



Bike Park Wales, Abercanaid Transport Assessment

For Bike Park Wales

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1. INTRODUCTION

1.1 Overview

- 1.1.1 Hydrock has been commissioned to prepare a Transport Assessment (TA) to accompany a planning application for a proposed extension of the offering available at Bike Park Wales, Abercanaid.
- 1.1.2 The proposals will include the provision of the following:
- Extended and formalised parking facilities
 - 34 camping pods (plus two shower and toilet blocks), 5 lodges and motorhome parking with electrical hook-up points (this could accommodate up to 7 motorhomes)
- 1.1.3 Primary access will be retained as per the existing arrangements from the A470 / A4060 Roundabout.

1.2 Scope of Report

- 1.2.1 Pre-application discussions have been held with highway officers at both Merthyr Tydfil County Borough Council (MTCBC) and the Welsh Government.
- 1.2.2 The pre-application discussions agreed the methodology for undertaking the TA, including the extent of the study area and the scoping emails have been provided in Appendix A.
- 1.2.3 This TA has been set out in accordance with various local and national guidance including Technical Advice Note 18: Transport (TAN18), MTCBC Local Development Plan (Adopted May 2011), and the South East Wales Valleys Local Transport Plan (January 2015) as well as considering our previous experience of other similar sites.
- 1.2.4 The TA also considers guidance from the Department for Transport (DfT) including Transport Evidence in Plan Making, Manual for Streets, Manual for Streets 2, Local Transport Note 2/08: Cycle Infrastructure Design and guidance from the CIHT - Providing for Journeys on Foot.
- 1.2.5 The TA broadly includes the following:
- Description of the location of the site as well as a review of the existing conditions of the surrounding local highway network including access and parking, existing traffic flow patterns and highway safety;
 - Review of walking and cycling routes in accordance with the Active Travel Act and of public transport provision;
 - Description of the development proposals, in particular site design principles, car parking and servicing and delivery arrangements;
 - Trip generation likely to be associated with the existing site and the proposed extension;
 - Distribution of vehicles on to the highway network and consideration of impacts;
 - Transport Implementation Strategy including mitigation measures, where these are required.

2. EXISTING SITUATION

2.1 Site Location

- 2.1.1 Bike Park Wales is located to the southwest of the village of Abercanaid, to the west of the A470.
- 2.1.2 The existing site is situated within Gethin Woods which forms part of the Woodland Trust charity (owned and operated by Natural Resources Wales (NRW)) and covers a total area of 850 hectares.
- 2.1.3 The location of the site in its wider geographical context is shown in Figure 2.1.

Figure 2.1: Site Location



2.2 Existing Use

- 2.2.1 The extent of the existing trails in the Bike Park Wales site are shown in Figure 2.2.
- 2.2.2 The existing trails include a beginner trail, 11 intermediate trails, 13 advanced trails, 11 expert trails and three proline trails.
- 2.2.3 The facilities at the existing bike park include a visitor centre which incorporates bike hire, a café and a shop as well as a significant number of informal car parking areas throughout the site. In total, there are approximately 150 – 170 car parking spaces currently on-site although none of these are formally marked, due to the unbound nature of the surfacing within the site.
- 2.2.4 A one-way vehicle access route is in operation throughout the site which ensures that conflict between vehicular movements within the site is minimised. This also routes past all of the various informal parking areas within the site.

Figure 2.2: Bike Park Wales Trails and Site Layout



2.2.5 Visitor Numbers

2.2.6 The visitor numbers to Bike Park Wales have seen year on year growth from 2013 to 2018, with the most recent number being c.75,000 annual visitors.

2.2.7 The annual visitor numbers as provided by Bike Park Wales since 2013 are shown in Table 2.1.

Table 2.1: Bike Park Wales Annual Visitor Numbers

Financial Year	Visitor Numbers
2013/14	47,697
2014/15	65,526
2015/16	67,676
2016/17	73,794
2017/18	75,265

2.3 Highway Network

A470

2.3.1 The site is accessed directly from the A470 which is a key strategic route spanning the entire length of Wales from north to south. The Welsh Government are responsible for the maintenance and operation of the A470. More locally the A470 provides a connection from the site to the surrounding communities including the Brecon Beacons, Merthyr Tydfil, Pontypridd and Cardiff as well as the M4 motorway.

2.3.2 Within the vicinity of the site, the A470 is a dual carriageway road with two lanes in each direction. It is generally well lit but does not make any provision for pedestrian movements.

Site Access Road

- 2.3.3 The site is accessed by a private road, which is approximately 3.5 to 6 metres in width within the vicinity of the A470 and has a tarmac surface for approximately its first 500 metres. Following this point, there is a gravel surfacing which links to the Bike Park Wales car parking and visitor centre part of the site.
- 2.3.4 There are seven passing places along the road, all of which benefit from good forward visibility to allow potential conflict between vehicular movements to be identified early.
- 2.3.5 The site access road connects directly to the A470 as one arm of a large roundabout which also includes the A4060. A short section of the access road within the immediate vicinity of the A470 roundabout is adopted highway. However, the majority of the access road is privately owned and maintained as part of Gethin Woods.

A4060

- 2.3.6 The A4060 is an arterial route linking the A470 to the A465 Heads of the Valleys Road. On approach to the roundabout with the A470, the A4060 has two lanes on the southbound and one lane on the northbound carriageway and is well lit and subject to a 40mph speed limit.

2.4 Existing Traffic Flows

- 2.4.1 To establish a baseline traffic position on the network against which the development proposals can be assessed, surveys were undertaken at the key site access / A470 roundabout and along the site access road itself. A turning count survey was undertaken at the site access / A470 roundabout and an automatic traffic count (ATC) survey undertaken along the site access road. Independent traffic survey specialists (Nationwide Data Collection and Tracsis Plc) were commissioned to carry out the surveys.

Automatic Traffic Count

- 2.4.2 An ATC was carried out to establish the existing vehicular movements associated with Bike Park Wales. The ATC was undertaken approximately 300 metres northwest of the A470 roundabout. As the access road would generate a negligible number of movements for other uses it has been assumed for a robust assessment that all vehicular movements captured by this ATC would be associated with the existing site operations.
- 2.4.3 The ATC was installed on the 21st August 2018 and obtained data for a duration of 14 days until the 3rd September, which was the start of the school holidays. This included two weekends, one of which was a bank holiday weekend. A further ATC has been obtained from 09 October to 15 October on the same link.
- 2.4.4 The ATC data has been collected to establish seasonal and weekday / weekend variations in traffic flows and identify both a peak and a typical level of traffic generation on a weekend, weekday and bank holiday. The turning count survey also allows a 'high case' flow to be obtained during the network peak hours as this has been undertaken outside of the school holidays but early in September when visitor numbers are higher than they would be, for example, in February on a weekday.
- 2.4.5 A summary of the ATC flows on the site access road are shown in Table 2.2 to Table 2.4.

Table 2.2: 2018 Traffic Flows – Site Access Road (During School Holidays)

Time Period	Bank Holiday Saturday		Bank Holiday Sunday		Bank Holiday Monday		Average Weekday	
	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
0700 - 0800	2	1	1	1	1	1	8	2
0800 - 0900	74	7	52	2	55	0	54	7
0900 - 1000	99	5	67	2	92	4	59	6
1000 - 1100	52	7	25	7	36	6	25	5
1100 - 1200	20	14	17	7	19	13	16	8
1200 - 1300	21	19	7	28	14	17	13	10
1300 - 1400	20	20	9	12	10	22	11	15
1400 - 1500	10	27	7	12	9	15	9	17
1500 - 1600	10	33	8	24	4	45	8	25
1600 - 1700	8	70	4	54	7	66	9	49
1700 - 1800	3	76	9	42	2	47	8	52
1800 - 1900	0	39	0	13	3	17	2	17
1900 - 2000	0	1	1	2	0	0	1	4
2000 - 2100	2	2	0	0	0	0	8	5
2100 - 2200	0	0	1	0	0	0	0	2

*-EB=Eastbound / Arrivals; WB=Westbound / Departures

Table 2.3: 2018 Traffic Flows – Site Access Road (At end of School Holidays)

Time Period	Saturday 1st September		Sunday 2nd September		Monday 3rd September	
	ARR	DEP	ARR	DEP	ARR	DEP
0700 - 0800	8	1	4	1	5	3
0800 - 0900	71	2	80	2	51	5
0900 - 1000	117	5	101	4	54	5
1000 - 1100	38	7	26	6	26	6
1100 - 1200	13	11	20	11	15	6
1200 - 1300	18	10	16	22	11	12
1300 - 1400	13	18	10	29	9	19
1400 - 1500	5	24	4	20	9	17
1500 - 1600	7	40	4	59	3	22
1600 - 1700	5	74	4	54	7	43
1700 - 1800	6	88	7	60	5	44
1800 - 1900	2	20	1	14	1	13
1900 - 2000	0	0	0	1	0	0
2000 - 2100	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0

*-EB=Eastbound / Arrivals; WB=Westbound / Departures

Table 2.4: 2018 Traffic Flows – Site Access Road (October - outside school holidays)

Time Period	Saturday 13th October		Sunday 14th October		Average Weekday	
	ARR	DEP	ARR	DEP	ARR	DEP
0700 - 0800	8	1	3	1	6	2
0800 - 0900	36	5	37	2	32	4
0900 - 1000	56	38	77	3	45	5
1000 - 1100	13	50	38	5	19	6
1100 - 1200	12	10	21	2	9	6
1200 - 1300	4	12	8	9	8	7
1300 - 1400	7	13	3	11	7	11
1400 - 1500	6	4	8	22	5	14
1500 - 1600	4	5	4	39	6	23
1600 - 1700	4	5	4	85	6	41
1700 - 1800	0	4	1	20	2	20
1800 - 1900	1	4	6	10	1	7
1900 - 2000	0	0	1	0	0	1
2000 - 2100	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0

*-EB=Eastbound / Arrivals; WB=Westbound / Departures

- 2.4.6 The vehicular movements identify that the peak time for arrival at the site is between 0800 and 1000 and that the peak time of departure is between 1600 and 1800.
- 2.4.7 The survey data also shows that peak hour flows were lower in October than in the school holidays in September on both an average weekday and on a Saturday / Sunday. The flows were also lower on Monday 3rd than an average weekday in the school holidays and fell again in October on an average weekday.
- 2.4.8 The speed survey for the first week showed 85th percentile speeds at less than 26 mph (42kph) and average speeds of c.21mph (34kph). The October ATC data showed similar speeds. Vehicles are therefore travelling at low speeds entering and exiting the site and can suitably pass.
- 2.4.9 The ATC also demonstrated that the significant majority of vehicles were light vehicles or cycles / motorcycles (89.5%), with 10% being by two axle buses or trucks and the remaining 0.5% by larger vehicles.

Junction Turning Count

- 2.4.10 To establish a robust baseline traffic position at the A470 / A4060 roundabout, a classified turning count and queue length survey was carried out at the junction on Thursday 6th September 2018 between the hours of 0700 – 1000 and 1500 – 1900.
- 2.4.11 This identified that the peak hourly flows occurred between 0745 and 0845 in the morning and between 1630 and 1730 in the afternoon.
- 2.4.12 The baseline peak hour traffic flows at this junction are shown in a Traffic Flow Diagram included in Appendix B with the base data included as Appendix C.
- 2.4.13 The survey data shows that in the AM network peak hour there were 30 vehicular movements into the site and 9 vehicle movements out of the site (39 two-way movements). In the PM peak network hour there were 2 vehicular movements into the site and 38 out of the site (40 two-way movements).

- 2.4.14 In the site peak AM hour (0830-0930) there were 52 vehicular movements into the site and 7 vehicle movements out of the site (59 two-way movements). The evening peak hour was the same as the network peak hour.
- 2.4.15 The site peak hours from the turning count survey are broadly consistent with the movements recorded for an average day in October from the ATC. They are therefore considered a robust and typical level of site traffic and suitable for estimating the likely impacts of the proposed development.
- 2.4.16 The flows are slightly lower (albeit not much lower) than the average weekday flows that occurred during the school holidays as shown in the ATC data. However, background flows on the network are typically lower during the school holiday period and capacity assessments undertaken outside of the school holidays on this basis. The peak network outside of school holiday flows should not be considered against the peak development in school holiday flows as this would present an overly robust position on the network. The traffic flows in September / October would be typical flows on a weekday, indeed would be considered a 'high' case as development flows in the peak hours in the winter months would be significantly lower. As such, using the junction turning count flows to apply to the proposed development is considered a robust and appropriate way of determining the baseline traffic position of Bike Park Wales and the impact of the proposed development.
- 2.4.17 A summary of the movements over each hourly period in the AM and PM peak hours is shown in Table 2.5.

Table 2.5: JTC Site Access Flows – Peak hour analysis

Time period	Arrive	Depart	Two-Way
0700 - 0800	10	7	17
0715 - 0815	15	8	23
0730 - 0830	21	8	29
0745 - 0845 (AM Network Peak)	30	9	39
0800 - 0900	36	10	46
0815 - 0915	47	8	55
0830 - 0930 (AM Development Peak)	52	7	59
0845 - 0945	46	6	52
0900 - 1000	40	3	43
1600 - 1700	2	36	38
1615 - 1715	2	33	35
1630 - 1730 (PM Peak)	2	38	40
1645 - 1745	2	34	36
1700 - 1800	3	29	32
1715 - 1815	2	24	26
1730 - 1830	1	16	17
1745 - 1845	1	15	16
1800 - 1900	0	13	13

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data has been obtained from recorded road safety data published annually by the Department for Transport (DfT). The statistics provide recorded PIA data reported in each local authority recorded using the STATS19 accident reporting form. The annual dataset is released in June each year, although 2017 data has been delayed and has yet to be released, and as such the most recently available five-year dataset covers between January 1st 2012 and 31st December 2016.

- 2.5.2 The study area covers the A470 / A4060 Roundabout directly adjacent to the existing site access.
- 2.5.3 Figure 2.3 shows the location and severity of the incidents which have occurred at this junction within the most recent five-year period available. A summary of the STATS19 outputs is shown within Appendix D.

Figure 2.3: Personal Injury Accident Locations



- 2.5.4 Figure 2.3 shows that a total of six PIA's have occurred on the roundabout during the five year study period. Of these two PIA's were classed as serious with the remainder classed as slight in severity.
- 2.5.5 Three PIAs involved motorcycles and one involved a HGV. None involved vulnerable road users including children, pedestrians or cyclists.
- 2.5.6 The following provides a short summary of the PIA's which occurred at this junction:
- Collision between car and motorcycle on the northbound A470 approach to the roundabout. The incident occurred as a result of a vehicle changing lanes causing a collision between the offside of the vehicle and the front of a motorcycle already travelling in the right-hand lane (Serious)
 - Motorcycle skidded and lost control on the circulatory carriageway of the roundabout (Serious)
 - Goods Vehicle and car collided on the northbound A470 approach to the roundabout. The incident occurred as a result of the goods vehicle changing lanes on approach to the roundabout (Slight)
 - Two rear end shunts occurred on the A470 northbound approach to the roundabout (Slight)
 - Collision between two vehicles turning right from A4060 (Slight)

- 2.5.7 These types of incidents occur commonly at roundabout junctions due to the nature of the uncontrolled entries and circulatory carriageway operation and do not indicate a specific deficiency in the highway geometry. Driver error is considered to be the primary cause for all of these incidents. It is therefore considered that there is no significant highway safety problem or pattern at this roundabout. There was an average of just over one PIA per annum across the entire roundabout, which is not a high accident rate considering the level of traffic travelling through this junction.
- 2.5.8 Although all incidents are regrettable, the PIAs that occurred do not indicate a specific issue with the geometry of the highway that would be exacerbated by the proposals.

3. ACCESSIBILITY

3.1 Overall Site Accessibility

- 3.1.1 The importance of the location of a site in relation to encouraging sustainable travel is set out within TAN18: Transport (March 2007). Paragraph 3.10 states 'The car is important for accessibility in rural areas and is likely to remain so for the foreseeable future'.
- 3.1.2 TAN18 then continues to state that 'Development in rural locations should embody sustainability, balancing the need to support the rural economy, whilst maintaining and enhancing the environmental, social and cultural quality of rural areas'.
- 3.1.3 Paragraph 3.15 of TAN18 further states that 'in rural areas a lack of public transport access needs to be balanced against the contribution tourism makes to the rural economy in the specific area'.
- 3.1.4 The importance of walking and cycling in contributing towards sustainable travel patterns is detailed in TAN18. The guidance emphasises not only the role walking and cycling can have as main modes of transport for local journeys but also the considerable contribution they play in forming parts of longer journeys by public transport.
- 3.1.5 This chapter sets out the connectivity of the site to the surrounding area by sustainable modes of travel whilst considering the rural nature and general purpose of the site.

3.2 Walking and Cycling Distances

- 3.2.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, these have been summarised as follows, although it is recognised that the site is a regional leisure and tourism attraction and as such, visitors may walk and cycle from further than 'typical' distances to access the site.
 - Welsh Government - Active Travel (Wales) Act 2013: Within the Active Travel Act Design Guidance (ATADG) it is stated within paragraph 4.1.4 that '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'. This equates to walking distances of up to 3.2km and cycling distances of up to 8km.
 - DfT - TA91/05 Provision for Non-Motorised Users - Paragraph 2.2 states that 2 miles is 'a distance that could easily be walked by the majority of people'. Paragraph 2.3 also continues by stating that 'Walking is used to access a wide variety of destinations including... places of work, normally within a range of up to 2 miles' (3.2km). This is consistent with the Welsh Government ATADG guidance.
 - CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (1.6km) are made wholly on foot'.
 - With regard to cycling, TA91/05 goes on to state (in paragraph 2.11) that '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.' At paragraph 2.9, TA91/05 states that 5 miles (8km) is a distance 'that could easily be cycled by the majority of people'.
 - This is consistent with the statement in DfT guidance - LTN02/08 Cycle Infrastructure Design (in paragraph 1.5.1) that 'for commuter journeys, a trip distance of over five miles is not uncommon', and that '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.'

- 3.2.2 As such, it is considered that suitable walking distances for 'typical' uses would be up to 3.2km (i.e. for employees of the site). This equates to around a 40-minute walk travelling at 3mph (4.8kph).
- 3.2.3 Visitors may walk from further than this due to the nature of the site use, however for the purposes of this TA, journeys of up to 3.2km have been considered as a reasonable and appropriate distance. The following areas are therefore within acceptable walking distance from the site:
- Pentre-Bach Rail station
 - Troedrhwi Rail Station
 - Abercanaid
 - Pentrebach
 - Troed-y-Rhiw
- 3.2.4 Journeys of up to 8km are within an acceptable 'typical' cycling distance (approximately a 25-minute trip). However, considering the use of the site (for mountain biking), it is considered that users may travel from further than this to access the site and this is recognised within DfT guidance. This means that the following areas are within acceptable cycling distance from the site:
- Merthyr Vale
 - Aberfan
 - Merthyr Tydfil
 - Dowlais
- 3.2.5 The key routes to these areas have been described in the following section of this TA.

3.3 Walking Infrastructure and Routes

- 3.3.1 This section of the TA sets out details of the walking (and separately cycling) infrastructure / routes to the site from surrounding residential areas and public transport hubs. The routes have been considered in the context of the Welsh Government Active Travel Act Design Guidance (ATADG) (2013).
- 3.3.2 Due to the nature of the site operations and the location in a Woodland Trust area, there are no footways which link to the site. However, pedestrian access can be achieved by a number of public rights of way (PRoW) which link to Abercanaid, Pentre-Bach Rail Station and the Taff Trail. There are two crossing points for pedestrians and cyclists from the north of the A470 which link to the site, an overbridge which links a bridleway to Graig Road and an underpass which links a footpath and byway to Gethin Street.
- 3.3.3 A plan of the PRoW network with routes linking to the site is shown in Figure 3.1.

Figure 3.1: PRoW network linking to the site

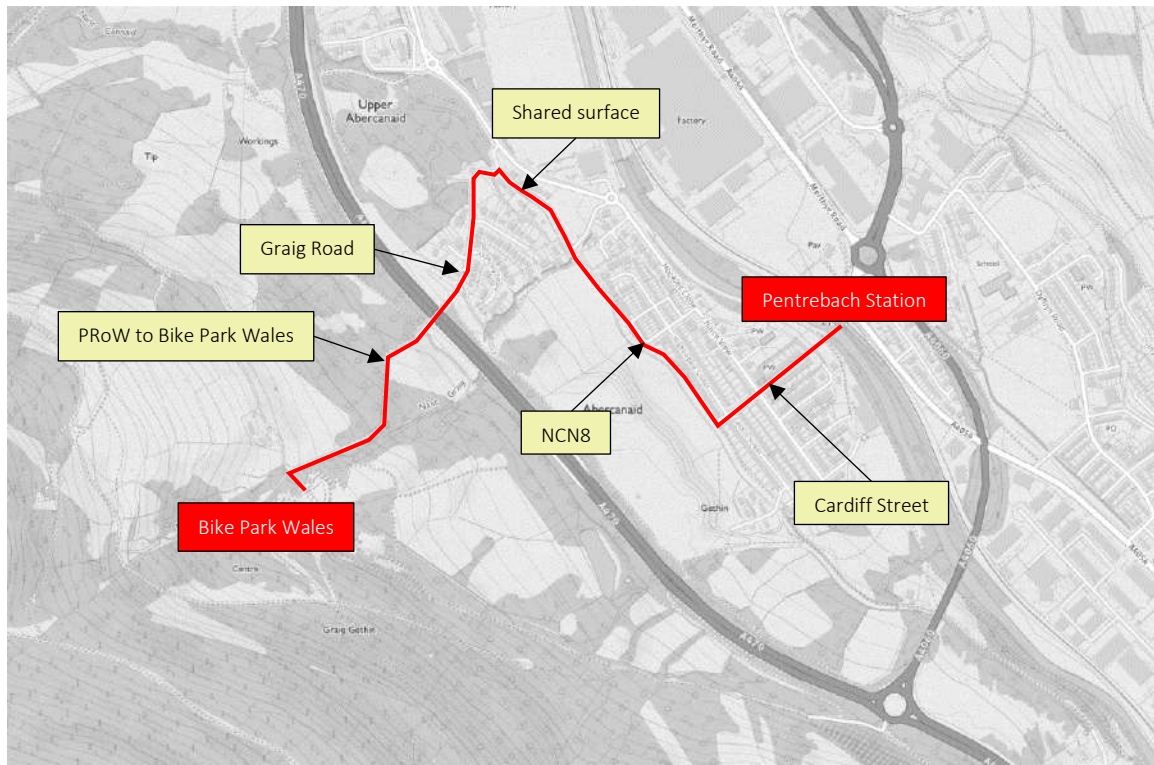


- 3.3.4 There are four main route options to access the site from the surrounding area. These are described in further detail as follows.

Option 1: PRoW from Graig Road, footways and shared surface environments to Pentre-bach Rail Station (1,700 metres)

- 3.3.5 The route plan from Bike Park Wales to Pentre-Bach Rail Station using pedestrian infrastructure on Graig Road is shown in Figure 3.2.

Figure 3.2: Option 1: Route between site and Abercanaid / Pentre-Bach Railway Station



3.3.6 The primary PRoW linking to site on this route is shown in Plate 3.1. This links the site to Graig Road to the north.

Plate 3.1: PRoW Accessing site



3.3.7 This PRoW is designated as a byway open to all traffic. It is partially surfaced and has an average gradient of around 1:14.

- 3.3.8 This byway connects with footways on either side of Graig Road and a bridge across the A470. Graig Road is a quiet lane mainly providing access to agricultural fields. The bridge and footways over the A470 are shown in Plate 3.2.

Plate 3.2: Bridge over A470



- 3.3.9 The footway provision along Graig Road continues on the western side of the carriageway for around 50 metres to the northeast of the bridge crossing. The footway then continues along the eastern side of the carriageway as shown in Plate 3.3 and 3.4.

Plate 3.3: Footway along western side of Graig Road



Plate 3.4: Footway along eastern side of Graig Road



- 3.3.10 This footway terminates shortly after its junction with Anthony Grove shortly before (80 metres) joining the NCN8 Taff Trail. In this location, the Graig Road carriageway narrows to around 5 metres wide with a tight bend.
- 3.3.11 However, this section of Graig Road only serves around 70 properties and would likely accommodate in the region of 350 - 400 two-way movements a day. This is a low level of traffic flows on this route and as such, it is considered that it is suitable for shared use by pedestrians, cyclists and vehicles and there is no evidence of any existing road safety issue at this location.
- 3.3.12 Due to the alignment of the carriageway vehicular speeds are unlikely to exceed 20 – 30 mph.
- 3.3.13 Following this section, the route connects with the NCN8 Taff Trail which is a dedicated walking and cycling link. For the first 300 metres this can also accommodate vehicular movements associated with a limited number of properties. Thereafter the route continues as a dedicated traffic free walking and cycling route as shown in Plate 3.5.

Plate 3.5: NCN 8 Taff Trail

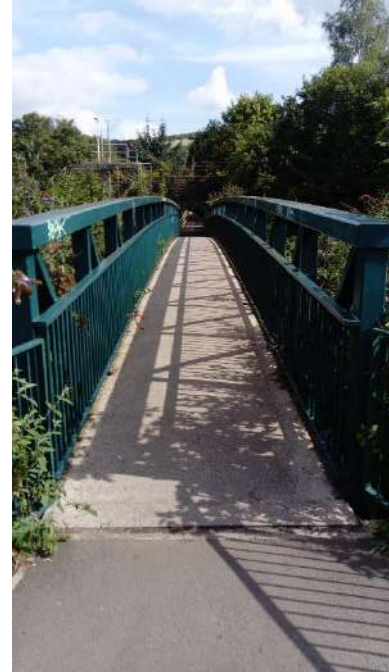


- 3.3.14 NCN8 Taff Trail then provides access to Pentre-Bach Station via footways on either side of Cardiff Street as well as a bridge over the River Taff as shown in Plates 3.6 and 3.7.

Plate 3.6: Footways along Cardiff Street



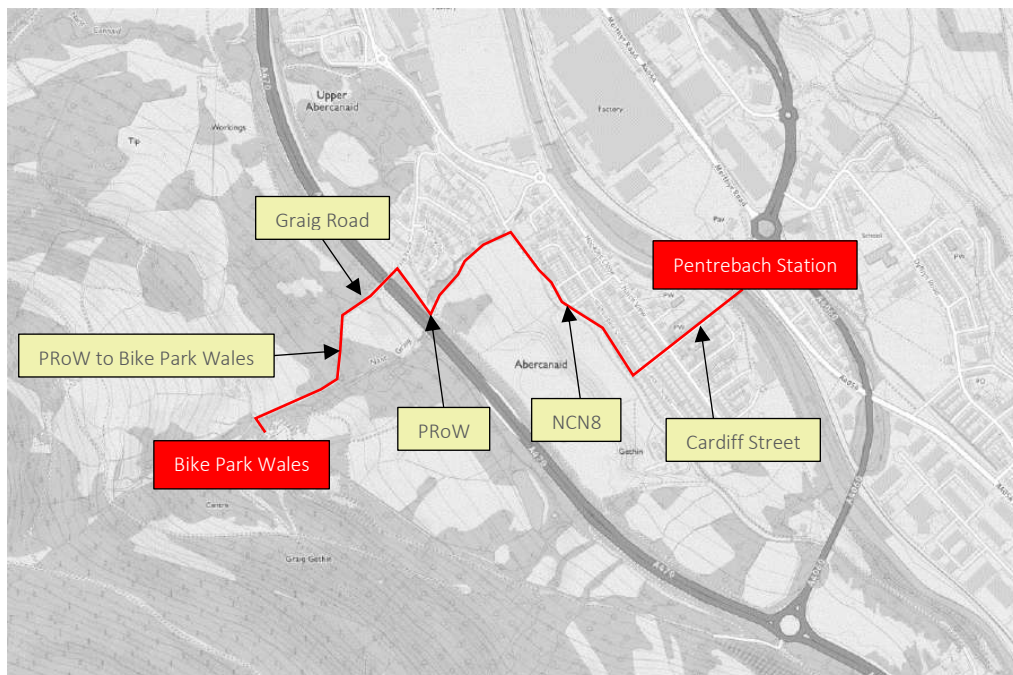
Plate 3.7: Footbridge to Pentre-bach Railway Station



Option 2: Alternative PRoW Route to Pentre-Bach Rail Station (1,550 metres)

- 3.3.15 An alternative route to Pentre-Bach Rail Station is shown in Figure 3.3. This route is shorter than the Option 1 Route by approximately 200 metres and therefore may be more attractive to some visitors.

Figure 3.3: Option 2: Route between site and Abercanaid / Pentre-Bach Railway Station



- 3.3.16 This route initially uses the same PRoW as set out in Option 1 between the site and Graig Road.
- 3.3.17 Directly to the northeast of the A470 overbridge the route joins a PRoW as shown in Plate 3.8. This PRoW is designated as a Bridleway.

Plate 3.8: PRow adjacent to A470

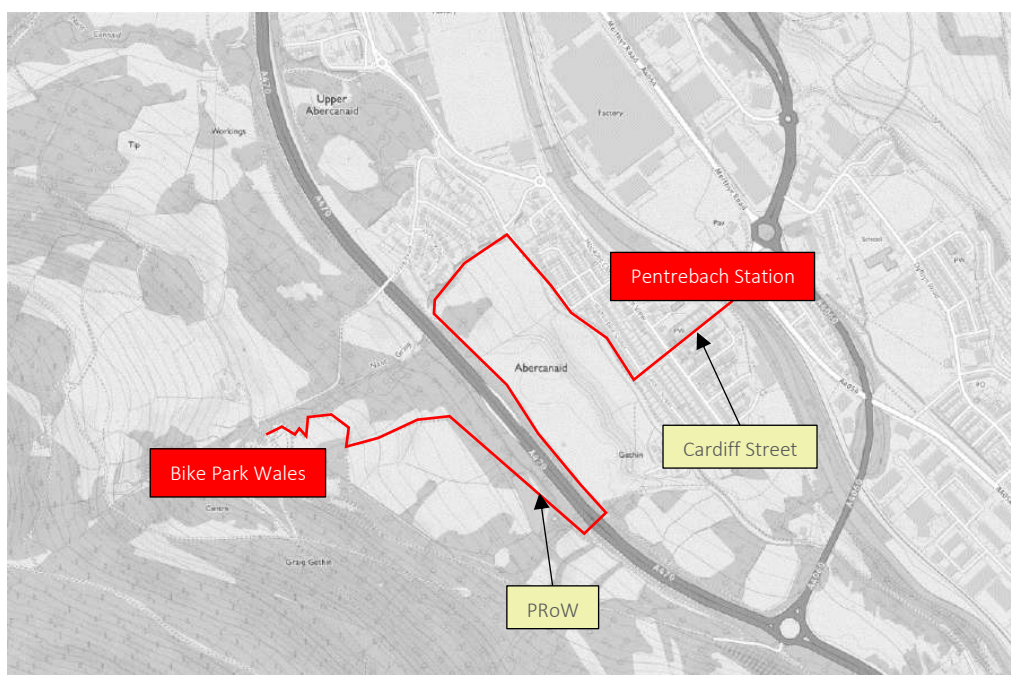


- 3.3.18 The PRow then continues to the north and connects to NCN8 Taff Trail. The remainder of the route follows NCN8 Taff Trail and footway infrastructure on Cardiff Street as set out for Option 1.

Option 3: PRow route to Pentre-Bach Rail Station via A470 underpass (2,400 metres)

- 3.3.19 There is a third alternative route which provides access to Abercanaid / Pentre-Bach Station. This route is longer (2.4km) and crosses the A470 via an underpass and is likely to be less attractive to users of the site. The route utilises PRow footpaths. This route is shown in Figure 3.4.

Figure 3.4: Option 3: Route between site and Abercanaid / Pentre-Bach Railway Station



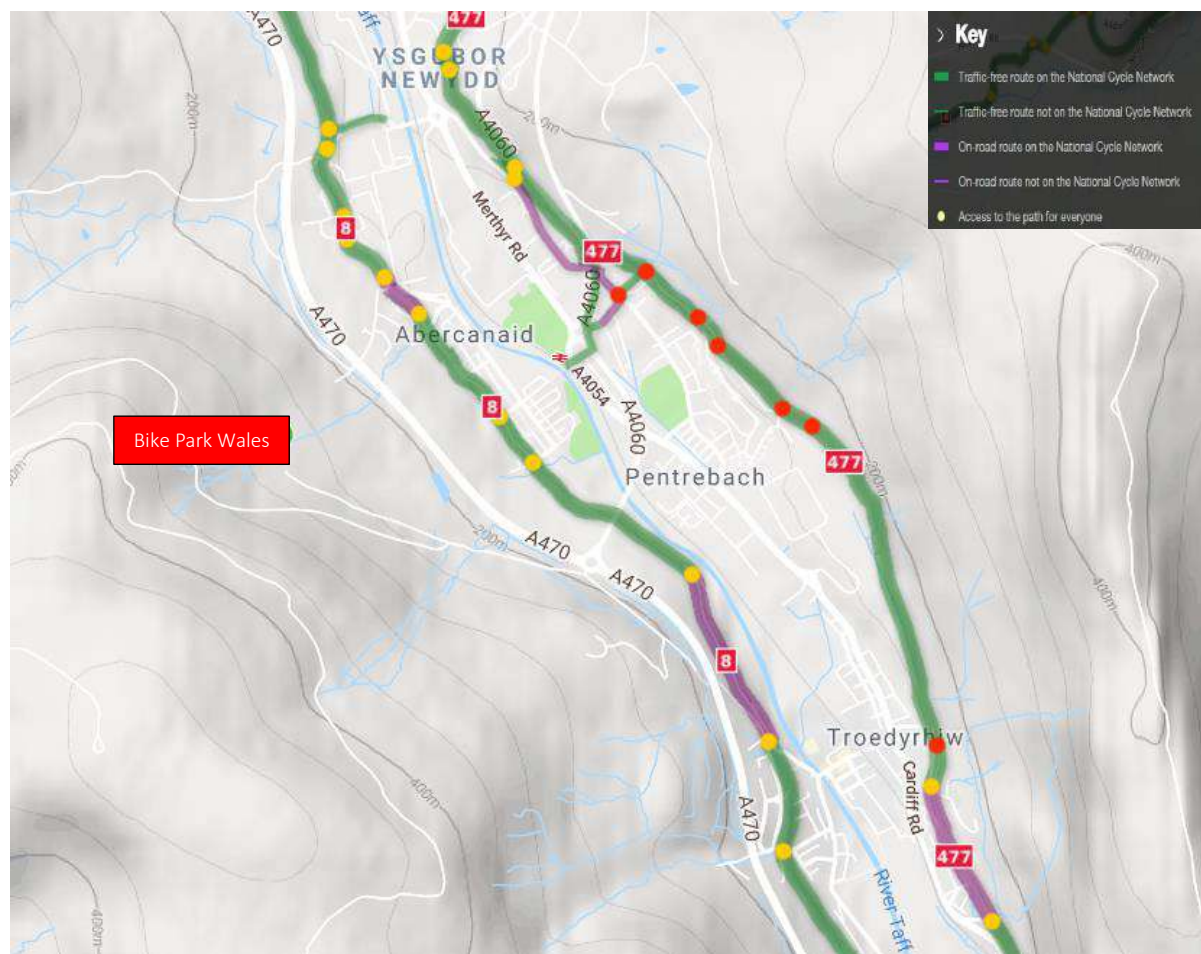
Option 4: PRoW Route to Troed-y-Rhiw Rail Station

- 3.3.20 In addition to the routes which provide access to Abercanaid and Pentre-Bach Rail Station there is also a PRoW which provides access to Troed-y-Rhiw village and Troed-y-Rhiw Rail Station which are approximately 2.5 km southeast of the site. The majority of this route is surfaced and is designated as either bridleway or a byway open to all traffic. It passes over the A470 via a footbridge.

3.4 Cycling

- 3.4.1 The National Cycle Network (NCN) Route 8 Taff Trail passes within close proximity of the site. Between Cardiff and Brecon this cycle route is known as the Taff Trail and provides a high quality walking and cycling connection to the surrounding residential areas.
- 3.4.2 Locally the cycle route is largely traffic free. The proximity of the cycle route to the site as well as its alignment is shown in Figure 3.5.
- 3.4.3 The close proximity of the cycle route to the site would provide an excellent opportunity for travel by this mode.

Figure 3.5: Cycling Routes within the vicinity of the proposed development site



Source: Sustrans

- 3.4.4 From the NCN8 Taff Trail Bike Park Wales can be accessed via either the A4060 and the site access road or the byway open to all traffic from Graig Road.

- 3.4.5 Considering the use of the site for mountain biking, the byway connection from the Taff Trail is considered to be an attractive option for travelling to and from the site. The routes offer some potential for journeys to be made via walking and cycling to and from the site and already accommodate such movements for journeys to the existing site.
- 3.4.6 Considering the rural site location of the site, it is considered to be accessible by walking and cycling and in accordance with guidance within TAN18.

3.5 Public Transport

Bus

- 3.5.1 The closest bus stop to the site is located on Pond Row approximately 850 metres to the north-east of the site. Although this is the closest bus stop there are currently no services operating from this location.
- 3.5.2 The closest operational bus stop is located directly adjacent to Pentre-Bach Rail Station. This is 1,550 metres walk (20 minute) or a 1,700 metre cycle (5 minute) from the site.
- 3.5.3 On the northern side of the carriageway this bus stop benefits from a lay-by, a bus shelter and timetable information. On the southern side of the carriageway there is no infrastructure.
- 3.5.4 The bus services operating from within the vicinity of Pentre-Bach Rail Station are summarised in Table 3.1.

Table 3.1: Bus Services – Pentre-Bach Railway Station

Service	Destination	First / Last	Day	Frequency		
				Evening	Saturday	Sunday
78 / 79	Merthyr – Pontypridd	0554 / 1801	2 per hour	N/A	2 per hour	N/A
	Pontypridd – Merthyr	0726 / 1857	2 per hour	N/A	2 per hour	N/A
82	Merthyr – Mount View	0920 / 1620	Hourly	N/A	Hourly	N/A
	Mount View – Merthyr Tydfil	0902 / 1702	Hourly	N/A	Hourly	N/A
E79	Merthyr – Treharris	1735 / 2307	N/A	Hourly – 2 Hourly	Hourly – 2 Hourly	N/A
X4	Abergavenny – Cardiff	0601 / 0601	Daily	N/A	Daily	N/A
S79	Merthyr – Bedlinog	1110 / 2122	N/A	N/A	N/A	2 Hourly
	Bedlinog – Merthyr	1055 / 2100	N/A	N/A	N/A	Intermittent
S80	Merthyr – Treharris	0937 / 1637	N/A	N/A	N/A	Hourly
	Treharris – Merthyr	0915 / 1724	N/A	N/A	N/A	Hourly

- 3.5.5 Table 3.1 demonstrates that there are a number of bus services operating within reasonable walking and cycling distance from the site. These provide services to a number of local and regional destinations enabling access to the site by bus and walking / cycling (via the walking and cycling routes).
- 3.5.6 The X4 service also provides additional services to and from the Hoover sports and Hoover Main Gate bus stops which are located along Merthyr Road an additional 200 metres walk to the north-west of the station (1,900 metre walk from the site).

Rail

- 3.5.7 Pentre-Bach Rail Station is the closest (1,550 metres walking distance) railway station to the site and is located on the Merthyr Tydfil Line.
- 3.5.8 The rail services provide access to key settlements surrounding the site including Merthyr Tydfil (8 min travel time), Pontypridd (25 min journey time) and Cardiff (57 min journey time). The station is currently served by two trains per hour in each direction.
- 3.5.9 Troed-y-Rhiw Station is also accessible within 2,500 metre walking and cycling distance of the site. This is located on the Merthyr Tydfil line. The same services therefore operate from Troed-y-Rhiw as from Pentre-Bach Rail Station, although the walking / cycling route to this station may be preferable to some users.

3.6 Summary

- 3.6.1 The site is situated in a rural location, which benefits from existing and established PRow connections which link to key cycling routes. These provide access options for walking and cycling to and from the site and for linking to public transport services within the vicinity of the site.
- 3.6.2 Considering the site use for mountain biking, there is a reasonable potential for trips to and from the site to be made via this mode alone and as one part of a longer trip by public transport. The routes available that link to the site allow those that wish to travel by sustainable modes to access the site. Considering the nature of the site operations and the location in a woodland trust area, it is considered that the site provides a reasonable choice of options for travelling by sustainable modes which is fully in accordance with the aims of TAN18.

4. DEVELOPMENT PROPOSALS

4.1 Overview and Layout

- 4.1.1 The development proposals are to enhance the offering available at Bike Park Wales. This will include the provision of the following:
- Extended and formalised parking facilities (141 spaces and overflow for 85 vans / cars to be used for events)
 - 34 camping pods (plus two shower and toilet blocks), 5 lodges and motorhome parking with electrical hook-up points (this could accommodate up to 7 motorhomes)
- 4.1.2 This will broaden the market and enable the park to be able to accommodate an increased number of visitors. Currently only one novice trail is provided on-site, with the majority of trails tailored to suit more experienced riders.
- 4.1.3 The proposed site layout is shown in Appendix E.

4.2 Visitor Numbers

- 4.2.1 The visitor numbers to Bike Park Wales have seen year on year growth from 2013 to 2018, with the most recent number of annual visitors being c.75,000. Full details of annual visitor numbers are referenced in Section 2.2 of this TA.
- 4.2.2 The proposals are to enable the continued success and growth of the site, with the forecast visitor numbers for the site being c. 97,000 by 2021. This is an increase in future visitor numbers of c.30% from existing levels.

4.3 Staff

- 4.3.1 In order to meet the increase in visitor numbers, the staff numbers will also increase. It is likely that this will be proportional to the forecast increase in visitor numbers of c.30%.

4.4 Vehicular Access

- 4.4.1 Vehicular access will remain as for the existing arrangements from the A470 and the private access road into Gethin Woods. This route is considered appropriate in its current form. As shown within the ATC, the flows into and out of the site are broadly tidal in nature which minimises the number of passing movements. Vehicles can pass along the entire access road, including within the vicinity of the A470 junction and travel at slow speeds enabling vehicles to pass cyclists and pedestrians safely.
- 4.4.2 Within the vicinity of its junction with the A470 the width of the access road is constrained to around 3.5 metres over a 20 metre distance. Considering the low level of movements, the generally tidal nature of the traffic flows and the good forward visibility there is minimal conflict between vehicle movements. In addition, there is an overrun 'grasscrete' area which can and does accommodate vehicle movements appropriately on the rare occasions that vehicles pass in this location. The arrangements do not affect the operation of the A470 / A4060 roundabout,
- 4.4.3 On the rare occasions where queuing occurs at the roundabout on the Bike Park Wales arm, vehicles entering the site from the roundabout would not need to stop or reverse on the highway and do not have an impact on the operation of the A470 roundabout.

- 4.4.4 The vehicle access arrangements are considered appropriate in their current form with no changes required to accommodate the additional traffic resulting from the proposals.
- 4.4.5 Within the site itself, the existing one-way system will be adapted. Most of the road layout will be two-way, while other smaller sections will be one-way. Further signage will also be provided to identify where bike trails join the vehicular access route to ensure that the conflict between bikes and cars is minimised.

4.5 Pedestrian and Cycling Access

- 4.5.1 Pedestrian and cycle access to the site will be retained as per the existing arrangements. These are set out in detail in Section 3.

4.6 Parking

Car Parking

- 4.6.1 The applicable car parking guidance in MTCBC is set out in the CSS Wales Parking Standards 2014. No specific standards are contained in this guidance for the existing or proposed use. It is therefore considered appropriate to forecast car parking demand on the site based on analysis of the existing vehicle movements and profile to establish a parking accumulation on the site.
- 4.6.2 The parking accumulation has been based on the ATC survey flows on the site access road as shown in Appendix C and summarised in Section 2. The analysis has been based on the peak flow day for robustness which occurred on Saturday 1st September. The vehicle movements and accumulation based on this worst case day are shown in Table 4.1.

Table 4.1: Existing Parking Accumulation

Time Period	Arrivals	Departures	Car Parking Accumulation
0700 - 0800	8	1	7
0800 - 0900	71	2	76
0900 - 1000	117	5	188
1000 - 1100	38	7	219
1100 - 1200	13	11	221
1200 - 1300	18	10	229
1300 - 1400	13	18	224
1400 - 1500	5	24	205
1500 - 1600	7	40	172
1600 - 1700	5	74	103
1700 - 1800	6	88	21
1800 - 1900	2	20	3
1900 - 2000	0	0	3
2000 - 2100	0	0	3
2100 - 2200	0	0	3

- 4.6.3 The existing parking demand on the peak day was 229 vehicles during the 1200-1300 period. This is approximately 60 vehicles higher than the informal on-site arrangements. As such, there is already an under-provision of parking on the site, without allowing for operational flexibility, for example for special events. It should be noted that this survey was undertaken on a Saturday during the summer school holidays when parking is likely to be at its highest. On most other days of the year, parking demand would be lower than this.

- 4.6.4 The proposals are forecast to increase visitor numbers by approximately 30%. As such, an increase in parking to approximately 298 spaces is considered appropriate to accommodate this future demand. The proposals will increase the spaces from c.170 to c.311 spaces and as such, this is likely to be appropriate to accommodate the additional demand.
- 4.6.5 In addition to this operational provision, it is also proposed to provide 34 camping pods (plus 2 shower blocks) and 5 lodges on the site (39 units in total). These could have a requirement for additional parking over and above this operational level. The motorhomes already have a separate parking area, not included in the additional 141 spaces. The most appropriate parking standards within the CSS Wales parking guidance is for hotels and this suggests 1 space per bedroom plus additional for staff. As such, this would equate to a minimum of 39 car parking spaces for these uses, assuming each only has one bedroom.
- 4.6.6 On this basis the total parking provision across the site in accordance with standards and operational demand would be 337 car parking spaces.
- 4.6.7 There is an element of double counting of this provision as the increase in visitor numbers would also include those staying at the on-site accommodation. On this basis, the provision of approximately 311 spaces should be appropriate to accommodate the demand during peak times (and is over and above that required for the significant majority of the year).
- 4.6.8 In addition, an area of hardstanding is also proposed for overflow car parking should this be required for ad-hoc special events held on site. This can accommodate 85 additional vehicles. This would not be marked as a parking area for the day to day operations and would not be required on a 'typical' day (albeit on the peak days of demand on weekends in school holidays this could assist with any potential additional parking demand). Special events would occur infrequently and will include competitions and trail runs within Bike Park Wales.
- 4.6.9 The car parking provision is considered to be appropriate to accommodate the demand for the majority of the year and also to accommodate the demand at peak times (for example August bank holiday).
- 4.6.10 The car parking areas are shown in the illustrative masterplan in Appendix E. The strategy for marking spaces would be natural (for example there would be no lined surface markings but rather post or stone markings).

Disabled Parking

- 4.6.11 An area within the site has been designated for disabled parking provision.
- 4.6.12 As the site is proposing a total of around 311 car parking spaces, 16 spaces would be allocated for disabled parking (5% of the total provision).
- 4.6.13 Step free access will be provided from the disabled parking area to the main building, the cycle hire centre and the log cabins, camping pods and motorhome spaces.

Cycle Parking

- 4.6.14 There is sufficient cycle parking within the site to ensure that all cycles can be accommodated and this will be increased as part of the expansion of the site. The provision of cycle parking on-site is continuously monitored to ensure that demand does not exceed supply.

4.7 Internal Layout

- 4.7.1 The internal site layout is designed to reduce vehicle speeds and to ensure that safety is maintained within the site. The site access road is primarily designed as a shared surface environment and there are numerous pedestrian routes which link this to the various facilities and car parking across the site. This is in accordance with the Manual for Streets hierarchy which prioritises walking and cycling over vehicle movements.
- 4.7.2 Where the level difference within the site allows, improved pedestrian routing is proposed. This includes dedicated pedestrian routes linking the main building and the shower / toilet facilities with the log cabins and camping pods.

4.8 Servicing and Deliveries

- 4.8.1 Emergency and refuse vehicles would be able to enter and exit the site in forward gear, as for the current arrangements. The refuse area is proposed to be located adjacent to the new bike hire centre (permission for which has been sought by a separate planning application). Refuse vehicles can stop and collect refuse safely whilst not blocking through movements within the site. The proposals are considered to accommodate any delivery vehicles appropriately.

4.9 Construction Movements

- 4.9.1 The details of the construction of the site are yet to be finalised. The impacts of construction would be short term and temporary in nature. It is proposed that all routes to the site are agreed with MTCBC and the Welsh Government prior to construction commencing. However, HGV's will be advised to follow the primary access route to the site from the A470 and whenever possible to avoid peak times in operation.
- 4.9.2 As a Condition of any forthcoming planning permission a Construction Traffic Management Plan (CTMP) would be produced. The CTMP would, as a minimum, include details of the routes of construction traffic, temporary signage including the proposed location of warning signs, delivery timetables, the location of wheel washing facilities on site and the location of the construction compound on the site.
- 4.9.3 Measures would also be adopted during the construction of the site to minimise the impact of construction traffic movements with potential measures set out as follows:
- The production of a plan detailing measures to reduce the contract duration and the number of trips made
 - Techniques and measures will be implemented, where practical, to assist in minimising construction freight trips on the local highway network (and ensure they don't pass on the access road), particularly during peak network times (such as a vehicle booking system)
 - All construction worker vehicles would be accommodated on the site
 - Measures will be set out to encourage construction staff to reduce car use to the site, particularly through car sharing and also where feasible by public transport, walking and cycling
 - Wheel washing and dust sheeting will be undertaken to reduce the impact of mud, dust and dirt on the local highway network

5. TRIP GENERATION AND DISTRIBUTION

5.1 Introduction

- 5.1.1 This section sets out the trip generation of the proposed development and the distribution and assignment of vehicles on the network. This has been considered using the turning count survey for the increased use of the site supplemented with TRICS analysis for the proposed accommodation uses.
- 5.1.2 The vehicle trip generation and impacts on the network have been considered outside of the school holiday period as the background traffic flows are higher. As such, the seasonal variation in vehicle generation from the site has been considered within the parking analysis, but this is based on peak school holiday demand when network flows would be lower on the A470.
- 5.1.3 When considering the impact of the development on the network, this TA has therefore considered 'typical' (but high case) site traffic flows outside of the school holidays on a weekday. In this regard, the turning count survey provides peak traffic flows into and out of the site access road on a Thursday outside the school holidays (but during times of good daylight and weather as it was dry on September 6th). The flows in this turning count survey are therefore considered to robustly assess the impacts of the proposals during the peak network hours. The flows during the peak development hours have been factored by 30% to allow for the forecast operational growth. The peak development hours have then been added to the peak network hour background flows for a worst case. This is the same hour in the PM peak.
- 5.1.4 The potential additional trips generated by the accommodation uses have then been considered separately. Some of these trips may be included within the forecast visitor increase, so there is the potential for double counting, but have been separately included for robustness.

5.2 Proposed Vehicle Trip Generation

Forecast operational increase in visitor numbers

- 5.2.1 The existing site vehicle movements have been shown in Section 2, as obtained from the ATC and turning count surveys. As set out in Section 4, the existing site has c. 75,000 visitors per annum. It is forecast that the proposals would increase this to c. 97,000 visitors per annum (an increase of c.30%).
- 5.2.2 The turning count obtained flows during the network peak hours and included a count of vehicles to and from the site access arm of the A470 / A4060 / site access roundabout. These flows are set out in Table 2.5. The flows have been factored by 30% to represent the growth in visitors forecast by the site.
- 5.2.3 The resultant 'typical' (but high case) vehicle trip generation is set out in Table 5.1 in the network peak and development peak hours. This is considered a 'high case' assessment as site traffic flows in September are likely to be higher in the peaks than during, for example, February due to weather conditions and daylight restrictions.

Table 5.1: Vehicle trip generation – Forecast Site Operation – 'High' Case

Time Period	Arrivals	Departures	Two-Way
0745-0845 (AM Network Peak)	39	12	51
0830-0930 (AM Development Peak)	68	9	77
1630-1730 (PM Network and Development Peak)	3	49	52

Log Cabin, Camping Pods and Motorhome Trip Rates

- 5.2.4 Although the majority of trips associated with the proposed new accommodation on-site will be linked with mountain biking activities on trails at Bike Park Wales, some stays may be associated with ramblers in Gethin Woods and / or general overnight stays which are not associated with the surrounding facilities. Therefore, to provide a robust assessment, additional vehicle generation analysis has been undertaken to account for the proposed new accommodation on site.
- 5.2.5 An analysis of the TRICS 7.5.2 trip generation database has been undertaken for Residential/Holiday Accommodation sites which contains surveys of caravan park site uses. There are no surveys of log cabin, camping pods and motorhome uses specifically, but static caravan sites are considered broadly similar to provide a guide as to the likely vehicle generation. Trip rates have been estimated on a weekday and a Saturday separately. The following selection parameters have been applied:
- 03 – Residential / J – Holiday Accommodation
 - Vehicle Trip Rate Surveys
 - Within England and Wales (Excluding London)
 - From 01 January 2000
 - Sites in edge of town / free standing locations only
 - Surveys of sites with between 25 and 500 units
 - Surveys of caravan sites only (no camping on the site)
 - Sites with less than 100,000 people within 5 miles
- 5.2.6 All the TRICS surveys were undertaken between June and August. The trip rates are therefore considered robust as surveys are undertaken during the busiest months. For a large proportion of the year the proposed units would likely generate lower levels of traffic.
- 5.2.7 Applying the above parameters resulted in four suitable surveys being used for a weekday and two suitable sites on a weekend. The estimated average trip rates and resultant trip generation during the peak periods and over a daily period have been set out within Table 5.2 for a weekday. Full details of the TRICS sites used are set out within Appendix F. The trip rates include vehicle trips generated by both staff and visitors and as such a separate analysis of staff vehicle trips is not required.
- 5.2.8 The analysis is considered robust as it has been based on 50 units in total as this was based on a previous iteration of the masterplan (there are now 34 pods, 5 lodges and 7 motorhome spaces equating to 46 units).

Table 5.2: TRICS Log Cabin Trip Generation - Weekday

Hourly Start	Trip Rate (per unit)		Percentage Distribution		Trip generation (50 units)		
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Total
0700	0.01	0.027	1.1%	3.2%	1	1	2
0800	0.03	0.043	3.4%	5.1%	2	2	4
0900	0.052	0.073	5.9%	8.6%	3	4	7
1000	0.057	0.064	6.5%	7.5%	3	3	6
1100	0.073	0.062	8.3%	7.3%	4	3	7
1200	0.061	0.074	7.0%	8.7%	3	4	7
1300	0.057	0.072	6.5%	8.5%	3	4	7
1400	0.072	0.074	8.2%	8.7%	4	4	8
1500	0.071	0.074	8.1%	8.7%	4	4	8
1600	0.086	0.051	9.8%	6.0%	4	3	7
1700	0.081	0.053	9.2%	6.2%	4	3	7
1800	0.065	0.047	7.4%	5.5%	3	2	5
1900	0.06	0.056	6.8%	6.6%	3	3	6
2000	0.058	0.039	6.6%	4.6%	3	2	5
2100	0.029	0.024	3.3%	2.8%	1	1	2
2200	0.015	0.018	1.7%	2.1%	1	1	2
Daily	0.877	0.851	100%	100%	44	43	87
Average	0.055	0.053			3	3	6

* Differences due to rounding

- 5.2.9 The TRICS analysis demonstrates that the accommodation element of the site is forecast to generate 4 two-way vehicular movements in the AM peak hour (0800-0900) and 7 two-way vehicular movements in the PM peak hour (1700-1800).
- 5.2.10 There is likely to be some form of self-containment between the operation of the site as a mountain bike centre and the accommodation provided which would reduce vehicle movements from those shown, but these have been included for a robust assessment.

Total Forecast Vehicle Generation

- 5.2.11 The total forecast vehicle generation for the site as a whole including the proposed expansion is summarised in Table 5.3.

Table 5.3: Total Vehicular Trip Generation – Proposed Development

Time Period	Use	ARR	DEP	TOT
AM Peak Network (0745 - 0845)	Bike Park Wales Visitors	39	12	51
	On-site Accommodation	2	2	4
	Total	41	14	55
AM Peak Development (0830 - 0930)	Bike Park Wales Visitors	68	9	77
	On-site Accommodation	2	2	4
	Total	70	11	81
PM Peak (1630-1730)	Bike Park Wales Visitors	3	49	52
	On-site Accommodation	4	3	7
	Total	7	52	59

5.3 Net Change in Vehicle Generation

- 5.3.1 The net vehicular movements which are therefore likely to be associated with the site as a whole during the weekday network peak periods are summarised in Table 5.4.

Table 5.4: Net Change in Vehicular Movements

Time Period	Scenario	ARR	DEP	TOT
AM Peak Network (0745-0845)	Existing	30	9	39
	Proposed	41	14	55
	Net Difference	+11	+5	+16
AM Peak Development (0830-0930)	Existing	52	7	59
	Proposed	70	11	81
	Net Difference	+18	+4	+22
PM Peak (1630-1730)	Existing	2	38	40
	Proposed	7	52	59
	Net Difference	+5	+14	+19

5.3.2 The proposed development is therefore forecast to increase vehicle movements on the network during the peak hours by a maximum of 22 vehicles. The proposals are therefore forecast to generate approximately one additional vehicle every three minutes, on average.

5.3.3 This level of vehicle generation would not have an impact on operational capacity or queuing on the highway network.

5.4 Traffic Distribution

5.4.1 The percentage distribution of the net increase in vehicle movements across the network has been undertaken on a pro-rata basis at the A470 / A4060 roundabout junction.

5.4.2 The majority of the existing movements from the Gethin Woods access road are likely to be associated with Bike Park Wales. The movements in and out of this arm have therefore been used to calculate the existing distribution at this junction. This distribution has then been applied to the forecast additional movements as set out in section 5.3 of this TA.

5.4.3 Traffic distribution across the wider network maintained by the Welsh Government has also been carried out. In this instance it has been assumed that the vehicular movements turning at the A470 / A4060 roundabout would continue and impact on the individual links in this direction (i.e. any vehicles turning from the site onto the A470 northbound would continue onto the A465).

5.4.4 The development distribution and assignment are set out in Appendix B for the AM peak and PM peak periods.

6. ASSESSMENT SCENARIOS AND FUTURE YEAR TRAFFIC FLOWS

6.1 Overview

6.1.1 This section sets out the scope of the local highway network over which the impact of the proposed development has been assessed, the assessment scenarios and future year background traffic flows.

6.2 Scope of Study Area

6.2.1 The study area has been established through discussion with MTCBC and WG highway officers. The impact of the development has been considered at the following junctions:

- A470 / A4060 roundabout
- A470 North of A4060 Roundabout
- A470 South of A4060 Roundabout
- Wider WG network (A465)

6.3 Assessment Scenarios

6.3.1 The AM and PM peak hours on the surrounding local highway network have been assessed. These have been calculated as 07:45 to 08:45 and 16:30 to 17:30.

6.3.2 A base year assessment in 2018 has been carried out to verify and calibrate the junction model to ensure it reflects the observed operation and queue levels. This scenario has been used as a baseline against which to assess the impact of the proposals.

6.3.3 In addition to a base year assessment, a future year of 2028 (10 years post submission) has been assessed.

6.4 Future Year Baseline Traffic Flows

Growth Factors

6.4.1 To take account of background traffic growth on the local highway network within the vicinity of the site between 2018 and 2028, growth factors have been applied to the obtained 2018 base flow data. These growth factors have been calculated using the TemPro (v7.2) computer programme which consider growth in population, employment, and car ownership based on information derived from the National Trip Ends Model (NTEM) and the 2011 National Travel Survey. The study area assessed within this TA falls within the Merthyr Tydfil 006 (Ref: W020000288) geographical areas (MSOA level) within TemPro.

6.4.2 The TemPro projections are applied to MSOA's based on local development plans and growth is distributed across areas based on past trends in housing and development. It is suggested that appropriate adjustments may be required when considering individual applications.

6.4.3 As such, the application of TemPro growth rates and the direct inclusion of committed or strategic development traffic would likely lead to double counting some of the growth in future year traffic flows.

6.4.4 Growth rates within this MSOA area have been calculated based on all trunk roads in rural environments.

6.4.5 The TemPro growth factors are shown in Table 6.1.

Table 6.1: TemPro Growth Factors

Time Period	Growth Factors	
	AM	PM
2018-2028	1.0984	1.0985

6.5 Future Year Traffic Flows and Assessment Scenarios

- 6.5.1 The base traffic flows have been factored by the calculated growth rates. The resultant future year traffic flow diagrams in the AM (0745 – 0845) and PM (1630 - 1730) peak hours are set out in Appendix B.
- 6.5.2 The development flows have been added to the 2028 baseline flows with the resultant 2028 baseline plus development flows also shown in Appendix B.

7. TRAFFIC IMPACTS AND OPERATIONAL ASSESSMENTS

7.1 Introduction

7.1.1 This section sets out the scope of the local highway network over which the impact of the proposed development has been assessed, the assessment scenarios, the results of percentage impact assessments considering all movements through each junction and a summary of the operational assessments of key junctions.

7.2 Extent of assessment

7.2.1 The study area has been agreed with MTCBC and the Welsh Government and considers the impact of the development at the A470 / A4060 roundabout. The impact assessment has been carried out as a percentage impact assessment as well as using Junctions 9 software.

7.2.2 The capacity analysis has only been undertaken for the weekday AM and PM peak periods despite higher levels of traffic recorded into the site at the weekend. This is considered appropriate as the background traffic flows are higher during the AM and PM weekday peak periods when compared with the flows during the development peak on a Saturday.

7.3 Percentage Impact Assessments

7.3.1 An assessment has been carried out of the forecast percentage increase in traffic flows that would be associated with the proposed development. This compares the development traffic flow against the 2018 baseline position.

7.3.2 The potential impact the development could have on the surrounding trunk road network has also been assessed. This includes the A465, A470 and A4060 with Average Annual Daily Flows obtained from DfT traffic count data. These have been factored to peak hour flows based on the AADF to peak hour flow factor on the A470 North (using the turning count flows to identify the two-way link flow during the peak).

7.3.3 The resultant percentage increases in traffic flows in the AM and PM peak periods are summarised in Table 7.1.

Table 7.1: Percentage Impact Assessment

Junction	AM Peak (0745 – 0845)			PM Peak (1630 – 1730)		
	2018 Baseline Flows	Dev Traffic Flows	Percentage Increase	2018 Baseline Flows	Dev Traffic Flows	Percentage Increase
A470 / A4060 Roundabout	3,594	22	0.6%	3,664	19	0.5%
A4060	1,744	8	0.5%	1,659	5	0.3%
A470 North	2069	8	0.4%	2233	5	0.2%
A470 South	3335	6	0.2%	3395	4	0.1%
A465 West of A470*	2449	8	0.3%	2643	5	0.2%
A465 East of A470*	2427	8	0.3%	2620	5	0.2%
A465 West of A4060*	1664	8	0.5%	1583	5	0.3%
A465 east of A4060*	2841	8	0.3%	2702	5	0.2%

7.3.4 Table 7.1 demonstrates that the development traffic has a minimal percentage increase (maximum 0.6%) in flows during both the AM and PM peak periods at both the A470 / A4060 roundabout junction and on the surrounding trunk road network.

7.3.5 The development traffic would not have a material impact on the capacity of any link or junction on the highway network.

7.4 Model Inputs

7.4.1 Assessment of the A470 / site access roundabout has been undertaken on the request of Welsh Government using the TRL software Junctions 9. Modelling has been undertaken at this junction using total traffic flows and HGV percentages.

7.4.2 A comparison of the 2018 base modelled queue lengths against the surveyed queue lengths has been made to assist with model validation and ensure that the model robustly represents existing conditions. This has been combined with a review of the operation of the junction based on video surveys at the junction.

7.4.3 The modelling has been based on geometric measurements using OS map data supplemented with on-site measurements, where feasible.

7.5 Model Reporting Outputs

7.5.1 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)

7.5.2 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.

7.5.3 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.

7.6 Operational Assessment Results Summary

7.6.1 The results of the 2018 baseline assessment are summarised in Table 7.2. The full modelling output report is included in Appendix G.

Table 7.2: A470 / A4060 Roundabout 2018 Baseline Capacity Analysis Results

Arm	2018 Base							
	AM				PM			
	RFC	Max Delay (s)	Max queue (veh)	LOS	RFC	Max Delay (s)	Max queue (veh)	LOS
A4060	0.50	3.77	1	A	0.53	4.38	1	A
A470 East	0.77	5.95	3	A	0.70	4.74	2	A
Access Road	0.03	9.38	0	A	0.09	8.50	0	A
A470 West	0.55	4.41	1	A	0.69	6.40	2	A

- 7.6.2 The queue surveys carried out at the junction (included in Appendix C) identified that limited queuing occurred at the junction with the majority of the surveyed period not experiencing any queues. The surveys identify a maximum queue on the A470 west which stretches to 45 metres but this only occurred for 5 minutes in the AM peak hour. This is therefore considered to be an isolated incident and is not representative of the operation of the roundabout.
- 7.6.3 It is therefore considered that the base model reflects the existing operation of the junction with the results of the modelling analysis representing a robust assessment of the existing conditions. It is therefore valid and acceptable to assess future year conditions.
- 7.6.4 The results of the operational assessments for the 2028 future year scenario for the baseline and the baseline with the inclusion of development flows are summarised in Table 7.3.

Table 7.3: A470 / A4060 Roundabout - 2028 Junction Analysis with and without development

Arm	2028 Base							
	AM				PM			
	RFC	Max Delay (s)	Max queue (veh)	LOS	RFC	Max Delay (s)	Max queue (veh)	LOS
A4060	0.57	4.46	1	A	0.60	5.46	2	A
A470 East	0.84	8.90	5	A	0.78	6.28	3	A
Access Road	0.04	12.03	0	B	0.12	10.69	0	B
A470 West	0.62	5.38	2	A	0.78	9.19	4	A
Arm	2028 Base + Development							
	AM				PM			
	RFC	Max Delay (s)	Max queue (veh)	LOS	RFC	Max Delay (s)	Max queue (veh)	LOS
A4060	0.57	4.54	1	A	0.61	5.49	2	A
A470 East	0.85	9.27	5	A	0.78	6.35	4	A
Access Road	0.05	12.05	0	B	0.16	11.22	0	B
A470 West	0.63	5.45	2	A	0.78	9.36	4	A

- 7.6.5 The results in Table 7.3 demonstrate that the development has a negligible impact on the operation of the roundabout.
- 7.6.6 This is demonstrated by the RFC changing by a maximum of just 0.01 on two of the four arms but also as the queues increase by a maximum of 1 vehicle on just one arm. The LOS does not change between the 2028 base and 2028 base plus development scenarios.
- 7.6.7 The results also demonstrate that no queuing is forecast to occur on the Bike Park Wales arm of the roundabout as such, there would not be a material change in how this arm currently operates. Vehicles

entering the site would not be required to manoeuvre or reverse onto the roundabout to pass vehicles exiting from Bike Park Wales. There would be no material change in operation from the current operations and the proposals would not have a material impact on highway safety at this location.

8. TRANSPORT IMPLEMENTATION STRATEGY

8.1 Overview

- 8.1.1 The objective of the Transport Implementation Strategy (TIS) is to promote sustainable modes including walking, cycling and public transport and set out mitigation required to accommodate the development on the highway network.

8.2 Walking

- 8.2.1 Walking has the potential of providing an alternative mode of transport to undertake shorter journeys typically of up to 3.2km are acceptable.
- 8.2.2 The benefits of walking include that this mode is free, convenient, good for your health and environmentally friendly.
- 8.2.3 The proposed development facilitates journeys on foot through the provision of numerous pedestrian access points via PRow routes. These connect to the surrounding area including Abercanaid, Pentre-Bach and Troed-y-Rhiw.
- 8.2.4 These pedestrian routes are considered to be in keeping with the rural nature of the site and its location in an area owned and maintained by NRW.
- 8.2.5 Information on accessing the site by walking will be available on the website.

8.3 Cycling

- 8.3.1 Cycling has the potential of providing an alternative mode of transport for journeys up to a distance of up to 8km.
- 8.3.2 The site has good linkages to cycling infrastructure (including NCN 8 Taff Trail) within the vicinity of the site via existing byways and bridleways.
- 8.3.3 Due to the nature of the site the majority of the users are likely to be confident and competent cyclists. It is therefore considered that these routes provide good accessibility to the site.
- 8.3.4 Information on accessing the site by bicycle will be available on the website.

8.4 Public Transport

- 8.4.1 Public Transport provides the possibility of replacing private car trips.
- 8.4.2 The site is considered accessible to public transport stops located approximately 1.5km to the north-east of the site (bus and rail).
- 8.4.3 These public transport stops provide high frequency connections by bus and rail to the surrounding area including the key economic centres of Cardiff and Merthyr Tydfil.
- 8.4.4 Public transport information for accessing the site will be present on-site and will be included on the website.

8.5 Car sharing

- 8.5.1 Car sharing will be promoted on site through the provision of posters in key locations.

- 8.5.2 Due to the nature of the site it is considered that there will be a large number of groups carrying out the activities. Therefore, car sharing is already likely to occur.

9. SUMMARY AND CONCLUSIONS

9.1 Summary

- 9.1.1 This Transport Assessment (TA) accompanies a planning application for a proposed extension of the offering available at Bike Park Wales, Abercanaid.
- 9.1.2 The proposals will include the provision of the following:
- Extended and formalised parking facilities
 - 34 camping pods (plus two shower and toilet blocks), 5 lodges and motorhome parking with electrical hook-up points (this could accommodate up to 7 motorhomes)
- 9.1.3 Considering the rural location and the use of the site it has reasonable access by walking, cycling and public transport in accordance with the aims of TAN18.
- 9.1.4 Obtained road safety data does not indicate an issue with the geometry or operation of the highway that would be exacerbated by the proposals.
- 9.1.5 Car parking will be provided at an appropriate level, considering the location of the site, existing vehicular movements and the forecast increase in visitor numbers.
- 9.1.6 Traffic survey and queue data demonstrates that no queueing currently occurs on the Bike Park Wales access road during network peak hours.
- 9.1.7 The proposals are forecast to generate up to 22 additional two-way vehicle trips in the AM peak and 19 additional two-way vehicle trips in the PM peak. This equates to around one vehicle every 3 minutes, on average, during the peak hours.
- 9.1.8 The site will be accessed using the existing arrangements which link to the A470 / A4060 roundabout. The proposals will not have a material impact on safety relating to vehicles entering and exiting the site. Suitable forward visibility is provided allowing vehicles to pass safely and at slow speeds. Due to the tidal nature of the site traffic flows, vehicles would not need to manoeuvre on the highway to pass within the vicinity of the A470 roundabout. The site proposals would not lead to a material change in the existing operation and the data does not suggest that vehicles would queue back onto the A470 roundabout. The existing layout and arrangements are considered suitable.
- 9.1.9 The analysis demonstrates that the development traffic has a minimal percentage increase in flows on the highway network. There is less than a 0.6% increase at the A470 / A4060 roundabout. The development would not have a material impact on operation, capacity or safety.
- 9.1.10 Detailed junction assessments were undertaken, as required by Welsh Government. These confirm there would be no material change to the operation or queuing on the highway network resulting from the proposed development. The site would not have a material impact on traffic flows or congestion on the network and no mitigation is considered to be required.
- 9.1.11 It is therefore considered that there are no significant highways and transportation matters that should preclude the Local Planning Authority from approving this planning application.

Appendix A Pre-Application Discussions

David Cooke

From: Coughlan, Gerald <Gerald.Coughlan@merthyr.gov.uk>
Sent: 26 July 2018 15:13
To: David Cooke
Cc: Cross, David
Subject: RE: Bike Park Wales Extension Proposals

David – further to receipt of your e mail, after our prior conversation, I am content with the detail indicated as part of your commission regarding a ‘ Transport Statement’, to be undertaken in conjunction with the ‘ Bike Park Wales Extension ‘.

As we discussed Welsh Government should be made aware of all proposals at this early stage, the trunk roads adjacent A470 and A4060 are their responsibility .

In addition the A465 to the north that connects both the A470 and A4060 is integral to the process .
For information, the A465 Heads of the Valley Dualling is to commence in the near future

Any queries please contact me .

Gerald

From: David Cooke [mailto:DavidCooke@hydrock.com]
Sent: 25 July 2018 12:56
To: Coughlan, Gerald <Gerald.Coughlan@merthyr.gov.uk>
Cc: David Chapman <DavidChapman@hydrock.com>
Subject: Bike Park Wales Extension Proposals

Hi Gerald,

As discussed we are currently working on the proposed extension of the Bike Park Wales site in Abercanaid and are looking to agree the scope of works with yourselves.

As you pointed out, as the site is accessed primarily from the A470 trunk road we will also be contacting the Welsh Government with regard to scoping discussions.

The proposals are to develop the existing site to improve infrastructure availability, add a new bike hire centre, shower and toilet block, additional parking (200 vehicles) and glamping pods and 40 cabins. These improvements will support the provision of two additional green graded novice trails will also be built to broaden the market and increase visitor numbers.

Bike Park Wales has seen visitor numbers grow from 2013 to 2018 with the most recent annual visitor numbers being around 75,000. With the inclusion of these additional facilities it is the aim of the park to increase these visitor numbers to around 97,000 a year by 2021. This is an increase of 30% or up to around 100 visitors per day taking into account likely peak periods. It is considered that many of these movements to the site would car share or arrive on-site in groups. The mode of travel and likely arrival and departure patterns to and from the site would look to be confirmed as part of the analysis carried out.

It is considered that with the inclusion of the accommodation on site that some of the vehicle arrivals and departures to and from the site on a daily basis will be reduced or spread throughout the day. This is considered to be the case as for weekend trips some of the visitors would be accommodated on-site and for day trips with accommodation some visitors would arrive the night before to ensure a full day at the park.

As the site is well served by the A470 trunk road and additional vehicular movements to the site are not considered likely to have a material impact on the surrounding local highway network it is considered that the preparation of a Transport Statement is suitable in this instance.

The proposed scope of the transport statement and the associated analysis is set out as follows:

- **Existing Situation**
Description of existing site use including on-site parking (car and cycle) and access arrangements. This section will also review the surrounding local highway network including highway safety.
- **Accessibility**
Overview of off-site infrastructure facilitating walking, cycling and public transport access to the site.
- **Development Proposals**
Detailed description of the development proposals including site operation, staff and visitor numbers, car and cycle parking, coach parking, layout, walking and cycling access and vehicular access. This section will also consider servicing and emergency access and swept path analysis of the internal site layout as appropriate.
- **Existing and Proposed Trip Generation**
Analysis of existing vehicle trip generation based on surveys at the site access. This would be supplemented by existing trip generation profiles derived from information held by Bike Park Wales and / or results of the survey analysis. This information will be used to estimate the increase in vehicle trip generation and forecast the potential demand for additional car parking on-site. This would also look at the potential trip generation which could be associated with the proposed new accommodation on the site.

I trust that the above sets out the development proposals as well as the proposed scope of works sufficiently.

However, should you have any comments or queries with regard to the proposed development or the scope of works for the Transport Statement please get on touch.

Many Thanks and Kind Regards,

David

David Cooke BSc (Hons) MSc CMILT
Senior Consultant | Transportation

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We welcome correspondence in Welsh and this will not lead to a delay.

Mae'r e-bost hwn ac unrhyw ffeiliau a drosglwyddir gydag ef yn gyfrinachol ac wedi'u bwriadu ar gyfer pwy bynnag y cyfeirir ef ato neu atynt. Mae cynnwys yr e-bost hwn cynrychioli barn y sawl a enwir uchod, felly nid ydyw'n dilyn ei fod yn cynrychioli barn Cyngor Bwrdeistref Sirol Merthyr Tudful.

Cyngor Bwrdeistref Sirol Merthyr Tudful
Canolfan Dinesig
Stryd Y Castell
Merthyr Tudful
CF47 8AN

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Civic Centre
Castle Street
Merthyr Tydfil
CF47 8AN

Teleffon\Telephone: 01685 725000

<http://www.merthyr.gov.uk>

David Chapman

From: David Chapman
Sent: 02 August 2018 15:25
To: Richard.Jones7@gov.wales
Subject: Bike Park Wales Extension Proposals
Attachments: 2018 04 30thApril Masterplan Camping Parking SKETCH No1.pdf

Hi Richard

Thank you for your time on the phone. This email follows up with further information on the development proposals and our proposed scope of works. I have amended this from our Transport Statement quotation as agreed with Merthyr Council considering our conversation.

The proposals are to develop the existing site to improve infrastructure availability, add a new bike hire centre, shower and toilet block, additional parking (200 vehicles), glamping pods and 40 cabins. These improvements will support the provision of two additional green graded novice trails will also be built to broaden the market and increase visitor numbers. I have confidentially attached the current proposed masterplan to assist you, but please note this is a work in progress and there will be some fairly substantial changes on the next version and this should not be shared elsewhere.

The visitor numbers to Bike Park Wales have seen year on year growth from 2013 to 2018, with the most recent number of annual visitors being c.75,000. Over the next few years it is anticipated that numbers will increase further, with an annual total of c. 97,000 being forecast by 2021. This is an increase in visitors of c.30% from existing levels.

Initial high level analysis indicates that the site could generate around 50-100 additional visitors per day, on average (with some higher levels of visitors in peak periods) and a slight increase in movements associated with staff. It is assumed that the majority of vehicle trips would be generated outside of the network weekday peak hours and there would also be high levels of car sharing (from groups for example) and sustainable travel, potentially from those travelling to the site by walking or cycling (especially from the local Rail Station). In addition, with the inclusion of accommodation, some visitors would arrive at the site on one day and depart on another day.

As such, we would consider that there would be a minimal increase in vehicle movements during the peak hours on a 'typical' day and there is unlikely to be a material impact on the network resulting from these vehicles.

The site is accessed primarily from the A470 / A4060 roundabout. You have concerns with the capacity at this roundabout and have advised that an assessment of this would definitely be required. We agreed that the number of additional vehicle movements in the peak hours would be low as visitors tend to arrive and depart outside of peak hours and a high proportion of visits would be on a weekend. However, we would need to undertake analysis of this junction for robustness and to consider the impact of any additional vehicles to the site.

On the basis of an assessment being required of the A470 / A4060 roundabout, as agreed, we propose to undertake a Transport Assessment (TA) to support the application.

The proposed scope of the TA is as follows:

- **Existing Situation**
Description of existing site use including on-site parking (car and cycle) and access arrangements. This section will also review the surrounding local highway network including highway safety.
- **Accessibility**
Overview of off-site infrastructure facilitating walking, cycling and public transport access to the site. In particular cycle routes to Pentre-Bach Rail Station.
- **Development Proposals**

Detailed description of the development proposals including site operation, staff and visitor numbers, car and cycle parking, coach parking, layout, walking and cycling access and vehicular access. This section will also consider servicing and emergency access and swept path analysis of the internal site layout as appropriate.

- **Existing and Proposed Trip Generation**

Analysis of existing vehicle trip generation based on surveys at the site access. This would be supplemented by existing trip generation profiles derived from information held by Bike Park Wales and / or results of the survey analysis. This information will be used to estimate the increase in vehicle trip generation and forecast the potential demand for additional car parking on-site. This would also look at the potential trip generation which could be associated with the proposed new accommodation on the site.

- **Impacts**

Operational assessment of the A470 / A4060 junction

Traffic assignment on wider strategic highway to demonstrate the likely impact (and percentage analysis where required)

- **Mitigation, if required**

I trust that the above is clear and allows you to agree that the scope of work proposed is appropriate.

Should you have any comments or queries please contact me.

Many thanks

David

David Chapman BA(Hons) MSc CMILT

Associate | Transportation

Hydrock

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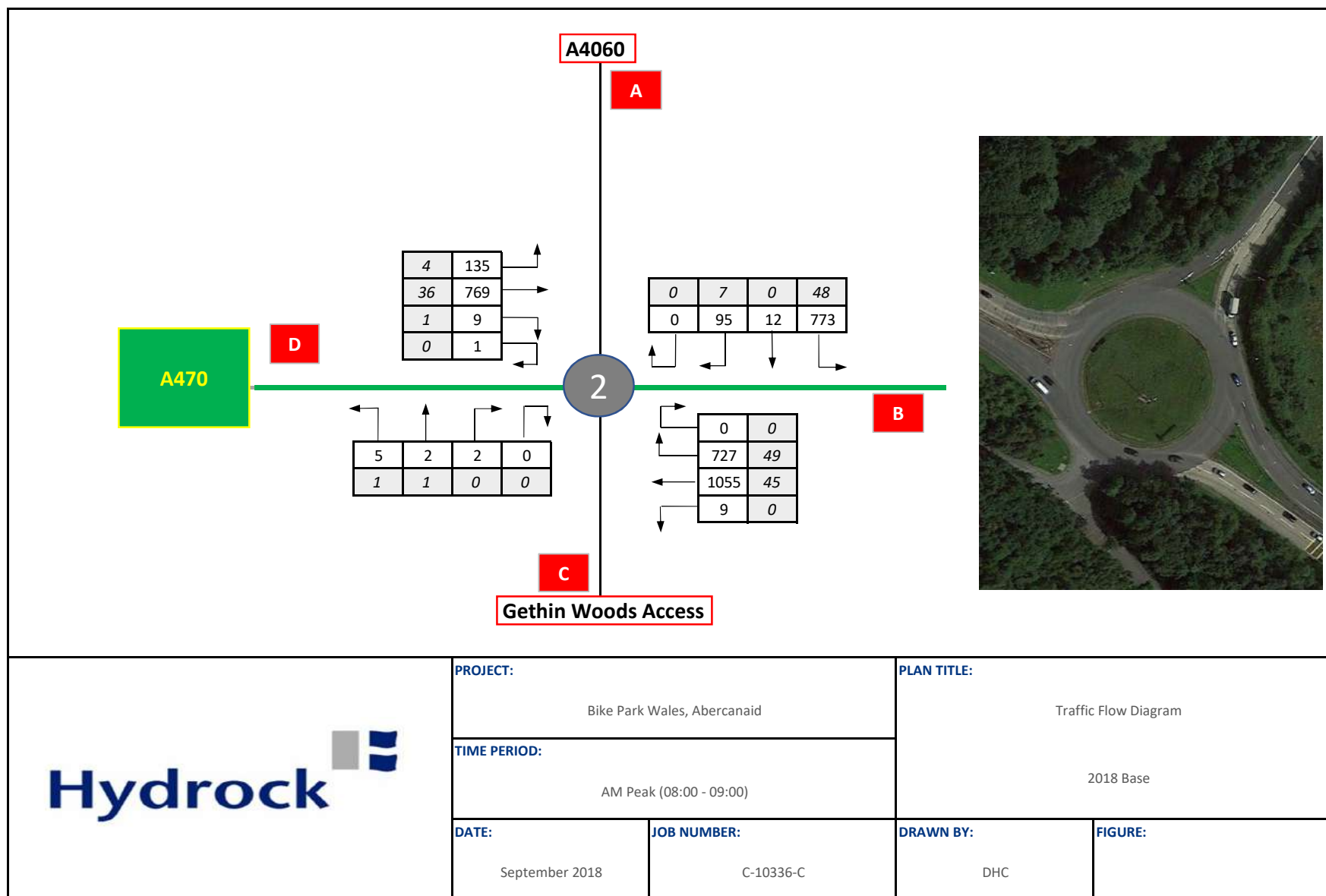


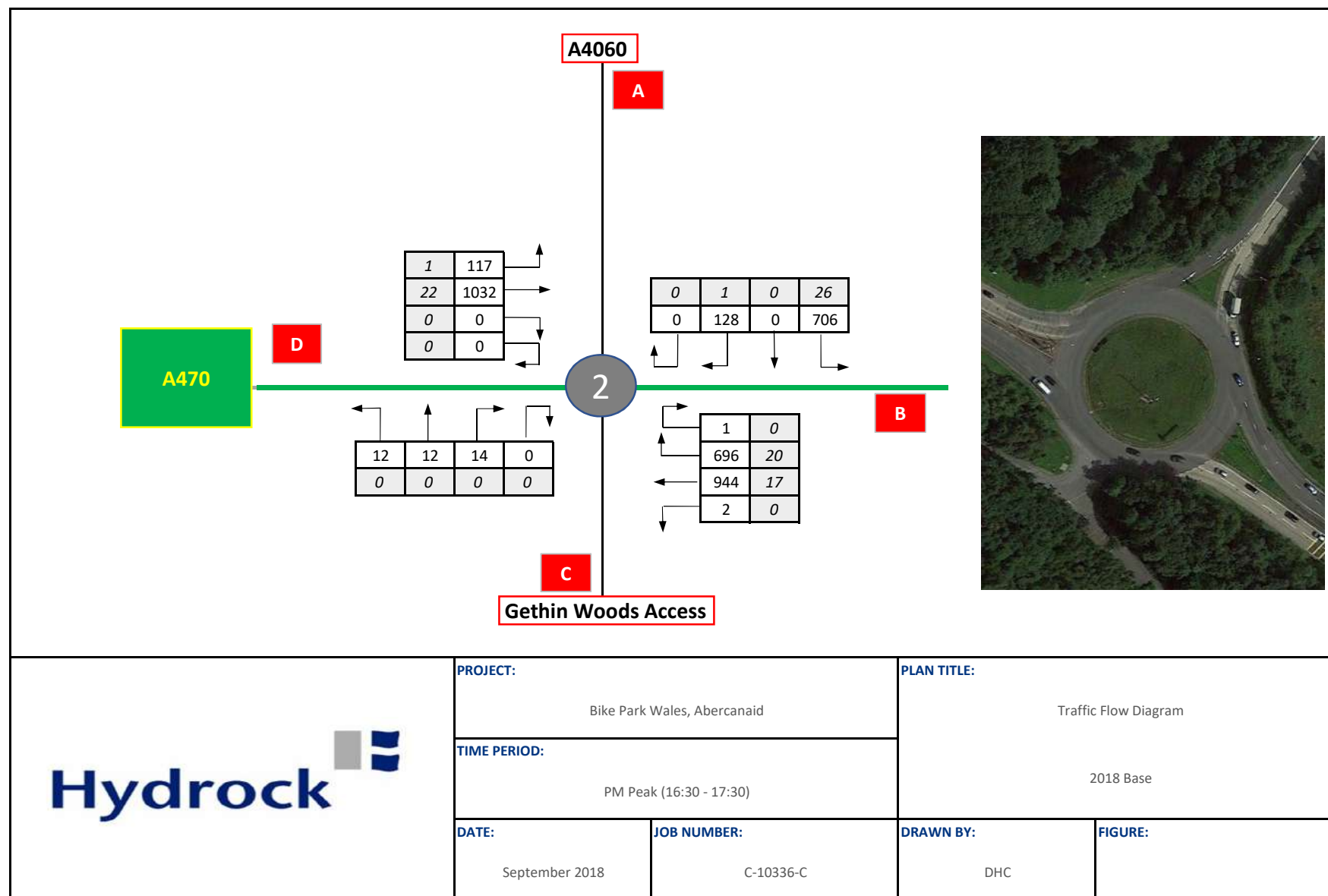
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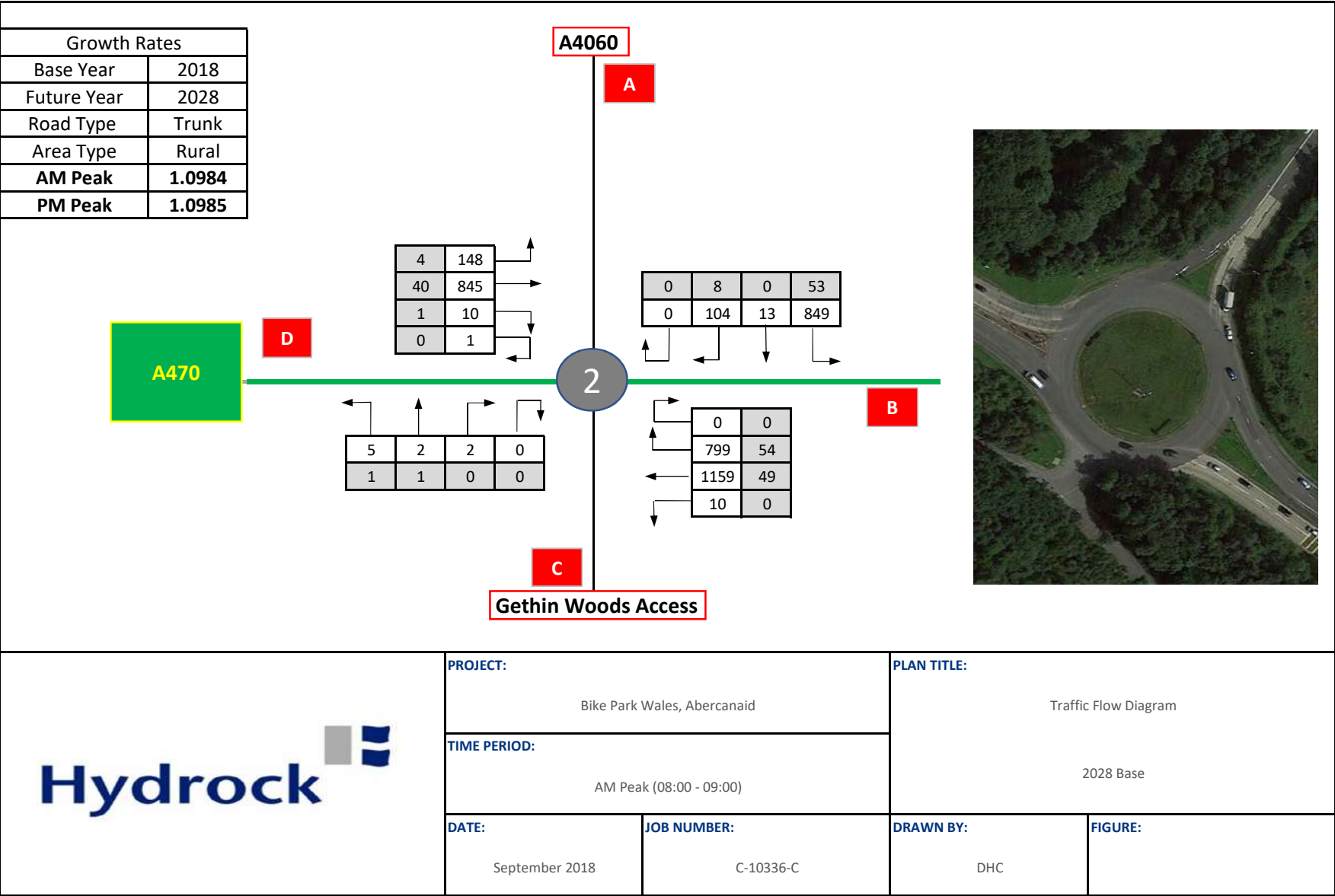
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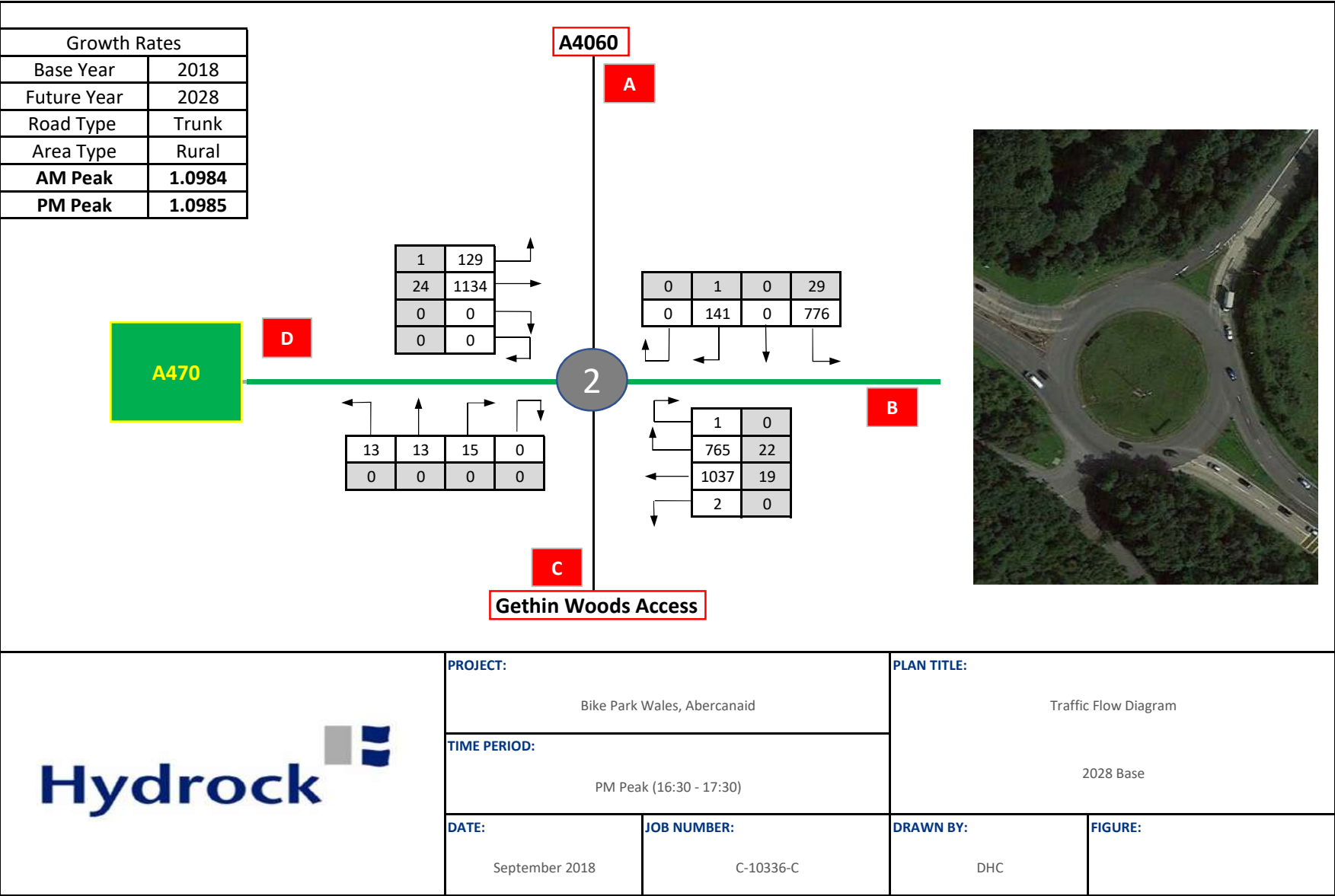
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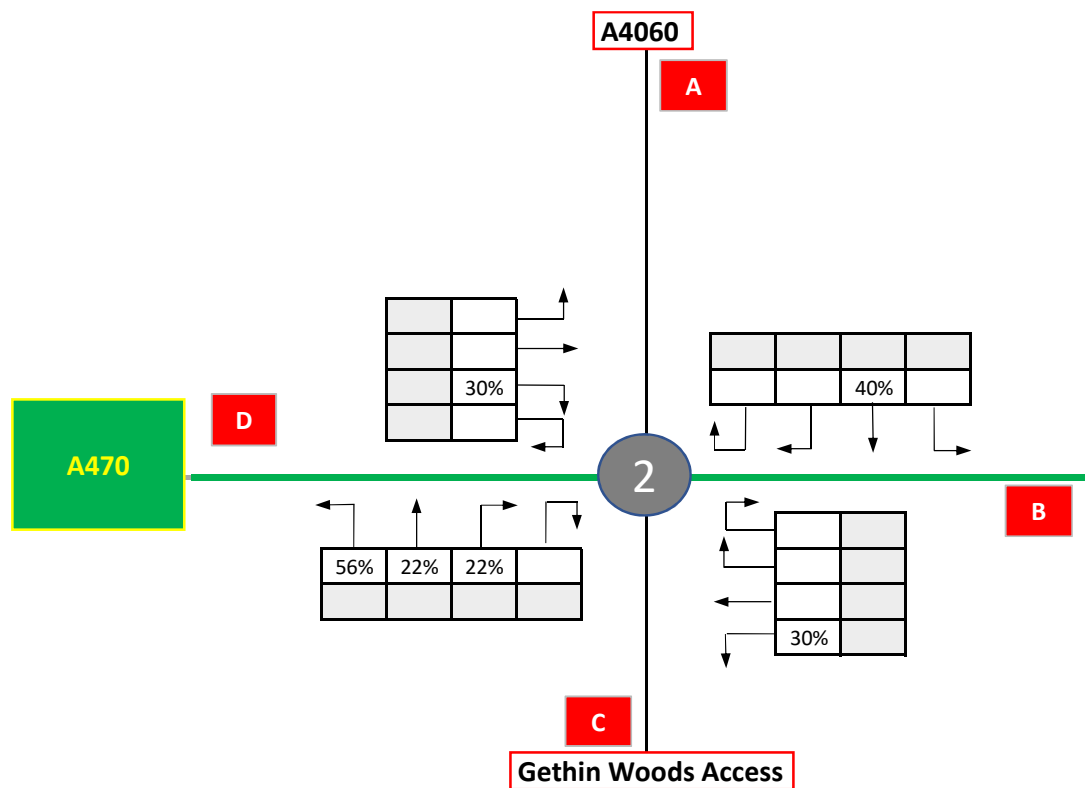
Appendix B Traffic Flow Diagrams











PROJECT:

Bike Park Wales, Abercanaid

TIME PERIOD:

AM Peak (08:00 - 09:00)

DATE:

September 2018

JOB NUMBER:

C-10336-C

PLAN TITLE:	
-------------	--

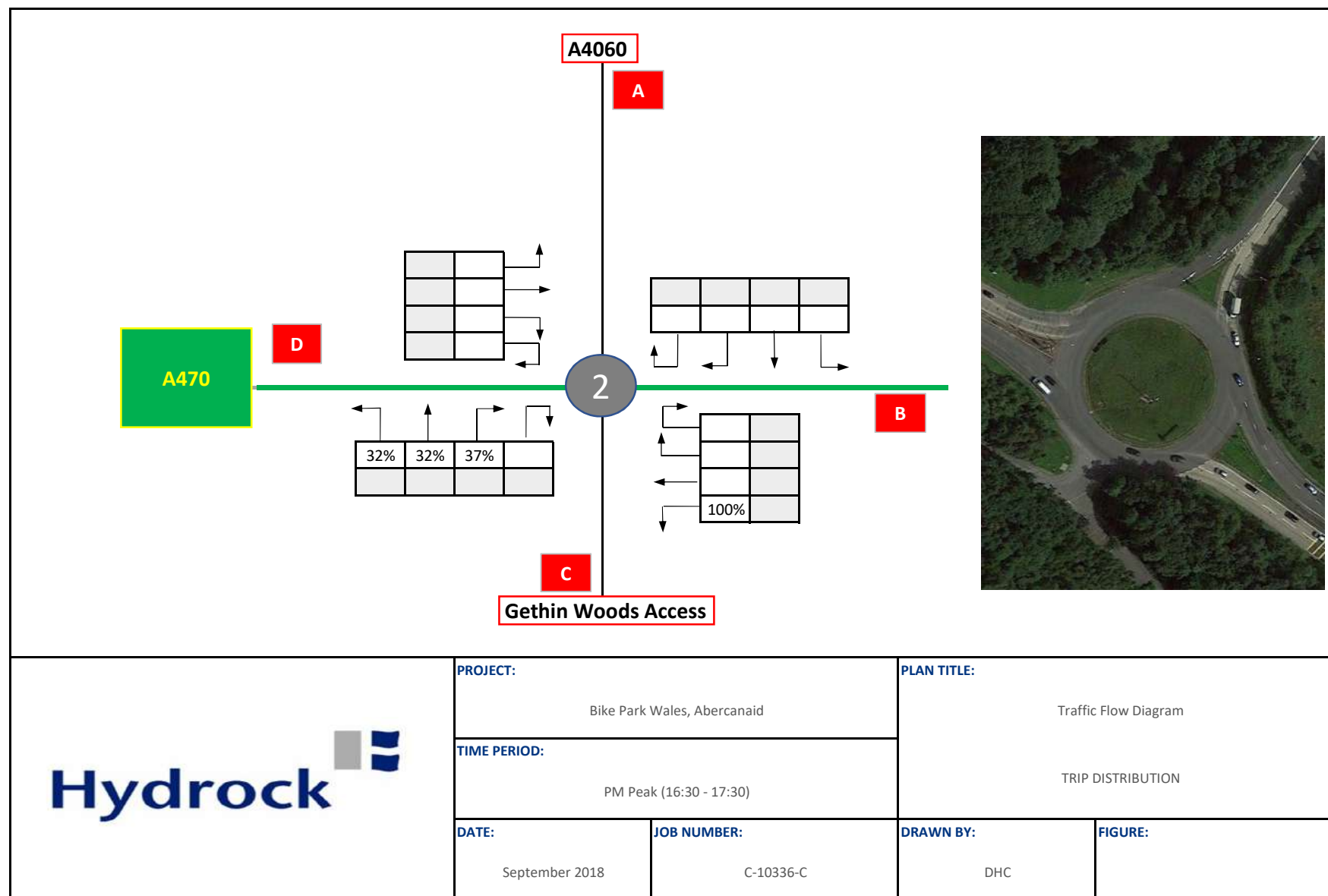
Traffic Flow Diagram

TRIP DISTRIBUTION

DRAWN BY:

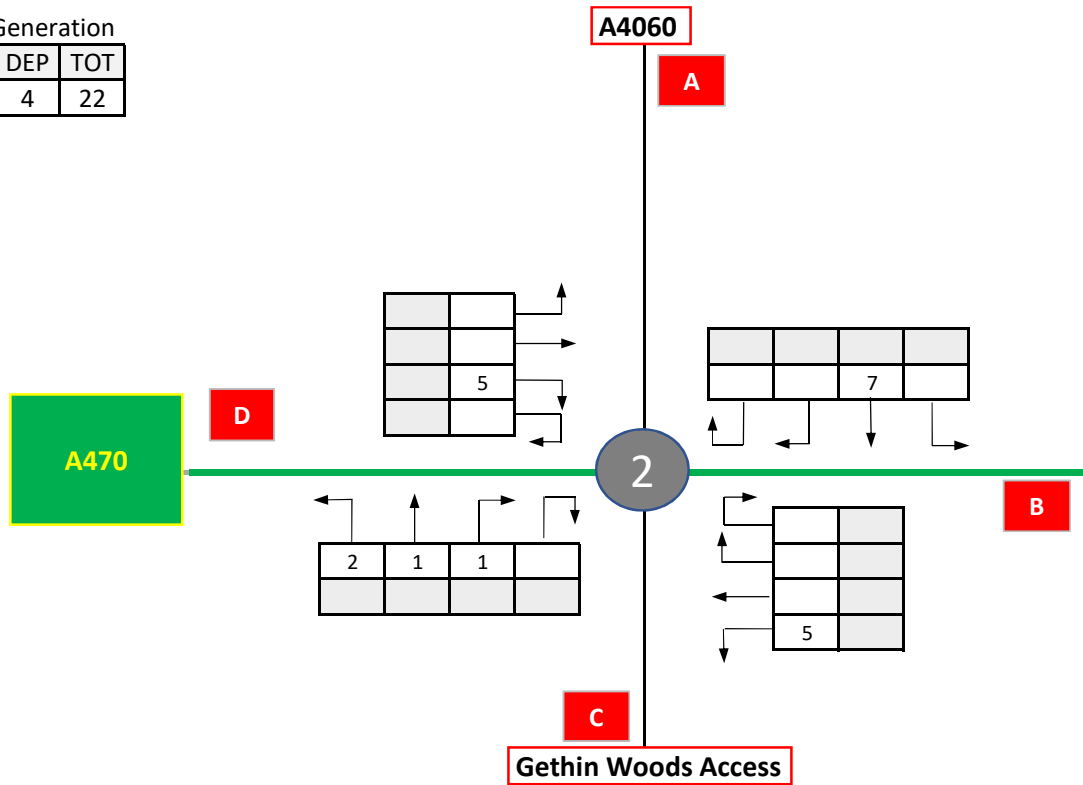
DHC

FIGURE:



Trip Generation

ARR	DEP	TOT
18	4	22



Hydrock

PROJECT:

Bike Park Wales, Abercanaid

TIME PERIOD:

AM Peak (08:00 - 09:00)

DATE:

September 2018

JOB NUMBER:

C-10336-C

PLAN TITLE:

Traffic Flow Diagram

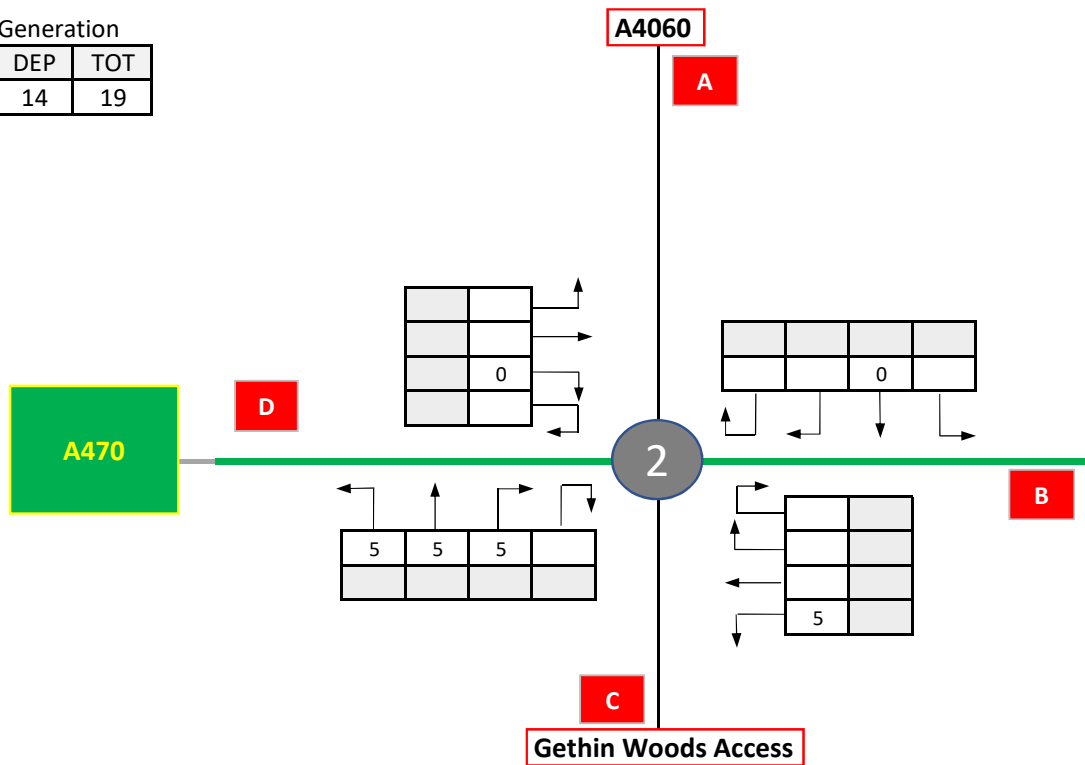
TRIP ASSIGNMENT

DRAWN BY:

DHC

FIGURE:

Trip Generation		
ARR	DEP	TOT
5	14	19



Hydrock

PROJECT:

Bike Park Wales, Abercanaid

TIME PERIOD:

PM Peak (16:30 - 17:30)

DATE:

September 2018

JOB NUMBER:

C-10336-C

PLAN TITLE:

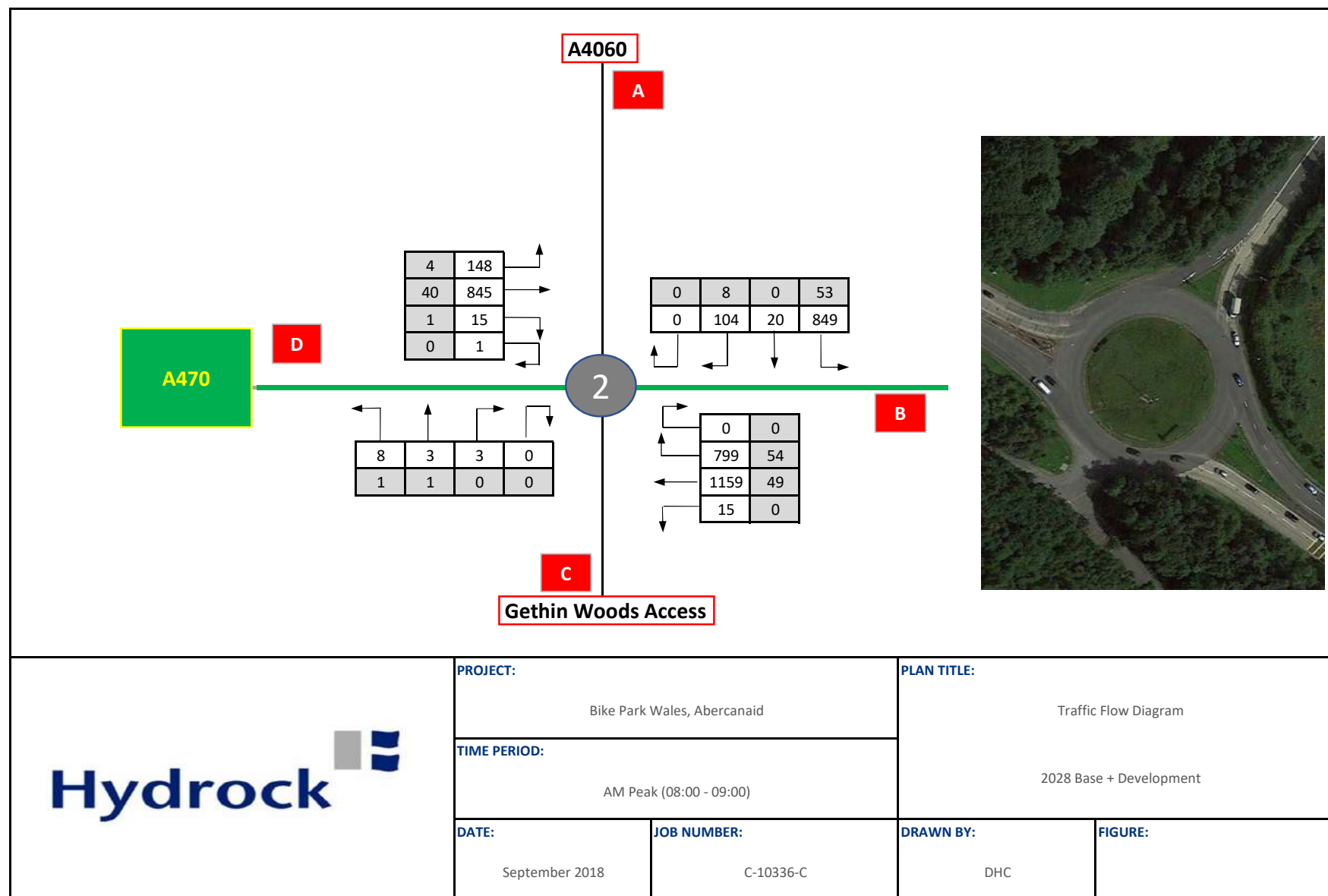
Traffic Flow Diagram

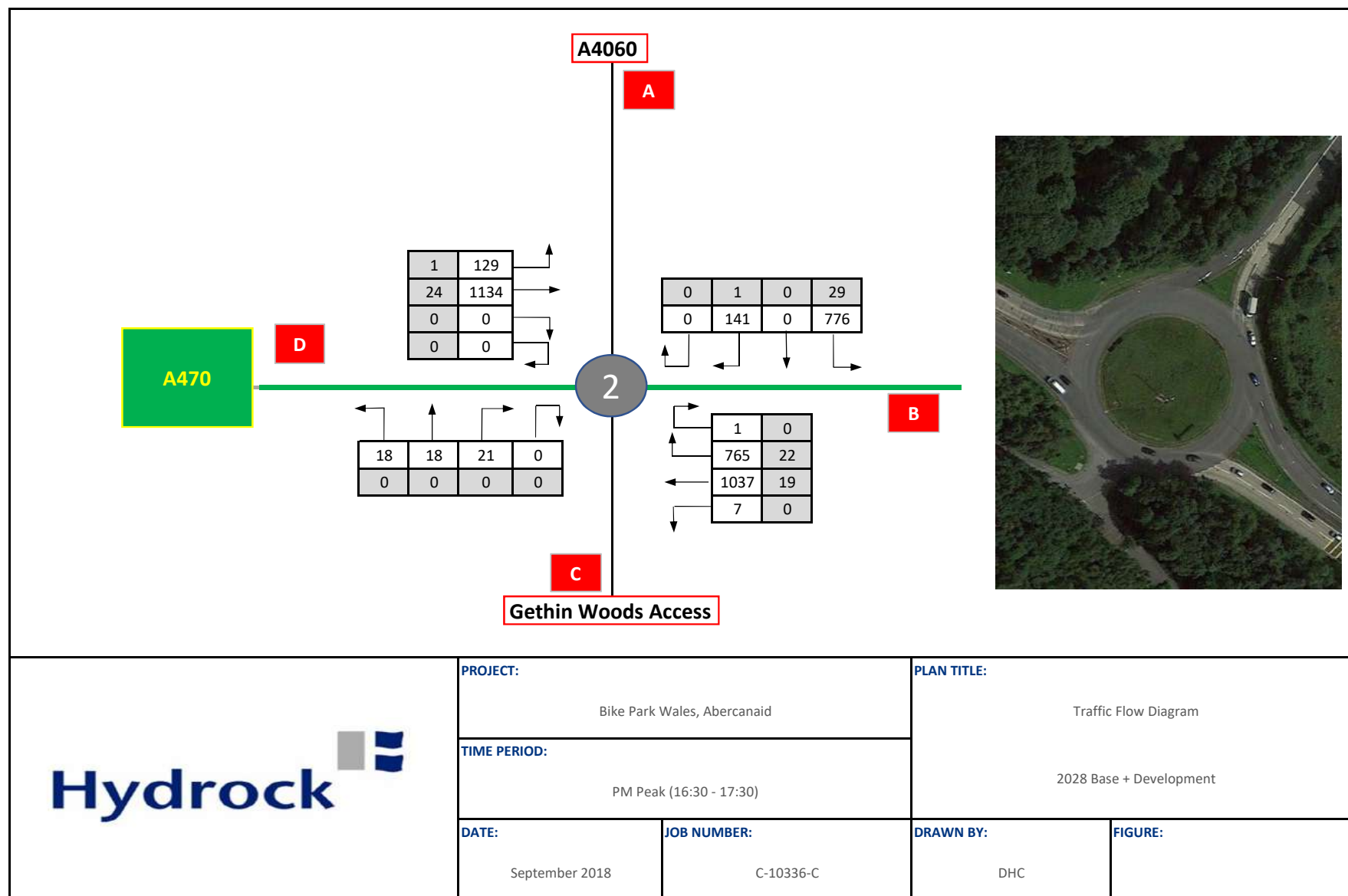
TRIP ASSIGNMENT

DRAWN BY:

DHC

FIGURE:





Appendix C Junction Turning Count, Automated Traffic Count and Queue Survey Data

Origin	Arm A	A4060
--------	-------	-------

Origin	Arm A - A4060								Total	Arm B - A470 (E)								Total	Arm C - Unnamed Road								Total	Arm D - A470 (W)								Total	Arm Totals
	Destination : Arm A A4060									Destination : Arm B A470 (E)									Destination : Arm C Unnamed Road									Destination : Arm D A470 (W)									
	Car	LGV	OGV1	OGV2	PSV	MC	PC			Car	LGV	OGV1	OGV2	PSV	MC	PC			Car	LGV	OGV1	OGV2	PSV	MC	PC			Car	LGV	OGV1	OGV2	PSV	MC	PC			
07:00	0	0	0	0	0	0	0	0	0	140	29	10	3	1	0	0	183	1	0	0	0	0	0	0	12	4	0	0	0	0	0	200					
07:15	0	0	0	0	0	0	0	0	0	123	24	7	1	2	0	0	157	0	0	0	0	0	0	0	15	5	0	0	0	0	20	177					
07:30	0	0	0	0	0	0	0	0	0	124	27	11	5	4	2	0	173	0	0	1	0	0	0	0	9	1	1	0	2	0	0	187					
07:45	0	0	0	0	0	0	0	0	0	155	30	10	7	0	2	0	204	0	1	0	0	0	0	0	12	5	0	1	0	0	0	223					
1 Hr	0	0	0	0	0	0	0	0	0	542	110	38	16	7	4	0	717	1	1	1	0	0	0	0	48	15	1	1	2	0	0	787					
08:00	0	0	0	0	0	0	0	0	0	164	30	7	2	1	1	0	205	2	0	0	0	0	0	0	23	5	1	0	1	0	0	237					
08:15	0	0	0	0	0	0	0	0	0	172	20	8	3	1	1	0	205	3	1	0	0	0	0	0	19	7	2	1	0	2	0	240					
08:30	0	0	0	0	0	0	0	0	0	126	24	5	4	0	0	0	159	4	1	0	0	0	0	0	12	3	0	1	0	0	0	16					
08:45	0	0	0	0	0	0	0	0	0	112	17	6	8	0	0	0	143	4	1	0	0	0	0	0	23	1	2	0	0	0	0	174					
1 Hr	0	0	0	0	0	0	0	0	0	574	91	26	17	2	2	0	712	13	3	0	0	0	0	0	77	16	5	2	1	2	0	103					
09:00	0	0	0	0	0	0	0	0	0	96	13	5	5	2	1	0	122	6	0	0	0	0	0	0	21	3	2	1	0	0	0	27					
09:15	0	0	0	0	0	0	0	0	0	88	23	3	5	2	0	0	121	7	1	0	0	0	0	0	11	3	0	1	0	0	0	15					
09:30	0	0	0	0	0	0	0	0	0	61	18	6	4	1	0	0	90	1	0	0	0	0	0	0	15	1	0	2	0	0	0	18					
09:45	0	0	0	0	0	0	0	0	0	56	15	6	9	1	1	0	88	2	0	0	0	0	0	0	15	4	0	1	0	0	0	20					
1 Hr	0	0	0	0	0	0	0	0	0	301	69	20	23	6	2	0	421	16	1	0	0	0	0	0	62	11	2	5	0	0	0	80					
3 Hrs	0	0	0	0	0	0	0	0	0	1417	270	84	56	15	8	0	1850	30	5	1	0	0	0	0	187	42	8	8	3	2	0	250					

Origin Arm A A4060

[illegible]

4868	763	109	76	4	20	0	5840
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Origin Arm C Unnamed Road

	Destination : Arm A A4060							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	1	0	0	0	0	0	1
07:15	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	1	1	0	0	0	0	2
08:00	0	0	1	0	0	0	0	1
08:15	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
1 Hr	1	1	1	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1

3 Hrs	2	2	2	0	0	0	0	6
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Origin Arm C Unnamed Road

	Destination : Arm A A4060							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15:00	0	0	0	0	0	0	0	0
15:15	1	2	0	0	0	0	0	3
15:30	1	0	0	0	0	0	0	1
15:45	3	0	0	0	0	0	1	4
1 Hr	5	2	0	0	0	0	1	8
16:00	2	1	0	0	0	0	0	3
16:15	2	1	0	0	0	0	0	3
16:30	1	0	0	0	0	0	0	1
16:45	4	0	0	0	0	0	0	4
1 Hr	9	2	0	0	0	0	0	11
17:00	0	0	0	0	0	0	0	0
17:15	5	2	0	0	0	0	0	7
17:30	1	0	0	0	0	0	0	1
17:45	2	1	0	0	0	0	0	3
1 Hr	8	3	0	0	0	0	0	11
18:00	1	0	0	0	0	0	0	1
18:15	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	0	3

4 Hrs	25	7	0	0	0	0	1	33
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Total	27	9	2	0	0	0	1	39
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	Destination : Arm B A470 (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	1	0	0	0	0	0	0	1
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
1 Hr	2	1	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0

3 Hrs	3	1	0	0	0	0	0	4
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	Destination : Arm B A470 (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15:00	2	0	0	0	0	0	0	2
15:15	2	1	0	0	0	0	0	3
15:30	1	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0
1 Hr	5	1	0	0	0	0	0	6
16:00	3	3	0	0	0	0	0	6
16:15	1	1	0	0	0	0	0	2
16:30	3	0	0	0	0	0	0	3
16:45	3	2	0	0	0	0	0	5
1 Hr	10	6	0	0	0	0	0	16
17:00	3	1	0	0	0	0	0	4
17:15	2	0	0	0	0	0	0	2
17:30	1	0	0	0	0	0	0	1
17:45	1	1	0	0	0	0	0	2
1 Hr	7	2	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0
18:15	3	0	0	0	0	0	0	3
18:30	1	0	0	0	0	0	0	1
18:45	0	2	0	0	0	0	0	2
1 Hr	4	2	0	0	0	0	0	6

4 Hrs	26	11	0	0	0	0	0	37
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Total	29	12	0	0	0	0	0	41
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	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0

3 Hrs	0	0	0	0	0	0	0	0
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	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15:00	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0

4 Hrs	0	0	0	0	0	0	0	0
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Total	0	0	0	0	0	0	0	0
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	Destination : Arm D A470 (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1
1 Hr	0	1	1	0	0	0	0	2
08:00	0	2	0	0	0	0	0	2
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	1	1	0	0	0	0	0	2
1 Hr	3	3	0	0	0	0	0	6
09:00	1	0	0	0	0	0	0	1
09:15	0	1	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	1	1	0	0	0	0	0	2

3 Hrs	4	5	1	0	0	0	0	10
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	Destination : Arm D A470 (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15:00	1	0	0	0	0	0	0	1
15:15	3	0	0	0	0	0	0	3
15:30	1	2	0	0	0	0	0	3
15:45	3	1	0	0	0	0	0	4
1 Hr	8	3	0	0	0	0	0	11
16:00	0	0	0	0	0	0	0	0
16:15	2	1	0	0	0	0	0	3
16:30	2	0	0	0	0	0	0	2
16:45	3	1	0	0	0	0	0	4
1 Hr	7	2	0	0	0	0	0	9
17:00	1	1	0	0	0	0	0	2
17:15	3	1	0	0	0	0	0	4
17:30	0	0	0	0	0	0	0	0
17:45	3	0	0	0	0	0	0	3
1 Hr	7	2	0	0	0	0	0	9
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	4	0	0	0	0	0	0	4
1 Hr	4	0	0	0	0	0	0	4

4 Hrs	26	7	0	0	0	0	0	33
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Total	30	12	1	0	0	0	0	43
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Arm Totals	2	3	0	2	7	3	3	1	3	10	2	20	3	25	9	6	13	2	8	29	1	5	1	6	123
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6036

ORIGIN SUMMARY

	Origin : Arm A A4060							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	153	33	10	3	1	0	0	200
07:15	138	29	7	1	2	0	0	177
07:30	133	28	13	5	6	2	0	187
07:45	167	36	10	8	0	2	0	223
08:00	189	35	8	2	2	1	0	237
08:15	194	28	10	4	1	3	0	240
08:30	142	28	5	5	0	0	0	180
08:45	139	19	8	8	0	0	0	174
09:00	123	16	7	6	2	1	0	155
09:15	106	27	3	6	2	0	0	144
09:30	77	19	6	6	1	0	0	109
09:45	73	19	6	10	1	1	0	110
1 Hr	379	81	22	28	6	2	0	518

3 Hrs #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

ORIGIN SUMMARY

	Origin : Arm A A4060							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15:00	129	30	5	9	2	0	0	175
15:15	106	20	8	4	1	1	0	140
15:30	126	21	8	2	1	1	0	159
15:45	124	39	3	2	1	0	0	169
16:00	150	26	6	6	1	0	0	189
16:15	154	30	6	3	2	0	0	195
16:30	189	32	2	4	1	3	0	231
16:45	162	27	5	1	1	0	0	196
17:00	174	17	3	3	0	1	0	198
17:15	183	17	4	1	2	2	0	209
17:30	151	15	2	1	0	0	0	169
17:45	152	15	2	1	0	0	0	170
18:00	130	15	3	1	0	0	0	149
18:15	125	8	0	1	1	1	0	136
18:30	97	7	2	0	0	0	0	106
18:45	76	12	0	0	0	0	0	88
1 Hr	428	42	5	2	1	1	0	479

4 Hrs #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Origin : Arm B A470 (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
175	49	12	9	0	0	0	0	245
238	56	8	5	0	0	0	0	307
326	70	11	6	0	1	0	0	414
346	58	15	13	0	2	0	0	434
357	58	14	10	1	2	0	0	442
366	61	14	10	0	0	0	0	451
385	59	9	7	1	3	0	0	464
367	45	7	10	3	0	0	0	432
312	45	15	11	0	4	0	0	387
243	46	6	11	2	1	0	0	309
218	48	12	9	0	2	0	0	289
183	37	7	8	2	2	0	0	239
956	176	40	39	4	9	0	0	1224

#REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Origin : Arm B A470 (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
196	50	10	3	2	0	0	0	261
246	53	5	8	1	2	0	0	315
264	74	9	3	3	1	0	0	354
275	49	4	9	1	3	0	0	341
272	62	6	5	1	3	0	0	349
255	63	7	5	1	1	0	0	332
327	66	10	1	2	1	0	0	407
330	63	8	2	0	1	0	0	404
350	62	4	1	1	0	0	0	418
367	38	3	4	1	1	0	0	414
340	33	5	2	2	4	0	0	386
362	39	1	0	2	1	0	0	405
286	39	3	3	1	0	0	0	332
253	19	2	1	1	2	0	0	278
240	19	1	2	1	0	0	0	263
177	18	3	1	2	0	0	0	201
956	95	9	7	5	2	0	0	1074

#REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Origin : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	1	0	0	0	0	0	0	2
1	1	1	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	2
0	2	1	0	0	0	0	0	3
2	1	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
2	1	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	3

#REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Origin : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	0	0	0	0	0	0	0	3
6	3	0	0	0	0	0	0	9
3	2	0	0	0	0	0	0	5
6	1	0	0	0	0	0	1	8
5	4	0	0	0	0	0	0	9
5	3	0	0	0	0	0	0	8
6	0	0	0	0	0	0	0	6
10	3	0	0	0	0	0	0	13
4	2	0	0	0	0	0	0	6
10	3	0	0	0	0	0	0	13
2	0	0	0	0	0	0	0	2
6	2	0	0	0	0	0	0	8
1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
1	0	0	0	0	0	0	0	1
4	2	0	0	0	0	0	0	6
11	2	0	0	0	0	0	0	13

#REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Origin : Arm D A470 (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
104	38	5	6	1	1	0	0	155
132	31	6	4	0	0	0	0	173
172	22	8	3	0	0	0	0	205
193	31	7	4	0	0	0	0	235
194	34	9	3	0	1	0	0	241
194	26	4	3	0	0	0	0	227
174	26	5	5	1	0	0	0	211
143	21	2	9	1	1	0	0	177
132	20	4	4	0	0	0	0	160
131	17	2	9	0	1	0	0	160
114	24	5	3	0	1	0	0	147
114	18	8	5	1	0	0	0	146
491	79	19	21	1	2	0	0	613

#REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Origin : Arm D A470 (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
203	22	5	4	0	4	0	0	238
171	34	5	6	1	2	0	0	219
202	37	5	3	0	2	0	0	249
166	30	3	3	0	0	0	0	202
233	31	4	1	3	1	0	0	273
229	39	5	2	1	0	0	0	276
255	29	3	2	0	0	0	0	289
274	31	2	2	1	1	0	0	311
265	21	5	5	0	0	0	0	296
232	18	2	1	0	0	0	0	253
206	21	3	1	0	1	0	0	232
179	24	2	2	0	2	0	0	209
221	18	2	1	0	1	0	0	243
219	17	4	0	0	1	0	0	241
130	10	3	0	0	0	0	0	143
119	6	0	0	0	0	0	0	125
689	51	9	1	0	2	0	0	752

#REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Origin Totals

602
660
806
894
923
921
856
786
703
615
545
495
2358

#REF!

Origin Totals

677
683
767
720
820
811
933
924
918
889
789
792
725
660
513
420
2318

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DESTINATION SUMMARY

	Destination : Arm A A4060							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	100	23	6	8	0	1	0	138
07:15	130	26	6	2	0	0	0	164
07:30	192	32	4	1	0	1	0	230
07:45	198	27	9	8	0	2	0	244
08:00	168	30	10	3	1	1	0	213
08:15	168	31	8	6	0	0	0	213
08:30	151	33	4	5	0	1	0	194
08:45	138	24	2	9	2	0	0	175
09:00	111	27	7	6	0	3	0	154
09:15	99	26	4	8	2	0	0	139
09:30	86	23	8	5	0	0	0	122
09:45	72	15	1	3	2	0	0	93
1 Hr	368	91	20	22	4	3	0	508

3 Hrs #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

DESTINATION SUMMARY

	Destination : Arm A A4060							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15:00	112	29	6	2	2	0	0	151
15:15	137	27	3	6	2	0	0	175
15:30	126	43	3	2	3	0	0	177
15:45	139	29	3	2	1	1	1	176
16:00	151	38	6	3	1	3	0	202
16:15	129	28	5	1	1	1	0	165
16:30	171	32	3	1	2	1	0	210
16:45	172	38	4	1	0	1	0	216
17:00	158	26	3	1	1	0	0	189
17:15	178	26	1	3	1	1	0	210
17:30	168	26	2	2	2	0	0	200
17:45	180	22	0	0	1	1	0	204
18:00	139	21	1	2	1	0	0	164
18:15	132	8	2	1	1	0	0	144
18:30	115	6	0	1	1	0	0	123
18:45	77	8	2	0	2	0	0	89
1 Hr	463	43	5	4	5	0	0	520

4 Hrs #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Destination : Arm B A470 (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
231	63	14	8	2	0	0	0	318
239	50	13	5	2	0	0	0	309
271	46	18	8	4	2	0	0	349
317	58	16	11	0	2	0	0	404
337	54	16	4	1	2	0	0	414
338	38	11	6	1	1	0	0	395
269	44	9	8	1	0	0	0	331
226	35	8	15	0	1	0	0	285
206	25	9	9	2	1	0	0	252
191	37	5	12	2	1	0	0	248
151	38	11	7	1	1	0	0	209
148	30	14	14	2	1	0	0	209
696	130	39	42	7	4	0	0	918

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	Destination : Arm B A470 (E)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
276	43	8	12	1	4	0	0	344
231	46	12	9	1	3	0	0	302
271	50	12	4	1	3	0	0	341
244	59	6	5	1	0	0	0	315
319	54	9	6	4	1	0	0	393
328	62	10	5	3	0	0	0	408
392	52	5	6	1	2	0	0	458
395	47	6	3	2	1	0	0	454
381	30	8	8	0	1	0	0	428
371	31	5	2	2	2	0	0	413
294	27	5	2	0	1	0	0	329
286	32	3	3	0	2	0	0	326
295	26	5	2	0	1	0	0	329
295	23	4	1	1	2	0	0	326
188	14	5	0	0	0	0	0	207
155	18	0	0	0	0	0	0	173
933	81	14	3	1	3	0	0	1035

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Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
1	0	1	0	0	0	0	0	2
2	2	1	0	0	0	0	0	5
5	2	0	0	0	0	0	0	7
5	2	0	0	0	0	0	0	7
9	2	0	0	0	0	0	0	11
9	2	0	0	0	0	0	0	11
14	4	0	0	0	0	0	0	18
10	2	0	0	0	0	0	0	12
5	0	0	0	0	0	0	0	5
4	1	0	0	0	0	0	0	5
33	7	0	0	0	0	0	0	40

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	Destination : Arm C Unnamed Road							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
5	0	0	0	0	0	0	0	5
3	1	0	0	0	0	0	0	4
1	2	0	0	0	0	0	0	3
1	1	0	0	0	0	0	0	2
0	1	0	0	0	0	0	0	1
0	0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

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Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

	Destination : Arm D A470 (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
101	34	7	2	0	0	0	0	144
139	41	3	3	0	0	0	0	186
167	42	9	5	2	0	0	0	225
189	39	7	6	0	0	0	0	241
230	43	6	8	1	1	0	0	289
245	45	9	5	0	2	0	0	306
273	34	6	4	1	2	0	0	320
278	25	7	3	2	0	0	0	315
237	25	10	6	0	1	0	0	279
181	26	2	6	0	1	0	0	216
167	30	4	6	0	2	0	0	209
146	28	6	6	0	2	0	0	188
731	109	22	24	0	6	0	0	892

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	Destination : Arm D A470 (W)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
138	30	6	2	1	0	0	0	177
158	36	3	3	0	2	0	0	202
197	39	7	2	0	1	0	0	246
187	30	1	7	0	2	0	0	227
190	30	1	3	0	0	0	0	224
186	45	2	4	0	0	0	0	237
214	43	7	0	0	1	0	0	265
209	39	5	1	0	0	0	0	254
253	46	1	0	0	0	0	0	300
242	19	3	1	0	0	0	0	265
237	16	3	0	0	4	0	0	260
232	26	2	0	1	0	0	0	261
204	25	2	1	0	0	0	0	232
175	13	0	0	0	2	0	0	190
165	16	1	1	0	0	0	0	183
144	12	1	1	0	0	0	0	158
688	66	4	3	0	2	0	0	763

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Total #REF! #REF! #REF! #REF! #REF! #REF! #REF! #REF!

Dest Totals
602
660
806
894
923
921
856
786
703
615
545
495
2358

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Dest Totals	
677	
683	
767	
720	
820	
811	
933	
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889	
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2318	

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Total #REF!

AADYear	CP	Estimation	Estimation	Region	LocalAuth	Road	RoadCateg	Easting	Northing	StartJuncti	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcyclc	CarsTaxis	BusesCoac	LightGood	V2AxleRigi	V3AxleRigi	V4or5Axle	V3or4Axle	V5AxleArt	V6orMore	AllHGVs	AllMotorVehicles
2017	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	79	19818	49	4372	411	90	118	23	202	194	1040	25359
2016	99663	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	79	19826	48	4104	394	89	110	23	198	188	1002	25059
2015	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	93	16870	91	3939	318	106	105	44	157	250	980	21974
2014	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	90	16377	93	3543	304	93	100	35	152	241	925	21029
2013	99663	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	88	16008	83	3301	318	90	98	35	164	226	931	20410
2012	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	3	206	16319	98	3226	377	103	101	53	185	141	959	20808
2011	99663	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	3	212	16437	97	3098	380	96	90	69	188	134	957	20801
2010	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	0	44	16433	63	3301	357	66	67	64	227	181	962	20803
2009	99663	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	0	50	16838	59	3217	341	66	78	55	239	178	957	21121
2008	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	100	14854	65	3448	557	125	156	46	111	173	1168	19635
2007	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	103	14959	64	3442	572	115	150	49	117	165	1168	19736
2006	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	102	15064	68	3107	561	113	135	57	121	158	1145	19486
2005	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	95	14813	71	2964	545	112	124	62	135	146	1124	19067
2004	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	98	14917	74	2834	542	115	116	69	153	137	1132	19055
2003	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	97	14667	89	2546	508	101	100	72	172	123	1076	18475
2002	99663	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	1	89	14352	90	2300	488	92	88	75	192	111	1046	17877
2001	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	5	103	12127	69	2006	737	77	96	80	156	232	1378	15683
2000	99663	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302880	207950	A470	A4054	0.4	0.25	6	93	11762	67	1900	747	66	96	89	175	200	1373	15195

AADFYear	CP	Estimation method	Estimation method detailed	Region	LocalAuth	Road	RoadCateg	Easting	Northing	StartJunct	EndJunct	LinkLength	LinkLength	PedalCycle	Motorcycl	CarsTaxis	BusCoac	LightGood	V2AxleRig	V3AxleRig	V4or5Axle	V3or4Axle	V5AxleArt	V6orMore	AllHGVs	AllMotorVehicles
2017	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	83	22201	140	4797	486	118	150	177	318	224	1472	28693
2016	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	2	95	21390	133	4534	495	110	166	63	326	265	1424	27576
2015	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	2	195	20972	165	4991	558	136	149	44	244	248	1380	27703
2014	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	2	189	20358	168	4490	533	121	142	34	236	240	1307	26511
2013	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	3	183	19899	149	4184	558	117	139	34	255	224	1328	25743
2012	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	7	80	20502	184	4403	477	107	103	38	312	260	1297	26465
2011	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	7	82	20651	181	4228	481	100	92	50	317	247	1287	26429
2010	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	1	74	19666	192	3978	545	113	109	129	371	217	1484	25394
2009	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	1	83	20149	180	3877	521	113	127	109	390	214	1474	25763
2008	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	2	193	15987	150	3570	540	131	134	65	249	211	1330	21230
2007	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	2	199	16100	148	3562	553	120	130	69	263	201	1336	21345
2006	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	2	197	16213	157	3215	543	118	116	79	274	193	1323	21105
2005	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	79	17532	110	3499	759	178	95	112	166	353	1663	22883
2004	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	81	17656	114	3345	754	181	90	124	187	330	1666	22862
2003	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	81	17360	138	3006	706	160	77	130	209	298	1580	22165
2002	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	74	16987	140	2715	679	146	68	135	234	268	1530	21446
2001	73205	Estimated	Estimated using previous year's AADF on this link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	72	16508	136	2693	662	132	61	144	262	238	1499	20908
2000	73205	Counted	Dependent on a neighbouring counted link	Wales	Merthyr Ty A465	TA		308050	208450	A4060	LA Bounda	0.6	0.37	0	65	16012	132	2550	671	114	61	158	295	205	1504	20263

AADYear	CP	Estimation	Estimation	Region	LocalAuth	Road	RoadCateg	Easting	Northing	StartJunct	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcycl	CarsTaxis	BusesCoac	LightGood	V2AxleRigi	V3AxleRigi	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHGVs	AllMotorVehicles
2017	30536	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	67	19443	153	4120	829	141	241	15	91	481	1797	25580
2016	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	62	18733	125	4267	587	69	398	35	326	239	1654	24841
2015	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	60	18188	123	3951	553	71	351	34	339	228	1576	23899
2014	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	58	17656	125	3555	529	63	335	26	328	220	1501	22895
2013	30536	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	56	17258	111	3312	553	61	328	26	354	206	1529	22266
2012	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	135	17667	165	3699	394	169	138	58	176	236	1170	22837
2011	30536	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	139	17795	163	3552	397	158	123	76	179	224	1157	22806
2010	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	86	18329	183	3645	391	131	100	100	220	197	1139	23382
2009	30536	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	98	18780	172	3552	374	131	117	85	231	194	1132	23734
2008	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	71	17560	182	3225	539	143	214	61	235	165	1357	22395
2007	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	73	17685	178	3219	553	130	207	65	248	157	1360	22515
2006	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	73	17808	190	2905	543	128	185	74	258	151	1339	22315
2005	30536	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	2	68	17512	197	2772	528	128	170	82	288	139	1335	21884
2004	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	63	13891	107	2440	665	119	146	81	148	181	1340	17841
2003	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	62	13659	128	2192	623	105	125	84	167	164	1268	17309
2002	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	57	13365	130	1981	599	96	110	87	186	147	1225	16758
2001	30536	Counted	Manual co	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	1	55	12988	125	1965	583	87	99	93	208	130	1200	16333
2000	30536	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	302240	207412	Swansea R	A470	1.3	0.81	3	47	10008	110	2597	545	107	336	71	211	344	1614	14376

AADYear	CP	Estimation	Estimation	Region	LocalAuth	Road	RoadCateg	Easting	Northing	StartJunct	EndJunct	LinkLength	LinkLength	PedalCycle	Motorcycl	CarsTaxis	BusesCoac	LightGood	V2AxleRigi	V3AxleRigi	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHGVs	AllMotorVehicles
2017	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	62	12738	97	2966	281	94	204	15	201	147	942	16805
2016	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	29	14019	68	3269	378	125	234	55	175	187	1153	18538
2015	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	28	13611	66	3027	356	129	206	52	182	178	1104	17837
2014	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	27	13213	68	2723	340	114	197	41	176	172	1041	17072
2013	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	55	12591	77	2946	351	108	127	21	164	262	1033	16703
2012	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	52	12744	74	2775	344	98	111	27	167	249	997	16642
2011	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	0	54	12836	73	2665	347	92	99	35	170	237	980	16608
2010	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	2	28	13134	60	2591	540	106	104	44	136	294	1224	17037
2009	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	2	31	13457	56	2525	516	106	121	38	143	289	1213	17282
2008	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	2	29	13634	54	2444	558	106	125	41	166	298	1294	17455
2007	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	2	30	13730	52	2438	572	97	121	43	176	284	1293	17543
2006	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	4	95	13080	51	2429	444	86	121	78	186	133	1048	16703
2005	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	4	112	12724	55	2315	437	87	113	83	201	119	1040	16246
2004	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	2	34	10791	70	1977	470	92	193	10	58	83	906	13778
2003	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	2	33	10781	80	1962	453	85	170	10	67	77	862	13718
2002	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	1	46	9847	53	1949	553	110	134	95	218	148	1258	13153
2001	10537	Counted	Manual co	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	1	46	9730	49	1807	538	99	121	100	239	129	1226	12858
2000	10537	Estimated	Estimated	Wales	Merthyr Ty	A465	TA	305000	208600	A4054	A4060	5.1	3.17	3	48	9100	78	1330	772	74	136	103	214	158	1457	12013

AADYear	CP	Estimation	Estimation	Region	LocalAuth	Road	RoadCateg	Easting	Northing	StartJunct	EndJunct	LinkLength	LinkLength	PedalCycle	Motorcycle	CarsTaxis	BusesCoac	LightGood	V2AxleRigi	V3AxleRigi	V4or5Axle	V3or4Axle	V5AxleArti	V6orMore	AllHGVs	AllMotorVehicles
2017	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	5	140	17481	51	3267	282	79	89	32	74	119	674	21614
2016	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	139	17488	50	3067	270	78	82	32	72	116	649	21394
2015	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	5	134	16980	49	2840	254	80	73	30	75	111	623	20626
2014	99659	Counted	Manual co	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	5	129	16483	50	2555	243	71	69	24	72	107	586	19804
2013	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	1	85	19694	80	3063	342	117	65	16	117	103	760	23682
2012	99659	Counted	Manual co	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	1	81	19932	77	2885	336	106	56	21	119	98	736	23711
2011	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	3	110	19297	106	2148	281	110	251	20	96	91	849	22510
2010	99659	Counted	Manual co	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	3	112	19413	104	2100	286	104	227	26	99	87	829	22558
2009	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	7	14	17213	52	2528	353	73	62	28	109	88	713	20520
2008	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	14	17440	50	2447	381	73	64	30	126	91	765	20716
2007	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	14	17563	49	2442	391	67	61	32	134	86	771	20839
2006	99659	Counted	Manual co	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	14	17687	52	2203	384	66	55	37	138	83	763	20719
2005	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	41	13440	75	1553	600	70	55	54	46	146	971	16080
2004	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	43	13535	79	1485	596	70	51	61	52	137	967	16109
2003	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	6	43	13309	94	1334	558	63	45	64	58	123	911	15691
2002	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	8	39	13022	96	1205	537	57	39	66	64	111	874	15236
2001	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	8	39	12655	93	1195	524	51	35	71	72	99	852	14834
2000	99659	Estimated	Estimated	Wales	Merthyr Ty	A470	TA	304150	206000	A4102	A4102 Swa	2	1.24	10	35	12274	91	1131	531	44	35	78	82	85	855	14386

AAFYear	CP	Estimation	Estimation method	Region	LocalAuth	Road	RoadCategory	Easting	Northing	StartJunction	EndJunction	LinkLength_km	LinkLength_miles	PedalCycles	Motorcycles	CarsTaxis	BusesCoaches	LightGoodsVehicles	V2AxleRigidHGV	V3AxleRigidHGV	V4or5AxleRigidHGV	V3or4AxleArticHGV	V5AxleArticHGV	V6orMoreAxleArticHGV	AllHGVs	AllMotorVehicles
2017	99576	Counted	Manual count	Wales	Merthyr Tydfil	A4060	TA	306082	205490	A4054	A4102	2.5	1.55	8	78	14070	87	2727	249	53	63	20	157	109	652	17614
2016	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	11	60	15066	64	3787	365	79	75	50	118	134	821	19798
2015	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	9	58	14628	63	3507	344	81	66	48	123	128	790	19046
2014	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	9	56	14200	64	3155	329	72	63	38	119	123	744	18218
2013	99576	Counted	Manual count	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	12	54	13880	57	2939	344	70	62	37	128	115	756	17687
2012	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	7	55	12517	81	2623	304	66	58	19	142	164	754	16031
2011	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	7	57	12608	80	2519	306	62	52	25	145	156	746	16010
2010	99576	Counted	Manual count	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	8	57	12684	80	2462	312	59	47	33	149	150	750	16033
2009	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	1	27	12382	39	2587	345	98	103	29	149	133	857	15892
2008	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	1	25	12545	37	2504	372	98	107	73	137	918	16029	
2007	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	1	26	12634	37	2499	383	90	103	33	183	131	923	16119
2006	99576	Counted	Manual count	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	1	26	12723	39	2255	376	88	92	39	190	126	911	15954
2005	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	0	13	10182	22	1642	475	91	115	32	121	167	1001	12860
2004	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	0	15	10254	23	1570	472	93	108	35	136	156	1000	12862
2003	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	0	14	10083	28	1411	442	83	93	36	153	141	948	12484
2002	99576	Counted	Manual count	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	0	13	9866	28	1274	425	75	82	71	127	918	12099	
2001	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	6	56	11881	64	1585	566	65	172	104	191	1169	14755	
2000	99576	Estimated	Estimated using previous year	Wales	Merthyr Tydfil	A4060	TA	305900	205000	A4054	A4102	2.5	1.55	6	51	11524	62	1501	574	56	171	78	117	165	1161	14289

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
1	Bike Park Wales Entrance, Att - fence	East bound	10	21 August 2018	03 September 2018	3333	222	238	3313	99.4	3231	96.9	636	19.1	21.4	25.5
		Westbound	10	21 August 2018	03 September 2018	3332	223	238	3269	98.1	3129	93.9	562	16.9	20.5	25.3
		Two way	10	21 August 2018	03 September 2018	6665	445	476	6582	98.8	6360	95.4	1198	18.0	20.9	25.5

Site	1											9106 / Abercanda 1											9106 / Abercanda 1																														
Location	Bike Park Wales Entrance, Alt - fence											Bike Park Wales Entrance, Alt - fence											Bike Park Wales Entrance, Alt - fence																														
Direction	East bound											East bound											East bound																														
	21 August 2018											21 August 2018											21 August 2018																														
	Automatic Traffic Count											Automatic Traffic Count											Automatic Traffic Count																														
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	16.6	-	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	9	0	1	0	7	1	0	0	0	0	0	0	0	9	100	8	88.9	0	0	19.3	-	-	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	9	0	8	0	1	0	0	0	0	0	0	0	0	9	100	9	100	0	0	20.8	-	-	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	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	2	100	2	100	0	0	16.3	-	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100	6	100	1	16.7	20.5	-	-	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	6	0	4	0	2	0	0	0	0	0	0	0	0	6	100	6	100	3	50	24.1	-	-	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	18	1	17	0	0	0	0	0	0	0	0	0	0	18	100	17	94.4	2	11.1	19.5	22.6	-	-	0	0	4	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	12	0	8	0	4	0	0	0	0	0	0	0	0	12	100	12	100	3	25	21.6	25.1	-	-	0	0	0	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	20	0	20	0	0	0	0	0	0	0	0	0	0	20	100	20	100	3	15	22.3	24.8	-	-	0	0	0	7	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	36	0	32	0	4	0	0	0	0	0	0	0	0	36	100	35	97.2	8	22.2	21.3	26.2	-	-	0	0	3	11	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	49	5	32	0	12	0	0	0	0	0	0	0	0	49	100	47	95.9	9	18.4	21	25.3	-	-	0	0	5	14	21	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	19	0	19	0	0	0	0	0	0	0	0	0	0	18	94.7	18	94.7	8	42.1	23.6	27.7	-	-	0	1	0	3	7	7	1	0	0	0	0	0	0	0	0	0	0	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	1	50	1	50	0	0	13.2	-	-	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	15	-	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	188	6	150	0	31	1	0	0	0	0	0	0	0	187	99.5	182	96.8	37	19.7	21.2	25.3	-	-	0	1	14	55	81	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	191	7	152	0	31	1	0	0	0	0	0	0	0	189	99	184	96.3	37	19.4	21.1	25.3	-	-	0	2	15	56	81	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Location	Bike Park Wales Entrance, Alt - fence														August 2018														Bike Park Wales Entrance, Alt - fence														August 2018													
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0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	22.1	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800	7	1	2	0	4	0	0	0	0	0	0	0	0	7	100	6	85.7	2	28.6	21.9	-	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	5	100	1	20	22.4	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000	7	1	6	0	0	0	0	0	0	0	0	0	0	6	85.7	6	85.7	0	0	17.8	-	0	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100	14	0	14	0	0	0	0	0	0	0	0	0	0	14	100	14	100	1	7.1	21.2	24.4	0	0	1	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1200	19	1	13	0	4	0	1	0	0	0	0	0	0	19	100	18	94.7	3	15.8	21.1	24.6	0	0	2	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1300	20	2	15	1	2	0	0	0	0	0	0	0	0	20	100	19	95	1	5	20.1	23	0	0	2	6	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1400	27	0	27	0	0	0	0	0	0	0	0	0	0	25	92.6	24	88.9	5	18.5	21	25.5	0	2	3	4	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1500	33	0	29	0	3	1	0	0	0	0	0	0	0	33	100	31	93.9	6	18.2	21.1	25.3	0	0	3	9	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1600	70	2	62	0	5	0	1	0	0	0	0	0	0	70	100	70	100	17	24.3	22.9	25.7	0	0	0	14	39	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1700	76	4	64	2	6	0	0	0	0	0	0	0	0	76	100	75	98.7	9	11.8	21.1	24.2	0	0	2	26	39	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	39	1	34	0	4	0	0	0	0	0	0	0	0	39	100	38	97.4	9	23.1	22.4	26.4	0	0	1	10	19	7	0	1	1	0	0	0	0	0	0	0	0	0	0	0	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	1	100	1	100	1	100	25.2	-	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	19.5	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
07-19	318	12	271	3	29	1	2	0	0	0	0	0	0	315	99.1	307	96.5	54	17	21.5	25.1	0	3	15	86	160	47	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
06-22	321	12	274	3	29	1	2	0	0	0	0	0	0	318	99.1	310	96.6	55	17.1	21.5	25.1	0	3	15	87	161	48	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
06-00	321	12	274	3	29	1	2	0	0	0	0	0	0	318	99.1	310	96.6	55	17.1	21.5	25.1	0	3	15	87	161	48	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
00-00	321	12	274	3	29	1	2	0	0	0	0	0	0	318	99.1	310	96.6	55	17.1	21.5	25.1	0	3	15	87	161	48	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

Site	1											9106 / Abercanda											9106 / Abercanda																														
Location	Bike Park Wales Entrance, Att - fence											Bike Park Wales Entrance, Att - fence											Bike Park Wales Entrance, Att - fence																														
Direction	East bound											Automatic Traffic Count											Automatic Traffic Count																														
	26 August 2018											26 August 2018											26 August 2018																														
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	12.3	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	2	0	0	0	2	0	0	0	0	0	0	0	0	2	100	2	100	1	50	28.7	-	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	12.8	-	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100	7	100	1	14.3	22.2	-	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	7	0	6	0	1	0	0	0	0	0	0	0	0	7	100	6	85.7	0	0	18.5	-	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	28	0	26	0	2	0	0	0	0	0	0	0	0	27	96.4	27	96.4	1	3.6	18.5	21.7	0	1	4	13	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	12	0	11	0	1	0	0	0	0	0	0	0	0	12	100	11	91.7	0	0	18.4	21.3	0	0	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	12	0	7	0	5	0	0	0	0	0	0	0	0	12	100	12	100	1	8.3	21.3	22.6	0	0	0	4	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	24	1	21	0	2	0	0	0	0	0	0	0	0	24	100	24	100	2	8.3	19.7	21.9	0	0	1	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	54	1	47	0	6	0	0	0	0	0	0	0	0	54	100	48	88.9	4	7.4	20.1	23.7	0	0	7	23	20	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	42	0	37	1	3	0	1	0	0	0	0	0	0	42	100	40	95.2	3	7.1	19.4	23	0	0	4	20	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	13	0	11	0	2	0	0	0	0	0	0	0	0	13	100	12	92.3	5	38.5	22.8	27.3	0	0	2	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	21.7	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	204	2	176	1	24	0	1	0	0	0	0	0	0	203	99.5	190	93.1	18	8.8	19.8	23.7	0	1	24	86	75	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	206	2	178	1	24	0	1	0	0	0	0	0	0	205	99.5	192	93.2	18	8.7	19.8	23.7	0	1	24	86	77	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	206	2	178	1	24	0	1	0	0	0	0	0	0	205	99.5	192	93.2	18	8.7	19.8	23.7	0	1	24	86	77	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	206	2	178	1	24	0	1	0	0	0	0	0	0	205	99.5	192	93.2	18	8.7	19.8	23.7	0	1	24	86	77	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercarnid 1											9106 / Abercarnid 1																												
Location	Bike Park Wales Entrance, Alt - fence											Bike Park Wales Entrance, Alt - fence											Bike Park Wales Entrance, Alt - fence																												
Direction	East bound											East bound											East bound																												
	27 August 2018											27 August 2018											27 August 2018																												
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	22	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100	4	100	0	22.5	-	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	6	1	3	1	1	0	0	0	0	0	0	0	0	5	83.3	5	83.3	0	15.8	-	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	13	0	11	0	2	0	0	0	0	0	0	0	0	13	100	13	100	0	19.5	22.1	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	17	0	16	0	1	0	0	0	0	0	0	0	0	17	100	17	100	4	23.5	22.4	25.3	0	0	1	3	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	22	1	21	0	0	0	0	0	0	0	0	0	0	22	100	22	100	1	4.5	19.8	22.8	0	0	1	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	15	2	11	0	2	0	0	0	0	0	0	0	0	15	100	14	93.3	1	6.7	20.7	23.7	0	0	2	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	45	0	41	0	4	0	0	0	0	0	0	0	0	44	97.8	42	93.3	12	26.7	21.7	25.9	0	1	3	10	19	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	66	0	61	0	5	0	0	0	0	0	0	0	0	66	100	66	100	9	13.6	21.1	24.8	0	0	4	20	33	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	47	0	43	0	4	0	0	0	0	0	0	0	0	47	100	44	93.6	12	25.5	21.8	26.4	0	0	3	13	19	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	17	0	16	0	1	0	0	0	0	0	0	0	0	17	100	17	100	7	41.2	24.8	27.3	0	0	1	0	9	5	1	1	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	253	4	228	1	20	0	0	0	0	0	0	0	0	251	99.2	245	96.8	46	18.2	21.4	25.5	0	2	16	71	118	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	253	4	228	1	20	0	0	0	0	0	0	0	0	251	99.2	245	96.8	46	18.2	21.4	25.5	0	2	16	71	118	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	253	4	228	1	20	0	0	0	0	0	0	0	0	251	99.2	245	96.8	46	18.2	21.4	25.5	0	2	16	71	118	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	253	4	228	1	20	0	0	0	0	0	0	0	0	251	99.2	245	96.8	46	18.2	21.4	25.5	0	2	16	71	118	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercandaid 1												9106 / Abercandaid																												
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																												
Direction	East bound												Automatic Traffic Count East bound												Automatic Traffic Count																												
	28 August 2018												28 August 2018																																								
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	4	0	3	0	1	0	0	0	0	0	0	0	0	4	100	4	100	1	25	21.7	-	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	7	0	3	0	4	0	0	0	0	0	0	0	0	7	100	6	85.7	2	28.6	21.9	-	-	0	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	6	0	5	0	1	0	0	0	0	0	0	0	0	6	100	6	100	2	33.3	22.4	-	-	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	21.7	-	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	17.8	-	-	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	9	0	9	0	0	0	0	0	0	0	0	0	0	8	88.9	8	88.9	2	22.2	20.3	-	-	0	1	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	9	0	8	0	1	0	0	0	0	0	0	0	0	9	100	9	100	1	11.1	21	-	-	0	0	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	15	0	15	0	0	0	0	0	0	0	0	0	0	15	100	14	93.3	3	20	21.2	25.1	-	-	0	0	1	6	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	29	0	26	0	3	0	0	0	0	0	0	0	0	29	100	28	96.6	9	31	22	26.4	-	-	0	0	2	9	9	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	51	0	44	1	6	0	0	0	0	0	0	0	0	51	100	51	100	9	17.6	21.8	25.1	-	-	0	0	2	14	26	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	43	0	38	0	5	0	0	0	0	0	0	0	0	43	100	42	97.7	12	27.9	22.4	26.6	-	-	0	0	1	10	20	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	18	0	17	0	1	0	0	0	0	0	0	0	0	18	100	18	100	7	38.9	23.8	28.4	-	-	0	0	0	4	7	7	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2	100	2	100	0	0	14.7	-	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	197	0	174	1	22	0	0	0	0	0	0	0	0	196	99.5	192	97.5	48	24.4	22	26.2	-	-	0	1	8	52	88	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	199	0	176	1	22	0	0	0	0	0	0	0	0	198	99.5	194	97.5	48	24.1	21.9	26.2	-	-	0	1	9	53	88	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	199	0	176	1	22	0	0	0	0	0	0	0	0	198	99.5	194	97.5	48	24.1	21.9	26.2	-	-	0	1	9	53	88	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	199	0	176	1	22	0	0	0	0	0	0	0	0	198	99.5	194	97.5	48	24.1	21.9	26.2	-	-	0	1	9	53	88	45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercanaid 1												9106 / Abercanaid																										
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																										
Direction	East bound												Automatic Traffic Count East bound												Automatic Traffic Count																										
	30 August 2018												30 August 2018												30 August 2018																										
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																													
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140		
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	3	0	2	0	0	1	0	0	0	0	0	0	0	3	100	2	66.7	1	33.3	19.4	-	-	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	6	0	2	0	4	0	0	0	0	0	0	0	0	6	100	6	100	0	0	20.5	-	-	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	2	100	1	50	21.8	-	-	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	6	100	1	16.7	21	-	-	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	5	100	1	20	20.8	-	-	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	14	0	14	0	0	0	0	0	0	0	0	0	0	12	85.7	12	85.7	2	14.3	20.5	24.8	-	-	0	2	2	2	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	20	3	16	1	0	0	0	0	0	0	0	0	0	20	100	20	100	5	25	22.5	25.9	-	-	0	0	0	7	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	9	0	7	1	1	0	0	0	0	0	0	0	0	9	100	8	88.9	1	11.1	19.4	-	-	0	0	1	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	26	3	23	0	0	0	0	0	0	0	0	0	0	26	100	26	100	5	19.2	21.3	25.5	-	-	0	0	1	11	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	49	1	39	1	8	0	0	0	0	0	0	0	0	48	98	48	98	11	22.4	21.8	25.3	-	-	0	1	0	13	24	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	59	0	50	1	8	0	0	0	0	0	0	0	0	59	100	59	100	16	27.1	23	26.2	-	-	0	0	2	9	32	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	16	0	14	0	1	1	0	0	0	0	0	0	0	16	100	16	100	8	50	23	27.5	-	-	0	0	1	4	3	7	1	0	0	0	0	0	0	0	0	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	2	100	2	100	0	0	18.4	-	-	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	0	0	0	0	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	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
07-19	215	7	178	4	24	2	0	0	0	0	0	0	0	212	98.6	210	97.7	52	24.2	21.9	26.2	-	-	0	3	9	59	92	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	217	7	180	4	24	2	0	0	0	0	0	0	0	214	98.6	212	97.7	52	24	21.9	25.9	-	-	0	3	9	61	92	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	217	7	180	4	24	2	0	0	0	0	0	0	0	214	98.6	212	97.7	52	24	21.9	25.9	-	-	0	3	9	61	92	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	217	7	180	4	24	2	0	0	0	0	0	0	0	214	98.6	212	97.7	52	24	21.9	25.9	-	-	0	3	9	61	92	44	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercainoid 1											9106 / Abercainoid 1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Location	Bike Park Wales Entrance, Att - fence											August 2018 Bike Park Wales Entrance, Att - fence											August 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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Site	1												9106 / Abercandaid 1												9106 / Abercandaid																											
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																											
Direction	East bound												Automatic Traffic Count East bound												Automatic Traffic Count																											
	03 September 2018												03 September 2018																																							
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	100	1	33.3	23.8	-	-	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	5	0	1	0	4	0	0	0	0	0	0	0	0	5	100	5	100	2	40	23.9	-	-	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100	5	100	0	0	21	-	-	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	6	100	0	0	20.2	-	-	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	5	83.3	1	16.7	19.5	-	-	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	12	0	12	0	0	0	0	0	0	0	0	0	0	12	100	12	100	1	8.3	21.5	24.6	0	0	1	5	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	19	1	16	0	2	0	0	0	0	0	0	0	0	19	100	19	100	1	5.3	20.3	22.8	0	0	0	7	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	17	0	15	0	2	0	0	0	0	0	0	0	0	17	100	16	94.1	2	11.8	21.5	24.2	0	0	1	4	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	22	0	17	0	5	0	0	0	0	0	0	0	0	22	100	22	100	0	0	19.9	22.4	0	0	2	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	43	0	36	0	7	0	0	0	0	0	0	0	0	43	100	43	100	4	9.3	20.6	23.5	0	0	2	17	20	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	44	0	41	0	3	0	0	0	0	0	0	0	0	44	100	44	100	5	11.4	20.5	23.7	0	0	3	17	19	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100	13	100	6	46.2	23.9	28.4	0	0	0	3	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												

Site	1														9106 / Abercanaid 1														9106 / Abercanaid																								
Location	Bike Park Wales Entrance, Att - fence														August 2018 Bike Park Wales Entrance, Att - fence														August 2018																								
Direction	East bound														Automatic Traffic Count East bound														Automatic Traffic Count																								
	Virtual Day (14)														Virtual Day (14)																																						
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	88.9	0	14.8	20.2	-	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	5	0	1	0	4	0	0	0	0	0	0	0	0	5	100	5	93.3	1	26.7	21.7	-	-	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	5	97.1	1	14.5	21.2	-	-	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	5	0	5	0	1	0	0	0	0	0	0	0	0	5	97.3	5	94.7	0	5.3	19.7	-	-	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	9	0	8	0	1	0	0	0	0	0	0	0	0	9	99.2	8	94.3	1	10.7	20.1	-	-	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	12	0	1	0	0	0	0	0	0	0	0	13	97.9	13	94.7	2	13.4	20.4	24.6	-	-	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	17	1	15	0	1	0	0	0	0	0	0	0	0	17	99.6	16	96.6	2	14	20.6	24.6	-	-	0	0	1	6	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	18	0	15	0	2	0	0	0	0	0	0	0	0	17	98.4	17	95.2	3	15.7	21	25.1	-	-	0	0	1	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	30	1	27	0	3	0	0	0	0	0	0	0	0	30	99.8	29	97.1	6	19.2	21.4	25.7	-	-	0	0	2	10	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	54	1	49	0	5	0	0	0	0	0	0	0	0	54	99.6	53	98.3	10	19	21.6	25.5	-	-	0	0	3	16	25	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	55	1	48	0	5	0	0	0	0	0	0	0	0	55	99.9	54	98.1	11	19.1	21.5	25.5	-	-	0	0	3	17	25	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	17	0	1	0	0	0	0	0	0	0	0	18	99.6	18	96.9	7	36.6	23.4	27.5	-	-	0	0	1	3	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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07-19	232	4	201	1	25	1	0	0	0	0	0	0	0	230	99.4	225	96.9	44	18.9	21.4	25.5	-	-	0	1	15	70	102	38	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Site	1																			9106 / Abercandaid 1																			9106 / Abercandaid																		
Location	Bike Park Wales Entrance, Alt - fence																			Bike Park Wales Entrance, Alt - fence																			August 2018																		
Direction	Westbound																			Automatic Traffic Count																			Automatic Traffic Count																		
	24 August 2018																			24 August 2018																			Automatic Traffic Count																		
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																			
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0700	7	0	4	0	3	0	0	0	0	0	0	0	0	7	100	6	85.7	0	0	18.4	-	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0800	56	0	54	0	2	0	0	0	0	0	0	0	0	56	100	55	98.2	16	28.6	23.1	28.6	0	0	2	14	24	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0900	85	0	76	0	9	0	0	0	0	0	0	0	0	85	100	81	95.3	17	20	20.9	25.5	0	0	5	34	29	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000	30	0	30	0	0	0	0	0	0	0	0	0	0	29	96.7	29	96.7	6	20	20.6	25.7	0	1	4	8	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1100	14	0	12	0	2	0	0	0	0	0	0	0	0	13	92.9	13	92.9	2	14.3	19.2	24.2	0	1	0	7	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1200	15	0	14	0	1	0	0	0	0	0	0	0	0	15	100	13	86.7	4	26.7	20.3	26.4	0	0	5	3	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1300	14	0	13	0	1	0	0	0	0	0	0	0	0	14	100	14	100	6	42.9	23	26.6	0	0	0	5	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1400	19	0	19	0	0	0	0	0	0	0	0	0	0	19	100	18	94.7	1	5.3	19.6	23.3	0	0	2	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1500	9	0	6	0	3	0	0	0	0	0	0	0	0	9	100	9	100	3	33.3	23.8	-	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1600	7	0	7	0	0	0	0	0	0	0	0	0	0	7	100	7	100	1	14.3	22.6	-	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	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	2	100	2	100	0	0	21	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	22.4	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	16.2	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																

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Location	Bike Park Wales Entrance, Att - fence											Bike Park Wales Entrance, Att - fence											Bike Park Wales Entrance, Att - fence																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercnaid 1											9106 / Abercnaid 1																													
Location	Bike Park Wales Entrance, Att - fence											Bike Park Wales Entrance, Att - fence											Bike Park Wales Entrance, Att - fence																													
Direction	Westbound											Automatic Traffic Count											Automatic Traffic Count																													
	31 August 2018											31 August 2018											31 August 2018																													
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	14	0	13	0	1	0	0	0	0	0	0	0	0	14	100	14	100	6	42.9	23.9	31.5	0	0	2	3	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	95	1	82	1	11	0	0	0	0	0	0	0	0	95	100	92	96.8	22	23.2	21.5	26.4	0	0	11	30	32	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	62	0	55	0	5	2	0	0	0	0	0	0	0	62	100	59	95.2	12	19.4	21	25.9	0	0	6	24	20	9	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	23	0	21	0	2	0	0	0	0	0	0	0	0	22	95.7	22	95.7	4	17.4	20.2	25.3	0	1	2	9	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	17	0	15	0	2	0	0	0	0	0	0	0	0	17	100	16	94.1	2	11.8	21.2	24.2	0	0	2	6	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	8	0	7	0	1	0	0	0	0	0	0	0	0	8	100	7	87.5	0	0	20.1	-	0	0	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100	8	100	2	25	20.5	-	0	0	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	9	0	8	0	1	0	0	0	0	0	0	0	0	9	100	7	77.8	3	33.3	19.5	-	0	0	4	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	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	3	100	3	100	0	0	23.1	-	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	6	1	3	0	2	0	0	0	0	0	0	0	0	6	100	4	66.7	2	33.3	20.9	-	0	0	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	6	100	1	16.7	16.8	-	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	2	66.7	1	33.3	19.4	-	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	11.5	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	254	2	224	1	25	2	0	0	0	0	0	0	0	253	99.6	240	94.5	55	21.7	21.1	26.4	0	1	35	81	82	40	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	255	2	225	1	25	2	0	0	0	0	0	0	0	254	99.6	240	94.1	55	21.6	21	26.4	0	1	36	81	82	40	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	255	2	225	1	25	2	0	0	0	0	0	0	0	254	99.6	240	94.1	55	21.6	21	26.4	0	1	36	81	82	40	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	255	2	225	1	25	2	0	0	0	0	0	0	0	254	99.6	240	94.1	55	21.6	21	26.4	0	1	36	81	82	40	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercandaid 1												9106 / Abercandaid																											
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																											
Direction	Westbound												Automatic Traffic Count Westbound												Automatic Traffic Count																											
	01 September 2018												01 September 2018																																							
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	8	1	6	0	1	0	0	0	0	0	0	0	0	6	75	4	50	1	12.5	14.5	-	-	0	2	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	71	1	61	0	8	0	1	0	0	0	0	0	0	68	95.8	65	91.5	12	16.9	20.4	25.9	-	-	0	3	5	29	22	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	117	1	103	0	13	0	0	0	0	0	0	0	0	115	98.3	107	91.5	15	12.8	19.6	24.2	-	-	0	2	20	39	41	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	38	1	34	0	3	0	0	0	0	0	0	0	0	37	97.4	36	94.7	4	10.5	19.3	23.3	-	-	0	1	4	20	9	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100	11	84.6	2	15.4	18.9	22.8	-	-	0	0	5	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	18	0	17	0	1	0	0	0	0	0	0	0	0	18	100	17	94.4	2	11.1	19.8	23.5	-	-	0	0	1	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	13	0	13	0	0	0	0	0	0	0	0	0	0	13	100	12	92.3	5	38.5	21.8	25.5	-	-	0	0	2	3	3	4	1	0	0	0	0	0	0	0	0	0	0	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	5	100	5	100	2	40	24.8	-	-	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	7	0	7	0	0	0	0	0	0	0	0	0	0	6	85.7	6	85.7	0	0	15.9	-	-	0	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	5	1	4	0	0	0	0	0	0	0	0	0	0	5	100	5	100	0	0	18.3	-	-	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	6	100	0	0	20.2	-	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2	100	2	100	0	0	15.2	-	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	303	5	271	0	26	0	1	0	0	0	0	0	0	294	97	276	91.1	43	14.2	19.7	24.8	-	-	0	9	43	116	92	35	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	303	5	271	0	26	0	1	0	0	0	0	0	0	294	97	276	91.1	43	14.2	19.7	24.8	-	-	0	9	43	116	92	35	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	303	5	271	0	26	0	1	0	0	0	0	0	0	294	97	276	91.1	43	14.2	19.7	24.8	-	-	0	9	43	116	92	35	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	303	5	271	0	26	0	1	0	0	0	0	0	0	294	97	276	91.1	43	14.2	19.7	24.8	-	-	0	9	43	116	92	35	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1																			9106 / Abercarnaid 1																			9106 / Abercarnaid																		
Location	Bike Park Wales Entrance, Att - fence																			Bike Park Wales Entrance, Att - fence																			August 2018																		
Direction	Westbound																			Automatic Traffic Count																			Automatic Traffic Count																		
03 September 2018																			03 September 2018																																						
Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp	Speed Bins (mph)																																			
		1	2	3	4	5	6	7	8	9	10	11	12							0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140										
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100	5	100	1	20	21.8	-	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0800	51	0	47	0	4	0	0	0	0	0	0	0	0	50	98	49	96.1	14	27.5	21.6	28.2	0	1	3	15	18	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	54	0	44	0	10	0	0	0	0	0	0	0	0	54	100	53	98.1	9	16.7	21.8	25.3	0	0	2	16	27	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1000	26	1	24	0	1	0	0	0	0	0	0	0	0	25	96.2	24	92.3	3	11.5	19.4	22.4	0	1	1	12	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100	15	0	15	0	0	0	0	0	0	0	0	0	0	14	93.3	12	80	3	20	18.7	25.7	0	1	3	3	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1200	11	0	11	0	0	0	0	0	0	0	0	0	0	11	100	10	90.9	2	18.2	19.8	24.4	0	0	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1300	9	0	8	0	0	1	0	0	0	0	0	0	0	9	100	7	77.8	1	11.1	17.2	-	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1400	9	0	6	0	3	0	0	0	0	0	0	0	0	9	100	9	100	3	33.3	21.5	-	0	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	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	3	100	3	100	0	0	17.2	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1600	7	2	4	0	1	0	0	0	0	0	0	0	0	5	71.4	5	71.4	2	28.6	19.7	-	0	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	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	5	100	5	100	1	20	20	-	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	13.6	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
07-19	196	3	173	0	19	1	0	0	0	0	0	0	0	191	97.4	183	93.4	39	19.9	20.6	25.3	0	5	18	62	72	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06-22	196	3	173	0	19	1	0	0	0	0	0	0	0	191	97.4	183	93.4	39	19.9	20.6	25.3	0	5	18	62	72	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
06-00	196	3	173	0	19	1	0	0	0	0	0	0	0	191	97.4	183	93.4	39	19.9	20.6	25.3	0	5	18	62	72	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
00-00	196	3	173	0	19	1	0	0	0	0	0	0	0	191	97.4	183	93.4	39	19.9	20.6	25.3	0	5	18	62	72	32	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Site	1												9106 / Abercanaid 1												9106 / Abercanaid																													
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																													
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																													
	23 August 2018												23 August 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	7	0	4	1	2	0	0	0	0	0	0	0	0	6	85.7	6	85.7	0	17.6	-	0	1	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	69	0	58	0	10	1	0	0	0	0	0	0	0	69	100	68	98.6	11	15.9	20.9	25.5	0	0	10	17	31	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	64	0	56	0	8	0	0	0	0	0	0	0	0	64	100	62	96.9	7	10.9	19.5	23.5	0	0	7	32	18	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	28	0	26	0	2	0	0	0	0	0	0	0	0	28	100	27	96.4	2	7.1	20.1	22.8	0	0	2	12	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	28	0	25	0	3	0	0	0	0	0	0	0	0	28	100	25	89.3	5	17.9	21.1	27.3	0	0	3	8	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	29	1	23	0	5	0	0	0	0	0	0	0	0	29	100	26	89.7	8	27.6	21.5	25.9	0	0	3	8	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	29	1	22	0	5	1	0	0	0	0	0	0	0	29	100	27	93.1	8	27.6	21.7	25.9	0	0	4	8	9	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	20	2	15	0	3	0	0	0	0	0	0	0	0	20	100	20	100	5	25	21.3	25.3	0	0	1	7	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	33	0	26	0	7	0	0	0	0	0	0	0	0	33	100	32	97	7	21.2	22.2	28	0	0	2	9	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	92	0	85	0	7	0	0	0	0	0	0	0	0	91	98.9	90	97.8	30	32.6	22.5	26.2	0	1	6	15	40	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	74	1	67	0	6	0	0	0	0	0	0	0	0	73	98.6	70	94.6	15	20.3	20.6	25.5	0	1	8	23	27	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	24	0	23	0	1	0	0	0	0	0	0	0	0	24	100	21	87.5	7	29.2	22.2	26.2	0	0	3	2	12	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	21	0	20	0	1	0	0	0	0	0	0	0	0	21	100	21	100	6	28.6	24.1	27.5	0	0	0	1	14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	35	0	29	2	4	0	0	0	0	0	0	0	0	35	100	34	97.1	7	20	22.1	25.9	0	0	2	7	19	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	18	0	17	0	1	0	0	0	0	0	0	0	0	18	100	18	100	4	22.2	21.3	25.1	0	0	0	8	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	497	5	430	1	59	2	0	0	0	0	0	0	0	494	99.4	474	95.4	105	21.1	21.1	25.7	0	3	50	144	195	92	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	571	5	496	3	65	2	0	0	0	0	0	0	0	568	99.5	547	95.8	122	21.4	21.3	25.9	0	3	52	160	234	105	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	571	5	496	3	65	2	0	0	0	0	0	0	0	568	99.5	547	95.8	122	21.4	21.3	25.9	0	3	52	160	234	105	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	571	5	496	3	65	2	0	0	0	0	0	0	0	568	99.5	547	95.8	122	21.4	21.3	25.9	0	3	52	160	234	105	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercandaid 1												9106 / Abercandaid																									
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																									
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																									
	24 August 2018												24 August 2018												24 August 2018																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																												
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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0700	8	0	5	0	3	0	0	0	0	0	0	0	0	8	100	7	87.5	0	0	18.7	-	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	61	0	55	0	6	0	0	0	0	0	0	0	0	61	100	60	98.4	19	31.1	23.1	28.4	0	0	2	15	25	13	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	90	0	80	0	10	0	0	0	0	0	0	0	0	90	100	86	95.6	17	18.9	20.9	25.5	0	0	6	35	32	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	35	0	33	0	2	0	0	0	0	0	0	0	0	34	97.1	33	94.3	7	20	20.2	25.1	0	1	6	10	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	26	0	23	0	3	0	0	0	0	0	0	0	0	25	96.2	25	96.2	3	11.5	19.3	23.9	0	1	2	13	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	31	0	29	0	2	0	0	0	0	0	0	0	0	31	100	29	93.5	4	12.9	20.1	23.7	0	0	5	10	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	36	1	32	0	3	0	0	0	0	0	0	0	0	36	100	35	97.2	10	27.8	22.1	26.6	0	0	2	13	11	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	47	0	43	0	4	0	0	0	0	0	0	0	0	46	97.9	44	93.6	2	4.3	19.5	23.3	0	1	4	20	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	32	1	26	0	5	0	0	0	0	0	0	0	0	32	100	31	96.9	3	9.4	21.2	24.6	0	0	1	10	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	70	1	66	0	3	0	0	0	0	0	0	0	0	69	98.6	69	98.6	18	25.7	22.9	26.6	0	1	1	19	31	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	61	0	55	0	6	0	0	0	0	0	0	0	0	60	98.4	59	96.7	8	13.1	21	24.6	0	1	1	23	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	14	0	14	0	0	0	0	0	0	0	0	0	0	14	100	13	92.9	8	57.1	25	27.3	0	0	1	0	5	7	1	0	0	0	0	0	0	0	0	0	0	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	4	100	4	100	0	0	18.5	-	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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Site	1												9106 / Abercanaid 1												9106 / Abercanaid																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Site	1											9106 / Abercandaid 1											9106 / Abercandaid																														
Location	Bike Park Wales Entrance, Att - fence											August 2018 Bike Park Wales Entrance, Att - fence											August 2018																														
Direction	Two way											Automatic Traffic Count Two way											Automatic Traffic Count																														
	26 August 2018											26 August 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	16.5	-	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	54	0	42	0	8	2	2	0	0	0	0	0	0	54	100	52	96.3	12	22.2	21.9	28	0	0	6	18	18	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	69	0	45	1	3	0	0	0	0	0	0	0	0	68	98.6	65	94.2	6	8.7	19.9	22.8	1	0	5	26	31	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	32	0	27	0	3	1	0	0	1	0	0	0	0	31	96.9	31	96.9	3	9.4	20.2	24.2	0	1	1	14	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	24	1	20	0	3	0	0	0	0	0	0	0	0	24	100	20	83.3	2	8.3	18	20.8	0	0	7	10	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	35	0	32	0	3	0	0	0	0	0	0	0	0	34	97.1	32	91.4	2	5.7	18.6	22.4	0	1	7	13	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	21	1	18	0	2	0	0	0	0	0	0	0	0	20	95.2	19	90.5	1	4.8	18.2	22.8	0	1	2	11	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	19	2	9	0	8	0	0	0	0	0	0	0	0	18	94.7	18	94.7	2	10.5	20.4	23	0	1	0	8	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	32	1	29	0	2	0	0	0	0	0	0	0	0	31	96.9	31	96.9	2	6.3	19.3	21.9	0	1	1	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	58	1	51	0	6	0	0	0	0	0	0	0	0	58	100	52	89.7	5	8.6	20	23.7	0	0	9	23	21	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	51	0	46	1	3	0	1	0	0	0	0	0	0	51	100	49	96.1	3	5.9	19.4	22.8	0	0	6	22	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	13	0	11	0	2	0	0	0	0	0	0	0	0	13	100	12	92.3	5	38.5	22.8	27.3	0	0	2	1	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	19.9	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	410	6	352	2	43	3	3	0	1	0	0	0	0	404	98.5	382	93.2	43	10.5	19.9	23.9	1	5	47	163	151	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	413	6	355	2	43	3	3	0	1	0	0	0	0	407	98.5	385	93.2	43	10.4	19.9	23.9	1	5	47	164	153	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	413	6	355	2	43	3	3	0	1	0	0	0	0	407	98.5	385	93.2	43	10.4	19.9	23.9	1	5	47	164	153	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	413	6	355	2	43	3	3	0	1	0	0	0	0	407	98.5	385	93.2	43	10.4	19.9	23.9	1	5	47	164	153	29	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercandaid 1											9106 / Abercandaid																														
Location	Bike Park Wales Entrance, Att - fence											August 2018 Bike Park Wales Entrance, Att - fence											August 2018																														
Direction	Two way											Automatic Traffic Count Two way											Automatic Traffic Count																														
	27 August 2018											27 August 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	20.3	-	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	55	1	51	0	2	1	0	0	0	0	0	0	0	54	98.2	52	94.5	16	29.1	22.8	26.8	0	1	2	10	26	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	96	0	89	1	6	0	0	0	0	0	0	0	0	94	97.9	93	96.9	19	19.8	21.4	25.7	0	2	4	32	39	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	42	1	36	1	4	0	0	0	0	0	0	0	0	41	97.6	39	92.9	3	7.1	19.1	22.6	0	1	5	17	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	32	0	26	0	6	0	0	0	0	0	0	0	0	31	96.9	31	96.9	5	15.6	20	23.9	0	1	2	13	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	31	0	30	0	1	0	0	0	0	0	0	0	0	31	100	30	96.8	6	19.4	21.9	25.3	0	0	2	5	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	32	2	30	0	0	0	0	0	0	0	0	0	0	30	93.8	30	93.8	2	6.3	19.4	22.8	0	2	1	15	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	24	2	18	0	4	0	0	0	0	0	0	0	0	24	100	22	91.7	1	4.2	20.1	23.7	0	0	4	6	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	49	0	45	0	4	0	0	0	0	0	0	0	0	48	98	45	91.8	12	24.5	21.3	25.9	0	1	5	11	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	73	0	68	0	5	0	0	0	0	0	0	0	0	73	100	72	98.6	9	12.3	20.8	24.6	0	0	6	23	35	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	49	0	45	0	4	0	0	0	0	0	0	0	0	49	100	46	93.9	12	24.5	21.7	26.4	0	0	3	14	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	20	0	19	0	1	0	0	0	0	0	0	0	0	20	100	20	100	7	35	23.8	27.3	0	0	2	2	9	5	1	1	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	505	6	459	2	37	1	0	0	0	0	0	0	0	497	98.4	482	95.4	92	18.2	21.1	25.7	0	8	36	149	220	79	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	505	6	459	2	37	1	0	0	0	0	0	0	0	497	98.4	482	95.4	92	18.2	21.1	25.7	0	8	36	149	220	79	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	505	6	459	2	37	1	0	0	0	0	0	0	0	497	98.4	482	95.4	92	18.2	21.1	25.7	0	8	36	149	220	79	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	505	6	459	2	37	1	0	0	0	0	0	0	0	497	98.4	482	95.4	92	18.2	21.1	25.7	0	8	36	149	220	79	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercanaid 1											9106 / Abercanaid																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Location	Bike Park Wales Entrance, Att - fence											August 2018 Bike Park Wales Entrance, Att - fence											August 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Direction	Two way											Automatic Traffic Count Two way											Automatic Traffic Count																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	28 August 2018											28 August 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DFT	>SL2% 25 DFT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site	1												9106 / Abercanda 1												9106 / Abercanda 1																													
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																													
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																													
	29 August 2018												29 August 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100	37	88.1	2	25	23	-	-	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	42	0	35	0	7	0	0	0	0	0	0	0	0	42	100	37	88.1	9	21.4	20.5	25.7	-	0	0	6	13	14	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	57	0	56	0	1	0	0	0	0	0	0	0	0	56	98.2	55	96.5	8	14	20.9	23.9	0	1	2	19	27	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	22	0	20	0	2	0	0	0	0	0	0	0	0	22	100	22	100	2	9.1	20.6	21.9	0	0	0	10	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	25	0	21	0	4	0	0	0	0	0	0	0	0	22	88	18	72	5	20	18.6	25.7	0	3	6	4	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1200	17	0	16	0	1	0	0	0	0	0	0	0	0	17	100	17	100	2	11.8	19.9	22.6	0	0	2	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	21	0	18	0	2	0	1	0	0	0	0	0	0	21	100	20	95.2	4	19	20.9	26.2	0	0	3	6	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1400	33	1	30	0	2	0	0	0	0	0	0	0	0	32	97	31	93.9	4	12.1	20.7	23.9	0	1	3	6	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	19	0	18	0	1	0	0	0	0	0	0	0	0	19	100	19	100	3	15.8	20	24.4	0	0	0	12	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	51	1	48	0	2	0	0	0	0	0	0	0	0	50	98	49	96.1	8	15.7	21.3	24.6	0	1	1	13	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	50	0	44	0	6	0	0	0	0	0	0	0	0	50	100	50	100	8	16	21.8	24.8	0	0	1	13	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	18	100	18	100	9	50	24	26.8	0	0	1	3	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	363	2	332	0	28	0	1	0	0	0	0	0	0	357	98.3	344	94.8	64	17.6	21	25.5	0	6	25	106	162	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	363	2	332	0	28	0	1	0	0	0	0	0	0	357	98.3	344	94.8	64	17.6	21	25.5	0	6	25	106	162	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	363	2	332	0	28	0	1	0	0	0	0	0	0	357	98.3	344	94.8	64	17.6	21	25.5	0	6	25	106	162	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	363	2	332	0	28	0	1	0	0	0	0	0	0	357	98.3	344	94.8	64	17.6	21	25.5	0	6	25	106	162	58	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercanaid 1												9106 / Abercanaid																												
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																												
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																												
	30 August 2018												30 August 2018																																								
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	11	0	9	0	0	2	0	0	0	0	0	0	0	10	90.9	9	81.8	1	9.1	18.7	21.7	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	56	0	41	2	12	1	0	0	0	0	0	0	0	55	98.2	55	98.2	14	25	22.5	27.3	0	1	2	14	25	10	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	58	1	47	1	9	0	0	0	0	0	0	0	0	57	98.3	56	96.6	8	13.8	20.4	23.7	0	1	6	17	26	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	43	0	39	1	3	0	0	0	0	0	0	0	0	43	100	42	97.7	5	11.6	20	23.7	0	0	5	19	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	16	0	14	1	1	0	0	0	0	0	0	0	0	16	100	16	100	2	12.5	20.4	23.7	0	0	0	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	30	0	28	0	1	1	0	0	0	0	0	0	0	28	93.3	28	93.3	7	23.3	20.4	25.9	0	2	5	8	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	28	3	23	2	0	0	0	0	0	0	0	0	0	28	100	28	100	5	17.9	21.4	25.3	0	0	1	11	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	14	0	11	1	2	0	0	0	0	0	0	0	0	14	100	13	92.9	1	7.1	19.2	23.3	0	0	2	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	35	3	32	0	0	0	0	0	0	0	0	0	0	35	100	34	97.1	8	22.9	21.6	26.4	0	0	2	13	12	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	60	2	45	1	12	0	0	0	0	0	0	0	0	58	96.7	58	96.7	15	25	22.2	26.2	0	2	0	17	26	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	63	0	54	1	8	0	0	0	0	0	0	0	0	63	100	63	100	16	25.4	22.9	26.2	0	0	2	10	35	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	19	1	16	0	1	1	0	0	0	0	0	0	0	18	94.7	18	94.7	8	42.1	21.5	26.4	0	1	2	5	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	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	3	100	3	100	0	0	16.6	-	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	433	10	359	10	49	5	0	0	0	0	0	0	0	425	98.2	420	97	90	20.8	21.4	25.9	0	8	28	135	172	69	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	436	10	362	10	49	5	0	0	0	0	0	0	0	428	98.2	423	97	90	20.6	21.3	25.9	0	8	29	137	172	69	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	436	10	362	10	49	5	0	0	0	0	0	0	0	428	98.2	423	97	90	20.6	21.3	25.9	0	8	29	137	172	69	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	436	10	362	10	49	5	0	0	0	0	0	0	0	428	98.2	423	97	90	20.6	21.3	25.9	0	8	29	137	172	69	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

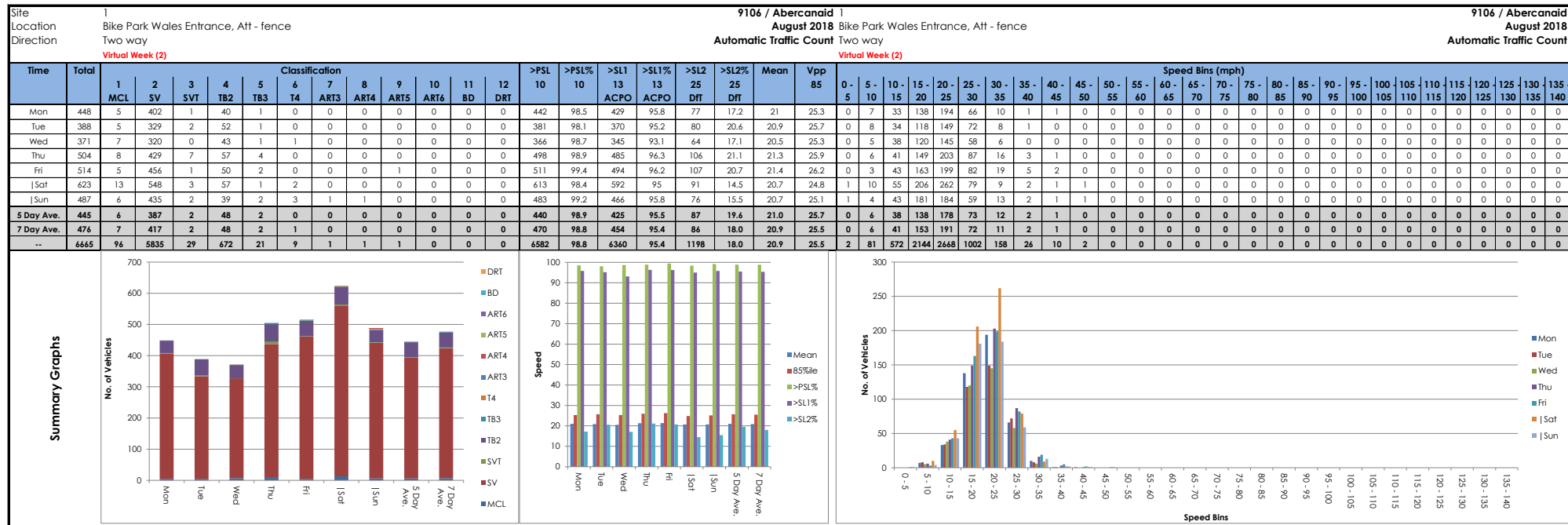
Site	1											9106 / Abercanaid 1											9106 / Abercanaid																															
Location	Bike Park Wales Entrance, Att - fence											August 2018 Bike Park Wales Entrance, Att - fence											August 2018																															
Direction	Two way											Automatic Traffic Count Two way											Automatic Traffic Count																															
	31 August 2018											31 August 2018																																										
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	16	1	14	0	1	0	0	0	0	0	0	0	0	16	100	16	100	7	43.8	23.9	31.5		0	0	2	3	4	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	107	1	84	1	20	1	0	0	0	0	0	0	0	107	100	103	96.3	25	23.4	21.5	26.4		0	0	12	33	37	17	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	71	0	62	0	7	2	0	0	0	0	0	0	0	71	100	67	94.4	13	18.3	20.9	25.7		0	0	7	28	23	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	31	0	26	0	4	1	0	0	0	0	0	0	0	30	96.8	30	96.8	4	12.9	20.1	23.5		0	1	2	15	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	31	2	26	0	3	0	0	0	0	0	0	0	0	31	100	28	90.3	2	6.5	20	23.7		0	0	5	12	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	17	0	14	1	2	0	0	0	0	0	0	0	0	17	100	16	94.1	1	5.9	20	22.6		0	0	1	7	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	14	0	14	0	0	0	0	0	0	0	0	0	0	14	100	14	100	2	14.3	19.1	22.6		0	0	1	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	30	0	27	0	3	0	0	0	0	0	0	0	0	30	100	28	93.3	9	30	22.4	28		0	0	5	2	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	42	0	38	0	4	0	0	0	0	0	0	0	0	42	100	42	100	9	21.4	22.5	26.2		0	0	1	11	21	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	49	3	42	0	4	0	0	0	0	0	0	0	0	49	100	47	95.9	12	24.5	21.7	27.7		0	0	6	14	17	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	73	0	70	0	2	0	0	0	0	1	0	0	0	73	100	73	100	15	20.5	21.2	25.3		0	0	8	16	34	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	27	0	25	0	2	0	0	0	0	0	0	0	0	27	100	26	96.3	12	44.4	24.6	29.8		0	0	1	2	12	8	3	1	0	0	0	0	0	0	0	0	0	0	0	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	4	100	3	75	3	75	23.6	-		0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	508	7	442	2	52	4	0	0	0	1	0	0	0	507	99.8	490	96.5	111	21.9	21.5	26.4		0	1	51	152	193	82	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	512	7	446	2	52	4	0	0	0	1	0	0	0	511	99.8	493	96.3	114	22.3	21.5	26.6		0	1	52	152	193	85	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	512	7	446	2	52	4	0	0	0	1	0	0	0	511	99.8	493	96.3	114	22.3	21.5	26.6		0	1	52	152	193	85	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	512	7	446	2	52	4	0	0	0	1	0	0	0	511	99.8	493	96.3	114	22.3	21.5	26.6		0	1	52	152	193	85	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercandaid 1											9106 / Abercandaid																														
Location	Bike Park Wales Entrance, Alt - fence											August 2018 Bike Park Wales Entrance, Alt - fence											August 2018																														
Direction	Two way											Automatic Traffic Count Two way											Automatic Traffic Count																														
	01 September 2018											01 September 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	9	1	7	0	1	0	0	0	0	0	0	0	0	7	77.8	5	55.6	1	11.1	14.9	-	0	2	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	73	1	61	0	10	0	1	0	0	0	0	0	0	70	95.9	67	91.8	12	16.4	20.3	25.9	0	3	6	29	23	8	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	122	1	107	0	14	0	0	0	0	0	0	0	0	120	98.4	112	91.8	15	12.3	19.6	24.2	0	2	21	39	45	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	45	1	41	0	3	0	0	0	0	0	0	0	0	44	97.8	43	95.6	5	11.1	19.5	23.3	0	1	4	22	13	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	24	1	22	0	1	0	0	0	0	0	0	0	0	24	100	22	91.7	4	16.7	20.7	24.4	0	0	5	5	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	28	0	24	0	4	0	0	0	0	0	0	0	0	28	100	27	96.4	3	10.7	20.2	24.6	0	0	2	12	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	31	0	30	0	1	0	0	0	0	0	0	0	0	30	96.8	29	93.5	12	38.7	23.1	26.4	0	1	2	6	10	8	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	29	0	24	0	5	0	0	0	0	0	0	0	0	28	96.6	26	89.7	5	17.2	19.8	26.2	0	1	4	9	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	47	0	45	0	2	0	0	0	0	0	0	0	0	46	97.9	45	95.7	6	12.8	20	24.4	0	1	6	16	18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	79	1	72	0	6	0	0	0	0	0	0	0	0	79	100	78	98.7	10	12.7	21.2	24.6	0	0	5	22	42	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	94	3	79	0	12	0	0	0	0	0	0	0	0	94	100	94	100	13	13.8	21.2	24.8	0	0	5	36	40	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1800	22	0	21	0	1	0	0	0	0	0	0	0	0	22	100	22	100	5	22.7	23	25.5	0	0	1	3	13	3	2	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0													

Site	1												9106 / Abercanaid 1												9106 / Abercanaid																												
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																												
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																												
02 September 2018												02 September 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	5	100	0	20.1	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	82	0	76	0	5	0	0	1	0	0	0	0	0	82	100	81	98.8	15	18.3	21.1	26.2	0	0	3	40	24	10	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	105	0	97	0	8	0	0	0	0	0	0	0	0	104	99	103	98.1	13	12.4	20.8	24.4	0	1	6	38	47	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	32	1	31	0	0	0	0	0	0	0	0	0	0	32	100	31	96.9	5	15.6	20.3	23.9	0	0	4	14	9	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	31	0	29	0	2	0	0	0	0	0	0	0	0	31	100	31	100	6	19.4	21	25.5	0	0	2	8	15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	38	2	32	0	3	0	1	0	0	0	0	0	0	38	100	35	92.1	3	7.9	19	22.6	0	0	8	16	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	39	0	38	0	1	0	0	0	0	0	0	0	0	39	100	36	92.3	6	15.4	19.6	24.4	0	0	7	14	12	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	24	0	21	0	3	0	0	0	0	0	0	0	0	24	100	24	100	5	20.8	22	26.4	0	0	1	10	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	63	2	56	0	4	0	1	0	0	0	0	0	0	63	100	63	100	21	33.3	23.1	28	0	0	1	21	20	15	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	58	0	53	0	5	0	0	0	0	0	0	0	0	58	100	56	96.6	11	19	21.6	25.7	0	0	4	16	27	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	67	0	63	1	3	0	0	0	0	0	0	0	0	67	100	67	100	20	29.9	22.9	26.4	0	0	0	16	31	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	15	0	0	0	0	0	0	0	0	0	0	15	100	15	100	3	20	21.9	25.7	0	0	3	1	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.4	-	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	559	5	515	1	35	0	2	1	0	0	0	0	0	558	99.8	547	97.9	108	19.3	21.3	25.7	0	1	39	197	214	89	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	540	6	515	1	35	0	2	1	0	0	0	0	0	558	99.6	547	97.7	108	19.3	21.3	25.7	0	2	39	197	214	89	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	540	6	515	1	35	0	2	1	0	0	0	0	0	558	99.6	547	97.7	108	19.3	21.3	25.7	0	2	39	197	214	89	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	540	6	515	1	35	0	2	1	0	0	0	0	0	558	99.6	547	97.7	108	19.3	21.3	25.7	0	2	39	197	214	89	14	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercanaid 1												9106 / Abercanaid																													
Location	Bike Park Wales Entrance, Att - fence												August 2018 Bike Park Wales Entrance, Att - fence												August 2018																													
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																													
	03 September 2018												03 September 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	8	0	8	0	0	0	0	0	0	0	0	0	0	8	100	8	100	2	25	22.6	-	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	56	0	48	0	8	0	0	0	0	0	0	0	0	55	98.2	54	96.4	16	28.6	21.8	28.4	0	1	3	16	20	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	59	0	49	0	10	0	0	0	0	0	0	0	0	59	100	58	98.3	9	15.3	21.8	24.8	0	0	3	16	31	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	32	1	30	0	1	0	0	0	0	0	0	0	0	31	96.9	30	93.8	3	9.4	19.6	22.4	0	1	2	13	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	21	0	21	0	0	0	0	0	0	0	0	0	0	20	95.2	17	81	4	19	19	25.7	0	1	4	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	23	0	23	0	0	0	0	0	0	0	0	0	0	23	100	22	95.7	3	13	20.7	24.8	0	0	4	8	8	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	28	1	24	0	2	1	0	0	0	0	0	0	0	28	100	26	92.9	2	7.1	19.3	22.8	0	0	4	9	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	26	0	21	0	5	0	0	0	0	0	0	0	0	26	100	25	96.2	5	19.2	21.5	25.1	0	0	1	8	12	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	25	0	20	0	5	0	0	0	0	0	0	0	0	25	100	25	100	0	0	19.5	22.4	0	0	3	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	50	2	40	0	8	0	0	0	0	0	0	0	0	48	96	48	96	6	12	20.4	23.7	0	2	2	17	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	49	0	46	0	3	0	0	0	0	0	0	0	0	49	100	49	100	6	12.2	20.5	24.2	0	0	3	20	20	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	14	0	14	0	0	0	0	0	0	0	0	0	0	14	100	14	100	6	42.9	23.2	28.4	0	0	1	3	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	391	4	344	0	42	1	0	0	0	0	0	0	0	386	98.7	376	96.2	62	15.9	20.8	24.8	0	5	30	127	167	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	391	4	344	0	42	1	0	0	0	0	0	0	0	386	98.7	376	96.2	62	15.9	20.8	24.8	0	5	30	127	167	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	391	4	344	0	42	1	0	0	0	0	0	0	0	386	98.7	376	96.2	62	15.9	20.8	24.8	0	5	30	127	167	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	391	4	344	0	42	1	0	0	0	0	0	0	0	386	98.7	376	96.2	62	15.9	20.8	24.8	0	5	30	127	167	52	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Location	Bike Park Wales Entrance, Att - fence														August 2018 Bike Park Wales Entrance, Att - fence														August 2018																																
Direction	Two way														Automatic Traffic Count Two way														Automatic Traffic Count																																
	Virtual Day (14)														Virtual Day (14)																																														
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																							
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140												
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
0700	8	0	6	0	1	0	0	0	0	0	0	0	0	8	96.3	7	89.9	1	17.4	20.2	-	-	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0800	64	0	53	0	9	1	0	0	0	0	0	0	0	63	98.8	61	95.2	14	21.8	21.3	26.4	-	0	1	5	20	24	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	76	0	68	0	8	0	0	0	0	0	0	0	0	75	98.8	73	95.1	10	13.7	20.4	24.6	-	0	1	7	28	30	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1000	34	1	31	0	3	0	0	0	0	0	0	0	0	33	97.7	32	94.2	4	10.6	19.6	23.5	-	0	1	3	15	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1100	25	0	22	0	3	0	0	0	0	0	0	0	0	25	97.7	23	92.3	4	14.5	20	24.6	-	0	1	3	9	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1200	27	0	24	0	3	0	0	0	0	0	0	0	0	27	98.4	25	92.9	4	14.8	20.2	24.8	-	0	0	4	9	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1300	28	1	25	0	2	0	0	0	0	0	0	0	0	28	98.7	26	94.6	5	16.4	20.5	25.3	-	0	0	3	9	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1400	26	1	22	0	4	0	0	0	0	0	0	0	0	26	98.4	25	94.3	4	15.8	20.7	25.1	-	0	0	2	8	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1500	37	1	33	0	3	0	0	0	0	0	0	0	0	37	99.2	36	96.7	7	19.8	21.3	25.7	-	0	0	2	13	14	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1600	42	1	55	0	6	0	0	0	0	0	0	0	0	61	99.2	60	97.3	12	19.8	21.6	25.5	-	0	1	4	18	28	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1700	61	1	54	0	6	0	0	0	0	0	0	0	0	61	99.8	60	97.9	12	19.2	21.4	25.5	-	0	0	4	18	28	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1800	20	0	19	0	1	0	0	0	0	0	0	0	0	20	99.3	19	96.1	7	34.4	23	27.5	-	0	0	2	3	8	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1900	3	0	3	0	0	0	0	0	0	0	0	0	0	3	91.1	3	88.9	1	26.7	21.2	-	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	97.8	1	15.6	21.2	-	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	21.1	21.1	-	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	468	7	410	2	48	2	1	0	0	0	0	0	0	463	98.8	447	95.4	84	17.9	20.9	25.5	-	0	6	40	151	187	70	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
06-22	476	7	417	2	48	2	1	0	0	0	0	0	0	470	98.8	454	95.4	86	18	20.9	25.5	-	0	6	41	153	191	72	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06-00	476	7	417	2	48	2	1	0	0	0	0	0	0	470	98.8	454	95.4	86	18	20.9	25.5	-	0	6	41	153	191	72	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	476	7	417	2	48	2	1	0	0	0	0	0	0	470	98.8	454	95.4	86	18	20.9	25.5	-	0	6	41	153	191	72	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
1																	9106 / Abercanaid
2																	October 2018
3																	Automatic Traffic Count
4																	
5	Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
6	1	Bike Park Wales Entrance, Att - fence	East bound	10	09 October 2018	15 October 2018	1102	148	157	1089	98.8	1055	95.7	243	22.1	21.6	26.4
7			Westbound	10	09 October 2018	15 October 2018	1098	147	157	1089	99.2	1048	95.4	255	23.2	21.2	26.4
8			Two way	10	09 October 2018	15 October 2018	2200	296	314	2178	99.0	2103	95.6	498	22.6	21.4	26.4

Site	1																			9106 / Abercarnid																			1																			9106 / Abercarnid																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Location	Bike Park Wales Entrance, Alt - fence																			October 2018																			Bike Park Wales Entrance, Alt - fence																			October 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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Site	1																	9106 / Abercandaid 1																	9106 / Abercandaid																			
Location	Bike Park Wales Entrance, Att - fence																	October 2018 Bike Park Wales Entrance, Att - fence																	October 2018																			
Direction	East bound																	Automatic Traffic Count East bound																	Automatic Traffic Count																			
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Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT							0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140							
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0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	21.8	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	7	0	3	0	4	0	0	0	0	0	0	0	0	7	100	7	100	4	57.1	23.4	-	0	0	1	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	4	0	1	0	3	0	0	0	0	0	0	0	0	4	100	4	100	1	25	20.5	-	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	6	0	4	0	2	0	0	0	0	0	0	0	0	6	100	6	100	4	66.7	23.6	-	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	11	0	9	0	2	0	0	0	0	0	0	0	0	11	100	11	100	5	45.5	24.7	26.6	0	0	0	2	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	7	0	6	0	1	0	0	0	0	0	0	0	0	7	100	7	100	4	57.1	24.3	-	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	8	100	8	100	2	25	22.9	-	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	19	0	17	0	2	0	0	0	0	0	0	0	0	19	100	19	100	6	31.6	23.8	27.5	0	0	0	3	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	26	1	20	0	5	0	0	0	0	0	0	0	0	26	100	26	100	14	53.8	24.5	27.7	0	0	1	5	6	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	56	1	46	0	9	0	0	0	0	0	0	0	0	56	100	54	96.4	22	39.3	23.1	27.3	0	0	3	11	20	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	27	1	23	0	3	0	0	0	0	0	0	0	0	27	100	27	100	14	51.9	25.1	28.9	0	0	0	4	9	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	6	100	3	50	23.3	-	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	178	3	143	0	32	0	0	0	0	0	0	0	0	178	100	176	98.9	79	44.4	23.8	27.5	0	0	6	32	61	69	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	178	3	143	0	32	0	0	0	0	0	0	0	0	178	100	176	98.9	79	44.4	23.8	27.5	0	0	6	32	61	69	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	178	3	143	0	32	0	0	0	0	0	0	0	0	178	100	176	98.9	79	44.4	23.8	27.5	0	0	6	32	61	69	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	178	3	143	0	32	0	0	0	0	0	0	0	0	178	100	176	98.9	79	44.4	23.8	27.5	0	0	6	32	61	69	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercandaid 1											9106 / Abercandaid																														
Location	Bike Park Wales Entrance, Att - fence											October 2018 Bike Park Wales Entrance, Att - fence											October 2018																														
Direction	East bound											Automatic Traffic Count East bound											Automatic Traffic Count																														
	11 October 2018											11 October 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	0	22.8	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	4	0	1	0	3	0	0	0	0	0	0	0	0	4	100	4	100	1	25	21.3	-	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	2	66.7	1	33.3	19	-	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	9	0	2	0	7	0	0	0	0	0	0	0	0	9	100	9	100	0	0	19.4	-	0	0	1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100	3	100	0	0	19	-	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	7	0	3	0	4	0	0	0	0	0	0	0	0	7	100	7	100	1	14.3	20	-	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	9	0	7	0	1	1	0	0	0	0	0	0	0	9	100	9	100	0	0	17.9	-	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	7	0	5	0	2	0	0	0	0	0	0	0	0	7	100	7	100	3	42.9	23	-	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	23	1	21	0	1	0	0	0	0	0	0	0	0	23	100	23	100	5	21.7	22.2	29.1	0	0	2	7	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	37	1	33	0	3	0	0	0	0	0	0	0	0	36	97.3	35	94.6	10	27	23	27.3	0	1	1	8	17	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	17	2	12	0	3	0	0	0	0	0	0	0	0	17	100	17	100	3	17.6	21.4	23.9	0	0	0	5	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	6	100	6	100	4	66.7	26	-	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	2	0	1	0	0	0	0	0	1	0	0	0	0	2	100	2	100	0	0	14.7	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	127	4	97	0	25	1	0	0	0	0	0	0	0	125	98.4	124	97.6	28	22	21.7	26.2	0	2	7	37	53	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	129	4	98	0	25	1	0	0	1	0	0	0	0	127	98.4	126	97.7	28	21.7	21.6	26.2	0	2	8	38	53	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	129	4	98	0	25	1	0	0	1	0	0	0	0	127	98.4	126	97.7	28	21.7	21.6	26.2	0	2	8	38	53	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	129	4	98	0	25	1	0	0	1	0	0	0	0	127	98.4	126	97.7	28	21.7	21.6	26.2	0	2	8	38	53	23	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercandaid 1												9106 / Abercandaid																												
Location	Bike Park Wales Entrance, Att - fence												October 2018 Bike Park Wales Entrance, Att - fence												October 2018																												
Direction	East bound												Automatic Traffic Count East bound												Automatic Traffic Count																												
	12 October 2018												12 October 2018																																								
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	2	100	0	22.7	-	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	5	0	2	0	3	0	0	0	0	0	0	0	0	5	100	5	100	0	20.3	-	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	9	1	5	0	3	0	0	0	0	0	0	0	0	9	100	9	100	1	11.1	21.9	-	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	2	100	1	50	20.6	-	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	9	0	7	0	2	0	0	0	0	0	0	0	0	9	100	9	100	1	11.1	20.2	-	0	0	1	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	5	0	3	0	2	0	0	0	0	0	0	0	0	5	100	3	60	0	15.7	-	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300	12	0	10	0	2	0	0	0	0	0	0	0	0	12	100	12	100	1	8.3	21.8	23.3	0	0	0	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	22	0	20	0	2	0	0	0	0	0	0	0	0	22	100	21	95.5	6	27.3	19.8	26.4	0	0	2	12	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	14	0	10	1	3	0	0	0	0	0	0	0	0	14	100	14	100	5	35.7	22.7	28.4	0	0	0	5	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	37	0	35	0	2	0	0	0	0	0	0	0	0	37	100	37	100	3	8.1	20.8	23	0	0	2	12	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	23	1	21	0	1	0	0	0	0	0	0	0	0	23	100	22	95.7	3	13	20.8	23.9	0	0	1	9	10	3	0	0	0	0	0	0	0	0	0	0	0	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	4	100	4	100	1	25	23.4	-	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	144	2	120	1	21	0	0	0	0	0	0	0	0	144	100	140	97.2	22	15.3	20.9	24.4	0	0	9	51	62	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	144	2	120	1	21	0	0	0	0	0	0	0	0	144	100	140	97.2	22	15.3	20.9	24.4	0	0	9	51	62	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	144	2	120	1	21	0	0	0	0	0	0	0	0	144	100	140	97.2	22	15.3	20.9	24.4	0	0	9	51	62	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	144	2	120	1	21	0	0	0	0	0	0	0	0	144	100	140	97.2	22	15.3	20.9	24.4	0	0	9	51	62	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercandaid 1												9106 / Abercandaid																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Location	Bike Park Wales Entrance, Att - fence												October 2018 Bike Park Wales Entrance, Att - fence												October 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Site	1																			9106 / Abercandaid 1																			9106 / Abercandaid																		
Location	Bike Park Wales Entrance, Att - fence																			October 2018 Bike Park Wales Entrance, Att - fence																			October 2018																		
Direction	East bound																			Automatic Traffic Count East bound																			Automatic Traffic Count																		
	15 October 2018																			15 October 2018																																					
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																			
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140								
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	12.2	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
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0700	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	0	15.5	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
0800	3	0	3	0	0	0	0	0	0	0	0	0	0	3	100	3	100	2	66.7	26	-	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
0900	6	0	2	1	3	0	0	0	0	0	0	0	0	6	100	6	100	1	16.7	22.1	-	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1000	7	0	3	0	4	0	0	0	0	0	0	0	0	7	100	6	85.7	2	28.6	19.5	-	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1100	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	5	100	0	20.5	-	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1200	8	0	7	0	0	1	0	0	0	0	0	0	0	8	100	8	100	0	20.4	-	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1300	11	0	10	0	1	0	0	0	0	0	0	0	0	11	100	11	100	2	18.2	20.3	24.2	-	0	0	0	6	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
1400	8	0	5	0	3	0	0	0	0	0	0	0	0	8	100	8	100	2	25	23	-	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1500	18	0	17	0	1	0	0	0	0	0	0	0	0	18	100	18	100	5	27.8	23.5	26.8	-	0	0	0	1	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1600	47	0	43	0	4	0	0	0	0	0	0	0	0	47	100	46	97.9	16	34	24.1	28.6	-	0	0	1	7	23	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1700	12	0	10	0	2	0	0	0	0	0	0	0	0	12	100	12	100	4	33.3	23.5	28.6	-	0	0	0	1	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1800	11	1	10	0	0	0	0	0	0	0	0	0	0	11	100	11	100	2	18.2	22.9	24.4	-	0	0	0	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
2200	2	0	1	0	1	0	0	0	0	0	0	0	0	2	100	2	100	0	15.6	-	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
07-19	138	1	116	1	19	1	0	0	0	0	0	0	0	138	100	135	97.8	36	26.1	22.7	26.8	-	0	0	6	26	70	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
06-22	140	1	116	1	20	1	0	0	0	0	0	1	0	140	100	137	97.9	36	25.7	22.7	26.8	-	0	0	7	26	71	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
06-00	142	1	117	1	21	1	0	0	0	0	1	0	0	142	100	139	97.9	36	25.4	22.6	26.8	-	0	0	8	27	71	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
00-00	143	1	118	1	21	1	0	0	0	0	1	0	0	143	100	139	97.2	36	25.2	22.5	26.8	-	0	0	9	27	71	28	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

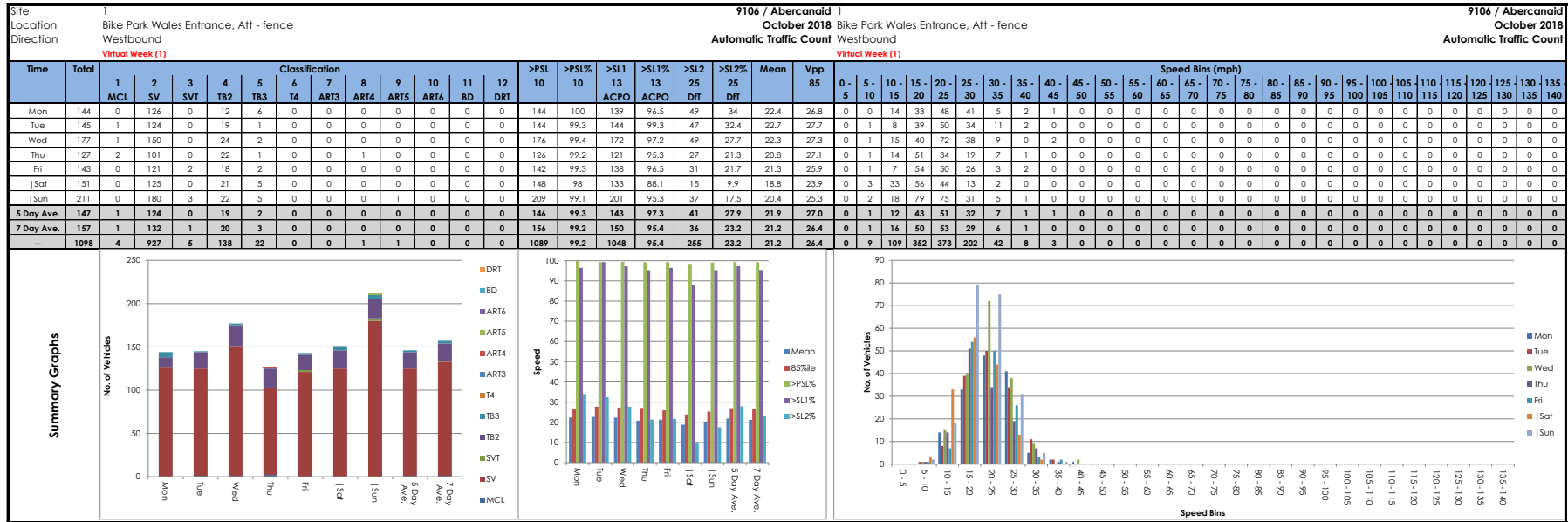
Site	1												9106 / Abercandaid 1												9106 / Abercandaid																												
Location	Bike Park Wales Entrance, Att - fence												October 2018 Bike Park Wales Entrance, Att - fence												October 2018																												
Direction	East bound												Automatic Traffic Count East bound												Automatic Traffic Count																												
	Virtual Day (7)												Virtual Day (7)																																								
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	12.2	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	18.5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	90	0	10	21.5	-	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	4	0	2	0	2	0	0	0	0	0	0	0	0	4	96.6	4	93.1	1	31	22	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	9	0	7	0	2	0	0	0	0	0	0	0	0	9	90.9	8	80.3	1	9.1	18	-	0	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	12	0	9	0	4	0	0	0	0	0	0	0	0	12	100	11	91.8	1	9.4	18.8	23.3	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	6	0	5	0	1	0	0	0	0	0	0	0	0	6	97.6	6	97.6	1	16.7	20.8	-	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	8	0	6	0	2	0	0	0	0	0	0	0	0	8	100	8	96.4	1	16.4	20.8	-	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	11	0	10	0	1	0	0	0	0	0	0	0	0	11	100	11	98.8	2	18.8	21.5	25.1	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	14	0	11	0	2	0	0	0	0	0	0	0	0	14	99	13	96.9	3	24	21.9	26.4	0	0	0	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	23	0	20	0	3	0	0	0	0	0	0	0	0	23	100	23	100	6	28.1	22.8	27.5	0	0	1	6	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	42	0	37	0	5	0	0	0	0	0	0	0	0	42	99.3	41	96.6	10	22.6	22.1	26.2	0	0	2	11	20	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	1	15	0	2	0	0	0	0	0	0	0	0	18	99.2	18	97.6	5	30.2	22.7	27.5	0	0	1	4	8	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	7	0	6	0	1	0	0	0	0	0	0	0	0	7	97.9	6	93.6	2	31.9	22.6	-	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	0	0	14.9	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	100	0	100	0	18.1	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	156	2	129	0	24	0	0	0	0	0	0	0	0	154	98.8	150	95.8	35	22.2	21.6	26.4	0	2	11	44	65	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	157	2	129	0	25	0	0	0	0	0	0	0	0	155	98.8	150	95.8	35	22.1	21.6	26.4	0	2	11	44	65	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	157	2	129	0	25	0	0	0	0	0	0	0	0	155	98.8	151	95.8	35	22.1	21.6	26.4	0	2	11	44	65	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	157	2	129	0	25	0	0	0	0	0	0	0	0	156	98.8	151	95.7	35	22.1	21.6	26.4	0	2	11	44	65	30	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercanald 1											9106 / Abercanald																														
Location	Bike Park Wales Entrance, Att - fence											October 2018 Bike Park Wales Entrance, Att - fence											October 2018																														
Direction	Westbound											Automatic Traffic Count Westbound											Automatic Traffic Count																														
	11 October 2018											11 October 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DIT	>SL2% 25 DIT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	I 1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	19.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	I 6	0	4	0	0	0	0	0	0	0	0	0	0	6	100	6	100	0	20.7	-	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	I 28	1	27	0	0	0	0	0	0	0	0	0	0	28	100	28	100	5	17.9	21.4	26.6	0	0	1	12	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	I 27	0	21	0	6	0	0	0	0	0	0	0	0	27	100	25	92.6	7	25.9	20.8	28.2	0	0	3	11	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000	I 16	0	12	0	4	0	0	0	0	0	0	0	0	15	93.8	15	93.8	1	6.3	18.3	24.2	0	1	3	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	I 9	0	6	0	3	0	0	0	0	0	0	0	0	9	100	9	100	2	22.2	19.2	-	0	0	1	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	I 12	1	8	0	2	1	0	0	0	0	0	0	0	12	100	11	91.7	2	16.7	20	23.3	0	0	1	7	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	I 4	0	2	0	2	0	0	0	0	0	0	0	0	4	100	4	100	2	50	23	-	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	I 4	0	3	0	1	0	0	0	0	0	0	0	0	4	100	4	100	1	25	23.7	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1500	I 9	0	6	0	2	0	0	0	1	0	0	0	0	9	100	9	100	2	22.2	22.3	-	0	0	1	2	4	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	I 8	0	6	0	2	0	0	0	0	0	0	0	0	8	100	7	87.5	4	50	23.7	-	0	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1700	I 2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	1	50	1	50	18.7	-	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	I 1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	13.9	-	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2000	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	125	2	99	0	22	1	0	0	1	0	0	0	0	124	99.2	119	95.2	27	21.6	20.8	27.1	0	1	13	50	34	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04-22	127	2	101	0	22	1	0	0	1	0	0	0	0	126	99.2	121	95.3	27	21.3	20.8	27.1	0	1	14	51	34	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04-00	127	2	101	0	22	1	0	0	1	0	0	0	0	126	99.2	121	95.3	27	21.3	20.8	27.1	0	1	14	51	34	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00-00	127	2	101	0	22	1	0	0	1	0	0	0	0	126	99.2	121	95.3	27	21.3	20.8	27.1	0	1	14	51	34	19	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Site	1											9106 / Abercanald 1											9106 / Abercanald																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Location	Bike Park Wales Entrance, Att - fence											October 2018 Bike Park Wales Entrance, Att - fence											October 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Direction	Westbound											Automatic Traffic Count Westbound											Automatic Traffic Count																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	12 October 2018											12 October 2018																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DIT	>SL2% 25 DIT	Mean	Vpp 85	Speed Bins (mph)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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Site	1												9106 / Abercanald 1												9106 / Abercanald 1																												
Location	Bike Park Wales Entrance, Att1 - fence												Bike Park Wales Entrance, Att1 - fence												Bike Park Wales Entrance, Att1 - fence																												
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Time	Total	1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DIT	>SL2% 25 DIT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
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0700	I 3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	100	3	100	1	33.3	21	-	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	I 37	0	32	0	4	1	0	0	0	0	0	0	0	0	37	100	36	97.3	11	29.7	21.4	25.7	0	0	2	12	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	I 77	0	48	0	8	1	0	0	0	0	0	0	0	0	76	98.7	72	93.5	6	7.8	19.5	23.5	0	1	8	30	32	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	I 86	0	31	0	5	2	0	0	0	0	0	0	0	0	38	100	36	94.7	7	18.4	21	25.9	0	0	5	11	15	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	I 21	0	17	0	4	0	0	0	0	0	0	0	0	0	21	100	21	100	8	38.1	22.6	28.2	0	0	1	7	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	I 8	0	7	0	0	1	0	0	0	0	0	0	0	0	8	100	8	100	2	25	20.8	-	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	I 3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	100	3	100	0	0	19.9	-	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	I 8	0	6	1	1	0	0	0	0	0	0	0	0	0	8	100	8	100	1	12.5	20.6	-	0	0	1	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	I 4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	100	3	75	0	0	15.8	-	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	I 4	0	3	1	0	0	0	0	0	0	0	0	0	0	3	75	3	75	0	0	16	-	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	I 1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	18.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	I 6	0	5	0	0	0	0	0	0	0	0	0	0	0	6	100	6	100	1	16.7	21.4	-	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	I 1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	16.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2100	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2200	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	I 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	210	0	179	3	22	5	0	0	0	0	1	0	0	0	208	99	200	95.2	37	17.6	20.4	25.3	0	2	18	78	75	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-22	211	0	180	3	22	5	0	0	0	0	1	0	0	0	209	99.1	201	95.3	37	17.5	20.4	25.3	0	2	18	79	75	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04-00	211	0	180	3	22	5	0	0	0	0	1	0	0	0	209	99.1	201	95.3	37	17.5	20.4	25.3	0	2	18	79	75	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	211	0	180	3	22	5	0	0	0	0	1	0	0	0	209	99.1	201	95.3	37	17.5	20.4	25.3	0	2	18	79	75	31	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



[illegible]

Site	1															9106 / Abercanaid 1															9106 / Abercanaid																						
Location	Bike Park Wales Entrance, Att - fence															October 2018 Bike Park Wales Entrance, Att - fence															October 2018																						
Direction	Two way															Automatic Traffic Count Two way															Automatic Traffic Count																						
	10 October 2018															10 October 2018																																					
Time	Total	Classification												Speed Bins (mph)																																							
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT	>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	11	0	9	0	1	1	0	0	0	0	0	0	0	11	100	11	100	2	18.2	21.4	24.8	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	40	0	31	0	8	1	0	0	0	0	0	0	0	40	100	39	97.5	18	45	23.7	29.1	0	0	5	6	11	15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	65	1	51	0	13	0	0	0	0	0	0	0	0	64	98.5	63	96.9	13	20	21.6	25.9	0	1	6	16	29	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	31	0	26	0	5	0	0	0	0	0	0	0	0	31	100	30	96.8	13	41.9	23.1	26.6	0	0	1	4	13	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	21	0	18	0	3	0	0	0	0	0	0	0	0	21	100	21	100	7	33.3	22.5	26.6	0	0	2	6	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	16	0	14	0	2	0	0	0	0	0	0	0	0	16	100	16	100	7	43.8	23.8	26.6	0	0	1	2	6	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	20	0	17	0	3	0	0	0	0	0	0	0	0	20	100	20	100	7	35	23.5	26.4	0	0	0	4	9	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	22	0	20	0	2	0	0	0	0	0	0	0	0	22	100	22	100	7	31.8	23.7	27.5	0	0	0	4	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	31	1	23	0	7	0	0	0	0	0	0	0	0	31	100	31	100	14	45.2	23.8	27.5	0	0	2	5	10	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	61	1	51	0	9	0	0	0	0	0	0	0	0	61	100	58	95.1	23	37.7	22.9	27.3	0	0	4	12	22	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	30	1	26	0	3	0	0	0	0	0	0	0	0	30	100	30	100	14	46.7	24.6	28.9	0	0	0	5	11	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	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	7	100	7	100	3	42.9	22.2	-	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	355	4	293	0	56	2	0	0	0	0	0	0	0	354	99.7	348	98	128	36.1	23	27.5	0	1	21	72	133	107	17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	355	4	293	0	56	2	0	0	0	0	0	0	0	354	99.7	348	98	128	36.1	23	27.5	0	1	21	72	133	107	17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	355	4	293	0	56	2	0	0	0	0	0	0	0	354	99.7	348	98	128	36.1	23	27.5	0	1	21	72	133	107	17	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0									

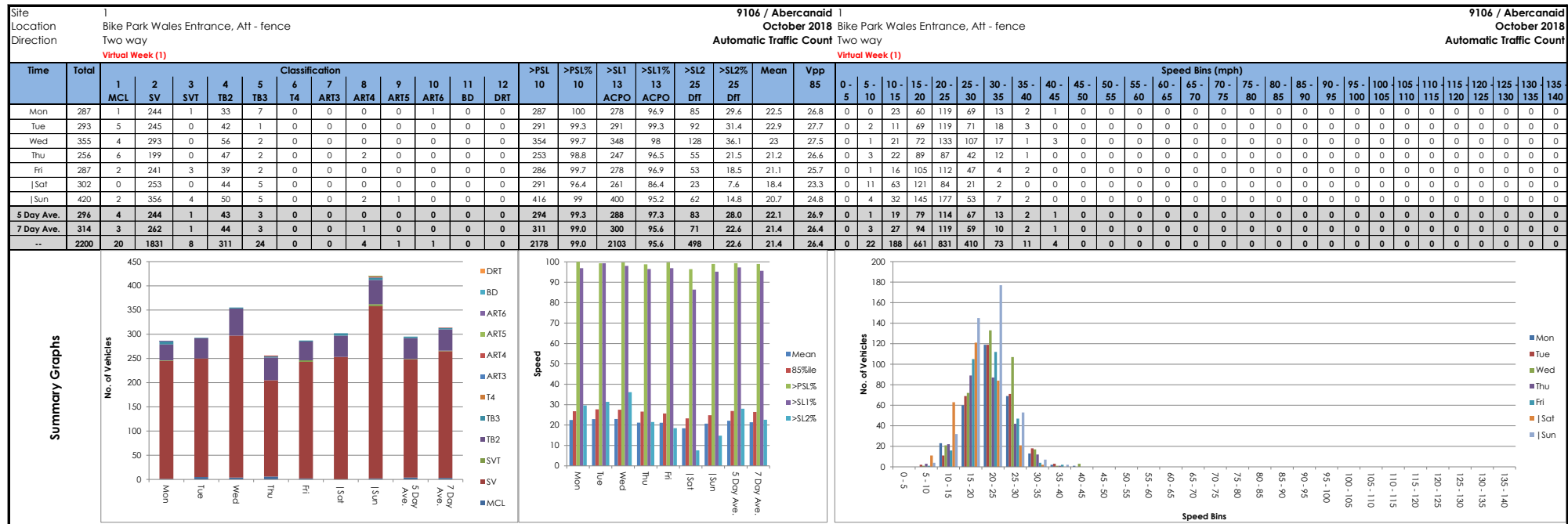
[illegible]

Site	1												9106 / Abercanaid 1												9106 / Abercanaid																											
Location	Bike Park Wales Entrance, Att - fence												October 2018 Bike Park Wales Entrance, Att - fence												October 2018																											
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																											
	12 October 2018												12 October 2018																																							
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																														
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140			
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	16.2	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	8	0	7	0	1	0	0	0	0	0	0	0	0	8	100	8	100	2	22.5	-	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800	40	0	31	1	7	1	0	0	0	0	0	0	0	40	100	40	100	7	17.5	21.6	25.3	0	0	0	20	13	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	58	1	48	0	9	0	0	0	0	0	0	0	0	57	98.3	56	96.6	12	20.7	21.5	25.7	0	1	3	18	24	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	19	0	15	0	4	0	0	0	0	0	0	0	0	19	100	18	94.7	1	5.3	20.1	23.9	0	0	2	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1100	18	0	13	0	4	1	0	0	0	0	0	0	0	18	100	18	100	5	27.8	21.2	26.4	0	0	2	5	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	12	0	9	0	3	0	0	0	0	0	0	0	0	12	100	10	83.3	3	25	19.9	25.9	0	0	2	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	19	0	17	0	2	0	0	0	0	0	0	0	0	19	100	18	94.7	2	10.5	20.8	23.3	0	0	1	6	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	27	0	23	1	3	0	0	0	0	0	0	0	0	27	100	26	96.3	6	22.2	20	25.5	0	0	2	13	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	17	0	13	1	3	0	0	0	0	0	0	0	0	17	100	17	100	7	41.2	23.1	28.4	0	0	0	6	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1600	39	0	37	0	2	0	0	0	0	0	0	0	0	39	100	39	100	3	7.7	20.7	23	0	0	2	14	20	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	24	1	22	0	1	0	0	0	0	0	0	0	0	24	100	23	95.8	4	16.7	21	23.9	0	0	1	9	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	5	0	5	0	0	0	0	0	0	0	0	0	0	5	100	4	80	1	20	21.2	-	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	286	2	240	3	39	2	0	0	0	0	0	0	0	285	99.7	277	96.9	53	18.5	21.1	25.7	0	1	16	104	112	47	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	287	2	241	3	39	2	0	0	0	0	0	0	0	286	99.7	278	96.9	53	18.5	21.1	25.7	0	1	16	105	112	47	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	287	2	241	3	39	2	0	0	0	0	0	0	0	286	99.7	278	96.9	53	18.5	21.1	25.7	0	1	16	105	112	47	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	287	2	241	3	39	2	0	0	0	0	0	0	0	286	99.7	278	96.9	53	18.5	21.1	25.7	0	1	16	105	112	47	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercarnoid 1												9106 / Abercarnoid																												
Location	Bike Park Wales Entrance, Att - fence												October 2018 Bike Park Wales Entrance, Att - fence												October 2018																												
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																												
	13 October 2018												13 October 2018																																								
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0700	9	0	8	0	1	0	0	0	0	0	0	0	0	9	100	9	100	4	44.4	23.2	-	0	0	0	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	41	0	35	0	5	1	0	0	0	0	0	0	0	39	95.1	33	80.5	4	9.8	19	24.2	0	2	8	12	15	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	94	0	74	0	17	3	0	0	0	0	0	0	0	87	92.6	73	77.7	2	2.1	16.5	20.4	0	7	28	43	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	63	0	50	0	12	1	0	0	0	0	0	0	0	63	100	57	90.5	0	0	17.5	20.1	0	0	15	33	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	22	0	19	0	3	0	0	0	0	0	0	0	0	21	95.5	20	90.9	1	4.5	18.3	22.1	0	1	6	6	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1200	16	0	14	0	2	0	0	0	0	0	0	0	0	16	100	16	100	2	12.5	20.7	24.2	0	0	0	9	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	20	0	19	0	1	0	0	0	0	0	0	0	0	20	100	18	90	4	20	20.8	25.9	0	0	3	6	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	9	90	9	90	1	10	17.8	-	0	1	2	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	9	0	9	0	0	0	0	0	0	0	0	0	0	9	100	9	100	1	11.1	21.5	-	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	9	0	7	0	2	0	0	0	0	0	0	0	0	9	100	9	100	2	22.2	22.7	-	0	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	4	0	4	0	0	0	0	0	0	0	0	0	0	4	100	3	75	2	50	22.8	-	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	5	0	4	0	1	0	0	0	0	0	0	0	0	5	100	5	100	0	0	18.5	-	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07-19	302	0	253	0	44	5	0	0	0	0	0	0	0	291	96.4	261	86.4	23	7.6	18.4	23.3	0	11	63	121	84	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	302	0	253	0	44	5	0	0	0	0	0	0	0	291	96.4	261	86.4	23	7.6	18.4	23.3	0	11	63	121	84	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	302	0	253	0	44	5	0	0	0	0	0	0	0	291	96.4	261	86.4	23	7.6	18.4	23.3	0	11	63	121	84	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	302	0	253	0	44	5	0	0	0	0	0	0	0	291	96.4	261	86.4	23	7.6	18.4	23.3	0	11	63	121	84	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1											9106 / Abercanaid 1											9106 / Abercanaid																														
Location	Bike Park Wales Entrance, Att - fence											October 2018 Bike Park Wales Entrance, Att - fence											October 2018																														
Direction	Two way											Automatic Traffic Count Two way											Automatic Traffic Count																														
	14 October 2018											14 October 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																															
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140				
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	4	100	4	100	1	25	21.1	-	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	39	0	32	0	5	1	0	0	1	0	0	0	0	39	100	38	97.4	11	28.2	21.5	25.7	0	0	2	12	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	80	0	70	0	9	1	0	0	0	0	0	0	0	79	98.8	75	93.8	7	8.8	19.6	24.2	0	1	8	30	34	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	43	0	35	0	6	2	0	0	0	0	0	0	0	43	100	40	93	7	16.3	20.7	25.9	0	0	6	14	16	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	23	0	19	0	4	0	0	0	0	0	0	0	0	23	100	23	100	8	34.8	22.5	28.2	0	0	1	8	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	17	0	15	0	1	1	0	0	0	0	0	0	0	17	100	17	100	2	11.8	20.6	22.6	0	0	0	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	0	13	0	1	0	0	0	0	0	0	0	0	14	100	14	100	2	14.3	21.6	24.4	0	0	1	3	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	30	0	25	1	4	0	0	0	0	0	0	0	0	30	100	29	96.7	3	10	21.2	24.6	0	0	2	10	15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	43	0	38	0	5	0	0	0	0	0	0	0	0	43	100	42	97.7	7	16.3	21.2	25.5	0	0	3	16	17	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	89	0	74	2	12	0	0	0	1	0	0	0	0	88	98.9	84	94.4	8	9	20.3	23.7	0	1	6	32	42	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	21	1	19	0	1	0	0	0	0	0	0	0	0	20	95.2	20	95.2	4	19	22.1	26.4	0	1	0	5	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	16	1	12	0	2	0	0	0	0	1	0	0	0	15	93.8	13	81.3	2	12.5	19.3	24.6	0	1	3	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	16.8	-	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
07-19	419	2	355	4	50	5	0	0	2	1	0	0	0	415	99	399	95.2	62	14.8	20.7	24.8	0	4	32	144	177	53	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	420	2	356	4	50	5	0	0	2	1	0	0	0	416	99	400	95.2	62	14.8	20.7	24.8	0	4	32	145	177	53	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	420	2	356	4	50	5	0	0	2	1	0	0	0	416	99	400	95.2	62	14.8	20.7	24.8	0	4	32	145	177	53	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	420	2	356	4	50	5	0	0	2	1	0	0	0	416	99	400	95.2	62	14.8	20.7	24.8	0	4	32	145	177	53	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1												9106 / Abercandaid 1												9106 / Abercandaid																													
Location	Bike Park Wales Entrance, Att - fence												October 2018 Bike Park Wales Entrance, Att - fence												October 2018																													
Direction	Two way												Automatic Traffic Count Two way												Automatic Traffic Count																													
	15 October 2018												15 October 2018																																									
Time	Total	Classification												>PSL 10	>PSL% 10	>SL1 13 ACPO	>SL1% 13 ACPO	>SL2 25 DfT	>SL2% 25 DfT	Mean	Vpp 85	Speed Bins (mph)																																
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT									0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140					
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	5	100	2	40	0	0	13.3	-	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0600	2	0	0	0	1	0	0	0	0	0	0	0	0	2	100	2	100	0	0	18.5	-	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0700	6	0	6	0	0	0	0	0	0	0	0	0	0	6	100	5	83.3	3	50	21.3	-	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
0800	35	0	33	0	1	1	0	0	0	0	0	0	0	35	100	35	100	19	54.3	25.1	28.4	0	0	0	5	11	16	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900	49	0	37	1	8	3	0	0	0	0	0	0	0	49	100	48	98	10	20.4	21.2	25.3	0	0	5	13	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	24	0	18	0	5	1	0	0	0	0	0	0	0	24	100	22	91.7	5	20.8	21.1	25.5	0	0	4	6	9	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100	11	0	8	0	2	1	0	0	0	0	0	0	0	11	100	10	90.9	2	18.2	20.7	24.8	0	0	2	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200	16	0	15	0	0	1	0	0	0	0	0	0	0	16	100	16	100	4	25	22.5	26.6	0	0	0	5	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1300	17	0	15	0	2	0	0	0	0	0	0	0	0	17	100	17	100	4	23.5	21	25.3	0	0	0	10	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400	11	0	7	0	4	0	0	0	0	0	0	0	0	11	100	11	100	4	36.4	23.2	25.5	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1500	24	0	23	0	1	0	0	0	0	0	0	0	0	24	100	24	100	9	37.5	24	27.1	0	0	0	2	13	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1600	58	0	53	0	5	0	0	0	0	0	0	0	0	58	100	57	98.3	19	32.8	23.8	27.7	0	0	2	8	29	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	14	0	11	0	3	0	0	0	0	0	0	0	0	14	100	14	100	4	28.6	22.7	28.6	0	0	0	2	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1800	12	1	11	0	0	0	0	0	0	0	0	0	0	12	100	12	100	2	16.7	22.2	24.4	0	0	1	2	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
2200	3	0	2	0	1	0	0	0	0	0	0	0	0	3	100	3	100	0	0	15.1	-	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
07-19	277	1	237	1	31	7	0	0	0	0	0	0	0	277	100	271	97.8	85	30.7	22.7	26.8	0	0	15	59	118	69	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-22	279	1	237	1	32	7	0	0	0	0	0	1	0	279	100	273	97.8	85	30.5	22.7	26.8	0	0	16	59	119	69	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06-00	282	1	239	1	33	7	0	0	0	0	0	1	0	282	100	276	97.9	85	30.1	22.6	26.8	0	0	18	60	119	69	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	287	1	244	1	33	7	0	0	0	0	0	1	0	287	100	278	96.9	85	29.6	22.5	26.8	0	0	23	60	119	69	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



ATC VEHICLE CATEGORIES

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	$d(1) < 1.7\text{m}$ & axles=2		1 (Light)
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	$d(1) \geq 1.7\text{m}$, $d(1) \leq 3.2\text{m}$ & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, $d(1) \geq 2.1\text{m}$, $d(1) \leq 3.2\text{m}$, $d(2) \geq 2.1\text{m}$ & axles=3,4,5		
2	2	Two axle truck or Bus	TB2	4	$d(1) > 3.2\text{m}$ & axles=2		2 (Medium)
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	$d(1) > 3.2\text{m}$, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	$d(2) < 2.1\text{m}$ or $d(1) < 2.1\text{m}$ or $d(1) > 3.2\text{m}$ axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		



9106 / Abercanaid
October 2018
Automatic Traffic Count

>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)
----	-----	---	-----	----	---------------------	---	-----------

ATC SPEED BINS & DATA HEADINGS

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10 - 15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DfT (Department For Transport) standard. DfT is PSL plus 15mph.
>SL2% DfT	Greater than DfT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

Time Period	Saturday 13th October		Sunday 14th October		Average Weekday	
	ARR	DEP	ARR	DEP	ARR	DEP
0700 - 0800	8	1	3	1	6	2
0800 - 0900	36	5	37	2	32	4
0900 - 1000	56	38	77	3	45	5
1000 - 1100	13	50	38	5	19	6
1100 - 1200	12	10	21	2	9	6
1200 - 1300	4	12	8	9	8	7
1300 - 1400	7	13	3	11	7	11
1400 - 1500	6	4	8	22	5	14
1500 - 1600	4	5	4	39	6	23
1600 - 1700	4	5	4	85	6	41
1700 - 1800	0	4	1	20	2	20
1800 - 1900	1	4	6	10	1	7
1900 - 2000	0	0	1	0	0	1
2000 - 2100	0	0	0	0	0	0
2100 - 2200	0	0	0	0	0	0
	151	151	211	209	146	147

Tracsis^{plc}

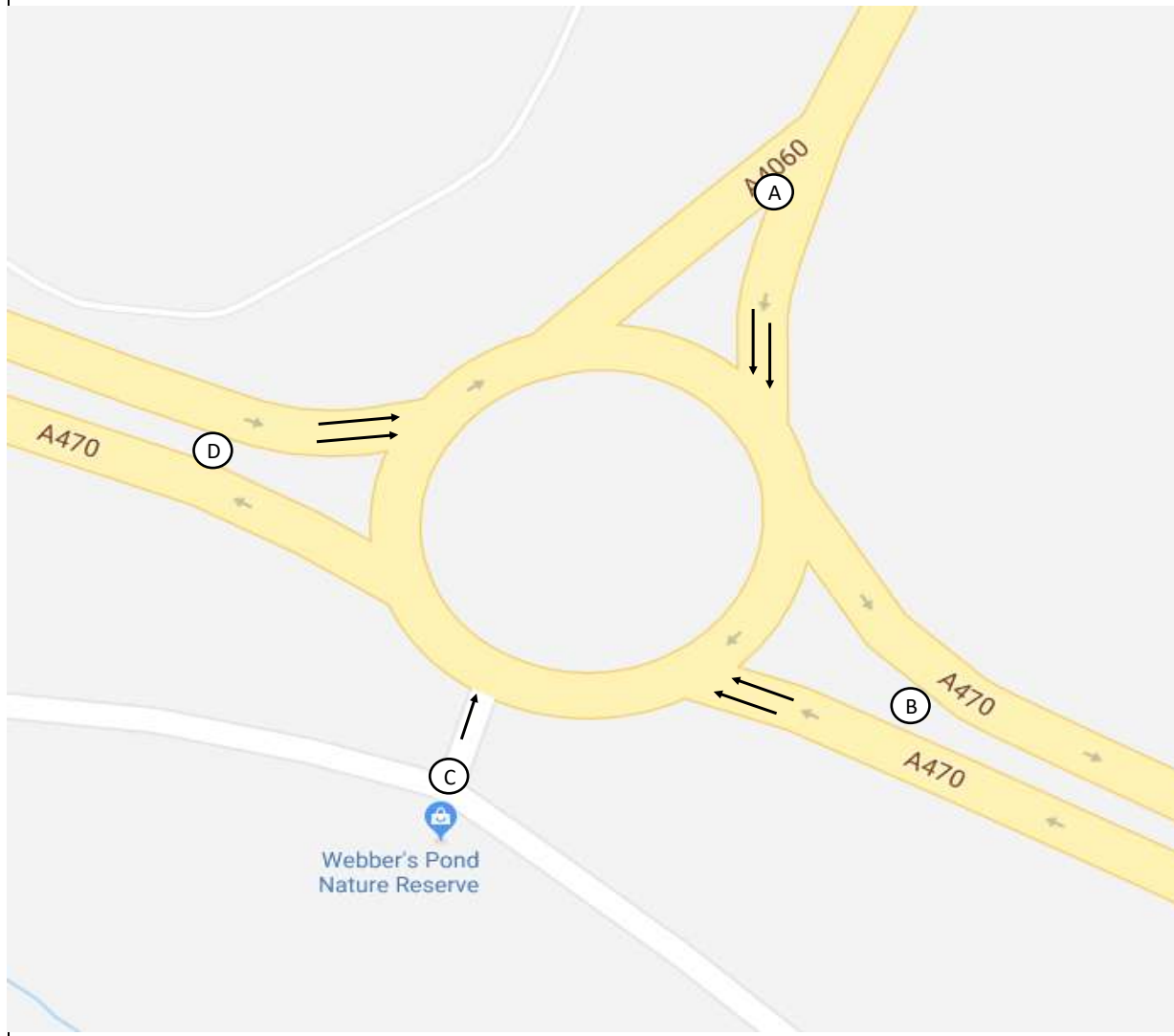
Traffic and Data Services

Client:	Hydrock
Project:	3825-WAL - Bike Park Wales Road
Site:	1
Survey Date:	Thursday 6th September 2018
Survey Period:	07:00-10:00 & 15:00-19:00
Method:	Video observation
AM Weather:	Cloudy
PM Weather:	Cloudy

Incidents / Observations:

No incidents or observations during the survey period.

Client :	Hydrock	Site plan for :	1
Project :	3825-WAL - Bike Park Wales Road	Date :	Thursday 6th September 2018

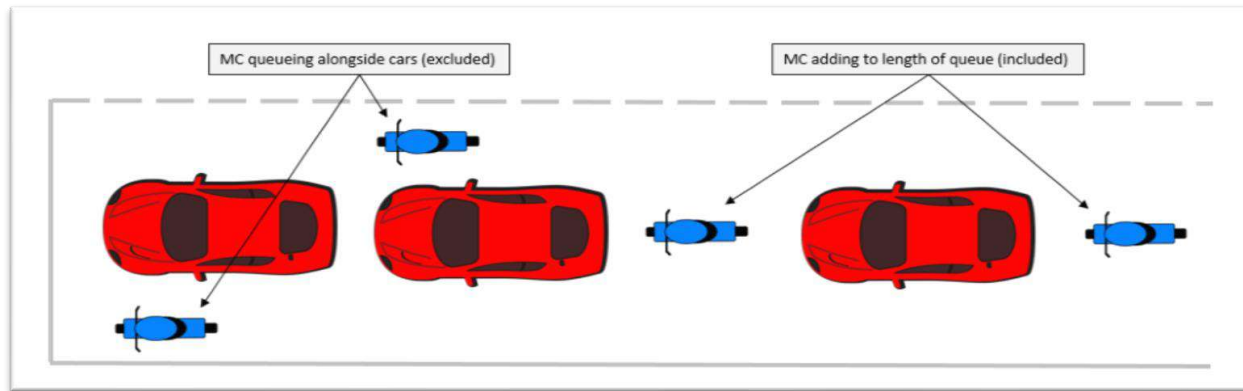


Queue Methodology

A queue is defined as those vehicles at a junction which are stationary or which have slowed down to walking speed or less. Queues are counted according to the weighting system defined below.

Vehicle	Number	Metres
PC, MC	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

Please note that PC or MC are only recorded as queueing when adding to the length of the queue and those that are stopped abreast with another vehicle will not be counted.



Instances in which there are "+" figures in the queue data represent the longest queue that can be accurately seen. These queues were longer than reported but would have to be estimated if any further vehicles exceeding these limits were reported.

Each lane is labelled from inside to outside; NS = Nearside, OS = Offside. Nearside is defined as the driver's nearside which is closest to kerb (inside lane).

Client : Hydrock
Project : 3825-WAL - Bike Park Wales Road
Site :
Date : Thursday 6th September 2018
Queue Method: Snap
Queue Lengths: Vehicle Metres

Vehicle	Number	Metres
PC, MC *	0.5	2.5
LV	1	5
OGV1	2	10
OGV2	3	15
Bus	3	15

	Arm A		Arm B		Arm C	Arm D	
	NS	OS	NS	OS	NS	NS	OS
07:00	0	0	0	0	0	10	0
07:05	0	0	0	5	0	0	0
07:10	5	0	0	0	0	0	0
07:15	5	0	0	0	0	10	0
07:20	0	0	0	0	0	5	0
07:25	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:35	5	0	0	0	0	5	0
07:40	0	0	0	0	0	5	0
07:45	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0
07:55	0	0	0	0	0	5	0
08:00	0	5	0	0	0	10	0
08:05	0	0	0	0	0	15	0
08:10	0	10	0	0	0	0	0
08:15	20	0	0	0	0	0	0
08:20	0	0	0	0	0	5	0
08:25	0	0	0	0	0	5	0
08:30	5	0	0	0	0	5	0
08:35	0	0	0	0	0	5	5
08:40	0	0	0	0	0	0	5
08:45	0	0	0	0	0	45	0
08:50	0	10	10	0	0	0	0
08:55	0	0	0	0	0	10	5
09:00	0	0	0	0	0	0	10
09:05	0	0	0	0	0	0	5
09:10	0	0	0	0	0	0	0
09:15	0	0	0	0	0	20	0
09:20	0	0	0	0	0	0	0
09:25	0	0	0	0	0	5	5
09:30	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	5
09:40	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
09:50	0	0	0	0	0	5	0
09:55	0	0	0	0	0	0	5
15:00	10	5	0	0	0	0	5
15:05	0	0	0	0	0	0	0
15:10	15	0	0	0	0	0	0
15:15	0	0	0	0	5	0	0
15:20	30	0	0	0	0	10	5
15:25	0	0	0	0	0	0	0
15:30	5	0	0	0	0	0	0
15:35	0	0	0	0	0	25	5
15:40	20	5	0	0	5	5	5
15:45	0	0	0	0	0	0	5
15:50	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0
16:00	5	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0
16:15	10	0	0	10	5	0	0

16:20	0	0	0	0	0	0	0	0
16:25	0	0	0	0	0	0	0	0
16:30	30	0	0	0	0	0	5	0
16:35	0	0	0	0	0	0	0	5
16:40	20	0	0	0	0	0	0	0
16:45	0	0	5	10	0	0	10	5
16:50	0	0	0	0	0	0	0	0
16:55	0	0	0	0	0	0	15	15
17:00	0	0	0	0	0	0	0	0
17:05	35	5	0	0	0	0	0	0
17:10	10	5	0	0	0	0	15	10
17:15	0	0	0	0	0	0	10	10
17:20	0	0	0	0	15	0	10	0
17:25	10	0	0	0	0	0	15	10
17:30	5	0	0	0	0	0	5	0
17:35	0	0	10	10	0	0	0	0
17:40	0	0	0	0	0	0	10	5
17:45	0	5	0	0	0	0	0	0
17:50	0	0	10	5	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	5	0
18:05	0	0	5	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	15	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	0	0	0	0	0	0
18:40	5	0	0	0	0	0	0	0
18:45	5	0	0	0	0	0	5	0
18:50	0	0	0	0	0	0	0	0
18:55	0	0	0	0	0	0	0	0

Appendix D PIA Data

[illegible]

Appendix E Site Masterplan

- KEY
- Significant trees to be retained (approximate position)
 - Woodland/shrubs to be retained (approximate extent)
 - Significant trees to be removed (approximate position)
 - Proposed native standard and feathered tree planting
 - Trees proposed as part of earlier application
 - Proposed native tree and shrub mass planting
 - Native tree and shrub mass planting proposed as part of earlier application
 - Proposed fencing
 - Proposed gabion wall with coursed stonework fill
 - Proposed topsoil bund
 - Proposed circulation
 - Existing retained building
 - Proposed building
 - Building proposed as part of earlier application
 - Existing parking
 - Proposed/amended parking or road edge
 - Proposed/amended path/track edge
 - Proposed overflow parking
 - Proposed timber picnic tables
 - Boulders
 - Other proposed features
 - Habitat structure/timber pile
 - Site area (approximate)
 - Area of application P/18/0335 (approximate extent)
 - Raised timber walkway/decking



NOTES ON THE LANDSCAPE PROPOSALS

The landscape shown on this masterplan has been designed to create a high quality amenity space that maximises habitat quality.

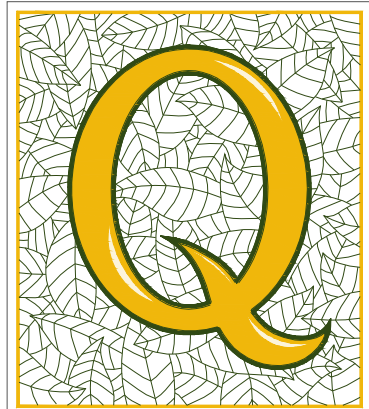
The design was created in order to fulfill the requirements for additional parking, buildings and other features associated with the expansion of facilities at Bike Park Wales.

The landscape proposals have evolved significantly, in response to adverse effects that were identified as being likely to result from the development of the site in line with the initial plans. The design presented is the result of series of refinements to layout and specification which are intended to avoid or reduce such effects.

SCALE

0 5 10 50m

Scale 1:500 printed at A1



PETER QUINN ASSOCIATES
LANDSCAPE ARCHITECTURE

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Project title:	Bike Parks Wales, Abercanaid
Drawing title:	BPW Landscape Masterplan
Client:	Bike Parks Wales
Date:	6th November 2018
Revisions:	Rev A: 8th November 2018 - arboricultural information updated and pods & lodges re-located. Rev B: 19th December 2018 - general amendments to features. Rev C: 17th January 2019 - re-design of van parking area Rev D: 4th March 2019 - refinement of van and overflow parking area and lodges.
Drawing number:	18/461/01 D

BIKE PARK WALES: LANDSCAPE MASTERPLAN



Appendix F TRICS Output Reports

Calculation Reference: AUDIT-540501-180906-0946

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of units
Actual Range:	334 to 494 (units:)
Range Selected by User:	31 to 500 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/00 to 29/07/11
-------------	----------------------

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

Selected survey days:

Saturday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Out of Town	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known	2 days
-----------	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

50,001 to 75,000 1 days

75,001 to 100,000 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Not Known 2 days

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

No PTAL Present 2 days

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

LIST OF SITES relevant to selection parameters

1	KC-03-J-01	CARAVAN PARK	KENT
	FAVERSHAM ROAD		
	WHITSTABLE		
	SEASALTER		
	Edge of Town		
	No Sub Category		
	Total Number of units:	334	
	Survey date: SATURDAY	10/08/02	Survey Type: MANUAL
2	VG-03-J-01	CARAVAN PARK	VALE OF GLAMORGAN
	FONTYGARY ROAD		
	NEAR BARRY		
	RHOOSE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	494	
	Survey date: SUNDAY	21/07/02	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
PS-03-J-01	camping on site

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	414	0.024	2	414	0.018	2	414	0.042
08:00 - 09:00	2	414	0.041	2	414	0.045	2	414	0.086
09:00 - 10:00	2	414	0.040	2	414	0.069	2	414	0.109
10:00 - 11:00	2	414	0.062	2	414	0.098	2	414	0.160
11:00 - 12:00	2	414	0.105	2	414	0.087	2	414	0.192
12:00 - 13:00	2	414	0.114	2	414	0.104	2	414	0.218
13:00 - 14:00	2	414	0.106	2	414	0.109	2	414	0.215
14:00 - 15:00	2	414	0.091	2	414	0.080	2	414	0.171
15:00 - 16:00	2	414	0.086	2	414	0.095	2	414	0.181
16:00 - 17:00	2	414	0.093	2	414	0.083	2	414	0.176
17:00 - 18:00	2	414	0.068	2	414	0.091	2	414	0.159
18:00 - 19:00	2	414	0.053	2	414	0.097	2	414	0.150
19:00 - 20:00	1	334	0.054	1	334	0.042	1	334	0.096
20:00 - 21:00	1	334	0.057	1	334	0.033	1	334	0.090
21:00 - 22:00	1	334	0.048	1	334	0.018	1	334	0.066
22:00 - 23:00	1	334	0.009	1	334	0.006	1	334	0.015
23:00 - 24:00									
Total Rates:			1.051			1.075			2.126

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

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

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

Parameter summary

Trip rate parameter range selected:	334 - 494 (units:)
Survey date range:	01/01/00 - 29/07/11
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

CYCLISTS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	414	0.000	2	414	0.000	2	414	0.000
08:00 - 09:00	2	414	0.000	2	414	0.000	2	414	0.000
09:00 - 10:00	2	414	0.000	2	414	0.000	2	414	0.000
10:00 - 11:00	2	414	0.000	2	414	0.000	2	414	0.000
11:00 - 12:00	2	414	0.000	2	414	0.000	2	414	0.000
12:00 - 13:00	2	414	0.000	2	414	0.000	2	414	0.000
13:00 - 14:00	2	414	0.004	2	414	0.002	2	414	0.006
14:00 - 15:00	2	414	0.000	2	414	0.001	2	414	0.001
15:00 - 16:00	2	414	0.000	2	414	0.000	2	414	0.000
16:00 - 17:00	2	414	0.000	2	414	0.000	2	414	0.000
17:00 - 18:00	2	414	0.000	2	414	0.000	2	414	0.000
18:00 - 19:00	2	414	0.000	2	414	0.000	2	414	0.000
19:00 - 20:00	1	334	0.000	1	334	0.000	1	334	0.000
20:00 - 21:00	1	334	0.000	1	334	0.000	1	334	0.000
21:00 - 22:00	1	334	0.000	1	334	0.000	1	334	0.000
22:00 - 23:00	1	334	0.000	1	334	0.000	1	334	0.000
23:00 - 24:00									
Total Rates:			0.004	0.003			0.007		

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

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

Calculation Reference: AUDIT-540501-180906-0905

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : J - HOLIDAY ACCOMMODATION
VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of units
Actual Range:	86 to 494 (units:)
Range Selected by User:	31 to 500 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 29/07/11

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

Selected survey days:

Monday	2 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Out of Town	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Not Known	4 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.6 to 2.0	2 days

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

Travel Plan:

Not Known	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	KC-03-J-01	CARAVAN PARK	KENT
	FAVERSHAM ROAD		
	WHITSTABLE		
	SEASALTER		
	Edge of Town		
	No Sub Category		
	Total Number of units:	334	
	Survey date: FRIDAY	09/08/02	Survey Type: MANUAL
2	SH-03-J-01	CARAVAN PARK	SHROPSHIRE
	WELSHPOOL ROAD		
	SHREWSBURY		
	BICTON HEATH		
	Edge of Town		
	No Sub Category		
	Total Number of units:	115	
	Survey date: FRIDAY	26/06/09	Survey Type: MANUAL
3	VG-03-J-01	CARAVAN PARK	VALE OF GLAMORGAN
	FONTYGARY ROAD		
	NEAR BARRY		
	RHOOSE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	494	
	Survey date: MONDAY	22/07/02	Survey Type: MANUAL
4	WM-03-J-01	CARAVAN PARK	WEST MIDLANDS
	MILL LANE		
	NEAR COVENTRY		
	ASTON CANTLOW		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of units:	86	
	Survey date: MONDAY	08/06/09	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-03-J-05	too close to rail station
PS-03-J-01	includes tenting

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	257	0.010	4	257	0.027	4	257	0.037
08:00 - 09:00	4	257	0.030	4	257	0.043	4	257	0.073
09:00 - 10:00	4	257	0.052	4	257	0.073	4	257	0.125
10:00 - 11:00	4	257	0.057	4	257	0.064	4	257	0.121
11:00 - 12:00	4	257	0.073	4	257	0.062	4	257	0.135
12:00 - 13:00	4	257	0.061	4	257	0.074	4	257	0.135
13:00 - 14:00	4	257	0.057	4	257	0.072	4	257	0.129
14:00 - 15:00	4	257	0.072	4	257	0.074	4	257	0.146
15:00 - 16:00	4	257	0.071	4	257	0.074	4	257	0.145
16:00 - 17:00	4	257	0.086	4	257	0.051	4	257	0.137
17:00 - 18:00	4	257	0.081	4	257	0.053	4	257	0.134
18:00 - 19:00	4	257	0.065	4	257	0.047	4	257	0.112
19:00 - 20:00	3	178	0.060	3	178	0.056	3	178	0.116
20:00 - 21:00	3	178	0.058	3	178	0.039	3	178	0.097
21:00 - 22:00	2	225	0.029	2	225	0.024	2	225	0.053
22:00 - 23:00	1	334	0.015	1	334	0.018	1	334	0.033
23:00 - 24:00									
Total Rates:			0.877			0.851			1.728

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

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

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Parameter summary

Trip rate parameter range selected:	86 - 494 (units:)
Survey date date range:	01/01/00 - 29/07/11
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

OGVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	257	0.000	4	257	0.000	4	257	0.000
08:00 - 09:00	4	257	0.000	4	257	0.000	4	257	0.000
09:00 - 10:00	4	257	0.002	4	257	0.001	4	257	0.003
10:00 - 11:00	4	257	0.003	4	257	0.001	4	257	0.004
11:00 - 12:00	4	257	0.000	4	257	0.001	4	257	0.001
12:00 - 13:00	4	257	0.000	4	257	0.000	4	257	0.000
13:00 - 14:00	4	257	0.000	4	257	0.000	4	257	0.000
14:00 - 15:00	4	257	0.002	4	257	0.002	4	257	0.004
15:00 - 16:00	4	257	0.000	4	257	0.000	4	257	0.000
16:00 - 17:00	4	257	0.001	4	257	0.001	4	257	0.002
17:00 - 18:00	4	257	0.000	4	257	0.000	4	257	0.000
18:00 - 19:00	4	257	0.000	4	257	0.000	4	257	0.000
19:00 - 20:00	3	178	0.000	3	178	0.000	3	178	0.000
20:00 - 21:00	3	178	0.002	3	178	0.002	3	178	0.004
21:00 - 22:00	2	225	0.000	2	225	0.000	2	225	0.000
22:00 - 23:00	1	334	0.000	1	334	0.000	1	334	0.000
23:00 - 24:00									
Total Rates:		0.010			0.008				0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

PSVS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	257	0.000	4	257	0.000	4	257	0.000
08:00 - 09:00	4	257	0.000	4	257	0.000	4	257	0.000
09:00 - 10:00	4	257	0.000	4	257	0.000	4	257	0.000
10:00 - 11:00	4	257	0.000	4	257	0.000	4	257	0.000
11:00 - 12:00	4	257	0.000	4	257	0.000	4	257	0.000
12:00 - 13:00	4	257	0.001	4	257	0.000	4	257	0.001
13:00 - 14:00	4	257	0.000	4	257	0.001	4	257	0.001
14:00 - 15:00	4	257	0.000	4	257	0.000	4	257	0.000
15:00 - 16:00	4	257	0.000	4	257	0.000	4	257	0.000
16:00 - 17:00	4	257	0.000	4	257	0.000	4	257	0.000
17:00 - 18:00	4	257	0.000	4	257	0.000	4	257	0.000
18:00 - 19:00	4	257	0.000	4	257	0.000	4	257	0.000
19:00 - 20:00	3	178	0.000	3	178	0.000	3	178	0.000
20:00 - 21:00	3	178	0.000	3	178	0.000	3	178	0.000
21:00 - 22:00	2	225	0.000	2	225	0.000	2	225	0.000
22:00 - 23:00	1	334	0.000	1	334	0.000	1	334	0.000
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

CYCLISTS

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	257	0.000	4	257	0.000	4	257	0.000
08:00 - 09:00	4	257	0.000	4	257	0.000	4	257	0.000
09:00 - 10:00	4	257	0.000	4	257	0.001	4	257	0.001
10:00 - 11:00	4	257	0.000	4	257	0.003	4	257	0.003
11:00 - 12:00	4	257	0.002	4	257	0.000	4	257	0.002
12:00 - 13:00	4	257	0.001	4	257	0.000	4	257	0.001
13:00 - 14:00	4	257	0.003	4	257	0.000	4	257	0.003
14:00 - 15:00	4	257	0.000	4	257	0.002	4	257	0.002
15:00 - 16:00	4	257	0.001	4	257	0.002	4	257	0.003
16:00 - 17:00	4	257	0.002	4	257	0.001	4	257	0.003
17:00 - 18:00	4	257	0.000	4	257	0.000	4	257	0.000
18:00 - 19:00	4	257	0.000	4	257	0.000	4	257	0.000
19:00 - 20:00	3	178	0.000	3	178	0.000	3	178	0.000
20:00 - 21:00	3	178	0.000	3	178	0.000	3	178	0.000
21:00 - 22:00	2	225	0.000	2	225	0.000	2	225	0.000
22:00 - 23:00	1	334	0.000	1	334	0.000	1	334	0.000
23:00 - 24:00									
Total Rates:			0.009	0.009			0.018		

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

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

Appendix G Junction 9 Modelling Results – A470 / A4060 Roundabout

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.0.6896 © Copyright TRL Limited, 2018			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: A470 RAB - J9 Model v3.j9

Path: \\HYD-CF11-DATA.hydrock.com\Data\01 Contracts\C-0000-C\C-10336 - Bike Park Wales, Abercanaid\01_WIP\CA_Calculation\TP\Modelling

Report generation date: 11/12/2018 10:05:48

»2018, AM

»2018, PM

»2028, AM

»2028, PM

»2028 + D, AM

»2028 + D, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2018								
Arm 1	1.0	3.77	0.50	A	1.1	4.38	0.53	A
Arm 2	3.2	5.96	0.77	A	2.4	4.74	0.70	A
Arm 3	0.0	9.40	0.03	A	0.1	8.50	0.09	A
Arm 4	1.2	4.42	0.55	A	2.2	6.40	0.69	A
2028								
Arm 1	1.3	4.47	0.57	A	1.5	5.46	0.60	A
Arm 2	5.2	8.94	0.84	A	3.4	6.29	0.78	A
Arm 3	0.0	12.06	0.04	B	0.1	10.71	0.12	B
Arm 4	1.6	5.39	0.62	A	3.5	9.20	0.78	A
2028 + D								
Arm 1	1.3	4.54	0.57	A	1.5	5.49	0.61	A
Arm 2	5.4	9.27	0.85	A	3.5	6.35	0.78	A
Arm 3	0.1	12.05	0.05	B	0.2	11.22	0.16	B
Arm 4	1.7	5.45	0.63	A	3.5	9.36	0.78	A

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	(untitled)
Location	
Site number	
Date	17/09/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	HYDROCK\daavidcooke
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2028	AM	ONE HOUR	07:30	09:00	15	✓
D4	2028	PM	ONE HOUR	16:15	17:45	15	✓
D5	2033	AM	ONE HOUR	07:30	09:00	15	
D6	2033	PM	ONE HOUR	16:15	17:45	15	
D7	2028 + D	AM	ONE HOUR	07:30	09:00	15	✓
D8	2028 + D	PM	ONE HOUR	16:15	17:45	15	✓
D9	2033 + D	AM	ONE HOUR	07:30	09:00	15	
D10	2033 + D	PM	ONE HOUR	16:15	17:45	15	

Analysis Set Details

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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4060	
2	untitled	
3	untitled	
4	untitled	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.00	8.00	0.0	40.0	70.0	32.0	
2	8.50	8.50	0.0	30.0	70.0	25.0	
3	3.00	6.00	10.0	10.0	70.0	28.0	
4	7.50	7.50	0.0	30.0	70.0	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.630	2466
2	0.665	2662
3	0.435	1315
4	0.605	2310

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	880	100.000
2		ONE HOUR	✓	1791	100.000
3		ONE HOUR	✓	9	100.000
4		ONE HOUR	✓	914	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	773	12	95
	2	727	0	9	1055
	3	2	2	0	5
	4	135	769	9	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	1	25	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.50	3.77	1.0	A	807	1211
2	0.77	5.96	3.2	A	1643	2465
3	0.03	9.40	0.0	A	8	12
4	0.55	4.42	1.2	A	839	1258

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	663	166	586	2095	0.316	661	648	0.0	0.5	2.506	A
2	1348	337	88	2602	0.518	1344	1159	0.0	1.1	2.852	A
3	7	2	1409	664	0.010	7	23	0.0	0.0	5.476	A
4	688	172	549	1976	0.348	686	868	0.0	0.5	2.786	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	791	198	701	2023	0.391	790	776	0.5	0.6	2.920	A
2	1610	403	105	2591	0.621	1608	1387	1.1	1.6	3.655	A
3	8	2	1686	550	0.015	8	27	0.0	0.0	6.641	A
4	822	205	656	1911	0.430	821	1038	0.5	0.7	3.299	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	969	242	858	1924	0.504	967	948	0.6	1.0	3.760	A
2	1972	493	129	2575	0.766	1966	1697	1.6	3.2	5.847	A
3	10	2	2061	395	0.025	10	33	0.0	0.0	9.334	A
4	1006	252	802	1822	0.552	1004	1269	0.7	1.2	4.392	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	969	242	860	1923	0.504	969	951	1.0	1.0	3.773	A
2	1972	493	129	2575	0.766	1972	1700	3.2	3.2	5.963	A
3	10	2	2068	393	0.025	10	33	0.0	0.0	9.398	A
4	1006	252	805	1821	0.553	1006	1273	1.2	1.2	4.419	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	791	198	704	2021	0.391	793	780	1.0	0.6	2.933	A
2	1610	403	105	2591	0.621	1616	1391	3.2	1.7	3.717	A
3	8	2	1695	547	0.015	8	27	0.0	0.0	6.686	A
4	822	205	660	1909	0.431	824	1043	1.2	0.8	3.322	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	663	166	589	2094	0.316	663	652	0.6	0.5	2.517	A
2	1348	337	88	2602	0.518	1351	1164	1.7	1.1	2.881	A
3	7	2	1416	661	0.010	7	23	0.0	0.0	5.500	A
4	688	172	551	1974	0.349	689	872	0.8	0.5	2.804	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	834	100.000
2		ONE HOUR	✓	1643	100.000
3		ONE HOUR	✓	38	100.000
4		ONE HOUR	✓	1149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	706	0	128
	2	696	1	2	944
	3	12	14	0	12
	4	117	1032	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	1	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.53	4.38	1.1	A	765	1148
2	0.70	4.74	2.4	A	1508	2261
3	0.09	8.50	0.1	A	35	52
4	0.69	6.40	2.2	A	1054	1582

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	628	157	785	1971	0.319	626	619	0.0	0.5	2.674	A
2	1237	309	96	2598	0.476	1233	1315	0.0	0.9	2.632	A
3	29	7	1328	733	0.039	28	2	0.0	0.0	5.104	A
4	865	216	543	1981	0.437	862	814	0.0	0.8	3.211	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	750	187	940	1873	0.400	749	741	0.5	0.7	3.200	A
2	1477	369	115	2585	0.571	1475	1574	0.9	1.3	3.240	A
3	34	9	1589	621	0.055	34	2	0.0	0.1	6.137	A
4	1033	258	649	1916	0.539	1031	973	0.8	1.2	4.061	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	918	230	1149	1741	0.527	916	906	0.7	1.1	4.355	A
2	1809	452	141	2568	0.704	1805	1925	1.3	2.3	4.692	A
3	42	10	1943	467	0.090	42	2	0.1	0.1	8.460	A
4	1265	316	794	1828	0.692	1261	1191	1.2	2.2	6.299	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	918	230	1153	1739	0.528	918	908	1.1	1.1	4.385	A
2	1809	452	141	2568	0.704	1809	1930	2.3	2.4	4.741	A
3	42	10	1948	465	0.090	42	2	0.1	0.1	8.502	A
4	1265	316	796	1827	0.692	1265	1193	2.2	2.2	6.401	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	750	187	945	1870	0.401	752	744	1.1	0.7	3.222	A
2	1477	369	115	2585	0.571	1481	1581	2.4	1.3	3.275	A
3	34	9	1595	618	0.055	34	2	0.1	0.1	6.170	A
4	1033	258	652	1914	0.540	1037	977	2.2	1.2	4.123	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	628	157	790	1968	0.319	629	622	0.7	0.5	2.689	A
2	1237	309	96	2597	0.476	1239	1322	1.3	0.9	2.652	A
3	29	7	1334	731	0.039	29	2	0.1	0.0	5.127	A
4	865	216	545	1979	0.437	867	817	1.2	0.8	3.239	A

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	967	100.000
2		ONE HOUR	✓	1967	100.000
3		ONE HOUR	✓	10	100.000
4		ONE HOUR	✓	1004	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	849	13	104
	2	799	0	10	1159
	3	2	2	0	5
	4	148	845	10	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	1	25	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.57	4.47	1.3	A	887	1330
2	0.84	8.94	5.2	A	1805	2708
3	0.04	12.06	0.0	B	9	14
4	0.62	5.39	1.6	A	921	1382

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	728	182	644	2059	0.353	726	712	0.0	0.5	2.695	A
2	1481	370	96	2597	0.570	1476	1273	0.0	1.3	3.198	A
3	7	2	1548	607	0.012	7	25	0.0	0.0	6.002	A
4	756	189	602	1943	0.389	753	953	0.0	0.6	3.018	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	869	217	770	1979	0.439	868	852	0.5	0.8	3.236	A
2	1769	442	115	2584	0.684	1765	1523	1.3	2.1	4.379	A
3	9	2	1851	482	0.018	9	30	0.0	0.0	7.606	A
4	903	226	720	1872	0.482	901	1139	0.6	0.9	3.704	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1064	266	942	1871	0.569	1062	1040	0.8	1.3	4.440	A
2	2166	541	141	2567	0.844	2154	1863	2.1	5.1	8.486	A
3	11	3	2259	314	0.035	11	36	0.0	0.0	11.872	B
4	1105	276	879	1776	0.623	1103	1391	0.9	1.6	5.326	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1064	266	944	1869	0.569	1064	1045	1.3	1.3	4.471	A
2	2166	541	141	2567	0.844	2165	1867	5.1	5.2	8.936	A
3	11	3	2271	309	0.035	11	36	0.0	0.0	12.064	B
4	1105	276	884	1773	0.623	1105	1398	1.6	1.6	5.392	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	869	217	774	1977	0.440	871	859	1.3	0.8	3.260	A
2	1769	442	116	2584	0.684	1781	1529	5.2	2.2	4.550	A
3	9	2	1867	476	0.019	9	30	0.0	0.0	7.714	A
4	903	226	727	1868	0.483	905	1149	1.6	0.9	3.749	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	728	182	647	2057	0.354	729	716	0.8	0.5	2.711	A
2	1481	370	97	2596	0.570	1485	1279	2.2	1.3	3.249	A
3	7	2	1557	603	0.012	7	25	0.0	0.0	6.042	A
4	756	189	606	1941	0.389	757	958	0.9	0.6	3.044	A

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	PM	ONE HOUR	16:15	17:45	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	916	100.000
2		ONE HOUR	✓	1805	100.000
3		ONE HOUR	✓	42	100.000
4		ONE HOUR	✓	1262	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	776	0	141
	2	765	1	2	1037
	3	13	15	0	13
	4	129	1134	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	1	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.60	5.46	1.5	A	841	1261
2	0.78	6.29	3.4	A	1656	2484
3	0.12	10.71	0.1	B	38	57
4	0.78	9.20	3.5	A	1158	1737

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	690	172	862	1922	0.359	688	680	0.0	0.6	2.911	A
2	1359	340	106	2591	0.524	1354	1444	0.0	1.1	2.901	A
3	31	8	1458	677	0.046	31	2	0.0	0.0	5.573	A
4	950	238	596	1948	0.488	946	894	0.0	0.9	3.580	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	824	206	1032	1815	0.454	823	813	0.6	0.8	3.623	A
2	1623	406	126	2578	0.629	1620	1728	1.1	1.7	3.750	A
3	38	9	1744	553	0.068	37	2	0.0	0.1	6.980	A
4	1135	284	713	1877	0.604	1132	1069	0.9	1.5	4.817	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1009	252	1259	1672	0.603	1006	994	0.8	1.5	5.385	A
2	1987	497	154	2559	0.777	1980	2111	1.7	3.4	6.150	A
3	46	11	2132	385	0.119	46	2	0.1	0.1	10.595	B
4	1390	347	871	1781	0.780	1382	1307	1.5	3.4	8.850	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1009	252	1266	1668	0.605	1009	998	1.5	1.5	5.462	A
2	1987	497	155	2559	0.777	1987	2120	3.4	3.4	6.291	A
3	46	11	2139	382	0.120	46	2	0.1	0.1	10.705	B
4	1390	347	874	1780	0.781	1389	1311	3.4	3.5	9.202	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	824	206	1041	1810	0.455	826	818	1.5	0.8	3.670	A
2	1623	406	127	2577	0.630	1629	1740	3.4	1.7	3.823	A
3	38	9	1754	549	0.068	38	2	0.1	0.1	7.047	A
4	1135	284	717	1875	0.605	1142	1075	3.5	1.6	4.964	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	690	172	868	1919	0.360	691	684	0.8	0.6	2.934	A
2	1359	340	106	2591	0.524	1361	1453	1.7	1.1	2.934	A
3	31	8	1466	674	0.047	32	2	0.1	0.0	5.604	A
4	950	238	599	1946	0.488	953	898	1.6	1.0	3.630	A

2028 + D, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028 + D	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	974	100.000
2		ONE HOUR	✓	1973	100.000
3		ONE HOUR	✓	14	100.000
4		ONE HOUR	✓	1009	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1	2	3	4
	1	0	849	20	104
	2	799	0	15	1159
	3	3	3	0	8
	4	148	845	15	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1	2	3	4
	1	0	0	0	0
	2	0	0	0	0
	3	0	17	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.57	4.54	1.3	A	893	1340
2	0.85	9.27	5.4	A	1810	2715
3	0.05	12.05	0.1	B	13	19
4	0.63	5.45	1.7	A	926	1389

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	733	183	648	2056	0.357	731	713	0.0	0.6	2.711	A
2	1485	371	106	2590	0.573	1480	1273	0.0	1.3	3.225	A
3	11	3	1547	617	0.017	10	38	0.0	0.0	5.936	A
4	760	190	604	1943	0.391	757	954	0.0	0.6	3.031	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	875	219	776	1976	0.443	874	852	0.6	0.8	3.265	A
2	1773	443	126	2577	0.688	1770	1524	1.3	2.2	4.443	A
3	13	3	1851	490	0.026	13	45	0.0	0.0	7.542	A
4	907	227	722	1871	0.485	906	1141	0.6	0.9	3.726	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1072	268	949	1867	0.574	1070	1040	0.8	1.3	4.508	A
2	2172	543	155	2558	0.849	2159	1864	2.2	5.3	8.770	A
3	15	4	2259	319	0.048	15	55	0.0	0.1	11.840	B
4	1111	278	881	1775	0.626	1108	1393	0.9	1.6	5.381	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1072	268	951	1865	0.575	1072	1046	1.3	1.3	4.539	A
2	2172	543	155	2558	0.849	2171	1868	5.3	5.4	9.272	A
3	15	4	2271	314	0.049	15	56	0.1	0.1	12.046	B
4	1111	278	886	1772	0.627	1111	1400	1.6	1.7	5.447	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	875	219	779	1974	0.444	877	860	1.3	0.8	3.290	A
2	1773	443	127	2576	0.688	1786	1530	5.4	2.2	4.626	A
3	13	3	1867	483	0.026	13	46	0.1	0.0	7.655	A
4	907	227	729	1867	0.486	910	1151	1.7	1.0	3.773	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	733	183	652	2054	0.357	734	717	0.8	0.6	2.728	A
2	1485	371	106	2590	0.573	1489	1279	2.2	1.4	3.280	A
3	11	3	1557	613	0.017	11	38	0.0	0.0	5.977	A
4	760	190	607	1940	0.392	761	960	1.0	0.6	3.055	A

2028 + D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028 + D	PM	ONE HOUR	16:15	17:45	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)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	916	100.000
2		ONE HOUR	✓	1809	100.000
3		ONE HOUR	✓	56	100.000
4		ONE HOUR	✓	1262	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	776	0	141
	2	765	1	7	1037
	3	18	21	0	18
	4	129	1134	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	0	0	0
	2	0	0	0	0
	3	0	1	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.61	5.49	1.5	A	841	1261
2	0.78	6.35	3.5	A	1660	2491
3	0.16	11.22	0.2	B	52	77
4	0.78	9.36	3.5	A	1158	1737

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	690	172	866	1920	0.359	688	683	0.0	0.6	2.917	A
2	1362	341	106	2591	0.526	1358	1448	0.0	1.1	2.907	A
3	42	11	1458	678	0.062	42	5	0.0	0.1	5.658	A
4	950	238	603	1944	0.489	946	897	0.0	0.9	3.596	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	824	206	1037	1812	0.454	823	818	0.6	0.8	3.634	A
2	1627	407	126	2578	0.631	1624	1733	1.1	1.7	3.766	A
3	50	13	1744	554	0.091	50	6	0.1	0.1	7.147	A
4	1135	284	722	1872	0.606	1132	1073	0.9	1.5	4.852	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1009	252	1265	1668	0.605	1006	999	0.8	1.5	5.414	A
2	1992	498	154	2559	0.779	1985	2117	1.7	3.4	6.203	A
3	62	15	2132	386	0.160	61	7	0.1	0.2	11.087	B
4	1390	347	882	1775	0.783	1382	1312	1.5	3.5	8.986	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1009	252	1272	1664	0.606	1009	1003	1.5	1.5	5.493	A
2	1992	498	155	2559	0.779	1992	2126	3.4	3.5	6.347	A
3	62	15	2139	383	0.162	62	7	0.2	0.2	11.217	B
4	1390	347	885	1773	0.784	1389	1316	3.5	3.5	9.358	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	824	206	1046	1806	0.456	826	823	1.5	0.8	3.682	A
2	1627	407	127	2577	0.631	1634	1745	3.5	1.7	3.843	A
3	50	13	1754	550	0.092	51	6	0.2	0.1	7.221	A
4	1135	284	726	1870	0.607	1143	1079	3.5	1.6	5.003	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	690	172	872	1916	0.360	691	687	0.8	0.6	2.940	A
2	1362	341	106	2591	0.526	1365	1457	1.7	1.1	2.943	A
3	42	11	1466	675	0.063	42	5	0.1	0.1	5.693	A
4	950	238	606	1942	0.489	953	902	1.6	1.0	3.646	A