Goetre Primary School,

Merthyr

Transport Statement

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CONTENTS

1 Introduction 5

2 Policy Review 8

3 existing situation 17

4 Site Accessibility 58

5 Development Proposals 65

6 Trip Generation & istribution 68

7 Impact Assessment 71

8 Capacity Assessment 75

9 Summary and Conclusions 88

FIGURES

Figure 1.1 **Site Location and Local Highway Network**
Figure 1.2 **School Catchment Area**
Figure 3.1 **Local Highway Network**
Figure 3.2 **Gurnos Road Pelican Crossings**
Figure 3.3 **Existing Traffic Calming on Goitre Lane**
Figure 3.4 **Personal Injury Collision (PIC) Locations**
Figure 3.5 **Traffic Count Survey Locations**
Figure 3.6 **ATC1 – Goitre Ln between Cypress Way & Fir Tree Close: Weekday Average Traffic Flow Profiles**
Figure 3.7 **ATC2 – Goitre Ln between Chestnut Way & Plane Grove: Weekday Average Traffic Flow Profiles**
Figure 3.8 **ATC3 – Gurnos Rd west of Almond Grove: Weekday Average Traffic Flow Profiles**
Figure 3.9 **ATC4 – Rowan Way between School Access & Oak Rd: Weekday Average**
Figure 3.10 **ATC sites Two Way Traffic Flow Profiles**
Figure 3.11 **Gurnos Road: 2021 & 2023 weekday traffic flow comparison**
Figure 3.12 **Pen Y Dre High School pelican Crossing Flow Profile**
Figure 3.13 **Gurnos Rd Pelican Crossing (Almond Grove) Flow Profile**
Figure 3.14 **Gurnos Rd Pelican Crossing (Western School Access) Flow Profile**
Figure 3.15 **Parking Survey Areas**
Figure 3.16 **Goetre Primary School Parking Survey Occupancy – AM Peak**
Figure 3.17 **Goetre Primary School Parking Survey Occupancy – PM Peak**
Figure 3.18 **Pen Y Dre High School Parking Survey Occupancy – AM Peak**
Figure 3.19 **Pen Y Dre High School Parking Survey Occupancy – PM Peak**
Figure 3.20 **Average Parking Occupancy – AM peak**
Figure 3.21 **Maximum Parking Occupancy – AM peak**
Figure 3.22 **Average Parking Occupancy – PM peak**
Figure 3.23 **Maximum Parking Occupancy – PM peak**
Figure 4.1 **Pedestrian and Cyclist Infrastructure in the vicinity of the site**
Figure 4.2 **Active Travel Network Map (ATNM) – in the vicinity of the Site**
Figure 4.3 **Public Transport Infrastructure within close proximity of the site**

APPENDICES

Appendix A	**Goitre Lane Existing Layout**
Appendix B	**Automatic Traffic Count Raw Data**
Appendix C	**Junction Turning Count Raw Data**
Appendix D	**2023 Base Traffic Flows**
Appendix E	**Pedestrian Crossing Counts Raw Data**
Appendix F	**Proposed Site Layout**
Appendix G	**Proposed Site Access Junction**
Appendix H	**Visibility Splays & Stopping Sight Distances**
Appendix I	**Swept Path Analysis**
Appendix J	**Development Trip Distribution and Assignment - Staff**
Appendix K	**Development Trip Distribution and Assignment – Pupils**
Appendix L	**Total Development Trip Generation & Assignment**
Appendix M	**2025 & 2035 Base Peak Hour Traffic Flows**
Appendix N	**2025 & 2035 Base + Development Peak Hour Traffic Flows**
Appendix O	**Junction Modelling Output**

1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport have been appointed by Morgan Sindall Construction to produce a Transport Assessment (TA) accompanied by a BREEAM compliant Travel Plan in support of a planning application for the relocation of Goetre Primary School in the Gurnos area of Merthyr.

1.1.2 The proposed development seeks to relocate the existing Goetre Primary School to land adjacent to the existing Pen-Y-Dre High School.

1.1.3 Goetre Primary School is a full-time school for children ages 3-11, including a Nursery, with a current capacity of 480 pupils. The school has three Complex Needs Classes. The new school will have a capacity of 500 pupils, which includes 80 spaces for the Nursery.

1.1.4 The location of the existing and proposed relocated school is shown in **Figure 1.1** and the catchment area of the primary school is shown in **Figure 1.2**.



Figure **Error! No text of specified style in document.**.1 Site Location



Figure **Error! No text of specified style in document.**.2 Goetre Primary School Catchment Area

1.2 Local and National Highway Authority Consultation

1.2.1 Merthyr Tydfil County Borough Council highways officers have been consulted throughout the design and planning process with a number of pre-application meetings in addition to the formal PAC (Pre Application Consultation) process. Issues raised by the highways officers were dealt with to their satisfaction during this iterative design and consultation process.

1.2.2 As part of the PAC process the Welsh Government Trunk Road Agent did query the potential impact of any future development of the existing Goetre Primary School site on the trunk road network and in particular the A465 Heads of the Valleys Road.

1.2.3 The site is allocated in the adopted local development plan as a housing site of up to 120 dwellings as detailed in section 6.3 below. The site would remain closed until any housing proposals for this allocated site would come forward. Such an application, if forthcoming would be considered on its own merits and via a separate planning application as part of the normal planning process.

1.3 Structure of the Report

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

- **Section 2** details a land use planning and transport planning policy review;
- **Section 3** details the existing situation and outlines existing highway safety within the vicinity of the site;
- **Section 4** reviews the site accessibility by sustainable travel modes;
- **Section 5** describes the development proposals and the access strategy for all modes of travel;
- **Section 6** considers the likely travel demand generated by the proposed development on the surrounding highway network;
- **Section 7** assesses the impact of the development on the performance of the local road network and public transport services; and
- **Section 8** provides the conclusions of the report.

2 POLICY REVIEW

2.1 Introduction

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

2.2 Merthyr Tydfil Replacement Local Development Plan 2016 – 2031

2.2.1 The Merthyr Tydfil LDP provides the basis on which development control decisions are made and will guide development up until 2031 and states that;

"To support a growing population, a full range of social, health, leisure and education facilities, including affordable housing, are necessary."

"One of the Council's local well-being objectives is to develop the workforce of the future96. The Council has committed to the Cardiff Capital Region and a £1.2 billion deal to unlock £4bn of private investment, drive significant economic growth and create 25,000 jobs. The most relevant elements of the Cardiff City Deal Growth and Competitiveness Commission's Report97 (2016) are:

- *Making the most of the South Wales Metro for fostering labour market participation;*
- *Investing in education (from early years to university), skills and employability as the primary way in which individuals can access opportunities and firms can improve productivity, and;*
- *Support all businesses – emerging and existing – to thrive over the long term through strategies to support innovation, ensuring the availability of finance."*

Policy SW11: Sustainable Design and Placemaking

2.2.2 Regarding transport, Policy SW11: Sustainable Design and Placemaking states that new development should

"allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council's parking standards;"

Policy SW12: Improving the Transport Network

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

2.3 Llwybr Newydd: The Wales Transport Strategy 2021

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

2.3.2 The document sets a long-term direction and three urgent and immediate priorities:

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

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

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

2.4 Wales Spatial Plan – People, Places Futures

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

2.4.2 In Wales, spatial planning is the consideration of what can and should happen where. It is a principle of the WSP that development should be sustainable. Sustainable development is

about improving well-being and quality of life by integrating social, economic and environmental objectives in the context of more efficient use of natural resources.

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

Achieving sustainable development

2.4.4 The WSP states that:

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

2.5 Planning Policy Wales (edition 11, February 2021)

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

2.5.2 PPW states that:

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

- ***Enabling More Sustainable Travel Choices*** *– measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- ***Network Management*** *– measures to make best use of the available capacity, supported by targeted new infrastructure; and,*

- ***Demand Management*** *– the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.'*

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

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

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and,
- Between transport measures and policies for education, health, social inclusion and wealth creation.

2.5.5 PPW states that:

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

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

2.5.6 In addition, PPW outlines:

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

Promoting cycling and walking

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

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

2.5.8 PPW also states that:

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

2.5.9 And,

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

2.5.10 PPW includes the following Hierarchy for Planning:



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

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

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

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

2.5.13 The planning application for the new school will be accompanied by a comprehensive Travel Plan that will encourage and facilitate active travel.'

Parking

2.5.14 In relation to parking, PPW details:

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

2.5.15 Additionally, PPW states:

'Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.'

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

2.5.17 Technical Advice Note 18 also details national planning policy on parking matters and this is described in sub-section 2.6.

2.6 One Wales: Connecting the Nation

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

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

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

2.7 Technical Advice Note 18: Transport (TAN18)

2.7.1 TAN 18 references that pedestrian routes should provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools. Local authorities should intend to develop an effective network of walking and cycling routes, including safe routes to schools.

2.7.2 It should be ensured that new developments encourage walking and cycling by giving careful consideration to location, design, access arrangements and travel 'desire lines' through a development, and integration with existing and potential off-site links.

2.7.3 Paragraph D5 of annexe D of TAN 18 states that:

'All new schools should be subject to Transport Assessment. The level of analysis should provide the decision maker with suitable data regarding the accessibility of the site by all modes and the impacts on movement patterns likely to occur.'

2.8 Active Travel Act 2013 (Wales)

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

2.8.2 The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range and quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

2.9 21st Century Schools Programme

2.9.1 In 2009 the Welsh Government announced its 21st Century Schools programme. Its 2010 business case confirmed that it was to be a long-term capital investment programme to improve learning environments and educational outcomes. It also aimed to enable councils to address the long-standing problem of surplus school places and create for more sustainable education.

2.9.2 It is envisaged that the programme will create schools of the right type and size in the right place. The programme intends to:

- create safe learning environments for schools and communities
- establish appropriate- sized schools in the right place and better use of resources to improve the cost effectiveness of the education system
- ensure all schools meet national building standards, while reducing costs and their carbon footprint
- provide inspirational and adaptable settings appropriate for educational developments and new ICT-rich technologies
- provide school facilities that can be shared and offer a range of co-located facilities, like childcare and adult education
- create inclusive settings that meet the individual learning needs of all pupils

3 EXISTING SITUATION

3.1 Introduction

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

3.2 Site Location

3.2.1 The proposed development site is located directly north of Merthyr town cente, within the Gurnos community. The existing school is located 400m directly south of Prince Charles Hospital.

3.2.2 The location of the existing school, proposed school and local highway network is shown in **Figure 3.1**. The development site is roughly triangular in shape bounded by Goitre Lane to the south west, Pen-Y-Dre High School to the north and residential properties served by First Avenue to the east.



Figure 3.1 Local Highway Network

3.3 Highway Network – Existing School

3.3.1 The following section of the report describes the highway network in the vicinity of the existing Goetre Primary School site.

Gurnos Road

3.3.2 Gurnos Road is a single carriageway local distributor which lies between the Gurnos Ring Road / Gurnos Road roundabout on the western side of Gurnos, connecting to the south with Gwaelodygarth.

3.3.3 In the immediate vicinity of the existing Goetre School site the road runs east-west between the Gurnos Ring Road and the roundabout junction with Poplar Way and Ash Crescent, which is located just to the north east of the existing school site. This section of Gurnos Road separates the existing Goetre Primary School from the Prince Charles Hospital to the north.

3.3.4 The carriageway is subject to a 30mph speed limit with street lighting. The carriageway is approximately 7.5m wide and has a footway on both sides of the carriageway.

3.3.5 Gurnos Road has two signalled pedestrian crossings at the Goetre Primary School pedestrian accesses as shown in **Figure 3.2**. These are accompanied by zig-zag markings on the carriageway.

3.3.6 There is a 40m length layby on the southern edge of carriageway at the eastern pedestrian access on Gurnos Road which is frequently used for school pick-up / drop-off. Parking on the carriageway is unrestricted and is used for school pick-up / drop-off.

3.3.7 There is traffic calming in the form of traffic camera warnings signs and ‘slow’ markings painted on the carriageway, though there are no fixed speed cameras in place on the carriageway.

3.3.8 The existing road layout along Gurnos Road in the vicinity of Goetre Primary School are shown in **Plates 3.1 and 3.2**. these images demonstrate the level of parent/pupil pick up parking at the end of the school day.



Figure 3.2 Gurnos Road Pelican Crossings



Plate 3.1 Gurnos Road looking west towards pelican crossing and Goetre Primary School



Plate 3.2 Gurnos Road looking east towards pelican crossing and Goetre Primary School

Rowan Way

3.3.9 Rowan Way is an approximately 5m wide single carriageway residential road, which serves as the vehicular access to Goetre Primary School to the west and the few residential dwellings on Rowan Way. To the east, Rowan Way forms a priority junction with Ash crescent, giving way to vehicles on Ash Crescent.

3.3.10 The carriageway is lit and had a footway on the northern edge of the carriageway. There is a footway separated by verge leading to the residential dwellings.

3.3.11 The northern edge of carriageway has a 33m layby with space for approximately 6 vehicles, providing residential parling spaces and is subject to a 20mph speed limit.

3.3.12 For pedestrians there are dropped kerbs at informal crossing points. The school access itself benefits from dropped kerbs and tactile paving. A picture looking west along Rowan Way towards the school entrance is shown in **Plate 3.3**.

Oak Road

3.3.13 Oak Road is a single carriageway residential road which forms a priority junction with Rowan Way to the north and Gurnos Road to the south. The approximately 5m wide carriageway is subject to a 20mph speed limit to the north which continues for 230m where the speed limit increases to 30mph.

3.3.14 The residential street has unrestricted parking and except for the few who have converted driveways, parking is generally restricted to the carriageway.

3.3.15 The carriageway is accompanied by a 1.5-2m footways on both sides of the carriageway and has dropped kerbs at informal crossing points. There is traffic-calming in the form of 'slow / araf' markings on the carriageway.

Ash Crescent

3.3.16 Ash Crescent is a single carriageway residential road and north-south parallel to and to the east of Oak Road forming a roundabout with Gurnos Road and Poplar Way to the north and priority junction with Gurnos Road to the south.

3.3.17 The residential street has no parking restrictions and both sides of the carriageway have a 1.5-2m footway.



Plate 3.3 Rowan Way looking east towards Ash Crescent and away from Goetre Primary School entrance

Gurnos Road/Poplar Way/Ash Crescent Roundabout

3.3.18 This 4-arm priority roundabout provides the main vehicular access to/from the surrounding highways network to the school entrance on Rowan Way and the main drop-off/pick-up area along Gurnos Road. Rowan Way forms a priority junction with Ash crescent, giving way to vehicles on Ash Crescent.

3.3.19 The Gurnos Road west arm provides access to west connection with Gurnos Ring Rad and to the south to Merthyr Town Centre. To the north of the roundabout the local neighbourhood Centre for Gurnos is accessed and further towards the Pen Y Dre School and the Gurnos Ring Road via Chestnut Way and Goitre Lane.

3.4 Highway Network – Between Existing and Proposed School Sites

3.4.1 The following section of the report describes the highway network between the existing Goetre Primary School site and the proposed location for the new school adjacent to Pen y Dre High School.

Poplar Way

3.4.2 Poplar Way forms the northern arm of the Gurnos Road / Poplar Way / Ash Crescent roundabout. The single carriageway residential Road is approximately 8m wide with 2m footways on both sides of the carriageway.

3.4.3 Approximately 125 metres to the north of the junction with Gurnos Road Poplar Way connects with another residential road in the form of Chestnut Way. Immediately adjacent to the Poplar Way/Chestnut Way junction is the neighbourhood centre for Gurnos, which includes a local convenience store, a selection of take-away food outlets, Gurnos Pharmacy and Gurnos Community Club.

3.4.4 There is a signal-controlled pedestrian crossing with zig-zag carriageway markings across Poplar Way adjacent to the neighbourhood Centre and located just to the north of Chestnut Way. Bar this, parking is unrestricted on the carriageway.

Chestnut Way

3.4.5 Chestnut Way is a single carriageway residential road that runs between poplar Way towards the north east connecting with Goitre Lane at a priority T-junction located at the southernmost extent of the proposed new school site. The road is approximately 6.5m wide with on-street parking, equipped with street lighting and footways on either side being subject to a 30mph speed limit.

3.5 Highway Network – Proposed School Site

3.5.1 The following section of the report describes the highway network in the vicinity of the development site.

Goitre Lane

3.5.2 Goitre Lane is a single carriageway residential and local distributor road that follows the western and southern perimeter of the proposed development site. Approximately 7.8m in width, Goitre Lane branches to residential areas within the community of Gurnos and serves Pen-Y-Dre High School.

3.5.3 To the north, Goitre Lane forms a priority junction with Gurnos Ring Road, give way to traffic on Gurnos Ring Road.

3.5.4 The carriageway becomes 20mph from 30mph 100m south of the Gurnos Ring Road / Goitre Lane priority junction where a traffic calming chicane is in place, giving way to northbound traffic. There is traffic calming in the form of road humps, speed tables and chicanes for the entirety of Goitre Lane. Traffic calming on Goitre Lane is shown in **Figure 3.3.**



Figure 3.3 Existing Traffic Calming on Goitre Lane

3.5.5 There is street lighting for the entirety of the carriageway and a footway on both sides of the carriageway at the Pen Y Dre High School access. Past this access, the approximately 1.5m footways continue south on the western / southern edge of carriageway only.

3.5.6 For pedestrians, there is a signalled pedestrian crossing at the Pen Y Dre school access. Most informal crossing points benefit from dropped kerbs and/or tactile paving but this is lacking in some instances.

3.5.7 Parking is unrestricted on the carriageway bar the 'school keep clear' markings and zig-zags on the carriageway surrounding the Pen-Y-Dre school access.

3.5.8 Views of Goitre Lane in the vicinity of Goitre Lane and Pen Y Dre School are shown in **Plates 3.4 to 3.7**.



Plate 3.4 Goitre Lane looking towards Pen Y Dre School from north of Chestnut Way junction



Plate 3.5 Goitre Lane /Magnolia Close looking north west, with proposed new school site on the right



Plate 3.6 Goitre Lane /Magnolia Close looking south east, with proposed site on the left



Plate 3.7 Pen Y Dre School entrance, looking south along Goitre Lane

Gurnos Ring Road

3.5.9 Gurnos Ring Road is a two-way single local distributor which lies between the Gurnos Ring Road / Gurnos Road roundabout to the west and the Gurnos Ring Road / Rocky Road / Bryniau Road roundabout to the east. The carriageway follows the alignment of the A465 to the north, forming an arc around the northern perimeter of Gurnos.

3.5.10 Within the vicinity of the development site, the carriageway is subject to a 30mph speed limit with street lighting. The carriageway is approximately 7.5m wide and lacks a footway though no desire lines would use this as a pedestrian route. Parking is unrestricted on the carriageway.

3.5.11 There is traffic calming in the form of traffic camera warnings signs and 'slow' markings painted on the carriageway, though there are no fixed speed cameras in place on the carriageway.

3.5.12 The existing layout of Goitre Lane in the vicinity of the proposed new Goetre Primary School is shown in **Appendix A**.

3.6 Highway Safety

3.6.1 Collision data has been obtained directly from the Stats Wales database for the vicinity of the site. Collisions that have occurred within the study area during the latest 5-year period, for which data is available, have been summarised below in **Table 3.1**. The locations of these occurring collisions are shown in **Figure 3.4**.

3.6.2 A collision plot area has been determined based on the location of the existing school, the location of the proposed school and the vicinity of Gurnos neighbourhood centre, where many pupils / parents may make multiple stop journeys to / from school.

Year	Pedestrians	Pedal cycles	Vehicles	Casualties	Severity	Casualties aged 0-15
2019	0	1	2	1	Slight	0
2019	0	0	2	1	Slight	0
2020	0	0	2	1	Fatal	0
2022	1	0	1	1	Slight	0
Total	**1**	**0**	**7**	**4**	-	**0**

Table 3.1 PIC summary

3.6.3 It can be seen from the above that in the latest 5-year period, a total of 4 collisions have occurred, 3 slight and 1 fatal. Of these collisions, 1 pedestrian and 1 cyclist have been involved. The collisions involved 7 vehicles and 4 causalities. Of the collisions occurring, none have involved children ages 0-15.



Figure 3.4 Collision Plot Area

3.6.4 It is reported that the fatality occurring on 30th August 2020 involved a collision between a motorcycle and car. The motorcycle was reported by ITV to have been travelling at around 70mph on the carriageway.

3.6.5 Goitre Lane hosts a good highway safety record where no collisions have occurred within the vicinity of the proposed school.

3.7 Baseline Traffic Flows

3.7.1 In order to obtain the most recent traffic flows on the local highway network, Automatic Traffic Counts (ATC), classified Junction Turning Counts (JTC) and pedestrian counts were undertaken at locations listed below and shown in **Figure 3.5**:

- Automatic Traffic Counts (ATC)
- Junction Turning Counts (JTC)
- Active Travel Counts (PED)



Figure 3.5 Traffic Survey Locations

Automatic Traffic Counts (ATC)

3.7.2 The Automatic Traffic Counts were undertaken over a 7-day period the following locations:

1. Goitre Lane between Cypress Way & Fir Tree Close
2. Goitre Lane between Chestnut Way & Plane Grove
3. Gurnos Rd west of Almond Grove (between ped crossings)

4. Rowan Way between School Access & Oak Rd

3.7.3 The Automatic Traffic Counts for sites 1-3 were undertaken over a 7-day period covering Saturday 20 to Friday 26 May 2023, prior to the Whitsun half term. Due to technical issues with the counter at site 4, this was re-installed and recorded data from Monday 5 to Sunday 11 June 2023, following the Whitsun half term. The raw data collected is provided in full in **Appendix B**. **Table 3.2** summarises the average weekday traffic flows at all sites, in terms of direction and time of day.

Hour Start	Weekday Average Traffic Flows (Vehicles)											
	Site 1: Goitre Ln between Cypress Way & Fir Tree Close			Site 2: Goitre Ln between Chestrnut Way & Plane Grove			Site 3: Gurnos Rd west of Almond Grove			Site 4: Rowan Way between School Access & Oak Rd		
	NB	SB	2-way	NB	SB	2-way	EB	WB	2-way	EB	WB	2-way
0	4	2	6	4	2	6	13	11	25	0	0	0
1	2	1	3	2	1	4	5	8	12	0	0	0
2	1	1	2	1	1	2	4	4	8	0	0	0
3	1	2	3	1	2	3	4	4	7	0	0	0
4	6	1	8	5	2	7	6	6	12	0	0	0
5	14	5	19	11	8	19	11	23	34	0	0	1
6	20	8	28	19	13	32	51	114	166	1	1	2
7	51	24	75	53	28	81	121	203	324	7	2	9
8	149	141	290	152	157	310	204	329	533	19	3	22
9	45	33	78	54	41	96	134	168	303	4	3	8
10	50	42	93	55	51	106	141	149	290	3	3	6
11	44	40	84	53	49	101	166	166	333	6	6	12
12	55	45	99	64	50	115	181	169	350	7	7	14
13	59	50	109	67	56	124	192	180	373	5	6	11
14	69	95	164	87	117	204	236	204	440	4	4	8
15	57	65	122	73	76	150	278	246	524	3	18	21
16	54	63	118	67	75	142	363	197	560	2	14	16
17	55	56	111	67	68	135	267	191	457	4	7	10
18	48	35	83	62	45	107	187	187	374	2	3	5
19	38	31	69	50	38	87	185	130	315	1	1	2
20	26	27	54	37	35	71	105	99	205	1	1	3
21	29	20	48	33	23	56	78	70	148	1	1	2
22	14	12	26	19	15	34	40	41	81	0	0	1
23	6	6	12	9	8	17	19	24	43	0	0	0
AM (8-9)	149	141	290	152	157	310	204	329	533	19	3	22
PM (16-17)	55	56	111	67	68	135	267	191	457	4	7	10
Daily	**897**	**807**	**1705**	**1045**	**961**	**2006**	**2991**	**2926**	**5917**	**71**	**81**	**153**

Table 3.2 Observed Average Weekday Traffic Flows

3.7.4 The daily traffic flow profiles for all count sites for the weekday average flows are shown in **Figure 3.6** to **Figure 3.9**.

3.7.5 As can be seen from the above, the highest daily two-way vehicle flows can be found at Site 3, situated on Gurnos Rd west of Almond Grove (between pedestrian crossings) with 2-way peak flows of over 500 vehicles. The daily traffic profile displays the standard 2 peak weekday average, which is tidal in nature with the peaks being westbound during the AM peak and eastbound during the PM peak.

3.7.6 This is expected as Gurnos Road is a local distributor road to residential areas within Gurnos and provides a key link to the Gurnos Ring Road and further to the A465 as well as providing access to the main entrance to Prince Charles Hospital.

3.7.7 Sites 1 and 2 on Goitre Lane demonstrate very similar patterns with a very pronounced peak in both directions during the AM peak (observed 2-way flow of 310 at Site 2), which will coincide with the start of the school day and include a degree of commuter work-based traffic.

3.7.8 As expected, Rowan Road has low levels of vehicular traffic being a short stretch of residential Road terminating at the existing Goetre Primary School at its western end. The peak 2-way flow of 22 vehicles is observed during the AM peak hour.

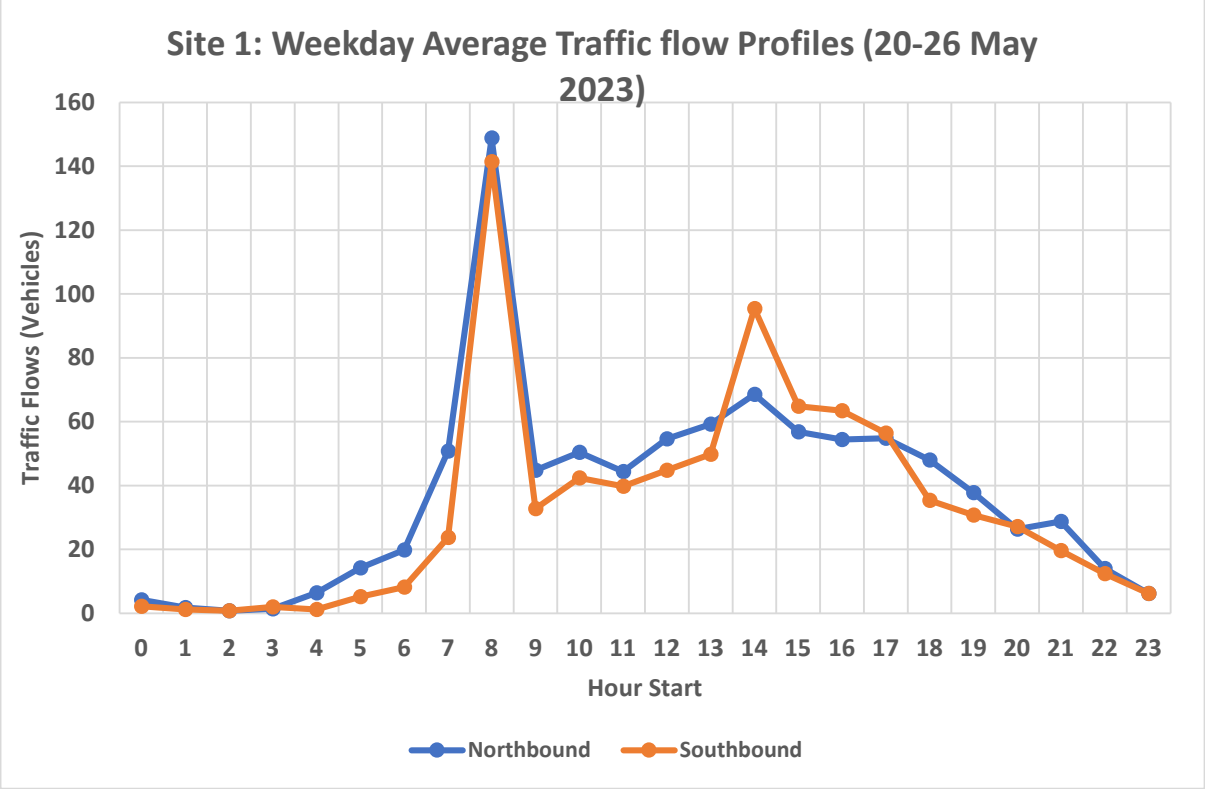


Figure 3.6 Site 1: Goitre Lane between Cypress Way & Fir Tree Close – Weekday Average Traffic Flow Profiles (Vehicles)

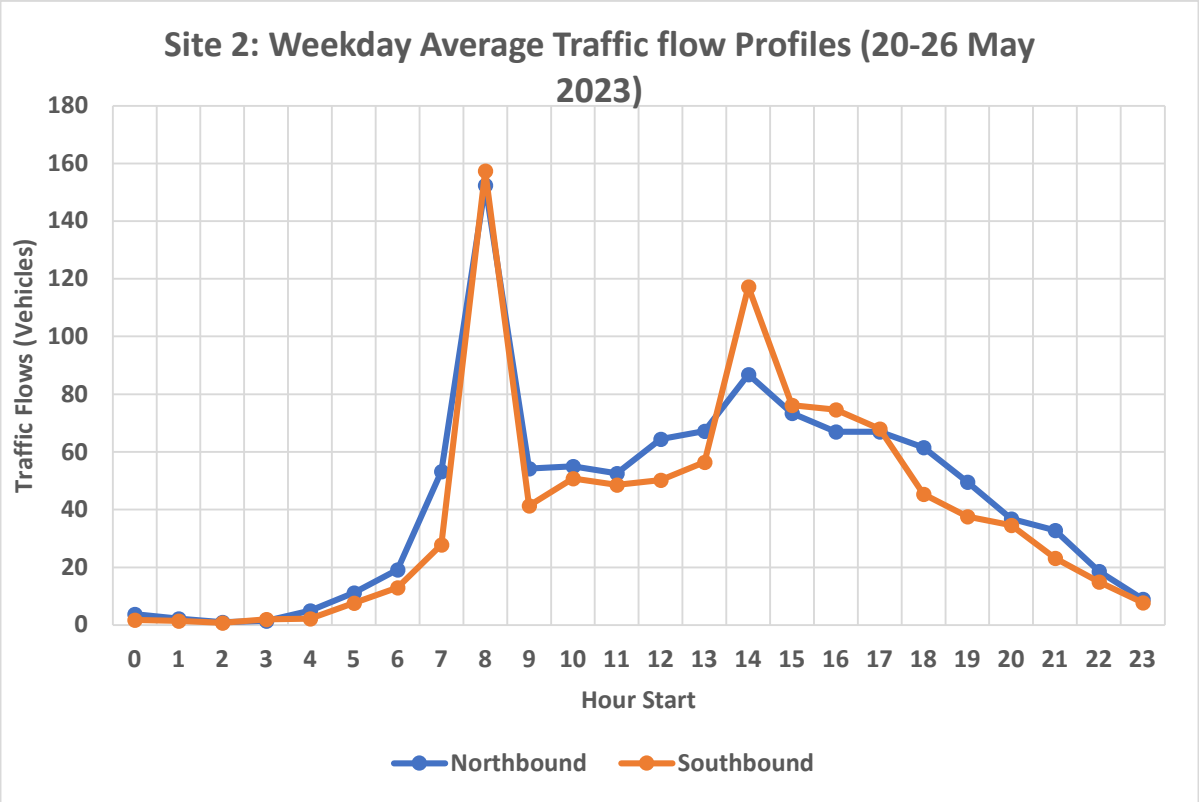


Figure 3.7 Site 2: Goitre Lane between Chestnut Way & Plane Grove – Weekday Average Traffic Flow Profiles (Vehicles)

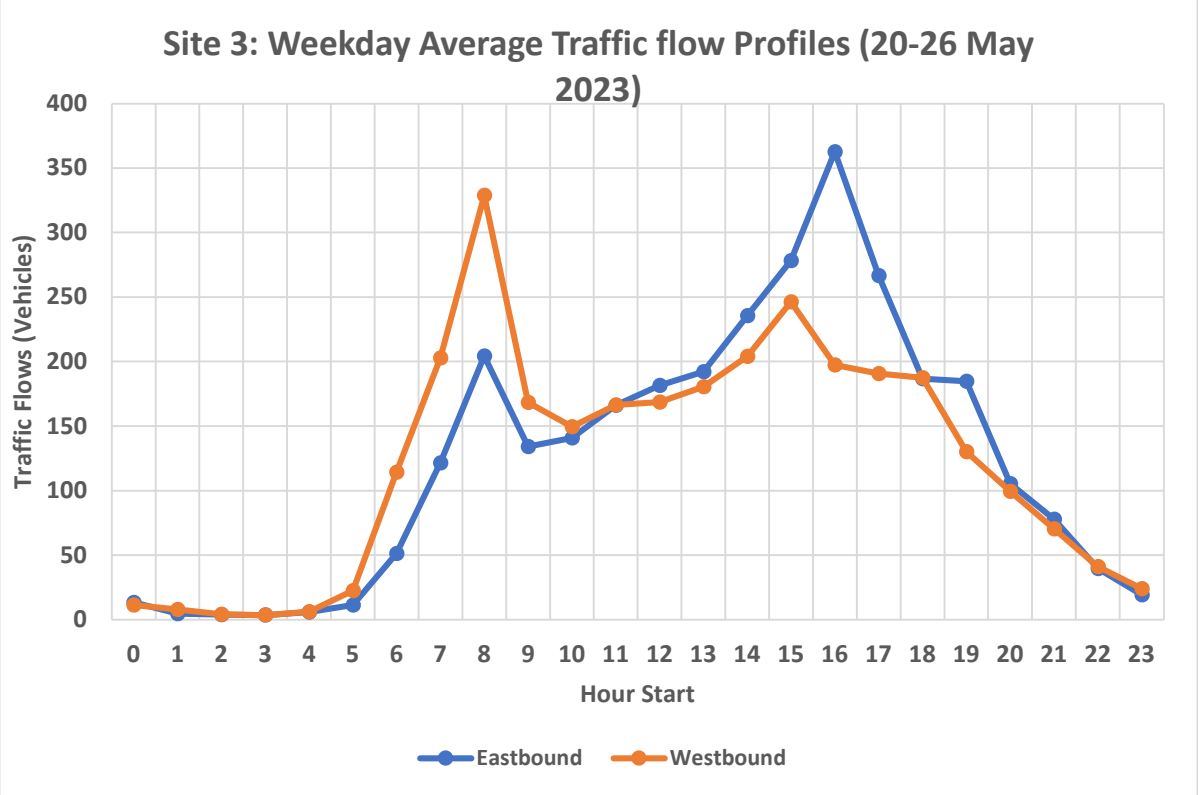


Figure 3.8 Site 3: Gurnos Road west of Almond Grove – Weekday Average Traffic Flow Profiles (Vehicles)

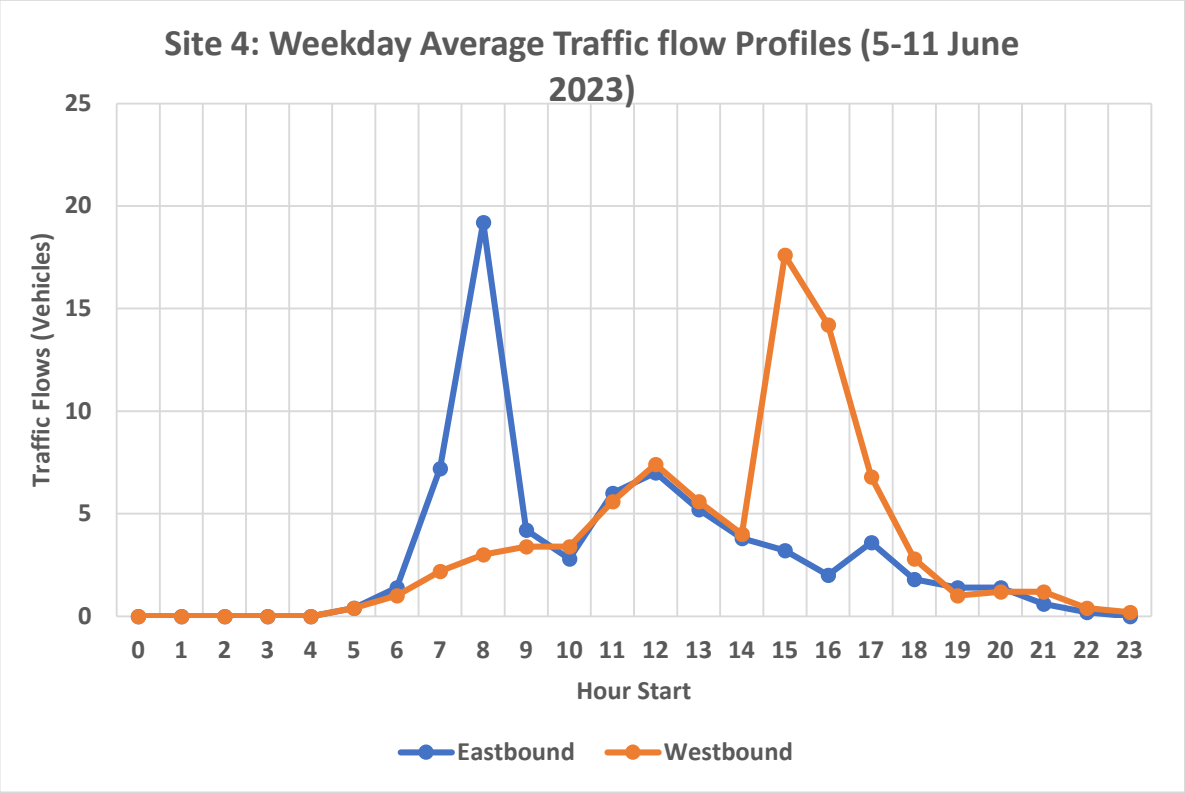


Figure 3.9 Site 4: Rowan Way between School Access & Oak Road – Weekday Average Traffic Flow Profiles (Vehicles)

3.7.9 A summary of the average two-way flows across all ATC sites is shown in **Figure 3.10**.

3.7.10 This data shows that on the average weekday, there is a pronounced peak at the start of the school day, which also coincides with the working day. The PM school peak is also clear and is part of an extended period between 3pm and 5pm.

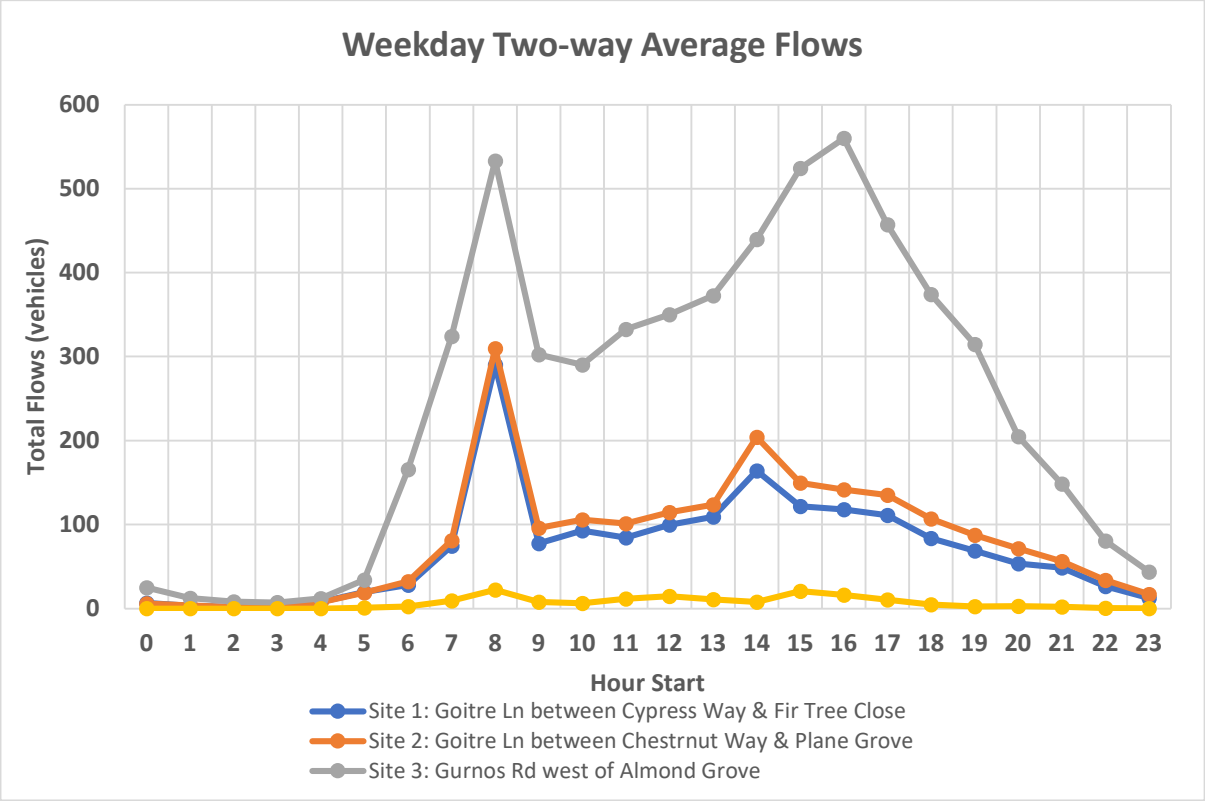


Figure 3.10 ATC sites two-way average traffic flows

3.7.11 A series of Automatic Traffic Counts were undertaken during September 2021 as part of the Goetre Primary School Parking Study, completed by Atkins. A comparison has been undertaken of the 2021 and 2023 automatic traffic counts on Gurnos Road repeat sites. This has been summarised in **Table 3.3** and in **Figure 3.11**.

Location	Period	Total Flows (Vehicles)		Difference	
		2021	2023	No.	%
Gurnos Road	08:00-09:00	486	533	47	10%
	14:30-15:30	413	482	69	17%
	24 Hour	4883	5917	1033	21%

Table 3.3 2021 & 2023 weekday ATC comparison

3.7.12 While in September 2021 the impact of the Covid pandemic in terms of traffic flows was reducing, the 2023 data shows a 10-21% increase in traffic flows along Gurnos Road. While this observed data shows an overall increase in traffic flows between the 2021 and 2023 survey periods the traffic patterns are very similar.

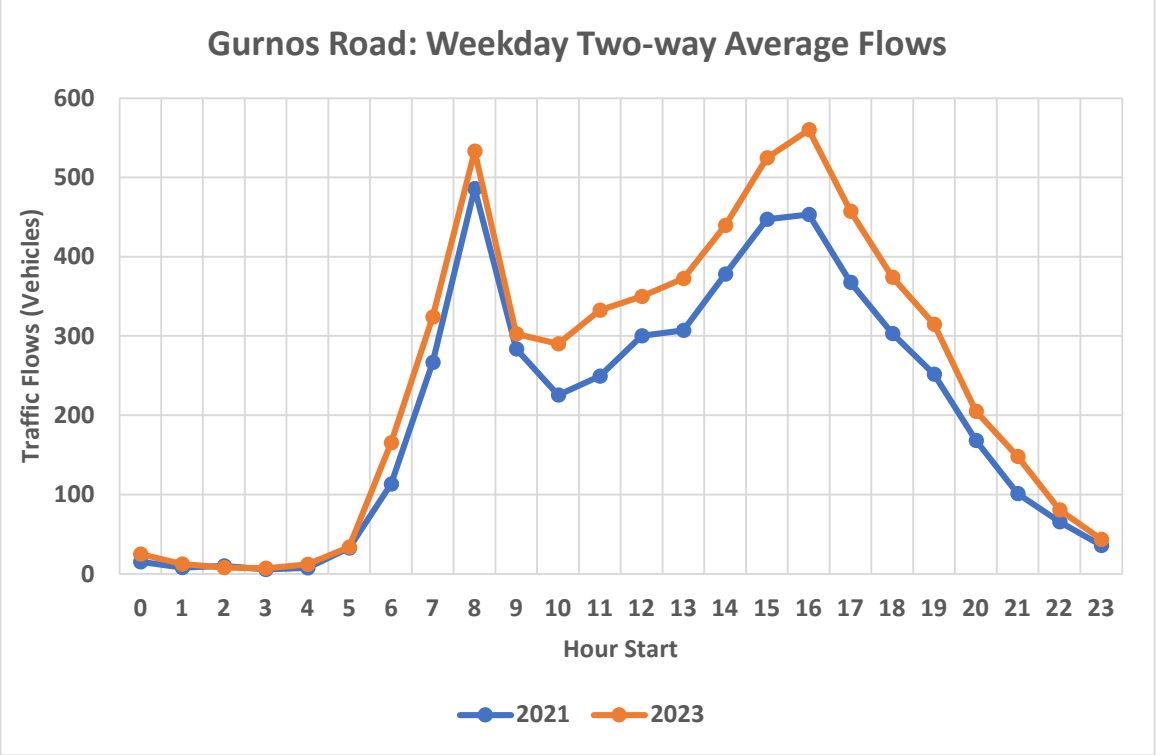


Figure 3.11 Gurnos Road: 2021 & 2023 weekday average traffic flows

Junction Turning Counts

3.7.13 Classified junction turning counts were undertaken at the following locations between the hours of 07:00-10:00 and 15:00-19:00:

1. Gurnos Rd/Goitre Lane
2. Goitre Lane/School Access
3. Goitre Lane/Magnolia Close
4. Goitre Lane/Chestnut Way
5. Goitre Lane/Sycamore Rd/Fourth Ave
6. Gurnos Rd/Poplar Way/Ash Crescent
7. Ash Crescent/Rowan Way
8. Rowan Way/Oak Rd

3.7.14 These junctions were surveyed on Tuesday 23 May 2023 with the exception of Site 5 at the Goitre Lane/Sycamore Road/Fourth Avenue Junction. Unfortunately, the survey equipment installed at this site for the 23 May survey was stolen. New equipment was installed for a survey at this site on Tuesday 6 June 2023, following Whitsun half term.

3.7.15 The data was analysed in 15-minute periods with the peak period hourly traffic flows in passenger car units (PCU's). The data demonstrated that the peak hours across the junctions are shown below, which represent the start and end of the school day:

1. AM: 08:00-09:00; and
2. PM: 14:30-15:30.

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

Pedestrian Counts

3.7.17 In addition to the traffic surveys, Active Travel counts were undertaken on Tuesday 23rd May 2023 at three signalled pedestrian crossings shown in **Figure 3.3** and listed below. Observations were made of both movements across the carriageway and along the carriageway.

3.7.18 Active Travel Counts were undertaken at the following locations:

1. Pelican south of Pen Y Dre High School Access
2. Pelican west of Gurnos Rd/Ash Crescent Roundabout
3. Pelican on Gurnos Rd west of Goetre School

3.7.19 The data was recorded in 15-minute periods with the hourly observed movements summarised in **Table 3.3 – Table 3.5** respectively. The raw survey data included in **Appendix E**.

3.7.20 From this data, it is evident that the level of walking along Goitre Lane at Site 1, adjacent to Pen-Y-Dre High School, is minor with only a total of 7 two-way movements during the AM and 37 two-way movements during the PM.

3.7.21 Using the signalled crossing at site 1, two-way movements are significantly higher with 360 two-way movements during the AM and 340 two-way movements during the PM. It can be observed that there is a peak of eastbound pedestrian movements between 08:00-09:00 and a peak of westbound movements between 14:00-15:00 which coincides with the start and end of the school day.

Link (along Goitre Lane)									
Hour Start	Northbound				Southbound				Two-way Total
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	
AM Period									
07:00	2	0	0	2	0	0	0	0	2
08:00	2	0	0	2	1	0	0	1	3
09:00	2	0	0	2	0	0	0	0	2
Average	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
Total	**6**	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**7**
PM Period									
14:00	1	1	0	2	6	22	0	28	30
15:00	0	0	0	0	0	0	0	0	0
16:00	3	0	0	3	2	2	0	4	7
Average	**1**	**0**	**0**	**2**	**3**	**8**	**0**	**11**	**12**
Total	**4**	**1**	**0**	**5**	**8**	**24**	**0**	**32**	**37**
Survey Period									
Average	2	0	0	2	2	4	0	6	7
Total	10	1	0	11	9	24	0	33	44
Crossing (across Goitre Lane)									
Hour Start	Eastbound				Westbound				Two-way Total
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	
AM Period									
07:00	8	20	0	28	1	11	0	12	40
08:00	22	268	0	290	4	4	0	8	298
09:00	18	1	0	19	3	0	0	3	22
Average	**16**	**96**	**0**	**112**	**3**	**5**	**0**	**8**	**120**
Total	**48**	**289**	**0**	**337**	**8**	**15**	**0**	**23**	**360**
PM Period									
14:00	8	3	0	11	24	289	0	313	324
15:00	1	0	0	1	11	0	0	11	12
16:00	0	0	0	0	4	0	0	4	4
Average	**3**	**1**	**0**	**4**	**13**	**96**	**0**	**109**	**113**
Total	**9**	**3**	**0**	**12**	**39**	**289**	**0**	**328**	**340**
Survey Period									
Average	10	49	0	58	8	51	0	59	117
Total	57	292	0	349	47	304	0	351	700

Table 3.4 Pelican south of Pen Y Dre High School Access - Observed Active travel Movements (* includes OAP & mobility movements)

Link (along Gurnos Road)									
Hour Start	Eastbound				Westbound				Two-way Total
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	
AM Period									
07:00	6	0	0	6	12	0	0	12	18
08:00	33	3	0	36	50	61	0	111	147
09:00	6	2	0	8	14	1	0	15	23
Average	**15**	**2**	**0**	**17**	**25**	**21**	**0**	**46**	**63**
Total	**45**	**5**	**0**	**50**	**76**	**62**	**0**	**138**	**188**
PM Period									
14:00	4	0	1	5	40	10	2	52	57
15:00	34	11	0	45	22	8	1	31	76
16:00	16	3	0	19	8	3	5	16	35
Average	**18**	**5**	**0**	**23**	**23**	**7**	**3**	**33**	**56**
Total	**54**	**14**	**1**	**69**	**70**	**21**	**8**	**99**	**168**
Survey Period									
Average	17	3	0	20	24	14	1	40	59
Total	99	19	1	119	146	83	8	237	356
Crossing (across Gurnos Road)									
Hour Start	Northbound				Southbound				Two-way Total
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	
AM Period									
07:00	5	0	1	6	3	0	0	3	9
08:00	58	6	0	64	57	65	1	123	187
09:00	10	3	0	13	4	0	0	4	17
Average	**24**	**3**	**0**	**28**	**21**	**22**	**0**	**43**	**71**
Total	**73**	**9**	**1**	**83**	**64**	**65**	**1**	**130**	**213**
PM Period									
14:00	5	2	0	7	30	13	0	43	50
15:00	79	104	1	184	19	15	0	34	218
16:00	6	9	1	16	3	2	1	6	22
Average	**30**	**38**	**1**	**69**	**17**	**10**	**0**	**28**	**97**
Total	**90**	**115**	**2**	**207**	**52**	**30**	**1**	**83**	**290**
Survey Period									
Average	27	21	1	48	19	16	0	36	84
Total	163	124	3	290	116	95	2	213	503

Table 3.5 Pelican west of Gurnos Rd/Ash Crescent Roundabout - Observed Active travel Movements (* includes OAP & mobility movements)

Link (along Gurnos Road)									
Hour Start	Eastbound				Westbound				Two-way Total
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	
AM Period									
07:00	5	2	0	7	10	0	0	10	17
08:00	7	7	1	15	7	0	0	7	22
09:00	4	0	0	4	13	0	0	13	17
Average	**5**	**3**	**0**	**9**	**10**	**0**	**0**	**10**	**19**
Total	**16**	**9**	**1**	**26**	**30**	**0**	**0**	**30**	**56**
PM Period									
14:00	4	0	1	5	6	0	1	7	12
15:00	13	1	0	14	8	8	1	17	31
16:00	10	0	0	10	5	4	0	9	19
Average	**9**	**0**	**0**	**10**	**6**	**4**	**1**	**11**	**21**
Total	**27**	**1**	**1**	**29**	**19**	**12**	**2**	**33**	**62**
Survey Period									
Average	7	2	0	9	8	2	0	11	20
Total	43	10	2	55	49	12	2	63	118
Crossing (across Gurnos Road)									
Hour Start	Northbound				Southbound				Two-way Total
	Adult	Child	Cyclist	Total	Adult	Child	Cyclist	Total	
AM Period									
07:00	0	0	0	0	3	0	0	3	3
08:00	17	3	0	20	36	47	1	84	104
09:00	6	3	0	9	1	2	0	3	12
Average	**8**	**2**	**0**	**10**	**13**	**16**	**0**	**30**	**40**
Total	**23**	**6**	**0**	**29**	**40**	**49**	**1**	**90**	**119**
PM Period									
14:00	2	2	1	5	46	7	0	53	58
15:00	48	64	2	114	10	5	0	15	129
16:00	11	13	5	29	4	2	0	6	35
Average	**20**	**26**	**3**	**49**	**20**	**5**	**0**	**25**	**74**
Total	**61**	**79**	**8**	**148**	**60**	**14**	**0**	**74**	**222**
Survey Period									
Average	14	14	1	30	17	11	0	27	57
Total	84	85	8	177	100	63	1	164	341

Table 3.6 Gurnos Rd pelican west of Goetre School - Observed Active travel Movements (* includes OAP & mobility movements)

3.7.22 The observed data has been collected in 15-minute periods, with the detailed crossing profiles shown in **Figure 3.12** to **Figure 3.14** for each site. For each crossing this shows distinct peaks, which are associated with the start and end of the school day.

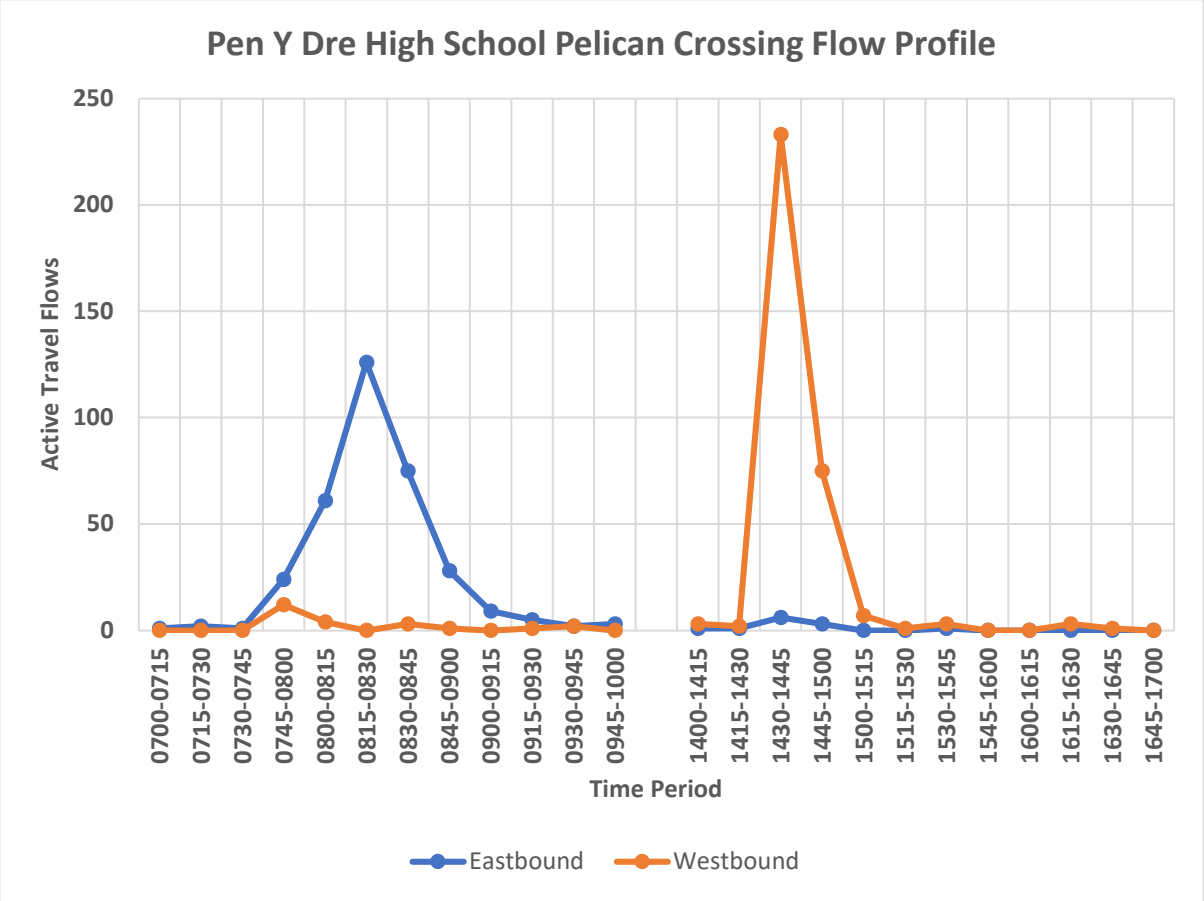


Figure 3.12 Pen Y Dre High School Pelican Crossing Active Travel Flow Profile

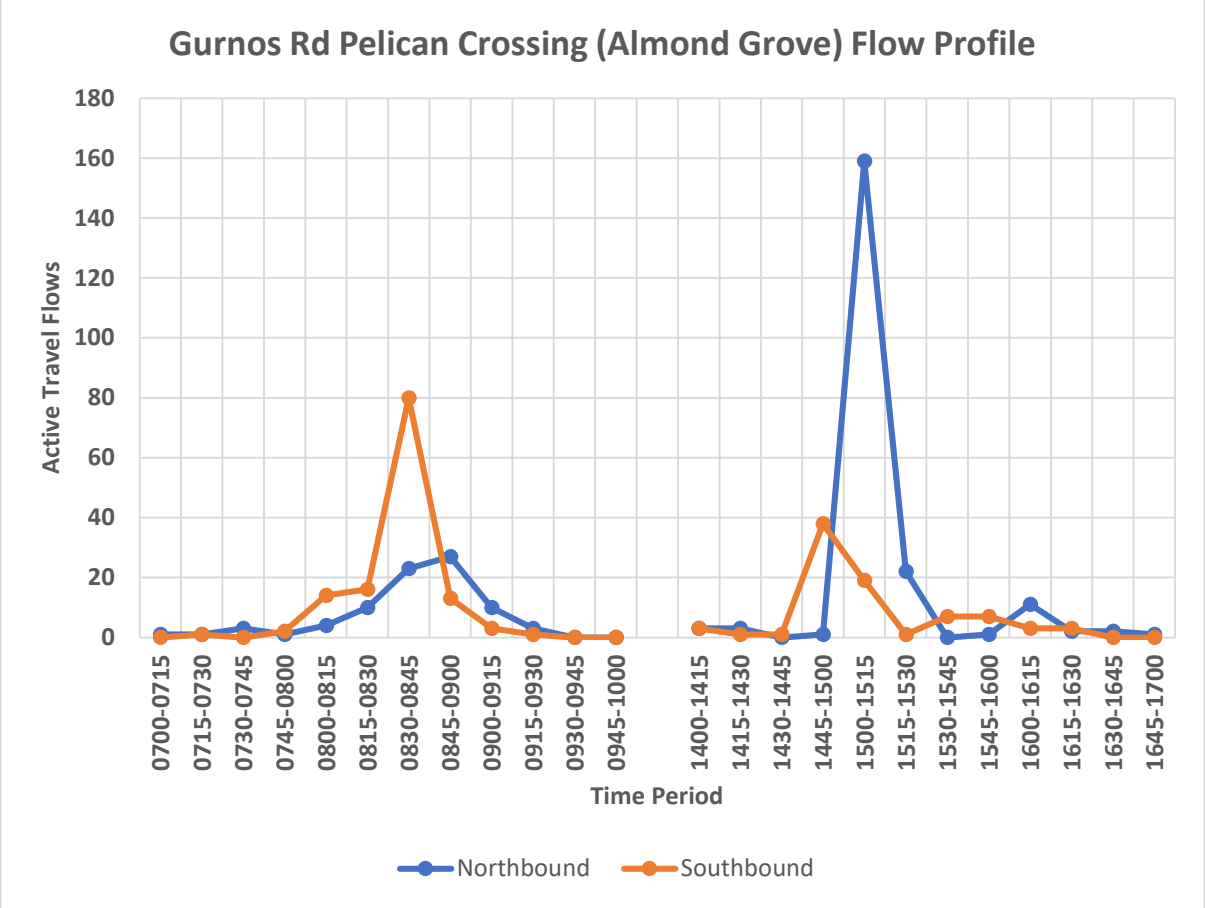


Figure 3.13 Gurnos Road Pelican Crossing (Almond Grove) Active Travel Flow Profile

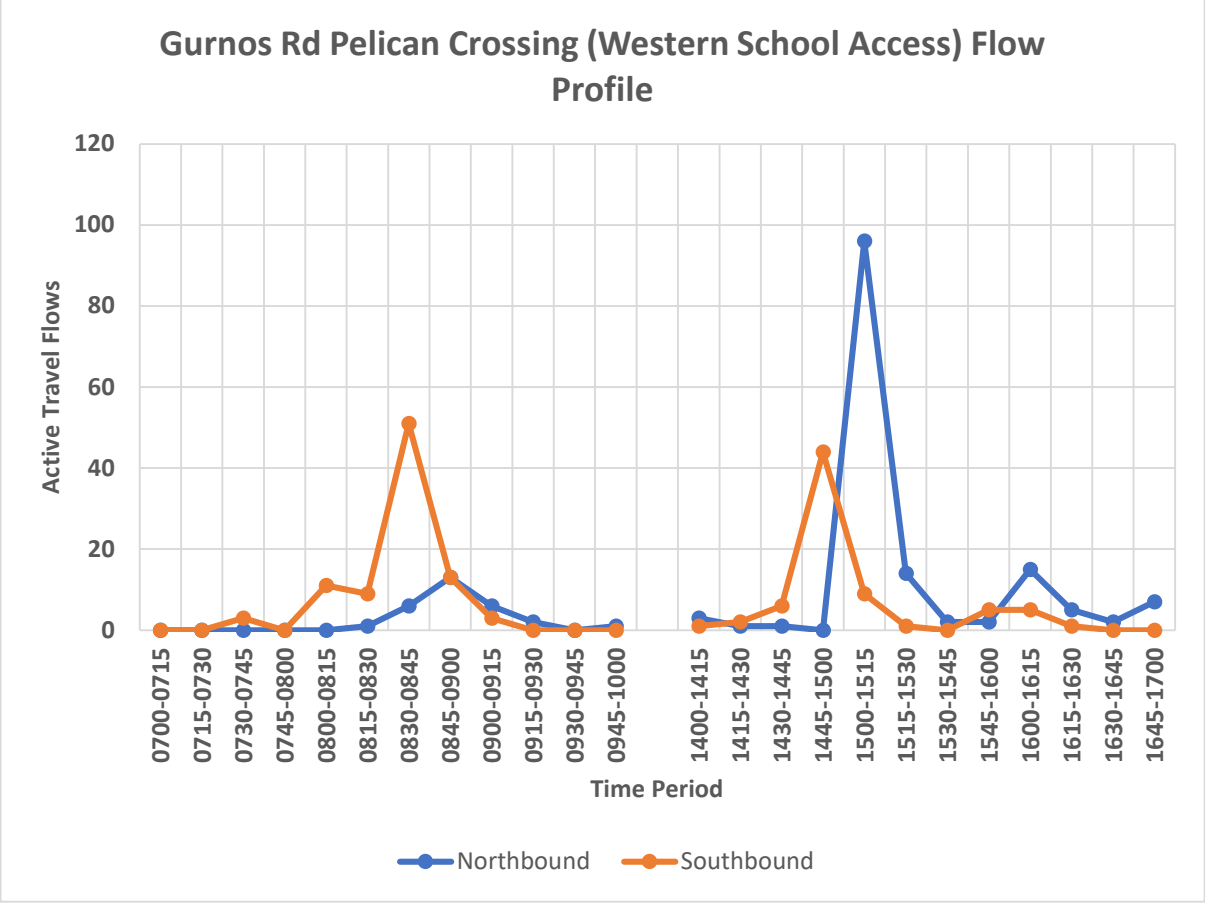


Figure 3.14 Gurnos Road Pelican Crossing (Western School Access) Active Travel Flow Profile

3.8 Traffic Speeds & Visibility

3.8.1 The ATC's recorded the 85th percentile speed of vehicles travelling in both directions. The recorded speeds are summarised in **Table 3.6** with the associated TAN 18 visibility requirements interpolated from Manual for Streets (Table 7.1 Derived SSDs for streets).

3.8.2 Site 1 on Goitre Lane is located within the 20mph zone associated with Pen Y Dre High School. The observed 85th percentile speeds are slightly above the posted speed limit.

3.8.3 Site 2 on Goitre Lane is subject to a 30mph speed limit, with the 85th percentile speeds being below the posted speed limit in the southbound direction towards Chestnut Way, but exceeding the posted speed limit in the northbound direction.

3.8.4 Site 3 on Gurnos Road is subject to a 30mph speed limit, with the 85th percentile speeds in both directions being above the posted speed limit.

3.8.5 Site 4 on Rowan Way close to the Goetre Primary School vehicular access is subject to a 20mph speed limit, with the 85th percentile speeds being below the posted speed limit in both directions.

Site	Direction	85th Percentile Speed (mph)	Stopping Sight Distance (m)
1: Goitre Ln between Cypress Way & Fir Tree Close	NB	25.9	34.8
	SB	23.3	30.3
2: Goitre Ln between Chestnut Way & Plane Grove	NB	24.8	32.7
	SB	32.7	49.0
3: Gurnos Rd west of Almond Grove	EB	34.4	52.9
	WB	36.8	58.5
4: Rowan Way between School Access & Oak Rd	EB	17.5	20.5
	WB	17.0	19.7

Table 3.7 Observed 85th percentile speeds and required visibility splay

3.9 Parking Survey

3.9.1 On Tuesday 23 May 2023 Parking Beat surveys were also undertaken at the existing and proposed Goetre Primary school sites. These surveys were undertaken during the AM and PM school peak periods.

3.9.2 The on-street parking areas in the vicinity of the existing and proposed Goetre Primary school were split into a number of discrete zones as listed in **Table 3.8** and shown in **Figure 3.14**. This level of dis-aggregation allows for a detailed analysis of the existing parking conditions.

Parking Zone			
Goetre Primary School			
A	Gurnos Road	A1	Gurnos Rd/Poplar Way Roundabout-Almond Grove
		A2	Gurnos Rd/Almond Grove Ped Crossing-Layby
		A3	Gurnos Rd/Layby to western Ped Crossing
		A4	Gurnos Rd/Western Ped Cross
B	Ash Crescent	B1	Gurnos Rd/Poplar Way Roundabout-Rowan Way
C	Rowan Way	C1	Ash Crescent-Oak Rd
		C2	Oak Rd-School Access
D	Oak Road	D1	Rowan Way-78 Oak Rd
Pen Y Dre High School			
E	Goitre Lane	E1	Goitre Ln Side Road-High School Access
		E2	High School Access-Fir Tree Close
		E3	Fir Tree Close-Magnolia Close
		E4	Magnolia Close-Plane Grove
F	Cypress Close	F1	Cypress Close

Table 3.8 Parking Survey - Zones



Figure 3.15 Parking Survey Areas

3.10 Goetre Primary School Parking Zones

A: Gurnos Road

3.10.1 Apart from the zig zag areas on either side of the two pelican crossings there are no parking restrictions along this section of Gurnos Road. For most of its length there are no frontages with the highway bounded on both sides by footways and grass banked areas, with the exception of the residences on the southern side of the road, located to the west of the Gurnos Road/Poplar Way/Ash Crescent as described in parking zone A1 below.

3.10.2 This section of Gurnos Road is generally 7m in width allowing for on-street parking on 1 side of the road to keep the two running lanes clear for traffic. With the residential parking section on the southern side of the road at its eastern end the southern side of the road is used for school parking.

3.10.3 Nevertheless, during times of peak demand vehicles make use of the footway and wide grass verge on the northern side of the road.

A1:Gurnos Rd/Poplar Way Roundabout-Almond Grove Ped Crossing

3.10.4 This section of Gurnos Road between the Gurnos Road/Poplar Way/Ash Crescent roundabout and the Pelican crossing located adjacent to the pedestrian link to Almond Grove on the northern side of the road and with the eastern Active Travel school access on the southern side of the road.

3.10.5 The northern side of this section of Gurnos Road does not have the frontage of any properties or - Road dwellings present while the southern side is fronted by numbers 117¬149. These properties have on-street parking on Gurnos Road, with room for 24 passenger car units (pcu's) measured at 6m per pcu.

A2:Gurnos Rd/Almond Grove Ped Crossing-Layby

3.10.6 This section of Gurnos Road between the Pelican crossing located adjacent to the eastern Active Travel school access and the Layby on the southern side of the road and located to the north of Goetre Primary School has no frontages present, is bounded on both sides by footways and grass banks. The parking capacity on the southern side of the road is measured at 17 pcu's.

A3:Gurnos Rd Layby-Western Pelican Crossing

3.10.7 This section of Gurnos Road between the western Pelican crossing and the Layby on the southern side of the road and located to the north of Goetre Primary School has no frontages present, is bounded on both sides by footways and grass banks. The parking capacity on the southern side of the road is measured at 32 pcu's.

A4:Gurnos Rd Western Pelican Crossing-Gurnos Road link to Prince Charles Hospital Entrance.

3.10.8 This section of Gurnos Road located to the west of the western Pelican crossing has no frontages present, is bounded on both sides by footways and grass banks. The parking capacity on the southern side of the road is measured at 12 pcu's.

B: Ash Crescent

3.10.9 This short section of Ash Crecent between the Gurnos Road/Poplar Way/Ash Crescent roundabout the Rowan way access to Goetre Primary School has no formal parking restrictions.

B1: Gurnos Road/Poplar Way/Ash Crescent Roundabout-Rowan Way

3.10.10 This short section of Ash Crescent is fronted on the west by No.99 and to the east by No.'s 98 and 100. On-street parking has been observed on the eastern side of the road, with a parking capacity measured at 7pcu's.

C: Rowan Way

3.10.11 Rowan Way has no formal parking restrictions and is generally 5m in width. The northern side of the road is generally used for on-street parking and is equipped with a short section parallel parking bays.

C1: Ash Crescent-Oak Road

3.10.12 This section of Rowan Road between Ash Crescent and Oak Road is fronted on both sided by residential properties. On-street parking has been observed on the northern side of the road, with a parking capacity measured at 12pcu's, including a section of parallel parking bays to the front of No.'s 12-18.

C2: Oak Road-School Access

3.10.13 This section of Rowan Road between Oak Road and the Goetre School main access is fronted on both sided by residential properties. On-street parking has been observed onthe northern side of the road, with a parking capacity measured at 11pcu's.

D: Oak Road

3.10.14 This short section of Oak Road between Rowan Way and a link Road to Ash Crescent is generally 5m wide with no formal parking restrictions. On-street parking generally occurs on the eastern side of the road. A number of the properties on the right-hand side of the road have converted their front gardens into off-street parking areas, effectively reducing the on-street parking capacity by effectively 4pcu's.

D1: Rowan Way-Ash Crescent Link Road

3.10.15 This short section of Ash Crescent is fronted on both sides the road. On-street parking has been observed on the eastern side of the road, with a parking capacity measured at 24pcu's.

3.11 Pen Y Dre High School Parking Zones

A: Goitre Lane

3.11.1 3Apart from the zig zag areas on either side of the pelican crossing at the Pen Y Dre High School Access there are no formal parking restrictions along this section of Goitre Lane. For most of its length there are no frontages with the highway bounded on both sides by footways and wide grass verges, with the exception of the residences on the southern side of the road, located between Plane Grove and Chestnut Way. These dwellings though have off-street parking to the front.

E1: Goitre Lane Side Access-Pen Y Dre High School Entrance

3.11.2 This section of Gurnos Road from just to the south of the Gurnos Ring Road to Entrance of Pen Y Dre High School has no formal parking restriction but the on-street parking capacity is reduced by a traffic calming chicane to the north of the school entrance and an area of yellow School Zig Zags located immediately to the north of the school entrance.

3.11.3 Any parking observed along this section of Goitre Lane is generally on the eastern side of the road in the vicinity of the school, with a practical parking capacity measured at 20pcu's.

E2: Pen Y Dre School Entrance-Fir Tree Close

3.11.4 This section of Goitre Lane between the Pelican Crossing at the Pen y Dre High School entrance and Fir Tree Close has no frontage development and is bound on the east by green fields and to the west by a footway and wide grass verges separating residential cul de sacs from the road, including Cypress Close.

3.11.5 Any on-street parking is generally observed on the western and southern side of the road, with a practical parking capacity measured at 21 pcu's.

E3: Fir Tree Close-Magnolia Crescent

3.11.6 This short section of Goitre Lane between Fir Tree Close and Magnolia Crescent is bound by green fields to the north and footways and wide grass verges to the south, includes a traffic calming chicane and a bus cage on the southern side of the road. The practical parking capacity on the southern side of the road is measured at 3 pcu's.

E4: Magnolia Crescent-Plane Grove.

3.11.7 This short section of Goitre Lane between Magnolia Crescent and Plane Grove is bound by green fields to the north and footways and wide grass verges to the south. The practical parking capacity on the southern side of the road is measured at 7 pcu's.

F: Cypress Close

3.11.8 Cypress Close is a residential cul de sac located on the western side of Goitre Lane with access direct from Goitre Lane immediately to the south of the Pen Y Dre High School pelican crossing.

F1: Cypress Close

3.11.9 While for the majority of the time Cypress Close is utilised by local residents for parking, with a it has been observed to be utilised by parents for pupil drop off/pick up. For the purposes of this analysis the general residents parking is located on the western side of Cypress Close with a further informal parking area at the northern end with a section of Residents Parking Only of

6 spaces located on the eastern side of the road. This provides for a practical capacity of 24 pcu's.

3.12 Parking Survey Results

3.12.1 The results of the parking survey are summarised in terms of occupancy rates for the Am and PM peak periods in **Table 3.9** for Goetre Primary School and **Table 3.10** for Pen Y Dre High School. The data is also shown graphically in **Figures 3.16 to 3.19** fand in map form in **Figures 3.20 to 3.23** for both schools for the AM and PM peak periods.

Time	Goetre Primary School							
	Parking Zone							
	A1	A2	A3	A4	B1	C1	C2	D1
	Capacity							
	24	17	32	12	7	12	11	25
AM								
810	38%	0%	0%	0%	14%	50%	55%	92%
815	38%	0%	0%	0%	14%	50%	64%	92%
820	25%	59%	0%	0%	0%	50%	64%	100%
825	29%	35%	3%	0%	0%	58%	64%	108%
830	46%	18%	3%	0%	0%	67%	73%	108%
835	46%	18%	3%	0%	14%	67%	82%	96%
840	46%	29%	3%	0%	0%	83%	82%	100%
845	42%	35%	3%	0%	0%	83%	64%	100%
850	38%	41%	3%	0%	0%	92%	64%	96%
855	38%	47%	3%	0%	0%	67%	55%	96%
900	33%	53%	3%	0%	14%	67%	45%	100%
905	33%	29%	3%	0%	14%	67%	45%	92%
910	38%	12%	0%	0%	14%	67%	55%	88%
Average	38%	29%	2%	0%	7%	67%	62%	98%
Max	46%	59%	3%	0%	14%	92%	82%	108%
PM								
1430	42%	35%	69%	0%	0%	33%	45%	60%
1435	46%	35%	69%	0%	0%	42%	45%	64%
1440	54%	47%	75%	0%	0%	42%	36%	68%
1445	58%	59%	78%	0%	0%	42%	45%	68%
1450	63%	71%	84%	0%	0%	75%	55%	80%
1455	63%	65%	113%	0%	0%	92%	55%	92%
1500	71%	124%	134%	0%	0%	108%	55%	104%
1505	63%	76%	103%	0%	0%	92%	55%	96%
1510	46%	18%	16%	0%	0%	67%	55%	88%
1515	46%	29%	16%	0%	0%	75%	45%	88%
1520	33%	6%	16%	0%	0%	50%	45%	92%
1525	33%	6%	3%	0%	0%	50%	45%	100%
Average	51%	48%	65%	0%	0%	64%	48%	83%
Max	71%	124%	134%	0%	0%	108%	55%	104%

Table 3.9 Goetre Primary School Parking Occupancy

Time	Pen y Dre High School Parking Zone				
	E1	E2	E3	E4	F1
	Capacity				
	20	21	3	7	21
AM					
810	5%	38%	0%	29%	52%
815	20%	19%	100%	0%	52%
820	10%	43%	0%	0%	67%
825	10%	38%	0%	0%	62%
830	10%	24%	33%	14%	71%
835	10%	19%	67%	14%	76%
840	15%	33%	33%	0%	57%
845	10%	33%	67%	0%	62%
850	10%	33%	67%	0%	52%
855	10%	33%	67%	0%	48%
900	10%	19%	33%	0%	48%
905	10%	19%	67%	0%	52%
910	10%	19%	33%	0%	52%
Average	**11%**	**29%**	**44%**	**4%**	**58%**
Max	**20%**	**43%**	**100%**	**29%**	**76%**
PM					
1430	50%	90%	100%	14%	100%
1435	75%	90%	67%	14%	110%
1440	100%	105%	67%	29%	124%
1445	120%	105%	233%	43%	119%
1450	100%	62%	200%	14%	43%
1455	15%	19%	100%	14%	33%
1500	15%	19%	100%	14%	33%
1505	15%	14%	100%	14%	33%
1510	10%	14%	67%	14%	43%
1515	10%	10%	67%	14%	48%
1520	5%	10%	33%	14%	43%
1525	5%	5%	33%	0%	33%
Average	**43%**	**45%**	**97%**	**17%**	**63%**
Max	**120%**	**105%**	**233%**	**43%**	**124%**

Table 3.10 Pen Y Dre High School Parking Occupancy

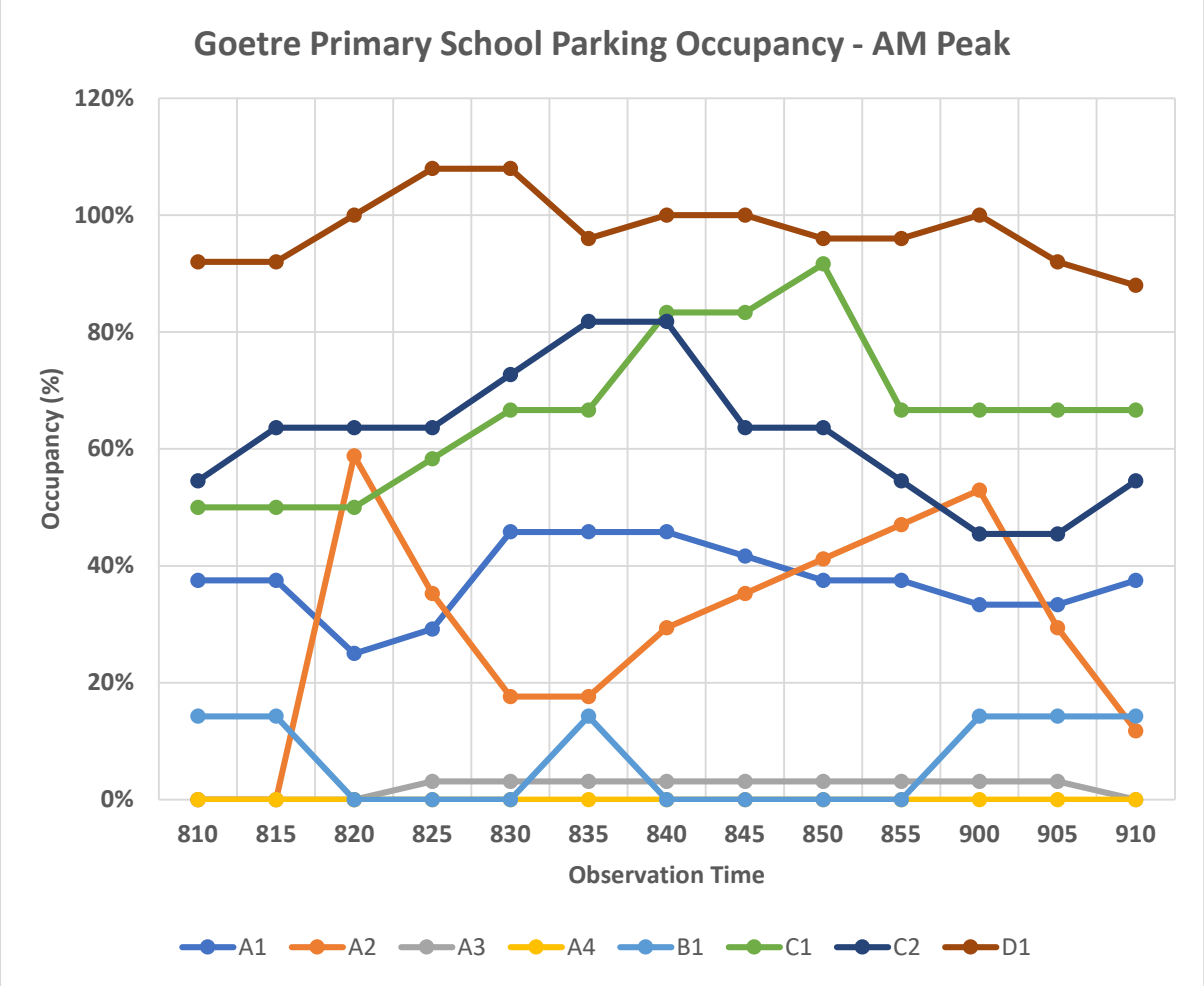


Figure 3.16 Goetre Primary School Parking Occupancy – AM Peak

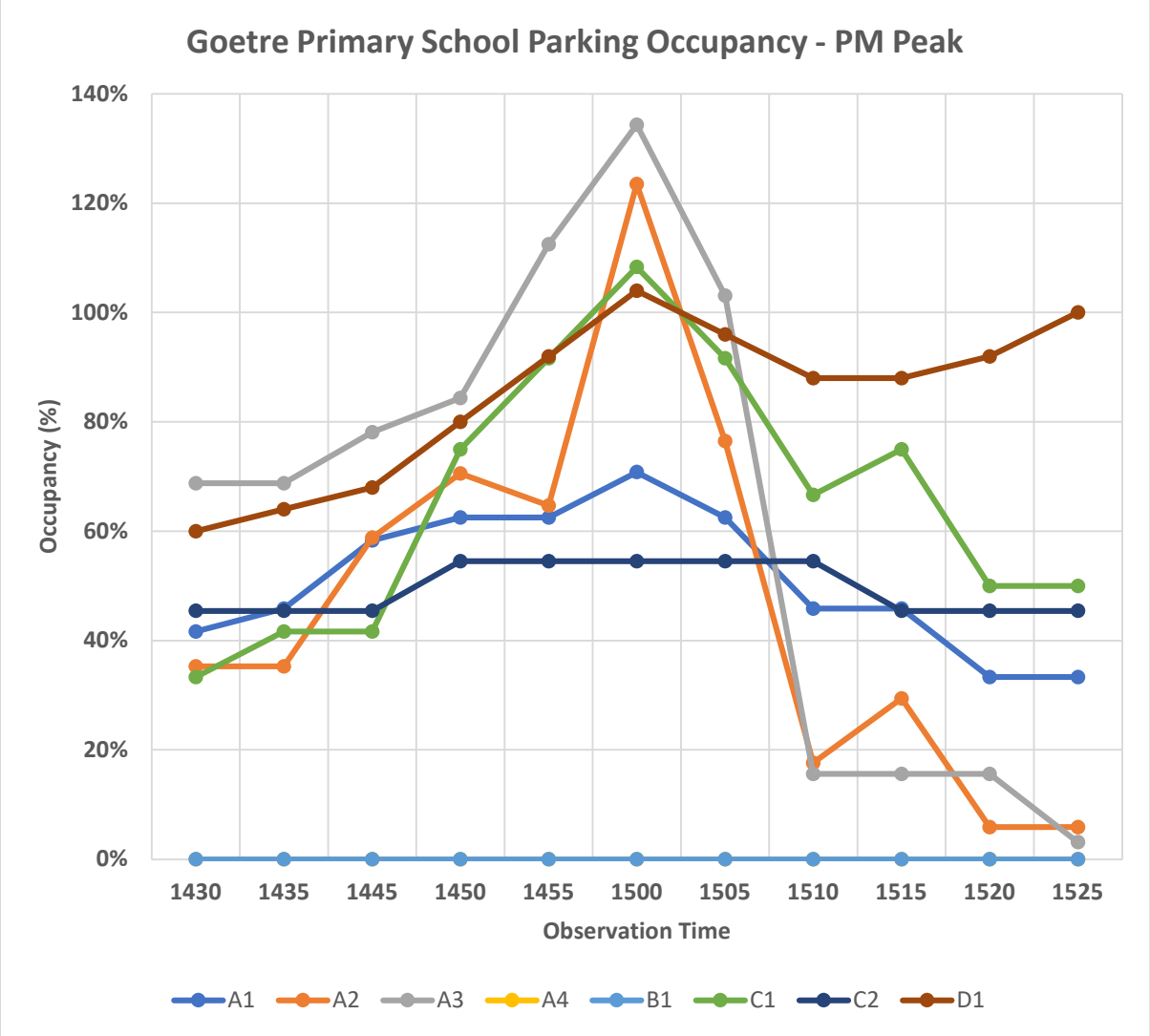


Figure 3.17 Goetre Primary School Parking Occupancy – PM Peak

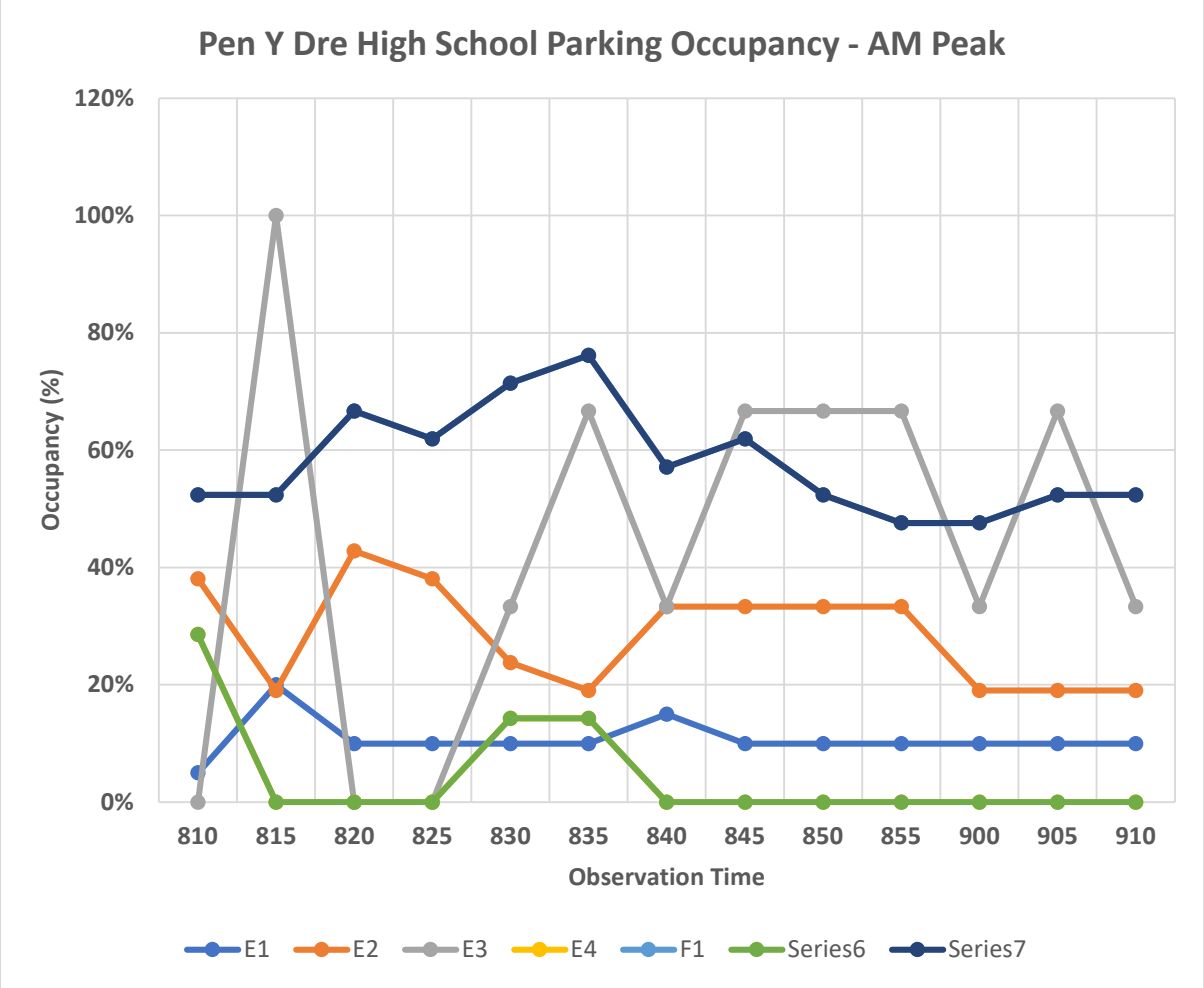


Figure 3.18 Pen Y Dre School Parking Occupancy – AM Peak

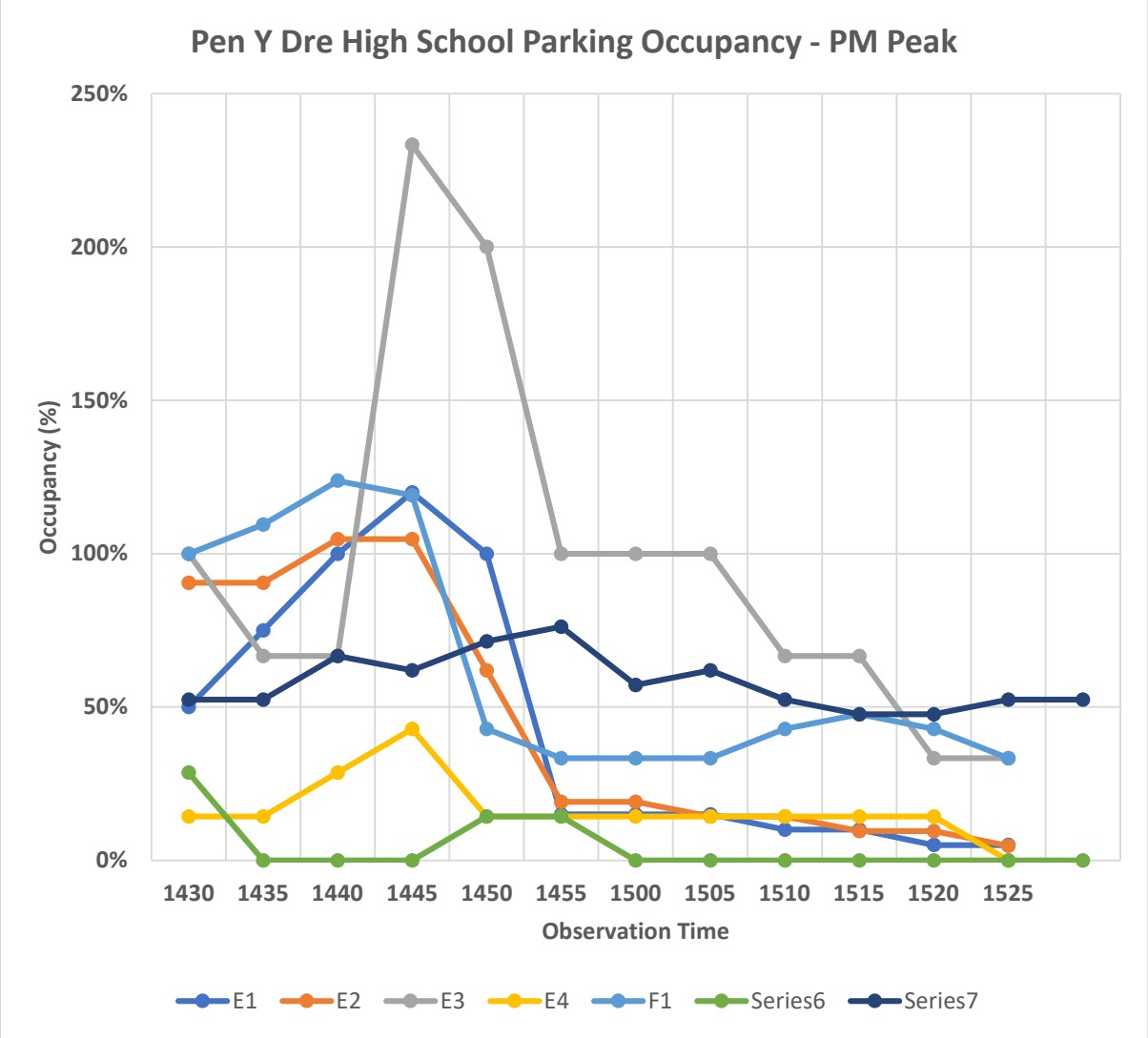


Figure 3.19 Pen Y Dre High School School Parking Occupancy – PM Peak



Figure 3.20 Average Parking Occupancy – AM Peak



Figure 3.21 Maximum Parking Occupancy – AM Peak



Figure 3.22 Average Parking Occupancy – PM Peak



Figure 3.23 Maximum Parking Occupancy – PM Peak

3.12.2 As expected, this data shows the increase in parking at the start and particularly the endof the school day at both sites. This reflects the basic fact that drop offs are relatively short in duration, with a minimum of dwell time for each vehicle. For the pick up at the end of the school day the dwell time is significantly longer as parents park up in advance of the end of the school day and can be waiting for extended periods.

3.12.3 Nevertheless, in both the Am and PM peak hours the period of maximum demand is relatively short in duration and not cover the whole hour even for the PM peak.

Goetre Primary School

3.12.4 In terms of the average parking occupancy Rowan Way and Oak Road have reasonably high levels of occupancy, which is a reflection of the residential nature of these streets with minimal off-street parking available.

3.12.5 For parking zones A2 and A3 on Gurnos Road it is evident that there is a far greater maximum occupation during the PM peak hour with a shot lived but intense period of occupancy exceeding 100% between 14:55 and 15:05.

Pen Y Dre High School

3.12.6 In terms of average parking occupancy Goitre Lane just to the south of the Pen Y Dre School access and Cypress Close have moderate levels of occupancy, which is a reflection of the residential nature of these streets with minimal off-street parking available.

3.12.7 Again, the intense period of parking occupancy at the end of the school day is evident along Goitre Lane in the vicinity of the school access as well as on Cypress Close. Parking zone E1 exceeds 100% occupancy between 14:40 and 14:50.

3.12.8 This data reflects the fact that the two schools have different hours of operation with the end of the day for Goetre Primary School being after the end of the day for Pen Y Dre High School.

4 SITE ACCESSIBILITY

4.1 Active Travel

4.1.1 The current Pedestrian and cyclist infrastructure within the vicinity of the proposed development site is shown in **Figure 4.1**.



Figure 4.1 Pedestrian & cyclist infrastructure within close proximity of the development site

Pedestrians

4.1.2 Existing pedestrian provision within the vicinity of the proposed development site is of a good standard and will provide access to the school from surrounding residential areas.

4.1.3 As discussed in section 3, Goitre Lane benefits from a signalled pedestrian crossing point at the Pen-Y-Dre High School access and many informal crossing points. There are a series of offroad footpaths connecting residential areas within the catchment area of the school, as shown in Figures 1.2 and 4.1 above.

Cycle Infrastructure

4.1.4 Cycling as a mode of travel to work is ever increasing given the growing trend of recreational cycling, and is a key travel mode for a shift away from the car.

4.1.5 There are no NCN cycle routes within close proximity of the development site.

Active Travel Network Map

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

4.1.7 The Active Travel Network Map within the locality of the site is shown in **Figure 4.2**.

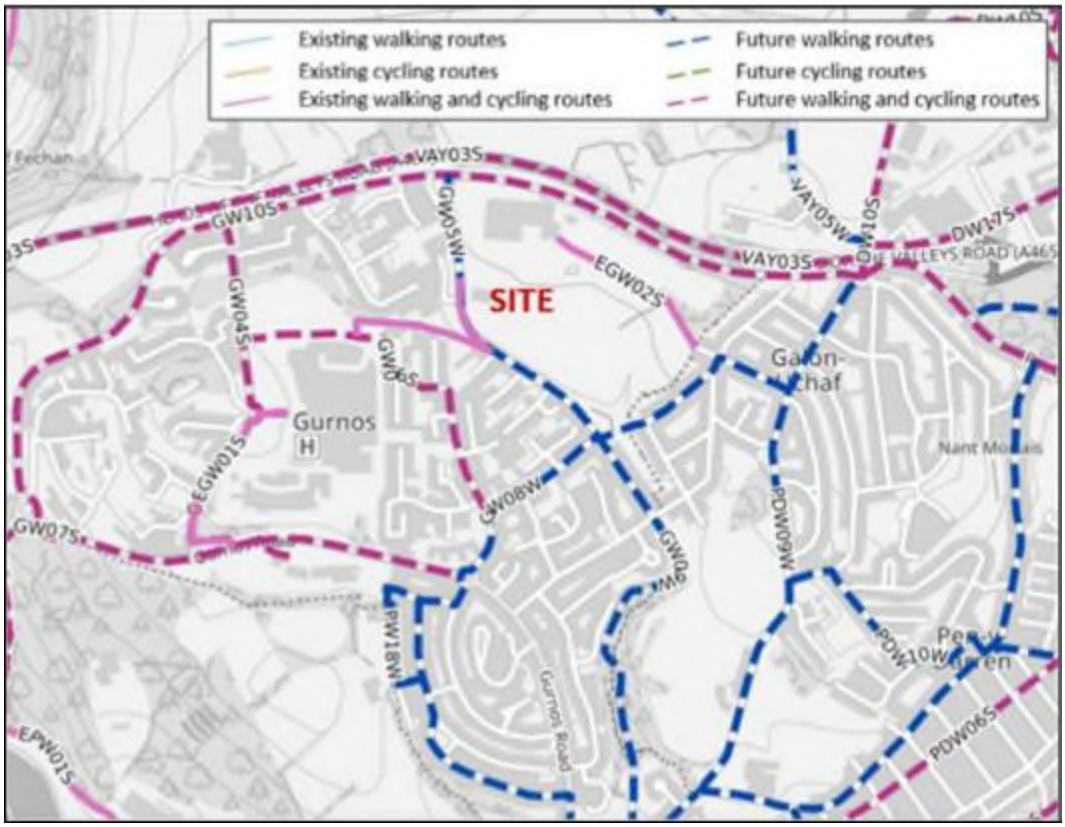


Figure 4.2 Active travel Network Map

4.2 Public Transport

4.2.1 Public transport infrastructure within proximity of the development site is shown in **Figure 4.3**.



Figure 4.3 Public transport infrastructure within close proximity of the development site

Bus

4.2.2 As can be seen from the above, there are several bus stops located near the proposed site. The closest of which is located on Goitre Lane just south of Plane Grove and 100m distant from the proposed development site access, where a northbound bus stop is available.

4.2.3 This stop is served by Service 27 (Merthyr Circular vis Prince Charles Hospital), with scheduled running times of 11 minutes outbound from Merthyr Bus Station. Service 27 is also served by stops operating in both directions along Chestnut Way, just to the west of Goitre Lane with other stops outside the Gurnos neighbourhood Centre, which is within 400m of the proposed development site.

4.2.4 The 3 Service (Merthyr Tydfil-Bargoed) runs along Gurnos Ring Road to the north of the proposed development site and has stops just to the west of the northern end of Goitre Lane and approximately 500m from the proposed main access to the development site. with a scheduled running time between this stop and Merthyr Bus Station of 11 minutes.

4.2.5 This bus stop is an on carriageway caged bus stop with a flag and timetable information

as shown in **Plate 4.1**. Bus services operating from here, and other stops within the locality are summarised in **Table 4.1**.



Plate 4.1 Northbound Bus Stop on Goitre Lane

Route No.	Destination	Frequency
3	Bargoed - Merthyr Tydfil	Mon-Sat: 07:21 then hourly from 07:56-18:56
	Merthyr Tydfil - Bargoed	Mon-Sat: hourly from 07:48-17:48
27	Merthyr - Prince Charles Hospital - Merthyr (circular)	Mon-Sat: 06:28 then every 20 mins from 07:09-19:09 then 19:49

Table 4.1 Bus Services operating within the vicinity of the proposed school site

4.2.6 As can be seen from the above, the site benefits from frequent daily services during the AM and PM commuting peak hours. These bus services benefit from links to Merthyr Tydfil Bus Station which allows connections to linked bus journeys and the wider bus network.

Rail

4.2.7 The nearest railway station to the proposed site is Merthyr Tydfil railway station. This is located 2.8km walk south of the development site. Both the no.3 and no.27 bus services call at Merthyr Tydfil Bus Station located a 300m walk from Merthyr Tydfil railway station.

4.2.8 Merthyr Tydfil railway station is the terminus of the Merthyr Branch of the Merthyr Line, and consists of 1 platform, providing half hourly services to and from Cardiff Central Monday to Saturday, with an hourly service on Sundays. Intermediate stops on the Merthyr Line include

Pontypridd and Treforest, with a scheduled journey time of 20 minutes to Pontypridd and an hour to Cardiff Central.

4.2.9 The frequent services available from this station to the following locations summarised in **Table 4.2**.

Destination	Frequency
Merthyr Tydfil – Cardiff	Mon-Sat: Hourly from 06:08-22:13 Sun: Hourly from 09:38-21:38
Cardiff – Merthyr Tydfil	Mon-Sat: Hourly from 05:59-22:26 Sun: Hourly from 08:18-20:28

Table 4.2 Merthyr Tydfil railway station services

4.3 Local Amenities & Facilities

4.3.1 There are a number of local facilities and amenities within walking distance of the development site which are shown in **Figure 4.4** with walking distance isochrones. **Table 4.3** shows walking and cycle distance and times from the proposed site.

4.3.2 The acceptable walking distances as detailed within the CIHT guidance 'Providing for Journeys on Foot' is 1.2km as the preferred maximum. There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows. While the TA 91/05 has been superseded by CD 143 and by National Activity Appendices, these statements are still valid.

- Walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)

- Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)

- Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)

- Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)

- 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).

- Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)

- For commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT).

4.3.3 The walking and cycling times have been calculated based on 80 metres per minute (4.8kph) as set out in the CIHT guidance document 'Providing for Journeys on Foot' and the 320 (12mph) metres per minute based on DfT guidance set out in LTN2/08.

4.3.4 As can be seen from the above the development site is located within walking distance of a range of amenities including pharmacies, convenience stores and ATM machines located within 400m walk.

4.3.5 It is considered likely that a number of parents taking to or collecting from school their children would make linked trips to other amenities within the local area.

Facility / Amenity	Distance	Walking Time (mins)	Cycling Time (mins)
Supermarket / convenience store	550	7	4
Petrol station	2000	24	16
Post office	1600	19	13
Bank / ATM	500	6	4
School / education	450	5	4
Community centre / library	700	8	6
Sports centre / facility	700	8	6
GP / medical centre	700	8	6
Pharmacy	500	6	4
Café / restaurant	450	5	4
Fast food / takeaway	550	7	4

Table 4.3 Local amenities within proximity



Figure 4.4 Local Amenities within close proximity of the development site

5 DEVELOPMENT PROPOSALS

5.1 Land Use

5.1.1 The proposed development seeks to relocate the existing Goetre Primary School to land adjacent to the existing Pen-Y-Dre High School. The proposed site layout is shown in **Appendix F**.

5.1.2 Goetre Primary School is a full-time school for children ages 3-11, including a Nursery, with a current capacity of 480 pupils. The school has three Complex Needs Classes. The new school will have a capacity of 500 pupils, which includes 80 spaces for the Nursery.

5.2 Access

Vehicular

5.2.1 Scoping discussions with the highway authority have been undertaken to consider the most appropriate access in terms of type, capacity and location with regards to visibility splays and in relation to road safety and traffic speeds. It has therefore been determined to propose a mini-roundabout access design, at the Goitre Lane / Magnolia Close priority junction.

5.2.2 The access design is shown in **Appendix G**. This would involve modifying the existing Goitre Lane/Magnolia Crescent to a 4-arm mini-roundabout. The mini-roundabout has been designed with regards to need for a new pedestrian crossing close to the proposed site access and associated complementary traffic calming measures.

5.2.3 While there is no requirement for school bus transport at the proposed school, given the small catchment area, there may be a periodic requirement for public service vehicles to access the site for school trips.

5.2.4 Swept path analysis has been undertaken for the proposed site access junction using a 13.1m public service vehicle, which is consistent with the type and size of public service vehicles currently used at Pen Y Dre High School. This swept path analysis is included in **Appendix H**.

5.2.5 Visibility Splays and sight stopping distances are shown in **Appendix I**.

Pedestrian & Cyclist

5.2.6 The proposed main access will be equipped with 3m wide share foot/cycle paths, which will extend along the frontage of the school site along the northern side of Goitre Lane connecting with the footpath to the south of the Pen Y Dre High School Access and with the footpath on the northern side of Goitre Land adjacent to the existing playground.

Disabled

5.2.7 Active Travel access to the proposed new school will be designed to allow for access by the mobility impaired.

5.3 Parking

Vehicular

5.3.1 Merthyr County Borough Council have adopted the CSS Wales (2008) Parking Standards. For educational establishments in Zones 2-4 (the site is Urban or Suburban) the parking provision is:

- Operational: 1 Commercial Vehicle Space
- Non-operational: a space per teaching staff.

5.3.2 With 53 teaching staff at the proposed new school that equates to 53From discussions with Merthyr Council and site observations car parking spaces and 1 commercial vehicle space.

Bicycle

5.3.3 Bicycle parking standards, as set out by CSS Wales parking standards, require theollowing standards as summarised in Table 5.1.

Educational Establishments	Long Stay	Short Stay
Nursey, infants & primary schools	1 stand per 5 staff & 1 stand per 20 children	1 stand per 100 children

Table 5.1 CSS Wales bicycle parking standards

5.3.4 In addition to the above, the CSS Wales Parking Standards state that cycle parking should be located in a safe, secure and convenient location which does not obstruct pedestrians, disabled persons and particularly with sight problems.

5.3.5 Bicycle parking should also be appropriately signed and located in areas that are visible to allow for informal surveillance.

5.3.6 Based on the above, the school will be required to provide 36 long stay cycle parking and 5 short stay cycle parking spaces, a sum of 41 cycle parking spaces.

Disabled

5.3.7 The CSS Wales parking standards details a minimum parking requirement for disabled users and states that;

"It is recommended that appropriately positioned parking places, preferably within 50 metres of the facilities served by the car park and which are adequate in size and number, shall be provided for people with disabilities."

5.3.8 Dimensions of car parking spaces for disabled users should be in accordance with DfT guidance. For car parks associated with new employment premises should equate to 5% of the total car park capacity.

6 TRIP GENERATION & DISTRIBUTION

6.1 Trip Generation

Existing School

6.1.1 The development proposals involve the moving of Goetre Primary School from its existing site to the proposed site approximately 500m to the north and immediately to the south and east of Pen Y Dre High School. With regards to trip generation for the proposed school the existing school trip generation has been used as a basis for the calculations.

6.1.2 Following discussions with Merthyr Council and from detailed site observations taken during the transport surveys as detailed above, it is evident that only staff have normal vehicular access into the school site, with no drop off/pick up area within the school grounds.

6.1.3 Parent/Pupil drop off/pick up currently exists in an informal basis along Rowan Road and Gurnos Road. It is evident that while Rowan Way is used by some parents to drop off/pick up, the majority of parents utilise Gurnos Road immediately to the north of the school.

6.1.4 A travel behaviour survey was undertaken at the school, on Tuesday May 23 2023. With 438 pupils in attendance the observed mode share for travel to/from the school is shown in **Table 6.1**.

Mode Share	2023 mode split survey	
Mode	**Pupil no.**	**%**
Walk	272	62%
Cycle	22	5%
Public Transport	2	0.5%
Car/Van	140	32%
Taxi	2	0.5%
Total	**438**	**100%**

Table 6.1 Goetre Primary School - Mode Share

6.1.5 Given the small and condensed catchment area, as expected the car mode share for pupils is low at 32%, with no school bus transport necessary. Currently there are 51 staff members and it is assumed for the purposes of this analysis that 100% of the staff travel to/from the school by car.

6.1.6 The existing school has a capacity of 480 pupils, which is proposed to increase to 500 at the new school. This equates to a 4% increase in capacity.

6.1.7 Applying the observed mode share to the proposed school capacity provides the forecast maximum pupil vehicular trip generation as shown in **Table 6.2**. This table also provides a pro-rata increase in the number of staff and associated trip generation.

6.1.8 Also, for the purposes of this analysis it is assumed that all of the forecast trip generation arrives at and departs the school during the school peak hours identified from the traffic surveys:

- AM: 08:00-09:00; and
- PM: 14:30-15:30.

Capacity	
Pupil	500
Staff	53
Persons	**553**
Trip Generation	
Pupil	160
Staff	53
Vehicles	**213**

Table 6.2 Goetre Primary School – Forecast Vehicular Trip Generation

6.2 Trip Distribution

6.2.1 With regards to trip distribution the methodology used has utilised a hybrid approach with a number of elements:

- School Catchment Area with relation to pupil origins;
- Observed parent/pupil drop-off/pick up movements; and
- Observed turning proportions at surveyed junctions.

6.2.2 There will be different trip distribution patterns for parents/pupils and for staff. The forecast vehicular trip distribution for parents/pupils and the resultant trip assignment is shown in **Appendix J**. The forecast vehicular trip distribution for staff and the resultant trip assignment is shown in **Appendix K**, with the total forecast development flows shown in **Appendix L**.

6.3 Future Land Use of Existing School Site

6.3.1 With regards to the potential future use of the existing Goetre Primary School site is subject to a housing allocation within the currently adopted local development plan (First Replacement Development Plan 2016-2032, adopted in January 2020). This site is included within Policies

SW3: Sustainability Distributing New Homes and SW9: Planning Obligations with regards to affordable housing provision, as Site SW3.14, with an allocation for up to 120 homes with an indicative delivery timescale of 2029-2031.

6.3.2 The school site would remain closed until any housing proposals for this allocated site would come forward, but this should be considered on its own merits and via a separate planning application.

7 IMPACT ASSESSMENT

7.1 Future Year Base Traffic Flows

7.1.1 Future year assessments have been carried out at the anticipated year of opening 2025 and forecast future year of 2035.

7.1.2 Growth rates to allow for background growth on the local highway network have been calculated using TEMPro v72 which extrapolates data from the National Trip End Model (NTEM) dataset.

7.1.3 This includes allocated sites contained within the LDP and therefore it is considered that it will both capture any surrounding developments which are likely to have a material impact on the operation of the surrounding local highway network as well as generalised background growth, which will capture smaller developments within the local vicinity of the site.

7.1.4 The factors to be applied to the 2023 baseline surveyed flows are shown in **Table 7.1**. The resultant 2025 and 2035 future year base year traffic flow forecasts are included in **Appendix M**.

Period	NTM Growth Factors		
	Ward	AM	PM
2023-2025	Merthyr 008	1.0218	1.0215
2023-2035		1.1276	1.1275

Table 7.1 NTEM growth factor

7.2 Future Year Base + Development Traffic Flows

7.2.1 The future year base + development traffic flows have been obtained by combining the forecast development flows with the 2025 and 2035 base traffic flows, which are included in **Appendix N**.

7.3 7.3 Percentage Impact Assessment

7.3.1 A percentage impact assessment has been carried out at the individual junctions within the study area. The results of the assessment are shown in **Table 7.2** for the 2025 AM peak hour and **Table 7.3** for 2025 PM peak hour. For the 2035 appraisal the identical development flows and higher base flows will result in a lower percentage impact and has not been reported upon here.

2025							
Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
AM							
1	Gurnos Rd/Goitre Lane						
	Gurnos Ring Rd (E)	753	337	811	8%	345	2%
	Goitre Ln		176			200	14%
	Gurnos Ring Rd (W)		240			266	11%
2	Goitre Lane/School Access						
	Goitre Ln (N)	601	235	651	8%	269	14%
	Pen-Y-Dre HS		188			188	0%
	Goitre Ln (S)		177			193	9%
3	Goitre Lane/Magnolia Close						
	Goitre Ln (E)	386	196	742	92%	376	91%
	Magnolia Cl		3			3	0%
	Goitre Ln (W)		187			203	9%
	School Access		0			160	-
4	Goitre Lane/Chestnut Way						
	Goitre Ln (E)	462	128	791	71%	141	10%
	Chestnut Way		133			305	130%
	Goitre Ln (W)		201			345	72%
5	Goitre Lane/Sycamore Rd/Fourth Ave						
	Sycamore Rd	372	101	392	5%	114	13%
	Goitre Ln (W)		120			126	6%
	Fourth Av		151			151	0%
6	Gurnos Rd/Poplar Way/Ash Crescent						
	Poplar Way	977	232	1299	33%	389	67%
	Gurnos Rd (E)		413			504	22%
	Ash Crescent		83			119	43%
	Gurnos Rd (W)		249			288	15%
7	Ash Crescent/Rowan Way						
	Ash Crescent (S)	201	56	263	31%	76	35%
	Rowan Way		33			49	49%
	Ash Crescent (N)		112			139	23%
8	Rowan Way/Oak Rd						
	Oak Rd	113	79	113	0%	79	0%
	Rowan Way		27			27	0%
	Goitre School access		8			8	0%

Table 7.2 2025 AM Peak Hour Percentage Impact Assessment

2025							
Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
PM							
1	Gurnos Rd/Goitre Lane						
	Gurnos Ring Rd (E)	615	196	675	10%	196	0%
	Goitre Ln		149			183	22%
	Gurnos Ring Rd (W)		270			297	10%
2	Goitre Lane/School Access						
	Goitre Ln (N)	258	83	307	19%	99	19%
	Pen-Y-Dre HS		87			87	0%
	Goitre Ln (S)		88			121	38%
3	Goitre Lane/Magnolia Close						
	Goitre Ln (E)	222	84	594	167%	228	171%
	Magnolia Cl		10			10	0%
	Goitre Ln (W)		128			144	12%
	School Access		0			211	-
4	Goitre Lane/Chestnut Way						
	Goitre Ln (E)	330	60	674	104%	78	31%
	Chestnut Way		129			277	114%
	Goitre Ln (W)		141			319	126%
5	Goitre Lane/Sycamore Rd/Fourth Ave						
	Sycamore Rd	401	101	451	12%	119	18%
	Goitre Ln (W)		152			183	21%
	Fourth Av		149			149	0%
6	Gurnos Rd/Poplar Way/Ash Crescent						
	Poplar Way	902	209	1170	30%	352	68%
	Gurnos Rd (E)		286			338	18%
	Ash Crescent		96			124	29%
	Gurnos Rd (W)		310			356	15%
7	Ash Crescent/Rowan Way						
	Ash Crescent (S)	210	56	269	28%	84	49%
	Rowan Way		42			50	19%
	Ash Crescent (N)		112			135	20%
8	Rowan Way/Oak Rd						
	Oak Rd	102	38	102	0%	38	0%
	Rowan Way		29			29	0%
	Goitre School access		36			36	0%

Table 7.3 2025 PM Peak Hour Percentage Impact Assessment

7.3.2 The percentage impact assessment therefore demonstrates that the movements associated with the proposed development have over a 5% impact on a minimum of one arm at three junctions within the study area. This 5% threshold is an industry standard following which further additional capacity analysis is generally required to be undertaken.

7.3.3 Therefore, each of the surveyed junctions will require operational capacity assessment, with the exception of the Rowan Way/Oak Rd junction. The junction modelling is summaries in Section 8 of this report.

8 CAPACITY ASSESSMENT

8.1 Overview

8.1.1 Modelling for all junctions has been undertaken using passenger car units (PCUs) with a value of two PCU's being applied to all bus and HGV movements. All other movements, including motorcycles have been assumed as one PCU.

8.2 Software

8.2.1 The capacity assessments of the priority and roundabout junctions have been carried out using TRL software package, 'Junctions 9'.

8.3 Model Reporting Outputs

8.3.1 The outputs of Junctions 9 provide a number of measurements to ascertain information of a junction's operation. The key measurements which are considered in this assessment are:

- 'Ratio of Flow to Capacity' (RFC),
- Maximum queue length in PCUs,
- Delay in seconds per vehicle
- Level of Service indicated by a letter between A (well within capacity) and F (at or over capacity)

8.3.2 The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1.

8.3.3 Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. Changes in queue lengths provide a useful indicator as to a development's impact on the operation of a junction.

8.4 Assessment Results Summary

8.4.1 All junction capacity modelling reports are included in the Appendices referenced below as with the results being discussed and summarised by junction as follows. with the full modelling output for base and future year models included in **Appendix O**.

8.5 Junction 1: Gurnos Ring Road/Goitre Lane Priority T-Junction 2023 Base

8.5.1 Capacity assessments of the Gurnos Ring Road/Goitre Lane priority T-junction has been undertaken using the Junctions 9 software in priority junction (PICADY) mode. The results for the 2023 base year scenario are summarised in **Table 8.1**.

8.5.2 The junction experiences low levels of congestion and delay, with the highest RFC of 0.25 during the AM peak hour for the Goitre Lane right turn traffic to Gurnos Ring Road East. This modelled delay reflects the minimal levels of delay observed at this junction.

8.5.3 Overall, the junction has ample spare capacity. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

Movement	2023 Base			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Goitre Lane left	0.2	7.44	0.14	A
Goitre Lane right	0.3	10.72	0.25	B
Gurnos Ring Road West ahead & right	0.3	6.51	0.18	A
PM Peak (14:30-15:30)				
Goitre Lane left	0.1	6.65	0.13	A
Goitre Lane right	0.2	9.82	0.18	A
Gurnos Ring Road West ahead & right	0.3	5.92	0.18	A

Table 8.1 Gurnos Ring Road/Goitre Lane Capacity Assessment Results – 2023

2025 & 2035 Future Years

8.5.4 The forecast background and development traffic flows have been added to the modelsfor the future years with the results of the Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.2**.

8.5.5 These results show that the delay for the right turning traffic out of Goitre Lane increases in the future for both the base and base + development scenarios, with the maximum

RFC increasing to 0.29 and 0.31 for the 2035 base and base + development for the AM peak.

8.5.6 This demonstrates that there are no capacity issues at the Gurnos Ring Road/Goitre Lane junction with its existing and forecast traffic movements, with a minimal impact with regards to the forecast development traffic.

Movement	2025							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Goitre Lane left	0.2	7.52	0.14	A	0.2	7.87	0.18	A
Goitre Lane right	0.3	10.90	0.25	B	0.4	11.66	0.27	B
Gurnos Ring Road West ahead & right	0.3	6.55	0.19	A	0.4	7.06	0.25	A
PM Peak (14:30-15:30)								
Goitre Lane left	0.1	6.69	0.13	A	0.2	7.05	0.18	A
Goitre Lane right	0.2	9.93	0.18	A	0.3	10.63	0.20	B
Gurnos Ring Road West ahead & right	0.3	5.94	0.18	A	0.4	6.36	0.23	A
Movement	**2035**							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Goitre Lane left	0.2	7.92	0.16	A	0.3	8.34	0.21	A
Goitre Lane right	0.4	11.83	0.29	B	0.4	12.71	0.31	B
Gurnos Ring Road West ahead & right	0.4	6.73	0.22	A	0.5	7.29	0.27	A
PM Peak (14:30-15:30)								
Goitre Lane left	0.2	6.93	0.15	A	0.2	7.34	0.20	A
Goitre Lane right	0.3	10.52	0.21	B	0.3	11.30	0.23	B
Gurnos Ring Road West ahead & right	0.3	6.04	0.20	A	0.5	6.49	0.26	A

Table 8.2 Gurnos Ring Road/Goitre Lane Capacity Assessment Results – 2025 & 2035

8.6 Junction 2: Pen Y Dre High School Access/Goitre Lane Priority T-Junction

2023 Base

8.6.1 Capacity assessments of the Pen Y Dre High School/Goitre Lane priority T-junction has been undertaken using the Junctions 9 software in priority junction (PICADY) mode. The results for the 2023 base year scenario are summarised in **Table 8.3**.

8.6.2 This junction has a Pelican Crossing immediately to the south of the Pen Y Dre High School access, with observed crossing flows included in the base model.

8.6.3 The junction experiences low levels of congestion and delay, with the highest RFC of 0.30 during the AM peak hour for the Goitre Lane right turn traffic to the school access. This modelled delay reflects the minimal levels of delay observed at this junction.

8.6.4 Overall, the junction has ample spare capacity. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

Movement	2023 Base			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Pen Y Dre High School left	0.2	6.24	0.15	A
Pen Y Dre High School right	0.3	10.10	0.22	B
Goitre Lane south ahead	0.2	9.87	0.11	A
Goitre Lane south right	0.3	11.12	0.30	B
PM Peak (14:30-15:30)				
Pen Y Dre High School left	0.1	5.61	0.06	A
Pen Y Dre High School right	0.1	7.61	0.10	A
Goitre Lane south ahead	0.2	6.71	0.08	A
Goitre Lane south right	0.0	6.67	0.09	A

Table 8.4 Pen Y Dre High School/Goitre Lane Capacity Assessment Results – 2023

2025 & 2035 Future Years

8.6.5 The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.4**.

8.6.6 These results show that the delay for the right turning traffic into the school access increases in the future for both the base and base + development scenarios, with the maximum RFC increasing to 0.34 and 0.35 for the 2035 base and base + development for the AM peak.

8.6.7 This demonstrates that there are no capacity issues at the Goitre Lane/Pen Y Dre High School junction with its existing and forecast traffic movements, with a minimal impact with regards to the forecast development traffic. with a minimal impact with regards to the forecast development traffic.

Movement	2025							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Pen Y Dre High School left	0.2	6.29	0.15	A	0.2	6.42	0.15	A
Pen Y Dre High School right	0.3	10.22	0.23	B	0.3	10.58	0.23	B
Goitre Lane south ahead	0.2	9.90	0.11	A	0.2	9.93	0.13	A
Goitre Lane south right	0.3	11.21	0.31	B	0.4	11.34	0.32	B
PM Peak (14:30-15:30)								
Pen Y Dre High School left	0.1	5.62	0.06	A	0.1	5.67	0.06	A
Pen Y Dre High School right	0.1	7.65	0.11	A	0.1	7.82	0.11	A
Goitre Lane south ahead	0.2	6.73	0.08	A	0.2	6.80	0.11	A
Goitre Lane south right	0.0	6.68	0.09	A	0.0	6.78	0.12	A
Movement	**2035**							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Pen Y Dre High School left	0.2	6.55	0.17	A	0.2	6.70	0.17	A
Pen Y Dre High School right	0.4	10.86	0.26	B	0.4	11.26	0.26	B
Goitre Lane south ahead	0.2	10.02	0.12	B	0.2	10.07	0.14	B
Goitre Lane south right	0.4	11.64	0.34	B	0.4	11.79	0.35	B
PM Peak (14:30-15:30)								
Pen Y Dre High School left	0.1	5.70	0.06	A	0.1	5.74	0.06	A
Pen Y Dre High School right	0.1	7.81	0.12	A	0.1	7.99	0.12	A
Goitre Lane south ahead	0.2	6.78	0.09	A	0.3	6.87	0.12	A
Goitre Lane south right	0.0	6.75	0.10	A	0.0	6.86	0.12	A

Table 8.4 Pen Y Dre High School/Goitre Lane Capacity Assessment Results – 2025 & 2035

8.7 Junction 3: Proposed Site Access

8.7.1 The proposed site access is in the form of a 4-arm mini-roundabout at the location of the existing Goitre Lane/Magnolia Crescent priority T-junction. Magnolia Crescent is a small cul de-sac serving 6 residential dwellings, with a very low observed peak flow.

8.7.2 During the AM peak there were only 3 and 22 traffic movements observed in and out of the cul de sac during the AM and PM peaks respectively. The observed PM flows includes a few parent/pupil pick up movements. Therefore, there are no capacity issues with this junction in the 2023 base scenario.

2025 & 2035 Future Years

8.7.3 Capacity assessments of the proposed Site Access mini-roundabout have been undertaken using the Junctions 9 software in roundabout mode (ARCADY). The results of

the Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.5.**

8.7.4 These results show that highest RFC modelled is for the Gurnos Road East with an RFC of 0.55 and 0.57 for the AM and PM peaks respectively for the 2035 base + development scenario.

8.7.5 This demonstrates that there are no capacity issues at the proposed Goetre Primary School mini-roundabout access with its forecast traffic movements, with a minimal impact with regards to the forecast development traffic. with a minimal impact with regards to the forecast development traffic.

Arm	2025							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Goitre Lane East					1.2	10.59	0.55	B
Magnolia Crescent					0.0	0.00	0.00	A
Goitre Lane West					0.6	8.97	0.36	A
School Access					0.3	6.27	0.23	A
PM Peak (14:30-15:30)								
Goitre Lane East					0.6	8.38	0.37	A
Magnolia Crescent					0.0	7.14	0.02	A
Goitre Lane West					0.3	7.45	0.25	A
School Access					0.4	6.53	0.30	A
Arm	**2035**							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Goitre Lane East					1.3	10.97	0.57	B
Magnolia Crescent					0.0	0.00	0.00	A
Goitre Lane West					0.6	9.48	0.39	A
School Access					0.3	6.42	0.24	A
PM Peak (14:30-15:30)								
Goitre Lane East					0.6	8.51	0.38	A
Magnolia Crescent					0.0	7.23	0.02	A
Goitre Lane West					0.4	7.69	0.27	A
School Access					0.4	6.65	0.30	A

Table 8.5: A484/Site Access Junction Development Scenario 1 Capacity Assessment Results – 2027 & 2037

8.8 Junction 4: Goitre Lane/Chestnut Way Priority T-Junction

2023 Base

8.8.1 Capacity assessments of the Goitre Lane/Chestnut Way priority T-junction has been undertaken using the Junctions 9 software in priority junction (PICADY) mode. The results for the 2023 base year scenario are summarised in **Table 8.6**.

8.8.2 The junction experiences low levels of congestion and delay, with the highest RFC of 0.20 during the AM peak hour for the Goitre Lane north arm. There is minimal delay for right turning traffic to Chestnut Way. This modelled delay reflects the minimal levels of delay observed at this junction.

8.8.3 Overall, the junction has ample spare capacity. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

Movement	2023 Base			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Chestnut Way left	0.2	6.90	0.18	A
Chestnut Way right	0.1	9.21	0.07	A
Goitre Lane ahead & right	0.3	6.58	0.20	A
PM Peak (14:30-15:30)				
Chestnut Way left & right	0.1	6.32	0.11	A
Goitre Lane West ahead	0.2	8.63	0.14	A
Goitre Lane West right	0.1	5.81	0.10	A

Table 8.6 Goitre Lane/Chestnut Way Capacity Assessment Results – 2023

2025 & 2035 Future Years

8.8.4 The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.7**.

8.8.5 These results show that the delay for the right turning traffic to Chestnut Way increases in the future for both the base and base + development scenarios, with the maximum RFC increasing marginally for the 2035 base to 0.22 and to 0.46 for the and base + development for the AM peak. While this provides a relatively significant increase in the

RFC due to the development traffic, there is still ample capacity on this arm of the junction.

8.8.6 The highest RFC for the junction in 2035 with development flows is 0.50 for Chestnut Way traffic turning onto Goitre Lane

8.8.7 This demonstrates that there are no capacity issues at the Goitre Lane/Chestnut Way junction with its existing and forecast traffic movements, with a moderate impact with regards to the forecast development traffic.

Movement	2025							
	Base				Base + Development			
	Q	Dela	RFC	LO	Q	Dela	RFC	LOS
AM Peak (08:00-09:00)								
Chestnut Way left & right	0.2	6.94	0.18	A	0.9	10.88	0.47	B
Goitre Lane West ahead	0.1	9.27	0.08	A	0.1	12.47	0.12	B
Goitre Lane West right	0.3	6.62	0.20	A	1.0	9.80	0.46	A
PM Peak (15:03-16:30)								
Chestnut Way left & right	0.1	6.35	0.12	A	0.5	8.52	0.33	A
Goitre Lane West ahead	0.2	8.68	0.14	A	0.3	12.08	0.24	B
Goitre Lane West right	0.1	5.82	0.10	A	0.7	8.18	0.38	A
Movement	**2035**							
	Base				Base + Development			
	Q	Dela	RFC	LO	Q	Dela	RFC	LOS
AM Peak (08:00-09:00)								
Chestnut Way left & right	0.3	7.17	0.20	A	1.0	11.53	0.50	B
Goitre Lane West ahead	0.1	9.57	0.08	A	0.2	13.17	0.13	B
Goitre Lane West right	0.3	6.78	0.22	A	1.1	10.26	0.49	B
PM Peak (15:30-16:30)								
Chestnut Way left & right	0.2	6.77	0.18	A	0.5	8.86	0.35	A
Goitre Lane West ahead	0.2	9.59	0.15	A	0.3	12.63	0.26	B
Goitre Lane West right	0.2	5.75	0.12	A	0.7	8.32	0.39	A

Table 8.7 Goitre Lane/Chestnut Way Capacity Assessment Results – 2025 & 2035

8.9 Junction 5: Goitre Lane/Fourth Ave/Sycamore Road Priority T-Junction

2023 Base

8.9.1 Capacity assessments of the Goitre Lane/Fourth Ave/Sycamore priority T-junction has been undertaken using the Junctions 9 software in priority junction (PICADY) mode. The results for the 2023 base year scenario are summarised in **Table 8.8**.

8.9.2 The junction experiences low levels of congestion and delay, with the highest RFC of 0.16 during the PM peak hour for the Goitre Lane left turn movement. This modelled delay reflects the minimal levels of delay observed at this junction.

8.9.3 Overall, the junction has ample spare capacity. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

Movement	2023 Base			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Goitre Lane left	0.1	6.18	0.12	A
Goitre Lane right	0.1	8.67	0.11	A
Fourth Avenue ahead & right	0.1	5.72	0.10	A
PM Peak (14:30-15:30)				
Goitre Lane left	0.2	6.52	0.16	A
Goitre Lane right	0.1	9.21	0.13	A
Fourth Avenue ahead & right	0.1	5.70	0.10	A

Table 8.8 Goitre Lane/Fourth Ave/Sycamore Capacity Assessment Results – 2023

2025 & 2035 Future Years

8.9.4 The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.9**.

8.9.5 These results show that the delay for the right turning traffic out of Goitre Lane increases in the future for both the base and base + development scenarios, with the maximum RFC increasing to 0.18 and 0.20 for the 2035 base and base + development for the PM peak.

8.9.6 This demonstrates that there are no capacity issues at the Goitre Lane/Fourth Avenue/Sycamore Road junction with its existing and forecast traffic movements, with a minimal impact with regards to the forecast development traffic.

Movement	2025							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Dela	RFC	LOS
AM Peak (08:00-09:00)								
Goitre Lane left	0.1	6.21	0.12	A	0.1	6.29	0.12	A
Goitre Lane right	0.1	8.72	0.11	A	0.1	8.67	0.13	A
Fourth Avenue ahead & right	0.1	5.72	0.11	A	0.1	5.76	0.11	A
PM Peak (14:30-15:30)								
Goitre Lane left	0.2	6.56	0.16	A	0.1	6.90	0.18	A
Goitre Lane right	0.2	9.27	0.13	A	0.1	9.37	0.19	A
Fourth Avenue ahead & right	0.1	5.71	0.10	A	0.1	5.76	0.10	A

Movement	2035							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Goitre Lane left	0.2	6.36	0.13	A	0.2	6.44	0.13	A
Goitre Lane right	0.1	8.98	0.13	A	0.2	8.95	0.14	A
Fourth Avenue ahead & right	0.2	5.77	0.12	A	0.2	5.80	0.12	A
PM Peak (14:30-15:30)								
Goitre Lane left	0.2	6.77	0.18	A	0.2	7.14	0.20	A
Goitre Lane right	0.2	9.59	0.15	A	0.2	9.76	0.20	A
Fourth Avenue ahead & right	0.2	5.75	0.12	A	0.2	5.80	0.12	A

Table 8.9 Goitre Lane/Fourth Ave/Sycamore Rd Capacity Assessment Results – 2025 & 2035

8.10 Junction 6: Gurnos Road/Poplar Way/Ash Crescent Roundabout

2023 Base

8.10.1 Capacity assessments of the Gurnos Road/Poplar Way/Ash Crescent roundabout have been undertaken using the Junctions 9 software in roundabout mode (ARCADY). The results for the 2023 base year scenario are summarised in **Table 8.10**.

8.10.2 The junction experiences low levels of congestion and delay, with the highest RFC of 0.31 during the AM peak hour for the Goitre Road East arm. This modelled delay reflects the minimal levels of delay observed at this junction.

8.10.3 Overall, the junction has ample spare capacity. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

Arm	2023			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Poplar Way	0.3	3.64	0.20	A
Gurnos Rd East	0.5	3.71	0.31	A
Ash Crescent	0.1	3.08	0.07	A
Gurnos Rd West	0.2	3.04	0.18	A
PM Peak (14:30-15:30)				
Poplar Way	0.2	3.62	0.18	A
Gurnos Rd East	0.3	3.17	0.21	A
Ash Crescent	0.1	2.89	0.08	A
Gurnos Rd West	0.3	3.19	0.23	A

Table 8.10: Gurnos Road/Poplar Way/Ash Crescent Roundabout Capacity Assessment Results – 2023

2025 & 2035 Future Years

8.10.4 The results for the future year Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.11.**

8.10.5 These results shown that in both future years, the base flow scenarios show ample spare capacity with a maximum RFC in 2025 of 0.32 on the Gurnos Road east approach during the AM peak hour, increasing to 0.36 in 2035.

8.10.6 Adding the traffic for the development increases the maximum RFC to 0.41 in 2025 at the Gurnos Road east approach during the AM peak and to 0.36 in 2035 during the AM peak.

8.10.7 This demonstrates that there are no capacity issues at the Gurnos Road/Poplar Way/Ash Crescent Roundabout with its existing and forecast traffic movements, with a minimal impact with regards to the forecast development traffic.

Movement	2025							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Poplar Way	0.3	3.68	0.21	A	0.5	4.46	0.35	A
Gurnos Rd East	0.5	3.76	0.32	A	0.7	4.48	0.41	A
Ash Crescent	0.1	3.11	0.07	A	0.1	3.55	0.11	A
Gurnos Rd West	0.2	3.06	0.19	A	0.3	3.45	0.23	A
PM Peak (14:30-15:30)								
Poplar Way	0.2	3.65	0.19	A	0.5	4.34	0.32	A
Gurnos Rd East	0.3	3.19	0.22	A	0.4	3.51	0.27	A
Ash Crescent	0.1	2.91	0.08	A	0.1	3.16	0.11	A
Gurnos Rd West	0.3	3.21	0.23	A	0.4	3.56	0.28	A
Movement	**2035**							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Poplar Way	0.3	3.78	0.23	A	0.6	4.70	0.37	A
Gurnos Rd East	0.6	4.01	0.36	A	0.8	4.84	0.45	A
Ash Crescent	0.1	3.15	0.06	A	0.1	3.70	0.13	A
Gurnos Rd West	0.3	3.13	0.21	A	0.3	3.60	0.26	A
PM Peak (14:30-15:30)								
Poplar Way	0.3	3.80	0.21	A	0.5	4.56	0.34	A
Gurnos Rd East	0.3	3.32	0.24	A	0.4	3.66	0.29	A
Ash Crescent	0.1	2.99	0.09	A	0.1	3.25	0.12	A
Gurnos Rd West	0.4	3.36	0.26	A	0.4	3.74	0.31	A

Table 8.11 Gurnos Rd/Poplar Way/Ash Crescent Capacity Assessment Results – 2025 & 2035

8.11 Junction 7: Ash Crescent/Rowan Way Priority T-Junction

2023 Base

8.11.1 Capacity assessments of the Ash Crescent/Rowan Way priority T-junction has been undertaken using the Junctions 9 software in priority junction (PICADY) mode. The results for the 2023 base year scenario are summarised in **Table 8.11**.

8.11.2 The junction experiences low levels of congestion and delay, with the highest RFC of 0.14 during the AM and PM peak hour for the Ash Crescent north arm. This modelled delay reflects the minimal levels of delay observed at this junction.

8.11.3 Overall, the junction has ample spare capacity. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing priority junction, which experiences minimal congestion and delay.

Movement	2023 Base			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
Rowan Way left	0.1	5.88	0.05	A
Rowan Way right	0.0	7.51	0.00	A
Ash Crescent north ahead & right	0.2	6.84	0.14	A
PM Peak (14:30-15:30)				
Rowan Way left	0.1	5.98	0.07	A
Rowan Way right	0.0	7.51	0.00	A
Ash Crescent north ahead & right	0.2	6.84	0.14	A

Table 8.12 Ash Crescent/Rowan Way Capacity Assessment Results – 2023

2025 & 2035 Future Years

8.11.4 The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for 2025 and 2035 are shown in **Table 8.13.**

8.11.5 These results show that there is very little delay for the small amount of right turning traffic out of Rowan Way and with the increases in the future for both the base and base + development scenarios, for the junction as a whole there are no capacity issues.

8.11.6 These results show that there are no capacity issued at the Ash Crescent/Rowan Way priority junction with its currently layout and existing and forecast traffic movements.

The highest RFC is 0.15 during both the AM and PM 2025 base + development scenario at the Ash Crescent arm. In 2035, the highest RFC recorded at this arm is 0.17.

8.11.7 This demonstrates that there are no capacity issues at the Ash Crescent/Rowam Way junction with its existing and forecast traffic movements, with a minimal impact with regards to the forecast development traffic.

Movement	2025							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Rowan Way left	0.1	5.89	0.05	A	0.1	6.12	0.08	A
Rowan Way right	0.0	7.52	0.00	A	0.0	7.68	0.00	A
Ash Crescent north	0.2	6.86	0.15	A	0.2	6.73	0.15	A
PM Peak (14:30-15:30)								
Rowan Way left	0.1	5.99	0.07	A	0.1	6.16	0.08	A
Rowan Way right	0.0	7.53	0.00	A	0.0	7.71	0.00	A
Ash Crescent north	0.2	6.86	0.15	A	0.2	6.78	0.15	A
Movement	**2035**							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Rowan Way left	0.1	5.94	0.06	A	0.1	6.18	0.09	A
Rowan Way right	0.0	7.61	0.00	A	0.0	7.77	0.00	A
Ash Crescent north	0.2	6.97	0.16	A	0.2	6.85	0.17	A
PM Peak (14:30-15:30)								
Rowan Way left	0.1	6.05	0.08	A	0.1	6.2	0.09	A
Rowan Way right	0.0	7.61	0.00	A	0.0	7.76	0.00	A
Ash Crescent north	0.2	6.97	0.16	A	0.2	6.87	0.17	A

Table 8.13 Ash Crescent/Rowan Way Capacity Assessment Results – 2025 & 2035

9 SUMMARY AND CONCLUSIONS

9.1 Summary

9.1.1 Asbri Transport have been appointed by Morgan Sindall Construction to produce a Transport Assessment (TA) accompanied by a BREEAM compliant Travel Plan in support of a planning application for the relocation of Goetre Primary School in the Gurnos area of Merthyr.

9.1.2 The proposed development seeks to relocate the existing Goetre Primary School to land adjacent to the existing Pen-Y-Dre High School.

9.1.3 Goetre Primary School is a full-time school for children ages 3-11, including a Nursery, with a current capacity of 480 pupils. The school has three Complex Needs Classes. The new school will have a capacity of 500 pupils, which includes 80 spaces for the Nursery.

9.2 Conclusions

9.2.1 The new Goetre Primary School in the Gurnos area of Merthyr is proposed to be opened at the start of the 2025/26 school year with a forecast increase in capacity of 20 pupils, an overall increase of 4%.

9.2.2 The small increase in capacity has been accounted for in the trip generation calculations with the trip distribution and assignment to the new school site being based upon a hybrid methodology including the school catchment area in relation to pupil origins, as well as observed parent/pupil drop-off/pick up movements and junction turning proportions.

9.2.3 The impact of changing travel to/from school patterns has been assessed at key junctions on the local road network, with a minimal impact upon junction capacity and no capacity issues at any of the junctions assessed.

9.2.4 An indicative design of the proposed new school access in the form of a 4-arm mini roundabout has been produced. The design has been subject to swept path analysis and has been shown to be able to accommodate large passenger service vehicles if required.

9.2.5 An associated Travel Plan and associated active travel infrastructure including cycle

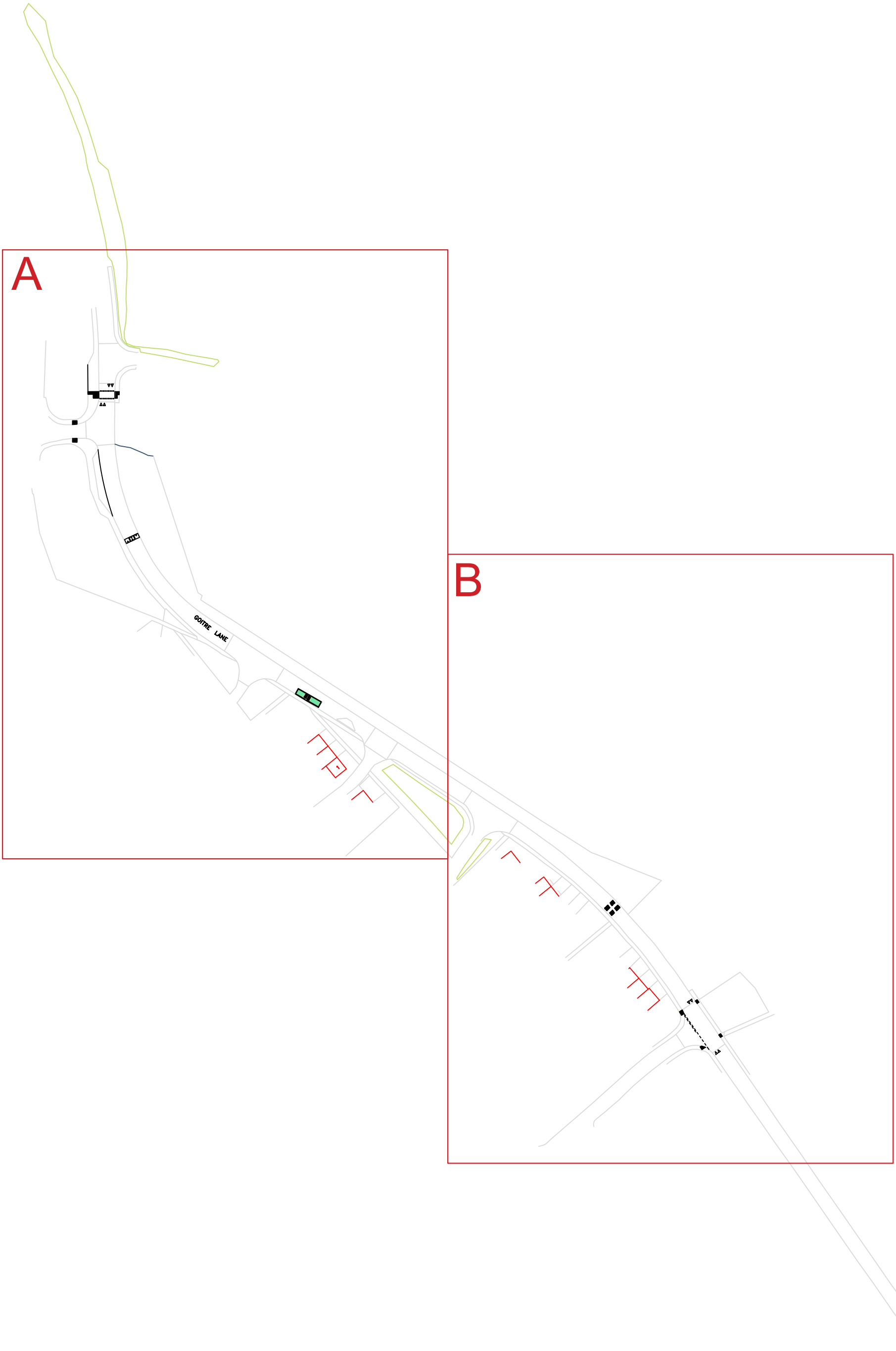
9.2.6 parking provision, will aim to improve the mode share for non-vehicular modes, while the inclusion of a dedicated parent drop off/pick up area within the bounds of the proposed new school will reduce the requirement for on-street parking at the start and end of the school day.

9.2.7 Based on these conclusions it is considered that there is no reason from a highway and transportation perspective why the proposed development should not be granted planning consent.

Appendices

Appendix A

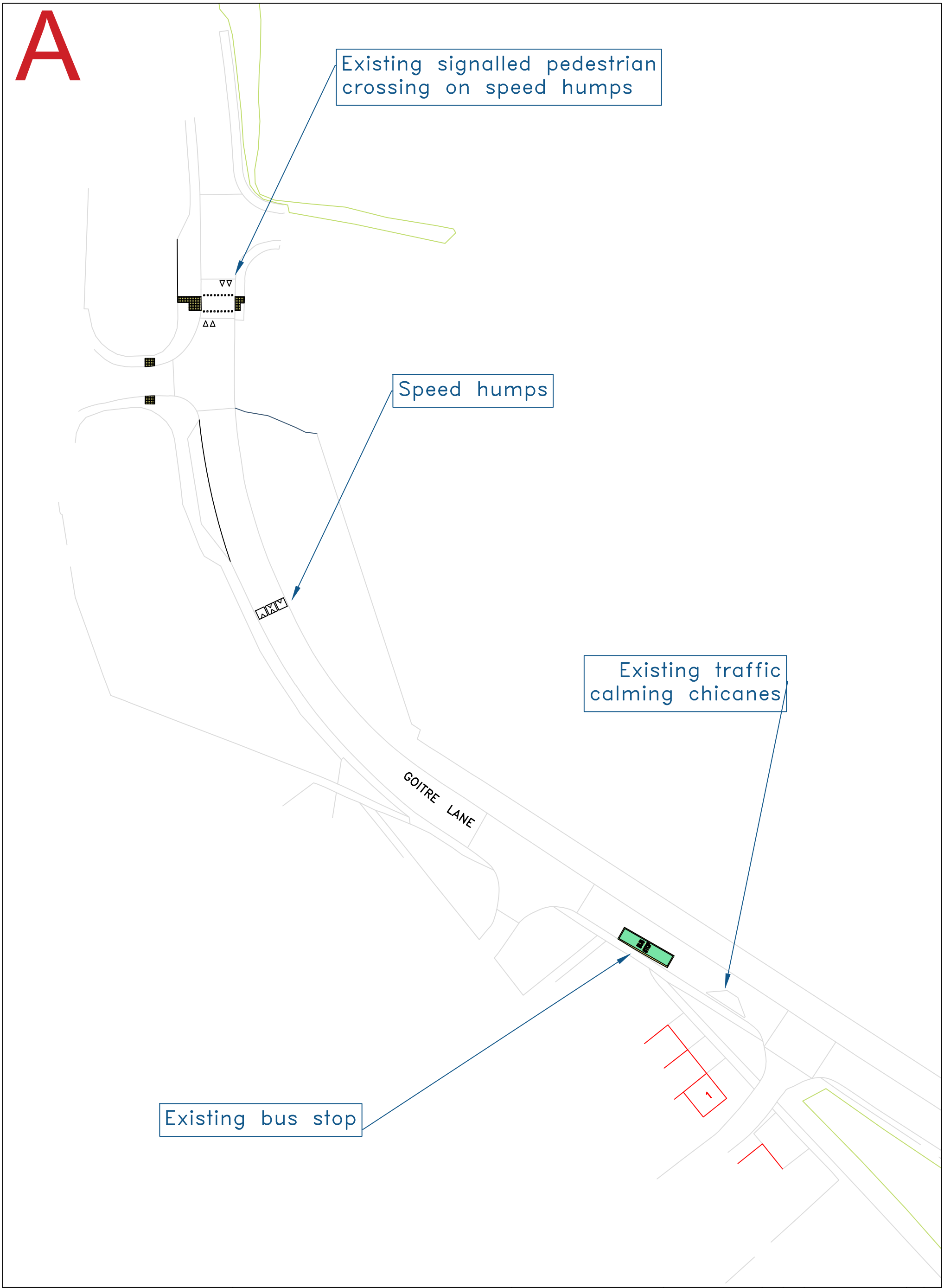

Traffic calming chicanes
Traffic calming humps
SITE



Drawing Title: Existing Goitre Lane	Client: Morgan Sindall Construction	asbritransport	Scale: NTS					
	Job Title: Goetre Primary School	Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Designed by: KEW					
			Drawn by: KEW					
			Ckd/Appd: PO'C	Rev.	Date.	Amendment.	Des.	Drn.
			1st Issued: 22/06/23	Drg No.			Rev	
			Job No: T22.125					

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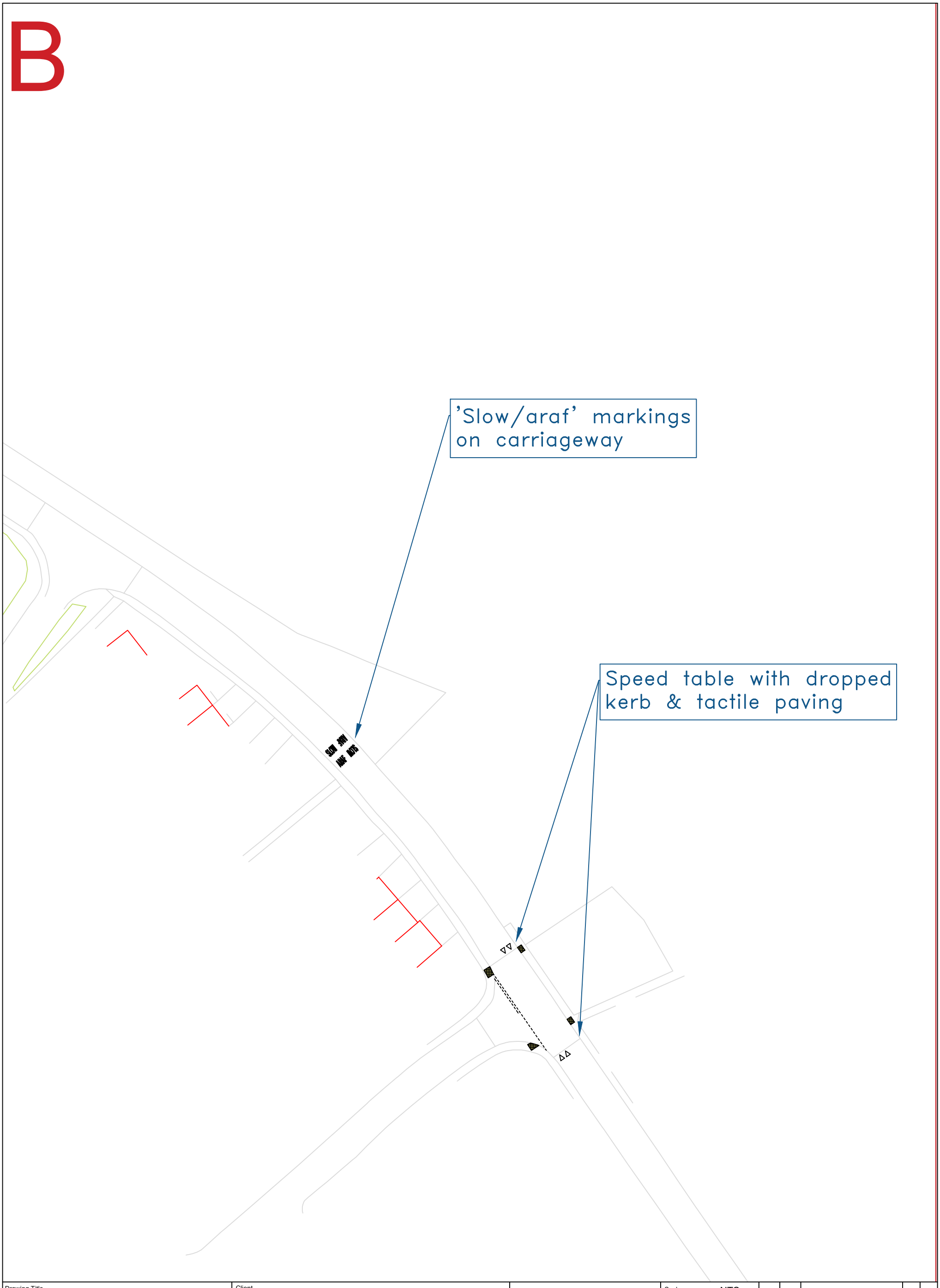
A



Drawing Title: Existing Goitre Lane Section A	Client: Morgan Sindall Construction	asbritransport	Scale: NTS					
	Job Title: Goetre Primary School	Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Designed by: KEW					
			Drawn by: KEW					
			Ckd/Appd: PO'C	Rev.	Date.	Amendment.	Des.	Drn.
			1st Issued: 22/06/23	Drg No.			Rev	
			Job No: T22.125					

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B



Drawing Title: Existing Goitre Lane Section B	Client: Morgan Sindall Construction	asbritransport	Scale: NTS					
	Job Title: Goetre Primary School	Suite D, 1st Floor, 220 High Street, Swansea, SA1 1NW T 01792 480535	Designed by: KEW					
			Drawn by: KEW					
			Ckd/Appd: PO'C	Rev.	Date.	Amendment.	Des.	Drn.
			1st Issued: 22/06/23	Drg No.			Rev	
			Job No: T22.125					

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Appendix B

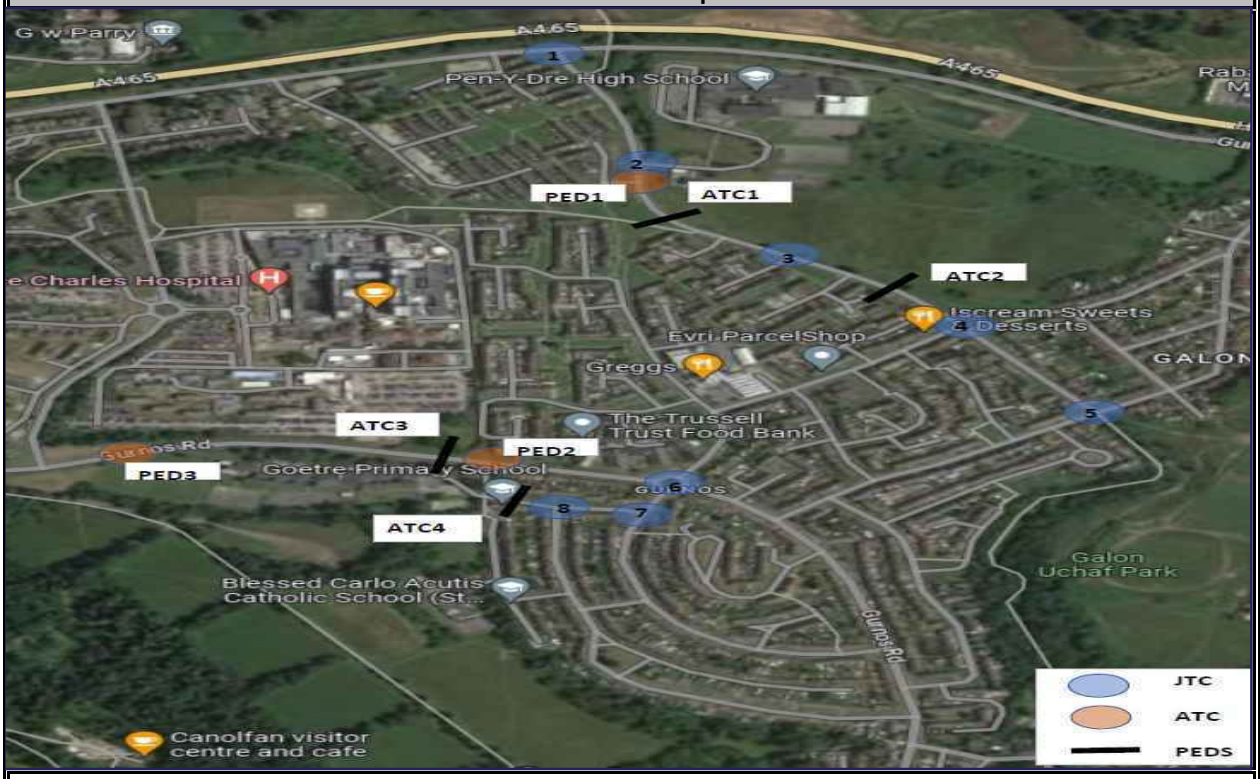
THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

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Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU
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Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

Job No'/Job Name	SS1110 Merthyr
Date	Tuesday 23 May 2023
Time	0700-1000 & 1400-1700
Survey Type	Classified JTC & Classified PED/PCL Movements
Weather Conditions	

Overview Map



Comments

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Traffic Management

Job Number & Title: SS1110 Merthyr

Site Location: Goitre Lane between Cypress Way & Fir Tree Close

Survey Date: 20 May 2023

Site Location Plan





Site	Location	SS1110 Merthyr MAY 2023 Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	Goitre Lane between Cypress Way & Fir Tree Close	51.765355, -3.381120	Northbound	20 May 2023	26 May 2023	20	5524	897	789	3573	64.7	1501	27.2	52	0.9	21.7	25.9
			Southbound	20 May 2023	26 May 2023		4788	807	684	1920	40.1	555	11.6	10	0.2	19.4	23.3
			Two-Way	20 May 2023	26 May 2023		10312	1705	1473	5493	53	2056	20	62	1	21	25

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SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	**8**	0	4	3	0	1	0	0	0	0	0	0	0	0
0700	**22**	0	16	3	0	3	0	0	0	0	0	0	0	0
0800	**30**	0	22	5	0	3	0	0	0	0	0	0	0	0
0900	**33**	1	24	5	0	3	0	0	0	0	0	0	0	0
1000	**36**	1	29	3	1	2	0	0	0	0	0	0	0	0
1100	**29**	0	22	4	1	2	0	0	0	0	0	0	0	0
1200	**45**	1	35	6	1	2	0	0	0	0	0	0	0	0
1300	**45**	2	34	6	0	3	0	0	0	0	0	0	0	0
1400	**45**	0	35	7	0	3	0	0	0	0	0	0	0	0
1500	**34**	0	28	3	1	2	0	0	0	0	0	0	0	0
1600	**38**	0	28	7	1	2	0	0	0	0	0	0	0	0
1700	**50**	1	43	3	1	2	0	0	0	0	0	0	0	0
1800	**36**	2	30	2	0	2	0	0	0	0	0	0	0	0
1900	**32**	3	22	4	1	2	0	0	0	0	0	0	0	0
2000	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
2100	**19**	0	15	4	0	0	0	0	0	0	0	0	0	0
2200	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
07-19	**443**	**8**	**346**	**54**	**6**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**532**	**11**	**416**	**66**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**556**	**12**	**438**	**67**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**583**	**12**	**464**	**68**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0700	**11**	0	6	5	0	0	0	0	0	0	0	0	0	0
0800	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0900	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
1000	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
1100	**30**	2	24	4	0	0	0	0	0	0	0	0	0	0
1200	**50**	1	44	5	0	0	0	0	0	0	0	0	0	0
1300	**38**	1	31	6	0	0	0	0	0	0	0	0	0	0
1400	**24**	0	21	3	0	0	0	0	0	0	0	0	0	0
1500	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
1600	**39**	1	35	3	0	0	0	0	0	0	0	0	0	0
1700	**31**	0	28	3	0	0	0	0	0	0	0	0	0	0
1800	**29**	1	25	3	0	0	0	0	0	0	0	0	0	0
1900	**36**	2	31	3	0	0	0	0	0	0	0	0	0	0
2000	**21**	1	18	2	0	0	0	0	0	0	0	0	0	0
2100	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
2200	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
2300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
07-19	**327**	**6**	**285**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**413**	**9**	**359**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**434**	**9**	**379**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**454**	**9**	**399**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
0600	**19**	0	10	8	0	1	0	0	0	0	0	0	0	0
0700	**48**	0	32	10	1	4	0	0	1	0	0	0	0	0
0800	**170**	0	150	16	0	3	0	0	0	0	0	1	0	0
0900	**54**	0	41	10	0	3	0	0	0	0	0	0	0	0
1000	**47**	1	40	3	0	3	0	0	0	0	0	0	0	0
1100	**35**	0	25	7	0	3	0	0	0	0	0	0	0	0
1200	**46**	0	37	6	1	2	0	0	0	0	0	0	0	0
1300	**48**	0	39	4	1	4	0	0	0	0	0	0	0	0
1400	**71**	0	63	4	1	3	0	0	0	0	0	0	0	0
1500	**55**	0	43	9	0	3	0	0	0	0	0	0	0	0
1600	**45**	1	34	6	0	3	0	0	1	0	0	0	0	0
1700	**57**	1	47	6	0	3	0	0	0	0	0	0	0	0
1800	**51**	0	47	3	0	1	0	0	0	0	0	0	0	0
1900	**38**	1	29	6	0	2	0	0	0	0	0	0	0	0
2000	**26**	2	21	3	0	0	0	0	0	0	0	0	0	0
2100	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
2200	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**727**	**3**	**598**	**84**	**4**	**35**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-22	**830**	**6**	**678**	**101**	**4**	**38**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-00	**845**	**6**	**692**	**102**	**4**	**38**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
00-00	**877**	**7**	**719**	**106**	**4**	**38**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
0600	**20**	0	15	4	0	1	0	0	0	0	0	0	0	0
0700	**55**	0	39	12	1	3	0	0	0	0	0	0	0	0
0800	**184**	0	160	19	0	3	1	0	1	0	0	0	0	0
0900	**44**	0	32	8	0	4	0	0	0	0	0	0	0	0
1000	**42**	0	29	10	0	3	0	0	0	0	0	0	0	0
1100	**52**	1	41	7	0	3	0	0	0	0	0	0	0	0
1200	**56**	1	46	5	0	4	0	0	0	0	0	0	0	0
1300	**49**	0	37	10	0	2	0	0	0	0	0	0	0	0
1400	**87**	0	69	13	1	3	0	0	1	0	0	0	0	0
1500	**48**	1	37	8	0	2	0	0	0	0	0	0	0	0
1600	**52**	1	43	4	0	4	0	0	0	0	0	0	0	0
1700	**48**	2	38	5	0	3	0	0	0	0	0	0	0	0
1800	**46**	0	39	5	0	2	0	0	0	0	0	0	0	0
1900	**45**	1	37	4	0	3	0	0	0	0	0	0	0	0
2000	**24**	1	21	2	0	0	0	0	0	0	0	0	0	0
2100	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
2200	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
07-19	**763**	**6**	**610**	**106**	**2**	**36**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**886**	**8**	**715**	**118**	**2**	**40**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**903**	**8**	**730**	**120**	**2**	**40**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**930**	**8**	**752**	**125**	**2**	**40**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
0500	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
0600	**19**	0	11	7	1	0	0	0	0	0	0	0	0	0
0700	**55**	0	34	16	2	2	1	0	0	0	0	0	0	0
0800	**157**	0	138	14	1	2	0	0	2	0	0	0	0	0
0900	**36**	0	28	3	1	4	0	0	0	0	0	0	0	0
1000	**59**	0	42	14	0	3	0	0	0	0	0	0	0	0
1100	**41**	0	37	2	0	2	0	0	0	0	0	0	0	0
1200	**65**	0	58	4	1	2	0	0	0	0	0	0	0	0
1300	**65**	0	48	14	1	2	0	0	0	0	0	0	0	0
1400	**72**	0	54	13	1	3	0	0	1	0	0	0	0	0
1500	**57**	2	44	9	0	2	0	0	0	0	0	0	0	0
1600	**60**	2	52	2	1	3	0	0	0	0	0	0	0	0
1700	**62**	1	46	11	0	3	1	0	0	0	0	0	0	0
1800	**52**	1	41	8	0	2	0	0	0	0	0	0	0	0
1900	**35**	0	29	4	0	2	0	0	0	0	0	0	0	0
2000	**22**	0	18	4	0	0	0	0	0	0	0	0	0	0
2100	**31**	0	31	0	0	0	0	0	0	0	0	0	0	0
2200	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
2300	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
07-19	**781**	**6**	**622**	**110**	**8**	**30**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**888**	**6**	**711**	**125**	**9**	**32**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**916**	**6**	**735**	**129**	**9**	**32**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**941**	**6**	**757**	**132**	**9**	**32**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	**12**	0	11	1	0	0	0	0	0	0	0	0	0	0
0600	**21**	0	12	8	0	1	0	0	0	0	0	0	0	0
0700	**55**	0	39	12	1	3	0	0	0	0	0	0	0	0
0800	**171**	0	153	14	0	3	0	0	1	0	0	0	0	0
0900	**49**	0	39	7	0	2	1	0	0	0	0	0	0	0
1000	**60**	0	48	8	0	4	0	0	0	0	0	0	0	0
1100	**52**	2	43	3	0	4	0	0	0	0	0	0	0	0
1200	**54**	0	46	5	1	2	0	0	0	0	0	0	0	0
1300	**77**	0	60	11	0	6	0	0	0	0	0	0	0	0
1400	**76**	0	61	8	4	3	0	0	0	0	0	0	0	0
1500	**59**	0	52	4	2	1	0	0	0	0	0	0	0	0
1600	**57**	0	48	5	1	2	0	0	0	0	1	0	0	0
1700	**58**	2	44	9	2	1	0	0	0	0	0	0	0	0
1800	**42**	1	35	4	0	2	0	0	0	0	0	0	0	0
1900	**35**	0	30	3	0	2	0	0	0	0	0	0	0	0
2000	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
2100	**22**	0	20	2	0	0	0	0	0	0	0	0	0	0
2200	**14**	0	11	2	0	1	0	0	0	0	0	0	0	0
2300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
07-19	**810**	**5**	**668**	**90**	**11**	**33**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
06-22	**911**	**5**	**751**	**105**	**11**	**36**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
06-00	**927**	**5**	**764**	**107**	**11**	**37**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
00-00	**958**	**5**	**790**	**112**	**11**	**37**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Northbound

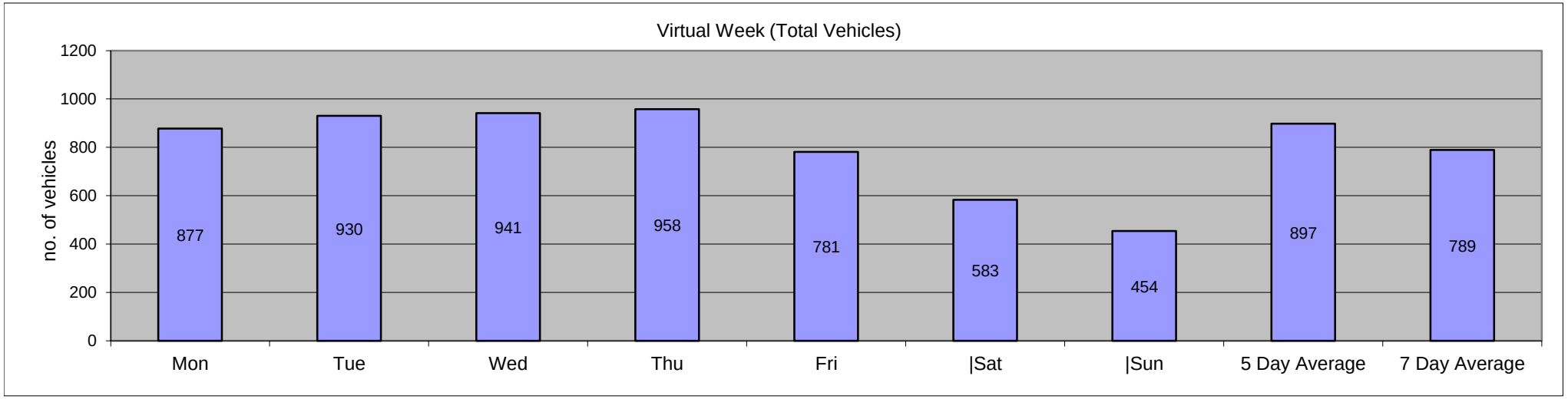
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
0500	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
0600	**20**	0	12	7	0	1	0	0	0	0	0	0	0	0
0700	**41**	0	29	9	0	3	0	0	0	0	0	0	0	0
0800	**62**	0	46	13	1	2	0	0	0	0	0	0	0	0
0900	**41**	0	28	9	1	3	0	0	0	0	0	0	0	0
1000	**44**	0	29	12	1	2	0	0	0	0	0	0	0	0
1100	**42**	1	35	3	0	3	0	0	0	0	0	0	0	0
1200	**52**	0	43	5	2	1	1	0	0	0	0	0	0	0
1300	**57**	1	50	4	1	1	0	0	0	0	0	0	0	0
1400	**37**	0	29	5	0	3	0	0	0	0	0	0	0	0
1500	**65**	2	51	8	1	3	0	0	0	0	0	0	0	0
1600	**58**	0	48	6	0	4	0	0	0	0	0	0	0	0
1700	**49**	1	41	4	1	2	0	0	0	0	0	0	0	0
1800	**49**	0	41	6	0	2	0	0	0	0	0	0	0	0
1900	**36**	0	32	2	0	2	0	0	0	0	0	0	0	0
2000	**37**	4	29	4	0	0	0	0	0	0	0	0	0	0
2100	**37**	0	33	4	0	0	0	0	0	0	0	0	0	0
2200	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
2300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**597**	**5**	**470**	**84**	**8**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**727**	**9**	**576**	**101**	**8**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**752**	**9**	**599**	**103**	**8**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**781**	**10**	**623**	**107**	**8**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**5**	0	4	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
0600	**16**	0	10	5	0	1	0	0	0	0	0	0	0	0
0700	**41**	0	28	10	1	3	0	0	0	0	0	0	0	0
0800	**112**	0	97	12	0	2	0	0	1	0	0	0	0	0
0900	**39**	0	29	6	0	3	0	0	0	0	0	0	0	0
1000	**44**	0	34	7	0	2	0	0	0	0	0	0	0	0
1100	**40**	1	32	4	0	2	0	0	0	0	0	0	0	0
1200	**53**	0	44	5	1	2	0	0	0	0	0	0	0	0
1300	**54**	1	43	8	0	3	0	0	0	0	0	0	0	0
1400	**59**	0	47	8	1	3	0	0	0	0	0	0	0	0
1500	**50**	1	41	6	1	2	0	0	0	0	0	0	0	0
1600	**50**	1	41	5	0	3	0	0	0	0	0	0	0	0
1700	**51**	1	41	6	1	2	0	0	0	0	0	0	0	0
1800	**44**	1	37	4	0	2	0	0	0	0	0	0	0	0
1900	**37**	1	30	4	0	2	0	0	0	0	0	0	0	0
2000	**26**	1	22	3	0	0	0	0	0	0	0	0	0	0
2100	**27**	0	24	2	0	0	0	0	0	0	0	0	0	0
2200	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**635**	**6**	**514**	**81**	**6**	**27**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**741**	**8**	**601**	**94**	**6**	**30**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**762**	**8**	**620**	**96**	**6**	**30**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**789**	**8**	**643**	**99**	**6**	**30**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**877**	7	719	106	4	38	0	0	2	0	0	1	0	0
Tue	**930**	8	752	125	2	40	1	0	2	0	0	0	0	0
Wed	**941**	6	757	132	9	32	2	0	3	0	0	0	0	0
Thu	**958**	5	790	112	11	37	1	0	1	0	1	0	0	0
Fri	**781**	10	623	107	8	32	1	0	0	0	0	0	0	0
|Sat	**583**	12	464	68	7	32	0	0	0	0	0	0	0	0
|Sun	**454**	9	399	46	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**897**	7	728	116	7	36	1	0	2	0	0	0	0	0
7 Day Average														
[--]	**789**	8	643	99	6	30	1	0	1	0	0	0	0	0
Total Vehicles														
[--]	**5524**	57	4504	696	41	211	5	0	8	0	1	1	0	0



SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0700	**7**	1	5	1	0	0	0	0	0	0	0	0	0	0
0800	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
0900	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
1000	**17**	1	15	1	0	0	0	0	0	0	0	0	0	0
1100	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
1200	**36**	0	32	4	0	0	0	0	0	0	0	0	0	0
1300	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
1400	**26**	1	24	1	0	0	0	0	0	0	0	0	0	0
1500	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
1600	**31**	0	29	2	0	0	0	0	0	0	0	0	0	0
1700	**37**	0	33	4	0	0	0	0	0	0	0	0	0	0
1800	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
1900	**22**	1	20	1	0	0	0	0	0	0	0	0	0	0
2000	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
2100	**23**	0	19	4	0	0	0	0	0	0	0	0	0	0
2200	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
2300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**304**	**3**	**282**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**372**	**4**	**343**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**387**	**5**	**357**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**405**	**5**	**374**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0700	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
0800	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0900	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
1000	**16**	1	14	1	0	0	0	0	0	0	0	0	0	0
1100	**32**	4	28	0	0	0	0	0	0	0	0	0	0	0
1200	**37**	3	33	1	0	0	0	0	0	0	0	0	0	0
1300	**33**	0	31	2	0	0	0	0	0	0	0	0	0	0
1400	**25**	0	22	3	0	0	0	0	0	0	0	0	0	0
1500	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0
1600	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
1700	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
1800	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
1900	**20**	0	20	0	0	0	0	0	0	0	0	0	0	0
2000	**14**	1	9	4	0	0	0	0	0	0	0	0	0	0
2100	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
2200	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
2300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
07-19	**270**	**8**	**250**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**320**	**9**	**295**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**335**	**9**	**309**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**347**	**9**	**320**	**17**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0700	**23**	0	19	3	0	1	0	0	0	0	0	0	0	0
0800	**172**	1	159	9	0	3	0	0	0	0	0	0	0	0
0900	**33**	0	29	4	0	0	0	0	0	0	0	0	0	0
1000	**47**	0	43	4	0	0	0	0	0	0	0	0	0	0
1100	**28**	0	26	1	0	1	0	0	0	0	0	0	0	0
1200	**49**	0	47	1	0	0	1	0	0	0	0	0	0	0
1300	**39**	2	33	4	0	0	0	0	0	0	0	0	0	0
1400	**95**	1	91	3	0	0	0	0	0	0	0	0	0	0
1500	**74**	0	70	4	0	0	0	0	0	0	0	0	0	0
1600	**51**	0	48	3	0	0	0	0	0	0	0	0	0	0
1700	**60**	1	54	5	0	0	0	0	0	0	0	0	0	0
1800	**41**	0	39	2	0	0	0	0	0	0	0	0	0	0
1900	**27**	1	24	1	0	0	0	0	1	0	0	0	0	0
2000	**18**	1	15	2	0	0	0	0	0	0	0	0	0	0
2100	**15**	1	13	1	0	0	0	0	0	0	0	0	0	0
2200	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**712**	**5**	**658**	**43**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**778**	**8**	**714**	**49**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**789**	**8**	**725**	**49**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**796**	**8**	**732**	**49**	**0**	**5**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
0700	**30**	0	21	6	0	3	0	0	0	0	0	0	0	0
0800	**177**	0	168	7	0	1	1	0	0	0	0	0	0	0
0900	**32**	1	27	3	0	1	0	0	0	0	0	0	0	0
1000	**45**	1	40	3	0	0	0	0	1	0	0	0	0	0
1100	**55**	0	50	5	0	0	0	0	0	0	0	0	0	0
1200	**38**	0	34	4	0	0	0	0	0	0	0	0	0	0
1300	**38**	1	33	4	0	0	0	0	0	0	0	0	0	0
1400	**106**	0	95	6	0	2	2	1	0	0	0	0	0	0
1500	**77**	2	68	7	0	0	0	0	0	0	0	0	0	0
1600	**52**	0	46	6	0	0	0	0	0	0	0	0	0	0
1700	**71**	3	66	2	0	0	0	0	0	0	0	0	0	0
1800	**26**	0	25	0	0	0	0	0	1	0	0	0	0	0
1900	**41**	2	35	4	0	0	0	0	0	0	0	0	0	0
2000	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
2100	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
2200	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
2300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**747**	**8**	**673**	**53**	**0**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**835**	**11**	**751**	**60**	**0**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**856**	**11**	**772**	**60**	**0**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**869**	**11**	**783**	**62**	**0**	**7**	**3**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0600	**12**	3	9	0	0	0	0	0	0	0	0	0	0	0
0700	**24**	0	22	1	0	1	0	0	0	0	0	0	0	0
0800	**158**	0	146	11	0	1	0	0	0	0	0	0	0	0
0900	**35**	1	31	3	0	0	0	0	0	0	0	0	0	0
1000	**44**	0	40	4	0	0	0	0	0	0	0	0	0	0
1100	**32**	0	28	4	0	0	0	0	0	0	0	0	0	0
1200	**46**	0	43	3	0	0	0	0	0	0	0	0	0	0
1300	**57**	2	53	2	0	0	0	0	0	0	0	0	0	0
1400	**109**	1	99	8	0	1	0	0	0	0	0	0	0	0
1500	**73**	2	65	6	0	0	0	0	0	0	0	0	0	0
1600	**84**	2	74	7	0	0	1	0	0	0	0	0	0	0
1700	**60**	0	58	2	0	0	0	0	0	0	0	0	0	0
1800	**42**	1	38	3	0	0	0	0	0	0	0	0	0	0
1900	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
2000	**29**	0	29	0	0	0	0	0	0	0	0	0	0	0
2100	**23**	1	21	1	0	0	0	0	0	0	0	0	0	0
2200	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	**764**	**9**	**697**	**54**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**853**	**13**	**780**	**56**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**873**	**13**	**799**	**57**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**890**	**13**	**816**	**57**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0600	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
0700	**25**	0	22	2	0	1	0	0	0	0	0	0	0	0
0800	**154**	1	143	8	0	2	0	0	0	0	0	0	0	0
0900	**34**	0	29	4	0	0	1	0	0	0	0	0	0	0
1000	**48**	0	44	4	0	0	0	0	0	0	0	0	0	0
1100	**52**	1	46	5	0	0	0	0	0	0	0	0	0	0
1200	**46**	0	36	10	0	0	0	0	0	0	0	0	0	0
1300	**51**	0	46	5	0	0	0	0	0	0	0	0	0	0
1400	**106**	0	98	5	1	1	1	0	0	0	0	0	0	0
1500	**57**	1	53	3	0	0	0	0	0	0	0	0	0	0
1600	**72**	0	67	4	0	0	0	0	0	0	1	0	0	0
1700	**50**	0	45	5	0	0	0	0	0	0	0	0	0	0
1800	**38**	1	36	0	0	0	1	0	0	0	0	0	0	0
1900	**31**	0	29	2	0	0	0	0	0	0	0	0	0	0
2000	**31**	0	30	0	0	0	1	0	0	0	0	0	0	0
2100	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
2200	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
2300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**733**	**4**	**665**	**55**	**1**	**4**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-22	**824**	**4**	**752**	**58**	**1**	**4**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
06-00	**844**	**4**	**772**	**58**	**1**	**4**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
00-00	**860**	**5**	**785**	**60**	**1**	**4**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
0700	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
0800	**46**	0	38	5	1	2	0	0	0	0	0	0	0	0
0900	**30**	1	25	4	0	0	0	0	0	0	0	0	0	0
1000	**28**	0	25	3	0	0	0	0	0	0	0	0	0	0
1100	**32**	1	28	2	0	0	1	0	0	0	0	0	0	0
1200	**45**	0	41	4	0	0	0	0	0	0	0	0	0	0
1300	**64**	1	59	4	0	0	0	0	0	0	0	0	0	0
1400	**61**	2	52	7	0	0	0	0	0	0	0	0	0	0
1500	**43**	0	41	2	0	0	0	0	0	0	0	0	0	0
1600	**58**	0	53	5	0	0	0	0	0	0	0	0	0	0
1700	**41**	0	40	1	0	0	0	0	0	0	0	0	0	0
1800	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
1900	**30**	2	27	1	0	0	0	0	0	0	0	0	0	0
2000	**36**	2	32	2	0	0	0	0	0	0	0	0	0	0
2100	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
2200	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**495**	**5**	**448**	**38**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**590**	**10**	**535**	**41**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**611**	**10**	**556**	**41**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**621**	**10**	**566**	**41**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

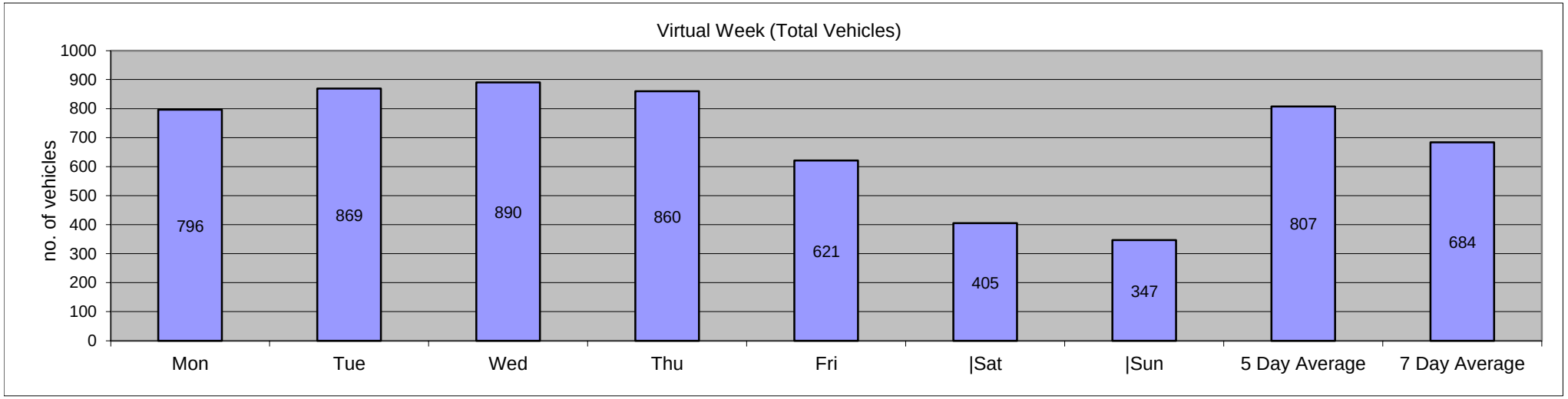
20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
0700	**20**	0	17	2	0	1	0	0	0	0	0	0	0	0
0800	**104**	0	97	6	0	1	0	0	0	0	0	0	0	0
0900	**28**	0	24	3	0	0	0	0	0	0	0	0	0	0
1000	**35**	0	32	3	0	0	0	0	0	0	0	0	0	0
1100	**37**	1	33	3	0	0	0	0	0	0	0	0	0	0
1200	**42**	0	38	4	0	0	0	0	0	0	0	0	0	0
1300	**45**	1	41	3	0	0	0	0	0	0	0	0	0	0
1400	**75**	1	69	5	0	1	0	0	0	0	0	0	0	0
1500	**54**	1	50	3	0	0	0	0	0	0	0	0	0	0
1600	**53**	0	49	4	0	0	0	0	0	0	0	0	0	0
1700	**49**	1	46	3	0	0	0	0	0	0	0	0	0	0
1800	**32**	0	31	1	0	0	0	0	0	0	0	0	0	0
1900	**28**	1	26	1	0	0	0	0	0	0	0	0	0	0
2000	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
2100	**19**	0	17	1	0	0	0	0	0	0	0	0	0	0
2200	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
2300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
07-19	**575**	**6**	**525**	**39**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**653**	**8**	**596**	**44**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**671**	**9**	**613**	**44**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**684**	**9**	**625**	**45**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 1 | Location Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**796**	8	732	49	0	5	1	0	1	0	0	0	0	0
Tue	**869**	11	783	62	0	7	3	1	2	0	0	0	0	0
Wed	**890**	13	816	57	0	3	1	0	0	0	0	0	0	0
Thu	**860**	5	785	60	1	4	4	0	0	0	1	0	0	0
Fri	**621**	10	566	41	1	2	1	0	0	0	0	0	0	0
|Sat	**405**	5	374	26	0	0	0	0	0	0	0	0	0	0
|Sun	**347**	9	320	17	0	1	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**807**	9	736	54	0	4	2	0	1	0	0	0	0	0
7 Day Average														
[--]	**684**	9	625	45	0	3	1	0	0	0	0	0	0	0
Total Vehicles														
[--]	**4788**	61	4376	312	2	22	10	1	3	0	1	0	0	0



SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0500	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0600	**14**	0	10	3	0	1	0	0	0	0	0	0	0	0
0700	**29**	1	21	4	0	3	0	0	0	0	0	0	0	0
0800	**45**	0	36	6	0	3	0	0	0	0	0	0	0	0
0900	**53**	1	43	6	0	3	0	0	0	0	0	0	0	0
1000	**53**	2	44	4	1	2	0	0	0	0	0	0	0	0
1100	**59**	0	49	7	1	2	0	0	0	0	0	0	0	0
1200	**81**	1	67	10	1	2	0	0	0	0	0	0	0	0
1300	**78**	2	66	7	0	3	0	0	0	0	0	0	0	0
1400	**71**	1	59	8	0	3	0	0	0	0	0	0	0	0
1500	**60**	0	54	3	1	2	0	0	0	0	0	0	0	0
1600	**69**	0	57	9	1	2	0	0	0	0	0	0	0	0
1700	**87**	1	76	7	1	2	0	0	0	0	0	0	0	0
1800	**62**	2	56	2	0	2	0	0	0	0	0	0	0	0
1900	**54**	4	42	5	1	2	0	0	0	0	0	0	0	0
2000	**47**	0	45	2	0	0	0	0	0	0	0	0	0	0
2100	**42**	0	34	8	0	0	0	0	0	0	0	0	0	0
2200	**17**	1	15	1	0	0	0	0	0	0	0	0	0	0
2300	**22**	1	21	0	0	0	0	0	0	0	0	0	0	0
07-19	**747**	**11**	**628**	**73**	**6**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**904**	**15**	**759**	**91**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**943**	**17**	**795**	**92**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**988**	**17**	**838**	**94**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	7	0	0	1	0	0	0	0	0	0	0	0
0500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
0700	**24**	0	18	6	0	0	0	0	0	0	0	0	0	0
0800	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
0900	**26**	0	22	4	0	0	0	0	0	0	0	0	0	0
1000	**37**	1	34	2	0	0	0	0	0	0	0	0	0	0
1100	**62**	6	52	4	0	0	0	0	0	0	0	0	0	0
1200	**87**	4	77	6	0	0	0	0	0	0	0	0	0	0
1300	**71**	1	62	8	0	0	0	0	0	0	0	0	0	0
1400	**49**	0	43	6	0	0	0	0	0	0	0	0	0	0
1500	**55**	0	54	1	0	0	0	0	0	0	0	0	0	0
1600	**62**	1	58	3	0	0	0	0	0	0	0	0	0	0
1700	**55**	0	52	3	0	0	0	0	0	0	0	0	0	0
1800	**52**	1	46	5	0	0	0	0	0	0	0	0	0	0
1900	**56**	2	51	3	0	0	0	0	0	0	0	0	0	0
2000	**35**	2	27	6	0	0	0	0	0	0	0	0	0	0
2100	**35**	0	32	3	0	0	0	0	0	0	0	0	0	0
2200	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
2300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**597**	**14**	**535**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**733**	**18**	**654**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**769**	**18**	**688**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**801**	**18**	**719**	**63**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
0600	**25**	0	14	10	0	1	0	0	0	0	0	0	0	0
0700	**71**	0	51	13	1	5	0	0	1	0	0	0	0	0
0800	**342**	1	309	25	0	6	0	0	0	0	0	1	0	0
0900	**87**	0	70	14	0	3	0	0	0	0	0	0	0	0
1000	**94**	1	83	7	0	3	0	0	0	0	0	0	0	0
1100	**63**	0	51	8	0	4	0	0	0	0	0	0	0	0
1200	**95**	0	84	7	1	2	1	0	0	0	0	0	0	0
1300	**87**	2	72	8	1	4	0	0	0	0	0	0	0	0
1400	**166**	1	154	7	1	3	0	0	0	0	0	0	0	0
1500	**129**	0	113	13	0	3	0	0	0	0	0	0	0	0
1600	**96**	1	82	9	0	3	0	0	1	0	0	0	0	0
1700	**117**	2	101	11	0	3	0	0	0	0	0	0	0	0
1800	**92**	0	86	5	0	1	0	0	0	0	0	0	0	0
1900	**65**	2	53	7	0	2	0	0	1	0	0	0	0	0
2000	**44**	3	36	5	0	0	0	0	0	0	0	0	0	0
2100	**35**	1	33	1	0	0	0	0	0	0	0	0	0	0
2200	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
2300	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
07-19	**1439**	**8**	**1256**	**127**	**4**	**40**	**1**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-22	**1608**	**14**	**1392**	**150**	**4**	**43**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**0**
06-00	**1634**	**14**	**1417**	**151**	**4**	**43**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**0**
00-00	**1673**	**15**	**1451**	**155**	**4**	**43**	**1**	**0**	**3**	**0**	**0**	**1**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
0600	**26**	1	19	5	0	1	0	0	0	0	0	0	0	0
0700	**85**	0	60	18	1	6	0	0	0	0	0	0	0	0
0800	**361**	0	328	26	0	4	2	0	1	0	0	0	0	0
0900	**76**	1	59	11	0	5	0	0	0	0	0	0	0	0
1000	**87**	1	69	13	0	3	0	0	1	0	0	0	0	0
1100	**107**	1	91	12	0	3	0	0	0	0	0	0	0	0
1200	**94**	1	80	9	0	4	0	0	0	0	0	0	0	0
1300	**87**	1	70	14	0	2	0	0	0	0	0	0	0	0
1400	**193**	0	164	19	1	5	2	1	1	0	0	0	0	0
1500	**125**	3	105	15	0	2	0	0	0	0	0	0	0	0
1600	**104**	1	89	10	0	4	0	0	0	0	0	0	0	0
1700	**119**	5	104	7	0	3	0	0	0	0	0	0	0	0
1800	**72**	0	64	5	0	2	0	0	1	0	0	0	0	0
1900	**86**	3	72	8	0	3	0	0	0	0	0	0	0	0
2000	**46**	1	43	2	0	0	0	0	0	0	0	0	0	0
2100	**53**	0	49	4	0	0	0	0	0	0	0	0	0	0
2200	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
2300	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
07-19	**1510**	**14**	**1283**	**159**	**2**	**43**	**4**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**1721**	**19**	**1466**	**178**	**2**	**47**	**4**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**1759**	**19**	**1502**	**180**	**2**	**47**	**4**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**1799**	**19**	**1535**	**187**	**2**	**47**	**4**	**1**	**4**	**0**	**0**	**0**	**0**	**0**

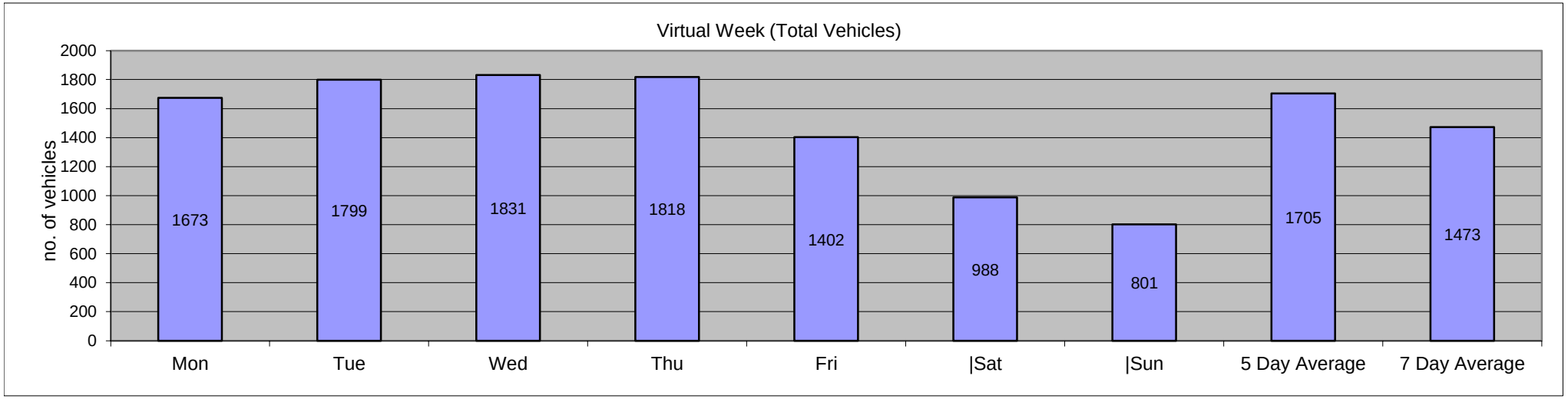
SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0500	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
0600	**31**	3	20	7	1	0	0	0	0	0	0	0	0	0
0700	**79**	0	56	17	2	3	1	0	0	0	0	0	0	0
0800	**315**	0	284	25	1	3	0	0	2	0	0	0	0	0
0900	**71**	1	59	6	1	4	0	0	0	0	0	0	0	0
1000	**103**	0	82	18	0	3	0	0	0	0	0	0	0	0
1100	**73**	0	65	6	0	2	0	0	0	0	0	0	0	0
1200	**111**	0	101	7	1	2	0	0	0	0	0	0	0	0
1300	**122**	2	101	16	1	2	0	0	0	0	0	0	0	0
1400	**181**	1	153	21	1	4	0	0	1	0	0	0	0	0
1500	**130**	4	109	15	0	2	0	0	0	0	0	0	0	0
1600	**144**	4	126	9	1	3	1	0	0	0	0	0	0	0
1700	**122**	1	104	13	0	3	1	0	0	0	0	0	0	0
1800	**94**	2	79	11	0	2	0	0	0	0	0	0	0	0
1900	**60**	0	53	5	0	2	0	0	0	0	0	0	0	0
2000	**51**	0	47	4	0	0	0	0	0	0	0	0	0	0
2100	**54**	1	52	1	0	0	0	0	0	0	0	0	0	0
2200	**32**	0	28	4	0	0	0	0	0	0	0	0	0	0
2300	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
07-19	**1545**	**15**	**1319**	**164**	**8**	**33**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**1741**	**19**	**1491**	**181**	**9**	**35**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**1789**	**19**	**1534**	**186**	**9**	**35**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**1831**	**19**	**1573**	**189**	**9**	**35**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**8**	1	5	2	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0500	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
0600	**32**	0	23	8	0	1	0	0	0	0	0	0	0	0
0700	**80**	0	61	14	1	4	0	0	0	0	0	0	0	0
0800	**325**	1	296	22	0	5	0	0	1	0	0	0	0	0
0900	**83**	0	68	11	0	2	2	0	0	0	0	0	0	0
1000	**108**	0	92	12	0	4	0	0	0	0	0	0	0	0
1100	**104**	3	89	8	0	4	0	0	0	0	0	0	0	0
1200	**100**	0	82	15	1	2	0	0	0	0	0	0	0	0
1300	**128**	0	106	16	0	6	0	0	0	0	0	0	0	0
1400	**182**	0	159	13	5	4	1	0	0	0	0	0	0	0
1500	**116**	1	105	7	2	1	0	0	0	0	0	0	0	0
1600	**129**	0	115	9	1	2	0	0	0	0	2	0	0	0
1700	**108**	2	89	14	2	1	0	0	0	0	0	0	0	0
1800	**80**	2	71	4	0	2	1	0	0	0	0	0	0	0
1900	**66**	0	59	5	0	2	0	0	0	0	0	0	0	0
2000	**54**	0	51	2	0	0	1	0	0	0	0	0	0	0
2100	**40**	0	37	3	0	0	0	0	0	0	0	0	0	0
2200	**28**	0	25	2	0	1	0	0	0	0	0	0	0	0
2300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**1543**	**9**	**1333**	**145**	**12**	**37**	**4**	**0**	**1**	**0**	**2**	**0**	**0**	**0**
06-22	**1735**	**9**	**1503**	**163**	**12**	**40**	**5**	**0**	**1**	**0**	**2**	**0**	**0**	**0**
06-00	**1771**	**9**	**1536**	**165**	**12**	**41**	**5**	**0**	**1**	**0**	**2**	**0**	**0**	**0**
00-00	**1818**	**10**	**1575**	**172**	**12**	**41**	**5**	**0**	**1**	**0**	**2**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**8**	1	6	1	0	0	0	0	0	0	0	0	0	0
0500	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0
0600	**26**	1	17	7	0	1	0	0	0	0	0	0	0	0
0700	**58**	0	46	9	0	3	0	0	0	0	0	0	0	0
0800	**108**	0	84	18	2	4	0	0	0	0	0	0	0	0
0900	**71**	1	53	13	1	3	0	0	0	0	0	0	0	0
1000	**72**	0	54	15	1	2	0	0	0	0	0	0	0	0
1100	**74**	2	63	5	0	3	1	0	0	0	0	0	0	0
1200	**97**	0	84	9	2	1	1	0	0	0	0	0	0	0
1300	**121**	2	109	8	1	1	0	0	0	0	0	0	0	0
1400	**98**	2	81	12	0	3	0	0	0	0	0	0	0	0
1500	**108**	2	92	10	1	3	0	0	0	0	0	0	0	0
1600	**116**	0	101	11	0	4	0	0	0	0	0	0	0	0
1700	**90**	1	81	5	1	2	0	0	0	0	0	0	0	0
1800	**79**	0	70	7	0	2	0	0	0	0	0	0	0	0
1900	**66**	2	59	3	0	2	0	0	0	0	0	0	0	0
2000	**73**	6	61	6	0	0	0	0	0	0	0	0	0	0
2100	**60**	0	56	4	0	0	0	0	0	0	0	0	0	0
2200	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
2300	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
07-19	**1092**	**10**	**918**	**122**	**9**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1317**	**19**	**1111**	**142**	**9**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1363**	**19**	**1155**	**144**	**9**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1402**	**20**	**1189**	**148**	**9**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**8**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
0600	**23**	1	16	6	0	1	0	0	0	0	0	0	0	0
0700	**61**	0	45	12	1	3	0	0	0	0	0	0	0	0
0800	**216**	0	193	17	0	4	0	0	1	0	0	0	0	0
0900	**67**	1	53	9	0	3	0	0	0	0	0	0	0	0
1000	**79**	1	65	10	0	2	0	0	0	0	0	0	0	0
1100	**77**	2	66	7	0	3	0	0	0	0	0	0	0	0
1200	**95**	1	82	9	1	2	0	0	0	0	0	0	0	0
1300	**99**	1	84	11	0	3	0	0	0	0	0	0	0	0
1400	**134**	1	116	12	1	3	0	0	0	0	0	0	0	0
1500	**103**	1	90	9	1	2	0	0	0	0	0	0	0	0
1600	**103**	1	90	9	0	3	0	0	0	0	0	0	0	0
1700	**100**	2	87	9	1	2	0	0	0	0	0	0	0	0
1800	**76**	1	67	6	0	2	0	0	0	0	0	0	0	0
1900	**65**	2	56	5	0	2	0	0	0	0	0	0	0	0
2000	**50**	2	44	4	0	0	0	0	0	0	0	0	0	0
2100	**46**	0	42	3	0	0	0	0	0	0	0	0	0	0
2200	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
2300	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
07-19	**1210**	**12**	**1039**	**120**	**6**	**30**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1394**	**16**	**1197**	**138**	**6**	**33**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**1433**	**16**	**1232**	**140**	**6**	**33**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**1473**	**17**	**1269**	**144**	**6**	**33**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	1	Location	Goitre Lane between Cypress Way & Fir Tree Close (51.765355, -3.381120)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**1673**	15	1451	155	4	43	1	0	3	0	0	1	0	0
Tue	**1799**	19	1535	187	2	47	4	1	4	0	0	0	0	0
Wed	**1831**	19	1573	189	9	35	3	0	3	0	0	0	0	0
Thu	**1818**	10	1575	172	12	41	5	0	1	0	2	0	0	0
Fri	**1402**	20	1189	148	9	34	2	0	0	0	0	0	0	0
|Sat	**988**	17	838	94	7	32	0	0	0	0	0	0	0	0
|Sun	**801**	18	719	63	0	1	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**1705**	17	1465	170	7	40	3	0	2	0	0	0	0	0
7 Day Average														
[--]	**1473**	17	1269	144	6	33	2	0	2	0	0	0	0	0
Total Vehicles														
[--]	**10312**	118	8880	1008	43	233	15	1	11	0	2	1	0	0



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Severnside
Traffic Management

Job Number & Title: SS110 Merthyr

Site Location: Goitre Lane between Chestnut Way & Plane Grove

Survey Date: 20 May 2023

Site Location Plan





SS110 Merthyr MAY 2023										Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)			
Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed
2	Goitre Lane between Chestnut Way & Plane Grove	51.764053, -3.378101	Northbound	20 May 2023	26 May 2023	30	6486	1045	927	135	2.1	35	0.5	2	0.0	21.2	24.8
			Southbound	20 May 2023	26 May 2023		5786	961	827	1540	26.6	459	7.9	44	0.8	26.5	32.7
			Two-Way	20 May 2023	26 May 2023		12272	2006	1753	1675	14	494	4	46	0	24	30

Severnside
Transportation Data Collection
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Severnside
Traffic Management

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0100	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	2	2	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0600	**8**	0	6	1	0	1	0	0	0	0	0	0	0	0
0700	**24**	0	20	1	0	3	0	0	0	0	0	0	0	0
0800	**29**	0	24	2	0	3	0	0	0	0	0	0	0	0
0900	**29**	1	24	2	0	2	0	0	0	0	0	0	0	0
1000	**39**	1	32	2	1	3	0	0	0	0	0	0	0	0
1100	**45**	0	38	4	0	3	0	0	0	0	0	0	0	0
1200	**51**	0	47	2	0	2	0	0	0	0	0	0	0	0
1300	**45**	0	38	3	0	3	0	0	1	0	0	0	0	0
1400	**66**	1	61	1	0	3	0	0	0	0	0	0	0	0
1500	**38**	0	34	1	0	3	0	0	0	0	0	0	0	0
1600	**47**	1	41	2	0	3	0	0	0	0	0	0	0	0
1700	**56**	1	49	3	0	3	0	0	0	0	0	0	0	0
1800	**43**	2	39	0	0	2	0	0	0	0	0	0	0	0
1900	**43**	1	39	1	0	2	0	0	0	0	0	0	0	0
2000	**43**	2	41	0	0	0	0	0	0	0	0	0	0	0
2100	**27**	0	25	2	0	0	0	0	0	0	0	0	0	0
2200	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
2300	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
07-19	**512**	**7**	**447**	**23**	**1**	**33**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**633**	**10**	**558**	**27**	**1**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**661**	**10**	**586**	**27**	**1**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**688**	**12**	**610**	**28**	**1**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0600	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
0800	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0900	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
1000	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
1100	**39**	2	36	1	0	0	0	0	0	0	0	0	0	0
1200	**59**	3	55	1	0	0	0	0	0	0	0	0	0	0
1300	**45**	0	42	3	0	0	0	0	0	0	0	0	0	0
1400	**44**	2	41	1	0	0	0	0	0	0	0	0	0	0
1500	**41**	1	40	0	0	0	0	0	0	0	0	0	0	0
1600	**49**	0	47	2	0	0	0	0	0	0	0	0	0	0
1700	**38**	0	37	1	0	0	0	0	0	0	0	0	0	0
1800	**40**	0	40	0	0	0	0	0	0	0	0	0	0	0
1900	**40**	0	39	1	0	0	0	0	0	0	0	0	0	0
2000	**27**	1	23	3	0	0	0	0	0	0	0	0	0	0
2100	**27**	1	24	2	0	0	0	0	0	0	0	0	0	0
2200	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
2300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
07-19	**423**	**8**	**403**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**522**	**10**	**494**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**547**	**10**	**518**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**571**	**10**	**542**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
22 May 2023														
0000	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0600	**19**	0	14	4	0	1	0	0	0	0	0	0	0	0
0700	**56**	1	45	5	0	4	0	0	1	0	0	0	0	0
0800	**173**	0	165	5	0	3	0	0	0	0	0	0	0	0
0900	**57**	0	50	4	0	3	0	0	0	0	0	0	0	0
1000	**50**	1	45	1	0	3	0	0	0	0	0	0	0	0
1100	**44**	0	36	5	0	3	0	0	0	0	0	0	0	0
1200	**54**	0	45	6	0	3	0	0	0	0	0	0	0	0
1300	**56**	0	48	3	0	5	0	0	0	0	0	0	0	0
1400	**89**	1	82	2	0	4	0	0	0	0	0	0	0	0
1500	**78**	1	67	7	0	3	0	0	0	0	0	0	0	0
1600	**60**	0	49	8	0	3	0	0	0	0	0	0	0	0
1700	**72**	1	64	4	0	3	0	0	0	0	0	0	0	0
1800	**58**	0	55	1	0	2	0	0	0	0	0	0	0	0
1900	**53**	0	50	1	0	2	0	0	0	0	0	0	0	0
2000	**33**	2	30	1	0	0	0	0	0	0	0	0	0	0
2100	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
2200	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**847**	**5**	**751**	**51**	**0**	**39**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**975**	**7**	**868**	**57**	**0**	**42**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**996**	**7**	**889**	**57**	**0**	**42**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1023**	**8**	**915**	**57**	**0**	**42**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 2 | Location Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0500	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
0600	**20**	0	19	0	0	1	0	0	0	0	0	0	0	0
0700	**53**	0	45	4	0	4	0	0	0	0	0	0	0	0
0800	**192**	0	185	4	0	3	0	0	0	0	0	0	0	0
0900	**57**	0	46	8	0	3	0	0	0	0	0	0	0	0
1000	**50**	0	39	7	0	3	1	0	0	0	0	0	0	0
1100	**56**	1	51	1	0	3	0	0	0	0	0	0	0	0
1200	**67**	1	58	5	0	3	0	0	0	0	0	0	0	0
1300	**60**	0	49	7	0	3	1	0	0	0	0	0	0	0
1400	**95**	0	84	6	0	3	2	0	0	0	0	0	0	0
1500	**63**	2	57	2	0	2	0	0	0	0	0	0	0	0
1600	**60**	2	52	3	0	3	0	0	0	0	0	0	0	0
1700	**61**	3	50	5	0	2	1	0	0	0	0	0	0	0
1800	**60**	1	53	4	0	2	0	0	0	0	0	0	0	0
1900	**51**	1	47	1	0	2	0	0	0	0	0	0	0	0
2000	**40**	1	39	0	0	0	0	0	0	0	0	0	0	0
2100	**37**	0	37	0	0	0	0	0	0	0	0	0	0	0
2200	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
2300	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
07-19	**874**	**10**	**769**	**56**	**0**	**34**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1022**	**12**	**911**	**57**	**0**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1045**	**12**	**934**	**57**	**0**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1069**	**12**	**956**	**59**	**0**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
24 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	**18**	0	15	2	0	1	0	0	0	0	0	0	0	0
0700	**58**	0	47	6	0	4	1	0	0	0	0	0	0	0
0800	**159**	0	153	3	0	2	1	0	0	0	0	0	0	0
0900	**50**	0	42	4	0	4	0	0	0	0	0	0	0	0
1000	**66**	0	55	8	0	3	0	0	0	0	0	0	0	0
1100	**51**	0	48	1	0	2	0	0	0	0	0	0	0	0
1200	**69**	0	65	1	0	3	0	0	0	0	0	0	0	0
1300	**75**	0	64	8	0	3	0	0	0	0	0	0	0	0
1400	**90**	0	77	9	0	4	0	0	0	0	0	0	0	0
1500	**69**	2	62	2	0	3	0	0	0	0	0	0	0	0
1600	**68**	3	58	4	0	3	0	0	0	0	0	0	0	0
1700	**69**	1	59	6	0	3	0	0	0	0	0	0	0	0
1800	**79**	2	73	2	0	1	1	0	0	0	0	0	0	0
1900	**47**	0	43	2	0	2	0	0	0	0	0	0	0	0
2000	**34**	0	33	1	0	0	0	0	0	0	0	0	0	0
2100	**36**	0	36	0	0	0	0	0	0	0	0	0	0	0
2200	**27**	0	27	0	0	0	0	0	0	0	0	0	0	0
2300	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
07-19	**903**	**8**	**803**	**54**	**0**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1038**	**8**	**930**	**59**	**0**	**38**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1078**	**8**	**970**	**59**	**0**	**38**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1097**	**8**	**988**	**60**	**0**	**38**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
25 May 2023														
0000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	**19**	0	16	2	0	1	0	0	0	0	0	0	0	0
0700	**59**	1	48	6	0	4	0	0	0	0	0	0	0	0
0800	**173**	0	166	3	0	3	1	0	0	0	0	0	0	0
0900	**57**	0	49	4	0	3	1	0	0	0	0	0	0	0
1000	**63**	1	55	4	0	3	0	0	0	0	0	0	0	0
1100	**63**	2	55	3	0	3	0	0	0	0	0	0	0	0
1200	**68**	0	62	3	0	3	0	0	0	0	0	0	0	0
1300	**84**	1	70	10	0	3	0	0	0	0	0	0	0	0
1400	**103**	0	94	3	1	5	0	0	0	0	0	0	0	0
1500	**76**	0	71	2	0	2	1	0	0	0	0	0	0	0
1600	**75**	1	66	5	0	3	0	0	0	0	0	0	0	0
1700	**70**	0	64	3	0	2	1	0	0	0	0	0	0	0
1800	**56**	1	52	1	0	2	0	0	0	0	0	0	0	0
1900	**44**	0	41	1	0	2	0	0	0	0	0	0	0	0
2000	**31**	1	30	0	0	0	0	0	0	0	0	0	0	0
2100	**30**	0	29	1	0	0	0	0	0	0	0	0	0	0
2200	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
2300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
07-19	**947**	**7**	**852**	**47**	**1**	**36**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1071**	**8**	**968**	**51**	**1**	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1091**	**8**	**987**	**52**	**1**	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1118**	**8**	**1013**	**53**	**1**	**39**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

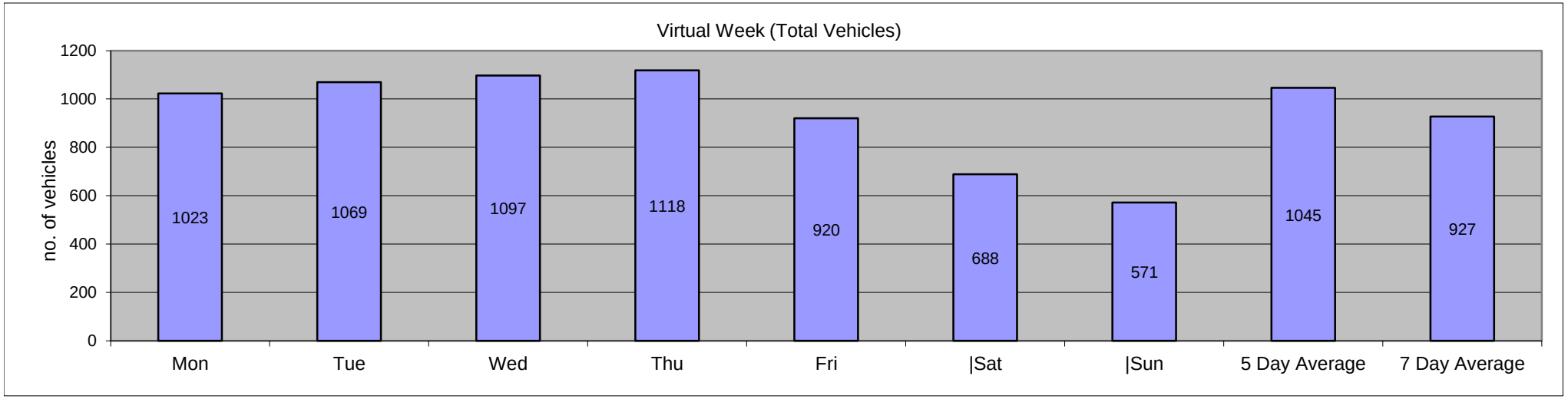
SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
26 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0500	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
0600	**20**	0	16	3	0	1	0	0	0	0	0	0	0	0
0700	**40**	0	34	3	0	3	0	0	0	0	0	0	0	0
0800	**65**	0	57	5	0	3	0	0	0	0	0	0	0	0
0900	**50**	0	40	6	0	4	0	0	0	0	0	0	0	0
1000	**46**	0	36	7	0	3	0	0	0	0	0	0	0	0
1100	**49**	1	43	2	0	3	0	0	0	0	0	0	0	0
1200	**64**	0	59	1	0	3	1	0	0	0	0	0	0	0
1300	**61**	0	56	2	0	3	0	0	0	0	0	0	0	0
1400	**57**	0	47	8	0	2	0	0	0	0	0	0	0	0
1500	**81**	1	72	5	0	3	0	0	0	0	0	0	0	0
1600	**72**	0	67	3	0	2	0	0	0	0	0	0	0	0
1700	**63**	2	53	5	0	3	0	0	0	0	0	0	0	0
1800	**55**	1	51	1	0	2	0	0	0	0	0	0	0	0
1900	**53**	1	48	2	0	2	0	0	0	0	0	0	0	0
2000	**46**	5	39	2	0	0	0	0	0	0	0	0	0	0
2100	**38**	0	37	1	0	0	0	0	0	0	0	0	0	0
2200	**21**	0	20	1	0	0	0	0	0	0	0	0	0	0
2300	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
07-19	**703**	**5**	**615**	**48**	**0**	**34**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**860**	**11**	**755**	**56**	**0**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**894**	**11**	**787**	**58**	**0**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**920**	**11**	**812**	**59**	**0**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 2 | Location Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)

20 May 2023 to 26 May 2023 | Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0600	**16**	0	13	2	0	1	0	0	0	0	0	0	0	0
0700	**43**	0	36	4	0	3	0	0	0	0	0	0	0	0
0800	**114**	0	109	3	0	2	0	0	0	0	0	0	0	0
0900	**46**	0	39	4	0	3	0	0	0	0	0	0	0	0
1000	**48**	0	41	4	0	3	0	0	0	0	0	0	0	0
1100	**50**	1	44	2	0	2	0	0	0	0	0	0	0	0
1200	**62**	1	56	3	0	2	0	0	0	0	0	0	0	0
1300	**61**	0	52	5	0	3	0	0	0	0	0	0	0	0
1400	**78**	1	69	4	0	3	0	0	0	0	0	0	0	0
1500	**64**	1	58	3	0	2	0	0	0	0	0	0	0	0
1600	**62**	1	54	4	0	2	0	0	0	0	0	0	0	0
1700	**61**	1	54	4	0	2	0	0	0	0	0	0	0	0
1800	**56**	1	52	1	0	2	0	0	0	0	0	0	0	0
1900	**47**	0	44	1	0	2	0	0	0	0	0	0	0	0
2000	**36**	2	34	1	0	0	0	0	0	0	0	0	0	0
2100	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
2200	**19**	0	18	0	0	0	0	0	0	0	0	0	0	0
2300	**9**	0	8	0	0	0	0	0	0	0	0	0	0	0
07-19	**744**	**7**	**663**	**42**	**0**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**874**	**9**	**783**	**46**	**0**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**902**	**9**	**810**	**47**	**0**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**927**	**10**	**834**	**48**	**0**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Virtual Week														
Mon	**1023**	8	915	57	0	42	0	0	1	0	0	0	0	0
Tue	**1069**	12	956	59	0	37	5	0	0	0	0	0	0	0
Wed	**1097**	8	988	60	0	38	3	0	0	0	0	0	0	0
Thu	**1118**	8	1013	53	1	39	4	0	0	0	0	0	0	0
Fri	**920**	11	812	59	0	37	1	0	0	0	0	0	0	0
|Sat	**688**	12	610	28	1	36	0	0	1	0	0	0	0	0
|Sun	**571**	10	542	19	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**1045**	9	937	58	0	39	3	0	0	0	0	0	0	0
7 Day Average														
[--]	**927**	10	834	48	0	33	2	0	0	0	0	0	0	0
Total Vehicles														
[--]	**6486**	69	5836	335	2	229	13	0	2	0	0	0	0	0



SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
0500	**7**	0	4	3	0	0	0	0	0	0	0	0	0	0
0600	**4**	0	1	3	0	0	0	0	0	0	0	0	0	0
0700	**11**	1	6	3	0	1	0	0	0	0	0	0	0	0
0800	**16**	0	6	9	0	1	0	0	0	0	0	0	0	0
0900	**25**	0	14	10	0	1	0	0	0	0	0	0	0	0
1000	**23**	1	8	14	0	0	0	0	0	0	0	0	0	0
1100	**40**	0	25	13	0	2	0	0	0	0	0	0	0	0
1200	**55**	0	37	16	0	2	0	0	0	0	0	0	0	0
1300	**33**	0	15	18	0	0	0	0	0	0	0	0	0	0
1400	**40**	2	24	14	0	0	0	0	0	0	0	0	0	0
1500	**34**	0	22	12	0	0	0	0	0	0	0	0	0	0
1600	**39**	2	27	9	0	1	0	0	0	0	0	0	0	0
1700	**42**	0	23	19	0	0	0	0	0	0	0	0	0	0
1800	**33**	1	17	15	0	0	0	0	0	0	0	0	0	0
1900	**32**	0	17	15	0	0	0	0	0	0	0	0	0	0
2000	**23**	0	16	7	0	0	0	0	0	0	0	0	0	0
2100	**32**	0	12	20	0	0	0	0	0	0	0	0	0	0
2200	**11**	0	7	4	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
07-19	**391**	**7**	**224**	**152**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**482**	**7**	**270**	**197**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**500**	**7**	**282**	**203**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**523**	**7**	**296**	**212**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 2 | Location Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**2**	0	1	0	1	0	0	0	0	0	0	0	0	0
0500	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0700	**14**	0	10	3	0	1	0	0	0	0	0	0	0	0
0800	**10**	0	4	6	0	0	0	0	0	0	0	0	0	0
0900	**19**	0	10	9	0	0	0	0	0	0	0	0	0	0
1000	**21**	1	11	9	0	0	0	0	0	0	0	0	0	0
1100	**37**	5	15	17	0	0	0	0	0	0	0	0	0	0
1200	**45**	4	21	20	0	0	0	0	0	0	0	0	0	0
1300	**45**	2	26	16	0	1	0	0	0	0	0	0	0	0
1400	**37**	0	22	14	0	1	0	0	0	0	0	0	0	0
1500	**36**	0	27	9	0	0	0	0	0	0	0	0	0	0
1600	**27**	0	17	10	0	0	0	0	0	0	0	0	0	0
1700	**33**	0	22	11	0	0	0	0	0	0	0	0	0	0
1800	**35**	1	20	14	0	0	0	0	0	0	0	0	0	0
1900	**28**	2	12	14	0	0	0	0	0	0	0	0	0	0
2000	**18**	1	8	8	0	1	0	0	0	0	0	0	0	0
2100	**20**	0	10	10	0	0	0	0	0	0	0	0	0	0
2200	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
2300	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
07-19	**359**	**13**	**205**	**138**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**428**	**16**	**237**	**171**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**442**	**16**	**247**	**175**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**458**	**16**	**258**	**179**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 2 | Location Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)

20 May 2023 to 26 May 2023 | Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0500	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
0600	**9**	0	3	5	0	1	0	0	0	0	0	0	0	0
0700	**33**	0	13	18	1	1	0	0	0	0	0	0	0	0
0800	**186**	1	117	65	1	2	0	0	0	0	0	0	0	0
0900	**40**	0	26	11	0	3	0	0	0	0	0	0	0	0
1000	**50**	0	27	22	0	1	0	0	0	0	0	0	0	0
1100	**36**	0	23	12	0	1	0	0	0	0	0	0	0	0
1200	**55**	0	34	20	0	1	0	0	0	0	0	0	0	0
1300	**45**	0	26	19	0	0	0	0	0	0	0	0	0	0
1400	**120**	3	78	37	0	2	0	0	0	0	0	0	0	0
1500	**86**	3	52	30	0	1	0	0	0	0	0	0	0	0
1600	**67**	0	40	26	0	0	1	0	0	0	0	0	0	0
1700	**71**	1	31	38	0	1	0	0	0	0	0	0	0	0
1800	**53**	0	31	22	0	0	0	0	0	0	0	0	0	0
1900	**33**	0	15	18	0	0	0	0	0	0	0	0	0	0
2000	**26**	2	14	10	0	0	0	0	0	0	0	0	0	0
2100	**15**	1	10	4	0	0	0	0	0	0	0	0	0	0
2200	**8**	0	4	4	0	0	0	0	0	0	0	0	0	0
2300	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
07-19	**842**	**8**	**498**	**320**	**2**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**925**	**11**	**540**	**357**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**937**	**11**	**546**	**363**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**948**	**11**	**554**	**366**	**2**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	2	1	0	1	0	0	0	0	0	0	0	0
0400	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0500	**7**	0	3	4	0	0	0	0	0	0	0	0	0	0
0600	**10**	1	2	7	0	0	0	0	0	0	0	0	0	0
0700	**31**	0	10	15	1	5	0	0	0	0	0	0	0	0
0800	**193**	0	112	79	1	1	0	0	0	0	0	0	0	0
0900	**45**	1	24	19	0	1	0	0	0	0	0	0	0	0
1000	**55**	1	37	15	0	1	0	0	1	0	0	0	0	0
1100	**62**	1	34	26	0	1	0	0	0	0	0	0	0	0
1200	**43**	0	25	17	0	1	0	0	0	0	0	0	0	0
1300	**44**	0	24	18	0	2	0	0	0	0	0	0	0	0
1400	**126**	1	84	39	1	0	1	0	0	0	0	0	0	0
1500	**87**	2	59	25	0	1	0	0	0	0	0	0	0	0
1600	**58**	0	31	26	0	1	0	0	0	0	0	0	0	0
1700	**85**	3	44	35	0	3	0	0	0	0	0	0	0	0
1800	**37**	0	22	14	0	1	0	0	0	0	0	0	0	0
1900	**45**	3	26	15	0	1	0	0	0	0	0	0	0	0
2000	**33**	0	22	11	0	0	0	0	0	0	0	0	0	0
2100	**24**	0	14	10	0	0	0	0	0	0	0	0	0	0
2200	**17**	0	7	10	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
07-19	**866**	**9**	**506**	**328**	**3**	**18**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**978**	**13**	**570**	**371**	**3**	**19**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1002**	**13**	**584**	**381**	**3**	**19**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1019**	**13**	**593**	**388**	**3**	**20**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

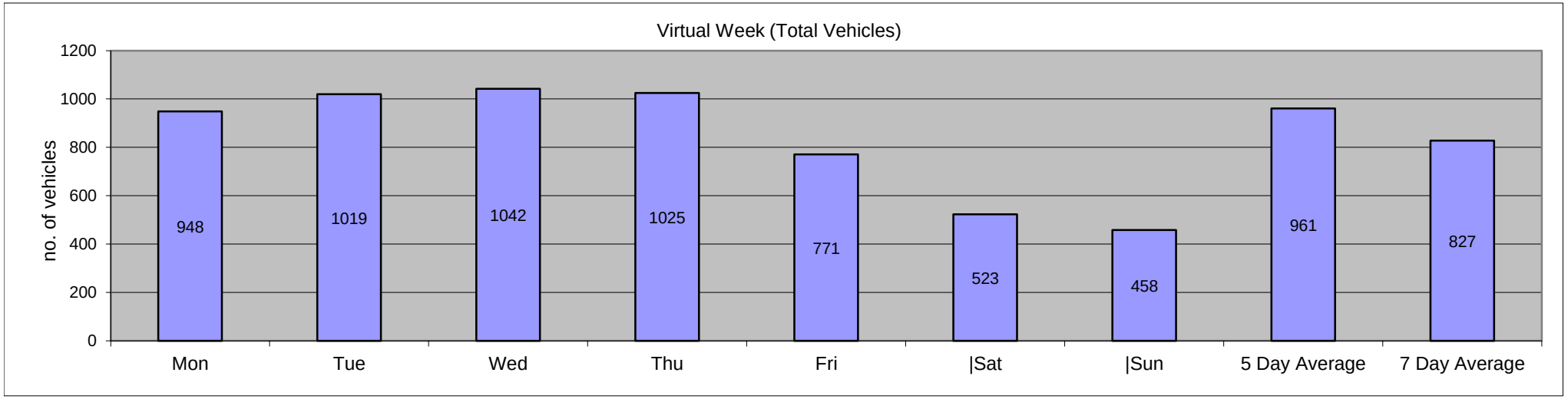
SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
24 May 2023														
0000	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	**3**	0	0	3	0	0	0	0	0	0	0	0	0	0
0500	**9**	0	3	6	0	0	0	0	0	0	0	0	0	0
0600	**19**	3	8	8	0	0	0	0	0	0	0	0	0	0
0700	**25**	1	11	12	1	0	0	0	0	0	0	0	0	0
0800	**174**	0	101	69	1	2	0	0	1	0	0	0	0	0
0900	**47**	1	24	22	0	0	0	0	0	0	0	0	0	0
1000	**51**	0	28	22	0	1	0	0	0	0	0	0	0	0
1100	**45**	0	25	19	0	1	0	0	0	0	0	0	0	0
1200	**48**	0	31	16	0	0	0	0	1	0	0	0	0	0
1300	**60**	0	34	26	0	0	0	0	0	0	0	0	0	0
1400	**132**	1	80	49	1	1	0	0	0	0	0	0	0	0
1500	**80**	2	42	33	0	3	0	0	0	0	0	0	0	0
1600	**92**	5	54	32	0	1	0	0	0	0	0	0	0	0
1700	**63**	0	40	22	0	1	0	0	0	0	0	0	0	0
1800	**56**	1	37	18	0	0	0	0	0	0	0	0	0	0
1900	**35**	0	20	15	0	0	0	0	0	0	0	0	0	0
2000	**41**	1	25	15	0	0	0	0	0	0	0	0	0	0
2100	**27**	1	14	11	0	1	0	0	0	0	0	0	0	0
2200	**20**	0	11	9	0	0	0	0	0	0	0	0	0	0
2300	**10**	0	5	5	0	0	0	0	0	0	0	0	0	0
07-19	**873**	**11**	**507**	**340**	**3**	**10**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**995**	**16**	**574**	**389**	**3**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**1025**	**16**	**590**	**403**	**3**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**1042**	**16**	**596**	**414**	**3**	**11**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
25 May 2023														
0000	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	0	2	0	1	0	0	0	0	0	0	0	0
0400	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	**8**	0	4	4	0	0	0	0	0	0	0	0	0	0
0600	**14**	0	6	8	0	0	0	0	0	0	0	0	0	0
0700	**29**	0	10	17	1	1	0	0	0	0	0	0	0	0
0800	**169**	1	95	70	2	1	0	0	0	0	0	0	0	0
0900	**40**	0	16	23	0	0	1	0	0	0	0	0	0	0
1000	**60**	0	28	30	0	2	0	0	0	0	0	0	0	0
1100	**61**	1	29	29	0	2	0	0	0	0	0	0	0	0
1200	**51**	0	20	29	0	2	0	0	0	0	0	0	0	0
1300	**61**	0	34	26	0	1	0	0	0	0	0	0	0	0
1400	**138**	1	93	42	1	1	0	0	0	0	0	0	0	0
1500	**71**	3	46	21	0	1	0	0	0	0	0	0	0	0
1600	**88**	0	47	39	0	2	0	0	0	0	0	0	0	0
1700	**63**	1	38	23	0	1	0	0	0	0	0	0	0	0
1800	**49**	1	35	13	0	0	0	0	0	0	0	0	0	0
1900	**37**	0	25	11	0	1	0	0	0	0	0	0	0	0
2000	**32**	0	15	16	0	0	0	0	1	0	0	0	0	0
2100	**21**	0	12	8	0	1	0	0	0	0	0	0	0	0
2200	**16**	0	9	7	0	0	0	0	0	0	0	0	0	0
2300	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
07-19	**880**	**8**	**491**	**362**	**4**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**984**	**8**	**549**	**405**	**4**	**16**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1006**	**8**	**562**	**414**	**4**	**16**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1025**	**9**	**569**	**424**	**4**	**17**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
26 May 2023														
0000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
0500	**8**	0	3	5	0	0	0	0	0	0	0	0	0	0
0600	**13**	2	3	8	0	0	0	0	0	0	0	0	0	0
0700	**21**	0	11	10	0	0	0	0	0	0	0	0	0	0
0800	**65**	0	32	27	3	3	0	0	0	0	0	0	0	0
0900	**35**	1	13	21	0	0	0	0	0	0	0	0	0	0
1000	**38**	0	24	12	0	2	0	0	0	0	0	0	0	0
1100	**39**	1	21	15	0	1	1	0	0	0	0	0	0	0
1200	**54**	0	33	20	0	1	0	0	0	0	0	0	0	0
1300	**72**	0	44	28	0	0	0	0	0	0	0	0	0	0
1400	**70**	1	38	30	0	1	0	0	0	0	0	0	0	0
1500	**57**	3	32	21	0	1	0	0	0	0	0	0	0	0
1600	**68**	0	39	28	0	1	0	0	0	0	0	0	0	0
1700	**58**	0	40	17	0	1	0	0	0	0	0	0	0	0
1800	**32**	0	18	14	0	0	0	0	0	0	0	0	0	0
1900	**38**	2	20	16	0	0	0	0	0	0	0	0	0	0
2000	**41**	2	19	19	0	1	0	0	0	0	0	0	0	0
2100	**29**	0	15	14	0	0	0	0	0	0	0	0	0	0
2200	**14**	0	9	5	0	0	0	0	0	0	0	0	0	0
2300	**12**	0	7	5	0	0	0	0	0	0	0	0	0	0
07-19	**609**	**6**	**345**	**243**	**3**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**730**	**12**	**402**	**300**	**3**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**756**	**12**	**418**	**310**	**3**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**771**	**12**	**424**	**319**	**3**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**3**	0	1	1	0	0	0	0	0	0	0	0	0	0
0500	**7**	0	3	4	0	0	0	0	0	0	0	0	0	0
0600	**10**	1	4	6	0	0	0	0	0	0	0	0	0	0
0700	**23**	0	10	11	1	1	0	0	0	0	0	0	0	0
0800	**116**	0	67	46	1	1	0	0	0	0	0	0	0	0
0900	**36**	0	18	16	0	1	0	0	0	0	0	0	0	0
1000	**43**	0	23	18	0	1	0	0	0	0	0	0	0	0
1100	**46**	1	25	19	0	1	0	0	0	0	0	0	0	0
1200	**50**	1	29	20	0	1	0	0	0	0	0	0	0	0
1300	**51**	0	29	22	0	1	0	0	0	0	0	0	0	0
1400	**95**	1	60	32	0	1	0	0	0	0	0	0	0	0
1500	**64**	2	40	22	0	1	0	0	0	0	0	0	0	0
1600	**63**	1	36	24	0	1	0	0	0	0	0	0	0	0
1700	**59**	1	34	24	0	1	0	0	0	0	0	0	0	0
1800	**42**	1	26	16	0	0	0	0	0	0	0	0	0	0
1900	**35**	1	19	15	0	0	0	0	0	0	0	0	0	0
2000	**31**	1	17	12	0	0	0	0	0	0	0	0	0	0
2100	**24**	0	12	11	0	0	0	0	0	0	0	0	0	0
2200	**14**	0	8	6	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	5	3	0	0	0	0	0	0	0	0	0	0
07-19	**689**	**9**	**397**	**269**	**2**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**789**	**12**	**449**	**313**	**2**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**810**	**12**	**461**	**321**	**2**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**827**	**12**	**470**	**329**	**2**	**12**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Virtual Week														
Mon	**948**	11	554	366	2	14	1	0	0	0	0	0	0	0
Tue	**1019**	13	593	388	3	20	1	0	1	0	0	0	0	0
Wed	**1042**	16	596	414	3	11	0	0	2	0	0	0	0	0
Thu	**1025**	9	569	424	4	17	1	0	1	0	0	0	0	0
Fri	**771**	12	424	319	3	12	1	0	0	0	0	0	0	0
|Sat	**523**	7	296	212	0	8	0	0	0	0	0	0	0	0
|Sun	**458**	16	258	179	1	4	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**961**	12	547	382	3	15	1	0	1	0	0	0	0	0
7 Day Average														
[--]	**827**	12	470	329	2	12	1	0	1	0	0	0	0	0
Total Vehicles														
[--]	**5786**	84	3290	2302	16	86	4	0	4	0	0	0	0	0



SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**6**	2	3	1	0	0	0	0	0	0	0	0	0	0
0400	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
0600	**12**	0	7	4	0	1	0	0	0	0	0	0	0	0
0700	**35**	1	26	4	0	4	0	0	0	0	0	0	0	0
0800	**45**	0	30	11	0	4	0	0	0	0	0	0	0	0
0900	**54**	1	38	12	0	3	0	0	0	0	0	0	0	0
1000	**62**	2	40	16	1	3	0	0	0	0	0	0	0	0
1100	**85**	0	63	17	0	5	0	0	0	0	0	0	0	0
1200	**106**	0	84	18	0	4	0	0	0	0	0	0	0	0
1300	**78**	0	53	21	0	3	0	0	1	0	0	0	0	0
1400	**106**	3	85	15	0	3	0	0	0	0	0	0	0	0
1500	**72**	0	56	13	0	3	0	0	0	0	0	0	0	0
1600	**86**	3	68	11	0	4	0	0	0	0	0	0	0	0
1700	**98**	1	72	22	0	3	0	0	0	0	0	0	0	0
1800	**76**	3	56	15	0	2	0	0	0	0	0	0	0	0
1900	**75**	1	56	16	0	2	0	0	0	0	0	0	0	0
2000	**66**	2	57	7	0	0	0	0	0	0	0	0	0	0
2100	**59**	0	37	22	0	0	0	0	0	0	0	0	0	0
2200	**28**	0	24	4	0	0	0	0	0	0	0	0	0	0
2300	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
07-19	**903**	**14**	**671**	**175**	**1**	**41**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1115**	**17**	**828**	**224**	**1**	**44**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1161**	**17**	**868**	**230**	**1**	**44**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1211**	**19**	**906**	**240**	**1**	**44**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
0100	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	7	0	1	0	0	0	0	0	0	0	0	0
0500	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
0600	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0700	**27**	0	21	5	0	1	0	0	0	0	0	0	0	0
0800	**20**	0	14	6	0	0	0	0	0	0	0	0	0	0
0900	**40**	0	30	10	0	0	0	0	0	0	0	0	0	0
1000	**45**	1	35	9	0	0	0	0	0	0	0	0	0	0
1100	**76**	7	51	18	0	0	0	0	0	0	0	0	0	0
1200	**104**	7	76	21	0	0	0	0	0	0	0	0	0	0
1300	**90**	2	68	19	0	1	0	0	0	0	0	0	0	0
1400	**81**	2	63	15	0	1	0	0	0	0	0	0	0	0
1500	**77**	1	67	9	0	0	0	0	0	0	0	0	0	0
1600	**76**	0	64	12	0	0	0	0	0	0	0	0	0	0
1700	**71**	0	59	12	0	0	0	0	0	0	0	0	0	0
1800	**75**	1	60	14	0	0	0	0	0	0	0	0	0	0
1900	**68**	2	51	15	0	0	0	0	0	0	0	0	0	0
2000	**45**	2	31	11	0	1	0	0	0	0	0	0	0	0
2100	**47**	1	34	12	0	0	0	0	0	0	0	0	0	0
2200	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
2300	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
07-19	**782**	**21**	**608**	**150**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**950**	**26**	**731**	**189**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**989**	**26**	**765**	**194**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1029**	**26**	**800**	**198**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
0600	**28**	0	17	9	0	2	0	0	0	0	0	0	0	0
0700	**89**	1	58	23	1	5	0	0	1	0	0	0	0	0
0800	**359**	1	282	70	1	5	0	0	0	0	0	0	0	0
0900	**97**	0	76	15	0	6	0	0	0	0	0	0	0	0
1000	**100**	1	72	23	0	4	0	0	0	0	0	0	0	0
1100	**80**	0	59	17	0	4	0	0	0	0	0	0	0	0
1200	**109**	0	79	26	0	4	0	0	0	0	0	0	0	0
1300	**101**	0	74	22	0	5	0	0	0	0	0	0	0	0
1400	**209**	4	160	39	0	6	0	0	0	0	0	0	0	0
1500	**164**	4	119	37	0	4	0	0	0	0	0	0	0	0
1600	**127**	0	89	34	0	3	1	0	0	0	0	0	0	0
1700	**143**	2	95	42	0	4	0	0	0	0	0	0	0	0
1800	**111**	0	86	23	0	2	0	0	0	0	0	0	0	0
1900	**86**	0	65	19	0	2	0	0	0	0	0	0	0	0
2000	**59**	4	44	11	0	0	0	0	0	0	0	0	0	0
2100	**38**	1	33	4	0	0	0	0	0	0	0	0	0	0
2200	**21**	0	17	4	0	0	0	0	0	0	0	0	0	0
2300	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
07-19	**1689**	**13**	**1249**	**371**	**2**	**52**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1900**	**18**	**1408**	**414**	**2**	**56**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1933**	**18**	**1435**	**420**	**2**	**56**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1971**	**19**	**1469**	**423**	**2**	**56**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	**6**	0	3	2	0	1	0	0	0	0	0	0	0	0
0400	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0500	**21**	0	16	5	0	0	0	0	0	0	0	0	0	0
0600	**30**	1	21	7	0	1	0	0	0	0	0	0	0	0
0700	**84**	0	55	19	1	9	0	0	0	0	0	0	0	0
0800	**385**	0	297	83	1	4	0	0	0	0	0	0	0	0
0900	**102**	1	70	27	0	4	0	0	0	0	0	0	0	0
1000	**105**	1	76	22	0	4	1	0	1	0	0	0	0	0
1100	**118**	2	85	27	0	4	0	0	0	0	0	0	0	0
1200	**110**	1	83	22	0	4	0	0	0	0	0	0	0	0
1300	**104**	0	73	25	0	5	1	0	0	0	0	0	0	0
1400	**221**	1	168	45	1	3	3	0	0	0	0	0	0	0
1500	**150**	4	116	27	0	3	0	0	0	0	0	0	0	0
1600	**118**	2	83	29	0	4	0	0	0	0	0	0	0	0
1700	**146**	6	94	40	0	5	1	0	0	0	0	0	0	0
1800	**97**	1	75	18	0	3	0	0	0	0	0	0	0	0
1900	**96**	4	73	16	0	3	0	0	0	0	0	0	0	0
2000	**73**	1	61	11	0	0	0	0	0	0	0	0	0	0
2100	**61**	0	51	10	0	0	0	0	0	0	0	0	0	0
2200	**30**	0	20	10	0	0	0	0	0	0	0	0	0	0
2300	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
07-19	**1740**	**19**	**1275**	**384**	**3**	**52**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**2000**	**25**	**1481**	**428**	**3**	**56**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**2047**	**25**	**1518**	**438**	**3**	**56**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2088**	**25**	**1549**	**447**	**3**	**57**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

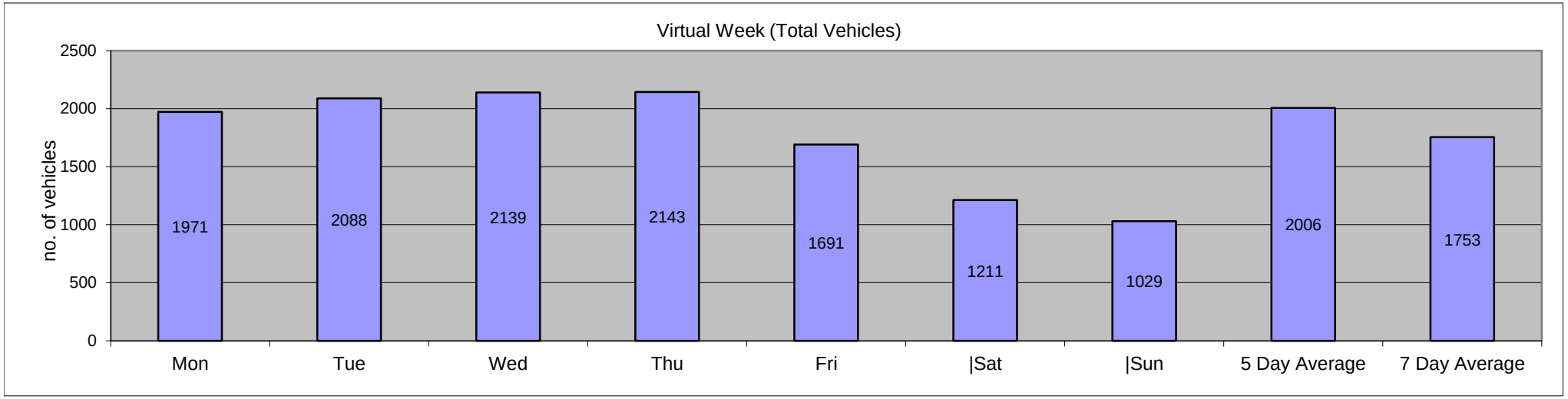
SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	5	3	0	0	0	0	0	0	0	0	0	0
0500	**18**	0	11	7	0	0	0	0	0	0	0	0	0	0
0600	**37**	3	23	10	0	1	0	0	0	0	0	0	0	0
0700	**83**	1	58	18	1	4	1	0	0	0	0	0	0	0
0800	**333**	0	254	72	1	4	1	0	1	0	0	0	0	0
0900	**97**	1	66	26	0	4	0	0	0	0	0	0	0	0
1000	**117**	0	83	30	0	4	0	0	0	0	0	0	0	0
1100	**96**	0	73	20	0	3	0	0	0	0	0	0	0	0
1200	**117**	0	96	17	0	3	0	0	1	0	0	0	0	0
1300	**135**	0	98	34	0	3	0	0	0	0	0	0	0	0
1400	**222**	1	157	58	1	5	0	0	0	0	0	0	0	0
1500	**149**	4	104	35	0	6	0	0	0	0	0	0	0	0
1600	**160**	8	112	36	0	4	0	0	0	0	0	0	0	0
1700	**132**	1	99	28	0	4	0	0	0	0	0	0	0	0
1800	**135**	3	110	20	0	1	1	0	0	0	0	0	0	0
1900	**82**	0	63	17	0	2	0	0	0	0	0	0	0	0
2000	**75**	1	58	16	0	0	0	0	0	0	0	0	0	0
2100	**63**	1	50	11	0	1	0	0	0	0	0	0	0	0
2200	**47**	0	38	9	0	0	0	0	0	0	0	0	0	0
2300	**23**	0	18	5	0	0	0	0	0	0	0	0	0	0
07-19	**1776**	**19**	**1310**	**394**	**3**	**45**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**2033**	**24**	**1504**	**448**	**3**	**49**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**2103**	**24**	**1560**	**462**	**3**	**49**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**2139**	**24**	**1584**	**474**	**3**	**49**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**9**	1	8	0	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	1	2	0	1	0	0	0	0	0	0	0	0
0400	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
0500	**17**	0	12	5	0	0	0	0	0	0	0	0	0	0
0600	**33**	0	22	10	0	1	0	0	0	0	0	0	0	0
0700	**88**	1	58	23	1	5	0	0	0	0	0	0	0	0
0800	**342**	1	261	73	2	4	1	0	0	0	0	0	0	0
0900	**97**	0	65	27	0	3	2	0	0	0	0	0	0	0
1000	**123**	1	83	34	0	5	0	0	0	0	0	0	0	0
1100	**124**	3	84	32	0	5	0	0	0	0	0	0	0	0
1200	**119**	0	82	32	0	5	0	0	0	0	0	0	0	0
1300	**145**	1	104	36	0	4	0	0	0	0	0	0	0	0
1400	**241**	1	187	45	2	6	0	0	0	0	0	0	0	0
1500	**147**	3	117	23	0	3	1	0	0	0	0	0	0	0
1600	**163**	1	113	44	0	5	0	0	0	0	0	0	0	0
1700	**133**	1	102	26	0	3	1	0	0	0	0	0	0	0
1800	**105**	2	87	14	0	2	0	0	0	0	0	0	0	0
1900	**81**	0	66	12	0	3	0	0	0	0	0	0	0	0
2000	**63**	1	45	16	0	0	0	0	1	0	0	0	0	0
2100	**51**	0	41	9	0	1	0	0	0	0	0	0	0	0
2200	**35**	0	27	8	0	0	0	0	0	0	0	0	0	0
2300	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
07-19	**1827**	**15**	**1343**	**409**	**5**	**50**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**2055**	**16**	**1517**	**456**	**5**	**55**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**2097**	**16**	**1549**	**466**	**5**	**55**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**2143**	**17**	**1582**	**477**	**5**	**56**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0100	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	**19**	0	13	6	0	0	0	0	0	0	0	0	0	0
0600	**33**	2	19	11	0	1	0	0	0	0	0	0	0	0
0700	**61**	0	45	13	0	3	0	0	0	0	0	0	0	0
0800	**130**	0	89	32	3	6	0	0	0	0	0	0	0	0
0900	**85**	1	53	27	0	4	0	0	0	0	0	0	0	0
1000	**84**	0	60	19	0	5	0	0	0	0	0	0	0	0
1100	**88**	2	64	17	0	4	1	0	0	0	0	0	0	0
1200	**118**	0	92	21	0	4	1	0	0	0	0	0	0	0
1300	**133**	0	100	30	0	3	0	0	0	0	0	0	0	0
1400	**127**	1	85	38	0	3	0	0	0	0	0	0	0	0
1500	**138**	4	104	26	0	4	0	0	0	0	0	0	0	0
1600	**140**	0	106	31	0	3	0	0	0	0	0	0	0	0
1700	**121**	2	93	22	0	4	0	0	0	0	0	0	0	0
1800	**87**	1	69	15	0	2	0	0	0	0	0	0	0	0
1900	**91**	3	68	18	0	2	0	0	0	0	0	0	0	0
2000	**87**	7	58	21	0	1	0	0	0	0	0	0	0	0
2100	**67**	0	52	15	0	0	0	0	0	0	0	0	0	0
2200	**35**	0	29	6	0	0	0	0	0	0	0	0	0	0
2300	**25**	0	19	6	0	0	0	0	0	0	0	0	0	0
07-19	**1312**	**11**	**960**	**291**	**3**	**45**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**1590**	**23**	**1157**	**356**	**3**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**1650**	**23**	**1205**	**368**	**3**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**1691**	**23**	**1236**	**378**	**3**	**49**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	2	1	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	**16**	0	11	4	0	0	0	0	0	0	0	0	0	0
0600	**26**	1	17	7	0	1	0	0	0	0	0	0	0	0
0700	**67**	1	46	15	1	4	0	0	0	0	0	0	0	0
0800	**231**	0	175	50	1	4	0	0	0	0	0	0	0	0
0900	**82**	1	57	21	0	3	0	0	0	0	0	0	0	0
1000	**91**	1	64	22	0	4	0	0	0	0	0	0	0	0
1100	**95**	2	68	21	0	4	0	0	0	0	0	0	0	0
1200	**112**	1	85	22	0	3	0	0	0	0	0	0	0	0
1300	**112**	0	81	27	0	3	0	0	0	0	0	0	0	0
1400	**172**	2	129	36	1	4	0	0	0	0	0	0	0	0
1500	**128**	3	98	24	0	3	0	0	0	0	0	0	0	0
1600	**124**	2	91	28	0	3	0	0	0	0	0	0	0	0
1700	**121**	2	88	27	0	3	0	0	0	0	0	0	0	0
1800	**98**	2	78	17	0	2	0	0	0	0	0	0	0	0
1900	**83**	1	63	16	0	2	0	0	0	0	0	0	0	0
2000	**67**	3	51	13	0	0	0	0	0	0	0	0	0	0
2100	**55**	0	43	12	0	0	0	0	0	0	0	0	0	0
2200	**32**	0	26	6	0	0	0	0	0	0	0	0	0	0
2300	**16**	0	13	3	0	0	0	0	0	0	0	0	0	0
07-19	**1433**	**16**	**1059**	**311**	**2**	**41**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1663**	**21**	**1232**	**359**	**2**	**45**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1711**	**21**	**1271**	**368**	**2**	**45**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1753**	**22**	**1304**	**377**	**3**	**45**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	2	Location	Goitre Lane between Chestnut Way & Plane Grove (51.764053, -3.378101)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**CARS OR CAR-BASED LGV**	**LIGHT GOODS VEHICLES**	**BUSES**	**TWO AXLE, SIX TYRE, RIGID**	**THREE AXLE RIGID**	**FOUR OR MORE AXLE RIGID**	**FOUR OR LESS AXLE ARTIC**	**FIVE AXLE ARTIC**	**SIX OR MORE AXLE ARTIC**	**FIVE OR LESS AXLE MULTI-TRAILER ARTIC**	**SIX AXLE MULTI-TRAILER ARTIC**	**SEVEN OR MORE AXLE ARTIC**
Virtual Week														
Mon	**1971**	19	1469	423	2	56	1	0	1	0	0	0	0	0
Tue	**2088**	25	1549	447	3	57	6	0	1	0	0	0	0	0
Wed	**2139**	24	1584	474	3	49	3	0	2	0	0	0	0	0
Thu	**2143**	17	1582	477	5	56	5	0	1	0	0	0	0	0
Fri	**1691**	23	1236	378	3	49	2	0	0	0	0	0	0	0
|Sat	**1211**	19	906	240	1	44	0	0	1	0	0	0	0	0
|Sun	**1029**	26	800	198	1	4	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**2006**	22	1484	440	3	53	3	0	1	0	0	0	0	0
7 Day Average														
[--]	**1753**	22	1304	377	3	45	2	0	1	0	0	0	0	0
Total Vehicles														
[--]	**12272**	153	9126	2637	18	315	17	0	6	0	0	0	0	0



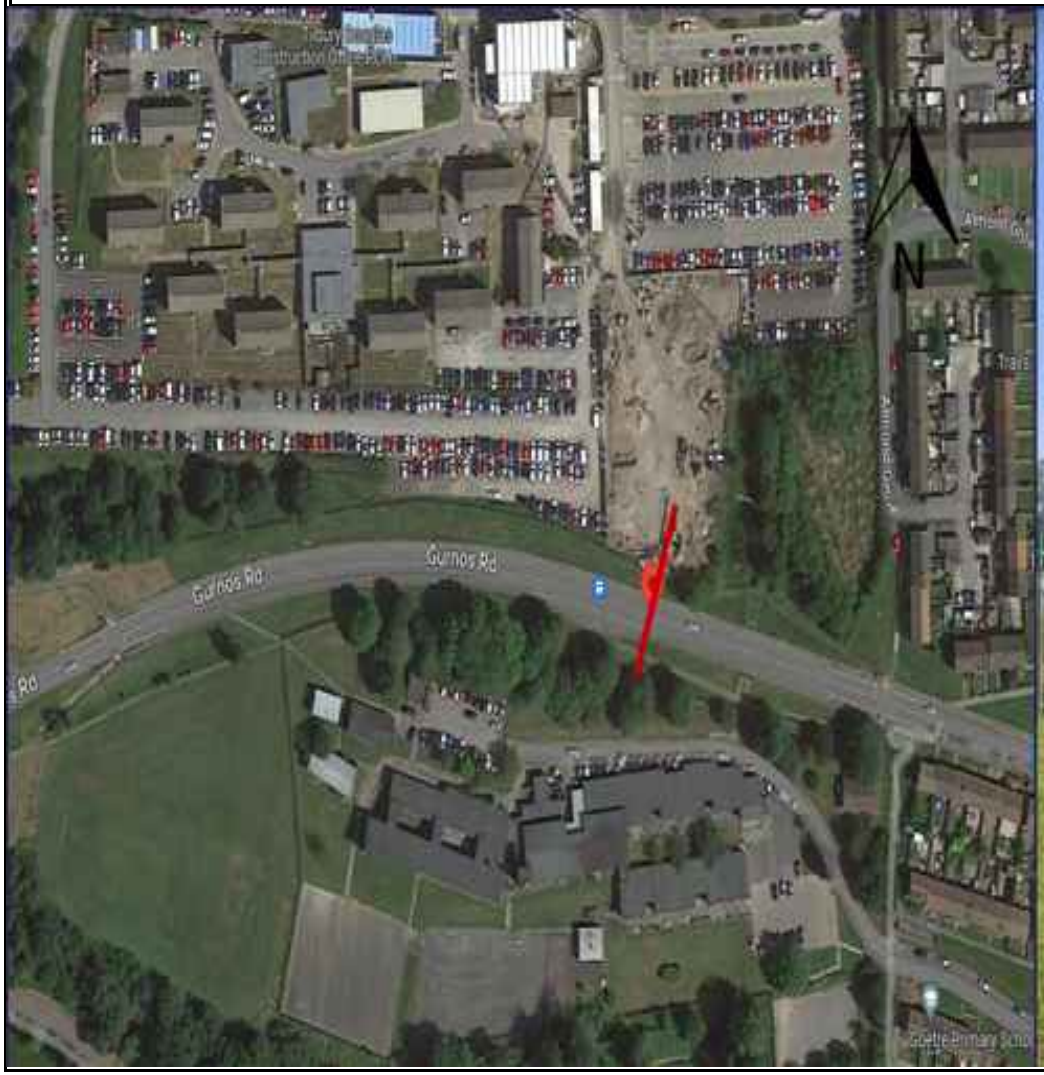
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Traffic Management

Job Number & Title: SS110 Merthyr

Site Location: Gurnos Rd west of Almond Grove (between ped crossings)

Survey Date: 20 May 2023

Site Location Plan





SS1110 Merthyr MAY 2023										Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)			
Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed
3	Gurnos Rd west of Almond Grove (between ped crossings)	51.761520, -3.384791	Eastbound	20 May 2023	26 May 2023	30	18730	2991	2676	7369	39.3	2421	12.9	171	0.9	29.0	34.4
			Westbound	20 May 2023	26 May 2023		18775	2926	2682	10005	53.3	4107	21.9	446	2.4	30.8	36.8
			Two-Way	20 May 2023	26 May 2023		37505	5917	5358	17374	46	6528	17	617	2	30	36

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Traffic Management

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
0100	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0200	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0600	**31**	0	28	1	0	1	0	0	1	0	0	0	0	0
0700	**79**	0	73	4	0	2	0	0	0	0	0	0	0	0
0800	**56**	0	49	4	0	3	0	0	0	0	0	0	0	0
0900	**96**	0	85	7	1	3	0	0	0	0	0	0	0	0
1000	**118**	1	109	5	1	2	0	0	0	0	0	0	0	0
1100	**129**	1	117	6	1	2	2	0	0	0	0	0	0	0
1200	**158**	1	143	9	0	4	0	0	1	0	0	0	0	0
1300	**163**	1	153	5	0	3	0	0	1	0	0	0	0	0
1400	**160**	3	145	10	0	2	0	0	0	0	0	0	0	0
1500	**126**	0	119	4	0	3	0	0	0	0	0	0	0	0
1600	**140**	0	129	7	0	4	0	0	0	0	0	0	0	0
1700	**134**	1	123	6	0	2	2	0	0	0	0	0	0	0
1800	**123**	1	118	2	0	2	0	0	0	0	0	0	0	0
1900	**151**	1	144	5	0	1	0	0	0	0	0	0	0	0
2000	**93**	0	91	2	0	0	0	0	0	0	0	0	0	0
2100	**72**	1	69	2	0	0	0	0	0	0	0	0	0	0
2200	**44**	0	43	1	0	0	0	0	0	0	0	0	0	0
2300	**30**	0	30	0	0	0	0	0	0	0	0	0	0	0
07-19	**1482**	**9**	**1363**	**69**	**3**	**32**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**1829**	**11**	**1695**	**79**	**3**	**34**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**1903**	**11**	**1768**	**80**	**3**	**34**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**1961**	**11**	**1825**	**81**	**3**	**34**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
0100	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0200	**17**	0	16	0	0	0	1	0	0	0	0	0	0	0
0300	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	6	0	0	0	1	0	0	0	0	0	0	0
0500	**10**	0	9	0	0	0	1	0	0	0	0	0	0	0
0600	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
0700	**70**	0	68	2	0	0	0	0	0	0	0	0	0	0
0800	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
0900	**60**	0	55	4	0	0	1	0	0	0	0	0	0	0
1000	**94**	1	87	6	0	0	0	0	0	0	0	0	0	0
1100	**105**	1	97	6	0	0	1	0	0	0	0	0	0	0
1200	**144**	0	138	5	0	0	1	0	0	0	0	0	0	0
1300	**139**	1	132	5	0	0	0	0	1	0	0	0	0	0
1400	**147**	1	142	4	0	0	0	0	0	0	0	0	0	0
1500	**142**	3	133	5	0	0	0	0	1	0	0	0	0	0
1600	**146**	2	140	4	0	0	0	0	0	0	0	0	0	0
1700	**110**	0	108	2	0	0	0	0	0	0	0	0	0	0
1800	**154**	2	150	2	0	0	0	0	0	0	0	0	0	0
1900	**166**	0	161	5	0	0	0	0	0	0	0	0	0	0
2000	**95**	0	94	1	0	0	0	0	0	0	0	0	0	0
2100	**67**	0	65	2	0	0	0	0	0	0	0	0	0	0
2200	**37**	0	37	0	0	0	0	0	0	0	0	0	0	0
2300	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
07-19	**1341**	**11**	**1277**	**48**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**1691**	**11**	**1618**	**57**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**1752**	**11**	**1679**	**57**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**1814**	**11**	**1737**	**58**	**0**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0200	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
0600	**51**	0	45	5	0	1	0	0	0	0	0	0	0	0
0700	**116**	0	93	19	0	3	0	0	1	0	0	0	0	0
0800	**185**	1	169	12	0	2	1	0	0	0	0	0	0	0
0900	**122**	0	103	15	0	4	0	0	0	0	0	0	0	0
1000	**127**	2	112	9	0	2	1	0	1	0	0	0	0	0
1100	**144**	0	129	11	0	4	0	0	0	0	0	0	0	0
1200	**163**	1	150	10	0	2	0	0	0	0	0	0	0	0
1300	**185**	0	167	14	0	4	0	0	0	0	0	0	0	0
1400	**243**	1	220	16	0	2	3	0	1	0	0	0	0	0
1500	**262**	0	247	10	1	3	1	0	0	0	0	0	0	0
1600	**368**	2	342	19	0	4	1	0	0	0	0	0	0	0
1700	**254**	2	236	14	0	2	0	0	0	0	0	0	0	0
1800	**195**	2	184	7	0	2	0	0	0	0	0	0	0	0
1900	**200**	0	189	9	0	1	0	0	1	0	0	0	0	0
2000	**106**	0	100	6	0	0	0	0	0	0	0	0	0	0
2100	**55**	0	52	3	0	0	0	0	0	0	0	0	0	0
2200	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
2300	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
07-19	**2364**	**11**	**2152**	**156**	**1**	**34**	**7**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**2776**	**11**	**2538**	**179**	**1**	**36**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**2820**	**11**	**2581**	**180**	**1**	**36**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**2863**	**11**	**2623**	**181**	**1**	**36**	**7**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
0600	**56**	0	51	4	0	1	0	0	0	0	0	0	0	0
0700	**125**	1	103	17	0	3	1	0	0	0	0	0	0	0
0800	**212**	0	193	14	0	4	0	0	1	0	0	0	0	0
0900	**124**	0	110	11	0	3	0	0	0	0	0	0	0	0
1000	**143**	0	123	16	0	3	1	0	0	0	0	0	0	0
1100	**183**	1	162	16	0	3	0	0	1	0	0	0	0	0
1200	**173**	0	156	13	0	3	0	0	1	0	0	0	0	0
1300	**176**	2	155	14	0	4	0	0	1	0	0	0	0	0
1400	**254**	0	237	16	0	1	0	0	0	0	0	0	0	0
1500	**272**	3	252	14	1	2	0	0	0	0	0	0	0	0
1600	**386**	1	368	13	0	3	0	0	1	0	0	0	0	0
1700	**274**	2	256	13	0	3	0	0	0	0	0	0	0	0
1800	**201**	4	187	8	0	2	0	0	0	0	0	0	0	0
1900	**179**	0	169	8	0	1	0	0	1	0	0	0	0	0
2000	**101**	0	97	4	0	0	0	0	0	0	0	0	0	0
2100	**76**	0	74	2	0	0	0	0	0	0	0	0	0	0
2200	**29**	0	27	2	0	0	0	0	0	0	0	0	0	0
2300	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
07-19	**2523**	**14**	**2302**	**165**	**1**	**34**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
06-22	**2935**	**14**	**2693**	**183**	**1**	**36**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
06-00	**2981**	**14**	**2737**	**185**	**1**	**36**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
00-00	**3020**	**14**	**2774**	**187**	**1**	**36**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**17**	0	17	0	0	0	0	0	0	0	0	0	0	0
0100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0500	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0600	**58**	0	50	7	0	1	0	0	0	0	0	0	0	0
0700	**124**	0	107	12	0	4	1	0	0	0	0	0	0	0
0800	**195**	0	174	16	1	3	0	0	1	0	0	0	0	0
0900	**137**	1	115	15	0	5	1	0	0	0	0	0	0	0
1000	**153**	1	133	16	0	3	0	0	0	0	0	0	0	0
1100	**161**	1	138	18	0	2	1	0	0	0	0	1	0	0
1200	**186**	0	170	11	0	4	1	0	0	0	0	0	0	0
1300	**182**	0	165	11	0	4	0	0	2	0	0	0	0	0
1400	**223**	0	201	17	0	4	0	0	1	0	0	0	0	0
1500	**283**	0	268	11	1	3	0	0	0	0	0	0	0	0
1600	**404**	0	375	24	0	4	0	0	0	0	0	1	0	0
1700	**288**	2	271	12	0	3	0	0	0	0	0	0	0	0
1800	**197**	2	189	4	0	1	1	0	0	0	0	0	0	0
1900	**165**	2	157	4	0	1	0	0	1	0	0	0	0	0
2000	**105**	1	99	5	0	0	0	0	0	0	0	0	0	0
2100	**92**	0	89	2	0	1	0	0	0	0	0	0	0	0
2200	**45**	0	42	3	0	0	0	0	0	0	0	0	0	0
2300	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
07-19	**2533**	**7**	**2306**	**167**	**2**	**40**	**5**	**0**	**4**	**0**	**0**	**2**	**0**	**0**
06-22	**2953**	**10**	**2701**	**185**	**2**	**43**	**5**	**0**	**5**	**0**	**0**	**2**	**0**	**0**
06-00	**3013**	**10**	**2758**	**188**	**2**	**43**	**5**	**0**	**5**	**0**	**0**	**2**	**0**	**0**
00-00	**3050**	**10**	**2795**	**188**	**2**	**43**	**5**	**0**	**5**	**0**	**0**	**2**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**13**	0	12	0	0	0	1	0	0	0	0	0	0	0
0100	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
0200	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
0600	**48**	0	40	7	0	1	0	0	0	0	0	0	0	0
0700	**118**	0	105	9	0	4	0	0	0	0	0	0	0	0
0800	**218**	0	198	17	0	2	1	0	0	0	0	0	0	0
0900	**152**	0	135	13	0	4	0	0	0	0	0	0	0	0
1000	**142**	0	122	16	0	3	0	0	1	0	0	0	0	0
1100	**172**	1	156	12	0	3	0	0	0	0	0	0	0	0
1200	**178**	0	165	10	0	3	0	0	0	0	0	0	0	0
1300	**195**	2	171	19	0	3	0	0	0	0	0	0	0	0
1400	**227**	0	203	19	0	5	0	0	0	0	0	0	0	0
1500	**280**	0	261	14	1	2	2	0	0	0	0	0	0	0
1600	**376**	1	344	26	0	5	0	0	0	0	0	0	0	0
1700	**285**	2	264	16	0	3	0	0	0	0	0	0	0	0
1800	**168**	1	161	5	0	1	0	0	0	0	0	0	0	0
1900	**195**	1	188	4	0	1	1	0	0	0	0	0	0	0
2000	**92**	0	89	3	0	0	0	0	0	0	0	0	0	0
2100	**77**	1	73	2	0	0	1	0	0	0	0	0	0	0
2200	**36**	0	33	3	0	0	0	0	0	0	0	0	0	0
2300	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
07-19	**2511**	**7**	**2285**	**176**	**1**	**38**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**2923**	**9**	**2675**	**192**	**1**	**40**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**2985**	**9**	**2734**	**195**	**1**	**40**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**3038**	**9**	**2779**	**201**	**1**	**40**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0200	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0500	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
0600	**43**	0	37	5	0	1	0	0	0	0	0	0	0	0
0700	**124**	0	111	10	0	3	0	0	0	0	0	0	0	0
0800	**212**	1	193	17	0	1	0	0	0	0	0	0	0	0
0900	**136**	1	110	21	0	4	0	0	0	0	0	0	0	0
1000	**139**	0	124	12	0	3	0	0	0	0	0	0	0	0
1100	**171**	1	156	10	0	3	1	0	0	0	0	0	0	0
1200	**207**	0	182	21	0	3	0	0	0	0	0	1	0	0
1300	**223**	2	205	11	0	4	0	0	1	0	0	0	0	0
1400	**231**	1	209	18	0	2	0	0	1	0	0	0	0	0
1500	**294**	2	271	15	1	4	0	0	1	0	0	0	0	0
1600	**279**	1	263	11	0	3	1	0	0	0	0	0	0	0
1700	**232**	3	214	12	0	3	0	0	0	0	0	0	0	0
1800	**172**	0	166	3	0	2	0	0	1	0	0	0	0	0
1900	**184**	1	177	5	0	1	0	0	0	0	0	0	0	0
2000	**123**	0	120	3	0	0	0	0	0	0	0	0	0	0
2100	**89**	0	86	3	0	0	0	0	0	0	0	0	0	0
2200	**57**	1	53	2	0	0	1	0	0	0	0	0	0	0
2300	**26**	0	25	0	0	0	1	0	0	0	0	0	0	0
07-19	**2420**	**12**	**2204**	**161**	**1**	**35**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**
06-22	**2859**	**13**	**2624**	**177**	**1**	**37**	**2**	**0**	**4**	**0**	**0**	**1**	**0**	**0**
06-00	**2942**	**14**	**2702**	**179**	**1**	**37**	**4**	**0**	**4**	**0**	**0**	**1**	**0**	**0**
00-00	**2984**	**14**	**2741**	**182**	**1**	**37**	**4**	**0**	**4**	**0**	**0**	**1**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**14**	0	13	0	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	6	0	0	0	0	0	0	0	0	0	0	0
0200	**7**	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0500	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
0600	**44**	0	39	4	0	1	0	0	0	0	0	0	0	0
0700	**108**	0	94	10	0	3	0	0	0	0	0	0	0	0
0800	**158**	0	143	12	0	2	0	0	0	0	0	0	0	0
0900	**118**	0	102	12	0	3	0	0	0	0	0	0	0	0
1000	**131**	1	116	11	0	2	0	0	0	0	0	0	0	0
1100	**152**	1	136	11	0	2	1	0	0	0	0	0	0	0
1200	**173**	0	158	11	0	3	0	0	0	0	0	0	0	0
1300	**180**	1	164	11	0	3	0	0	1	0	0	0	0	0
1400	**212**	1	194	14	0	2	0	0	0	0	0	0	0	0
1500	**237**	1	222	10	1	2	0	0	0	0	0	0	0	0
1600	**300**	1	280	15	0	3	0	0	0	0	0	0	0	0
1700	**225**	2	210	11	0	2	0	0	0	0	0	0	0	0
1800	**173**	2	165	4	0	1	0	0	0	0	0	0	0	0
1900	**177**	1	169	6	0	1	0	0	0	0	0	0	0	0
2000	**102**	0	99	3	0	0	0	0	0	0	0	0	0	0
2100	**75**	0	73	2	0	0	0	0	0	0	0	0	0	0
2200	**40**	0	38	2	0	0	0	0	0	0	0	0	0	0
2300	**22**	0	21	0	0	0	0	0	0	0	0	0	0	0
07-19	**2168**	**10**	**1984**	**135**	**1**	**30**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**2567**	**11**	**2363**	**150**	**1**	**32**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**2628**	**11**	**2423**	**152**	**1**	**32**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**2676**	**11**	**2468**	**154**	**1**	**32**	**5**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

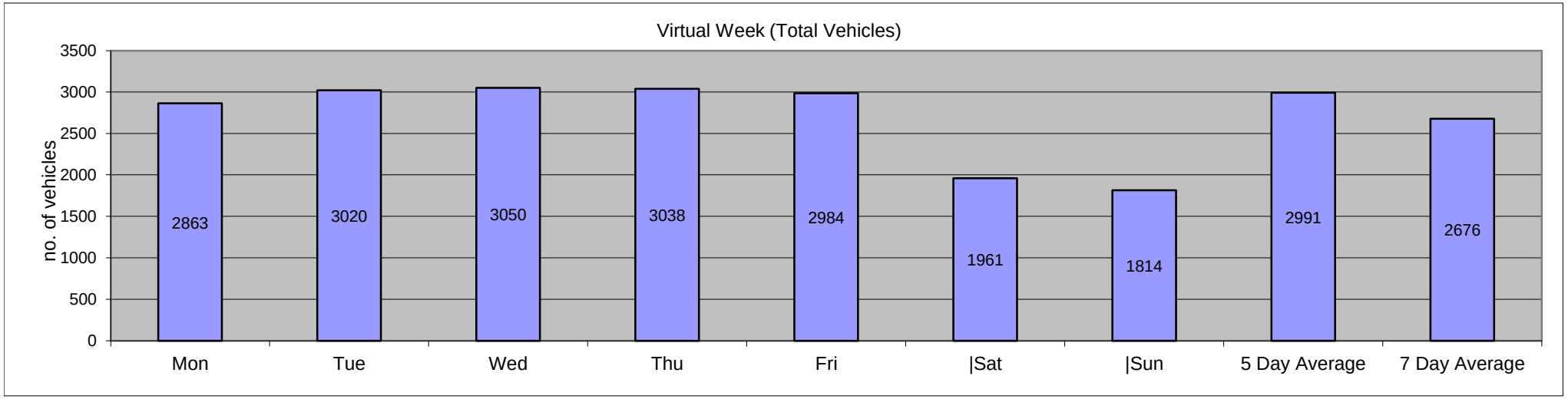
SS1110 Merthyr

20 May 2023 to 26 May 2023

Site Direction: 3 Eastbound

Location: Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**2863**	11	2623	181	1	36	7	0	4	0	0	0	0	0
Tue	**3020**	14	2774	187	1	36	2	0	6	0	0	0	0	0
Wed	**3050**	10	2795	188	2	43	5	0	5	0	0	2	0	0
Thu	**3038**	9	2779	201	1	40	7	0	1	0	0	0	0	0
Fri	**2984**	14	2741	182	1	37	4	0	4	0	0	1	0	0
|Sat	**1961**	11	1825	81	3	34	4	0	3	0	0	0	0	0
|Sun	**1814**	11	1737	58	0	0	6	0	2	0	0	0	0	0
5 Day Average														
[--]	**2991**	12	2742	188	1	38	5	0	4	0	0	1	0	0
7 Day Average														
[--]	**2676**	11	2468	154	1	32	5	0	4	0	0	0	0	0
Total Vehicles														
[--]	**18730**	80	17274	1078	9	226	35	0	25	0	0	3	0	0



SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
0100	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
0200	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0400	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
0500	**19**	0	16	3	0	0	0	0	0	0	0	0	0	0
0600	**72**	0	67	5	0	0	0	0	0	0	0	0	0	0
0700	**80**	0	70	10	0	0	0	0	0	0	0	0	0	0
0800	**82**	2	71	9	0	0	0	0	0	0	0	0	0	0
0900	**116**	2	107	4	1	1	1	0	0	0	0	0	0	0
1000	**145**	1	128	12	1	1	1	0	1	0	0	0	0	0
1100	**160**	1	146	13	0	0	0	0	0	0	0	0	0	0
1200	**196**	0	184	11	0	1	0	0	0	0	0	0	0	0
1300	**187**	1	176	9	0	0	0	0	1	0	0	0	0	0
1400	**164**	3	150	9	1	0	1	0	0	0	0	0	0	0
1500	**141**	1	123	16	0	1	0	0	0	0	0	0	0	0
1600	**126**	0	116	9	0	0	1	0	0	0	0	0	0	0
1700	**151**	3	137	11	0	0	0	0	0	0	0	0	0	0
1800	**134**	0	127	6	0	0	1	0	0	0	0	0	0	0
1900	**145**	0	133	12	0	0	0	0	0	0	0	0	0	0
2000	**75**	1	72	2	0	0	0	0	0	0	0	0	0	0
2100	**68**	0	63	4	0	0	1	0	0	0	0	0	0	0
2200	**62**	0	59	3	0	0	0	0	0	0	0	0	0	0
2300	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
07-19	**1682**	**14**	**1535**	**119**	**3**	**4**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**2042**	**15**	**1870**	**142**	**3**	**4**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**2132**	**15**	**1957**	**145**	**3**	**4**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**2195**	**15**	**2016**	**149**	**3**	**4**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0
0100	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
0200	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
0300	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**18**	0	17	1	0	0	0	0	0	0	0	0	0	0
0600	**70**	0	67	3	0	0	0	0	0	0	0	0	0	0
0700	**67**	1	63	3	0	0	0	0	0	0	0	0	0	0
0800	**43**	0	37	6	0	0	0	0	0	0	0	0	0	0
0900	**61**	0	59	2	0	0	0	0	0	0	0	0	0	0
1000	**113**	1	107	4	0	0	1	0	0	0	0	0	0	0
1100	**126**	0	118	8	0	0	0	0	0	0	0	0	0	0
1200	**183**	2	168	13	0	0	0	0	0	0	0	0	0	0
1300	**161**	1	154	6	0	0	0	0	0	0	0	0	0	0
1400	**157**	0	149	8	0	0	0	0	0	0	0	0	0	0
1500	**135**	0	127	8	0	0	0	0	0	0	0	0	0	0
1600	**128**	0	123	5	0	0	0	0	0	0	0	0	0	0
1700	**122**	0	117	5	0	0	0	0	0	0	0	0	0	0
1800	**159**	0	150	8	0	0	0	0	1	0	0	0	0	0
1900	**134**	0	128	5	0	0	1	0	0	0	0	0	0	0
2000	**89**	0	84	5	0	0	0	0	0	0	0	0	0	0
2100	**68**	0	67	1	0	0	0	0	0	0	0	0	0	0
2200	**38**	0	32	6	0	0	0	0	0	0	0	0	0	0
2300	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
07-19	**1455**	**5**	**1372**	**76**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-22	**1816**	**5**	**1718**	**90**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
06-00	**1875**	**5**	**1769**	**98**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
00-00	**1952**	**5**	**1843**	**101**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0100	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0200	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
0500	**24**	0	20	4	0	0	0	0	0	0	0	0	0	0
0600	**113**	0	98	14	0	0	1	0	0	0	0	0	0	0
0700	**198**	0	172	24	2	0	0	0	0	0	0	0	0	0
0800	**352**	1	308	38	0	2	3	0	0	0	0	0	0	0
0900	**160**	0	133	27	0	0	0	0	0	0	0	0	0	0
1000	**142**	3	122	14	0	0	2	0	1	0	0	0	0	0
1100	**137**	0	122	14	0	1	0	0	0	0	0	0	0	0
1200	**153**	1	137	15	0	0	0	0	0	0	0	0	0	0
1300	**190**	1	166	21	0	0	1	0	1	0	0	0	0	0
1400	**195**	2	176	15	0	0	2	0	0	0	0	0	0	0
1500	**239**	1	211	25	1	0	1	0	0	0	0	0	0	0
1600	**195**	1	175	18	0	0	0	1	0	0	0	0	0	0
1700	**164**	0	157	7	0	0	0	0	0	0	0	0	0	0
1800	**198**	0	184	12	0	0	2	0	0	0	0	0	0	0
1900	**125**	0	115	10	0	0	0	0	0	0	0	0	0	0
2000	**96**	0	83	12	0	0	1	0	0	0	0	0	0	0
2100	**60**	0	56	3	0	0	1	0	0	0	0	0	0	0
2200	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
2300	**17**	1	15	0	0	0	1	0	0	0	0	0	0	0
07-19	**2323**	**10**	**2063**	**230**	**3**	**3**	**11**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
06-22	**2717**	**10**	**2415**	**269**	**3**	**3**	**14**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
06-00	**2762**	**11**	**2456**	**271**	**3**	**3**	**15**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
00-00	**2817**	**11**	**2503**	**278**	**3**	**3**	**16**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
0100	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0200	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**18**	1	15	2	0	0	0	0	0	0	0	0	0	0
0600	**126**	0	113	13	0	0	0	0	0	0	0	0	0	0
0700	**215**	0	189	23	1	1	1	0	0	0	0	0	0	0
0800	**333**	3	306	20	0	1	3	0	0	0	0	0	0	0
0900	**169**	0	145	21	0	1	1	0	1	0	0	0	0	0
1000	**148**	2	126	17	0	1	1	0	1	0	0	0	0	0
1100	**166**	1	140	21	1	2	0	0	1	0	0	0	0	0
1200	**167**	0	147	19	0	1	0	0	0	0	0	0	0	0
1300	**175**	1	152	22	0	0	0	0	0	0	0	0	0	0
1400	**210**	4	185	18	0	0	2	0	1	0	0	0	0	0
1500	**239**	0	210	27	1	0	1	0	0	0	0	0	0	0
1600	**198**	1	172	25	0	0	0	0	0	0	0	0	0	0
1700	**198**	2	182	14	0	0	0	0	0	0	0	0	0	0
1800	**190**	0	176	13	0	1	0	0	0	0	0	0	0	0
1900	**126**	1	114	10	0	0	1	0	0	0	0	0	0	0
2000	**94**	0	85	8	0	0	1	0	0	0	0	0	0	0
2100	**74**	2	67	5	0	0	0	0	0	0	0	0	0	0
2200	**36**	0	33	3	0	0	0	0	0	0	0	0	0	0
2300	**22**	0	22	0	0	0	0	0	0	0	0	0	0	0
07-19	**2408**	**14**	**2130**	**240**	**3**	**8**	**9**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**2828**	**17**	**2509**	**276**	**3**	**8**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-00	**2886**	**17**	**2564**	**279**	**3**	**8**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
00-00	**2936**	**18**	**2610**	**282**	**3**	**8**	**11**	**0**	**4**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0100	**4**	0	3	0	0	0	1	0	0	0	0	0	0	0
0200	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**25**	1	21	2	0	0	1	0	0	0	0	0	0	0
0600	**112**	0	96	16	0	0	0	0	0	0	0	0	0	0
0700	**199**	1	176	21	1	0	0	0	0	0	0	0	0	0
0800	**335**	0	303	23	1	1	2	2	3	0	0	0	0	0
0900	**166**	0	138	26	1	0	1	0	0	0	0	0	0	0
1000	**160**	1	136	20	0	2	1	0	0	0	0	0	0	0
1100	**167**	1	137	27	0	2	0	0	0	0	0	0	0	0
1200	**164**	0	143	21	0	0	0	0	0	0	0	0	0	0
1300	**170**	0	150	19	0	1	0	0	0	0	0	0	0	0
1400	**210**	0	187	22	0	1	0	0	0	0	0	0	0	0
1500	**253**	0	223	25	1	2	1	0	1	0	0	0	0	0
1600	**202**	0	178	23	0	0	1	0	0	0	0	0	0	0
1700	**197**	2	183	12	0	0	0	0	0	0	0	0	0	0
1800	**199**	0	186	12	0	0	1	0	0	0	0	0	0	0
1900	**125**	0	117	6	0	0	1	0	1	0	0	0	0	0
2000	**91**	0	83	8	0	0	0	0	0	0	0	0	0	0
2100	**62**	0	53	8	0	0	1	0	0	0	0	0	0	0
2200	**49**	0	47	2	0	0	0	0	0	0	0	0	0	0
2300	**23**	0	22	1	0	0	0	0	0	0	0	0	0	0
07-19	**2422**	**5**	**2140**	**251**	**4**	**9**	**7**	**2**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**2812**	**5**	**2489**	**289**	**4**	**9**	**9**	**2**	**5**	**0**	**0**	**0**	**0**	**0**
06-00	**2884**	**5**	**2558**	**292**	**4**	**9**	**9**	**2**	**5**	**0**	**0**	**0**	**0**	**0**
00-00	**2937**	**6**	**2606**	**294**	**4**	**9**	**11**	**2**	**5**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**15**	0	14	0	0	0	1	0	0	0	0	0	0	0
0100	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
0200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0400	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0500	**23**	1	20	2	0	0	0	0	0	0	0	0	0	0
0600	**117**	0	103	13	0	0	1	0	0	0	0	0	0	0
0700	**195**	0	164	26	1	2	1	0	1	0	0	0	0	0
0800	**330**	0	302	26	0	1	0	0	1	0	0	0	0	0
0900	**174**	1	155	14	2	0	1	0	1	0	0	0	0	0
1000	**148**	0	122	24	0	1	1	0	0	0	0	0	0	0
1100	**191**	1	170	19	0	0	1	0	0	0	0	0	0	0
1200	**178**	0	156	18	0	1	2	0	1	0	0	0	0	0
1300	**181**	0	163	16	0	1	1	0	0	0	0	0	0	0
1400	**189**	1	164	20	0	0	4	0	0	0	0	0	0	0
1500	**266**	1	242	20	0	0	3	0	0	0	0	0	0	0
1600	**200**	0	166	31	0	0	1	0	2	0	0	0	0	0
1700	**198**	0	179	17	0	1	1	0	0	0	0	0	0	0
1800	**176**	2	163	9	0	0	2	0	0	0	0	0	0	0
1900	**131**	1	121	9	0	0	0	0	0	0	0	0	0	0
2000	**100**	0	94	6	0	0	0	0	0	0	0	0	0	0
2100	**63**	0	57	5	0	0	1	0	0	0	0	0	0	0
2200	**41**	1	37	1	0	0	2	0	0	0	0	0	0	0
2300	**20**	0	17	0	0	0	3	0	0	0	0	0	0	0
07-19	**2426**	**6**	**2146**	**240**	**3**	**7**	**18**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
06-22	**2837**	**7**	**2521**	**273**	**3**	**7**	**20**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
06-00	**2898**	**8**	**2575**	**274**	**3**	**7**	**25**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
00-00	**2960**	**9**	**2633**	**276**	**3**	**7**	**26**	**0**	**6**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Westbound

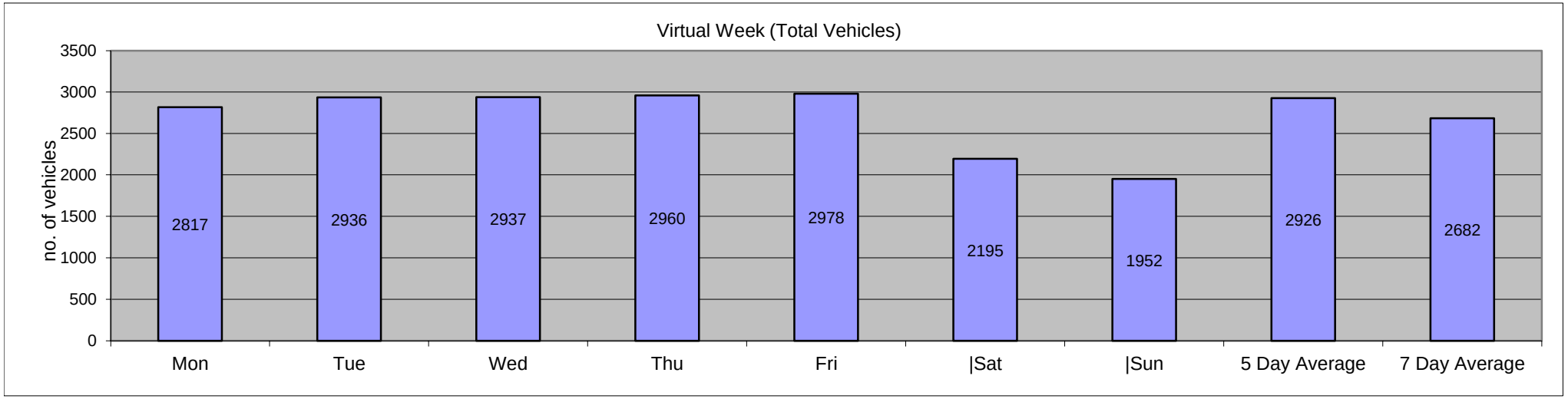
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
0100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
0200	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
0400	**6**	0	5	0	0	0	1	0	0	0	0	0	0	0
0500	**23**	0	17	5	0	0	1	0	0	0	0	0	0	0
0600	**104**	0	97	6	0	0	1	0	0	0	0	0	0	0
0700	**207**	0	184	17	1	3	2	0	0	0	0	0	0	0
0800	**294**	2	259	27	1	1	3	0	1	0	0	0	0	0
0900	**173**	0	146	24	0	0	3	0	0	0	0	0	0	0
1000	**149**	0	124	23	0	0	2	0	0	0	0	0	0	0
1100	**171**	0	155	16	0	0	0	0	0	0	0	0	0	0
1200	**181**	1	157	22	1	0	0	0	0	0	0	0	0	0
1300	**186**	1	164	20	0	1	0	0	0	0	0	0	0	0
1400	**216**	2	188	25	0	0	1	0	0	0	0	0	0	0
1500	**234**	0	210	18	1	1	3	0	0	0	0	1	0	0
1600	**192**	0	168	21	0	1	2	0	0	0	0	0	0	0
1700	**196**	0	176	18	0	1	0	0	1	0	0	0	0	0
1800	**174**	0	160	13	0	0	1	0	0	0	0	0	0	0
1900	**144**	0	133	8	0	1	2	0	0	0	0	0	0	0
2000	**116**	2	105	6	0	1	1	1	0	0	0	0	0	0
2100	**93**	1	88	3	0	1	0	0	0	0	0	0	0	0
2200	**51**	0	48	2	0	0	1	0	0	0	0	0	0	0
2300	**38**	1	35	1	0	0	1	0	0	0	0	0	0	0
07-19	**2373**	**6**	**2091**	**244**	**4**	**8**	**17**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
06-22	**2830**	**9**	**2514**	**267**	**4**	**11**	**21**	**1**	**2**	**0**	**0**	**1**	**0**	**0**
06-00	**2919**	**10**	**2597**	**270**	**4**	**11**	**23**	**1**	**2**	**0**	**0**	**1**	**0**	**0**
00-00	**2978**	**10**	**2647**	**276**	**4**	**11**	**26**	**1**	**2**	**0**	**0**	**1**	**0**	**0**

SS1110 Merthyr | Site 3 | Location Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)

20 May 2023 to 26 May 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**13**	0	12	0	0	0	0	0	0	0	0	0	0	0
0100	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0400	**6**	0	5	0	0	0	0	0	0	0	0	0	0	0
0500	**21**	0	18	3	0	0	0	0	0	0	0	0	0	0
0600	**102**	0	92	10	0	0	0	0	0	0	0	0	0	0
0700	**166**	0	145	18	1	1	1	0	0	0	0	0	0	0
0800	**253**	1	227	21	0	1	2	0	1	0	0	0	0	0
0900	**146**	0	126	17	1	0	1	0	0	0	0	0	0	0
1000	**144**	1	124	16	0	1	1	0	0	0	0	0	0	0
1100	**160**	1	141	17	0	1	0	0	0	0	0	0	0	0
1200	**175**	1	156	17	0	0	0	0	0	0	0	0	0	0
1300	**179**	1	161	16	0	0	0	0	0	0	0	0	0	0
1400	**192**	2	171	17	0	0	1	0	0	0	0	0	0	0
1500	**215**	0	192	20	1	1	1	0	0	0	0	0	0	0
1600	**177**	0	157	19	0	0	1	0	0	0	0	0	0	0
1700	**175**	1	162	12	0	0	0	0	0	0	0	0	0	0
1800	**176**	0	164	10	0	0	1	0	0	0	0	0	0	0
1900	**133**	0	123	9	0	0	1	0	0	0	0	0	0	0
2000	**94**	0	87	7	0	0	0	0	0	0	0	0	0	0
2100	**70**	0	64	4	0	0	1	0	0	0	0	0	0	0
2200	**44**	0	40	3	0	0	0	0	0	0	0	0	0	0
2300	**24**	0	23	1	0	0	1	0	0	0	0	0	0	0
07-19	**2156**	**9**	**1925**	**200**	**3**	**6**	**10**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**2555**	**10**	**2291**	**229**	**3**	**6**	**12**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**2622**	**10**	**2354**	**233**	**3**	**6**	**13**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**2682**	**11**	**2408**	**237**	**3**	**6**	**14**	**1**	**3**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**2817**	11	2503	278	3	3	16	1	2	0	0	0	0	0
Tue	**2936**	18	2610	282	3	8	11	0	4	0	0	0	0	0
Wed	**2937**	6	2606	294	4	9	11	2	5	0	0	0	0	0
Thu	**2960**	9	2633	276	3	7	26	0	6	0	0	0	0	0
Fri	**2978**	10	2647	276	4	11	26	1	2	0	0	1	0	0
|Sat	**2195**	15	2016	149	3	4	6	0	2	0	0	0	0	0
|Sun	**1952**	5	1843	101	0	0	2	0	1	0	0	0	0	0
5 Day Average														
[--]	**2926**	11	2600	281	3	8	18	1	4	0	0	0	0	0
7 Day Average														
[--]	**2682**	11	2408	237	3	6	14	1	3	0	0	0	0	0
Total Vehicles														
[--]	**18775**	74	16858	1656	20	42	98	4	22	0	0	1	0	0



SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
20 May 2023														
0000	**33**	0	32	1	0	0	0	0	0	0	0	0	0	0
0100	**24**	0	24	0	0	0	0	0	0	0	0	0	0	0
0200	**19**	0	19	0	0	0	0	0	0	0	0	0	0	0
0300	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0400	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0500	**28**	0	25	3	0	0	0	0	0	0	0	0	0	0
0600	**103**	0	95	6	0	1	0	0	1	0	0	0	0	0
0700	**159**	0	143	14	0	2	0	0	0	0	0	0	0	0
0800	**138**	2	120	13	0	3	0	0	0	0	0	0	0	0
0900	**212**	2	192	11	2	4	1	0	0	0	0	0	0	0
1000	**263**	2	237	17	2	3	1	0	1	0	0	0	0	0
1100	**289**	2	263	19	1	2	2	0	0	0	0	0	0	0
1200	**354**	1	327	20	0	5	0	0	1	0	0	0	0	0
1300	**350**	2	329	14	0	3	0	0	2	0	0	0	0	0
1400	**324**	6	295	19	1	2	1	0	0	0	0	0	0	0
1500	**267**	1	242	20	0	4	0	0	0	0	0	0	0	0
1600	**266**	0	245	16	0	4	1	0	0	0	0	0	0	0
1700	**285**	4	260	17	0	2	2	0	0	0	0	0	0	0
1800	**257**	1	245	8	0	2	1	0	0	0	0	0	0	0
1900	**296**	1	277	17	0	1	0	0	0	0	0	0	0	0
2000	**168**	1	163	4	0	0	0	0	0	0	0	0	0	0
2100	**140**	1	132	6	0	0	1	0	0	0	0	0	0	0
2200	**106**	0	102	4	0	0	0	0	0	0	0	0	0	0
2300	**58**	0	58	0	0	0	0	0	0	0	0	0	0	0
07-19	**3164**	**23**	**2898**	**188**	**6**	**36**	**9**	**0**	**4**	**0**	**0**	**0**	**0**	**0**
06-22	**3871**	**26**	**3565**	**221**	**6**	**38**	**10**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
06-00	**4035**	**26**	**3725**	**225**	**6**	**38**	**10**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
00-00	**4156**	**26**	**3841**	**230**	**6**	**38**	**10**	**0**	**5**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
21 May 2023														
0000	**29**	0	28	1	0	0	0	0	0	0	0	0	0	0
0100	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
0200	**31**	0	29	1	0	0	1	0	0	0	0	0	0	0
0300	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
0400	**12**	0	11	0	0	0	1	0	0	0	0	0	0	0
0500	**28**	0	26	1	0	0	1	0	0	0	0	0	0	0
0600	**92**	0	88	4	0	0	0	0	0	0	0	0	0	0
0700	**137**	1	131	5	0	0	0	0	0	0	0	0	0	0
0800	**73**	0	64	9	0	0	0	0	0	0	0	0	0	0
0900	**121**	0	114	6	0	0	1	0	0	0	0	0	0	0
1000	**207**	2	194	10	0	0	1	0	0	0	0	0	0	0
1100	**231**	1	215	14	0	0	1	0	0	0	0	0	0	0
1200	**327**	2	306	18	0	0	1	0	0	0	0	0	0	0
1300	**300**	2	286	11	0	0	0	0	1	0	0	0	0	0
1400	**304**	1	291	12	0	0	0	0	0	0	0	0	0	0
1500	**277**	3	260	13	0	0	0	0	1	0	0	0	0	0
1600	**274**	2	263	9	0	0	0	0	0	0	0	0	0	0
1700	**232**	0	225	7	0	0	0	0	0	0	0	0	0	0
1800	**313**	2	300	10	0	0	0	0	1	0	0	0	0	0
1900	**300**	0	289	10	0	0	1	0	0	0	0	0	0	0
2000	**184**	0	178	6	0	0	0	0	0	0	0	0	0	0
2100	**135**	0	132	3	0	0	0	0	0	0	0	0	0	0
2200	**75**	0	69	6	0	0	0	0	0	0	0	0	0	0
2300	**45**	0	43	2	0	0	0	0	0	0	0	0	0	0
07-19	**2796**	**16**	**2649**	**124**	**0**	**0**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-22	**3507**	**16**	**3336**	**147**	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
06-00	**3627**	**16**	**3448**	**155**	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
00-00	**3766**	**16**	**3580**	**159**	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
22 May 2023														
0000	**19**	0	18	1	0	0	0	0	0	0	0	0	0	0
0100	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
0400	**11**	0	10	0	0	0	1	0	0	0	0	0	0	0
0500	**39**	0	34	5	0	0	0	0	0	0	0	0	0	0
0600	**164**	0	143	19	0	1	1	0	0	0	0	0	0	0
0700	**314**	0	265	43	2	3	0	0	1	0	0	0	0	0
0800	**537**	2	477	50	0	4	4	0	0	0	0	0	0	0
0900	**282**	0	236	42	0	4	0	0	0	0	0	0	0	0
1000	**269**	5	234	23	0	2	3	0	2	0	0	0	0	0
1100	**281**	0	251	25	0	5	0	0	0	0	0	0	0	0
1200	**316**	2	287	25	0	2	0	0	0	0	0	0	0	0
1300	**375**	1	333	35	0	4	1	0	1	0	0	0	0	0
1400	**438**	3	396	31	0	2	5	0	1	0	0	0	0	0
1500	**501**	1	458	35	2	3	2	0	0	0	0	0	0	0
1600	**563**	3	517	37	0	4	1	1	0	0	0	0	0	0
1700	**418**	2	393	21	0	2	0	0	0	0	0	0	0	0
1800	**393**	2	368	19	0	2	2	0	0	0	0	0	0	0
1900	**325**	0	304	19	0	1	0	0	1	0	0	0	0	0
2000	**202**	0	183	18	0	0	1	0	0	0	0	0	0	0
2100	**115**	0	108	6	0	0	1	0	0	0	0	0	0	0
2200	**59**	0	56	3	0	0	0	0	0	0	0	0	0	0
2300	**30**	1	28	0	0	0	1	0	0	0	0	0	0	0
07-19	**4687**	**21**	**4215**	**386**	**4**	**37**	**18**	**1**	**5**	**0**	**0**	**0**	**0**	**0**
06-22	**5493**	**21**	**4953**	**448**	**4**	**39**	**21**	**1**	**6**	**0**	**0**	**0**	**0**	**0**
06-00	**5582**	**22**	**5037**	**451**	**4**	**39**	**22**	**1**	**6**	**0**	**0**	**0**	**0**	**0**
00-00	**5680**	**22**	**5126**	**459**	**4**	**39**	**23**	**1**	**6**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
23 May 2023														
0000	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
0100	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0200	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
0300	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0400	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0500	**29**	1	24	4	0	0	0	0	0	0	0	0	0	0
0600	**182**	0	164	17	0	1	0	0	0	0	0	0	0	0
0700	**340**	1	292	40	1	4	2	0	0	0	0	0	0	0
0800	**545**	3	499	34	0	5	3	0	1	0	0	0	0	0
0900	**293**	0	255	32	0	4	1	0	1	0	0	0	0	0
1000	**291**	2	249	33	0	4	2	0	1	0	0	0	0	0
1100	**349**	2	302	37	1	5	0	0	2	0	0	0	0	0
1200	**340**	0	303	32	0	4	0	0	1	0	0	0	0	0
1300	**351**	3	307	36	0	4	0	0	1	0	0	0	0	0
1400	**464**	4	422	34	0	1	2	0	1	0	0	0	0	0
1500	**511**	3	462	41	2	2	1	0	0	0	0	0	0	0
1600	**584**	2	540	38	0	3	0	0	1	0	0	0	0	0
1700	**472**	4	438	27	0	3	0	0	0	0	0	0	0	0
1800	**391**	4	363	21	0	3	0	0	0	0	0	0	0	0
1900	**305**	1	283	18	0	1	1	0	1	0	0	0	0	0
2000	**195**	0	182	12	0	0	1	0	0	0	0	0	0	0
2100	**150**	2	141	7	0	0	0	0	0	0	0	0	0	0
2200	**65**	0	60	5	0	0	0	0	0	0	0	0	0	0
2300	**39**	0	39	0	0	0	0	0	0	0	0	0	0	0
07-19	**4931**	**28**	**4432**	**405**	**4**	**42**	**11**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
06-22	**5763**	**31**	**5202**	**459**	**4**	**44**	**13**	**0**	**10**	**0**	**0**	**0**	**0**	**0**
06-00	**5867**	**31**	**5301**	**464**	**4**	**44**	**13**	**0**	**10**	**0**	**0**	**0**	**0**	**0**
00-00	**5956**	**32**	**5384**	**469**	**4**	**44**	**13**	**0**	**10**	**0**	**0**	**0**	**0**	**0**

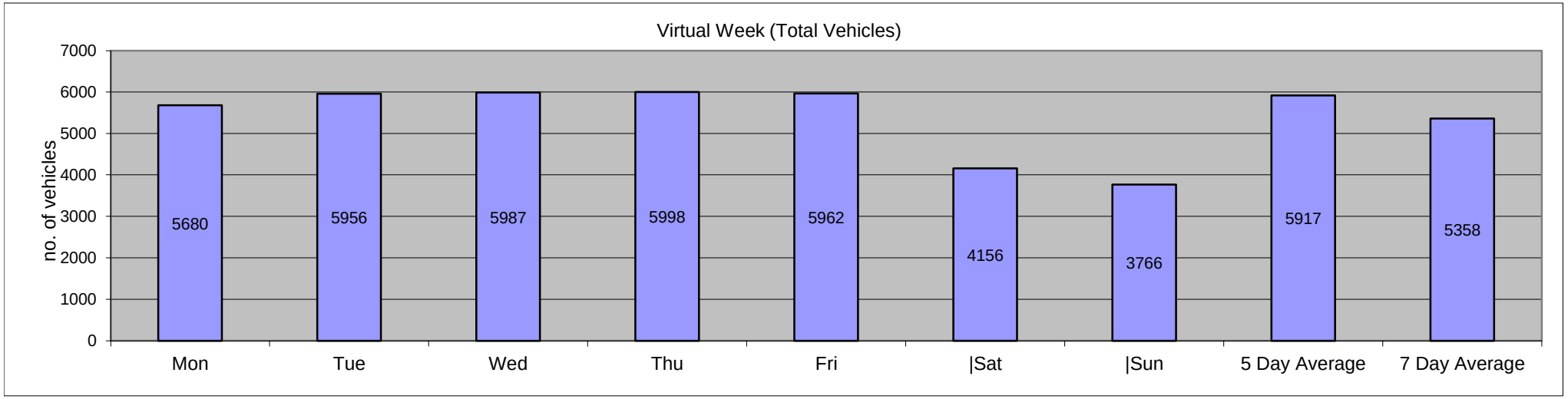
SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
24 May 2023														
0000	**27**	0	27	0	0	0	0	0	0	0	0	0	0	0
0100	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
0200	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
0300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0400	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
0500	**30**	1	26	2	0	0	1	0	0	0	0	0	0	0
0600	**170**	0	146	23	0	1	0	0	0	0	0	0	0	0
0700	**323**	1	283	33	1	4	1	0	0	0	0	0	0	0
0800	**530**	0	477	39	2	4	2	2	4	0	0	0	0	0
0900	**303**	1	253	41	1	5	2	0	0	0	0	0	0	0
1000	**313**	2	269	36	0	5	1	0	0	0	0	0	0	0
1100	**328**	2	275	45	0	4	1	0	0	0	0	1	0	0
1200	**350**	0	313	32	0	4	1	0	0	0	0	0	0	0
1300	**352**	0	315	30	0	5	0	0	2	0	0	0	0	0
1400	**433**	0	388	39	0	5	0	0	1	0	0	0	0	0
1500	**536**	0	491	36	2	5	1	0	1	0	0	0	0	0
1600	**606**	0	553	47	0	4	1	0	0	0	0	1	0	0
1700	**485**	4	454	24	0	3	0	0	0	0	0	0	0	0
1800	**396**	2	375	16	0	1	2	0	0	0	0	0	0	0
1900	**290**	2	274	10	0	1	1	0	2	0	0	0	0	0
2000	**196**	1	182	13	0	0	0	0	0	0	0	0	0	0
2100	**154**	0	142	10	0	1	1	0	0	0	0	0	0	0
2200	**94**	0	89	5	0	0	0	0	0	0	0	0	0	0
2300	**38**	0	37	1	0	0	0	0	0	0	0	0	0	0
07-19	**4955**	**12**	**4446**	**418**	**6**	**49**	**12**	**2**	**8**	**0**	**0**	**2**	**0**	**0**
06-22	**5765**	**15**	**5190**	**474**	**6**	**52**	**14**	**2**	**10**	**0**	**0**	**2**	**0**	**0**
06-00	**5897**	**15**	**5316**	**480**	**6**	**52**	**14**	**2**	**10**	**0**	**0**	**2**	**0**	**0**
00-00	**5987**	**16**	**5401**	**482**	**6**	**52**	**16**	**2**	**10**	**0**	**0**	**2**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
25 May 2023														
0000	**28**	0	26	0	0	0	2	0	0	0	0	0	0	0
0100	**19**	0	18	0	0	0	1	0	0	0	0	0	0	0
0200	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
0300	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
0500	**36**	1	30	5	0	0	0	0	0	0	0	0	0	0
0600	**165**	0	143	20	0	1	1	0	0	0	0	0	0	0
0700	**313**	0	269	35	1	6	1	0	1	0	0	0	0	0
0800	**548**	0	500	43	0	3	1	0	1	0	0	0	0	0
0900	**326**	1	290	27	2	4	1	0	1	0	0	0	0	0
1000	**290**	0	244	40	0	4	1	0	1	0	0	0	0	0
1100	**363**	2	326	31	0	3	1	0	0	0	0	0	0	0
1200	**356**	0	321	28	0	4	2	0	1	0	0	0	0	0
1300	**376**	2	334	35	0	4	1	0	0	0	0	0	0	0
1400	**416**	1	367	39	0	5	4	0	0	0	0	0	0	0
1500	**546**	1	503	34	1	2	5	0	0	0	0	0	0	0
1600	**576**	1	510	57	0	5	1	0	2	0	0	0	0	0
1700	**483**	2	443	33	0	4	1	0	0	0	0	0	0	0
1800	**344**	3	324	14	0	1	2	0	0	0	0	0	0	0
1900	**326**	2	309	13	0	1	1	0	0	0	0	0	0	0
2000	**192**	0	183	9	0	0	0	0	0	0	0	0	0	0
2100	**140**	1	130	7	0	0	2	0	0	0	0	0	0	0
2200	**77**	1	70	4	0	0	2	0	0	0	0	0	0	0
2300	**46**	0	43	0	0	0	3	0	0	0	0	0	0	0
07-19	**4937**	**13**	**4431**	**416**	**4**	**45**	**21**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
06-22	**5760**	**16**	**5196**	**465**	**4**	**47**	**25**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
06-00	**5883**	**17**	**5309**	**469**	**4**	**47**	**30**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
00-00	**5998**	**18**	**5412**	**477**	**4**	**47**	**33**	**0**	**7**	**0**	**0**	**0**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
26 May 2023														
0000	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
0100	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
0200	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	7	0	0	0	1	0	0	0	0	0	0	0
0400	**9**	0	8	0	0	0	1	0	0	0	0	0	0	0
0500	**36**	0	28	7	0	0	1	0	0	0	0	0	0	0
0600	**147**	0	134	11	0	1	1	0	0	0	0	0	0	0
0700	**331**	0	295	27	1	6	2	0	0	0	0	0	0	0
0800	**506**	3	452	44	1	2	3	0	1	0	0	0	0	0
0900	**309**	1	256	45	0	4	3	0	0	0	0	0	0	0
1000	**288**	0	248	35	0	3	2	0	0	0	0	0	0	0
1100	**342**	1	311	26	0	3	1	0	0	0	0	0	0	0
1200	**388**	1	339	43	1	3	0	0	0	0	0	1	0	0
1300	**409**	3	369	31	0	5	0	0	1	0	0	0	0	0
1400	**447**	3	397	43	0	2	1	0	1	0	0	0	0	0
1500	**528**	2	481	33	2	5	3	0	1	0	0	1	0	0
1600	**471**	1	431	32	0	4	3	0	0	0	0	0	0	0
1700	**428**	3	390	30	0	4	0	0	1	0	0	0	0	0
1800	**346**	0	326	16	0	2	1	0	1	0	0	0	0	0
1900	**328**	1	310	13	0	2	2	0	0	0	0	0	0	0
2000	**239**	2	225	9	0	1	1	1	0	0	0	0	0	0
2100	**182**	1	174	6	0	1	0	0	0	0	0	0	0	0
2200	**108**	1	101	4	0	0	2	0	0	0	0	0	0	0
2300	**64**	1	60	1	0	0	2	0	0	0	0	0	0	0
07-19	**4793**	**18**	**4295**	**405**	**5**	**43**	**19**	**0**	**6**	**0**	**0**	**2**	**0**	**0**
06-22	**5689**	**22**	**5138**	**444**	**5**	**48**	**23**	**1**	**6**	**0**	**0**	**2**	**0**	**0**
06-00	**5861**	**24**	**5299**	**449**	**5**	**48**	**27**	**1**	**6**	**0**	**0**	**2**	**0**	**0**
00-00	**5962**	**24**	**5388**	**458**	**5**	**48**	**30**	**1**	**6**	**0**	**0**	**2**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**27**	0	25	1	0	0	0	0	0	0	0	0	0	0
0100	**16**	0	15	0	0	0	0	0	0	0	0	0	0	0
0200	**13**	0	12	0	0	0	0	0	0	0	0	0	0	0
0300	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
0400	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
0500	**32**	0	28	4	0	0	0	0	0	0	0	0	0	0
0600	**146**	0	130	14	0	1	0	0	0	0	0	0	0	0
0700	**274**	0	240	28	1	4	1	0	0	0	0	0	0	0
0800	**411**	1	370	33	0	3	2	0	1	0	0	0	0	0
0900	**264**	1	228	29	1	4	1	0	0	0	0	0	0	0
1000	**274**	2	239	28	0	3	2	0	1	0	0	0	0	0
1100	**312**	1	278	28	0	3	1	0	0	0	0	0	0	0
1200	**347**	1	314	28	0	3	1	0	0	0	0	0	0	0
1300	**359**	2	325	27	0	4	0	0	1	0	0	0	0	0
1400	**404**	3	365	31	0	2	2	0	1	0	0	0	0	0
1500	**452**	2	414	30	1	3	2	0	0	0	0	0	0	0
1600	**477**	1	437	34	0	3	1	0	0	0	0	0	0	0
1700	**400**	3	372	23	0	3	0	0	0	0	0	0	0	0
1800	**349**	2	329	15	0	2	1	0	0	0	0	0	0	0
1900	**310**	1	292	14	0	1	1	0	1	0	0	0	0	0
2000	**197**	1	185	10	0	0	0	0	0	0	0	0	0	0
2100	**145**	1	137	6	0	0	1	0	0	0	0	0	0	0
2200	**83**	0	78	4	0	0	1	0	0	0	0	0	0	0
2300	**46**	0	44	1	0	0	1	0	0	0	0	0	0	0
07-19	**4323**	**19**	**3909**	**335**	**4**	**36**	**13**	**0**	**6**	**0**	**0**	**1**	**0**	**0**
06-22	**5121**	**21**	**4654**	**380**	**4**	**38**	**16**	**1**	**7**	**0**	**0**	**1**	**0**	**0**
06-00	**5250**	**22**	**4776**	**385**	**4**	**38**	**17**	**1**	**7**	**0**	**0**	**1**	**0**	**0**
00-00	**5358**	**22**	**4876**	**391**	**4**	**38**	**19**	**1**	**7**	**0**	**0**	**1**	**0**	**0**

SS1110 Merthyr						Site	3	Location	Gurnos Rd west of Almond Grove (between ped crossings) (51.761520, -3.384791)					
20 May 2023		to	26 May 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**5680**	22	5126	459	4	39	23	1	6	0	0	0	0	0
Tue	**5956**	32	5384	469	4	44	13	0	10	0	0	0	0	0
Wed	**5987**	16	5401	482	6	52	16	2	10	0	0	2	0	0
Thu	**5998**	18	5412	477	4	47	33	0	7	0	0	0	0	0
Fri	**5962**	24	5388	458	5	48	30	1	6	0	0	2	0	0
|Sat	**4156**	26	3841	230	6	38	10	0	5	0	0	0	0	0
|Sun	**3766**	16	3580	159	0	0	8	0	3	0	0	0	0	0
5 Day Average														
[--]	**5917**	22	5342	469	5	46	23	1	8	0	0	1	0	0
7 Day Average														
[--]	**5358**	22	4876	391	4	38	19	1	7	0	0	1	0	0
Total Vehicles														
[--]	**37505**	154	34132	2734	29	268	133	4	47	0	0	4	0	0



Severnside
Transportation Data Collection
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Severnside
Traffic Management

Job Number & Title: SS110 Merthyr

Site Location: Rowan Way between School Access & Oak Rd

Survey Date: 5 June 2023

Site Location Plan





SS110 Merthyr JUNE 2023										Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)			
Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean Speed	85%ile Speed
4	Rowan Way between School Access & Oak Rd	51.760714, -3.382979	Eastbound	05 June 2023	11 June 2023	20	408	71	58	22	5.4	2	0.5	0	0.0	13.8	17.5
			Westbound	05 June 2023	11 June 2023		458	81	65	9	2.0	1	0.2	0	0.0	11.8	17.0
			Two-Way	05 June 2023	11 June 2023		866	153	124	31	4	3	0	0	0	13	17

SURVEYS DATA ANALYSIS
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Traffic Management

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0700	**17**	0	14	3	0	0	0	0	0	0	0	0	0	0
0800	**28**	0	28	0	0	0	0	0	0	0	0	0	0	0
0900	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	**5**	3	2	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
1900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**89**	**4**	**80**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**98**	**5**	**88**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**99**	**5**	**89**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**100**	**5**	**89**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023	to	11 June 2023				Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
0700	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
0800	**36**	0	35	0	0	1	0	0	0	0	0	0	0	0
0900	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1400	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1600	**3**	1	1	1	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**97**	**1**	**91**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**104**	**2**	**97**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**104**	**2**	**97**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**105**	**2**	**97**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023	to	11 June 2023				Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
07 June 2023														
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	1	1	0	0	0	0	0	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2	1	1	0	0	0	0	0	0	0	0	0	0	0
06-22	6	1	5	0	0	0	0	0	0	0	0	0	0	0
06-00	6	1	5	0	0	0	0	0	0	0	0	0	0	0
00-00	6	1	5	0	0	0	0	0	0	0	0	0	0	0

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
08 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**10**	0	9	1	0	0	0	0	0	0	0	0	0	0
0800	**32**	0	31	1	0	0	0	0	0	0	0	0	0	0
0900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1400	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1500	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	**4**	2	2	0	0	0	0	0	0	0	0	0	0	0
1800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**90**	**2**	**82**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**90**	**2**	**82**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**90**	**2**	**82**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**90**	**2**	**82**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
09 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1100	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1200	**12**	1	9	2	0	0	0	0	0	0	0	0	0	0
1300	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
1400	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1700	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**52**	**1**	**46**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**56**	**1**	**50**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**56**	**1**	**50**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**56**	**1**	**50**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023	to	11 June 2023				Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
10 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
1400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**17**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**22**	**3**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**23**	**3**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**23**	**3**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

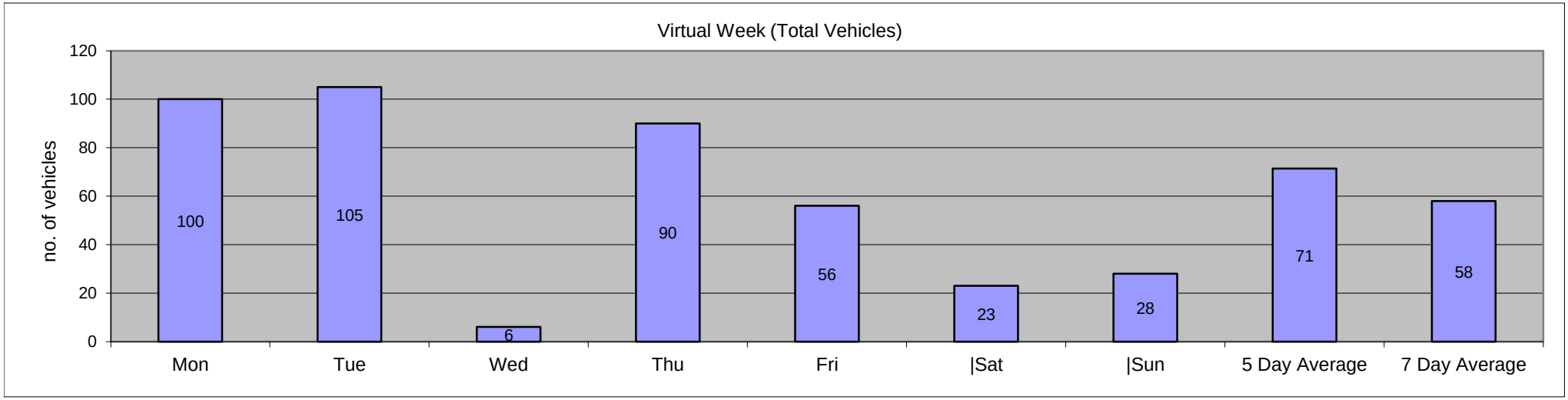
SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
11 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1500	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
1600	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**24**	**1**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**28**	**1**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**28**	**1**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**28**	**1**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Eastbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**5**	0	5	1	0	0	0	0	0	0	0	0	0	0
0800	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
0900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	**5**	0	4	0	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1300	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1500	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1700	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**53**	**2**	**48**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**58**	**2**	**52**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**58**	**2**	**52**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**58**	**2**	**52**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Eastbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**100**	5	89	6	0	0	0	0	0	0	0	0	0	0
Tue	**105**	2	97	5	0	1	0	0	0	0	0	0	0	0
Wed	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
Thu	**90**	2	82	6	0	0	0	0	0	0	0	0	0	0
Fri	**56**	1	50	4	0	0	1	0	0	0	0	0	0	0
|Sat	**23**	3	19	1	0	0	0	0	0	0	0	0	0	0
|Sun	**28**	1	24	3	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**71**	2	65	4	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**58**	2	52	4	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**408**	15	366	25	0	1	1	0	0	0	0	0	0	0



SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**6**	0	3	2	0	0	1	0	0	0	0	0	0	0
0800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
0900	**5**	1	4	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1200	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1400	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
1500	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
1600	**22**	1	20	1	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	2	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**89**	**3**	**81**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**99**	**6**	**88**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**100**	**6**	**89**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**101**	**6**	**89**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
0800	**5**	0	4	0	0	0	1	0	0	0	0	0	0	0
0900	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
1000	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1300	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1400	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1500	**23**	1	22	0	0	0	0	0	0	0	0	0	0	0
1600	**17**	0	16	1	0	0	0	0	0	0	0	0	0	0
1700	**7**	0	6	0	0	0	0	1	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**102**	**1**	**95**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**106**	**2**	**98**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**106**	**2**	**98**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**107**	**2**	**98**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Westbound

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

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
08 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
0800	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
0900	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1000	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
1200	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1300	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1500	**21**	0	21	0	0	0	0	0	0	0	0	0	0	0
1600	**17**	1	16	0	0	0	0	0	0	0	0	0	0	0
1700	**11**	2	9	0	0	0	0	0	0	0	0	0	0	0
1800	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**92**	**3**	**83**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**93**	**3**	**84**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**93**	**3**	**84**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**93**	**3**	**84**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
09 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1200	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
1300	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1400	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
1500	**31**	1	30	0	0	0	0	0	0	0	0	0	0	0
1600	**15**	1	14	0	0	0	0	0	0	0	0	0	0	0
1700	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**92**	**3**	**86**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**97**	**3**	**91**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**99**	**5**	**91**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**99**	**5**	**91**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023	to	11 June 2023				Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
10 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	1	0	0	1	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**17**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**23**	**0**	**22**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**24**	**0**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**24**	**0**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

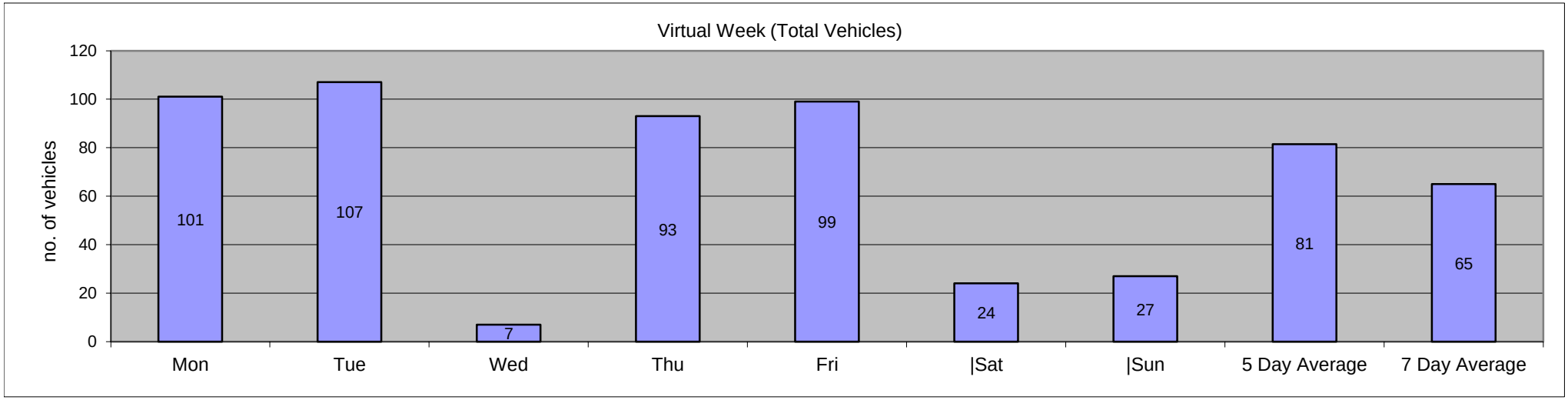
SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023	to	11 June 2023				Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
11 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1200	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
1300	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1400	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1500	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
1600	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
1700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**24**	**1**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**27**	**1**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**27**	**1**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**27**	**1**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Westbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	1	0	0	0	0	0	0	0	0	0	0	0
0800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1200	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
1300	**5**	0	4	0	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	3	0	0	0	0	0	0	0	0	0	0	0
1500	**13**	0	13	0	0	0	0	0	0	0	0	0	0	0
1600	**11**	0	10	0	0	0	0	0	0	0	0	0	0	0
1700	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1800	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**60**	**2**	**55**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**65**	**2**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**65**	**2**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**65**	**2**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Westbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**101**	6	89	5	0	0	1	0	0	0	0	0	0	0
Tue	**107**	2	98	5	0	0	1	1	0	0	0	0	0	0
Wed	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
Thu	**93**	3	84	6	0	0	0	0	0	0	0	0	0	0
Fri	**99**	5	91	3	0	0	0	0	0	0	0	0	0	0
|Sat	**24**	0	23	0	0	1	0	0	0	0	0	0	0	0
|Sun	**27**	1	22	4	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**81**	3	74	4	0	0	0	0	0	0	0	0	0	0
7 Day Average														
[--]	**65**	2	59	3	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**458**	17	414	23	0	1	2	1	0	0	0	0	0	0



SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
05 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
0600	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
0700	**23**	0	17	5	0	0	1	0	0	0	0	0	0	0
0800	**32**	0	32	0	0	0	0	0	0	0	0	0	0	0
0900	**14**	1	13	0	0	0	0	0	0	0	0	0	0	0
1000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
1100	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
1200	**13**	0	11	2	0	0	0	0	0	0	0	0	0	0
1300	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1400	**12**	1	11	0	0	0	0	0	0	0	0	0	0	0
1500	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
1600	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
1700	**14**	3	11	0	0	0	0	0	0	0	0	0	0	0
1800	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
1900	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
2000	**3**	2	1	0	0	0	0	0	0	0	0	0	0	0
2100	**4**	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**178**	**7**	**161**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**197**	**11**	**176**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**199**	**11**	**178**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**201**	**11**	**178**	**11**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
06 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**2**	0	0	2	0	0	0	0	0	0	0	0	0	0
0600	**6**	1	5	0	0	0	0	0	0	0	0	0	0	0
0700	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
0800	**41**	0	39	0	0	1	1	0	0	0	0	0	0	0
0900	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
1000	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
1100	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1200	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
1300	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1400	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
1500	**27**	1	26	0	0	0	0	0	0	0	0	0	0	0
1600	**20**	1	17	2	0	0	0	0	0	0	0	0	0	0
1700	**11**	0	10	0	0	0	0	1	0	0	0	0	0	0
1800	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**199**	**2**	**186**	**8**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**210**	**4**	**195**	**8**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**210**	**4**	**195**	**8**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**212**	**4**	**195**	**10**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
07 June 2023														
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	3	1	2	0	0	0	0	0	0	0	0	0	0	0
1800	4	0	4	0	0	0	0	0	0	0	0	0	0	0
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	7	1	6	0	0	0	0	0	0	0	0	0	0	0
06-22	13	1	12	0	0	0	0	0	0	0	0	0	0	0
06-00	13	1	12	0	0	0	0	0	0	0	0	0	0	0
00-00	13	1	12	0	0	0	0	0	0	0	0	0	0	0

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
08 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
0700	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
0800	**38**	0	36	2	0	0	0	0	0	0	0	0	0	0
0900	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1000	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
1100	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
1200	**20**	0	18	2	0	0	0	0	0	0	0	0	0	0
1300	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0
1400	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
1500	**25**	0	25	0	0	0	0	0	0	0	0	0	0	0
1600	**19**	1	18	0	0	0	0	0	0	0	0	0	0	0
1700	**15**	4	11	0	0	0	0	0	0	0	0	0	0	0
1800	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**182**	**5**	**165**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**183**	**5**	**166**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**183**	**5**	**166**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**183**	**5**	**166**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
09 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1100	**15**	0	15	0	0	0	0	0	0	0	0	0	0	0
1200	**27**	1	22	4	0	0	0	0	0	0	0	0	0	0
1300	**17**	0	14	2	0	0	1	0	0	0	0	0	0	0
1400	**8**	1	7	0	0	0	0	0	0	0	0	0	0	0
1500	**36**	1	34	1	0	0	0	0	0	0	0	0	0	0
1600	**18**	1	17	0	0	0	0	0	0	0	0	0	0	0
1700	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
1800	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
1900	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2000	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
2100	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**144**	**4**	**132**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**153**	**4**	**141**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**155**	**6**	**141**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**155**	**6**	**141**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023	to	11 June 2023				Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
10 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0800	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1300	**7**	1	6	0	0	0	0	0	0	0	0	0	0	0
1400	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
1500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1900	**5**	1	3	0	0	1	0	0	0	0	0	0	0	0
2000	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**34**	**1**	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**45**	**3**	**40**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**47**	**3**	**42**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**47**	**3**	**42**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

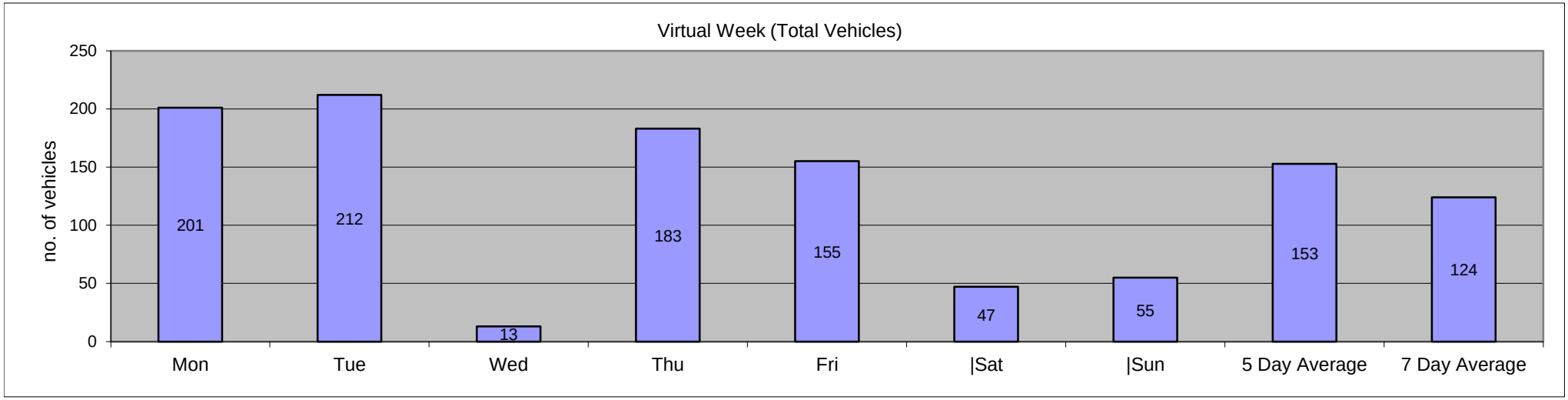
SS110 Merthyr | Site 4 | Location Rowan Way between School Access & Oak Rd (51.760714, -3.382979)

05 June 2023 to 11 June 2023 | Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
11 June 2023														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
0900	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1100	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1200	**8**	0	6	2	0	0	0	0	0	0	0	0	0	0
1300	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
1400	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
1500	**11**	1	8	2	0	0	0	0	0	0	0	0	0	0
1600	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
1700	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
1800	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
1900	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
2200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**48**	**2**	**40**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**55**	**2**	**46**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**55**	**2**	**46**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**55**	**2**	**46**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Average Day														
0000	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
0600	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
0700	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
0800	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
0900	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1000	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1100	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1200	**12**	0	10	1	0	0	0	0	0	0	0	0	0	0
1300	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
1400	**8**	0	7	0	0	0	0	0	0	0	0	0	0	0
1500	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
1600	**13**	1	12	1	0	0	0	0	0	0	0	0	0	0
1700	**8**	1	6	0	0	0	0	0	0	0	0	0	0	0
1800	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
1900	**3**	0	2	0	0	0	0	0	0	0	0	0	0	0
2000	**2**	1	2	0	0	0	0	0	0	0	0	0	0	0
2100	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
2200	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
2300	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**113**	**3**	**103**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**122**	**4**	**111**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**123**	**5**	**111**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**124**	**5**	**111**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

SS110 Merthyr						Site	4	Location	Rowan Way between School Access & Oak Rd (51.760714, -3.382979)					
05 June 2023		to	11 June 2023			Direction	Two-Way							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	**201**	11	178	11	0	0	1	0	0	0	0	0	0	0
Tue	**212**	4	195	10	0	1	1	1	0	0	0	0	0	0
Wed	**13**	1	12	0	0	0	0	0	0	0	0	0	0	0
Thu	**183**	5	166	12	0	0	0	0	0	0	0	0	0	0
Fri	**155**	6	141	7	0	0	1	0	0	0	0	0	0	0
|Sat	**47**	3	42	1	0	1	0	0	0	0	0	0	0	0
|Sun	**55**	2	46	7	0	0	0	0	0	0	0	0	0	0
5 Day Average														
[--]	**153**	5	138	8	0	0	1	0	0	0	0	0	0	0
7 Day Average														
[--]	**124**	5	111	7	0	0	0	0	0	0	0	0	0	0
Total Vehicles														
[--]	**866**	32	780	48	0	2	3	1	0	0	0	0	0	0



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

Appendix C

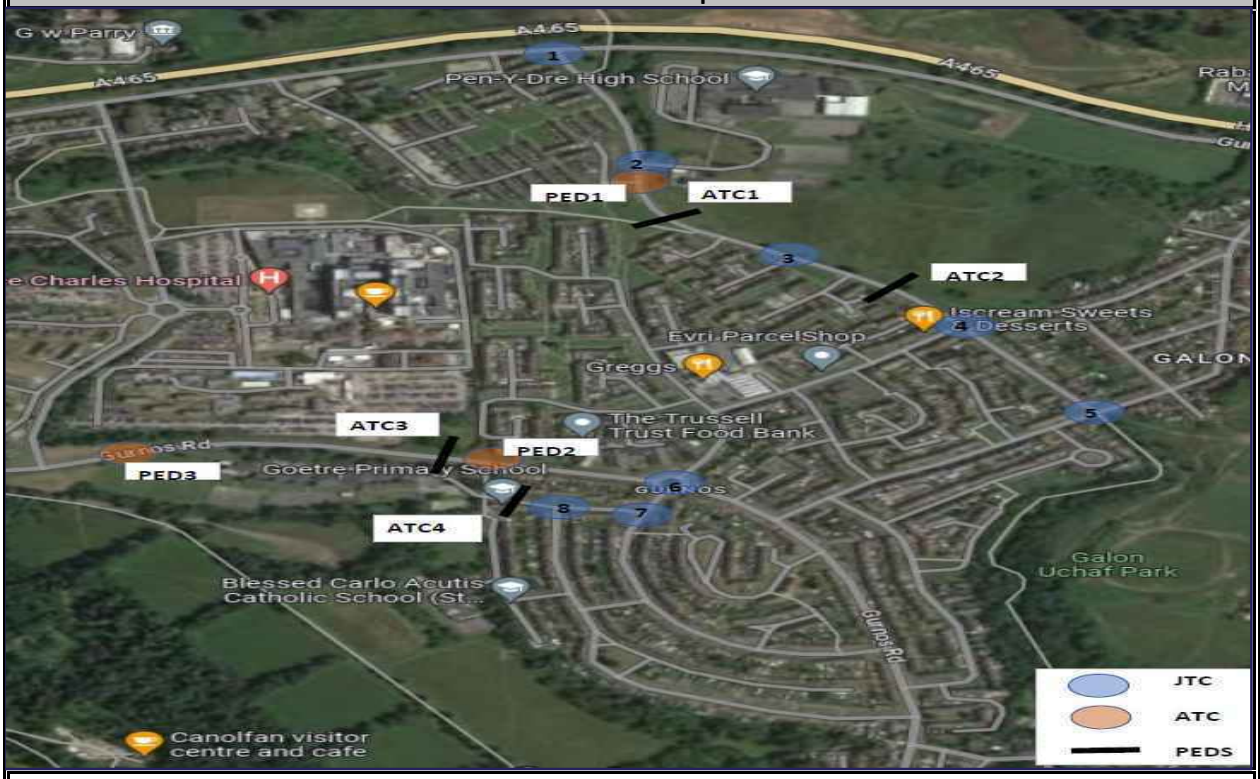
THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

Job No'/Job Name	SS1110 Merthyr
Date	Tuesday 23 May 2023
Time	0700-1000 & 1400-1700
Survey Type	Classified JTC & Classified PED/PCL Movements
Weather Conditions	

Overview Map



Comments

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

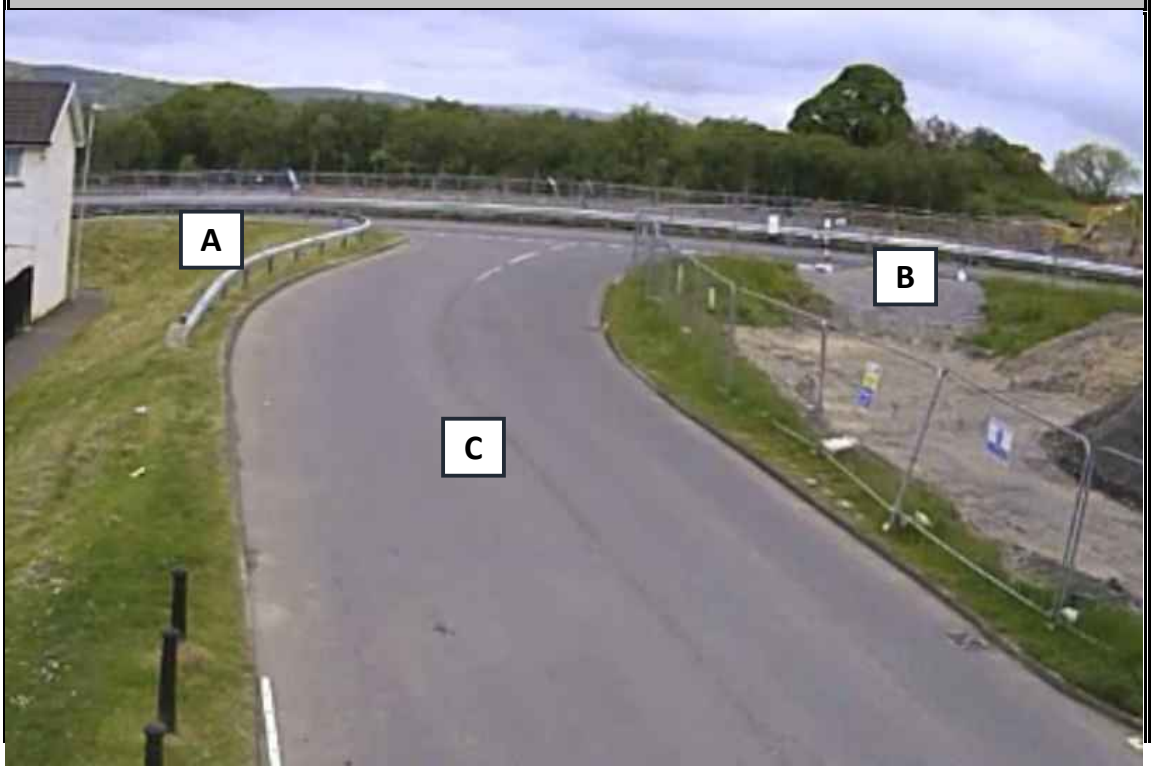
SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 1

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 1

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	10	3	0	0	0	0	0	**13**	3	0	0	0	0	0	0	**3**	**16**
0715-0730	0	0	0	0	0	0	0	**0**	20	3	0	0	0	0	0	**23**	6	2	1	0	0	0	0	**9**	**32**
0730-0745	0	0	0	0	0	0	0	**0**	26	8	0	0	1	0	0	**35**	8	1	0	0	0	0	0	**9**	**44**
0745-0800	0	0	0	0	0	0	0	**0**	15	4	2	0	2	0	0	**23**	15	1	0	1	0	0	0	**17**	**40**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**18**	**2**	**0**	**3**	**0**	**0**	**94**	**32**	**4**	**1**	**1**	**0**	**0**	**0**	**38**	**132**
0800-0815	0	0	0	0	0	0	0	**0**	18	7	1	0	0	0	0	**26**	30	2	0	0	0	0	0	**32**	**58**
0815-0830	0	0	0	0	0	0	0	**0**	23	3	2	0	0	0	0	**28**	30	1	0	0	1	0	0	**32**	**60**
0830-0845	0	0	0	0	0	0	0	**0**	30	6	5	0	0	0	0	**41**	14	2	1	0	0	0	0	**17**	**58**
0845-0900	0	0	0	0	0	0	0	**0**	32	7	1	0	2	0	0	**42**	4	0	0	0	0	0	0	**4**	**46**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103**	**23**	**9**	**0**	**2**	**0**	**0**	**137**	**78**	**5**	**1**	**0**	**1**	**0**	**0**	**85**	**222**
0900-0915	0	0	0	0	0	0	0	**0**	21	5	0	0	0	0	0	**26**	4	0	0	0	0	0	0	**4**	**30**
0915-0930	0	0	0	0	0	0	0	**0**	24	8	1	0	0	0	0	**33**	2	0	1	0	0	0	0	**3**	**36**
0930-0945	0	0	0	0	0	0	0	**0**	20	1	1	0	0	0	0	**22**	2	0	0	0	0	0	0	**2**	**24**
0945-1000	0	0	0	0	0	0	0	**0**	21	4	1	0	1	0	0	**27**	1	1	0	1	0	0	0	**3**	**30**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**18**	**3**	**0**	**1**	**0**	**0**	**108**	**9**	**1**	**1**	**1**	**0**	**0**	**0**	**12**	**120**
3 Hour Totals (am)	0	0	0	0	0	0	0	**0**	260	59	14	0	6	0	0	**339**	119	10	3	2	1	0	0	**135**	**474**
1400-1415	0	0	0	0	0	0	0	**0**	26	3	0	0	0	0	0	**29**	2	0	0	0	0	0	0	**2**	**31**
1415-1430	0	0	0	0	0	0	0	**0**	39	4	0	0	1	0	0	**44**	10	0	0	0	0	0	0	**10**	**54**
1430-1445	0	0	0	0	0	0	0	**0**	33	9	0	0	0	0	0	**42**	13	0	1	0	0	0	0	**14**	**56**
1445-1500	0	0	0	0	0	0	0	**0**	35	7	0	1	1	0	0	**44**	5	0	0	0	0	0	0	**5**	**49**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**23**	**0**	**1**	**2**	**0**	**0**	**159**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**190**
1500-1515	0	0	0	0	0	0	0	**0**	35	1	1	0	0	1	0	**38**	10	1	0	0	0	0	0	**11**	**49**
1515-1530	0	0	0	0	0	0	0	**0**	42	9	0	0	0	0	0	**51**	1	2	0	0	0	0	0	**3**	**54**
1530-1545	0	0	0	0	0	0	0	**0**	43	8	1	0	0	1	0	**53**	5	3	0	0	1	0	0	**9**	**62**
1545-1600	0	0	0	0	0	0	0	**0**	47	10	0	0	1	0	0	**58**	5	2	0	0	0	0	0	**7**	**65**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**167**	**28**	**2**	**0**	**1**	**2**	**0**	**200**	**21**	**8**	**0**	**0**	**1**	**0**	**0**	**30**	**230**
1600-1615	0	0	0	0	0	0	0	**0**	74	5	0	0	0	1	0	**80**	3	1	0	0	1	0	0	**5**	**85**
1615-1630	0	0	0	0	0	0	0	**0**	56	6	0	0	0	1	0	**63**	3	0	0	0	0	0	0	**3**	**66**
1630-1645	0	0	0	0	0	0	0	**0**	52	14	0	0	0	2	0	**68**	2	0	0	0	0	0	0	**2**	**70**
1645-1700	0	0	0	0	0	0	0	**0**	39	4	0	0	1	0	1	**45**	3	0	0	0	0	0	0	**3**	**48**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**221**	**29**	**0**	**0**	**1**	**4**	**1**	**256**	**11**	**1**	**0**	**0**	**1**	**0**	**0**	**13**	**269**
3 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	521	80	2	1	4	6	1	**615**	62	9	1	0	2	0	0	**74**	**689**
Day Total	0	0	0	0	0	0	0	**0**	781	139	16	1	10	6	1	**954**	181	19	4	2	3	0	0	**209**	**1163**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	20	3	0	0	0	1	0	**24**	0	0	0	0	0	0	0	**0**	2	2	1	0	0	0	0	**5**	**29**
0715-0730	20	3	0	0	1	0	0	**24**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**26**
0730-0745	40	5	0	0	0	0	0	**45**	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7**	**52**

0745-0800	50	10	0	0	1	0	0	**61**	0	0	0	0	0	0	0	**0**	18	4	0	0	1	0	0	**23**	**84**
Hourly Total	**130**	**21**	**0**	**0**	**2**	**1**	**0**	**154**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**7**	**2**	**0**	**1**	**0**	**0**	**37**	**191**
0800-0815	35	3	2	0	1	0	1	**42**	0	0	0	0	0	0	0	**0**	45	5	0	0	1	0	0	**51**	**93**
0815-0830	35	7	2	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	58	6	0	1	0	0	0	**65**	**109**
0830-0845	46	3	1	0	0	1	0	**51**	0	0	0	0	0	0	0	**0**	13	1	1	0	0	0	0	**15**	**66**
0845-0900	35	4	1	0	1	0	0	**41**	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	**52**
Hourly Total	**151**	**17**	**6**	**0**	**2**	**1**	**1**	**178**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**13**	**1**	**1**	**1**	**0**	**0**	**142**	**320**
0900-0915	31	3	1	0	1	0	0	**36**	0	0	0	0	0	0	0	**0**	7	1	1	0	0	0	0	**9**	**45**
0915-0930	28	5	0	0	0	0	0	**33**	0	0	0	0	0	0	0	**0**	4	2	2	0	0	0	0	**8**	**41**
0930-0945	20	7	2	0	0	1	0	**30**	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	**36**
0945-1000	19	6	1	1	0	0	0	**27**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**30**
Hourly Total	**98**	**21**	**4**	**1**	**1**	**1**	**0**	**126**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**19**	**3**	**3**	**0**	**0**	**0**	**0**	**25**	**152**
3 Hour Totals (am)	379	59	10	1	5	3	1	**458**	1	0	0	0	0	0	0	**1**	172	23	6	1	2	0	0	**204**	**663**
1400-1415	20	8	2	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	10	2	0	0	0	0	0	**12**	**42**
1415-1430	36	4	0	0	1	1	0	**42**	0	0	0	0	0	0	0	**0**	12	2	1	0	1	0	0	**16**	**58**
1430-1445	22	4	3	1	0	0	0	**30**	0	0	0	0	0	0	0	**0**	14	1	1	0	0	0	0	**16**	**46**
1445-1500	29	5	1	0	1	0	1	**37**	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	1	**17**	**54**
Hourly Total	**107**	**21**	**6**	**1**	**2**	**1**	**1**	**139**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**7**	**2**	**0**	**1**	**0**	**1**	**61**	**200**
1500-1515	31	4	1	0	0	1	1	**38**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**44**
1515-1530	28	4	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	1	**11**	**43**
1530-1545	34	3	2	0	0	0	0	**39**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	1	0	**12**	**51**
1545-1600	27	5	1	0	0	0	0	**33**	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	**42**
Hourly Total	**120**	**16**	**4**	**0**	**0**	**1**	**1**	**142**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**1**	**0**	**0**	**0**	**1**	**1**	**38**	**180**
1600-1615	30	7	0	0	0	0	0	**37**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**41**
1615-1630	22	6	0	0	1	0	0	**29**	0	0	0	0	0	0	0	**0**	7	1	1	0	0	0	0	**9**	**38**
1630-1645	34	4	1	0	0	0	0	**39**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**44**
1645-1700	36	2	0	1	1	0	0	**40**	0	0	0	0	0	0	0	**0**	4	3	0	0	0	1	0	**8**	**48**
Hourly Total	**122**	**19**	**1**	**1**	**2**	**0**	**0**	**145**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**4**	**1**	**0**	**0**	**1**	**0**	**26**	**171**
3 Hour Totals (pm)	349	56	11	2	4	2	2	**426**	0	0	0	0	0	0	0	**0**	105	12	3	0	1	2	2	**125**	**551**
Day Total	728	115	21	3	9	5	3	**884**	1	0	0	0	0	0	0	**1**	277	35	9	1	3	2	2	**329**	**1214**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	1	1	0	0	1	0	0	**3**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**4**
0715-0730	0	0	0	0	0	0	0	**0**	3	2	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
0730-0745	1	0	0	0	1	0	0	**2**	4	2	1	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**9**
0745-0800	4	1	0	0	1	0	0	**6**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**15**
Hourly Total	**6**	**2**	**0**	**0**	**3**	**0**	**0**	**11**	**16**	**5**	**1**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**
0800-0815	14	1	0	0	1	0	0	**16**	17	0	0	0	1	0	0	**18**	0	0	0	0	0	0	0	**0**	**34**
0815-0830	19	1	0	0	0	0	0	**20**	38	6	0	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	**64**
0830-0845	19	2	0	1	1	0	0	**23**	17	3	1	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	**44**
0845-0900	7	2	0	0	1	0	0	**10**	11	3	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**24**
Hourly Total	**59**	**6**	**0**	**1**	**3**	**0**	**0**	**69**	**83**	**12**	**1**	**0**	**1**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**166**
0900-0915	3	1	0	0	1	0	0	**5**	9	2	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**16**
0915-0930	3	2	1	0	0	0	0	**6**	2	0	1	0	1	0	0	**4**	0	0	0	0	0	0	0	**0**	**10**

0930-0945	3	2	0	0	1	0	0	**6**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**12**
0945-1000	4	0	1	0	1	0	0	**6**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**8**
Hourly Total	**13**	**5**	**2**	**0**	**3**	**0**	**0**	**23**	**18**	**3**	**1**	**0**	**1**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**
3 Hour Totals (am)	78	13	2	1	9	0	0	**103**	117	20	3	0	2	0	0	**142**	0	0	0	0	0	0	0	**0**	**245**
1400-1415	3	2	0	0	0	0	0	**5**	3	3	0	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**12**
1415-1430	5	2	0	0	1	0	0	**8**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**15**
1430-1445	9	1	0	0	1	0	0	**11**	7	0	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**19**
1445-1500	30	0	0	0	2	0	0	**32**	36	3	0	0	2	0	0	**41**	0	0	0	0	0	0	0	**0**	**73**
Hourly Total	**47**	**5**	**0**	**0**	**4**	**0**	**0**	**56**	**53**	**6**	**1**	**1**	**2**	**0**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**119**
1500-1515	9	2	1	0	0	0	0	**12**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**18**
1515-1530	10	3	0	0	0	0	0	**13**	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**29**
1530-1545	8	0	0	0	1	0	0	**9**	13	1	0	0	0	0	1	**15**	0	0	0	0	0	0	0	**0**	**24**
1545-1600	8	2	0	0	1	0	0	**11**	5	1	1	0	0	1	0	**8**	0	0	0	0	0	0	0	**0**	**19**
Hourly Total	**35**	**7**	**1**	**0**	**2**	**0**	**0**	**45**	**39**	**3**	**1**	**0**	**0**	**1**	**1**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**
1600-1615	11	0	0	0	1	0	0	**12**	4	0	0	0	1	1	0	**6**	0	0	0	0	0	0	0	**0**	**18**
1615-1630	10	2	0	0	0	0	0	**12**	6	0	1	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**19**
1630-1645	5	2	0	0	1	0	0	**8**	6	3	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**17**
1645-1700	8	0	0	0	1	0	0	**9**	5	0	0	0	0	0	2	**7**	0	0	0	0	0	0	0	**0**	**16**
Hourly Total	**34**	**4**	**0**	**0**	**3**	**0**	**0**	**41**	**21**	**3**	**1**	**0**	**1**	**1**	**2**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**
3 Hour Totals (pm)	116	16	1	0	9	0	0	**142**	113	12	3	1	3	2	3	**137**	0	0	0	0	0	0	0	**0**	**279**
Day Total	194	29	3	1	18	0	0	**245**	230	32	6	1	5	2	3	**279**	0	0	0	0	0	0	0	**0**	**524**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	13	3	0	0	0	0	0	**16**	22	5	1	0	0	1	0	**29**	2	1	0	0	1	0	0	**4**	**49**
0715-0730	26	5	1	0	0	0	0	**32**	21	4	0	0	1	0	0	**26**	3	2	0	0	0	0	0	**5**	**63**
0730-0745	34	9	0	0	1	0	0	**44**	46	5	1	0	0	0	0	**52**	5	2	1	0	1	0	0	**9**	**105**
0745-0800	30	5	2	1	2	0	0	**40**	68	14	0	0	2	0	0	**84**	12	2	0	0	1	0	0	**15**	**139**
Hourly Total	**103**	**22**	**3**	**1**	**3**	**0**	**0**	**132**	**157**	**28**	**2**	**0**	**3**	**1**	**0**	**191**	**22**	**7**	**1**	**0**	**3**	**0**	**0**	**33**	**356**
0800-0815	48	9	1	0	0	0	0	**58**	80	8	2	0	2	0	1	**93**	31	1	0	0	2	0	0	**34**	**185**
0815-0830	53	4	2	0	1	0	0	**60**	93	13	2	1	0	0	0	**109**	57	7	0	0	0	0	0	**64**	**233**
0830-0845	44	8	6	0	0	0	0	**58**	59	4	2	0	0	1	0	**66**	36	5	1	1	1	0	0	**44**	**168**
0845-0900	36	7	1	0	2	0	0	**46**	45	5	1	0	1	0	0	**52**	18	5	0	0	1	0	0	**24**	**122**
Hourly Total	**181**	**28**	**10**	**0**	**3**	**0**	**0**	**222**	**277**	**30**	**7**	**1**	**3**	**1**	**1**	**320**	**142**	**18**	**1**	**1**	**4**	**0**	**0**	**166**	**708**
0900-0915	25	5	0	0	0	0	0	**30**	38	4	2	0	1	0	0	**45**	12	3	0	0	1	0	0	**16**	**91**
0915-0930	26	8	2	0	0	0	0	**36**	32	7	2	0	0	0	0	**41**	5	2	2	0	1	0	0	**10**	**87**
0930-0945	22	1	1	0	0	0	0	**24**	26	7	2	0	0	1	0	**36**	8	3	0	0	1	0	0	**12**	**72**
0945-1000	22	5	1	1	1	0	0	**30**	22	6	1	1	0	0	0	**30**	6	0	1	0	1	0	0	**8**	**68**
Hourly Total	**95**	**19**	**4**	**1**	**1**	**0**	**0**	**120**	**118**	**24**	**7**	**1**	**1**	**1**	**0**	**152**	**31**	**8**	**3**	**0**	**4**	**0**	**0**	**46**	**318**
3 Hour Totals (am)	379	69	17	2	7	0	0	**474**	552	82	16	2	7	3	1	**663**	195	33	5	1	11	0	0	**245**	**1382**
1400-1415	28	3	0	0	0	0	0	**31**	30	10	2	0	0	0	0	**42**	6	5	0	1	0	0	0	**12**	**85**
1415-1430	49	4	0	0	1	0	0	**54**	48	6	1	0	2	1	0	**58**	12	2	0	0	1	0	0	**15**	**127**

1430-1445	46	9	1	0	0	0	0	**56**	36	5	4	1	0	0	0	**46**	16	1	1	0	1	0	0	**19**	**121**
1445-1500	40	7	0	1	1	0	0	**49**	43	7	1	0	1	0	2	**54**	66	3	0	0	4	0	0	**73**	**176**
Hourly Total	**163**	**23**	**1**	**1**	**2**	**0**	**0**	**190**	**157**	**28**	**8**	**1**	**3**	**1**	**2**	**200**	**100**	**11**	**1**	**1**	**6**	**0**	**0**	**119**	**509**
1500-1515	45	2	1	0	0	1	0	**49**	37	4	1	0	0	1	1	**44**	15	2	1	0	0	0	0	**18**	**111**
1515-1530	43	11	0	0	0	0	0	**54**	38	4	0	0	0	0	1	**43**	25	4	0	0	0	0	0	**29**	**126**
1530-1545	48	11	1	0	1	1	0	**62**	45	3	2	0	0	1	0	**51**	21	1	0	0	1	0	1	**24**	**137**
1545-1600	52	12	0	0	1	0	0	**65**	35	6	1	0	0	0	0	**42**	13	3	1	0	1	1	0	**19**	**126**
Hourly Total	**188**	**36**	**2**	**0**	**2**	**2**	**0**	**230**	**155**	**17**	**4**	**0**	**0**	**2**	**2**	**180**	**74**	**10**	**2**	**0**	**2**	**1**	**1**	**90**	**500**
1600-1615	77	6	0	0	1	1	0	**85**	34	7	0	0	0	0	0	**41**	15	0	0	0	2	1	0	**18**	**144**
1615-1630	59	6	0	0	0	1	0	**66**	29	7	1	0	1	0	0	**38**	16	2	1	0	0	0	0	**19**	**123**
1630-1645	54	14	0	0	0	2	0	**70**	39	4	1	0	0	0	0	**44**	11	5	0	0	1	0	0	**17**	**131**
1645-1700	42	4	0	0	1	0	1	**48**	40	5	0	1	1	1	0	**48**	13	0	0	0	1	0	2	**16**	**112**
Hourly Total	**232**	**30**	**0**	**0**	**2**	**4**	**1**	**269**	**142**	**23**	**2**	**1**	**2**	**1**	**0**	**171**	**55**	**7**	**1**	**0**	**4**	**1**	**2**	**70**	**510**
3 Hour Totals (pm)	583	89	3	1	6	6	1	**689**	454	68	14	2	5	4	4	**551**	229	28	4	1	12	2	3	**279**	**1519**
Day Total	962	158	20	3	13	6	1	**1163**	1006	150	30	4	12	7	5	**1214**	424	61	9	2	23	2	3	**524**	**2901**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	21	4	0	0	1	1	0	**27**	11	3	0	0	0	0	0	**14**	5	2	1	0	0	0	0	**8**	**49**
0715-0730	20	3	0	0	1	0	0	**24**	23	5	0	0	0	0	0	**28**	7	3	1	0	0	0	0	**11**	**63**
0730-0745	41	5	0	0	1	0	0	**47**	30	10	1	0	1	0	0	**42**	14	1	1	0	0	0	0	**16**	**105**
0745-0800	54	11	0	0	2	0	0	**67**	23	5	2	0	2	0	0	**32**	33	5	0	1	1	0	0	**40**	**139**
Hourly Total	**136**	**23**	**0**	**0**	**5**	**1**	**0**	**165**	**87**	**23**	**3**	**0**	**3**	**0**	**0**	**116**	**59**	**11**	**3**	**1**	**1**	**0**	**0**	**75**	**356**
0800-0815	49	4	2	0	2	0	1	**58**	35	7	1	0	1	0	0	**44**	75	7	0	0	1	0	0	**83**	**185**
0815-0830	54	8	2	0	0	0	0	**64**	61	9	2	0	0	0	0	**72**	88	7	0	1	1	0	0	**97**	**233**
0830-0845	65	5	1	1	1	1	0	**74**	47	9	6	0	0	0	0	**62**	27	3	2	0	0	0	0	**32**	**168**
0845-0900	42	6	1	0	2	0	0	**51**	43	10	1	0	2	0	0	**56**	14	1	0	0	0	0	0	**15**	**122**
Hourly Total	**210**	**23**	**6**	**1**	**5**	**1**	**1**	**247**	**186**	**35**	**10**	**0**	**3**	**0**	**0**	**234**	**204**	**18**	**2**	**1**	**2**	**0**	**0**	**227**	**708**
0900-0915	34	4	1	0	2	0	0	**41**	30	7	0	0	0	0	0	**37**	11	1	1	0	0	0	0	**13**	**91**
0915-0930	31	7	1	0	0	0	0	**39**	26	8	2	0	1	0	0	**37**	6	2	3	0	0	0	0	**11**	**87**
0930-0945	23	9	2	0	1	1	0	**36**	26	2	1	0	0	0	0	**29**	7	0	0	0	0	0	0	**7**	**72**
0945-1000	23	6	2	1	1	0	0	**33**	23	4	1	0	1	0	0	**29**	4	1	0	1	0	0	0	**6**	**68**
Hourly Total	**111**	**26**	**6**	**1**	**4**	**1**	**0**	**149**	**105**	**21**	**4**	**0**	**2**	**0**	**0**	**132**	**28**	**4**	**4**	**1**	**0**	**0**	**0**	**37**	**318**
3 Hour Totals (am)	457	72	12	2	14	3	1	**561**	378	79	17	0	8	0	0	**482**	291	33	9	3	3	0	0	**339**	**1382**
1400-1415	23	10	2	0	0	0	0	**35**	29	6	0	1	0	0	0	**36**	12	2	0	0	0	0	0	**14**	**85**
1415-1430	41	6	0	0	2	1	0	**50**	46	4	0	0	1	0	0	**51**	22	2	1	0	1	0	0	**26**	**127**
1430-1445	31	5	3	1	1	0	0	**41**	40	9	1	0	0	0	0	**50**	27	1	2	0	0	0	0	**30**	**121**
1445-1500	59	5	1	0	3	0	1	**69**	71	10	0	1	3	0	0	**85**	19	2	0	0	0	0	1	**22**	**176**
Hourly Total	**154**	**26**	**6**	**1**	**6**	**1**	**1**	**195**	**186**	**29**	**1**	**2**	**4**	**0**	**0**	**222**	**80**	**7**	**3**	**0**	**1**	**0**	**1**	**92**	**509**
1500-1515	40	6	2	0	0	1	1	**50**	41	1	1	0	0	1	0	**44**	16	1	0	0	0	0	0	**17**	**111**
1515-1530	38	7	0	0	0	0	0	**45**	57	10	0	0	0	0	0	**67**	11	2	0	0	0	0	1	**14**	**126**
1530-1545	42	3	2	0	1	0	0	**48**	56	9	1	0	0	1	1	**68**	16	3	0	0	1	1	0	**21**	**137**
1545-1600	35	7	1	0	1	0	0	**44**	52	11	1	0	1	1	0	**66**	13	3	0	0	0	0	0	**16**	**126**
Hourly Total	**155**	**23**	**5**	**0**	**2**	**1**	**1**	**187**	**206**	**31**	**3**	**0**	**1**	**3**	**1**	**245**	**56**	**9**	**0**	**0**	**1**	**1**	**1**	**68**	**500**
1600-1615	41	7	0	0	1	0	0	**49**	78	5	0	0	1	2	0	**86**	7	1	0	0	1	0	0	**9**	**144**

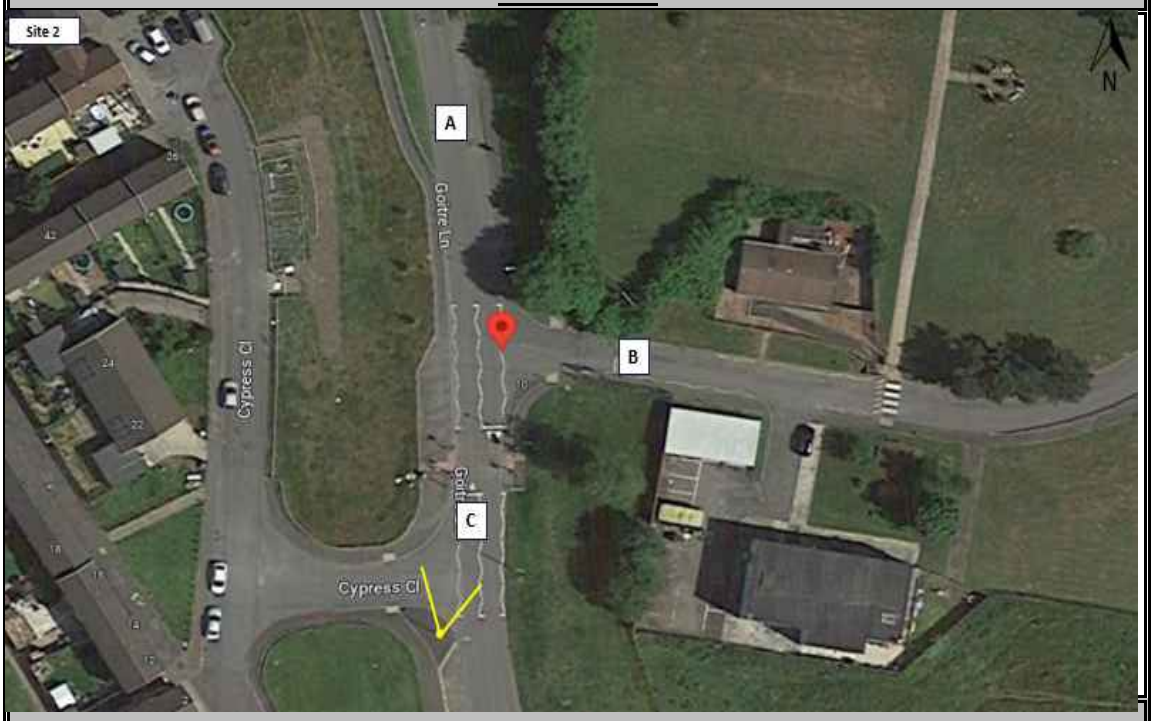
1615-1630	32	8	0	0	1	0	0	**41**	62	6	1	0	0	1	0	**70**	10	1	1	0	0	0	0	**12**	**123**
1630-1645	39	6	1	0	1	0	0	**47**	58	17	0	0	0	2	0	**77**	7	0	0	0	0	0	0	**7**	**131**
1645-1700	44	2	0	1	2	0	0	**49**	44	4	0	0	1	0	3	**52**	7	3	0	0	0	1	0	**11**	**112**
Hourly Total	**156**	**23**	**1**	**1**	**5**	**0**	**0**	**186**	**242**	**32**	**1**	**0**	**2**	**5**	**3**	**285**	**31**	**5**	**1**	**0**	**1**	**1**	**0**	**39**	**510**
3 Hour Totals (pm)	465	72	12	2	13	2	2	**568**	634	92	5	2	7	8	4	**752**	167	21	4	0	3	2	2	**199**	**1519**
Day Total	922	144	24	4	27	5	3	**1129**	1012	171	22	2	15	8	4	**1234**	458	54	13	3	6	2	2	**538**	**2901**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 2

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 2

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	3	1	1	0	0	0	0	**5**	**8**
0715-0730	0	0	0	0	0	0	0	**0**	5	3	0	0	0	0	0	**8**	2	0	1	0	0	0	0	**3**	**11**
0730-0745	0	0	0	0	0	0	0	**0**	13	1	1	0	0	0	0	**15**	1	0	0	0	0	0	0	**1**	**16**
0745-0800	1	0	0	0	0	0	0	**1**	19	0	0	1	0	0	0	**20**	7	5	0	0	1	0	0	**13**	**34**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**39**	**5**	**1**	**1**	**0**	**0**	**0**	46	**13**	**6**	**2**	**0**	**1**	**0**	**0**	22	69
0800-0815	1	0	0	0	0	0	0	**1**	49	3	0	0	0	0	0	**52**	22	4	0	0	1	0	0	**27**	**80**
0815-0830	1	0	0	0	0	0	0	**1**	68	5	0	0	0	0	0	**73**	20	2	0	1	1	0	0	**24**	**98**
0830-0845	0	0	0	0	0	0	0	**0**	22	2	1	0	0	0	0	**25**	8	1	0	0	0	0	0	**9**	**34**
0845-0900	0	0	0	0	0	0	0	**0**	9	0	1	0	0	0	0	**10**	4	1	0	0	0	0	0	**5**	**15**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	2	**148**	**10**	**2**	**0**	**0**	**0**	**0**	160	**54**	**8**	**0**	**1**	**2**	**0**	**0**	65	227
0900-0915	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7**	5	1	0	0	0	0	0	**6**	**13**
0915-0930	0	0	0	0	0	0	0	**0**	2	1	1	0	0	0	0	**4**	5	1	2	0	0	0	0	**8**	**12**
0930-0945	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	5	0	0	0	0	0	0	**5**	**7**
0945-1000	0	0	0	0	0	0	0	**0**	1	1	0	1	0	0	0	**3**	3	0	0	0	0	0	0	**3**	**6**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**11**	**2**	**2**	**1**	**0**	**0**	**0**	16	**18**	**2**	**2**	**0**	**0**	**0**	**0**	22	38
3 Hour Totals (am)	3	0	0	0	0	0	0	**3**	198	17	5	2	0	0	0	**222**	85	16	4	1	3	0	0	**109**	**334**
1400-1415	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	6	1	0	0	0	0	0	**7**	**13**
1415-1430	1	0	0	0	0	0	0	**1**	6	0	1	0	0	0	0	**7**	13	2	0	0	0	0	0	**15**	**23**
1430-1445	0	0	0	0	0	0	0	**0**	2	0	1	0	0	0	0	**3**	16	1	1	0	0	0	0	**18**	**21**
1445-1500	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**	22	2	0	0	1	0	0	**25**	**30**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	3	**16**	**1**	**2**	**0**	**0**	**0**	**0**	19	**57**	**6**	**1**	**0**	**1**	**0**	**0**	65	87
1500-1515	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	14	1	0	0	0	0	0	**15**	**17**
1515-1530	1	0	0	0	0	0	0	**1**	3	1	0	0	0	0	0	**4**	7	1	0	0	0	0	1	**9**	**14**
1530-1545	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	13	2	0	0	0	1	0	**16**	**19**
1545-1600	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	13	3	0	0	1	0	0	**17**	**18**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	2	**7**	**2**	**0**	**0**	**0**	**0**	**0**	9	**47**	**7**	**0**	**0**	**1**	**1**	**1**	57	68
1600-1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	1	0	0	1	0	0	**9**	**9**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	1	1	0	0	0	0	**12**	**12**
1630-1645	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**7**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	3	0	0	0	1	0	**11**	**11**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	2	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**29**	**5**	**1**	**0**	**1**	**1**	**0**	37	39
3 Hour Totals (pm)	7	0	0	0	0	0	0	**7**	23	3	2	0	0	0	0	**28**	133	18	2	0	3	2	1	**159**	**194**
Day Total	10	0	0	0	0	0	0	**10**	221	20	7	2	0	0	0	**250**	218	34	6	1	6	2	1	**268**	**528**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0730-0745	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**

0745-0800	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	2	0	1	0	0	0	0	**3**	**6**
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**9**
0800-0815	18	0	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	**36**
0815-0830	34	5	0	0	0	0	0	**39**	0	0	0	0	0	0	0	**0**	35	1	0	0	0	0	0	**36**	**75**
0830-0845	23	2	1	1	0	0	0	**27**	0	0	0	0	0	0	0	**0**	32	0	0	0	0	0	0	**32**	**59**
0845-0900	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**12**
Hourly Total	**81**	**9**	**1**	**1**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**87**	**3**	**0**	**0**	**0**	**0**	**0**	**90**	**182**
0900-0915	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	**10**
0915-0930	0	1	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**4**
0930-0945	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**2**
0945-1000	2	0	1	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**5**
Hourly Total	**8**	**2**	**2**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**21**
3 Hour Totals (am)	94	12	3	1	0	0	0	**110**	0	0	0	0	0	0	0	**0**	97	4	1	0	0	0	0	**102**	**212**
1400-1415	3	3	0	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**9**
1415-1430	2	0	0	0	1	0	0	**3**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**6**
1430-1445	0	1	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	4	0	1	0	0	0	0	**5**	**7**
1445-1500	25	0	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**	**40**
Hourly Total	**30**	**4**	**1**	**1**	**1**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**1**	**0**	**0**	**0**	**0**	**25**	**62**
1500-1515	7	0	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**12**
1515-1530	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	**10**	**23**
1530-1545	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**	**21**
1545-1600	4	1	1	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**9**
Hourly Total	**34**	**2**	**2**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**27**	**65**
1600-1615	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**7**
1615-1630	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	3	2	0	0	0	0	0	**5**	**13**
1630-1645	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**7**
1645-1700	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	**7**
Hourly Total	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**13**	**34**
3 Hour Totals (pm)	82	9	3	1	1	0	0	**96**	0	0	0	0	0	0	0	**0**	58	6	1	0	0	0	0	**65**	**161**
Day Total	176	21	6	2	1	0	0	**206**	0	0	0	0	0	0	0	**0**	155	10	2	0	0	0	0	**167**	**373**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	2	1	0	0	1	0	0	**4**	1	2	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**7**
0715-0730	3	1	0	0	1	0	0	**5**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**8**
0730-0745	3	3	1	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**9**
0745-0800	6	1	0	0	2	0	0	**9**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**21**
Hourly Total	**14**	**6**	**1**	**0**	**4**	**0**	**0**	**25**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**
0800-0815	13	1	0	0	1	0	0	**15**	37	0	0	0	0	0	0	**37**	0	0	0	0	0	0	0	**0**	**52**
0815-0830	21	2	0	0	0	0	0	**23**	38	2	0	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**	**63**
0830-0845	14	3	0	0	1	0	0	**18**	12	1	0	1	0	0	0	**14**	1	0	0	0	0	0	0	**1**	**33**
0845-0900	9	3	0	0	1	0	0	**13**	9	0	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	**23**
Hourly Total	**57**	**9**	**0**	**0**	**3**	**0**	**0**	**69**	**96**	**3**	**0**	**1**	**0**	**0**	**0**	**100**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**171**
0900-0915	5	3	0	0	1	0	0	**9**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**16**
0915-0930	6	1	1	0	1	0	0	**9**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**13**

0930-0945	9	2	0	0	1	0	0	**12**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**13**
0945-1000	3	0	0	0	1	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**23**	**6**	**1**	**0**	**4**	**0**	**0**	**34**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**
3 Hour Totals (am)	94	21	2	0	11	0	0	**128**	123	8	0	1	0	0	0	**132**	2	0	0	0	0	0	0	**2**	**262**
1400-1415	5	2	0	0	0	0	0	**7**	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	**11**
1415-1430	12	2	0	0	0	0	0	**14**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**18**
1430-1445	14	1	0	0	1	0	0	**16**	2	0	0	0	1	0	0	**3**	0	0	0	0	0	0	0	**0**	**19**
1445-1500	29	2	0	0	4	0	0	**35**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**35**
Hourly Total	**60**	**7**	**0**	**0**	**5**	**0**	**0**	**72**	**8**	**1**	**0**	**0**	**1**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**83**
1500-1515	7	2	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**10**
1515-1530	11	4	0	0	0	0	0	**15**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**16**
1530-1545	11	0	0	0	1	0	1	**13**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**14**
1545-1600	9	2	0	0	1	1	0	**13**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**13**
Hourly Total	**38**	**8**	**0**	**0**	**2**	**1**	**1**	**50**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
1600-1615	7	0	0	0	2	1	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**10**
1615-1630	9	1	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**11**
1630-1645	7	3	0	0	1	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**11**
1645-1700	10	0	0	0	1	0	0	**11**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**12**
Hourly Total	**33**	**4**	**1**	**0**	**4**	**1**	**0**	**43**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**
3 Hour Totals (pm)	131	19	1	0	11	2	1	**165**	12	1	0	0	1	0	0	**14**	1	0	0	0	0	0	0	**1**	**180**
Day Total	225	40	3	0	22	2	1	**293**	135	9	0	1	1	0	0	**146**	3	0	0	0	0	0	0	**3**	**442**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	5	2	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	3	3	0	0	1	0	0	**7**	**15**
0715-0730	7	3	1	0	0	0	0	**11**	0	1	0	0	0	0	0	**1**	5	2	0	0	1	0	0	**8**	**20**
0730-0745	14	1	1	0	0	0	0	**16**	2	0	0	0	0	0	0	**2**	5	3	1	0	0	0	0	**9**	**27**
0745-0800	27	5	0	1	1	0	0	**34**	5	0	1	0	0	0	0	**6**	18	1	0	0	2	0	0	**21**	**61**
Hourly Total	**53**	**11**	**3**	**1**	**1**	**0**	**0**	**69**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**9**	**31**	**9**	**1**	**0**	**4**	**0**	**0**	**45**	**123**
0800-0815	72	7	0	0	1	0	0	**80**	34	2	0	0	0	0	0	**36**	50	1	0	0	1	0	0	**52**	**168**
0815-0830	89	7	0	1	1	0	0	**98**	69	6	0	0	0	0	0	**75**	59	4	0	0	0	0	0	**63**	**236**
0830-0845	30	3	1	0	0	0	0	**34**	55	2	1	1	0	0	0	**59**	27	4	0	1	1	0	0	**33**	**126**
0845-0900	13	1	1	0	0	0	0	**15**	10	2	0	0	0	0	0	**12**	19	3	0	0	1	0	0	**23**	**50**
Hourly Total	**204**	**18**	**2**	**1**	**2**	**0**	**0**	**227**	**168**	**12**	**1**	**1**	**0**	**0**	**0**	**182**	**155**	**12**	**0**	**1**	**3**	**0**	**0**	**171**	**580**
0900-0915	11	1	1	0	0	0	0	**13**	9	1	0	0	0	0	0	**10**	11	4	0	0	1	0	0	**16**	**39**
0915-0930	7	2	3	0	0	0	0	**12**	2	1	1	0	0	0	0	**4**	9	2	1	0	1	0	0	**13**	**29**
0930-0945	7	0	0	0	0	0	0	**7**	1	1	0	0	0	0	0	**2**	10	2	0	0	1	0	0	**13**	**22**
0945-1000	4	1	0	1	0	0	0	**6**	4	0	1	0	0	0	0	**5**	3	0	0	0	1	0	0	**4**	**15**
Hourly Total	**29**	**4**	**4**	**1**	**0**	**0**	**0**	**38**	**16**	**3**	**2**	**0**	**0**	**0**	**0**	**21**	**33**	**8**	**1**	**0**	**4**	**0**	**0**	**46**	**105**
3 Hour Totals (am)	286	33	9	3	3	0	0	**334**	191	16	4	1	0	0	0	**212**	219	29	2	1	11	0	0	**262**	**808**
1400-1415	11	2	0	0	0	0	0	**13**	5	3	0	1	0	0	0	**9**	8	3	0	0	0	0	0	**11**	**33**
1415-1430	20	2	1	0	0	0	0	**23**	4	1	0	0	1	0	0	**6**	16	2	0	0	0	0	0	**18**	**47**

1430-1445	18	1	2	0	0	0	0	**21**	4	1	2	0	0	0	0	**7**	16	1	0	0	2	0	0	**19**	**47**
1445-1500	27	2	0	0	1	0	0	**30**	40	0	0	0	0	0	0	**40**	29	2	0	0	4	0	0	**35**	**105**
Hourly Total	**76**	**7**	**3**	**0**	**1**	**0**	**0**	**87**	**53**	**5**	**2**	**1**	**1**	**0**	**0**	**62**	**69**	**8**	**0**	**0**	**6**	**0**	**0**	**83**	**232**
1500-1515	16	1	0	0	0	0	0	**17**	11	0	1	0	0	0	0	**12**	8	2	0	0	0	0	0	**10**	**39**
1515-1530	11	2	0	0	0	0	1	**14**	23	0	0	0	0	0	0	**23**	12	4	0	0	0	0	0	**16**	**53**
1530-1545	15	3	0	0	0	1	0	**19**	19	2	0	0	0	0	0	**21**	12	0	0	0	1	0	1	**14**	**54**
1545-1600	14	3	0	0	1	0	0	**18**	7	1	1	0	0	0	0	**9**	9	2	0	0	1	1	0	**13**	**40**
Hourly Total	**56**	**9**	**0**	**0**	**1**	**1**	**1**	**68**	**60**	**3**	**2**	**0**	**0**	**0**	**0**	**65**	**41**	**8**	**0**	**0**	**2**	**1**	**1**	**53**	**186**
1600-1615	7	1	0	0	1	0	0	**9**	6	1	0	0	0	0	0	**7**	7	0	0	0	2	1	0	**10**	**26**
1615-1630	10	1	1	0	0	0	0	**12**	10	3	0	0	0	0	0	**13**	9	1	1	0	0	0	0	**11**	**36**
1630-1645	7	0	0	0	0	0	0	**7**	5	2	0	0	0	0	0	**7**	7	3	0	0	1	0	0	**11**	**25**
1645-1700	7	3	0	0	0	1	0	**11**	6	1	0	0	0	0	0	**7**	11	0	0	0	1	0	0	**12**	**30**
Hourly Total	**31**	**5**	**1**	**0**	**1**	**1**	**0**	**39**	**27**	**7**	**0**	**0**	**0**	**0**	**0**	**34**	**34**	**4**	**1**	**0**	**4**	**1**	**0**	**44**	**117**
3 Hour Totals (pm)	163	21	4	0	3	2	1	**194**	140	15	4	1	1	0	0	**161**	144	20	1	0	12	2	1	**180**	**535**
Day Total	449	54	13	3	6	2	1	**528**	331	31	8	2	1	0	0	**373**	363	49	3	1	23	2	1	**442**	**1343**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	2	1	0	0	1	0	0	**4**	3	3	0	0	0	0	0	**6**	3	1	1	0	0	0	0	**5**	**15**
0715-0730	3	2	0	0	1	0	0	**6**	7	4	0	0	0	0	0	**11**	2	0	1	0	0	0	0	**3**	**20**
0730-0745	5	3	1	0	0	0	0	**9**	15	1	1	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	**27**
0745-0800	10	1	0	0	2	0	0	**13**	31	0	0	1	0	0	0	**32**	9	5	1	0	1	0	0	**16**	**61**
Hourly Total	**20**	**7**	**1**	**0**	**4**	**0**	**0**	**32**	**56**	**8**	**1**	**1**	**0**	**0**	**0**	**66**	**15**	**6**	**3**	**0**	**1**	**0**	**0**	**25**	**123**
0800-0815	32	1	0	0	1	0	0	**34**	86	3	0	0	0	0	0	**89**	38	6	0	0	1	0	0	**45**	**168**
0815-0830	56	7	0	0	0	0	0	**63**	106	7	0	0	0	0	0	**113**	55	3	0	1	1	0	0	**60**	**236**
0830-0845	37	5	1	1	1	0	0	**45**	34	3	1	1	0	0	0	**39**	41	1	0	0	0	0	0	**42**	**126**
0845-0900	15	5	0	0	1	0	0	**21**	18	0	1	0	0	0	0	**19**	9	1	0	0	0	0	0	**10**	**50**
Hourly Total	**140**	**18**	**1**	**1**	**3**	**0**	**0**	**163**	**244**	**13**	**2**	**1**	**0**	**0**	**0**	**260**	**143**	**11**	**0**	**1**	**2**	**0**	**0**	**157**	**580**
0900-0915	11	3	0	0	1	0	0	**15**	12	1	1	0	0	0	0	**14**	8	2	0	0	0	0	0	**10**	**39**
0915-0930	6	2	2	0	1	0	0	**11**	5	2	1	0	0	0	0	**8**	7	1	2	0	0	0	0	**10**	**29**
0930-0945	9	3	0	0	1	0	0	**13**	3	0	0	0	0	0	0	**3**	6	0	0	0	0	0	0	**6**	**22**
0945-1000	5	0	1	0	1	0	0	**7**	1	1	0	1	0	0	0	**3**	5	0	0	0	0	0	0	**5**	**15**
Hourly Total	**31**	**8**	**3**	**0**	**4**	**0**	**0**	**46**	**21**	**4**	**2**	**1**	**0**	**0**	**0**	**28**	**26**	**3**	**2**	**0**	**0**	**0**	**0**	**31**	**105**
3 Hour Totals (am)	191	33	5	1	11	0	0	**241**	321	25	5	3	0	0	0	**354**	184	20	5	1	3	0	0	**213**	**808**
1400-1415	8	5	0	1	0	0	0	**14**	7	2	0	0	0	0	0	**9**	9	1	0	0	0	0	0	**10**	**33**
1415-1430	15	2	0	0	1	0	0	**18**	10	0	1	0	0	0	0	**11**	15	3	0	0	0	0	0	**18**	**47**
1430-1445	14	2	1	0	1	0	0	**18**	4	0	1	0	1	0	0	**6**	20	1	2	0	0	0	0	**23**	**47**
1445-1500	56	2	0	0	4	0	0	**62**	3	0	0	0	0	0	0	**3**	37	2	0	0	1	0	0	**40**	**105**
Hourly Total	**93**	**11**	**1**	**1**	**6**	**0**	**0**	**112**	**24**	**2**	**2**	**0**	**1**	**0**	**0**	**29**	**81**	**7**	**2**	**0**	**1**	**0**	**0**	**91**	**232**
1500-1515	14	2	1	0	0	0	0	**17**	3	0	0	0	0	0	0	**3**	18	1	0	0	0	0	0	**19**	**39**
1515-1530	25	4	0	0	0	0	0	**29**	4	1	0	0	0	0	0	**5**	17	1	0	0	0	0	1	**19**	**53**
1530-1545	21	1	0	0	1	0	1	**24**	3	1	0	0	0	0	0	**4**	22	3	0	0	0	1	0	**26**	**54**
1545-1600	14	3	1	0	1	1	0	**20**	0	0	0	0	0	0	0	**0**	16	3	0	0	1	0	0	**20**	**40**
Hourly Total	**74**	**10**	**2**	**0**	**2**	**1**	**1**	**90**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**12**	**73**	**8**	**0**	**0**	**1**	**1**	**1**	**84**	**186**
1600-1615	13	0	0	0	2	1	0	**16**	0	0	0	0	0	0	0	**0**	7	2	0	0	1	0	0	**10**	**26**

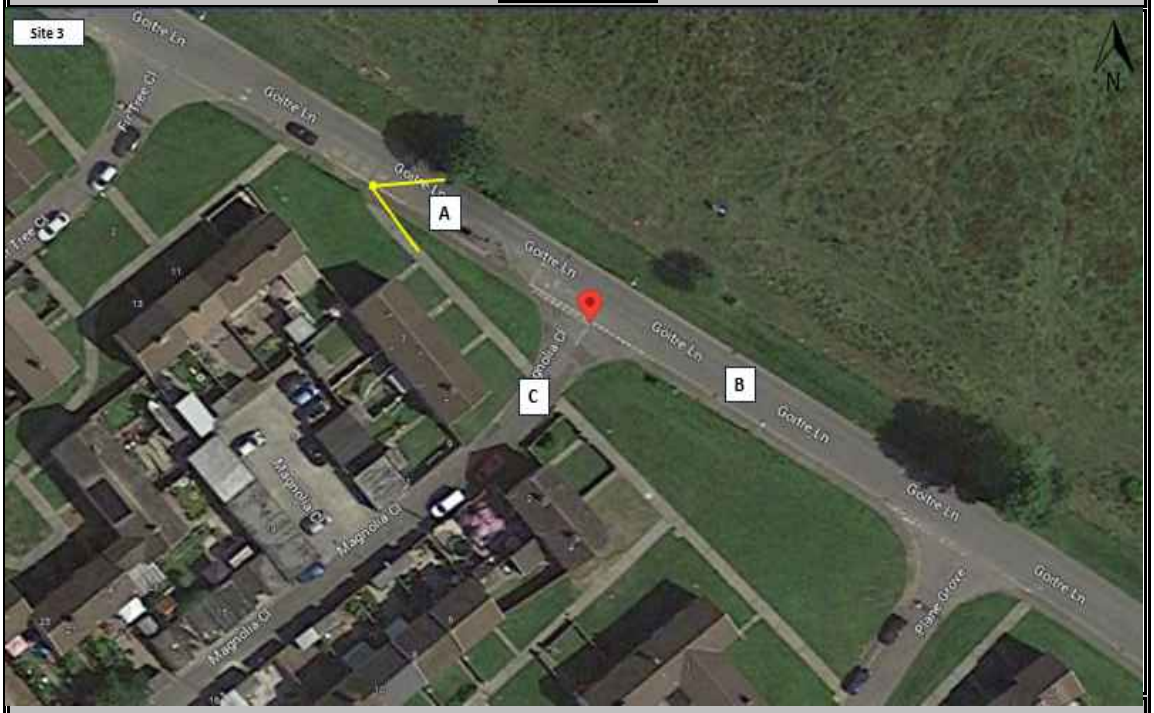
1615-1630	16	2	1	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	13	3	1	0	0	0	0	**17**	**36**
1630-1645	11	5	0	0	1	0	0	**17**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	**25**
1645-1700	13	0	0	0	1	0	0	**14**	1	0	0	0	0	0	0	**1**	10	4	0	0	0	1	0	**15**	**30**
Hourly Total	**53**	**7**	**1**	**0**	**4**	**1**	**0**	**66**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**38**	**9**	**1**	**0**	**1**	**1**	**0**	**50**	**117**
3 Hour Totals (pm)	220	28	4	1	12	2	1	**268**	35	4	2	0	1	0	0	**42**	192	24	3	0	3	2	1	**225**	**535**
Day Total	411	61	9	2	23	2	1	**509**	356	29	7	3	1	0	0	**396**	376	44	8	1	6	2	1	**438**	**1343**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 3

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 3

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	2	1	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**4**
0715-0730	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
0730-0745	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	**4**
0745-0800	0	0	0	0	0	0	0	**0**	11	4	1	0	1	0	0	**17**	0	0	0	0	0	0	0	**0**	**17**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**6**	**2**	**0**	**1**	**0**	**0**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**30**
0800-0815	0	0	0	0	0	0	0	**0**	43	6	0	0	1	0	0	**50**	0	0	0	0	0	0	0	**0**	**50**
0815-0830	0	0	0	0	0	0	0	**0**	64	4	0	0	1	0	0	**69**	0	0	0	0	0	0	0	**0**	**69**
0830-0845	0	0	0	0	0	0	0	**0**	50	0	0	0	0	0	0	**50**	0	0	0	0	0	0	0	**0**	**50**
0845-0900	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**12**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**168**	**11**	**0**	**0**	**2**	**0**	**0**	**181**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**181**
0900-0915	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**	1	0	0	0	0	0	0	**1**	**9**
0915-0930	0	0	0	0	0	0	0	**0**	7	1	2	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	**11**
0930-0945	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**7**
0945-1000	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**8**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**2**	**2**	**0**	**0**	**0**	**0**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**35**
3 Hour Totals (am)	0	0	0	0	0	0	0	**0**	217	19	4	0	3	0	0	**243**	2	0	1	0	0	0	0	**3**	**246**
1400-1415	0	0	0	0	0	0	0	**0**	13	4	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**17**
1415-1430	0	0	0	0	0	0	0	**0**	9	2	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**11**
1430-1445	0	0	0	0	0	0	0	**0**	22	1	2	0	0	0	2	**27**	2	0	0	0	0	0	0	**2**	**29**
1445-1500	0	0	0	0	0	0	0	**0**	53	5	0	0	1	0	0	**59**	0	0	0	0	0	0	0	**0**	**59**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**97**	**12**	**2**	**0**	**1**	**0**	**2**	**114**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**116**
1500-1515	0	0	0	0	0	0	0	**0**	17	0	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**17**
1515-1530	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**19**
1530-1545	0	0	0	0	0	0	0	**0**	18	2	0	0	0	1	1	**22**	1	0	0	0	0	0	0	**1**	**23**
1545-1600	0	0	0	0	0	0	0	**0**	17	4	0	0	1	0	0	**22**	0	0	0	0	0	0	0	**0**	**22**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**7**	**0**	**0**	**1**	**1**	**1**	**80**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**81**
1600-1615	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	1	0	0	0	1	0	0	**2**	**11**
1615-1630	0	0	0	0	0	0	0	**0**	9	3	1	0	0	0	0	**13**	1	0	0	0	0	0	0	**1**	**14**
1630-1645	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	**10**
1645-1700	0	0	0	0	0	0	0	**0**	9	4	0	0	0	1	0	**14**	1	0	0	0	0	0	0	**1**	**15**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**9**	**1**	**0**	**0**	**1**	**0**	**45**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**50**
3 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	201	28	3	0	2	2	3	**239**	7	0	0	0	1	0	0	**8**	**247**
Day Total	0	0	0	0	0	0	0	**0**	418	47	7	0	5	2	3	**482**	9	0	1	0	1	0	0	**11**	**493**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	4	3	0	0	1	0	1	**9**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**9**
0715-0730	5	2	0	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
0730-0745	5	4	1	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**10**

0745-0800	25	1	0	0	2	0	0	**28**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**28**
Hourly Total	**39**	**10**	**1**	**0**	**4**	**0**	**1**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**
0800-0815	54	2	0	0	1	0	0	**57**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**58**
0815-0830	77	4	0	0	0	0	0	**81**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**81**
0830-0845	24	3	0	0	1	0	0	**28**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**28**
0845-0900	20	2	0	0	1	0	0	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**23**
Hourly Total	**175**	**11**	**0**	**0**	**3**	**0**	**0**	**189**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**190**
0900-0915	11	4	0	0	1	0	0	**16**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**18**
0915-0930	10	2	1	0	1	0	0	**14**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**15**
0930-0945	9	1	0	0	1	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**11**
0945-1000	4	1	0	0	1	0	0	**6**	0	0	0	0	0	0	0	**0**	1	0	0	0	1	0	0	**2**	**8**
Hourly Total	**34**	**8**	**1**	**0**	**4**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**52**
3 Hour Totals (am)	248	29	2	0	11	0	1	**291**	1	0	0	0	0	0	0	**1**	4	0	0	0	1	0	0	**5**	**297**
1400-1415	17	3	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**21**
1415-1430	18	3	0	0	2	0	0	**23**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**23**
1430-1445	26	1	0	0	2	0	0	**29**	1	0	0	0	0	0	0	**1**	4	1	0	0	0	0	0	**5**	**35**
1445-1500	9	2	0	0	2	0	0	**13**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**13**
Hourly Total	**70**	**9**	**0**	**0**	**6**	**0**	**0**	**85**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**92**
1500-1515	13	1	0	0	0	0	1	**15**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**18**
1515-1530	9	3	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**14**
1530-1545	11	0	0	0	1	0	0	**12**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**14**
1545-1600	11	2	0	0	1	1	0	**15**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**16**
Hourly Total	**44**	**6**	**0**	**0**	**2**	**1**	**1**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**62**
1600-1615	10	0	0	0	1	1	0	**12**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**12**
1615-1630	8	2	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**11**
1630-1645	9	3	0	0	1	0	0	**13**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**14**
1645-1700	10	1	0	0	1	0	0	**12**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**13**
Hourly Total	**37**	**6**	**1**	**0**	**3**	**1**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**50**
3 Hour Totals (pm)	151	21	1	0	11	2	1	**187**	1	0	0	0	0	0	0	**1**	13	3	0	0	0	0	0	**16**	**204**
Day Total	399	50	3	0	22	2	2	**478**	2	0	0	0	0	0	0	**2**	17	3	0	0	1	0	0	**21**	**501**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0730-0745	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0845-0900	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**2**

0930-0945	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0945-1000	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
3 Hour Totals (am)	1	0	0	0	0	0	0	**1**	6	0	1	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	**9**
1400-1415	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1415-1430	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1430-1445	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1445-1500	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
1500-1515	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**2**
1515-1530	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
1530-1545	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1545-1600	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1600-1615	0	0	0	0	1	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1645-1700	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
3 Hour Totals (pm)	2	0	0	0	1	0	0	**3**	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**17**
Day Total	3	0	0	0	1	0	0	**4**	20	0	1	0	1	0	0	**22**	0	0	0	0	0	0	0	**0**	**26**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	2	1	1	0	0	0	0	**4**	4	3	0	0	1	0	1	**9**	0	0	0	0	0	0	0	**0**	**13**
0715-0730	4	1	0	0	0	0	0	**5**	5	2	0	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	**13**
0730-0745	3	0	1	0	0	0	0	**4**	5	4	1	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	**15**
0745-0800	11	4	1	0	1	0	0	**17**	25	1	0	0	2	0	0	**28**	0	0	1	0	0	0	0	**1**	**46**
Hourly Total	**20**	**6**	**3**	**0**	**1**	**0**	**0**	**30**	**39**	**10**	**1**	**0**	**4**	**0**	**1**	**55**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**87**
0800-0815	43	6	0	0	1	0	0	**50**	55	2	0	0	1	0	0	**58**	1	0	0	0	0	0	0	**1**	**109**
0815-0830	64	4	0	0	1	0	0	**69**	77	4	0	0	0	0	0	**81**	0	0	0	0	0	0	0	**0**	**150**
0830-0845	50	0	0	0	0	0	0	**50**	24	3	0	0	1	0	0	**28**	0	0	0	0	0	0	0	**0**	**78**
0845-0900	11	1	0	0	0	0	0	**12**	20	2	0	0	1	0	0	**23**	2	0	0	0	0	0	0	**2**	**37**
Hourly Total	**168**	**11**	**0**	**0**	**2**	**0**	**0**	**181**	**176**	**11**	**0**	**0**	**3**	**0**	**0**	**190**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**374**
0900-0915	8	1	0	0	0	0	0	**9**	13	4	0	0	1	0	0	**18**	0	0	0	0	0	0	0	**0**	**27**
0915-0930	8	1	2	0	0	0	0	**11**	11	2	1	0	1	0	0	**15**	2	0	0	0	0	0	0	**2**	**28**
0930-0945	7	0	0	0	0	0	0	**7**	9	1	0	0	1	0	0	**11**	1	0	0	0	0	0	0	**1**	**19**
0945-1000	8	0	0	0	0	0	0	**8**	5	1	0	0	2	0	0	**8**	0	0	0	0	1	0	0	**1**	**17**
Hourly Total	**31**	**2**	**2**	**0**	**0**	**0**	**0**	**35**	**38**	**8**	**1**	**0**	**5**	**0**	**0**	**52**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**91**
3 Hour Totals (am)	219	19	5	0	3	0	0	**246**	253	29	2	0	12	0	1	**297**	7	0	1	0	1	0	0	**9**	**552**
1400-1415	13	4	0	0	0	0	0	**17**	18	3	0	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	**38**
1415-1430	9	2	0	0	0	0	0	**11**	18	3	0	0	2	0	0	**23**	1	0	0	0	0	0	0	**1**	**35**

1430-1445	24	1	2	0	0	0	2	**29**	31	2	0	0	2	0	0	**35**	1	0	0	0	0	0	0	**1**	**65**
1445-1500	53	5	0	0	1	0	0	**59**	9	2	0	0	2	0	0	**13**	5	0	0	0	0	0	0	**5**	**77**
Hourly Total	**99**	**12**	**2**	**0**	**1**	**0**	**2**	**116**	**76**	**10**	**0**	**0**	**6**	**0**	**0**	**92**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**215**
1500-1515	17	0	0	0	0	0	0	**17**	16	1	0	0	0	0	1	**18**	2	0	0	0	0	0	0	**2**	**37**
1515-1530	18	1	0	0	0	0	0	**19**	11	3	0	0	0	0	0	**14**	2	0	0	0	0	0	0	**2**	**35**
1530-1545	19	2	0	0	0	1	1	**23**	12	1	0	0	1	0	0	**14**	1	0	0	0	0	0	0	**1**	**38**
1545-1600	17	4	0	0	1	0	0	**22**	11	3	0	0	1	1	0	**16**	1	0	0	0	0	0	0	**1**	**39**
Hourly Total	**71**	**7**	**0**	**0**	**1**	**1**	**1**	**81**	**50**	**8**	**0**	**0**	**2**	**1**	**1**	**62**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**149**
1600-1615	8	2	0	0	1	0	0	**11**	10	0	0	0	1	1	0	**12**	1	0	0	0	1	0	0	**2**	**25**
1615-1630	10	3	1	0	0	0	0	**14**	8	2	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**25**
1630-1645	10	0	0	0	0	0	0	**10**	10	3	0	0	1	0	0	**14**	1	0	0	0	0	0	0	**1**	**25**
1645-1700	10	4	0	0	0	1	0	**15**	11	1	0	0	1	0	0	**13**	1	0	0	0	0	0	0	**1**	**29**
Hourly Total	**38**	**9**	**1**	**0**	**1**	**1**	**0**	**50**	**39**	**6**	**1**	**0**	**3**	**1**	**0**	**50**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**104**
3 Hour Totals (pm)	208	28	3	0	3	2	3	**247**	165	24	1	0	11	2	1	**204**	16	0	0	0	1	0	0	**17**	**468**
Day Total	427	47	8	0	6	2	3	**493**	418	53	3	0	23	2	2	**501**	23	0	1	0	2	0	0	**26**	**1020**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	4	3	0	0	1	0	1	**9**	2	1	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**13**
0715-0730	5	2	0	0	1	0	0	**8**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**13**
0730-0745	5	4	1	0	0	0	0	**10**	4	0	0	0	0	0	0	**4**	0	0	1	0	0	0	0	**1**	**15**
0745-0800	25	1	0	0	2	0	0	**28**	11	4	2	0	1	0	0	**18**	0	0	0	0	0	0	0	**0**	**46**
Hourly Total	**39**	**10**	**1**	**0**	**4**	**0**	**1**	**55**	**21**	**6**	**3**	**0**	**1**	**0**	**0**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**87**
0800-0815	54	2	0	0	1	0	0	**57**	45	6	0	0	1	0	0	**52**	0	0	0	0	0	0	0	**0**	**109**
0815-0830	77	4	0	0	0	0	0	**81**	64	4	0	0	1	0	0	**69**	0	0	0	0	0	0	0	**0**	**150**
0830-0845	24	3	0	0	1	0	0	**28**	50	0	0	0	0	0	0	**50**	0	0	0	0	0	0	0	**0**	**78**
0845-0900	20	2	0	0	1	0	0	**23**	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**37**
Hourly Total	**175**	**11**	**0**	**0**	**3**	**0**	**0**	**189**	**172**	**11**	**0**	**0**	**2**	**0**	**0**	**185**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**374**
0900-0915	11	4	0	0	1	0	0	**16**	7	1	0	0	0	0	0	**8**	3	0	0	0	0	0	0	**3**	**27**
0915-0930	10	2	1	0	1	0	0	**14**	9	1	2	0	0	0	0	**12**	2	0	0	0	0	0	0	**2**	**28**
0930-0945	10	1	0	0	1	0	0	**12**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**19**
0945-1000	4	1	0	0	1	0	0	**6**	8	0	0	0	1	0	0	**9**	1	0	0	0	1	0	0	**2**	**17**
Hourly Total	**35**	**8**	**1**	**0**	**4**	**0**	**0**	**48**	**31**	**2**	**2**	**0**	**1**	**0**	**0**	**36**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**91**
3 Hour Totals (am)	249	29	2	0	11	0	1	**292**	224	19	5	0	4	0	0	**252**	6	0	1	0	1	0	0	**8**	**552**
1400-1415	17	3	0	0	0	0	0	**20**	13	4	0	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	**38**
1415-1430	18	3	0	0	2	0	0	**23**	10	2	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**35**
1430-1445	26	1	0	0	2	0	0	**29**	24	1	2	0	0	0	2	**29**	6	1	0	0	0	0	0	**7**	**65**
1445-1500	9	2	0	0	2	0	0	**13**	58	5	0	0	1	0	0	**64**	0	0	0	0	0	0	0	**0**	**77**
Hourly Total	**70**	**9**	**0**	**0**	**6**	**0**	**0**	**85**	**105**	**12**	**2**	**0**	**1**	**0**	**2**	**122**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**215**
1500-1515	13	1	0	0	0	0	1	**15**	19	0	0	0	0	0	0	**19**	3	0	0	0	0	0	0	**3**	**37**
1515-1530	10	3	0	0	0	0	0	**13**	19	1	0	0	0	0	0	**20**	2	0	0	0	0	0	0	**2**	**35**
1530-1545	11	0	0	0	1	0	0	**12**	19	2	0	0	0	1	1	**23**	2	1	0	0	0	0	0	**3**	**38**
1545-1600	11	2	0	0	1	1	0	**15**	18	4	0	0	1	0	0	**23**	0	1	0	0	0	0	0	**1**	**39**
Hourly Total	**45**	**6**	**0**	**0**	**2**	**1**	**1**	**55**	**75**	**7**	**0**	**0**	**1**	**1**	**1**	**85**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**149**
1600-1615	10	0	0	0	2	1	0	**13**	8	2	0	0	0	0	0	**10**	1	0	0	0	1	0	0	**2**	**25**

1615-1630	8	2	1	0	0	0	0	**11**	9	3	1	0	0	0	0	**13**	1	0	0	0	0	0	0	**1**	**25**
1630-1645	9	3	0	0	1	0	0	**13**	10	0	0	0	0	0	0	**10**	2	0	0	0	0	0	0	**2**	**25**
1645-1700	11	1	0	0	1	0	0	**13**	9	4	0	0	0	1	0	**14**	2	0	0	0	0	0	0	**2**	**29**
Hourly Total	**38**	**6**	**1**	**0**	**4**	**1**	**0**	**50**	**36**	**9**	**1**	**0**	**0**	**1**	**0**	**47**	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**104**
3 Hour Totals (pm)	153	21	1	0	12	2	1	**190**	216	28	3	0	2	2	3	**254**	20	3	0	0	1	0	0	**24**	**468**
Day Total	402	50	3	0	23	2	2	**482**	440	47	8	0	6	2	3	**506**	26	3	1	0	2	0	0	**32**	**1020**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

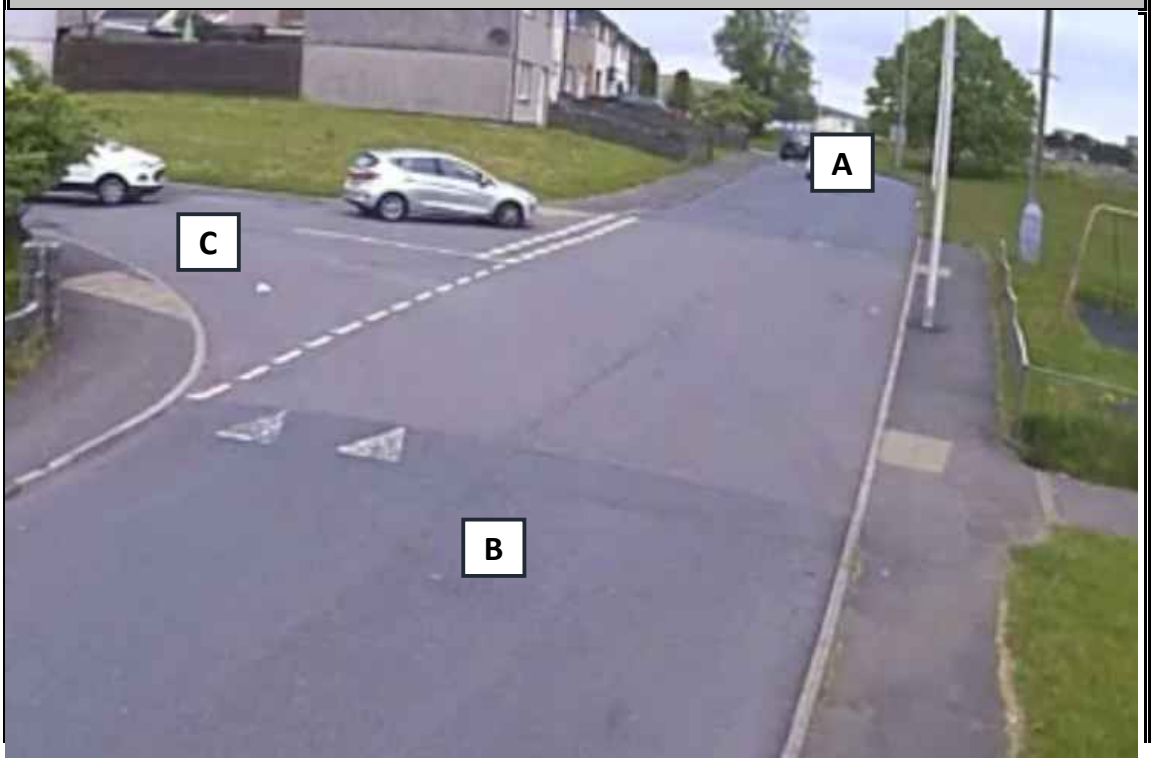
SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 4

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 4

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	2	1	0	0	0	0	0	**3**	**4**
0715-0730	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	2	2	0	0	0	0	0	**4**	**6**
0730-0745	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	**4**
0745-0800	0	0	0	0	0	0	0	**0**	3	2	1	0	1	0	0	**7**	7	2	1	0	0	0	0	**10**	**17**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**2**	**2**	**0**	**1**	**0**	**0**	**12**	**13**	**5**	**1**	**0**	**0**	**0**	**0**	**19**	**31**
0800-0815	0	0	0	0	0	0	0	**0**	14	2	0	0	1	0	0	**17**	32	4	0	0	0	0	0	**36**	**53**
0815-0830	0	0	0	0	0	0	0	**0**	36	2	0	0	0	0	0	**38**	30	2	0	0	0	0	0	**32**	**70**
0830-0845	0	0	0	0	0	0	0	**0**	32	0	0	0	0	0	0	**32**	22	0	0	0	1	0	0	**23**	**55**
0845-0900	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	9	1	0	0	0	0	0	**10**	**17**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89**	**4**	**0**	**0**	**1**	**0**	**0**	**94**	**93**	**7**	**0**	**0**	**1**	**0**	**0**	**101**	**195**
0900-0915	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	7	0	0	0	0	0	0	**7**	**11**
0915-0930	0	0	0	0	0	0	0	**0**	1	0	1	0	0	0	0	**2**	8	0	1	0	0	0	0	**9**	**11**
0930-0945	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	6	1	0	0	0	0	0	**7**	**11**
0945-1000	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	6	0	0	0	1	0	0	**7**	**11**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**14**	**27**	**1**	**1**	**0**	**1**	**0**	**0**	**30**	**44**
3 Hour Totals (am)	0	0	0	0	0	0	0	**0**	108	7	3	0	2	0	0	**120**	133	13	2	0	2	0	0	**150**	**270**
1400-1415	0	0	0	0	0	0	0	**0**	9	4	0	0	0	0	0	**13**	4	0	0	0	0	0	0	**4**	**17**
1415-1430	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	6	2	0	0	0	0	0	**8**	**12**
1430-1445	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	1	**16**	11	0	2	0	0	0	0	**13**	**29**
1445-1500	0	0	0	0	0	0	0	**0**	36	4	0	0	1	0	0	**41**	23	1	0	0	0	0	0	**24**	**65**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	**9**	**0**	**0**	**1**	**0**	**1**	**74**	**44**	**3**	**2**	**0**	**0**	**0**	**0**	**49**	**123**
1500-1515	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	10	0	0	0	0	0	0	**10**	**23**
1515-1530	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	5	0	0	0	0	0	0	**5**	**19**
1530-1545	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	1	**11**	10	1	0	0	0	0	0	**11**	**22**
1545-1600	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	9	4	0	0	1	1	0	**15**	**24**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**2**	**0**	**0**	**0**	**0**	**1**	**47**	**34**	**5**	**0**	**0**	**1**	**1**	**0**	**41**	**88**
1600-1615	0	0	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**8**	8	1	0	0	0	0	0	**9**	**17**
1615-1630	0	0	0	0	0	0	0	**0**	8	3	0	0	0	0	0	**11**	3	2	1	0	0	0	0	**6**	**17**
1630-1645	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	3	0	0	0	0	0	0	**3**	**9**
1645-1700	0	0	0	0	0	0	0	**0**	4	2	0	0	0	1	0	**7**	7	2	0	0	0	0	0	**9**	**16**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**7**	**0**	**0**	**0**	**1**	**0**	**32**	**21**	**5**	**1**	**0**	**0**	**0**	**0**	**27**	**59**
3 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	131	18	0	0	1	1	2	**153**	99	13	3	0	1	1	0	**117**	**270**
Day Total	0	0	0	0	0	0	0	**0**	239	25	3	0	3	1	2	**273**	232	26	5	0	3	1	0	**267**	**540**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	2	3	0	0	0	0	1	**6**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**9**
0715-0730	3	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	2	0	1	0	1	0	0	**4**	**8**
0730-0745	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	6	0	0	0	1	0	0	**7**	**10**

0745-0800	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	5	1	0	0	1	0	0	**7**	**19**
Hourly Total	**19**	**4**	**0**	**0**	**0**	**0**	**1**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**2**	**1**	**0**	**3**	**0**	**0**	**21**	**46**
0800-0815	34	0	0	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**	5	0	1	0	2	0	0	**8**	**42**
0815-0830	37	1	0	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	4	2	0	0	1	0	0	**7**	**45**
0830-0845	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	6	0	0	0	1	0	0	**7**	**21**
0845-0900	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**12**
Hourly Total	**90**	**2**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**2**	**1**	**0**	**4**	**0**	**0**	**28**	**120**
0900-0915	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	6	0	0	0	2	0	0	**8**	**16**
0915-0930	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	5	1	0	0	1	0	0	**7**	**12**
0930-0945	1	0	0	0	1	0	0	**2**	1	0	0	0	0	0	0	**1**	8	0	0	0	1	0	0	**9**	**12**
0945-1000	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**	**9**
Hourly Total	**13**	**2**	**0**	**0**	**1**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**26**	**2**	**0**	**0**	**4**	**0**	**0**	**32**	**49**
3 Hour Totals (am)	122	8	0	0	1	0	1	**132**	2	0	0	0	0	0	0	**2**	62	6	2	0	11	0	0	**81**	**215**
1400-1415	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	6	1	0	0	1	0	1	**9**	**19**
1415-1430	6	0	0	0	2	0	0	**8**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	1	0	**12**	**20**
1430-1445	9	1	0	0	0	0	0	**10**	0	1	0	0	0	0	0	**1**	7	0	0	0	0	0	0	**7**	**18**
1445-1500	3	2	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	6	2	0	0	1	0	0	**9**	**14**
Hourly Total	**28**	**3**	**0**	**0**	**2**	**0**	**0**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**30**	**3**	**0**	**0**	**2**	**1**	**1**	**37**	**71**
1500-1515	2	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	**0**	7	0	0	0	1	0	0	**8**	**11**
1515-1530	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	1	**8**	**16**
1530-1545	4	1	0	0	0	0	1	**6**	0	0	0	0	0	0	0	**0**	7	0	0	0	1	0	2	**10**	**16**
1545-1600	4	1	0	0	0	1	0	**6**	1	0	0	0	0	0	0	**1**	9	0	0	0	0	0	4	**13**	**20**
Hourly Total	**16**	**4**	**0**	**0**	**0**	**1**	**2**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**30**	**0**	**0**	**0**	**2**	**0**	**7**	**39**	**63**
1600-1615	5	0	0	0	0	1	0	**6**	1	0	0	0	0	0	0	**1**	11	0	0	0	1	1	0	**13**	**20**
1615-1630	2	2	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	5	1	0	0	2	0	1	**9**	**14**
1630-1645	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	**12**
1645-1700	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	10	0	0	0	1	0	0	**11**	**16**
Hourly Total	**16**	**2**	**0**	**0**	**0**	**1**	**0**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**33**	**1**	**0**	**0**	**4**	**1**	**1**	**40**	**62**
3 Hour Totals (pm)	60	9	0	0	2	2	2	**75**	4	1	0	0	0	0	0	**5**	93	4	0	0	8	2	9	**116**	**196**
Day Total	182	17	0	0	3	2	3	**207**	6	1	0	0	0	0	0	**7**	155	10	2	0	19	2	9	**197**	**411**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	2	0	0	0	1	0	0	**3**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**6**
0715-0730	2	2	0	0	1	0	0	**5**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**9**
0730-0745	1	4	1	0	0	0	0	**6**	1	2	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**9**
0745-0800	15	0	0	0	2	0	0	**17**	2	2	1	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	**23**
Hourly Total	**20**	**6**	**1**	**0**	**4**	**0**	**0**	**31**	**9**	**5**	**1**	**0**	**0**	**0**	**0**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**47**
0800-0815	22	3	0	0	1	0	0	**26**	4	0	1	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**31**
0815-0830	37	3	0	0	0	0	0	**40**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**47**
0830-0845	13	2	0	0	1	0	0	**16**	7	2	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**25**
0845-0900	15	1	0	0	1	0	0	**17**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**23**
Hourly Total	**87**	**9**	**0**	**0**	**3**	**0**	**0**	**99**	**24**	**2**	**1**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**
0900-0915	8	2	0	0	1	0	0	**11**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**17**
0915-0930	8	3	1	0	2	0	0	**14**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**20**

0930-0945	9	0	0	0	0	0	0	**9**	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**17**					
0945-1000	5	2	0	0	1	0	0	**8**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**15**					
Hourly Total	**30**	**7**	**1**	**0**	**4**	**0**	**0**	**42**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**					
3 Hour Totals (am)	137	22	2	0	11	0	0	**172**	56	11	2	0	0	0	0	**69**	1	0	0	0	0	0	0	**1**	**242**					
1400-1415	6	3	0	0	0	0	0	**9**	4	0	0	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**	**14**					
1415-1430	14	3	0	0	0	0	0	**17**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**26**					
1430-1445	25	1	0	0	2	0	0	**28**	14	1	0	0	1	0	0	**16**	0	0	0	0	0	0	0	**0**	**44**					
1445-1500	9	0	0	0	2	0	0	**11**	14	2	0	0	0	0	2	**18**	0	0	0	0	0	0	0	**0**	**29**					
Hourly Total	**54**	**7**	**0**	**0**	**4**	**0**	**0**	**65**	**40**	**4**	**0**	**0**	**2**	**0**	**2**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**113**					
1500-1515	14	1	0	0	0	0	0	**15**	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**28**					
1515-1530	7	1	0	0	0	0	0	**8**	12	2	0	0	0	0	1	**15**	0	0	0	0	0	0	0	**0**	**23**					
1530-1545	6	0	0	0	1	0	0	**7**	15	0	0	0	1	2	12	**30**	0	0	0	0	0	0	0	**0**	**37**					
1545-1600	7	1	0	0	1	0	0	**9**	12	1	0	0	0	0	2	**15**	0	0	0	0	0	0	0	**0**	**24**					
Hourly Total	**34**	**3**	**0**	**0**	**2**	**0**	**0**	**39**	**52**	**3**	**0**	**0**	**1**	**2**	**15**	**73**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**112**					
1600-1615	9	0	0	0	1	0	0	**10**	13	5	0	0	0	0	1	**19**	0	0	0	0	0	0	0	**0**	**29**					
1615-1630	11	2	1	0	0	0	0	**14**	12	0	0	0	0	1	0	**13**	0	0	0	0	0	0	0	**0**	**27**					
1630-1645	6	3	0	0	1	0	0	**10**	8	0	0	0	0	0	1	**9**	0	0	0	0	0	0	0	**0**	**19**					
1645-1700	5	2	0	0	1	0	0	**8**	8	1	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	**18**					
Hourly Total	**31**	**7**	**1**	**0**	**3**	**0**	**0**	**42**	**41**	**6**	**0**	**0**	**0**	**1**	**2**	**50**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**93**					
3 Hour Totals (pm)	119	17	1	0	9	0	0	**146**	133	13	0	0	3	3	19	**171**	1	0	0	0	0	0	0	**1**	**318**					
Day Total	256	39	3	0	20	0	0	**318**	189	24	2	0	3	3	19	**240**	2	0	0	0	0	0	0	**2**	**560**					

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	2	1	1	0	0	0	0	**4**	4	4	0	0	0	0	1	**9**	4	1	0	0	1	0	0	**6**	**19**
0715-0730	4	2	0	0	0	0	0	**6**	6	0	1	0	1	0	0	**8**	6	2	0	0	1	0	0	**9**	**23**
0730-0745	4	0	0	0	0	0	0	**4**	9	0	0	0	1	0	0	**10**	2	6	1	0	0	0	0	**9**	**23**
0745-0800	10	4	2	0	1	0	0	**17**	16	2	0	0	1	0	0	**19**	18	2	1	0	2	0	0	**23**	**59**
Hourly Total	**20**	**7**	**3**	**0**	**1**	**0**	**0**	**31**	**35**	**6**	**1**	**0**	**3**	**0**	**1**	**46**	**30**	**11**	**2**	**0**	**4**	**0**	**0**	**47**	**124**
0800-0815	46	6	0	0	1	0	0	**53**	39	0	1	0	2	0	0	**42**	26	3	1	0	1	0	0	**31**	**126**
0815-0830	66	4	0	0	0	0	0	**70**	41	3	0	0	1	0	0	**45**	44	3	0	0	0	0	0	**47**	**162**
0830-0845	54	0	0	0	1	0	0	**55**	20	0	0	0	1	0	0	**21**	20	4	0	0	1	0	0	**25**	**101**
0845-0900	16	1	0	0	0	0	0	**17**	11	1	0	0	0	0	0	**12**	21	1	0	0	1	0	0	**23**	**52**
Hourly Total	**182**	**11**	**0**	**0**	**2**	**0**	**0**	**195**	**111**	**4**	**1**	**0**	**4**	**0**	**0**	**120**	**111**	**11**	**1**	**0**	**3**	**0**	**0**	**126**	**441**
0900-0915	10	1	0	0	0	0	0	**11**	12	2	0	0	2	0	0	**16**	13	3	0	0	1	0	0	**17**	**44**
0915-0930	9	0	2	0	0	0	0	**11**	10	1	0	0	1	0	0	**12**	13	4	1	0	2	0	0	**20**	**43**
0930-0945	10	1	0	0	0	0	0	**11**	10	0	0	0	2	0	0	**12**	15	2	0	0	0	0	0	**17**	**40**
0945-1000	10	0	0	0	1	0	0	**11**	8	1	0	0	0	0	0	**9**	12	2	0	0	1	0	0	**15**	**35**
Hourly Total	**39**	**2**	**2**	**0**	**1**	**0**	**0**	**44**	**40**	**4**	**0**	**0**	**5**	**0**	**0**	**49**	**53**	**11**	**1**	**0**	**4**	**0**	**0**	**69**	**162**
3 Hour Totals (am)	241	20	5	0	4	0	0	**270**	186	14	2	0	12	0	1	**215**	194	33	4	0	11	0	0	**242**	**727**
1400-1415	13	4	0	0	0	0	0	**17**	16	1	0	0	1	0	1	**19**	10	3	0	0	1	0	0	**14**	**50**
1415-1430	10	2	0	0	0	0	0	**12**	17	0	0	0	2	1	0	**20**	22	4	0	0	0	0	0	**26**	**58**

1430-1445	25	1	2	0	0	0	1	**29**	16	2	0	0	0	0	0	**18**	39	2	0	0	3	0	0	**44**	**91**
1445-1500	59	5	0	0	1	0	0	**65**	9	4	0	0	1	0	0	**14**	23	2	0	0	2	0	2	**29**	**108**
Hourly Total	**107**	**12**	**2**	**0**	**1**	**0**	**1**	**123**	**58**	**7**	**0**	**0**	**4**	**1**	**1**	**71**	**94**	**11**	**0**	**0**	**6**	**0**	**2**	**113**	**307**
1500-1515	23	0	0	0	0	0	0	**23**	9	0	0	0	1	0	1	**11**	27	1	0	0	0	0	0	**28**	**62**
1515-1530	18	1	0	0	0	0	0	**19**	13	2	0	0	0	0	1	**16**	19	3	0	0	0	0	1	**23**	**58**
1530-1545	19	2	0	0	0	0	1	**22**	11	1	0	0	1	0	3	**16**	21	0	0	0	2	2	12	**37**	**75**
1545-1600	18	4	0	0	1	1	0	**24**	14	1	0	0	0	1	4	**20**	19	2	0	0	1	0	2	**24**	**68**
Hourly Total	**78**	**7**	**0**	**0**	**1**	**1**	**1**	**88**	**47**	**4**	**0**	**0**	**2**	**1**	**9**	**63**	**86**	**6**	**0**	**0**	**3**	**2**	**15**	**112**	**263**
1600-1615	14	3	0	0	0	0	0	**17**	17	0	0	0	1	2	0	**20**	22	5	0	0	1	0	1	**29**	**66**
1615-1630	11	5	1	0	0	0	0	**17**	8	3	0	0	2	0	1	**14**	23	2	1	0	0	1	0	**27**	**58**
1630-1645	9	0	0	0	0	0	0	**9**	12	0	0	0	0	0	0	**12**	14	3	0	0	1	0	1	**19**	**40**
1645-1700	11	4	0	0	0	1	0	**16**	15	0	0	0	1	0	0	**16**	14	3	0	0	1	0	0	**18**	**50**
Hourly Total	**45**	**12**	**1**	**0**	**0**	**1**	**0**	**59**	**52**	**3**	**0**	**0**	**4**	**2**	**1**	**62**	**73**	**13**	**1**	**0**	**3**	**1**	**2**	**93**	**214**
3 Hour Totals (pm)	230	31	3	0	2	2	2	**270**	157	14	0	0	10	4	11	**196**	253	30	1	0	12	3	19	**318**	**784**
Day Total	471	51	8	0	6	2	2	**540**	343	28	2	0	22	4	12	**411**	447	63	5	0	23	3	19	**560**	**1511**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	4	3	0	0	1	0	1	**9**	2	1	1	0	0	0	0	**4**	4	2	0	0	0	0	0	**6**	**19**
0715-0730	5	2	0	0	1	0	0	**8**	7	0	0	0	0	0	0	**7**	4	2	1	0	1	0	0	**8**	**23**
0730-0745	4	4	1	0	0	0	0	**9**	3	2	0	0	0	0	0	**5**	8	0	0	0	1	0	0	**9**	**23**
0745-0800	26	1	0	0	2	0	0	**29**	5	4	2	0	1	0	0	**12**	13	3	1	0	1	0	0	**18**	**59**
Hourly Total	**39**	**10**	**1**	**0**	**4**	**0**	**1**	**55**	**17**	**7**	**3**	**0**	**1**	**0**	**0**	**28**	**29**	**7**	**2**	**0**	**3**	**0**	**0**	**41**	**124**
0800-0815	56	3	0	0	1	0	0	**60**	18	2	1	0	1	0	0	**22**	37	4	1	0	2	0	0	**44**	**126**
0815-0830	74	4	0	0	0	0	0	**78**	43	2	0	0	0	0	0	**45**	34	4	0	0	1	0	0	**39**	**162**
0830-0845	27	2	0	0	1	0	0	**30**	39	2	0	0	0	0	0	**41**	28	0	0	0	2	0	0	**30**	**101**
0845-0900	20	2	0	0	1	0	0	**23**	13	0	0	0	0	0	0	**13**	15	1	0	0	0	0	0	**16**	**52**
Hourly Total	**177**	**11**	**0**	**0**	**3**	**0**	**0**	**191**	**113**	**6**	**1**	**0**	**1**	**0**	**0**	**121**	**114**	**9**	**1**	**0**	**5**	**0**	**0**	**129**	**441**
0900-0915	14	4	0	0	1	0	0	**19**	8	2	0	0	0	0	0	**10**	13	0	0	0	2	0	0	**15**	**44**
0915-0930	13	3	1	0	2	0	0	**19**	6	1	1	0	0	0	0	**8**	13	1	1	0	1	0	0	**16**	**43**
0930-0945	10	0	0	0	1	0	0	**11**	11	2	0	0	0	0	0	**13**	14	1	0	0	1	0	0	**16**	**40**
0945-1000	6	2	0	0	1	0	0	**9**	11	0	0	0	0	0	0	**11**	13	1	0	0	1	0	0	**15**	**35**
Hourly Total	**43**	**9**	**1**	**0**	**5**	**0**	**0**	**58**	**36**	**5**	**1**	**0**	**0**	**0**	**0**	**42**	**53**	**3**	**1**	**0**	**5**	**0**	**0**	**62**	**162**
3 Hour Totals (am)	259	30	2	0	12	0	1	**304**	166	18	5	0	2	0	0	**191**	196	19	4	0	13	0	0	**232**	**727**
1400-1415	16	3	0	0	0	0	0	**19**	13	4	0	0	1	0	0	**18**	10	1	0	0	1	0	1	**13**	**50**
1415-1430	20	3	0	0	2	0	0	**25**	12	1	0	0	0	0	0	**13**	17	2	0	0	0	1	0	**20**	**58**
1430-1445	34	2	0	0	2	0	0	**38**	28	3	0	0	1	0	1	**33**	18	0	2	0	0	0	0	**20**	**91**
1445-1500	12	2	0	0	2	0	0	**16**	50	6	0	0	1	0	2	**59**	29	3	0	0	1	0	0	**33**	**108**
Hourly Total	**82**	**10**	**0**	**0**	**6**	**0**	**0**	**98**	**103**	**14**	**0**	**0**	**3**	**0**	**3**	**123**	**74**	**6**	**2**	**0**	**2**	**1**	**1**	**86**	**307**
1500-1515	16	1	0	0	0	0	1	**18**	26	0	0	0	0	0	0	**26**	17	0	0	0	1	0	0	**18**	**62**
1515-1530	13	3	0	0	0	0	0	**16**	25	3	0	0	0	0	1	**29**	12	0	0	0	0	0	1	**13**	**58**
1530-1545	10	1	0	0	1	0	1	**13**	24	1	0	0	1	2	13	**41**	17	1	0	0	1	0	2	**21**	**75**
1545-1600	11	2	0	0	1	1	0	**15**	22	1	0	0	0	0	2	**25**	18	4	0	0	1	1	4	**28**	**68**
Hourly Total	**50**	**7**	**0**	**0**	**2**	**1**	**2**	**62**	**97**	**5**	**0**	**0**	**1**	**2**	**16**	**121**	**64**	**5**	**0**	**0**	**3**	**1**	**7**	**80**	**263**
1600-1615	14	0	0	0	1	1	0	**16**	20	7	0	0	0	0	1	**28**	19	1	0	0	1	1	0	**22**	**66**

1615-1630	13	4	1	0	0	0	0	**18**	21	3	0	0	0	1	0	**25**	8	3	1	0	2	0	1	**15**	**58**
1630-1645	11	3	0	0	1	0	0	**15**	14	0	0	0	0	0	1	**15**	10	0	0	0	0	0	0	**10**	**40**
1645-1700	9	2	0	0	1	0	0	**12**	13	3	0	0	0	1	0	**17**	18	2	0	0	1	0	0	**21**	**50**
Hourly Total	**47**	**9**	**1**	**0**	**3**	**1**	**0**	**61**	**68**	**13**	**0**	**0**	**0**	**2**	**2**	**85**	**55**	**6**	**1**	**0**	**4**	**1**	**1**	**68**	**214**
3 Hour Totals (pm)	179	26	1	0	11	2	2	**221**	268	32	0	0	4	4	21	**329**	193	17	3	0	9	3	9	**234**	**784**
Day Total	438	56	3	0	23	2	3	**525**	434	50	5	0	6	4	21	**520**	389	36	7	0	22	3	9	**466**	**1511**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

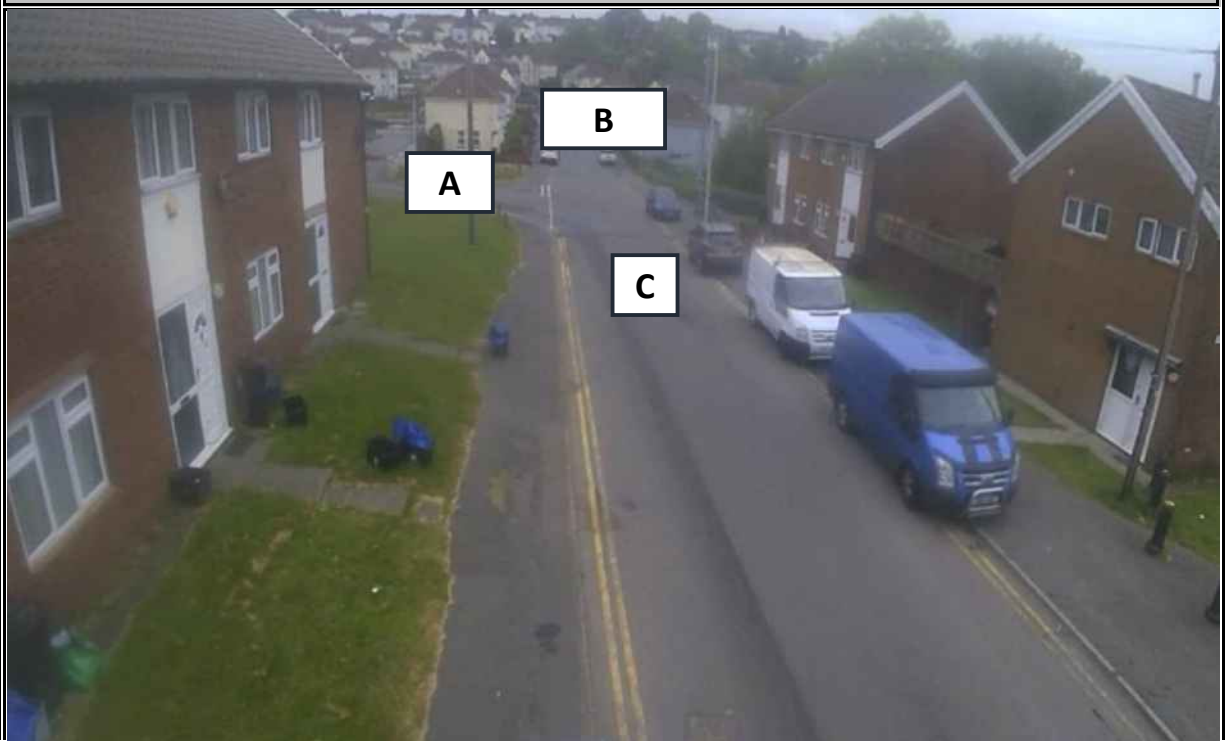
SS1110 Merthyr
Tuesday 6 June 2023
0700-1000 & 1400-1700

Site 5 - Re-film

Overview



Streetview





Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 6 June 2023
0700-1000 & 1400-1700
Site 5

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	2	1	1	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	**5**
0715-0730	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	1	1	0	0	0	0	0	**2**	**4**
0730-0745	0	1	0	0	0	0	0	**1**	4	1	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	**8**
0745-0800	0	0	0	0	0	0	0	**0**	5	2	1	0	2	0	0	**10**	4	1	0	0	0	0	0	**5**	**15**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**5**	**2**	**0**	**2**	**0**	**0**	**21**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**32**
0800-0815	0	0	0	0	0	0	0	**0**	15	3	0	0	0	0	0	**18**	9	1	0	0	1	0	0	**11**	**29**
0815-0830	0	0	1	0	0	0	0	**1**	33	2	0	0	0	0	0	**35**	11	1	0	0	0	0	0	**12**	**48**
0830-0845	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	11	1	0	0	1	0	0	**13**	**22**
0845-0900	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	8	1	0	0	0	0	0	**9**	**17**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**65**	**5**	**0**	**0**	**0**	**0**	**0**	**70**	**39**	**4**	**0**	**0**	**2**	**0**	**0**	**45**	**116**
0900-0915	0	0	1	0	0	0	0	**1**	5	1	0	0	0	0	0	**6**	4	1	0	0	0	0	0	**5**	**12**
0915-0930	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	2	1	1	0	0	0	0	**4**	**11**
0930-0945	0	0	0	0	0	0	0	**0**	11	0	1	0	0	0	0	**12**	3	0	1	0	0	0	0	**4**	**16**
0945-1000	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	2	1	0	0	0	0	0	**3**	**7**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**29**	**11**	**3**	**2**	**0**	**0**	**0**	**0**	**16**	**46**
3 Hour Totals (am)	0	1	2	0	0	0	0	**3**	103	12	3	0	2	0	0	**120**	58	9	2	0	2	0	0	**71**	**194**
1400-1415	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	4	1	0	0	0	0	0	**5**	**12**
1415-1430	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	0	**15**	6	1	0	0	0	0	0	**7**	**22**
1430-1445	0	0	0	0	0	0	0	**0**	10	0	1	0	0	0	0	**11**	6	0	0	0	2	0	0	**8**	**19**
1445-1500	0	0	0	0	0	0	0	**0**	34	4	1	0	1	0	0	**40**	23	1	0	0	0	0	0	**24**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**	**5**	**2**	**0**	**1**	**0**	**0**	**73**	**39**	**3**	**0**	**0**	**2**	**0**	**0**	**44**	**117**
1500-1515	0	0	0	0	0	0	0	**0**	18	1	1	0	0	1	0	**21**	8	3	0	0	0	0	0	**11**	**32**
1515-1530	0	0	0	0	0	0	0	**0**	17	1	1	0	0	0	0	**19**	7	1	0	0	0	0	0	**8**	**27**
1530-1545	0	0	0	0	0	0	0	**0**	10	4	0	0	1	0	0	**15**	8	0	0	0	0	0	0	**8**	**23**
1545-1600	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	9	1	0	0	1	0	0	**11**	**23**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**7**	**2**	**0**	**1**	**1**	**0**	**67**	**32**	**5**	**0**	**0**	**1**	**0**	**0**	**38**	**105**
1600-1615	0	0	0	0	0	0	0	**0**	11	4	0	0	0	0	0	**15**	4	1	0	0	0	0	0	**5**	**20**
1615-1630	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	12	0	0	0	0	2	0	**14**	**27**
1630-1645	0	0	0	0	0	0	0	**0**	8	0	0	0	0	1	0	**9**	5	0	0	0	0	0	0	**5**	**14**
1645-1700	0	0	0	0	0	0	0	**0**	10	0	1	0	0	0	0	**11**	7	2	0	0	0	0	0	**9**	**20**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**4**	**1**	**0**	**0**	**1**	**0**	**48**	**28**	**3**	**0**	**0**	**0**	**2**	**0**	**33**	**81**
3 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	163	16	5	0	2	2	0	**188**	99	11	0	0	3	2	0	**115**	**303**
Day Total	0	1	2	0	0	0	0	**3**	266	28	8	0	4	2	0	**308**	157	20	2	0	5	2	0	**186**	**497**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**	**9**
0715-0730	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**7**
0730-0745	7	2	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**8**	**17**

0745-0800	8	0	1	0	1	0	0	**10**	0	1	0	0	0	0	0	**1**	9	2	0	0	0	0	0	**11**	**22**
Hourly Total	**20**	**2**	**1**	**0**	**1**	**0**	**0**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**30**	**55**
0800-0815	18	1	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	19	3	0	0	0	0	0	**22**	**41**
0815-0830	15	1	1	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	22	4	0	0	0	0	0	**26**	**43**
0830-0845	10	0	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	**30**
0845-0900	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	18	4	1	0	0	0	0	**23**	**31**
Hourly Total	**51**	**2**	**2**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**12**	**1**	**0**	**0**	**0**	**0**	**90**	**145**
0900-0915	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	0	**14**	**23**
0915-0930	5	0	1	0	1	0	0	**7**	0	0	0	0	0	0	0	**0**	16	1	0	0	0	0	0	**17**	**24**
0930-0945	6	1	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	**17**
0945-1000	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	10	1	0	1	0	0	1	**13**	**19**
Hourly Total	**25**	**2**	**2**	**0**	**1**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**4**	**0**	**1**	**0**	**0**	**1**	**53**	**83**
3 Hour Totals (am)	96	6	5	0	2	0	0	**109**	0	1	0	0	0	0	0	**1**	148	22	1	1	0	0	1	**173**	**283**
1400-1415	14	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	15	3	0	0	0	0	1	**19**	**33**
1415-1430	11	1	0	0	0	0	1	**13**	0	0	0	0	0	0	0	**0**	18	1	3	0	0	0	0	**22**	**35**
1430-1445	13	1	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	17	2	0	0	1	0	0	**20**	**35**
1445-1500	20	0	0	0	0	0	0	**20**	1	0	0	0	0	0	0	**1**	22	2	0	0	0	0	0	**24**	**45**
Hourly Total	**58**	**2**	**1**	**0**	**0**	**0**	**1**	**62**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**72**	**8**	**3**	**0**	**1**	**0**	**1**	**85**	**148**
1500-1515	9	0	1	0	0	1	0	**11**	1	0	0	0	0	0	0	**1**	24	2	0	0	0	0	0	**26**	**38**
1515-1530	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	**27**
1530-1545	12	2	0	0	0	0	0	**14**	1	0	0	0	0	0	0	**1**	22	3	2	0	1	0	0	**28**	**43**
1545-1600	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	13	3	0	0	0	0	0	**16**	**23**
Hourly Total	**33**	**5**	**1**	**0**	**0**	**1**	**0**	**40**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**77**	**9**	**2**	**0**	**1**	**0**	**0**	**89**	**131**
1600-1615	10	1	0	0	0	2	0	**13**	0	0	0	0	0	0	0	**0**	15	4	0	0	0	1	0	**20**	**33**
1615-1630	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	0	**15**	**21**
1630-1645	15	0	0	0	1	1	0	**17**	0	0	0	0	0	0	0	**0**	17	1	1	0	0	0	0	**19**	**36**
1645-1700	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	9	1	1	0	0	0	0	**11**	**19**
Hourly Total	**38**	**2**	**0**	**0**	**1**	**3**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**7**	**2**	**0**	**0**	**1**	**0**	**65**	**109**
3 Hour Totals (pm)	129	9	2	0	1	4	1	**146**	3	0	0	0	0	0	0	**3**	204	24	7	0	2	1	1	**239**	**388**
Day Total	225	15	7	0	3	4	1	**255**	3	1	0	0	0	0	0	**4**	352	46	8	1	2	1	2	**412**	**671**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**2**
0715-0730	2	1	0	0	1	0	0	**4**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**9**
0730-0745	3	0	0	0	1	0	0	**4**	7	0	2	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**13**
0745-0800	8	3	0	0	0	0	0	**11**	4	3	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**18**
Hourly Total	**13**	**4**	**0**	**0**	**2**	**0**	**0**	**19**	**17**	**4**	**2**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
0800-0815	9	1	1	0	1	0	0	**12**	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	**19**
0815-0830	16	2	0	0	1	0	0	**19**	11	4	0	0	1	0	0	**16**	0	0	0	0	0	0	0	**0**	**35**
0830-0845	1	0	0	0	1	0	0	**2**	13	2	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**17**
0845-0900	3	0	1	0	0	0	0	**4**	17	2	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**23**
Hourly Total	**29**	**3**	**2**	**0**	**3**	**0**	**0**	**37**	**46**	**9**	**0**	**0**	**1**	**0**	**0**	**56**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**94**
0900-0915	4	0	0	0	1	0	0	**5**	12	2	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**19**
0915-0930	6	0	0	0	1	0	0	**7**	4	3	1	0	0	0	0	**8**	0	0	1	0	0	0	0	**1**	**16**

0930-0945	3	1	0	0	1	0	0	**5**	6	1	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**13**
0945-1000	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**13**	**1**	**0**	**0**	**3**	**0**	**0**	**17**	**26**	**7**	**2**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**53**
3 Hour Totals (am)	55	8	2	0	8	0	0	**73**	89	20	4	0	1	0	0	**114**	1	0	1	0	0	0	0	**2**	**189**
1400-1415	6	0	0	0	1	0	0	**7**	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**21**
1415-1430	8	1	0	0	3	0	0	**12**	10	3	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**25**
1430-1445	7	0	0	0	1	0	0	**8**	10	2	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	**20**
1445-1500	3	1	0	0	0	0	0	**4**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**15**
Hourly Total	**24**	**2**	**0**	**0**	**5**	**0**	**0**	**31**	**43**	**7**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**81**
1500-1515	3	1	0	0	1	0	0	**5**	24	4	0	0	0	1	0	**29**	1	0	0	0	0	0	0	**1**	**35**
1515-1530	5	3	0	0	1	0	0	**9**	15	1	1	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**26**
1530-1545	6	0	0	0	0	0	0	**6**	15	2	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**23**
1545-1600	5	1	0	0	1	0	0	**7**	12	2	2	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**23**
Hourly Total	**19**	**5**	**0**	**0**	**3**	**0**	**0**	**27**	**66**	**9**	**3**	**0**	**0**	**1**	**0**	**79**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**107**
1600-1615	6	0	0	0	1	0	0	**7**	20	4	0	0	0	0	0	**24**	0	1	0	0	0	0	0	**1**	**32**
1615-1630	1	1	0	0	1	0	0	**3**	13	3	0	0	0	1	0	**17**	0	0	0	0	0	0	0	**0**	**20**
1630-1645	5	1	0	0	0	0	0	**6**	13	4	2	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**25**
1645-1700	8	0	1	0	0	0	0	**9**	11	1	0	0	0	0	1	**13**	0	0	0	0	0	0	0	**0**	**22**
Hourly Total	**20**	**2**	**1**	**0**	**2**	**0**	**0**	**25**	**57**	**12**	**2**	**0**	**0**	**1**	**1**	**73**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**99**
3 Hour Totals (pm)	63	9	1	0	10	0	0	**83**	166	28	5	0	0	2	1	**202**	1	1	0	0	0	0	0	**2**	**287**
Day Total	118	17	3	0	18	0	0	**156**	255	48	9	0	1	2	1	**316**	2	1	1	0	0	0	0	**4**	**476**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	3	1	1	0	0	0	0	**5**	7	2	0	0	0	0	0	**9**	2	0	0	0	0	0	0	**2**	**16**
0715-0730	2	2	0	0	0	0	0	**4**	7	0	0	0	0	0	0	**7**	6	2	0	0	1	0	0	**9**	**20**
0730-0745	6	2	0	0	0	0	0	**8**	13	4	0	0	0	0	0	**17**	10	0	2	0	1	0	0	**13**	**38**
0745-0800	9	3	1	0	2	0	0	**15**	17	3	1	0	1	0	0	**22**	12	6	0	0	0	0	0	**18**	**55**
Hourly Total	**20**	**8**	**2**	**0**	**2**	**0**	**0**	**32**	**44**	**9**	**1**	**0**	**1**	**0**	**0**	**55**	**30**	**8**	**2**	**0**	**2**	**0**	**0**	**42**	**129**
0800-0815	24	4	0	0	1	0	0	**29**	37	4	0	0	0	0	0	**41**	15	2	1	0	1	0	0	**19**	**89**
0815-0830	44	3	1	0	0	0	0	**48**	37	5	1	0	0	0	0	**43**	27	6	0	0	2	0	0	**35**	**126**
0830-0845	20	1	0	0	1	0	0	**22**	28	1	1	0	0	0	0	**30**	14	2	0	0	1	0	0	**17**	**69**
0845-0900	16	1	0	0	0	0	0	**17**	26	4	1	0	0	0	0	**31**	20	2	1	0	0	0	0	**23**	**71**
Hourly Total	**104**	**9**	**1**	**0**	**2**	**0**	**0**	**116**	**128**	**14**	**3**	**0**	**0**	**0**	**0**	**145**	**76**	**12**	**2**	**0**	**4**	**0**	**0**	**94**	**355**
0900-0915	9	2	1	0	0	0	0	**12**	21	2	0	0	0	0	0	**23**	16	2	0	0	1	0	0	**19**	**54**
0915-0930	9	1	1	0	0	0	0	**11**	21	1	1	0	1	0	0	**24**	10	3	2	0	1	0	0	**16**	**51**
0930-0945	14	0	2	0	0	0	0	**16**	15	1	1	0	0	0	0	**17**	9	2	1	0	1	0	0	**13**	**46**
0945-1000	5	2	0	0	0	0	0	**7**	15	2	0	1	0	0	1	**19**	4	1	0	0	0	0	0	**5**	**31**
Hourly Total	**37**	**5**	**4**	**0**	**0**	**0**	**0**	**46**	**72**	**6**	**2**	**1**	**1**	**0**	**1**	**83**	**39**	**8**	**3**	**0**	**3**	**0**	**0**	**53**	**182**
3 Hour Totals (am)	161	22	7	0	4	0	0	**194**	244	29	6	1	2	0	1	**283**	145	28	7	0	9	0	0	**189**	**666**
1400-1415	11	1	0	0	0	0	0	**12**	29	3	0	0	0	0	1	**33**	19	1	0	0	1	0	0	**21**	**66**
1415-1430	20	2	0	0	0	0	0	**22**	29	2	3	0	0	0	1	**35**	18	4	0	0	3	0	0	**25**	**82**

1430-1445	16	0	1	0	2	0	0	**19**	30	3	1	0	1	0	0	**35**	17	2	0	0	1	0	0	**20**	**74**
1445-1500	57	5	1	0	1	0	0	**64**	43	2	0	0	0	0	0	**45**	13	2	0	0	0	0	0	**15**	**124**
Hourly Total	**104**	**8**	**2**	**0**	**3**	**0**	**0**	**117**	**131**	**10**	**4**	**0**	**1**	**0**	**2**	**148**	**67**	**9**	**0**	**0**	**5**	**0**	**0**	**81**	**346**
1500-1515	26	4	1	0	0	1	0	**32**	34	2	1	0	0	1	0	**38**	28	5	0	0	1	1	0	**35**	**105**
1515-1530	24	2	1	0	0	0	0	**27**	24	3	0	0	0	0	0	**27**	20	4	1	0	1	0	0	**26**	**80**
1530-1545	18	4	0	0	1	0	0	**23**	35	5	2	0	1	0	0	**43**	21	2	0	0	0	0	0	**23**	**89**
1545-1600	20	2	0	0	1	0	0	**23**	19	4	0	0	0	0	0	**23**	17	3	2	0	1	0	0	**23**	**69**
Hourly Total	**88**	**12**	**2**	**0**	**2**	**1**	**0**	**105**	**112**	**14**	**3**	**0**	**1**	**1**	**0**	**131**	**86**	**14**	**3**	**0**	**3**	**1**	**0**	**107**	**343**
1600-1615	15	5	0	0	0	0	0	**20**	25	5	0	0	0	3	0	**33**	26	5	0	0	1	0	0	**32**	**85**
1615-1630	25	0	0	0	0	2	0	**27**	19	2	0	0	0	0	0	**21**	14	4	0	0	1	1	0	**20**	**68**
1630-1645	13	0	0	0	0	1	0	**14**	32	1	1	0	1	1	0	**36**	18	5	2	0	0	0	0	**25**	**75**
1645-1700	17	2	1	0	0	0	0	**20**	17	1	1	0	0	0	0	**19**	19	1	1	0	0	0	1	**22**	**61**
Hourly Total	**70**	**7**	**1**	**0**	**0**	**3**	**0**	**81**	**93**	**9**	**2**	**0**	**1**	**4**	**0**	**109**	**77**	**15**	**3**	**0**	**2**	**1**	**1**	**99**	**289**
3 Hour Totals (pm)	262	27	5	0	5	4	0	**303**	336	33	9	0	3	5	2	**388**	230	38	6	0	10	2	1	**287**	**978**
Day Total	423	49	12	0	9	4	0	**497**	580	62	15	1	5	5	3	**671**	375	66	13	0	19	2	1	**476**	**1644**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	3	0	0	0	0	0	0	**3**	4	1	1	0	0	0	0	**6**	5	2	0	0	0	0	0	**7**	**16**
0715-0730	4	1	0	0	1	0	0	**6**	5	2	0	0	0	0	0	**7**	6	1	0	0	0	0	0	**7**	**20**
0730-0745	10	3	0	0	1	0	0	**14**	11	1	2	0	0	0	0	**14**	8	2	0	0	0	0	0	**10**	**38**
0745-0800	16	3	1	0	1	0	0	**21**	9	6	1	0	2	0	0	**18**	13	3	0	0	0	0	0	**16**	**55**
Hourly Total	**33**	**7**	**1**	**0**	**3**	**0**	**0**	**44**	**29**	**10**	**4**	**0**	**2**	**0**	**0**	**45**	**32**	**8**	**0**	**0**	**0**	**0**	**0**	**40**	**129**
0800-0815	27	2	1	0	1	0	0	**31**	20	4	0	0	0	0	0	**24**	29	4	0	0	1	0	0	**34**	**89**
0815-0830	31	3	2	0	1	0	0	**37**	44	6	0	0	1	0	0	**51**	33	5	0	0	0	0	0	**38**	**126**
0830-0845	11	0	1	0	1	0	0	**13**	22	2	0	0	0	0	0	**24**	29	2	0	0	1	0	0	**32**	**69**
0845-0900	11	0	1	0	0	0	0	**12**	25	2	0	0	0	0	0	**27**	26	5	1	0	0	0	0	**32**	**71**
Hourly Total	**80**	**5**	**5**	**0**	**3**	**0**	**0**	**93**	**111**	**14**	**0**	**0**	**1**	**0**	**0**	**126**	**117**	**16**	**1**	**0**	**2**	**0**	**0**	**136**	**355**
0900-0915	13	0	1	0	1	0	0	**15**	17	3	0	0	0	0	0	**20**	16	3	0	0	0	0	0	**19**	**54**
0915-0930	11	0	1	0	2	0	0	**14**	11	3	1	0	0	0	0	**15**	18	2	2	0	0	0	0	**22**	**51**
0930-0945	9	2	1	0	1	0	0	**13**	17	1	2	0	0	0	0	**20**	12	0	1	0	0	0	0	**13**	**46**
0945-1000	5	1	0	0	0	0	0	**6**	7	2	0	0	0	0	0	**9**	12	2	0	1	0	0	1	**16**	**31**
Hourly Total	**38**	**3**	**3**	**0**	**4**	**0**	**0**	**48**	**52**	**9**	**3**	**0**	**0**	**0**	**0**	**64**	**58**	**7**	**3**	**1**	**0**	**0**	**1**	**70**	**182**
3 Hour Totals (am)	151	15	9	0	10	0	0	**185**	192	33	7	0	3	0	0	**235**	207	31	4	1	2	0	1	**246**	**666**
1400-1415	20	0	0	0	1	0	0	**21**	20	1	0	0	0	0	0	**21**	19	4	0	0	0	0	1	**24**	**66**
1415-1430	19	2	0	0	3	0	1	**25**	24	4	0	0	0	0	0	**28**	24	2	3	0	0	0	0	**29**	**82**
1430-1445	20	1	1	0	1	0	0	**23**	20	2	1	0	0	0	0	**23**	23	2	0	0	3	0	0	**28**	**74**
1445-1500	23	1	0	0	0	0	0	**24**	45	5	1	0	1	0	0	**52**	45	3	0	0	0	0	0	**48**	**124**
Hourly Total	**82**	**4**	**1**	**0**	**5**	**0**	**1**	**93**	**109**	**12**	**2**	**0**	**1**	**0**	**0**	**124**	**111**	**11**	**3**	**0**	**3**	**0**	**1**	**129**	**346**
1500-1515	12	1	1	0	1	1	0	**16**	43	5	1	0	0	2	0	**51**	33	5	0	0	0	0	0	**38**	**105**
1515-1530	11	5	0	0	1	0	0	**17**	32	2	2	0	0	0	0	**36**	25	2	0	0	0	0	0	**27**	**80**
1530-1545	18	2	0	0	0	0	0	**20**	26	6	0	0	1	0	0	**33**	30	3	2	0	1	0	0	**36**	**89**
1545-1600	11	2	0	0	1	0	0	**14**	23	3	2	0	0	0	0	**28**	22	4	0	0	1	0	0	**27**	**69**
Hourly Total	**52**	**10**	**1**	**0**	**3**	**1**	**0**	**67**	**124**	**16**	**5**	**0**	**1**	**2**	**0**	**148**	**110**	**14**	**2**	**0**	**2**	**0**	**0**	**128**	**343**
1600-1615	16	1	0	0	1	2	0	**20**	31	8	0	0	0	0	0	**39**	19	6	0	0	0	1	0	**26**	**85**

1615-1630	6	2	0	0	1	0	0	**9**	26	3	0	0	0	1	0	**30**	26	1	0	0	0	2	0	**29**	**68**
1630-1645	20	1	0	0	1	1	0	**23**	21	4	2	0	0	1	0	**28**	22	1	1	0	0	0	0	**24**	**75**
1645-1700	16	0	1	0	0	0	0	**17**	21	1	1	0	0	0	1	**24**	16	3	1	0	0	0	0	**20**	**61**
Hourly Total	**58**	**4**	**1**	**0**	**3**	**3**	**0**	69	**99**	**16**	**3**	**0**	**0**	**2**	**1**	**121**	**83**	**11**	**2**	**0**	**0**	**3**	**0**	99	**289**
3 Hour Totals (pm)	192	18	3	0	11	4	1	**229**	332	44	10	0	2	4	1	**393**	304	36	7	0	5	3	1	**356**	**978**
Day Total	343	33	12	0	21	4	1	**414**	524	77	17	0	5	4	1	**628**	511	67	11	1	7	3	2	**602**	**1644**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 6

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 6

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**11**
0715-0730	0	0	0	0	0	0	0	**0**	6	3	0	0	0	0	0	**9**	2	0	0	0	1	0	0	**3**	9	2	1	0	0	0	0	**12**	**24**
0730-0745	0	0	0	0	0	0	0	**0**	13	6	1	0	0	0	0	**20**	0	0	0	0	1	0	0	**1**	10	0	1	0	1	0	0	**12**	**33**
0745-0800	0	1	1	0	0	0	0	**2**	10	4	0	0	0	0	0	**14**	4	0	1	0	0	0	0	**5**	17	1	1	0	2	0	0	**21**	**42**
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**35**	**15**	**1**	**0**	**0**	**0**	**0**	**51**	**6**	**0**	**1**	**0**	**2**	**0**	**0**	**9**	**39**	**3**	**3**	**0**	**3**	**0**	**0**	**48**	**110**
0800-0815	0	1	0	0	0	0	0	**1**	30	4	0	0	0	0	0	**34**	6	0	0	0	1	0	0	**7**	28	2	0	0	0	0	0	**30**	**72**
0815-0830	0	1	0	0	0	0	0	**1**	25	2	1	0	0	0	1	**29**	6	0	0	0	1	0	0	**7**	12	2	0	0	1	0	0	**15**	**52**
0830-0845	0	0	0	0	0	0	0	**0**	26	0	0	0	0	0	0	**26**	9	0	0	0	0	0	0	**9**	29	3	0	0	0	0	0	**32**	**67**
0845-0900	0	0	0	0	0	0	0	**0**	11	1	0	0	1	0	0	**13**	4	0	0	0	1	0	0	**5**	13	0	0	0	0	0	0	**13**	**31**
Hourly Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**92**	**7**	**1**	**0**	**1**	**0**	**1**	**102**	**25**	**0**	**0**	**0**	**3**	**0**	**0**	**28**	**82**	**7**	**0**	**0**	**1**	**0**	**0**	**90**	**222**
0900-0915	0	0	0	0	0	0	0	**0**	19	3	0	0	0	0	0	**22**	1	0	0	0	1	0	0	**2**	15	0	0	0	1	0	0	**16**	**40**
0915-0930	0	0	0	0	0	0	0	**0**	20	1	0	0	0	0	0	**21**	2	0	0	0	1	0	0	**3**	9	2	2	0	0	0	0	**13**	**37**
0930-0945	0	0	0	0	0	0	0	**0**	13	2	2	0	0	0	0	**17**	0	1	0	0	1	0	0	**2**	11	0	0	0	0	0	0	**11**	**30**
0945-1000	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	3	0	0	0	0	0	1	**4**	9	0	0	0	1	0	0	**10**	**27**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**7**	**2**	**0**	**0**	**0**	**0**	**73**	**6**	**1**	**0**	**0**	**3**	**0**	**1**	**11**	**44**	**2**	**2**	**0**	**2**	**0**	**0**	**50**	**134**
3 Hour Totals (am)	0	3	1	0	0	0	0	**4**	191	29	4	0	1	0	1	**226**	37	1	1	0	8	0	1	**48**	165	12	5	0	6	0	0	**188**	**466**
1400-1415	0	0	0	0	0	0	0	**0**	26	3	0	0	0	0	0	**29**	0	1	0	0	1	0	0	**2**	16	0	0	0	0	0	0	**16**	**47**
1415-1430	1	0	0	0	0	0	0	**1**	15	3	0	0	0	1	0	**19**	0	0	0	0	0	0	0	**0**	20	3	0	0	0	1	0	**24**	**44**
1430-1445	0	0	0	0	0	0	0	**0**	18	4	2	0	1	0	0	**25**	3	1	0	0	0	0	0	**4**	9	1	1	0	0	0	0	**11**	**40**
1445-1500	0	0	0	0	0	0	0	**0**	29	4	0	0	0	0	0	**33**	16	0	0	0	1	0	0	**17**	19	0	0	0	0	0	0	**19**	**69**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**88**	**14**	**2**	**0**	**1**	**1**	**0**	**106**	**19**	**2**	**0**	**0**	**2**	**0**	**0**	**23**	**64**	**4**	**1**	**0**	**0**	**1**	**0**	**70**	**200**
1500-1515	0	1	0	0	0	0	0	**1**	17	2	1	0	0	0	0	**20**	4	0	0	0	1	0	0	**5**	10	2	0	0	0	0	0	**12**	**38**
1515-1530	0	0	0	0	0	0	0	**0**	25	1	0	0	0	0	0	**26**	2	0	0	0	0	0	0	**2**	18	5	0	0	0	0	0	**23**	**51**
1530-1545	0	0	0	0	0	0	0	**0**	13	1	0	0	1	0	0	**15**	1	0	0	0	0	0	0	**1**	4	3	0	0	1	0	0	**8**	**24**
1545-1600	0	0	0	0	0	0	0	**0**	9	3	0	0	0	0	0	**12**	3	0	0	0	1	0	0	**4**	12	2	0	0	0	0	0	**14**	**30**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**64**	**7**	**1**	**0**	**1**	**0**	**0**	**73**	**10**	**0**	**0**	**0**	**2**	**0**	**0**	**12**	**44**	**12**	**0**	**0**	**1**	**0**	**0**	**57**	**143**
1600-1615	0	0	0	0	0	0	0	**0**	18	1	1	0	0	0	0	**20**	3	2	1	0	1	0	0	**7**	11	2	0	0	0	0	0	**13**	**40**
1615-1630	0	0	0	0	0	0	0	**0**	25	3	0	0	0	0	0	**28**	3	2	0	0	1	0	0	**6**	12	1	1	0	0	0	0	**14**	**48**
1630-1645	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	0	**16**	4	0	0	0	0	0	1	**5**	8	1	0	0	0	1	0	**10**	**31**
1645-1700	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	0	**16**	4	1	0	0	1	0	0	**6**	8	1	0	0	0	0	0	**9**	**31**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**71**	**8**	**1**	**0**	**0**	**0**	**0**	**80**	**14**	**5**	**1**	**0**	**3**	**0**	**1**	**24**	**39**	**5**	**1**	**0**	**0**	**1**	**0**	**46**	**150**
3 Hour Totals (pm)	1	1	0	0	0	0	0	**2**	223	29	4	0	2	1	0	**259**	43	7	1	0	7	0	1	**59**	147	21	2	0	1	2	0	**173**	**493**
Day Total	1	4	1	0	0	0	0	6	414	58	8	0	3	1	1	485	80	8	2	0	15	0	2	107	312	33	7	0	7	2	0	361	959

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	16	1	0	0	0	0	0	**17**	**19**
0715-0730	17	4	1	0	0	0	0	**22**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	36	3	0	0	0	0	0	**39**	**64**
0730-0745	10	4	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	49	4	0	0	0	0	1	**54**	**73**
0745-0800	18	3	0	0	1	0	0	**22**	1	0	0	0	0	0	0	**1**	5	2	0	0	0	0	0	**7**	50	4	2	0	0	0	0	**56**	**86**
Hourly Total	**47**	**11**	**1**	**0**	**1**	**0**	**0**	**60**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**151**	**12**	**2**	**0**	**0**	**0**	**1**	**166**	**242**
0800-0815	28	2	0	0	0	0	0	**30**	1	0	1	0	0	0	0	**2**	10	0	0	0	0	0	0	**10**	56	1	2	0	0	0	1	**60**	**102**
0815-0830	31	1	0	0	0	0	0	**32**	0	0	0	0	1	0	0	**1**	20	1	0	0	0	0	0	**21**	70	3	1	0	0	0	0	**74**	**128**
0830-0845	27	4	0	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	48	2	0	0	0	0	0	**50**	**90**
0845-0900	22	5	1	0	1	0	0	**29**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	38	2	0	0	0	0	0	**40**	**78**
Hourly Total	**108**	**12**	**1**	**0**	**1**	**0**	**0**	**122**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**48**	**1**	**0**	**0**	**0**	**0**	**0**	**49**	**212**	**8**	**3**	**0**	**0**	**0**	**1**	**224**	**398**
0900-0915	17	0	1	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	1	0	1	0	0	0	0	**2**	34	3	0	0	0	0	0	**37**	**57**
0915-0930	17	1	0	0	1	0	0	**19**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	25	1	0	0	0	0	0	**26**	**46**
0930-0945	18	0	0	0	0	0	0	**18**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	18	3	0	0	0	0	0	**21**	**42**
0945-1000	15	2	2	0	0	1	0	**20**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	14	2	0	0	0	0	0	**16**	**39**
Hourly Total	**67**	**3**	**3**	**0**	**1**	**1**	**0**	**75**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**91**	**9**	**0**	**0**	**0**	**0**	**0**	**100**	**184**
3 Hour Totals (am)	222	26	5	0	3	1	0	**257**	6	0	1	0	1	0	0	**8**	64	4	1	0	0	0	0	**69**	454	29	5	0	0	0	2	**490**	**824**
1400-1415	22	4	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	1	**4**	27	1	0	0	1	0	0	**29**	**59**

1415-1430	22	4	1	0	0	0	0	**27**	2	0	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**	28	1	0	0	0	0	0	**29**	**62**
1430-1445	31	3	0	0	1	0	0	**35**	2	0	0	0	0	0	0	**2**	10	0	0	0	0	0	0	**10**	34	7	1	0	0	1	0	**43**	**90**
1445-1500	17	1	0	0	0	0	0	**18**	1	0	0	0	0	0	0	**1**	13	0	0	0	0	0	0	**13**	29	3	0	0	1	0	0	**33**	**65**
Hourly Total	**92**	**12**	**1**	**0**	**1**	**0**	**0**	**106**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**0**	**0**	**0**	**0**	**0**	**1**	**31**	**118**	**12**	**1**	**0**	**2**	**1**	**0**	**134**	**276**
1500-1515	18	4	0	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	29	3	0	0	0	0	0	**32**	**58**
1515-1530	23	2	0	0	0	0	0	**25**	2	0	0	0	0	0	0	**2**	2	1	0	0	0	0	0	**3**	32	3	0	0	0	0	0	**35**	**65**
1530-1545	15	0	0	0	0	1	0	**16**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	37	3	0	0	0	0	0	**40**	**59**
1545-1600	19	4	1	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	22	3	1	0	1	0	0	**27**	**57**
Hourly Total	**75**	**10**	**1**	**0**	**0**	**1**	**0**	**87**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**120**	**12**	**1**	**0**	**1**	**0**	**0**	**134**	**239**
1600-1615	15	4	0	0	0	0	0	**19**	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	28	6	0	0	0	0	0	**34**	**57**
1615-1630	14	1	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7**	26	1	0	0	0	0	0	**27**	**49**
1630-1645	21	1	1	0	0	1	0	**24**	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	30	4	2	0	0	0	0	**36**	**64**
1645-1700	16	1	0	0	0	0	0	**17**	3	1	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	31	5	0	0	1	0	0	**37**	**61**
Hourly Total	**66**	**7**	**1**	**0**	**0**	**1**	**0**	**75**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**115**	**16**	**2**	**0**	**1**	**0**	**0**	**134**	**231**
3 Hour Totals (pm)	233	29	3	0	1	2	0	**268**	12	1	0	0	0	0	0	**13**	59	2	1	0	0	0	1	**63**	353	40	4	0	4	1	0	**402**	**746**
Day Total	455	55	8	0	4	3	0	525	18	1	1	0	1	0	0	21	123	6	2	0	0	0	1	132	807	69	9	0	4	1	2	892	1570

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	1	0	0	0	1	0	0	**2**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**4**
0715-0730	1	1	0	0	1	0	0	**3**	2	0	1	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**8**
0730-0745	1	0	0	0	0	0	0	**1**	3	2	0	0	0	0	0	**5**	0	1	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	**9**
0745-0800	4	0	1	0	1	0	0	**6**	2	1	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**12**
Hourly Total	**7**	**1**	**1**	**0**	**3**	**0**	**0**	**12**	**8**	**3**	**2**	**0**	**0**	**0**	**0**	**13**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**33**
0800-0815	9	1	0	0	1	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	5	1	0	0	1	0	0	**7**	**18**
0815-0830	7	0	0	0	1	0	0	**8**	4	0	0	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**14**
0830-0845	4	0	0	0	0	0	0	**4**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**15**
0845-0900	7	0	0	0	1	0	0	**8**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**29**
Hourly Total	**27**	**1**	**0**	**0**	**3**	**0**	**0**	**31**	**19**	**0**	**0**	**0**	**1**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**0**	**0**	**1**	**0**	**0**	**25**	**76**
0900-0915	8	0	0	0	1	0	0	**9**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	**7**	**20**
0915-0930	1	2	1	0	1	0	0	**5**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	1	0	**4**	**10**
0930-0945	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**7**
0945-1000	4	1	0	0	1	0	0	**6**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**11**
Hourly Total	**15**	**3**	**1**	**0**	**3**	**0**	**0**	**22**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**1**	**0**	**19**	**48**
3 Hour Totals (am)	49	5	2	0	9	0	0	**65**	34	3	2	0	1	0	0	**40**	0	1	0	0	0	0	0	**1**	46	3	0	0	1	1	0	**51**	**157**
1400-1415	1	0	0	0	0	0	0	**1**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**6**
1415-1430	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**7**
1430-1445	5	0	0	0	1	0	0	**6**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**10**
1445-1500	3	0	0	0	1	0	0	**4**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**11**
Hourly Total	**11**	**0**	**0**	**0**	**2**	**0**	**0**	**13**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**34**
1500-1515	19	0	0	0	0	0	0	**19**	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	**42**
1515-1530	6	0	0	0	1	0	0	**7**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	11	0	0	0	1	0	0	**12**	**27**
1530-1545	6	1	0	0	0	0	0	**7**	7	1	0	0	1	0	0	**9**	0	0	0	0	0	0	0	**0**	5	3	0	0	0	0	0	**8**	**24**
1545-1600	4	0	0	0	1	0	0	**5**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**13**
Hourly Total	**35**	**1**	**0**	**0**	**2**	**0**	**0**	**38**	**30**	**2**	**0**	**0**	**1**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**3**	**0**	**0**	**1**	**0**	**0**	**35**	**106**
1600-1615	2	0	1	0	1	0	0	**4**	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	7	0	0	0	0	0	0	**7**	**19**
1615-1630	2	0	0	0	0	0	0	**2**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**13**
1630-1645	2	1	0	0	1	0	1	**5**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	1	**5**	**19**
1645-1700	5	0	0	0	1	0	0	**6**	6	1	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	3	1	0	0	0	0	0	**4**	**18**
Hourly Total	**11**	**1**	**1**	**0**	**3**	**0**	**1**	**17**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**19**	**1**	**0**	**0**	**0**	**0**	**1**	**21**	**69**
3 Hour Totals (pm)	57	2	1	0	7	0	1	**68**	66	6	0	0	1	0	0	**73**	3	0	0	0	0	0	0	**3**	59	4	0	0	1	0	1	**65**	**209**
Day Total	106	7	3	0	16	0	1	133	100	9	2	0	2	0	0	113	3	1	0	0	0	0	0	4	105	7	0	0	2	1	1	116	366

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	1	2	0	0	0	0	0	**3**	9	1	1	0	0	0	0	**11**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**16**
0715-0730	4	1	1	0	0	0	0	**6**	14	2	0	1	1	0	0	**18**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**25**
0730-0745	8	2	0	0	0	0	0	**10**	23	0	0	0	1	0	0	**24**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**36**

0745-0800	9	2	0	0	1	0	0	**12**	24	2	1	0	0	0	1	**28**	6	0	1	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	**48**
Hourly Total	**22**	**7**	**1**	**0**	**1**	**0**	**0**	**31**	**70**	**5**	**2**	**1**	**2**	**0**	**1**	**81**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**125**
0800-0815	5	2	1	0	0	0	0	**8**	26	2	0	0	1	0	0	**29**	10	1	0	0	0	0	0	**11**	0	1	0	0	0	0	0	**1**	**49**
0815-0830	15	1	1	0	0	0	0	**17**	36	3	1	0	1	0	0	**41**	10	0	1	0	0	0	0	**11**	3	0	0	0	0	0	0	**3**	**72**
0830-0845	11	2	0	0	0	0	0	**13**	32	2	0	0	2	0	0	**36**	1	0	0	0	0	0	0	**1**	9	0	0	0	0	0	0	**9**	**59**
0845-0900	15	0	0	0	0	0	0	**15**	28	1	0	0	1	0	0	**30**	9	0	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	**55**
Hourly Total	**46**	**5**	**2**	**0**	**0**	**0**	**0**	**53**	**122**	**8**	**1**	**0**	**5**	**0**	**0**	**136**	**30**	**1**	**1**	**0**	**0**	**0**	**0**	**32**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**235**
0900-0915	15	2	0	0	0	0	0	**17**	15	2	0	0	1	0	0	**18**	2	1	0	0	0	0	0	**3**	0	1	0	0	0	0	0	**1**	**39**
0915-0930	5	3	0	0	0	0	0	**8**	16	2	0	0	1	0	0	**19**	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	**30**
0930-0945	8	2	0	0	0	0	0	**10**	16	0	0	0	1	0	0	**17**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**27**
0945-1000	11	0	0	0	0	0	0	**11**	15	2	0	0	1	0	0	**18**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**33**
Hourly Total	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**46**	**62**	**6**	**0**	**0**	**4**	**0**	**0**	**72**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**129**
3 Hour Totals (am)	107	19	3	0	1	0	0	**130**	254	19	3	1	11	0	1	**289**	46	5	2	0	0	0	0	**53**	15	2	0	0	0	0	0	**17**	**489**
1400-1415	21	3	1	0	1	0	0	**26**	21	4	0	0	1	0	0	**26**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**53**
1415-1430	22	2	0	0	0	0	0	**24**	30	2	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**59**
1430-1445	16	1	0	0	2	0	0	**19**	38	2	0	0	0	0	0	**40**	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	**66**
1445-1500	15	1	0	0	0	0	0	**16**	47	1	0	0	1	0	0	**49**	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	**72**
Hourly Total	**74**	**7**	**1**	**0**	**3**	**0**	**0**	**85**	**136**	**9**	**0**	**0**	**2**	**0**	**0**	**147**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**250**
1500-1515	24	3	0	0	0	1	0	**28**	58	2	0	0	1	0	0	**61**	2	0	0	0	0	0	0	**2**	5	0	0	0	0	0	0	**5**	**96**
1515-1530	22	5	0	0	0	0	0	**27**	31	1	0	0	0	0	0	**32**	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	**66**
1530-1545	15	3	0	0	2	0	0	**20**	32	3	0	0	1	0	0	**36**	3	1	0	0	0	0	0	**4**	2	0	0	0	0	0	0	**2**	**62**
1545-1600	8	1	1	0	0	0	0	**10**	40	9	0	0	0	1	0	**50**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**65**
Hourly Total	**69**	**12**	**1**	**0**	**2**	**1**	**0**	**85**	**161**	**15**	**0**	**0**	**2**	**1**	**0**	**179**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**289**
1600-1615	16	2	0	0	0	0	0	**18**	78	4	0	0	1	0	0	**83**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**103**
1615-1630	18	1	0	0	0	0	0	**19**	72	9	0	0	1	0	0	**82**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**105**
1630-1645	11	3	0	0	0	0	0	**14**	78	2	0	0	1	0	0	**81**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**100**
1645-1700	15	2	0	0	0	0	0	**17**	57	1	0	1	0	0	0	**59**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	**79**
Hourly Total	**60**	**8**	**0**	**0**	**0**	**0**	**0**	**68**	**285**	**16**	**0**	**1**	**3**	**0**	**0**	**305**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**387**
3 Hour Totals (pm)	203	27	2	0	5	1	0	**238**	582	40	0	1	7	1	0	**631**	39	1	0	0	0	0	0	**40**	17	0	0	0	0	0	0	**17**	**926**
Day Total	310	46	5	0	6	1	0	368	836	59	3	2	18	1	1	920	85	6	2	0	0	0	0	93	32	2	0	0	0	0	0	34	1415

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	9	2	0	0	0	0	0	**11**	18	1	0	0	0	0	0	**19**	2	1	0	0	1	0	0	**4**	11	4	1	0	0	0	0	**16**	**50**
0715-0730	17	5	1	0	1	0	0	**24**	56	7	1	0	0	0	0	**64**	5	1	1	0	1	0	0	**8**	19	3	1	1	1	0	0	**25**	**121**
0730-0745	23	6	2	0	2	0	0	**33**	63	9	0	0	0	0	1	**73**	6	3	0	0	0	0	0	**9**	33	2	0	0	1	0	0	**36**	**151**
0745-0800	31	6	3	0	2	0	0	**42**	74	9	2	0	1	0	0	**86**	8	1	2	0	1	0	0	**12**	40	4	2	0	1	0	1	**48**	**188**
Hourly Total	**80**	**19**	**6**	**0**	**5**	**0**	**0**	**110**	**211**	**26**	**3**	**0**	**1**	**0**	**1**	**242**	**21**	**6**	**3**	**0**	**3**	**0**	**0**	**33**	**103**	**13**	**4**	**1**	**3**	**0**	**1**	**125**	**510**
0800-0815	64	7	0	0	1	0	0	**72**	95	3	3	0	0	0	1	**102**	14	2	0	0	2	0	0	**18**	41	6	1	0	1	0	0	**49**	**241**
0815-0830	43	5	1	0	2	0	1	**52**	121	5	1	0	1	0	0	**128**	12	0	0	0	2	0	0	**14**	64	4	3	0	1	0	0	**72**	**266**
0830-0845	64	3	0	0	0	0	0	**67**	84	6	0	0	0	0	0	**90**	15	0	0	0	0	0	0	**15**	53	4	0	0	2	0	0	**59**	**231**
0845-0900	28	1	0	0	2	0	0	**31**	69	7	1	0	1	0	0	**78**	28	0	0	0	1	0	0	**29**	53	1	0	0	1	0	0	**55**	**193**
Hourly Total	**199**	**16**	**1**	**0**	**5**	**0**	**1**	**222**	**369**	**21**	**5**	**0**	**2**	**0**	**1**	**398**	**69**	**2**	**0**	**0**	**5**	**0**	**0**	**76**	**211**	**15**	**4**	**0**	**5**	**0**	**0**	**235**	**931**
0900-0915	35	3	0	0	2	0	0	**40**	52	3	2	0	0	0	0	**57**	19	0	0	0	1	0	0	**20**	32	6	0	0	1	0	0	**39**	**156**
0915-0930	31	3	2	0	1	0	0	**37**	43	2	0	0	1	0	0	**46**	4	3	1	0	1	1	0	**10**	23	6	0	0	1	0	0	**30**	**123**
0930-0945	24	3	2	0	1	0	0	**30**	39	3	0	0	0	0	0	**42**	7	0	0	0	0	0	0	**7**	24	2	0	0	1	0	0	**27**	**106**
0945-1000	24	1	0	0	1	0	1	**27**	32	4	2	0	0	1	0	**39**	9	1	0	0	1	0	0	**11**	29	3	0	0	1	0	0	**33**	**110**
Hourly Total	**114**	**10**	**4**	**0**	**5**	**0**	**1**	**134**	**166**	**12**	**4**	**0**	**1**	**1**	**0**	**184**	**39**	**4**	**1**	**0**	**3**	**1**	**0**	**48**	**108**	**17**	**0**	**0**	**4**	**0**	**0**	**129**	**495**
3 Hour Totals (am)	393	45	11	0	15	0	2	**466**	746	59	12	0	4	1	2	**824**	129	12	4	0	11	1	0	**157**	422	45	8	1	12	0	1	**489**	**1936**
1400-1415	42	4	0	0	1	0	0	**47**	52	5	0	0	1	0	1	**59**	5	1	0	0	0	0	0	**6**	43	7	1	0	2	0	0	**53**	**165**
1415-1430	36	6	0	0	0	2	0	**44**	56	5	1	0	0	0	0	**62**	7	0	0	0	0	0	0	**7**	55	4	0	0	0	0	0	**59**	**172**
1430-1445	30	6	3	0	1	0	0	**40**	77	10	1	0	1	1	0	**90**	9	0	0	0	1	0	0	**10**	61	3	0	0	2	0	0	**66**	**206**
1445-1500	64	4	0	0	1	0	0	**69**	60	4	0	0	1	0	0	**65**	10	0	0	0	1	0	0	**11**	69	2	0	0	1	0	0	**72**	**217**
Hourly Total	**172**	**20**	**3**	**0**	**3**	**2**	**0**	**200**	**245**	**24**	**2**	**0**	**3**	**1**	**1**	**276**	**31**	**1**	**0**	**0**	**2**	**0**	**0**	**34**	**228**	**16**	**1**	**0**	**5**	**0**	**0**	**250**	**760**
1500-1515	31	5	1	0	1	0	0	**38**	50	8	0	0	0	0	0	**58**	42	0	0	0	0	0	0	**42**	89	5	0	0	1	1	0	**96**	**234**
1515-1530	45	6	0	0	0	0	0	**51**	59	6	0	0	0	0	0	**65**	24	1	0	0	2	0	0	**27**	60	6	0	0	0	0	0	**66**	**209**
1530-1545	18	4	0	0	2	0	0	**24**	55	3	0	0	0	1	0	**59**	18	5	0	0	1	0	0	**24**	52	7	0	0	3	0	0	**62**	**169**
1545-1600	24	5	0	0	1	0	0	**30**	47	7	2	0	1	0	0	**57**	12	0	0	0	1	0	0	**13**	53	10	1	0	0	1	0	**65**	**165**

Hourly Total	**118**	**20**	**1**	**0**	**4**	**0**	**0**	**143**	**211**	**24**	**2**	**0**	**1**	**1**	**0**	**239**	**96**	**6**	**0**	**0**	**4**	**0**	**0**	**106**	**254**	**28**	**1**	**0**	**4**	**2**	**0**	**289**	**777**
1600-1615	32	5	2	0	1	0	0	**40**	47	10	0	0	0	0	0	**57**	17	0	1	0	1	0	0	**19**	96	6	0	0	1	0	0	**103**	**219**
1615-1630	40	6	1	0	1	0	0	**48**	46	2	1	0	0	0	0	**49**	12	1	0	0	0	0	0	**13**	94	10	0	0	1	0	0	**105**	**215**
1630-1645	26	3	0	0	0	1	1	**31**	55	5	3	0	0	1	0	**64**	14	2	0	0	1	0	2	**19**	94	5	0	0	1	0	0	**100**	**214**
1645-1700	26	4	0	0	1	0	0	**31**	53	7	0	0	1	0	0	**61**	15	2	0	0	1	0	0	**18**	75	3	0	1	0	0	0	**79**	**189**
Hourly Total	**124**	**18**	**3**	**0**	**3**	**1**	**1**	**150**	**201**	**24**	**4**	**0**	**1**	**1**	**0**	**231**	**58**	**5**	**1**	**0**	**3**	**0**	**2**	**69**	**359**	**24**	**0**	**1**	**3**	**0**	**0**	**387**	**837**
3 Hour Totals (pm)	414	58	7	0	10	3	1	**493**	657	72	8	0	5	3	1	**746**	185	12	1	0	9	0	2	**209**	841	68	2	1	12	2	0	**926**	**2374**
Day Total	807	103	18	0	25	3	3	959	1403	131	20	0	9	4	3	1570	314	24	5	0	20	1	2	366	1263	113	10	2	24	2	1	1415	4310

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	4	2	0	0	1	0	0	**7**	16	3	1	0	0	0	0	**20**	1	1	0	0	0	0	0	**2**	19	2	0	0	0	0	0	**21**	**50**
0715-0730	22	6	2	0	1	0	0	**31**	23	5	1	1	1	0	0	**31**	5	0	0	0	1	0	0	**6**	47	5	1	0	0	0	0	**53**	**121**
0730-0745	19	6	0	0	0	0	0	**25**	39	8	1	0	1	0	0	**49**	6	2	0	0	1	0	0	**9**	61	4	1	0	1	0	1	**68**	**151**
0745-0800	31	6	2	0	3	0	0	**42**	37	7	2	0	0	0	1	**47**	15	2	2	0	0	0	0	**19**	70	5	3	0	2	0	0	**80**	**188**
Hourly Total	**76**	**20**	**4**	**0**	**5**	**0**	**0**	**105**	**115**	**23**	**5**	**1**	**2**	**0**	**1**	**147**	**27**	**5**	**2**	**0**	**2**	**0**	**0**	**36**	**197**	**16**	**5**	**0**	**3**	**0**	**1**	**222**	**510**
0800-0815	42	6	1	0	1	0	0	**50**	57	6	1	0	1	0	0	**65**	26	1	0	0	1	0	0	**28**	89	5	2	0	1	0	1	**98**	**241**
0815-0830	53	3	1	0	1	0	0	**58**	65	5	2	0	3	0	1	**76**	36	1	1	0	1	0	0	**39**	86	5	1	0	1	0	0	**93**	**266**
0830-0845	42	6	0	0	0	0	0	**48**	63	2	0	0	2	0	0	**67**	19	0	0	0	0	0	0	**19**	92	5	0	0	0	0	0	**97**	**231**
0845-0900	44	5	1	0	2	0	0	**52**	49	2	0	0	2	0	0	**53**	22	0	0	0	1	0	0	**23**	63	2	0	0	0	0	0	**65**	**193**
Hourly Total	**181**	**20**	**3**	**0**	**4**	**0**	**0**	**208**	**234**	**15**	**3**	**0**	**8**	**0**	**1**	**261**	**103**	**2**	**1**	**0**	**3**	**0**	**0**	**109**	**330**	**17**	**3**	**0**	**2**	**0**	**1**	**353**	**931**
0900-0915	40	2	1	0	1	0	0	**44**	38	5	0	0	1	0	0	**44**	4	1	1	0	1	0	0	**7**	56	4	0	0	1	0	0	**61**	**156**
0915-0930	23	6	1	0	2	0	0	**32**	37	3	0	0	1	0	0	**41**	4	1	0	0	1	0	0	**6**	37	4	2	0	0	1	0	**44**	**123**
0930-0945	28	2	0	0	0	0	0	**30**	32	2	2	0	1	0	0	**37**	1	1	0	0	1	0	0	**3**	33	3	0	0	0	0	0	**36**	**106**
0945-1000	30	3	2	0	1	1	0	**37**	29	3	0	0	1	0	0	**33**	8	1	0	0	0	0	1	**10**	27	2	0	0	1	0	0	**30**	**110**
Hourly Total	**121**	**13**	**4**	**0**	**4**	**1**	**0**	**143**	**136**	**13**	**2**	**0**	**4**	**0**	**0**	**155**	**17**	**4**	**1**	**0**	**3**	**0**	**1**	**26**	**153**	**13**	**2**	**0**	**2**	**1**	**0**	**171**	**495**
3 Hour Totals (am)	378	53	11	0	13	1	0	**456**	485	51	10	1	14	0	2	**563**	147	11	4	0	8	0	1	**171**	680	46	10	0	7	1	2	**746**	**1936**
1400-1415	44	7	1	0	1	0	0	**53**	50	8	0	0	1	0	0	**59**	4	1	0	0	1	0	1	**7**	44	1	0	0	1	0	0	**46**	**165**
1415-1430	47	6	1	0	0	0	0	**54**	49	5	0	0	0	1	0	**55**	4	0	0	0	0	0	0	**4**	54	4	0	0	0	1	0	**59**	**172**
1430-1445	52	4	0	0	4	0	0	**60**	60	6	2	0	1	0	0	**69**	18	1	0	0	0	0	0	**19**	47	8	2	0	0	1	0	**58**	**206**
1445-1500	35	2	0	0	1	0	0	**38**	80	5	0	0	1	0	0	**86**	35	0	0	0	1	0	0	**36**	53	3	0	0	1	0	0	**57**	**217**
Hourly Total	**178**	**19**	**2**	**0**	**6**	**0**	**0**	**205**	**239**	**24**	**2**	**0**	**3**	**1**	**0**	**269**	**61**	**2**	**0**	**0**	**2**	**0**	**1**	**66**	**198**	**16**	**2**	**0**	**2**	**2**	**0**	**220**	**760**
1500-1515	61	8	0	0	0	1	0	**70**	86	4	1	0	1	0	0	**92**	9	1	0	0	1	0	0	**11**	56	5	0	0	0	0	0	**61**	**234**
1515-1530	51	7	0	0	1	0	0	**59**	65	3	0	0	0	0	0	**68**	9	1	0	0	0	0	0	**10**	63	8	0	0	1	0	0	**72**	**209**
1530-1545	36	4	0	0	2	1	0	**43**	52	5	0	0	3	0	0	**60**	7	1	0	0	0	0	0	**8**	48	9	0	0	1	0	0	**58**	**169**
1545-1600	31	5	2	0	1	0	0	**39**	54	12	0	0	0	1	0	**67**	14	0	0	0	1	0	0	**15**	37	5	1	0	1	0	0	**44**	**165**
Hourly Total	**179**	**24**	**2**	**0**	**4**	**2**	**0**	**211**	**257**	**24**	**1**	**0**	**4**	**1**	**0**	**287**	**39**	**3**	**0**	**0**	**2**	**0**	**0**	**44**	**204**	**27**	**1**	**0**	**3**	**0**	**0**	**235**	**777**
1600-1615	33	6	1	0	1	0	0	**41**	104	5	1	0	1	0	0	**111**	9	2	1	0	1	0	0	**13**	46	8	0	0	0	0	0	**54**	**219**
1615-1630	34	2	0	0	0	0	0	**36**	102	13	0	0	1	0	0	**116**	13	2	1	0	1	0	0	**17**	43	2	1	0	0	0	0	**46**	**215**
1630-1645	34	5	1	0	1	1	1	**43**	101	5	0	0	1	0	0	**107**	12	0	0	0	0	0	1	**13**	42	5	2	0	0	1	1	**51**	**214**
1645-1700	36	3	0	0	1	0	0	**40**	80	5	0	1	0	0	0	**86**	10	1	0	0	1	0	0	**12**	43	7	0	0	1	0	0	**51**	**189**
Hourly Total	**137**	**16**	**2**	**0**	**3**	**1**	**1**	**160**	**387**	**28**	**1**	**1**	**3**	**0**	**0**	**420**	**44**	**5**	**2**	**0**	**3**	**0**	**1**	**55**	**174**	**22**	**3**	**0**	**1**	**1**	**1**	**202**	**837**
3 Hour Totals (pm)	494	59	6	0	13	3	1	**576**	883	76	4	1	10	2	0	**976**	144	10	2	0	7	0	2	**165**	576	65	6	0	6	3	1	**657**	**2374**
Day Total	872	112	17	0	26	4	1	1032	1368	127	14	2	24	2	2	1539	291	21	6	0	15	0	3	336	1256	111	16	0	13	4	3	1403	4310

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

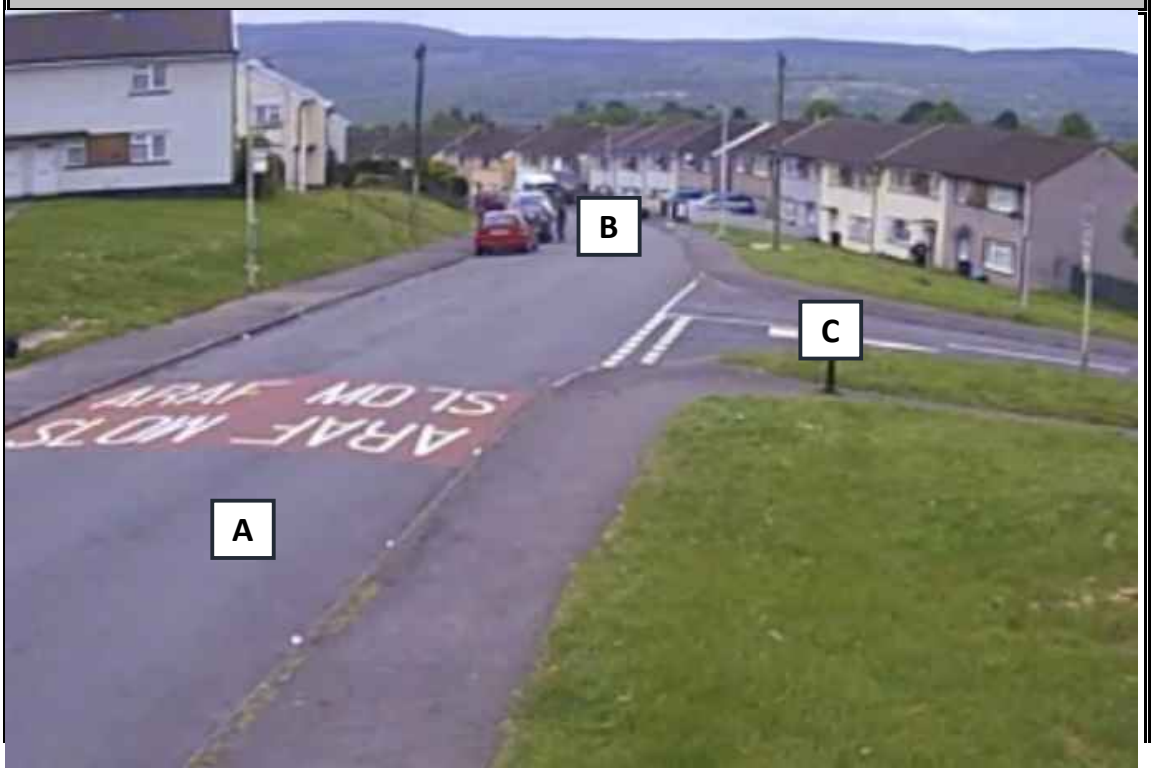
SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 7

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 7

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**2**
0715-0730	0	0	0	0	0	0	0	**0**	1	0	0	0	1	0	0	**2**	4	0	0	0	0	0	0	**4**	**6**
0730-0745	0	0	0	0	0	0	0	**0**	1	1	0	0	1	0	0	**3**	5	1	0	0	0	0	0	**6**	**9**
0745-0800	0	0	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**3**	13	0	2	0	0	0	0	**15**	**18**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	1	**3**	**3**	**0**	**0**	**2**	**0**	**0**	8	**23**	**1**	**2**	**0**	**0**	**0**	**0**	26	**35**
0800-0815	0	0	0	0	0	0	0	**0**	3	0	0	0	1	0	0	**4**	24	1	0	0	0	0	0	**25**	**29**
0815-0830	0	0	0	0	0	0	0	**0**	8	1	1	0	1	0	0	**11**	28	0	0	0	0	0	0	**28**	**39**
0830-0845	3	0	0	0	0	0	0	**3**	6	0	0	0	0	0	0	**6**	10	0	0	0	0	0	0	**10**	**19**
0845-0900	0	0	0	0	0	0	0	**0**	9	0	0	0	1	0	0	**10**	12	0	0	0	0	0	0	**12**	**22**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	3	**26**	**1**	**1**	**0**	**3**	**0**	**0**	31	**74**	**1**	**0**	**0**	**0**	**0**	**0**	75	**109**
0900-0915	0	0	0	0	0	0	0	**0**	2	0	0	0	1	0	0	**3**	3	1	1	0	0	0	0	**5**	**8**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	3	1	0	0	0	0	0	**4**	**5**
0930-0945	0	0	0	0	0	0	0	**0**	1	1	0	0	1	0	0	**3**	0	0	0	0	0	0	0	**0**	**3**
0945-1000	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	5	1	0	0	0	0	1	**7**	**11**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**7**	**1**	**0**	**0**	**3**	**0**	**0**	11	**11**	**3**	**1**	**0**	**0**	**0**	**1**	16	**27**
3 Hour Totals (am)	3	1	0	0	0	0	0	**4**	36	5	1	0	8	0	0	**50**	108	5	3	0	0	0	1	**117**	**171**
1400-1415	0	0	0	0	0	0	0	**0**	1	1	0	0	1	0	1	**4**	3	0	0	0	0	0	0	**3**	**7**
1415-1430	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	**4**
1430-1445	1	0	0	0	0	0	0	**1**	7	0	0	0	0	0	0	**7**	10	1	0	0	0	0	0	**11**	**19**
1445-1500	0	0	0	0	0	0	0	**0**	14	0	0	0	1	0	0	**15**	21	0	0	0	0	0	0	**21**	**36**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	1	**24**	**1**	**0**	**0**	**2**	**0**	**1**	28	**36**	**1**	**0**	**0**	**0**	**0**	**0**	37	**66**
1500-1515	0	0	0	0	0	0	0	**0**	4	1	0	0	1	0	0	**6**	5	0	0	0	0	0	0	**5**	**11**
1515-1530	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	5	0	0	0	0	0	0	**5**	**10**
1530-1545	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	3	1	0	0	0	0	0	**4**	**8**
1545-1600	0	0	0	0	0	0	0	**0**	6	0	0	0	1	0	0	**7**	7	0	0	0	0	0	0	**7**	**14**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**18**	**2**	**0**	**0**	**2**	**0**	**0**	22	**20**	**1**	**0**	**0**	**0**	**0**	**0**	21	**43**
1600-1615	0	0	0	0	0	0	0	**0**	3	2	1	0	1	0	0	**7**	6	0	0	0	0	0	0	**6**	**13**
1615-1630	1	0	0	0	0	0	0	**1**	5	2	1	0	1	0	0	**9**	7	0	0	0	0	0	0	**7**	**17**
1630-1645	2	0	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**	4	0	0	0	0	0	1	**5**	**13**
1645-1700	0	0	0	0	0	0	0	**0**	8	1	0	0	1	0	0	**10**	3	0	0	0	0	0	0	**3**	**13**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	3	**22**	**5**	**2**	**0**	**3**	**0**	**0**	32	**20**	**0**	**0**	**0**	**0**	**0**	**1**	21	**56**
3 Hour Totals (pm)	4	0	0	0	0	0	0	**4**	64	8	2	0	7	0	1	**82**	76	2	0	0	0	0	1	**79**	**165**
Day Total	7	1	0	0	0	0	0	**8**	100	13	3	0	15	0	1	**132**	184	7	3	0	0	0	2	**196**	**336**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	1	0	0	0	1	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0715-0730	4	0	0	0	1	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
0730-0745	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**4**

0745-0800	5	1	1	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**9**
Hourly Total	**13**	**1**	**1**	**0**	**3**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**20**
0800-0815	7	1	0	0	2	0	0	**10**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**11**
0815-0830	8	0	0	0	2	0	0	**10**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**11**
0830-0845	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**9**
0845-0900	17	0	0	0	1	0	0	**18**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**19**
Hourly Total	**40**	**1**	**0**	**0**	**5**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**50**
0900-0915	7	0	0	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
0915-0930	1	2	0	0	1	1	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
0930-0945	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
0945-1000	5	0	0	0	1	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**19**	**2**	**0**	**0**	**3**	**1**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
3 Hour Totals (am)	72	4	1	0	11	1	0	**89**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**95**
1400-1415	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**2**
1415-1430	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
1430-1445	6	0	0	0	1	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**7**
1445-1500	9	0	0	0	1	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**10**
Hourly Total	**19**	**0**	**0**	**0**	**2**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**22**
1500-1515	24	0	0	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**24**
1515-1530	8	0	0	0	2	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**10**
1530-1545	2	4	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
1545-1600	6	0	0	0	1	0	0	**7**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**8**
Hourly Total	**40**	**4**	**0**	**0**	**3**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**48**
1600-1615	6	0	1	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
1615-1630	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**7**
1630-1645	4	1	0	0	1	0	1	**7**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**8**
1645-1700	6	1	0	0	1	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
Hourly Total	**23**	**2**	**1**	**0**	**3**	**0**	**1**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**31**
3 Hour Totals (pm)	82	6	1	0	8	0	1	**98**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**101**
Day Total	154	10	2	0	19	1	1	**187**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	**196**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	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**
0715-0730	2	1	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
0730-0745	2	3	0	0	0	0	0	**5**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
0745-0800	3	0	1	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**8**	**4**	**2**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
0800-0815	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
0815-0830	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
0830-0845	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
0845-0900	15	0	0	0	0	0	0	**15**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**16**
Hourly Total	**30**	**1**	**0**	**0**	**0**	**0**	**0**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
0900-0915	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**9**
0915-0930	2	1	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**

0930-0945	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**1**
0945-1000	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**5**
Hourly Total	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**19**
3 Hour Totals (am)	54	7	3	0	0	0	0	**64**	2	0	1	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**		**67**
1400-1415	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**5**
1415-1430	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**		**5**
1430-1445	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**3**
1445-1500	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**0**
Hourly Total	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**13**
1500-1515	18	0	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**18**
1515-1530	16	1	0	0	1	0	0	**18**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**		**19**
1530-1545	16	1	0	0	0	0	0	**17**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**		**18**
1545-1600	6	0	0	0	0	0	0	**6**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**		**7**
Hourly Total	**56**	**2**	**0**	**0**	**1**	**0**	**0**	**59**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**62**
1600-1615	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**		**11**
1615-1630	4	1	0	0	0	0	0	**5**	1	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	**0**		**7**
1630-1645	8	1	0	0	0	0	1	**10**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**		**11**
1645-1700	9	1	0	0	0	0	0	**10**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**		**12**
Hourly Total	**32**	**3**	**0**	**0**	**0**	**0**	**1**	**36**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**41**
3 Hour Totals (pm)	99	6	0	0	1	0	1	**107**	5	3	0	0	0	0	1	**9**	0	0	0	0	0	0	0	**0**		**116**
Day Total	153	13	3	0	1	0	1	**171**	7	3	1	0	0	0	1	**12**	0	0	0	0	0	0	0	**0**		**183**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	1	1	0	0	0	0	0	**2**	1	0	0	0	1	0	0	**2**	1	0	0	0	0	0	0	**1**	**5**
0715-0730	5	0	0	0	1	0	0	**6**	4	0	0	0	1	0	0	**5**	2	1	1	0	0	0	0	**4**	**15**
0730-0745	6	2	0	0	1	0	0	**9**	4	0	0	0	0	0	0	**4**	2	3	1	0	0	0	0	**6**	**19**
0745-0800	14	2	2	0	0	0	0	**18**	6	1	1	0	1	0	0	**9**	4	0	1	0	0	0	0	**5**	**32**
Hourly Total	**26**	**5**	**2**	**0**	**2**	**0**	**0**	**35**	**15**	**1**	**1**	**0**	**3**	**0**	**0**	**20**	**9**	**4**	**3**	**0**	**0**	**0**	**0**	**16**	**71**
0800-0815	27	1	0	0	1	0	0	**29**	8	1	0	0	2	0	0	**11**	7	1	0	0	0	0	0	**8**	**48**
0815-0830	36	1	1	0	1	0	0	**39**	9	0	0	0	2	0	0	**11**	5	0	0	0	0	0	0	**5**	**55**
0830-0845	19	0	0	0	0	0	0	**19**	9	0	0	0	0	0	0	**9**	3	0	0	0	0	0	0	**3**	**31**
0845-0900	21	0	0	0	1	0	0	**22**	18	0	0	0	1	0	0	**19**	16	0	0	0	0	0	0	**16**	**57**
Hourly Total	**103**	**2**	**1**	**0**	**3**	**0**	**0**	**109**	**44**	**1**	**0**	**0**	**5**	**0**	**0**	**50**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**191**
0900-0915	5	1	1	0	1	0	0	**8**	7	0	0	0	1	0	0	**8**	9	0	0	0	0	0	0	**9**	**25**
0915-0930	3	1	0	0	1	0	0	**5**	1	2	0	0	1	1	0	**5**	2	1	1	0	0	0	0	**4**	**14**
0930-0945	1	1	0	0	1	0	0	**3**	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	**10**
0945-1000	9	1	0	0	0	0	1	**11**	5	0	0	0	1	0	0	**6**	4	1	0	0	0	0	0	**5**	**22**
Hourly Total	**18**	**4**	**1**	**0**	**3**	**0**	**1**	**27**	**19**	**2**	**0**	**0**	**3**	**1**	**0**	**25**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**19**	**71**
3 Hour Totals (am)	147	11	4	0	8	0	1	**171**	78	4	1	0	11	1	0	**95**	56	7	4	0	0	0	0	**67**	**333**
1400-1415	4	1	0	0	1	0	1	**7**	2	0	0	0	0	0	0	**2**	4	1	0	0	0	0	0	**5**	**14**
1415-1430	4	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	5	0	0	0	0	0	0	**5**	**12**

1430-1445	18	1	0	0	0	0	0	**19**	6	0	0	0	1	0	0	**7**	3	0	0	0	0	0	0	**3**	**29**
1445-1500	35	0	0	0	1	0	0	**36**	9	0	0	0	1	0	0	**10**	0	0	0	0	0	0	0	**0**	**46**
Hourly Total	**61**	**2**	**0**	**0**	**2**	**0**	**1**	**66**	**20**	**0**	**0**	**0**	**2**	**0**	**0**	**22**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**101**
1500-1515	9	1	0	0	1	0	0	**11**	24	0	0	0	0	0	0	**24**	18	0	0	0	0	0	0	**18**	**53**
1515-1530	9	1	0	0	0	0	0	**10**	8	0	0	0	2	0	0	**10**	17	1	0	0	1	0	0	**19**	**39**
1530-1545	7	1	0	0	0	0	0	**8**	2	4	0	0	0	0	0	**6**	17	1	0	0	0	0	0	**18**	**32**
1545-1600	13	0	0	0	1	0	0	**14**	7	0	0	0	1	0	0	**8**	6	1	0	0	0	0	0	**7**	**29**
Hourly Total	**38**	**3**	**0**	**0**	**2**	**0**	**0**	**43**	**41**	**4**	**0**	**0**	**3**	**0**	**0**	**48**	**58**	**3**	**0**	**0**	**1**	**0**	**0**	**62**	**153**
1600-1615	9	2	1	0	1	0	0	**13**	6	0	1	0	1	0	0	**8**	11	0	0	0	0	0	0	**11**	**32**
1615-1630	13	2	1	0	1	0	0	**17**	7	0	0	0	0	0	0	**7**	5	1	0	0	0	0	1	**7**	**31**
1630-1645	12	0	0	0	0	0	1	**13**	5	1	0	0	1	0	1	**8**	8	2	0	0	0	0	1	**11**	**32**
1645-1700	11	1	0	0	1	0	0	**13**	6	1	0	0	1	0	0	**8**	10	2	0	0	0	0	0	**12**	**33**
Hourly Total	**45**	**5**	**2**	**0**	**3**	**0**	**1**	**56**	**24**	**2**	**1**	**0**	**3**	**0**	**1**	**31**	**34**	**5**	**0**	**0**	**0**	**0**	**2**	**41**	**128**
3 Hour Totals (pm)	144	10	2	0	7	0	2	**165**	85	6	1	0	8	0	1	**101**	104	9	0	0	1	0	2	**116**	**382**
Day Total	291	21	6	0	15	0	3	**336**	163	10	2	0	19	1	1	**196**	160	16	4	0	1	0	2	**183**	**715**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	2	1	0	0	1	0	0	**4**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**5**
0715-0730	6	1	1	0	1	0	0	**9**	1	0	0	0	1	0	0	**2**	4	0	0	0	0	0	0	**4**	**15**
0730-0745	5	3	0	0	0	0	0	**8**	1	1	1	0	1	0	0	**4**	6	1	0	0	0	0	0	**7**	**19**
0745-0800	8	1	2	0	1	0	0	**12**	2	2	0	0	0	0	0	**4**	14	0	2	0	0	0	0	**16**	**32**
Hourly Total	**21**	**6**	**3**	**0**	**3**	**0**	**0**	**33**	**4**	**3**	**1**	**0**	**2**	**0**	**0**	**10**	**25**	**1**	**2**	**0**	**0**	**0**	**0**	**28**	**71**
0800-0815	14	2	0	0	2	0	0	**18**	3	0	0	0	1	0	0	**4**	25	1	0	0	0	0	0	**26**	**48**
0815-0830	13	0	0	0	2	0	0	**15**	8	1	1	0	1	0	0	**11**	29	0	0	0	0	0	0	**29**	**55**
0830-0845	14	0	0	0	0	0	0	**14**	6	0	0	0	0	0	0	**6**	11	0	0	0	0	0	0	**11**	**31**
0845-0900	32	0	0	0	1	0	0	**33**	10	0	0	0	1	0	0	**11**	13	0	0	0	0	0	0	**13**	**57**
Hourly Total	**73**	**2**	**0**	**0**	**5**	**0**	**0**	**80**	**27**	**1**	**1**	**0**	**3**	**0**	**0**	**32**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**79**	**191**
0900-0915	16	0	0	0	1	0	0	**17**	2	0	0	0	1	0	0	**3**	3	1	1	0	0	0	0	**5**	**25**
0915-0930	3	3	1	0	1	1	0	**9**	0	0	0	0	1	0	0	**1**	3	1	0	0	0	0	0	**4**	**14**
0930-0945	7	0	0	0	0	0	0	**7**	1	1	0	0	1	0	0	**3**	0	0	0	0	0	0	0	**0**	**10**
0945-1000	9	1	0	0	1	0	0	**11**	4	0	0	0	0	0	0	**4**	5	1	0	0	0	0	1	**7**	**22**
Hourly Total	**35**	**4**	**1**	**0**	**3**	**1**	**0**	**44**	**7**	**1**	**0**	**0**	**3**	**0**	**0**	**11**	**11**	**3**	**1**	**0**	**0**	**0**	**1**	**16**	**71**
3 Hour Totals (am)	129	12	4	0	11	1	0	**157**	38	5	2	0	8	0	0	**53**	114	5	3	0	0	0	1	**123**	**333**
1400-1415	5	1	0	0	0	0	0	**6**	1	1	0	0	1	0	1	**4**	4	0	0	0	0	0	0	**4**	**14**
1415-1430	7	0	0	0	0	0	0	**7**	3	0	0	0	0	0	0	**3**	2	0	0	0	0	0	0	**2**	**12**
1430-1445	10	0	0	0	1	0	0	**11**	7	0	0	0	0	0	0	**7**	10	1	0	0	0	0	0	**11**	**29**
1445-1500	9	0	0	0	1	0	0	**10**	14	0	0	0	1	0	0	**15**	21	0	0	0	0	0	0	**21**	**46**
Hourly Total	**31**	**1**	**0**	**0**	**2**	**0**	**0**	**34**	**25**	**1**	**0**	**0**	**2**	**0**	**1**	**29**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**38**	**101**
1500-1515	42	0	0	0	0	0	0	**42**	4	1	0	0	1	0	0	**6**	5	0	0	0	0	0	0	**5**	**53**
1515-1530	24	1	0	0	3	0	0	**28**	5	1	0	0	0	0	0	**6**	5	0	0	0	0	0	0	**5**	**39**
1530-1545	18	5	0	0	0	0	0	**23**	5	0	0	0	0	0	0	**5**	3	1	0	0	0	0	0	**4**	**32**
1545-1600	12	0	0	0	1	0	0	**13**	6	1	0	0	1	0	0	**8**	8	0	0	0	0	0	0	**8**	**29**
Hourly Total	**96**	**6**	**0**	**0**	**4**	**0**	**0**	**106**	**20**	**3**	**0**	**0**	**2**	**0**	**0**	**25**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**22**	**153**
1600-1615	17	0	1	0	1	0	0	**19**	3	2	1	0	1	0	0	**7**	6	0	0	0	0	0	0	**6**	**32**

1615-1630	12	1	0	0	0	0	0	**13**	6	2	1	0	1	0	1	**11**	7	0	0	0	0	0	0	**7**	**31**
1630-1645	14	2	0	0	1	0	2	**19**	6	1	0	0	0	0	0	**7**	5	0	0	0	0	0	1	**6**	**32**
1645-1700	15	2	0	0	1	0	0	**18**	9	2	0	0	1	0	0	**12**	3	0	0	0	0	0	0	**3**	**33**
Hourly Total	**58**	**5**	**1**	**0**	**3**	**0**	**2**	**69**	**24**	**7**	**2**	**0**	**3**	**0**	**1**	**37**	**21**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	**128**
3 Hour Totals (pm)	185	12	1	0	9	0	2	**209**	69	11	2	0	7	0	2	**91**	79	2	0	0	0	0	1	**82**	**382**
Day Total	314	24	5	0	20	1	2	**366**	107	16	4	0	15	0	2	**144**	193	7	3	0	0	0	2	**205**	**715**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

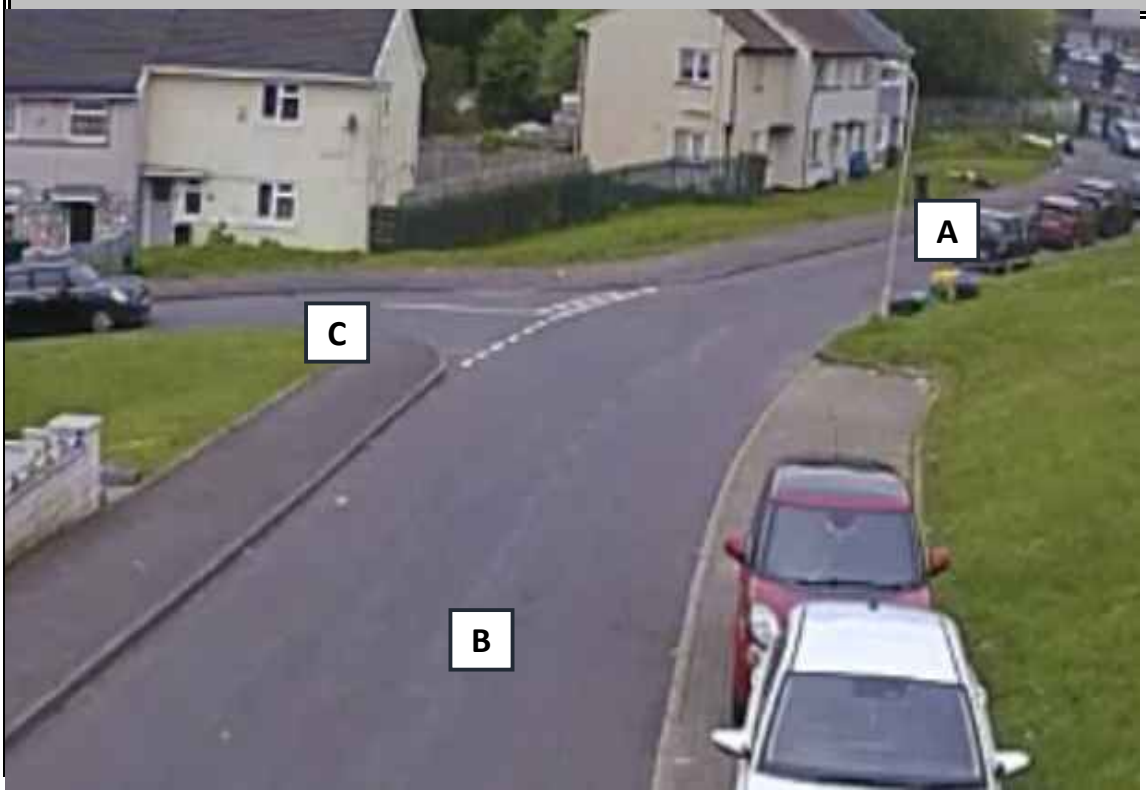
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 8

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 8

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0730-0745	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
0800-0815	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**3**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0830-0845	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0845-0900	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0930-0945	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0945-1000	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
3 Hour Totals (am)	0	0	0	0	0	0	0	**0**	12	1	1	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**14**
1400-1415	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	**4**
1415-1430	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**2**
1430-1445	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1445-1500	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**
1500-1515	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1515-1530	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**6**
1530-1545	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	2	0	0	0	0	0	0	**2**	**15**
1545-1600	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**24**
1600-1615	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**8**
1615-1630	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	1	**4**	0	0	0	0	0	0	1	**1**	**5**
1630-1645	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
1645-1700	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**1**	**0**	**0**	**0**	**0**	**1**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**23**
3 Hour Totals (pm)	0	0	0	0	0	0	0	**0**	45	3	0	0	0	0	1	**49**	4	0	0	0	0	0	1	**5**	**54**
Day Total	0	0	0	0	0	0	0	**0**	57	4	1	0	0	0	1	**63**	4	0	0	0	0	0	1	**5**	**68**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
0715-0730	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**4**
0730-0745	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**7**

0745-0800	6	0	1	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	8	0	1	0	0	0	0	**9**	**16**
Hourly Total	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**28**
0800-0815	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	**26**
0815-0830	18	0	0	0	0	0	0	**18**	1	0	0	0	0	0	0	**1**	9	0	0	0	0	0	0	**9**	**28**
0830-0845	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	**9**
0845-0900	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	15	0	0	0	0	0	0	**15**	**16**
Hourly Total	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**46**	**79**
0900-0915	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**4**
0915-0930	1	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**3**
0930-0945	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
0945-1000	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	1	**4**	**7**
Hourly Total	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**16**
3 Hour Totals (am)	46	1	2	0	0	0	0	**49**	3	1	0	0	0	0	0	**4**	65	3	1	0	0	0	1	**70**	**123**
1400-1415	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	**4**
1415-1430	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**
1430-1445	1	1	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	6	0	0	0	0	0	0	**6**	**10**
1445-1500	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	**15**
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**30**
1500-1515	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	9	0	0	0	0	0	0	**9**	**10**
1515-1530	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**	3	0	0	0	0	0	0	**3**	**8**
1530-1545	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**4**
1545-1600	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	**8**
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**30**
1600-1615	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	**6**
1615-1630	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**	**7**
1630-1645	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	1	**5**	**6**
1645-1700	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**3**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**17**	**22**
3 Hour Totals (pm)	11	2	0	0	0	0	0	**13**	12	0	0	0	0	0	0	**12**	56	0	0	0	0	0	1	**57**	**82**
Day Total	57	3	2	0	0	0	0	**62**	15	1	0	0	0	0	0	**16**	121	3	1	0	0	0	2	**127**	**205**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0715-0730	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**3**
0730-0745	0	0	0	0	0	0	0	**0**	1	3	1	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
0745-0800	0	1	0	0	0	0	0	**1**	4	0	1	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**4**	**2**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
0800-0815	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**6**
0815-0830	2	0	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**6**
0830-0845	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**3**
0845-0900	1	0	0	0	0	0	0	**1**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**11**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**
0900-0915	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**9**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**

0930-0945	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0945-1000	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
3 Hour Totals (am)	4	1	0	0	0	0	0	**5**	41	5	3	0	0	0	0	**49**	0	0	0	0	0	0	0	**0**	**54**
1400-1415	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1415-1430	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**4**
1430-1445	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1445-1500	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1500-1515	0	0	0	0	0	0	0	**0**	16	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**16**
1515-1530	0	0	0	0	0	0	0	**0**	7	1	0	0	1	0	0	**9**	0	0	0	0	0	0	0	**0**	**9**
1530-1545	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	1	**6**	0	0	0	0	0	0	0	**0**	**7**
1545-1600	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**32**	**2**	**0**	**0**	**1**	**0**	**1**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**
1600-1615	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
1615-1630	2	0	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	**5**
1630-1645	0	0	0	0	0	0	0	**0**	2	2	0	0	0	0	1	**5**	0	0	0	0	0	0	0	**0**	**5**
1645-1700	0	0	0	0	0	0	0	**0**	5	2	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**4**	**0**	**0**	**0**	**0**	**1**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**
3 Hour Totals (pm)	4	0	0	0	0	0	0	**4**	47	6	0	0	1	0	2	**56**	1	0	0	0	0	0	0	**1**	**61**
Day Total	8	1	0	0	0	0	0	**9**	88	11	3	0	1	0	2	**105**	1	0	0	0	0	0	0	**1**	**115**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**2**
0715-0730	0	0	1	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	2	1	0	0	0	0	0	**3**	**8**
0730-0745	1	0	0	0	0	0	0	**1**	6	1	0	0	0	0	0	**7**	1	3	1	0	0	0	0	**5**	**13**
0745-0800	0	0	0	0	0	0	0	**0**	14	0	2	0	0	0	0	**16**	4	1	1	0	0	0	0	**6**	**22**
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**25**	**1**	**2**	**0**	**0**	**0**	**0**	**28**	**8**	**5**	**2**	**0**	**0**	**0**	**0**	**15**	**45**
0800-0815	2	1	0	0	0	0	0	**3**	25	1	0	0	0	0	0	**26**	6	0	0	0	0	0	0	**6**	**35**
0815-0830	0	0	0	0	0	0	0	**0**	28	0	0	0	0	0	0	**28**	6	0	0	0	0	0	0	**6**	**34**
0830-0845	1	0	0	0	0	0	0	**1**	9	0	0	0	0	0	0	**9**	3	0	0	0	0	0	0	**3**	**13**
0845-0900	4	0	0	0	0	0	0	**4**	16	0	0	0	0	0	0	**16**	11	0	0	0	0	0	0	**11**	**31**
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**79**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**113**
0900-0915	0	0	0	0	0	0	0	**0**	2	1	1	0	0	0	0	**4**	9	0	0	0	0	0	0	**9**	**13**
0915-0930	1	0	0	0	0	0	0	**1**	2	1	0	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	**5**
0930-0945	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**3**
0945-1000	2	0	0	0	0	0	0	**2**	5	1	0	0	0	0	1	**7**	2	1	0	0	0	0	0	**3**	**12**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**	**3**	**1**	**0**	**0**	**0**	**1**	**16**	**11**	**1**	**1**	**0**	**0**	**0**	**0**	**13**	**33**
3 Hour Totals (am)	12	1	1	0	0	0	0	**14**	114	5	3	0	0	0	1	**123**	45	6	3	0	0	0	0	**54**	**191**
1400-1415	3	1	0	0	0	0	0	**4**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**8**
1415-1430	2	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	**7**

1430-1445	1	0	0	0	0	0	0	**1**	9	1	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	**12**
1445-1500	0	0	0	0	0	0	0	**0**	15	0	0	0	0	0	0	**15**	1	0	0	0	0	0	0	**1**	**16**
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**43**
1500-1515	1	0	0	0	0	0	0	**1**	10	0	0	0	0	0	0	**10**	16	0	0	0	0	0	0	**16**	**27**
1515-1530	6	0	0	0	0	0	0	**6**	8	0	0	0	0	0	0	**8**	7	1	0	0	1	0	0	**9**	**23**
1530-1545	14	1	0	0	0	0	0	**15**	3	1	0	0	0	0	0	**4**	6	0	0	0	0	0	1	**7**	**26**
1545-1600	2	0	0	0	0	0	0	**2**	8	0	0	0	0	0	0	**8**	4	1	0	0	0	0	0	**5**	**15**
Hourly Total	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**24**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**30**	**33**	**2**	**0**	**0**	**1**	**0**	**1**	**37**	**91**
1600-1615	8	0	0	0	0	0	0	**8**	6	0	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	**15**
1615-1630	2	1	0	0	0	0	2	**5**	7	0	0	0	0	0	0	**7**	5	0	0	0	0	0	0	**5**	**17**
1630-1645	5	0	0	0	0	0	0	**5**	5	0	0	0	0	0	1	**6**	2	2	0	0	0	0	1	**5**	**16**
1645-1700	5	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	**3**	5	2	0	0	0	0	0	**7**	**15**
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**2**	**23**	**21**	**0**	**0**	**0**	**0**	**0**	**1**	**22**	**13**	**4**	**0**	**0**	**0**	**0**	**1**	**18**	**63**
3 Hour Totals (pm)	49	3	0	0	0	0	2	**54**	79	2	0	0	0	0	1	**82**	52	6	0	0	1	0	2	**61**	**197**
Day Total	61	4	1	0	0	0	2	**68**	193	7	3	0	0	0	2	**205**	97	12	3	0	1	0	2	**115**	**388**

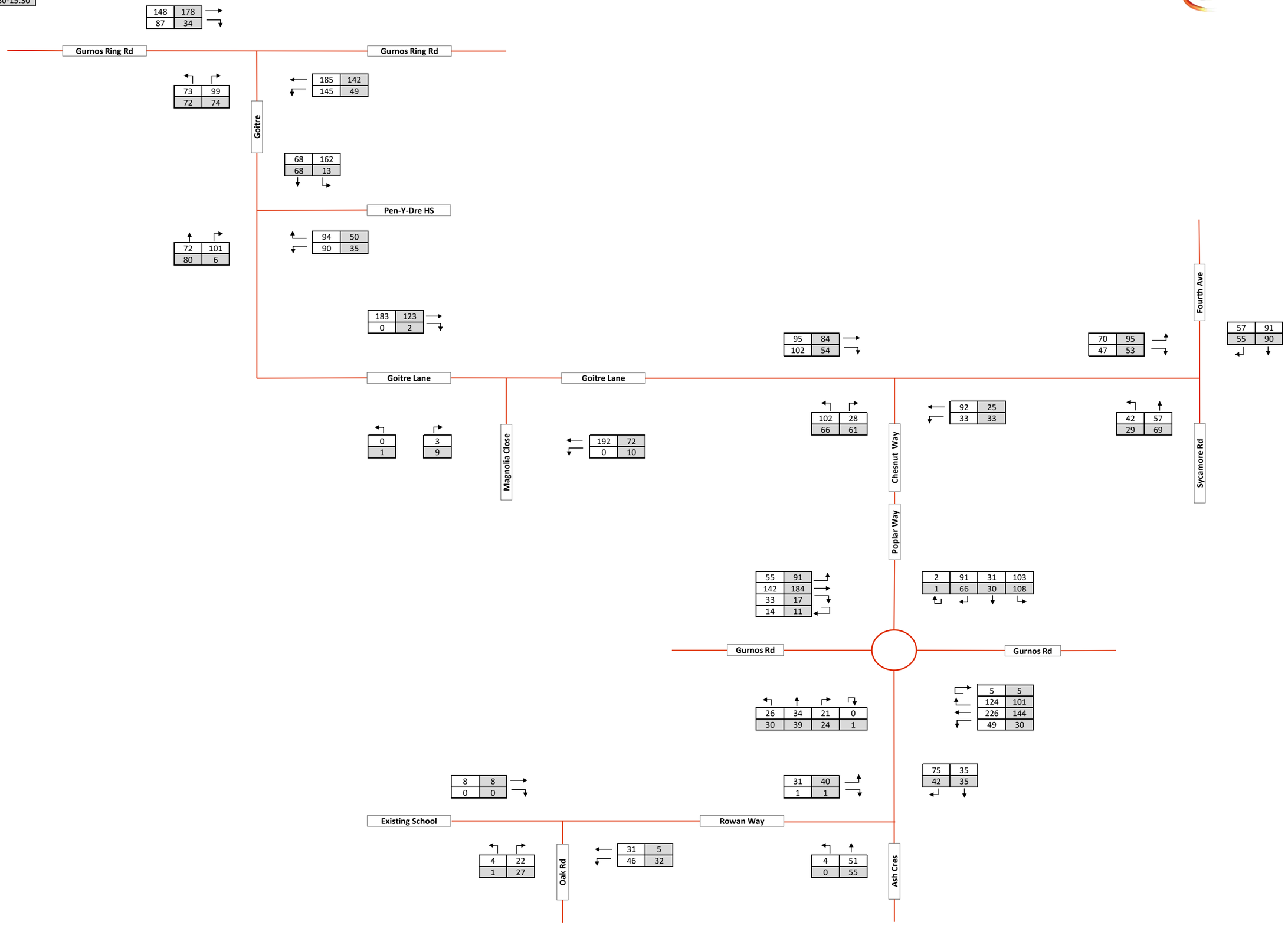
	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**MC**	**PC**	**Total**	**Arm Total**
0700-0715	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**2**
0715-0730	1	0	0	0	0	0	0	**1**	2	1	1	0	0	0	0	**4**	3	0	0	0	0	0	0	**3**	**8**
0730-0745	3	1	0	0	0	0	0	**4**	2	3	1	0	0	0	0	**6**	3	0	0	0	0	0	0	**3**	**13**
0745-0800	6	1	1	0	0	0	0	**8**	4	0	1	0	0	0	0	**5**	8	0	1	0	0	0	0	**9**	**22**
Hourly Total	**10**	**2**	**1**	**0**	**0**	**0**	**0**	**13**	**9**	**4**	**3**	**0**	**0**	**0**	**0**	**16**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**16**	**45**
0800-0815	13	0	0	0	0	0	0	**13**	7	1	0	0	0	0	0	**8**	13	1	0	0	0	0	0	**14**	**35**
0815-0830	20	0	0	0	0	0	0	**20**	5	0	0	0	0	0	0	**5**	9	0	0	0	0	0	0	**9**	**34**
0830-0845	1	0	0	0	0	0	0	**1**	4	0	0	0	0	0	0	**4**	8	0	0	0	0	0	0	**8**	**13**
0845-0900	1	0	0	0	0	0	0	**1**	15	0	0	0	0	0	0	**15**	15	0	0	0	0	0	0	**15**	**31**
Hourly Total	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**32**	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**46**	**113**
0900-0915	0	0	1	0	0	0	0	**1**	9	0	0	0	0	0	0	**9**	2	1	0	0	0	0	0	**3**	**13**
0915-0930	1	0	0	0	0	0	0	**1**	1	1	1	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	**5**
0930-0945	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**3**
0945-1000	3	0	0	0	0	0	0	**3**	4	1	0	0	0	0	0	**5**	2	1	0	0	0	0	1	**4**	**12**
Hourly Total	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**16**	**2**	**1**	**0**	**0**	**0**	**0**	**19**	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**8**	**33**
3 Hour Totals (am)	50	2	2	0	0	0	0	**54**	56	7	4	0	0	0	0	**67**	65	3	1	0	0	0	1	**70**	**191**
1400-1415	1	0	0	0	0	0	0	**1**	4	1	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	**8**
1415-1430	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	**7**
1430-1445	1	1	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**	6	0	0	0	0	0	0	**6**	**12**
1445-1500	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	**16**
Hourly Total	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**43**
1500-1515	0	0	0	0	0	0	0	**0**	18	0	0	0	0	0	0	**18**	9	0	0	0	0	0	0	**9**	**27**
1515-1530	2	0	0	0	0	0	0	**2**	16	1	0	0	1	0	0	**18**	3	0	0	0	0	0	0	**3**	**23**
1530-1545	2	1	0	0	0	0	0	**3**	17	1	0	0	0	0	1	**19**	4	0	0	0	0	0	0	**4**	**26**
1545-1600	2	0	0	0	0	0	0	**2**	7	1	0	0	0	0	0	**8**	5	0	0	0	0	0	0	**5**	**15**
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**58**	**3**	**0**	**0**	**1**	**0**	**1**	**63**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**91**
1600-1615	1	0	0	0	0	0	0	**1**	10	0	0	0	0	0	0	**10**	4	0	0	0	0	0	0	**4**	**15**

1615-1630	2	0	0	0	0	0	0	**2**	5	1	0	0	0	0	1	**7**	7	0	0	0	0	0	1	**8**	**17**
1630-1645	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	1	**11**	4	0	0	0	0	0	1	**5**	**16**
1645-1700	1	0	0	0	0	0	0	**1**	10	2	0	0	0	0	0	**12**	2	0	0	0	0	0	0	**2**	**15**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**33**	**5**	**0**	**0**	**0**	**0**	**2**	**40**	**17**	**0**	**0**	**0**	**0**	**0**	**2**	**19**	**63**
3 Hour Totals (pm)	15	2	0	0	0	0	0	**17**	104	9	0	0	1	0	3	**117**	61	0	0	0	0	0	2	**63**	**197**
Day Total	65	4	2	0	0	0	0	**71**	160	16	4	0	1	0	3	**184**	126	3	1	0	0	0	3	**133**	**388**

Appendix D

Appendix B - Weekday 2023 Base Flows (PCU)

All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix E

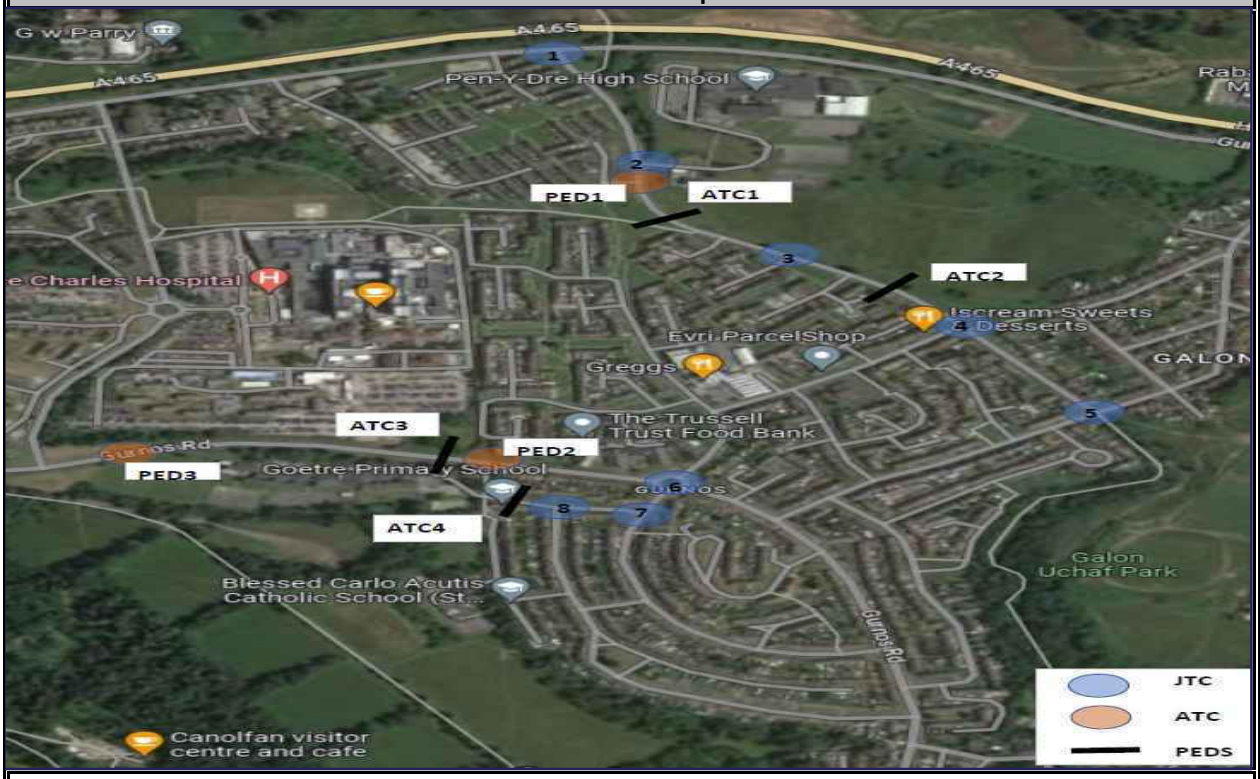
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Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

Job No'/Job Name	SS1110 Merthyr
Date	Tuesday 23 May 2023
Time	0700-1000 & 1400-1700
Survey Type	Classified JTC & Classified PED/PCL Movements
Weather Conditions	

Overview Map



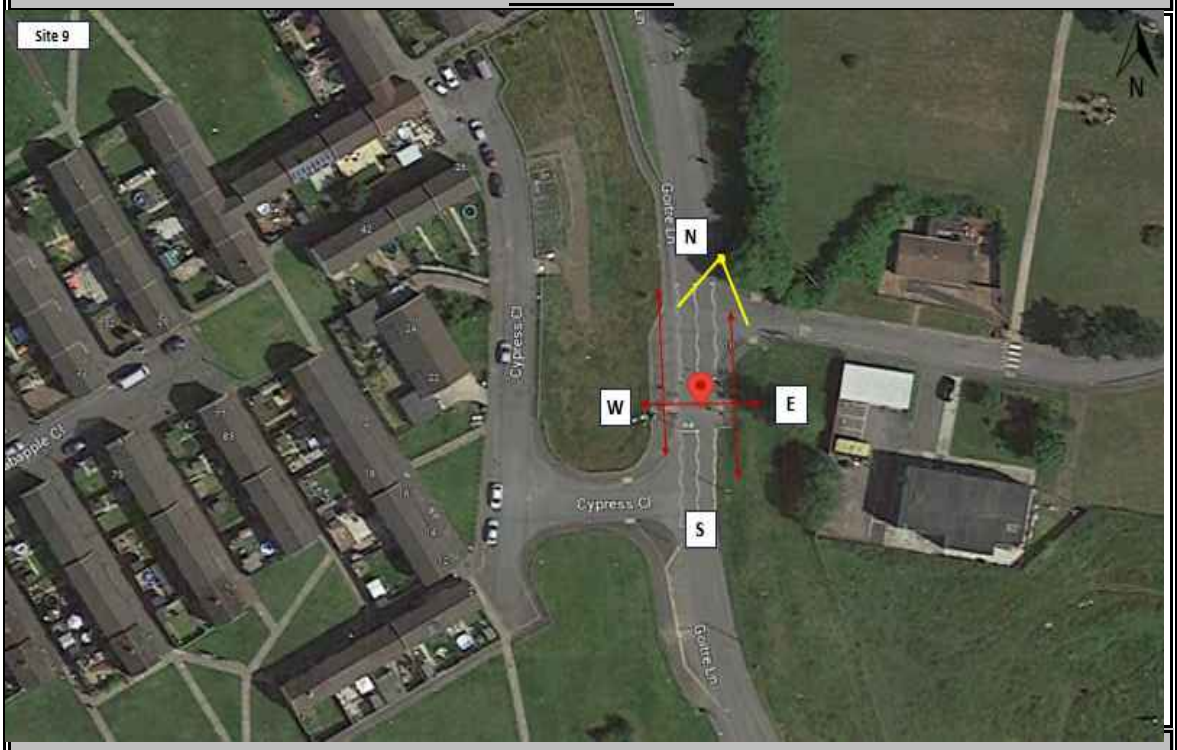
Comments

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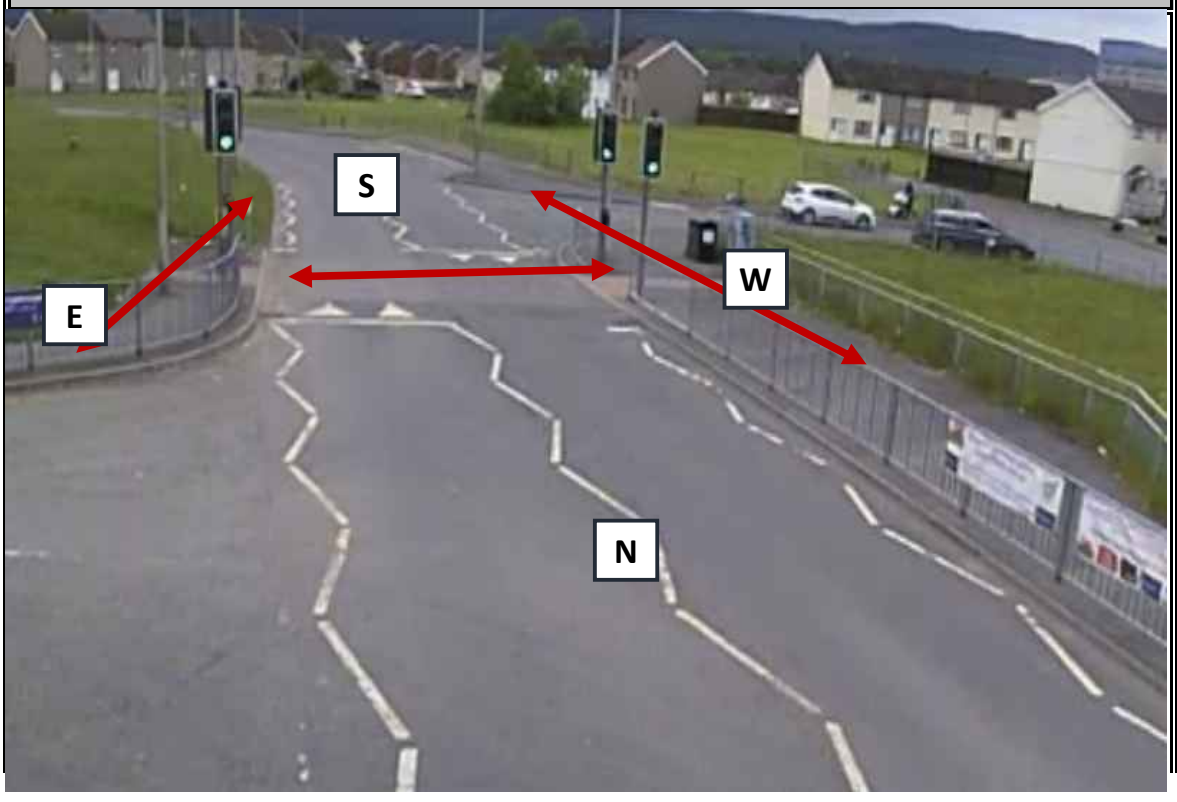
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 9

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 9

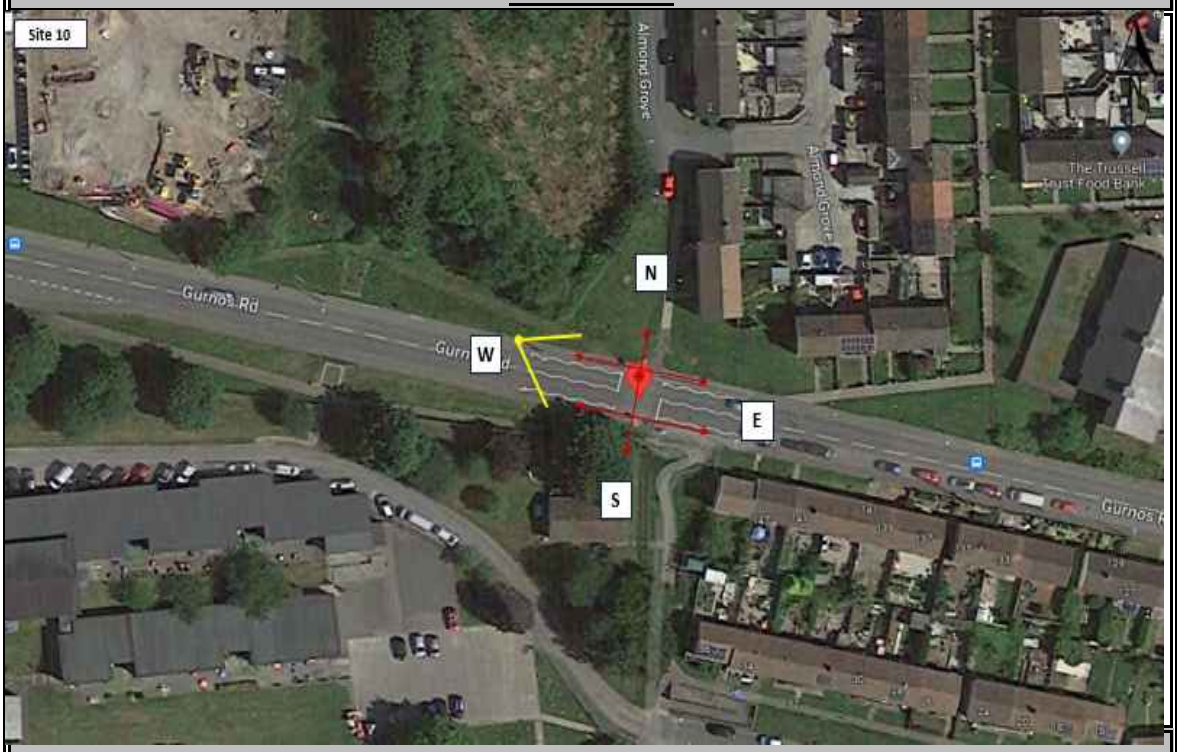
	Link												Crossing											
	Northbound						Southbound						Eastbound						Westbound					
	Adult	Child	OAP	Mobility	PCL	Total	Adult	Child	OAP	Mobility	PCL	Total	Adult	Child	OAP	Mobility	PCL	Total	Adult	Child	OAP	Mobility	PCL	Total
0700-0715	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	**0**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**
0730-0745	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
0745-0800	1	0	0	0	0	**1**	0	0	0	0	0	**0**	4	20	0	0	0	**24**	1	11	0	0	0	**12**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**20**	**0**	**0**	**0**	**28**	**1**	**11**	**0**	**0**	**0**	**12**
0800-0815	1	0	0	0	0	**1**	1	0	0	0	0	**1**	9	52	0	0	0	**61**	1	3	0	0	0	**4**
0815-0830	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	125	0	0	0	**126**	0	0	0	0	0	**0**
0830-0845	0	0	0	0	0	**0**	0	0	0	0	0	**0**	8	67	0	0	0	**75**	2	1	0	0	0	**3**
0845-0900	0	0	0	0	0	**0**	0	0	0	0	0	**0**	4	24	0	0	0	**28**	1	0	0	0	0	**1**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**22**	**268**	**0**	**0**	**0**	**290**	**4**	**4**	**0**	**0**	**0**	**8**
0900-0915	0	0	0	0	0	**0**	0	0	0	0	0	**0**	8	1	0	0	0	**9**	0	0	0	0	0	**0**
0915-0930	0	0	0	0	0	**0**	0	0	0	0	0	**0**	5	0	0	0	0	**5**	1	0	0	0	0	**1**
0930-0945	2	0	0	0	0	**2**	0	0	0	0	0	**0**	2	0	0	0	0	**2**	2	0	0	0	0	**2**
0945-1000	0	0	0	0	0	**0**	0	0	0	0	0	**0**	3	0	0	0	0	**3**	0	0	0	0	0	**0**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**19**	**3**	**0**	**0**	**0**	**0**	**3**
3 Hour Totals (am)	6	0	0	0	0	**6**	1	0	0	0	0	**1**	48	289	0	0	0	**337**	8	15	0	0	0	**23**
1400-1415	1	0	0	0	0	**1**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	3	0	0	0	0	**3**
1415-1430	0	1	0	0	0	**1**	1	1	0	0	0	**2**	1	0	0	0	0	**1**	2	0	0	0	0	**2**
1430-1445	0	0	0	0	0	**0**	4	14	0	0	0	**18**	4	2	0	0	0	**6**	11	222	0	0	0	**233**
1445-1500	0	0	0	0	0	**0**	1	7	0	0	0	**8**	2	1	0	0	0	**3**	8	67	0	0	0	**75**
Hourly Total	**1**	**1**	**0**	**0**	**0**	**2**	**6**	**22**	**0**	**0**	**0**	**28**	**8**	**3**	**0**	**0**	**0**	**11**	**24**	**289**	**0**	**0**	**0**	**313**
1500-1515	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	7	0	0	0	0	**7**
1515-1530	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**
1530-1545	0	0	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	3	0	0	0	0	**3**
1545-1600	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**11**
1600-1615	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
1615-1630	1	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	3	0	0	0	0	**3**
1630-1645	1	0	0	0	0	**1**	1	2	0	0	0	**3**	0	0	0	0	0	**0**	1	0	0	0	0	**1**
1645-1700	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**3**	**2**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
3 Hour Totals (pm)	4	1	0	0	0	**5**	8	24	0	0	0	**32**	9	3	0	0	0	**12**	39	289	0	0	0	**328**
Day Total	10	1	0	0	0	**11**	9	24	0	0	0	**33**	57	292	0	0	0	**349**	47	304	0	0	0	**351**

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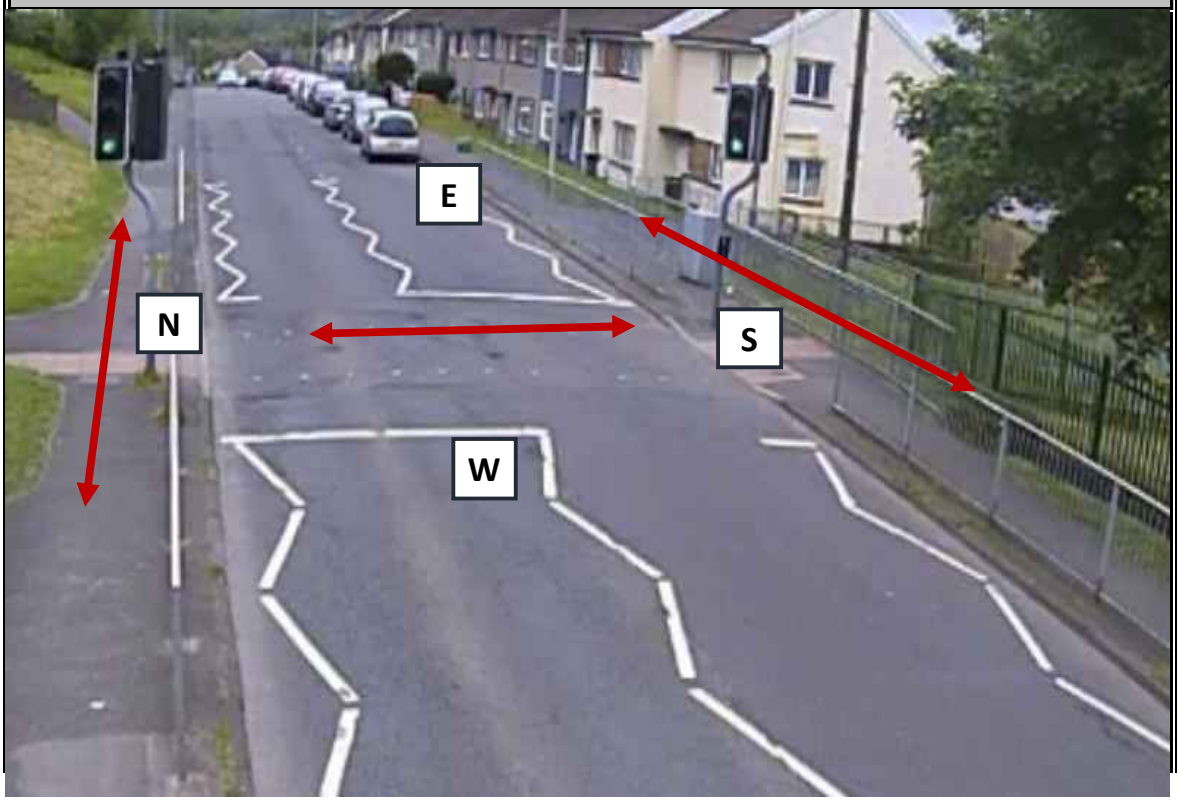
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 10

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 10

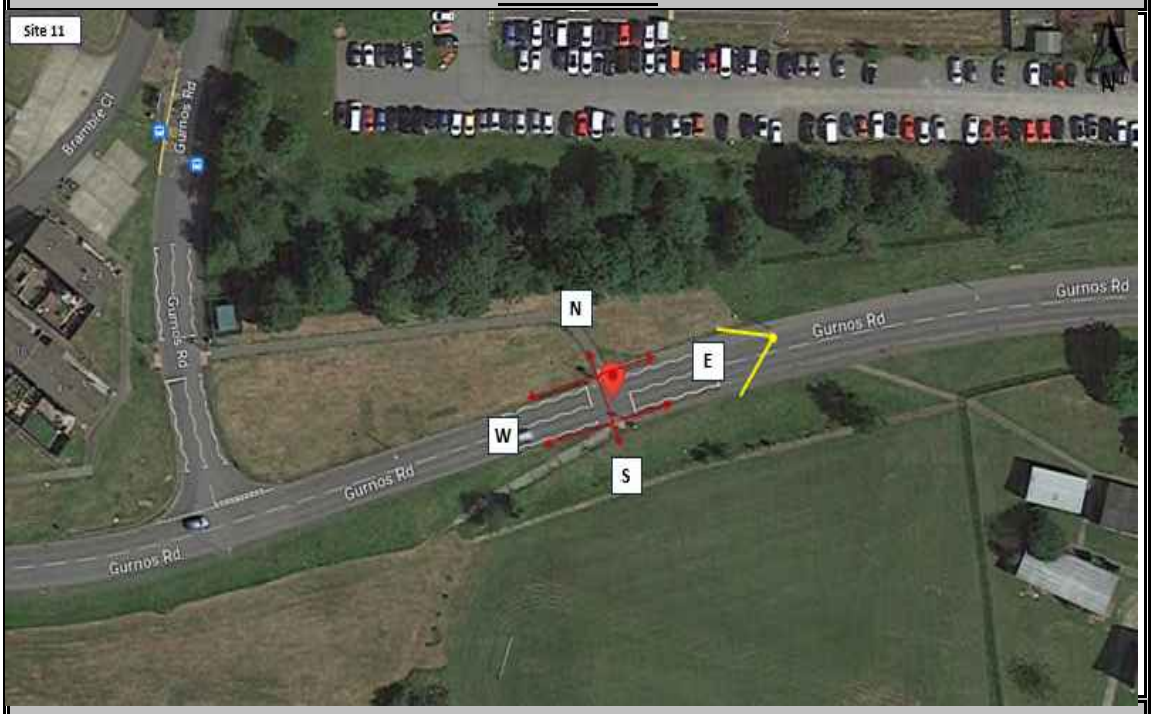
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0700-0715	1	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	0	0	1	**1**	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	**0**	2	0	0	0	0	**2**	1	0	0	0	0	**1**	1	0	0	0	0	**1**
0730-0745	2	0	0	0	0	**2**	6	0	0	0	0	**6**	3	0	0	0	0	**3**	0	0	0	0	0	**0**
0745-0800	3	0	0	0	0	**3**	3	0	0	0	0	**3**	1	0	0	0	0	**1**	2	0	0	0	0	**2**
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0800-0815	0	1	0	0	0	**1**	8	10	0	0	0	**18**	4	0	0	0	0	**4**	9	5	0	0	0	**14**
0815-0830	11	1	0	0	0	**12**	7	25	0	0	0	**32**	10	0	0	0	0	**10**	7	8	0	0	1	**16**
0830-0845	4	0	0	0	0	**4**	28	20	0	0	0	**48**	22	1	0	0	0	**23**	33	47	0	0	0	**80**
0845-0900	18	1	0	0	0	**19**	7	6	0	0	0	**13**	22	5	0	0	0	**27**	8	5	0	0	0	**13**
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0915-0930	0	0	0	0	0	**0**	1	1	0	0	0	**2**	2	1	0	0	0	**3**	1	0	0	0	0	**1**
0930-0945	2	0	0	0	0	**2**	4	0	0	0	0	**4**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0945-1000	2	0	0	0	0	**2**	3	0	0	0	0	**3**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Hourly Total	**6**	**2**	**0**	**0**	**0**	**8**	**14**	**1**	**0**	**0**	**0**	**15**	**10**	**3**	**0**	**0**	**0**	**13**	**4**	**0**	**0**	**0**	**0**	**4**
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1415-1430	1	0	0	0	1	**2**	0	0	0	0	1	**1**	2	1	0	0	0	**3**	1	0	0	0	0	**1**
1430-1445	1	0	0	0	0	**1**	5	1	0	0	0	**6**	0	0	0	0	0	**0**	1	0	0	0	0	**1**
1445-1500	0	0	0	0	0	**0**	31	9	0	0	1	**41**	1	0	0	0	0	**1**	27	11	0	0	0	**38**
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1500-1515	20	11	0	0	0	**31**	9	2	0	0	0	**11**	70	87	1	0	1	**159**	12	7	0	0	0	**19**
1515-1530	6	0	0	0	0	**6**	4	1	0	0	0	**5**	6	16	0	0	0	**22**	1	0	0	0	0	**1**
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1615-1630	6	0	0	0	0	**6**	1	1	0	0	0	**2**	2	0	0	0	0	**2**	2	0	0	0	1	**3**
1630-1645	6	0	0	0	0	**6**	0	0	0	0	0	**0**	1	0	0	0	1	**2**	0	0	0	0	0	**0**
1645-1700	1	0	0	0	0	**1**	3	1	0	0	3	**7**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
Hourly Total	**16**	**3**	**0**	**0**	**0**	**19**	**8**	**3**	**0**	**0**	**5**	**16**	**6**	**9**	**0**	**0**	**1**	**16**	**3**	**2**	**0**	**0**	**1**	**6**
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Day Total	99	19	0	0	1	**119**	146	83	0	0	8	**237**	160	124	1	0	3	**288**	116	95	0	0	2	**213**

THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

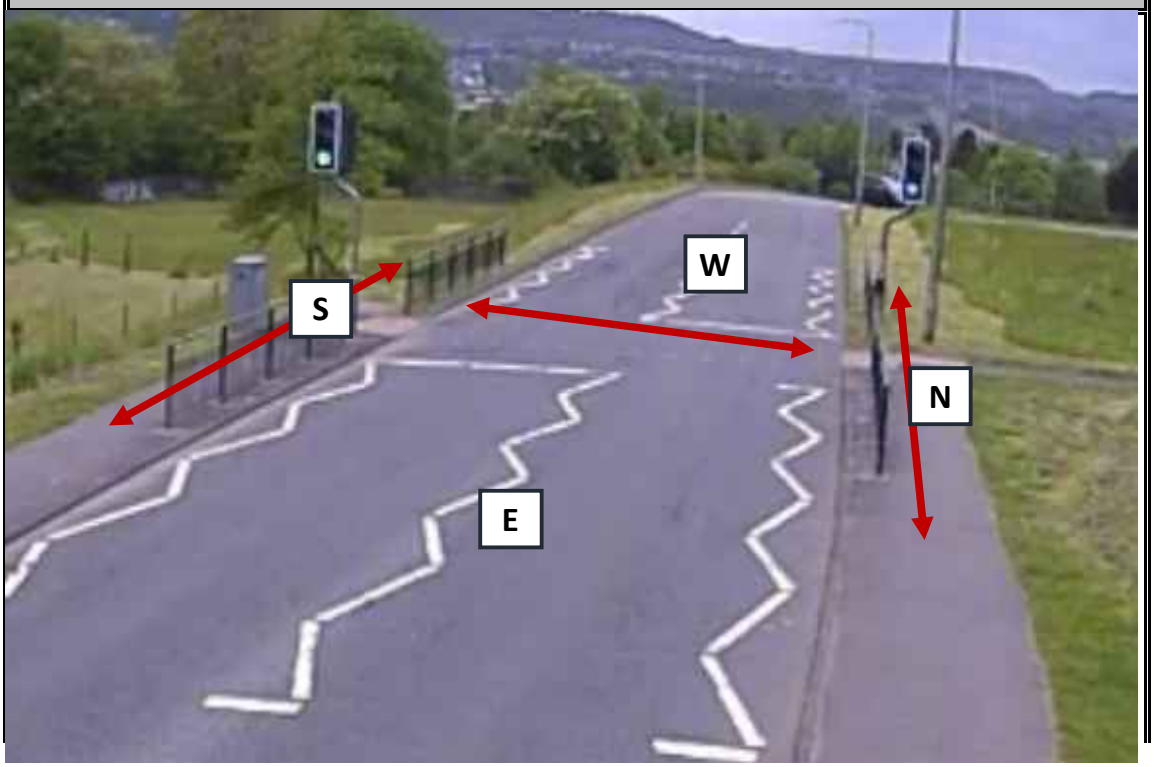
SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700

Site 11

Overview



Streetview



Severnside
Transportation Data Collection

SS1110 Merthyr
Tuesday 23 May 2023
0700-1000 & 1400-1700
Site 11

	Link												Crossing											
	Eastbound						Westbound						Northbound						Southbound					
	Adult	Child	OAP	Mobility	PCL	Total	Adult	Child	OAP	Mobility	PCL	Total	Adult	Child	OAP	Mobility	PCL	Total	Adult	Child	OAP	Mobility	PCL	Total
0700-0715	1	0	0	0	0	**1**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0715-0730	0	0	0	0	0	**0**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0730-0745	3	2	0	0	0	**5**	5	0	0	0	0	**5**	0	0	0	0	0	**0**	3	0	0	0	0	**3**
0745-0800	1	0	0	0	0	**1**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
Hourly Total	**5**	**2**	**0**	**0**	**0**	**7**	**10**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
0800-0815	1	1	0	0	0	**2**	1	0	0	0	0	**1**	0	0	0	0	0	**0**	3	8	0	0	0	**11**
0815-0830	3	4	0	0	0	**7**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	4	5	0	0	0	**9**
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0845-0900	3	2	0	0	1	**6**	3	0	0	0	0	**3**	10	3	0	0	0	**13**	5	8	0	0	0	**13**
Hourly Total	**7**	**7**	**0**	**0**	**1**	**15**	**7**	**0**	**0**	**0**	**0**	**7**	**17**	**3**	**0**	**0**	**0**	**20**	**36**	**47**	**0**	**0**	**1**	**84**
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0915-0930	0	0	0	0	0	**0**	2	0	0	0	0	**2**	1	1	0	0	0	**2**	0	0	0	0	0	**0**
0930-0945	2	0	0	0	0	**2**	2	0	0	0	0	**2**	0	0	0	0	0	**0**	0	0	0	0	0	**0**
0945-1000	1	0	0	0	0	**1**	3	0	0	0	0	**3**	1	0	0	0	0	**1**	0	0	0	0	0	**0**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**4**	**13**	**0**	**0**	**0**	**0**	**13**	**6**	**3**	**0**	**0**	**0**	**9**	**1**	**2**	**0**	**0**	**0**	**3**
3 Hour Totals (am)	16	9	0	0	1	**26**	30	0	0	0	0	**30**	23	6	0	0	0	**29**	40	49	0	0	1	**90**
1400-1415	0	0	0	0	0	**0**	2	0	0	0	0	**2**	1	2	0	0	0	**3**	1	0	0	0	0	**1**
1415-1430	1	0	0	0	1	**2**	2	0	0	0	0	**2**	0	0	0	0	1	**1**	2	0	0	0	0	**2**
1430-1445	2	0	0	0	0	**2**	0	0	0	0	0	**0**	1	0	0	0	0	**1**	5	1	0	0	0	**6**
1445-1500	1	0	0	0	0	**1**	2	0	0	0	1	**3**	0	0	0	0	0	**0**	38	6	0	0	0	**44**
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1515-1530	5	1	0	0	0	**6**	1	1	0	0	1	**3**	5	9	0	0	0	**14**	0	1	0	0	0	**1**
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1615-1630	3	0	0	0	0	**3**	1	0	0	0	0	**1**	3	2	0	0	0	**5**	1	0	0	0	0	**1**
1630-1645	6	0	0	0	0	**6**	1	0	0	0	0	**1**	1	1	0	0	0	**2**	0	0	0	0	0	**0**
1645-1700	1	0	0	0	0	**1**	1	0	0	0	0	**1**	3	1	0	0	3	**7**	0	0	0	0	0	**0**
Hourly Total	**10**	**0**	**0**	**0**	**0**	**10**	**5**	**4**	**0**	**0**	**0**	**9**	**11**	**13**	**0**	**0**	**5**	**29**	**4**	**2**	**0**	**0**	**0**	**6**
3 Hour Totals (pm)	27	1	0	0	1	**29**	19	12	0	0	2	**33**	61	79	0	0	8	**148**	60	14	0	0	0	**74**
Day Total	43	10	0	0	2	**55**	49	12	0	0	2	**63**	84	85	0	0	8	**177**	100	63	0	0	1	**164**

Appendix F

Youth Centre

Ford for maintenance vehicle and pedestrian stepping stones provided for access over Swale.

Drainage swale to North / East of the proposed site as latest Cambria information

Fence line un flat area on top of swale banking

wildflower area

DROP OFF - PICK UP

Additional area needed for banking

Raised ramp crossing points

Paving set within the with tarmac road as continuation of path

Existing Tree to be removed

Sprinkler tank, pump house and hydrant tank. Composite timber hit and miss enclosure 2.4M high

Bin Store Enclosure Composite timber hit and miss enclosure 2.4M high

4No. m'cycle spaces

Immersion play area

yard

LRB

FFL +291.500

Theraputic Garden

Mound

Softball amphitheater area

Climbing Area

Play spaces designed by Soltys Brewster

Courtyard Pick-up

Cycle Spaces (for 40 bikes)

MUGA

Suface TBC

5 a side football

34x18.5

Sports Pitches (Grass)

Football U11-U12s - 73x46m

Rugby Union U11-U12s - 60 x 43m

Swale piped under sports field-refer to civils drawings for exact route.

Swale route - refer to civils drawing

Swale connection location to be agreed/ detailed further

Play Area

Community Garden

Tree to be removed

Brickwork walls and fencing around main sloped/stepped entrace

Structured planting and school signage area

Toucan crossing

Electrical Sub-station (Enclosure colour black)

NOTE:
Full extent of pavement / road improvements to be agreed

NOTE:
Awaiting extended Goitre Lane survey information extending level and road line information into adjacent streets

1 Proposed Site Plan
1 : 500

Print Date: 24/09/2023 15:11:20

File Name: Z:\02_Projects\19623_Goetre Primary School - Merthyr\04_Deliverables\04_RevitCentral\01_SSModels\GPS-LAW-X-X-M3-A-000002-STAGE 2 BUILDING MODEL- Option 4 Wrexham.rvt

Construction (Design and Management) Regulations

Design risk assessments are carried out throughout the design stage of this project in accordance with company procedures and manuals. Where reasonably possible all areas of risk applicable to design and end use of the construction have been identified and then eliminated, mitigated or recorded as a residual risk. Note that general risks of which a competent designer or contractor should be aware are not included. This drawing is to be read in conjuction with the Pre-construction Information and all related documents prepared in accordance with the current Construction (Design and Management) Regulations 2015 and all applicable Health and Safety legislation as currently amended.

EXTERNAL MATERIALS

- Grass/ Soft Landscaped areas
- Tarmac parking bays (white lined demarcation)
- Tarmac Roads (with drop off parking zones white lined)
- 'Rain Gardens'
- Pathway/ walkways/pavements
- Grass-crete maintenance surface for potential maintenance access
- 'Wild-flower' Planting areas
- Bonded rubber mulch 'play surface'
- Hard Playground surface (floor markings to be agreed)
- 2.4m 'weldmesh' fencing (Black)
- 3.0m MUGA fencing (Black)
- 5m high ball netting
- Proposed Tree and shrub planting

Existing trees shown as indicated on ArbTS Tree Constraints Plan.

- Existing Trees Retained
- Existing Trees Removed

Note:
All materials to be agreed.

Trees and planting areas shown indicatively. Site plan subject to further detail design by Landscape Architect.

Further advice/input required regarding extent of permeable paving and SUDs features needed across the site

- +288.260 Existing Site Levels
- +291.450 Proposed Site Levels

Site levels indicative only and are subject to detail design by civil engineer in line with previous cut-fill exercises

- Proposed Site Application Boundary

39,769m2 or 3.97ha

- Adjoining land owned by applicant
- External Area of School to the boundary fence

32,208m2 or 3.20ha

Proposed Section 278 Work

P07	Toucan crossings reduced to 1No on Goetre Lane	18/12/2023
P06	Proposed Section 278 Area denoted by hatch	13/12/2023
P05	Layout updated to include latest Consultants info	13/11/2023
P04	Hydrant tank and encl revised, ford added over Swale, Electrical Sub Station location revised	09/11/2023
P03	Red/Blue lines amended, car park surfaces amended, existing trees removed and new SS location included following DTM Ownership lines amended to SW corner	07/11/2023
P02	Application Red and Blue Line amendments. Swale location updated in line with Cambria latest information	01/11/2023
P01	Application Red Line added and other minor amendments to key/ site hatching	30/10/2023
P00	Initial Issue WIP	27/10/2023

REV	DESCRIPTION | DRAWN BY | CHECKED BY | APPROVED BY	DATE

RIBA PLAN OF WORK WORKSTAGE	LEVEL OF MODEL DEFINITION (LoD)
Stage 3 - Spatial Co-ordination	LOD 3 - Approximate Model
PURPOSE OF ISSUE - SUITABLE FOR ...	STATUS or SUITABILITY
Pot 01 - Information	S3 - Suitable for Review/Comment

lawray architects

CARDIFF 029 2052 8140
LONDON 0207 138 3560
WREXHAM 01978 357 887
www.lawray.co.uk

CLIENT
Morgan Sindall

PROJECT TITLE
Goetre Primary School

DRAWING TITLE
Proposed Site Plan Layout

PROJECT No 19623
SCALE @ A1 1 : 500

DRAWING No (BS1192:2007 +A2:2016) & BS EN ISO19650: 1192- Project - Originator - Volume - Level - Type - Role - Number; 19650- Project - Originator - Functional - Spatial - Form - Discipline - Number - Sequence - Status/Suitability
REVISION
GPS-LAW-X-X-DR- **A-069001** **P07**

DO NOT SCALE

Any discrepancy or query concerning this drawing should be referred to the Architect.
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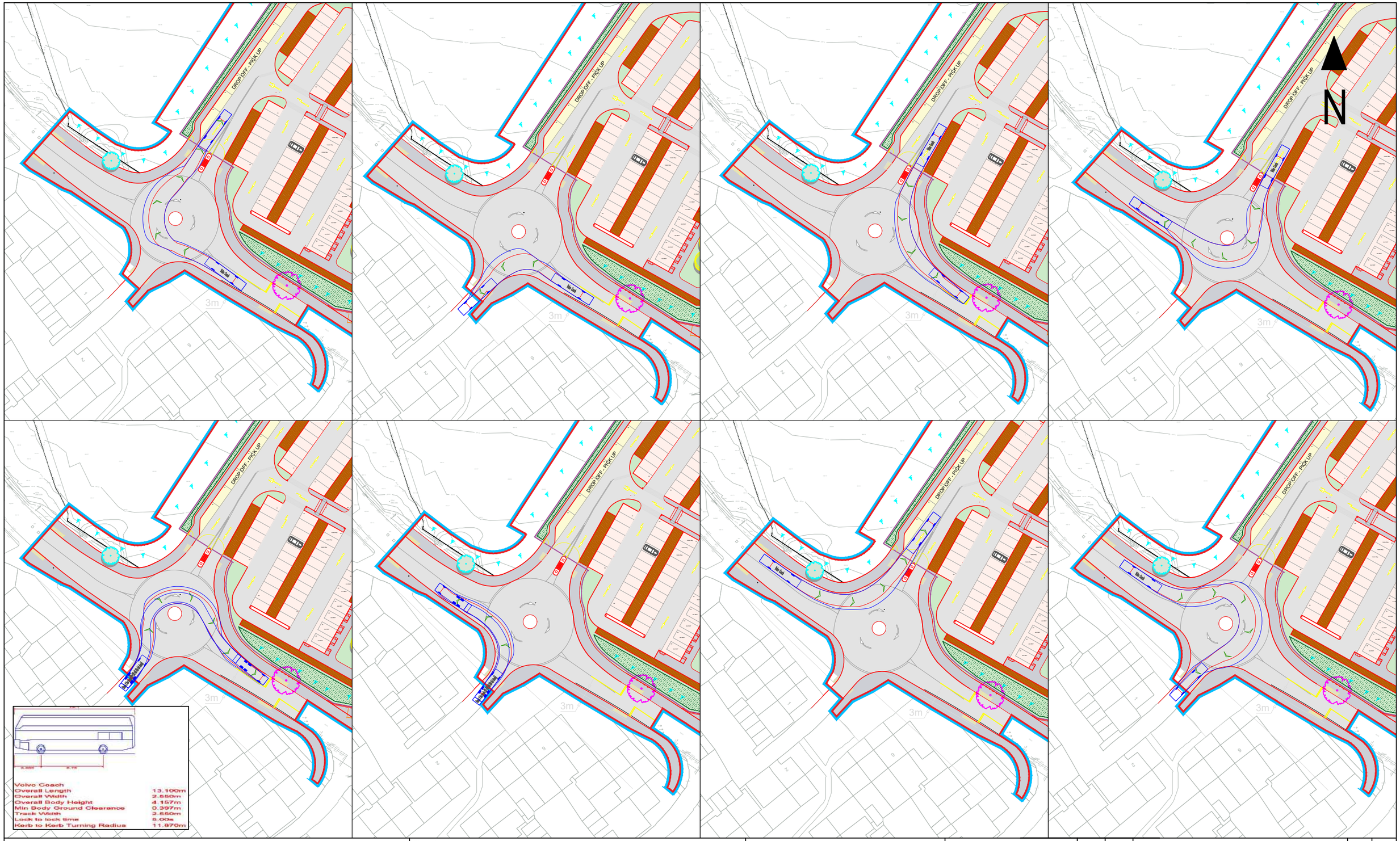
Appendix G



Drawing Title: Forward visibility splay	Client: Morgan Sindall Construction	asbritransport	Scale: 2:1		
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Appendix H



Drawing Title

Volvo Coach swept path analysis

Client

Morgan Sindall Construction

Job Title

Goetre Primary School

asbritransport

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW

T 01792 480535

Scale:	1:1
Designed by:	KEW
Drawn by:	KEW
Ckd/Appd:	PO'C
1st Issued:	06/11/23
Job No:	T23.125

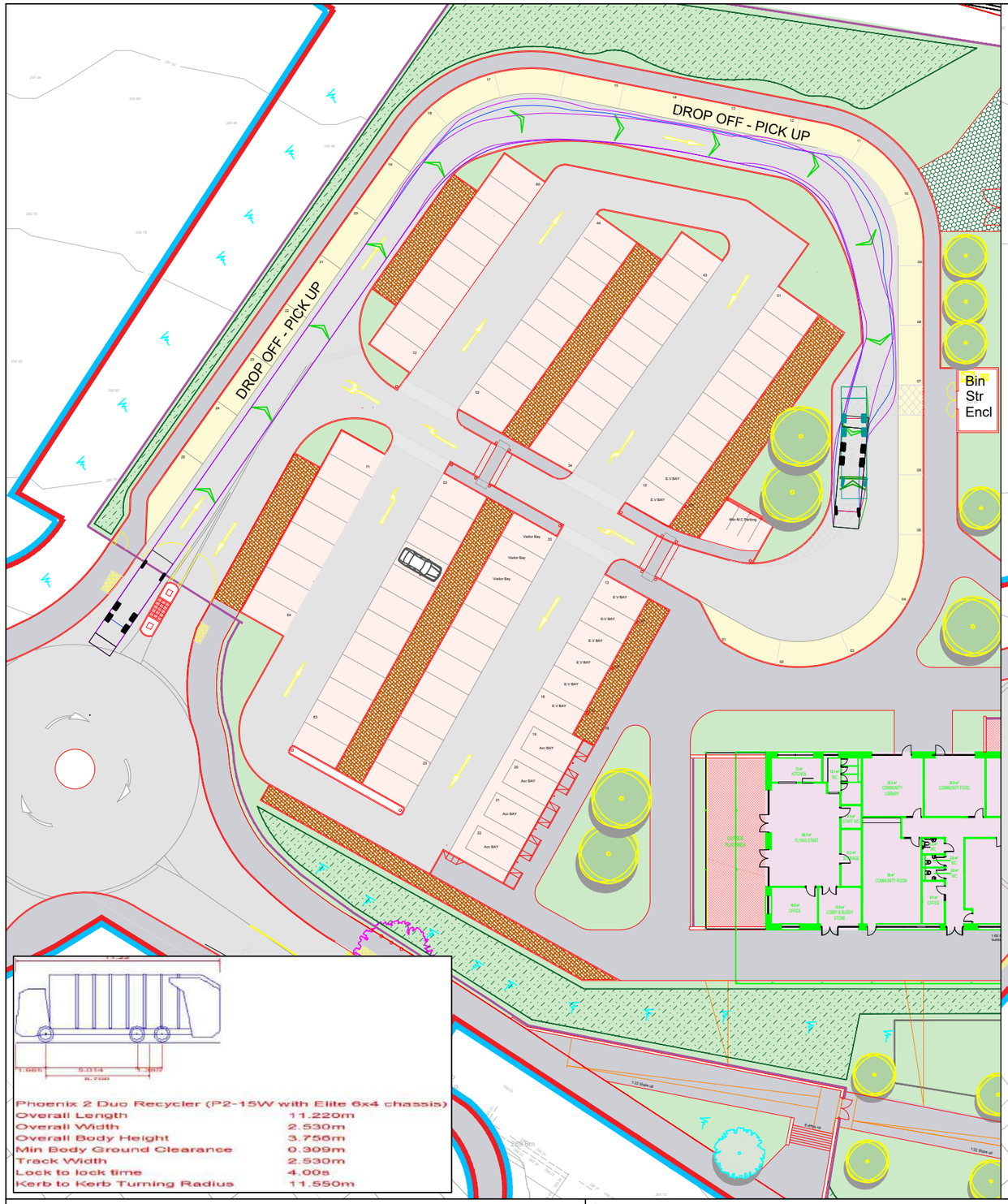
Rev.	Date.	Amendment.	Des.	Drn.

Drg No:

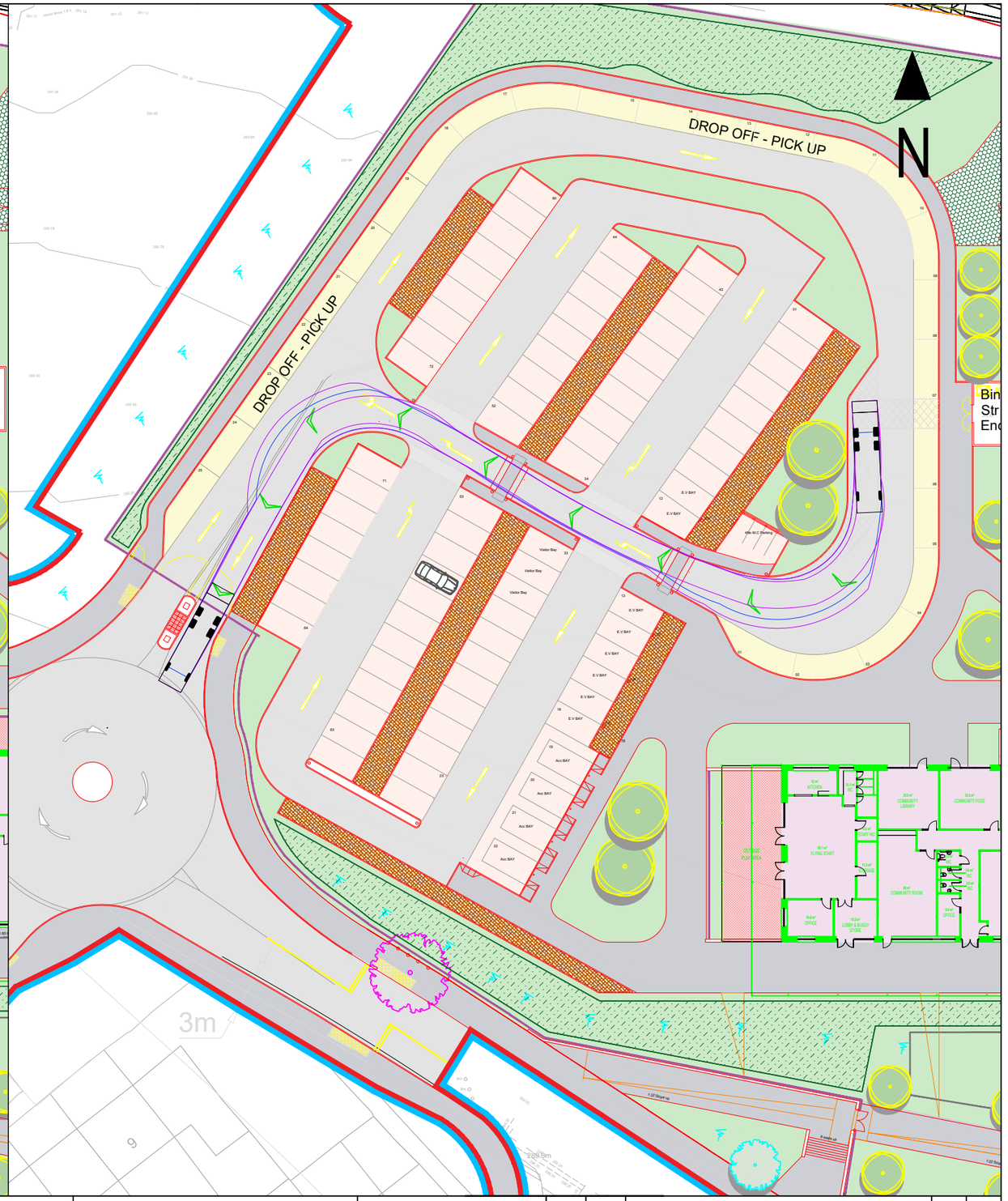
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Appendix I

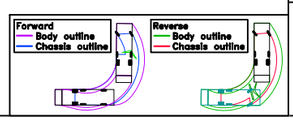


Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m



Drawing Title

Refuse vehicle swept path analysis



Client

Morgan Sindall Construction

Job Title

Goetre Primary School

asbritransport

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW

T 01792 480535

Scale:	2:1
Designed by:	KEW
Drawn by:	KEW
Ckd/Appd:	PO'C
1st Issued:	06/11/23
Job No:	T23.125

Rev.	Date.	Amendment.	Des.	Drn.

Drg No:

Rev

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DROP OFF - PICK UP

DROP OFF - PICK UP

Bin Str Encl

3m

Volvo Coach	
Overall Length	13.100m
Overall Width	2.550m
Overall Body Height	4.157m
Min Body Ground Clearance	0.397m
Track Width	2.550m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	11.870m

Forward
Body outline
Chassis outline

Reverse
Body outline
Chassis outline

Drawing Title

Volvo coach swept path analysis

Client

Morgan Sindall Construction

Job Title

Goetre Primary School

asbritransport
Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW
T 01792 480535

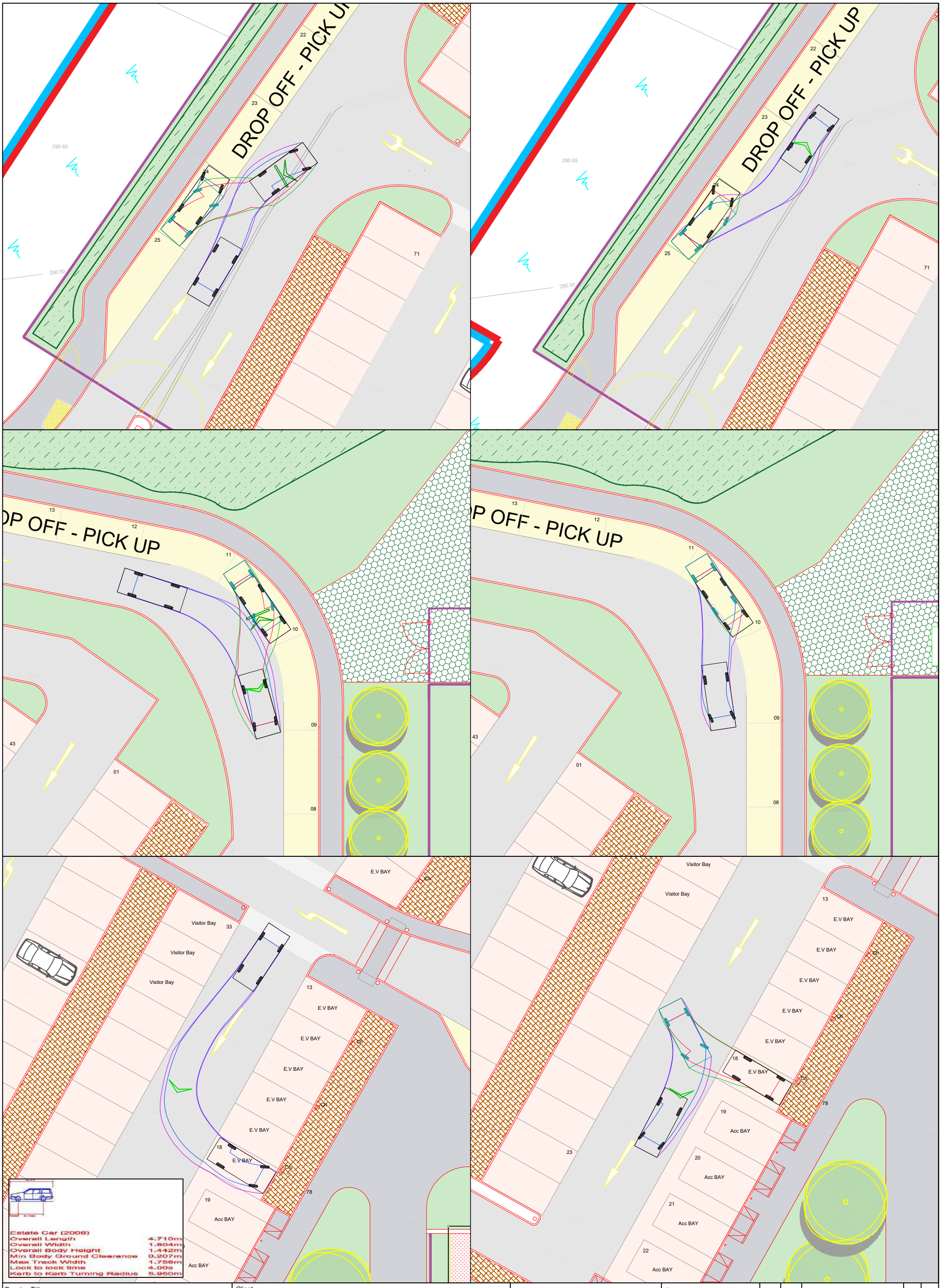
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Rev.	Date.	Amendment.	Des.	Drn.

Drg No.

Rev

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Drawing Title

Pick up/drop off bay swept path analysis

Client

Morgan Sindall Construction

Job Title

Goetre Primary School

asbritransport

Suite D, 1st Floor,
220 High Street,
Swansea,
SA1 1NW

T 01792 480535

Scale:	4:1
Designed by:	KEW
Drawn by:	KEW
Ckd/Appd:	PO'C
1st Issued:	06/11/23
Job No:	T23.125

Rev.	Date.	Amendment.	Des.	Drn.

Drg No.

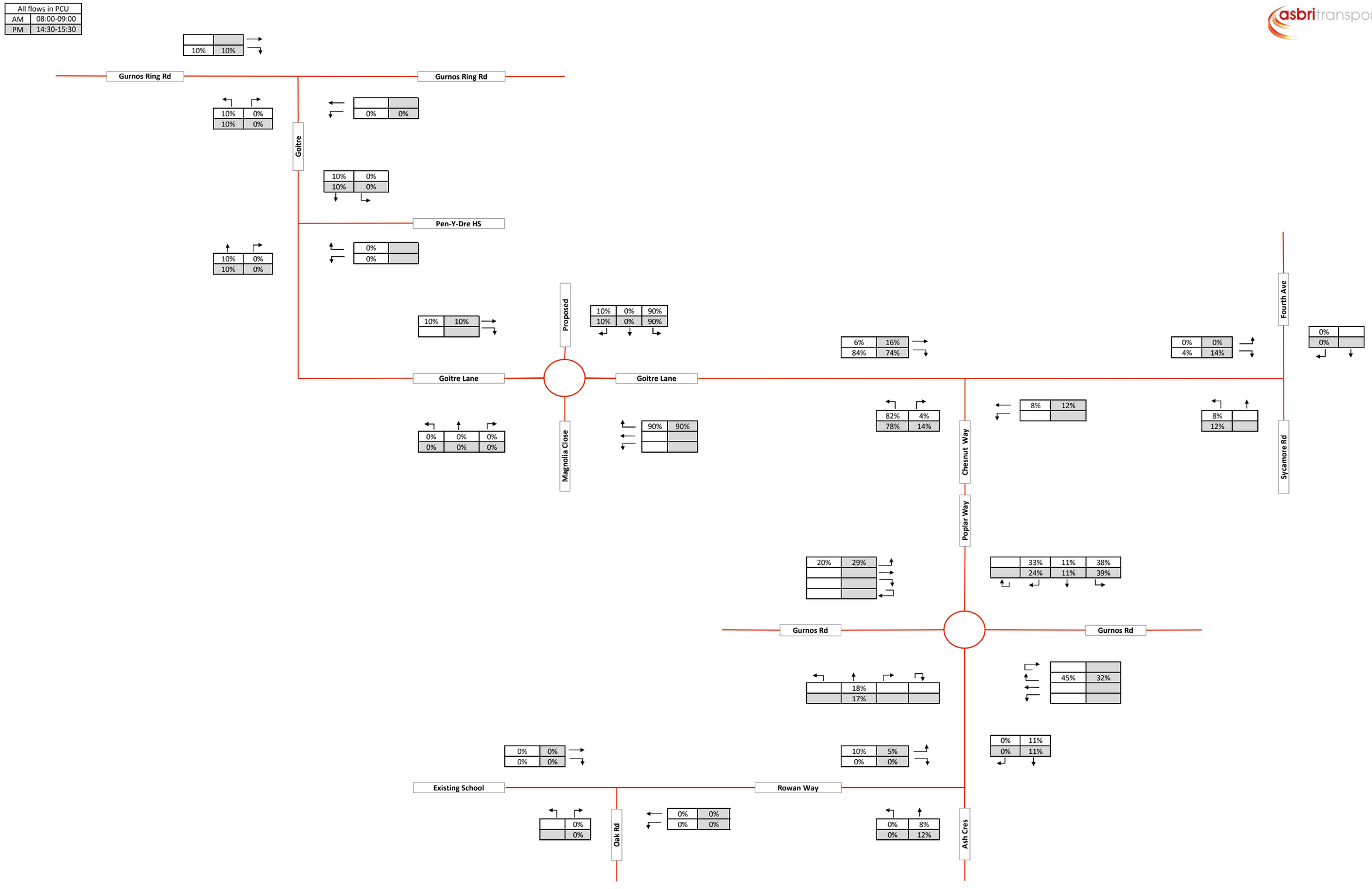
Rev

C:\Users\KATIEW~1\AppData\Local\Temp\AcPublish_26684\T23.125 PAC layout SPA.dwg

Appendix J

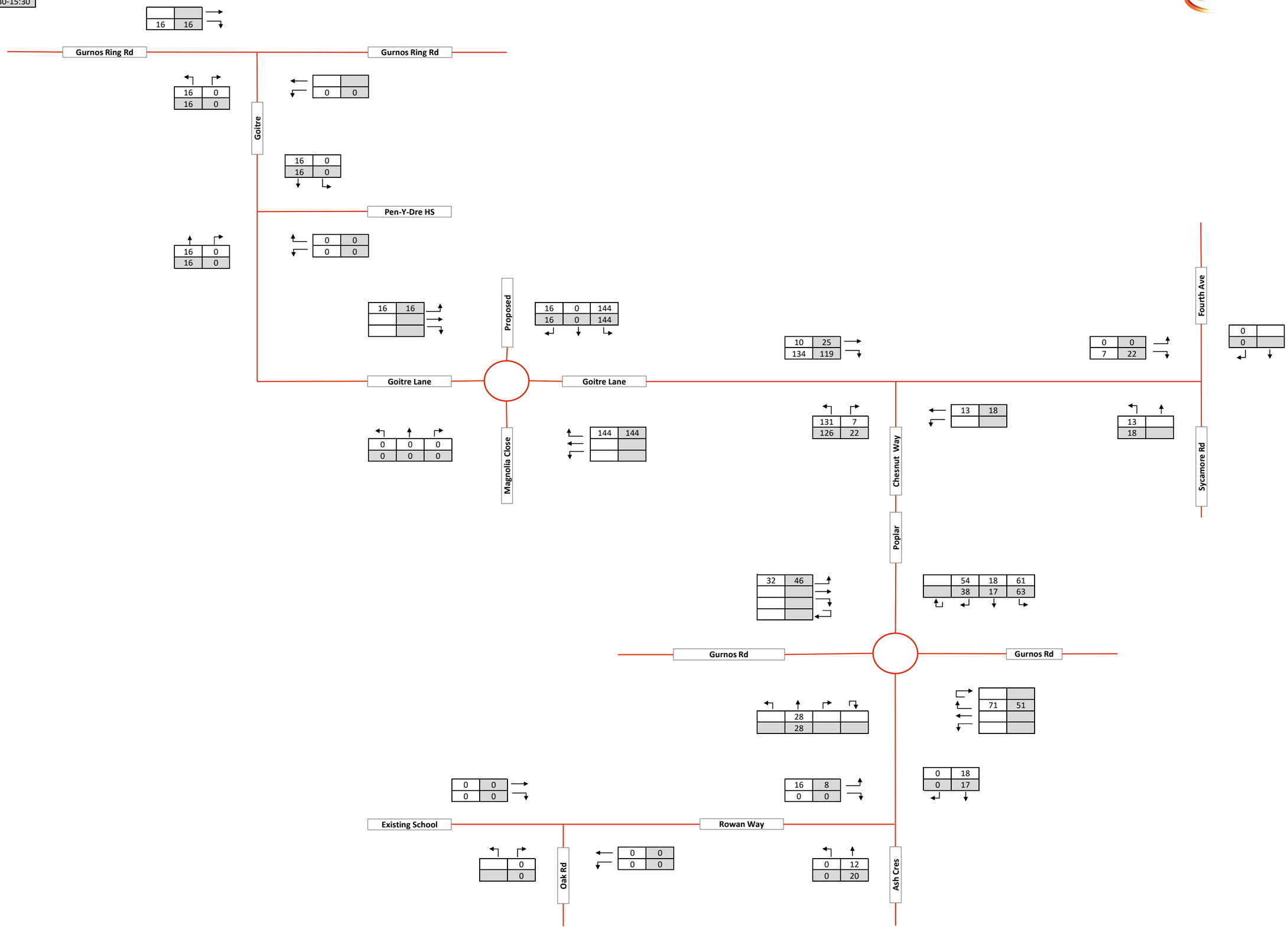
Appendix J1 - Development Trip Distribution: Parents/Pupils

All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix J2 - Development Trip Assignment: Parents/Pupils

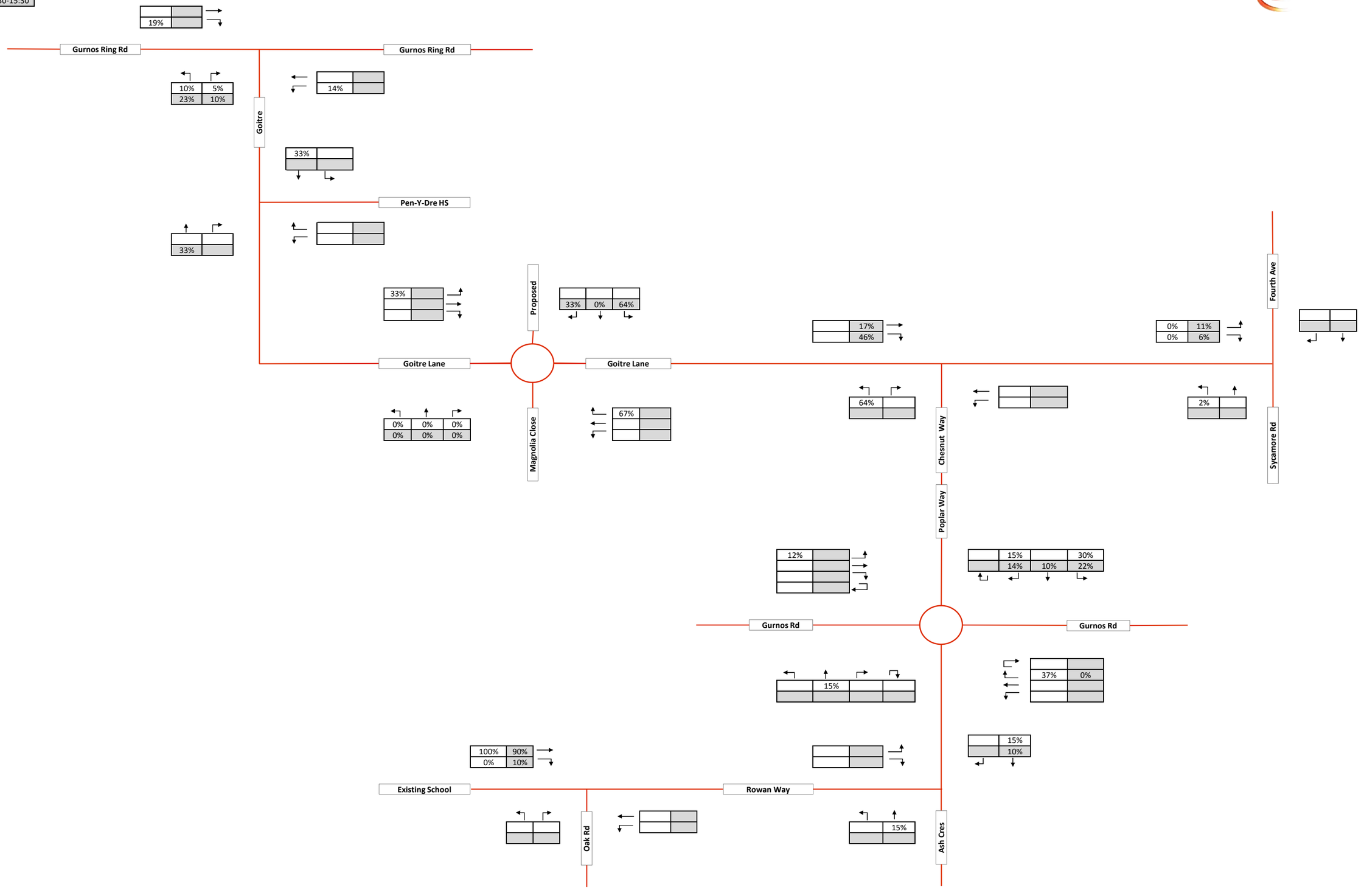
All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix K

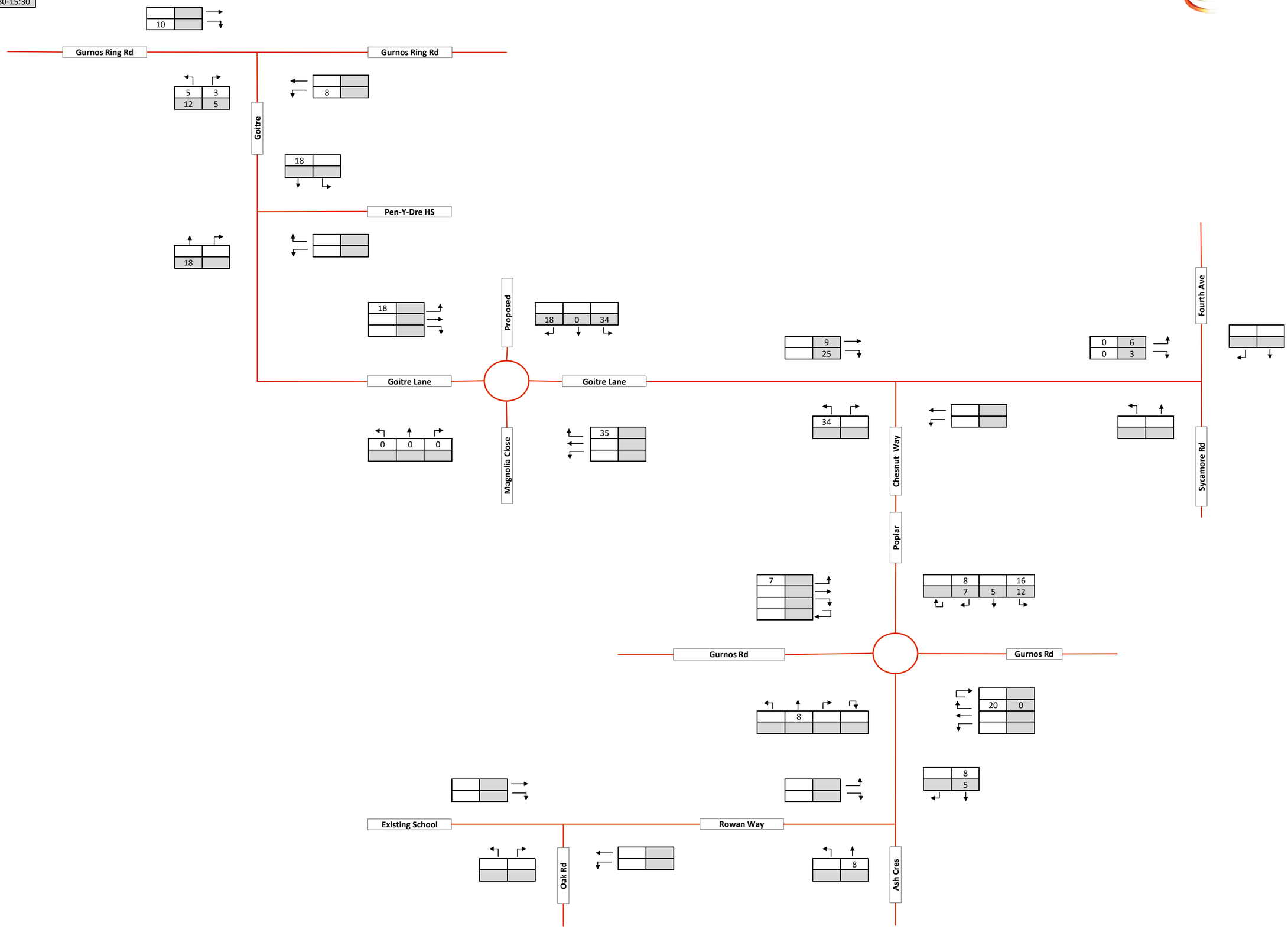
Appendix K1 - Development Trip Distribution: Staff

All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix K2 - Development Trip Assignment: Staff

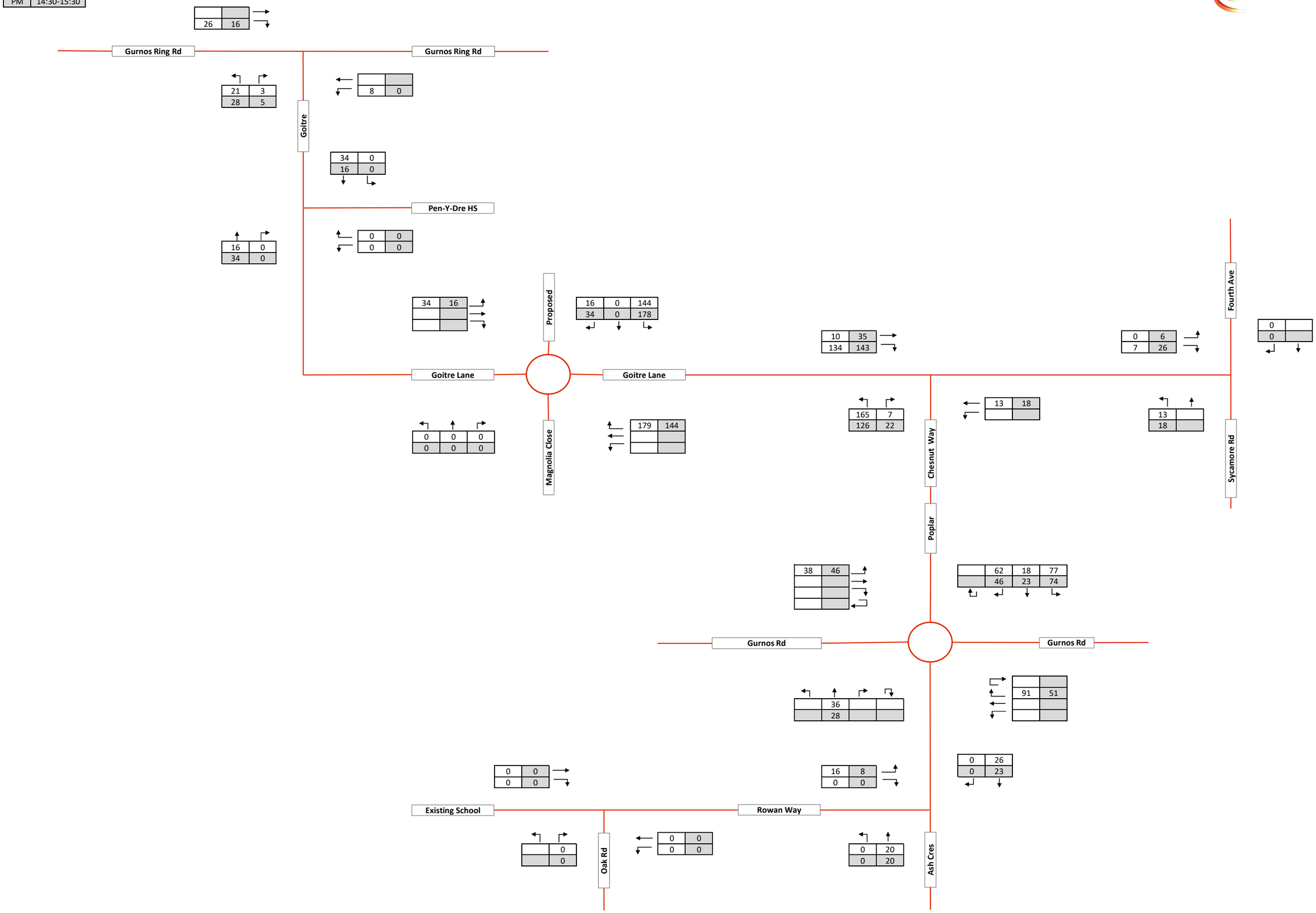
All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix L

Appendix L - Total Development Trip Assignment

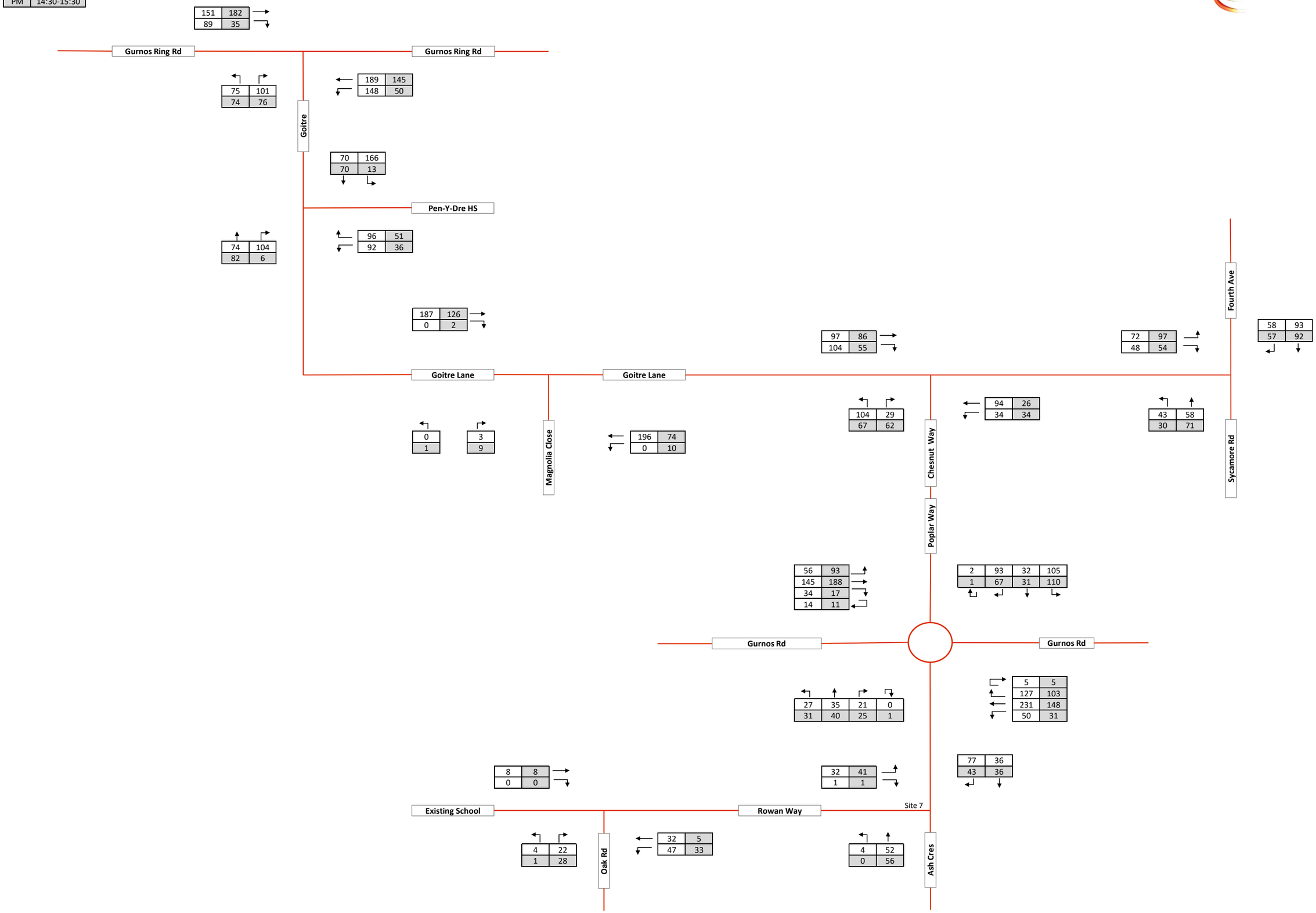
All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix M

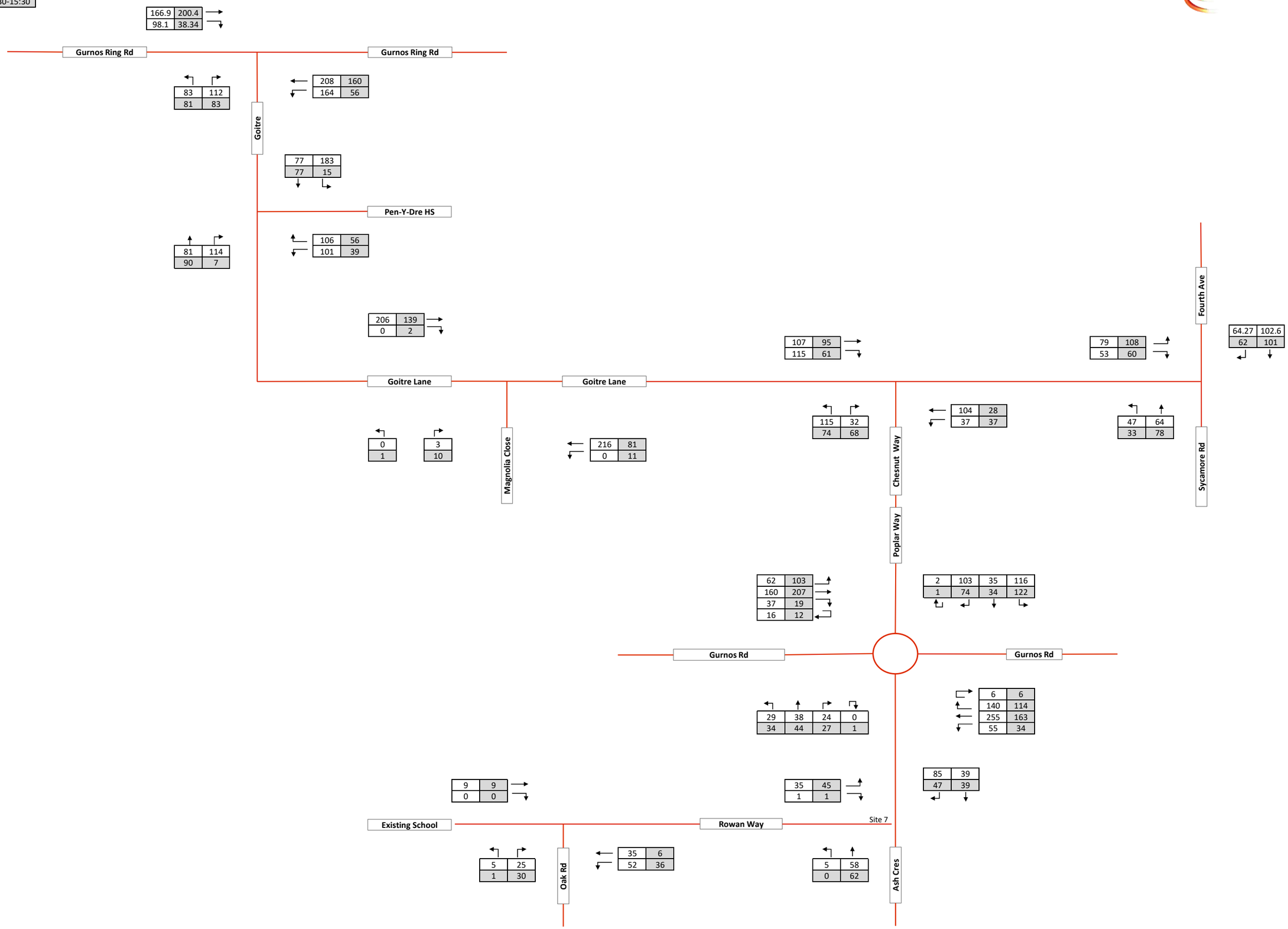
Appendix M1 - 2025 Future Year Base Flows

All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix M2 - 2035 Future Year Base Flows

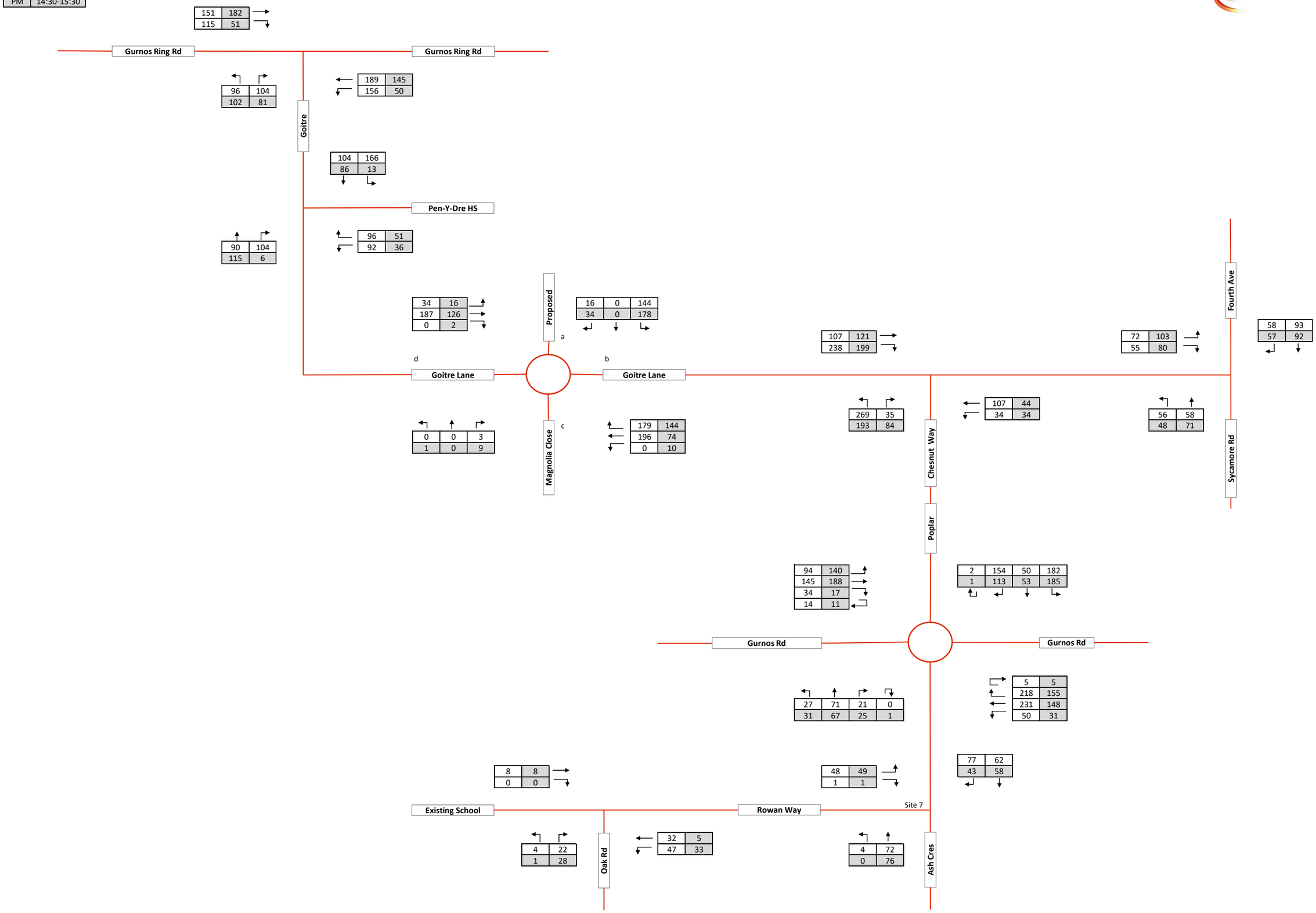
All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix N

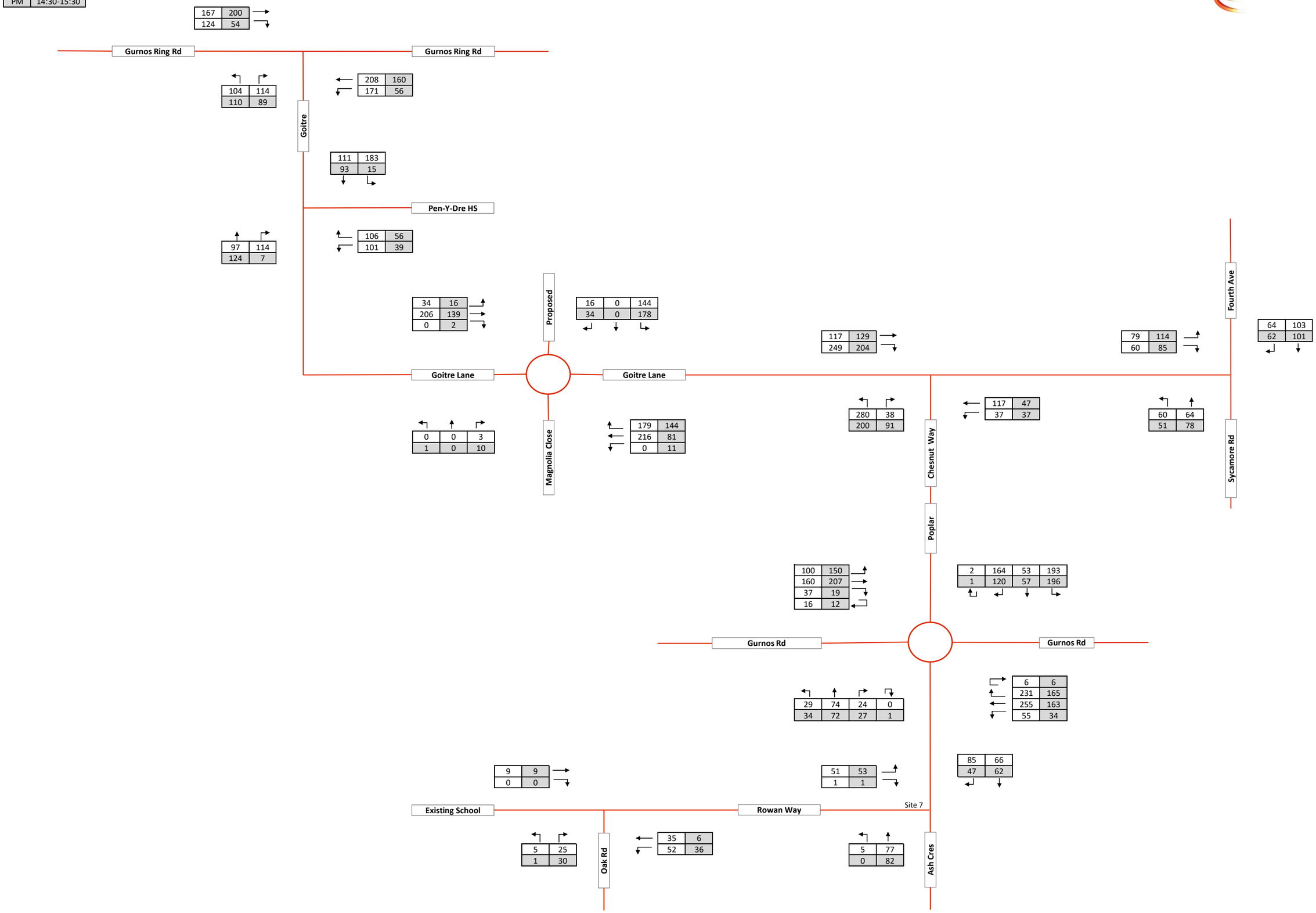
Appendix N1 - 2025 Future Year Base + Development Flows

All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix N2 - 2035 Future Year Base + Development Flows

All flows in PCU	
AM	08:00-09:00
PM	14:30-15:30



Appendix O

Junctions 9

ARCADY 9 - Roundabout Module
PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Modelling network v1.j9
Path: K:\T23\Jobs\T23.125 Goetre School\Analysis\Modelling
Report generation date: 06/07/2023 17:06:29

»2023, AM
»2023, PM
»2025 B, AM
»2025 B, PM
»2025 B+D, AM
»2025 B+D, PM
»2035, AM
»2035, PM
»2035 B+D, AM
»2035 B+D, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
				2023						
1 - Gurnos Ring Rd / Goitre Lane - Stream B-C		0.2	7.44	0.14	A		0.1	6.65	0.13	A
1 - Gurnos Ring Rd / Goitre Lane - Stream B-A		0.3	10.72	0.25	B		0.2	9.82	0.18	A
1 - Gurnos Ring Rd / Goitre Lane - Stream C-AB		0.3	6.51	0.18	A		0.3	5.92	0.18	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-C		0.2	6.24	0.15	A		0.1	5.61	0.06	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-A		0.3	10.10	0.22	B		0.1	7.61	0.10	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-A		0.2	9.87	0.11	A		0.2	6.71	0.08	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-B		0.3	11.12	0.30	B		0.0	6.67	0.09	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-C		0.0	0.00	0.00	A		0.0	5.50	0.00	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-A		0.0	0.00	0.00	A		0.0	6.71	0.02	A
3a - Goitre Lane / Magnolia Close existing junction - Stream C-AB		0.0	0.00	0.00	A		0.0	5.32	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - B - Magnolia Close		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - C - Goitre Lane W		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - D - Site access	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
4 - Goitre Lane / Chesnut way - Stream B-C		0.2	6.90	0.18	A		0.1	6.32	0.11	A
4 - Goitre Lane / Chesnut way - Stream B-A		0.1	9.21	0.07	A		0.2	8.63	0.14	A
4 - Goitre Lane / Chesnut way - Stream C-AB		0.3	6.58	0.20	A		0.1	5.81	0.10	A
5 - Goitre Lane / Sycamore Rd - Stream B-C		0.1	6.18	0.12	A		0.2	6.52	0.16	A
5 - Goitre Lane / Sycamore Rd - Stream B-A		0.1	8.67	0.11	A		0.1	9.21	0.13	A
5 - Goitre Lane / Sycamore Rd - Stream C-AB		0.1	5.72	0.10	A		0.1	5.70	0.10	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - A - Poplar Way		0.3	3.64	0.20	A		0.2	3.62	0.18	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - B - Gurnos Rd E		0.5	3.71	0.31	A		0.3	3.17	0.21	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - C - Ash Crescent		0.1	3.08	0.07	A		0.1	2.89	0.08	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - D - Gurnos Rd W		0.2	3.04	0.18	A		0.3	3.19	0.23	A
7 - Ash Crescent / Rowan Way - Stream B-C		0.1	5.88	0.05	A		0.1	5.98	0.07	A
7 - Ash Crescent / Rowan Way - Stream B-A		0.0	7.51	0.00	A		0.0	7.51	0.00	A
7 - Ash Crescent / Rowan Way - Stream C-AB		0.2	6.84	0.14	A		0.2	6.84	0.14	A
				2025 B						
1 - Gurnos Ring Rd / Goitre Lane - Stream B-C		0.2	7.52	0.14	A		0.1	6.69	0.13	A
1 - Gurnos Ring Rd / Goitre Lane - Stream B-A		0.3	10.90	0.25	B		0.2	9.93	0.18	A
1 - Gurnos Ring Rd / Goitre Lane - Stream C-AB		0.3	6.55	0.19	A		0.3	5.94	0.18	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-C		0.2	6.29	0.15	A		0.1	5.62	0.06	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-A		0.3	10.22	0.23	B		0.1	7.65	0.11	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-A		0.2	9.90	0.11	A		0.2	6.73	0.08	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-B		0.3	11.21	0.31	B		0.0	6.68	0.09	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-C		0.0	0.00	0.00	A		0.0	5.50	0.00	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-A		0.0	0.00	0.00	A		0.0	6.72	0.02	A
3a - Goitre Lane / Magnolia Close existing junction - Stream C-AB		0.0	0.00	0.00	A		0.0	5.32	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - B - Magnolia Close		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - C - Goitre Lane W		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - D - Site access	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
4 - Goitre Lane / Chesnut way - Stream B-C		0.2	6.94	0.18	A		0.1	6.35	0.12	A
4 - Goitre Lane / Chesnut way - Stream B-A		0.1	9.27	0.08	A		0.2	8.68	0.14	A
4 - Goitre Lane / Chesnut way - Stream C-AB		0.3	6.62	0.20	A		0.1	5.82	0.10	A
5 - Goitre Lane / Sycamore Rd - Stream B-C		0.1	6.21	0.12	A		0.2	6.56	0.16	A
5 - Goitre Lane / Sycamore Rd - Stream B-A		0.1	8.72	0.11	A		0.2	9.27	0.13	A
5 - Goitre Lane / Sycamore Rd - Stream C-AB		0.1	5.72	0.11	A		0.1	5.71	0.10	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - A - Poplar Way		0.3	3.68	0.21	A		0.2	3.65	0.19	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - B - Gurnos Rd E		0.5	3.76	0.32	A		0.3	3.19	0.22	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - C - Ash Crescent		0.1	3.11	0.07	A		0.1	2.91	0.08	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - D - Gurnos Rd W		0.2	3.06	0.19	A		0.3	3.21	0.23	A
7 - Ash Crescent / Rowan Way - Stream B-C		0.1	5.89	0.05	A		0.1	5.99	0.07	A
7 - Ash Crescent / Rowan Way - Stream B-A		0.0	7.52	0.00	A		0.0	7.53	0.00	A
7 - Ash Crescent / Rowan Way - Stream C-AB		0.2	6.86	0.15	A		0.2	6.86	0.15	A
				2025 B+D						
1 - Gurnos Ring Rd / Goitre Lane - Stream B-C		0.2	7.87	0.18	A		0.2	7.05	0.18	A
1 - Gurnos Ring Rd / Goitre Lane - Stream B-A		0.4	11.66	0.27	B		0.3	10.63	0.20	B
1 - Gurnos Ring Rd / Goitre Lane - Stream C-AB		0.4	7.06	0.25	A		0.4	6.36	0.23	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-C		0.2	6.42	0.15	A		0.1	5.67	0.06	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-A		0.3	10.58	0.23	B		0.1	7.82	0.11	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-A		0.2	9.93	0.13	A		0.2	6.80	0.11	A

2 - Goitre Lane / Pen-Y-Dre High School - Stream C-B		0.4	11.34	0.32	B		0.0	6.78	0.12	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-C		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3a - Goitre Lane / Magnolia Close existing junction - Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E		1.2	10.59	0.55	B		0.6	8.38	0.37	A
3b - Goitre Lane / Magnolia Close proposed roundabout - B - Magnolia Close		0.0	0.00	0.00	A		0.0	7.14	0.02	A
3b - Goitre Lane / Magnolia Close proposed roundabout - C - Goitre Lane W		0.6	8.97	0.36	A		0.3	7.45	0.25	A
3b - Goitre Lane / Magnolia Close proposed roundabout - D - Site access		0.3	6.27	0.23	A		0.4	6.53	0.30	A
4 - Goitre Lane / Chesnut way - Stream B-C		0.9	10.88	0.47	B		0.5	8.52	0.33	A
4 - Goitre Lane / Chesnut way - Stream B-A		0.1	12.47	0.12	B		0.3	12.08	0.24	B
4 - Goitre Lane / Chesnut way - Stream C-AB	D5	1.0	9.80	0.46	A	D6	0.7	8.18	0.38	A
5 - Goitre Lane / Sycamore Rd - Stream B-C		0.1	6.29	0.12	A		0.2	6.90	0.18	A
5 - Goitre Lane / Sycamore Rd - Stream B-A		0.1	8.67	0.13	A		0.2	9.37	0.19	A
5 - Goitre Lane / Sycamore Rd - Stream C-AB		0.1	5.76	0.11	A		0.1	5.76	0.10	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - A - Poplar Way		0.5	4.46	0.35	A		0.5	4.34	0.32	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - B - Gurnos Rd E		0.7	4.48	0.41	A		0.4	3.51	0.27	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - C - Ash Crescent		0.1	3.55	0.11	A		0.1	3.16	0.11	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - D - Gurnos Rd W		0.3	3.45	0.23	A		0.4	3.56	0.28	A
7 - Ash Crescent / Rowan Way - Stream B-C		0.1	6.12	0.08	A		0.1	6.16	0.08	A
7 - Ash Crescent / Rowan Way - Stream B-A		0.0	7.68	0.00	A		0.0	7.71	0.00	A
7 - Ash Crescent / Rowan Way - Stream C-AB		0.2	6.73	0.15	A		0.2	6.78	0.15	A
	2035									
1 - Gurnos Ring Rd / Goitre Lane - Stream B-C		0.2	7.92	0.16	A		0.2	6.93	0.15	A
1 - Gurnos Ring Rd / Goitre Lane - Stream B-A		0.4	11.83	0.29	B		0.3	10.52	0.21	B
1 - Gurnos Ring Rd / Goitre Lane - Stream C-AB		0.4	6.73	0.22	A		0.3	6.04	0.20	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-C		0.2	6.55	0.17	A		0.1	5.70	0.06	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-A		0.4	10.86	0.26	B		0.1	7.81	0.12	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-A		0.2	10.02	0.12	B		0.2	6.78	0.09	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-B		0.4	11.64	0.34	B		0.0	6.75	0.10	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-C		0.0	0.00	0.00	A		0.0	5.53	0.00	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-A		0.0	0.00	0.00	A		0.0	6.80	0.02	A
3a - Goitre Lane / Magnolia Close existing junction - Stream C-AB		0.0	0.00	0.00	A		0.0	5.28	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - B - Magnolia Close		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - C - Goitre Lane W		0.0	0.00	0.00	A		0.0	0.00	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - D - Site access	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
4 - Goitre Lane / Chesnut way - Stream B-C		0.3	7.17	0.20	A		0.1	6.48	0.13	A
4 - Goitre Lane / Chesnut way - Stream B-A		0.1	9.57	0.08	A		0.2	8.93	0.16	A
4 - Goitre Lane / Chesnut way - Stream C-AB		0.3	6.78	0.22	A		0.2	5.85	0.11	A
5 - Goitre Lane / Sycamore Rd - Stream B-C		0.2	6.36	0.13	A		0.2	6.77	0.18	A
5 - Goitre Lane / Sycamore Rd - Stream B-A		0.1	8.98	0.13	A		0.2	9.59	0.15	A
5 - Goitre Lane / Sycamore Rd - Stream C-AB		0.2	5.77	0.12	A		0.2	5.75	0.12	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - A - Poplar Way		0.3	3.78	0.23	A		0.3	3.80	0.21	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - B - Gurnos Rd E		0.6	4.01	0.36	A		0.3	3.32	0.24	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - C - Ash Crescent		0.1	3.15	0.06	A		0.1	2.99	0.09	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - D - Gurnos Rd W		0.3	3.13	0.21	A		0.4	3.36	0.26	A
7 - Ash Crescent / Rowan Way - Stream B-C		0.1	5.94	0.06	A		0.1	6.05	0.08	A
7 - Ash Crescent / Rowan Way - Stream B-A		0.0	7.61	0.00	A		0.0	7.61	0.00	A
7 - Ash Crescent / Rowan Way - Stream C-AB		0.2	6.97	0.16	A		0.2	6.97	0.16	A
	2035 B+D									
1 - Gurnos Ring Rd / Goitre Lane - Stream B-C		0.3	8.34	0.21	A		0.2	7.34	0.20	A
1 - Gurnos Ring Rd / Goitre Lane - Stream B-A		0.4	12.71	0.31	B		0.3	11.30	0.23	B
1 - Gurnos Ring Rd / Goitre Lane - Stream C-AB		0.5	7.29	0.27	A		0.5	6.49	0.26	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-C		0.2	6.70	0.17	A		0.1	5.74	0.06	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream B-A		0.4	11.26	0.26	B		0.1	7.99	0.12	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-A		0.2	10.07	0.14	B		0.3	6.87	0.12	A
2 - Goitre Lane / Pen-Y-Dre High School - Stream C-B		0.4	11.79	0.35	B		0.0	6.86	0.12	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-C		0.0	0.00	0.00	A		0.0	5.53	0.00	A
3a - Goitre Lane / Magnolia Close existing junction - Stream B-A		0.0	0.00	0.00	A		0.0	6.80	0.02	A
3a - Goitre Lane / Magnolia Close existing junction - Stream C-AB		0.0	0.00	0.00	A		0.0	5.28	0.00	A
3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E		1.3	10.97	0.57	B		0.6	8.51	0.38	A
3b - Goitre Lane / Magnolia Close proposed roundabout - B - Magnolia Close		0.0	0.00	0.00	A		0.0	7.23	0.02	A
3b - Goitre Lane / Magnolia Close proposed roundabout - C - Goitre Lane W		0.6	9.48	0.39	A		0.4	7.69	0.27	A
3b - Goitre Lane / Magnolia Close proposed roundabout - D - Site access	D9	0.3	6.42	0.24	A	D10	0.4	6.65	0.30	A
4 - Goitre Lane / Chesnut way - Stream B-C		1.0	11.53	0.50	B		0.5	8.86	0.35	A
4 - Goitre Lane / Chesnut way - Stream B-A		0.2	13.17	0.13	B		0.3	12.63	0.26	B
4 - Goitre Lane / Chesnut way - Stream C-AB		1.1	10.26	0.49	B		0.7	8.32	0.39	A
5 - Goitre Lane / Sycamore Rd - Stream B-C		0.2	6.44	0.13	A		0.2	7.14	0.20	A
5 - Goitre Lane / Sycamore Rd - Stream B-A		0.2	8.95	0.14	A		0.3	9.76	0.20	A
5 - Goitre Lane / Sycamore Rd - Stream C-AB		0.2	5.80	0.12	A		0.2	5.80	0.12	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - A - Poplar Way		0.6	4.70	0.37	A		0.5	4.56	0.34	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - B - Gurnos Rd E		0.8	4.84	0.45	A		0.4	3.66	0.29	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - C - Ash Crescent		0.1	3.70	0.13	A		0.1	3.25	0.12	A
6 - Poplar Way / Gurnos Rd / Ash Crescent - D - Gurnos Rd W		0.3	3.60	0.26	A		0.4	3.74	0.31	A
7 - Ash Crescent / Rowan Way - Stream B-C		0.1	6.18	0.09	A		0.1	6.20	0.09	A
7 - Ash Crescent / Rowan Way - Stream B-A		0.0	7.77	0.00	A		0.0	7.76	0.00	A
7 - Ash Crescent / Rowan Way - Stream C-AB		0.2	6.85	0.17	A		0.2	6.87	0.17	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	30/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\katiewilliams
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023	PM	ONE HOUR	14:15	15:45	15	✓
D3	2025 B	AM	ONE HOUR	07:45	09:15	15	✓
D4	2025 B	PM	ONE HOUR	14:15	15:45	15	✓
D5	2025 B+D	AM	ONE HOUR	07:45	09:15	15	✓
D6	2025 B+D	PM	ONE HOUR	14:15	15:45	15	✓
D7	2035	AM	ONE HOUR	07:45	09:15	15	✓
D8	2035	PM	ONE HOUR	14:15	15:45	15	✓
D9	2035 B+D	AM	ONE HOUR	07:45	09:15	15	✓
D10	2035 B+D	PM	ONE HOUR	14:15	15:45	15	✓

Analysis Set Details

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

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.15	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			5.70	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.00	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	0.00	F
4	Goitre Lane / Chesnut way	T-Junction	Two-way			3.84	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.33	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.47	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.71	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Gurnos Ring Rd / Goitre Lane	A	Gurnos Ring Rd E		Major
	B	Goitre Lane		Minor
	C	Gurnos Ring Rd W		Major
2 - Goitre Lane / Pen-Y-Dre High School	A	Goitre Lane N		Major
	B	Pen-Y-Dre High School		Minor
	C	Goitre Lane S		Major
3a - Goitre Lane / Magnolia Close existing junction	A	Goitre Lane E		Major
	B	Magnolia Close		Minor
	C	Goitre Lane W		Major
3b - Goitre Lane / Magnolia Close proposed roundabout	A	Goitre Lane E		
	B	Magnolia Close		
	C	Goitre Lane W		
	D	Site access		
4 - Goitre Lane / Chesnut way	A	Goitre Lane E		Major
	B	Chestnut Way		Minor
	C	Goitre Lane W		Major
5 - Goitre Lane / Sycamore Rd	A	Sycamore Rd		Major
	B	Goitre Lane		Minor
	C	Fourth Avenue		Major
6 - Poplar Way / Gurnos Rd / Ash Crescent	A	Poplar Way		
	B	Gurnos Rd E		
	C	Ash Crescent		
	D	Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A	Ash Crescent N		Major
	B	Rowan Way		Minor
	C	Ash Crescent S		Major

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	3.55	6.72	4.4	29.1	39.9	33.4	
	B - Gurnos Rd E	3.81	6.92	7.0	20.9	39.4	33.7	
	C - Ash Crescent	4.15	6.54	5.1	27.4	39.7	29.5	
	D - Gurnos Rd W	3.63	6.32	6.0	81.6	39.9	10.3	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	2.98	2.98	4.25	5.6	15.10	2.00	0.0	
	B - Magnolia Close	2.72	2.65	3.83	1.5	16.26	12.66	0.0	
	C - Goitre Lane W	2.98	2.98	4.77	2.0	19.63	2.00	0.0	
	D - Site access	3.32	3.18	4.67	2.8	19.37	2.00	0.0	

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1 - Gurnos Ring Rd / Goitre Lane	C - Gurnos Ring Rd W	7.00			150.0	✓	0.00
2 - Goitre Lane / Pen-Y-Dre High School	C - Goitre Lane S	7.00			100.0		-
3a - Goitre Lane / Magnolia Close existing junction	C - Goitre Lane W	6.50			100.0	✓	0.00
4 - Goitre Lane / Chesnut way	C - Goitre Lane W	7.00			120.0	✓	0.00
5 - Goitre Lane / Sycamore Rd	C - Fourth Avenue	6.00			160.0	✓	0.00

7 - Ash Crescent / Rowan Way	C - Ash Crescent S	6.40			50.0	✓	0.00

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
1 - Gurnos Ring Rd / Goitre Lane	B - Goitre Lane	One lane plus flare	10.00	5.00	4.00	3.60	3.60		1.00	80	45
2 - Goitre Lane / Pen-Y-Dre High School	B - Pen-Y-Dre High School	One lane plus flare	8.50	3.75	2.70	2.60	2.20		1.00	70	100
3a - Goitre Lane / Magnolia Close existing junction	B - Magnolia Close	One lane plus flare	10.00	4.50	2.80	2.20	2.20		1.00	120	120
4 - Goitre Lane / Chesnut way	B - Chestnut Way	One lane plus flare	10.00	4.40	3.20	3.20	3.20		1.00	40	20
5 - Goitre Lane / Sycamore Rd	B - Goitre Lane	One lane plus flare	7.50	3.90	3.20	3.20	3.20		1.00	50	60
7 - Ash Crescent / Rowan Way	B - Rowan Way	One lane plus flare	8.10	3.20	2.25	2.25	2.25		1.00	50	60

Pelican/Puffin Crossings

Junction	Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
2 - Goitre Lane / Pen-Y-Dre High School	C - Goitre Lane S	2.00	3.00	2.90	1.00	6.00	6.00	7.00
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	15.00	3.00	2.90	1.00	6.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.618	869
	B - Magnolia Close	0.597	681
	C - Goitre Lane W	0.607	744
	D - Site access	0.618	877
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.578	1374
	B - Gurnos Rd E	0.606	1528
	C - Ash Crescent	0.622	1573
	D - Gurnos Rd W	0.651	1586

The slope and intercept shown above include any corrections and adjustments.

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - Gurnos Ring Rd / Goitre Lane	B-A	575	0.100	0.253	0.159	0.362
	B-C	689	0.101	0.255	-	-
	C-B	661	0.245	0.245	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Goitre Lane / Pen-Y-Dre High School	B-A	557	0.097	0.245	0.154	0.350
	B-C	766	0.112	0.284	-	-
	C-B	632	0.234	0.234	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
4 - Goitre Lane / Chesnut way	B-A	499	0.087	0.220	0.138	0.314
	B-C	675	0.099	0.250	-	-
	C-B	643	0.238	0.238	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
7 - Ash Crescent / Rowan Way	B-A	529	0.095	0.239	0.150	0.342
	B-C	661	0.100	0.252	-	-
	C-B	603	0.230	0.230	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3a - Goitre Lane / Magnolia Close existing junction	B-A	614	0.109	0.277	0.174	0.395
	B-C	743	0.111	0.282	-	-
	C-B	632	0.240	0.240	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
5 - Goitre Lane / Sycamore Rd	B-A	524	0.095	0.241	0.152	0.345
	B-C	701	0.107	0.272	-	-
	C-B	667	0.258	0.258	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	330	100.000
	B - Goitre Lane		ONE HOUR	✓	172	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	235	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	230	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	184	100.000
	C - Goitre Lane S		ONE HOUR	✓	173	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	192	100.000
	B - Magnolia Close		ONE HOUR	✓	3	100.000
	C - Goitre Lane W		ONE HOUR	✓	183	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
	D - Site access		ONE HOUR	✓	0	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	125	100.000
	B - Chestnut Way		ONE HOUR	✓	130	100.000
	C - Goitre Lane W		ONE HOUR	✓	197	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	99	100.000
	B - Goitre Lane		ONE HOUR	✓	117	100.000
	C - Fourth Avenue		ONE HOUR	✓	148	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	227	100.000
	B - Gurnos Rd E		ONE HOUR	✓	404	100.000
	C - Ash Crescent		ONE HOUR	✓	81	100.000
	D - Gurnos Rd W		ONE HOUR	✓	244	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	55	100.000
	B - Rowan Way		ONE HOUR	✓	32	100.000
	C - Ash Crescent S		ONE HOUR	✓	110	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	300.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	[ONEHOUR]	0.00
	B - Magnolia Close		
	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	145	185
	B - Goitre Lane	99	0	73
	C - Gurnos Ring Rd W	148	87	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	162	68
	B - Pen-Y-Dre High School	94	0	90
	C - Goitre Lane S	72	101	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	33	92
	B - Chestnut Way	28	0	102
	C - Goitre Lane W	95	102	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	2	103	31	91
	B - Gurnos Rd E	124	5	49	226
	C - Ash Crescent	34	21	0	26
	D - Gurnos Rd W	55	142	33	14

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	4	51
	B - Rowan Way	1	0	31
	C - Ash Crescent S	35	75	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	192
	B - Magnolia Close	3	0	0
	C - Goitre Lane W	183	0	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	42	57
	B - Goitre Lane	47	0	70
	C - Fourth Avenue	91	57	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	0	0
	B - Goitre Lane	0	0	2
	C - Gurnos Ring Rd W	3	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	3
	B - Pen-Y-Dre High School	2	0	0
	C - Goitre Lane S	0	2	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0

	C - Goitre Lane W	0	0	0

Heavy Vehicle Percentages

5 - Goitre Lane / Sycamore Rd

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.00	0.00	0.0	A	0	0
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.00	0.00	0.0	A	0	0
	D - Site access	0.00	0.00	0.0	A	0	0
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.20	3.64	0.3	A	208	313
	B - Gurnos Rd E	0.31	3.71	0.5	A	371	556
	C - Ash Crescent	0.07	3.08	0.1	A	74	111
	D - Gurnos Rd W	0.18	3.04	0.2	A	224	336

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.14	7.44	0.2	A	67	101
	B-A	0.25	10.72	0.3	B	91	136
	C-AB	0.18	6.51	0.3	A	101	151
	C-A					115	172
	A-B					133	200
	A-C					169	254
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.15	6.24	0.2	A	83	124
	B-A	0.22	10.10	0.3	B	87	130
	C-A	0.11	9.87	0.2	A	66	99
	C-B	0.30	11.12	0.3	B	93	139
	A-B					149	223
	A-C					63	94
3a - Goitre Lane / Magnolia Close existing junction	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					168	252
	A-B					0	0
	A-C					176	264
4 - Goitre Lane / Chesnut way	B-C	0.18	6.90	0.2	A	94	140
	B-A	0.07	9.21	0.1	A	26	39
	C-AB	0.20	6.58	0.3	A	108	162
	C-A					73	109
	A-B					30	45
	A-C					84	127
5 - Goitre Lane / Sycamore Rd	B-C	0.12	6.18	0.1	A	64	96
	B-A	0.11	8.67	0.1	A	43	65
	C-AB	0.10	5.72	0.1	A	60	90
	C-A					76	114
	A-B					39	58
	A-C					52	78
7 - Ash Crescent / Rowan Way	B-C	0.05	5.88	0.1	A	28	43
	B-A	0.00	7.51	0.0	A	0.92	1
	C-AB	0.14	6.84	0.2	A	73	109
	C-A					28	42
	A-B					4	6
	A-C					47	70

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	55	14			616	0.090	55		0.0	0.1	6.541	A
	-	B-A	75	19			487	0.153	74		0.0	0.2	8.698	A
	-	C-AB	78	20			674	0.116	78		0.0	0.2	6.061	A
	-	C-A	98	25					98					
	-	A-B	109	27					109					
	-	A-C	139	35					139					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	68	17			709	0.096	67		0.0	0.1	5.603	A
	-	B-A	71	18			497	0.143	70		0.0	0.2	8.610	A
	-	C-A	54	14		225.86	804	0.067	54		0.0	0.1	8.894	A
	-	C-B	76	19		225.86	373	0.205	75		0.0	0.2	9.415	A
	-	A-B	122	30					122					
	-	A-C	51	13					51					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			703	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			550	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			597	0.000	0		0.0	0.0	0.000	A
	-	C-A	138	34					138					
	-	A-B	0	0					0					
	-	A-C	145	36					145					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A

4 - Goitre Lane / Chesnut way	-	B-C	77	19			648	0.119	76		0.0	0.1	6.294	A
	-	B-A	21	5			447	0.047	21		0.0	0.0	8.445	A
	-	C-AB	86	22			668	0.129	85		0.0	0.2	6.174	A
	-	C-A	62	16					62					
	-	A-B	25	6					25					
	-	A-C	69	17					69					
5 - Goitre Lane / Sycamore Rd	-	B-C	53	13			673	0.078	52		0.0	0.1	5.794	A
	-	B-A	35	9			485	0.073	35		0.0	0.1	7.989	A
	-	C-AB	48	12			691	0.069	47		0.0	0.1	5.588	A
	-	C-A	64	16					64					
	-	A-B	32	8					32					
	-	A-C	43	11					43					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	171	43	161		1281	0.134	170	161	0.0	0.2	3.239	A
	B - Gurnos Rd E	-	304	76	128		1450	0.210	303	204	0.0	0.3	3.135	A
	C - Ash Crescent	-	61	15	347		1357	0.045	61	85	0.0	0.0	2.776	A
	D - Gurnos Rd W	-	184	46	140		1495	0.123	183	268	0.0	0.1	2.742	A
7 - Ash Crescent / Rowan Way	-	B-C	23	6			651	0.036	23		0.0	0.0	5.734	A
	-	B-A	0.75	0.19			496	0.002	0.75		0.0	0.0	7.268	A
	-	C-AB	59	15			611	0.097	59		0.0	0.1	6.512	A
	-	C-A	24	6					24					
	-	A-B	3	0.75					3					
	-	A-C	38	10					38					

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	66	16			599	0.110	66		0.1	0.1	6.884	A
	-	B-A	89	22			469	0.190	89		0.2	0.2	9.454	A
	-	C-AB	97	24			678	0.144	97		0.2	0.2	6.234	A
	-	C-A	114	28					114					
	-	A-B	131	33					131					
	-	A-C	166	41					166					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	81	20			696	0.116	81		0.1	0.1	5.852	A
	-	B-A	85	21			484	0.175	85		0.2	0.2	9.179	A
	-	C-A	65	16		269.69	777	0.083	65		0.1	0.1	9.256	A
	-	C-B	91	23		269.69	374	0.244	91		0.2	0.2	9.994	A
	-	A-B	146	36					146					
	-	A-C	61	15					61					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			695	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			538	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			591	0.000	0		0.0	0.0	0.000	A
	-	C-A	165	41					165					
	-	A-B	0	0					0					
	-	A-C	173	43					173					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	92	23			642	0.143	92		0.1	0.2	6.537	A
	-	B-A	25	6			436	0.058	25		0.0	0.1	8.752	A
	-	C-AB	105	26			673	0.156	105		0.2	0.2	6.340	A
	-	C-A	72	18					72					
	-	A-B	30	7					30					
	-	A-C	83	21					83					
5 - Goitre Lane / Sycamore Rd	-	B-C	63	16			668	0.094	63		0.1	0.1	5.953	A
	-	B-A	42	11			478	0.088	42		0.1	0.1	8.264	A
	-	C-AB	58	15			696	0.083	58		0.1	0.1	5.641	A
	-	C-A	75	19					75					
	-	A-B	38	9					38					
	-	A-C	51	13					51					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	204	51	193		1263	0.162	204	193	0.2	0.2	3.399	A
	B - Gurnos Rd E	-	363	91	154		1435	0.253	363	244	0.3	0.3	3.358	A
	C - Ash Crescent	-	73	18	415		1315	0.055	73	102	0.0	0.1	2.898	A
	D - Gurnos Rd W	-	219	55	167		1477	0.149	219	321	0.1	0.2	2.861	A
7 - Ash Crescent / Rowan Way	-	B-C	28	7			649	0.043	28		0.0	0.0	5.796	A
	-	B-A	0.90	0.22			489	0.002	0.90		0.0	0.0	7.367	A
	-	C-AB	71	18			613	0.116	71		0.1	0.1	6.646	A
	-	C-A	28	7					28					
	-	A-B	4	0.90					4					
	-	A-C	46	11					46					

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	81	20			574	0.141	81		0.1	0.2	7.433	A
	-	B-A	109	27			445	0.245	109		0.2	0.3	10.697	B
	-	C-AB	126	32			683	0.184	126		0.2	0.3	6.501	A
	-	C-A	133	33					133					
	-	A-B	160	40					160					
	-	A-C	203	51					203					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	99	25			677	0.146	99		0.1	0.2	6.230	A
	-	B-A	104	26			467	0.222	104		0.2	0.3	10.083	B
	-	C-A	79	20		330.31	744	0.107	79		0.1	0.2	9.874	A
	-	C-B	112	28		330.31	368	0.303	111		0.2	0.3	11.122	B
	-	A-B	178	45					178					
	-	A-C	75	19					75					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			684	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			521	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			581	0.000	0		0.0	0.0	0.000	A
	-	C-A	201	50					201					
	-	A-B	0	0					0					
	-	A-C	211	53					211					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
	-	B-C	112	28			634	0.177	112		0.2	0.2	6.896	A

4 - Goitre Lane / Chesnut way	-	B-A	31	8			422	0.073	31		0.1	0.1	9.211	A
	-	C-AB	133	33			680	0.195	133		0.2	0.3	6.578	A
	-	C-A	84	21					84					
	-	A-B	36	9					36					
	-	A-C	101	25					101					
5 - Goitre Lane / Sycamore Rd	-	B-C	77	19			659	0.117	77		0.1	0.1	6.180	A
	-	B-A	52	13			467	0.111	52		0.1	0.1	8.666	A
	-	C-AB	73	18			703	0.104	73		0.1	0.1	5.714	A
	-	C-A	90	22					90					
	-	A-B	46	12					46					
	-	A-C	63	16					63					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	250	63	237		1238	0.202	250	236	0.2	0.3	3.644	A
	B - Gurnos Rd E	-	445	111	188		1414	0.315	445	298	0.3	0.5	3.710	A
	C - Ash Crescent	-	89	22	508		1257	0.071	89	124	0.1	0.1	3.082	A
	D - Gurnos Rd W	-	269	67	205		1453	0.185	268	393	0.2	0.2	3.039	A
7 - Ash Crescent / Rowan Way	-	B-C	34	9			646	0.053	34		0.0	0.1	5.881	A
	-	B-A	1	0.28			481	0.002	1		0.0	0.0	7.506	A
	-	C-AB	88	22			615	0.143	88		0.1	0.2	6.829	A
	-	C-A	33	8					33					
	-	A-B	4	1					4					
	-	A-C	56	14					56					

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	81	20			574	0.141	81		0.2	0.2	7.440	A
	-	B-A	109	27			445	0.245	109		0.3	0.3	10.723	B
	-	C-AB	126	32			683	0.185	126		0.3	0.3	6.513	A
	-	C-A	133	33					133					
	-	A-B	160	40					160					
	-	A-C	203	51					203					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	99	25			676	0.147	99		0.2	0.2	6.236	A
	-	B-A	104	26			467	0.222	104		0.3	0.3	10.103	B
	-	C-A	79	20		330.31	745	0.106	79		0.2	0.2	9.776	A
	-	C-B	112	28		330.31	373	0.299	112		0.3	0.3	10.924	B
	-	A-B	178	45					178					
	-	A-C	75	19					75					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			684	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			521	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			581	0.000	0		0.0	0.0	0.000	A
	-	C-A	201	50					201					
	-	A-B	0	0					0					
	-	A-C	211	53					211					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	112	28			634	0.177	112		0.2	0.2	6.899	A
	-	B-A	31	8			421	0.073	31		0.1	0.1	9.214	A
	-	C-AB	133	33			680	0.195	133		0.3	0.3	6.584	A
	-	C-A	84	21					84					
	-	A-B	36	9					36					
	-	A-C	101	25					101					
5 - Goitre Lane / Sycamore Rd	-	B-C	77	19			659	0.117	77		0.1	0.1	6.183	A
	-	B-A	52	13			467	0.111	52		0.1	0.1	8.669	A
	-	C-AB	73	18			703	0.104	73		0.1	0.1	5.718	A
	-	C-A	90	22					90					
	-	A-B	46	12					46					
	-	A-C	63	16					63					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	250	63	237		1238	0.202	250	237	0.3	0.3	3.644	A
	B - Gurnos Rd E	-	445	111	188		1414	0.315	445	299	0.5	0.5	3.713	A
	C - Ash Crescent	-	89	22	509		1256	0.071	89	124	0.1	0.1	3.083	A
	D - Gurnos Rd W	-	269	67	205		1452	0.185	269	393	0.2	0.2	3.040	A
7 - Ash Crescent / Rowan Way	-	B-C	34	9			646	0.053	34		0.1	0.1	5.881	A
	-	B-A	1	0.28			481	0.002	1		0.0	0.0	7.507	A
	-	C-AB	88	22			615	0.143	88		0.2	0.2	6.836	A
	-	C-A	33	8					33					
	-	A-B	4	1					4					
	-	A-C	56	14					56					

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	66	16			599	0.110	66		0.2	0.1	6.896	A
	-	B-A	89	22			469	0.190	89		0.3	0.2	9.483	A
	-	C-AB	98	24			678	0.144	98		0.3	0.2	6.255	A
	-	C-A	114	28					114					
	-	A-B	131	33					131					
	-	A-C	166	41					166					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	81	20			695	0.116	81		0.2	0.1	5.862	A
	-	B-A	85	21			484	0.175	85		0.3	0.2	9.204	A
	-	C-A	65	16		269.69	779	0.083	65		0.2	0.1	9.135	A
	-	C-B	91	23		269.69	382	0.239	91		0.3	0.2	9.764	A
	-	A-B	146	36					146					
	-	A-C	61	15					61					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			695	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			538	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			591	0.000	0		0.0	0.0	0.000	A
	-	C-A	165	41					165					
	-	A-B	0	0					0					
	-	A-C	173	43					173					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
	-	B-C	92	23			642	0.143	92		0.2	0.2	6.545	A
	-	B-A	25	6			436	0.058	25		0.1	0.1	8.761	A

4 - Goitre Lane / Chesnut way	-	C-AB	105	26			673	0.156	105		0.3	0.2	6.348	A
	-	C-A	72	18					72					
	-	A-B	30	7					30					
	-	A-C	83	21					83					
5 - Goitre Lane / Sycamore Rd	-	B-C	63	16			667	0.094	63		0.1	0.1	5.959	A
	-	B-A	42	11			478	0.088	42		0.1	0.1	8.269	A
	-	C-AB	58	15			696	0.083	58		0.1	0.1	5.646	A
	-	C-A	75	19					75					
	-	A-B	38	9					38					
	-	A-C	51	13					51					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	204	51	193		1263	0.162	204	194	0.3	0.2	3.404	A
	B - Gurnos Rd E	-	363	91	154		1435	0.253	364	244	0.5	0.3	3.361	A
	C - Ash Crescent	-	73	18	416		1314	0.055	73	102	0.1	0.1	2.902	A
	D - Gurnos Rd W	-	219	55	167		1477	0.149	220	322	0.2	0.2	2.863	A
7 - Ash Crescent / Rowan Way	-	B-C	28	7			649	0.043	28		0.1	0.0	5.799	A
	-	B-A	0.90	0.22			489	0.002	0.90		0.0	0.0	7.368	A
	-	C-AB	71	18			613	0.116	71		0.2	0.1	6.653	A
	-	C-A	28	7					28					
	-	A-B	4	0.90					4					
	-	A-C	46	11					46					

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	55	14			615	0.090	55		0.1	0.1	6.560	A
	-	B-A	75	19			487	0.153	75		0.2	0.2	8.741	A
	-	C-AB	79	20			674	0.117	79		0.2	0.2	6.080	A
	-	C-A	98	25					98					
	-	A-B	109	27					109					
	-	A-C	139	35					139					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	68	17			708	0.096	68		0.1	0.1	5.620	A
	-	B-A	71	18			496	0.143	71		0.2	0.2	8.639	A
	-	C-A	54	14		225.86	808	0.067	54		0.1	0.1	8.709	A
	-	C-B	76	19		225.86	386	0.198	76		0.2	0.2	9.075	A
	-	A-B	122	30					122					
	-	A-C	51	13					51					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			703	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			550	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			597	0.000	0		0.0	0.0	0.000	A
	-	C-A	138	34					138					
	-	A-B	0	0					0					
	-	A-C	145	36					145					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	77	19			648	0.119	77		0.2	0.1	6.311	A
	-	B-A	21	5			447	0.047	21		0.1	0.0	8.458	A
	-	C-AB	86	22			668	0.129	86		0.2	0.2	6.194	A
	-	C-A	62	16					62					
	-	A-B	25	6					25					
	-	A-C	69	17					69					
5 - Goitre Lane / Sycamore Rd	-	B-C	53	13			673	0.078	53		0.1	0.1	5.802	A
	-	B-A	35	9			485	0.073	35		0.1	0.1	8.002	A
	-	C-AB	48	12			691	0.069	48		0.1	0.1	5.595	A
	-	C-A	64	16					64					
	-	A-B	32	8					32					
	-	A-C	43	11					43					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	171	43	162		1281	0.134	171	162	0.2	0.2	3.243	A
	B - Gurnos Rd E	-	304	76	129		1450	0.210	305	204	0.3	0.3	3.145	A
	C - Ash Crescent	-	61	15	348		1356	0.045	61	85	0.1	0.0	2.781	A
	D - Gurnos Rd W	-	184	46	140		1495	0.123	184	269	0.2	0.1	2.746	A
7 - Ash Crescent / Rowan Way	-	B-C	23	6			651	0.036	23		0.0	0.0	5.737	A
	-	B-A	0.75	0.19			496	0.002	0.75		0.0	0.0	7.274	A
	-	C-AB	59	15			611	0.097	59		0.1	0.1	6.525	A
	-	C-A	24	6					24					
	-	A-B	3	0.75					3					
	-	A-C	38	10					38					

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	2 - Goitre Lane / Pen-Y-Dre High School	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.12	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			4.58	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.36	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	0.00	F
4	Goitre Lane / Chesnut way	T-Junction	Two-way			4.01	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.75	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.25	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.83	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023	PM	ONE HOUR	14:15	15:45	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	192	100.000
	B - Goitre Lane		ONE HOUR	✓	146	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	265	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	81	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	85	100.000
	C - Goitre Lane S		ONE HOUR	✓	86	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	82	100.000
	B - Magnolia Close		ONE HOUR	✓	10	100.000
	C - Goitre Lane W		ONE HOUR	✓	125	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
	D - Site access		ONE HOUR	✓	0	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	58	100.000
	B - Chestnut Way		ONE HOUR	✓	127	100.000
	C - Goitre Lane W		ONE HOUR	✓	138	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	98	100.000
	B - Goitre Lane		ONE HOUR	✓	148	100.000
	C - Fourth Avenue		ONE HOUR	✓	145	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	205	100.000
	B - Gurnos Rd E		ONE HOUR	✓	280	100.000
	C - Ash Crescent		ONE HOUR	✓	94	100.000
	D - Gurnos Rd W		ONE HOUR	✓	303	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	55	100.000
	B - Rowan Way		ONE HOUR	✓	41	100.000
	C - Ash Crescent S		ONE HOUR	✓	110	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	325.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
	A - Goitre Lane E	[ONEHOUR]	0.00

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close		
	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	49	142
	B - Goitre Lane	74	0	72
	C - Gurnos Ring Rd W	178	87	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	13	68
	B - Pen-Y-Dre High School	50	0	35
	C - Goitre Lane S	80	6	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	33	25
	B - Chestnut Way	61	0	66
	C - Goitre Lane W	84	54	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	1	108	30	66
	B - Gurnos Rd E	101	5	30	144
	C - Ash Crescent	39	24	1	30
	D - Gurnos Rd W	91	184	17	11

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	4	51
	B - Rowan Way	1	0	40
	C - Ash Crescent S	35	75	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	10	72
	B - Magnolia Close	9	0	1
	C - Goitre Lane W	123	2	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	29	69
	B - Goitre Lane	53	0	95
	C - Fourth Avenue	90	55	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	1	0
	B - Goitre Lane	2	0	0

	C - Gurnos Ring Rd W	0	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	0
	B - Pen-Y-Dre High School	0	0	0
	C - Goitre Lane S	0	0	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.00	0.00	0.0	A	0	0
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.00	0.00	0.0	A	0	0
	D - Site access	0.00	0.00	0.0	A	0	0
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.18	3.62	0.2	A	188	282
	B - Gurnos Rd E	0.21	3.17	0.3	A	257	386
	C - Ash Crescent	0.08	2.89	0.1	A	86	129
	D - Gurnos Rd W	0.23	3.19	0.3	A	278	418

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.13	6.65	0.1	A	66	99
	B-A	0.18	9.82	0.2	A	68	102
	C-AB	0.18	5.92	0.3	A	104	156
	C-A					139	208
	A-B					45	68
	A-C					130	196
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.06	5.61	0.1	A	32	48
	B-A	0.10	7.61	0.1	A	46	69
	C-A	0.08	6.71	0.2	A	73	110
	C-B	0.09	6.67	0.0	A	6	8
	A-B					12	18
	A-C					62	94
	B-C	0.00	5.50	0.0	A	0.92	1
	B-A	0.02	6.71	0.0	A	8	12

3a - Goitre Lane / Magnolia Close existing junction	C-AB	0.00	5.32	0.0	A	2	3
	C-A					113	169
	A-B					9	14
	A-C					66	99
4 - Goitre Lane / Chesnut way	B-C	0.11	6.32	0.1	A	61	91
	B-A	0.14	8.63	0.2	A	56	83
	C-AB	0.10	5.81	0.1	A	56	84
	C-A					71	106
	A-B					30	46
	A-C					23	35
5 - Goitre Lane / Sycamore Rd	B-C	0.16	6.52	0.2	A	88	131
	B-A	0.13	9.21	0.1	A	49	73
	C-AB	0.10	5.70	0.1	A	58	87
	C-A					76	113
	A-B					27	40
	A-C					64	96
7 - Ash Crescent / Rowan Way	B-C	0.07	5.98	0.1	A	37	55
	B-A	0.00	7.51	0.0	A	0.92	1
	C-AB	0.14	6.84	0.2	A	73	109
	C-A					28	42
	A-B					4	6
	A-C					47	70

Main Results for each time segment

14:15 - 14:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	54	14			649	0.084	54		0.0	0.1	6.048	A
	-	B-A	56	14			491	0.113	55		0.0	0.1	8.415	A
	-	C-AB	81	20			713	0.113	80		0.0	0.2	5.685	A
	-	C-A	119	30					119					
	-	A-B	37	9					37					
	-	A-C	107	27					107					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	26	7			694	0.038	26		0.0	0.0	5.389	A
	-	B-A	38	9			539	0.070	37		0.0	0.1	7.165	A
	-	C-A	60	15		244.68	1230	0.049	60		0.0	0.1	6.048	A
	-	C-B	5	1		244.68	83	0.054	4		0.0	0.0	5.989	A
	-	A-B	10	2					10					
	-	A-C	51	13					51					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.75	0.19			663	0.001	0.75		0.0	0.0	5.431	A
	-	B-A	7	2			561	0.012	7		0.0	0.0	6.493	A
	-	C-AB	2	0.44			678	0.003	2		0.0	0.0	5.322	A
	-	C-A	93	23					93					
	-	A-B	8	2					8					
	-	A-C	54	14					54					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	50	12			655	0.076	49		0.0	0.1	5.945	A
	-	B-A	46	11			498	0.092	45		0.0	0.1	7.940	A
	-	C-AB	45	11			674	0.067	45		0.0	0.1	5.716	A
	-	C-A	59	15					59					
	-	A-B	25	6					25					
	-	A-C	19	5					19					
5 - Goitre Lane / Sycamore Rd	-	B-C	72	18			674	0.107	71		0.0	0.1	5.975	A
	-	B-A	40	10			468	0.085	40		0.0	0.1	8.395	A
	-	C-AB	46	12			691	0.067	46		0.0	0.1	5.579	A
	-	C-A	63	16					63					
	-	A-B	22	5					22					
	-	A-C	52	13					52					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	154	39	182		1269	0.122	154	174	0.0	0.1	3.224	A
	B - Gurnos Rd E	-	211	53	95		1471	0.144	210	241	0.0	0.2	2.854	A
	C - Ash Crescent	-	71	18	246		1420	0.050	71	59	0.0	0.1	2.668	A
	D - Gurnos Rd W	-	228	57	128		1502	0.152	228	189	0.0	0.2	2.823	A
7 - Ash Crescent / Rowan Way	-	B-C	30	8			651	0.046	30		0.0	0.0	5.796	A
	-	B-A	0.75	0.19			496	0.002	0.75		0.0	0.0	7.268	A
	-	C-AB	59	15			611	0.097	59		0.0	0.1	6.512	A
	-	C-A	24	6					24					
	-	A-B	3	0.75					3					
	-	A-C	38	10					38					

14:30 - 14:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	65	16			637	0.102	65		0.1	0.1	6.286	A
	-	B-A	67	17			476	0.140	66		0.1	0.2	8.955	A
	-	C-AB	101	25			724	0.139	100		0.2	0.2	5.777	A
	-	C-A	137	34					137					
	-	A-B	44	11					44					
	-	A-C	128	32					128					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	31	8			688	0.046	31		0.0	0.0	5.479	A
	-	B-A	45	11			534	0.084	45		0.1	0.1	7.353	A
	-	C-A	72	18		292.17	1188	0.061	72		0.1	0.1	6.339	A
	-	C-B	5	1		292.17	81	0.067	5		0.0	0.0	6.283	A
	-	A-B	12	3					12					
	-	A-C	61	15					61					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.90	0.22			660	0.001	0.90		0.0	0.0	5.460	A
	-	B-A	8	2			555	0.015	8		0.0	0.0	6.581	A
	-	C-AB	2	0.54			687	0.003	2		0.0	0.0	5.254	A
	-	C-A	111	28					111					
	-	A-B	9	2					9					

	-	A-C	65	16					65					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	59	15			649	0.091	59		0.1	0.1	6.099	A
	-	B-A	54	14			492	0.111	54		0.1	0.1	8.218	A
	-	C-AB	55	14			680	0.080	55		0.1	0.1	5.755	A
	-	C-A	70	17					70					
	-	A-B	30	7					30					
	-	A-C	23	6					23					
5 - Goitre Lane / Sycamore Rd	-	B-C	86	21			667	0.129	86		0.1	0.1	6.190	A
	-	B-A	48	12			460	0.104	48		0.1	0.1	8.720	A
	-	C-AB	56	14			696	0.081	56		0.1	0.1	5.629	A
	-	C-A	74	19					74					
	-	A-B	26	7					26					
	-	A-C	62	16					62					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	184	46	217		1249	0.148	184	209	0.1	0.2	3.381	A
	B - Gurnos Rd E	-	252	63	113		1460	0.173	252	288	0.2	0.2	2.980	A
	C - Ash Crescent	-	85	21	295		1389	0.061	84	70	0.1	0.1	2.758	A
	D - Gurnos Rd W	-	273	68	154		1486	0.184	273	226	0.2	0.2	2.967	A
7 - Ash Crescent / Rowan Way	-	B-C	36	9			649	0.055	36		0.0	0.1	5.873	A
	-	B-A	0.90	0.22			489	0.002	0.90		0.0	0.0	7.368	A
	-	C-AB	71	18			613	0.116	71		0.1	0.1	6.646	A
	-	C-A	28	7					28					
	-	A-B	4	0.90					4					
	-	A-C	46	11					46					

14:45 - 15:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	79	20			621	0.128	79		0.1	0.1	6.643	A
	-	B-A	81	20			456	0.179	81		0.2	0.2	9.803	A
	-	C-AB	131	33			739	0.177	130		0.2	0.3	5.918	A
	-	C-A	161	40					161					
	-	A-B	54	14					54					
	-	A-C	156	39					156					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	39	10			681	0.057	38		0.0	0.1	5.605	A
	-	B-A	55	14			528	0.104	55		0.1	0.1	7.611	A
	-	C-A	88	22		357.83	1141	0.077	88		0.1	0.2	6.713	A
	-	C-B	7	2		357.83	78	0.085	7		0.0	0.0	6.666	A
	-	A-B	14	4					14					
	-	A-C	75	19					75					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.28			656	0.002	1		0.0	0.0	5.499	A
	-	B-A	10	2			547	0.018	10		0.0	0.0	6.707	A
	-	C-AB	3	0.68			700	0.004	3		0.0	0.0	5.162	A
	-	C-A	135	34					135					
	-	A-B	11	3					11					
	-	A-C	79	20					79					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	73	18			642	0.113	73		0.1	0.1	6.320	A
	-	B-A	67	17			484	0.138	67		0.1	0.2	8.622	A
	-	C-AB	69	17			689	0.100	69		0.1	0.1	5.808	A
	-	C-A	83	21					83					
	-	A-B	37	9					37					
	-	A-C	28	7					28					
5 - Goitre Lane / Sycamore Rd	-	B-C	105	26			657	0.160	105		0.1	0.2	6.515	A
	-	B-A	58	15			449	0.130	58		0.1	0.1	9.206	A
	-	C-AB	71	18			703	0.101	71		0.1	0.1	5.699	A
	-	C-A	89	22					89					
	-	A-B	32	8					32					
	-	A-C	76	19					76					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	226	56	266		1221	0.185	225	256	0.2	0.2	3.617	A
	B - Gurnos Rd E	-	309	77	139		1444	0.214	308	353	0.2	0.3	3.169	A
	C - Ash Crescent	-	103	26	361		1348	0.077	103	86	0.1	0.1	2.891	A
	D - Gurnos Rd W	-	334	84	188		1463	0.228	334	277	0.2	0.3	3.187	A
7 - Ash Crescent / Rowan Way	-	B-C	44	11			646	0.068	44		0.1	0.1	5.978	A
	-	B-A	1	0.28			481	0.002	1		0.0	0.0	7.507	A
	-	C-AB	88	22			615	0.143	88		0.1	0.2	6.829	A
	-	C-A	33	8					33					
	-	A-B	4	1					4					
	-	A-C	56	14					56					

15:00 - 15:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	79	20			621	0.128	79		0.1	0.1	6.647	A
	-	B-A	81	20			456	0.179	81		0.2	0.2	9.816	A
	-	C-AB	131	33			739	0.177	131		0.3	0.3	5.923	A
	-	C-A	161	40					161					
	-	A-B	54	14					54					
	-	A-C	156	39					156					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	39	10			681	0.057	39		0.1	0.1	5.606	A
	-	B-A	55	14			528	0.104	55		0.1	0.1	7.615	A
	-	C-A	88	22		357.83	1142	0.077	88		0.2	0.2	6.710	A
	-	C-B	7	2		357.83	78	0.085	7		0.0	0.0	6.662	A
	-	A-B	14	4					14					
	-	A-C	75	19					75					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.28			656	0.002	1		0.0	0.0	5.500	A
	-	B-A	10	2			547	0.018	10		0.0	0.0	6.707	A
	-	C-AB	3	0.68			700	0.004	3		0.0	0.0	5.164	A
	-	C-A	135	34					135					
	-	A-B	11	3					11					
	-	A-C	79	20					79					

3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	73	18			642	0.113	73		0.1	0.1	6.321	A
	-	B-A	67	17			484	0.138	67		0.2	0.2	8.628	A
	-	C-AB	69	17			689	0.100	69		0.1	0.1	5.811	A
	-	C-A	83	21					83					
	-	A-B	37	9					37					
	-	A-C	28	7					28					
5 - Goitre Lane / Sycamore Rd	-	B-C	105	26			657	0.160	105		0.2	0.2	6.519	A
	-	B-A	58	15			449	0.130	58		0.1	0.1	9.211	A
	-	C-AB	71	18			703	0.101	71		0.1	0.1	5.703	A
	-	C-A	89	22					89					
	-	A-B	32	8					32					
	-	A-C	76	19					76					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	226	56	266		1220	0.185	226	256	0.2	0.2	3.618	A
	B - Gurnos Rd E	-	309	77	139		1444	0.214	309	353	0.3	0.3	3.169	A
	C - Ash Crescent	-	103	26	362		1348	0.077	103	86	0.1	0.1	2.892	A
	D - Gurnos Rd W	-	334	84	188		1463	0.228	334	277	0.3	0.3	3.187	A
7 - Ash Crescent / Rowan Way	-	B-C	44	11			646	0.068	44		0.1	0.1	5.978	A
	-	B-A	1	0.28			480	0.002	1		0.0	0.0	7.508	A
	-	C-AB	88	22			615	0.143	88		0.2	0.2	6.836	A
	-	C-A	33	8					33					
	-	A-B	4	1					4					
	-	A-C	56	14					56					

15:15 - 15:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	65	16			637	0.102	65		0.1	0.1	6.291	A
	-	B-A	67	17			476	0.140	67		0.2	0.2	8.973	A
	-	C-AB	101	25			724	0.139	101		0.3	0.2	5.785	A
	-	C-A	137	34					137					
	-	A-B	44	11					44					
	-	A-C	128	32					128					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	31	8			688	0.046	32		0.1	0.0	5.480	A
	-	B-A	45	11			534	0.084	45		0.1	0.1	7.356	A
	-	C-A	72	18		292.17	1188	0.061	72		0.2	0.1	6.335	A
	-	C-B	5	1		292.17	81	0.067	5		0.0	0.0	6.278	A
	-	A-B	12	3					12					
	-	A-C	61	15					61					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.90	0.22			660	0.001	0.90		0.0	0.0	5.460	A
	-	B-A	8	2			555	0.015	8		0.0	0.0	6.584	A
	-	C-AB	2	0.54			687	0.003	2		0.0	0.0	5.254	A
	-	C-A	111	28					111					
	-	A-B	9	2					9					
	-	A-C	65	16					65					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	59	15			649	0.091	59		0.1	0.1	6.103	A
	-	B-A	54	14			492	0.111	55		0.2	0.1	8.229	A
	-	C-AB	55	14			680	0.080	55		0.1	0.1	5.760	A
	-	C-A	70	17					70					
	-	A-B	30	7					30					
	-	A-C	23	6					23					
5 - Goitre Lane / Sycamore Rd	-	B-C	86	21			667	0.129	86		0.2	0.1	6.200	A
	-	B-A	48	12			460	0.104	48		0.1	0.1	8.730	A
	-	C-AB	56	14			696	0.081	57		0.1	0.1	5.635	A
	-	C-A	74	19					74					
	-	A-B	26	7					26					
	-	A-C	62	16					62					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	184	46	218		1249	0.148	185	209	0.2	0.2	3.385	A
	B - Gurnos Rd E	-	252	63	113		1460	0.173	252	289	0.3	0.2	2.984	A
	C - Ash Crescent	-	85	21	296		1389	0.061	85	70	0.1	0.1	2.759	A
	D - Gurnos Rd W	-	273	68	154		1486	0.184	273	226	0.3	0.2	2.971	A
7 - Ash Crescent / Rowan Way	-	B-C	36	9			649	0.055	36		0.1	0.1	5.874	A
	-	B-A	0.90	0.22			489	0.002	0.90		0.0	0.0	7.369	A
	-	C-AB	71	18			613	0.116	71		0.2	0.1	6.653	A
	-	C-A	28	7					28					
	-	A-B	4	0.90					4					
	-	A-C	46	11					46					

15:30 - 15:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	54	14			648	0.084	54		0.1	0.1	6.063	A
	-	B-A	56	14			491	0.113	56		0.2	0.1	8.441	A
	-	C-AB	81	20			713	0.113	81		0.2	0.2	5.699	A
	-	C-A	118	30					118					
	-	A-B	37	9					37					
	-	A-C	107	27					107					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	26	7			694	0.038	26		0.0	0.0	5.395	A
	-	B-A	38	9			539	0.070	38		0.1	0.1	7.180	A
	-	C-A	60	15		244.68	1231	0.049	60		0.1	0.1	6.044	A
	-	C-B	5	1		244.68	84	0.054	5		0.0	0.0	5.981	A
	-	A-B	10	2					10					
	-	A-C	51	13					51					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.75	0.19			663	0.001	0.75		0.0	0.0	5.432	A
	-	B-A	7	2			561	0.012	7		0.0	0.0	6.493	A
	-	C-AB	2	0.44			678	0.003	2		0.0	0.0	5.322	A
	-	C-A	93	23					93					
	-	A-B	8	2					8					
	-	A-C	54	14					54					
	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	50	12			654	0.076	50		0.1	0.1	5.954	A
	-	B-A	46	11			498	0.092	46		0.1	0.1	7.958	A
	-	C-AB	45	11			674	0.067	45		0.1	0.1	5.725	A
	-	C-A	59	15					59					
	-	A-B	25	6					25					
	-	A-C	19	5					19					
5 - Goitre Lane / Sycamore Rd	-	B-C	72	18			674	0.107	72		0.1	0.1	5.986	A
	-	B-A	40	10			468	0.085	40		0.1	0.1	8.409	A
	-	C-AB	46	12			691	0.067	46		0.1	0.1	5.588	A
	-	C-A	63	16					63					
	-	A-B	22	5					22					
	-	A-C	52	13					52					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	154	39	182		1269	0.122	154	175	0.2	0.1	3.229	A
	B - Gurnos Rd E	-	211	53	95		1471	0.144	211	242	0.2	0.2	2.858	A
	C - Ash Crescent	-	71	18	247		1419	0.050	71	59	0.1	0.1	2.672	A
	D - Gurnos Rd W	-	228	57	129		1502	0.152	229	189	0.2	0.2	2.829	A
7 - Ash Crescent / Rowan Way	-	B-C	30	8			651	0.046	30		0.1	0.0	5.802	A
	-	B-A	0.75	0.19			496	0.002	0.75		0.0	0.0	7.274	A
	-	C-AB	59	15			611	0.097	59		0.1	0.1	6.525	A
	-	C-A	24	6					24					
	-	A-B	3	0.75					3					
	-	A-C	38	10					38					

2025 B, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.19	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			5.75	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.00	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	0.00	F
4	Goitre Lane / Chesnut way	T-Junction	Two-way			3.87	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.35	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.51	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.73	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025 B	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	337	100.000
	B - Goitre Lane		ONE HOUR	✓	176	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	240	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	235	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	188	100.000
	C - Goitre Lane S		ONE HOUR	✓	177	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	196	100.000
	B - Magnolia Close		ONE HOUR	✓	3	100.000
	C - Goitre Lane W		ONE HOUR	✓	187	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
	D - Site access		ONE HOUR	✓	0	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	128	100.000
	B - Chestnut Way		ONE HOUR	✓	133	100.000
	C - Goitre Lane W		ONE HOUR	✓	201	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	101	100.000
	B - Goitre Lane		ONE HOUR	✓	120	100.000
	C - Fourth Avenue		ONE HOUR	✓	151	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	232	100.000
	B - Gurnos Rd E		ONE HOUR	✓	413	100.000
	C - Ash Crescent		ONE HOUR	✓	83	100.000
	D - Gurnos Rd W		ONE HOUR	✓	249	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	56	100.000
	B - Rowan Way		ONE HOUR	✓	33	100.000
	C - Ash Crescent S		ONE HOUR	✓	112	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	300.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	[ONEHOUR]	0.00
	B - Magnolia Close		
	C - Goitre Lane W		

	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	148	189
	B - Goitre Lane	101	0	75
	C - Gurnos Ring Rd W	151	89	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	166	70
	B - Pen-Y-Dre High School	96	0	92
	C - Goitre Lane S	74	104	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	34	94
	B - Chestnut Way	29	0	104
	C - Goitre Lane W	97	104	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	2	105	32	93
	B - Gurnos Rd E	127	5	50	231
	C - Ash Crescent	35	21	0	27
	D - Gurnos Rd W	56	145	34	14

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	4	52
	B - Rowan Way	1	0	32
	C - Ash Crescent S	36	77	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	196
	B - Magnolia Close	3	0	0
	C - Goitre Lane W	187	0	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	43	58
	B - Goitre Lane	48	0	72
	C - Fourth Avenue	93	58	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	0	0
	B - Goitre Lane	0	0	2
	C - Gurnos Ring Rd W	3	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	3
	B - Pen-Y-Dre High School	2	0	0
	C - Goitre Lane S	0	2	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.00	0.00	0.0	A	0	0
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.00	0.00	0.0	A	0	0
	D - Site access	0.00	0.00	0.0	A	0	0
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.21	3.68	0.3	A	213	320
	B - Gurnos Rd E	0.32	3.76	0.5	A	379	568
	C - Ash Crescent	0.07	3.11	0.1	A	76	114
	D - Gurnos Rd W	0.19	3.06	0.2	A	229	343

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.14	7.52	0.2	A	69	103
	B-A	0.25	10.90	0.3	B	93	139
	C-AB	0.19	6.55	0.3	A	103	155
	C-A					117	175
	A-B					136	204
	A-C					173	260
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.15	6.29	0.2	A	84	127
	B-A	0.23	10.22	0.3	B	88	133
	C-A	0.11	9.90	0.2	A	68	101
	C-B	0.31	11.21	0.3	B	95	142
	A-B					152	228
	A-C					64	96
3a - Goitre Lane / Magnolia Close existing junction	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					172	257
	A-B					0	0

	A-C					180	270
4 - Goitre Lane / Chesnut way	B-C	0.18	6.94	0.2	A	96	143
	B-A	0.08	9.27	0.1	A	26	39
	C-AB	0.20	6.62	0.3	A	111	166
	C-A					74	111
	A-B					31	46
	A-C					86	129
5 - Goitre Lane / Sycamore Rd	B-C	0.12	6.21	0.1	A	66	98
	B-A	0.11	8.72	0.1	A	44	66
	C-AB	0.11	5.72	0.1	A	61	92
	C-A					78	116
	A-B					39	59
	A-C					53	80
7 - Ash Crescent / Rowan Way	B-C	0.05	5.89	0.1	A	29	44
	B-A	0.00	7.52	0.0	A	0.94	1
	C-AB	0.15	6.86	0.2	A	74	112
	C-A					29	43
	A-B					4	6
	A-C					48	72

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	56	14			614	0.092	56		0.0	0.1	6.576	A
	-	B-A	76	19			485	0.157	75		0.0	0.2	8.772	A
	-	C-AB	81	20			675	0.119	80		0.0	0.2	6.078	A
	-	C-A	100	25					100					
	-	A-B	112	28					112					
	-	A-C	142	36					142					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	69	17			708	0.098	69		0.0	0.1	5.628	A
	-	B-A	73	18			495	0.146	72		0.0	0.2	8.655	A
	-	C-A	55	14		225.86	804	0.069	55		0.0	0.1	8.913	A
	-	C-B	78	19		225.86	373	0.209	77		0.0	0.2	9.472	A
	-	A-B	125	31					125					
	-	A-C	53	13					53					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			702	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			549	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			597	0.000	0		0.0	0.0	0.000	A
	-	C-A	141	35					141					
	-	A-B	0	0					0					
	-	A-C	148	37					148					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	78	20			647	0.121	78		0.0	0.1	6.319	A
	-	B-A	22	5			446	0.048	21		0.0	0.1	8.477	A
	-	C-AB	88	22			668	0.132	87		0.0	0.2	6.190	A
	-	C-A	63	16					63					
	-	A-B	25	6					25					
	-	A-C	71	18					71					
5 - Goitre Lane / Sycamore Rd	-	B-C	54	13			673	0.080	54		0.0	0.1	5.811	A
	-	B-A	36	9			484	0.075	36		0.0	0.1	8.018	A
	-	C-AB	49	12			692	0.071	48		0.0	0.1	5.593	A
	-	C-A	65	16					65					
	-	A-B	32	8					32					
	-	A-C	44	11					44					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	175	44	165		1279	0.137	174	165	0.0	0.2	3.256	A
	B - Gurnos Rd E	-	311	78	131		1449	0.215	310	208	0.0	0.3	3.158	A
	C - Ash Crescent	-	62	16	354		1352	0.046	62	87	0.0	0.0	2.789	A
	D - Gurnos Rd W	-	188	47	143		1493	0.126	187	274	0.0	0.1	2.755	A
7 - Ash Crescent / Rowan Way	-	B-C	24	6			651	0.037	24		0.0	0.0	5.740	A
	-	B-A	0.77	0.19			495	0.002	0.76		0.0	0.0	7.279	A
	-	C-AB	60	15			611	0.099	60		0.0	0.1	6.519	A
	-	C-A	24	6					24					
	-	A-B	3	0.77					3					
	-	A-C	39	10					39					

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	67	17			597	0.113	67		0.1	0.1	6.930	A
	-	B-A	91	23			467	0.195	91		0.2	0.2	9.561	A
	-	C-AB	100	25			678	0.148	100		0.2	0.2	6.258	A
	-	C-A	116	29					116					
	-	A-B	133	33					133					
	-	A-C	170	42					170					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	83	21			694	0.119	83		0.1	0.1	5.886	A
	-	B-A	87	22			483	0.179	86		0.2	0.2	9.258	A
	-	C-A	66	17		269.69	776	0.085	66		0.1	0.1	9.275	A
	-	C-B	93	23		269.69	374	0.249	93		0.2	0.3	10.057	B
	-	A-B	149	37					149					
	-	A-C	63	16					63					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			694	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			536	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			590	0.000	0		0.0	0.0	0.000	A
	-	C-A	168	42					168					
	-	A-B	0	0					0					
	-	A-C	176	44					176					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A

	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	94	23			641	0.146	94		0.1	0.2	6.570	A
	-	B-A	26	6			435	0.059	26		0.1	0.1	8.794	A
	-	C-AB	108	27			674	0.160	108		0.2	0.2	6.362	A
	-	C-A	73	18					73					
	-	A-B	30	8					30					
	-	A-C	85	21					85					
5 - Goitre Lane / Sycamore Rd	-	B-C	64	16			667	0.096	64		0.1	0.1	5.975	A
	-	B-A	43	11			477	0.091	43		0.1	0.1	8.302	A
	-	C-AB	60	15			697	0.085	59		0.1	0.1	5.647	A
	-	C-A	76	19					76					
	-	A-B	39	10					39					
	-	A-C	52	13					52					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	209	52	197		1260	0.166	209	197	0.2	0.2	3.422	A
	B - Gurnos Rd E	-	371	93	157		1433	0.259	371	249	0.3	0.3	3.389	A
	C - Ash Crescent	-	74	19	424		1309	0.057	74	104	0.0	0.1	2.915	A
	D - Gurnos Rd W	-	224	56	171		1475	0.152	224	328	0.1	0.2	2.878	A
7 - Ash Crescent / Rowan Way	-	B-C	28	7			649	0.044	28		0.0	0.0	5.804	A
	-	B-A	0.92	0.23			489	0.002	0.92		0.0	0.0	7.380	A
	-	C-AB	73	18			613	0.119	73		0.1	0.1	6.663	A
	-	C-A	28	7					28					
	-	A-B	4	0.92					4					
	-	A-C	47	12					47					

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	82	21			571	0.144	82		0.1	0.2	7.508	A
	-	B-A	111	28			442	0.252	111		0.2	0.3	10.870	B
	-	C-AB	130	32			684	0.190	129		0.2	0.3	6.536	A
	-	C-A	135	34					135					
	-	A-B	163	41					163					
	-	A-C	208	52					208					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	101	25			674	0.150	101		0.1	0.2	6.280	A
	-	B-A	106	27			465	0.228	106		0.2	0.3	10.205	B
	-	C-A	81	20		330.31	743	0.109	81		0.1	0.2	9.895	A
	-	C-B	114	28		330.31	369	0.309	114		0.3	0.3	11.207	B
	-	A-B	182	46					182					
	-	A-C	77	19					77					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			682	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			519	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			580	0.000	0		0.0	0.0	0.000	A
	-	C-A	206	51					206					
	-	A-B	0	0					0					
	-	A-C	216	54					216					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	115	29			633	0.181	115		0.2	0.2	6.937	A
	-	B-A	32	8			420	0.075	31		0.1	0.1	9.270	A
	-	C-AB	136	34			681	0.200	136		0.2	0.3	6.609	A
	-	C-A	85	21					85					
	-	A-B	37	9					37					
	-	A-C	104	26					104					
5 - Goitre Lane / Sycamore Rd	-	B-C	79	20			658	0.120	79		0.1	0.1	6.209	A
	-	B-A	53	13			466	0.114	53		0.1	0.1	8.717	A
	-	C-AB	75	19			704	0.107	75		0.1	0.1	5.723	A
	-	C-A	91	23					91					
	-	A-B	47	12					47					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	256	64	242		1235	0.207	255	242	0.2	0.3	3.675	A
	B - Gurnos Rd E	-	455	114	192		1412	0.322	454	305	0.3	0.5	3.757	A
	C - Ash Crescent	-	91	23	519		1250	0.073	91	127	0.1	0.1	3.106	A
	D - Gurnos Rd W	-	275	69	209		1450	0.189	274	401	0.2	0.2	3.062	A
7 - Ash Crescent / Rowan Way	-	B-C	35	9			646	0.054	35		0.0	0.1	5.892	A
	-	B-A	1	0.28			480	0.002	1		0.0	0.0	7.523	A
	-	C-AB	90	23			615	0.147	90		0.1	0.2	6.852	A
	-	C-A	34	8					34					
	-	A-B	5	1					5					
	-	A-C	57	14					57					

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	82	21			571	0.144	82		0.2	0.2	7.515	A
	-	B-A	111	28			442	0.252	111		0.3	0.3	10.896	B
	-	C-AB	130	32			684	0.190	130		0.3	0.3	6.547	A
	-	C-A	135	34					135					
	-	A-B	163	41					163					
	-	A-C	208	52					208					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	101	25			674	0.150	101		0.2	0.2	6.287	A
	-	B-A	106	27			465	0.228	106		0.3	0.3	10.225	B
	-	C-A	81	20		330.31	745	0.109	81		0.2	0.2	9.799	A
	-	C-B	114	28		330.31	374	0.305	114		0.3	0.3	11.004	B
	-	A-B	182	46					182					
	-	A-C	77	19					77					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			682	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			519	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			580	0.000	0		0.0	0.0	0.000	A
	-	C-A	206	51					206					
	-	A-B	0	0					0					
	-	A-C	216	54					216					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A

	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	115	29			633	0.181	115		0.2	0.2	6.944	A
	-	B-A	32	8			420	0.075	31		0.1	0.1	9.273	A
	-	C-AB	136	34			681	0.200	136		0.3	0.3	6.618	A
	-	C-A	85	21					85					
	-	A-B	37	9					37					
	-	A-C	104	26					104					
5 - Goitre Lane / Sycamore Rd	-	B-C	79	20			658	0.120	79		0.1	0.1	6.212	A
	-	B-A	53	13			466	0.114	53		0.1	0.1	8.720	A
	-	C-AB	75	19			704	0.107	75		0.1	0.1	5.725	A
	-	C-A	91	23					91					
	-	A-B	47	12					47					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	256	64	242		1235	0.207	256	242	0.3	0.3	3.676	A
	B - Gurnos Rd E	-	455	114	192		1412	0.322	455	305	0.5	0.5	3.760	A
	C - Ash Crescent	-	91	23	520		1250	0.073	91	127	0.1	0.1	3.107	A
	D - Gurnos Rd W	-	275	69	209		1450	0.189	275	402	0.2	0.2	3.062	A
7 - Ash Crescent / Rowan Way	-	B-C	35	9			646	0.054	35		0.1	0.1	5.892	A
	-	B-A	1	0.28			480	0.002	1		0.0	0.0	7.524	A
	-	C-AB	90	23			615	0.147	90		0.2	0.2	6.859	A
	-	C-A	34	8					34					
	-	A-B	5	1					5					
	-	A-C	57	14					57					

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	67	17			597	0.113	67		0.2	0.1	6.942	A
	-	B-A	91	23			467	0.195	91		0.3	0.2	9.595	A
	-	C-AB	100	25			678	0.148	101		0.3	0.2	6.277	A
	-	C-A	116	29					116					
	-	A-B	133	33					133					
	-	A-C	170	42					170					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	83	21			694	0.119	83		0.2	0.1	5.894	A
	-	B-A	87	22			483	0.179	87		0.3	0.2	9.286	A
	-	C-A	66	17		269.69	778	0.085	66		0.2	0.1	9.151	A
	-	C-B	93	23		269.69	382	0.243	93		0.3	0.3	9.818	A
	-	A-B	149	37					149					
	-	A-C	63	16					63					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			694	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			536	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			590	0.000	0		0.0	0.0	0.000	A
	-	C-A	168	42					168					
	-	A-B	0	0					0					
	-	A-C	176	44					176					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	94	23			641	0.146	94		0.2	0.2	6.578	A
	-	B-A	26	6			435	0.059	26		0.1	0.1	8.803	A
	-	C-AB	108	27			674	0.160	108		0.3	0.2	6.370	A
	-	C-A	73	18					73					
	-	A-B	30	8					30					
	-	A-C	85	21					85					
5 - Goitre Lane / Sycamore Rd	-	B-C	64	16			667	0.096	64		0.1	0.1	5.980	A
	-	B-A	43	11			477	0.091	43		0.1	0.1	8.307	A
	-	C-AB	60	15			697	0.085	60		0.1	0.1	5.651	A
	-	C-A	76	19					76					
	-	A-B	39	10					39					
	-	A-C	52	13					52					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	209	52	198		1260	0.166	209	198	0.3	0.2	3.424	A
	B - Gurnos Rd E	-	371	93	157		1433	0.259	372	249	0.5	0.4	3.393	A
	C - Ash Crescent	-	74	19	425		1308	0.057	74	104	0.1	0.1	2.919	A
	D - Gurnos Rd W	-	224	56	171		1474	0.152	224	329	0.2	0.2	2.881	A
7 - Ash Crescent / Rowan Way	-	B-C	28	7			649	0.044	29		0.1	0.0	5.805	A
	-	B-A	0.92	0.23			489	0.002	0.92		0.0	0.0	7.385	A
	-	C-AB	73	18			613	0.119	73		0.2	0.1	6.668	A
	-	C-A	28	7					28					
	-	A-B	4	0.92					4					
	-	A-C	47	12					47					

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	56	14			614	0.092	56		0.1	0.1	6.592	A
	-	B-A	76	19			485	0.157	76		0.2	0.2	8.819	A
	-	C-AB	81	20			675	0.120	81		0.2	0.2	6.099	A
	-	C-A	100	25					100					
	-	A-B	112	28					112					
	-	A-C	142	36					142					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	69	17			707	0.098	69		0.1	0.1	5.648	A
	-	B-A	73	18			495	0.147	73		0.2	0.2	8.697	A
	-	C-A	55	14		225.86	808	0.069	56		0.1	0.1	8.724	A
	-	C-B	78	19		225.86	386	0.202	78		0.3	0.2	9.121	A
	-	A-B	125	31					125					
	-	A-C	53	13					53					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			702	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			549	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			597	0.000	0		0.0	0.0	0.000	A
	-	C-A	141	35					141					
	-	A-B	0	0					0					
	-	A-C	148	37					148					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A

4 - Goitre Lane / Chesnut way	-	B-C	78	20			647	0.121	79		0.2	0.1	6.334	A
	-	B-A	22	5			446	0.048	22		0.1	0.1	8.492	A
	-	C-AB	88	22			668	0.132	88		0.2	0.2	6.211	A
	-	C-A	63	16					63					
	-	A-B	25	6					25					
	-	A-C	71	18					71					
5 - Goitre Lane / Sycamore Rd	-	B-C	54	13			673	0.080	54		0.1	0.1	5.819	A
	-	B-A	36	9			485	0.075	36		0.1	0.1	8.030	A
	-	C-AB	49	12			692	0.071	49		0.1	0.1	5.602	A
	-	C-A	65	16					65					
	-	A-B	32	8					32					
	-	A-C	44	11					44					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	175	44	166		1279	0.137	175	166	0.2	0.2	3.260	A
	B - Gurnos Rd E	-	311	78	132		1448	0.215	311	209	0.4	0.3	3.165	A
	C - Ash Crescent	-	62	16	356		1352	0.046	62	87	0.1	0.0	2.792	A
	D - Gurnos Rd W	-	188	47	143		1493	0.126	188	275	0.2	0.1	2.761	A
7 - Ash Crescent / Rowan Way	-	B-C	24	6			651	0.037	24		0.0	0.0	5.743	A
	-	B-A	0.77	0.19			495	0.002	0.77		0.0	0.0	7.282	A
	-	C-AB	60	15			611	0.099	60		0.1	0.1	6.537	A
	-	C-A	24	6					24					
	-	A-B	3	0.77					3					
	-	A-C	39	10					39					

2025 B, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	2 - Goitre Lane / Pen-Y-Dre High School	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.15	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			4.59	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.36	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	0.00	F
4	Goitre Lane / Chesnut way	T-Junction	Two-way			4.03	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.77	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.28	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.84	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2025 B	PM	ONE HOUR	14:15	15:45	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	196	100.000
	B - Goitre Lane		ONE HOUR	✓	149	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	270	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	83	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	87	100.000
	C - Goitre Lane S		ONE HOUR	✓	88	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	84	100.000
	B - Magnolia Close		ONE HOUR	✓	10	100.000
	C - Goitre Lane W		ONE HOUR	✓	128	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
	D - Site access		ONE HOUR	✓	0	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	60	100.000
	B - Chestnut Way		ONE HOUR	✓	129	100.000
	C - Goitre Lane W		ONE HOUR	✓	141	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	101	100.000
	B - Goitre Lane		ONE HOUR	✓	152	100.000
	C - Fourth Avenue		ONE HOUR	✓	149	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	209	100.000
	B - Gurnos Rd E		ONE HOUR	✓	286	100.000
	C - Ash Crescent		ONE HOUR	✓	96	100.000
	D - Gurnos Rd W		ONE HOUR	✓	310	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	56	100.000
	B - Rowan Way		ONE HOUR	✓	42	100.000
	C - Ash Crescent S		ONE HOUR	✓	112	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	325.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
	A - Goitre Lane E	[ONEHOUR]	0.00

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close		
	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	50	145
	B - Goitre Lane	76	0	74
	C - Gurnos Ring Rd W	182	89	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	13	70
	B - Pen-Y-Dre High School	51	0	36
	C - Goitre Lane S	82	6	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	34	26
	B - Chestnut Way	62	0	67
	C - Goitre Lane W	86	55	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	1	110	31	67
	B - Gurnos Rd E	103	5	31	148
	C - Ash Crescent	40	25	1	31
	D - Gurnos Rd W	93	188	17	11

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	4	52
	B - Rowan Way	1	0	41
	C - Ash Crescent S	36	77	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	10	74
	B - Magnolia Close	9	0	1
	C - Goitre Lane W	126	2	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	30	71
	B - Goitre Lane	54	0	97
	C - Fourth Avenue	92	57	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	1	0
	B - Goitre Lane	2	0	0

	C - Gurnos Ring Rd W	0	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	0
	B - Pen-Y-Dre High School	0	0	0
	C - Goitre Lane S	0	0	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.00	0.00	0.0	A	0	0
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.00	0.00	0.0	A	0	0
	D - Site access	0.00	0.00	0.0	A	0	0
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.19	3.65	0.2	A	192	288
	B - Gurnos Rd E	0.22	3.19	0.3	A	263	394
	C - Ash Crescent	0.08	2.91	0.1	A	88	132
	D - Gurnos Rd W	0.23	3.21	0.3	A	284	427

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.13	6.69	0.1	A	67	101
	B-A	0.18	9.93	0.2	A	69	104
	C-AB	0.18	5.94	0.3	A	107	160
	C-A					141	212
	A-B					46	69
	A-C					133	200
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.06	5.62	0.1	A	33	49
	B-A	0.11	7.65	0.1	A	47	70
	C-A	0.08	6.73	0.2	A	75	112
	C-B	0.09	6.68	0.0	A	6	8
	A-B					12	18
	A-C					64	96
	B-C	0.00	5.50	0.0	A	0.94	1
	B-A	0.02	6.72	0.0	A	8	13

3a - Goitre Lane / Magnolia Close existing junction	C-AB	0.00	5.32	0.0	A	2	3
	C-A					115	173
	A-B					9	14
	A-C					68	102
4 - Goitre Lane / Chesnut way	B-C	0.12	6.35	0.1	A	62	93
	B-A	0.14	8.68	0.2	A	57	85
	C-AB	0.10	5.82	0.1	A	57	86
	C-A					72	108
	A-B					31	47
	A-C					24	35
5 - Goitre Lane / Sycamore Rd	B-C	0.16	6.56	0.2	A	89	134
	B-A	0.13	9.27	0.2	A	50	75
	C-AB	0.10	5.71	0.1	A	59	89
	C-A					77	115
	A-B					27	41
	A-C					65	98
7 - Ash Crescent / Rowan Way	B-C	0.07	5.99	0.1	A	37	56
	B-A	0.00	7.53	0.0	A	0.94	1
	C-AB	0.15	6.86	0.2	A	74	112
	C-A					29	43
	A-B					4	6
	A-C					48	72

Main Results for each time segment

14:15 - 14:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	55	14			647	0.086	55		0.0	0.1	6.072	A
	-	B-A	57	14			490	0.116	56		0.0	0.1	8.466	A
	-	C-AB	83	21			714	0.116	82		0.0	0.2	5.693	A
	-	C-A	121	30					121					
	-	A-B	38	9					38					
	-	A-C	109	27					109					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	27	7			693	0.039	27		0.0	0.0	5.399	A
	-	B-A	38	10			539	0.071	38		0.0	0.1	7.185	A
	-	C-A	62	15		244.68	1230	0.050	61		0.0	0.1	6.056	A
	-	C-B	5	1		244.68	83	0.055	5		0.0	0.0	5.998	A
	-	A-B	10	2					10					
	-	A-C	52	13					52					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.77	0.19			663	0.001	0.76		0.0	0.0	5.435	A
	-	B-A	7	2			560	0.012	7		0.0	0.0	6.503	A
	-	C-AB	2	0.45			679	0.003	2		0.0	0.0	5.314	A
	-	C-A	95	24					95					
	-	A-B	8	2					8					
	-	A-C	56	14					56					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	51	13			654	0.078	50		0.0	0.1	5.961	A
	-	B-A	47	12			498	0.094	46		0.0	0.1	7.967	A
	-	C-AB	46	11			675	0.068	46		0.0	0.1	5.720	A
	-	C-A	60	15					60					
	-	A-B	26	6					26					
	-	A-C	19	5					19					
5 - Goitre Lane / Sycamore Rd	-	B-C	73	18			673	0.109	73		0.0	0.1	5.992	A
	-	B-A	41	10			467	0.087	40		0.0	0.1	8.429	A
	-	C-AB	47	12			691	0.068	47		0.0	0.1	5.584	A
	-	C-A	64	16					64					
	-	A-B	22	6					22					
	-	A-C	53	13					53					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	158	39	186		1267	0.124	157	178	0.0	0.1	3.241	A
	B - Gurnos Rd E	-	216	54	97		1470	0.147	215	246	0.0	0.2	2.867	A
	C - Ash Crescent	-	72	18	252		1416	0.051	72	60	0.0	0.1	2.678	A
	D - Gurnos Rd W	-	233	58	131		1500	0.156	233	193	0.0	0.2	2.838	A
7 - Ash Crescent / Rowan Way	-	B-C	31	8			651	0.047	31		0.0	0.0	5.804	A
	-	B-A	0.77	0.19			495	0.002	0.76		0.0	0.0	7.279	A
	-	C-AB	60	15			611	0.099	60		0.0	0.1	6.519	A
	-	C-A	24	6					24					
	-	A-B	3	0.77					3					
	-	A-C	39	10					39					

14:30 - 14:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	66	17			636	0.104	66		0.1	0.1	6.318	A
	-	B-A	68	17			474	0.143	68		0.1	0.2	9.030	A
	-	C-AB	103	26			725	0.142	103		0.2	0.2	5.789	A
	-	C-A	140	35					140					
	-	A-B	45	11					45					
	-	A-C	130	33					130					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	32	8			688	0.047	32		0.0	0.0	5.491	A
	-	B-A	46	11			534	0.086	46		0.1	0.1	7.378	A
	-	C-A	73	18		292.17	1188	0.062	73		0.1	0.1	6.348	A
	-	C-B	6	1		292.17	81	0.068	6		0.0	0.0	6.293	A
	-	A-B	12	3					12					
	-	A-C	63	16					63					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.92	0.23			660	0.001	0.92		0.0	0.0	5.464	A
	-	B-A	8	2			554	0.015	8		0.0	0.0	6.593	A
	-	C-AB	2	0.55			688	0.003	2		0.0	0.0	5.245	A
	-	C-A	113	28					113					
	-	A-B	9	2					9					

	-	A-C	66	17					66					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	61	15			649	0.093	61		0.1	0.1	6.119	A
	-	B-A	56	14			492	0.113	56		0.1	0.1	8.255	A
	-	C-AB	56	14			681	0.082	56		0.1	0.1	5.759	A
	-	C-A	71	18					71					
	-	A-B	30	8					30					
	-	A-C	23	6					23					
5 - Goitre Lane / Sycamore Rd	-	B-C	88	22			666	0.132	87		0.1	0.2	6.220	A
	-	B-A	49	12			459	0.106	49		0.1	0.1	8.764	A
	-	C-AB	58	14			696	0.083	58		0.1	0.1	5.636	A
	-	C-A	76	19					76					
	-	A-B	27	7					27					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	188	47	222		1246	0.151	188	213	0.1	0.2	3.402	A
	B - Gurnos Rd E	-	257	64	116		1458	0.177	257	295	0.2	0.2	2.997	A
	C - Ash Crescent	-	86	22	301		1385	0.062	86	72	0.1	0.1	2.770	A
	D - Gurnos Rd W	-	279	70	157		1484	0.188	278	231	0.2	0.2	2.986	A
7 - Ash Crescent / Rowan Way	-	B-C	37	9			649	0.057	37		0.0	0.1	5.883	A
	-	B-A	0.92	0.23			489	0.002	0.92		0.0	0.0	7.381	A
	-	C-AB	73	18			613	0.119	73		0.1	0.1	6.663	A
	-	C-A	28	7					28					
	-	A-B	4	0.92					4					
	-	A-C	47	12					47					

14:45 - 15:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	81	20			619	0.131	81		0.1	0.1	6.689	A
	-	B-A	83	21			453	0.184	83		0.2	0.2	9.914	A
	-	C-AB	134	34			741	0.181	134		0.2	0.3	5.937	A
	-	C-A	163	41					163					
	-	A-B	56	14					56					
	-	A-C	160	40					160					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	39	10			680	0.058	39		0.0	0.1	5.621	A
	-	B-A	56	14			527	0.107	56		0.1	0.1	7.644	A
	-	C-A	90	22		357.83	1141	0.079	90		0.1	0.2	6.726	A
	-	C-B	7	2		357.83	78	0.087	7		0.0	0.0	6.680	A
	-	A-B	15	4					15					
	-	A-C	77	19					77					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.28			655	0.002	1		0.0	0.0	5.504	A
	-	B-A	10	3			546	0.019	10		0.0	0.0	6.722	A
	-	C-AB	3	0.70			702	0.004	3		0.0	0.0	5.151	A
	-	C-A	138	35					138					
	-	A-B	11	3					11					
	-	A-C	81	20					81					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	74	19			641	0.116	74		0.1	0.1	6.345	A
	-	B-A	68	17			483	0.141	68		0.1	0.2	8.673	A
	-	C-AB	70	18			689	0.102	70		0.1	0.1	5.814	A
	-	C-A	85	21					85					
	-	A-B	37	9					37					
	-	A-C	28	7					28					
5 - Goitre Lane / Sycamore Rd	-	B-C	107	27			656	0.164	107		0.2	0.2	6.556	A
	-	B-A	60	15			448	0.133	59		0.1	0.2	9.267	A
	-	C-AB	73	18			703	0.104	73		0.1	0.1	5.708	A
	-	C-A	91	23					91					
	-	A-B	33	8					33					
	-	A-C	78	20					78					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	231	58	272		1217	0.189	230	261	0.2	0.2	3.647	A
	B - Gurnos Rd E	-	315	79	142		1442	0.219	315	361	0.2	0.3	3.193	A
	C - Ash Crescent	-	106	26	369		1343	0.079	106	88	0.1	0.1	2.908	A
	D - Gurnos Rd W	-	341	85	192		1461	0.234	341	283	0.2	0.3	3.215	A
7 - Ash Crescent / Rowan Way	-	B-C	45	11			646	0.070	45		0.1	0.1	5.991	A
	-	B-A	1	0.28			479	0.002	1		0.0	0.0	7.524	A
	-	C-AB	90	23			615	0.147	90		0.1	0.2	6.853	A
	-	C-A	34	8					34					
	-	A-B	5	1					5					
	-	A-C	57	14					57					

15:00 - 15:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	81	20			619	0.131	81		0.1	0.1	6.693	A
	-	B-A	83	21			453	0.184	83		0.2	0.2	9.928	A
	-	C-AB	134	34			741	0.181	134		0.3	0.3	5.945	A
	-	C-A	163	41					163					
	-	A-B	56	14					56					
	-	A-C	160	40					160					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	39	10			680	0.058	39		0.1	0.1	5.621	A
	-	B-A	56	14			527	0.107	56		0.1	0.1	7.648	A
	-	C-A	90	22		357.83	1142	0.079	90		0.2	0.2	6.722	A
	-	C-B	7	2		357.83	78	0.087	7		0.0	0.0	6.675	A
	-	A-B	15	4					15					
	-	A-C	77	19					77					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.28			655	0.002	1		0.0	0.0	5.504	A
	-	B-A	10	3			546	0.019	10		0.0	0.0	6.722	A
	-	C-AB	3	0.70			702	0.004	3		0.0	0.0	5.151	A
	-	C-A	138	35					138					
	-	A-B	11	3					11					
	-	A-C	81	20					81					

3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	74	19			641	0.116	74		0.1	0.1	6.348	A
	-	B-A	68	17			483	0.141	68		0.2	0.2	8.678	A
	-	C-AB	70	18			690	0.102	70		0.1	0.1	5.818	A
	-	C-A	85	21					85					
	-	A-B	37	9					37					
	-	A-C	28	7					28					
5 - Goitre Lane / Sycamore Rd	-	B-C	107	27			656	0.164	107		0.2	0.2	6.560	A
	-	B-A	60	15			448	0.133	60		0.2	0.2	9.272	A
	-	C-AB	73	18			703	0.104	73		0.1	0.1	5.709	A
	-	C-A	91	23					91					
	-	A-B	33	8					33					
	-	A-C	78	20					78					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	231	58	272		1217	0.189	231	261	0.2	0.2	3.648	A
	B - Gurnos Rd E	-	315	79	142		1442	0.219	315	361	0.3	0.3	3.193	A
	C - Ash Crescent	-	106	26	369		1343	0.079	106	88	0.1	0.1	2.908	A
	D - Gurnos Rd W	-	341	85	192		1461	0.234	341	283	0.3	0.3	3.215	A
7 - Ash Crescent / Rowan Way	-	B-C	45	11			646	0.070	45		0.1	0.1	5.991	A
	-	B-A	1	0.28			479	0.002	1		0.0	0.0	7.525	A
	-	C-AB	90	23			615	0.147	90		0.2	0.2	6.856	A
	-	C-A	34	8					34					
	-	A-B	5	1					5					
	-	A-C	57	14					57					

15:15 - 15:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	66	17			636	0.104	66		0.1	0.1	6.324	A
	-	B-A	68	17			474	0.143	68		0.2	0.2	9.049	A
	-	C-AB	103	26			725	0.143	104		0.3	0.2	5.800	A
	-	C-A	140	35					140					
	-	A-B	45	11					45					
	-	A-C	130	33					130					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	32	8			688	0.047	32		0.1	0.0	5.492	A
	-	B-A	46	11			534	0.086	46		0.1	0.1	7.384	A
	-	C-A	73	18		292.17	1188	0.062	74		0.2	0.1	6.345	A
	-	C-B	6	1		292.17	81	0.068	6		0.0	0.0	6.288	A
	-	A-B	12	3					12					
	-	A-C	63	16					63					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.92	0.23			660	0.001	0.92		0.0	0.0	5.464	A
	-	B-A	8	2			554	0.015	8		0.0	0.0	6.594	A
	-	C-AB	2	0.55			688	0.003	2		0.0	0.0	5.245	A
	-	C-A	113	28					113					
	-	A-B	9	2					9					
	-	A-C	66	17					66					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	61	15			649	0.093	61		0.1	0.1	6.125	A
	-	B-A	56	14			491	0.113	56		0.2	0.1	8.266	A
	-	C-AB	56	14			681	0.082	56		0.1	0.1	5.765	A
	-	C-A	71	18					71					
	-	A-B	30	8					30					
	-	A-C	23	6					23					
5 - Goitre Lane / Sycamore Rd	-	B-C	88	22			666	0.132	88		0.2	0.2	6.230	A
	-	B-A	49	12			459	0.106	49		0.2	0.1	8.774	A
	-	C-AB	58	14			696	0.083	58		0.1	0.1	5.639	A
	-	C-A	76	19					76					
	-	A-B	27	7					27					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	188	47	222		1246	0.151	188	214	0.2	0.2	3.404	A
	B - Gurnos Rd E	-	257	64	116		1458	0.177	258	295	0.3	0.2	3.001	A
	C - Ash Crescent	-	86	22	302		1385	0.062	86	72	0.1	0.1	2.771	A
	D - Gurnos Rd W	-	279	70	157		1484	0.188	279	231	0.3	0.2	2.990	A
7 - Ash Crescent / Rowan Way	-	B-C	37	9			649	0.057	37		0.1	0.1	5.886	A
	-	B-A	0.92	0.23			488	0.002	0.92		0.0	0.0	7.382	A
	-	C-AB	73	18			613	0.119	73		0.2	0.1	6.670	A
	-	C-A	28	7					28					
	-	A-B	4	0.92					4					
	-	A-C	47	12					47					

15:30 - 15:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	55	14			647	0.086	55		0.1	0.1	6.087	A
	-	B-A	57	14			489	0.116	57		0.2	0.1	8.497	A
	-	C-AB	83	21			714	0.116	83		0.2	0.2	5.708	A
	-	C-A	121	30					121					
	-	A-B	38	9					38					
	-	A-C	109	27					109					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	27	7			693	0.039	27		0.0	0.0	5.402	A
	-	B-A	38	10			539	0.071	39		0.1	0.1	7.197	A
	-	C-A	62	15		244.68	1231	0.050	62		0.1	0.1	6.051	A
	-	C-B	5	1		244.68	84	0.055	5		0.0	0.0	5.991	A
	-	A-B	10	2					10					
	-	A-C	52	13					52					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.77	0.19			663	0.001	0.77		0.0	0.0	5.437	A
	-	B-A	7	2			560	0.012	7		0.0	0.0	6.503	A
	-	C-AB	2	0.45			679	0.003	2		0.0	0.0	5.316	A
	-	C-A	95	24					95					
	-	A-B	8	2					8					
	-	A-C	56	14					56					
	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	51	13			654	0.078	51		0.1	0.1	5.970	A
	-	B-A	47	12			498	0.094	47		0.1	0.1	7.987	A
	-	C-AB	46	11			675	0.068	46		0.1	0.1	5.729	A
	-	C-A	60	15					60					
	-	A-B	26	6					26					
	-	A-C	19	5					19					
5 - Goitre Lane / Sycamore Rd	-	B-C	73	18			673	0.109	73		0.2	0.1	6.006	A
	-	B-A	41	10			467	0.087	41		0.1	0.1	8.445	A
	-	C-AB	47	12			691	0.069	47		0.1	0.1	5.591	A
	-	C-A	64	16					64					
	-	A-B	22	6					22					
	-	A-C	53	13					53					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	158	39	186		1267	0.124	158	179	0.2	0.1	3.245	A
	B - Gurnos Rd E	-	216	54	97		1469	0.147	216	247	0.2	0.2	2.871	A
	C - Ash Crescent	-	72	18	253		1416	0.051	72	60	0.1	0.1	2.679	A
	D - Gurnos Rd W	-	233	58	132		1500	0.156	234	193	0.2	0.2	2.844	A
7 - Ash Crescent / Rowan Way	-	B-C	31	8			651	0.047	31		0.1	0.0	5.808	A
	-	B-A	0.77	0.19			495	0.002	0.77		0.0	0.0	7.282	A
	-	C-AB	60	15			611	0.099	60		0.1	0.1	6.537	A
	-	C-A	24	6					24					
	-	A-B	3	0.77					3					
	-	A-C	39	10					39					

2025 B+D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	3b - Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 78% of the total flow for the roundabout for one or more time segments][Arms A and D have 72% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix	3b - Goitre Lane / Magnolia Close proposed roundabout	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.70	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			5.65	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.00	F
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	9.21	A
4	Goitre Lane / Chesnut way	T-Junction	Two-way			7.73	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.34	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	4.16	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.30	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2025 B+D	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	345	100.000
	B - Goitre Lane		ONE HOUR	✓	200	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	266	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	269	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	188	100.000
	C - Goitre Lane S		ONE HOUR	✓	193	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	376	100.000
	B - Magnolia Close		ONE HOUR	✓	3	100.000
	C - Goitre Lane W		ONE HOUR	✓	203	100.000
	D - Site access		ONE HOUR	✓	160	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	141	100.000
	B - Chestnut Way		ONE HOUR	✓	304	100.000
	C - Goitre Lane W		ONE HOUR	✓	345	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	114	100.000
	B - Goitre Lane		ONE HOUR	✓	126	100.000
	C - Fourth Avenue		ONE HOUR	✓	151	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	388	100.000
	B - Gurnos Rd E		ONE HOUR	✓	504	100.000
	C - Ash Crescent		ONE HOUR	✓	119	100.000
	D - Gurnos Rd W		ONE HOUR	✓	287	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	76	100.000
	B - Rowan Way		ONE HOUR	✓	49	100.000
	C - Ash Crescent S		ONE HOUR	✓	139	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	300.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	[ONEHOUR]	200.00
	B - Magnolia Close		
	C - Goitre Lane W		

	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	156	189
	B - Goitre Lane	104	0	96
	C - Gurnos Ring Rd W	151	115	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	166	104
	B - Pen-Y-Dre High School	96	0	92
	C - Goitre Lane S	90	104	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	196	179
	B - Magnolia Close	3	0	0	0
	C - Goitre Lane W	187	0	0	16
	D - Site access	144	0	16	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	34	107
	B - Chestnut Way	35	0	269
	C - Goitre Lane W	107	238	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	2	182	50	154
	B - Gurnos Rd E	218	5	50	231
	C - Ash Crescent	71	21	0	27
	D - Gurnos Rd W	94	145	34	14

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	4	72
	B - Rowan Way	1	0	48
	C - Ash Crescent S	62	77	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	56	58
	B - Goitre Lane	55	0	72
	C - Fourth Avenue	93	58	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	0	0
	B - Goitre Lane	0	0	2
	C - Gurnos Ring Rd W	3	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	3
	B - Pen-Y-Dre High School	2	0	0
	C - Goitre Lane S	0	2	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.55	10.59	1.2	B	345	517
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.36	8.97	0.6	A	186	279
	D - Site access	0.23	6.27	0.3	A	147	220
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.35	4.46	0.5	A	356	534
	B - Gurnos Rd E	0.41	4.48	0.7	A	463	694
	C - Ash Crescent	0.11	3.55	0.1	A	109	164
	D - Gurnos Rd W	0.23	3.45	0.3	A	263	395

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.18	7.87	0.2	A	88	132
	B-A	0.27	11.66	0.4	B	95	143
	C-AB	0.25	7.06	0.4	A	134	201
	C-A					110	166
	A-B					143	215
	A-C					173	260
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.15	6.42	0.2	A	84	127
	B-A	0.23	10.58	0.3	B	88	133
	C-A	0.13	9.93	0.2	A	82	123
	C-B	0.32	11.34	0.4	B	95	142
	A-B					152	228
	A-C					95	143
3a - Goitre Lane / Magnolia Close existing junction	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					0	0
	A-B					0	0

	A-C					0	0
4 - Goitre Lane / Chesnut way	B-C	0.47	10.88	0.9	B	247	370
	B-A	0.12	12.47	0.1	B	33	49
	C-AB	0.46	9.80	1.0	A	257	385
	C-A					60	90
	A-B					31	46
	A-C					98	147
5 - Goitre Lane / Sycamore Rd	B-C	0.12	6.29	0.1	A	66	98
	B-A	0.13	8.67	0.1	A	50	75
	C-AB	0.11	5.76	0.1	A	61	92
	C-A					78	116
	A-B					51	77
	A-C					53	80
7 - Ash Crescent / Rowan Way	B-C	0.08	6.12	0.1	A	44	66
	B-A	0.00	7.68	0.0	A	0.94	1
	C-AB	0.15	6.73	0.2	A	78	116
	C-A					50	74
	A-B					4	6
	A-C					66	99

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	72	18			619	0.117	72		0.0	0.1	6.700	A
	-	B-A	78	20			471	0.166	78		0.0	0.2	9.132	A
	-	C-AB	104	26			673	0.155	103		0.0	0.2	6.341	A
	-	C-A	96	24					96					
	-	A-B	117	29					117					
	-	A-C	142	36					142					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	69	17			701	0.099	69		0.0	0.1	5.695	A
	-	B-A	73	18			487	0.149	72		0.0	0.2	8.822	A
	-	C-A	67	17		225.86	823	0.082	67		0.0	0.1	8.874	A
	-	C-B	78	19		225.86	357	0.218	77		0.0	0.2	9.500	A
	-	A-B	125	31					125					
	-	A-C	78	19					78					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	283	71	12	150.57	711	0.397	280	247	0.0	0.6	8.300	A
	B - Magnolia Close	-	0	0	292		506	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	153	38	134		663	0.230	152	158	0.0	0.3	7.021	A
	D - Site access	-	120	30	140		791	0.152	120	146	0.0	0.2	5.359	A
4 - Goitre Lane / Chesnut way	-	B-C	203	51			646	0.313	201		0.0	0.5	8.045	A
	-	B-A	27	7			392	0.068	26		0.0	0.1	9.852	A
	-	C-AB	204	51			671	0.303	202		0.0	0.5	7.642	A
	-	C-A	56	14					56					
	-	A-B	25	6					25					
	-	A-C	80	20					80					
5 - Goitre Lane / Sycamore Rd	-	B-C	54	13			667	0.081	53		0.0	0.1	5.865	A
	-	B-A	41	10			495	0.083	41		0.0	0.1	7.912	A
	-	C-AB	49	12			689	0.071	48		0.0	0.1	5.614	A
	-	C-A	65	16					65					
	-	A-B	42	10					42					
	-	A-C	44	11					44					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	292	73	165		1279	0.228	291	289	0.0	0.3	3.637	A
	B - Gurnos Rd E	-	380	95	190		1413	0.269	378	265	0.0	0.4	3.475	A
	C - Ash Crescent	-	90	22	468		1282	0.070	89	100	0.0	0.1	3.019	A
	D - Gurnos Rd W	-	216	54	238		1431	0.151	215	319	0.0	0.2	2.961	A
7 - Ash Crescent / Rowan Way	-	B-C	36	9			647	0.055	36		0.0	0.1	5.889	A
	-	B-A	0.77	0.19			489	0.002	0.76		0.0	0.0	7.377	A
	-	C-AB	62	16			621	0.100	62		0.0	0.1	6.428	A
	-	C-A	42	10					42					
	-	A-B	3	0.77					3					
	-	A-C	54	14					54					

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	86	22			601	0.144	86		0.1	0.2	7.132	A
	-	B-A	93	23			451	0.207	93		0.2	0.3	10.050	B
	-	C-AB	130	32			677	0.192	129		0.2	0.3	6.613	A
	-	C-A	110	27					110					
	-	A-B	140	35					140					
	-	A-C	170	42					170					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	83	21			685	0.121	83		0.1	0.1	5.974	A
	-	B-A	87	22			473	0.183	86		0.2	0.2	9.490	A
	-	C-A	81	20		269.69	795	0.101	80		0.1	0.2	9.261	A
	-	C-B	93	23		269.69	359	0.259	93		0.2	0.3	10.120	B
	-	A-B	149	37					149					
	-	A-C	93	23					93					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	338	84	14	179.80	736	0.458	337	297	0.6	0.8	8.992	A
	B - Magnolia Close	-	0	0	351		471	0.000	0	0	0.0	0.0	0.000	A

	C - Goitre Lane W	-	182	46	161		647	0.282	182	190	0.3	0.4	7.740	A
	D - Site access	-	144	36	168		773	0.186	144	175	0.2	0.2	5.714	A
4 - Goitre Lane / Chesnut way	-	B-C	242	60			639	0.379	241		0.5	0.6	9.046	A
	-	B-A	32	8			367	0.087	32		0.1	0.1	10.742	B
	-	C-AB	250	62			677	0.369	249		0.5	0.6	8.405	A
	-	C-A	61	15					61					
	-	A-B	30	8					30					
	-	A-C	96	24					96					
5 - Goitre Lane / Sycamore Rd	-	B-C	64	16			660	0.097	64		0.1	0.1	6.037	A
	-	B-A	49	12			487	0.101	49		0.1	0.1	8.219	A
	-	C-AB	60	15			694	0.086	59		0.1	0.1	5.673	A
	-	C-A	76	19					76					
	-	A-B	50	13					50					
	-	A-C	52	13					52					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	349	87	197		1260	0.277	348	346	0.3	0.4	3.947	A
	B - Gurnos Rd E	-	453	113	228		1390	0.326	453	318	0.4	0.5	3.840	A
	C - Ash Crescent	-	107	27	561		1224	0.087	107	120	0.1	0.1	3.221	A
	D - Gurnos Rd W	-	258	65	285		1400	0.184	258	383	0.2	0.2	3.151	A
7 - Ash Crescent / Rowan Way	-	B-C	43	11			644	0.067	43		0.1	0.1	5.987	A
	-	B-A	0.92	0.23			481	0.002	0.92		0.0	0.0	7.502	A
	-	C-AB	76	19			625	0.121	76		0.1	0.2	6.555	A
	-	C-A	49	12					49					
	-	A-B	4	0.92					4					
	-	A-C	65	16					65					

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	106	26			573	0.185	105		0.2	0.2	7.854	A
	-	B-A	115	29			423	0.270	114		0.3	0.4	11.619	B
	-	C-AB	168	42			682	0.246	167		0.3	0.4	7.043	A
	-	C-A	125	31					125					
	-	A-B	172	43					172					
	-	A-C	208	52					208					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	101	25			663	0.153	101		0.1	0.2	6.409	A
	-	B-A	106	27			453	0.234	106		0.2	0.3	10.553	B
	-	C-A	99	25		330.31	761	0.130	98		0.2	0.2	9.933	A
	-	C-B	114	28		330.31	354	0.322	114		0.3	0.4	11.337	B
	-	A-B	182	46					182					
	-	A-C	114	29					114					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	413	103	18	220.20	750	0.551	412	364	0.8	1.2	10.593	B
	B - Magnolia Close	-	0	0	430		424	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	223	56	197		625	0.358	223	233	0.4	0.5	8.936	A
	D - Site access	-	176	44	205		750	0.235	176	214	0.2	0.3	6.264	A
4 - Goitre Lane / Chesnut way	-	B-C	296	74			627	0.472	295		0.6	0.9	10.812	B
	-	B-A	39	10			328	0.119	39		0.1	0.1	12.425	B
	-	C-AB	317	79			685	0.463	316		0.6	0.9	9.733	A
	-	C-A	63	16					63					
	-	A-B	37	9					37					
	-	A-C	118	29					118					
5 - Goitre Lane / Sycamore Rd	-	B-C	79	20			651	0.121	79		0.1	0.1	6.286	A
	-	B-A	60	15			475	0.127	60		0.1	0.1	8.667	A
	-	C-AB	75	19			701	0.107	75		0.1	0.1	5.755	A
	-	C-A	91	23					91					
	-	A-B	61	15					61					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	427	107	242		1235	0.346	427	423	0.4	0.5	4.451	A
	B - Gurnos Rd E	-	555	139	279		1359	0.409	554	389	0.5	0.7	4.469	A
	C - Ash Crescent	-	131	33	687		1146	0.114	131	147	0.1	0.1	3.546	A
	D - Gurnos Rd W	-	316	79	349		1358	0.233	316	468	0.2	0.3	3.453	A
7 - Ash Crescent / Rowan Way	-	B-C	52	13			640	0.082	52		0.1	0.1	6.124	A
	-	B-A	1	0.28			470	0.002	1		0.0	0.0	7.681	A
	-	C-AB	95	24			630	0.150	95		0.2	0.2	6.726	A
	-	C-A	58	14					58					
	-	A-B	5	1					5					
	-	A-C	79	20					79					

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	106	26			572	0.185	106		0.2	0.2	7.868	A
	-	B-A	115	29			423	0.270	114		0.4	0.4	11.656	B
	-	C-AB	168	42			682	0.246	168		0.4	0.4	7.059	A
	-	C-A	125	31					125					
	-	A-B	172	43					172					
	-	A-C	208	52					208					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	101	25			662	0.153	101		0.2	0.2	6.416	A
	-	B-A	106	27			453	0.234	106		0.3	0.3	10.577	B
	-	C-A	99	25		330.31	762	0.129	99		0.2	0.2	9.826	A
	-	C-B	114	28		330.31	360	0.317	114		0.4	0.4	11.117	B
	-	A-B	182	46					182					
	-	A-C	114	29					114					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	413	103	18	220.20	771	0.537	414	364	1.2	1.2	10.089	B
	B - Magnolia Close	-	0	0	431		423	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	223	56	197		625	0.358	223	234	0.5	0.6	8.974	A

	D - Site access	-	176	44	206		750	0.235	176	215	0.3	0.3	6.273	A
4 - Goitre Lane / Chesnut way	-	B-C	296	74			627	0.473	296		0.9	0.9	10.885	B
	-	B-A	39	10			328	0.119	39		0.1	0.1	12.467	B
	-	C-AB	317	79			685	0.463	317		0.9	1.0	9.795	A
	-	C-A	63	16					63					
	-	A-B	37	9					37					
	-	A-C	118	29					118					
5 - Goitre Lane / Sycamore Rd	-	B-C	79	20			651	0.121	79		0.1	0.1	6.289	A
	-	B-A	60	15			475	0.127	60		0.1	0.1	8.672	A
	-	C-AB	75	19			701	0.107	75		0.1	0.1	5.757	A
	-	C-A	91	23					91					
	-	A-B	61	15					61					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	427	107	242		1235	0.346	427	424	0.5	0.5	4.457	A
	B - Gurnos Rd E	-	555	139	280		1359	0.409	555	389	0.7	0.7	4.479	A
	C - Ash Crescent	-	131	33	688		1145	0.114	131	147	0.1	0.1	3.548	A
	D - Gurnos Rd W	-	316	79	350		1358	0.233	316	469	0.3	0.3	3.454	A
7 - Ash Crescent / Rowan Way	-	B-C	52	13			640	0.082	52		0.1	0.1	6.124	A
	-	B-A	1	0.28			470	0.002	1		0.0	0.0	7.682	A
	-	C-AB	95	24			630	0.150	95		0.2	0.2	6.728	A
	-	C-A	58	14					58					
	-	A-B	5	1					5					
	-	A-C	79	20					79					

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	86	22			600	0.144	87		0.2	0.2	7.150	A
	-	B-A	93	23			451	0.207	94		0.4	0.3	10.092	B
	-	C-AB	130	32			677	0.192	130		0.4	0.3	6.638	A
	-	C-A	110	27					110					
	-	A-B	140	35					140					
	-	A-C	170	42					170					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	83	21			684	0.121	83		0.2	0.1	5.984	A
	-	B-A	87	22			473	0.183	87		0.3	0.2	9.521	A
	-	C-A	81	20		269.69	797	0.101	81		0.2	0.2	9.130	A
	-	C-B	93	23		269.69	367	0.253	93		0.4	0.3	9.869	A
	-	A-B	149	37					149					
	-	A-C	93	23					93					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	338	84	14	179.80	763	0.442	339	298	1.2	0.8	8.518	A
	B - Magnolia Close	-	0	0	353		469	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	182	46	162		646	0.282	183	192	0.6	0.4	7.785	A
	D - Site access	-	144	36	169		773	0.186	144	176	0.3	0.2	5.727	A
4 - Goitre Lane / Chesnut way	-	B-C	242	60			638	0.379	243		0.9	0.6	9.125	A
	-	B-A	32	8			366	0.087	32		0.1	0.1	10.785	B
	-	C-AB	250	62			677	0.369	251		1.0	0.7	8.480	A
	-	C-A	60	15					60					
	-	A-B	30	8					30					
	-	A-C	96	24					96					
5 - Goitre Lane / Sycamore Rd	-	B-C	64	16			660	0.097	64		0.1	0.1	6.041	A
	-	B-A	49	12			487	0.101	49		0.1	0.1	8.227	A
	-	C-AB	60	15			694	0.086	60		0.1	0.1	5.676	A
	-	C-A	76	19					76					
	-	A-B	50	13					50					
	-	A-C	52	13					52					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	349	87	198		1260	0.277	349	347	0.5	0.4	3.956	A
	B - Gurnos Rd E	-	453	113	229		1390	0.326	454	318	0.7	0.5	3.851	A
	C - Ash Crescent	-	107	27	562		1223	0.087	107	120	0.1	0.1	3.228	A
	D - Gurnos Rd W	-	258	65	286		1400	0.184	258	384	0.3	0.2	3.157	A
7 - Ash Crescent / Rowan Way	-	B-C	43	11			644	0.067	43		0.1	0.1	5.990	A
	-	B-A	0.92	0.23			481	0.002	0.92		0.0	0.0	7.504	A
	-	C-AB	76	19			625	0.121	76		0.2	0.2	6.563	A
	-	C-A	49	12					49					
	-	A-B	4	0.92					4					
	-	A-C	65	16					65					

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	72	18			619	0.117	72		0.2	0.1	6.722	A
	-	B-A	78	20			471	0.166	79		0.3	0.2	9.187	A
	-	C-AB	104	26			674	0.155	105		0.3	0.2	6.372	A
	-	C-A	96	24					96					
	-	A-B	117	29					117					
	-	A-C	142	36					142					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	69	17			699	0.099	69		0.1	0.1	5.713	A
	-	B-A	73	18			487	0.149	73		0.2	0.2	8.870	A
	-	C-A	67	17		225.86	827	0.082	68		0.2	0.1	8.676	A
	-	C-B	78	19		225.86	371	0.210	78		0.3	0.2	9.136	A
	-	A-B	125	31					125					
	-	A-C	78	19					78					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	283	71	12	150.57	749	0.378	283	250	0.8	0.6	7.749	A
	B - Magnolia Close	-	0	0	296		504	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	153	38	135		662	0.231	153	160	0.4	0.3	7.075	A
	D - Site access	-	120	30	141		790	0.152	121	147	0.2	0.2	5.382	A

4 - Goitre Lane / Chesnut way	-	B-C	203	51			646	0.313	203		0.6	0.5	8.137	A
	-	B-A	27	7			391	0.068	27		0.1	0.1	9.896	A
	-	C-AB	204	51			672	0.304	205		0.7	0.5	7.726	A
	-	C-A	56	14					56					
	-	A-B	25	6					25					
	-	A-C	80	20					80					
5 - Goitre Lane / Sycamore Rd	-	B-C	54	13			667	0.081	54		0.1	0.1	5.875	A
	-	B-A	41	10			495	0.083	41		0.1	0.1	7.932	A
	-	C-AB	49	12			689	0.071	49		0.1	0.1	5.621	A
	-	C-A	65	16					65					
	-	A-B	42	10					42					
	-	A-C	44	11					44					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	292	73	166		1279	0.228	292	290	0.4	0.3	3.650	A
	B - Gurnos Rd E	-	380	95	191		1412	0.269	380	267	0.5	0.4	3.491	A
	C - Ash Crescent	-	90	22	471		1280	0.070	90	101	0.1	0.1	3.023	A
	D - Gurnos Rd W	-	216	54	239		1430	0.151	216	321	0.2	0.2	2.966	A
7 - Ash Crescent / Rowan Way	-	B-C	36	9			647	0.055	36		0.1	0.1	5.895	A
	-	B-A	0.77	0.19			488	0.002	0.77		0.0	0.0	7.380	A
	-	C-AB	62	16			621	0.101	63		0.2	0.1	6.448	A
	-	C-A	42	10					42					
	-	A-B	3	0.77					3					
	-	A-C	54	14					54					

2025 B+D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	3b - Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 74% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix	2 - Goitre Lane / Pen-Y-Dre High School	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3b - Goitre Lane / Magnolia Close proposed roundabout	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.76	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			4.65	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.00	F
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	7.47	A
4	Goitre Lane / Chesnut way	T-Junction	Two-way			6.83	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			4.07	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.74	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.27	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2025 B+D	PM	ONE HOUR	14:15	15:45	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	196	100.000
	B - Goitre Lane		ONE HOUR	✓	183	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	297	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	99	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	87	100.000
	C - Goitre Lane S		ONE HOUR	✓	121	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	228	100.000
	B - Magnolia Close		ONE HOUR	✓	10	100.000
	C - Goitre Lane W		ONE HOUR	✓	144	100.000
	D - Site access		ONE HOUR	✓	211	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	78	100.000
	B - Chestnut Way		ONE HOUR	✓	277	100.000
	C - Goitre Lane W		ONE HOUR	✓	319	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	119	100.000
	B - Goitre Lane		ONE HOUR	✓	183	100.000
	C - Fourth Avenue		ONE HOUR	✓	149	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	352	100.000
	B - Gurnos Rd E		ONE HOUR	✓	338	100.000
	C - Ash Crescent		ONE HOUR	✓	124	100.000
	D - Gurnos Rd W		ONE HOUR	✓	356	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	84	100.000
	B - Rowan Way		ONE HOUR	✓	50	100.000
	C - Ash Crescent S		ONE HOUR	✓	135	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	325.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	[ONEHOUR]	200.00
	B - Magnolia Close		

	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	50	145
	B - Goitre Lane	81	0	102
	C - Gurnos Ring Rd W	182	115	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	13	86
	B - Pen-Y-Dre High School	51	0	36
	C - Goitre Lane S	115	6	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	10	74	144
	B - Magnolia Close	9	0	1	0
	C - Goitre Lane W	126	2	0	16
	D - Site access	178	0	34	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	34	44
	B - Chestnut Way	84	0	193
	C - Goitre Lane W	121	199	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	1	185	53	113
	B - Gurnos Rd E	155	5	31	148
	C - Ash Crescent	67	25	1	31
	D - Gurnos Rd W	140	188	17	11

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	4	80
	B - Rowan Way	1	0	49
	C - Ash Crescent S	58	77	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	48	71
	B - Goitre Lane	80	0	103
	C - Fourth Avenue	92	57	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	1	0
	B - Goitre Lane	2	0	0
	C - Gurnos Ring Rd W	0	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	0
	B - Pen-Y-Dre High School	0	0	0
	C - Goitre Lane S	0	0	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.37	8.38	0.6	A	209	314
	B - Magnolia Close	0.02	7.14	0.0	A	9	14
	C - Goitre Lane W	0.25	7.45	0.3	A	132	198
	D - Site access	0.30	6.53	0.4	A	194	291
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.32	4.34	0.5	A	323	485
	B - Gurnos Rd E	0.27	3.51	0.4	A	310	465
	C - Ash Crescent	0.11	3.16	0.1	A	113	170
	D - Gurnos Rd W	0.28	3.56	0.4	A	327	491

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.18	7.05	0.2	A	94	140
	B-A	0.20	10.63	0.3	B	74	111
	C-AB	0.23	6.36	0.4	A	138	207
	C-A					134	201
	A-B					46	69
	A-C					133	200
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.06	5.67	0.1	A	33	49
	B-A	0.11	7.82	0.1	A	47	70
	C-A	0.11	6.80	0.2	A	106	159
	C-B	0.12	6.78	0.0	A	6	8
	A-B					12	18
	A-C					79	118
3a - Goitre Lane / Magnolia Close existing junction	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					0	0

	A-B					0	0
	A-C					0	0
4 - Goitre Lane / Chesnut way	B-C	0.33	8.52	0.5	A	177	266
	B-A	0.24	12.08	0.3	B	77	116
	C-AB	0.38	8.18	0.7	A	218	327
	C-A					75	113
	A-B					31	47
	A-C					41	61
5 - Goitre Lane / Sycamore Rd	B-C	0.18	6.90	0.2	A	95	142
	B-A	0.19	9.37	0.2	A	73	110
	C-AB	0.10	5.76	0.1	A	59	89
	C-A					77	115
	A-B					44	66
	A-C					65	98
7 - Ash Crescent / Rowan Way	B-C	0.08	6.16	0.1	A	45	67
	B-A	0.00	7.71	0.0	A	0.94	1
	C-AB	0.15	6.78	0.2	A	77	116
	C-A					47	70
	A-B					4	6
	A-C					73	110

Main Results for each time segment

14:15 - 14:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	77	19			655	0.117	76		0.0	0.1	6.216	A
	-	B-A	61	15			475	0.128	60		0.0	0.1	8.844	A
	-	C-AB	107	27			714	0.150	106		0.0	0.2	5.919	A
	-	C-A	116	29					116					
	-	A-B	38	9					38					
	-	A-C	109	27					109					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	27	7			690	0.039	27		0.0	0.0	5.426	A
	-	B-A	38	10			532	0.072	38		0.0	0.1	7.286	A
	-	C-A	87	22		244.68	1261	0.069	86		0.0	0.1	6.046	A
	-	C-B	5	1		244.68	63	0.074	5		0.0	0.0	6.014	A
	-	A-B	10	2					10					
	-	A-C	64	16					64					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	172	43	27	150.57	689	0.249	170	234	0.0	0.3	6.931	A
	B - Magnolia Close	-	8	2	188		568	0.014	8	9	0.0	0.0	6.419	A
	C - Goitre Lane W	-	108	27	114		675	0.161	108	81	0.0	0.2	6.339	A
	D - Site access	-	159	40	103		814	0.196	158	120	0.0	0.2	5.484	A
4 - Goitre Lane / Chesnut way	-	B-C	145	36			663	0.219	144		0.0	0.3	6.923	A
	-	B-A	63	16			434	0.146	63		0.0	0.2	9.677	A
	-	C-AB	172	43			688	0.250	171		0.0	0.4	6.939	A
	-	C-A	68	17					68					
	-	A-B	26	6					26					
	-	A-C	33	8					33					
5 - Goitre Lane / Sycamore Rd	-	B-C	78	19			658	0.118	77		0.0	0.1	6.197	A
	-	B-A	60	15			494	0.122	59		0.0	0.1	8.278	A
	-	C-AB	47	12			688	0.069	47		0.0	0.1	5.614	A
	-	C-A	64	16					64					
	-	A-B	36	9					36					
	-	A-C	53	13					53					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	265	66	185		1267	0.209	264	272	0.0	0.3	3.586	A
	B - Gurnos Rd E	-	254	64	148		1439	0.177	253	302	0.0	0.2	3.036	A
	C - Ash Crescent	-	93	23	324		1371	0.068	93	77	0.0	0.1	2.816	A
	D - Gurnos Rd W	-	268	67	190		1462	0.184	267	227	0.0	0.2	3.013	A
7 - Ash Crescent / Rowan Way	-	B-C	37	9			645	0.057	37		0.0	0.1	5.908	A
	-	B-A	0.77	0.19			488	0.002	0.76		0.0	0.0	7.392	A
	-	C-AB	62	16			618	0.101	62		0.0	0.1	6.460	A
	-	C-A	40	10					40					
	-	A-B	3	0.77					3					
	-	A-C	60	15					60					

14:30 - 14:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	92	23			642	0.143	92		0.1	0.2	6.537	A
	-	B-A	73	18			458	0.158	72		0.1	0.2	9.519	A
	-	C-AB	134	33			725	0.184	133		0.2	0.3	6.086	A
	-	C-A	133	33					133					
	-	A-B	45	11					45					
	-	A-C	130	33					130					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	32	8			684	0.047	32		0.0	0.0	5.525	A
	-	B-A	46	11			525	0.087	46		0.1	0.1	7.505	A
	-	C-A	104	26		292.17	1218	0.085	103		0.1	0.2	6.371	A
	-	C-B	6	1		292.17	61	0.091	6		0.0	0.0	6.343	A
	-	A-B	12	3					12					
	-	A-C	77	19					77					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
	A - Goitre Lane E	-	205	51	32	179.80	689	0.298	205	281	0.3	0.4	7.432	A

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close	-	9	2	226		546	0.017	9	11	0.0	0.0	6.706	A
	C - Goitre Lane W	-	130	32	137		661	0.196	129	97	0.2	0.2	6.766	A
	D - Site access	-	190	48	123		801	0.237	190	144	0.2	0.3	5.887	A
4 - Goitre Lane / Chesnut way	-	B-C	173	43			652	0.266	173		0.3	0.4	7.508	A
	-	B-A	76	19			417	0.182	75		0.2	0.2	10.542	B
	-	C-AB	212	53			697	0.303	211		0.4	0.5	7.402	A
	-	C-A	75	19					75					
	-	A-B	30	8					30					
	-	A-C	40	10					40					
5 - Goitre Lane / Sycamore Rd	-	B-C	93	23			649	0.143	93		0.1	0.2	6.475	A
	-	B-A	72	18			485	0.148	72		0.1	0.2	8.705	A
	-	C-AB	58	14			692	0.084	58		0.1	0.1	5.673	A
	-	C-A	76	19					76					
	-	A-B	43	11					43					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	317	79	222		1246	0.254	316	326	0.3	0.3	3.871	A
	B - Gurnos Rd E	-	304	76	177		1421	0.214	303	361	0.2	0.3	3.221	A
	C - Ash Crescent	-	111	28	389		1331	0.084	111	92	0.1	0.1	2.950	A
	D - Gurnos Rd W	-	320	80	228		1437	0.223	320	272	0.2	0.3	3.222	A
7 - Ash Crescent / Rowan Way	-	B-C	44	11			642	0.068	44		0.1	0.1	6.015	A
	-	B-A	0.92	0.23			479	0.002	0.92		0.0	0.0	7.521	A
	-	C-AB	75	19			621	0.121	75		0.1	0.1	6.595	A
	-	C-A	46	12					46					
	-	A-B	4	0.92					4					
	-	A-C	72	18					72					

14:45 - 15:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	112	28			623	0.180	112		0.2	0.2	7.040	A
	-	B-A	89	22			434	0.205	89		0.2	0.3	10.608	B
	-	C-AB	174	43			741	0.235	173		0.3	0.4	6.351	A
	-	C-A	153	38					153					
	-	A-B	56	14					56					
	-	A-C	160	40					160					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	39	10			675	0.058	39		0.0	0.1	5.665	A
	-	B-A	56	14			517	0.109	56		0.1	0.1	7.814	A
	-	C-A	127	32		357.83	1171	0.108	127		0.2	0.2	6.798	A
	-	C-B	7	2		357.83	58	0.116	7		0.0	0.0	6.780	A
	-	A-B	15	4					15					
	-	A-C	94	24					94					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	251	63	39	220.20	679	0.369	250	344	0.4	0.6	8.379	A
	B - Magnolia Close	-	11	3	276		516	0.022	11	13	0.0	0.0	7.134	A
	C - Goitre Lane W	-	159	40	168		642	0.247	158	119	0.2	0.3	7.433	A
	D - Site access	-	233	58	151		784	0.297	232	176	0.3	0.4	6.521	A
4 - Goitre Lane / Chesnut way	-	B-C	212	53			635	0.335	212		0.4	0.5	8.496	A
	-	B-A	93	23			391	0.237	92		0.2	0.3	12.036	B
	-	C-AB	269	67			710	0.379	268		0.5	0.7	8.151	A
	-	C-A	82	21					82					
	-	A-B	37	9					37					
	-	A-C	49	12					49					
5 - Goitre Lane / Sycamore Rd	-	B-C	114	28			635	0.179	114		0.2	0.2	6.895	A
	-	B-A	88	22			472	0.186	88		0.2	0.2	9.359	A
	-	C-AB	73	18			698	0.104	73		0.1	0.1	5.754	A
	-	C-A	91	23					91					
	-	A-B	53	13					53					
	-	A-C	78	20					78					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	388	97	272		1217	0.319	387	399	0.3	0.5	4.334	A
	B - Gurnos Rd E	-	372	93	217		1397	0.266	372	443	0.3	0.4	3.511	A
	C - Ash Crescent	-	136	34	476		1277	0.107	136	113	0.1	0.1	3.154	A
	D - Gurnos Rd W	-	392	98	279		1404	0.279	392	333	0.3	0.4	3.554	A
7 - Ash Crescent / Rowan Way	-	B-C	54	13			638	0.084	54		0.1	0.1	6.160	A
	-	B-A	1	0.28			468	0.002	1		0.0	0.0	7.705	A
	-	C-AB	94	24			625	0.151	94		0.1	0.2	6.773	A
	-	C-A	55	14					55					
	-	A-B	5	1					5					
	-	A-C	88	22					88					

15:00 - 15:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	112	28			623	0.180	112		0.2	0.2	7.049	A
	-	B-A	89	22			434	0.205	89		0.3	0.3	10.629	B
	-	C-AB	174	43			741	0.235	174		0.4	0.4	6.358	A
	-	C-A	153	38					153					
	-	A-B	56	14					56					
	-	A-C	160	40					160					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	39	10			675	0.058	39		0.1	0.1	5.666	A
	-	B-A	56	14			517	0.109	56		0.1	0.1	7.818	A
	-	C-A	127	32		357.83	1171	0.108	127		0.2	0.2	6.796	A
	-	C-B	7	2		357.83	58	0.116	7		0.0	0.0	6.777	A
	-	A-B	15	4					15					
	-	A-C	94	24					94					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	251	63	39	220.20	689	0.364	251	345	0.6	0.6	8.226	A
	B - Magnolia Close	-	11	3	277		515	0.022	11	13	0.0	0.0	7.140	A

	C - Goitre Lane W	-	159	40	169		642	0.247	159	119	0.3	0.3	7.445	A
	D - Site access	-	233	58	151		784	0.297	233	176	0.4	0.4	6.533	A
4 - Goitre Lane / Chesnut way	-	B-C	212	53			635	0.335	212		0.5	0.5	8.524	A
	-	B-A	93	23			391	0.237	93		0.3	0.3	12.077	B
	-	C-AB	269	67			710	0.379	269		0.7	0.7	8.181	A
	-	C-A	82	20					82					
	-	A-B	37	9					37					
	-	A-C	49	12					49					
5 - Goitre Lane / Sycamore Rd	-	B-C	114	28			635	0.179	114		0.2	0.2	6.904	A
	-	B-A	88	22			472	0.186	88		0.2	0.2	9.368	A
	-	C-AB	73	18			698	0.104	73		0.1	0.1	5.756	A
	-	C-A	91	23					91					
	-	A-B	53	13					53					
	-	A-C	78	20					78					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	388	97	272		1217	0.319	388	400	0.5	0.5	4.340	A
	B - Gurnos Rd E	-	372	93	217		1397	0.266	372	443	0.4	0.4	3.511	A
	C - Ash Crescent	-	136	34	476		1277	0.107	136	113	0.1	0.1	3.155	A
	D - Gurnos Rd W	-	392	98	279		1404	0.280	392	333	0.4	0.4	3.558	A
7 - Ash Crescent / Rowan Way	-	B-C	54	13			638	0.084	54		0.1	0.1	6.160	A
	-	B-A	1	0.28			468	0.002	1		0.0	0.0	7.706	A
	-	C-AB	94	24			625	0.151	94		0.2	0.2	6.777	A
	-	C-A	55	14					55					
	-	A-B	5	1					5					
	-	A-C	88	22					88					

15:15 - 15:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	92	23			642	0.143	92		0.2	0.2	6.548	A
	-	B-A	73	18			458	0.158	73		0.3	0.2	9.544	A
	-	C-AB	134	33			725	0.185	134		0.4	0.3	6.102	A
	-	C-A	133	33					133					
	-	A-B	45	11					45					
	-	A-C	130	33					130					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	32	8			684	0.047	32		0.1	0.0	5.528	A
	-	B-A	46	11			525	0.087	46		0.1	0.1	7.513	A
	-	C-A	104	26		292.17	1219	0.085	104		0.2	0.2	6.369	A
	-	C-B	6	1		292.17	61	0.091	6		0.0	0.0	6.341	A
	-	A-B	12	3					12					
	-	A-C	77	19					77					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	205	51	32	179.80	702	0.292	206	282	0.6	0.4	7.263	A
	B - Magnolia Close	-	9	2	227		545	0.017	9	11	0.0	0.0	6.715	A
	C - Goitre Lane W	-	130	32	138		661	0.196	130	98	0.3	0.2	6.786	A
	D - Site access	-	190	48	124		801	0.237	191	144	0.4	0.3	5.906	A
4 - Goitre Lane / Chesnut way	-	B-C	173	43			652	0.266	174		0.5	0.4	7.540	A
	-	B-A	76	19			416	0.182	76		0.3	0.2	10.589	B
	-	C-AB	212	53			698	0.304	213		0.7	0.5	7.438	A
	-	C-A	75	19					75					
	-	A-B	30	8					30					
	-	A-C	40	10					40					
5 - Goitre Lane / Sycamore Rd	-	B-C	93	23			648	0.143	93		0.2	0.2	6.487	A
	-	B-A	72	18			485	0.148	72		0.2	0.2	8.718	A
	-	C-AB	58	14			692	0.084	58		0.1	0.1	5.676	A
	-	C-A	76	19					76					
	-	A-B	43	11					43					
	-	A-C	64	16					64					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	317	79	222		1246	0.254	317	327	0.5	0.3	3.879	A
	B - Gurnos Rd E	-	304	76	177		1421	0.214	304	362	0.4	0.3	3.224	A
	C - Ash Crescent	-	111	28	389		1331	0.084	111	92	0.1	0.1	2.951	A
	D - Gurnos Rd W	-	320	80	228		1437	0.223	321	272	0.4	0.3	3.225	A
7 - Ash Crescent / Rowan Way	-	B-C	44	11			642	0.068	44		0.1	0.1	6.019	A
	-	B-A	0.92	0.23			479	0.002	0.92		0.0	0.0	7.525	A
	-	C-AB	75	19			621	0.121	75		0.2	0.2	6.603	A
	-	C-A	46	12					46					
	-	A-B	4	0.92					4					
	-	A-C	72	18					72					

15:30 - 15:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	77	19			654	0.117	77		0.2	0.1	6.234	A
	-	B-A	61	15			475	0.128	61		0.2	0.2	8.883	A
	-	C-AB	107	27			714	0.150	108		0.3	0.2	5.942	A
	-	C-A	116	29					116					
	-	A-B	38	9					38					
	-	A-C	109	27					109					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	27	7			690	0.039	27		0.0	0.0	5.432	A
	-	B-A	38	10			532	0.072	39		0.1	0.1	7.299	A
	-	C-A	87	22		244.68	1262	0.069	87		0.2	0.1	6.043	A
	-	C-B	5	1		244.68	63	0.074	5		0.0	0.0	6.007	A
	-	A-B	10	2					10					
	-	A-C	64	16					64					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			743	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			614	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			632	0.000	0		0.0	0.0	0.000	A
	-	C-A	0	0					0					
	-	A-B	0	0					0					
	-	A-C	0	0					0					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	172	43	27	150.57	708	0.242	172	236	0.4	0.3	6.714	A
	B - Magnolia Close	-	8	2	190		567	0.014	8	9	0.0	0.0	6.432	A
	C - Goitre Lane W	-	108	27	116		674	0.161	109	82	0.2	0.2	6.366	A

	D - Site access	-	159	40	104		813	0.196	159	121	0.3	0.2	5.509	A
4 - Goitre Lane / Chesnut way	-	**B-C**	145	36			662	0.219	146		0.4	0.3	6.971	A
	-	**B-A**	63	16			433	0.146	64		0.2	0.2	9.741	A
	-	**C-AB**	172	43			689	0.250	173		0.5	0.4	6.993	A
	-	**C-A**	68	17					68					
	-	**A-B**	26	6					26					
	-	**A-C**	33	8					33					
5 - Goitre Lane / Sycamore Rd	-	**B-C**	78	19			657	0.118	78		0.2	0.1	6.214	A
	-	**B-A**	60	15			494	0.121	60		0.2	0.1	8.302	A
	-	**C-AB**	47	12			688	0.069	47		0.1	0.1	5.621	A
	-	**C-A**	64	16					64					
	-	**A-B**	36	9					36					
	-	**A-C**	53	13					53					
6 - Poplar Way / Gurnos Rd / Ash Crescent	**A - Poplar Way**	-	265	66	186		1267	0.209	265	273	0.3	0.3	3.595	A
	B - Gurnos Rd E	-	254	64	149		1438	0.177	255	303	0.3	0.2	3.041	A
	C - Ash Crescent	-	93	23	326		1370	0.068	93	77	0.1	0.1	2.818	A
	D - Gurnos Rd W	-	268	67	191		1461	0.184	269	228	0.3	0.2	3.018	A
7 - Ash Crescent / Rowan Way	-	**B-C**	37	9			645	0.057	37		0.1	0.1	5.917	A
	-	**B-A**	0.77	0.19			487	0.002	0.77		0.0	0.0	7.398	A
	-	**C-AB**	62	16			618	0.101	62		0.2	0.1	6.478	A
	-	**C-A**	40	10					40					
	-	**A-B**	3	0.77					3					
	-	**A-C**	60	15					60					

2035, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.41	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			5.98	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.00	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	0.00	F
4	Goitre Lane / Chesnut way	T-Junction	Two-way			4.01	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.43	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.67	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.80	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	372	100.000
	B - Goitre Lane		ONE HOUR	✓	194	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	265	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	260	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	208	100.000
	C - Goitre Lane S		ONE HOUR	✓	195	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	216	100.000
	B - Magnolia Close		ONE HOUR	✓	3	100.000
	C - Goitre Lane W		ONE HOUR	✓	206	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
	D - Site access		ONE HOUR	✓	0	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	141	100.000
	B - Chestnut Way		ONE HOUR	✓	147	100.000
	C - Goitre Lane W		ONE HOUR	✓	222	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	112	100.000
	B - Goitre Lane		ONE HOUR	✓	132	100.000
	C - Fourth Avenue		ONE HOUR	✓	167	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	256	100.000
	B - Gurnos Rd E		ONE HOUR	✓	456	100.000
	C - Ash Crescent		ONE HOUR	✓	68	100.000
	D - Gurnos Rd W		ONE HOUR	✓	275	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	62	100.000
	B - Rowan Way		ONE HOUR	✓	36	100.000
	C - Ash Crescent S		ONE HOUR	✓	124	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	300.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	[ONEHOUR]	0.00
	B - Magnolia Close		
	C - Goitre Lane W		

	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	164	208
	B - Goitre Lane	112	0	83
	C - Gurnos Ring Rd W	167	98	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	183	77
	B - Pen-Y-Dre High School	106	0	101
	C - Goitre Lane S	81	114	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	37	104
	B - Chestnut Way	32	0	115
	C - Goitre Lane W	107	115	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	2	116	35	103
	B - Gurnos Rd E	140	6	55	255
	C - Ash Crescent	38	0	0	29
	D - Gurnos Rd W	62	160	37	16

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	5	58
	B - Rowan Way	1	0	35
	C - Ash Crescent S	39	85	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	216
	B - Magnolia Close	3	0	0
	C - Goitre Lane W	206	0	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	47	64
	B - Goitre Lane	53	0	79
	C - Fourth Avenue	103	64	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	0	0
	B - Goitre Lane	0	0	2
	C - Gurnos Ring Rd W	3	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	3
	B - Pen-Y-Dre High School	2	0	0
	C - Goitre Lane S	0	2	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.00	0.00	0.0	A	0	0
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.00	0.00	0.0	A	0	0
	D - Site access	0.00	0.00	0.0	A	0	0
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.23	3.78	0.3	A	235	353
	B - Gurnos Rd E	0.36	4.01	0.6	A	418	627
	C - Ash Crescent	0.06	3.15	0.1	A	62	93
	D - Gurnos Rd W	0.21	3.13	0.3	A	252	379

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.16	7.92	0.2	A	76	114
	B-A	0.29	11.83	0.4	B	102	154
	C-AB	0.22	6.73	0.4	A	117	176
	C-A					126	189
	A-B					150	226
	A-C					191	287
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.17	6.55	0.2	A	93	140
	B-A	0.26	10.86	0.4	B	98	146
	C-A	0.12	10.02	0.2	B	74	112
	C-B	0.34	11.64	0.4	B	105	157
	A-B					168	251
	A-C					71	106
3a - Goitre Lane / Magnolia Close existing junction	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					189	284
	A-B					0	0

	A-C					199	298
4 - Goitre Lane / Chesnut way	B-C	0.20	7.17	0.3	A	106	158
	B-A	0.08	9.57	0.1	A	29	43
	C-AB	0.22	6.78	0.3	A	124	186
	C-A					80	120
	A-B					34	51
	A-C					95	143
5 - Goitre Lane / Sycamore Rd	B-C	0.13	6.36	0.2	A	72	109
	B-A	0.13	8.98	0.1	A	49	73
	C-AB	0.12	5.77	0.2	A	68	103
	C-A					85	127
	A-B					43	65
	A-C					59	88
7 - Ash Crescent / Rowan Way	B-C	0.06	5.94	0.1	A	32	48
	B-A	0.00	7.61	0.0	A	1	2
	C-AB	0.16	6.97	0.2	A	83	124
	C-A					31	47
	A-B					4	6
	A-C					53	79

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	62	16			605	0.103	62		0.0	0.1	6.750	A
	-	B-A	84	21			476	0.177	83		0.0	0.2	9.157	A
	-	C-AB	91	23			677	0.134	90		0.0	0.2	6.165	A
	-	C-A	109	27					109					
	-	A-B	123	31					123					
	-	A-C	157	39					157					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	76	19			701	0.109	76		0.0	0.1	5.754	A
	-	B-A	80	20			489	0.164	79		0.0	0.2	8.947	A
	-	C-A	61	15		225.86	802	0.076	61		0.0	0.1	9.014	A
	-	C-B	86	21		225.86	373	0.231	85		0.0	0.2	9.757	A
	-	A-B	138	34					138					
	-	A-C	58	14					58					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			697	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			542	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			593	0.000	0		0.0	0.0	0.000	A
	-	C-A	155	39					155					
	-	A-B	0	0					0					
	-	A-C	163	41					163					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	87	22			644	0.134	86		0.0	0.2	6.444	A
	-	B-A	24	6			440	0.054	24		0.0	0.1	8.636	A
	-	C-AB	98	25			671	0.147	98		0.0	0.2	6.269	A
	-	C-A	69	17					69					
	-	A-B	28	7					28					
	-	A-C	78	20					78					
5 - Goitre Lane / Sycamore Rd	-	B-C	59	15			670	0.089	59		0.0	0.1	5.891	A
	-	B-A	40	10			480	0.083	40		0.0	0.1	8.161	A
	-	C-AB	54	14			694	0.078	54		0.0	0.1	5.619	A
	-	C-A	71	18					71					
	-	A-B	36	9					36					
	-	A-C	48	12					48					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	193	48	164		1280	0.151	192	182	0.0	0.2	3.309	A
	B - Gurnos Rd E	-	343	86	145		1441	0.238	342	212	0.0	0.3	3.274	A
	C - Ash Crescent	-	51	13	391		1330	0.038	51	96	0.0	0.0	2.814	A
	D - Gurnos Rd W	-	207	52	140		1495	0.139	206	302	0.0	0.2	2.792	A
7 - Ash Crescent / Rowan Way	-	B-C	26	7			650	0.041	26		0.0	0.0	5.773	A
	-	B-A	0.85	0.21			492	0.002	0.84		0.0	0.0	7.331	A
	-	C-AB	67	17			612	0.109	66		0.0	0.1	6.591	A
	-	C-A	26	7					26					
	-	A-B	3	0.85					3					
	-	A-C	43	11					43					

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	74	19			585	0.127	74		0.1	0.1	7.179	A
	-	B-A	100	25			455	0.220	100		0.2	0.3	10.123	B
	-	C-AB	113	28			681	0.166	113		0.2	0.3	6.380	A
	-	C-A	125	31					125					
	-	A-B	147	37					147					
	-	A-C	187	47					187					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	91	23			685	0.133	91		0.1	0.2	6.057	A
	-	B-A	96	24			475	0.201	95		0.2	0.3	9.670	A
	-	C-A	73	18		269.69	775	0.094	73		0.1	0.2	9.373	A
	-	C-B	103	26		269.69	376	0.273	102		0.2	0.3	10.373	B
	-	A-B	164	41					164					
	-	A-C	69	17					69					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			688	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			528	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			585	0.000	0		0.0	0.0	0.000	A
	-	C-A	186	46					186					
	-	A-B	0	0					0					
	-	A-C	195	49					195					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A

	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	103	26			638	0.162	103		0.2	0.2	6.736	A
	-	B-A	28	7			428	0.066	28		0.1	0.1	9.006	A
	-	C-AB	121	30			677	0.178	120		0.2	0.2	6.472	A
	-	C-A	79	20					79					
	-	A-B	33	8					33					
	-	A-C	93	23					93					
5 - Goitre Lane / Sycamore Rd	-	B-C	71	18			663	0.107	71		0.1	0.1	6.081	A
	-	B-A	48	12			472	0.101	48		0.1	0.1	8.487	A
	-	C-AB	67	17			700	0.095	67		0.1	0.1	5.681	A
	-	C-A	83	21					83					
	-	A-B	43	11					43					
	-	A-C	58	14					58					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	230	58	197		1261	0.183	230	218	0.2	0.2	3.492	A
	B - Gurnos Rd E	-	410	102	173		1423	0.288	409	253	0.3	0.4	3.550	A
	C - Ash Crescent	-	61	15	468		1282	0.047	61	114	0.0	0.0	2.947	A
	D - Gurnos Rd W	-	247	62	167		1477	0.167	247	362	0.2	0.2	2.926	A
7 - Ash Crescent / Rowan Way	-	B-C	31	8			647	0.049	31		0.0	0.1	5.844	A
	-	B-A	1	0.25			484	0.002	1		0.0	0.0	7.445	A
	-	C-AB	81	20			614	0.131	81		0.1	0.2	6.750	A
	-	C-A	31	8					31					
	-	A-B	4	1					4					
	-	A-C	52	13					52					

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	91	23			555	0.164	91		0.1	0.2	7.904	A
	-	B-A	123	31			427	0.288	122		0.3	0.4	11.787	B
	-	C-AB	148	37			687	0.215	147		0.3	0.4	6.719	A
	-	C-A	144	36					144					
	-	A-B	180	45					180					
	-	A-C	229	57					229					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	112	28			662	0.169	112		0.2	0.2	6.543	A
	-	B-A	117	29			455	0.257	117		0.3	0.3	10.836	B
	-	C-A	89	22		330.31	741	0.121	89		0.2	0.2	10.018	B
	-	C-B	126	31		330.31	372	0.338	125		0.3	0.4	11.636	B
	-	A-B	201	50					201					
	-	A-C	85	21					85					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			676	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			509	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			575	0.000	0		0.0	0.0	0.000	A
	-	C-A	227	57					227					
	-	A-B	0	0					0					
	-	A-C	238	60					238					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	127	32			628	0.202	126		0.2	0.2	7.168	A
	-	B-A	35	9			411	0.085	35		0.1	0.1	9.564	A
	-	C-AB	153	38			685	0.224	153		0.2	0.3	6.768	A
	-	C-A	91	23					91					
	-	A-B	41	10					41					
	-	A-C	114	29					114					
5 - Goitre Lane / Sycamore Rd	-	B-C	87	22			653	0.133	87		0.1	0.2	6.353	A
	-	B-A	58	15			459	0.127	58		0.1	0.1	8.971	A
	-	C-AB	84	21			708	0.119	84		0.1	0.2	5.770	A
	-	C-A	99	25					99					
	-	A-B	52	13					52					
	-	A-C	71	18					71					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	282	71	241		1235	0.228	282	267	0.2	0.3	3.775	A
	B - Gurnos Rd E	-	502	125	212		1400	0.359	501	310	0.4	0.6	4.004	A
	C - Ash Crescent	-	74	19	573		1216	0.061	74	140	0.0	0.1	3.151	A
	D - Gurnos Rd W	-	303	76	205		1453	0.209	303	443	0.2	0.3	3.130	A
7 - Ash Crescent / Rowan Way	-	B-C	38	10			644	0.060	38		0.1	0.1	5.942	A
	-	B-A	1	0.31			474	0.003	1		0.0	0.0	7.606	A
	-	C-AB	100	25			617	0.163	100		0.2	0.2	6.968	A
	-	C-A	36	9					36					
	-	A-B	5	1					5					
	-	A-C	63	16					63					

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	91	23			555	0.164	91		0.2	0.2	7.917	A
	-	B-A	123	31			427	0.288	123		0.4	0.4	11.828	B
	-	C-AB	148	37			687	0.215	148		0.4	0.4	6.732	A
	-	C-A	144	36					144					
	-	A-B	180	45					180					
	-	A-C	229	57					229					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	112	28			661	0.169	112		0.2	0.2	6.551	A
	-	B-A	117	29			455	0.257	117		0.3	0.4	10.865	B
	-	C-A	89	22		330.31	743	0.120	89		0.2	0.2	9.901	A
	-	C-B	126	31		330.31	379	0.332	126		0.4	0.4	11.385	B
	-	A-B	201	50					201					
	-	A-C	85	21					85					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			676	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			509	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			575	0.000	0		0.0	0.0	0.000	A
	-	C-A	227	57					227					
	-	A-B	0	0					0					
	-	A-C	238	60					238					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A

	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	127	32			628	0.202	127		0.2	0.3	7.175	A
	-	B-A	35	9			411	0.085	35		0.1	0.1	9.570	A
	-	C-AB	153	38			685	0.224	153		0.3	0.3	6.778	A
	-	C-A	91	23					91					
	-	A-B	41	10					41					
	-	A-C	114	29					114					
5 - Goitre Lane / Sycamore Rd	-	B-C	87	22			653	0.133	87		0.2	0.2	6.356	A
	-	B-A	58	15			459	0.127	58		0.1	0.1	8.976	A
	-	C-AB	84	21			708	0.119	84		0.2	0.2	5.772	A
	-	C-A	99	25					99					
	-	A-B	52	13					52					
	-	A-C	71	18					71					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	282	71	241		1235	0.228	282	267	0.3	0.3	3.775	A
	B - Gurnos Rd E	-	502	125	212		1400	0.359	502	311	0.6	0.6	4.009	A
	C - Ash Crescent	-	74	19	574		1216	0.061	74	140	0.1	0.1	3.152	A
	D - Gurnos Rd W	-	303	76	205		1452	0.209	303	443	0.3	0.3	3.130	A
7 - Ash Crescent / Rowan Way	-	B-C	38	10			644	0.060	38		0.1	0.1	5.942	A
	-	B-A	1	0.31			474	0.003	1		0.0	0.0	7.607	A
	-	C-AB	100	25			617	0.163	100		0.2	0.2	6.975	A
	-	C-A	36	9					36					
	-	A-B	5	1					5					
	-	A-C	63	16					63					

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	74	19			585	0.127	75		0.2	0.1	7.198	A
	-	B-A	100	25			455	0.220	101		0.4	0.3	10.169	B
	-	C-AB	113	28			681	0.167	114		0.4	0.3	6.403	A
	-	C-A	125	31					125					
	-	A-B	147	37					147					
	-	A-C	187	47					187					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	91	23			685	0.133	91		0.2	0.2	6.071	A
	-	B-A	96	24			475	0.201	96		0.4	0.3	9.709	A
	-	C-A	73	18		269.69	777	0.094	73		0.2	0.2	9.229	A
	-	C-B	103	26		269.69	386	0.266	103		0.4	0.3	10.084	B
	-	A-B	164	41					164					
	-	A-C	69	17					69					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			688	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			528	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			585	0.000	0		0.0	0.0	0.000	A
	-	C-A	186	46					186					
	-	A-B	0	0					0					
	-	A-C	195	49					195					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	103	26			637	0.162	104		0.3	0.2	6.748	A
	-	B-A	28	7			428	0.066	28		0.1	0.1	9.014	A
	-	C-AB	121	30			677	0.178	121		0.3	0.3	6.483	A
	-	C-A	79	20					79					
	-	A-B	33	8					33					
	-	A-C	93	23					93					
5 - Goitre Lane / Sycamore Rd	-	B-C	71	18			663	0.107	71		0.2	0.1	6.087	A
	-	B-A	48	12			472	0.101	48		0.1	0.1	8.496	A
	-	C-AB	67	17			700	0.095	67		0.2	0.1	5.685	A
	-	C-A	83	21					83					
	-	A-B	43	11					43					
	-	A-C	58	14					58					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	230	58	197		1261	0.183	231	218	0.3	0.2	3.494	A
	B - Gurnos Rd E	-	410	102	174		1423	0.288	410	254	0.6	0.4	3.558	A
	C - Ash Crescent	-	61	15	469		1281	0.047	61	115	0.1	0.1	2.952	A
	D - Gurnos Rd W	-	247	62	167		1477	0.167	248	363	0.3	0.2	2.928	A
7 - Ash Crescent / Rowan Way	-	B-C	31	8			647	0.049	31		0.1	0.1	5.845	A
	-	B-A	1	0.25			484	0.002	1		0.0	0.0	7.447	A
	-	C-AB	81	20			614	0.131	81		0.2	0.2	6.758	A
	-	C-A	31	8					31					
	-	A-B	4	1					4					
	-	A-C	52	13					52					

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	62	16			605	0.103	62		0.1	0.1	6.772	A
	-	B-A	84	21			475	0.177	84		0.3	0.2	9.214	A
	-	C-AB	91	23			677	0.134	91		0.3	0.2	6.193	A
	-	C-A	109	27					109					
	-	A-B	123	31					123					
	-	A-C	157	39					157					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	76	19			700	0.109	77		0.2	0.1	5.777	A
	-	B-A	80	20			488	0.164	80		0.3	0.2	9.000	A
	-	C-A	61	15		225.86	806	0.076	61		0.2	0.1	8.796	A
	-	C-B	86	21		225.86	389	0.221	86		0.3	0.2	9.341	A
	-	A-B	138	34					138					
	-	A-C	58	14					58					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			697	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			542	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			593	0.000	0		0.0	0.0	0.000	A
	-	C-A	155	39					155					
	-	A-B	0	0					0					
	-	A-C	163	41					163					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A

4 - Goitre Lane / Chesnut way	-	B-C	87	22			644	0.134	87		0.2	0.2	6.464	A
	-	B-A	24	6			440	0.054	24		0.1	0.1	8.654	A
	-	C-AB	99	25			671	0.147	99		0.3	0.2	6.292	A
	-	C-A	69	17					69					
	-	A-B	28	7					28					
	-	A-C	78	20					78					
5 - Goitre Lane / Sycamore Rd	-	B-C	59	15			669	0.089	60		0.1	0.1	5.905	A
	-	B-A	40	10			480	0.083	40		0.1	0.1	8.176	A
	-	C-AB	54	14			695	0.078	55		0.1	0.1	5.629	A
	-	C-A	71	18					71					
	-	A-B	36	9					36					
	-	A-C	48	12					48					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	193	48	165		1279	0.151	193	183	0.2	0.2	3.314	A
	B - Gurnos Rd E	-	343	86	145		1440	0.238	344	213	0.4	0.3	3.282	A
	C - Ash Crescent	-	51	13	393		1329	0.038	51	96	0.1	0.0	2.817	A
	D - Gurnos Rd W	-	207	52	140		1495	0.139	207	304	0.2	0.2	2.796	A
7 - Ash Crescent / Rowan Way	-	B-C	26	7			650	0.041	26		0.1	0.0	5.778	A
	-	B-A	0.85	0.21			492	0.002	0.85		0.0	0.0	7.337	A
	-	C-AB	67	17			612	0.109	67		0.2	0.1	6.605	A
	-	C-A	26	7					26					
	-	A-B	3	0.85					3					
	-	A-C	43	11					43					

2035, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	3b - Goitre Lane / Magnolia Close proposed roundabout - A - Goitre Lane E - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Vehicle Mix	2 - Goitre Lane / Pen-Y-Dre High School	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.30	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			4.65	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.37	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	0.00	F
4	Goitre Lane / Chesnut way	T-Junction	Two-way			4.12	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.88	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.41	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.92	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	PM	ONE HOUR	14:15	15:45	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	216	100.000
	B - Goitre Lane		ONE HOUR	✓	165	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	298	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	92	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	96	100.000
	C - Goitre Lane S		ONE HOUR	✓	97	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	93	100.000
	B - Magnolia Close		ONE HOUR	✓	11	100.000
	C - Goitre Lane W		ONE HOUR	✓	141	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	0	100.000
	B - Magnolia Close		ONE HOUR	✓	0	100.000
	C - Goitre Lane W		ONE HOUR	✓	0	100.000
	D - Site access		ONE HOUR	✓	0	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	66	100.000
	B - Chestnut Way		ONE HOUR	✓	142	100.000
	C - Goitre Lane W		ONE HOUR	✓	156	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	111	100.000
	B - Goitre Lane		ONE HOUR	✓	167	100.000
	C - Fourth Avenue		ONE HOUR	✓	164	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	231	100.000
	B - Gurnos Rd E		ONE HOUR	✓	316	100.000
	C - Ash Crescent		ONE HOUR	✓	106	100.000
	D - Gurnos Rd W		ONE HOUR	✓	342	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	62	100.000
	B - Rowan Way		ONE HOUR	✓	46	100.000
	C - Ash Crescent S		ONE HOUR	✓	124	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	325.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
	A - Goitre Lane E	[ONEHOUR]	0.00

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close		
	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	56	160
	B - Goitre Lane	83	0	81
	C - Gurnos Ring Rd W	200	98	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	15	77
	B - Pen-Y-Dre High School	56	0	39
	C - Goitre Lane S	90	7	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	37	28
	B - Chestnut Way	68	0	74
	C - Goitre Lane W	95	61	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	1	122	34	74
	B - Gurnos Rd E	114	6	34	163
	C - Ash Crescent	44	27	1	34
	D - Gurnos Rd W	103	207	19	12

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	5	58
	B - Rowan Way	1	0	45
	C - Ash Crescent S	39	85	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	11	81
	B - Magnolia Close	10	0	1
	C - Goitre Lane W	139	2	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	33	78
	B - Goitre Lane	60	0	108
	C - Fourth Avenue	101	62	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	1	0
	B - Goitre Lane	2	0	0

	C - Gurnos Ring Rd W	0	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	0
	B - Pen-Y-Dre High School	0	0	0
	C - Goitre Lane S	0	0	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.00	0.00	0.0	A	0	0
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.00	0.00	0.0	A	0	0
	D - Site access	0.00	0.00	0.0	A	0	0
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.21	3.80	0.3	A	212	318
	B - Gurnos Rd E	0.24	3.32	0.3	A	290	435
	C - Ash Crescent	0.09	2.99	0.1	A	97	146
	D - Gurnos Rd W	0.26	3.36	0.4	A	314	471

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.15	6.93	0.2	A	74	112
	B-A	0.21	10.52	0.3	B	77	115
	C-AB	0.20	6.04	0.3	A	121	182
	C-A					152	229
	A-B					51	77
	A-C					147	221
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.06	5.70	0.1	A	36	54
	B-A	0.12	7.81	0.1	A	52	78
	C-A	0.09	6.78	0.2	A	83	124
	C-B	0.10	6.75	0.0	A	6	9
	A-B					13	20
	A-C					71	106
	B-C	0.00	5.53	0.0	A	1	2
	B-A	0.02	6.80	0.0	A	9	14

3a - Goitre Lane / Magnolia Close existing junction	C-AB	0.00	5.28	0.0	A	3	4
	C-A					127	191
	A-B					10	16
	A-C					75	112
4 - Goitre Lane / Chesnut way	B-C	0.13	6.48	0.1	A	68	102
	B-A	0.16	8.93	0.2	A	63	94
	C-AB	0.11	5.85	0.2	A	64	96
	C-A					79	118
	A-B					34	52
	A-C					26	39
5 - Goitre Lane / Sycamore Rd	B-C	0.18	6.77	0.2	A	99	148
	B-A	0.15	9.59	0.2	A	55	82
	C-AB	0.12	5.75	0.2	A	66	100
	C-A					84	126
	A-B					30	45
	A-C					72	108
7 - Ash Crescent / Rowan Way	B-C	0.08	6.05	0.1	A	41	62
	B-A	0.00	7.61	0.0	A	1	2
	C-AB	0.16	6.97	0.2	A	83	124
	C-A					31	47
	A-B					4	6
	A-C					53	79

Main Results for each time segment

14:15 - 14:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	61	15			641	0.095	61		0.0	0.1	6.195	A
	-	B-A	63	16			482	0.130	62		0.0	0.2	8.745	A
	-	C-AB	93	23			720	0.130	93		0.0	0.2	5.737	A
	-	C-A	131	33					131					
	-	A-B	42	10					42					
	-	A-C	121	30					121					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	30	7			690	0.043	30		0.0	0.0	5.446	A
	-	B-A	42	11			536	0.079	42		0.0	0.1	7.282	A
	-	C-A	68	17		244.68	1230	0.055	67		0.0	0.1	6.087	A
	-	C-B	5	1		244.68	83	0.061	5		0.0	0.0	6.033	A
	-	A-B	11	3					11					
	-	A-C	58	14					58					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.85	0.21			661	0.001	0.84		0.0	0.0	5.450	A
	-	B-A	8	2			557	0.014	8		0.0	0.0	6.551	A
	-	C-AB	2	0.50			684	0.003	2		0.0	0.0	5.277	A
	-	C-A	104	26					104					
	-	A-B	8	2					8					
	-	A-C	61	15					61					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	56	14			651	0.086	55		0.0	0.1	6.037	A
	-	B-A	51	13			495	0.104	51		0.0	0.1	8.107	A
	-	C-AB	51	13			678	0.076	51		0.0	0.1	5.738	A
	-	C-A	66	17					66					
	-	A-B	28	7					28					
	-	A-C	21	5					21					
5 - Goitre Lane / Sycamore Rd	-	B-C	81	20			670	0.121	80		0.0	0.1	6.106	A
	-	B-A	45	11			463	0.097	45		0.0	0.1	8.596	A
	-	C-AB	53	13			694	0.076	52		0.0	0.1	5.609	A
	-	C-A	71	18					71					
	-	A-B	25	6					25					
	-	A-C	59	15					59					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	174	44	205		1256	0.139	173	197	0.0	0.2	3.323	A
	B - Gurnos Rd E	-	238	60	107		1464	0.163	237	272	0.0	0.2	2.934	A
	C - Ash Crescent	-	80	20	278		1400	0.057	80	66	0.0	0.1	2.726	A
	D - Gurnos Rd W	-	258	64	145		1492	0.173	257	213	0.0	0.2	2.914	A
7 - Ash Crescent / Rowan Way	-	B-C	34	8			650	0.052	34		0.0	0.1	5.845	A
	-	B-A	0.85	0.21			492	0.002	0.84		0.0	0.0	7.332	A
	-	C-AB	67	17			612	0.109	66		0.0	0.1	6.591	A
	-	C-A	26	7					26					
	-	A-B	3	0.85					3					
	-	A-C	43	11					43					

14:30 - 14:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	73	18			628	0.116	73		0.1	0.1	6.483	A
	-	B-A	75	19			465	0.161	75		0.2	0.2	9.417	A
	-	C-AB	117	29			732	0.160	117		0.2	0.2	5.853	A
	-	C-A	151	38					151					
	-	A-B	50	13					50					
	-	A-C	144	36					144					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	35	9			684	0.052	35		0.0	0.1	5.550	A
	-	B-A	51	13			531	0.096	51		0.1	0.1	7.500	A
	-	C-A	81	20		292.17	1188	0.068	81		0.1	0.1	6.391	A
	-	C-B	6	2		292.17	81	0.075	6		0.0	0.0	6.342	A
	-	A-B	13	3					13					
	-	A-C	69	17					69					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.25			658	0.002	1		0.0	0.0	5.482	A
	-	B-A	9	2			550	0.017	9		0.0	0.0	6.652	A
	-	C-AB	2	0.62			694	0.004	2		0.0	0.0	5.201	A
	-	C-A	125	31					125					
	-	A-B	10	3					10					

	-	A-C	73	18					73					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	67	17			645	0.103	66		0.1	0.1	6.220	A
	-	B-A	61	15			488	0.126	61		0.1	0.1	8.440	A
	-	C-AB	63	16			685	0.091	62		0.1	0.1	5.784	A
	-	C-A	78	19					78					
	-	A-B	34	8					34					
	-	A-C	26	6					26					
5 - Goitre Lane / Sycamore Rd	-	B-C	97	24			662	0.146	97		0.1	0.2	6.370	A
	-	B-A	54	13			454	0.118	54		0.1	0.1	8.989	A
	-	C-AB	65	16			700	0.092	65		0.1	0.1	5.668	A
	-	C-A	83	21					83					
	-	A-B	29	7					29					
	-	A-C	70	18					70					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	208	52	245		1233	0.169	208	235	0.2	0.2	3.511	A
	B - Gurnos Rd E	-	284	71	128		1451	0.196	284	325	0.2	0.2	3.084	A
	C - Ash Crescent	-	95	24	333		1366	0.070	95	79	0.1	0.1	2.832	A
	D - Gurnos Rd W	-	308	77	173		1473	0.209	307	255	0.2	0.3	3.088	A
7 - Ash Crescent / Rowan Way	-	B-C	41	10			647	0.063	40		0.1	0.1	5.932	A
	-	B-A	1	0.25			484	0.002	1		0.0	0.0	7.446	A
	-	C-AB	81	20			614	0.131	81		0.1	0.2	6.750	A
	-	C-A	31	8					31					
	-	A-B	4	1					4					
	-	A-C	52	13					52					

14:45 - 15:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	89	22			609	0.147	89		0.1	0.2	6.929	A
	-	B-A	92	23			441	0.208	92		0.2	0.3	10.500	B
	-	C-AB	153	38			750	0.205	153		0.2	0.3	6.038	A
	-	C-A	175	44					175					
	-	A-B	61	15					61					
	-	A-C	176	44					176					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	43	11			675	0.064	43		0.1	0.1	5.699	A
	-	B-A	62	16			523	0.119	62		0.1	0.1	7.806	A
	-	C-A	99	25		357.83	1141	0.087	99		0.1	0.2	6.784	A
	-	C-B	7	2		357.83	78	0.096	7		0.0	0.0	6.747	A
	-	A-B	16	4					16					
	-	A-C	85	21					85					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.31			652	0.002	1		0.0	0.0	5.527	A
	-	B-A	11	3			541	0.021	11		0.0	0.0	6.798	A
	-	C-AB	3	0.79			709	0.004	3		0.0	0.0	5.100	A
	-	C-A	153	38					153					
	-	A-B	12	3					12					
	-	A-C	90	22					90					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	81	20			637	0.128	81		0.1	0.1	6.481	A
	-	B-A	75	19			478	0.157	75		0.1	0.2	8.926	A
	-	C-AB	79	20			694	0.114	79		0.1	0.2	5.849	A
	-	C-A	93	23					93					
	-	A-B	41	10					41					
	-	A-C	31	8					31					
5 - Goitre Lane / Sycamore Rd	-	B-C	118	30			650	0.182	118		0.2	0.2	6.768	A
	-	B-A	66	16			441	0.149	66		0.1	0.2	9.582	A
	-	C-AB	82	20			707	0.116	82		0.1	0.2	5.753	A
	-	C-A	99	25					99					
	-	A-B	36	9					36					
	-	A-C	86	22					86					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	254	64	300		1201	0.212	254	288	0.2	0.3	3.802	A
	B - Gurnos Rd E	-	348	87	156		1434	0.243	348	398	0.2	0.3	3.315	A
	C - Ash Crescent	-	117	29	407		1320	0.088	117	97	0.1	0.1	2.992	A
	D - Gurnos Rd W	-	377	94	212		1448	0.260	376	312	0.3	0.3	3.360	A
7 - Ash Crescent / Rowan Way	-	B-C	50	12			644	0.077	50		0.1	0.1	6.054	A
	-	B-A	1	0.31			474	0.003	1		0.0	0.0	7.608	A
	-	C-AB	100	25			617	0.163	100		0.2	0.2	6.968	A
	-	C-A	36	9					36					
	-	A-B	5	1					5					
	-	A-C	63	16					63					

15:00 - 15:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	89	22			608	0.147	89		0.2	0.2	6.935	A
	-	B-A	92	23			441	0.208	92		0.3	0.3	10.519	B
	-	C-AB	153	38			750	0.205	153		0.3	0.3	6.044	A
	-	C-A	175	44					175					
	-	A-B	61	15					61					
	-	A-C	176	44					176					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	43	11			675	0.064	43		0.1	0.1	5.699	A
	-	B-A	62	16			523	0.119	62		0.1	0.1	7.810	A
	-	C-A	99	25		357.83	1142	0.087	99		0.2	0.2	6.781	A
	-	C-B	7	2		357.83	78	0.096	7		0.0	0.0	6.741	A
	-	A-B	16	4					16					
	-	A-C	85	21					85					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.31			652	0.002	1		0.0	0.0	5.527	A
	-	B-A	11	3			541	0.021	11		0.0	0.0	6.798	A
	-	C-AB	3	0.79			709	0.004	3		0.0	0.0	5.102	A
	-	C-A	153	38					153					
	-	A-B	12	3					12					
	-	A-C	90	22					90					

3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	81	20			637	0.128	81		0.1	0.1	6.484	A
	-	B-A	75	19			478	0.157	75		0.2	0.2	8.933	A
	-	C-AB	79	20			694	0.114	79		0.2	0.2	5.853	A
	-	C-A	93	23					93					
	-	A-B	41	10					41					
	-	A-C	31	8					31					
5 - Goitre Lane / Sycamore Rd	-	B-C	118	30			650	0.182	118		0.2	0.2	6.770	A
	-	B-A	66	16			441	0.149	66		0.2	0.2	9.589	A
	-	C-AB	82	20			707	0.116	82		0.2	0.2	5.755	A
	-	C-A	99	25					99					
	-	A-B	36	9					36					
	-	A-C	86	22					86					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	254	64	300		1201	0.212	254	288	0.3	0.3	3.803	A
	B - Gurnos Rd E	-	348	87	156		1433	0.243	348	398	0.3	0.3	3.316	A
	C - Ash Crescent	-	117	29	408		1319	0.088	117	97	0.1	0.1	2.992	A
	D - Gurnos Rd W	-	377	94	212		1448	0.260	377	312	0.3	0.4	3.360	A
7 - Ash Crescent / Rowan Way	-	B-C	50	12			644	0.077	50		0.1	0.1	6.054	A
	-	B-A	1	0.31			474	0.003	1		0.0	0.0	7.609	A
	-	C-AB	100	25			617	0.163	100		0.2	0.2	6.972	A
	-	C-A	36	9					36					
	-	A-B	5	1					5					
	-	A-C	63	16					63					

15:15 - 15:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	73	18			628	0.116	73		0.2	0.1	6.493	A
	-	B-A	75	19			464	0.161	75		0.3	0.2	9.443	A
	-	C-AB	117	29			732	0.160	118		0.3	0.3	5.866	A
	-	C-A	151	38					151					
	-	A-B	50	13					50					
	-	A-C	144	36					144					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	35	9			684	0.052	36		0.1	0.1	5.552	A
	-	B-A	51	13			531	0.096	51		0.1	0.1	7.507	A
	-	C-A	81	20		292.17	1188	0.068	81		0.2	0.1	6.389	A
	-	C-B	6	2		292.17	81	0.075	6		0.0	0.0	6.338	A
	-	A-B	13	3					13					
	-	A-C	69	17					69					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.25			658	0.002	1		0.0	0.0	5.482	A
	-	B-A	9	2			550	0.017	9		0.0	0.0	6.653	A
	-	C-AB	2	0.62			694	0.004	2		0.0	0.0	5.203	A
	-	C-A	125	31					125					
	-	A-B	10	3					10					
	-	A-C	73	18					73					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A
	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	67	17			645	0.103	67		0.1	0.1	6.226	A
	-	B-A	61	15			488	0.126	62		0.2	0.1	8.451	A
	-	C-AB	63	16			685	0.091	63		0.2	0.1	5.788	A
	-	C-A	77	19					77					
	-	A-B	34	8					34					
	-	A-C	26	6					26					
5 - Goitre Lane / Sycamore Rd	-	B-C	97	24			661	0.146	97		0.2	0.2	6.378	A
	-	B-A	54	13			454	0.118	54		0.2	0.1	8.999	A
	-	C-AB	65	16			700	0.092	65		0.2	0.1	5.674	A
	-	C-A	83	21					83					
	-	A-B	29	7					29					
	-	A-C	70	18					70					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	208	52	246		1233	0.169	208	236	0.3	0.2	3.514	A
	B - Gurnos Rd E	-	284	71	128		1451	0.196	285	326	0.3	0.2	3.089	A
	C - Ash Crescent	-	95	24	333		1366	0.070	95	79	0.1	0.1	2.833	A
	D - Gurnos Rd W	-	308	77	173		1473	0.209	308	255	0.4	0.3	3.090	A
7 - Ash Crescent / Rowan Way	-	B-C	41	10			647	0.063	41		0.1	0.1	5.936	A
	-	B-A	1	0.25			484	0.002	1		0.0	0.0	7.451	A
	-	C-AB	81	20			614	0.131	81		0.2	0.2	6.755	A
	-	C-A	31	8					31					
	-	A-B	4	1					4					
	-	A-C	52	13					52					

15:30 - 15:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	61	15			641	0.095	61		0.1	0.1	6.212	A
	-	B-A	63	16			481	0.131	63		0.2	0.2	8.782	A
	-	C-AB	94	23			720	0.130	94		0.3	0.2	5.756	A
	-	C-A	131	33					131					
	-	A-B	42	10					42					
	-	A-C	121	30					121					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	30	7			690	0.043	30		0.1	0.0	5.450	A
	-	B-A	42	11			536	0.079	43		0.1	0.1	7.294	A
	-	C-A	68	17		244.68	1231	0.055	68		0.1	0.1	6.084	A
	-	C-B	5	1		244.68	84	0.061	5		0.0	0.0	6.028	A
	-	A-B	11	3					11					
	-	A-C	58	14					58					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.85	0.21			661	0.001	0.85		0.0	0.0	5.450	A
	-	B-A	8	2			557	0.014	8		0.0	0.0	6.551	A
	-	C-AB	2	0.50			684	0.003	2		0.0	0.0	5.279	A
	-	C-A	104	26					104					
	-	A-B	8	2					8					
	-	A-C	61	15					61					
	A - Goitre Lane E	-	0	0	0	0.00	869	0.000	0	0	0.0	0.0	0.000	A

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close	-	0	0	0		681	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	0	0	0		744	0.000	0	0	0.0	0.0	0.000	A
	D - Site access	-	0	0	0		877	0.000	0	0	0.0	0.0	0.000	A
4 - Goitre Lane / Chesnut way	-	B-C	56	14			651	0.086	56		0.1	0.1	6.051	A
	-	B-A	51	13			494	0.104	52		0.1	0.1	8.129	A
	-	C-AB	51	13			678	0.076	51		0.1	0.1	5.745	A
	-	C-A	66	17					66					
	-	A-B	28	7					28					
	-	A-C	21	5					21					
5 - Goitre Lane / Sycamore Rd	-	B-C	81	20			669	0.121	81		0.2	0.1	6.124	A
	-	B-A	45	11			463	0.097	45		0.1	0.1	8.615	A
	-	C-AB	53	13			694	0.076	53		0.1	0.1	5.616	A
	-	C-A	71	18					71					
	-	A-B	25	6					25					
	-	A-C	59	15					59					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	174	44	206		1256	0.139	174	197	0.2	0.2	3.331	A
	B - Gurnos Rd E	-	238	60	107		1463	0.163	238	273	0.2	0.2	2.940	A
	C - Ash Crescent	-	80	20	279		1399	0.057	80	66	0.1	0.1	2.730	A
	D - Gurnos Rd W	-	258	64	145		1491	0.173	258	214	0.3	0.2	2.918	A
7 - Ash Crescent / Rowan Way	-	B-C	34	8			650	0.052	34		0.1	0.1	5.850	A
	-	B-A	0.85	0.21			492	0.002	0.85		0.0	0.0	7.338	A
	-	C-AB	67	17			612	0.109	67		0.2	0.1	6.608	A
	-	C-A	26	7					26					
	-	A-B	3	0.85					3					
	-	A-C	43	11					43					

2035 B+D, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	3b - Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 79% of the total flow for the roundabout for one or more time segments][Arms A and D have 71% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix	3b - Goitre Lane / Magnolia Close proposed roundabout	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.94	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			5.90	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.00	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	9.61	A
4	Goitre Lane / Chesnut way	T-Junction	Two-way			8.09	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			3.43	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	4.42	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.40	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035 B+D	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	380	100.000
	B - Goitre Lane		ONE HOUR	✓	218	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	291	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	293	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	208	100.000
	C - Goitre Lane S		ONE HOUR	✓	211	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	216	100.000
	B - Magnolia Close		ONE HOUR	✓	3	100.000
	C - Goitre Lane W		ONE HOUR	✓	206	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	396	100.000
	B - Magnolia Close		ONE HOUR	✓	3	100.000
	C - Goitre Lane W		ONE HOUR	✓	222	100.000
	D - Site access		ONE HOUR	✓	160	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	154	100.000
	B - Chestnut Way		ONE HOUR	✓	319	100.000
	C - Goitre Lane W		ONE HOUR	✓	366	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	124	100.000
	B - Goitre Lane		ONE HOUR	✓	139	100.000
	C - Fourth Avenue		ONE HOUR	✓	167	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	413	100.000
	B - Gurnos Rd E		ONE HOUR	✓	547	100.000
	C - Ash Crescent		ONE HOUR	✓	127	100.000
	D - Gurnos Rd W		ONE HOUR	✓	313	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	82	100.000
	B - Rowan Way		ONE HOUR	✓	52	100.000
	C - Ash Crescent S		ONE HOUR	✓	150	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	300.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
	A - Goitre Lane E	[ONEHOUR]	200.00
	B - Magnolia Close		

3b - Goitre Lane / Magnolia Close proposed roundabout	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	171	208
	B - Goitre Lane	114	0	104
	C - Gurnos Ring Rd W	167	124	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	183	111
	B - Pen-Y-Dre High School	106	0	101
	C - Goitre Lane S	97	114	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	216	179
	B - Magnolia Close	3	0	0	0
	C - Goitre Lane W	206	0	0	16
	D - Site access	144	0	16	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	37	117
	B - Chestnut Way	38	0	280
	C - Goitre Lane W	117	249	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	2	193	53	164
	B - Gurnos Rd E	231	6	55	255
	C - Ash Crescent	74	24	0	29
	D - Gurnos Rd W	100	160	37	16

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	5	77
	B - Rowan Way	1	0	51
	C - Ash Crescent S	66	85	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	216
	B - Magnolia Close	3	0	0
	C - Goitre Lane W	206	0	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	60	64
	B - Goitre Lane	60	0	79
	C - Fourth Avenue	103	64	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	0	0
	B - Goitre Lane	0	0	2
	C - Gurnos Ring Rd W	3	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	3
	B - Pen-Y-Dre High School	2	0	0
	C - Goitre Lane S	0	2	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.57	10.97	1.3	B	363	545
	B - Magnolia Close	0.00	0.00	0.0	A	0	0
	C - Goitre Lane W	0.39	9.48	0.6	A	204	306
	D - Site access	0.24	6.42	0.3	A	147	220
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.37	4.70	0.6	A	379	568
	B - Gurnos Rd E	0.45	4.84	0.8	A	502	753
	C - Ash Crescent	0.13	3.70	0.1	A	117	175
	D - Gurnos Rd W	0.26	3.60	0.3	A	288	431

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.21	8.34	0.3	A	95	143
	B-A	0.31	12.71	0.4	B	105	157
	C-AB	0.27	7.29	0.5	A	149	223
	C-A					118	178
	A-B					157	236
	A-C					191	287
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.17	6.70	0.2	A	93	140
	B-A	0.26	11.26	0.4	B	98	146
	C-A	0.14	10.07	0.2	B	89	134
	C-B	0.35	11.79	0.4	B	105	157
	A-B					168	251
	A-C					102	153
3a - Goitre Lane / Magnolia Close existing junction	B-C	0.00	0.00	0.0	A	0	0
	B-A	0.00	0.00	0.0	A	0	0
	C-AB	0.00	0.00	0.0	A	0	0
	C-A					189	284

	A-B					0	0
	A-C					199	298
4 - Goitre Lane / Chesnut way	B-C	0.50	11.53	1.0	B	257	386
	B-A	0.13	13.17	0.2	B	35	53
	C-AB	0.49	10.26	1.1	B	273	409
	C-A					63	95
	A-B					34	51
	A-C					107	160
5 - Goitre Lane / Sycamore Rd	B-C	0.13	6.44	0.2	A	72	109
	B-A	0.14	8.95	0.2	A	55	82
	C-AB	0.12	5.80	0.2	A	69	103
	C-A					85	127
	A-B					55	83
	A-C					59	88
7 - Ash Crescent / Rowan Way	B-C	0.09	6.18	0.1	A	47	70
	B-A	0.00	7.77	0.0	A	1	2
	C-AB	0.17	6.85	0.2	A	86	129
	C-A					52	78
	A-B					4	6
	A-C					71	106

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	78	20			610	0.128	78		0.0	0.1	6.893	A
	-	B-A	86	22			462	0.186	85		0.0	0.2	9.534	A
	-	C-AB	115	29			675	0.170	114		0.0	0.2	6.441	A
	-	C-A	104	26					104					
	-	A-B	129	32					129					
	-	A-C	157	39					157					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	76	19			694	0.110	76		0.0	0.1	5.819	A
	-	B-A	80	20			481	0.167	79		0.0	0.2	9.126	A
	-	C-A	73	18		225.86	819	0.089	73		0.0	0.1	8.992	A
	-	C-B	86	21		225.86	359	0.239	85		0.0	0.2	9.802	A
	-	A-B	138	34					138					
	-	A-C	83	21					83					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			697	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			542	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			593	0.000	0		0.0	0.0	0.000	A
	-	C-A	155	39					155					
	-	A-B	0	0					0					
	-	A-C	163	41					163					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	298	75	12	150.57	714	0.417	295	262	0.0	0.7	8.540	A
	B - Magnolia Close	-	0	0	307		497	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	167	42	134		663	0.252	166	173	0.0	0.3	7.221	A
	D - Site access	-	120	30	154		782	0.154	120	146	0.0	0.2	5.431	A
4 - Goitre Lane / Chesnut way	-	B-C	211	53			643	0.328	209		0.0	0.5	8.262	A
	-	B-A	29	7			385	0.075	29		0.0	0.1	10.079	B
	-	C-AB	215	54			674	0.320	213		0.0	0.5	7.789	A
	-	C-A	60	15					60					
	-	A-B	28	7					28					
	-	A-C	88	22					88					
5 - Goitre Lane / Sycamore Rd	-	B-C	59	15			664	0.089	59		0.0	0.1	5.944	A
	-	B-A	45	11			490	0.092	45		0.0	0.1	8.077	A
	-	C-AB	54	14			692	0.079	54		0.0	0.1	5.640	A
	-	C-A	71	18					71					
	-	A-B	45	11					45					
	-	A-C	48	12					48					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	311	78	182		1269	0.245	309	306	0.0	0.3	3.745	A
	B - Gurnos Rd E	-	412	103	204		1404	0.293	410	287	0.0	0.4	3.614	A
	C - Ash Crescent	-	96	24	505		1259	0.076	95	109	0.0	0.1	3.094	A
	D - Gurnos Rd W	-	236	59	252		1421	0.166	235	348	0.0	0.2	3.033	A
7 - Ash Crescent / Rowan Way	-	B-C	38	10			646	0.059	38		0.0	0.1	5.921	A
	-	B-A	0.85	0.21			485	0.002	0.84		0.0	0.0	7.431	A
	-	C-AB	69	17			622	0.111	69		0.0	0.1	6.500	A
	-	C-A	44	11					44					
	-	A-B	3	0.85					3					
	-	A-C	58	15					58					

08:00 - 08:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	93	23			588	0.159	93		0.1	0.2	7.414	A
	-	B-A	103	26			440	0.234	102		0.2	0.3	10.656	B
	-	C-AB	144	36			679	0.211	143		0.2	0.3	6.759	A
	-	C-A	118	30					118					
	-	A-B	154	39					154					
	-	A-C	187	47					187					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	91	23			676	0.135	91		0.1	0.2	6.152	A
	-	B-A	96	24			465	0.206	95		0.2	0.3	9.925	A
	-	C-A	87	22		269.69	791	0.110	87		0.1	0.2	9.378	A
	-	C-B	103	26		269.69	363	0.283	102		0.2	0.3	10.451	B
	-	A-B	164	41					164					
	-	A-C	100	25					100					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			688	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			528	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			585	0.000	0		0.0	0.0	0.000	A
	-	C-A	186	46					186					
	-	A-B	0	0					0					
	-	A-C	195	49					195					
	A - Goitre Lane E	-	356	89	14	179.80	743	0.479	355	314	0.7	0.9	9.256	A

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close	-	0	0	369		460	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	200	50	161		647	0.309	199	209	0.3	0.4	8.038	A
	D - Site access	-	144	36	185		763	0.189	144	175	0.2	0.2	5.813	A
4 - Goitre Lane / Chesnut way	-	B-C	252	63			634	0.397	251		0.5	0.6	9.385	A
	-	B-A	35	9			358	0.096	34		0.1	0.1	11.112	B
	-	C-AB	265	66			680	0.389	264		0.5	0.7	8.645	A
	-	C-A	64	16					64					
	-	A-B	33	8					33					
	-	A-C	105	26					105					
5 - Goitre Lane / Sycamore Rd	-	B-C	71	18			657	0.108	71		0.1	0.1	6.144	A
	-	B-A	54	13			481	0.112	54		0.1	0.1	8.425	A
	-	C-AB	67	17			697	0.096	67		0.1	0.1	5.707	A
	-	C-A	83	21					83					
	-	A-B	54	14					54					
	-	A-C	58	14					58					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	371	93	218		1249	0.297	371	366	0.3	0.4	4.098	A
	B - Gurnos Rd E	-	492	123	245		1380	0.356	491	344	0.4	0.5	4.047	A
	C - Ash Crescent	-	114	29	605		1197	0.096	114	131	0.1	0.1	3.325	A
	D - Gurnos Rd W	-	282	70	302		1389	0.203	282	417	0.2	0.3	3.250	A
7 - Ash Crescent / Rowan Way	-	B-C	46	11			643	0.071	46		0.1	0.1	6.029	A
	-	B-A	1	0.25			477	0.002	1		0.0	0.0	7.570	A
	-	C-AB	84	21			626	0.134	84		0.1	0.2	6.642	A
	-	C-A	51	13					51					
	-	A-B	4	1					4					
	-	A-C	70	17					70					

08:15 - 08:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	114	29			555	0.206	114		0.2	0.3	8.325	A
	-	B-A	126	31			409	0.308	125		0.3	0.4	12.666	B
	-	C-AB	187	47			685	0.273	187		0.3	0.5	7.275	A
	-	C-A	133	33					133					
	-	A-B	189	47					189					
	-	A-C	229	57					229					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	112	28			650	0.172	112		0.2	0.2	6.688	A
	-	B-A	117	29			443	0.264	117		0.3	0.4	11.231	B
	-	C-A	107	27		330.31	757	0.141	107		0.2	0.2	10.072	B
	-	C-B	126	31		330.31	360	0.350	125		0.3	0.4	11.785	B
	-	A-B	201	50					201					
	-	A-C	122	30					122					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			676	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			509	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			575	0.000	0		0.0	0.0	0.000	A
	-	C-A	227	57					227					
	-	A-B	0	0					0					
	-	A-C	238	60					238					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	436	109	18	220.20	761	0.573	434	385	0.9	1.3	10.965	B
	B - Magnolia Close	-	0	0	452		411	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	245	61	197		625	0.392	244	255	0.4	0.6	9.429	A
	D - Site access	-	176	44	226		737	0.239	176	214	0.2	0.3	6.411	A
4 - Goitre Lane / Chesnut way	-	B-C	309	77			621	0.497	307		0.6	1.0	11.428	B
	-	B-A	42	11			316	0.134	42		0.1	0.2	13.115	B
	-	C-AB	338	84			689	0.490	336		0.7	1.1	10.177	B
	-	C-A	66	16					66					
	-	A-B	41	10					41					
	-	A-C	128	32					128					
5 - Goitre Lane / Sycamore Rd	-	B-C	87	22			646	0.134	87		0.1	0.2	6.432	A
	-	B-A	66	16			468	0.141	66		0.1	0.2	8.945	A
	-	C-AB	84	21			705	0.120	84		0.1	0.2	5.803	A
	-	C-A	99	25					99					
	-	A-B	66	17					66					
	-	A-C	71	18					71					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	454	114	267		1220	0.372	454	448	0.4	0.6	4.691	A
	B - Gurnos Rd E	-	602	151	300		1347	0.447	601	421	0.5	0.8	4.823	A
	C - Ash Crescent	-	140	35	741		1112	0.126	140	160	0.1	0.1	3.701	A
	D - Gurnos Rd W	-	345	86	370		1345	0.257	345	510	0.3	0.3	3.600	A
7 - Ash Crescent / Rowan Way	-	B-C	56	14			639	0.088	56		0.1	0.1	6.178	A
	-	B-A	1	0.31			465	0.003	1		0.0	0.0	7.768	A
	-	C-AB	105	26			631	0.167	105		0.2	0.2	6.841	A
	-	C-A	60	15					60					
	-	A-B	5	1					5					
	-	A-C	85	21					85					

08:30 - 08:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	114	29			555	0.206	114		0.3	0.3	8.344	A
	-	B-A	126	31			409	0.308	126		0.4	0.4	12.714	B
	-	C-AB	187	47			686	0.273	187		0.5	0.5	7.294	A
	-	C-A	133	33					133					
	-	A-B	189	47					189					
	-	A-C	229	57					229					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	112	28			649	0.172	112		0.2	0.2	6.695	A
	-	B-A	117	29			443	0.264	117		0.4	0.4	11.264	B
	-	C-A	107	27		330.31	759	0.141	107		0.2	0.2	9.948	A
	-	C-B	126	31		330.31	366	0.344	126		0.4	0.4	11.519	B
	-	A-B	201	50					201					
	-	A-C	122	30					122					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			676	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			509	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			575	0.000	0		0.0	0.0	0.000	A
	-	C-A	227	57					227					
	-	A-B	0	0					0					
	-	A-C	238	60					238					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	436	109	18	220.20	783	0.557	436	386	1.3	1.3	10.382	B
	B - Magnolia Close	-	0	0	454		410	0.000	0	0	0.0	0.0	0.000	A

	C - Goitre Lane W	-	245	61	198		625	0.392	245	256	0.6	0.6	9.476	A
	D - Site access	-	176	44	227		737	0.239	176	215	0.3	0.3	6.421	A
4 - Goitre Lane / Chesnut way	-	B-C	309	77			621	0.497	309		1.0	1.0	11.525	B
	-	B-A	42	11			316	0.134	42		0.2	0.2	13.173	B
	-	C-AB	338	84			690	0.490	338		1.1	1.1	10.259	B
	-	C-A	65	16					65					
	-	A-B	41	10					41					
	-	A-C	128	32					128					
5 - Goitre Lane / Sycamore Rd	-	B-C	87	22			646	0.134	87		0.2	0.2	6.435	A
	-	B-A	66	16			468	0.141	66		0.2	0.2	8.951	A
	-	C-AB	84	21			705	0.120	84		0.2	0.2	5.805	A
	-	C-A	99	25					99					
	-	A-B	66	17					66					
	-	A-C	71	18					71					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	454	114	267		1220	0.372	454	449	0.6	0.6	4.699	A
	B - Gurnos Rd E	-	602	151	300		1346	0.447	602	421	0.8	0.8	4.836	A
	C - Ash Crescent	-	140	35	742		1112	0.126	140	160	0.1	0.1	3.704	A
	D - Gurnos Rd W	-	345	86	371		1344	0.257	345	511	0.3	0.3	3.601	A
7 - Ash Crescent / Rowan Way	-	B-C	56	14			639	0.088	56		0.1	0.1	6.178	A
	-	B-A	1	0.31			465	0.003	1		0.0	0.0	7.769	A
	-	C-AB	105	26			631	0.167	105		0.2	0.2	6.846	A
	-	C-A	60	15					60					
	-	A-B	5	1					5					
	-	A-C	85	21					85					

08:45 - 09:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	93	23			588	0.159	94		0.3	0.2	7.435	A
	-	B-A	103	26			440	0.234	103		0.4	0.3	10.717	B
	-	C-AB	144	36			680	0.212	144		0.5	0.3	6.793	A
	-	C-A	118	29					118					
	-	A-B	154	39					154					
	-	A-C	187	47					187					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	91	23			675	0.135	91		0.2	0.2	6.170	A
	-	B-A	96	24			465	0.206	96		0.4	0.3	9.966	A
	-	C-A	87	22		269.69	794	0.110	88		0.2	0.2	9.226	A
	-	C-B	103	26		269.69	372	0.276	103		0.4	0.3	10.151	B
	-	A-B	164	41					164					
	-	A-C	100	25					100					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			688	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			528	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			585	0.000	0		0.0	0.0	0.000	A
	-	C-A	186	46					186					
	-	A-B	0	0					0					
	-	A-C	195	49					195					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	356	89	14	179.80	772	0.461	357	316	1.3	0.9	8.716	A
	B - Magnolia Close	-	0	0	372		458	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	200	50	162		646	0.309	201	210	0.6	0.5	8.093	A
	D - Site access	-	144	36	186		762	0.189	144	176	0.3	0.2	5.830	A
4 - Goitre Lane / Chesnut way	-	B-C	252	63			634	0.397	253		1.0	0.7	9.484	A
	-	B-A	35	9			357	0.097	35		0.2	0.1	11.170	B
	-	C-AB	265	66			681	0.390	267		1.1	0.7	8.736	A
	-	C-A	64	16					64					
	-	A-B	33	8					33					
	-	A-C	105	26					105					
5 - Goitre Lane / Sycamore Rd	-	B-C	71	18			657	0.108	71		0.2	0.1	6.148	A
	-	B-A	54	13			481	0.112	54		0.2	0.1	8.435	A
	-	C-AB	67	17			697	0.096	67		0.2	0.1	5.713	A
	-	C-A	83	21					83					
	-	A-B	54	14					54					
	-	A-C	58	14					58					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	371	93	218		1248	0.297	372	367	0.6	0.4	4.110	A
	B - Gurnos Rd E	-	492	123	245		1380	0.356	493	344	0.8	0.6	4.063	A
	C - Ash Crescent	-	114	29	607		1195	0.096	114	131	0.1	0.1	3.332	A
	D - Gurnos Rd W	-	282	70	303		1388	0.203	282	418	0.3	0.3	3.254	A
7 - Ash Crescent / Rowan Way	-	B-C	46	11			643	0.071	46		0.1	0.1	6.033	A
	-	B-A	1	0.25			476	0.002	1		0.0	0.0	7.571	A
	-	C-AB	84	21			626	0.134	84		0.2	0.2	6.649	A
	-	C-A	51	13					51					
	-	A-B	4	1					4					
	-	A-C	70	17					70					

09:00 - 09:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	78	20			609	0.129	78		0.2	0.2	6.924	A
	-	B-A	86	22			461	0.186	86		0.3	0.2	9.606	A
	-	C-AB	115	29			675	0.171	116		0.3	0.3	6.476	A
	-	C-A	104	26					104					
	-	A-B	129	32					129					
	-	A-C	157	39					157					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	76	19			692	0.110	77		0.2	0.1	5.845	A
	-	B-A	80	20			480	0.167	80		0.3	0.2	9.185	A
	-	C-A	73	18		225.86	824	0.089	73		0.2	0.1	8.764	A
	-	C-B	86	21		225.86	375	0.230	86		0.3	0.2	9.372	A
	-	A-B	138	34					138					
	-	A-C	83	21					83					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0	0			697	0.000	0		0.0	0.0	0.000	A
	-	B-A	0	0			542	0.000	0		0.0	0.0	0.000	A
	-	C-AB	0	0			593	0.000	0		0.0	0.0	0.000	A
	-	C-A	155	39					155					
	-	A-B	0	0					0					
	-	A-C	163	41					163					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	298	75	12	150.57	754	0.395	299	264	0.9	0.7	7.918	A
	B - Magnolia Close	-	0	0	311		495	0.000	0	0	0.0	0.0	0.000	A
	C - Goitre Lane W	-	167	42	135		662	0.253	168	176	0.5	0.3	7.289	A

	D - Site access	-	120	30	156		781	0.154	121	147	0.2	0.2	5.453	A
4 - Goitre Lane / Chesnut way	-	**B-C**	211	53			643	0.328	212		0.7	0.5	8.366	A
	-	**B-A**	29	7			384	0.075	29		0.1	0.1	10.139	B
	-	**C-AB**	216	54			674	0.320	217		0.7	0.5	7.886	A
	-	**C-A**	60	15					60					
	-	**A-B**	28	7					28					
	-	**A-C**	88	22					88					
5 - Goitre Lane / Sycamore Rd	-	**B-C**	59	15			664	0.090	60		0.1	0.1	5.958	A
	-	**B-A**	45	11			490	0.092	45		0.1	0.1	8.093	A
	-	**C-AB**	55	14			692	0.079	55		0.1	0.1	5.648	A
	-	**C-A**	71	18					71					
	-	**A-B**	45	11					45					
	-	**A-C**	48	12					48					
6 - Poplar Way / Gurnos Rd / Ash Crescent	**A - Poplar Way**	-	311	78	183		1269	0.245	311	307	0.4	0.3	3.761	A
	B - Gurnos Rd E	-	412	103	205		1404	0.293	412	288	0.6	0.4	3.632	A
	C - Ash Crescent	-	96	24	508		1257	0.076	96	110	0.1	0.1	3.102	A
	D - Gurnos Rd W	-	236	59	254		1421	0.166	236	350	0.3	0.2	3.041	A
7 - Ash Crescent / Rowan Way	-	**B-C**	38	10			646	0.059	38		0.1	0.1	5.929	A
	-	**B-A**	0.85	0.21			485	0.002	0.85		0.0	0.0	7.438	A
	-	**C-AB**	69	17			622	0.111	69		0.2	0.1	6.515	A
	-	**C-A**	44	11					44					
	-	**A-B**	3	0.85					3					
	-	**A-C**	58	15					58					

2035 B+D, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	3b - Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and D have 72% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix	2 - Goitre Lane / Pen-Y-Dre High School	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3b - Goitre Lane / Magnolia Close proposed roundabout	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	4 - Goitre Lane / Chesnut way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	6 - Poplar Way / Gurnos Rd / Ash Crescent	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	7 - Ash Crescent / Rowan Way	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	3a - Goitre Lane / Magnolia Close existing junction	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Vehicle Mix	5 - Goitre Lane / Sycamore Rd	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Gurnos Ring Rd / Goitre Lane	T-Junction	Two-way			3.92	A
2	Goitre Lane / Pen-Y-Dre High School	T-Junction	Two-way			4.71	A
3a	Goitre Lane / Magnolia Close existing junction	T-Junction	Two-way			0.37	A
3b	Goitre Lane / Magnolia Close proposed roundabout	Mini-roundabout			A, B, C, D	7.64	A
4	Goitre Lane / Chesnut way	T-Junction	Two-way			7.02	A
5	Goitre Lane / Sycamore Rd	T-Junction	Two-way			4.19	A
6	Poplar Way / Gurnos Rd / Ash Crescent	Standard Roundabout			A, B, C, D	3.91	A
7	Ash Crescent / Rowan Way	T-Junction	Two-way			3.46	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035 B+D	PM	ONE HOUR	14:15	15:45	15	✓

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

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		ONE HOUR	✓	216	100.000
	B - Goitre Lane		ONE HOUR	✓	198	100.000
	C - Gurnos Ring Rd W		ONE HOUR	✓	325	100.000
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		ONE HOUR	✓	108	100.000
	B - Pen-Y-Dre High School		ONE HOUR	✓	96	100.000
	C - Goitre Lane S		ONE HOUR	✓	130	100.000
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		ONE HOUR	✓	93	100.000
	B - Magnolia Close		ONE HOUR	✓	11	100.000
	C - Goitre Lane W		ONE HOUR	✓	141	100.000
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E		ONE HOUR	✓	237	100.000
	B - Magnolia Close		ONE HOUR	✓	11	100.000
	C - Goitre Lane W		ONE HOUR	✓	157	100.000
	D - Site access		ONE HOUR	✓	211	100.000
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		ONE HOUR	✓	84	100.000
	B - Chestnut Way		ONE HOUR	✓	291	100.000
	C - Goitre Lane W		ONE HOUR	✓	334	100.000
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		ONE HOUR	✓	129	100.000
	B - Goitre Lane		ONE HOUR	✓	199	100.000
	C - Fourth Avenue		ONE HOUR	✓	164	100.000
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		ONE HOUR	✓	374	100.000
	B - Gurnos Rd E		ONE HOUR	✓	368	100.000
	C - Ash Crescent		ONE HOUR	✓	134	100.000
	D - Gurnos Rd W		ONE HOUR	✓	389	100.000
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		ONE HOUR	✓	82	100.000
	B - Rowan Way		ONE HOUR	✓	54	100.000
	C - Ash Crescent S		ONE HOUR	✓	147	100.000

Demand overview (Pedestrians)

Junction	Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - Gurnos Ring Rd / Goitre Lane	A - Gurnos Ring Rd E		
	B - Goitre Lane		
	C - Gurnos Ring Rd W		
2 - Goitre Lane / Pen-Y-Dre High School	A - Goitre Lane N		
	B - Pen-Y-Dre High School		
	C - Goitre Lane S	[ONEHOUR]	325.00
3a - Goitre Lane / Magnolia Close existing junction	A - Goitre Lane E		
	B - Magnolia Close		
	C - Goitre Lane W		
	A - Goitre Lane E	[ONEHOUR]	200.00

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close		
	C - Goitre Lane W		
	D - Site access		
4 - Goitre Lane / Chesnut way	A - Goitre Lane E		
	B - Chestnut Way		
	C - Goitre Lane W		
5 - Goitre Lane / Sycamore Rd	A - Sycamore Rd		
	B - Goitre Lane		
	C - Fourth Avenue		
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way		
	B - Gurnos Rd E		
	C - Ash Crescent		
	D - Gurnos Rd W		
7 - Ash Crescent / Rowan Way	A - Ash Crescent N		
	B - Rowan Way		
	C - Ash Crescent S		

Origin-Destination Data

1 - Gurnos Ring Rd / Goitre Lane

Demand (PCU/hr)

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	56	160
	B - Goitre Lane	89	0	110
	C - Gurnos Ring Rd W	200	124	0

2 - Goitre Lane / Pen-Y-Dre High School

Demand (PCU/hr)

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	15	93
	B - Pen-Y-Dre High School	56	0	39
	C - Goitre Lane S	124	7	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Demand (PCU/hr)

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	11	81	144
	B - Magnolia Close	10	0	1	0
	C - Goitre Lane W	139	2	0	16
	D - Site access	178	0	34	0

4 - Goitre Lane / Chesnut way

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	37	47
	B - Chestnut Way	91	0	200
	C - Goitre Lane W	129	204	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Demand (PCU/hr)

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	1	196	57	120
	B - Gurnos Rd E	165	6	34	163
	C - Ash Crescent	72	27	1	34
	D - Gurnos Rd W	150	207	19	12

7 - Ash Crescent / Rowan Way

Demand (PCU/hr)

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	5	77
	B - Rowan Way	1	0	53
	C - Ash Crescent S	62	85	0

3a - Goitre Lane / Magnolia Close existing junction

Demand (PCU/hr)

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	11	81
	B - Magnolia Close	10	0	1
	C - Goitre Lane W	139	2	0

5 - Goitre Lane / Sycamore Rd

Demand (PCU/hr)

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	51	78
	B - Goitre Lane	85	0	114
	C - Fourth Avenue	101	62	0

Vehicle Mix

1 - Gurnos Ring Rd / Goitre Lane

Heavy Vehicle Percentages

		To		
		A - Gurnos Ring Rd E	B - Goitre Lane	C - Gurnos Ring Rd W
From	A - Gurnos Ring Rd E	0	1	0
	B - Goitre Lane	2	0	0

	C - Gurnos Ring Rd W	0	0	0

2 - Goitre Lane / Pen-Y-Dre High School

Heavy Vehicle Percentages

		To		
		A - Goitre Lane N	B - Pen-Y-Dre High School	C - Goitre Lane S
From	A - Goitre Lane N	0	0	0
	B - Pen-Y-Dre High School	0	0	0
	C - Goitre Lane S	0	0	0

3b - Goitre Lane / Magnolia Close proposed roundabout

Heavy Vehicle Percentages

		To			
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W	D - Site access
From	A - Goitre Lane E	0	0	0	0
	B - Magnolia Close	0	0	0	0
	C - Goitre Lane W	0	0	0	0
	D - Site access	0	0	0	0

4 - Goitre Lane / Chesnut way

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Chestnut Way	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Chestnut Way	0	0	0
	C - Goitre Lane W	0	0	0

6 - Poplar Way / Gurnos Rd / Ash Crescent

Heavy Vehicle Percentages

		To			
		A - Poplar Way	B - Gurnos Rd E	C - Ash Crescent	D - Gurnos Rd W
From	A - Poplar Way	0	0	0	0
	B - Gurnos Rd E	0	0	0	0
	C - Ash Crescent	0	0	0	0
	D - Gurnos Rd W	0	0	0	0

7 - Ash Crescent / Rowan Way

Heavy Vehicle Percentages

		To		
		A - Ash Crescent N	B - Rowan Way	C - Ash Crescent S
From	A - Ash Crescent N	0	0	0
	B - Rowan Way	0	0	0
	C - Ash Crescent S	0	0	0

3a - Goitre Lane / Magnolia Close existing junction

Heavy Vehicle Percentages

		To		
		A - Goitre Lane E	B - Magnolia Close	C - Goitre Lane W
From	A - Goitre Lane E	0	0	0
	B - Magnolia Close	0	0	0
	C - Goitre Lane W	0	0	0

5 - Goitre Lane / Sycamore Rd

Heavy Vehicle Percentages

		To		
		A - Sycamore Rd	B - Goitre Lane	C - Fourth Avenue
From	A - Sycamore Rd	0	0	0
	B - Goitre Lane	0	0	0
	C - Fourth Avenue	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	0.38	8.51	0.6	A	217	326
	B - Magnolia Close	0.02	7.23	0.0	A	10	16
	C - Goitre Lane W	0.27	7.69	0.4	A	144	217
	D - Site access	0.30	6.65	0.4	A	194	291
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	0.34	4.56	0.5	A	343	515
	B - Gurnos Rd E	0.29	3.66	0.4	A	337	506
	C - Ash Crescent	0.12	3.25	0.1	A	123	184
	D - Gurnos Rd W	0.31	3.74	0.4	A	357	535

Results Summary for whole modelled period

Junction	Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Gurnos Ring Rd / Goitre Lane	B-C	0.20	7.34	0.2	A	101	151
	B-A	0.23	11.30	0.3	B	81	122
	C-AB	0.26	6.49	0.5	A	154	231
	C-A					144	216
	A-B					51	77
	A-C					147	221
2 - Goitre Lane / Pen-Y-Dre High School	B-C	0.06	5.74	0.1	A	36	54
	B-A	0.12	7.99	0.1	A	52	78
	C-A	0.12	6.87	0.3	A	114	170
	C-B	0.12	6.86	0.0	A	6	9
	A-B					13	20
	A-C					85	128
	B-C	0.00	5.53	0.0	A	1	2
	B-A	0.02	6.80	0.0	A	9	14

3a - Goitre Lane / Magnolia Close existing junction	C-AB	0.00	5.28	0.0	A	3	4
	C-A					127	191
	A-B					10	16
	A-C					75	112
4 - Goitre Lane / Chesnut way	B-C	0.35	8.86	0.5	A	183	275
	B-A	0.26	12.63	0.3	B	83	125
	C-AB	0.39	8.32	0.7	A	227	341
	C-A					79	119
	A-B					34	52
	A-C					43	65
5 - Goitre Lane / Sycamore Rd	B-C	0.20	7.14	0.2	A	104	156
	B-A	0.20	9.76	0.3	A	78	117
	C-AB	0.12	5.80	0.2	A	66	100
	C-A					84	126
	A-B					47	70
	A-C					72	108
7 - Ash Crescent / Rowan Way	B-C	0.09	6.20	0.1	A	49	73
	B-A	0.00	7.76	0.0	A	1	2
	C-AB	0.17	6.87	0.2	A	86	129
	C-A					49	73
	A-B					4	6
	A-C					71	106

Main Results for each time segment

14:15 - 14:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	83	21			648	0.127	82		0.0	0.1	6.354	A
	-	B-A	67	17			467	0.143	66		0.0	0.2	9.135	A
	-	C-AB	118	30			720	0.164	117		0.0	0.2	5.970	A
	-	C-A	126	32					126					
	-	A-B	42	10					42					
	-	A-C	121	30					121					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	30	7			687	0.043	30		0.0	0.0	5.474	A
	-	B-A	42	11			529	0.080	42		0.0	0.1	7.385	A
	-	C-A	93	23		244.68	1259	0.074	93		0.0	0.2	6.090	A
	-	C-B	5	1		244.68	64	0.080	5		0.0	0.0	6.060	A
	-	A-B	11	3					11					
	-	A-C	70	17					70					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.85	0.21			661	0.001	0.84		0.0	0.0	5.450	A
	-	B-A	8	2			557	0.014	8		0.0	0.0	6.551	A
	-	C-AB	2	0.50			684	0.003	2		0.0	0.0	5.277	A
	-	C-A	104	26					104					
	-	A-B	8	2					8					
	-	A-C	61	15					61					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	178	45	27	150.57	689	0.259	177	245	0.0	0.3	7.007	A
	B - Magnolia Close	-	8	2	193		565	0.015	8	10	0.0	0.0	6.467	A
	C - Goitre Lane W	-	118	30	115		675	0.176	118	87	0.0	0.2	6.455	A
	D - Site access	-	159	40	113		807	0.197	158	120	0.0	0.2	5.540	A
4 - Goitre Lane / Chesnut way	-	B-C	151	38			659	0.229	149		0.0	0.3	7.054	A
	-	B-A	68	17			431	0.158	67		0.0	0.2	9.878	A
	-	C-AB	179	45			692	0.259	177		0.0	0.4	6.984	A
	-	C-A	72	18					72					
	-	A-B	28	7					28					
	-	A-C	35	9					35					
5 - Goitre Lane / Sycamore Rd	-	B-C	85	21			655	0.131	85		0.0	0.1	6.313	A
	-	B-A	64	16			487	0.132	64		0.0	0.2	8.490	A
	-	C-AB	53	13			691	0.077	52		0.0	0.1	5.639	A
	-	C-A	71	18					71					
	-	A-B	39	10					39					
	-	A-C	59	15					59					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	282	70	205		1256	0.224	280	291	0.0	0.3	3.687	A
	B - Gurnos Rd E	-	277	69	158		1433	0.193	276	327	0.0	0.2	3.108	A
	C - Ash Crescent	-	101	25	351		1355	0.074	100	83	0.0	0.1	2.869	A
	D - Gurnos Rd W	-	293	73	204		1453	0.201	292	247	0.0	0.3	3.096	A
7 - Ash Crescent / Rowan Way	-	B-C	40	10			646	0.062	40		0.0	0.1	5.937	A
	-	B-A	0.85	0.21			486	0.002	0.84		0.0	0.0	7.426	A
	-	C-AB	69	17			620	0.111	68		0.0	0.1	6.517	A
	-	C-A	42	10					42					
	-	A-B	3	0.85					3					
	-	A-C	58	15					58					

14:30 - 14:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	99	25			633	0.156	98		0.1	0.2	6.729	A
	-	B-A	80	20			449	0.177	79		0.2	0.2	9.937	A
	-	C-AB	148	37			732	0.203	148		0.2	0.3	6.166	A
	-	C-A	143	36					143					
	-	A-B	50	13					50					
	-	A-C	144	36					144					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	35	9			680	0.052	35		0.0	0.1	5.585	A
	-	B-A	51	13			522	0.097	51		0.1	0.1	7.632	A
	-	C-A	111	28		292.17	1216	0.091	111		0.2	0.2	6.426	A
	-	C-B	6	2		292.17	62	0.098	6		0.0	0.0	6.401	A
	-	A-B	13	3					13					
	-	A-C	84	21					84					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.25			658	0.002	1		0.0	0.0	5.482	A
	-	B-A	9	2			550	0.017	9		0.0	0.0	6.652	A
	-	C-AB	2	0.62			694	0.004	2		0.0	0.0	5.201	A
	-	C-A	125	31					125					
	-	A-B	10	3					10					

	-	A-C	73	18					73					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	213	53	32	179.80	691	0.308	212	294	0.3	0.4	7.521	A
	B - Magnolia Close	-	10	3	232		542	0.019	10	12	0.0	0.0	6.770	A
	C - Goitre Lane W	-	141	35	138		660	0.214	141	104	0.2	0.3	6.930	A
	D - Site access	-	190	48	136		793	0.240	190	144	0.2	0.3	5.964	A
4 - Goitre Lane / Chesnut way	-	B-C	180	45			646	0.278	179		0.3	0.4	7.702	A
	-	B-A	81	20			413	0.197	81		0.2	0.2	10.850	B
	-	C-AB	220	55			701	0.314	220		0.4	0.5	7.477	A
	-	C-A	80	20					80					
	-	A-B	34	8					34					
	-	A-C	42	11					42					
5 - Goitre Lane / Sycamore Rd	-	B-C	102	26			644	0.158	102		0.1	0.2	6.635	A
	-	B-A	77	19			477	0.161	77		0.2	0.2	8.983	A
	-	C-AB	65	16			696	0.093	65		0.1	0.1	5.705	A
	-	C-A	83	21					83					
	-	A-B	46	12					46					
	-	A-C	70	18					70					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	336	84	245		1233	0.273	336	348	0.3	0.4	4.014	A
	B - Gurnos Rd E	-	330	83	189		1414	0.234	330	392	0.2	0.3	3.322	A
	C - Ash Crescent	-	120	30	420		1312	0.092	120	99	0.1	0.1	3.020	A
	D - Gurnos Rd W	-	349	87	244		1427	0.245	349	296	0.3	0.3	3.340	A
7 - Ash Crescent / Rowan Way	-	B-C	48	12			643	0.074	48		0.1	0.1	6.049	A
	-	B-A	1	0.25			477	0.002	1		0.0	0.0	7.562	A
	-	C-AB	84	21			624	0.134	83		0.1	0.2	6.663	A
	-	C-A	48	12					48					
	-	A-B	4	1					4					
	-	A-C	70	17					70					

14:45 - 15:00

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	121	30			611	0.197	120		0.2	0.2	7.332	A
	-	B-A	97	24			423	0.231	97		0.2	0.3	11.271	B
	-	C-AB	194	49			750	0.259	194		0.3	0.5	6.480	A
	-	C-A	163	41					163					
	-	A-B	61	15					61					
	-	A-C	176	44					176					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	43	11			670	0.065	43		0.1	0.1	5.744	A
	-	B-A	62	16			513	0.121	62		0.1	0.1	7.983	A
	-	C-A	136	34		357.83	1169	0.117	136		0.2	0.2	6.870	A
	-	C-B	7	2		357.83	60	0.125	7		0.0	0.0	6.857	A
	-	A-B	16	4					16					
	-	A-C	102	26					102					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.31			652	0.002	1		0.0	0.0	5.527	A
	-	B-A	11	3			541	0.021	11		0.0	0.0	6.798	A
	-	C-AB	3	0.79			709	0.004	3		0.0	0.0	5.100	A
	-	C-A	153	38					153					
	-	A-B	12	3					12					
	-	A-C	90	22					90					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	261	65	39	220.20	682	0.382	260	360	0.4	0.6	8.509	A
	B - Magnolia Close	-	12	3	284		511	0.024	12	15	0.0	0.0	7.223	A
	C - Goitre Lane W	-	173	43	169		642	0.270	173	127	0.3	0.4	7.673	A
	D - Site access	-	233	58	166		774	0.301	232	176	0.3	0.4	6.637	A
4 - Goitre Lane / Chesnut way	-	B-C	220	55			627	0.351	220		0.4	0.5	8.825	A
	-	B-A	100	25			385	0.259	99		0.2	0.3	12.574	B
	-	C-AB	281	70			715	0.394	280		0.5	0.7	8.284	A
	-	C-A	86	22					86					
	-	A-B	41	10					41					
	-	A-C	52	13					52					
5 - Goitre Lane / Sycamore Rd	-	B-C	125	31			629	0.199	125		0.2	0.2	7.131	A
	-	B-A	94	23			463	0.203	94		0.2	0.3	9.751	A
	-	C-AB	82	20			702	0.117	82		0.1	0.2	5.799	A
	-	C-A	99	25					99					
	-	A-B	56	14					56					
	-	A-C	86	22					86					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	412	103	300		1201	0.343	411	426	0.4	0.5	4.555	A
	B - Gurnos Rd E	-	405	101	231		1388	0.292	404	480	0.3	0.4	3.656	A
	C - Ash Crescent	-	147	37	514		1253	0.117	147	122	0.1	0.1	3.253	A
	D - Gurnos Rd W	-	428	107	299		1391	0.308	427	362	0.3	0.4	3.733	A
7 - Ash Crescent / Rowan Way	-	B-C	58	15			639	0.092	58		0.1	0.1	6.203	A
	-	B-A	1	0.31			465	0.003	1		0.0	0.0	7.759	A
	-	C-AB	105	26			629	0.166	104		0.2	0.2	6.866	A
	-	C-A	57	14					57					
	-	A-B	5	1					5					
	-	A-C	85	21					85					

15:00 - 15:15

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	121	30			611	0.198	121		0.2	0.2	7.342	A
	-	B-A	97	24			422	0.231	97		0.3	0.3	11.298	B
	-	C-AB	194	49			750	0.259	194		0.5	0.5	6.494	A
	-	C-A	163	41					163					
	-	A-B	61	15					61					
	-	A-C	176	44					176					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	43	11			670	0.065	43		0.1	0.1	5.745	A
	-	B-A	62	16			513	0.121	62		0.1	0.1	7.987	A
	-	C-A	136	34		357.83	1169	0.117	136		0.2	0.3	6.868	A
	-	C-B	7	2		357.83	60	0.125	7		0.0	0.0	6.854	A
	-	A-B	16	4					16					
	-	A-C	102	26					102					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.31			652	0.002	1		0.0	0.0	5.527	A
	-	B-A	11	3			541	0.021	11		0.0	0.0	6.798	A
	-	C-AB	3	0.79			709	0.004	3		0.0	0.0	5.102	A
	-	C-A	153	38					153					
	-	A-B	12	3					12					
	-	A-C	90	22					90					

3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	261	65	39	220.20	692	0.376	261	360	0.6	0.6	8.341	A
	B - Magnolia Close	-	12	3	285		510	0.024	12	15	0.0	0.0	7.229	A
	C - Goitre Lane W	-	173	43	170		641	0.270	173	128	0.4	0.4	7.689	A
	D - Site access	-	233	58	167		774	0.301	233	176	0.4	0.4	6.650	A
4 - Goitre Lane / Chesnut way	-	B-C	220	55			626	0.351	220		0.5	0.5	8.860	A
	-	B-A	100	25			385	0.259	100		0.3	0.3	12.625	B
	-	C-AB	282	70			715	0.394	282		0.7	0.7	8.319	A
	-	C-A	86	21					86					
	-	A-B	41	10					41					
	-	A-C	52	13					52					
5 - Goitre Lane / Sycamore Rd	-	B-C	125	31			629	0.199	125		0.2	0.2	7.139	A
	-	B-A	94	23			463	0.203	94		0.3	0.3	9.764	A
	-	C-AB	82	20			703	0.117	82		0.2	0.2	5.801	A
	-	C-A	99	25					99					
	-	A-B	56	14					56					
	-	A-C	86	22					86					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	412	103	300		1201	0.343	412	427	0.5	0.5	4.561	A
	B - Gurnos Rd E	-	405	101	232		1388	0.292	405	480	0.4	0.4	3.660	A
	C - Ash Crescent	-	147	37	515		1253	0.117	147	122	0.1	0.1	3.254	A
	D - Gurnos Rd W	-	428	107	299		1391	0.308	428	362	0.4	0.4	3.736	A
7 - Ash Crescent / Rowan Way	-	B-C	58	15			639	0.092	58		0.1	0.1	6.203	A
	-	B-A	1	0.31			465	0.003	1		0.0	0.0	7.760	A
	-	C-AB	105	26			629	0.166	105		0.2	0.2	6.874	A
	-	C-A	57	14					57					
	-	A-B	5	1					5					
	-	A-C	85	21					85					

15:15 - 15:30

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	99	25			633	0.156	99		0.2	0.2	6.742	A
	-	B-A	80	20			449	0.177	80		0.3	0.2	9.970	A
	-	C-AB	149	37			732	0.203	149		0.5	0.3	6.184	A
	-	C-A	143	36					143					
	-	A-B	50	13					50					
	-	A-C	144	36					144					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	35	9			680	0.052	36		0.1	0.1	5.589	A
	-	B-A	51	13			522	0.097	51		0.1	0.1	7.637	A
	-	C-A	111	28		292.17	1217	0.091	111		0.3	0.2	6.423	A
	-	C-B	6	2		292.17	62	0.098	6		0.0	0.0	6.398	A
	-	A-B	13	3					13					
	-	A-C	84	21					84					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	1	0.25			658	0.002	1		0.0	0.0	5.482	A
	-	B-A	9	2			550	0.017	9		0.0	0.0	6.653	A
	-	C-AB	2	0.62			694	0.004	2		0.0	0.0	5.203	A
	-	C-A	125	31					125					
	-	A-B	10	3					10					
	-	A-C	73	18					73					
3b - Goitre Lane / Magnolia Close proposed roundabout	A - Goitre Lane E	-	213	53	32	179.80	704	0.302	213	295	0.6	0.4	7.343	A
	B - Magnolia Close	-	10	3	233		541	0.019	10	12	0.0	0.0	6.779	A
	C - Goitre Lane W	-	141	35	139		660	0.214	142	105	0.4	0.3	6.953	A
	D - Site access	-	190	48	137		793	0.240	191	144	0.4	0.3	5.984	A
4 - Goitre Lane / Chesnut way	-	B-C	180	45			646	0.278	180		0.5	0.4	7.742	A
	-	B-A	81	20			412	0.198	82		0.3	0.2	10.907	B
	-	C-AB	221	55			702	0.314	222		0.7	0.5	7.520	A
	-	C-A	79	20					79					
	-	A-B	34	8					34					
	-	A-C	42	11					42					
5 - Goitre Lane / Sycamore Rd	-	B-C	102	26			644	0.158	102		0.2	0.2	6.646	A
	-	B-A	77	19			477	0.161	77		0.3	0.2	9.000	A
	-	C-AB	65	16			696	0.093	65		0.2	0.1	5.711	A
	-	C-A	83	21					83					
	-	A-B	46	12					46					
	-	A-C	70	18					70					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	336	84	246		1232	0.273	337	349	0.5	0.4	4.022	A
	B - Gurnos Rd E	-	330	83	189		1413	0.234	331	393	0.4	0.3	3.328	A
	C - Ash Crescent	-	120	30	421		1311	0.092	120	100	0.1	0.1	3.024	A
	D - Gurnos Rd W	-	349	87	245		1427	0.245	350	296	0.4	0.3	3.344	A
7 - Ash Crescent / Rowan Way	-	B-C	48	12			643	0.074	48		0.1	0.1	6.050	A
	-	B-A	1	0.25			477	0.002	1		0.0	0.0	7.567	A
	-	C-AB	84	21			624	0.134	84		0.2	0.2	6.672	A
	-	C-A	48	12					48					
	-	A-B	4	1					4					
	-	A-C	70	17					70					

15:30 - 15:45

Junction	Arm	Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Gurnos Ring Rd / Goitre Lane	-	B-C	83	21			647	0.127	83		0.2	0.1	6.377	A
	-	B-A	67	17			467	0.143	67		0.2	0.2	9.183	A
	-	C-AB	119	30			720	0.165	119		0.3	0.2	5.997	A
	-	C-A	126	31					126					
	-	A-B	42	10					42					
	-	A-C	121	30					121					
2 - Goitre Lane / Pen-Y-Dre High School	-	B-C	30	7			687	0.043	30		0.1	0.0	5.478	A
	-	B-A	42	11			529	0.080	43		0.1	0.1	7.399	A
	-	C-A	93	23		244.68	1260	0.074	93		0.2	0.2	6.086	A
	-	C-B	5	1		244.68	64	0.079	5		0.0	0.0	6.052	A
	-	A-B	11	3					11					
	-	A-C	70	17					70					
3a - Goitre Lane / Magnolia Close existing junction	-	B-C	0.85	0.21			661	0.001	0.85		0.0	0.0	5.450	A
	-	B-A	8	2			557	0.014	8		0.0	0.0	6.551	A
	-	C-AB	2	0.50			684	0.003	2		0.0	0.0	5.279	A
	-	C-A	104	26					104					
	-	A-B	8	2					8					
	-	A-C	61	15					61					
	A - Goitre Lane E	-	178	45	27	150.57	710	0.251	179	247	0.4	0.3	6.776	A

3b - Goitre Lane / Magnolia Close proposed roundabout	B - Magnolia Close	-	8	2	195		564	0.015	9	10	0.0	0.0	6.483	A
	C - Goitre Lane W	-	118	30	116		674	0.176	119	88	0.3	0.2	6.489	A
	D - Site access	-	159	40	114		806	0.197	159	121	0.3	0.2	5.568	A
4 - Goitre Lane / Chesnut way	-	B-C	151	38			658	0.229	151		0.4	0.3	7.105	A
	-	B-A	68	17			430	0.158	68		0.2	0.2	9.951	A
	-	C-AB	179	45			692	0.259	180		0.5	0.4	7.040	A
	-	C-A	72	18					72					
	-	A-B	28	7					28					
	-	A-C	35	9					35					
5 - Goitre Lane / Sycamore Rd	-	B-C	85	21			654	0.131	86		0.2	0.2	6.333	A
	-	B-A	64	16			487	0.132	64		0.2	0.2	8.518	A
	-	C-AB	53	13			691	0.077	53		0.1	0.1	5.649	A
	-	C-A	70	18					70					
	-	A-B	39	10					39					
	-	A-C	59	15					59					
6 - Poplar Way / Gurnos Rd / Ash Crescent	A - Poplar Way	-	282	70	206		1256	0.224	282	292	0.4	0.3	3.697	A
	B - Gurnos Rd E	-	277	69	159		1432	0.193	277	329	0.3	0.2	3.116	A
	C - Ash Crescent	-	101	25	352		1354	0.074	101	83	0.1	0.1	2.874	A
	D - Gurnos Rd W	-	293	73	205		1452	0.201	293	248	0.3	0.3	3.106	A
7 - Ash Crescent / Rowan Way	-	B-C	40	10			646	0.062	40		0.1	0.1	5.943	A
	-	B-A	0.85	0.21			485	0.002	0.85		0.0	0.0	7.429	A
	-	C-AB	69	17			620	0.111	69		0.2	0.1	6.535	A
	-	C-A	42	10					42					
	-	A-B	3	0.85					3					
	-	A-C	58	15					58					