	0	0	0	1	0	42
1430-1445	38	7	0	0	0	1	0	0	46
1445-1500	29	4	1	0	0	0	0	0	34
Hourly Total	139	19	2	0	0	2	1	0	163
1500-1515	42	5	0	0	0	0	0	0	47
1515-1530	46	2	0	0	2	0	0	0	50
1530-1545	28	8	0	0	0	0	0	0	36
1545-1600	25	1	0	0	0	0	0	0	26
Hourly Total	141	16	0	0	2	0	0	0	159
1600-1615	26	3	4	0	0	0	0	0	33
1615-1630	36	4	0	0	0	0	0	0	40
1630-1645	38	2	1	0	0	1	1	0	44
1645-1700	41	9	1	0	0	0	0	0	51
Hourly Total	141	18	6	0	1	1	1	0	168
1700-1715	46	9	0	0	0	0	0	0	55
1715-1730	22	4	0	0	0	0	0	0	26
1730-1745	42	4	0	0	0	0	0	0	46
1745-1800	40	8	0	0	0	0	0	0	48
Hourly Total	150	25	0	0	0	0	0	0	175
1800-1815	26	3	1	0	0	0	0	0	30
1815-1830	32	2	0	0	0	2	0	0	36
1830-1845	32	3	1	0	0	0	0	0	36
1845-1900	39	2	0	0	0	0	0	0	41
Hourly Total	129	10	2	0	0	2	0	0	143

5 Hour Totals (pm)	700	88	10	0	3	5	2	808
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Day Total	1079	148	17	2	4	5	2	1257
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521	81	8	1	4	2	0	617
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737	130	16	3	8	2	0	896
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2	0	0	0	0	0	0	2
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3	0	0	0	0	0	0	3
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684	107	9	0	6	3	1	810
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1015	153	18	1	12	4	1	1204
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2237

3360

Arm D - Arm A

Arm D - Arm B

Arm D - Arm C

Arm D - Arm D



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0700-1000 & 1400-1900

Section 9									Section 10									Section 11									Section 12									Arm Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total					
0700-0715	5	0	1	0	0	0	0	6	8	5	0	0	0	0	0	13	13	6	0	0	0	0	0	19	0	0	0	0	0	0	0	38				
0715-0730	3	3	0	0	0	0	0	3	19	2	0	0	0	2	0	24	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	44				
0730-0745	4	3	0	0	0	0	0	7	25	6	0	0	0	1	0	32	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	61				
0745-0800	3	0	1	0	0	0	0	4	34	6	1	0	4	0	0	45	24	2	1	0	1	0	0	28	0	0	0	0	0	0	0	77				
Hourly Total	15	3	2	0	0	0	0	20	86	19	1	0	7	0	1	114	72	12	1	0	1	0	0	86	0	0	0	0	0	0	0	220				
0800-0815	9	1	0	0	0	0	0	10	18	5	0	0	3	0	0	26	25	5	0	0	0	0	0	30	0	0	0	0	0	0	0	66				
0815-0830	7	1	0	0	0	0	0	8	23	6	0	0	2	0	0	31	57	4	1	0	0	0	0	62	0	0	0	0	0	0	0	101				
0830-0845	4	1	0	0	1	0	0	6	32	2	2	0	1	0	0	37	49	2	0	0	0	0	0	51	0	0	1	0	0	0	0	95				
0845-0900	3	0	0	0	0	0	0	3	52	8	0	0	3	0	0	63	33	1	0	0	1	0	0	35	0	0	1	0	0	0	0	102				
Hourly Total	23	3	0	0	1	0	0	27	125	21	2	0	9	0	0	157	164	12	1	0	1	0	0	178	0	0	2	0	0	0	0	2	364			
0900-0915	10	3	1	0	0	0	0	14	53	8	0	0	3	1	1	66	23	4	1	0	0	0	0	28	2	0	0	0	0	0	0	2	110			
0915-0930	7	1	1	0	0	0	0	9	54	7	1	0	3	0	0	65	18	3	1	0	0	0	0	22	1	0	0	0	0	0	0	1	97			
0930-0945	8	0	0	0	0	0	0	8	55	6	1	0	2	0	0	64	22	6	0	0	0	0	0	28	0	0	0	0	0	0	0	0	100			
0945-1000	9	0	0	0	0	0	0	9	40	7	0	0	3	0	0	50	13	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	72			
Hourly Total	34	4	2	0	0	0	0	40	202	28	2	0	11	1	1	245	76	13	2	0	0	0	0	91	3	0	0	0	0	0	0	0	3	379		

3 Hour Totals (am)	72	10	4	0	1	0	0	87	413	68	5	0	27	1	2	516	312	37	4	0	2	0	0	0	0	355	3	0	2	0	0	0	0	5	963
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1400-1415	10	0	0	0	0	0	0	10	49	10	1	0	2	2	0	64	29	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	103
1415-1430	9	0	0	0	0	0	0	9	80	8	0	0	3	0	0	91	40	2	3	0	0	1	0	0	0	46	1	0	0	0	0	0	0	147
1430-1445	10	3	0	0	0	0	0	13	71	5	2	0	2	1	0	81	37	5	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	136
1445-1500	10	1	0	0	0	0	0	11	67	5	0	0	4	0	0	76	40	5	0	0	0	0	0	1	46	2	0	0	0	0	0	0	135	
Hourly Total	39	4	0	0	0	0	0	43	267	28	3	0	11	3	0	312	146	12	3	0	0	1	1	1	163	3	0	0	0	0	0	0	3	521
1500-1515	11	2	0	0	0	0	0	13	80	7	1	0	2	1	0	91	30	6	0	0	1	0	0	0	37	2	1	0	0	0	0	0	3	144
1515-1530	7	1	0	0	2	0	0	10	79	7	1	0	2	0	0	89	30	6	0	0	0	1	0	0	46	0	0	0	0	0	0	0	0	145
1530-1545	11	4	0	0	0	0	0	15	84	6	0	1	3	0	0	94	37	5	2	0	0	0	0	0	44	1	0	0	0	0	0	0	1	154
1545-1600	9	1	0	0	0	0	0	10	76	10	2	0	3	0	0	91	23	6	0	0	0	0	0	0	29	1	0	0	0	0	0	0	1	131
Hourly Total	38	8	0	0	2	0	0	48	319	30	4	1	10	1	0	365	126	26	2	0	1	1	1	0	156	4	1	0	0	0	0	0	5	574
1600-1615	10	2	0	1	0	0	0	13	77	9	1	0	5	0	0	92	33	7	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	145
1615-1630	14	1	0	0	0	0	0	15	76	7	0	0	2	0	0	85	33	6	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	139
1630-1645	8	1	0	0	0	0	0	9	79	8	2	0	2	1	0	92	38	10	1	0	0	0	0	0	49	0	0	0	0	0	0	0	0	150
1645-1700	9	2	0	0	0	0	0	11	93	11	0	0	4	0	0	108	29	3	0	0	0	1	0	0	33	0	0	0	0	0	0	0	0	152
Hourly Total	41	6	0	1	0	0	0	48	325	35	3	0	13	1	0	377	133	26	1	0	0	1	0	0	161	0	0	0	0	0	0	0	0	586
1700-1715	9	0	0	0	0	0	0	9	90	5	0	0	3	1	0	99	32	6	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	146
1715-1730	18	1	1	0	0	0	0	20	79	9	0	0	2	0	0	90	42	4	0	0	0	4	0	0	50	0	0	0	0	0	0	0	0	160
1730-1745	10	2	0	0	0	0	1	13	71	4	0	0	0	2	1	78	30	4	1	0	0	0	0	0	35	0	0	0	0	0	0	0	0	126
1745-1800	19	1	0	0	0	0	0	20	59	5	0	0	5	1	0	70	25	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	115
Hourly Total	56	4	1	0	0	0	1	62	299	23	0	0	10	4	1	337	129	14	1	0	0	4	0	0	148	0	0	0	0	0	0	0	0	547
1800-1815	14	0	0	0	0	0	0	14	67	6	0	0	2	3	0	78	18	3	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0	113
1815-1830	6	0	0	0	0	0	0	6	66	2	0	0	0	1	0	69	30	1	0	0	0	0	0	0	32	0	0	0	0	0	0	0	0	107
1830-1845	13	0	0	0	0	0	0	13	73	5	0	0	2	0	0	80	24	1	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	118
1845-1900	13	0	0	0	2	0	0	15	53	4	0	0	0	1	0	58	29	1	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	103
Hourly Total	46	0	0	0	2	0	0	48	259	17	0	0	4	5	0	285	101	6	0	0	0	0	0	1	108	0	0	0	0	0	0	0	0	441

5 Hour Totals (pm)	220	22	1	1	4	0	1	249	1469	133	10	1	48	14	1	1676	635	84	7	0	1	7	2	736	7	1	0	0	0	0	0	0	8	2669
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Day Total	292	32	5	1	5	0	1	336	1882	201	15	1	75	15	3	2192	947	121	11	0	3	7	2	1091	10	1	2	0	0	0	0	0	13	3632
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	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
0700-0715	23	9	1	0	1	0	0	34	26	7	1	0	4	1	0	39	45	15	1	1	0	0	0	0	62	26	11	1	0	0	0	0	38	173
0715-0730	20	8	1	0	1	0	0	30	33	17	1	0	3	0	0	54	28	8	1	0	0	0	0	0	37	37	4	0	0	2	0	1	44	165
0730-0745	45	10	1	0	1	0	1	58	41	8	1	0	3	0	0	53	39	17	3	0	1	0	0	0	60	49	11	0	0	1	0	0	61	232
0745-0800	41	11	0	0	1	0	0	53	53	13	1	1	3	0	1	72	68	16	2	1	1	0	0	0	88	61	8	3	0	5	0	0	77	290
Hourly Total	129	38	3	0	4	0	1	175	153	45	4	1	13	1	1	218	180	56	7	2	2	0	0	0	247	173	34	4	0	8	0	1	220	860
0800-0815	55	7	1	0	1	0	0	64	71	9	2	1	2	0	0	85	106	16	1	0	2	0	0	0	125	52	11	0	0	3	0	0	66	340
0815-0830	75	10	1	0	1	0	0	87	89	6	2	0	3	0	1	101	158	15	3	0	0	0	0	0	176	87	11	1	0	2	0	0	101	465
0830-0845	57	5	0	0	2	0	0	64	105	7	2	0	3	1	0	118	120	12	4	1	3	0	0	0	140	85	5	3	0	0	2	0	95	417
0845-0900	44	4	1	0	2	0	0	51	80	7	2	1	5	0	0	107	113	13	4	0	2	1	13	0	133	80	9	3	1	0	4	0	102	395
Hourly Total	231	28	3	0	6	0	0	268	354	30	8	2	14	1	2	411	497	60	8	1	7	1	0	0	574	312	36	5	0	11	0	0	364	1617
0900-0915	51	4	0	0	0	0	0	56	88	9	1	0	4	0	0	103	79	11	3	2	1	0	0	0	96	88	15	2	0	3	1	1	110	365
0915-0930	26	6	1	0	1	0	0	34	85	13	0	0	2	0	0	100	64	10	4	0	0	0	0	0	78	80	11	3	0	3	0	0	97	309
0930-0945	39	2	0	0	1	0	0	42	80	9	1	1	2	0	0	93	53	9	4	0	0	1	0	0	63	85	12	1	0	2	0	0	100	298
0945-1000	48	6	1	0	1	0	0	56	68	11	0	0	1	0	0	80	54	9	2	0	0	0	0	0	65	62	7	0	0	3	0	0	72	273
Hourly Total	164	18	2	0	4	0	0	188	321	42	2	1	9	0	1	376	250	39	9	2	2	0	0	0	302	315	45	6	0	11	1	1	379	1245



Severnside							
1545-1600	43	9	1	0	0	0	53
Hourly Total	179	22	1	0	3	1	206
1600-1615	68	7	1	0	1	0	77
1615-1630	54	7	0	0	0	0	61
1630-1645	60	13	0	1	0	0	74
1645-1700	61	11	0	0	2	1	75
Hourly Total	243	38	1	1	3	1	287
1700-1715	67	7	2	0	1	1	78
1715-1730	55	8	1	0	0	0	65
1730-1745	45	5	0	0	2	0	52
1745-1800	58	4	0	0	0	0	62
Hourly Total	225	24	3	0	3	1	257
1800-1815	47	3	1	0	1	0	52
1815-1830	40	4	0	0	0	1	45
1830-1845	46	1	1	0	0	0	48
1845-1900	43	5	0	0	0	0	48
Hourly Total	176	13	2	0	1	0	193

5 Hour Totals (pm)	1096	127	11	2	15	5	2	1258
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Day Total	1620	211	19	2	29	5	3	1889
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	Destination - Arm A						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
0700-0715	27	0	2	0	0	0	0
0715-0730	17	4	1	0	0	0	0
0730-0745	29	11	0	0	0	0	0
0745-0800	44	7	2	0	0	0	0
Hourly Total	117	29	5	0	0	0	0
0800-0815	68	10	0	0	1	0	0
0815-0830	84	5	0	0	1	0	0
0830-0845	48	5	1	0	1	0	0
0845-0900	43	5	1	0	0	0	0
Hourly Total	243	25	2	0	3	0	0
0900-0915	51	9	2	2	0	0	0
0915-0930	36	4	3	0	0	0	0
0930-0945	31	6	0	0	0	0	0
0945-1000	34	6	0	0	0	0	0
Hourly Total	152	25	5	2	0	0	0

3 Hour Totals (am)	512	79	12	2	3	0	0	608
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1400-1415	57	3	0	0	0	1	0	61
1415-1430	49	6	1	0	0	0	1	57
1430-1445	54	12	0	0	0	1	0	67
1445-1500	49	6	1	0	0	0	0	56
Hourly Total	209	27	2	0	0	2	1	241
1500-1515	65	8	0	0	0	0	0	73
1515-1530	63	4	0	0	4	0	0	71
1530-1545	46	13	0	0	0	0	0	59
1545-1600	46	2	0	0	0	0	0	48
Hourly Total	220	27	0	0	4	0	0	251
1600-1615	47	5	4	1	0	0	0	57
1615-1630	62	5	0	0	0	0	0	67
1630-1645	53	5	1	0	1	1	1	62
1645-1700	62	11	1	0	0	1	1	76
Hourly Total	224	26	6	1	1	2	2	262
1700-1715	71	10	1	0	0	0	0	82
1715-1730	48	6	1	0	0	0	0	55
1730-1745	57	7	0	0	0	0	1	65
1745-1800	72	12	0	0	0	0	0	84
Hourly Total	248	35	2	0	0	0	1	286
1800-1815	49	3	1	0	0	0	0	53
1815-1830	45	2	0	0	0	2	0	49
1830-1845	55	3	1	0	0	0	0	59
1845-1900	61	2	0	0	2	0	0	65
Hourly Total	210	10	2	0	2	2	0	226

5 Hour Totals (pm)	1111	125	12	1	7	6	4	1266
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Day Total	1623	204	24	3	10	6	4	1874
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94	6	0	0	2	0	1	102
95	37	4	1	9	3	1	134
85	9	1	0	5	0	0	100
80	12	0	0	1	0	0	93
90	14	0	0	3	0	0	107
113	8	0	1	2	1	1	126
368	43	1	1	11	1	1	426
105	8	1	1	4	0	0	119
103	7	0	0	1	0	0	111
87	11	0	0	1	0	0	99
101	8	1	0	2	0	0	112
396	34	2	1	8	0	0	441
81	4	0	0	2	1	0	88
68	11	0	0	1	0	0	80
85	3	0	0	1	1	1	91
74	5	0	0	2	0	1	82
308	23	0	0	6	2	2	341

1877	194	12	4	46	7	5	2145
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2705	311	26	8	82	9	9	3150
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	Destination - Arm B						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
20	10	0	0	0	0	0	0
27	4	0	0	2	0	1	34
39	11	2	0	1	0	0	53
50	12	2	1	4	0	0	69
136	37	4	1	7	0	1	186
47	11	0	0	3	0	0	61
67	8	2	0	2	0	0	79
68	5	4	1	4	0	0	82
98	20	0	0	4	0	0	122
280	44	6	1	13	0	0	344
82	14	0	0	4	1	1	102
74	11	2	0	3	0	0	88
72	7	1	0	2	0	0	82
70	10	1	0	3	0	0	84
298	42	4	0	12	1	1	358

714	123	14	2	32	1	2	888
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76	17	1	0	2	2	0	98
105	13	2	1	3	0	0	124
125	13	2	0	2	1	0	143
107	9	0	0	4	0	0	120
413	52	5	1	11	3	0	485
117	12	1	0	2	1	0	133
124	15	1	0	4	0	0	144
105	12	1	1	4	0	0	123
101	14	3	0	3	0	0	121
447	53	6	1	13	1	0	521
119	11	1	0	6	0	0	137
109	11	3	0	2	0	0	125
114	13	2	1	3	1	0	134
126	15	1	0	4	1	0	147
468	50	7	1	15	2	0	543
129	9	0	0	3	2	0	143
117	15	1	0	2	1	0	136
113	10	0	0	0	2	1	126
100	9	0	0	5	1	0	115
459	43	1	0	10	6	1	520
114	9	0	0	2	3	0	128
102	8	0	0	0	1	0	111
102	8	1	0	2	1	0	114
75	10	0	0	0	1	0	86
393	35	1	0	4	6	0	439

2180	233	20	3	53	18	1	2508
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2894	356	34	5	85	19	3	3396
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SS436 Merthyr
Thursday 01 July 2021
0700-1000 & 1400-1900

Site 9							
73	12	2	0	0	0	0	87
386	64	5	0	7	0	0	462
92	9	4	0	1	1	0	107
105	10	5	0	1	0	0	121
95	14	1	0	2	1	1	114
102	21	2	0	0	2	1	128
394	54	12	0	4	4	2	470
114	15	0	0	0	0	0	129
84	12	1	0	1	1	0	99
109	9	0	0	0	0	0	118
100	18	0	0	0	0	0	118
407	54	1	0	1	1	0	464
97	7	1	0	0	0	0	105
81	8	1	0	0	2	0	92
87	8	1	0	0	1	0	97
77	8	0	0	0	0	0	85
342	31	3	0	0	3	0	379

1907	276	27	1	13	10	3	2237
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2834	431	51	6	24	11	3	3360
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	Destination - Arm C						
	Car	LGV	OGV1	OGV2	PSV	MC	PC
47	15	1	0	3	0	0	0
44	18	1	0	1	0	0	0
65	15	1	0	0	0	1	82
85	15	1	1	1	0	0	103
241	63	4	1	5	0	1	315
99	16	2	1	0	0	0	118
162	14	3	0	0	0	0	179
126	10	2	0	1	0	0	139
89	9	1	1	4	0	0	104
476	49	8	2	5	0	0	540
82	8	2	0	0	0	0	92
58	10	1	0	0	0	0	69
68	9	0	1	0	0	0	78
55	8	1	0	0	0	0	64
263	35	4	1	0	0	0	303

980	147	16	4	10	0	1	1158
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85	9	2	0	0	1	0	97
110	13	3	0	1	2	0	129
138	15	0	1	2	1	0	157
124	14	1	0	2	1	1	143
457	51	6	1	5	5	1	526
97	10	0	0	1	0	0	108
91	20	0	0	0	1	0	112
93	12	3	0	0	1	0	109
73	14	0	0	0	0	0	87
354	56	3	0	1	2	0	416
104	15	2	0	0	0	0	121
106	19	0	0	0	0	0	125
106	26	1	0	0	1	0	133
106	15	0	1	2	0	0	125
422	75	3	1	2	1	0	504
102	15	1	1	0	0	0	119
112	12	0	0	0	4	1	129
86	9	1	0	0	0	0	96
85	7	1	0	0	0	0	93
385	43	3	1	0	4	1	437
65	8	1	0	0	0	0	74
64	7	0	0	0	0	2	73
73	3	0	0	0	0	0	76
74	6	0	0	0	0	0	80
276	24	1	0	0	0	2	303

1894	249	16	3	8	12	4	2186
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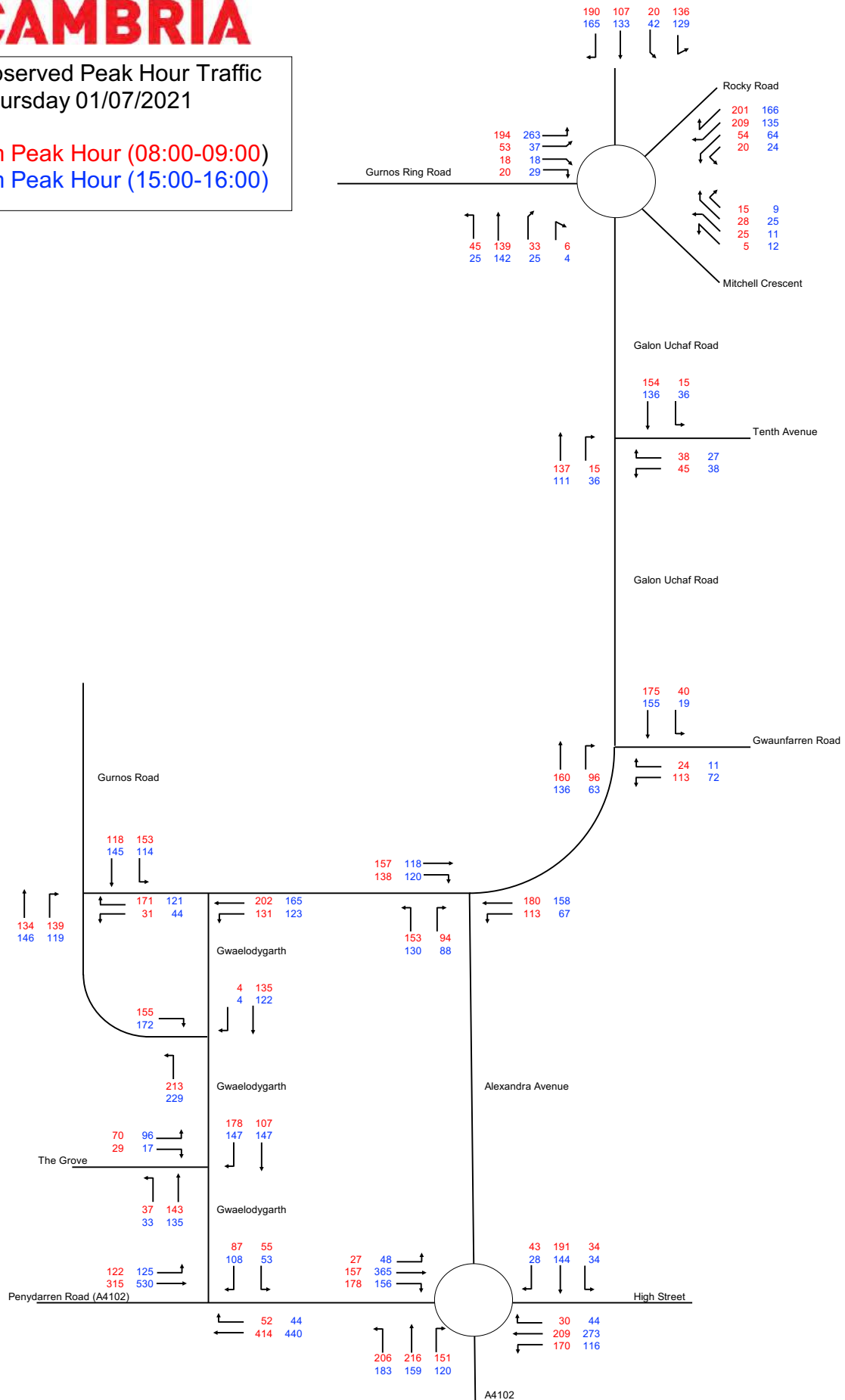
Appendix B: Observed Peak Hour Traffic

CAMBRIA

Observed Peak Hour Traffic
Thursday 01/07/2021

am Peak Hour (08:00-09:00)

pm Peak Hour (15:00-16:00)



Appendix C: TRICS Trip Rate Data – Secondary Schools

Calculation Reference: AUDIT-648801-210325-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	RC RHONDDA CYNON TAFF	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: Number of pupils
 Actual Range: 247 to 1000 (units:)
 Range Selected by User: 247 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/11/19

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	5 days
Tuesday	4 days
Wednesday	4 days
Friday	4 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone

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:

D1 17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	5 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	6 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:

0.5 or Less	2 days
0.6 to 1.0	7 days
1.1 to 1.5	8 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	2 days
No	15 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	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

- | | | | | |
|---|---|-------------------|-------------------------|---------------------|
| 1 | BR-04-B-01
ST FRANCIS ROAD
NEAR BRISTOL
KEYNSHAM
Edge of Town
Residential Zone
Total Number of pupils: 435
Survey date: MONDAY 21/09/15 | SECONDARY SCHOOL | BRISTOL CITY | Survey Type: MANUAL |
| 2 | DV-04-B-04
EARL RICHARD 'RD SOUTH
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 835
Survey date: TUESDAY 02/04/19 | SECONDARY ACADEMY | DEVON | Survey Type: MANUAL |
| 3 | GM-04-B-03
MATTHEW MOSS LANE
ROCHDALE
MARLAND
Edge of Town
Residential Zone
Total Number of pupils: 780
Survey date: FRIDAY 23/09/16 | SECONDARY SCHOOL | GREATER MANCHESTER | Survey Type: MANUAL |
| 4 | HC-04-B-08
MINSTEAD AVENUE
SOUTHAMPTON

Edge of Town
Residential Zone
Total Number of pupils: 565
Survey date: TUESDAY 24/11/15 | SECONDARY SCHOOL | HAMPSHIRE | Survey Type: MANUAL |
| 5 | LC-04-B-02
TODD LANE NORTH
LOSTOCK HALL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 560
Survey date: TUESDAY 06/11/18 | SECONDARY ACADEMY | LANCASHIRE | Survey Type: MANUAL |
| 6 | LN-04-B-02
RISEHOLME ROAD
LINCOLN
ERMINE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 852
Survey date: WEDNESDAY 04/10/17 | SECONDARY SCHOOL | LINCOLNSHIRE | Survey Type: MANUAL |
| 7 | NE-04-B-01
FOXHILLS ROAD
SCUNTHORPE

Edge of Town
Residential Zone
Total Number of pupils: 520
Survey date: MONDAY 19/05/14 | SECONDARY SCHOOL | NORTH EAST LINCOLNSHIRE | Survey Type: MANUAL |
| 8 | NF-04-B-01
SAINT CLEMENTS HILL
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 481
Survey date: FRIDAY 08/11/19 | SECONDARY ACADEMY | NORFOLK | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: FRIDAY	08/03/19	Survey Type: MANUAL
10	RC-04-B-01	SECONDARY SCHOOL	RHONDDA CYNON TAFF
	A470		
	NEAR PONTYPRIDD		
	CILFYNYDD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	1000	
	Survey date: WEDNESDAY	22/10/14	Survey Type: MANUAL
11	TV-04-B-01	SECONDARY SCHOOL	TEES VALLEY
	COAST ROAD		
	MARSKE-BY-THE-SEA		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	767	
	Survey date: WEDNESDAY	24/10/18	Survey Type: MANUAL
12	WK-04-B-01	SECONDARY SCHOOL	WARWICKSHIRE
	BANBURY ROAD		
	KINETON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	839	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
13	WL-04-B-01	SECONDARY SCHOOL	WILTSHIRE
	ST PAUL'S DRIVE		
	SWINDON		
	COVINGHAM		
	Edge of Town		
	No Sub Category		
	Total Number of pupils:	874	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
14	WM-04-B-04	SECONDARY SCHOOL	WEST MIDLANDS
	SHANNON ROAD		
	BIRMINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	247	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL
15	WM-04-B-05	SECONDARY SCHOOL	WEST MIDLANDS
	JEREMY ROAD		
	WOLVERHAMPTON		
	GOLDTHORN PARK		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
16	WM-04-B-06	SECONDARY SCHOOL	WEST MIDLANDS
	PARK ROAD WEST		
	STOURBRIDGE		
	WOLLASTON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	840	
	Survey date: TUESDAY	21/11/17	Survey Type: MANUAL
17	WY-04-B-03	SECONDARY SCHOOL	WEST YORKSHIRE
	WOODHOUSE CLIFF		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	350	
	Survey date: MONDAY	19/10/15	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 04 - EDUCATION/B - SECONDARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	17	679	0.059	17	679	0.017	17	679	0.076
08:00 - 09:00	17	679	0.155	17	679	0.115	17	679	0.270
09:00 - 10:00	17	679	0.018	17	679	0.016	17	679	0.034
10:00 - 11:00	17	679	0.013	17	679	0.012	17	679	0.025
11:00 - 12:00	17	679	0.013	17	679	0.013	17	679	0.026
12:00 - 13:00	17	679	0.014	17	679	0.015	17	679	0.029
13:00 - 14:00	17	679	0.016	17	679	0.016	17	679	0.032
14:00 - 15:00	17	679	0.050	17	679	0.040	17	679	0.090
15:00 - 16:00	17	679	0.053	17	679	0.101	17	679	0.154
16:00 - 17:00	17	679	0.036	17	679	0.065	17	679	0.101
17:00 - 18:00	17	679	0.024	17	679	0.030	17	679	0.054
18:00 - 19:00	15	668	0.025	15	668	0.023	15	668	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.476			0.463			0.939

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: 247 - 1000 (units:)
 Survey date range: 01/01/12 - 08/11/19
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix D: TRICS Trip Rate Data – Primary Schools

Calculation Reference: AUDIT-648801-210325-0343

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	2 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	CW CORNWALL	1 days
	DV DEVON	2 days
	SM SOMERSET	1 days
	WL WILTSHIRE	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	TW TYNE & WEAR	2 days
10	WALES	
	CF CARDIFF	1 days
	MT MERTHYR TYDFIL	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	EB CITY OF EDINBURGH	1 days
	FA FALKIRK	2 days
	FI FIFE	2 days
	SR STIRLING	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: Number of pupils
Actual Range: 79 to 657 (units:)
Range Selected by User: 79 to 657 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/11/19

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	10 days
Tuesday	11 days
Wednesday	11 days
Thursday	11 days
Friday	5 days

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

Selected survey types:

Manual count	48 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	16
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	17

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	32
Village	12
No Sub Category	4

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:

D1	48 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	9 days
5,001 to 10,000	9 days
10,001 to 15,000	6 days
15,001 to 20,000	10 days
20,001 to 25,000	5 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	2 days
50,001 to 75,000	6 days
75,001 to 100,000	9 days
100,001 to 125,000	2 days
125,001 to 250,000	10 days
250,001 to 500,000	13 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	18 days
1.1 to 1.5	29 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	1 days
Yes	6 days
No	41 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	48 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BR-04-A-01 SCHOOL CLOSE BRISTOL WHITCHURCH Edge of Town Residential Zone Total Number of pupils: Survey date: TUESDAY	208 22/09/15	BRISTOL CITY	Survey Type: MANUAL
2	BU-04-A-01 LOWER ROAD NEAR AYLESBURY STOKE MANDEVILLE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: Survey date: WEDNESDAY	208 01/10/14	BUCKINGHAMSHIRE	Survey Type: MANUAL
3	CA-04-A-01 LONGSANDS ROAD ST NEOTS Edge of Town No Sub Category Total Number of pupils: Survey date: THURSDAY	325 06/03/03	CAMBRIDGESHIRE	Survey Type: MANUAL
4	CF-04-A-01 AEL-Y-BRYN CARDIFF LLANEDEYRN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: FRIDAY	194 05/05/17	CARDIFF	Survey Type: MANUAL
5	CH-04-A-01 WESTON GROVE CHESTER UPTON Edge of Town Residential Zone Total Number of pupils: Survey date: MONDAY	219 17/11/14	CHESHIRE	Survey Type: MANUAL
6	CW-04-A-03 TREVERBYN RISE PENRYN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: THURSDAY	440 28/03/19	CORNWALL	Survey Type: MANUAL
7	DS-04-A-01 VICARAGE ROAD DERBY MICKLEOVER Edge of Town Residential Zone Total Number of pupils: Survey date: THURSDAY	387 25/06/15	DERBYSHIRE	Survey Type: MANUAL
8	DU-04-A-01 FALKLAND CRESCENT DUNDEE BROUGHTY FERRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: MONDAY	412 21/05/12	DUNDEE CITY	Survey Type: MANUAL
9	DV-04-A-03 ARDEN GROVE PLYMOUTH PENNYCROSS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: FRIDAY	230 08/07/05	DEVON	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	DV-04-A-04 CHURCH LANE CHERITON BISHOP	PRIMARY SCHOOL		DEVON
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	85		
	Survey date: WEDNESDAY	12/07/17		Survey Type: MANUAL
11	EB-04-A-01 MAGDALENE DRIVE EDINBURGH	PRIMARY SCHOOL		CITY OF EDINBURGH
	Edge of Town Residential Zone			
	Total Number of pupils:	214		
	Survey date: MONDAY	23/04/18		Survey Type: MANUAL
12	EX-04-A-01 THE STREET NEAR CHELMSFORD ROXWELL	PRIMARY SCHOOL		ESSEX
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	79		
	Survey date: TUESDAY	05/11/13		Survey Type: MANUAL
13	FA-04-A-02 NEW HALLGLEN ROAD NEAR FALKIRK HALLGLEN	PRIMARY SCHOOL		FALKIRK
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	304		
	Survey date: WEDNESDAY	25/04/07		Survey Type: MANUAL
14	FA-04-A-03 GLENDEVON DRIVE FALKIRK MADDISTON	PRIMARY SCHOOL		FALKIRK
	Edge of Town Residential Zone			
	Total Number of pupils:	452		
	Survey date: MONDAY	03/06/13		Survey Type: MANUAL
15	FI-04-A-01 NORTHBANK ROAD NEAR DUNFERMLINE CAIRNEYHILL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	285		
	Survey date: WEDNESDAY	27/05/15		Survey Type: MANUAL
16	FI-04-A-02 RINTOUL AVENUE NEAR DUNFERMLINE BLAIRHALL	PRIMARY SCHOOL		FIFE
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total Number of pupils:	159		
	Survey date: TUESDAY	22/03/16		Survey Type: MANUAL
17	GM-04-A-01 ROCH MILLS CRESCENT ROCHDALE	PRIMARY SCHOOL		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of pupils:	457		
	Survey date: TUESDAY	20/10/15		Survey Type: MANUAL
18	HC-04-A-04 AUSTEN AVENUE WINCHESTER	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone			
	Total Number of pupils:	231		
	Survey date: TUESDAY	20/11/07		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	HC-04-A-05 HAVANT ROAD HAYLING ISLAND	PRIMARY SCHOOL		HAMPSHIRE
	Edge of Town Residential Zone Total Number of pupils:		550	
	Survey date: MONDAY		30/11/15	Survey Type: MANUAL
20	LC-04-A-05 NEWTON STREET BLACKBURN	PRIMARY SCHOOL		LANCASHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of pupils:		472	
	Survey date: WEDNESDAY		28/09/16	Survey Type: MANUAL
21	LC-04-A-06 SEVERN ROAD BLACKPOOL SOUTH SHORE	PRIMARY SCHOOL		LANCASHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils:		449	
	Survey date: TUESDAY		27/09/16	Survey Type: MANUAL
22	LE-04-A-02 BEAUFORT WAY LEICESTER OADBY	PRIMARY SCHOOL		LEICESTERSHIRE
	Edge of Town Residential Zone Total Number of pupils:		380	
	Survey date: THURSDAY		30/10/14	Survey Type: MANUAL
23	LN-04-A-01 GONERBY HILL FOOT GRANTHAM	PRIMARY SCHOOL		LINCOLNSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils:		312	
	Survey date: WEDNESDAY		12/06/13	Survey Type: MANUAL
24	MS-04-A-01 DERWENT ROAD ST HELENS	RC PRIMARY SCHOOL		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		193	
	Survey date: THURSDAY		05/10/06	Survey Type: MANUAL
25	MS-04-A-02 BOOKER AVENUE LIVERPOOL ALVERTON	PRIMARY SCHOOL		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		264	
	Survey date: THURSDAY		13/06/13	Survey Type: MANUAL
26	MT-04-A-01 BRECON ROAD MERTHYR TYDFIL	PRIMARY SCHOOL		MERTHYR TYDFIL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		184	
	Survey date: FRIDAY		18/10/13	Survey Type: MANUAL
27	NE-04-A-01 SUNNINGDALE ROAD SCUNTHORPE	PRIMARY SCHOOL		NORTH EAST LINCOLNSHIRE
	Edge of Town Residential Zone Total Number of pupils:		147	
	Survey date: TUESDAY		20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

28	NR-04-A-01	PRIMARY SCH.		NORTHAMPTONSHIRE
	GRANGE ROAD			
	NORTHAMPTON			
	EASTFIELD PARK			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of pupils:	376		
	Survey date: WEDNESDAY	23/05/07		Survey Type: MANUAL
29	NR-04-A-02	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	DAYRELL ROAD			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	400		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
30	NR-04-A-03	PRIMARY SCHOOL		NORTHAMPTONSHIRE
	BOOTH LANE NORTH			
	NORTHAMPTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	400		
	Survey date: THURSDAY	24/03/16		Survey Type: MANUAL
31	NT-04-A-01	PRIMARY SCHOOL		NOTTINGHAMSHIRE
	SCHOOL LANE			
	NEAR MANSFIELD			
	CUCKNEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	150		
	Survey date: MONDAY	19/06/06		Survey Type: MANUAL
32	NY-04-A-01	PRIMARY SCHOOL		NORTH YORKSHIRE
	GRANGE AVENUE			
	TADCASTER			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	161		
	Survey date: TUESDAY	10/05/05		Survey Type: MANUAL
33	NY-04-A-03	PRIMARY SCHOOL		NORTH YORKSHIRE
	DAVISON STREET			
	NR. SALT BURN-BY-THE-SEA			
	LINGDALE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	134		
	Survey date: TUESDAY	11/09/07		Survey Type: MANUAL
34	SC-04-A-01	PRIMARY SCHOOL		SURREY
	SCHOOL LANE			
	NEAR WOKING			
	PIRBRIGHT			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of pupils:	414		
	Survey date: THURSDAY	22/11/12		Survey Type: MANUAL
35	SF-04-A-01	PRIMARY SCHOOL		SUFFOLK
	BELL LANE			
	IPSWICH			
	KESGRAVE			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	531		
	Survey date: FRIDAY	10/10/03		Survey Type: MANUAL
36	SF-04-A-02	PRIMARY SCHOOL		SUFFOLK
	SIDEGATE LANE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	657		
	Survey date: WEDNESDAY	21/05/08		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

37	SF-04-A-03	PRIMARY SCHOOL	SUFFOLK
	ENSTONE ROAD		
	LOWESTOFT		
	KIRKLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of pupils:	234	
	Survey date: WEDNESDAY	10/12/14	Survey Type: MANUAL
38	SM-04-A-01	PRIMARY SCHOOL	SOMERSET
	BRIDGWATER ROAD		
	NEAR TAUNTON		
	BATHPOOL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	407	
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL
39	SR-04-A-01	PRIMARY SCHOOL	STIRLING
	PULLAR AVENUE		
	STIRLING		
	BRIDGE OF ALLAN		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	386	
	Survey date: MONDAY	16/06/14	Survey Type: MANUAL
40	TW-04-A-01	PRIMARY SCHOOL	TYNE & WEAR
	GLYNWOOD GARDENS		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	260	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
41	TW-04-A-02	PRIMARY SCHOOL	TYNE & WEAR
	KELLS LANE		
	GATESHEAD		
	LOW FELL		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Number of pupils:	416	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
42	WL-04-A-01	PRIMARY SCHOOL	WILTSHIRE
	CASTLE VIEW ROAD		
	NEAR SWINDON		
	CHISELDON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	178	
	Survey date: TUESDAY	20/09/16	Survey Type: MANUAL
43	WL-04-A-02	C OF E PRIMARY ACADEMY	WILTSHIRE
	HIGH STREET		
	ROWDE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	199	
	Survey date: WEDNESDAY	03/04/19	Survey Type: MANUAL
44	WM-04-A-01	PREP. SCHOOL	WEST MIDLANDS
	SOMERSET ROAD		
	BIRMINGHAM		
	HARBORNE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of pupils:	410	
	Survey date: THURSDAY	02/11/00	Survey Type: MANUAL
45	WM-04-A-02	PRIMARY SCHOOL	WEST MIDLANDS
	HAZEL ROAD		
	BIRMINGHAM		
	RUBERY		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	234	
	Survey date: TUESDAY	10/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

46	WO-04-A-01	PRIMARY SCHOOL		WORCESTERSHIRE
	ST PETERS CHURCH LANE			
	DROITWICH SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	447		
	Survey date: MONDAY	13/06/05		Survey Type: MANUAL
47	WY-04-A-01	PRIMARY SCHOOL		WEST YORKSHIRE
	SHAKESPEARE AVENUE			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	370		
	Survey date: THURSDAY	19/09/13		Survey Type: MANUAL
48	WY-04-A-02	PRIMARY SCHOOL		WEST YORKSHIRE
	TOWN STREET			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	621		
	Survey date: MONDAY	19/10/15		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 04 - EDUCATION/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	48	317	0.044	48	317	0.016	48	317	0.060
08:00 - 09:00	48	317	0.299	48	317	0.220	48	317	0.519
09:00 - 10:00	48	317	0.033	48	317	0.055	48	317	0.088
10:00 - 11:00	48	317	0.014	48	317	0.013	48	317	0.027
11:00 - 12:00	48	317	0.025	48	317	0.019	48	317	0.044
12:00 - 13:00	48	317	0.025	48	317	0.031	48	317	0.056
13:00 - 14:00	48	317	0.018	48	317	0.023	48	317	0.041
14:00 - 15:00	48	317	0.063	48	317	0.020	48	317	0.083
15:00 - 16:00	48	317	0.173	48	317	0.233	48	317	0.406
16:00 - 17:00	48	317	0.045	48	317	0.081	48	317	0.126
17:00 - 18:00	47	320	0.019	47	320	0.033	47	320	0.052
18:00 - 19:00	40	316	0.013	40	316	0.016	40	316	0.029
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.784			0.795			1.579

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: 79 - 657 (units:)
 Survey date range: 01/01/00 - 25/11/19
 Number of weekdays (Monday-Friday): 48
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Appendix E: Not Used

Appendix F: Not Used

Appendix H: Junction Capacity Analysis

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: software@trl.co.uk Web: www.trlsoftware.co.uk
The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	Y:\..\Tenth Ave\Tenth Ave.vpi
Date Run	27 July 2021
Time Run	1:07:50 PM
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Galon Uchaf Rd (N)	100
Arm B	Tenth Ave	100
Arm C	Galon Uchaf Rd (S)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Galon Uchaf Road / Tenth Avenue
Location	-
Date	27 July 2021
Enumerator	Administrator [ALUNREES41AF]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

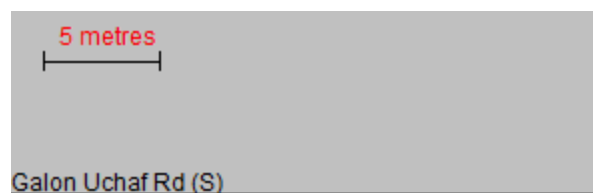
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.50
Minor Road Visibility To Right (m)	30
Minor Road Visibility To Left (m)	30
Major Road Right Turn Visibility (m)	0
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	476.922	0.083	0.210	0.132	0.300
B-C	610.644	0.090	0.226	-	-
C-B	573.963	0.213	0.213	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	14:45-16:15	90	15

ODTAB Turning Counts

Demand Set: Existing AM

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	15.0	154.0
Arm B	38.0	0.0	45.0
Arm C	137.0	15.0	0.0

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	36.0	136.0
Arm B	27.0	0.0	38.0
Arm C	111.0	36.0	0.0

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	15.0	210.0
Arm B	38.0	0.0	45.0
Arm C	178.0	15.0	0.0

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	36.0	168.0
Arm B	27.0	0.0	38.0
Arm C	155.0	36.0	0.0

ODTAB Synthesised Flows**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	2.112	08:30	3.169	09:00	2.112
Arm B	08:00	1.038	08:30	1.556	09:00	1.038
Arm C	08:00	1.900	08:30	2.850	09:00	1.900

Heavy Vehicles Percentages**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

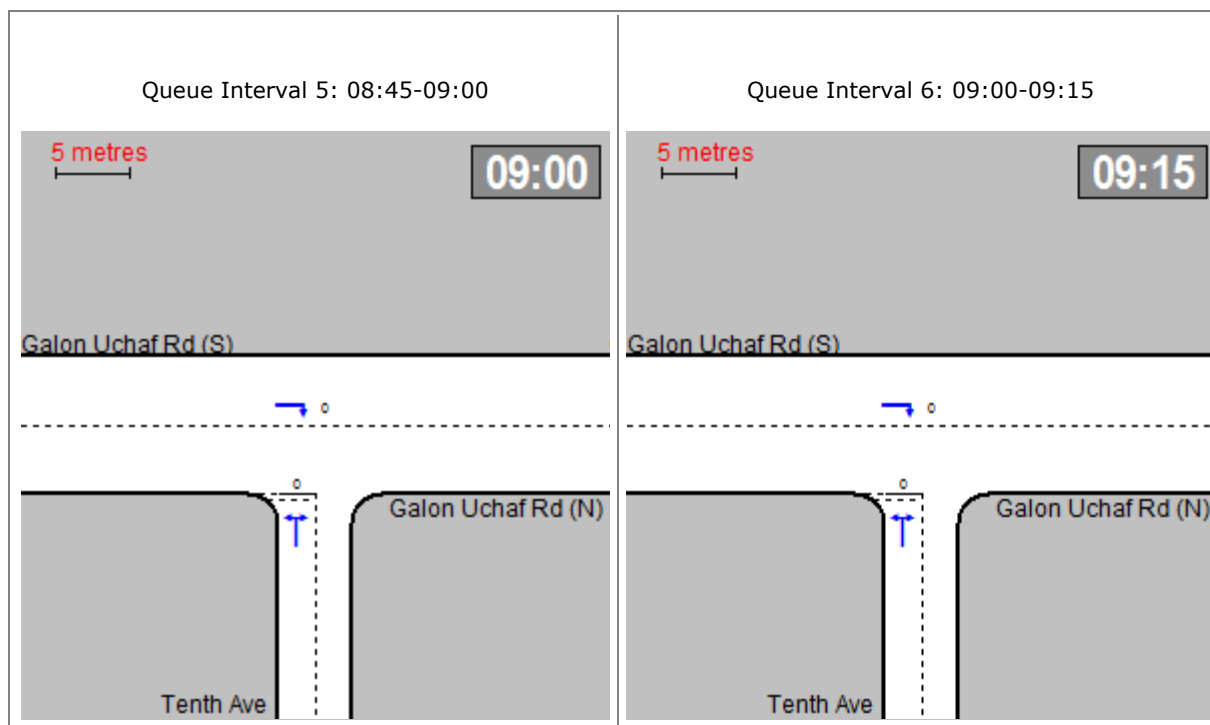
Queue Diagrams

Demand Set: Existing AM

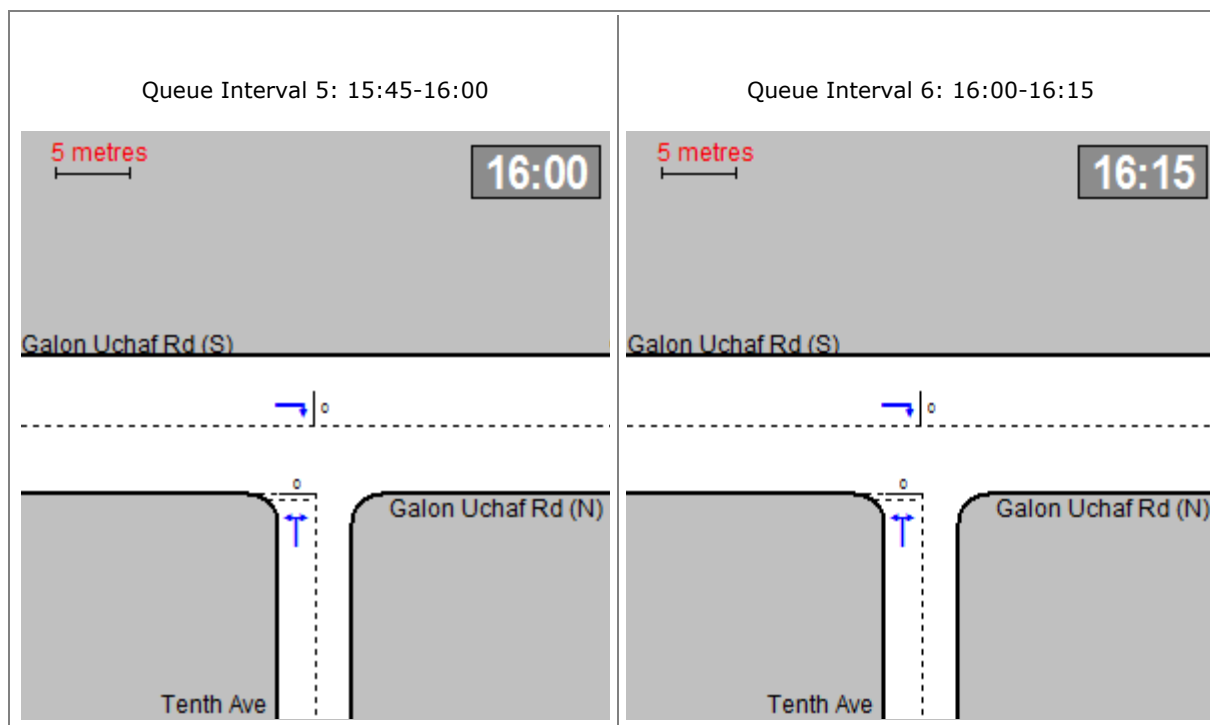
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View Extent: 40m

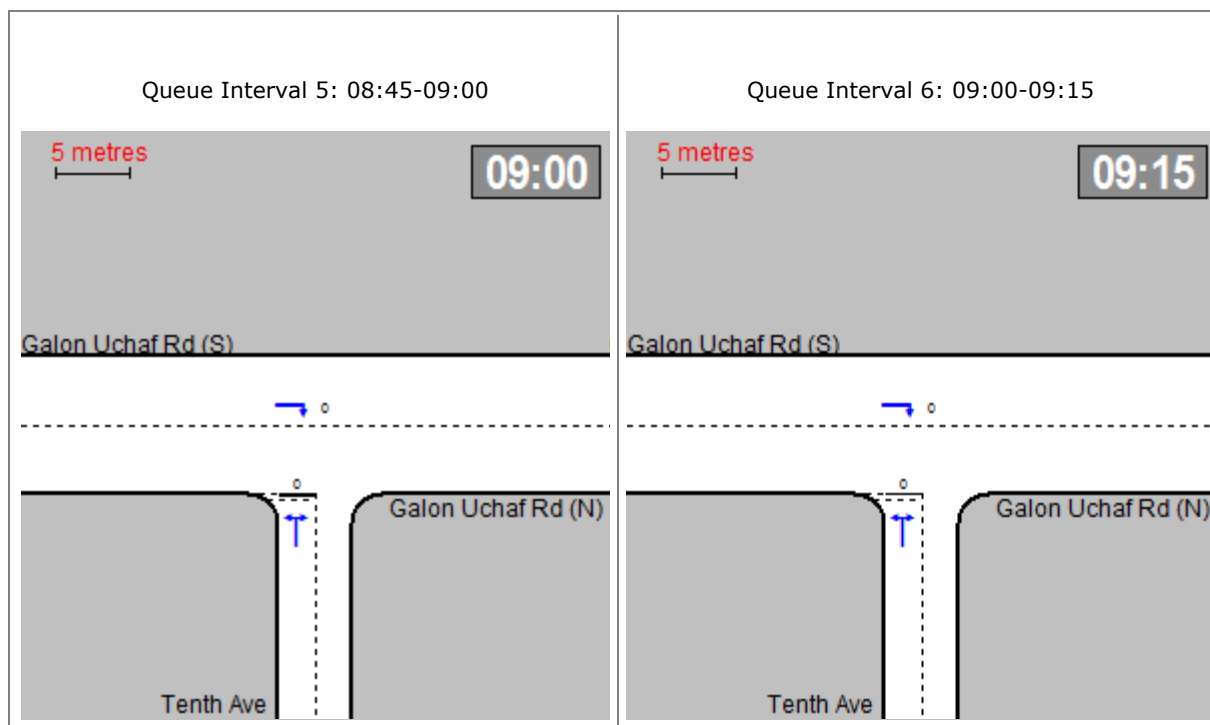




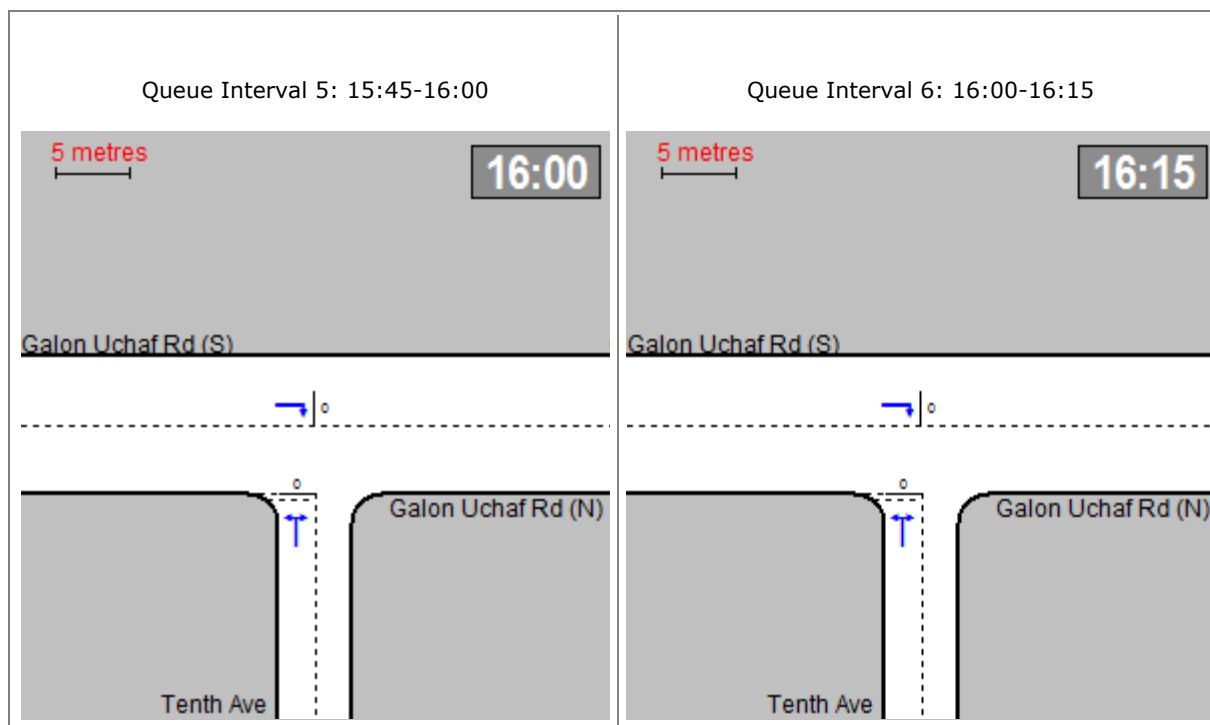
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Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15**View Extent:** 40m



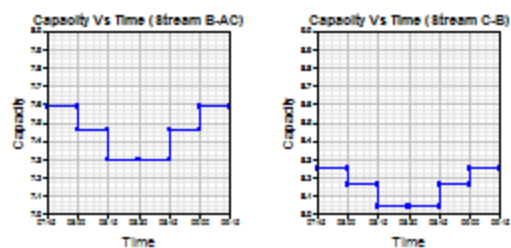
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Capacity Graph

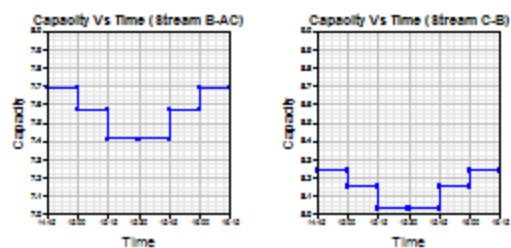
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Modelling Period: 07:45-09:15



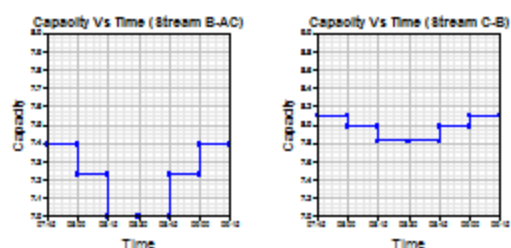
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Modelling Period: 14:45-16:15



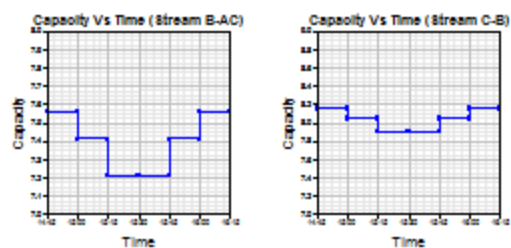
Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15



Demand Set: Existing + Development PM

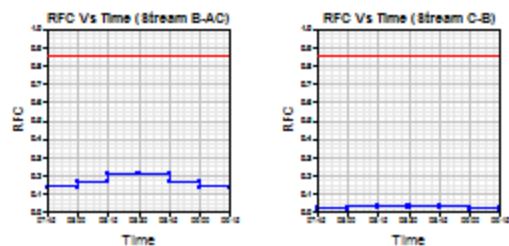
Modelling Period: 14:45-16:15



RFC Graph

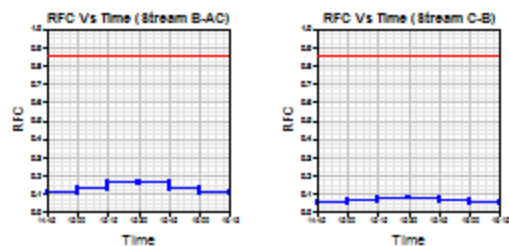
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Modelling Period: 07:45-09:15



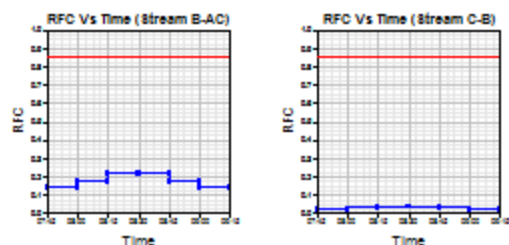
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Modelling Period: 14:45-16:15



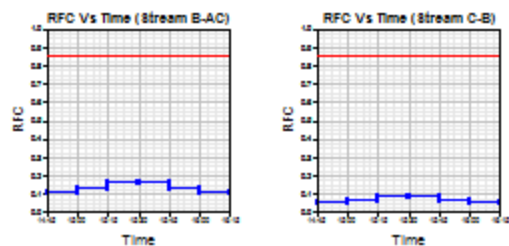
Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15



Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15



Queues & Delays

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	1.04	7.59	0.137	-	0.00	0.16	-	2.3	0.15
	C-A	1.72	-	-	-	-	-	-	-	-
	C-B	0.19	8.25	0.023	-	0.00	0.02	-	0.3	0.12
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	1.93	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	1.24	7.46	0.167	-	0.16	0.20	-	2.9	0.16
	C-A	2.05	-	-	-	-	-	-	-	-
	C-B	0.22	8.16	0.028	-	0.02	0.03	-	0.4	0.13
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	2.31	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	1.52	7.30	0.209	-	0.20	0.26	-	3.8	0.17
	C-A	2.51	-	-	-	-	-	-	-	-
	C-B	0.28	8.04	0.034	-	0.03	0.04	-	0.5	0.13
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	2.83	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	1.52	7.30	0.209	-	0.26	0.26	-	3.9	0.17
	C-A	2.51	-	-	-	-	-	-	-	-
	C-B	0.28	8.04	0.034	-	0.04	0.04	-	0.5	0.13
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	2.83	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	1.24	7.46	0.167	-	0.26	0.20	-	3.1	0.16
	C-A	2.05	-	-	-	-	-	-	-	-
	C-B	0.22	8.16	0.028	-	0.04	0.03	-	0.4	0.13
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	2.31	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	1.04	7.59	0.137	-	0.20	0.16	-	2.5	0.15
	C-A	1.72	-	-	-	-	-	-	-	-
	C-B	0.19	8.25	0.023	-	0.03	0.02	-	0.4	0.12
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	1.93	-	-	-	-	-	-	-	-

Demand Set: Existing PM

Modelling Period: 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	0.82	7.69	0.106	-	0.00	0.12	-	1.7	0.15
	C-A	1.39	-	-	-	-	-	-	-	-
	C-B	0.45	8.24	0.055	-	0.00	0.06	-	0.8	0.13
	A-B	0.45	-	-	-	-	-	-	-	-
	A-C	1.71	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	0.97	7.57	0.129	-	0.12	0.15	-	2.1	0.15
	C-A	1.66	-	-	-	-	-	-	-	-
	C-B	0.54	8.15	0.066	-	0.06	0.07	-	1.0	0.13
	A-B	0.54	-	-	-	-	-	-	-	-
	A-C	2.04	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	1.19	7.41	0.161	-	0.15	0.19	-	2.8	0.16
	C-A	2.04	-	-	-	-	-	-	-	-
	C-B	0.66	8.03	0.082	-	0.07	0.09	-	1.3	0.14
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	2.50	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	1.19	7.41	0.161	-	0.19	0.19	-	2.9	0.16
	C-A	2.04	-	-	-	-	-	-	-	-
	C-B	0.66	8.03	0.082	-	0.09	0.09	-	1.3	0.14
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	2.50	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	0.97	7.57	0.129	-	0.19	0.15	-	2.3	0.15
	C-A	1.66	-	-	-	-	-	-	-	-
	C-B	0.54	8.15	0.066	-	0.09	0.07	-	1.1	0.13
	A-B	0.54	-	-	-	-	-	-	-	-
	A-C	2.04	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	0.82	7.69	0.106	-	0.15	0.12	-	1.8	0.15
	C-A	1.39	-	-	-	-	-	-	-	-
	C-B	0.45	8.24	0.055	-	0.07	0.06	-	0.9	0.13
	A-B	0.45	-	-	-	-	-	-	-	-
	A-C	1.71	-	-	-	-	-	-	-	-

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	1.04	7.39	0.141	-	0.00	0.16	-	2.3	0.16
	C-A	2.23	-	-	-	-	-	-	-	-
	C-B	0.19	8.10	0.023	-	0.00	0.02	-	0.3	0.13
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	2.63	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	1.24	7.23	0.172	-	0.16	0.21	-	3.0	0.17
	C-A	2.67	-	-	-	-	-	-	-	-
	C-B	0.22	7.98	0.028	-	0.02	0.03	-	0.4	0.13
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	3.15	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	1.52	7.00	0.217	-	0.21	0.27	-	4.0	0.18
	C-A	3.27	-	-	-	-	-	-	-	-
	C-B	0.28	7.82	0.035	-	0.03	0.04	-	0.5	0.13
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	3.85	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	1.52	7.00	0.217	-	0.27	0.28	-	4.1	0.18
	C-A	3.27	-	-	-	-	-	-	-	-
	C-B	0.28	7.82	0.035	-	0.04	0.04	-	0.5	0.13
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	3.85	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	1.24	7.23	0.172	-	0.28	0.21	-	3.3	0.17
	C-A	2.67	-	-	-	-	-	-	-	-
	C-B	0.22	7.98	0.028	-	0.04	0.03	-	0.4	0.13
	A-B	0.22	-	-	-	-	-	-	-	-
	A-C	3.15	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	1.04	7.39	0.141	-	0.21	0.17	-	2.6	0.16
	C-A	2.23	-	-	-	-	-	-	-	-
	C-B	0.19	8.10	0.023	-	0.03	0.02	-	0.4	0.13
	A-B	0.19	-	-	-	-	-	-	-	-
	A-C	2.63	-	-	-	-	-	-	-	-

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	0.82	7.56	0.108	-	0.00	0.12	-	1.7	0.15
	C-A	1.94	-	-	-	-	-	-	-	-
	C-B	0.45	8.15	0.055	-	0.00	0.06	-	0.8	0.13
	A-B	0.45	-	-	-	-	-	-	-	-
	A-C	2.11	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	0.97	7.41	0.131	-	0.12	0.15	-	2.2	0.16
	C-A	2.32	-	-	-	-	-	-	-	-
	C-B	0.54	8.05	0.067	-	0.06	0.07	-	1.0	0.13
	A-B	0.54	-	-	-	-	-	-	-	-
	A-C	2.52	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	1.19	7.21	0.165	-	0.15	0.20	-	2.9	0.17
	C-A	2.84	-	-	-	-	-	-	-	-
	C-B	0.66	7.90	0.084	-	0.07	0.09	-	1.3	0.14
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	3.08	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	1.19	7.21	0.165	-	0.20	0.20	-	2.9	0.17
	C-A	2.84	-	-	-	-	-	-	-	-
	C-B	0.66	7.90	0.084	-	0.09	0.09	-	1.4	0.14
	A-B	0.66	-	-	-	-	-	-	-	-
	A-C	3.08	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	0.97	7.41	0.131	-	0.20	0.15	-	2.4	0.16
	C-A	2.32	-	-	-	-	-	-	-	-
	C-B	0.54	8.05	0.067	-	0.09	0.07	-	1.1	0.13
	A-B	0.54	-	-	-	-	-	-	-	-
	A-C	2.52	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	0.82	7.56	0.108	-	0.15	0.12	-	1.9	0.15
	C-A	1.94	-	-	-	-	-	-	-	-
	C-B	0.45	8.15	0.055	-	0.07	0.06	-	0.9	0.13
	A-B	0.45	-	-	-	-	-	-	-	-
	A-C	2.11	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	114.2	76.2	18.5	0.2	18.5	0.2
C-A	188.6	125.7	-	-	-	-
C-B	20.6	13.8	2.6	0.1	2.6	0.1
A-B	20.6	13.8	-	-	-	-
A-C	212.0	141.3	-	-	-	-
All	556.1	370.7	21.1	0.0	21.1	0.0

Demand Set: Existing PM

Modelling Period: 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	89.5	59.6	13.6	0.2	13.6	0.2
C-A	152.8	101.9	-	-	-	-
C-B	49.6	33.0	6.5	0.1	6.5	0.1
A-B	49.6	33.0	-	-	-	-
A-C	187.2	124.8	-	-	-	-
All	528.5	352.4	20.1	0.0	20.1	0.0

Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	114.2	76.2	19.2	0.2	19.2	0.2
C-A	245.0	163.3	-	-	-	-
C-B	20.6	13.8	2.7	0.1	2.7	0.1
A-B	20.6	13.8	-	-	-	-
A-C	289.0	192.7	-	-	-	-
All	689.6	459.7	21.9	0.0	21.9	0.0

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	89.5	59.6	14.0	0.2	14.0	0.2
C-A	213.3	142.2	-	-	-	-
C-B	49.6	33.0	6.6	0.1	6.6	0.1
A-B	49.6	33.0	-	-	-	-
A-C	231.2	154.2	-	-	-	-
All	633.2	422.1	20.5	0.0	20.5	0.0

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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Run Analysis

Parameter	Values
File Run	Y:\..\Gwaunfarren GU Rd 3a4\Gwaun GU Rd 3a4.vpi
Date Run	16 November 2021
Time Run	2:55:17 PM
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Galon Uchaf Rd (N)	100
Arm B	Gwaunfarren Road	100
Arm C	Galon Uchaf Rd (S)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Galon Uchaf Road / Gwaunfarren Rd
Location	-
Date	21 July 2027
Enumerator	Administrator [ALUNREES41AF]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

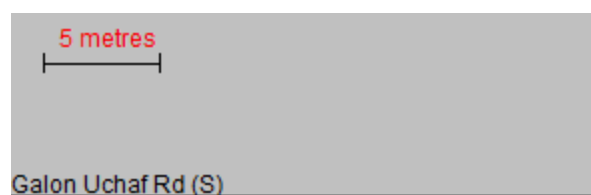
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.00
Minor Road Visibility To Right (m)	30
Minor Road Visibility To Left (m)	30
Major Road Right Turn Visibility (m)	0
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	502.054	0.087	0.221	0.139	0.316
B-C	642.823	0.094	0.238	-	-
C-B	573.963	0.213	0.213	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	14:45-16:15	90	15

ODTAB Turning Counts

Demand Set: Existing AM

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	40.0	175.0
Arm B	24.0	0.0	113.0
Arm C	160.0	96.0	0.0

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	19.0	155.0
Arm B	11.0	0.0	72.0
Arm C	136.0	63.0	0.0

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	63.0	262.0
Arm B	41.0	0.0	130.0
Arm C	279.0	119.0	0.0

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	27.0	248.0
Arm B	26.0	0.0	87.0
Arm C	204.0	71.0	0.0

ODTAB Synthesised Flows**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	2.688	08:30	4.031	09:00	2.688
Arm B	08:00	1.712	08:30	2.569	09:00	1.712
Arm C	08:00	3.200	08:30	4.800	09:00	3.200

Heavy Vehicles Percentages**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing PM

Modelling Period: 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

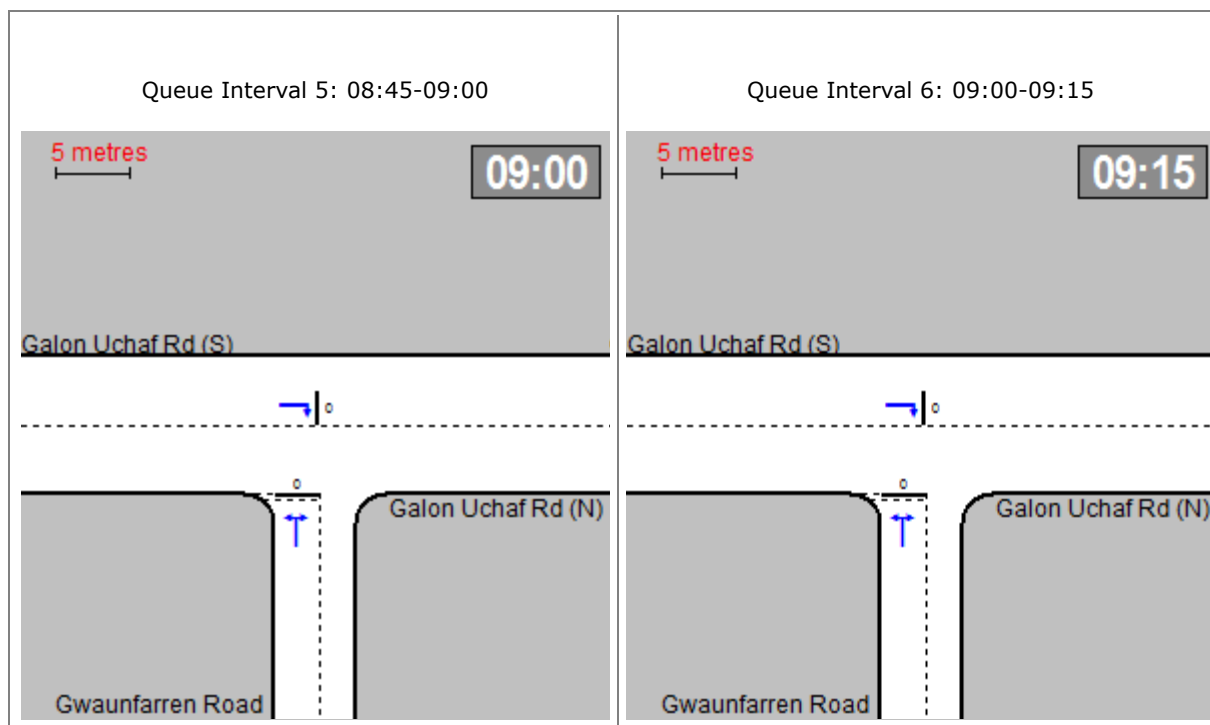
Queue Diagrams

Demand Set: Existing AM

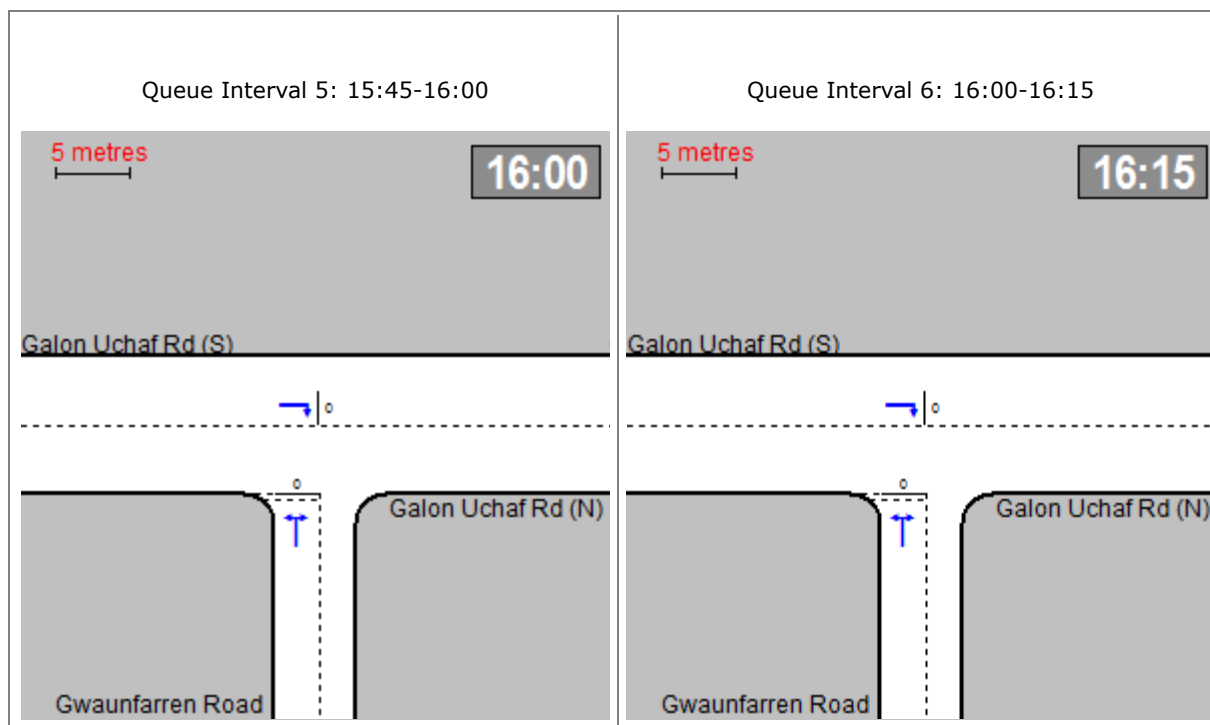
Modelling Period: 07:45-09:15

View Extent: 40m

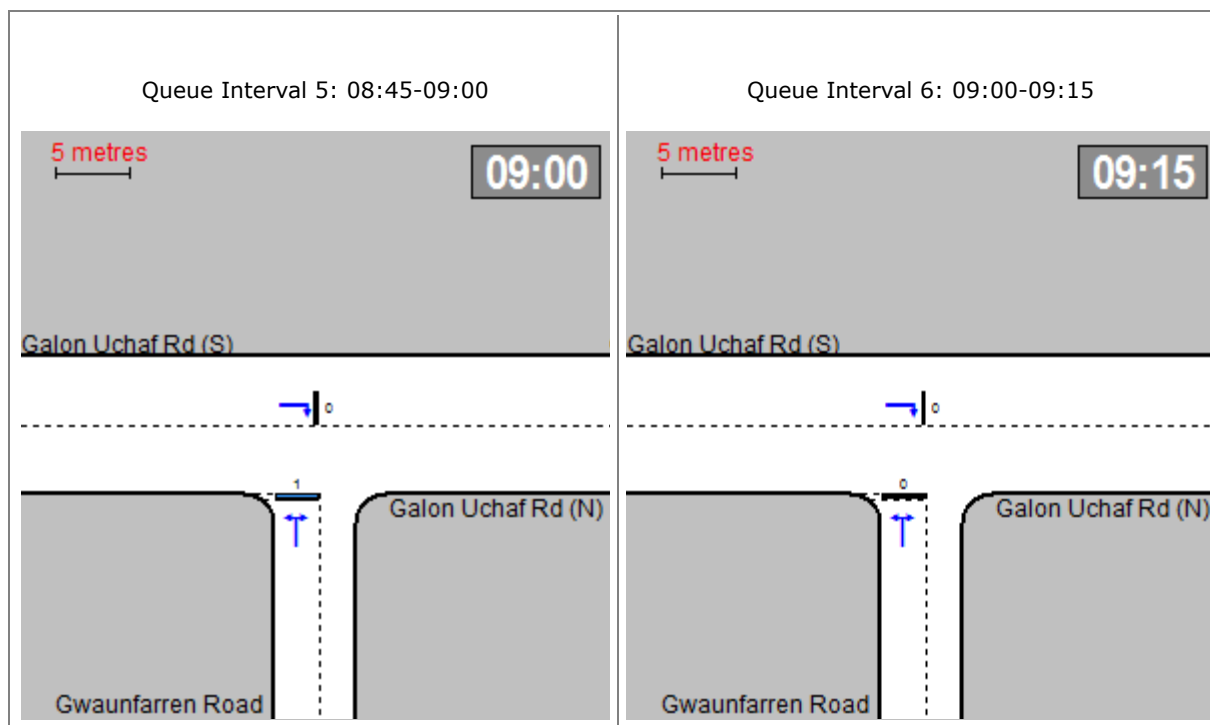




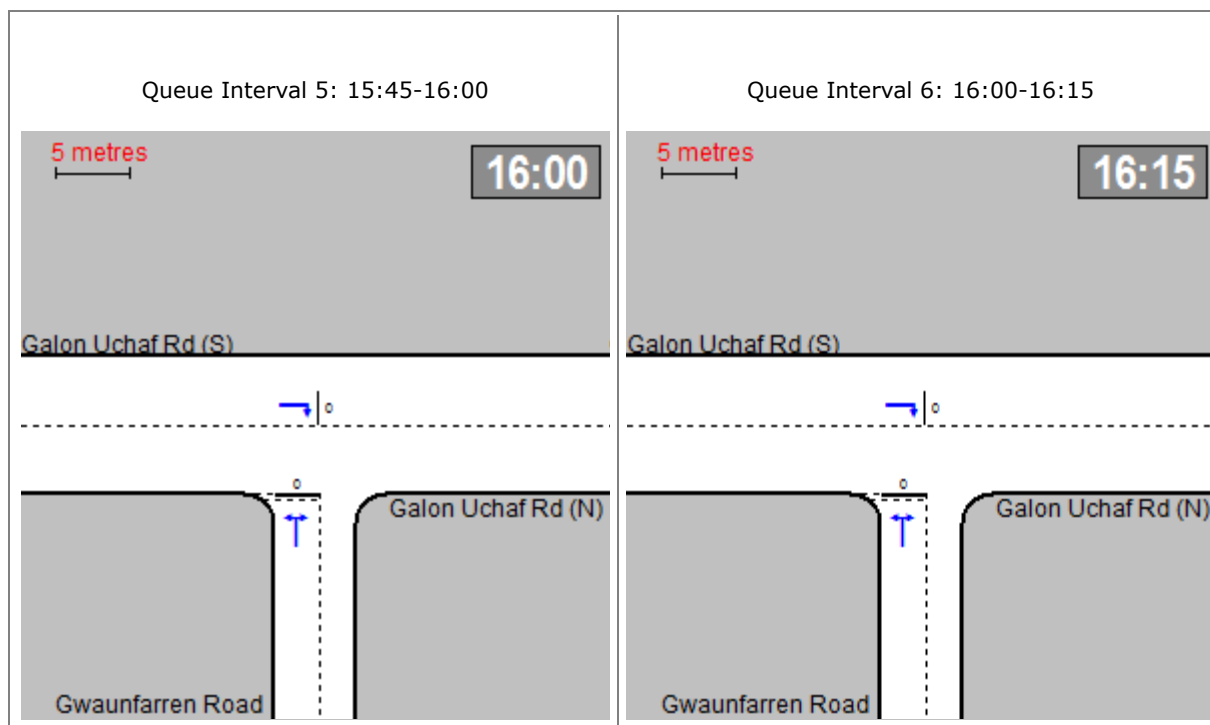
Demand Set: Existing PM**Modelling Period:** 14:45-16:15**View Extent:** 40m



Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15**View Extent:** 40m



Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15**View Extent:** 40m



Queues & Delays

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	1.72	8.53	0.202	-	0.00	0.25	-	3.6	0.15
	C-A	2.01	-	-	-	-	-	-	-	-
	C-B	1.20	8.12	0.148	-	0.00	0.17	-	2.5	0.14
	A-B	0.50	-	-	-	-	-	-	-	-
	A-C	2.20	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	2.05	8.38	0.245	-	0.25	0.32	-	4.7	0.16
	C-A	2.40	-	-	-	-	-	-	-	-
	C-B	1.44	8.01	0.180	-	0.17	0.22	-	3.2	0.15
	A-B	0.60	-	-	-	-	-	-	-	-
	A-C	2.62	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	2.51	8.16	0.308	-	0.32	0.44	-	6.4	0.18
	C-A	2.94	-	-	-	-	-	-	-	-
	C-B	1.76	7.86	0.224	-	0.22	0.29	-	4.2	0.16
	A-B	0.73	-	-	-	-	-	-	-	-
	A-C	3.21	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	2.51	8.16	0.308	-	0.44	0.44	-	6.6	0.18
	C-A	2.94	-	-	-	-	-	-	-	-
	C-B	1.76	7.86	0.224	-	0.29	0.29	-	4.3	0.16
	A-B	0.73	-	-	-	-	-	-	-	-
	A-C	3.21	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	2.05	8.38	0.245	-	0.44	0.33	-	5.1	0.16
	C-A	2.40	-	-	-	-	-	-	-	-
	C-B	1.44	8.01	0.180	-	0.29	0.22	-	3.4	0.15
	A-B	0.60	-	-	-	-	-	-	-	-
	A-C	2.62	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	1.72	8.53	0.202	-	0.33	0.26	-	3.9	0.15
	C-A	2.01	-	-	-	-	-	-	-	-
	C-B	1.20	8.12	0.148	-	0.22	0.18	-	2.7	0.14
	A-B	0.50	-	-	-	-	-	-	-	-
	A-C	2.20	-	-	-	-	-	-	-	-

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	1.04	8.80	0.118	-	0.00	0.13	-	1.9	0.13
	C-A	1.71	-	-	-	-	-	-	-	-
	C-B	0.79	8.23	0.096	-	0.00	0.11	-	1.5	0.13
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	1.94	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	1.24	8.68	0.143	-	0.13	0.17	-	2.4	0.13
	C-A	2.04	-	-	-	-	-	-	-	-
	C-B	0.94	8.14	0.116	-	0.11	0.13	-	1.9	0.14
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	2.32	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	1.52	8.52	0.179	-	0.17	0.22	-	3.1	0.14
	C-A	2.50	-	-	-	-	-	-	-	-
	C-B	1.16	8.02	0.144	-	0.13	0.17	-	2.4	0.15
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	2.84	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	1.52	8.52	0.179	-	0.22	0.22	-	3.2	0.14
	C-A	2.50	-	-	-	-	-	-	-	-
	C-B	1.16	8.02	0.144	-	0.17	0.17	-	2.5	0.15
	A-B	0.35	-	-	-	-	-	-	-	-
	A-C	2.84	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	1.24	8.68	0.143	-	0.22	0.17	-	2.6	0.13
	C-A	2.04	-	-	-	-	-	-	-	-
	C-B	0.94	8.14	0.116	-	0.17	0.13	-	2.0	0.14
	A-B	0.28	-	-	-	-	-	-	-	-
	A-C	2.32	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	1.04	8.80	0.118	-	0.17	0.14	-	2.1	0.13
	C-A	1.71	-	-	-	-	-	-	-	-
	C-B	0.79	8.23	0.096	-	0.13	0.11	-	1.6	0.13
	A-B	0.24	-	-	-	-	-	-	-	-
	A-C	1.94	-	-	-	-	-	-	-	-

Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	2.15	7.90	0.272	-	0.00	0.37	-	5.2	0.17
	C-A	3.50	-	-	-	-	-	-	-	-
	C-B	1.49	7.83	0.191	-	0.00	0.23	-	3.3	0.16
	A-B	0.79	-	-	-	-	-	-	-	-
	A-C	3.29	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	2.56	7.65	0.335	-	0.37	0.49	-	7.2	0.20
	C-A	4.18	-	-	-	-	-	-	-	-
	C-B	1.78	7.66	0.233	-	0.23	0.30	-	4.4	0.17
	A-B	0.94	-	-	-	-	-	-	-	-
	A-C	3.93	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	3.14	7.29	0.431	-	0.49	0.74	-	10.5	0.24
	C-A	5.12	-	-	-	-	-	-	-	-
	C-B	2.18	7.43	0.294	-	0.30	0.41	-	5.9	0.19
	A-B	1.16	-	-	-	-	-	-	-	-
	A-C	4.81	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	3.14	7.29	0.431	-	0.74	0.75	-	11.1	0.24
	C-A	5.12	-	-	-	-	-	-	-	-
	C-B	2.18	7.43	0.294	-	0.41	0.41	-	6.2	0.19
	A-B	1.16	-	-	-	-	-	-	-	-
	A-C	4.81	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	2.56	7.65	0.335	-	0.75	0.51	-	8.0	0.20
	C-A	4.18	-	-	-	-	-	-	-	-
	C-B	1.78	7.66	0.233	-	0.41	0.31	-	4.8	0.17
	A-B	0.94	-	-	-	-	-	-	-	-
	A-C	3.93	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	2.15	7.90	0.272	-	0.51	0.38	-	5.9	0.17
	C-A	3.50	-	-	-	-	-	-	-	-
	C-B	1.49	7.83	0.191	-	0.31	0.24	-	3.7	0.16
	A-B	0.79	-	-	-	-	-	-	-	-
	A-C	3.29	-	-	-	-	-	-	-	-

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	1.42	8.15	0.174	-	0.00	0.21	-	3.0	0.15
	C-A	2.56	-	-	-	-	-	-	-	-
	C-B	0.89	7.96	0.112	-	0.00	0.12	-	1.8	0.14
	A-B	0.34	-	-	-	-	-	-	-	-
	A-C	3.11	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	1.69	7.95	0.213	-	0.21	0.27	-	3.9	0.16
	C-A	3.06	-	-	-	-	-	-	-	-
	C-B	1.06	7.82	0.136	-	0.12	0.16	-	2.3	0.15
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	3.72	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	2.07	7.67	0.270	-	0.27	0.36	-	5.3	0.18
	C-A	3.74	-	-	-	-	-	-	-	-
	C-B	1.30	7.62	0.171	-	0.16	0.20	-	3.0	0.16
	A-B	0.50	-	-	-	-	-	-	-	-
	A-C	4.55	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	2.07	7.67	0.270	-	0.36	0.37	-	5.5	0.18
	C-A	3.74	-	-	-	-	-	-	-	-
	C-B	1.30	7.62	0.171	-	0.20	0.20	-	3.1	0.16
	A-B	0.50	-	-	-	-	-	-	-	-
	A-C	4.55	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	1.69	7.95	0.213	-	0.37	0.27	-	4.2	0.16
	C-A	3.06	-	-	-	-	-	-	-	-
	C-B	1.06	7.82	0.136	-	0.20	0.16	-	2.5	0.15
	A-B	0.40	-	-	-	-	-	-	-	-
	A-C	3.72	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	1.42	8.15	0.174	-	0.27	0.21	-	3.3	0.15
	C-A	2.56	-	-	-	-	-	-	-	-
	C-B	0.89	7.96	0.112	-	0.16	0.13	-	2.0	0.14
	A-B	0.34	-	-	-	-	-	-	-	-
	A-C	3.11	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	188.6	125.7	30.2	0.2	30.2	0.2
C-A	220.2	146.8	-	-	-	-
C-B	132.1	88.1	20.2	0.2	20.2	0.2
A-B	55.1	36.7	-	-	-	-
A-C	240.9	160.6	-	-	-	-
All	836.9	557.9	50.5	0.1	50.5	0.1

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	114.2	76.2	15.4	0.1	15.4	0.1
C-A	187.2	124.8	-	-	-	-
C-B	86.7	57.8	12.1	0.1	12.1	0.1
A-B	26.2	17.4	-	-	-	-
A-C	213.3	142.2	-	-	-	-
All	627.7	418.4	27.5	0.0	27.5	0.0

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	235.4	156.9	48.0	0.2	48.0	0.2
C-A	384.0	256.0	-	-	-	-
C-B	163.8	109.2	28.3	0.2	28.3	0.2
A-B	86.7	57.8	-	-	-	-
A-C	360.6	240.4	-	-	-	-
All	1230.5	820.4	76.2	0.1	76.2	0.1

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	155.5	103.7	25.2	0.2	25.2	0.2
C-A	280.8	187.2	-	-	-	-
C-B	97.7	65.2	14.5	0.1	14.5	0.1
A-B	37.2	24.8	-	-	-	-
A-C	341.4	227.6	-	-	-	-
All	912.6	608.4	39.7	0.0	39.7	0.0

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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Run Analysis

Parameter	Values
File Run	Y:\..\Alexandra\Alexandra.vpi
Date Run	27 July 2021
Time Run	1:24:54 PM
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Gwaunfarren Road (N)	100
Arm B	Alexandra Ave	100
Arm C	Gwaunfarren Road (S)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Gwaunfarren Rd / Alexandra Ave
Location	-
Date	27 July 2021
Enumerator	Administrator [ALUNREES41AF]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

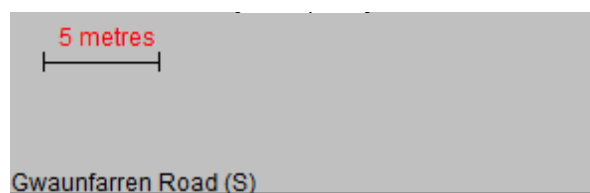
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.00
Minor Road Visibility To Right (m)	30
Minor Road Visibility To Left (m)	30
Major Road Right Turn Visibility (m)	0
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	502.054	0.087	0.221	0.139	0.316
B-C	642.823	0.094	0.238	-	-
C-B	573.963	0.213	0.213	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	14:45-16:15	90	15

ODTAB Turning Counts

Demand Set: Existing AM

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	113.0	180.0
Arm B	94.0	0.0	153.0
Arm C	157.0	138.0	0.0

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	67.0	158.0
Arm B	88.0	0.0	130.0
Arm C	118.0	120.0	0.0

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	161.0	219.0
Arm B	160.0	0.0	153.0
Arm C	210.0	138.0	0.0

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	118.0	200.0
Arm B	126.0	0.0	130.0
Arm C	148.0	120.0	0.0

ODTAB Synthesised Flows**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	3.662	08:30	5.494	09:00	3.662
Arm B	08:00	3.088	08:30	4.631	09:00	3.088
Arm C	08:00	3.688	08:30	5.531	09:00	3.688

Heavy Vehicles Percentages**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

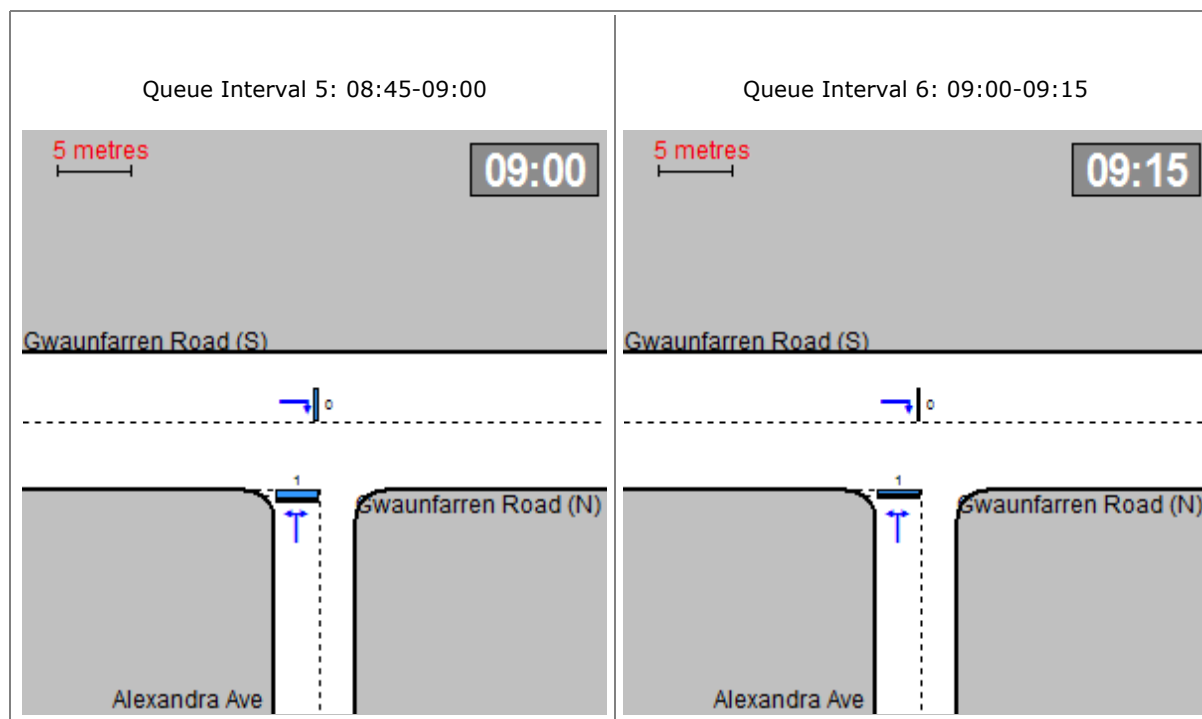
Queue Diagrams

Demand Set: Existing AM

Modelling Period: 07:45-09:15

View Extent: 40m



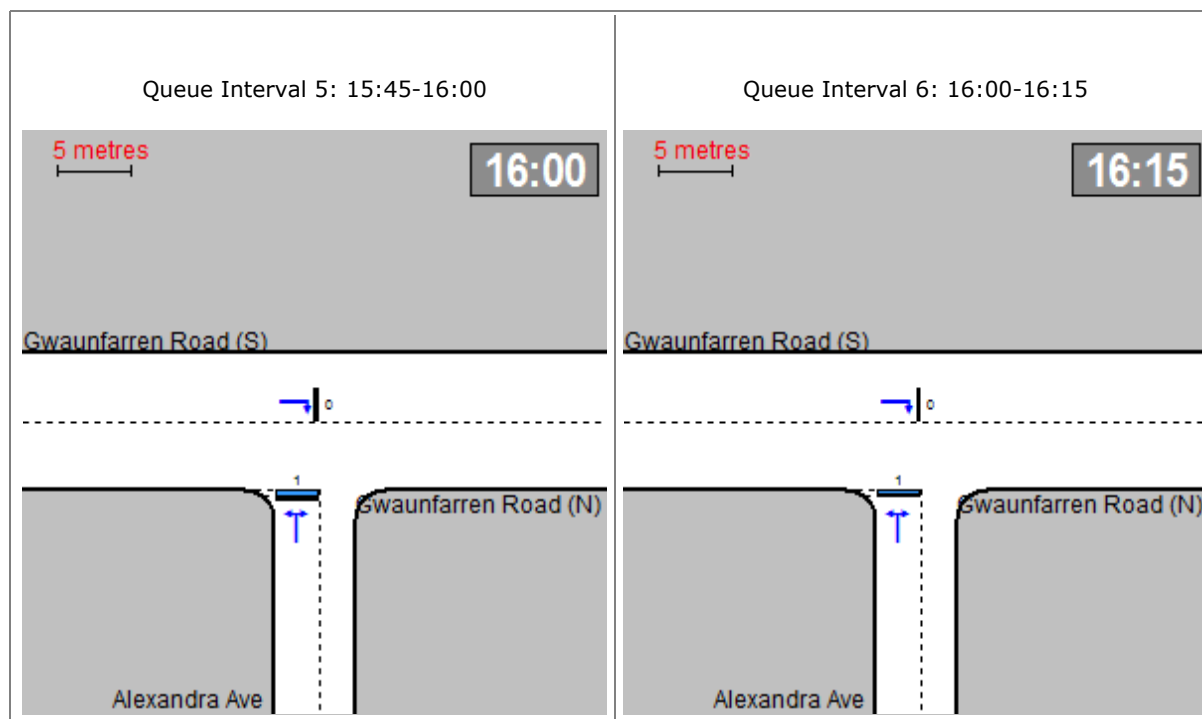


Demand Set: Existing PM

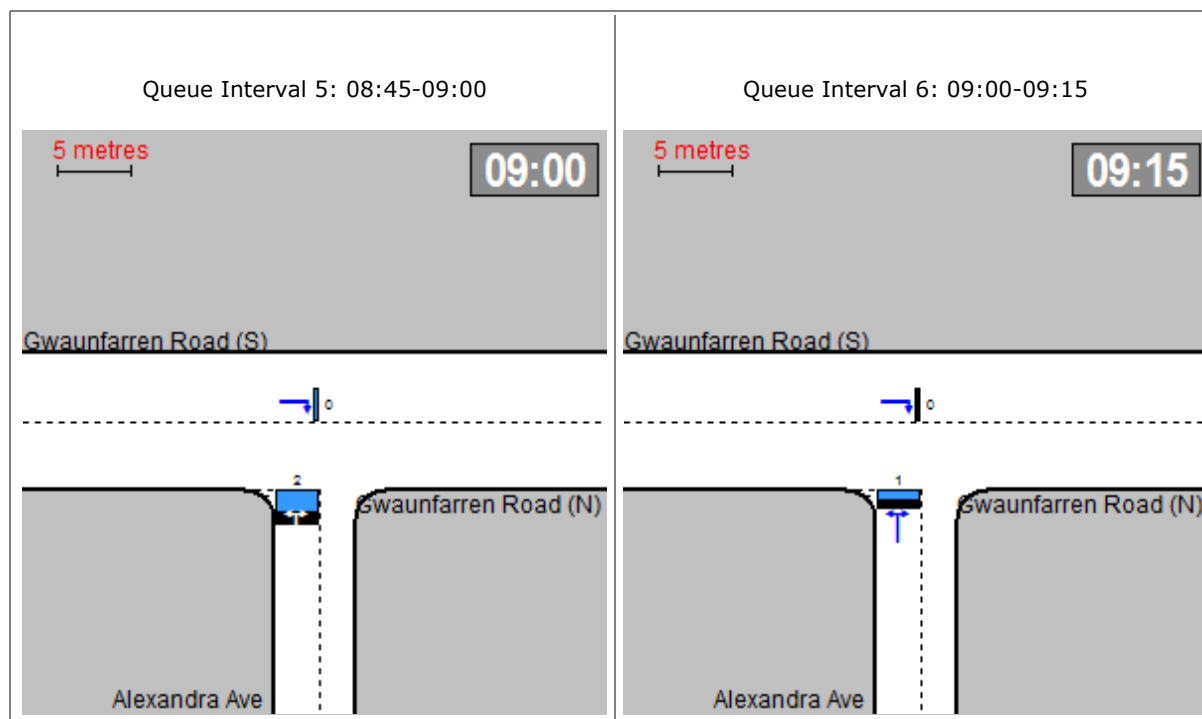
Modelling Period: 14:45-16:15

View Extent: 40m

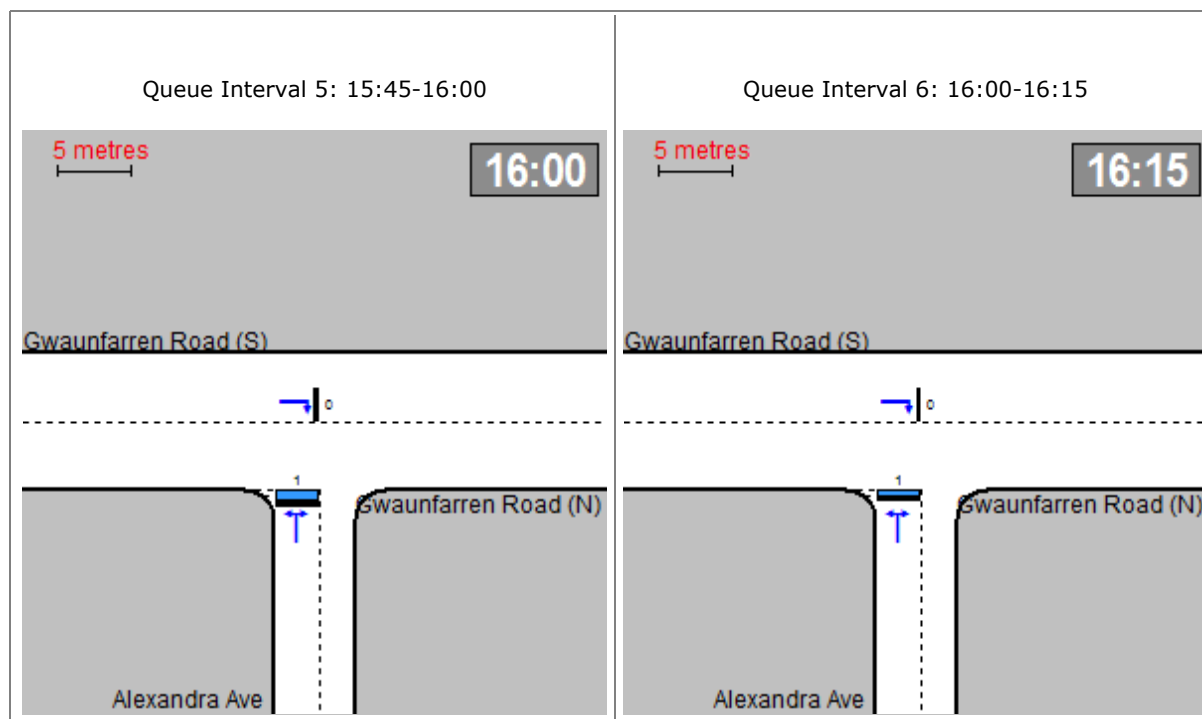




Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15**View Extent:** 40m



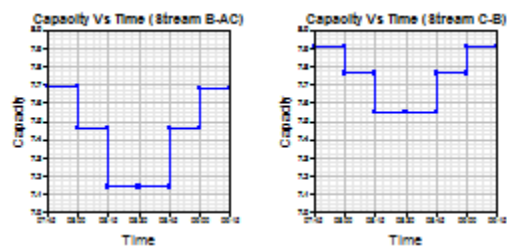
Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15**View Extent:** 40m



Capacity Graph

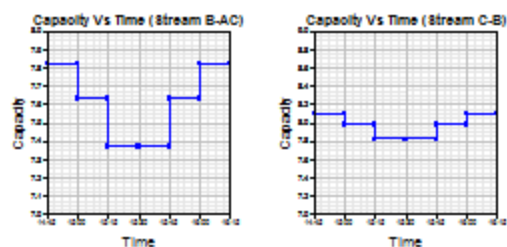
Demand Set: Existing AM

Modelling Period: 07:45-09:15



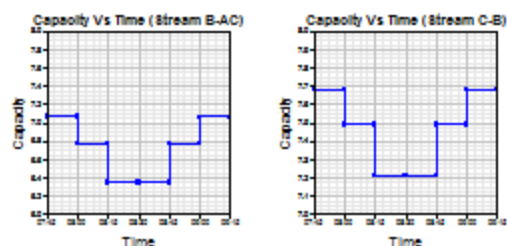
Demand Set: Existing PM

Modelling Period: 14:45-16:15



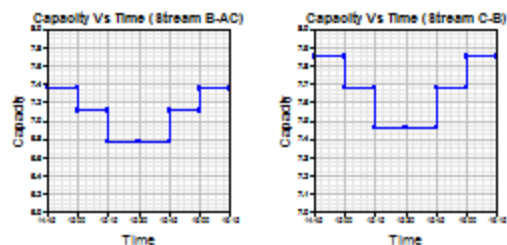
Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15



Demand Set: Existing + Development PM

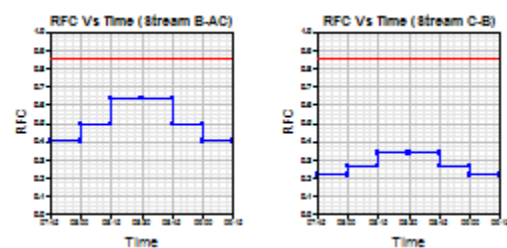
Modelling Period: 14:45-16:15



RFC Graph

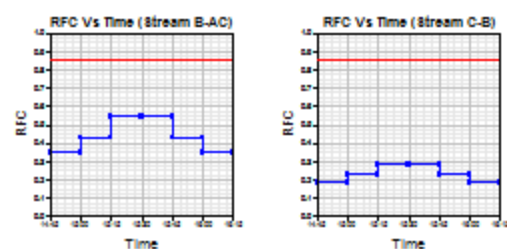
Demand Set: Existing AM

Modelling Period: 07:45-09:15



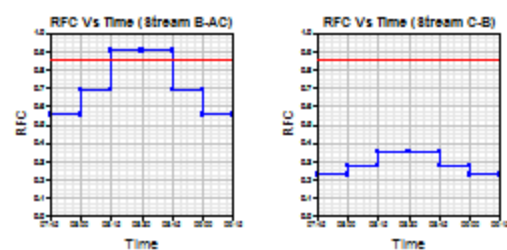
Demand Set: Existing PM

Modelling Period: 14:45-16:15



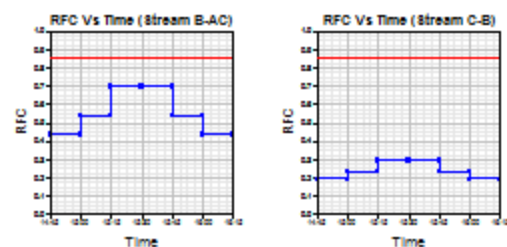
Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15



Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15



Queues & Delays

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	3.10	7.69	0.403	-	0.00	0.66	-	9.3	0.21
	C-A	1.97	-	-	-	-	-	-	-	-
	C-B	1.73	7.91	0.219	-	0.00	0.28	-	4.0	0.16
	A-B	1.42	-	-	-	-	-	-	-	-
	A-C	2.26	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	3.70	7.46	0.496	-	0.66	0.95	-	13.6	0.26
	C-A	2.35	-	-	-	-	-	-	-	-
	C-B	2.07	7.76	0.266	-	0.28	0.36	-	5.2	0.18
	A-B	1.69	-	-	-	-	-	-	-	-
	A-C	2.70	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	4.53	7.14	0.635	-	0.95	1.64	-	22.5	0.37
	C-A	2.88	-	-	-	-	-	-	-	-
	C-B	2.53	7.55	0.335	-	0.36	0.49	-	7.2	0.20
	A-B	2.07	-	-	-	-	-	-	-	-
	A-C	3.30	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	4.53	7.14	0.635	-	1.64	1.68	-	25.0	0.38
	C-A	2.88	-	-	-	-	-	-	-	-
	C-B	2.53	7.55	0.335	-	0.49	0.50	-	7.5	0.20
	A-B	2.07	-	-	-	-	-	-	-	-
	A-C	3.30	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	3.70	7.46	0.496	-	1.68	1.02	-	16.3	0.27
	C-A	2.35	-	-	-	-	-	-	-	-
	C-B	2.07	7.76	0.266	-	0.50	0.37	-	5.7	0.18
	A-B	1.69	-	-	-	-	-	-	-	-
	A-C	2.70	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	3.10	7.68	0.403	-	1.02	0.69	-	10.9	0.22
	C-A	1.97	-	-	-	-	-	-	-	-
	C-B	1.73	7.91	0.219	-	0.37	0.28	-	4.4	0.16
	A-B	1.42	-	-	-	-	-	-	-	-
	A-C	2.26	-	-	-	-	-	-	-	-

Demand Set: Existing PM

Modelling Period: 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	2.74	7.82	0.350	-	0.00	0.53	-	7.5	0.19
	C-A	1.48	-	-	-	-	-	-	-	-
	C-B	1.51	8.10	0.186	-	0.00	0.23	-	3.2	0.15
	A-B	0.84	-	-	-	-	-	-	-	-
	A-C	1.98	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	3.27	7.63	0.428	-	0.53	0.73	-	10.5	0.23
	C-A	1.77	-	-	-	-	-	-	-	-
	C-B	1.80	7.98	0.225	-	0.23	0.29	-	4.2	0.16
	A-B	1.00	-	-	-	-	-	-	-	-
	A-C	2.37	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	4.00	7.37	0.543	-	0.73	1.14	-	16.1	0.29
	C-A	2.17	-	-	-	-	-	-	-	-
	C-B	2.20	7.82	0.282	-	0.29	0.39	-	5.6	0.18
	A-B	1.23	-	-	-	-	-	-	-	-
	A-C	2.90	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	4.00	7.37	0.543	-	1.14	1.16	-	17.3	0.30
	C-A	2.17	-	-	-	-	-	-	-	-
	C-B	2.20	7.82	0.282	-	0.39	0.39	-	5.8	0.18
	A-B	1.23	-	-	-	-	-	-	-	-
	A-C	2.90	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	3.27	7.63	0.428	-	1.16	0.77	-	12.1	0.23
	C-A	1.77	-	-	-	-	-	-	-	-
	C-B	1.80	7.98	0.225	-	0.39	0.29	-	4.6	0.16
	A-B	1.00	-	-	-	-	-	-	-	-
	A-C	2.37	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	2.74	7.82	0.350	-	0.77	0.55	-	8.6	0.20
	C-A	1.48	-	-	-	-	-	-	-	-
	C-B	1.51	8.10	0.186	-	0.29	0.23	-	3.6	0.15
	A-B	0.84	-	-	-	-	-	-	-	-
	A-C	1.98	-	-	-	-	-	-	-	-

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	3.93	7.07	0.556	-	0.00	1.19	-	16.2	0.30
	C-A	2.63	-	-	-	-	-	-	-	-
	C-B	1.73	7.68	0.225	-	0.00	0.29	-	4.1	0.17
	A-B	2.02	-	-	-	-	-	-	-	-
	A-C	2.75	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	4.69	6.77	0.693	-	1.19	2.07	-	28.0	0.46
	C-A	3.15	-	-	-	-	-	-	-	-
	C-B	2.07	7.49	0.276	-	0.29	0.38	-	5.5	0.18
	A-B	2.41	-	-	-	-	-	-	-	-
	A-C	3.28	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	5.74	6.35	0.904	-	2.07	5.66	-	66.2	0.97
	C-A	3.85	-	-	-	-	-	-	-	-
	C-B	2.53	7.21	0.351	-	0.38	0.53	-	7.6	0.21
	A-B	2.95	-	-	-	-	-	-	-	-
	A-C	4.02	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	5.74	6.35	0.904	-	5.66	6.72	-	93.8	1.26
	C-A	3.85	-	-	-	-	-	-	-	-
	C-B	2.53	7.21	0.351	-	0.53	0.54	-	8.0	0.21
	A-B	2.95	-	-	-	-	-	-	-	-
	A-C	4.02	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	4.69	6.77	0.693	-	6.72	2.48	-	47.0	0.62
	C-A	3.15	-	-	-	-	-	-	-	-
	C-B	2.07	7.49	0.276	-	0.54	0.39	-	6.0	0.19
	A-B	2.41	-	-	-	-	-	-	-	-
	A-C	3.28	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	3.93	7.06	0.556	-	2.48	1.31	-	21.3	0.33
	C-A	2.63	-	-	-	-	-	-	-	-
	C-B	1.73	7.68	0.225	-	0.39	0.30	-	4.6	0.17
	A-B	2.02	-	-	-	-	-	-	-	-
	A-C	2.75	-	-	-	-	-	-	-	-

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	3.21	7.36	0.437	-	0.00	0.75	-	10.5	0.24
	C-A	1.86	-	-	-	-	-	-	-	-
	C-B	1.51	7.85	0.192	-	0.00	0.23	-	3.4	0.16
	A-B	1.48	-	-	-	-	-	-	-	-
	A-C	2.51	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	3.84	7.11	0.539	-	0.75	1.13	-	15.9	0.30
	C-A	2.22	-	-	-	-	-	-	-	-
	C-B	1.80	7.68	0.234	-	0.23	0.30	-	4.4	0.17
	A-B	1.77	-	-	-	-	-	-	-	-
	A-C	3.00	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	4.70	6.77	0.694	-	1.13	2.07	-	27.9	0.45
	C-A	2.72	-	-	-	-	-	-	-	-
	C-B	2.20	7.46	0.295	-	0.30	0.41	-	6.0	0.19
	A-B	2.17	-	-	-	-	-	-	-	-
	A-C	3.67	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	4.70	6.77	0.694	-	2.07	2.16	-	31.9	0.48
	C-A	2.72	-	-	-	-	-	-	-	-
	C-B	2.20	7.46	0.295	-	0.41	0.42	-	6.2	0.19
	A-B	2.17	-	-	-	-	-	-	-	-
	A-C	3.67	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	3.84	7.11	0.540	-	2.16	1.22	-	19.8	0.32
	C-A	2.22	-	-	-	-	-	-	-	-
	C-B	1.80	7.68	0.234	-	0.42	0.31	-	4.8	0.17
	A-B	1.77	-	-	-	-	-	-	-	-
	A-C	3.00	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	3.21	7.35	0.437	-	1.22	0.80	-	12.6	0.24
	C-A	1.86	-	-	-	-	-	-	-	-
	C-B	1.51	7.85	0.192	-	0.31	0.24	-	3.7	0.16
	A-B	1.48	-	-	-	-	-	-	-	-
	A-C	2.51	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	340.0	226.7	97.5	0.3	97.5	0.3
C-A	216.1	144.1	-	-	-	-
C-B	189.9	126.6	33.9	0.2	33.9	0.2
A-B	155.5	103.7	-	-	-	-
A-C	247.8	165.2	-	-	-	-
All	1149.3	766.2	131.4	0.1	131.4	0.1

Demand Set: Existing PM

Modelling Period: 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	300.1	200.0	72.0	0.2	72.0	0.2
C-A	162.4	108.3	-	-	-	-
C-B	165.2	110.1	27.0	0.2	27.0	0.2
A-B	92.2	61.5	-	-	-	-
A-C	217.5	145.0	-	-	-	-
All	937.3	624.9	99.0	0.1	99.0	0.1

Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	430.8	287.2	272.5	0.6	272.6	0.6
C-A	289.0	192.7	-	-	-	-
C-B	189.9	126.6	35.8	0.2	35.8	0.2
A-B	221.6	147.7	-	-	-	-
A-C	301.4	201.0	-	-	-	-
All	1432.9	955.2	308.3	0.2	308.4	0.2

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	352.4	234.9	118.6	0.3	118.7	0.3
C-A	203.7	135.8	-	-	-	-
C-B	165.2	110.1	28.4	0.2	28.5	0.2
A-B	162.4	108.3	-	-	-	-
A-C	275.3	183.5	-	-	-	-
All	1159.0	772.6	147.1	0.1	147.1	0.1

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution		

Run Analysis

Parameter	Values
File Run	Y:\..\Gurnos Rd\Gurnos.vpi
Date Run	27 July 2021
Time Run	1:31:55 PM
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Gurnos Road (N)	100
Arm B	Gwaunfarren Road	100
Arm C	Gurnos Road (S)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Gwaunfarren Rd / Gurnos Road
Location	-
Date	27 July 2021
Enumerator	Administrator [ALUNREES41AF]
Job Number	-
Status	-
Client	-
Description	-

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

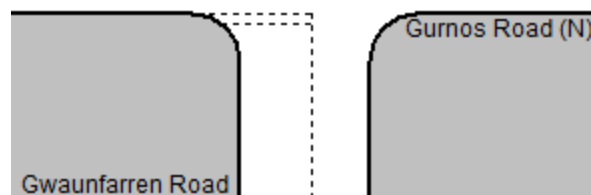
Parameter	Minor Arm B
Major Road Carriageway Width (m)	7.00
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	3.00
Minor Road Visibility To Right (m)	30
Minor Road Visibility To Left (m)	30
Major Road Right Turn Visibility (m)	0
Major Road Right Turn Blocks Traffic	No

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	502.054	0.087	0.221	0.139	0.316
B-C	642.823	0.094	0.238	-	-
C-B	573.963	0.213	0.213	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Junction Diagram



Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	07:45-09:15	90	15
Second Modelling Period	14:45-16:15	90	15

ODTAB Turning Counts

Demand Set: Existing AM

Modelling Period: 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	153.0	118.0
Arm B	171.0	0.0	31.0
Arm C	134.0	139.0	0.0

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	114.0	145.0
Arm B	121.0	0.0	44.0
Arm C	146.0	119.0	0.0

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	181.0	118.0
Arm B	192.0	0.0	31.0
Arm C	134.0	164.0	0.0

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	130.0	145.0
Arm B	143.0	0.0	44.0
Arm C	146.0	133.0	0.0

ODTAB Synthesised Flows**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	08:00	3.388	08:30	5.081	09:00	3.388
Arm B	08:00	2.525	08:30	3.788	09:00	2.525
Arm C	08:00	3.412	08:30	5.119	09:00	3.412

Heavy Vehicles Percentages**Demand Set:** Existing AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15

From/To	Arm A	Arm B	Arm C
Arm A	-	10.0	10.0
Arm B	10.0	-	10.0
Arm C	10.0	10.0	-

Default proportions of heavy vehicles are used

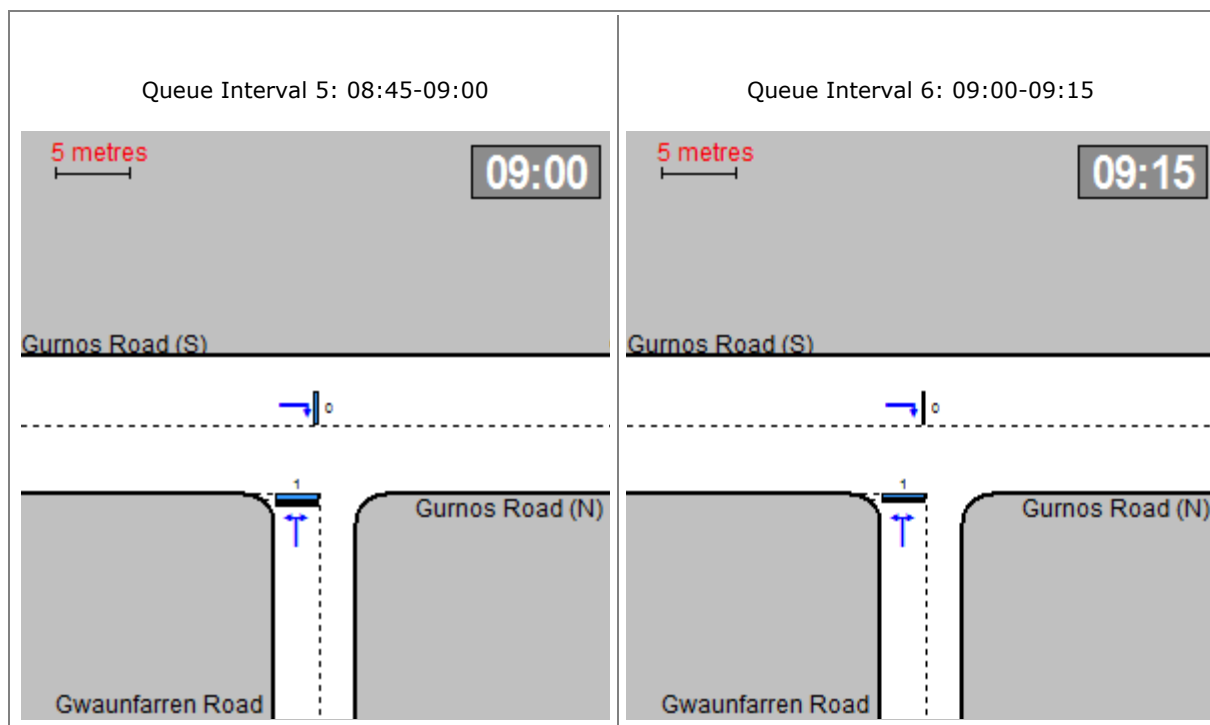
Queue Diagrams

Demand Set: Existing AM

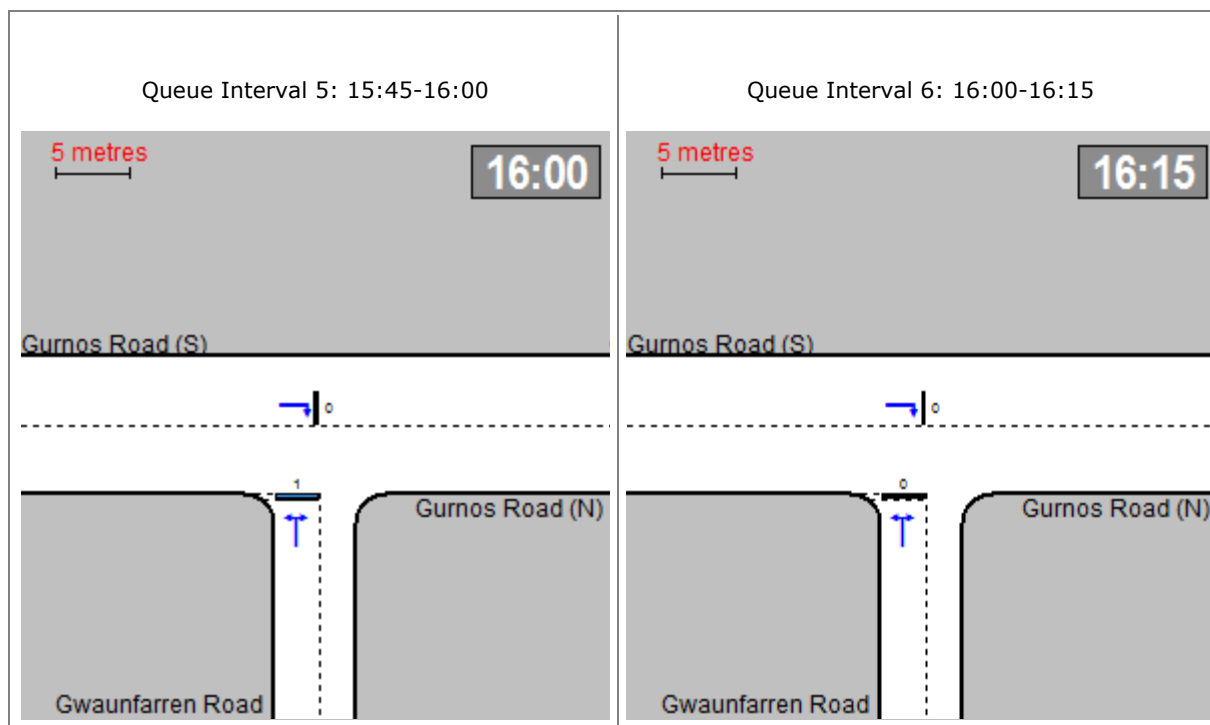
Modelling Period: 07:45-09:15

View Extent: 40m

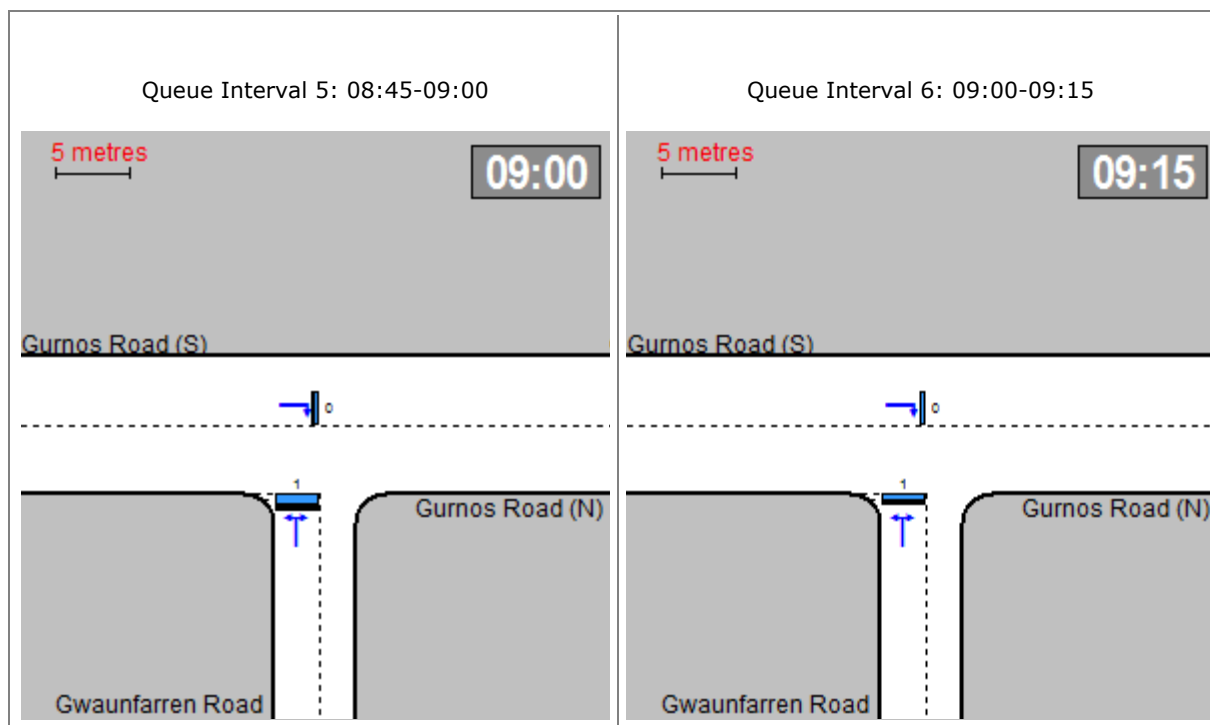




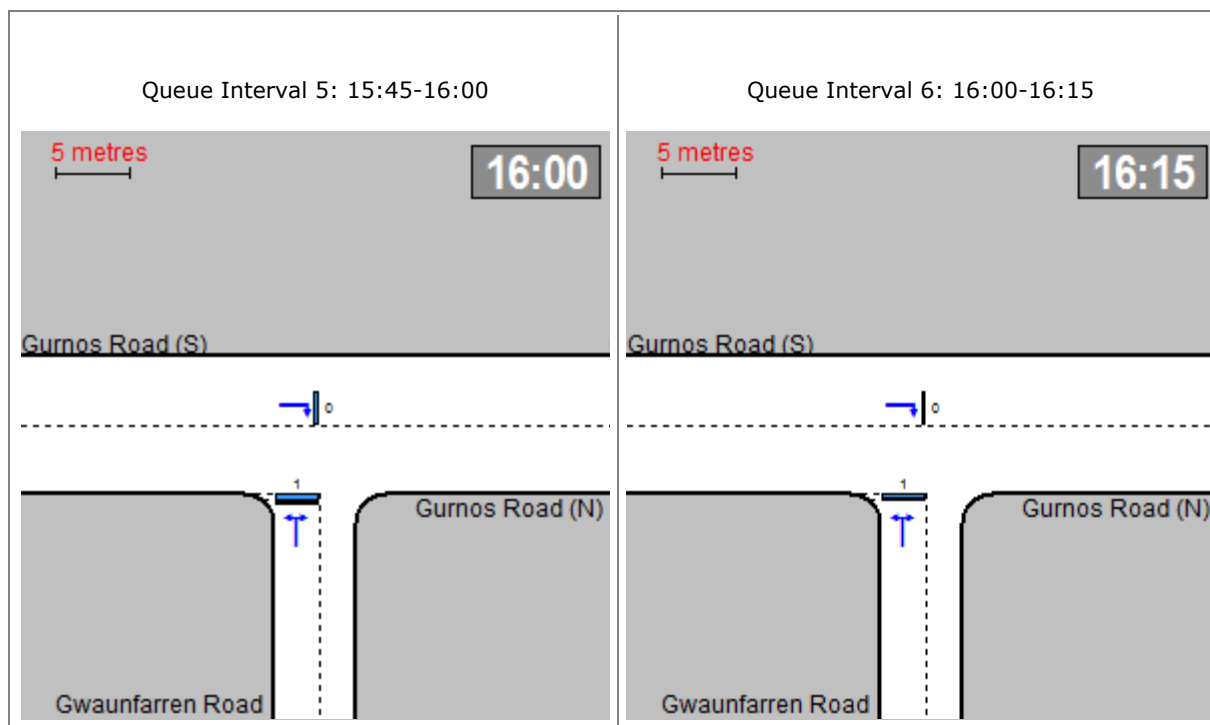
Demand Set: Existing PM**Modelling Period:** 14:45-16:15**View Extent:** 40m



Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15**View Extent:** 40m



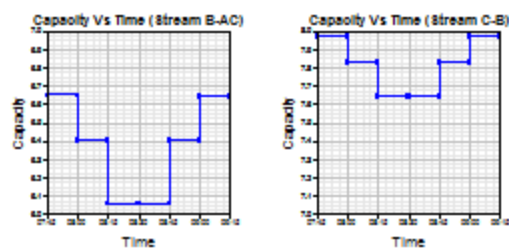
Demand Set: Existing + Development PM**Modelling Period:** 14:45-16:15**View Extent:** 40m



Capacity Graph

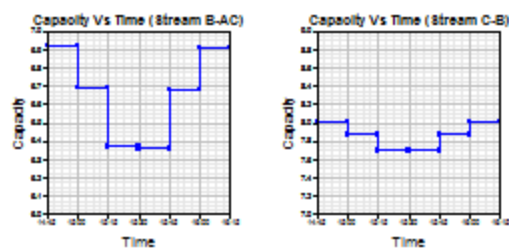
Demand Set: Existing AM

Modelling Period: 07:45-09:15



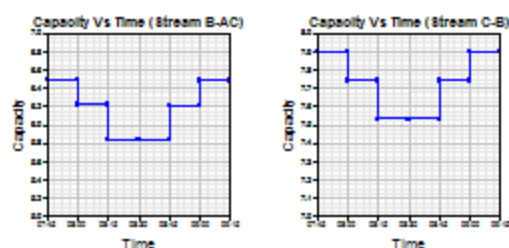
Demand Set: Existing PM

Modelling Period: 14:45-16:15



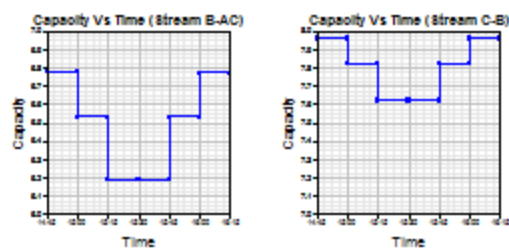
Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15



Demand Set: Existing + Development PM

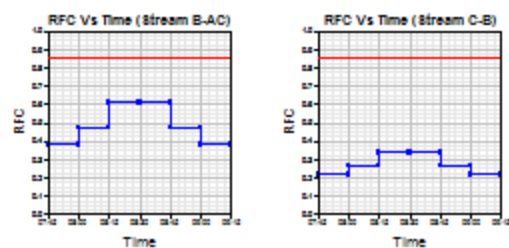
Modelling Period: 14:45-16:15



RFC Graph

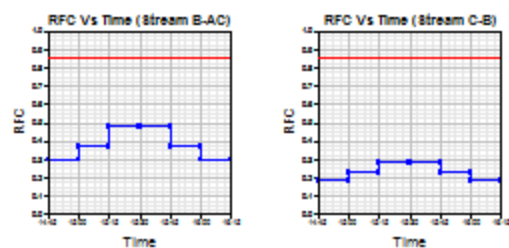
Demand Set: Existing AM

Modelling Period: 07:45-09:15



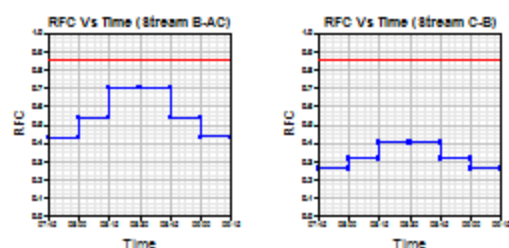
Demand Set: Existing PM

Modelling Period: 14:45-16:15



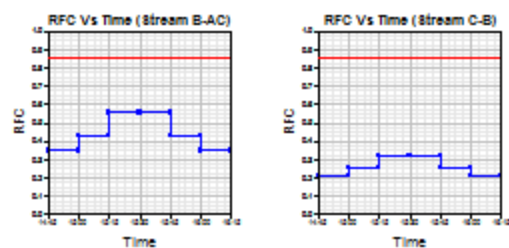
Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15



Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15



Queues & Delays

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	2.53	6.65	0.381	-	0.00	0.60	-	8.4	0.24
	C-A	1.68	-	-	-	-	-	-	-	-
	C-B	1.74	7.97	0.219	-	0.00	0.28	-	4.0	0.16
	A-B	1.92	-	-	-	-	-	-	-	-
	A-C	1.48	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	3.03	6.40	0.473	-	0.60	0.87	-	12.3	0.29
	C-A	2.01	-	-	-	-	-	-	-	-
	C-B	2.08	7.83	0.266	-	0.28	0.36	-	5.2	0.17
	A-B	2.29	-	-	-	-	-	-	-	-
	A-C	1.77	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	3.71	6.06	0.611	-	0.87	1.48	-	20.3	0.41
	C-A	2.46	-	-	-	-	-	-	-	-
	C-B	2.55	7.64	0.334	-	0.36	0.49	-	7.1	0.20
	A-B	2.81	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	3.71	6.06	0.612	-	1.48	1.52	-	22.6	0.42
	C-A	2.46	-	-	-	-	-	-	-	-
	C-B	2.55	7.64	0.334	-	0.49	0.50	-	7.4	0.20
	A-B	2.81	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	3.03	6.40	0.473	-	1.52	0.93	-	14.9	0.30
	C-A	2.01	-	-	-	-	-	-	-	-
	C-B	2.08	7.83	0.266	-	0.50	0.37	-	5.7	0.17
	A-B	2.29	-	-	-	-	-	-	-	-
	A-C	1.77	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	2.53	6.64	0.382	-	0.93	0.63	-	10.0	0.25
	C-A	1.68	-	-	-	-	-	-	-	-
	C-B	1.74	7.97	0.219	-	0.37	0.28	-	4.4	0.16
	A-B	1.92	-	-	-	-	-	-	-	-
	A-C	1.48	-	-	-	-	-	-	-	-

Demand Set: Existing PM

Modelling Period: 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	2.07	6.92	0.299	-	0.00	0.42	-	5.9	0.20
	C-A	1.83	-	-	-	-	-	-	-	-
	C-B	1.49	8.01	0.187	-	0.00	0.23	-	3.3	0.15
	A-B	1.43	-	-	-	-	-	-	-	-
	A-C	1.82	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	2.47	6.69	0.370	-	0.42	0.57	-	8.2	0.24
	C-A	2.19	-	-	-	-	-	-	-	-
	C-B	1.78	7.87	0.227	-	0.23	0.29	-	4.2	0.16
	A-B	1.71	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	3.03	6.37	0.476	-	0.57	0.88	-	12.4	0.30
	C-A	2.68	-	-	-	-	-	-	-	-
	C-B	2.18	7.69	0.284	-	0.29	0.39	-	5.7	0.18
	A-B	2.09	-	-	-	-	-	-	-	-
	A-C	2.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	3.03	6.36	0.476	-	0.88	0.89	-	13.3	0.30
	C-A	2.68	-	-	-	-	-	-	-	-
	C-B	2.18	7.69	0.284	-	0.39	0.39	-	5.9	0.18
	A-B	2.09	-	-	-	-	-	-	-	-
	A-C	2.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	2.47	6.68	0.370	-	0.89	0.60	-	9.5	0.24
	C-A	2.19	-	-	-	-	-	-	-	-
	C-B	1.78	7.87	0.227	-	0.39	0.30	-	4.6	0.16
	A-B	1.71	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	2.07	6.91	0.299	-	0.60	0.44	-	6.8	0.21
	C-A	1.83	-	-	-	-	-	-	-	-
	C-B	1.49	8.01	0.187	-	0.30	0.23	-	3.6	0.15
	A-B	1.43	-	-	-	-	-	-	-	-
	A-C	1.82	-	-	-	-	-	-	-	-

Demand Set: Existing + Development AM**Modelling Period:** 07:45-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
07:45-08:00	B-AC	2.80	6.49	0.431	-	0.00	0.73	-	10.2	0.26
	C-A	1.68	-	-	-	-	-	-	-	-
	C-B	2.06	7.90	0.261	-	0.00	0.35	-	5.0	0.17
	A-B	2.27	-	-	-	-	-	-	-	-
	A-C	1.48	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:00-08:15	B-AC	3.34	6.22	0.537	-	0.73	1.11	-	15.6	0.34
	C-A	2.01	-	-	-	-	-	-	-	-
	C-B	2.46	7.74	0.317	-	0.35	0.46	-	6.6	0.19
	A-B	2.71	-	-	-	-	-	-	-	-
	A-C	1.77	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-AC	4.09	5.84	0.700	-	1.11	2.10	-	28.1	0.53
	C-A	2.46	-	-	-	-	-	-	-	-
	C-B	3.01	7.53	0.400	-	0.46	0.65	-	9.3	0.22
	A-B	3.32	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-AC	4.09	5.84	0.701	-	2.10	2.21	-	32.5	0.56
	C-A	2.46	-	-	-	-	-	-	-	-
	C-B	3.01	7.53	0.400	-	0.65	0.66	-	9.8	0.22
	A-B	3.32	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-AC	3.34	6.21	0.538	-	2.21	1.22	-	19.9	0.36
	C-A	2.01	-	-	-	-	-	-	-	-
	C-B	2.46	7.74	0.317	-	0.66	0.47	-	7.4	0.19
	A-B	2.71	-	-	-	-	-	-	-	-
	A-C	1.77	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-AC	2.80	6.48	0.432	-	1.22	0.78	-	12.5	0.28
	C-A	1.68	-	-	-	-	-	-	-	-
	C-B	2.06	7.90	0.261	-	0.47	0.36	-	5.5	0.17
	A-B	2.27	-	-	-	-	-	-	-	-
	A-C	1.48	-	-	-	-	-	-	-	-

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-AC	2.35	6.78	0.346	-	0.00	0.52	-	7.3	0.22
	C-A	1.83	-	-	-	-	-	-	-	-
	C-B	1.67	7.96	0.210	-	0.00	0.26	-	3.8	0.16
	A-B	1.63	-	-	-	-	-	-	-	-
	A-C	1.82	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-AC	2.80	6.53	0.429	-	0.52	0.73	-	10.4	0.27
	C-A	2.19	-	-	-	-	-	-	-	-
	C-B	1.99	7.82	0.255	-	0.26	0.34	-	4.9	0.17
	A-B	1.95	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-AC	3.43	6.19	0.555	-	0.73	1.19	-	16.5	0.36
	C-A	2.68	-	-	-	-	-	-	-	-
	C-B	2.44	7.62	0.320	-	0.34	0.46	-	6.7	0.19
	A-B	2.39	-	-	-	-	-	-	-	-
	A-C	2.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-AC	3.43	6.19	0.555	-	1.19	1.21	-	18.0	0.36
	C-A	2.68	-	-	-	-	-	-	-	-
	C-B	2.44	7.62	0.320	-	0.46	0.47	-	7.0	0.19
	A-B	2.39	-	-	-	-	-	-	-	-
	A-C	2.66	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
15:45-16:00	B-AC	2.80	6.53	0.429	-	1.21	0.77	-	12.3	0.27
	C-A	2.19	-	-	-	-	-	-	-	-
	C-B	1.99	7.82	0.255	-	0.47	0.35	-	5.4	0.17
	A-B	1.95	-	-	-	-	-	-	-	-
	A-C	2.17	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/segment)	Delay (veh.min/segment)	Mean Arriving Vehicle Delay (min)
16:00-16:15	B-AC	2.35	6.77	0.346	-	0.77	0.54	-	8.5	0.23
	C-A	1.83	-	-	-	-	-	-	-	-
	C-B	1.67	7.96	0.210	-	0.35	0.27	-	4.1	0.16
	A-B	1.63	-	-	-	-	-	-	-	-
	A-C	1.82	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Existing AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	278.0	185.4	88.5	0.3	88.5	0.3
C-A	184.4	123.0	-	-	-	-
C-B	191.3	127.5	33.8	0.2	33.8	0.2
A-B	210.6	140.4	-	-	-	-
A-C	162.4	108.3	-	-	-	-
All	1026.8	684.5	122.3	0.1	122.3	0.1

Demand Set: Existing PM

Modelling Period: 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	227.1	151.4	56.1	0.2	56.1	0.2
C-A	201.0	134.0	-	-	-	-
C-B	163.8	109.2	27.2	0.2	27.2	0.2
A-B	156.9	104.6	-	-	-	-
A-C	199.6	133.1	-	-	-	-
All	948.4	632.2	83.3	0.1	83.3	0.1

Demand Set: Existing + Development AM

Modelling Period: 07:45-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	306.9	204.6	118.7	0.4	118.7	0.4
C-A	184.4	123.0	-	-	-	-
C-B	225.7	150.5	43.7	0.2	43.7	0.2
A-B	249.1	166.1	-	-	-	-
A-C	162.4	108.3	-	-	-	-
All	1128.7	752.4	162.4	0.1	162.4	0.1

Demand Set: Existing + Development PM

Modelling Period: 14:45-16:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-AC	257.4	171.6	73.1	0.3	73.1	0.3
C-A	201.0	134.0	-	-	-	-
C-B	183.1	122.0	31.9	0.2	31.9	0.2
A-B	178.9	119.3	-	-	-	-
A-C	199.6	133.1	-	-	-	-
All	1019.9	680.0	105.0	0.1	105.0	0.1

Delay is that occurring only within the time period.

Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.

These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful