

Appendices



Appendix A



Title: Twynnyroddyn, Merthyr Tydfil – Transport Assessment Audit

Date: 4th August 2020

Prepared For: Merthyr Tydfil County Borough Council

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Ref: CS/100364 / Technical Note TN1

The following comments relate to the *'Twynnyroddyn (sic), Merthyr Tydfil – Transport Assessment'* by Lime Transport, dated April 2020, associated with land off Elm Tree Grove. The proposed development site is allocated for residential development and located within a 'Primary Growth Area'. The Replacement Local Development Plan (2016-2031) Policy SW3 highlights site 18 'Twynnyroddyn' as a site allocated to provide a total of 120 residential dwellings. The indicative delivery timescale for producing the housing is between 2021-2024.

The comments are set out as per the sustainable transport hierarchy set out within Planning Policy Wales – Edition 10, as referenced in section 2.3.8 of the Transport Assessment.

Walking and Cycling

A pedestrian link is shown connecting into the site into the northwest corner of the site. Confirmation is required as to if this will be accessible by all members of the public. How wide is the proposed route? This pedestrian link is between two garages and connects to a rear access lane with no lighting, resulting in personal safety concerns. Furthermore, there are no footways on this rear lane access. As this provides the only direct link to bus services from the northern part of the site, improvements are required, or else residents will not be encouraged to use this sustainable mode of transport.

At the southern end of the site, the development links to a public right of way providing access to Aneurin Crescent and the associated bus stops. The route is not paved and unlit, creating further concerns regards personal safety and use, especially at night. Are improvements to this footway linkage proposed? Provision of a network of pedestrian routes between the site and the surrounding network, including improvements to existing footpaths to the south of the site (including the link to Aneurin Crescent to the south-west) is simply stated to be likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority. Confidence is required at this stage that the necessary footway/cycleways can be provided, to the required standard and to provide direct access to bus stops.

What proposals to encourage cycling are included apart from secure cycle storage within the curtilage of each dwelling? Cycling, with walking, is at the top of the Planning Policy Wales Sustainable Transport hierarchy, but there seems to be no additional facilities for cyclists within or outside the red line boundary.

The only reference to active travel within the proposals is for the provision of 'Active Travel' information within the Travel Plan Welcome Pack, including walking and cycle distances/times from local amenities and facilities within the vicinity of the site, as well as neighbouring settlements, and public transport facilities. Both shared use route WS24 and walking route WS63 are through the site.

Details of how these will be provided for within the site in terms of widths and construction should be provided. There should also be contributions to their provision outside of the redline boundary.

Public Transport

Are improvements to the bus stop infrastructure adjacent to the site proposed?

The closest bus stop is stated to be located on Glasier Road. There are closer stops located on Wallhead Road and Aneurin Crescent. Contributions to increase the frequency of the Service 38 that serves these stops should be reviewed.

Ultra Low Emissions Vehicles

Apart from in the policy section, this mode is not referenced in the Transport Assessment. Discussion with Merthyr Tydfil Highways Department is required regarding ULEV charging points at the proposed dwellings.

Other Private Vehicles

Access to adjacent houses and the electricity sub-station served from the existing stub end of Elm Tree Grove is not shown under the proposals. A proposed footway is shown across their current access. Once the existing access provision is reinstated within the design, the junction proposal for the stub end will require review.

Only a single access to the site is shown. As the number of dwellings is in excess of 100, a second emergency access would be beneficial.

Trip generation has been based on the TRICS 7.7.1 national database, using the 85th percentile rate from multi modal surveys of similar residential site elsewhere. Only 13 surveys are included in the analysis and as stated within the report included within the appendices 'Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading'.

A more accurate estimation would be to use the trip generation rate of all the houses currently accessed off Elm Tree Grove, Oak Tree Rise, Cedar Close and Hawthorn Drive. As part of the audit, the number of dwellings accessed has been noted and a trip rate, based on the junction count undertaken at Penheolferthyr / Elm Tree Grove, calculated.

For further comparison, average and 85th percentile vehicle trips from the TRICS 7.7.1 national database has been calculated based on surveys outside of London and the Republic of Ireland, for weekday survey of sites between 50 and 200 dwellings, excluding free standing residential sites (Appendix A). Surveys of two different housing estates in Monmouthshire have also been included.

Table 4.3: Total Forecasted Weekday Vehicle Trip Attractions and Productions based on 127 dwellings

AM Peak	Vehicle Arrivals	Vehicle Departures	Total
TRICS Average (vehs only)*	14	39	53
Nedern Rise, Caldicot***	14	55	69
Twynrodyn (sic) TA, Merthyr Tydfil	11	67	78
TRICS 85 th Percentile*	20	63	83
Tree Tops**	21	69	90
Elm Tree Grove****	54	101	155

PM Peak	Vehicle Arrivals	Vehicle Departures	Total
TRICS Average (vehs only) *	34	18	52
Nedern Rise, Caldicot***	48	21	69
Tree Tops**	40	34	74
TRICS 85 th Percentile*	49	27	76
Twynrodyn (sic) TA, Merthyr Tydfil	77	17	94
Elm Tree Grove****	54	49	103

* TRICS 7.7.1 using Average and 85th percentile 'Houses Privately Owned' figures

** 22nd June 2010 Traffic Survey of 90 dwellings within the Tree Tops Estate, Portskeewett

*** May 2017 Traffic Survey of 171 dwellings within Nedern Rise, Caldicot

****Traffic survey of 98 dwellings within Elm Tree Grove, Oak Tree Rise, Cedar Close and Hawthorn Drive, Merthyr Tydfil

The comparison shows that the traffic figures used in the TA are similar to trip rates of the two residential sites in Monmouthshire and the TRICS figures calculated within the audit. However, in the AM peak they are half the observed trip rate from the adjacent housing development that accesses Elm Tree Grove.

The assignment of development traffic has been based on census to work data and therefore no account of retail, leisure or education trips in the peak periods has been taken into account. No comparison to existing turning movements to and from Elm Tree Grove has been undertaken. An audit check highlights:

From Elm Tree Grove	To Penheolferthyr West	To stub arm	To Penheolferthyr East
AM Peak: TA	45%	0%	55%
AM Peak: Observed*	53%	0%	46%
PM Peak: TA	41%	0%	59%
PM Peak: Observed	63%	0%	37%

*1 vehicle 'U' turned

To Elm Tree Grove	From Penheolferthyr West	From stub arm	From Penheolferthyr East
AM Peak: TA	45%	0%	55%
AM Peak: Observed	38%	0%	62%
PM Peak: TA	44%	0%	56%
PM Peak: Observed	14%	0%	86%

The AM peak distribution is within 10% of observed at the roundabout and is therefore acceptable. The PM peak distribution is significantly different, by 22% and 30% and therefore requires review.

The trip rates have been reviewed using TEMPRO 7.2 and the geographical area of W02000287. The TA states that these figures have been locally adjusted NTM growth factors. However, the figures used have not been factored by NTM. Using the NTM AF15 dataset and urban minor road type results in greater growth rates:

Year	AM Peak		PM Peak	
	TA	Audit	TA	Audit
2019-2022	1.0271	1.0336	1.0253	1.0331
2019-2027	1.0575	1.0787	1.057	1.0775
2019-2032	1.0864	1.1239	1.0868	1.1225

Traffic surveys are stated to have taken place at adjacent junctions in 2019. No details of the date of the surveys are provided and the surveys themselves are not included so that the traffic flow diagrams can be verified. Copies of the actual surveys are required. Were automatic traffic counts undertaken at the same time as the junctions counts to prove the surveys were undertaken on a day of typical flow? No survey data and associated analysis on a Saturday has been undertaken at the Twynyrodyn Road/Court Street/Tramroadside N/Tesco Roundabout, where the impact of retail trips is significant.

The HGV figures within the analysis cannot be verified as the count data has not been provided.

The following junctions are shown to be within capacity and have queues of 1 vehicle or less in 2032, with and without development. Existing queue data should be provided to confirm this minimal queuing:

- Junction 2 - Gilfach Cynon/Wallhead Road/Penheolferthyr Roundabout
- Junction 3 – Penheolferthyr/Elm Tree Grove Roundabout
- Junction 5 - Goat Mill Road/A4102/A4060/Bogey Road Roundabout

The approach and entry width on Bogey Road are incorrect. The entry width on the A4102 is incorrect. The approach and entry width on the A4060 (south) approach are over generous.

- Junction 7 - Bro Dawel/Plymouth Street priority junction

The following junction is shown to be at capacity in 2032, with and without development:

- Junction 1 - Twynyrodyn Road/Court Street/Tramroadside N/Tesco Roundabout

Queues in 2019 at the Twynyrodyn Road/Court Street/Tramroadside N/Tesco Roundabout are either 1 or less than one on all approaches in both peaks, with the exception of Twynyrodyn Road in the AM period (4 vehicles). These are less than have been observed on previous site visits.

The approach and entry width geometry are overly generous. Tramroadside N has an approach half width of 7.14m which is incorrect.

The arm that is at capacity in 2032 is Twynyrodyn Road in the AM peak. The largest increase in traffic flows at this junction due to the proposed development will be on this arm in this time period. Therefore, any increase in traffic generation may have a potentially significant impact at this junction.

The following junctions are shown to be over capacity in 2032, with and without development:

- Junction 4 – Penheolferthyr/A4102 Goat Mill Road priority junction

The junction is shown to be at capacity in 2019 and overcapacity in 2022, with development traffic increasing queues and delays. No improvements are proposed due to potential rerouting to avoid delays, the introduction of a residential travel plan to reduce the impact of the site and that drivers turning left at this junction from the site are likely travelling to an area within easy cycling distance and therefore have a modal choice.

However, both queues and delays increase at this overcapacity junction due to the development and therefore, improvements to mitigate the impact of the site are required.

- Junction 6 - Lower High Street/High Street/A4102/A4054 Avenue De Clichy Roundabout

This junction is shown to be significantly overcapacity in the PM peak with all scenarios. No improvements are proposed as the impact of the development is stated to be relatively minor.

However, both queues and delays increase at this overcapacity junction due to the development and therefore, improvements to mitigate the impact of the site are required.

A staggered crossroads is proposed at the junction of Elm Tree Grove / Oak Tree Rise. A more detailed plan is required so that the junction can be reviewed.

No swept path analysis has been provided to show that refuse vehicles can be accommodated within the design.

Transport Implementation Strategy

The Transport Implementation Strategy summarises the measures suggested to be conditions of consent. In summary these are:

- A Travel Plan (including a Travel Plan Welcome Pack which will provide public transport information and within walk / cycle distances/times to local amenities and facilities);
- Secure cycle parking spaces (in accordance with the adopted parking standards);
- Pedestrian direction signs outside the site; and
- Provision of a network of pedestrian routes between the site and the surrounding network, including improvements to existing footpaths to the south of the site (including the link to Aneurin Crescent to the south-west)

Conclusion

The following issues require review and further information submitted so that a full audit can be undertaken. Until this data is provided, the Transport Assessment cannot be accepted as the traffic and transport implications of the development cannot be fully assessed.

The Active Travel (Wales) Act 2013 aims to make walking and cycling the preferred option for shorter journeys such as to and from a workplace or education establishment. However, there are no significant improvements for pedestrians and cyclists. As part of the proposed development, significant contributions towards active travel should be secured.

Improvements to walking and cycling outside of the red boundary are required. The feasibility of having safe, secure and direct linkage to public transport needs to be shown.

Traffic growth is incorrect and therefore analysis of the future impact should be repeated, based on observed turning proportions at the Penheolferthyr / Elm Tree Grove Roundabout and using local trip factors.

The traffic surveys undertaken should be submitted and confirmation of existing queue lengths is required to provide confidence in the modelling undertaken.

Appendix A: TRICS 7.7.1

Calculation Reference: AUDIT-504502-200710-0739

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 197 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	5 days
Thursday	9 days
Friday	4 days
Saturday	1 days

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

Selected survey types:

Manual count	32 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.

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

Selected Location Sub Categories:

Residential Zone	28
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	24 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	31 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
3	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17		Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
7	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
9	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
14	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
15	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
17	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
20	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	NORTHAMPTON			
	KINGSTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
21	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
22	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
23	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19		Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
27	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL	
28	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
29	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL	
30	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
31	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
32	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL	

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	32	99	0.057	32	99	0.243	32	99	0.300
08:00 - 09:00	32	99	0.109	32	99	0.305	32	99	0.414
09:00 - 10:00	32	99	0.140	32	99	0.155	32	99	0.295
10:00 - 11:00	32	99	0.118	32	99	0.161	32	99	0.279
11:00 - 12:00	32	99	0.123	32	99	0.139	32	99	0.262
12:00 - 13:00	32	99	0.144	32	99	0.131	32	99	0.275
13:00 - 14:00	32	99	0.153	32	99	0.154	32	99	0.307
14:00 - 15:00	32	99	0.139	32	99	0.173	32	99	0.312
15:00 - 16:00	32	99	0.225	32	99	0.143	32	99	0.368
16:00 - 17:00	32	99	0.235	32	99	0.147	32	99	0.382
17:00 - 18:00	32	99	0.269	32	99	0.141	32	99	0.410
18:00 - 19:00	32	99	0.228	32	99	0.141	32	99	0.369
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.033			2.106			4.139

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: 50 - 197 (units:)
 Survey date range: 01/01/12 - 19/11/19
 Number of weekdays (Monday-Friday): 31
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 197 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	5 days
Thursday	9 days
Friday	4 days
Saturday	1 days

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

Selected survey types:

Manual count	32 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.

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

Selected Location Sub Categories:

Residential Zone	28
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
----	---------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	24 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	31 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
3	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17		Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
7	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
9	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
14	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
15	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
17	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
20	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	NORTHAMPTON			
	KINGSTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
21	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
22	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
23	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19		Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
27	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL	
28	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
29	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL	
30	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
31	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
32	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

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

15th Percentile = No. 27 FA-03-A-02 Arr: 0.062

85th Percentile = No. 6 KC-03-A-03 Arr: 0.157

Median Values

Arrivals: 0.113

Departures: 0.357

Totals: 0.470

Mean Values

Arrivals: 0.113

Departures: 0.319

Totals: 0.432

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
2	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.211	0.333	0.544	3.33
3	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
4	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
5	CB-03-A-05	DETACHED/TERRA	PENRITH	CUMBRIA	50	Tue	21/06/16	0.160	0.520	0.680	2.34
6	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.157	0.588	0.745	2.16
7	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.144	0.283	0.427	2.68
8	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
9	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
10	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28
11	ES-03-A-05	MIXED HOUSES &	NEAR EASTBOURNE	EAST SUSSEX	99	Wed	05/06/19	0.131	0.495	0.626	1.99
12	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
13	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.127	0.473	0.600	1.77
14	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
15	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.119	0.319	0.438	3.95
16	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
17	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.113	0.500	0.613	2.19
18	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.106	0.367	0.473	2.93
19	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
20	EX-03-A-02	DETACHED & SEM	CHIGWELL	ESSEX	97	Mon	27/11/17	0.103	0.155	0.258	0.87
21	WS-03-A-09	MIXED HOUSES &	WORTHING	WEST SUSSEX	197	Thu	05/07/18	0.102	0.325	0.427	1.93
22	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	WEST SUSSEX	79	Wed	07/11/18	0.089	0.241	0.330	2.41
23	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
24	SF-03-A-07	MIXED HOUSES	IPSWICH	SUFFOLK	73	Thu	09/05/19	0.082	0.438	0.520	2.32
25	WM-03-A-05	TERRACED & DET	COVENTRY	WEST MIDLANDS	89	Mon	21/11/16	0.079	0.258	0.337	1.12
26	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.071	0.214	0.285	2.36
27	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	1.66
28	NR-03-A-01	HOUSES	NORTHAMPTON	NORTHAMPTONSHIRE	102	Sat	22/09/12	0.059	0.108	0.167	1.33
29	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
30	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.052	0.134	0.186	1.91
31	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99
32	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 197 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	5 days
Thursday	9 days
Friday	4 days
Saturday	1 days

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

Selected survey types:

Manual count	32 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.

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

Selected Location Sub Categories:

Residential Zone	28
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	24 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	31 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
3	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17		Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
7	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
9	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
14	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
15	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
17	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
20	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	NORTHAMPTON			
	KINGSTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
21	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
22	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
23	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19		Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
27	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL	
28	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
29	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL	
30	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
31	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
32	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

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

15th Percentile = No. 27 EX-03-A-02 Dep: 0.155

85th Percentile = No. 6 ES-03-A-05 Dep: 0.495

Median Values

Arrivals: 0.110

Departures: 0.322

Totals: 0.432

Mean Values

Arrivals: 0.113

Departures: 0.319

Totals: 0.432

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.157	0.588	0.745	2.16
2	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
3	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.183	0.521	0.704	0.83
4	CB-03-A-05	DETACHED/TERRA	PENRITH	CUMBRIA	50	Tue	21/06/16	0.160	0.520	0.680	2.34
5	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.113	0.500	0.613	2.19
6	ES-03-A-05	MIXED HOUSES &	NEAR EASTBOURNE	EAST SUSSEX	99	Wed	05/06/19	0.131	0.495	0.626	1.99
7	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.127	0.473	0.600	1.77
8	SF-03-A-07	MIXED HOUSES	IPSWICH	SUFFOLK	73	Thu	09/05/19	0.082	0.438	0.520	2.32
9	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.056	0.389	0.445	1.13
10	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
11	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.106	0.367	0.473	2.93
12	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
13	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.141	0.352	0.493	2.49
14	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.122	0.347	0.469	2.24
15	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.211	0.333	0.544	3.33
16	WS-03-A-09	MIXED HOUSES &	WORTHING	WEST SUSSEX	197	Thu	05/07/18	0.102	0.325	0.427	1.93
17	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.119	0.319	0.438	3.95
18	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.144	0.283	0.427	2.68
19	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.062	0.280	0.342	1.66
20	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28
21	WM-03-A-05	TERRACED & DET	COVENTRY	WEST MIDLANDS	89	Mon	21/11/16	0.079	0.258	0.337	1.12
22	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
23	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	WEST SUSSEX	79	Wed	07/11/18	0.089	0.241	0.330	2.41
24	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.071	0.214	0.285	2.36
25	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
26	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.173	0.212	0.385	2.60
27	EX-03-A-02	DETACHED & SEM	CHIGWELL	ESSEX	97	Mon	27/11/17	0.103	0.155	0.258	0.87
28	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
29	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
30	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.052	0.134	0.186	1.91
31	NR-03-A-01	HOUSES	NORTHAMPTON	NORTHAMPTONSHIRE	102	Sat	22/09/12	0.059	0.108	0.167	1.33
32	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 197 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	5 days
Thursday	9 days
Friday	4 days
Saturday	1 days

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

Selected survey types:

Manual count	32 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.

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

Selected Location Sub Categories:

Residential Zone	28
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	24 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	31 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
3	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17		Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
7	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
9	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
14	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
15	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
17	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
20	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	NORTHAMPTON			
	KINGSTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
21	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
22	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
23	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19		Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
27	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL	
28	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
29	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL	
30	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
31	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
32	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

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

15th Percentile = No. 27 ES-03-A-04 Arr: 0.157

85th Percentile = No. 6 DV-03-A-02 Arr: 0.388

Median Values

Arrivals: 0.272

Departures: 0.103

Totals: 0.376

Mean Values

Arrivals: 0.284

Departures: 0.143

Totals: 0.427

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Arrivals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.569	0.314	0.883	2.16
2	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.532	0.097	0.629	2.19
3	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
4	SF-03-A-07	MIXED HOUSES	IPSWICH	SUFFOLK	73	Thu	09/05/19	0.438	0.288	0.726	2.32
5	CB-03-A-05	DETACHED/TERRA	PENRITH	CUMBRIA	50	Tue	21/06/16	0.420	0.320	0.740	2.34
6	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
7	ES-03-A-05	MIXED HOUSES &	NEAR EASTBOURNE	EAST SUSSEX	99	Wed	05/06/19	0.384	0.131	0.515	1.99
8	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
9	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
10	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
11	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541	1.66
12	WS-03-A-09	MIXED HOUSES &	WORTHING	WEST SUSSEX	197	Thu	05/07/18	0.305	0.096	0.401	1.93
13	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.287	0.169	0.456	3.95
14	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.278	0.206	0.484	2.93
15	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
16	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.273	0.064	0.337	1.77
17	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.271	0.143	0.414	2.36
18	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
19	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	WEST SUSSEX	79	Wed	07/11/18	0.266	0.152	0.418	2.41
20	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
21	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
22	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
23	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
24	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
25	WM-03-A-05	TERRACED & DET	COVENTRY	WEST MIDLANDS	89	Mon	21/11/16	0.213	0.090	0.303	1.12
26	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.193	0.211	0.404	3.33
27	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.157	0.112	0.269	1.91
28	NR-03-A-01	HOUSES	NORTHAMPTON	NORTHAMPTONSHIRE	102	Sat	22/09/12	0.147	0.137	0.284	1.33
29	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.128	0.183	0.311	2.68
30	EX-03-A-02	DETACHED & SEM	CHIGWELL	ESSEX	97	Mon	27/11/17	0.103	0.062	0.165	0.87
31	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
32	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	3 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 50 to 197 (units:)
 Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	5 days
Thursday	9 days
Friday	4 days
Saturday	1 days

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

Selected survey types:

Manual count	32 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.

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

Selected Location Sub Categories:

Residential Zone	28
Village	3
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	32 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	5 days
50,001 to 75,000	1 days
75,001 to 100,000	6 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	24 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	8 days
No	24 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	31 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17		Survey Type: MANUAL
3	DH-03-A-02 LEAZES LANE BISHOP AUCKLAND ST HELEN AUCKLAND	MIXED HOUSES	DURHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 125 Survey date: MONDAY 27/03/17		Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18		Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
7	ES-03-A-04 NEW LYDD ROAD CAMBER	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16		Survey Type: MANUAL
8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 99 Survey date: WEDNESDAY 05/06/19		Survey Type: MANUAL
9	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL	DETACHED & SEMI-DETACHED	ESSEX
	Edge of Town Residential Zone Total No of Dwellings: 97 Survey date: MONDAY 27/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	FA-03-A-02	MIXED HOUSES	FALKIRK
	ROSEBANK AVENUE & SPRINGFIELD DRIVE		
	FALKIRK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	161	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
11	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
14	KC-03-A-04	SEMI-DETACHED & TERRACED	KENT
	KILN BARN ROAD		
	AYLESFORD		
	DITTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
15	KC-03-A-08	MIXED HOUSES	KENT
	MAIDSTONE ROAD		
	CHARING		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	159	
	Survey date: TUESDAY	22/05/18	Survey Type: MANUAL
16	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE
	MELBOURNE ROAD		
	IBSTOCK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
17	NE-03-A-03	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	STATION ROAD		
	SCUNTHORPE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	20/05/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	NF-03-A-02	HOUSES & FLATS		NORFOLK
	DEREHAM ROAD			
	NORWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	98		
	Survey date: MONDAY	22/10/12		Survey Type: MANUAL
19	NF-03-A-04	MIXED HOUSES		NORFOLK
	NORTH WALSHAM ROAD			
	NORTH WALSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19		Survey Type: MANUAL
20	NR-03-A-01	HOUSES		NORTHAMPTONSHIRE
	BOUGHTON GREEN ROAD			
	NORTHAMPTON			
	KINGSTHORPE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	102		
	Survey date: SATURDAY	22/09/12		Survey Type: MANUAL
21	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL
22	NY-03-A-10	HOUSES AND FLATS		NORTH YORKSHIRE
	BOROUGHBRIDGE ROAD			
	RIPON			
	Edge of Town			
	No Sub Category			
	Total No of Dwellings:	71		
	Survey date: TUESDAY	17/09/13		Survey Type: MANUAL
23	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14		Survey Type: MANUAL
24	SF-03-A-07	MIXED HOUSES		SUFFOLK
	FOXHALL ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	73		
	Survey date: THURSDAY	09/05/19		Survey Type: MANUAL
25	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

26	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
27	WM-03-A-05	TERRACED & DETACHED		WEST MIDLANDS
	COUNDON ROAD			
	COVENTRY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	89		
	Survey date: MONDAY	21/11/16	Survey Type: MANUAL	
28	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	151		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
29	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:	57		
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL	
30	WS-03-A-08	MIXED HOUSES		WEST SUSSEX
	ROUNDSTONE LANE			
	ANGMERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	180		
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL	
31	WS-03-A-09	MIXED HOUSES & FLATS		WEST SUSSEX
	LITTLEHAMPTON ROAD			
	WORTHING			
	WEST DURRINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	197		
	Survey date: THURSDAY	05/07/18	Survey Type: MANUAL	
32	WS-03-A-10	MIXED HOUSES		WEST SUSSEX
	TODDINGTON LANE			
	LITTLEHAMPTON			
	WICK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18	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.

CAPITA SYMONDS PRESTON NEW ROAD BLACKBURN

Licence No: 504502

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

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

15th Percentile = No. 27 WS-03-A-07 Dep: 0.070

85th Percentile = No. 6 LE-03-A-02 Dep: 0.212

Median Values

Arrivals: 0.313

Departures: 0.131

Totals: 0.443

Mean Values

Arrivals: 0.284

Departures: 0.143

Totals: 0.427

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Departures)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CB-03-A-05	DETACHED/TERRA	PENRITH	CUMBRIA	50	Tue	21/06/16	0.420	0.320	0.740	2.34
2	KC-03-A-03	MIXED HOUSES &	ASHFORD	KENT	51	Thu	14/07/16	0.569	0.314	0.883	2.16
3	SF-03-A-07	MIXED HOUSES	IPSWICH	SUFFOLK	73	Thu	09/05/19	0.438	0.288	0.726	2.32
4	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
5	FA-03-A-02	MIXED HOUSES	FALKIRK	FALKIRK	161	Wed	29/05/13	0.317	0.224	0.541	1.66
6	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
7	DH-03-A-03	SEMI-DETACHED	DURHAM	DURHAM	57	Fri	19/10/18	0.193	0.211	0.404	3.33
8	WS-03-A-08	MIXED HOUSES	ANGMERING	WEST SUSSEX	180	Thu	19/04/18	0.278	0.206	0.484	2.93
9	NY-03-A-09	MIXED HOUSING	NORTHALLERTON	NORTH YORKSHIRE	52	Mon	16/09/13	0.269	0.192	0.461	2.60
10	NE-03-A-03	PRIVATE HOUSES	SCUNTHORPE	NORTH EAST LINCOLNS	180	Tue	20/05/14	0.128	0.183	0.311	2.68
11	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.287	0.169	0.456	3.95
12	WS-03-A-10	MIXED HOUSES	LITTLEHAMPTON	WEST SUSSEX	79	Wed	07/11/18	0.266	0.152	0.418	2.41
13	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.271	0.143	0.414	2.36
14	NF-03-A-02	HOUSES & FLATS	NORWICH	NORFOLK	98	Mon	22/10/12	0.235	0.143	0.378	2.24
15	NR-03-A-01	HOUSES	NORTHAMPTON	NORTHAMPTONSHIRE	102	Sat	22/09/12	0.147	0.137	0.284	1.33
16	ES-03-A-05	MIXED HOUSES &	NEAR EASTBOURNE	EAST SUSSEX	99	Wed	05/06/19	0.384	0.131	0.515	1.99
17	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
18	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
19	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.157	0.112	0.269	1.91
20	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
21	NY-03-A-10	HOUSES AND FLA	RIPON	NORTH YORKSHIRE	71	Tue	17/09/13	0.479	0.099	0.578	0.83
22	SC-03-A-04	DETACHED & TER	BYFLEET	SURREY	71	Thu	23/01/14	0.366	0.099	0.465	2.49
23	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.532	0.097	0.629	2.19
24	WS-03-A-09	MIXED HOUSES &	WORTHING	WEST SUSSEX	197	Thu	05/07/18	0.305	0.096	0.401	1.93
25	WM-03-A-05	TERRACED & DET	COVENTRY	WEST MIDLANDS	89	Mon	21/11/16	0.213	0.090	0.303	1.12
26	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
27	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
28	KC-03-A-04	SEMI-DETACHED	AYLESFORD	KENT	110	Fri	22/09/17	0.273	0.064	0.337	1.77
29	EX-03-A-02	DETACHED & SEM	CHIGWELL	ESSEX	97	Mon	27/11/17	0.103	0.062	0.165	0.87
30	SY-03-A-01	SEMI DETACHED	DONCASTER	SOUTH YORKSHIRE	54	Wed	18/09/13	0.278	0.056	0.334	1.13
31	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
32	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99

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

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

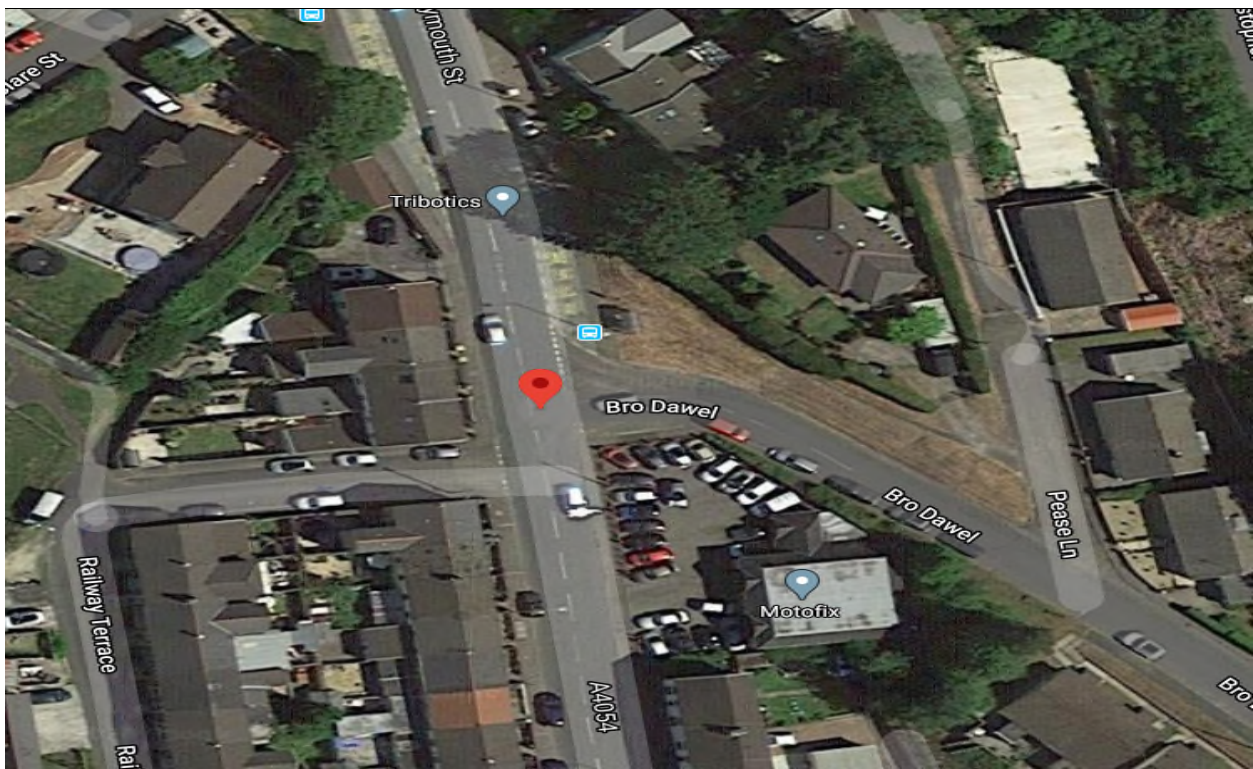
Appendix B





Survey Overview

Job Number/Job Name	SS195 Merthyr Tydfil
Date	Wednesday 26 February 2020
Time	0700-1900
Survey Type	Classified Junction Count
Weather Conditions	Sunny



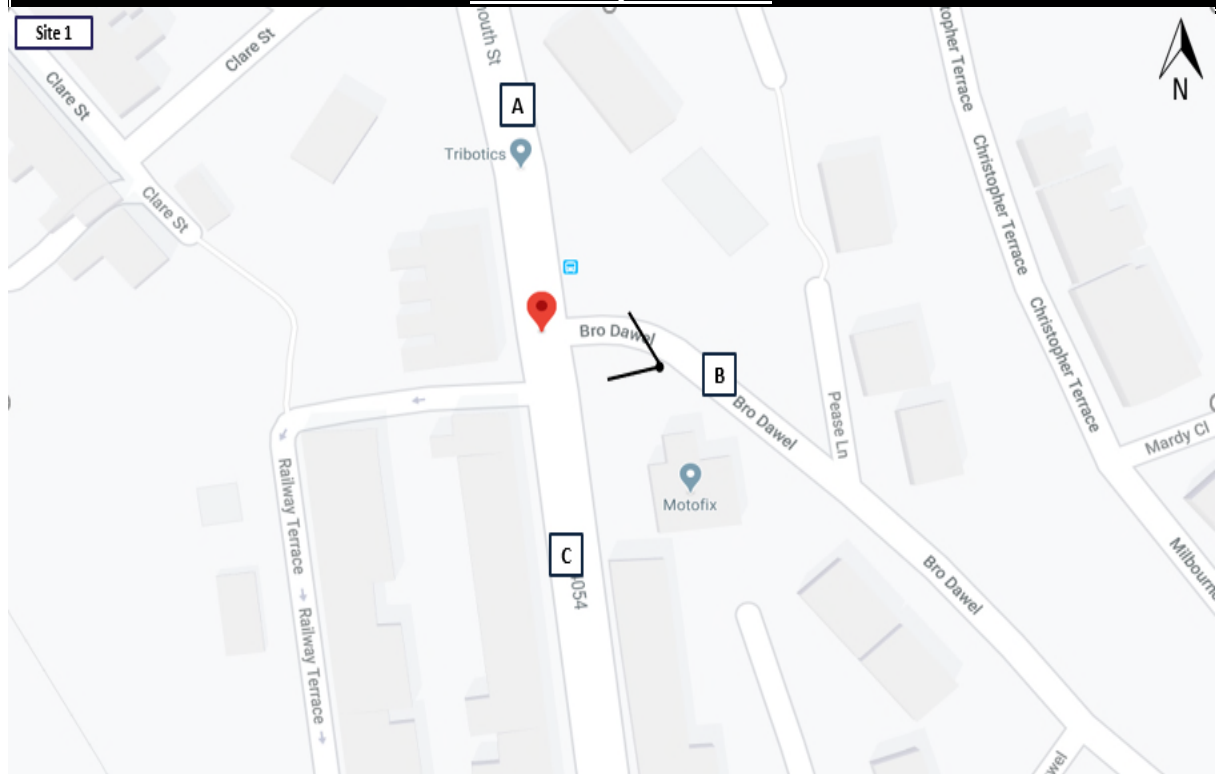
Comments



Severnside
Transportation Data Collection

SS195 Merthyr Tydfil
Wednesday 26 February 2020
0700-1900

Site No. / Name?



	Arm A - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

Arm A - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
7	1	0	0	0	0	0	8
3	0	0	0	0	0	0	3
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	7
8	1	0	0	0	0	0	9
5	1	0	0	0	0	0	6
3	3	0	0	0	0	0	6
2	1	0	0	0	0	0	3
18	6	0	0	0	0	0	24
3	0	0	0	0	0	0	3
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
2	2	0	0	0	0	0	4
12	2	0	0	0	0	0	14
1	2	0	0	0	0	0	3
3	1	0	0	0	0	0	4
2	2	0	0	0	0	0	4
3	0	0	0	0	0	0	3
9	5	0	0	0	0	0	14
6	1	0	0	0	0	0	7
3	0	0	0	0	0	0	3
4	1	0	0	0	0	0	5
7	1	0	0	0	0	0	8
20	3	0	0	0	0	0	23
3	0	0	0	0	1	0	4
4	0	0	0	0	0	0	4
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
11	1	0	0	0	1	0	13
5	1	0	0	0	0	0	6
3	0	0	0	0	0	0	3
4	3	0	0	0	0	0	7
7	1	0	0	0	0	0	8
19	5	0	0	0	0	0	24
2	1	0	0	0	0	0	3
3	1	0	0	0	0	0	4
8	0	0	0	0	0	0	8
4	2	0	0	0	0	0	6
17	4	0	0	0	0	0	21
8	0	0	0	0	0	0	8
10	1	0	0	0	0	0	11
12	3	0	0	0	0	0	15
6	0	0	0	0	0	0	6
36	4	0	0	0	0	0	40
14	1	1	0	0	0	0	16
8	0	0	0	0	0	0	8
8	0	0	0	0	0	0	8
7	1	0	0	0	0	0	8
37	2	1	0	0	0	0	40
13	0	0	0	0	0	0	13
17	0	0	0	0	0	0	17
6	0	0	0	0	0	0	6
6	0	0	0	0	0	0	6
42	0	0	0	0	0	0	42

Arm A - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
33	10	0	0	3	0	0	46
39	5	3	1	3	0	0	51
56	16	0	0	4	0	0	76
64	18	1	0	1	0	0	84
192	49	4	1	11	0	0	257
84	13	1	1	3	0	0	102
105	9	3	0	2	0	0	119
83	9	4	0	3	0	0	99
80	5	1	0	6	0	0	92
352	36	9	1	14	0	0	412
80	10	0	0	4	0	0	94
69	11	2	1	3	0	0	86
59	11	2	0	3	0	0	75
64	9	2	0	3	0	0	78
272	41	6	1	13	0	0	333
67	11	1	0	4	0	0	83
73	11	3	0	2	0	0	89
86	7	1	1	5	0	0	100
66	9	1	1	3	0	0	80
292	38	6	2	14	0	0	352
81	6	1	0	3	0	0	91
83	9	0	0	2	0	0	94
77	15	2	0	4	0	0	98
92	9	1	0	3	0	0	105
333	39	4	0	12	0	0	388
84	8	2	0	3	0	0	97
96	6	1	0	2	0	0	105
98	6	4	0	3	0	0	111
85	14	1	0	2	0	0	102
363	34	8	0	10	0	0	415
87	17	4	0	3	0	0	111
100	15	2	0	3	0	0	120
98	12	1	0	2	0	0	113
103	11	5	0	4	0	0	123
388	55	12	0	12	0	0	467
93	8	1	0	3	0	0	105
103	13	0	0	4	0	1	121
100	12	2	0	2	0	1	117
82	14	1	0	5	0	1	103
378	47	4	0	14	0	3	446
116	10	0	0	2	0	0	128
105	6	0	0	3	0	0	114
95	12	4	0	2	0	0	113
89	12	2	1	4	0	0	108
405	40	6	1	11	0	0	463
116	11	0	0	3	0	0	130
118	13	0	0	5	1	0	137
108	7	3	1	2	0	0	121
116	16	2	0	3	0	0	137
458	47	5	1	13	1	0	525
135	9	2	0	4	0	0	150
113	9	0	0	3	1	0	126
85	8	0	0	2	0	0	95
83	7	0	0	2	0	1	93
416	33	2	0	11	1	1	464
67	5	1	0	3	0	1	77
73	2	0	1	2	0	0	78
59	7	0	0	0	0	0	66
66	1	0	0	0	0	0	67
265	15	1	1	5	0	1	288

Arm Total
48
54
79
84
265
105
121
101
92
419
103
92
81
81
357
86
94
102
84
366
94
98
102
108
402
104
108
116
110
438
115
124
113
126
480
111
121
124
111
470
131
118
113
108
484
138
148
136
137
565
166
134
103
101
504
90
75
92
73
330

Total	0	0	0	0	0	0	0	0
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235	33	1	0	0	1	0	270
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4114	474	67	8	140	2	5	4810
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5080

	Arm B - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	6	0	1	0	0	0	0	7
0715-0730	5	4	0	0	0	0	0	9
0730-0745	7	2	0	0	0	0	0	9
0745-0800	6	0	0	0	0	0	0	6
Hourly Total	24	6	1	0	0	0	0	31
0800-0815	9	2	0	0	0	0	0	11
0815-0830	8	2	0	0	0	0	0	10
0830-0845	11	0	0	0	0	0	0	11
0845-0900	14	3	0	0	0	1	0	18
Hourly Total	42	7	0	0	0	1	0	50
0900-0915	12	1	0	0	0	0	0	13
0915-0930	8	2	0	0	0	0	0	10
0930-0945	9	1	0	0	0	0	0	10
0945-1000	8	3	0	0	0	0	0	11
Hourly Total	37	7	0	0	0	0	0	44
1000-1015	6	1	0	0	0	0	1	8
1015-1030	4	0	0	0	0	0	0	4
1030-1045	2	1	0	0	0	0	0	3
1045-1100	7	1	0	0	0	0	0	8
Hourly Total	19	3	0	0	0	0	1	23
1100-1115	5	0	1	0	0	0	0	6
1115-1130	10	1	0	0	0	0	0	11
1130-1145	7	1	0	0	0	0	0	8
1145-1200	5	1	0	0	0	0	0	6
Hourly Total	27	3	1	0	0	0	0	31
1200-1215	7	1	0	0	0	0	0	8
1215-1230	6	0	0	0	0	0	0	6
1230-1245	4	1	0	0	0	0	0	5
1245-1300	3	0	0	0	0	0	0	3
Hourly Total	20	2	0	0	0	0	0	22
1300-1315	4	1	0	0	0	0	0	5
1315-1330	2	1	1	0	0	0	0	4
1330-1345	7	1	0	0	0	0	0	8
1345-1400	8	3	0	0	0	0	0	11
Hourly Total	21	6	1	0	0	0	0	28
1400-1415	3	2	0	0	0	0	0	5
1415-1430	3	0	0	0	0	0	0	3
1430-1445	9	1	1	0	0	0	0	11
1445-1500	5	1	0	0	0	0	0	6
Hourly Total	20	4	1	0	0	0	0	25
1500-1515	9	1	0	0	0	0	0	10
1515-1530	15	1	0	0	0	0	0	16
1530-1545	6	1	0	0	0	0	0	7
1545-1600	10	2	0	0	0	0	0	12
Hourly Total	40	5	0	0	0	0	0	45
1600-1615	13	2	0	0	0	0	0	15
1615-1630	7	1	0	0	0	0	0	8
1630-1645	5	1	0	0	0	0	0	6
1645-1700	9	0	0	0	0	0	0	9
Hourly Total	34	4	0	0	0	0	0	38
1700-1715	7	0	0	0	0	0	0	7
1715-1730	7	0	0	0	0	0	0	7

1730-1745	9	1	0	0	0	0	0	10
1745-1800	9	0	0	0	0	0	0	9
Hourly Total	32	1	0	0	0	0	0	33
1800-1815	14	0	0	0	0	0	0	14
1815-1830	8	0	0	0	0	0	0	8
1830-1845	12	1	0	0	0	0	0	13
1845-1900	11	0	0	0	0	0	0	11
Hourly Total	45	1	0	0	0	0	0	46

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

8	1	0	0	0	0	0	9	19
10	1	0	0	0	0	0	11	20
37	3	0	0	0	0	0	40	73
9	1	0	0	0	0	0	10	24
1	1	0	0	0	0	0	2	10
10	0	0	0	0	0	0	10	23
8	0	0	0	0	0	0	8	19
28	2	0	0	0	0	0	30	76

Total	361	49	4	0	0	1	1	416
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0	0	0	0	0	0	0	0	0
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347	65	4	0	1	1	1	419	835
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	Arm C - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	25	7	3	0	1	0	0	36
0715-0730	17	9	6	0	1	0	0	33
0730-0745	55	18	2	0	2	0	0	77
0745-0800	45	7	1	1	2	0	0	56
Hourly Total	142	41	12	1	6	0	0	202
0800-0815	73	11	0	0	2	0	0	86
0815-0830	104	5	1	0	3	1	0	114
0830-0845	123	15	1	0	1	0	1	141
0845-0900	107	6	1	1	2	0	0	117
Hourly Total	407	37	3	1	8	1	1	458
0900-0915	112	15	2	0	7	0	0	136
0915-0930	87	6	3	1	3	0	0	100
0930-0945	81	10	1	0	3	0	0	95
0945-1000	82	15	2	0	4	0	0	103
Hourly Total	362	46	8	1	17	0	0	434
1000-1015	80	7	1	0	1	0	0	89
1015-1030	63	15	2	1	5	1	0	87
1030-1045	79	8	0	0	2	0	1	90
1045-1100	105	10	1	0	5	0	0	121
Hourly Total	327	40	4	1	13	1	1	387
1100-1115	63	13	3	0	0	0	0	79
1115-1130	102	10	1	0	7	1	1	122
1130-1145	73	9	1	0	2	1	0	86
1145-1200	103	14	2	0	5	0	0	124
Hourly Total	341	46	7	0	14	2	1	411
1200-1215	100	9	1	0	2	0	0	112
1215-1230	100	9	1	0	4	0	0	114
1230-1245	115	7	3	0	1	0	0	126
1245-1300	98	12	1	0	3	0	0	114
Hourly Total	413	37	6	0	10	0	0	466
1300-1315	113	9	3	0	5	0	0	130
1315-1330	89	10	1	0	4	0	0	104
1330-1345	91	8	2	0	2	0	0	103
1345-1400	101	11	0	0	5	1	0	118
Hourly Total	394	38	6	0	16	1	0	455
1400-1415	105	5	0	0	2	0	0	112
1415-1430	114	9	1	0	4	0	0	128
1430-1445	94	14	0	0	2	0	0	110
1445-1500	77	14	1	0	3	1	0	96
Hourly Total	390	42	2	0	11	1	0	446
1500-1515	94	11	4	0	3	0	1	113
1515-1530	79	5	0	0	3	0	0	87
1530-1545	125	14	0	0	3	0	0	142
1545-1600	118	9	0	0	4	0	0	131
Hourly Total	416	39	4	0	13	0	1	473
1600-1615	98	5	0	0	5	1	0	109
1615-1630	124	17	1	1	1	1	0	145
1630-1645	131	11	0	0	4	0	0	146
1645-1700	115	12	1	0	4	1	0	133
Hourly Total	468	45	2	1	14	3	0	533
1700-1715	120	15	0	0	2	1	0	138
1715-1730	123	5	2	0	2	0	0	132
1730-1745	95	10	1	1	3	0	0	110
1745-1800	109	7	0	0	3	0	0	119
Hourly Total	447	37	3	1	10	1	0	499
1800-1815	109	4	0	1	2	0	0	116
1815-1830	71	9	0	1	3	0	0	84
1830-1845	66	5	0	0	2	0	0	73
1845-1900	95	5	0	0	4	0	1	105
Hourly Total	341	23	0	2	11	0	1	378

Total	4448	471	57	8	143	10	5	5142
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	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
17	4	1	0	0	0	0	0	22
10	5	0	0	0	0	0	0	15
16	3	0	0	0	0	0	0	19
28	2	1	0	0	0	0	0	31
71	14	2	0	0	0	0	0	87
20	3	0	0	0	0	0	0	23
17	5	0	0	0	0	0	0	22
25	1	0	0	0	0	0	0	26
26	5	0	0	0	1	0	0	32
88	14	0	0	0	1	0	0	103
16	2	0	0	0	1	0	0	19
16	2	0	0	0	0	0	0	18
18	3	0	0	0	0	0	0	21
10	3	0	0	0	0	0	0	13
60	10	0	0	0	1	0	0	71
12	2	0	0	0	0	1	15	15
8	1	0	0	0	0	0	0	9
10	3	0	0	0	0	0	0	13
14	3	0	0	0	0	0	0	17
44	9	0	0	0	0	1	54	54
10	3	2	0	0	0	0	0	15
17	4	1	0	0	0	0	0	22
15	4	0	0	0	0	0	0	19
10	1	0	0	0	0	0	0	11
52	12	3	0	0	0	0	0	67
11	3	0	0	0	0	0	0	14
17	0	1	0	0	0	0	0	18
7	3	0	0	0	0	0	0	10
11	2	0	0	0	0	0	0	13
46	8	1	0	0	0	0	0	55
9	1	0	0	0	0	0	0	10
5	3	1	0	0	0	0	0	9
13	1	0	0	0	0	0	0	14
12	7	0	0	0	0	0	0	19
39	12	1	0	0	0	0	0	52
6	2	0	0	0	0	0	0	8
10	1	0	0	0	0	0	0	11
12	1	1	0	0	0	0	0	14
9	3	0	0	0	0	0	0	12
37	7	1	0	0	0	0	0	45
18	4	0	0	0	0	0	0	22
20	1	0	0	1	0	0	0	22
13	3	0	0	0	0	0	0	16
17	2	0	0	0	0	0	0	19
68	10	0	0	1	0	0	0	79

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
26	7	3	0	0	1	0	0	37
19	10	6	0	1	0	0	0	36
56	18	2	0	2	0	0	0	78
47	9	1	1	2	0	0	0	60
148	44	12	1	6	0	0	0	211
77	11	0	0	2	0	0	0	90
105	6	1	0	3	1	0	0	116
123	16	1	0	1	0	1	0	142
109	6	1	1	2	0	0	0	119
414	39	3	1	8	1	1	0	467
115	15	3	0	7	0	0	0	140
88	8	3	1	3	0	0	0	103
85	12	1	0	3	0	0	0	101
85	16	2	0	4	0	0	0	107
373	51	9	1	17	0	0	0	451
85	11	1	0	1	0	0	0	98
64	16	2	1	5	1	0	0	89
84	8	0	0	2	0	0	1	95
110	10	1	0	5	0	0	0	126
343	45	4	1	13	1	1	0	408
69	13	3	0	0	0	0	0	85
106	10	1	0	7	1	1	0	126
77	11	1	0	2	1	0	0	92
109	16	2	0	5	0	0	0	132
361	50	7	0	14	2	1	0	435
106	10	1	0	2	0	0	0	119
105	9	1	0	4	0	0	0	119
119	7	3	0	1	0	0	0	130
104	13	1	0	3	0	0	0	121
434	39	6	0	10	0	0	0	489
119	9	3	0	5	0	0	0	136
94	10	1	0	4	0	0	0	109
98	8	2	0	2	0	0	0	110
106	11	0	0	5	1	0	0	123
417	38	6	0	16	1	0	0	478
110	6	1	0	2	0	0	0	119
116	9	1	0	4	0	1	0	131
99	15	0	0	2	0	0	0	116
84	15	1	0	3	1	0	0	104
409	45	3	0	11	1	1	0	470
101	13	4	0	3	1	1	0	123
85	6	0	0	3	0	0	0	94
132	15	0	0	3	0	0	0	150
125	10	0	0	4	0	0	0	139
443	44	4	0	13	1	1	0	506

Arm Total	37	36	89	95	126	408	85	126	92	132	435	119	119	130	121	489	136	109	110	123	478	119
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1600-1615	124	11	0	0	3	0	0	138
1615-1630	128	14	0	0	5	1	0	148
1630-1645	120	10	3	1	2	0	0	136
1645-1700	122	16	2	0	3	0	0	143
Hourly Total	494	51	5	1	13	1	0	565
1700-1715	149	10	3	0	4	0	0	166
1715-1730	121	9	0	0	3	1	0	134
1730-1745	93	8	0	0	2	0	0	103
1745-1800	90	8	0	0	2	0	1	101
Hourly Total	453	35	3	0	11	1	1	504
1800-1815	80	5	1	0	3	0	1	90
1815-1830	90	2	0	1	2	0	0	95
1830-1845	65	7	0	0	0	0	0	72
1845-1900	72	1	0	0	0	0	0	73
Hourly Total	307	15	1	1	5	0	1	330

Total	4349	507	68	8	140	3	5	5080
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	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	31	7	4	0	1	0	0	43
0715-0730	22	13	6	0	1	0	0	42
0730-0745	62	20	2	0	2	0	0	86
0745-0800	51	7	1	1	2	0	0	62
Hourly Total	166	47	13	1	6	0	0	233
0800-0815	82	13	0	0	2	0	0	97
0815-0830	112	7	1	0	3	1	0	124
0830-0845	134	15	1	0	1	0	1	152
0845-0900	121	9	1	1	2	1	0	135
Hourly Total	449	44	3	1	8	2	1	508
0900-0915	124	16	2	0	7	0	0	149
0915-0930	95	8	3	1	3	0	0	110
0930-0945	90	11	1	0	3	0	0	105
0945-1000	90	18	2	0	4	0	0	114
Hourly Total	399	53	8	1	17	0	0	478
1000-1015	86	8	1	0	1	0	1	97
1015-1030	67	15	2	1	5	1	0	91
1030-1045	81	9	0	0	2	0	1	93
1045-1100	112	11	1	0	5	0	0	129
Hourly Total	346	43	4	1	13	1	2	410
1100-1115	68	13	4	0	0	0	0	85
1115-1130	112	11	1	0	7	1	1	133
1130-1145	80	10	1	0	2	1	0	94
1145-1200	108	15	2	0	5	0	0	130
Hourly Total	368	49	8	0	14	2	1	442
1200-1215	107	10	1	0	2	0	0	120
1215-1230	106	9	1	0	4	0	0	120
1230-1245	119	8	3	0	1	0	0	131
1245-1300	101	12	1	0	3	0	0	117
Hourly Total	433	39	6	0	10	0	0	488
1300-1315	117	10	3	0	5	0	0	135
1315-1330	91	11	2	0	4	0	0	108
1330-1345	98	9	2	0	2	0	0	111
1345-1400	109	14	0	0	5	1	0	129
Hourly Total	415	44	7	0	16	1	0	483
1400-1415	108	7	0	0	2	0	0	117
1415-1430	117	9	1	0	4	0	0	131
1430-1445	103	15	1	0	2	0	0	121
1445-1500	82	15	1	0	3	1	0	102
Hourly Total	410	46	3	0	11	1	0	471
1500-1515	103	12	4	0	3	0	1	123
1515-1530	94	6	0	0	3	0	0	103
1530-1545	131	15	0	0	3	0	0	149
1545-1600	128	11	0	0	4	0	0	143
Hourly Total	456	44	4	0	13	0	1	518
1600-1615	111	7	0	0	5	1	0	124
1615-1630	131	18	1	1	1	1	0	153
1630-1645	136	12	0	0	4	0	0	152
1645-1700	124	12	1	0	4	1	0	142
Hourly Total	502	49	2	1	14	3	0	571
1700-1715	127	15	0	0	2	1	0	145
1715-1730	130	5	2	0	2	0	0	139
1730-1745	104	11	1	1	3	0	0	120
1745-1800	118	7	0	0	3	0	0	128
Hourly Total	479	38	3	1	10	1	0	532
1800-1815	123	4	0	1	2	0	0	130
1815-1830	79	9	0	1	3	0	0	92
1830-1845	78	6	0	0	2	0	0	86
1845-1900	106	5	0	0	4	0	1	116
Hourly Total	386	24	0	2	11	0	1	424

Total	4809	520	61	8	143	11	6	5558
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24	6	0	0	0	0	1	31
15	3	0	0	0	0	0	18
9	1	0	0	0	0	0	10
13	1	0	0	0	0	0	14
61	11	0	0	0	0	1	73
18	0	0	0	0	0	0	18
15	1	0	0	0	0	0	16
17	2	0	0	0	0	0	19
19	1	0	0	0	0	0	20
69	4	0	0	0	0	0	73
23	1	0	0	0	0	0	24
9	1	0	0	0	0	0	10
22	1	0	0	0	0	0	23
19	0	0	0	0	0	0	19
73	3	0	0	0	0	0	76

708	114	8	0	1	2	2	835
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	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	0	0	0	0	0	0	0	3
4	2	0	0	0	0	0	0	6
4	0	0	0	0	0	0	0	4
2	2	0	0	0	0	0	0	4
13	4	0	0	0	0	0	0	17
7	0	0	0	0	0	0	0	7
3	1	0	0	0	0	0	0	4
2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	2
14	2	0	0	0	0	0	0	16
11	1	1	0	0	0	0	0	13
6	3	0	0	0	0	0	0	9
7	5	0	0	0	0	0	0	12
5	2	0	0	0	0	0	0	7
29	11	1	0	0	0	0	0	41
8	3	0	0	0	0	0	0	11
6	0	0	0	0	0	0	0	6
7	0	0	0	0	0	0	0	7
7	2	0	0	0	0	0	0	9
28	5	0	0	0	0	0	0	33
7	2	0	0	0	0	0	0	9
7	1	0	0	0	0	0	0	8
5	4	0	0	0	0	0	0	9
8	2	0	0	0	0	0	0	10
27	9	0	0	0	0	0	0	36
12	2	0	0	0	0	0	0	14
8	10	0	0	0	0	0	0	8
8	1	0	0	0	0	0	0	9
13	2	0	0	0	0	0	0	15
41	5	0	0	0	0	0	0	46
9	0	0	0	0	0	1	0	10
9	0	0	0	0	0	0	0	9
9	0	0	0	0	0	0	0	9
7	1	0	0	0	0	0	0	8
34	1	0	0	0	0	1	0	36
10	2	1	0	0	0	0	0	13
5	0	0	0	0	0	0	1	6
9	4	0	0	0	0	0	0	13
14	2	0	0	0	0	0	0	16
38	8	1	0	0	0	0	1	48
9	3	0	0	0	0	1	0	13
9	2	0	0	0	0	0	0	11
15	1	0	0	0	0	0	0	16
11	3	0	0	0	0	0	0	14
44	9	0	0	0	0	1	0	54
18	0	0	0	0	0	0	0	18
20	2	0	0	0	0	0	0	22
22	3	0	0	0	0	0	0	25
15	1	0	0	0	0	0	0	16
75	6	0	0	0	0	0	0	81
27	1	1	0	0	0	0	0	29
21	10	0	0	0	0	0	0	21
15	1	0	0	0	0	0	0	16
13	1	0	0	0	0	0	0	14
76	3	1	0	0	0	0	0	80
22	1	0	0	0	0	0	0	23
26	2	0	0	0	0	0	0	28
14	0	0	0	0	0	0	0	14
13	1	0	0	0	0	0	0	14
75	4	0	0	0	0	0	0	79

494	67	3	0	0	2	1	567
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108	5	0	0	5	1	0	119
134	18	1	1	1	1	0	156
141	11	0	0	4	0	0	156
124	13	1	0	4	1	0	143
507	47	2	1	14	3	0	574
133	15	0	0	2	1	0	151
136	5	2	0	2	0	0	145
102	11	1	1	3	0	0	118
115	7	0	0	3	0	0	125
486	38	3	1	10	1	0	539
118	5	0	1	2	0	0	126
81	11	0	1	3	0	0	96
74	5	0	0	2	0	0	81
102	6	0	0	4	0	1	113
375	27	0	2	11	0	1	416

4710	507	59	8	143	11	6	5444
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Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
44	14	0	0	3	0	0	61
44	6	3	1	3	0	0	57
65	17	0	0	4	0	0	86
86	20	2	0	1	0	0	109
239	57	5	1	11	0	0	313
95	14	1	1	3	0	0	114
114	12	3	0	2	0	0	131
97	10	4	0	3	0	0	114
92	7	1	0	6	0	0	106
398	43	9	1	14	0	0	465
84	11	0	0	4	1	0	100
77	11	2	1	3	0	0	94
68	13	2	0	3	0	0	86
66	9	2	0	3	0	0	80
295	44	6	1	13	1	0	360
73	13	1	0	4	0	0	91
77	13	3	0	2	0	0	95
94	9	1	1	5	0	0	110
73	11	1	1	3	0	0	89
317	46	6	2	14	0	0	385
86	9	2	0	3	0	0	100
90	12	1	0	2	0	0	105
86	18	2	0	4	0	0	110
98	9	1	0	3	0	0	111
360	48	6	0	12	0	0	426
88	10	2	0	3	0	0	103
107	6	2	0	2	0	0	117
101	8	4	0	3	0	0	116
93	16	1	0	2	0	0	112
389	40	9	0	10	0	0	448
92	17	4	0	3	0	0	116
103	17	2	0	3	0	0	125
104	12	1	0	2	0	0	119
107	15	5	0	4	0	0	131
406	61	12	0	12	0	0	491
96	8	1	0	3	0	0	108
110	14	0	0	4	0	1	129
103	12	2	0	2	0	1	120
86	16	1	0	5	0	1	109
395	50	4	0	14	0	3	466
125	13	0	0	2	0	0	140
110	6	0	0	0	0	0	120
102	14	4	0	2	0	0	122
96	12	2	1	4	0	0	115
433	45	6	1	12	0	0	497
127	15	0	0	3	0	1	146
126	15	0	0	5	1	0	147
112	7	3	1	2	0	0	125
120	17	2	0	3	0	0	142
485	54	5	1	13	1	1	560
146	9	2	0	4	0	0	161
121	10	0	0	3	1	0	135
93	9	0	0	2	0	0	104
93	8	0	0	2	0	1	104
453	36	2	0	11	1	1	504
76	6	1	0	3	0	1	87
75	3	0	1	2	0	0	81
69	7	0	0	0	0	0	76
74	1	0	0	0	0	0	75
294	17	1	1	5	0	1	319



Severnside
Transportation Data Collection

SS154 Twynyrodyn
Wednesday 11 December 2019
0700-1900

Site 3 - Cam 3-1



Arm A - Arm A										Arm A - Arm B										Arm A - Arm C										Arm A - Arm D										Arm Total
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1000-1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1015-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1045-1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1130-1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1145-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1200-1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1215-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1230-1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1245-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1300-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1315-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1330-1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1345-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1400-1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1415-1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1430-1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1445-1500	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

	Car	16V	QGV1	QGV2	PSV	MC	PC	Total
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Arm D - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	1
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	1	0	0	0	0	0	0	1
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	1
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	2

	Origin - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0

Car	LGV	OSV1	OSV2	PSV	MC	PC	Total
2	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
8	0	0	0	0	0	0	8
6	1	0	0	0	0	0	7
18	3	0	0	0	0	0	21
16	1	0	0	0	0	0	17
6	1	1	0	0	0	0	7
13	1	0	0	0	0	0	14
4	1	0	0	0	0	0	5
39	4	0	0	0	0	0	41
10	0	0	0	0	0	0	10
3	1	0	0	0	0	0	4
3	0	0	0	0	0	0	3
1	1	0	0	0	0	0	1
17	1	0	0	0	0	0	18
1	0	0	0	0	0	0	1
1	2	0	0	0	0	0	3
4	0	0	0	0	0	0	4
1	0	0	0	0	0	0	1
7	2	0	0	0	0	0	9
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
4	1	0	0	0	0	0	5
2	2	0	0	0	0	0	3
12	2	0	0	0	0	0	14
0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	2
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
5	0	0	0	0	0	0	5
1	1	0	0	0	0	0	2
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
6	1	0	0	0	0	0	7
2	0	0	0	0	0	0	2
1	1	0	0	0	0	0	1
2	2	0	0	0	0	0	4
6	2	0	0	0	0	0	8
14	0	0	0	0	0	0	14
11	0	0	0	0	0	0	11
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
30	0	0	0	0	0	0	30
1	0	0	0	0	0	0	1
6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3
4	1	0	0	0	0	0	5
14	1	0	0	0	0	0	15
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
10	1	0	0	0	0	0	11
1	2	0	0	0	0	0	3
3	0	0	0	0	0	0	3
6	0	0	0	0	0	0	6
3	0	0	0	0	0	0	3
13	2	0	0	0	0	0	15
177	19	0	0	0	0	0	196

Arm D - Arm B							
Car	LGW	OGV1	OGV2	PSV	MC	PC	Total
19	7	0	0	0	0	0	26
33	4	1	1	1	0	0	39
36	9	0	0	0	0	0	45
40	10	1	0	2	0	0	53
128	30	2	0	3	0	0	163
74	11	1	0	1	0	0	87
55	6	0	0	1	0	0	62
40	3	0	0	1	0	0	44
69	1	0	0	0	0	0	77
238	28	1	0	3	0	0	270
38	4	1	0	1	0	0	40
42	7	1	0	1	0	0	51
36	4	0	0	0	0	0	40
43	6	0	0	1	0	0	48
159	19	2	0	3	0	0	183
29	5	0	0	0	0	0	34
43	5	2	0	1	0	0	51
50	3	1	0	0	0	0	44
33	3	0	0	1	1	0	53
154	22	3	0	2	0	0	181
47	7	1	0	0	0	0	55
69	6	2	0	1	0	0	78
46	1	0	0	0	0	0	49
54	2	0	0	1	0	0	57
216	16	3	0	2	0	0	237
48	7	1	0	0	0	0	56
59	5	0	0	2	0	0	66
57	4	1	0	0	0	0	60
60	6	1	0	1	0	0	68
224	22	3	0	3	0	0	252
69	5	1	0	0	0	0	75
59	8	1	0	1	0	0	69
51	4	1	0	0	0	0	56
53	4	0	0	1	0	0	58
232	21	3	0	2	0	0	258
65	7	0	0	2	0	0	74
57	3	0	0	2	0	0	62
53	0	0	0	0	0	0	69
65	4	0	0	1	0	0	70
240	21	0	0	5	0	0	266
100	8	0	0	2	0	0	110
65	3	0	0	1	0	0	69
64	15	0	0	1	0	0	80
56	1	1	0	1	0	0	59
285	27	1	0	5	0	0	318
89	6	0	0	0	0	0	95
57	6	0	0	1	0	0	64
63	7	1	0	0	0	0	66
58	7	0	0	1	0	0	66
267	21	1	0	2	0	0	291
81	4	1	0	0	0	0	86
62	6	0	0	1	0	0	69
78	3	0	0	0	0	0	81
59	8	0	0	1	0	0	68
280	21	1	0	2	0	0	304
62	7	0	0	0	0	0	69
52	5	0	0	1	0	0	58
46	4	0	0	0	0	0	50
55	6	0	0	1	0	0	62
215	22	0	0	2	0	0	239
268	270	20	0	34	0	0	296

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
24	2	1	0	0	0	0	27
31	4	0	1	0	0	0	36
40	2	0	0	0	0	0	42
51	14	0	0	0	0	0	65
146	22	1	1	0	0	0	170

[illegible]

Arm D - Arm C						
Car	LGV	OGV1	PSV	MC	PC	Total
2	0	0	0	0	0	2
1	0	0	0	0	0	1
1	1	0	0	0	0	2
1	1	0	0	0	0	2
5	2	0	0	0	0	7
4	1	0	0	0	0	5
3	1	0	0	0	0	4
2	0	0	0	0	0	2
3	2	1	0	0	0	3
11	3	0	0	0	0	14
6	1	0	0	0	0	7
1	2	0	0	0	2	3
2	0	0	0	0	0	2
1	0	0	0	0	0	1
10	3	0	0	0	0	13
2	2	0	0	0	0	4
2	1	0	0	0	0	3
1	1	0	0	0	0	2
2	0	0	0	0	0	2
7	4	0	0	0	0	11
3	2	0	0	0	0	5
3	0	0	0	0	0	3
3	2	0	0	0	0	5
2	0	0	0	0	0	2
11	4	0	0	0	0	15
0	0	0	0	0	0	0
5	0	0	0	0	0	5
2	0	0	0	0	0	2
2	0	0	0	0	0	2
9	0	0	0	0	0	9
4	0	0	0	0	0	4
1	0	0	0	0	0	1
4	0	0	0	0	0	4
1	0	0	0	0	0	1
10	0	0	0	0	0	10
1	0	0	0	0	0	1
0	0	0	0	0	0	0
5	0	0	0	0	0	5
7	0	0	0	0	0	7
13	0	0	0	0	0	13
11	0	0	0	0	0	11
3	0	0	0	0	0	3
2	0	0	0	0	0	2
3	1	0	0	0	0	4
19	1	0	0	0	0	20
6	0	0	0	0	0	6
4	0	0	0	0	0	4
6	0	0	0	0	0	6
6	1	0	0	0	0	7
22	1	0	0	0	0	23
7	1	0	0	0	0	8
8	0	0	0	0	0	8
8	0	0	0	0	0	8
7	1	0	0	0	0	8
30	2	0	0	0	0	32
6	0	0	0	0	0	6
9	0	0	0	0	0	9
2	2	0	0	0	0	2
7	0	0	0	0	0	7
24	0	0	0	0	0	24
171	20	0	0	0	0	191

Origin - Arm C							
Car	LGV	OGV1	OGV2	P5V	MC	PC	Total
7	2	0	0	0	0	0	9
3	0	0	0	0	0	0	3
13	0	0	0	0	0	0	13
8	3	0	0	0	0	0	11
31	5	0	0	0	0	0	36

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
4	0	0	0	0	0	0	4
1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5
2	2	0	0	0	0	0	4
12	2	0	0	0	0	0	14
15	0	0	0	0	0	0	15
13	0	0	0	0	10	0	11
11	0	0	0	0	0	0	11
11	3	0	0	0	0	0	14
50	3	0	0	0	0	0	51
3	0	0	0	0	0	0	3
0	1	0	0	0	0	0	1
1	0	0	0	0	0	0	1
5	5	0	0	0	0	0	5
9	1	0	0	0	0	0	10
3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	4
5	0	0	0	0	0	0	5
2	2	0	0	0	0	0	4
14	2	0	0	0	0	0	16
5	2	0	0	0	0	0	7
1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	2
4	4	0	0	0	0	0	4
12	2	0	0	0	0	0	14
2	0	0	0	0	0	0	2
1	1	0	0	0	0	0	1
1	1	0	0	0	0	0	2
4	0	0	0	0	0	0	4
8	1	0	0	0	0	0	9
1	1	0	0	0	0	0	2
3	1	0	0	0	0	0	4
2	0	0	0	0	0	0	2
2	1	0	0	0	0	0	3
8	3	0	0	0	0	0	11
0	0	0	0	0	0	0	4
0	0	0	0	0	0	0	4
5	2	0	0	0	0	0	7
2	1	0	0	0	0	0	3
11	3	0	0	0	0	0	14
7	2	0	0	0	0	0	9
9	1	0	0	0	0	0	10
2	0	0	0	0	0	0	2
4	1	0	0	0	0	0	5
22	4	0	0	0	0	0	26
0	0	0	0	0	0	0	4
4	0	0	0	0	0	0	4
2	1	0	0	0	0	0	3
6	2	0	0	0	0	0	8
12	3	0	0	0	0	0	15
5	0	0	0	0	0	0	5
7	0	0	0	0	0	0	7
4	0	0	0	0	0	0	4
4	0	0	0	0	0	0	4
20	0	0	0	0	0	0	20
2	0	0	0	0	0	0	2
6	1	0	0	0	0	0	7
8	0	0	0	0	0	0	8
6	1	0	0	0	0	0	7
22	2	0	0	0	0	0	24
200	26	0	0	0	0	0	226

Arm D - Arm D							
Car	LGW	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	4
6	0	0	0	0	0	0	6
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
1	1	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	1	0	0	0	0	2
2	0	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	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1
2	0	0	0	0	0	0	2
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	4
4	0	0	0	0	0	0	4
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
7	0	0	0	0	0	0	7
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
4	0	0	0	0	0	0	4
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
5	1	0	0	0	0	0	6
2	0	0	0	0	0	0	2
4	0	0	0	0	0	0	4
3	3	0	0	0	0	0	3
2	0	0	0	0	0	0	2
11	0	0	0	0	0	0	11
40	4	1	0	0	0	0	45

Origin - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
21	7	0	0	0	0	0	28
34	4	1	0	1	0	0	40
38	10	0	0	0	0	0	48
41	11	1	0	2	0	0	55
134	32	2	0	3	0	0	171

Arm Total	
3	
13	
11	
36	
32	
25	
20	
97	
13	
5	
4	
6	
28	
4	
7	
9	
5	
25	
10	
4	
7	
7	
28	
2	
3	
3	
6	
14	
9	
5	
4	
5	
18	
6	
1	
9	
7	
23	
23	
21	
4	
8	
56	
1	
10	
6	
31	
5	
10	
14	
10	
39	
425	

28	171
40	92
48	67
55	47
198	84
290	52
38	54
54	42
57	50
44	193
60	81
53	61
255	56
71	71
64	71
71	262
70	80
59	60
269	78
78	66
63	77
284	125
74	74
82	68
64	73
345	74
102	98
68	78
73	89
74	77
317	342
98	77
78	71
89	55
77	71
342	274
77	3200

Arm Total
64
79
103
131
377

3800-0811	1	0	0	0	0	0	0	1	2
3815-0830	0	0	0	0	0	0	0	0	0
3830-0845	0	0	0	0	0	0	0	0	0
3845-0900	2	0	0	0	0	0	0	0	2
Hourly Total	3	0	0	0	0	0	0	1	4
3900-0915	0	0	0	0	0	0	0	0	0
3915-0930	0	0	0	0	0	0	0	0	0
3930-0945	0	0	0	0	0	0	0	0	0
3945-1000	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	0	0	0	0	0	1
1300-1315	0	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1500-1515	2	0	0	0	0	0	0	0	2
1515-1530	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	0	2
1600-1615	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0

Total	6	0	0	0	0	0	0	1	7
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Destination - Arm A									
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
3700-0715	0	0	0	0	0	0	0	0	0
3715-0730	0	0	0	0	0	0	0	0	0
3730-0745	0	0	0	0	0	0	0	0	0
3745-0800	1	0	0	0	0	0	0	1	0
Hourly Total	1	0	0	0	0	0	0	1	0
3800-0815	0	0	0	0	0	0	0	0	0
3815-0830	0	0	0	0	0	0	0	0	0
3830-0845	1	0	0	0	0	0	0	1	0
3845-0900	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	0	0	2	0
3900-0915	0	0	0	0	0	0	0	0	0
3915-0930	0	0	0	0	0	0	0	0	0
3930-0945	0	0	0	0	0	0	0	0	0
3945-1000	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	1	0
Hourly Total	1	0	0	0	0	0	0	1	0
1300-1315	0	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1400-1415	1	0	0	0	0	0	0	1	0
1415-1430	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0	0
1445-1500	1	0	0	0	0	0	0	1	0
Hourly Total	2	0	0	0	0	0	0	2	0
1500-1515	0	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0

Total	6	0	0	0	0	0	0	0	6
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80	14	0	0	1	0	0	95	31
111	5	0	0	1	0	0	117	19
122	8	0	0	0	0	0	130	2
103	8	0	0	1	0	0	112	16
416	35	0	0	3	0	0	454	90
84	2	1	0	1	0	0	88	13
72	2	2	0	0	0	0	76	3
59	5	1	0	1	0	0	66	4
62	5	1	0	0	0	0	68	6
277	14	5	0	2	0	0	298	9
60	10	0	0	0	0	0	70	2
60	5	0	0	0	0	0	69	7
64	5	0	0	0	0	0	69	9
65	8	0	0	0	0	0	73	3
249	32	0	0	0	0	0	281	21
56	5	0	0	0	0	0	61	8
58	4	1	0	0	0	0	63	6
67	10	1	0	0	0	0	78	2
78	5	0	0	0	0	0	83	6
259	24	2	0	0	0	0	285	24
56	6	0	0	1	0	0	63	2
63	4	1	0	0	0	0	68	3
67	5	1	0	0	0	0	73	2
57	9	1	0	0	0	0	67	6
243	24	3	0	1	0	0	271	13
50	10	1	0	1	0	0	62	2
45	7	1	0	0	0	0	53	3
48	3	0	1	0	0	0	52	4
51	7	1	0	0	0	0	59	4
194	27	3	1	1	0	0	226	14
56	8	0	0	0	0	0	64	6
65	8	1	0	0	0	0	74	1
84	14	0	1	1	0	0	100	7
92	0	1	0	0	0	0	93	4
297	30	2	1	1	0	0	331	18
89	13	0	0	1	0	0	103	21
87	12	0	0	0	0	0	99	20
95	6	0	0	0	0	0	101	4
91	9	2	0	1	0	0	103	7
362	40	2	0	2	0	0	406	52
74	9	0	0	0	0	0	83	1
66	7	2	0	0	0	0	75	10
84	10	0	0	0	0	0	94	5
74	9	0	0	0	0	0	83	10
298	35	2	0	0	0	0	335	26
85	9	1	0	0	0	0	95	9
89	9	0	0	0	0	0	98	9
103	13	0	0	0	0	0	116	6
84	3	0	0	0	0	1	88	6
361	34	1	0	0	0	1	397	30
85	4	0	0	0	0	0	89	3
60	4	0	0	0	0	0	64	9
62	5	0	0	0	0	0	67	14
64	6	0	1	1	0	0	74	9
273	19	0	0	1	1	0	294	35

3375	336	21	3	11	1	1	3748
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31	1	0	0	0	0	0	32	78
19	1	0	0	0	0	0	20	59
24	1	1	0	0	0	0	25	43
16	4	0	0	0	0	0	20	75
90	7	0	0	0	0	0	97	255
13	0	0	0	0	0	0	13	45
3	2	0	0	0	0	0	5	43
4	0	0	0	0	0	0	4	38
6	0	0	0	0	0	0	6	44
26	2	0	0	0	0	0	28	61
4	0	0	0	0	0	0	4	31
5	2	2	0	0	0	0	7	7
9	0	0	0	0	0	0	9	52
3	2	0	0	0	0	0	5	34
21	4	0	0	0	0	0	25	162
8	2	0	0	0	0	0	10	50
4	0	0	0	0	0	0	4	4
6	5	0	0	0	0	0	7	7
6	1	0	0	0	0	0	7	57
24	4	0	0	0	0	0	28	229
2	0	0	0	0	0	0	2	48
3	0	0	0	0	0	0	3	64
2	1	0	0	0	0	0	3	59
4	0	0	0	0	0	0	4	63
13	1	0	0	0	0	0	14	234
2	2	0	0	0	0	0	4	73
4	1	1	0	0	0	0	5	5
4	0	0	0	0	0	0	4	55
4	1	0	0	0	0	0	5	54
14	4	0	0	0	0	0	18	242
6	0	0	0	0	0	0	6	69
1	0	0	0	0	0	0	1	58
7	2	0	0	0	0	0	9	58
4	3	0	0	0	0	0	7	72
18	5	0	0	0	0	0	23	257
21	2	0	0	0	0	0	23	115
20	1	0	0	0	0	0	21	70
4	0	0	0	0	0	0	4	4
7	1	0	0	0	0	0	8	69
52	4	0	0	0	0	0	56	611
1	0	0	0	0	0	0	1	96
10	5	0	0	0	0	0	10	10
5	1	0	0	0	0	0	6	70
10	3	0	0	0	0	0	13	65
26	4	0	0	0	0	0	30	292
9	0	0	0	0	0	0	9	92
9	1	0	0	0	0	0	10	70
6	5	0	0	0	0	0	6	6
6	0	0	0	0	0	0	6	67
30	1	0	0	0	0	0	31	315
3	2	0	0	0	0	0	5	70
9	1	0	0	0	0	0	10	65
14	0	0	0	0	0	0	14	51
9	1	0	0	0	0	0	10	64
35	4	0	0	0	0	0	39	290

[REDACTED]

[REDACTED]



Severnside
Transportation Data Collection

SS154 Twynyrodyn
Wwedsnesday 11 December 2019
0700-1900

Site 2 - Cam 2-1



Total	0	0	0	0	0	0	0	0	60	6	0	0	5	0	0	0	71	15	1	0	0	1	0	0	0	62	9	0	0	0	0	0	0	71	159
-------	---	---	---	---	---	---	---	---	----	---	---	---	---	---	---	---	----	----	---	---	---	---	---	---	---	----	---	---	---	---	---	---	---	----	-----

Arm C - Arm A	Arm C - Arm B	Arm C - Arm C	Arm C - Arm D
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8800-0811	24	2	0	0	1	0	0	27
8815-0830	28	3	0	0	0	0	0	31
8830-0845	1	0	0	0	0	0	0	1
8845-0900	0	0	0	0	0	0	0	0
Hourly Total	53	5	0	0	1	0	0	59
9900-0915	2	3	0	0	1	0	0	6
9915-0930	1	0	0	0	0	0	0	1
9930-0945	1	0	0	0	0	0	0	1
9945-1000	1	0	0	0	0	0	0	1
Hourly Total	5	3	0	0	1	0	0	9
1000-1015	0	1	0	0	0	0	0	1
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1
1100-1115	1	0	0	0	0	0	0	1
1115-1130	0	0	0	0	0	0	0	0
1130-1145	1	1	0	0	0	0	0	2
1145-1200	1	0	0	0	0	0	0	1
Hourly Total	3	1	0	0	0	0	0	4
1200-1215	0	0	0	0	0	0	0	0
1215-1230	1	1	0	0	0	0	0	2
1230-1245	1	0	0	0	0	0	0	1
1245-1300	2	0	0	0	0	0	0	2
Hourly Total	4	0	0	0	1	0	0	5
1300-1315	2	0	0	0	0	0	0	2
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	3	0	0	0	0	0	0	3
Hourly Total	5	0	0	0	0	0	0	5
1400-1415	2	0	0	0	0	0	0	2
1415-1430	2	1	0	0	0	0	0	3
1430-1445	1	1	0	0	0	0	0	2
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	5	2	0	0	0	0	0	7
1500-1515	2	0	0	0	3	0	0	5
1515-1530	12	0	0	0	0	0	0	12
1530-1545	2	1	0	0	0	0	3	3
1545-1600	2	0	0	0	0	0	0	2
Hourly Total	18	1	0	0	3	0	0	22
1600-1615	30	1	0	0	0	0	0	31
1615-1630	3	0	0	0	0	0	0	3
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	33	1	0	0	0	0	0	34
1700-1715	1	0	0	0	0	0	0	1
1715-1730	2	0	0	0	2	0	0	2
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	0	0	0	0	3
1800-1815	1	0	0	0	0	0	0	1
1815-1830	0	1	0	0	0	0	0	1
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	2

Total 137 16 0 0 6 0 0 159

92	13	0	0	1	0	0	106
115	7	0	0	1	0	0	123
121	8	0	0	0	0	0	129
113	11	0	0	1	0	0	125
441	39	0	0	3	0	0	483
87	2	1	0	1	0	0	91
70	3	1	0	0	0	0	74
59	5	2	0	1	0	0	67
65	6	1	0	0	0	0	72
281	16	5	0	2	0	0	304
61	10	0	0	0	0	0	71
65	8	0	0	0	0	0	73
65	4	0	0	0	0	0	69
65	9	0	0	0	0	0	74
256	31	0	0	0	0	0	287
59	6	0	0	0	0	0	65
59	4	1	0	0	0	0	64
67	9	1	0	0	0	0	77
80	6	1	0	0	0	0	87
265	25	3	0	0	0	0	293
57	6	0	0	1	0	0	64
62	4	1	0	0	0	0	67
64	4	1	0	0	0	0	69
59	6	0	0	0	0	0	65
242	20	2	0	1	0	0	265
52	12	1	0	1	0	0	66
47	7	1	0	0	0	0	55
49	2	0	1	0	0	0	52
52	9	1	0	0	0	0	62
200	30	3	1	1	0	0	235
60	6	0	0	0	0	0	66
61	7	1	0	0	0	0	69
84	14	0	1	1	0	0	100
76	1	1	0	0	0	0	78
281	28	2	1	1	0	0	313
77	10	0	0	1	0	0	88
108	12	0	0	0	0	0	120
93	6	0	0	0	0	0	99
83	5	2	0	1	0	0	91
361	33	2	0	2	0	0	398
68	7	0	0	0	0	0	75
67	7	1	0	0	0	0	75
77	10	0	0	0	0	0	87
75	8	0	0	0	0	0	83
287	32	1	0	0	0	0	320
88	8	0	0	0	0	0	96
87	9	0	0	0	0	0	96
97	13	0	0	0	0	0	110
82	3	0	0	0	0	1	86
354	33	0	0	0	0	1	388
85	4	0	0	0	0	1	90
66	3	0	0	0	0	0	69
72	3	0	0	0	0	0	75
71	5	1	0	1	1	0	79
294	15	1	0	1	1	1	313

3411 328 20 2 11 1 2 3775

24	2	0	0	0	0	0	26
8	1	0	0	1	0	0	21
8	0	0	0	1	0	0	9
25	1	0	0	0	0	0	26
76	4	0	0	2	0	0	82
7	0	0	0	0	0	0	7
8	1	1	0	1	0	0	11
7	1	0	0	0	0	0	8
4	0	0	0	1	0	0	5
26	2	1	0	2	0	0	31
7	4	0	0	0	0	0	11
7	1	0	0	1	0	0	9
11	0	1	0	0	0	0	12
5	1	0	0	1	0	0	7
30	6	1	0	2	0	0	39
7	2	0	0	0	0	0	9
7	2	1	0	1	0	0	11
8	1	0	0	0	0	0	9
7	0	0	0	1	0	0	8
29	5	1	0	2	0	0	37
5	0	0	0	0	0	0	5
11	1	1	0	0	0	0	13
10	3	0	0	0	0	0	13
9	1	0	0	1	0	0	11
35	5	0	0	2	0	0	42
13	0	1	0	0	0	0	14
9	1	0	0	1	0	1	12
11	4	1	0	0	0	0	12
5	3	0	0	1	0	0	9
38	5	1	0	2	0	0	47
14	3	0	0	0	0	0	17
8	1	0	0	1	0	0	10
12	1	0	0	0	0	0	13
16	0	0	0	1	0	0	17
50	5	0	0	2	0	0	57
18	1	0	0	0	0	0	19
14	0	0	0	1	0	0	15
6	3	3	0	0	0	0	9
10	1	0	0	1	0	0	12
48	5	0	0	2	0	0	55
10	3	0	0	0	1	0	14
11	3	0	0	1	0	0	15
6	1	1	0	0	0	0	8
2	0	0	0	1	0	0	8
34	7	1	0	2	1	0	45
8	1	0	0	0	0	0	9
7	2	0	0	1	0	0	10
17	2	0	0	0	0	0	19
15	2	0	0	1	0	0	18
47	7	0	0	2	0	0	56
15	3	0	0	0	0	0	18
14	3	0	0	1	0	0	18
8	2	0	0	0	0	0	10
7	1	1	0	0	0	0	9
44	9	0	0	2	0	0	55

496 67 5 0 24 1 1 594

61	11		0	0	0	0	73	232
60	5	0	0	0	0	0	65	240
46	4	0	0	0	0	0	50	189
57	7	0	0	0	0	0	64	215
224	27	1	0	0	0	0	252	876
34	3	1	0	0	0	0	38	142
42	8	0	0	0	0	0	50	136
34	4	0	0	0	0	0	38	114
38	5	0	0	0	0	0	43	121
148	20	1	0	0	0	0	169	513
23	3	0	0	0	0	0	26	109
41	5	2	2	0	0	0	48	130
46	4	0	0	0	0	0	50	131
34	8	0	0	0	0	0	42	123
144	20	2	0	0	0	0	166	493
47	9	1	0	0	0	0	57	132
70	5	1	0	0	0	0	76	176
43	2	0	0	0	0	0	45	120
52	3	1	0	0	0	0	56	152
212	19	3	0	0	0	0	234	568
47	7	1	0	0	0	0	55	124
56	4	0	0	0	0	0	60	142
56	5	1	0	0	0	0	62	145
61	5	2	0	0	0	0	68	146
220	21	4	0	0	0	0	245	557
63	8	0	0	0	0	1	72	154
58	6	1	0	0	0	0	65	132
51	4	1	0	0	0	0	56	120
52	1	0	0	0	0	0	53	127
224	19	2	0	0	0	1	246	533
63	4	0	0	0	2	0	69	154
56	5	0	0	0	1	0	62	144
52	8	0	0	0	0	1	61	136
71	4	0	0	0	0	0	75	170
242	21	0	0	3	1	0	267	644
95	8	0	0	0	1	0	104	216
44	4	0	0	0	0	0	48	195
65	11	0	0	0	0	0	77	180
66	4	1	0	0	0	0	70	139
269	27	1	0	2	0	0	299	774
71	2	0	0	0	0	0	73	193
58	4	0	0	0	0	0	62	155
67	3	0	0	0	0	0	70	165
59	9	0	0	0	0	0	68	159
255	18	0	0	0	0	0	273	672
87	4	1	0	0	0	0	92	198
65	8	0	0	0	0	0	73	181
73	3	0	0	0	0	0	76	206
61	5	0	0	0	0	0	66	170
286	20	1	9	0	0	0	307	754
62	5	0	0	0	0	0	67	176
56	1	0	0	0	0	0	57	145
49	3	0	0	0	0	0	52	137
60	5	0	0	0	0	0	65	185
227	14	0	0	0	0	0	241	613

[REDACTED]

[REDACTED]



SS154 Twynyrodyn
Wwednesday 11 December 2019
0700-1900

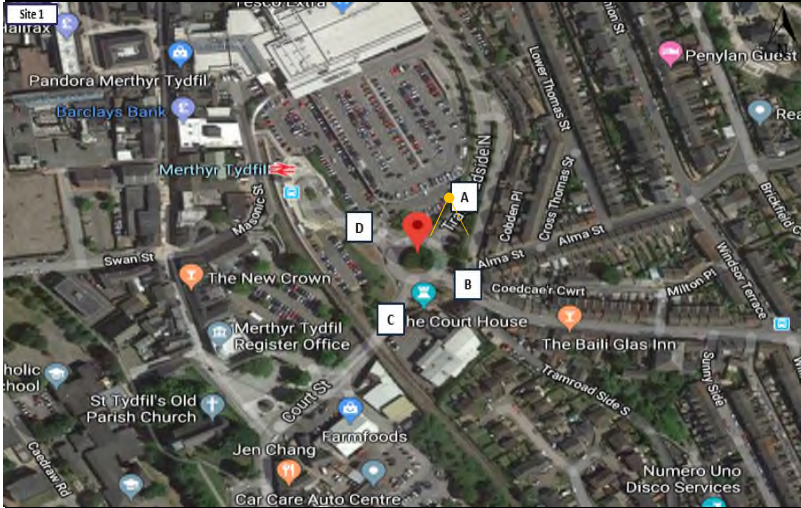


SS154 Twynyrodyn
Wwednesday 11 December 2019
0700-1900



Wwednesday 11 December 2019

Site 1 - Cam 1-1



Site 1 - Cam 1-2



Site 1 - Cam 1-3



SS154 Twynirodyn
day 11 December 2019
0700-1900



SS154 Twynirodyn
Wwednesday 11 December 2019
0700-1900

Site 1 - Cam 1-4



Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total		
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total			
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11	
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	13	1	0	0	0	0	0	0	0	0	14	
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	8	2	0	0	0	0	0	0	0	2	10	
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	2	1	0	0	1	37	3	0	0	0	0	0	0	0	3	40	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	3	0	0	0	0	10	1	0	0	0	0	0	0	0	1	13	
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	2	0	0	0	0	0	0	0	2	10	
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	1	4	
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	5	0	0	0	0	0	0	0	5	15	
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	5	3	0	0	0	0	33	9	1	0	0	0	0	0	0	10	48	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	11	1	0	0	0	0	0	0	0	1	17	
0900-0915	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	4	15
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	0	2	14	
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9	8	0	0	0	0	0	0	0	8	23	
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5	11	0	0	0	0	0	0	0	0	11	60
Hourly Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	10	1	0	0	0	0	0	0	1	16	
1000-1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6	23	
1015-1030	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	0	2	19	
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	6	24	
1045-1100	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	13	1	0	0	0	0	0	14	15	1	0	0	0	0	0	0	16	35	
Hourly Total	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7	3	1	0	0	0	0	4	15	2	0	0	0	0	0	0	6	30	
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6	27	
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	1	20	
1130-1145	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4	19	
1145-1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	9	17	2	0	0	0	0	0	0	2	23	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15	23	0	0	0	0	0	0	0	0	23	100
1200-1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	25	
1215-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	16	
1230-1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5	20	
1245-1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	11	0	0	0	0	0	0	0	0	11	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	15	23	0	0	0	0	0	0	0	0	23	100
1300-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	25	
1315-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	19	
1330-1345	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	2	12	0	0	0	0	0	0	0	0	12	3
1345-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	6	24	
Hourly Total	0	1	0	0	0	0	0	1	10	1	0	0	0	0	0	11	4	0	0	0	0	0	11	23	0	0	0	0	0	0	0	0	12	71
1400-1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	25	
1415-1430	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	7	25	
1430-1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4	24	
1445-1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6	21	
Hourly Total	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10																		
1500-1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	5	29	
1515-1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	0	0	0	1	24	
1530-1545	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	2	0	0	0	0	0	0	2	14	0	0	0	0	0	0	0	4	22	
1545-1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	6	24	
Hourly Total	1	0	0	0	0	0	0	1	10	0	0	0	0	0	0	10																		
1600-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	0	2	91	
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	0	3	36	
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	5	22	
1645-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	4	27	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	24	0	0	0	0	0	0	0	14	116	
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	4	26	
1715-1730	0	0	0	0	0	0	0	0	0																									

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	14	1	0	0	0	0	0	15
0715-0730	8	1	1	0	0	0	0	10
0730-0745	22	3	4	1	0	0	0	30
0745-0800	19	4	2	0	0	0	0	25
Hourly Total	63	9	7	1	0	0	0	80
0800-0815	40	5	1	0	1	0	0	47
0815-0830	39	3	1	0	0	0	0	43
0830-0845	33	2	1	0	0	0	0	36
0845-0900	37	2	1	0	0	1	0	41
Hourly Total	149	12	4	0	1	1	0	167
0900-0915	36	6	1	1	0	0	0	44
0915-0930	29	2	1	0	0	0	0	32
0930-0945	26	3	0	1	0	0	0	30
0945-1000	34	3	0	1	0	0	0	38
Hourly Total	125	14	2	3	0	0	0	144
1000-1015	20	3	2	0	0	0	0	25
1015-1030	26	8	0	0	0	0	0	34
1030-1045	27	5	2	1	1	0	0	33
1045-1100	25	4	1	0	0	0	0	30
Hourly Total	98	18	5	1	0	0	0	122
1100-1115	34	5	1	1	0	0	0	41
1115-1130	30	5	2	0	0	0	0	37
1130-1145	34	4	1	1	0	0	0	40
1145-1200	31	10	2	0	0	0	0	43
Hourly Total	129	24	6	2	0	0	0	161
1200-1215	34	6	1	0	0	0	0	41
1215-1230	30	4	0	0	0	0	0	34
1230-1245	35	4	0	0	0	0	0	39
1245-1300	31	3	1	0	0	1	0	36
Hourly Total	130	17	2	0	0	1	0	150
1300-1315	25	4	0	0	0	0	0	29
1315-1330	26	5	1	0	0	0	0	32
1330-1345	27	3	0	0	0	0	0	30
1345-1400	35	5	1	1	0	0	0	42
Hourly Total	113	17	2	1	0	0	0	133
1400-1415	39	5	2	1	1	0	0	48
1415-1430	29	5	0	0	0	0	0	34
1430-1445	45	6	0	1	0	0	0	52
1445-1500	53	4	0	0	1	0	0	58
Hourly Total	166	20	2	2	2	0	0	192
1500-1515	35	0	0	0	0	0	0	35
1515-1530	43	5	0	0	0	0	0	48
1530-1545	45	3	1	0	0	0	0	50
1545-1600	36	7	0	0	0	0	0	43
Hourly Total	160	15	1	0	0	0	0	176
1600-1615	54	6	0	0	0	0	0	60
1615-1630	42	5	0	1	0	0	0	48
1630-1645	54	6	0	0	0	0	0	60
1645-1700	37	3	0	0	0	0	0	40
Hourly Total	187	20	0	1	0	0	0	208
1700-1715	52	2	0	0	0	1	0	55
1715-1730	55	1	0	0	0	0	0	56
1730-1745	55	6	0	0	0	0	0	61
1745-1800	51	5	0	0	0	0	0	56
Hourly Total	213	14	0	0	0	1	0	228
1800-1815	51	7	0	1	0	0	0	59
1815-1830	65	3	0	1	0	0	0	69
1830-1845	62	5	0	0	0	0	0	67
1845-1900	46	2	0	0	0	0	0	48
Hourly Total	224	17	0	2	0	0	0	243
Total	1757	197	31	13	3	3	0	2004

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
14	5	0	0	0	0	0	19
13	4	0	0	1	0	0	18
13	6	0	0	0	0	0	19
16	3	0	0	0	0	0	19
Hourly Total	56	18	0	0	1	0	75
26	8	1	0	0	0	0	35
23	2	0	0	0	0	0	25
22	2	0	0	0	0	0	24
24	2	0	0	0	0	0	26
Hourly Total	95	14	1	0	0	0	110
23	4	0	0	0	0	0	27
23	5	0	0	0	0	0	28
20	3	0	0	0	0	0	23
18	1	0	0	0	0	0	19
Hourly Total	84	13	0	0	0	0	97
17	3	1	0	0	0	0	21
19	5	0	0	0	0	0	24
25	3	0	0	0	0	0	28
19	6	0	0	0	0	0	25
Hourly Total	76	17	1	0	0	0	94
24	5	1	0	0	0	0	30
30	1	0	0	0	0	0	31
25	2	1	0	0	0	0	28
27	0	1	0	1	0	0	28
Hourly Total	106	8	3	0	1	0	118
31	2	1	0	0	0	0	34
26	2	0	0	0	0	0	28
28	4	2	1	0	0	0	35
32	3	0	0	0	0	0	35
Hourly Total	127	11	3	1	0	0	142
34	3	0	0	0	0	0	37
30	4	1	0	0	0	0	35
27	3	0	0	0	0	0	30
35	1	1	0	0	0	0	36
Hourly Total	126	11	1	0	0	0	138
25	1	1	0	0	0	0	37
33	5	0	0	0	0	0	37
39	4	0	0	0	0	0	43
47	3	0	0	0	0	0	50
Hourly Total	153	13	0	0	1	0	167
37	5	0	0	0	0	0	42
38	2	0	0	0	0	0	40
37	5	0	0	0	0	0	42
36	6	1	0	0	0	0	43
Hourly Total	163	18	1	0	0	0	182
51	3	0	0	0	0	0	54
42	4	0	0	0	0	0	46
51	1	0	0	0	0	0	52
47	5	0	0	0	0	0	52
Hourly Total	191	13	0	0	0	0	204
68	2	1	0	0	0	0	71
60	5	1	0	0	0	0	66
46	2	2	0	0	0	0	48
51	3	0	0	0	0	0	54
Hourly Total	225	12	2	0	0	0	239
60	2	0	0	0	0	0	62
48	3	0	0	0	0	0	51
38	3	0	0	0	0	0	41
56	3	0	0	0	0	0	59
Hourly Total	202	11	0	0	0	0	213

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
3	0	1	0	0	0	0	3
1	0	1	0	0	0	0	3
3	1	0	0	0	0	0	4
2	2	1	0	0	0	0	5
Hourly Total	8	4	3	0	0	0	15
6	2	1	0	0	0	0	9
10	3	0	0	0	0	0	13
9	1	0	0	0	0	0	10
13	0	1	0	0	0	0	14
Hourly Total	38	6	2	0	0	0	46
28	4	0	0	0	0	0	32
12	3	1	0	0	0	0	16
13	5	1	0	0	0	0	19
14	5	0	0	0	0	0	19
Hourly Total	67	17	2	0	0	0	86
12	0	1	0	0	0	0	13
22	1	0	0	0	0	0	23
15	2	0	0	0	0	0	17
Hourly Total	34	1	0	0	0	0	35
63	4	1	0	0	0	0	68
7	1	1	0	0	0	0	9
10	6	1	0	0	0	0	17
8	2	2	0	0	0	0	12
14	2	0	0	0	0	0	16
Hourly Total	39	11	4	0	0	0	54
13	1	0	0	0	0	0	14
20	2	0	0	0	0	0	22
25	1	0	0	0	0	0	26
16	4	0	0	0	0	0	20
Hourly Total	74	8	0	0	0	0	82
13	4	0	0	0	0	0	17
16	1	0	0	0	0	0	17
13	1	0	0	0	0	0	14
14	0	0	0	0	0	0	14
Hourly Total	56	6	0	0	0	0	62
10	2	0	0	0	0	0	12
20	1	1	0	0	0	0	21
22	4	0	0	0	0	0	26
8	2	0	0	0	0	0	10
Hourly Total	60	9	0	0	0	0	69
18	0	0	0	0	0	0	18
21	5	0	0	0	0	0	26
24	0	0	0	0	0	0	24
30	1	0	0	0	0	0	31
Hourly Total	93	6	0	0	0	0	99
15	7	0	0	1	0	0	24
3	1	0	0	0	0	0	4
18	0	0	0	0	0	0	18
11	1	0	0	0	0	0	12
Hourly Total	48	9	0	0	1	0	58
20	1	0	0	0	0	0	21
15	1	0	0	0	0	0	16
12	2	0	0	0	0	0	12
19	0	0	0	0	0	0	19
Hourly Total	64	4	0	0	0	0	68
21	0	0	0	0	0	0	21
16	0	0	0	0	0	0	16
13	1	0	0	0	0	0	14
5	0	0	0	0	0	0	9
Hourly Total	59	1	0	0	0	0	60

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
23	0	0	0	0	0	0	23
20	0	0	0	0	0	0	20
38	0	0	0	0	0	0	38
46	3	0	0	0	0	0	49
Hourly Total	135	3	0	0	0	0	138
56	9	0	0	0	0	1	66
56	1	0	0	0	0	0	57
113	5	0	0	0	0	0	118
88	2	0	0	0	0	0	90
Hourly Total	270	14	0	0	0	1	285
129	4	0	0	0	0	0	133
101	4	0	0	0	0	0	105
106	7	0	0	1	0	0	114
118	1	0	0	0	0	0	119
Hourly Total	454	16	0	0	1	0	471
137	5	0	0	0	0	0	142
107	2	0	0	0	0	0	109
116	3	0	0	1	0	0	120
Hourly Total	472	17	0	0	1	0	490
127	1	0	0	0	0	0	128
103	5	0	0	0	0	0	108
119	3	0	0	1	0	0	123
115	5	0	0	0	0	1	121
Hourly Total	464	14	0	0	1	1	480
122	3	0	0	1	0	0	126
113	5	0	0	0	0	0	118
115	3	0	0	0	0	0	118
Hourly Total	454	13	0	0	1	0	468
121	2	0	0	0	0	0	124
91	1	0	0	0	0	0	92
93	3	0	0	0	0	0	96
Hourly Total	394	11	1	0	1	0	407
103	3	0	0	1	0	0	107
93	5	0	0	0	0	0	98
105	7	0	0	0	0	0	107
Hourly Total	396	7	0	0	0	0	403
99	17	0	0	1	0	0	415
98	3	0	0	1	0	0	102
103	0	0	0	0	0	0	107
Hourly Total	353	16	0	0	0	0	369
97	4	0	0	0	0	0	101
Hourly Total	414	16	0	0	1	0	431
102	5	0	0	0	0	0	107
93	4	0	0	0	0	0	97
93	3	0	0	0	0	0	96
Hourly Total	353	15	1	0	0	0	369
92	6	0	0	0	0	0	98
85	3	0	0	0	0	0	88
91	5	0	0	1	0	0	97
Hourly Total	353	16	0	0	1	0	370
80	5	0	0	0	0	0	85
93	3	0	0	0	0	0	96
Hourly Total	353	15	1	0	0	0	369
306	13	1	0	0	0	0	320

4466	165	3	0	8	1	1	4644
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Hourly Total	3800-0811	9	1	3	0	0	0	0	13
	0815-0830	10	0	0	0	0	0	0	10
	0830-0845	7	3	0	0	0	0	0	10
	0845-0900	12	3	0	0	0	0	0	15
Hourly Total	0900-0915	38	7	3	0	0	0	0	48
	0915-0930	14	2	1	0	0	0	0	17
	0930-0945	12	3	0	0	0	0	0	15
	0945-1000	12	1	1	0	0	0	0	14
Hourly Total	1000-1015	51	7	2	0	0	0	0	60
	1015-1030	15	1	0	0	0	0	0	16
	1030-1045	20	2	1	0	0	0	0	23
	1045-1100	21	3	0	0	0	0	0	24
Hourly Total	1100-1115	34	1	0	0	0	0	0	35
	1115-1130	90	7	1	0	0	0	0	98
	1130-1145	27	3	0	0	0	0	0	30
	1145-1200	23	3	1	0	0	0	0	27
Hourly Total	1200-1215	12	1	0	0	0	0	1	15
	1215-1230	28	3	2	0	0	0	0	33
	1230-1245	96	9	3	0	0	0	1	109
	1245-1300	18	6	2	1	0	0	0	27
Hourly Total	1300-1315	30	8	0	0	0	0	0	38
	1315-1330	18	2	0	0	0	0	0	20
	1330-1345	21	2	0	0	0	0	0	23
	1345-1400	87	10	2	1	0	0	0	100
Hourly Total	1400-1415	25	0	0	0	0	0	0	25
	1415-1430	16	1	1	1	0	0	0	19
	1430-1445	14	2	0	0	0	0	0	16
	1445-1500	10	1	0	0	0	0	0	11
Hourly Total	1500-1515	65	4	1	1	0	0	0	71
	1515-1530	20	0	0	0	0	0	0	20
	1530-1545	23	1	0	1	0	0	0	25
	1545-1600	14	2	0	0	0	0	0	16
Hourly Total	1600-1615	18	1	2	0	0	0	0	21
	1615-1630	83	4	2	1	0	0	0	90
	1630-1645	28	1	0	0	0	0	0	29
	1645-1700	23	1	0	0	0	0	0	24
Hourly Total	1700-1715	21	2	0	0	0	0	0	23
	1715-1730	23	1	0	0	0	0	0	24
	1730-1745	18	2	0	0	0	0	0	20
	1745-1800	21	2	0	0	0	0	0	23
Hourly Total	1800-1815	92	4	0	0	0	0	0	96
	1815-1830	29	2	0	0	0	0	0	31
	1830-1845	32	4	0	0	0	0	0	36
	1845-1900	21	1	0	0	0	0	0	22
Hourly Total	1900-1915	25	2	0	0	0	0	0	27
	1915-1930	107	9	0	0	0	0	0	116
	1930-1945	26	0	0	0	0	0	0	26
	1945-2000	21	3	0	0	0	0	0	24
Hourly Total	2000-2015	28	1	0	0	0	0	0	29
	2015-2030	13	1	0	0	0	0	0	14
	2030-2045	20	0	0	0	0	0	0	20
	2045-2100	20	0	0	0	0	0	0	20
Hourly Total	2100-2115	95	4	0	1	0	0	0	100
	2115-2130	16	2	0	0	0	0	0	18
	2130-2145	8	0	0	0	0	0	0	8
	2145-2200	7	0	0	0	0	0	0	7
Hourly Total	2200-2215	13	0	0	0	0	0	0	13
	2215-2230	42	2	0	0	0	0	0	44
	2230-2245	8	0	0	0	0	0	0	8
	2245-2300	4	0	0	0	0	0	0	4
Hourly Total	2300-2315	42	2	0	0	0	0	0	44
	2315-2330	8	0	0	0	0	0	0	8
	2330-2345	4	0	0	0	0	0	0	4
	2345-2400	4	0	0	0	0	0	0	4
Hourly Total	2400-2415	882	67	16	5	0	2	0	972

Hourly Total	128	12	0	0	0	0	0	140
	198	12	0	0	0	0	0	210
	184	11	0	0	0	0	0	205
	185	9	1	0	1	0	1	197
Hourly Total	705	44	1	0	1	0	1	752
	130	3	1	0	0	0	0	134
	107	10	3	0	0	0	0	120
	88	5	3	0	1	0	0	97
Hourly Total	71	11	2	0	0	0	0	87
	399	29	9	0	1	0	0	438
	93	8	0	0	0	0	0	91
	95	11	0	2	0	0	0	108
Hourly Total	94	5	2	0	0	0	0	101
	83	10	1	0	0	0	0	94
	355	34	3	2	0	0	0	394
	87	7	2	0	0	0	0	96
Hourly Total	77	5	1	0	0	0	0	83
	89	8	1	0	0	0	0	98
	93	12	1	0	0	0	0	106
	346	32	5	0	0	0	0	383
Hourly Total	88	7	1	0	0	0	0	96
	90	5	2	0	0	1	0	98
	86	7	0	0	0	0	0	93
	79	4	0	0	0	0	0	83
Hourly Total	343	23	3	0	1	0	0	370
	97	12	4	0	1	0	0	114
	79	8	1	1	0	0	0	89
	71	7	0	1	0	0	0	79
Hourly Total	61	7	0	0	0	0	0	68
	308	34	5	2	1	0	0	350
	93	8	0	1	1	0	0	103
	74	9	1	2	0	0	0	86
Hourly Total	79	4	2	0	0	0	0	85
	80	5	0	1	0	0	0	86
	326	26	3	4	1	0	0	360
	147	9	0	0	0	0	0	157
Hourly Total	108	8	0	0	0	0	0	111
	115	9	1	0	0	0	0	125
	97	10	1	0	0	0	0	108
	462	36	2	1	0	0	0	501
Hourly Total	90	6	0	0	0	0	0	96
	92	12	0	0	0	0	0	104
	83	4	0	0	0	0	0	87
	107	8	0	0	0	0	0	115
Hourly Total	372	30	0	0	0	0	0	402
	102	5	0	0	0	0	0	107
	108	6	0	0	0	0	0	115
	100	8	0	0	1	0	0	109
Hourly Total	109	4	0	0	0	0	0	113
	420	23	0	0	0	1	0	444
	111	1	0	0	0	0	0	112
	103	3	0	0	0	0	0	106
Hourly Total	105	8	0	0	0	0	0	109
	92	9	0	0	0	0	0	101
	407	21	0	0	0	0	0	428
	11	0	0	0	0	0	0	11

4693 369 33 9 5 2 1 5112

Hourly Total	128	24	3	0	1	0	1	157
	128	9	1	0	0	0	0	138
	134	7	3	0	0	0	0	144
	162	6	2	0	0	1	0	171
Hourly Total	552	46	7	0	1	1	1	608
	216	18	1	1	0	0	0	236
	165	14	2	0	0	0	0	181
	165	18	1	1	1	0	0	186
Hourly Total	184	10	0	1	0	0	0	195
	730	60	4	3	1	0	0	798
	186	11	4	0	0	0	0	201
	174	16	0	0	0	0	0	190
Hourly Total	179	11	2	1	0	0	0	193
	170	18	1	0	1	0	0	190
	709	56	7	1	1	0	0	774
	182	17	3	0	1	1	0	209
Hourly Total	192	12	3	1	0	0	0	208
	173	17	3	0	0	0	0	193
	186	11	4	1	1	0	0	205
	238	13	1	0	0	0	0	253
Hourly Total	738	57	13	2	2	1	0	813
	785	49	5	1	1	1	0	842
	193	13	0	0	1	0	0	207
	163	11	2	0	0	0	0	176
Hourly Total	153	10	0	0	0	0	0	163
	200	11	2	1	0	0	0	194
	689	45	4	1	1	0	0	740
	187	11	2	1	3	0	0	204
Hourly Total	174	16	0	0	0	0	0	190
	211	13	4	0	1	0	0	228
	204	16	0	0	1	0	0	221
	776	59	2	2	4	0	0	843
Hourly Total	188	8	0	0	1	0	0	197
	105	16	0	0	0	0	0	121
	238	13	0	0	0	0	0	251
	199	18	1	0	0	0	0	218
Hourly Total	830	55	2	0	1	0	0	888
	223	21	0	0	1	0	0	245
	180	14	0	1	0	0	0	195
	195	10	0	0	0	0	0	205
Hourly Total	181	22	1	0	0	0	0	194
	779	57	1	1	1	0	0	838
	232	11	1	0	0	1	0	245
	215	10	1	0	0	0	0	226
Hourly Total	202	15	0	0	1	0	0	218
	206	10	0	0	0	0	0	216
	855	46	2	0	1	1	0	905
	212	14	0	1	0	0	0	227
Hourly Total	219	9	0	1	0	0	0	229
	188	11	0	0	0	0	0	209
	162	8	0	0	0	0	0	171
	791	42	1	2	0	0	0	836
Total		8496	606	58	14	15	4	9194

8496 606 58 14 15 4 1 9194

48	8	0	0	0	0	0	56	366
52	1	0	0	0	0	0	53	411
56	5	0	0	0	0	0	61	438
67	3	0	0	0	0	0	70	453
223	17	0	0	0	0	0	240	1648
39	0	0	0	0	0	0	39	425
65	6	0	0	0	0	0	71	387
96	5	0	0	1	0	0	102	399
96	2	0	0	1	0	0	99	395
296	13	0	0	2	0	0	314	1602
100	4	0	0	0	0	0	104	412
104	6	0	0	0	0	0	110	431
119	2	0	0	0	0	0	121	439
103	3	0	0	1	0	0	107	426
426	15	0	0	1	0	0	442	1708
126	9	0	0	0	0	0	135	469
140	4	0	0	0	0	0	144	447
118	6	0	0	0	0	0	124	444
123	2	0	0	1	0	0	126	474
507	21	0	0	1	0	0	529	1834
137	3	0	0	0	0	0	140	475
124	3	0	0	0	0	0	127	467
124	6	0	0	0	0	0	130	461
110	7	0	0	0	0	0	117	420
495	19	0	0	0	0	0	514	1826
131	2	0	0	1	1	0	115	461
134	1	0	0	0	0	0	135	419
109	4	0	0	0	0	0	113	371
125	4	0	0	0	0	0	129	462
479	11	0	0	1	1	0	492	1653
105	3	0	0	1	0	0	109	436
105	5	1	0	0	0	0	109	430
103	4	0	0	0	0	0	107	423
112	5	0	0	0	0	0	117	445
452	17	1	0	1	0	0	471	1764
115	1	0	0	0	0	0	116	409
102	5	0	0	0	0	0	107	463
113	6	0	0	1	0	0	120	511
111	8	0	0	0	0	0	119	467
441	20	0	0	1	0	0	462	1947
125	2	0	0	0	0	0	127	499
123	8	0	0	0	0	0	135	440
128	5	0	0	0	0	0	133	447
129	3	1	0	0	0	0	133	469
514	18	1	0	0	0	0	533	1890
109	4	0	0	0	0	0	113	491
92	6	0	0	0	0	0	98	454
114	5	0	0	0	0	0	119	478
110	5	0	0	0	0	0	105	461
415	20	0	0	0	0	0	435	1894
103	4	0	0	0	0	0	107	464
81	2	0	0	0	0	0	83	426
105	6	0	0	0	0	0	111	436
118	1	0	0	0	0	0	109	392
397	13	0	0	0	0	0	410	1718

[REDACTED]

[REDACTED]



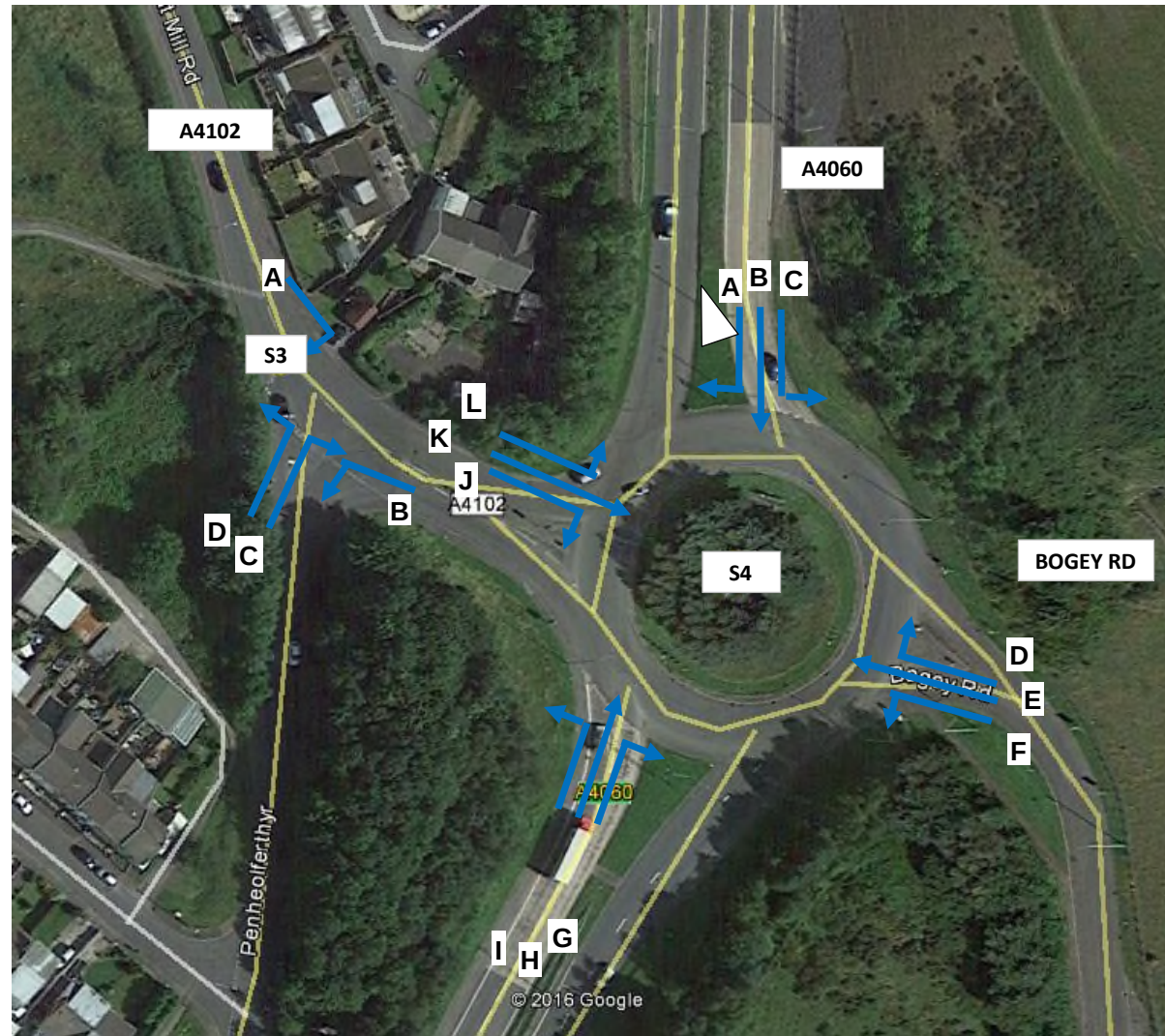
CLIENT: LIME TRANSPORT

REFERENCE NUMBER: 29019

PROJECT MANAGER: RICHARD CUMBERWORTH

DATE: THUR 25TH MAY 17

PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 3 & 4 (SITE PLAN)



 Quality Traffic Surveys	CLIENT: LIME TRANSPORT		REFERENCE NUMBER: 29019
	PROJECT MANAGER: RICHARD CUMBERWORTH		DATE: THUR 25TH MAY 17
	PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 3		

		MOVEMENT A						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	: 07:45	8	3	0	0	0	0	0
07:45	: 08:00	11	2	0	0	0	0	0
TOTAL		19	5	0	0	0	0	0
08:00	: 08:15	30	2	0	0	0	0	0
08:15	: 08:30	26	1	0	0	0	0	0
08:30	: 08:45	22	2	0	0	0	0	0
08:45	: 09:00	22	1	0	0	0	0	0
TOTAL		100	6	0	0	0	0	0
09:00	: 09:15	11	1	1	0	0	0	0
09:15	: 09:30	19	0	2	0	0	0	0
TOTAL		30	1	3	0	0	0	0
PERIOD TOTAL		149	12	3	0	0	0	0
15:30	: 15:45	14	3	0	0	0	0	0
15:45	: 16:00	27	7	0	0	0	0	0
TOTAL		41	10	0	0	0	0	0
16:00	: 16:15	21	0	0	0	0	0	0
16:15	: 16:30	22	3	0	0	0	0	0
16:30	: 16:45	16	4	1	0	0	0	0
16:45	: 17:00	14	3	0	0	0	0	0
TOTAL		73	10	1	0	0	0	0
17:00	: 17:15	28	6	1	0	0	0	0
17:15	: 17:30	24	5	0	0	0	0	0
TOTAL		52	11	1	0	0	0	0
PERIOD TOTAL		166	31	2	0	0	0	0
DAILY TOTAL		315	43	5	0	0	0	0
GRAND TOTAL		363						

 Quality Traffic Surveys	CLIENT: LIME TRANSPORT		REFERENCE NUMBER: 29019
	PROJECT MANAGER: RICHARD CUMBERWORTH		DATE: THUR 25TH MAY 17
	PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 3		

		MOVEMENT B						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	: 07:45	23	9	0	0	0	0	0
07:45	: 08:00	48	4	1	0	0	0	0
TOTAL		71	13	1	0	0	0	0
08:00	: 08:15	62	4	1	0	0	0	0
08:15	: 08:30	81	2	0	0	0	1	0
08:30	: 08:45	53	2	1	0	1	0	0
08:45	: 09:00	57	6	0	1	0	0	0
TOTAL		253	14	2	1	1	1	0
09:00	: 09:15	47	5	1	0	0	0	0
09:15	: 09:30	35	2	0	0	0	0	0
TOTAL		82	7	1	0	0	0	0
PERIOD TOTAL		406	34	4	1	1	1	0
15:30	: 15:45	57	7	1	0	0	0	0
15:45	: 16:00	63	4	1	0	0	0	0
TOTAL		120	11	2	0	0	0	0
16:00	: 16:15	44	5	1	0	0	1	0
16:15	: 16:30	48	4	0	0	0	2	0
16:30	: 16:45	65	6	1	0	0	1	0
16:45	: 17:00	51	5	1	0	0	0	0
TOTAL		208	20	3	0	0	4	0
17:00	: 17:15	48	2	1	0	0	0	0
17:15	: 17:30	60	12	0	0	0	0	0
TOTAL		108	14	1	0	0	0	0
PERIOD TOTAL		436	45	6	0	0	4	0
DAILY TOTAL		842	79	10	1	1	5	0
GRAND TOTAL		938						

 Quality Traffic Surveys	CLIENT: LIME TRANSPORT		REFERENCE NUMBER: 29019	
	PROJECT MANAGER: RICHARD CUMBERWORTH		DATE: THUR 25TH MAY 17	
	PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 3			

			MOVEMENT C							MOVEMENT D						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	:	07:45	33	5	1	0	0	0	0	16	5	1	0	0	0	0
07:45	:	08:00	52	7	0	0	0	0	0	26	7	2	0	0	0	0
TOTAL			85	12	1	0	0	0	0	42	12	3	0	0	0	0
08:00	:	08:15	49	5	3	0	1	0	0	24	3	0	0	0	0	0
08:15	:	08:30	56	4	0	0	0	0	0	37	4	0	0	0	0	0
08:30	:	08:45	58	7	0	0	0	0	0	26	1	0	0	0	0	0
08:45	:	09:00	64	3	0	0	0	0	0	39	4	0	0	0	1	0
TOTAL			227	19	3	0	1	0	0	126	12	0	0	0	1	0
09:00	:	09:15	35	4	1	0	0	1	0	33	4	1	0	0	0	0
09:15	:	09:30	34	6	2	0	0	0	0	24	2	0	0	0	0	0
TOTAL			69	10	3	0	0	1	0	57	6	1	0	0	0	0
PERIOD TOTAL			381	41	7	0	1	1	0	225	30	4	0	0	1	0
15:30	:	15:45	57	4	1	0	0	0	0	40	1	0	0	0	0	0
15:45	:	16:00	46	8	1	0	1	0	0	43	6	1	0	0	0	0
TOTAL			103	12	2	0	1	0	0	83	7	1	0	0	0	0
16:00	:	16:15	54	4	0	0	0	0	0	49	7	0	0	0	0	0
16:15	:	16:30	41	4	0	0	0	0	0	29	2	0	0	0	0	0
16:30	:	16:45	52	7	1	0	0	0	0	51	4	0	0	0	1	0
16:45	:	17:00	44	2	0	0	0	0	0	49	5	0	0	0	0	0
TOTAL			191	17	1	0	0	0	0	178	18	0	0	0	1	0
17:00	:	17:15	69	3	0	0	0	0	0	29	10	0	0	0	0	0
17:15	:	17:30	61	6	0	0	0	0	0	41	3	1	0	0	0	2
TOTAL			0	0	0	0	0	0	0	70	13	1	0	0	0	2
PERIOD TOTAL			294	29	3	0	1	0	0	331	38	2	0	0	1	2
DAILY TOTAL			675	70	10	0	2	1	0	556	68	6	0	0	2	2
GRAND TOTAL			758							634						

 Quality Traffic Surveys	CLIENT: LIME TRANSPORT										REFERENCE NUMBER: 29019									
	RICHARD CUMBERWORTH RICHARD CUMBERWORTH															DATE: THUR 25TH MAY 17				
	PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 4																			

		MOVEMENT A							MOVEMENT B							MOVEMENT C						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	: 07:45	24	6	1	0	1	0	0	89	8	10	6	0	1	0	0	0	0	0	0	0	0
07:45	: 08:00	30	9	0	0	0	0	0	136	21	5	6	0	1	0	0	0	0	0	0	0	0
TOTAL		54	15	1	0	1	0	0	225	29	15	12	0	2	0	0	0	0	0	0	0	0
08:00	: 08:15	56	5	0	0	0	0	0	100	16	1	3	0	1	0	1	0	0	1	0	0	0
08:15	: 08:30	57	3	1	0	0	0	0	137	24	5	3	0	1	0	2	1	0	0	0	0	0
08:30	: 08:45	56	4	2	1	0	0	0	103	25	5	6	1	0	0	0	0	0	0	0	0	0
08:45	: 09:00	53	2	1	1	0	0	0	94	21	2	4	1	1	0	0	0	1	0	0	0	0
TOTAL		222	14	4	2	0	0	0	434	86	13	16	2	3	0	3	1	1	1	0	0	0
09:00	: 09:15	51	3	0	0	0	0	0	69	18	4	6	0	0	0	1	0	0	0	0	0	0
09:15	: 09:30	36	1	0	1	0	0	0	89	13	7	1	0	0	0	1	0	0	0	0	0	0
TOTAL		87	4	0	1	0	0	0	158	31	11	7	0	0	0	2	0	0	0	0	0	0
PERIOD TOTAL		363	33	5	3	1	0	0	817	146	39	35	2	5	0	5	1	1	1	0	0	0
15:30	: 15:45	39	6	0	1	0	0	0	86	40	7	3	0	0	0	1	0	0	0	0	0	0
15:45	: 16:00	41	5	0	0	0	0	0	75	18	4	8	3	0	0	1	0	0	0	0	0	0
TOTAL		80	11	0	1	0	0	0	161	58	11	11	3	0	0	2	0	0	0	0	0	0
16:00	: 16:15	41	3	0	0	0	1	0	93	26	4	6	0	0	0	1	0	0	0	0	0	0
16:15	: 16:30	50	1	1	0	0	2	0	102	26	4	2	1	1	0	1	0	0	0	0	0	0
16:30	: 16:45	52	8	0	1	0	0	0	96	12	4	1	0	1	1	0	0	0	0	0	0	0
16:45	: 17:00	43	4	0	0	0	0	0	97	16	2	6	0	1	0	1	0	0	0	0	0	0
TOTAL		186	16	1	1	0	3	0	388	80	14	15	1	3	1	3	0	0	0	0	0	0
17:00	: 17:15	53	4	0	0	0	1	0	132	18	7	3	0	0	0	0	0	0	0	0	0	0
17:15	: 17:30	60	12	1	2	0	0	0	104	17	1	0	0	0	0	0	0	0	0	0	0	0
TOTAL		113	16	1	2	0	1	0	236	35	8	3	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL		379	43	2	4	0	4	0	785	173	33	29	4	3	1	5	0	0	0	0	0	0
DAILY TOTAL		742	76	7	7	1	4	0	1602	319	72	64	6	8	1	10	1	1	1	0	0	0
GRAND TOTAL		837							2072							13						



Quality Traffic Surveys

CLIENT: LIME TRANSPORT

REFERENCE NUMBER: 29019

RICHARD CUMBERWORTH RICHARD CUMBERWORTH

DATE: THUR 25TH MAY 17

PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 4

		MOVEMENT D							MOVEMENT E							MOVEMENT F						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	: 07:45	0	0	0	0	0	0	0	8	5	0	0	0	0	0	5	4	0	0	0	0	0
07:45	: 08:00	1	0	0	0	0	0	0	11	3	1	0	0	0	0	8	2	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	19	8	1	0	0	0	0	13	6	0	0	0	0	0
08:00	: 08:15	1	0	0	0	0	0	0	8	0	0	0	0	0	0	6	1	0	1	0	0	0
08:15	: 08:30	0	1	1	0	0	0	0	18	1	0	1	0	0	0	8	1	0	0	0	0	0
08:30	: 08:45	1	0	0	0	0	0	0	13	2	0	1	0	0	0	9	0	0	0	0	0	0
08:45	: 09:00	0	0	0	0	0	0	0	9	2	0	0	0	0	0	7	1	0	0	0	0	0
TOTAL		2	1	1	0	0	0	0	48	5	0	2	0	0	0	30	3	0	1	0	0	0
09:00	: 09:15	0	0	1	0	0	0	0	12	1	0	0	0	0	0	3	1	0	0	0	0	0
09:15	: 09:30	0	0	0	0	0	0	0	8	1	0	0	0	0	0	2	0	0	0	0	0	1
TOTAL		0	0	0	0	0	0	0	20	2	0	0	0	0	0	5	1	0	0	0	0	1
PERIOD TOTAL		2	1	1	0	0	0	0	87	15	1	2	0	0	0	48	10	0	1	0	0	1
15:30	: 15:45	0	0	0	0	0	0	0	12	2	0	0	0	0	0	4	2	0	0	0	0	0
15:45	: 16:00	0	0	0	0	0	0	0	18	1	0	0	0	0	0	2	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	30	3	0	0	0	0	0	6	2	0	0	0	0	0
16:00	: 16:15	0	0	0	0	0	0	0	9	1	0	0	1	0	0	4	1	0	0	0	0	0
16:15	: 16:30	0	1	0	0	0	0	0	9	1	0	0	0	0	0	6	0	0	0	0	0	0
16:30	: 16:45	0	0	0	0	0	0	0	10	2	0	0	0	0	0	10	1	0	0	0	0	0
16:45	: 17:00	0	0	0	0	0	0	0	10	2	0	0	1	1	0	6	2	1	0	0	0	0
TOTAL		0	1	0	0	0	0	0	38	6	0	0	2	1	0	26	4	1	0	0	0	0
17:00	: 17:15	1	0	0	0	0	0	0	10	1	0	0	0	0	0	12	0	0	0	0	0	0
17:15	: 17:30	0	0	0	0	0	0	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	20	3	0	0	0	0	0	13	0	0	0	0	0	0
PERIOD TOTAL		0	1	0	0	0	0	0	88	12	0	0	2	1	0	45	6	1	0	0	0	0
DAILY TOTAL		2	2	1	0	0	0	0	175	27	1	2	2	1	0	93	16	1	1	0	0	1
GRAND TOTAL		5							208							112						



CLIENT: LIME TRANSPORT

REFERENCE NUMBER: 29019

RICHARD CUMBERWORTH RICHARD CUMBERWORTH

DATE: THUR 25TH MAY 17

PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 4

		MOVEMENT G							MOVEMENT H							MOVEMENT I						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	: 07:45	3	0	1	0	0	0	0	91	23	3	1	2	0	0	38	26	3	0	1	0	0
07:45	: 08:00	3	1	0	0	0	0	0	84	23	1	2	3	0	0	55	9	2	3	0	1	0
TOTAL		6	1	1	0	0	0	0	175	46	4	3	5	0	0	93	35	5	3	1	1	0
08:00	: 08:15	2	1	0	0	0	0	0	102	22	4	5	0	1	0	74	17	1	0	0	0	0
08:15	: 08:30	2	0	0	0	1	0	0	62	16	3	7	0	0	0	104	8	2	0	1	1	0
08:30	: 08:45	6	0	0	0	0	0	0	75	24	4	6	0	0	0	61	9	1	0	2	0	0
08:45	: 09:00	2	0	0	0	0	0	0	72	11	2	3	1	1	0	58	13	2	0	0	0	0
TOTAL		12	1	0	0	1	0	0	311	73	13	21	1	2	0	297	47	6	0	3	1	0
09:00	: 09:15	1	0	0	0	0	0	0	49	15	8	4	0	0	0	53	7	1	1	1	0	0
09:15	: 09:30	0	3	0	1	0	0	0	55	5	5	4	0	0	0	44	5	0	1	0	0	1
TOTAL		1	3	0	1	0	0	0	104	20	13	8	0	0	0	97	12	1	2	1	0	1
PERIOD TOTAL		19	5	1	1	1	0	0	590	139	30	32	6	2	0	487	94	12	5	5	2	1
15:30	: 15:45	4	1	0	0	0	0	0	88	20	3	2	0	1	0	65	10	3	2	0	0	0
15:45	: 16:00	4	1	0	0	0	0	0	82	20	3	0	0	4	0	69	22	3	2	1	0	0
TOTAL		8	2	0	0	0	0	0	170	40	6	2	0	5	0	134	32	6	4	1	0	0
16:00	: 16:15	5	0	0	0	0	0	0	100	16	5	5	0	0	0	79	15	2	1	1	0	0
16:15	: 16:30	3	0	0	0	0	0	0	87	28	1	1	0	1	0	86	18	0	0	1	0	0
16:30	: 16:45	5	1	0	0	0	0	0	120	29	1	1	1	0	0	112	17	3	0	0	0	0
16:45	: 17:00	3	1	0	0	0	0	0	124	20	0	1	0	0	0	94	10	3	0	0	0	0
TOTAL		16	2	0	0	0	0	0	431	93	7	8	1	1	0	371	60	8	1	2	0	0
17:00	: 17:15	6	3	0	0	0	0	0	110	19	2	2	0	2	0	105	22	1	0	0	0	0
17:15	: 17:30	1	1	0	0	0	0	0	126	17	3	0	0	1	0	99	25	0	0	0	0	1
TOTAL		7	4	0	0	0	0	0	236	36	5	2	0	3	0	204	47	1	0	0	0	1
PERIOD TOTAL		31	8	0	0	0	0	0	837	169	18	12	1	9	0	709	139	15	5	3	0	1
DAILY TOTAL		50	13	1	1	1	0	0	1427	308	48	44	7	11	0	1196	233	27	10	8	2	2
GRAND TOTAL		66							1845							1478						

 Quality Traffic Surveys	CLIENT: LIME TRANSPORT										REFERENCE NUMBER: 29019									
	RICHARD CUMBERWORTH RICHARD CUMBERWORTH															DATE: THUR 25TH MAY 17				
	PROJECT DESCRIPTION: MERTHYR TYDFIL - CLASSIFIED TURNING COUNT DATA - SITE 4																			

		MOVEMENT J							MOVEMENT K							MOVEMENT L						
		CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	: 07:45	74	12	1	1	0	0	0	4	1	0	0	1	0	0	25	4	1	1	0	0	0
07:45	: 08:00	92	17	2	0	1	0	0	7	2	0	0	0	0	0	45	5	0	0	0	0	0
TOTAL		166	29	3	1	1	0	0	11	3	0	0	1	0	0	70	9	1	1	0	0	0
08:00	: 08:15	117	7	4	1	2	0	0	4	5	0	0	0	0	0	34	3	1	0	0	0	0
08:15	: 08:30	112	9	1	3	0	0	0	6	4	0	0	0	0	0	30	4	0	0	0	0	0
08:30	: 08:45	119	11	3	0	1	0	1	1	2	0	0	0	0	0	29	7	0	1	0	0	0
08:45	: 09:00	83	6	1	0	0	0	0	7	0	0	0	0	0	0	34	6	1	1	0	0	0
TOTAL		431	33	9	4	3	0	1	18	11	0	0	0	0	0	127	20	2	2	0	0	0
09:00	: 09:15	60	8	2	1	0	1	0	4	2	1	0	0	0	0	30	5	0	0	0	0	0
09:15	: 09:30	61	10	3	0	0	0	0	1	1	0	0	0	0	1	31	4	2	0	0	0	0
TOTAL		121	18	5	1	0	1	0	5	3	1	0	0	0	1	61	9	2	0	0	0	0
PERIOD TOTAL		718	80	17	6	4	1	1	34	17	1	0	1	0	1	258	38	5	3	0	0	0
15:30	: 15:45	78	5	1	0	0	0	0	13	2	0	0	0	1	1	39	1	1	0	0	0	0
15:45	: 16:00	67	7	3	2	1	0	0	12	4	0	0	0	0	1	41	5	1	2	0	0	0
TOTAL		145	12	4	2	1	0	0	25	6	0	0	0	1	2	80	6	2	2	0	0	0
16:00	: 16:15	49	14	1	1	0	0	0	20	5	0	0	0	0	0	53	1	2	0	0	0	0
16:15	: 16:30	59	12	3	2	0	0	0	18	5	1	0	0	0	0	34	2	1	1	0	0	0
16:30	: 16:45	46	9	2	0	1	0	0	23	4	0	0	0	0	0	52	4	0	0	0	0	0
16:45	: 17:00	59	6	0	0	1	0	0	15	4	0	0	0	0	0	44	2	0	1	0	0	0
TOTAL		213	41	6	3	2	0	0	76	18	1	0	0	0	0	183	9	3	2	0	0	0
17:00	: 17:15	79	2	3	0	0	0	0	26	5	0	0	0	0	0	65	3	0	0	0	0	0
17:15	: 17:30	67	4	2	0	0	0	0	22	3	0	0	0	0	1	54	5	0	1	0	0	0
TOTAL		146	6	5	0	0	0	0	48	8	0	0	0	0	1	119	8	0	1	0	0	0
PERIOD TOTAL		504	59	15	5	3	0	0	149	32	1	0	0	1	3	382	23	5	5	0	0	0
DAILY TOTAL		1222	139	32	11	7	1	1	183	49	2	0	1	1	4	640	61	10	8	0	0	0
GRAND TOTAL		1413							240							719						



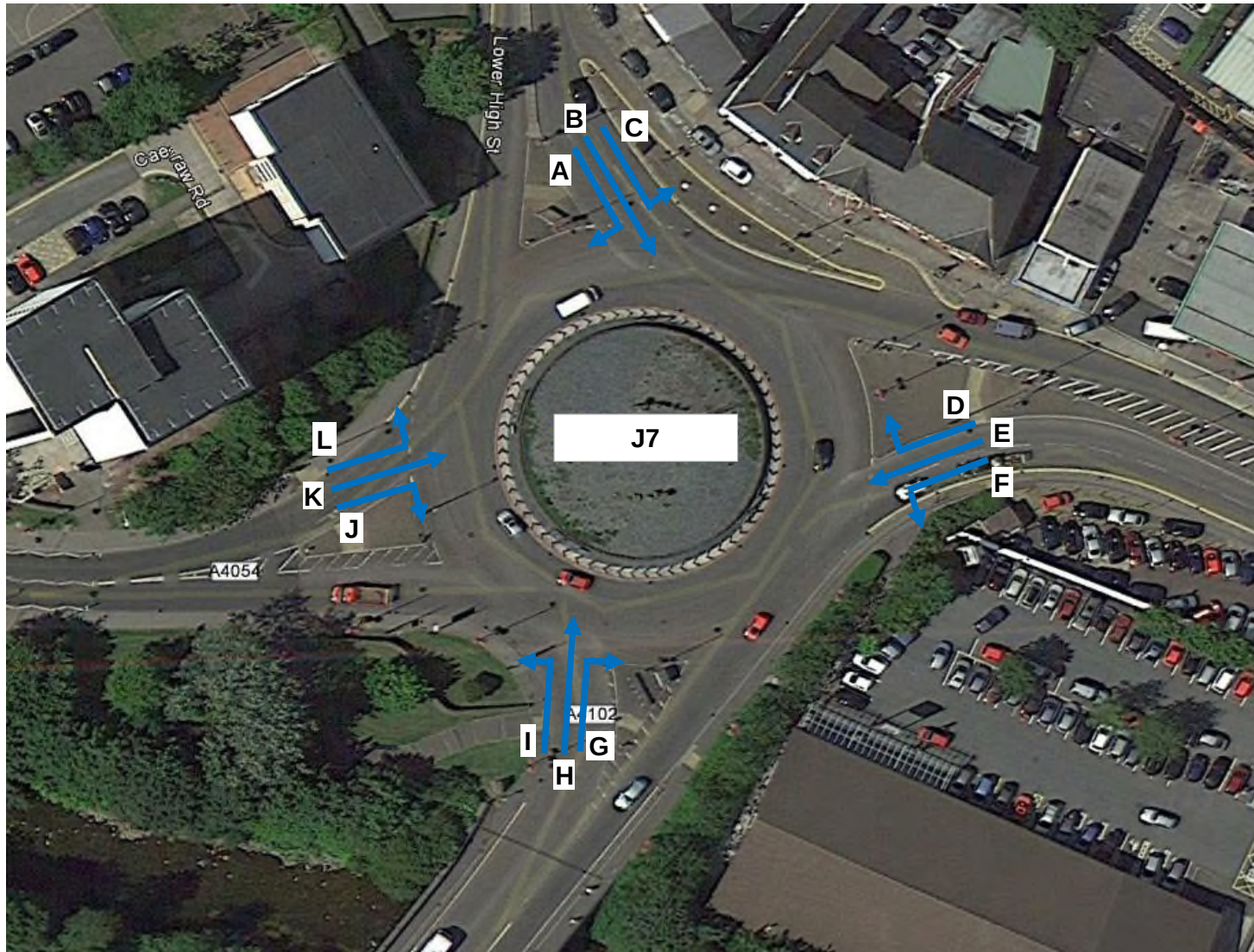
CLIENT: LIME

REFERENCE NUMBER: 15002

PROJECT MANAGER: CHRIS JAMES

DATE: THUR 24TH MARCH 2016

PROJECT DESCRIPTION: ABERCANAID CLASSIFIED TURNING COUNT DATA J7 (SITE PLAN)





CLIENT: LIME

REFERENCE NUMBER: 15002

PROJECT MANAGER: CHRIS JAMES

DATE: THUR 24TH MARCH 2016

PROJECT DESCRIPTION: ABERCANAID CLASSIFIED TURNING COUNT DATA J7

			MOVEMENT A							MOVEMENT B							MOVEMENT C						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	:	07:45	70	6	1	1	1	1	0	57	14	2	0	0	0	0	48	11	2	0	0	0	0
07:45	:	08:00	57	14	0	0	1	0	0	38	0	3	0	0	0	1	42	9	0	0	0	0	0
TOTAL			127	20	1	1	2	1	0	95	14	5	0	0	0	1	90	20	2	0	0	0	0
08:00	:	08:15	30	13	0	0	1	0	0	102	3	2	0	0	0	0	51	12	0	0	0	0	0
08:15	:	08:30	43	5	0	0	0	0	0	122	5	2	2	0	0	0	53	8	1	0	0	0	0
08:30	:	08:45	73	6	0	0	0	0	0	92	3	3	0	0	0	0	56	9	1	0	0	0	0
08:45	:	09:00	72	7	0	0	1	0	0	103	3	2	1	0	1	0	58	11	1	0	0	0	0
TOTAL			218	31	0	0	2	0	0	419	14	9	3	0	1	0	218	40	3	0	0	0	0
09:00	:	09:15	77	9	0	0	0	0	0	88	6	4	0	1	0	0	57	12	1	0	0	0	0
09:15	:	09:30	81	12	0	0	0	0	0	113	0	9	0	0	0	0	59	6	0	0	0	0	0
TOTAL			158	21	0	0	0	0	0	201	6	13	0	1	0	0	116	18	1	0	0	0	0
PERIOD TOTAL			503	72	1	1	4	1	0	715	34	27	3	1	1	1	424	78	6	0	0	0	0
15:30	:	15:45	92	13	2	0	0	0	0	105	3	0	0	1	0	0	61	12	0	0	0	1	0
15:45	:	16:00	89	5	2	0	1	0	0	129	10	0	0	0	0	0	59	11	0	0	0	0	0
TOTAL			181	18	4	0	1	0	0	234	13	0	0	1	0	0	120	23	0	0	0	1	0
16:00	:	16:15	71	8	2	0	1	0	0	131	7	0	0	0	0	0	60	9	1	0	0	0	0
16:15	:	16:30	76	8	0	0	0	0	0	116	1	1	0	0	0	0	48	8	0	0	0	0	0
16:30	:	16:45	110	8	0	0	1	0	0	166	2	3	0	0	0	0	65	10	0	0	1	0	0
16:45	:	17:00	61	16	3	0	0	0	0	193	0	0	0	1	0	0	57	9	2	0	0	0	0
TOTAL			318	40	5	0	2	0	0	606	10	4	0	1	0	0	230	36	3	0	1	0	0
17:00	:	17:15	87	0	1	0	2	0	0	114	12	0	1	0	0	0	68	5	1	0	1	0	0
17:15	:	17:30	94	14	0	0	1	0	0	138	0	0	0	0	0	0	61	8	2	0	0	0	0
TOTAL			181	14	1	0	3	0	0	252	12	0	1	0	0	0	129	13	3	0	1	0	0
PERIOD TOTAL			680	72	10	0	6	0	0	1092	35	4	1	2	0	0	479	72	6	0	2	1	0
DAILY TOTAL			1183	144	11	1	10	1	0	1807	69	31	4	3	1	1	903	150	12	0	2	1	0
GRAND TOTAL			1350							1916							1068						



CLIENT: LIME

REFERENCE NUMBER: 15002

PROJECT MANAGER: CHRIS JAMES

DATE: THUR 24TH MARCH 2016

PROJECT DESCRIPTION: ABERCANAID CLASSIFIED TURNING COUNT DATA J7

			MOVEMENT D							MOVEMENT E							MOVEMENT F						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30	:	07:45	31	0	4	1	1	0	0	21	1	0	0	0	0	0	16	9	0	0	0	0	0
07:45	:	08:00	49	10	0	0	2	0	0	22	2	1	0	0	0	0	24	4	1	2	0	0	0
TOTAL			80	10	4	1	3	0	0	43	3	1	0	0	0	0	40	13	1	2	0	0	0
08:00	:	08:15	9	2	1	1	1	0	0	26	2	0	0	0	0	0	35	5	0	0	0	0	0
08:15	:	08:30	17	0	0	0	2	0	0	32	3	1	0	0	0	0	59	7	2	0	0	0	0
08:30	:	08:45	49	7	1	1	3	0	0	26	4	0	0	0	0	0	51	4	0	0	0	0	0
08:45	:	09:00	51	3	1	0	2	1	0	21	2	0	0	0	0	0	62	4	1	0	0	0	0
TOTAL			126	12	3	2	8	1	0	105	11	1	0	0	0	0	207	20	3	0	0	0	0
09:00	:	09:15	56	3	2	1	2	0	0	12	1	0	0	0	0	0	64	3	0	0	0	0	0
09:15	:	09:30	46	1	0	1	2	0	0	12	1	1	0	0	0	0	58	9	0	0	0	0	0
TOTAL			102	4	2	2	4	0	0	24	2	1	0	0	0	0	122	12	0	0	0	0	0
PERIOD TOTAL			308	26	9	5	15	1	0	172	16	3	0	0	0	0	369	45	4	2	0	0	0
15:30	:	15:45	28	1	0	1	2	0	0	36	5	0	0	0	0	0	80	4	2	0	0	0	0
15:45	:	16:00	41	2	0	0	3	1	0	40	4	0	0	0	0	0	62	5	1	0	0	0	0
TOTAL			69	3	0	1	5	1	0	76	9	0	0	0	0	0	142	9	3	0	0	0	0
16:00	:	16:15	6	4	0	2	6	0	0	39	3	0	0	0	0	0	73	2	1	0	0	0	0
16:15	:	16:30	15	0	1	1	2	0	0	37	5	0	0	0	0	0	74	6	0	0	0	0	0
16:30	:	16:45	26	4	0	0	4	0	0	36	4	1	0	0	0	0	76	5	0	0	0	0	0
16:45	:	17:00	20	5	0	0	4	0	0	38	3	0	0	0	0	0	60	4	1	1	1	0	0
TOTAL			67	13	1	3	16	0	0	150	15	1	0	0	0	0	283	17	2	1	1	0	0
17:00	:	17:15	17	1	0	0	2	0	0	61	8	0	0	0	0	0	56	3	1	0	0	0	0
17:15	:	17:30	15	2	0	0	2	0	0	31	6	0	0	0	0	0	75	2	0	0	0	0	0
TOTAL			32	3	0	0	4	0	0	92	14	0	0	0	0	0	131	5	1	0	0	0	0
PERIOD TOTAL			168	19	1	4	25	1	0	318	38	1	0	0	0	0	556	31	6	1	1	0	0
DAILY TOTAL			476	45	10	9	40	2	0	490	54	4	0	0	0	0	925	76	10	3	1	0	0
GRAND TOTAL			582							548							1015						



CLIENT: LIME

REFERENCE NUMBER: 15002

PROJECT MANAGER: CHRIS JAMES

DATE: THUR 24TH MARCH 2016

PROJECT DESCRIPTION: ABERCANAID CLASSIFIED TURNING COUNT DATA J7

			MOVEMENT G							MOVEMENT H							MOVEMENT I						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30:	07:45:		34	10	0	0	2	0	0	86	7	2	0	0	0	0	22	3	4	0	1	0	0
07:45:	08:00:		28	5	0	1	1	0	0	105	21	6	1	0	0	0	20	4	4	0	0	0	1
TOTAL			62	15	0	1	3	0	0	191	28	8	1	0	0	0	42	7	8	0	1	0	1
08:00:	08:15:		46	3	2	2	3	0	0	172	23	3	0	0	0	0	25	5	3	1	1	0	0
08:15:	08:30:		52	3	0	3	1	0	0	186	29	7	0	0	0	0	35	5	2	2	2	0	0
08:30:	08:45:		24	3	0	1	2	0	0	177	18	4	0	0	0	0	33	4	4	0	2	0	0
08:45:	09:00:		43	2	0	6	1	0	0	170	5	2	1	0	0	0	38	3	3	1	1	1	0
TOTAL			165	11	2	12	7	0	0	705	75	16	1	0	0	0	131	17	12	4	6	1	0
09:00:	09:15:		46	2	0	0	4	0	0	156	24	2	0	0	0	0	40	3	3	0	3	0	0
09:15:	09:30:		17	2	0	2	1	0	0	199	28	4	0	0	0	0	41	4	5	0	2	0	0
TOTAL			63	4	0	2	5	0	0	355	52	6	0	0	0	0	81	7	8	0	5	0	0
PERIOD TOTAL			290	30	2	15	15	0	0	1251	155	30	2	0	0	0	254	31	28	4	12	1	1
15:30:	15:45:		94	3	1	0	2	0	0	225	24	5	0	0	0	0	45	4	2	0	2	0	0
15:45:	16:00:		79	2	0	1	1	0	0	158	29	4	0	0	0	0	38	3	1	0	1	0	0
TOTAL			173	5	1	1	3	0	0	383	53	9	0	0	0	0	83	7	3	0	3	0	0
16:00:	16:15:		105	6	0	0	2	0	0	244	21	5	0	0	0	0	48	3	2	0	2	0	0
16:15:	16:30:		121	10	0	0	4	0	0	213	21	3	0	0	0	0	47	4	0	0	1	0	0
16:30:	16:45:		107	8	0	1	3	0	0	191	15	5	0	0	0	0	51	4	1	0	2	0	0
16:45:	17:00:		99	10	0	1	2	0	0	218	27	3	0	0	0	0	66	2	1	0	3	0	0
TOTAL			432	34	0	2	11	0	0	866	84	16	0	0	0	0	212	13	4	0	8	0	0
17:00:	17:15:		98	5	0	2	3	0	0	92	8	3	1	0	0	0	46	4	0	1	2	0	0
17:15:	17:30:		154	8	1	1	1	0	0	95	7	0	0	0	0	0	58	3	0	0	1	0	0
TOTAL			252	13	1	3	4	0	0	187	15	3	1	0	0	0	104	7	0	1	3	0	0
PERIOD TOTAL			857	52	2	6	18	0	0	1436	152	28	1	0	0	0	399	27	7	1	14	0	0
DAILY TOTAL			1147	82	4	21	33	0	0	2687	307	58	3	0	0	0	653	58	35	5	26	1	1
GRAND TOTAL			1287							3055							779						



CLIENT: LIME

REFERENCE NUMBER: 15002

PROJECT MANAGER: CHRIS JAMES

DATE: THUR 24TH MARCH 2016

PROJECT DESCRIPTION: ABERCANAID CLASSIFIED TURNING COUNT DATA J7

			MOVEMENT J							MOVEMENT K							MOVEMENT L						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:30:	07:45		2	0	0	0	0	0	0	40	2	0	0	1	0	0	28	6	0	0	0	0	0
07:45:	08:00		1	0	0	0	0	0	0	42	8	0	0	1	0	0	23	4	1	0	0	0	0
TOTAL			3	0	0	0	0	0	0	82	10	0	0	2	0	0	51	10	1	0	0	0	0
08:00:	08:15		0	0	0	0	0	0	0	47	3	1	2	2	0	0	23	3	0	0	0	0	0
08:15:	08:30		1	1	0	0	0	0	0	53	2	1	0	1	0	0	32	1	1	0	0	0	0
08:30:	08:45		3	0	0	0	0	0	0	64	2	1	0	2	0	0	38	1	0	0	0	0	0
08:45:	09:00		4	0	0	0	0	0	0	42	4	2	0	2	0	0	35	2	1	0	0	0	0
TOTAL			8	1	0	0	0	0	0	206	11	5	2	7	0	0	128	7	2	0	0	0	0
09:00:	09:15		1	0	0	0	0	0	0	42	2	1	1	3	0	0	29	1	0	0	0	0	0
09:15:	09:30		2	0	0	0	0	0	0	56	2	2	0	2	0	0	31	2	1	0	0	0	0
TOTAL			3	0	0	0	0	0	0	98	4	3	1	5	0	0	60	3	1	0	0	0	0
PERIOD TOTAL			14	1	0	0	0	0	0	386	25	8	3	14	0	0	239	20	4	0	0	0	0
15:30:	15:45		1	0	0	0	0	0	0	58	5	2	0	2	0	0	45	3	0	0	0	0	0
15:45:	16:00		2	0	0	0	0	0	0	63	1	2	0	2	0	0	47	1	0	0	0	0	0
TOTAL			3	0	0	0	0	0	0	121	6	4	0	4	0	0	92	4	0	0	0	0	0
16:00:	16:15		1	0	0	0	0	0	0	47	2	0	0	2	0	0	51	3	0	0	0	0	0
16:15:	16:30		2	1	0	0	0	0	0	60	4	0	0	1	0	0	48	4	0	0	0	1	0
16:30:	16:45		3	0	0	0	0	0	0	60	7	2	0	2	0	0	47	5	0	0	1	0	0
16:45:	17:00		4	0	0	0	0	0	0	68	3	0	0	0	0	0	46	3	1	0	0	0	0
TOTAL			10	1	0	0	0	0	0	235	16	2	0	5	0	0	192	15	1	0	1	1	0
17:00:	17:15		0	1	0	0	0	0	0	89	0	0	0	0	0	0	42	7	2	1	5	0	0
17:15:	17:30		1	0	0	0	0	0	0	73	0	0	0	0	0	0	39	9	3	0	1	0	0
TOTAL			1	1	0	0	0	0	0	162	0	0	0	0	0	0	81	16	5	1	6	0	0
PERIOD TOTAL			14	2	0	0	0	0	0	518	22	6	0	9	0	0	365	35	6	1	7	1	0
DAILY TOTAL			28	3	0	0	0	0	0	904	47	14	3	23	0	0	604	55	10	1	7	1	0
GRAND TOTAL			31							991							678						

Appendix C





1. This drawing to be read in conjunction with all relevant civil engineering drawings.

The diagram shows a vehicle's path through a narrow corridor. The vehicle body is represented by a green hatched area, and the wheel sweep path is shown as a red line. The vehicle body envelope is divided into a reverse side (left) and a forward side (right). The wheel sweep path is also divided into a reverse side (left) and a forward side (right). The vehicle body envelope is labeled "Vehicle body Envelope (reverse)" and "Vehicle body Envelope (forward)". The wheel sweep path is labeled "Vehicle wheel sweep path" on both sides.

Vehicle Chassis, shown at start & end of path and change of direction(forward).	Vehicle Chassis, shown at start & end of path and change of direction(reverse).
	
	
	



Rev	Date	Description	Drawn	Check
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Drawing Status	Date	20/11/2020	
PRELIMINARY			
Project	Scale	1:100 @A1	
Twynrodyn, Merthyr Tydfil		Drawn	JP
		Checked	
		Project No	
			19198
		Client Project No	
Title			
Swept-path analysis of a 3.5t panel van accessing and exiting the site.			
		Revision	
Drawing No			
1919.OS.103.04			



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Vehicle body Envelope (reverse)

Vehicle body Envelope (forward)

Vehicle wheel swept path

Vehicle wheel swept path

Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

4.6t Light Van

Overall Length 5.885m

Overall Width 2.000m

Overall Body Height 2.526m

Min Body Ground Clearance 0.299m

Track Width 1.765m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 6.000m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime

TRANSPORT

5A Andrews Buildings

Penarth, CF64 2AA

Tel 029 2070 0924

mail@limetransport.com

www.limetransport.com

Drawing Status

PRELIMINARY

Project

Twynrodyn, Merthyr Tydfil

Drawing No

1919.OS.103.03

Date

20/11/2020

Scale

1:100@A1

Drawn

JP

Checked

Project No

19198

Client Project No

Revision

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Vehicle body Envelope (reverse)

Vehicle body Envelope (forward)

Vehicle wheel swept path

Vehicle wheel swept path

Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

4.527

0.097

0.978

2.846

Volkswagen Touran

Overall Length 4.534m

Overall Width 1.829m

Overall Body Height 1.491m

Min Body Ground Clearance 0.253m

Max Track Width 1.734m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Project

Twynrodyn, Merthyr Tydfil

Drawing No

1919.OS.103.02

Date

20/11/2020

Scale

1:100@A1

Drawn

JP

Checked

Project No

19198

Client Project No

Revision

Swept-path analysis of a Volkswagon Touran accessing and exiting the site.

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Vehicle body Envelope (reverse)

Vehicle body Envelope (forward)

Vehicle wheel swept path

Vehicle wheel swept path

Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length 10.520m

Overall Width 2.530m

Overall Body Height 3.211m

Min Body Ground Clearance 0.416m

Track Width 2.530m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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lime

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Drawing Status

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Project

Twynrodyn, Merthyr Tydfil

Drawing No

1919.OS.103.01

Date 20/11/2020

Scale 1:100@A1

Drawn JP

Checked

Project No

19198

Client Project No

Revision

Title

Swept-path analysis of
a refuse vehicle accessing and
exiting the site.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Vehicle body Envelope (reverse)

Vehicle body Envelope (forward)

Vehicle wheel swept path

Vehicle wheel swept path

Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).

8.01m

4.25m

1.7m

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

8.010m

2.100m

3.350m

0.351m

2.064m

4.00s

7.400m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime

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Drawing Status

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Project

Twynrodyn, Merthyr Tydfil

Drawing No

1919.OS.103.05

Date

20/11/2020

Scale

1:100@A1

Drawn

JP

Checked

Project No

19198

Client Project No

Revision

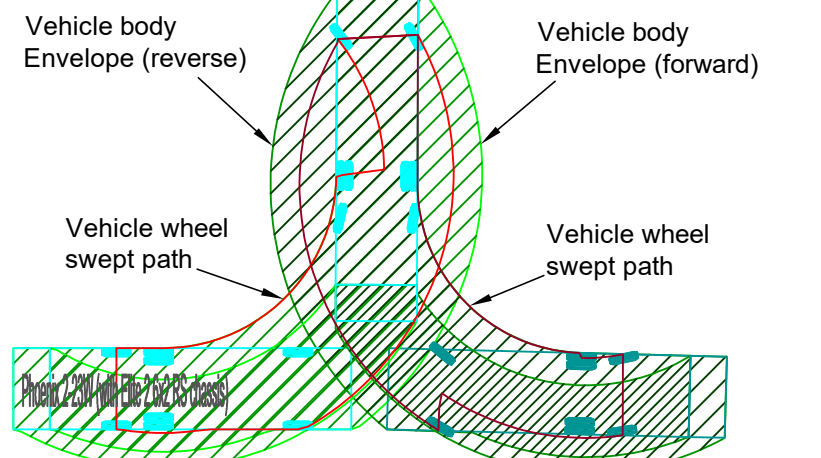
Swept-path analysis of
a 7.5t boxl van accessing and
exiting the site.



GENERAL NOTES

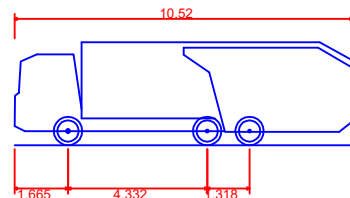
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length 10.520m

Overall Width 2.530m

Overall Body Height 3.211m

Min Body Ground Clearance 0.416m

Track Width 2.530m

Lock to Lock Time 4.00s

Kerb to Kerb Turning Radius 7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Project

Twynrodyn, Merthyr Tydfil

Project No
19198

Title

Swept-path analysis of a 10.5m
refuse vehicle manoeuvring
throughout the development

Drawing No

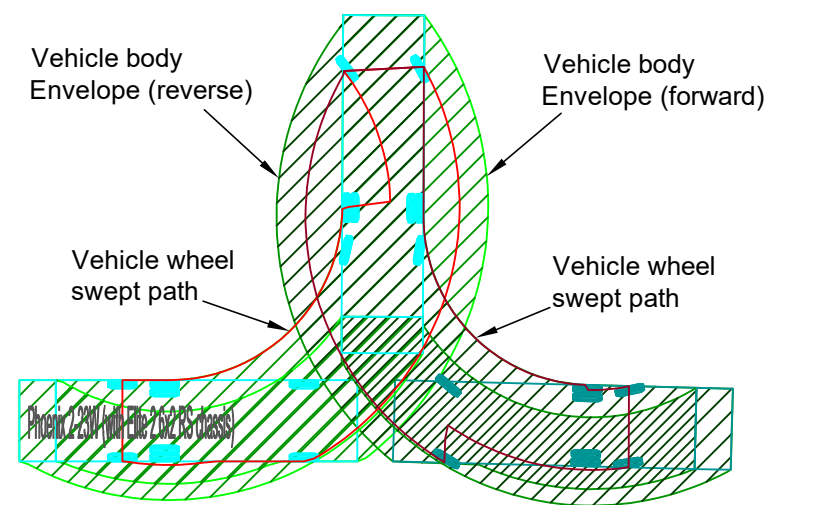
19198.OS.104.03



GENERAL NOTES

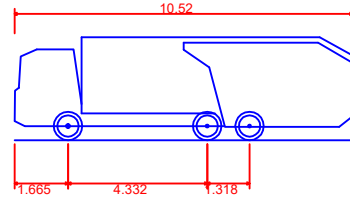
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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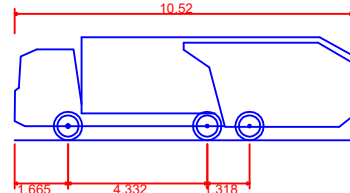
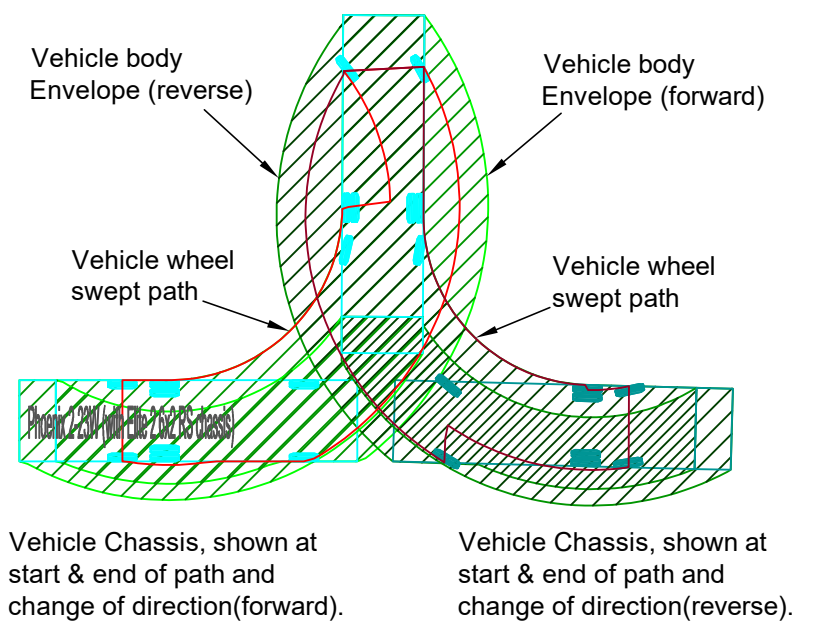
Drawing Status	Date 20/11/2020
PRELIMINARY	Scale 1:100@A1
Project	Drawn JP
Twynrodyn, Merthyr Tydfil	Checked
	Project No 19198
Title	Client Project No
Swept-path analysis of a 10.5m refuse vehicle manoeuvring throughout the development	Revision
Drawing No 19198.OS.104.02	



GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
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Drawing Status

PRELIMINARY

Date 20/11/2020

Scale 1:100@A1

Project

Twynrodyn, Merthyr Tydfil

Drawn JP

Checked

Project No

19198

Client Project No

Swept-path analysis of a 10.5m
refuse vehicle manoeuvring
throughout the development

Revision

Drawing No

19198.OS.104.01

Appendix D



Calculation Reference: AUDIT-258601-211001-1034

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	PS POWYS	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 16 to 180 (units:)
 Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	8 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 Centre	4
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	8
------------------	---

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

Secondary Filtering selection:

Use Class:

C3 8 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	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	1 days
1.1 to 1.5	7 days

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

Travel Plan:

Yes	1 days
No	7 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	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-05 MACADAM WAY PENRITH	DETACHED / TERRACED HOUSING	CUMBRIA
	Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 21/06/16		Survey Type: MANUAL
2	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15		Survey Type: MANUAL
3	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15		Survey Type: MANUAL
4	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19		Survey Type: MANUAL
5	NE-03-A-03 STATION ROAD SCUNTHORPE	PRIVATE HOUSES	NORTH EAST LINCOLNSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 20/05/14		Survey Type: MANUAL
6	NY-03-A-12 RACECOURSE LANE NORTHALLERTON	TOWN HOUSES	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings: 47 Survey date: TUESDAY 27/09/16		Survey Type: MANUAL
7	PS-03-A-01 BRYN GLAS WELSHPOOL	MIXED HOUSES	POWYS
	Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
8	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.046	8	71	0.237	8	71	0.283
08:00 - 09:00	8	71	0.132	8	71	0.346	8	71	0.478
09:00 - 10:00	8	71	0.178	8	71	0.141	8	71	0.319
10:00 - 11:00	8	71	0.120	8	71	0.158	8	71	0.278
11:00 - 12:00	8	71	0.128	8	71	0.144	8	71	0.272
12:00 - 13:00	8	71	0.176	8	71	0.158	8	71	0.334
13:00 - 14:00	8	71	0.134	8	71	0.137	8	71	0.271
14:00 - 15:00	8	71	0.135	8	71	0.158	8	71	0.293
15:00 - 16:00	8	71	0.223	8	71	0.160	8	71	0.383
16:00 - 17:00	8	71	0.262	8	71	0.155	8	71	0.417
17:00 - 18:00	8	71	0.302	8	71	0.174	8	71	0.476
18:00 - 19:00	8	71	0.185	8	71	0.165	8	71	0.350
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.021			2.133			4.154

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:	16 - 180 (units:)
Survey date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.000	8	71	0.019	8	71	0.019
08:00 - 09:00	8	71	0.004	8	71	0.011	8	71	0.015
09:00 - 10:00	8	71	0.002	8	71	0.002	8	71	0.004
10:00 - 11:00	8	71	0.009	8	71	0.004	8	71	0.013
11:00 - 12:00	8	71	0.004	8	71	0.004	8	71	0.008
12:00 - 13:00	8	71	0.007	8	71	0.002	8	71	0.009
13:00 - 14:00	8	71	0.009	8	71	0.004	8	71	0.013
14:00 - 15:00	8	71	0.005	8	71	0.007	8	71	0.012
15:00 - 16:00	8	71	0.011	8	71	0.004	8	71	0.015
16:00 - 17:00	8	71	0.005	8	71	0.002	8	71	0.007
17:00 - 18:00	8	71	0.007	8	71	0.007	8	71	0.014
18:00 - 19:00	8	71	0.007	8	71	0.009	8	71	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.075			0.145

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.007	8	71	0.098	8	71	0.105
08:00 - 09:00	8	71	0.051	8	71	0.293	8	71	0.344
09:00 - 10:00	8	71	0.081	8	71	0.116	8	71	0.197
10:00 - 11:00	8	71	0.056	8	71	0.102	8	71	0.158
11:00 - 12:00	8	71	0.084	8	71	0.081	8	71	0.165
12:00 - 13:00	8	71	0.076	8	71	0.069	8	71	0.145
13:00 - 14:00	8	71	0.056	8	71	0.088	8	71	0.144
14:00 - 15:00	8	71	0.069	8	71	0.077	8	71	0.146
15:00 - 16:00	8	71	0.202	8	71	0.127	8	71	0.329
16:00 - 17:00	8	71	0.158	8	71	0.067	8	71	0.225
17:00 - 18:00	8	71	0.144	8	71	0.042	8	71	0.186
18:00 - 19:00	8	71	0.056	8	71	0.047	8	71	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.040			1.207			2.247

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.000	8	71	0.033	8	71	0.033
08:00 - 09:00	8	71	0.002	8	71	0.058	8	71	0.060
09:00 - 10:00	8	71	0.007	8	71	0.025	8	71	0.032
10:00 - 11:00	8	71	0.012	8	71	0.007	8	71	0.019
11:00 - 12:00	8	71	0.007	8	71	0.009	8	71	0.016
12:00 - 13:00	8	71	0.016	8	71	0.011	8	71	0.027
13:00 - 14:00	8	71	0.002	8	71	0.004	8	71	0.006
14:00 - 15:00	8	71	0.012	8	71	0.012	8	71	0.024
15:00 - 16:00	8	71	0.012	8	71	0.016	8	71	0.028
16:00 - 17:00	8	71	0.018	8	71	0.012	8	71	0.030
17:00 - 18:00	8	71	0.030	8	71	0.004	8	71	0.034
18:00 - 19:00	8	71	0.033	8	71	0.000	8	71	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.151			0.191			0.342

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

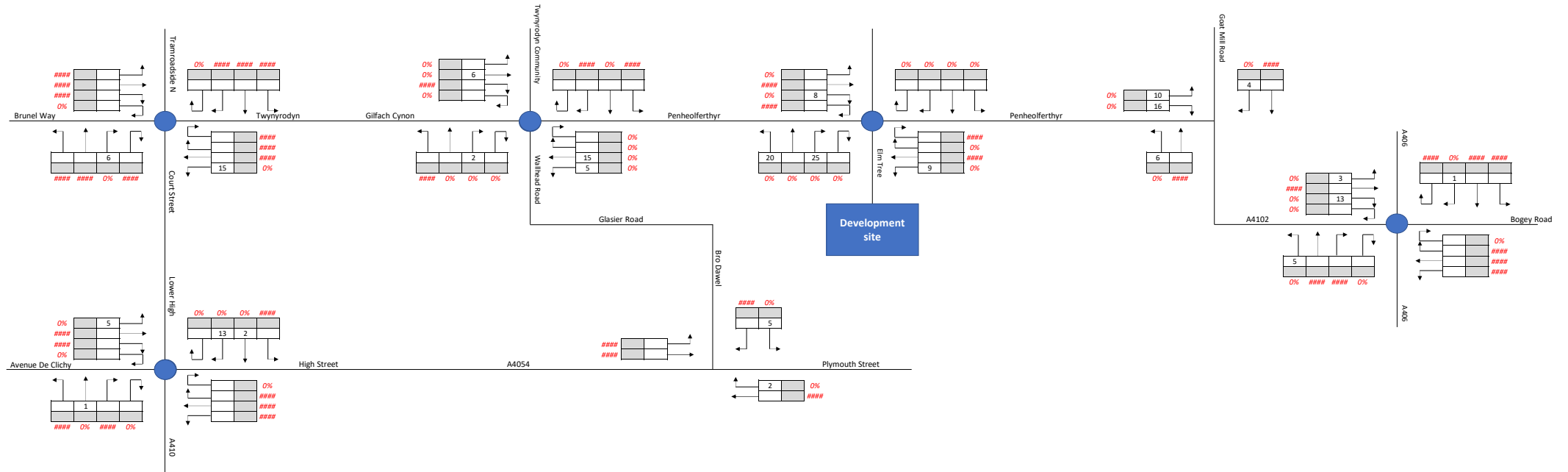
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.065	8	71	0.434	8	71	0.499
08:00 - 09:00	8	71	0.207	8	71	0.852	8	71	1.059
09:00 - 10:00	8	71	0.288	8	71	0.315	8	71	0.603
10:00 - 11:00	8	71	0.218	8	71	0.311	8	71	0.529
11:00 - 12:00	8	71	0.248	8	71	0.301	8	71	0.549
12:00 - 13:00	8	71	0.315	8	71	0.281	8	71	0.596
13:00 - 14:00	8	71	0.239	8	71	0.267	8	71	0.506
14:00 - 15:00	8	71	0.253	8	71	0.297	8	71	0.550
15:00 - 16:00	8	71	0.555	8	71	0.332	8	71	0.887
16:00 - 17:00	8	71	0.531	8	71	0.297	8	71	0.828
17:00 - 18:00	8	71	0.585	8	71	0.295	8	71	0.880
18:00 - 19:00	8	71	0.343	8	71	0.302	8	71	0.645
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.847			4.284			8.131

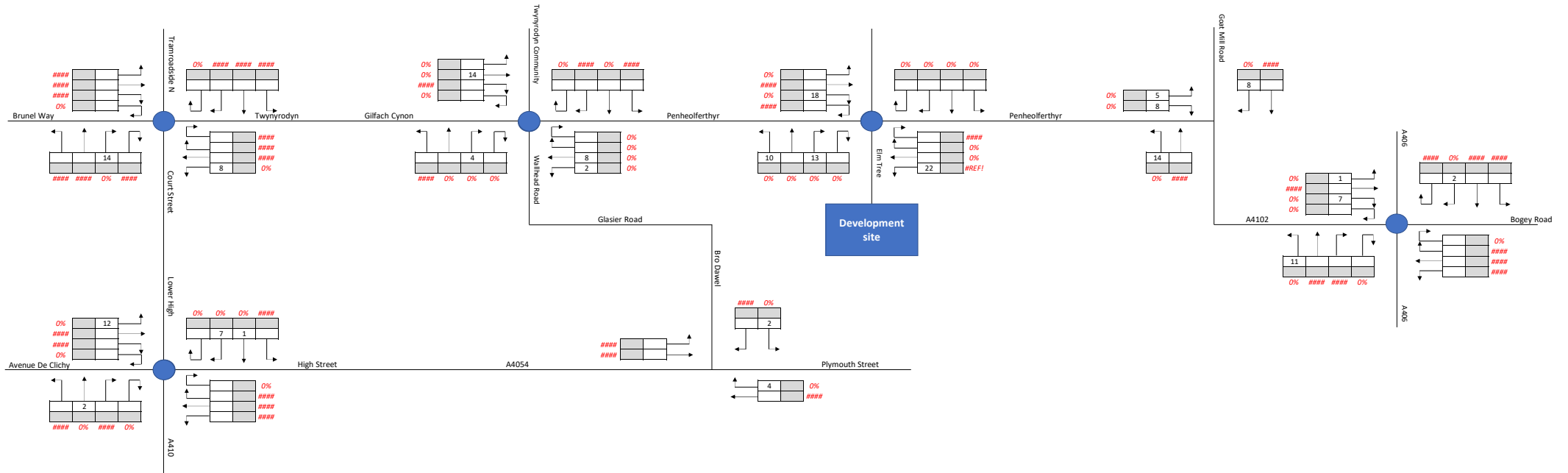
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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 E

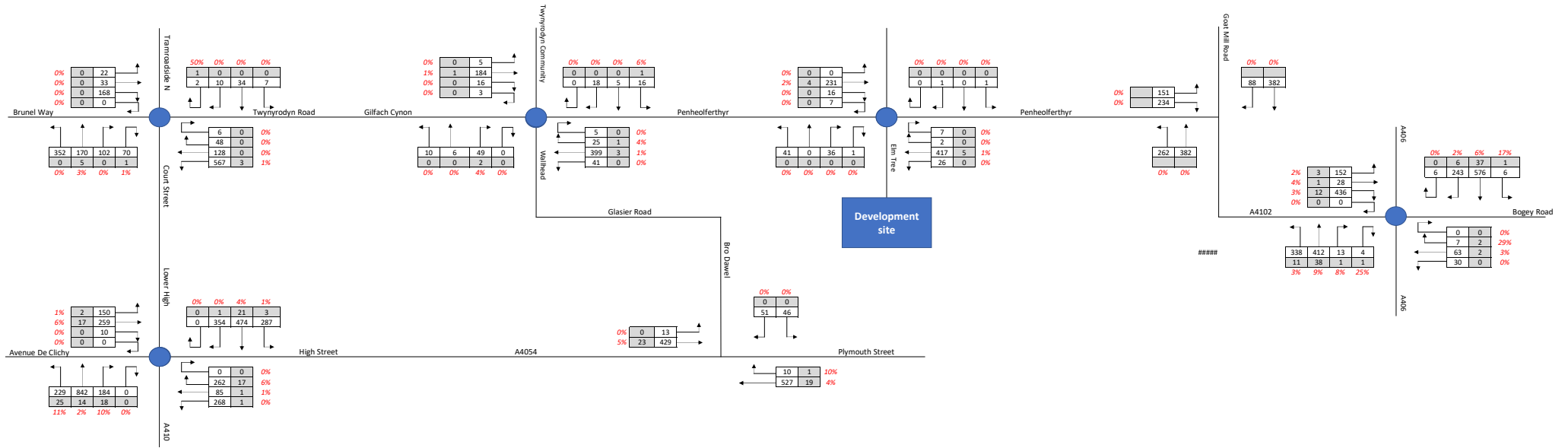


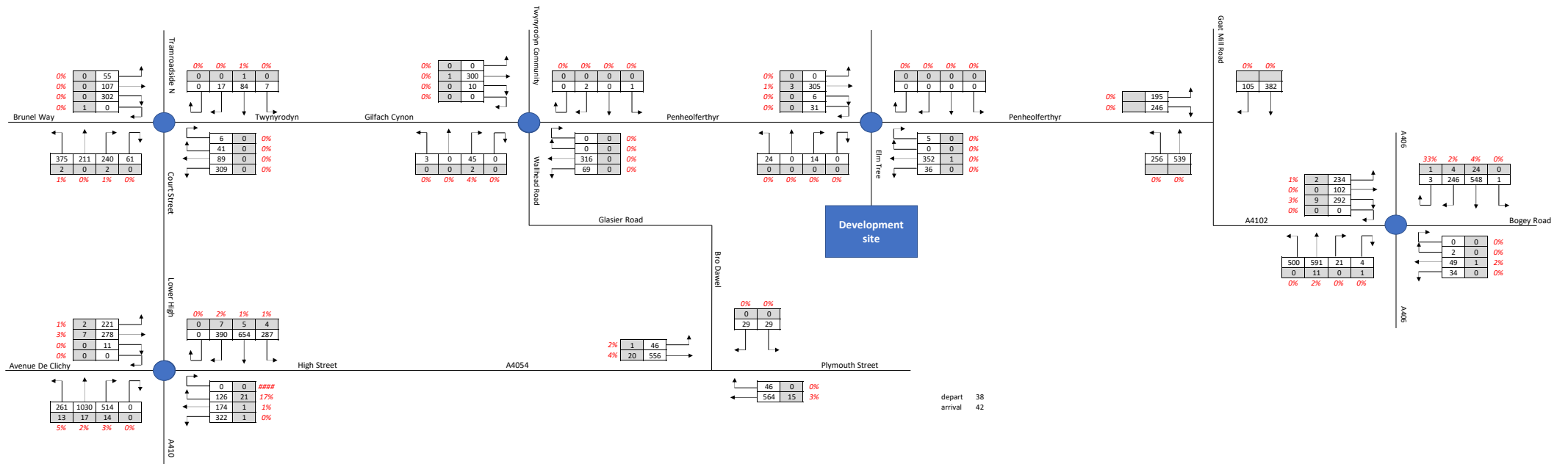


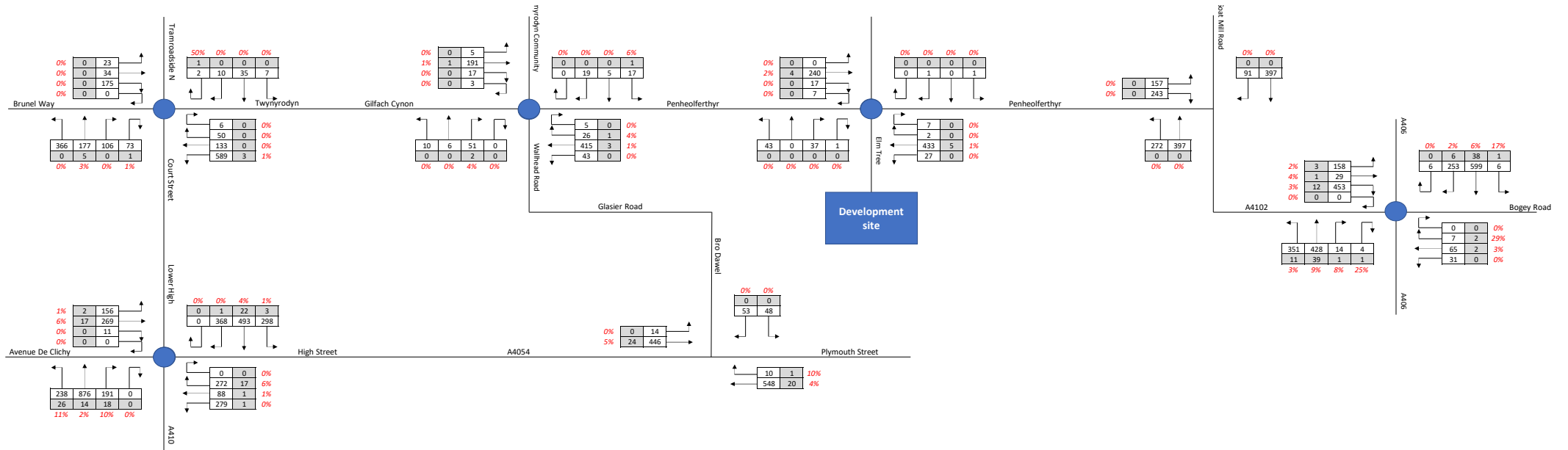


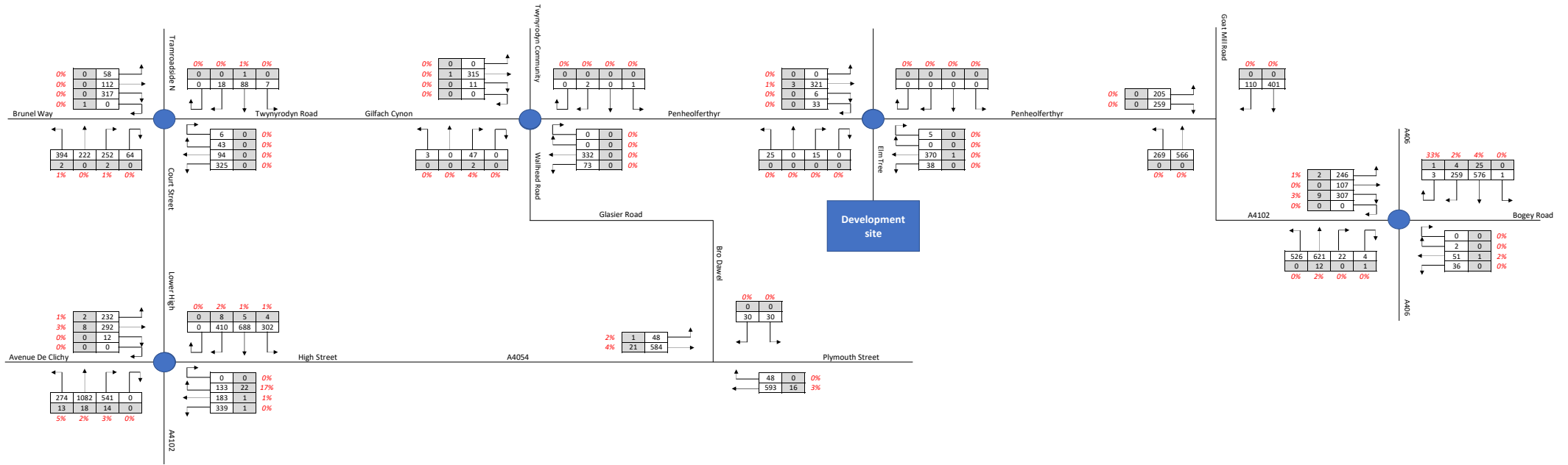
Appendix F

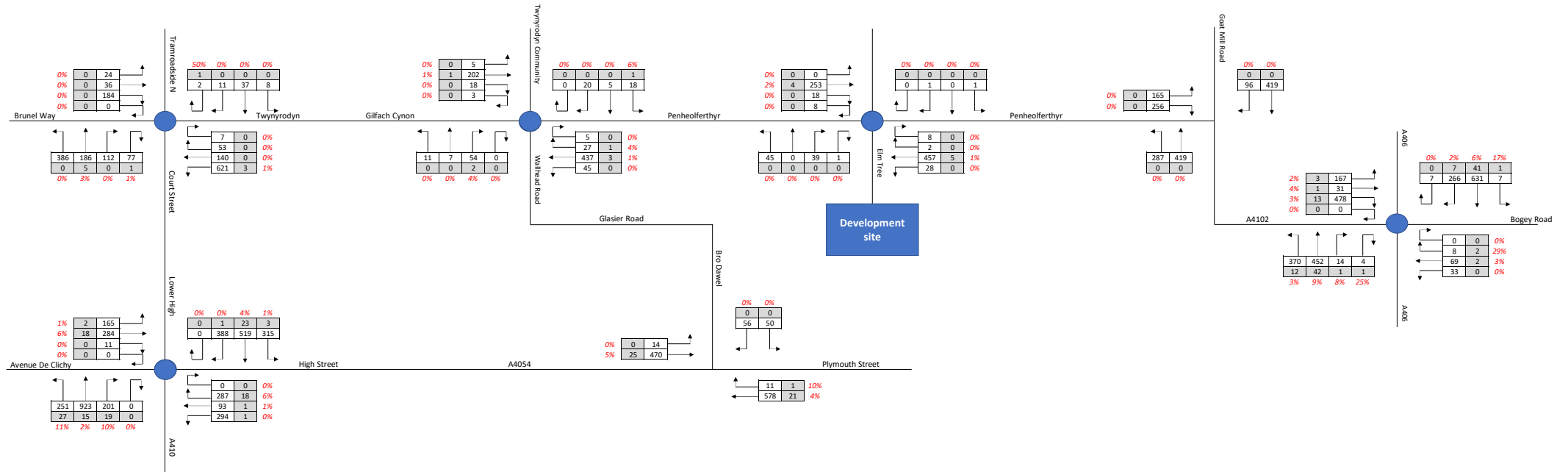


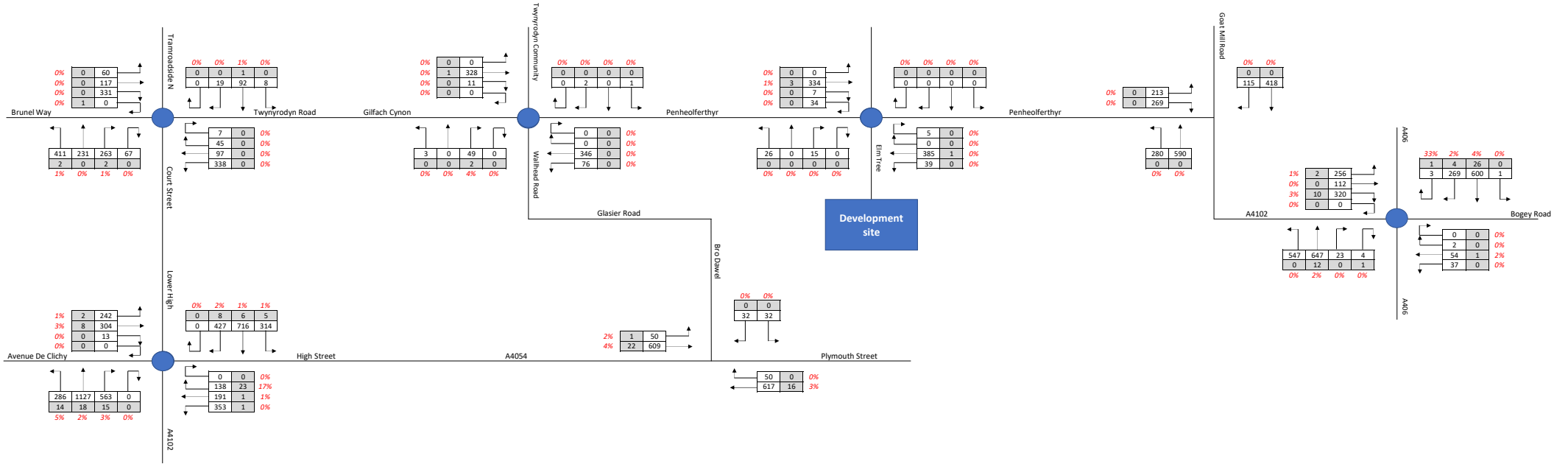


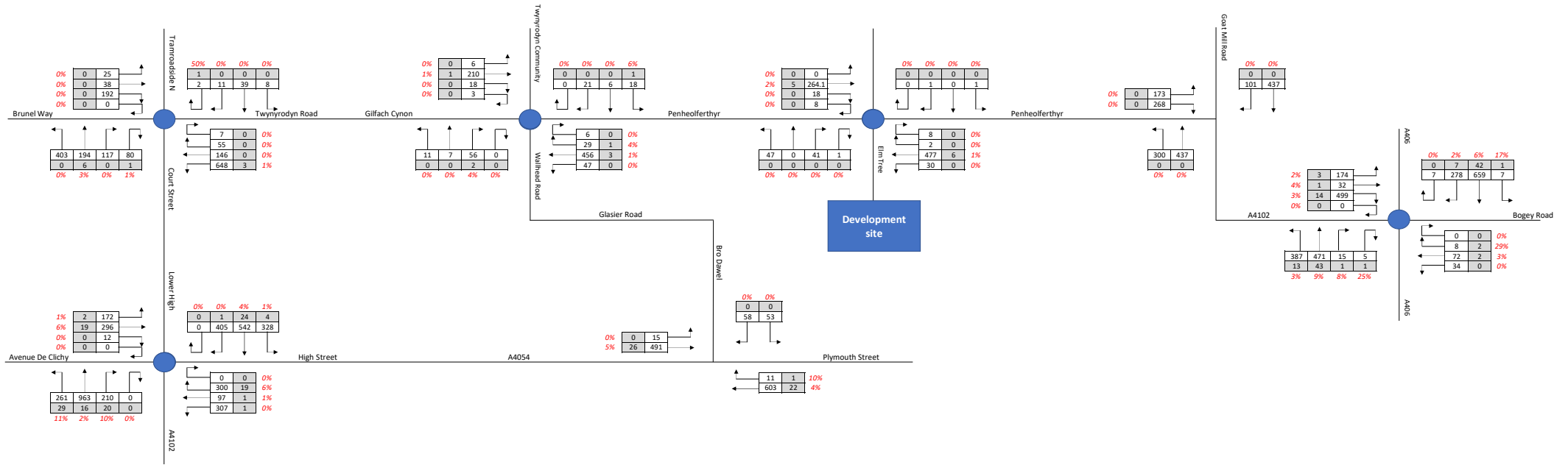


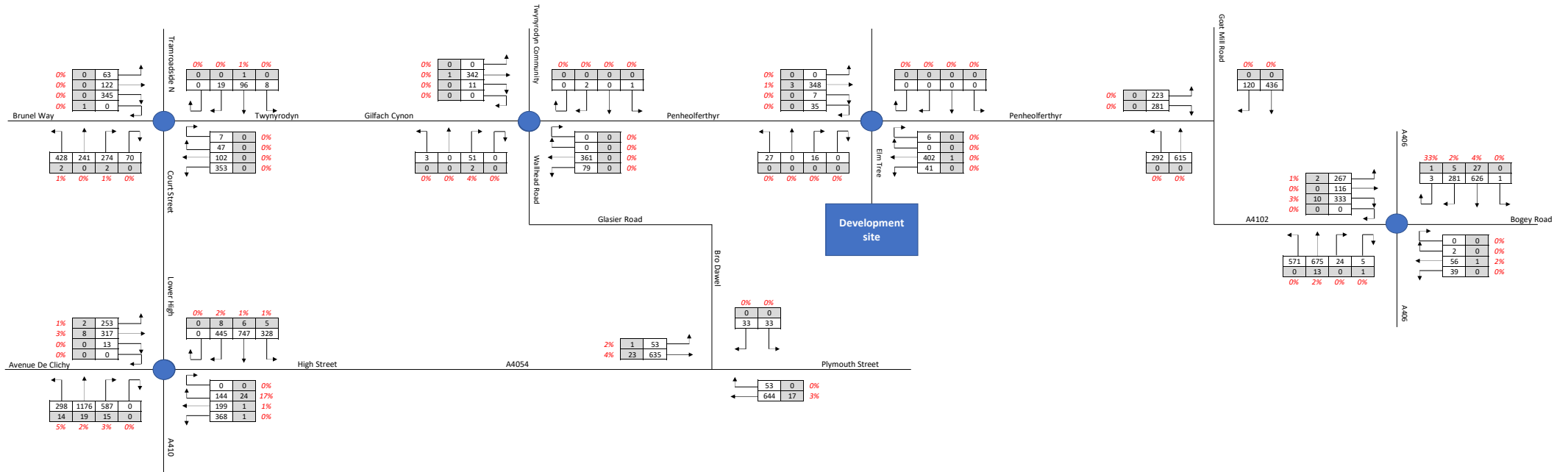






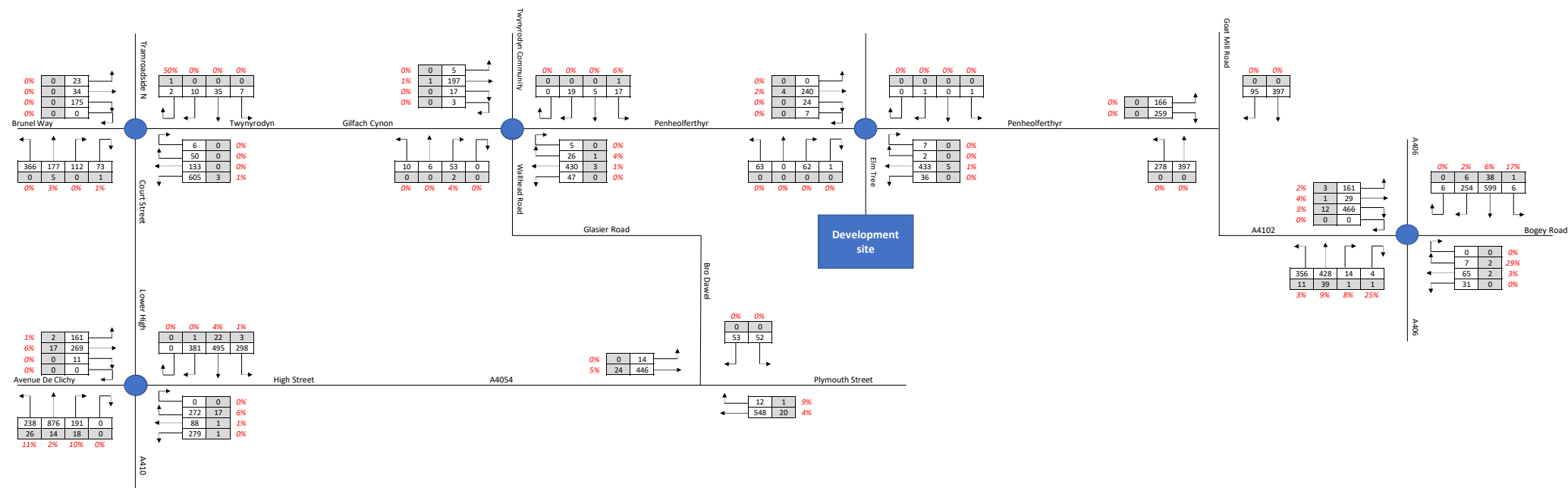


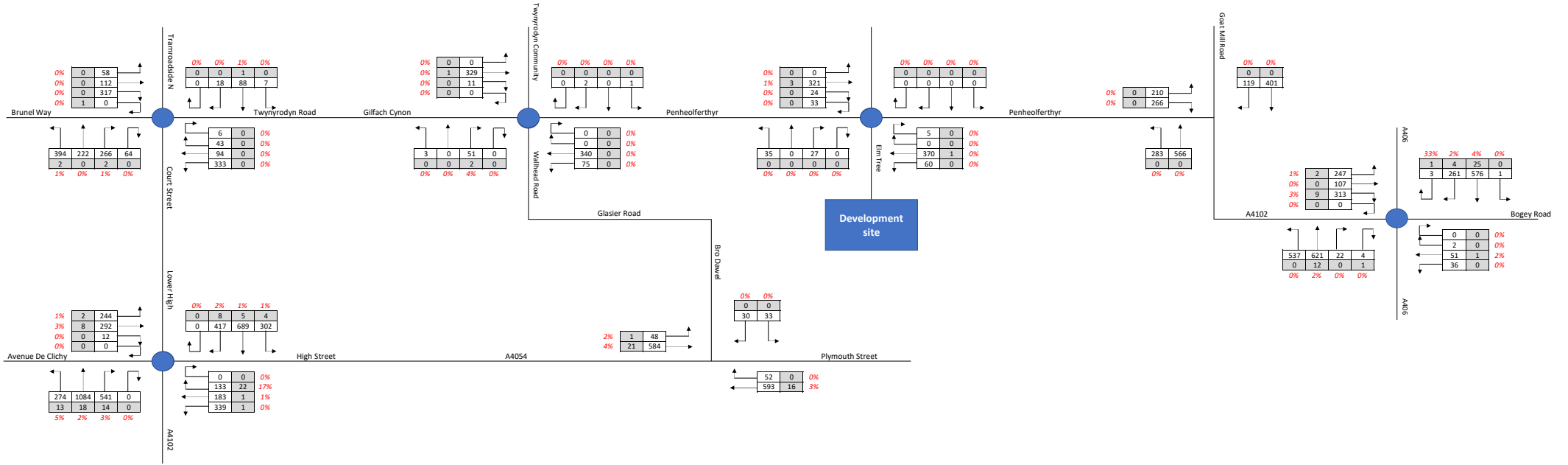


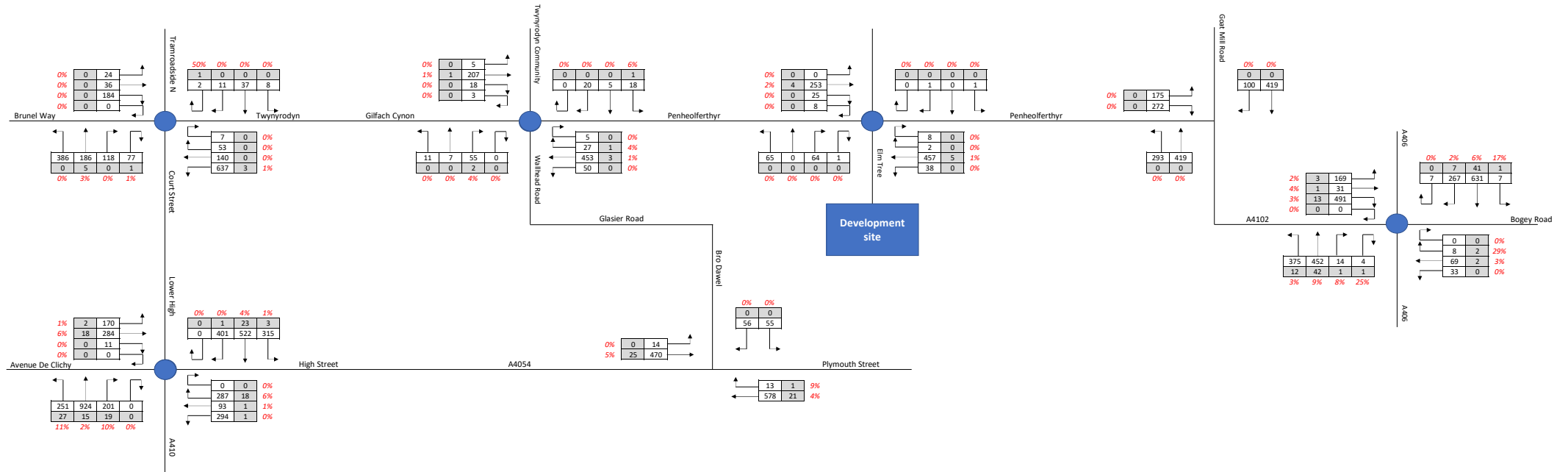


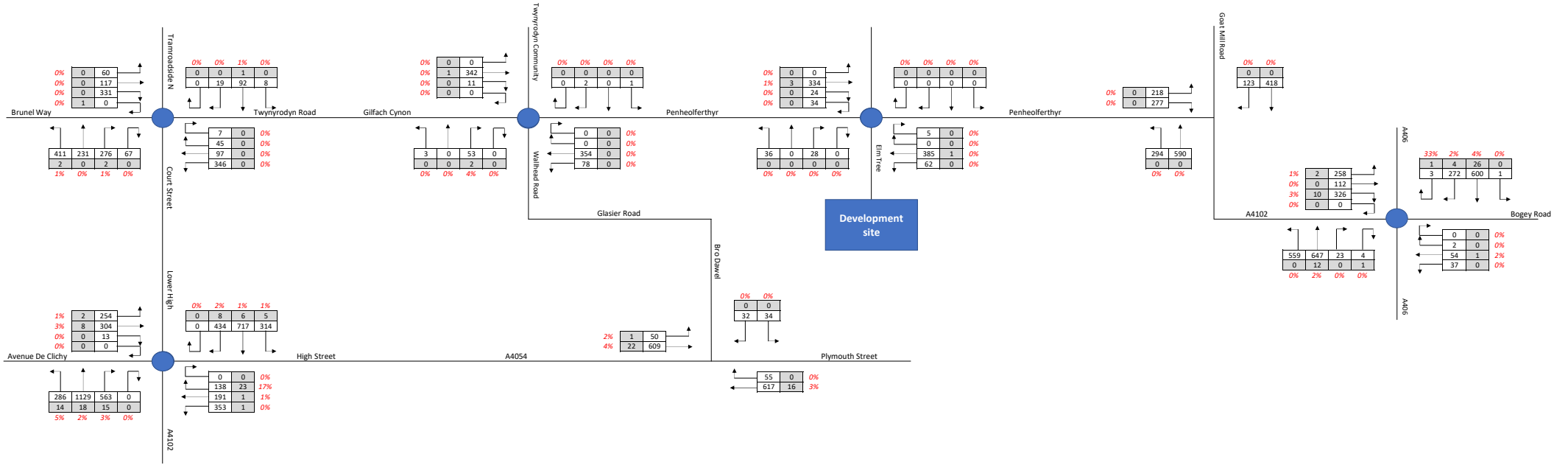
Appendix G

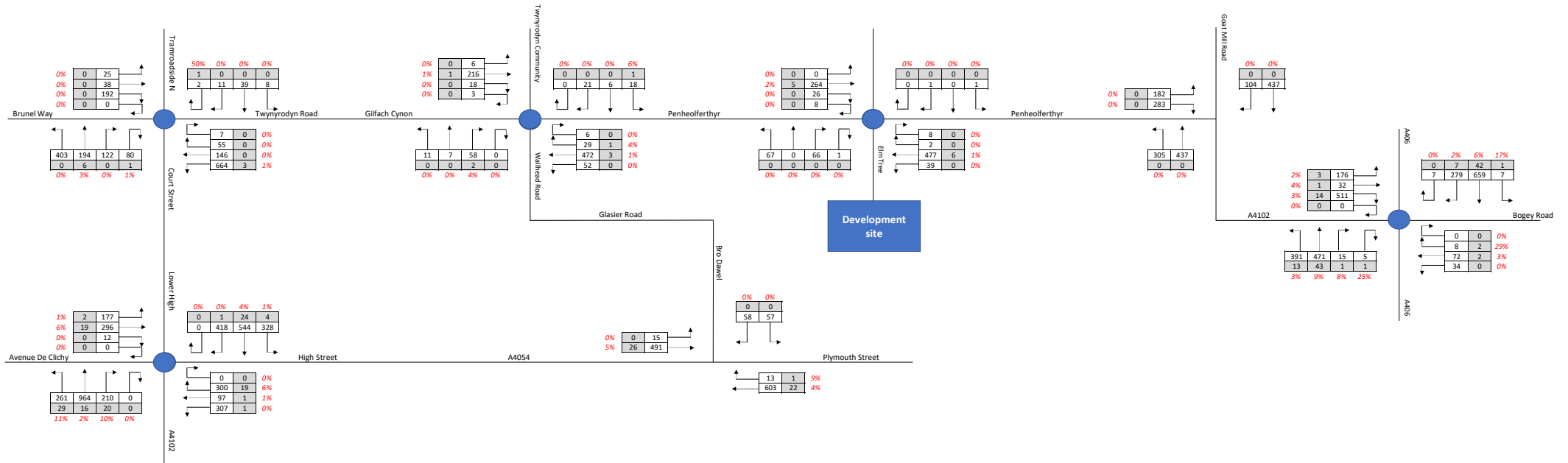


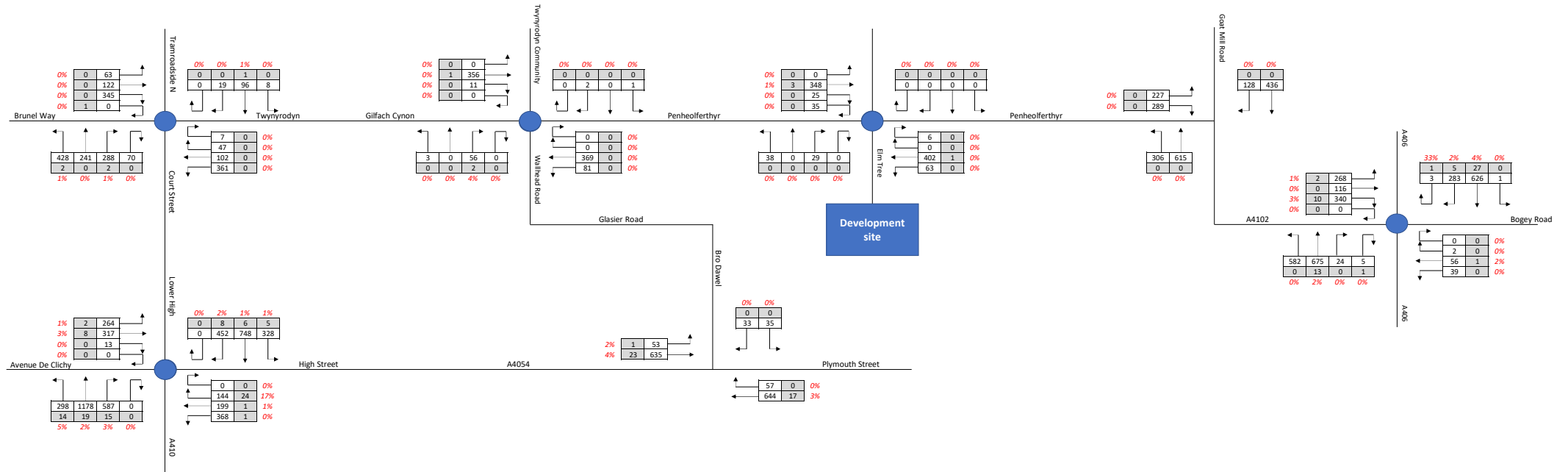












Appendix H



Twynrobyn, Merthyr Tydfil - Network flow diagram inc % impact analysis

Total at junction		Junction 1				Junction 2				Junction 3				Junction 4				Junction 5				Junction 6				Junction 7			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2019	AM	1719				782		782		786		786		1499		1499		2314		2314		3404		3404		1076		1076	
	PM	1904		1904		746		746		773		773		1723		1723		2627		2627		4270		4270		1270		1270	
2022	AM	1787	21	1808	1.17%	813	26	839	3.07%	817	62	879	7.05%	1558	34	1593	2.16%	2405	21	2427	0.88%	3538	21	3559	0.59%	1118	6	1125	0.57%
	PM	2001	21	2023	1.06%	784	28	812	3.45%	812	63	875	7.20%	1811	35	1846	1.90%	2761	22	2783	0.78%	4487	21	4509	0.48%	1335	7	1341	0.49%
2027	AM	1884	21	1905	1.11%	857	26	883	2.92%	861	62	923	6.71%	1643	34	1677	2.05%	2536	21	2557	0.84%	3731	21	3752	0.56%	1179	6	1186	0.54%
	PM	2084	21	2106	1.02%	817	28	845	3.31%	846	63	909	6.93%	1886	35	1921	1.82%	2876	22	2897	0.75%	4674	21	4695	0.46%	1461	7	1468	0.45%
2032	AM	1966	21	1987	1.06%	894	26	920	2.80%	899	62	961	6.45%	1714	34	1749	1.97%	2646	21	2667	0.80%	3893	21	3914	0.54%	1230	6	1237	0.52%
	PM	2174	21	2195	0.98%	852	28	880	3.18%	882	63	945	6.66%	1967	35	2002	1.75%	2999	22	3021	0.72%	4874	21	4896	0.44%	1668	7	1675	0.39%
Junction 1		Twynyrodyn Road/Court Street/Tramroadside N/Tesco Extra roundabout;																											
Junction 2		Gilfach Cynon/Wallhead Road/Penheolferthyr/ Twynyrodyn Community School roundabout;																											
Junction 3		Penheolferthyr/ Elm Tree Grove roundabout																											
Junction 4		Penheolferthyr/ Goat Mill Road/ A4102 priority junction																											
Junction 5		Goat Mill Road/A4102/ A4060/ Bogey Road junction																											
Junction 6		Lower High Street/High Street/A4102/ A4054 Avenue De Clichy roundabout																											
Junction 7		Bro Dawel/ Plymouth Street priority junction																											

Total at each ARM																	
		Junction 1															
		Twynyrodyn Road				Court Street				Brunel Way				Tramroadside N			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2019	AM	891		891		1463		1463		713		713		293		293	
	PM	799		799		1582		1582		945		945		415		415	
2022	AM	926	21	947	2.2%	1521	21	1542	1.4%	741	0	741	0.0%	305	0	305	0.0%
	PM	840	21	861	2.5%	1663	21	1684	1.3%	993	0	993	0.0%	436	0	436	0.0%
2027	AM	976	21	998	2.1%	1603	21	1624	1.3%	781	0	781	0.0%	321	0	321	0.0%
	PM	875	21	896	2.4%	1732	21	1753	1.2%	1034	0	1034	0.0%	454	0	454	0.0%
2032	AM	1019	21	1040	2.0%	1673	21	1694	1.2%	815	0	815	0.0%	335	0	335	0.0%
	PM	912	21	934	2.3%	1806	21	1827	1.2%	1079	0	1079	0.0%	474	0	474	0.0%
		Junction 2															
		Penheolferthyr				Wallhead Road				Gilfach Cynon				Twynyrodyn Community School			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2019	AM	719		719		127		127		635		635		75		75	
	PM	731		731		127		127		631		631		3		3	
2022	AM	747	28	775	3.55%	132	6	138	4.64%	660	21	681	3.10%	78	0	78	0.00%
	PM	768	28	796	3.51%	133	7	140	4.67%	663	21	685	3.13%	3	0	3	0.00%
2027	AM	788	28	815	3.38%	139	6	146	4.41%	696	21	717	2.94%	82	0	82	0.00%
	PM	800	28	828	3.38%	139	7	146	4.49%	691	21	712	3.01%	3	0	3	0.00%
2032	AM	822	28	850	3.24%	145	6	152	4.24%	726	21	747	2.83%	86	0	86	0.00%
	PM	835	28	862	3.24%	145	7	152	4.31%	720	21	742	2.89%	3	0	3	0.00%
		Junction 3															
		Penheolferthyr (E)				Elm Tree Grove				Penheolferthyr (W)							
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.				
2019	AM	712		712		120		120		719		719					
	PM	718		718		80		80		712		712					
2022	AM	740	28	768	3.59%	125	62	187	33.20%	747	34	782	4.41%				
	PM	755	28	783	3.58%	84	63	147	42.83%	748	35	783	4.47%				
2027	AM	780	28	808	3.41%	132	62	194	32.04%	788	34	822	4.19%				
	PM	786	28	814	3.44%	88	63	151	41.84%	779	35	814	4.30%				
2032	AM	814	28	842	3.27%	137	62	199	31.12%	822	34	857	4.02%				
	PM	820	28	848	3.30%	91	63	154	40.82%	813	35	848	4.13%				

		Junction 4															
		Goat Mill Road				Penheolferthyr				A4102							
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.				
2019	AM	1003		1003		735		735		1260		1260					
	PM	1221		1221		802		802		1423		1423					
2022	AM	1043	13	1056	1.2%	764	34	798	4.3%	1310	21	1331	1.6%				
	PM	1283	13	1297	1.0%	843	35	878	4.0%	1496	22	1517	1.4%				
2027	AM	1099	13	1112	1.2%	805	34	840	4.1%	1381	21	1402	1.5%				
	PM	1337	13	1350	1.0%	878	35	913	3.8%	1558	22	1579	1.4%				
2032	AM	1147	13	1160	1.1%	840	34	875	3.9%	1441	21	1462	1.5%				
	PM	1394	13	1407	0.9%	916	35	951	3.7%	1624	22	1646	1.3%				
		Junction 5															
		A406 (N)				Bogey Road				A406 (S)				A4102			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2019	AM	1402		1402		117		117		1809		1809		1260		1260	
	PM	1625		1625		175		175		1990		1990		1423		1423	
2022	AM	1457	4	1461	0.25%	122	0	122	0.00%	1880	18	1898	0.9%	1310	21	1331	1.6%
	PM	1708	4	1712	0.22%	184	0	184	0.00%	2091	18	2109	0.9%	1496	22	1517	1.4%
2027	AM	1536	4	1540	0.24%	128	0	128	0.00%	1982	18	2000	0.9%	1381	21	1402	1.5%
	PM	1779	4	1783	0.21%	192	0	192	0.00%	2178	18	2196	0.8%	1558	22	1579	1.4%
2032	AM	1603	4	1607	0.23%	134	0	134	0.00%	2069	18	2086	0.8%	1441	21	1462	1.5%
	PM	1855	4	1859	0.20%	200	0	200	0.00%	2272	18	2290	0.8%	1624	22	1646	1.3%
		Junction 6															
		Lower High Street				High Street				A4102				Avenue De Clichy			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2019	AM	2370		2370		1345		1345		2007		2007		1087		1087	
	PM	2709		2709		1702		1702		2793		2793		1336		1336	
2022	AM	2463	21	2484	0.8%	1398	0	1398	0.0%	2087	3	2090	0.2%	1130	18	1147	1.6%
	PM	2847	21	2868	0.7%	1789	0	1789	0.0%	2936	3	2939	0.1%	1404	18	1422	1.3%
2027	AM	2597	21	2618	0.8%	1473	0	1473	0.0%	2200	3	2203	0.1%	1191	18	1209	1.5%
	PM	2965	21	2987	0.7%	1863	0	1863	0.0%	3058	3	3061	0.1%	1462	18	1480	1.2%
2032	AM	2710	21	2731	0.8%	1537	0	1537	0.0%	2295	3	2299	0.1%	1243	18	1261	1.4%
	PM	3092	21	3114	0.7%	1943	0	1943	0.0%	3189	3	3192	0.1%	1525	18	1543	1.2%

Appendix I



Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: Junction 2 Penheolferthyr - Wallhead Road B.j9

Path: Z:\Lime\Projects\2019\19198 Twynrodyn, Merthyr Tydfil\Analysis\Junction 9 - Nov 2020

Report generation date: 04/10/2021 13:37:09

«2034 BASE+DEV, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
2019 BASE								
1 - Penheolferthyr	1.1	8.01	0.53	A	0.7	6.37	0.43	A
2 - Wallhead Road	1.3	68.30	0.57	F	0.6	44.34	0.39	E
3 - Gilfach Cynon	0.3	5.47	0.26	A	0.6	6.29	0.37	A
4 - Twynyrodyn Community School	0.1	4.93	0.05	A	0.0	0.00	0.00	A
2024 BASE								
1 - Penheolferthyr	1.2	8.42	0.55	A	0.8	6.63	0.45	A
2 - Wallhead Road	1.4	73.19	0.60	F	0.7	46.31	0.41	E
3 - Gilfach Cynon	0.4	5.55	0.27	A	0.7	6.57	0.39	A
4 - Twynyrodyn Community School	0.1	4.98	0.06	A	0.0	0.00	0.00	A
2029 BASE								
1 - Penheolferthyr	1.4	9.01	0.58	A	0.9	6.87	0.47	A
2 - Wallhead Road	1.7	85.06	0.65	F	0.7	48.36	0.43	E
3 - Gilfach Cynon	0.4	5.69	0.28	A	0.7	6.69	0.41	A
4 - Twynyrodyn Community School	0.1	5.05	0.06	A	0.0	0.00	0.00	A
2034 BASE								
1 - Penheolferthyr	1.6	9.67	0.61	A	1.0	7.14	0.49	A
2 - Wallhead Road	1.9	93.33	0.68	F	0.8	50.65	0.45	F
3 - Gilfach Cynon	0.4	5.80	0.29	A	0.7	6.90	0.43	A
4 - Twynyrodyn Community School	0.1	5.09	0.06	A	0.0	0.00	0.00	A
2024 BASE+DEV								
1 - Penheolferthyr	1.4	8.85	0.58	A	0.9	6.77	0.46	A
2 - Wallhead Road	1.5	78.34	0.62	F	0.8	49.40	0.44	E
3 - Gilfach Cynon	0.4	5.62	0.27	A	0.7	6.71	0.41	A
4 - Twynyrodyn Community School	0.1	5.00	0.06	A	0.0	0.00	0.00	A
2029 BASE+DEV								
1 - Penheolferthyr	1.5	9.56	0.61	A	0.9	7.02	0.48	A
2 - Wallhead Road	1.9	89.82	0.67	F	0.9	51.73	0.46	F
3 - Gilfach Cynon	0.4	5.75	0.29	A	0.7	6.91	0.43	A
4 - Twynyrodyn Community School	0.1	5.07	0.06	A	0.0	0.00	0.00	A
2034 BASE+DEV								
1 - Penheolferthyr	1.7	10.30	0.64	B	1.0	7.30	0.50	A
2 - Wallhead Road	2.2	101.51	0.71	F	0.9	53.31	0.49	F
3 - Gilfach Cynon	0.4	5.88	0.30	A	0.8	7.14	0.45	A
4 - Twynyrodyn Community School	0.1	5.12	0.06	A	0.0	0.00	0.00	A

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

File summary

File Description

Title	
Location	
Site number	
Date	30/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Rusne
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

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
D14	2034 BASE+DEV	PM	ONE HOUR	17:00	18:30	15	✓

2034 BASE+DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.33	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Penheolferthyr	
2	Wallhead Road	
3	Gilfach Cynon	
4	Twynyrodyn Community School	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Penheolferthyr	3.48	3.48	0.0	11.4	15.8	35.7	
2 - Wallhead Road	3.63	3.63	0.0	12.5	15.8	21.4	
3 - Gilfach Cynon	3.30	3.63	4.1	5.5	15.8	31.0	
4 - Twynyrodyn Community School	3.54	3.54	0.0	5.2	15.8	30.6	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Intercept Adj (%)
1 - Penheolferthyr	Percentage		100.00
2 - Wallhead Road	None		
3 - Gilfach Cynon	None		
4 - Twynyrodyn Community School	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Penheolferthyr	0.502	995
2 - Wallhead Road	0.542	1100
3 - Gilfach Cynon	0.466	937
4 - Twynyrodyn Community School	0.460	921

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - Penheolferthyr	Percentage		100.00
2 - Wallhead Road	Percentage		15.00
3 - Gilfach Cynon	Percentage		100.00

Traffic Demand

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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Penheolferthyr		ONE HOUR	✓	450	100.000
2 - Wallhead Road		ONE HOUR	✓	59	100.000
3 - Gilfach Cynon		ONE HOUR	✓	367	100.000
4 - Twynyrodyn Community School		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Penheolferthyr	2 - Wallhead Road	3 - Gilfach Cynon	4 - Twynyrodyn Community School
From	1 - Penheolferthyr	0	81	369	0
	2 - Wallhead Road	56	0	3	0
	3 - Gilfach Cynon	356	11	0	0
	4 - Twynyrodyn Community School	1	0	2	0

Vehicle Mix

HV %s

	To				
		1 - Penheolferthyr	2 - Wallhead Road	3 - Gilfach Cynon	4 - Twynyrodyn Community School
From	1 - Penheolferthyr	0	0	0	0
	2 - Wallhead Road	0	0	4	0
	3 - Gilfach Cynon	0	0	0	0
	4 - Twynyrodyn Community School	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Penheolferthyr	0.50	7.30	1.0	A	413	619
2 - Wallhead Road	0.49	53.31	0.9	F	54	81
3 - Gilfach Cynon	0.45	7.14	0.8	A	337	505
4 - Twynyrodyn Community School	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr	339	85	8	991	0.342	337	307	0.0	0.5	5.490	A
2 - Wallhead Road	44	11	276	143	0.311	43	69	0.0	0.4	35.551	E
3 - Gilfach Cynon	276	69	41	918	0.301	275	278	0.0	0.4	5.584	A
4 - Twynyrodyn Community School	0	0	315	776	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr	405	101	10	990	0.409	404	369	0.5	0.7	6.135	A
2 - Wallhead Road	53	13	331	138	0.384	52	83	0.4	0.6	41.711	E
3 - Gilfach Cynon	330	82	50	913	0.361	329	334	0.4	0.6	6.160	A
4 - Twynyrodyn Community School	0	0	379	746	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr	495	124	12	989	0.501	494	452	0.7	1.0	7.264	A
2 - Wallhead Road	65	16	405	132	0.492	64	101	0.6	0.9	51.774	F
3 - Gilfach Cynon	404	101	61	908	0.445	403	409	0.6	0.8	7.113	A
4 - Twynyrodyn Community School	0	0	464	707	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

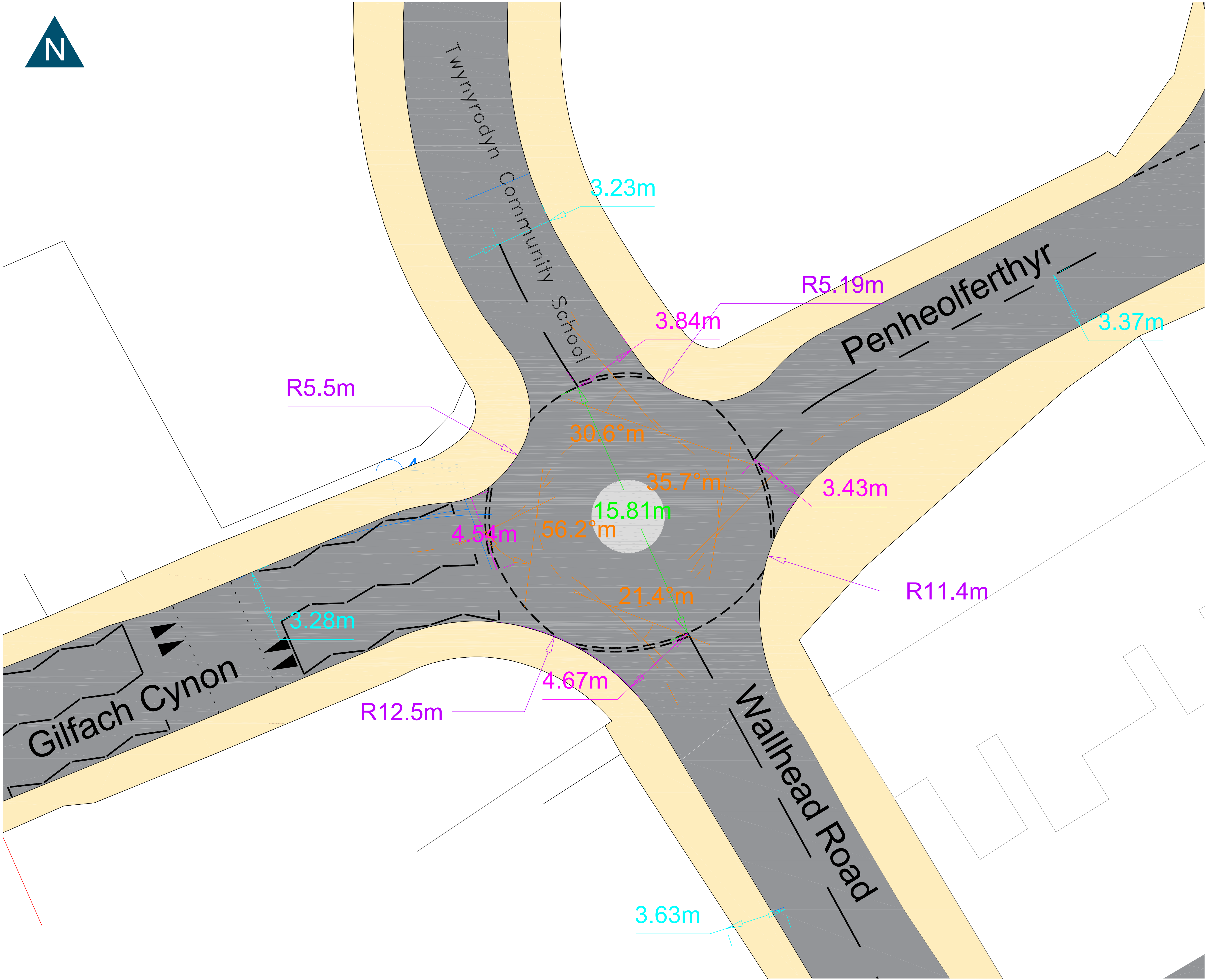
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr	495	124	12	989	0.501	495	453	1.0	1.0	7.299	A
2 - Wallhead Road	65	16	406	132	0.492	65	101	0.9	0.9	53.308	F
3 - Gilfach Cynon	404	101	62	908	0.445	404	410	0.8	0.8	7.145	A
4 - Twynyrodyn Community School	0	0	466	707	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr	405	101	10	990	0.409	406	372	1.0	0.7	6.176	A
2 - Wallhead Road	53	13	333	138	0.384	54	83	0.9	0.7	43.486	E
3 - Gilfach Cynon	330	82	51	913	0.362	331	335	0.8	0.6	6.199	A
4 - Twynyrodyn Community School	0	0	382	745	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr	339	85	8	991	0.342	339	311	0.7	0.5	5.537	A
2 - Wallhead Road	44	11	278	142	0.312	45	69	0.7	0.5	37.376	E
3 - Gilfach Cynon	276	69	43	917	0.301	277	281	0.6	0.4	5.634	A
4 - Twynyrodyn Community School	0	0	320	774	0.000	0	0	0.0	0.0	0.000	A



NOT FOR CONSTRUCTION

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------



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Drawing Status

PRELIMINARY

Project

Twynrodyn, Merthyr Tydfil

Project No

19198

Title

Junction 2

Revision

Drawing No

19198.OS.101

Appendix J



Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: Junction 3 Penheolferthyr - Elm Tree Grove B.j9

Path: Z:\Lime\Projects\2019\19198 Twynrodyn, Merthyr Tydfil\Analysis\Junction 9 - Nov 2020

Report generation date: 01/10/2021 14:47:21

«2034 BASE+DEV, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Q (PCU)	Delay (s)	RFC	LOS	Q (PCU)	Delay (s)	RFC	LOS
	2019 BASE							
1 - Penheolferthyr Penheolferthyr east	0.6	4.43	0.37	A	0.5	4.14	0.33	A
2 - Elm Tree Grove	0.5	19.88	0.32	C	0.2	15.56	0.15	C
3 - Penheolferthyr West	0.8	10.24	0.44	B	1.4	13.55	0.58	B
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 BASE							
1 - Penheolferthyr Penheolferthyr east	0.7	4.58	0.39	A	0.5	4.26	0.35	A
2 - Elm Tree Grove	0.5	20.69	0.34	C	0.2	15.94	0.16	C
3 - Penheolferthyr West	0.9	10.65	0.46	B	1.6	14.64	0.62	B
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2029 BASE							
1 - Penheolferthyr Penheolferthyr east	0.7	4.76	0.42	A	0.6	4.35	0.36	A
2 - Elm Tree Grove	0.6	21.78	0.36	C	0.2	16.21	0.17	C
3 - Penheolferthyr West	0.9	11.22	0.48	B	1.8	15.68	0.64	C
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2034 BASE							
1 - Penheolferthyr Penheolferthyr east	0.8	4.91	0.44	A	0.6	4.52	0.38	A
2 - Elm Tree Grove	0.6	22.85	0.38	C	0.2	16.61	0.18	C
3 - Penheolferthyr West	1.0	11.68	0.50	B	1.0	11.30	0.50	B
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2024 BASE+DEV							
1 - Penheolferthyr Penheolferthyr east	0.7	4.83	0.40	A	0.6	4.44	0.37	A
2 - Elm Tree Grove	1.1	28.85	0.53	D	0.3	17.85	0.25	C
3 - Penheolferthyr West	0.9	11.37	0.48	B	1.8	16.19	0.65	C
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2029 BASE+DEV							
1 - Penheolferthyr Penheolferthyr east	0.7	4.86	0.43	A	0.6	4.55	0.39	A
2 - Elm Tree Grove	1.2	31.00	0.55	D	0.4	18.29	0.26	C
3 - Penheolferthyr West	1.0	11.81	0.50	B	2.0	17.40	0.67	C
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2034 BASE+DEV							
1 - Penheolferthyr Penheolferthyr east	0.8	5.02	0.44	A	0.7	4.72	0.40	A
2 - Elm Tree Grove	1.3	33.18	0.58	D	0.4	18.91	0.28	C
3 - Penheolferthyr West	1.1	12.35	0.53	B	2.3	19.05	0.70	C
4 - Unnamed road	0.0	0.00	0.00	A	0.0	0.00	0.00	A

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

File summary

File Description

Title	
Location	
Site number	
Date	30/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Rusne
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

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
D14	2034 BASE+DEV	PM	ONE HOUR	17:00	18:30	15	✓

2034 BASE+DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.91	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Penheolferthyr Penheolferthyr east	
2	Elm Tree Grove	
3	Penheolferthyr West	
4	Unnamed road	Unnamed road

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Penheolferthyr Penheolferthyr east	3.51	5.18	5.2	34.1	23.9	32.9	
2 - Elm Tree Grove	3.91	5.01	1.6	6.8	23.9	39.1	
3 - Penheolferthyr West	3.21	3.99	5.5	10.9	23.9	31.0	
4 - Unnamed road	3.02	3.02	0.0	7.4	23.9	37.9	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Intercept Adj (%)
1 - Penheolferthyr Penheolferthyr east	None		
2 - Elm Tree Grove	Percentage		100.00
3 - Penheolferthyr West	Percentage		100.00
4 - Unnamed road	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Penheolferthyr Penheolferthyr east	0.589	1326
2 - Elm Tree Grove	0.505	1127
3 - Penheolferthyr West	0.522	1085
4 - Unnamed road	0.445	813

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
2 - Elm Tree Grove	Percentage		30.00
3 - Penheolferthyr West	Percentage		60.00

Traffic Demand

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	Av. Demand (PCU/hr)	Scaling Factor (%)
1 - Penheolferthyr Penheolferthyr east		ONE HOUR	✓	471	100.000
2 - Elm Tree Grove		ONE HOUR	✓	67	100.000
3 - Penheolferthyr West		ONE HOUR	✓	408	100.000
4 - Unnamed road		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Penheolferthyr Penheolferthyr east	2 - Elm Tree Grove	3 - Penheolferthyr West	4 - Unnamed road
From	1 - Penheolferthyr Penheolferthyr east	6	63	402	0
	2 - Elm Tree Grove	29	0	38	0
	3 - Penheolferthyr West	348	25	35	0
	4 - Unnamed road	0	0	0	0

Vehicle Mix

HV %s

	To				
		1 - Penheolferthyr Penheolferthyr east	2 - Elm Tree Grove	3 - Penheolferthyr West	4 - Unnamed road
From	1 - Penheolferthyr Penheolferthyr east	0	0	1	0
	2 - Elm Tree Grove	0	0	0	0
	3 - Penheolferthyr West	1	0	0	0
	4 - Unnamed road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Penheolferthyr Penheolferthyr east	0.40	4.72	0.7	A	432	648
2 - Elm Tree Grove	0.28	18.91	0.4	C	61	92
3 - Penheolferthyr West	0.70	19.05	2.3	C	374	562
4 - Unnamed road	0.00	0.00	0.0	A	0	0

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr Penheolferthyr east	355	89	45	1300	0.273	353	285	0.0	0.4	3.829	A
2 - Elm Tree Grove	50	13	332	288	0.175	50	66	0.0	0.2	15.071	C
3 - Penheolferthyr West	307	77	26	643	0.478	304	356	0.0	0.9	10.598	B
4 - Unnamed road	0	0	330	666	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr Penheolferthyr east	423	106	54	1294	0.327	423	343	0.4	0.5	4.165	A
2 - Elm Tree Grove	60	15	398	278	0.217	60	79	0.2	0.3	16.516	C
3 - Penheolferthyr West	367	92	31	641	0.572	365	426	0.9	1.3	13.080	B
4 - Unnamed road	0	0	397	637	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr Penheolferthyr east	519	130	66	1287	0.403	518	418	0.5	0.7	4.713	A
2 - Elm Tree Grove	74	18	487	264	0.279	73	97	0.3	0.4	18.818	C
3 - Penheolferthyr West	449	112	38	639	0.703	445	522	1.3	2.2	18.409	C
4 - Unnamed road	0	0	484	598	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

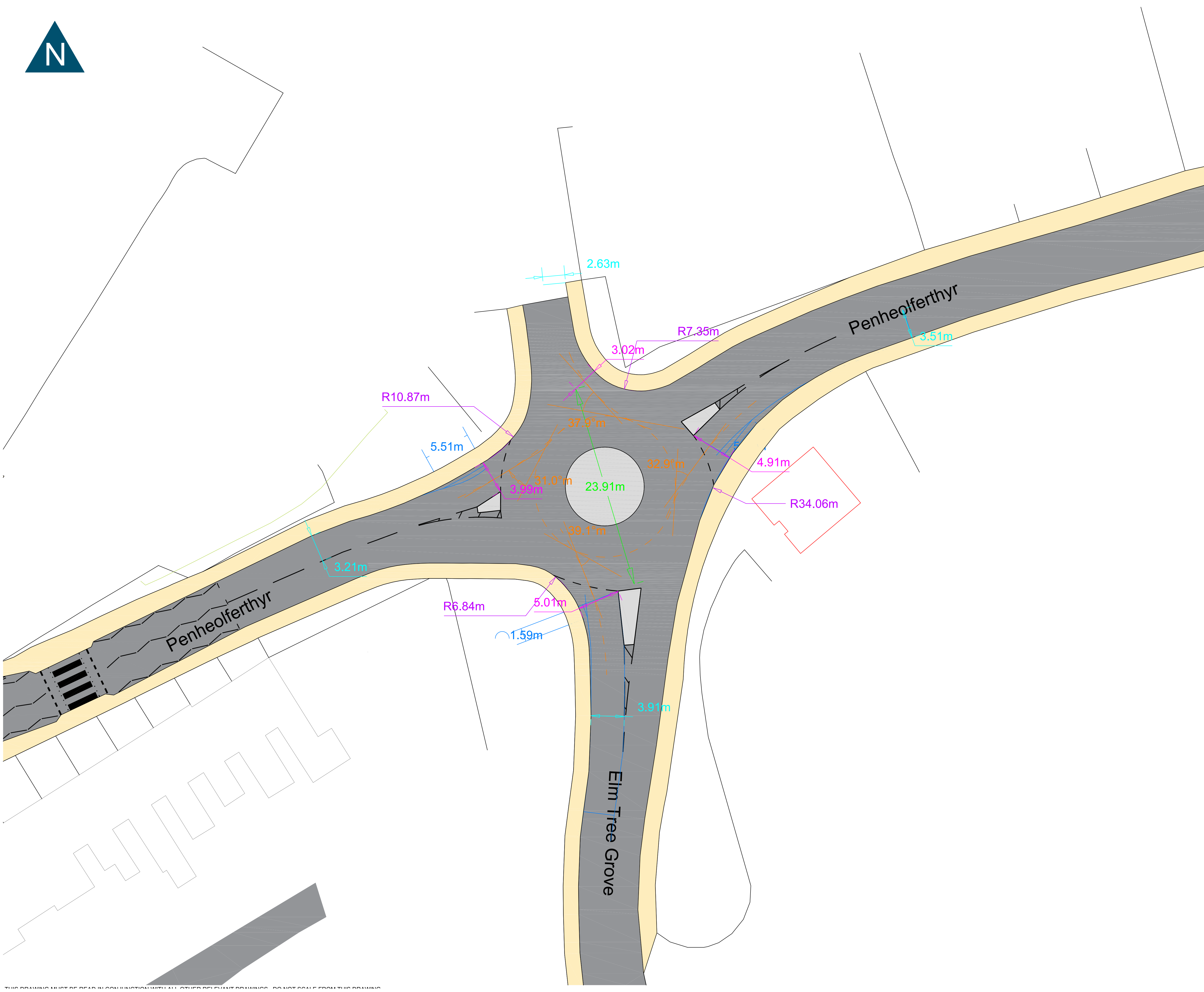
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr Penheolferthyr east	519	130	66	1287	0.403	519	421	0.7	0.7	4.724	A
2 - Elm Tree Grove	74	18	488	264	0.279	74	97	0.4	0.4	18.911	C
3 - Penheolferthyr West	449	112	39	639	0.703	449	523	2.2	2.3	19.052	C
4 - Unnamed road	0	0	487	596	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr Penheolferthyr east	423	106	54	1294	0.327	424	348	0.7	0.5	4.178	A
2 - Elm Tree Grove	60	15	399	277	0.217	61	79	0.4	0.3	16.635	C
3 - Penheolferthyr West	367	92	32	641	0.572	370	428	2.3	1.4	13.599	B
4 - Unnamed road	0	0	402	634	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Penheolferthyr Penheolferthyr east	355	89	45	1299	0.273	355	290	0.5	0.4	3.847	A
2 - Elm Tree Grove	50	13	334	287	0.176	51	66	0.3	0.2	15.230	C
3 - Penheolferthyr West	307	77	26	643	0.478	309	358	1.4	0.9	10.944	B
4 - Unnamed road	0	0	335	664	0.000	0	0	0.0	0.0	0.000	A



NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check
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Drawing Status	Date	06.10.2021
PRELIMINARY	Scale	1:200@A1
Project	Drawn	ECC
Twynrodyn, Merthyr Tydfil	Checked	ABR
	Project No	19198
Title	Client Project No	
Junction 3	Revision	
Drawing No		
19198.OS.101		