Hoover Site, Merthyr Tydfil

Transport Assessment

Client: **Walters Land Limited**

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1. INTRODUCTION

1.1 Background

1.1.1 Apex Transport Planning Ltd has been commissioned to produce a Transport Assessment (TA) to support an outline planning application for a proposed redevelopment on part of the Hoover Strategic Regeneration Area (HSRA), in Merthyr Tydfil (the 'site').

1.1.2 The development description is for the:

"Demolition, ground reclamation and remediation and outline planning application with all matters reserved (except for the main access points) for the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including up to 441 new homes, 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses), community hub (including A1 (shops), A2 (financial and professional services) A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses), community heat hub, metro station and transport hub (including transport interchange and parking) , a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network."

1.1.3 As part of the overall strategic plans within the Replacement Local Development Plan (RLDP), a new metro station is also proposed. The proposals will facilitate the delivery of this new station, although the station would not be delivered as part of this planning application.

1.1.4 Vehicular access to the main western parcel will be obtained from Merthyr Road (A4054) via two new right turn lane priority junctions. The smaller employment parcel will retain access from the existing locations onto the Triangle Business Park Road.

1.1.5 The HSRA is identified within the Merthyr Tydfil County Borough Council (MTCBC) RLDP 2016 – 2031, under 'Policy SW6: Hoover Strategic Regeneration Area'. The c. 59 ha site includes the former Hoover factory site, the former Ardagh site, the Triumph Furniture site (and surrounding industrial units), the development parcel to the north of Triangle Business Park, and the former Gethin Tip site.

1.1.6 The TA considers the impacts of the proposals in relation to transport including the site connectivity, parking provision and access arrangements, road safety and vehicle trip generation. It has been produced to inform MTCBC of the highways and transport implications of the proposals.

1.1.7 A separate Travel Plan has also been produced which provides measures to facilitate and encourage sustainable transport to and from the site.

1.2 Scope of Report

1.2.1 A Scoping Note was produced and issued to the highway authority on 29th October 2024, following which a detailed response was received from the authority. A pre-application meeting was also held with MTCBC officers on 7th November 2024, and information from the response and discussions within the meetings have been incorporated within this report and the design of the scheme.

1.2.2 The scope of work has also considered policies and advice set out in Future Wales, Planning Policy Wales 12 (PPW12), Technical Advice Note 18: Transport (TAN18), the Active Travel Act (Wales – 2021), the MTCBC Replacement Local Development Plan 2016 – 2031 (RLDP), and parking standards set out in the CSS Wales - Wales Parking Standards 2008, as well as experience of other similar sites.

1.2.3 As such, the TA has been structured to include the following:

- A description of the existing conditions including, site location, highway network, road safety analysis and existing travel behaviour in the surrounding area
- Consideration of planning context
- Overview of highway network
- Details of existing traffic flow conditions and consideration of future year conditions
- Review of the connectivity of the site by sustainable modes of travel - walking, cycling and public transport
- Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
- Forecast vehicle trip generation in the peak hours and distribution / assignment onto the surrounding network
- Consideration of the impact of the proposals on the local highway network

2. EXISTING SITUATION

2.1 Site Location, Use and Access

2.1.1 The site is split into two main development parcels which are located either side of Merthyr Road, on the eastern side of the River Taff, to the north of Abercanaid, within Pentrebach, Merthyr Tydfil. The site is bound by the River Taff and railway line to the west, residential areas to the south, and industrial and employment areas to the north and east.

2.1.2 The site is currently occupied by the Hoover factory buildings, which have a floorspace footprint of c.62,464 sqm across all buildings. The factory buildings are still in use for storage and distribution and will continue to the end of the year. As such, the site has historically generated movements for industrial purposes, including from HGV traffic.

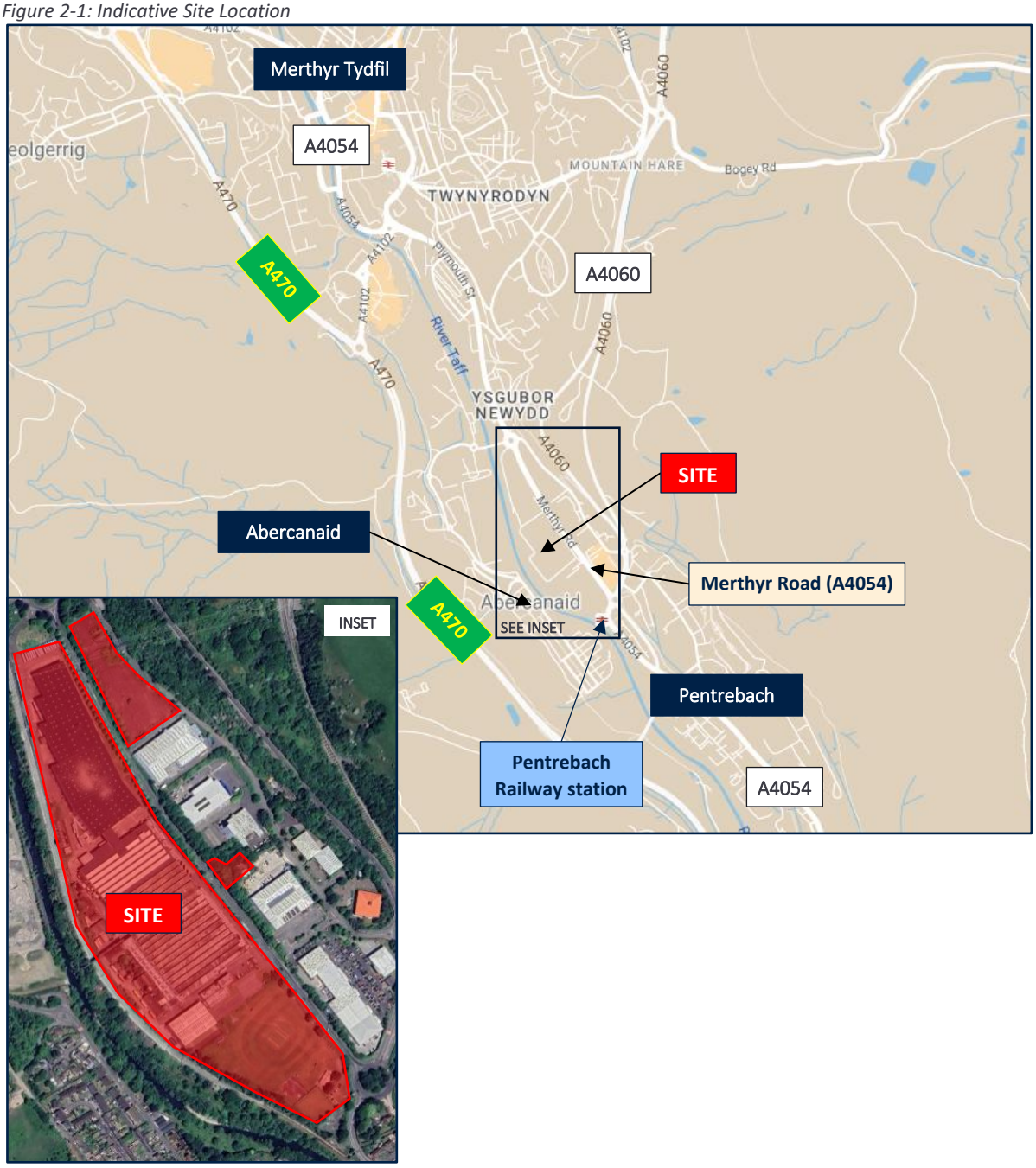
2.1.3 The western parcel of the site is the main development area and currently has three vehicular accesses. Two accesses are located on the eastern boundary providing access to Merthyr Road, with another access located to the north which connects to a five-arm roundabout with Merthyr Road and Pentrebach Road. The western parcel of the site also has one centrally located pedestrian access, which is gated and connects to the footway on the western side of Merthyr Road.

2.1.4 The eastern land parcel has two existing dropped kerb access junctions onto Triangle Business Park Road on its eastern boundary.

2.1.5 There is a smaller third parcel to the east of Merthyr Road, broadly opposite the centre of the main western parcel. This is the location for a potential community heat hub and as such, will not accommodate residential, commercial or employment development.

2.1.6 The indicative location of the site and the three parcels in its local context is provided in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

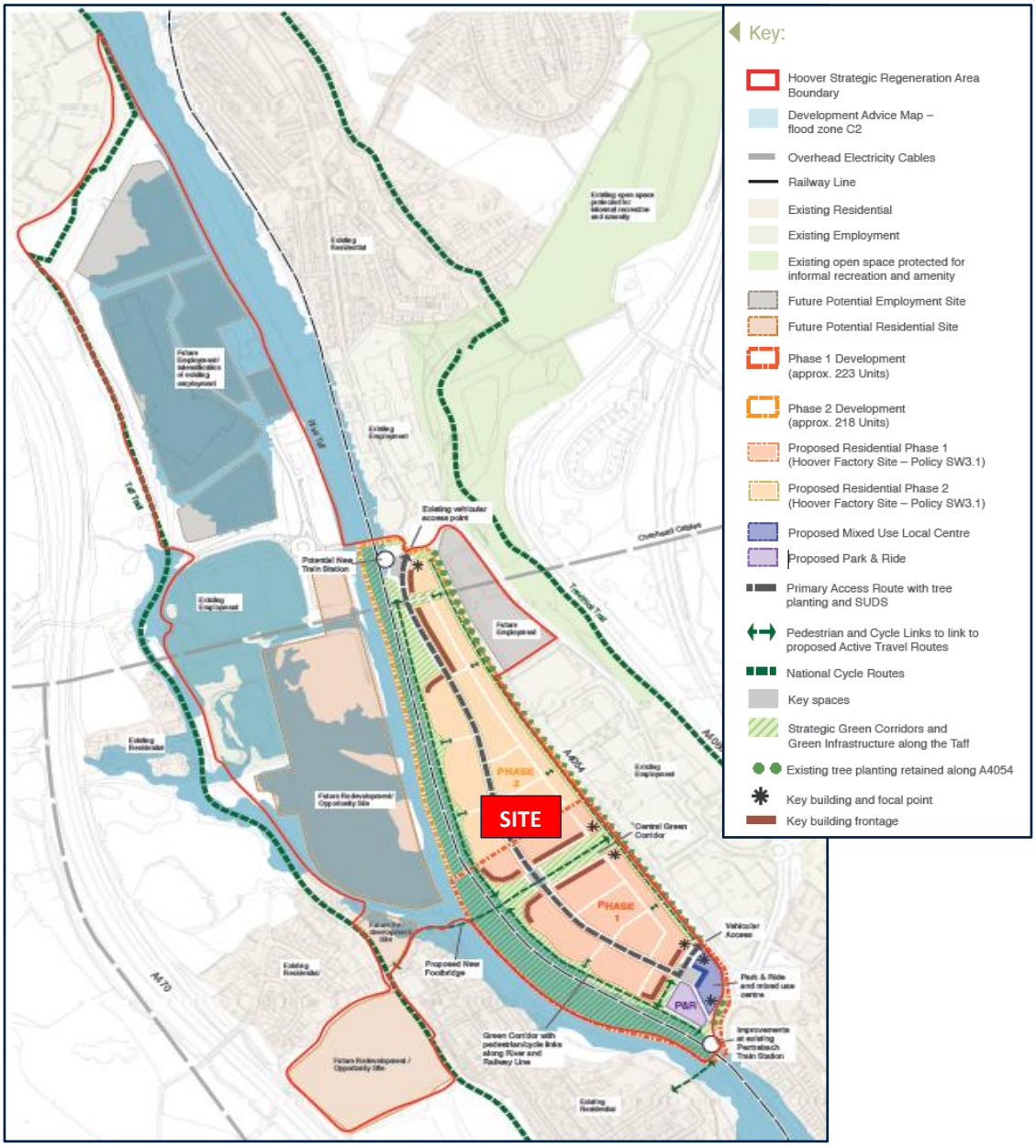
2.2 Planning Context

2.2.1 The site forms part of the HSRA, which is allocated within the RLDP within Policy SW6. HRSA has been identified to facilitate a major mixed-use development comprising the following:

- Up to 440 new homes
- Local retail provision of 400 sqm
- New employment development on 1.5 hectares of land
- Pentrebach Station Park and Ride
- Provision of a new footbridge/cycle bridge to Abercanaid
- Safeguarded land for a new Metro station
- A minimum of 1.79 ha of open space

2.2.2 The allocation has been shown in Figure 2-2, with the site comprising parcels of land to the east of the River Taff on the former Hoover factory site, with Phase 1 located to the south, and Phase 2 to the north. The site includes land for a mixed use local centre and park and ride to the south, adjacent to Pentrebach Rail Station. The RLDP scheme also includes a potential new Metro Station in the northern part of the site.

Figure 2-2: Extract of Site Allocation Map from LDP



Source: Merthyr Tydfil County Borough Council LDP

2.2.3 Some of the key requirements in relation to this overall allocation relate to the following, as summarised from the MTCBC RLDP documents:

- Integrate a park and ride at an upgraded Pentrebach Metro station which will provide an attractive gateway to Merthyr Tydfil and to the HRSA site.
- Integration of existing railway through a green corridor and ensuring the development of future metro stations to improve local and regional connectivity.

- Create a legible environment through a clear hierarchy of streets that are reinforced by landscaping and the built form.
- Development of pedestrian and cycle routes to improve connectivity to surrounding area and access to strategic recreational routes such as the Taff and Trevithick trail.

2.2.4 As such, the delivery of the proposed development and this TA has considered these points. The supporting text in relation to the South Wales Metro is stated in the RLDP as follows:

"The South Wales Metro, with high frequency light-rail connections, will be the catalyst for the development of a sustainable, mixed-use, neighbourhood in which new businesses, homes, shops and parkland will flourish in a riverside environment with excellent links to the green hillsides, the Taff and Trevithick Trails and the amenities of Merthyr Tydfil Town Centre. Redevelopment of the area has the potential to maximise opportunities provided from planned transport infrastructure investment (increases in service capacity, Pentrebach station, park and ride improvements and a potential future new metro station) and provide a small element of retail provision to support 440 homes and employment land."

2.3 Relevant Planning Applications

Dragon Parc - P/23/0053

2.3.1 Planning permission was granted in February 2023 for a residential development of 200 dwellings (App Ref: P/23/0053). The site is located to the west of the Hoover site on the opposite side of the River Taff, and forms part of the wider HSRA. The approved scheme followed a previously withdrawn application for a residential and business (Use Class B1) development of the Dragon Parc site (P/17/0144).

2.3.2 Lime Transport (App ref: 22052 d1c) produced a TA to support the approved Dragon Parc application. This provided an assessment of the operation of the surrounding highway network.

2.3.3 The Dragon Parc scheme included enhanced site accesses from the unnamed roads to the north and south. The TA stated that the main vehicular access will be taken from the south via the Stanfield Close roundabout, with the northern access to be used for emergency vehicles only. A general arrangement of the vehicular access was provided and modelled in the Lime Transport TA.

2.3.4 The TA included forecast vehicle trips for the consented 200 dwelling scheme, which are shown in Table 2-1.

Table 2-1: Forecast Peak Hour Trips – Dragon Parc consented scheme

Time Period	Trip Generation (200 units)		
	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	15	95	111
PM Peak (17:00-18:00)	83	25	112

Source: Lime Transport TA

2.3.5 The following junctions were assessed within the Lime Transport TA:

- Junction 1 - A470 / A4060 roundabout
- Junction 2 - A4060 / A4054 Merthyr Road roundabout
- Junction 3 - A4054 / Pentrebach Road Roundabout
- Junction 4 - The Willows / northern site access roundabout
- Junction 5 - Merthyr Self-Storage access roundabout
- Junction 6 - Stanfield Close / southern site access roundabout
- Junction 7 - A4054 High Street / Lower High Street / A4102 roundabout

2.3.6 Development traffic was distributed based on 2021 Journey to Work Census data.

2.3.7 Junction capacity analysis was undertaken considering the impact of the development in the weekday AM and PM peak hours across the seven junctions. The impact of the development was assessed in 2025 and 2035 future years. The analysis showed that majority of the junctions operated within capacity, inclusive of the development, apart from junctions 1, 2, and 7 which were operating close to or over capacity. The impact of the proposed development has been considered further in Section 5 and 7 of this Transport Assessment.

2.3.8 The parking provision was proposed at 92% of the maximum levels, which was accepted by the highway authority in its consultation response. This stated that *"The development provides for 493 total spaces for residents, a shortfall of 41 spaces, which equates to 92% of the development's requirement. No one individual plot has a shortfall greater than 1 space. Considering the Wales Parking Standards 2008 set out maximum requirements and there are opportunities available for on-street parking, the shortfall in off-street parking provision for residents of 41 spaces across the entire development gives no significant cause for concern."*

2.3.9 The application also considered the impact on Brandy Bridge in relation to its structural capacity, as requested by the LHA in the withdrawn application. The TA concluded that the level of movements from goods vehicles are unlikely to have a significant impact on the bridge, and no further assessment was required.

Rhydycar West - P/23/0065

2.3.10 An outline planning application for a development comprising an indoor Snowdome, Water Park, 418 bed hotel, a 24,000 sqm indoor / outdoor activity centre and 30 Forest Lodges was validated in March 2023 (App Ref: P/23/0065) and approved at committee in March 2025. This is located to the northwest of the Hoover site on land to the south west of the A470 / A4102 roundabout. The application was supported by a TA produced by Tetra Tech (2023).

2.3.11 The proposals include enhanced site accesses from the existing stub provided on the southwest arm of the A470 / A4102 roundabout. A general arrangement of this scheme was provided and an operational assessment undertaken.

2.3.12 The Tetra Tech TA included forecast vehicle trips for the proposals, which are shown in Table 2-2.

Table 2-2: Forecast Peak Hour Trips – Rhydycar West consented scheme

Time Period	Use	Trip Generation		
		Arrivals	Departures	Two-way
AM Peak	Snow Centre	29	0	29
	Water Park	22	0	22
	Activity Centre	10	0	10
	Hotel	56	121	177
	Forest Lodge	1	1	2
	Total	**118**	**122**	**240**
PM Peak	Snow Centre	203	131	334
	Water Park	152	97	249
	Activity Centre	73	47	120
	Hotel	85	56	141
	Forest Lodge	3	2	5
	Total	**516**	**333**	**849**

Source: Tetra Tech TA

2.3.13 The following junctions were assessed within the Tetra Tech TA:

- Junction 1: A470 / A4102 / Site Access Roundabout
- Junction 2: A470 / A4060 / Bike Park Wales Roundabout
- Junction 3: A470 / A4102 / Swansea Road Roundabout

2.3.14 The Tetra Tech TA states that all junctions would operate within capacity, including the site access roundabout. However, Junction 2 was shown to be at or around capacity with a maximum RFC of 0.89 in the assessed future year 2026 scenario (with the inclusion of other committed development as well as the proposed Rhydycar West scheme). The impact of the proposed development has been considered further in Section 5 and 7 of this Transport Assessment.

2.4 Local Highway Network

2.4.1 The site is accessed from Merthyr Road (A4054) which is a single carriageway road measuring 6.7 – 6.9m in width. It is subject to a 40mph speed limit, has street lighting along its length, and footways of 1.8m – 2m width on both sides of the carriageway. There are laybys located on both sides of the carriageway towards its southern end which accommodate parking and bus stops.

2.4.2 Merthyr Road (A4054) is a distributor road that routes along the eastern boundary of the site from the Pentrebach Road (A4054) / Merthyr Road (A4054) roundabout at its northern extent, to the Pentrebach Roundabout at its southern extent. The Pentrebach Road (A4054) / Merthyr Road (A4054) roundabout is a five-armed roundabout serving the A4054, the northern entrance to the site, the unnamed road leading to Abercanaid, and the Triangle Business Park access road. The Pentrebach Roundabout is a four-armed roundabout connecting Merthyr Road (A4054) to the A4054 southbound, the A4060 northbound, and the A4060 southbound.

2.4.3 The A4060 is a trunk road that routes around the eastern periphery of Merthyr Tydfil from the Heads of the Valley Road (A465) at its northern extent to the A470 at its southern extent. The A470 forms part of the trunk road network maintained by the Welsh Government and provides a key north-south link connecting to the M4 and Cardiff to the south. The A465 Heads of the Valleys Road also forms part of the trunk road network and routes in an east-west direction, providing a link to the M4, Neath and Swansea to the west and Abergavenny and Hereford to the east.

2.5 Existing Traffic Flows

Traffic surveys

2.5.1 To establish a baseline traffic position on the network against which the development proposals can be assessed, two automatic traffic count (ATC) surveys were obtained on Merthyr Road (A4054) at the approximate locations of the proposed access junctions.

2.5.2 The ATCs were undertaken by independent traffic survey specialists, Auto Surveys. The full traffic survey data and the locations of the surveys are included within Appendix A. ATC1 was located broadly at the proposed northern access location and ATC2 broadly at the proposed southern access location.

2.5.3 The ATC's collected traffic speeds and flows for seven continuous days between Thursday 6th March 2025 and Wednesday 12th March 2025. The ATC data showed the highest level of total flows occurred between 08:00 – 09:00 in the AM and 16:00 – 17:00 in the PM. As such, these have been used as the network peak hours against which to assess the impact of the proposed development.

2.5.4 A summary of the ATC survey results, in terms of the AM and PM peak hours, as well as across an average weekday is set out in Table 2-3 and Table 2-4.

Table 2-3: 2025 Weekday Average Two-Way Vehicle Flows

Period	ATC 1	ATC 2
Weekday AM Peak hour (08:00-09:00)	601	613
Weekday PM Peak Hour (16:00-17:00)	571	583
Average Weekday	7329	7505

Table 2-4: 2025 Weekday Average Two-Way HGV Flows

Period	ATC 1	ATC 2
Weekday AM Peak hour (08:00-09:00)	19	18
Weekday PM Peak Hour (16:00-17:00)	14	15
Average Weekday	230	248

2.5.5 As the flows were higher at the ATC2 location, these have been used within this TA and assumed to route past both access locations and as such have been taken as the baseline position. The resultant baseline flows along Merthyr Road in each direction during the AM and PM peak hours have been shown in traffic flow diagrams in Appendix B.

2.5.6 A summary of the recorded 85th percentile speeds recorded across the entire seven day period are set out in Table 2-5.

Table 2-5: 85th Percentile Traffic Speeds (7-day average)

Direction	ATC 1 (mph)	ATC 2 (mph)
Northbound	42.9	41.0
Southbound	43.2	39.9

2.5.7 Table 2-5 shows the 85th percentile speeds are broadly similar to the posted speed limit of 40mph with slightly higher speeds at the northern end of Merthyr Road. The maximum speed in any direction was shown at 43.2kph, or 69.5kph. This falls within the DMRB parameters on visibility for 70kph speeds, which equates to stopping sight distances of 120m.

Dragon Parc scheme

2.5.8 Traffic data was obtained as part of the recently approved Dragon Parc scheme, with surveys obtained in 2022. The base data has been accepted by the highway authority and as such, this data is considered appropriate to utilise within this TA.

2.5.9 Fully classified turning count surveys were undertaken between 7.30am-9.30am and 5.00pm-7.00pm on Thursday 7th July 2022. The extent of the surveys included the following junctions:

- Junction 1 - A470/A4060 roundabout
- Junction 2 - A4060/A4054 Merthyr Road roundabout
- Junction 3 - A4054/Pentrebach Road Roundabout
- Junction 4 - The Willows/northern site access roundabout
- Junction 5 - Merthyr Self-Storage access roundabout
- Junction 6 - Stanfield Close/southern site access roundabout
- Junction 7 - A4054 High Street/Lower High Street/A4102 roundabout

2.5.10 A summary of the total flows through all junctions from the 2022 traffic surveys, in the AM and PM peak hours is set out in Table 2-6.

Table 2-6: 2022 Weekday Average Total Vehicle Flows through key junctions – from Dragon Parc

Period	JCT 1 – A470 / A4060 rbt	JCT 2 – A4060 / A4054 Merthyr Road rbt	JCT 3 – A4054 / Pentrebach Road rbt	JCT 4 – The Willows / northern site access rbt	JCT 5 – Merthyr Self-Storage access rbt	JCT 6 – Stanfield Close / southern site access rbt	JCT 7 – A4054 High Street / Lower High Street / A4102 rbt
Weekday AM Peak (08:00-09:00)	3,070	2,524	1,039	366	293	228	2,296
Weekday PM Peak (16:00-17:00)	3,359	2,803	2,559	400	301	201	2,949

Source: 2022 Dragon Parc TA

2.6 Parking Survey

2.6.1 Merthyr Road has laybys on each side of the carriageway adjacent to and opposite the site boundary. To incorporate a new right turn lane junction into the site, there may be a requirement to reduce the length of these parking laybys on the western side. The layby on the eastern side of the carriageway would remain as currently which is 108 metres long, accommodating c. 18 vehicles.

2.6.2 As such, to understand the potential impact of a new access and the level of existing parking demand, parking surveys were undertaken of both laybys to the south / opposite the existing southern junction onto Merthyr Road.

2.6.3 The surveys were undertaken by Severnside who undertook video surveys over three consecutive days (Thurs 13th Feb – Sat 15th Sep), capturing the parking demand on the hour of each hour between 0700-1900. As such, this captured the demand on a weekday and weekend day, to ascertain whether the parking is likely related to commuting traffic.

2.6.4 The results of this survey are set out in Table 2-7. The full survey results and camera locations are provided in Appendix C.

Table 2-7: Parking Surveys of Laybys on Merthyr Road

Time	Vehicles Parked		
	Total - Thurs 13th Feb	Total - Fri 14th Feb	Total - Sat 15th Feb
07:00	6	7	2
08:00	10	10	3
09:00	10	12	6
10:00	13	12	6
11:00	13	13	9
12:00	15	14	9
13:00	17	17	8
14:00	17	15	6
15:00	16	19	4
16:00	13	11	4
17:00	12	6	4
18:00	8	4	3
19:00	6	4	2
Maximum	**17**	**19**	**9**

2.6.5 The survey shows that the maximum demand for parking across both laybys was 19 vehicles. This is one vehicle over and above the eastern layby capacity during the peak hour. As such, this additional demand for the western layby has been considered in the design of the proposed southern site access in Section 4, to ensure there is not a material impact on parking which may lead to overspill on other local streets.

2.7 Road Safety

2.7.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the three-year period prior to the pandemic between 1st January 2017 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2023. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.

2.7.2 The study area includes the local highway network within the vicinity of the site accesses, including Merthyr Road (A4054) and connecting junctions to the north and south. The study area incorporates the nearest bus stops, key pedestrian routes, and routes to key facilities. The study area and the recorded PIA's are shown in Figure 2-3.

Figure 2-3: Location of Recorded PIAs within the vicinity of the site

Source: Crashmap.co.uk

2.7.3 Over the seven-year study period, three slight PIAs occurred within the study area surrounding the site. There were no fatal or serious incidents during this period.

2.7.4 There were no PIAs that involved pedestrians or cyclists and as such there is no evidence of a safety issue relating to active travel within the study area.

2.7.5 A PIA occurred on Merthyr Road within the vicinity of the Merthyr Road (A4054) / Pentrebach Road roundabout in January 2019. This involved a HGV and resulted in one casualty.

2.7.6 A PIA occurred on Merthyr Road broadly centrally between the A4060 and Merthyr Road (A4054) / Pentrebach Road roundabout. This occurred in August 2017 and involved a bus and a car, resulting in two slight casualties.

2.7.7 The final PIA occurred on the Triangle Business Park Road in March 2017. This PIA involved two cars and resulted in one slight casualty.

2.7.8 There were no clusters of four or more PIAs occurring in the same location, therefore no evidence to suggest a re-occurring road safety issue.

2.7.9 There is no evidence of a safety issue for vehicles turning into or out of the existing Hoover site.

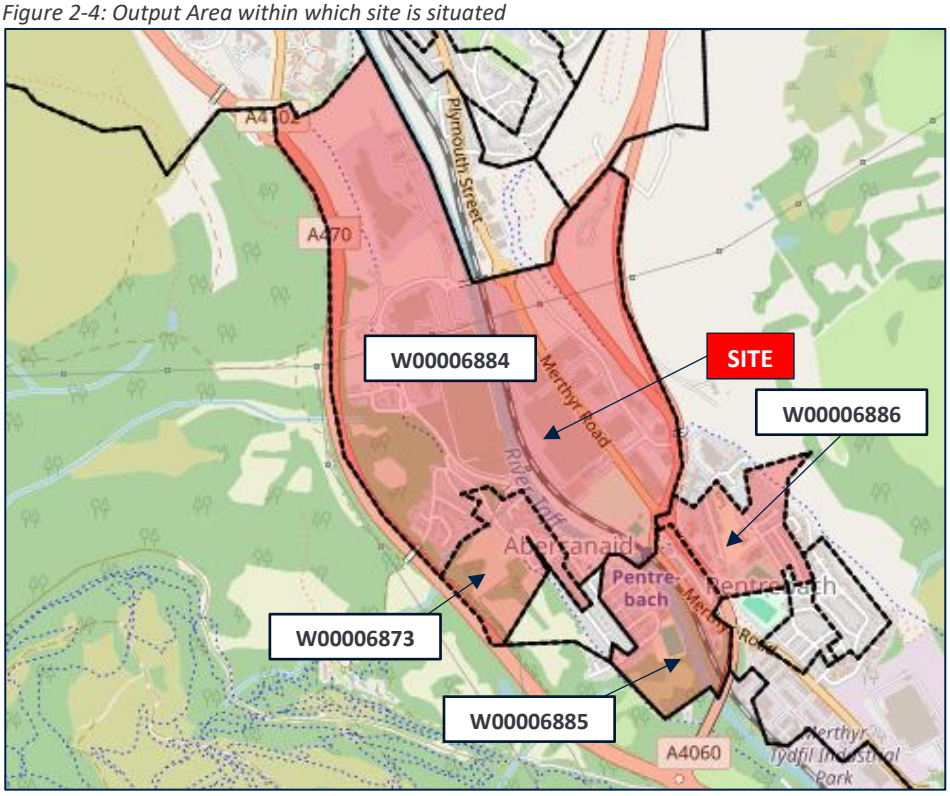
2.7.10 Although all incidents are regrettable, the PIAs that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposed development.

2.8 Existing Travel Behaviour and Car Ownership

Modal Share

2.8.1 Based on the 2011 Census data, the site is located within output area W00006884. However, this only has residential properties on the opposite side of the River Taff and as such, for a further comparison areas W00006873, W00006885 and W00006886 have been considered. The output areas are shown in Figure 2-4.

Figure 2-4: Output Area within which site is situated



Source: Nomis

2.8.2 Table 2-8 shows how the existing residents of these output areas currently travel to work, as well as providing a comparison with the entire of Merthyr Tydfil as obtained from 2011 Census data. The 2011 data is considered more appropriate than the 2021 data, due to the pandemic and lockdowns on the day of the 2021 Census affecting movements to and from work and increasing levels of home working. As such, the 2011 data is considered more appropriate in relation to travel to work information.

Table 2-8: Journey to Work Modal Split

Mode	W00006873	W00006884	W00006885	W00006886	OA Average	Merthyr Tydfil
Public Transport	12%	9%	9%	8%	**9%**	9%
Car Driver	64%	73%	70%	73%	**71%**	67%
Motorcycle	1%	0%	0%	1%	**0%**	0%
Car Passenger	15%	8%	11%	5%	**10%**	11%
Bicycle	1%	1%	2%	1%	**1%**	0%
On Foot	4%	10%	8%	12%	**8%**	10%
Other	3%	0%	0%	1%	**1%**	1%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Source: 2011 Census
Differences due to rounding

2.8.3 The census data shows that an average of 71% of residents living in the surrounding area and commuting to work travel as a car driver, with 8% walking, 9% travelling by public transport, 10% as a car passenger and 1% cycling.

2.8.4 These statistics have been adjusted to exclude working from home. If this was included, c.2% of residents currently in work, do so from home rather than commuting and this is likely to have significantly increased since 2011.

2.8.5 It is noted that travelling to work is only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and retail purposes and these are likely to have higher levels of sustainable travel, particularly given local schools, retail and leisure opportunities are situated within suitable walking distances.

2.8.6 The data demonstrates that there is high potential for sustainable trips to be made to and from the site and that these movements already occur in this area. The percentage of movements by sustainable modes are also likely to increase with the delivery of the new railway station and improvements provided by the Metro.

Car Ownership

2.8.7 The 2011 and 2021 Census data has been reviewed for the same surrounding output areas as for the modal share data. The 2021 Census is considered appropriate for considering car ownership data, with the pandemic not impacting on car ownership. Indeed, comparing 2011 to 2021 data, car ownership increased across this time period.

2.8.8 Analysis of the 2011 data showed an average of 1.25 cars per household across the four local output areas, with a total of 685 cars across 546 households. The data also showed that 19% of households did not own a car and 65% owned one car or less.

2.8.9 Analysis of the 2021 data showed an average of 1.37 cars per household across the four local output areas, with a total of 775 cars across 565 households. 2021 census data does not provide a total sum of all cars or vans in the area, so based on analysis of household data in 2011, it has been assumed that households with 3 or more cars have an average of 3.38 cars. The data also showed that 17% of households did not own a car and 61% owned one car or less.

2.8.10 Based on the information, it is more likely that the proposed households would own one car or less in this area, although a high proportion may not own a car, and sustainable modes would provide realistic and attractive alternatives, and these are currently being used by existing residents.

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus, and rail. The site location is demonstrated to be consistent with sustainable transport policies in Future Wales, PPW12, TAN18 and the RLDP.

3.1.2 The site forms part of the wider HSRA, which has been allocated to facilitate a major mixed-use development including residential, retail and employment uses. As such, the site has been considered suitable by MTCBC for the proposed residential led development.

3.2 Walking and Cycling

3.2.1 Walking and cycling (collectively known as active travel) are the most important modes of travel at a local level and offer the greatest potential to replace short car journeys.

Walking Routes

3.2.2 The site is well situated to benefit from existing walking and cycling routes. Suitable footways and crossings are provided throughout the local area, as would be expected within an existing and established urban area. The majority of streets have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities and residential areas.

3.2.3 Pedestrian access to the main western land parcel of the site will be gained predominantly from the footways on Merthyr Road. These are of good quality, measuring approximately 1.8m to 2m in width and there is street lighting along the length of the road. The footway on the western side of Merthyr Road lines the boundary of the western land parcel of the site.

3.2.4 The footways on Merthyr Road also link to the closest bus stops. Adjacent to the existing site access there is a signalised pedestrian crossing with tactile paving which provides a pedestrian connection between the western and eastern footways on Merthyr Road and the facilities located to the east of the site. This crossing also allows pedestrians to connect to the southbound bus stop. There is a further signal controlled pedestrian crossing towards the northern end of Merthyr Road, which also enables crossing movements between the footways, as well as providing access to the northern southbound bus stop.

3.2.5 Broadly at the location of the southern pedestrian crossing on Merthyr Road there is an informal cut through to the Triangle Business Park. There is evidence that this is well used, although this is not a formal route and is surfaced with gravel only. It also falls outside of the adopted highway. This links to the back of a car park for an employment building, and does not connect directly to a footway, albeit there is a footway within close proximity, accessed via the turning head. There is some potential for improvements at this location, albeit this is likely to be in MTCBC land, so not something the applicant would be able to deliver, albeit a contribution could be made to an improvement scheme to be delivered by MTCBC. This will benefit both existing and potential future users of the employment are and new residential site.

3.2.6 The footways on Merthyr Road continue south to the Pentrebach Roundabout and extend along the A4054 connecting to the Pentrebach Rail Station. There is a dropped kerb crossing across the northeastern arm of the roundabout, and signalised crossings on the two southbound arms of the roundabout and as such this facilitates pedestrian crossings in all directions.

3.2.7 Set slightly south of the Pentrebach roundabout, there is a footpath connecting the A4054 and the A4060. This route also extends across the River Taff and under the railway line via an underpass which provides pedestrian access to the residential areas within Abercanaid and the local school to the east.

3.2.8 To the north, the footways on Merthyr Road connect to the Pentrebach Road / Merthyr Road Roundabout. Each arm of the roundabout has footways on at least one side of the carriageway and there are dropped kerb crossings on the Triangle Business Park access road arm and on the Pentrebach Road arm.

3.2.9 The footway continues south on the Triangle Business Park Road (on its western side), with this footway connecting to the eastern site parcel. At the southern end of the Triangle Business Park Road, the footways connect to the A4060 at a roundabout, with an overbridge provided on the northern side of the roundabout and a dropped kerb crossing provided on the southern side. The overbridge is also suitable for and shared by cyclists. The dropped kerb crossing connects to a footpath which links to the car park of the Co-op food store site.

3.2.10 The footways on Pentrebach Road extend north on Plymouth Street and High Street which connect into Merthyr Tydfil Town Centre. As such there is continuous pedestrian infrastructure from the site access to Merthyr Tydfil Town Centre. The footway on the northern side of the unnamed road crossing the River Taff is a shared footway / cycleway, which crosses at Pentrebach Road and links to off-carriageway routes connecting to Milbourne Close to the north.

3.2.11 The routes and crossings allow a continuous connection to the surrounding facilities including to local area centres and public transport stops. These routes are also used by pedestrians associated with the previous Hoover site and residential areas close to the site within Pentrebach.

Cycle Routes and Infrastructure

3.2.12 The existing alignment / geometry and 40mph speed limit along Merthyr Road is considered suitable to accommodate some cyclists on the carriageway and the network of street lighting allows cycle trips to occur during hours of darkness.

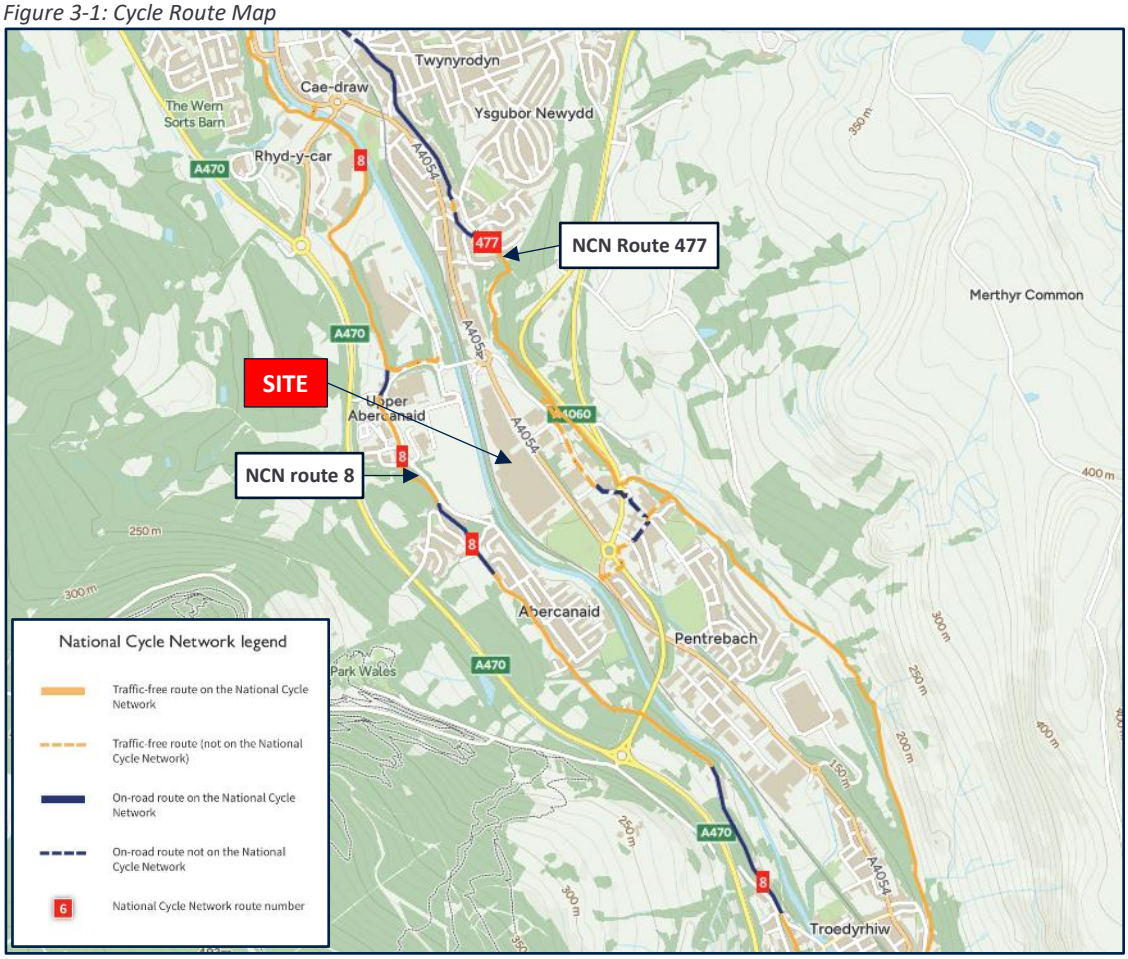
3.2.13 There are a number of shared footway / cycleway routes within the vicinity of the site, which provide good access to the surrounding areas for cyclists. This includes a route which crosses the unnamed road bridge to the north of the site on the northern side of the carriageway. This connects to further off-carriageway routes to the east and west. There are also routes running adjacent to the A4060 and adjacent to the River Taff. Some of these routes form part of the National Cycle Network (NCN).

3.2.14 As such, reference has been made to the Sustrans website and the NCN map. The nearest NCN route 477 can be accessed from the site via Merthyr Road (A4054), approximately 300m from the site access. This routes south through Pentrebach and Troedyrhiw, where it meets with NCN route 8 heading south towards Aberfan, and routes north connecting to Merthyr Tydfil Rail Station. NCN 477 is a mixture of both off and on-carriageway provision.

3.2.15 NCN route 8 (also known locally as the Taff Trail) can be accessed adjacent to Abercanaid Industrial Estate / Dragon Parc's northern site access roundabout within Upper Abercanaid. This route runs from Cardiff to Holyhead and provides cycle connections to Abercanaid, Rhyd-y-car, and Aberfan.

3.2.16 As such, the site is located in close proximity to a number of key off-carriageway cycling routes, with the NCN routes shown in Figure 3-1.

Figure 3-1: Cycle Route Map



Source: Sustrans

Public Rights of Way

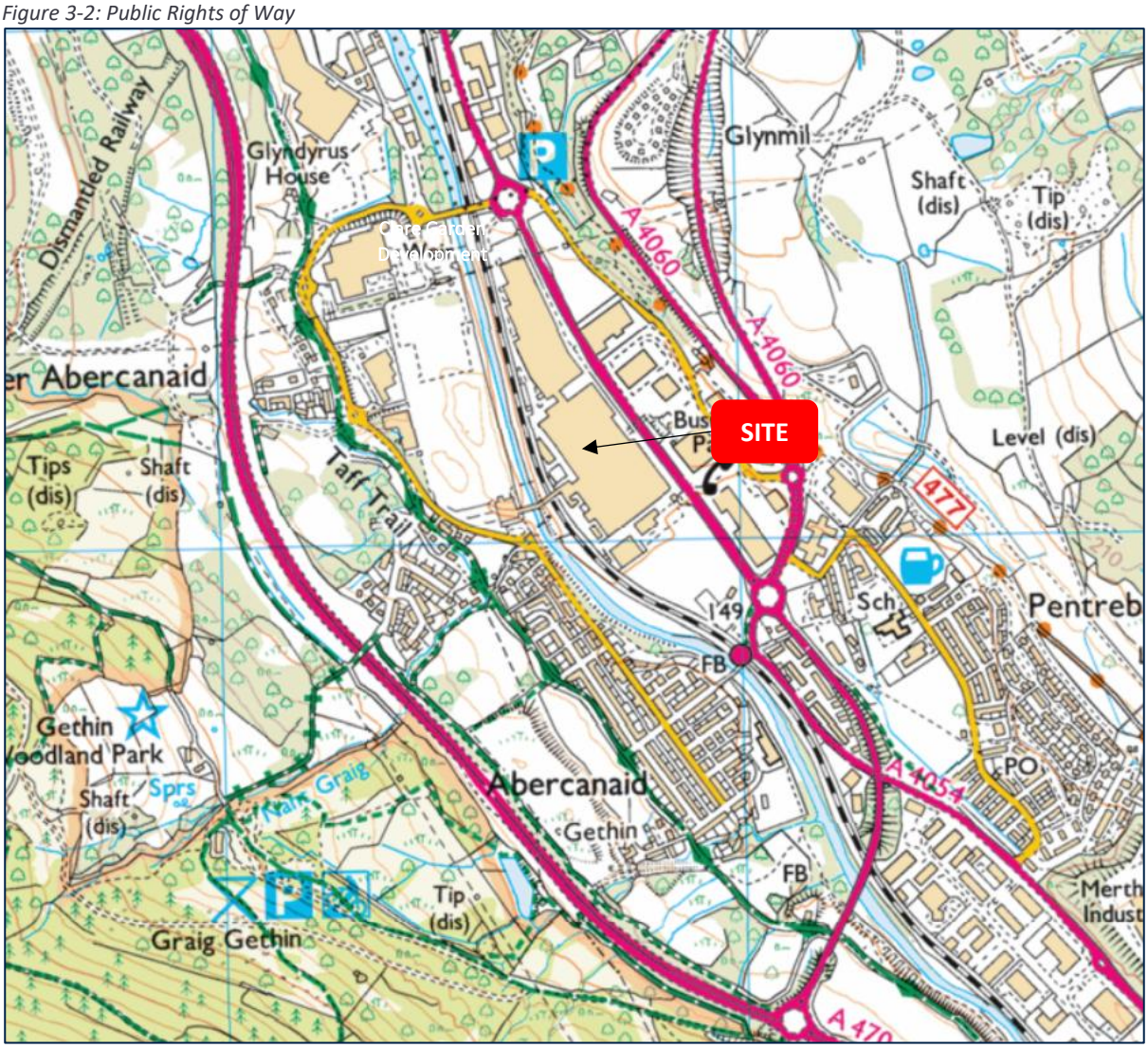
3.2.17 The site is within the vicinity of some public rights of way (PRoW) which provide connections and alternate routes in and around the locality including routes within Merthyr Tydfil, Pentrebach and Abercanaid.

3.2.18 The closest PRoW is a footpath located adjacent to the Merthyr Road (A4054) / A4060 roundabout which links to the Pentrebach Rail Station and to the footbridge linking to Abercanaid. There is also a bridleway / national trail (the Taff Trail) that run along the western edge of Abercanaid and connects Upper Abercanaid to Merthyr Tydfil Town Centre.

3.2.19 Although they do not connect directly to the site, the PRoW do offer some potential alternative routes, particularly for leisure trips.

3.2.20 The public rights of way within the vicinity of the site are shown in Figure 3-2.

Figure 3-2: Public Rights of Way



Source: Bing Maps

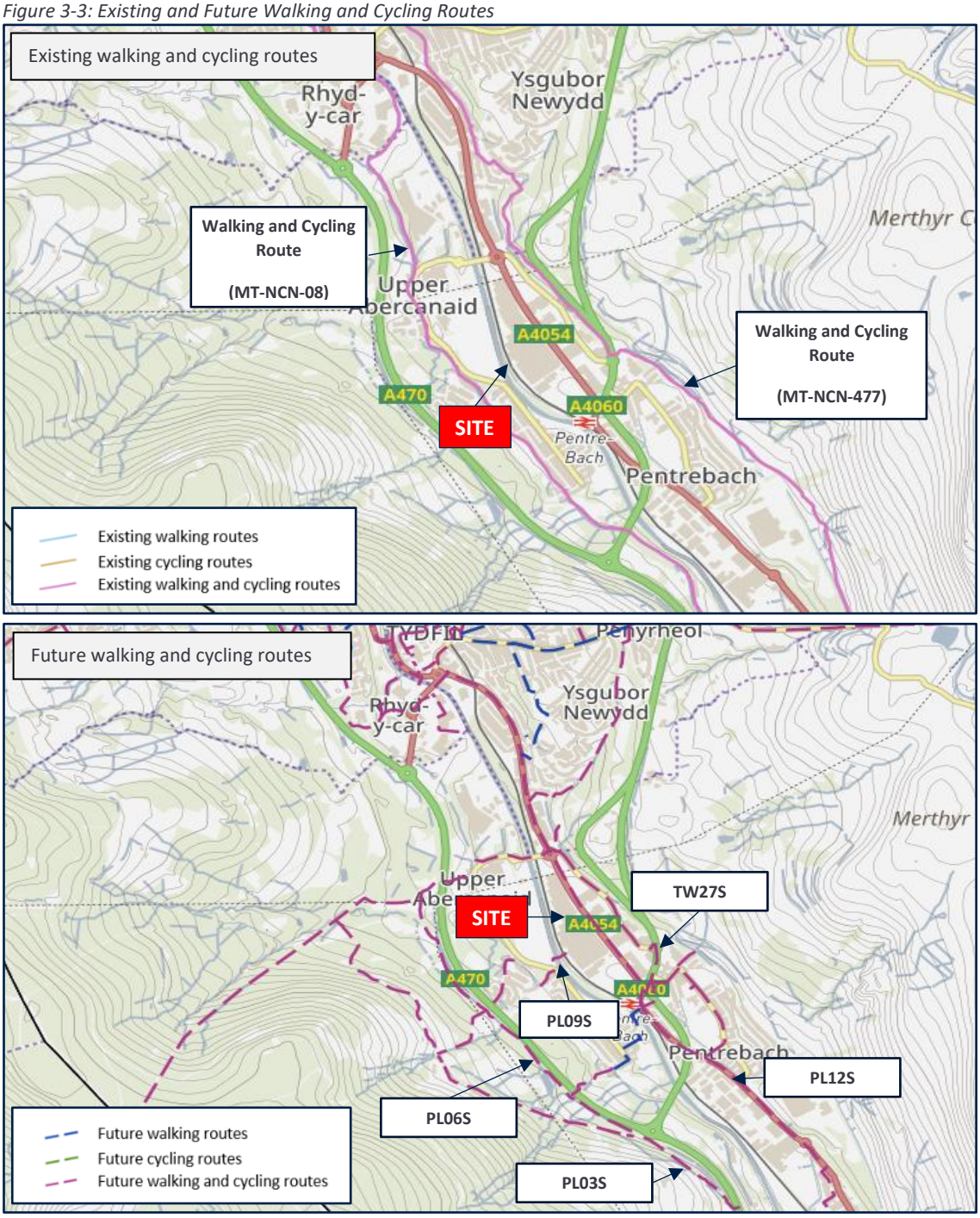
Active Travel Network Maps

3.2.21 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including MTCBC. This shows existing walking and cycling routes and where improvements or new routes are anticipated to be provided for the next 15 years. The existing and proposed maps are shown within Figure 3-3.

3.2.22 Figure 3-3 shows that Merthyr Road is designated as a future walking and cycling route. This is an improvement that can be delivered by the proposed development. This would also connect to improved routes at its northern and southern ends, improving cycle access to and from the site.

3.2.23 There is also a proposed improvement to route PL09S, which connects the west of the site to Stanfield Close, to the west of the River Taff via a new bridge that will accommodate and promote pedestrian and cycling access to the site. This route is part of the SW6 Policy associated with the HSRA. This route would also connect to an existing route within the local area such as PL06S and PL03S. The proposed development will ensure that this route is delivered through the site, as shown on the indicative masterplan.

Figure 3-3: Existing and Future Walking and Cycling Routes



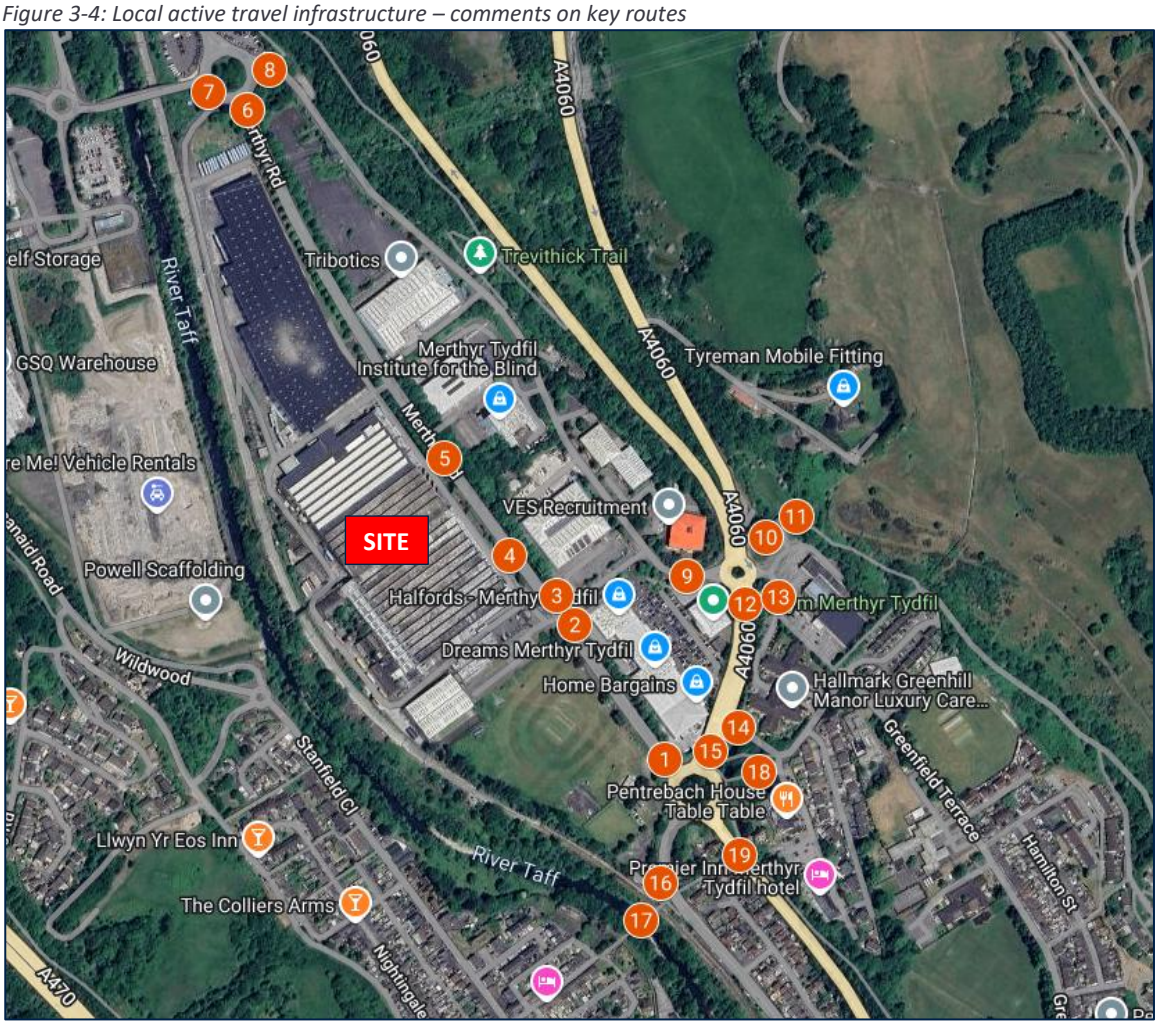
Source: DataMap Wales

3.3 Active Travel Review

3.3.1 A site visit was undertaken on Thursday 20th March 2025, and a review of the active travel infrastructure was undertaken on key routes. These include the length of Merthyr Road (A4054); from the site to Pentrebach Rail Station, from the site to the Co-op retail store, and from the site to the shared footway / cycleway route adjacent to the Pentrebach Road / Merthyr Road Roundabout.

3.3.2 The location of the key points in relation to active travel infrastructure on these routes are shown on Figure 3-4 and summarised in Table 3-1.

Figure 3-4: Local active travel infrastructure – comments on key routes



Source: Google Maps

Table 3-1: Active Travel Infrastructure

1	There are no dropped kerbs to connect to the opposite footway on the northern arm of the Pentrebach Roundabout. However, pedestrians can cross at the signalised crossing adjacent to the existing site access. Some pedestrians may choose to cross adjacent to the roundabout so this may benefit from dropped kerb provision on Merthyr Road within a widened central splitter island (subject to safe vehicle manoeuvring). There are also alternative routes available with signal crossings, so it may be preferable to direct users to these.
2	The Hoover Main Gate (southbound) bus stop is of good quality with shelter, bus lay-by and raised kerb for accessible boarding. Potential to upgrade the bus stop to provide seating to heighten comfort.
3	An informal pedestrian route provides a shorter route to Triangle Business Park and Pentrebach Retail Park. This route would benefit from being upgraded to a formal active travel route (as per the framework masterplan, albeit as noted in Section 2.2, this is outside the adopted highway so not deliverable by the applicant).
4	At the Hoover Main Gate (northbound) bus stop the shelter is outdated and has no seating. A new bus shelter should be provided that will provide shelter and seating. This can be incorporated as part of the revised bus stop required for the proposed development access (as set out in Section 4).
5	Footways on Merthyr Road are of good quality and the wide the grass verge provides sufficient room to extend the width, if needed.
6	No dropped kerbs on the southern arm, restricting pedestrian movement from east to west, although there is a signal controlled crossing to the south and a suitable crossing provided on the northern arm. As such, the demand for this crossing movement related to the site would be minimal.
7	No dropped kerbs on the western arm, restricting pedestrian movement from north to south. Due to the alignment of the road, it would be difficult to widen the splitter island and provide a dropped kerb crossing, so an improvement may be to provide a signal crossing connecting to the active travel route on the northern side. This may be a well-used route by site users, although there is an alternative crossing on the eastern arm.

8	Crossing point is provided with dropped kerbs and a pedestrian refuge using the central splitter island that links to the shared / footway cycleway on the northern side of the road. Guardrail is provided where the footway connects to the cycle route. This provides a safe crossing point and access to the cycle route and is of good quality in its existing form to accommodate movements appropriately without improvements.
9	No dropped kerb crossings on Triangle Business Park Road to enable pedestrians to connect to the bridge across the A4060. As such, this could benefit from dropped kerbs to enable continuous pedestrian movement. There is poor visibility around the bend from the northern side, so a crossing point could be located immediately to the west of the retail park access. The traffic flows would also be lower at this point and this would be on the route taken from the site.
10	The bridge has step free access on both sides suitable for cycling and for people with reduced mobility. The ramps do not connect to a footway on the eastern side within the Co-op car park area. However, the car park has low traffic volumes so shared space is considered appropriate here.
11	There is a suitable connection to the NCN cycle route at this location.
12	There is a dropped kerb crossing using the central refuge in the A4060. The dropped kerbs are of good quality, but given this is a trunk road, the high traffic volume and speeds require pedestrians to wait for a long period for gaps in the traffic. However, given the bridge route to the north and the alternative dropped kerb crossing to the south, this is not considered necessary to deliver a suitable route. This links to a footpath on the eastern side connecting to the Co-op car park. This is unlit and between vegetation.
13	The footpath route emerges into the car park where visibility is good and shared spare is appropriate.
14	Crossing is supported by dropped kerb which is appropriate for the traffic flows at this location.
15	There is a dropped kerb crossing using the central refuge in the A4060. The dropped kerbs are of good quality, but given this is a trunk road, there are high vehicle flows. However, as all roads linking to the Pentrebach Roundabout have 30mph / 40mph speed limits, the speeds of vehicles exiting the roundabout onto the A4060 and travelling northbound through the crossing are slower than those travelling through the northern crossing point. As such, this crossing is considered more appropriate for accommodating movements to and from the site.
16	The Rail Station has step free access linking to the single platform. The platform also benefits from 2 Sheffield stands (4 cycle spaces) that are sheltered and have CCTV. At the frontage of the station is a signal controlled pedestrian crossing across the A4054. The active travel routes from the site will tie into this crossing and as such, this would form part of a suitable route to Co-op, linking to another signal crossing on the A4060 via a short section of footpath.
17	The underpass under the rail track has a low height and has poor quality lighting and a lack of surveillance. There would be some residual light from the station, however this route would benefit from lighting to improve the feeling of safety.
18	This route would form an alternative pedestrian route to the Co-op via a footpath connecting the Pentrebach Roundabout to St James Close. This in turn then has a continuous footway connecting north linking to the eastern end of the Co-op car park. As such, this route is considered more suitable than walking adjacent to the A4060 and accessing the Co-op from the western end of its car park. There is also an alternative route to St James Close adjacent to the carriageway as well.
19	This is a signal controlled crossing point on the A4060. This is a good quality crossing point and connects to a footpath which in turn links to St James Close, providing a suitable route connecting to the Co-op store, cricket club, children's centre and Pentrebach House.

Summary of routes

3.3.3 Overall, there is extensive active travel provision on the streets surrounding the site. This includes good quality footways that are c.2m in width and a number of formal pedestrian crossings at desirable locations that are supported by dropped kerbs. Additionally, the gradients on the key route to the local shop and services are flat which provides favourable conditions for pedestrians. As such, the site is well positioned to benefit from a number of existing high-quality pedestrian routes, including links to services and public transport stops.

3.3.4 As shown in Section 2.3, there is no evidence of an existing safety issue for pedestrians within the vicinity of the site, and the surrounding area already accommodates existing pedestrian movements associated with residential use, as well as the adjacent employment uses. As such the infrastructure would be attractive to potential future residents who prefer to walk to and from the site and would encourage walking to key everyday facilities, as well as the closest bus stops and rail station.

3.3.5 However, the active travel review highlighted some improvements which could be delivered as part of the development to improve the active travel routes to key facilities and existing routes. The potential improvements and routes which provide access to key destinations in all directions are shown in Figure 3-5. These key identified routes will also minimise the level of pedestrians crossing the A4060 at dropped kerb crossing points.

Figure 3-5: Key Active Travel Routes and Identified Improvements

Source: Google Maps

3.3.6 As shown in Figure 3-5, there are four potential mitigation measures suggested to enable suitable access to the surrounding area from the site. These include potential upgrades to the informal cut through to the Pentrebach Retail Park, dropped kerb crossings on the Triangle Business Park Road, a new crossing on the unnamed road to the north of the site, and improved lighting at the railway underpass.

3.3.7 Routes 1 and 5 are appropriate in their current form for providing access to the key facilities and services, particularly with the improved active travel routes being delivered as part of the site, as set out in Section 9.

3.3.8 In addition to the active travel improvements, the site visit identified improvements at two bus stops, with a new shelter for the northbound stop and new seating for the southbound stop. The provision of these improvements will encourage travel by bus.

3.4 Distances to Facilities

3.4.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Welsh Government - Active Travel (Wales) Act Guidance 2021: It is stated within paragraph 9.1.5 that *"Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys".* This equates to distances for walking of up to 3.2km and cycling of up to 8km.
- This also states in paragraph 9.5.3 that *"Walkable neighbourhoods also referred to as 'low-traffic neighbourhoods', or 'active neighbourhoods', (see figure 9.6) are characterised by having a range of facilities within 20 minutes' walking distance which people may access comfortably on foot."* This would equate to c. 1.6km.
- Department for Transport (DfT) – Manual for Streets (2007): MfS states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about *"80% of journeys shorter than 1 mile (1.6km) are made wholly on foot".*
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
- DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that *"Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people*" (c.8km).

3.4.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40-minute walk. Sites with a range of facilities within 1.6km are considered to be within a 'walkable neighbourhood' and would be highly sustainable locations.

3.4.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.4.4 To demonstrate the site's connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 3-2. The location of the facilities in the context of the site are shown in Figure 3-6. These facilities have been summarised based on approximate travel distances from the nearest site access via appropriate routes, not straight-line distances. This also assumes that the route from Merthyr Road to the Pentrebach Retail Park is available.

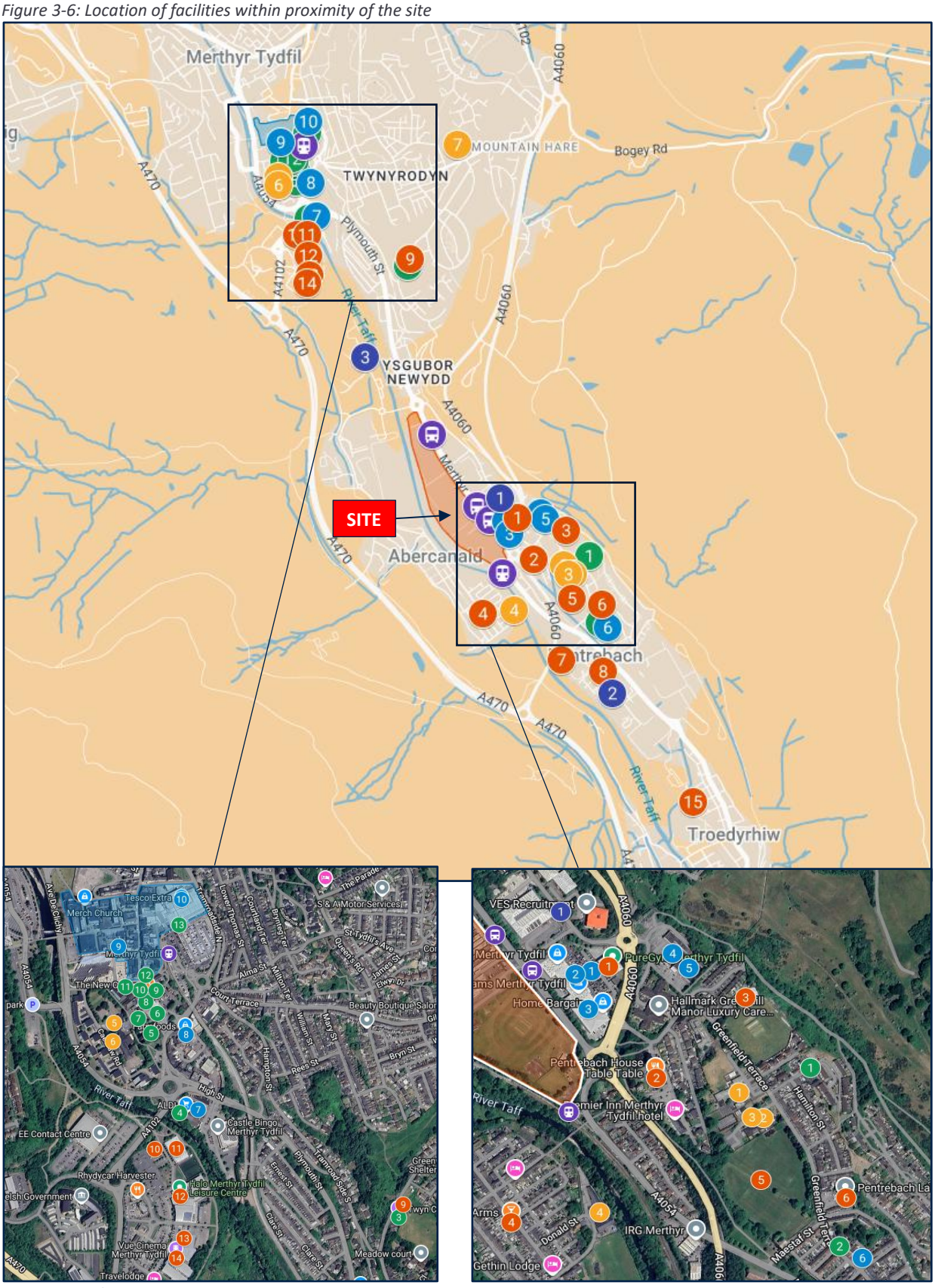
Table 3-2: Proximity of the site to local facilities and services

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities				
1	Jerusalem Baptist	770	10	2
2	Pentrebach Post Office	920	12	3
3	Twyn Community Hub	1130	14	4
4	Cash Point	1520	19	5
5	St Tydfil's Old Parish Church	1650	21	5
6	Market Square Church	1700	21	5
7	The Cutting Room hairdresser	1710	21	5
8	Fountain Dental Centre	1740	22	5
9	Mydentist, Smiles Dental, Glamorgan	1750	22	5
10	Laura Elizabeth Studios	1750	22	5
11	Ladybirds Hair Centre	1780	22	6
12	Post Office Travel Money	1810	23	6
13	Beacons Pharmacy	1950	24	6
Public Transport				
	Hoovers Main Gate	60	1	<1
	Hoovers Top Gate	100	1	<1
	Pentre-Bach Railway Station	370	5	1
	Merthyr Tydfil Railway Station	1870	23	6
Retail				
1	Pentrebach Retail Park	200	3	1
2	Iceland Supermarket Merthyr Tydfil	200	3	1
3	Home Bargains	260	3	1
4	Peacocks	380	5	1
5	Co-op Food – Pentrebach	400	5	1
6	Pentrebach Convenience Store	960	12	3
7	ALDI	1500	19	5
8	Farmfoods Ltd	1700	21	5
9	St Tydfil Shopping Centre	1950	24	6
10	Tesco Extra	1960	25	6
Education				
1	Greenfield Special School	670	8	2
2	Cwm Golau Integrated Children's Centre	720	9	2
3	Little Rascals Preschool	740	9	2
4	Abercanaid Community School	750	9	2
5	Blessed Carlo Acutis Catholic School (St Mary's Campus)	820	10	3
6	Caedraw Primary School	1780	22	6
7	Twynyrodyn Community School	1860	23	6
Leisure				
1	PureGym Merthyr Tydfil	300	4	1
2	Pentrebach House Public House	500	6	2
3	Hills Plymouth Cricket Club	510	6	2
4	Richards Arms public house	640	8	2
5	Playing fields	850	11	3
6	Pentrebach Labour Club	850	11	3
7	Glasier Road Playground	1130	14	4
8	Area 51 Play Centre & Takeaway Merthyr	1240	16	4
9	CrossFit 470	1300	16	4
10	Merthyr Tydfil Skate Park	1680	21	5
11	Merthyr Indoor Bowls Centre	1700	21	5
12	Merthyr Tydfil Leisure Centre	1840	23	6
13	Superbowl UK	1950	24	6
14	Vue Cinema Merthyr Tydfil	1980	25	6
15	Troedyrhiw park / playground / bowling club	2000	25	6
Employment				

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
1	Triangle Business Park	150	2	5
2	Abercanaid Industrial Estate	720	9	5
3	Merthyr Tydfil Industrial Park	1200	15	5

** Based on walking speeds of 80 metres per minute and Cycling Speeds of 320 metres per minute*

Figure 3-6: Location of facilities within proximity of the site



Source: Google Maps
Note: Numbers and colours correlate to Table 3-2

3.4.5 Table 3-2 and Figure 3-6 show there are a significant number and range of facilities and services located within comfortable walking and cycling distances which can be accessed via suitable active

travel routes. All facilities are within Welsh Government guidance walking and cycling distances, with numerous facilities within a 'walkable neighbourhood' distance.

3.4.6 Within 800m of the main western parcel site accesses, residents would be able to access the closest bus stops to the site, Pentrebach Rail Station, four schools, Iceland supermarket, Co-op Food, Pentrebach Retail Park, a fitness centre, public houses, a cricket club, Triangle Business Park and Abercanaid Industrial Estate.

3.4.7 This is a significant number and range of facilities within a short walking distance of the site. The development itself also proposes to provide community facilities as part of a community hub located reasonably centrally within the western parcel of the site.

3.4.8 The site is therefore situated in a highly sustainable location, as would be expected for a site in an existing and established urban area which has historically accommodated a major employment use. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW12 and TAN18.

3.5 Public Transport

Bus

3.5.1 The closest bus stops to the site are located on Merthyr Road (A4054), with three northbound stops and two southbound stops provided along the site frontage. These stops benefit from shelters, bus cage markings, bus lay-by and raised kerb for accessible boarding. As set out in Section 3.3, new shelters could be provided at two of the stops to encourage travel via bus.

3.5.2 Southbound services are accessible via the two signalised crossings along Merthyr Road.

3.5.3 The bus stops are accessed by the 78,79, 81, T4 and T14 operated by Stagecoach. These provide a connection to a number of locations including Merthyr Town Centre, Pontypridd, Cardiff, Bryngolau, and Bedlinog.

3.5.4 The journey time to Merthyr Town Centre is approximately 6 minutes, the journey time to Cardiff is approximately 56 minutes, and the journey time to Pontypridd is 52 minutes.

3.5.5 A summary of the services is set out in Table 3-3.

Table 3-3: Local Bus Services

Route No.	Route	Frequency				
		Mon-Fri Peak Hours	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
78	Pontypridd - Merthyr Tydfil via Nelson, Pentwyn, Treharris	Hourly	Hourly (06:30 – 19:37)	Hourly until 19:37	Hourly (06:30 – 19:22)	No service
79	Merthyr Tydfil - Bedlinog	Hourly	Hourly (06:59 – 18:03)	Hourly until 18:03	Hourly (06:59 – 18:03)	No service
81	Merthyr Tydfil – Bryngolau via Pentrebach	Hourly	Hourly (07:08 – 19:11)	Hourly Until 19:11	07:09 – 19:09)	No service
T4	Merthyr Tydfil - Cardiff	2 per hour	2 per hour (06:20 – 20:52)	2 per hour Until 20:52	2 per hour (06:20 – 20:52)	Hourly (08:02 – 18:07)
T14	Cardiff - Merthyr Tydfil	PM peak service (18:02)	Every 2 hours (10:00 -18:02	Every 2 hours until 18:02	Every 2 hours (10:00 -18:02	No service

3.5.6 During the peak hours there are a combined five to six services per hour, or one service every 10 to 12 minutes. Services commence at 06:20 and run until 20:52 so are suitable for those commuting, particularly into Merthyr Town Centre.

3.5.7 Services also extend to Saturday, enabling access to buses six days a week ensuring these are a viable and realistic alternative to the car for residents. Saturday bus services run from 06:20 to 20:52.

3.5.8 Potential future residents of the site can access a good frequency of bus services, linking to a variety of destinations including local destinations. The bus services within walking distance, via suitable routes, from the site provide a feasible and attractive option for work related journeys. They can also be used to access destinations for leisure, retail and education purposes. As such, the bus provides a realistic alternative to car.

Rail

3.5.9 The closest rail station is Pentrebach Rail Station, which is located adjacent to the site's southern boundary and approximately a 350m (4 minute walk) from the southern site access onto Merthyr Road.

3.5.10 The station is located on the Merthyr branch line and trains are operated by Transport for Wales (TfW), providing a half-hourly service Monday to Saturday to and from Cardiff Central (via Merthyr). Sunday services run every hour to and from Cardiff. Connecting services are available from Cardiff Central, providing regional links including Swansea, Manchester, Bristol, Reading, London, Exeter, and Birmingham.

3.5.11 There are also four sheltered and secure cycle spaces, offering an opportunity for a combined cycle and then rail journey.

3.5.12 As such, it is feasible and attractive to use the rail services for commuting purposes, particularly to Cardiff, although rail is also likely to be attractive for other journey purposes such as leisure, retail, or business journeys. A combined walk and rail journey would therefore be attractive for replacing car journeys and further reducing the requirement for owning or travelling by car.

Future Improvements

3.5.13 The following improvements and future proofing are included in the Written Statement for the HSRA, and have been considered as part of the proposals:

- A new park and ride adjacent to the existing Pentrebach railway site, and reconfigured public realm to better integrate Pentrebach railway station to the SRA.
- Safeguard land for a new Metro station in the south of the SRA

3.6 Summary

3.6.1 The site is situated in a highly sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services and employment uses within appropriate distances via good quality routes, reducing the need to own a car. In this regard, the site location is consistent with the sustainable transport policies in PPW12 (in particular paras 4.1.10 – 4.1.17).

3.6.2 The site also has excellent public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This will assist in constraining vehicle generation and reduce the need for residents to travel by or own a car. It will also benefit and attract residents that would prefer to travel by public transport.

3.6.3 The site location will encourage and promote sustainable travel behaviour, be attractive to residents who do not own a car or have low car ownership and is fully in accordance with transport policies in TAN18, PPW12 and Future Wales.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The development description is for the:

"Demolition, ground reclamation and remediation and outline planning application with all matters reserved (except for the main access points) for the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including up to 441 new homes, 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses), community hub (including A1 (shops), A2 (financial and professional services) A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses), community heat hub, metro station and transport hub (including transport interchange and parking) , a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network."

4.1.2 As part of the overall strategic plans within the Replacement Local Development Plan (RLDP), a new metro station is also proposed. The proposals will facilitate the delivery of this new station, although the station would not be delivered as part of this planning application.

4.1.3 The proposals would provide a range of dwelling types to satisfy local needs, in accordance with the RLDP placemaking design principles. For the purposes of this initial assessment, it has been assumed there are 44 affordable units (10%) and 397 private units (90%), albeit this could change through the application process. This split of units is considered robust for this TA.

4.1.4 The concept masterplan is shown in Appendix D.

4.2 Access and Layout

Vehicular Access

4.2.1 Vehicular access to the main western parcel would be obtained from two new accesses onto Merthyr Road. The employment land to the east of Merthyr Road would be accessed from the two existing access points onto the Triangle Business Park Road. The small parcel for the potential community heat hub would be accessed through the Triangle Business Park as it benefits from an existing right of way.

4.2.2 As such, the only new access points would be into the main western parcel and general arrangement designs of each access point have been considered accordingly. Based on pre-application discussions with the highway authority, the preference was for right turn lane junctions into the site. As such, both accesses have been considered on this basis. The designs have also been shared with the highway authority and all comments considered within the revisions for this submission.

4.2.3 Both access points share the same principles of 2.4m x 120m visibility splays in accordance with the 40mph speed limit and the recorded speeds (below 70kph). This is in accordance with the visibility splay guidance in DMRB and TAN18. The right turn lanes have been designed in accordance with the guidance in the DMRB (CD123, Figure 6.3a and Table 5.22). This recommends that the right turn lane is 50m long in total from the start of the direct taper. This is in accordance with 40mph roads (70kph design speed) and includes a 40m deceleration lane (for 0-4% gradients), with a 10m long turning length. The right turn lane and through lane widths are 3.3m to 3.5m. The internal access road widths at both accesses are 6m and 15m radii are provided on each side of the junction tieing in with the Merthyr Road carriageway edge. Both accesses provide space for drainage / planting in the verge

within the site. These parameters have been accepted by the highway authority as part of pre-application discussions.

4.2.4 A 3m wide active travel route is proposed along the frontage of the site on the western side of the Merthyr Road carriageway between the southernmost bus stop and the proposed northern access. At the southern end of the site, this route can either continue adjacent to the carriageway to connect to Pentrebach Rail Station, or can be continued through the site, if there are any land ownership issues or this is preferable to the highway authority. At the northern site access, the 3m wide active travel route crosses to the south of the access at a new toucan crossing point, where it continues north adjacent to the boundary of the employment site. This allows the employment site to be connected to the active travel route, which continues to the north and can link to the existing crossing and active travel route at the Pentrebach Road / Merthyr Road roundabout. At the crossover point on Merthyr Road appropriate signage and road markings will be provided for cyclists to inform them that the route continues on the opposite side of the carriageway. Both site accesses also incorporate dropped kerb crossings at the mouth of the junctions for active travel movements.

4.2.5 All widening for the right turn lanes or the active travel route can be undertaken within the adopted highway or within the site boundary, as confirmed during pre-application discussions with MTCBC. There would be no boundary walls abutting the active travel route and as such, the width of 3m is considered appropriate for the shared use by pedestrians and cyclists.

4.2.6 The northern access onto Merthyr Road, which is shown as A1 on the indicative masterplan is shown in a general arrangement design in Appendix E. This drawing shows the active travel route, the location of the new toucan crossing and the extent of widening along the site frontage on each side of the carriageway. The toucan crossing is shown to the south of the junction and users would be protected by central islands either side of the crossing. This will also minimise any potential of overtaking for through vehicle movements on this section of Merthyr Road, as well as acting as a traffic calming measure which will assist in reducing vehicle speeds. The alignment also links the employment land parcel with the western land parcel, which would provide a potential benefit if the car park for the P&R is located within the employment land parcel and/or it will also connect the employment and resident sites, and enable an improved route through to the new railway station.

4.2.7 The drawing also shows that the existing signal controlled crossing would be closed to allow for the provision of the new toucan crossing slightly to the north. The new crossing also provides access to the southbound bus stop opposite the site.

4.2.8 To the north of the junction, would be the taper and hatching but no island is provided. The junction has no impact on the bus layby on the opposite side from the site. However, the active travel route on the eastern side would require the bus shelter to be relocated into the verge.

4.2.9 The northern access drawing also shows the shared footway / cycleway continuing into the site on the southern side of the access road, with a 2m wide footway on the northern side. The footway / cycleway will run through the site and connect to the active travel route being provided on the western boundary, as shown on the concept masterplan. This in turn will route north and connect with a widened section of footway at the Pentrebach Road / Merthyr Road roundabout, which routes onto the unnamed road on the western arm. As shown on the drawing and in accordance with the active travel review in Section 3, a new toucan crossing is proposed on this arm, which will enable pedestrians and cyclists to connect to the existing ATNM route on the northern side of the carriageway.

4.2.10 The southern access onto Merthyr Road, which is shown as A2 on the indicative masterplan is shown in a general arrangement design in Appendix F. This drawing shows the active travel route, the upgraded pedestrian crossing to a toucan crossing (as part of a potential route through to Pentrebach Retail Park), and the extent of widening along the site frontage on the western side of the carriageway. The toucan crossing is in the same location as the existing signal controlled pedestrian crossing, located to the north of the junction and users would be protected by central islands either side of the crossing. This will also minimise any potential of overtaking for through vehicle movements on this section of Merthyr Road, as well as acting as a traffic calming measure which will assist in reducing vehicle speeds. The crossing also provides access to the southbound bus stop opposite the site.

4.2.11 To the south of the junction, would be the taper and hatching and a central refuge island with dropped kerb crossing on each side. This is an improvement over the existing situation as there will be crossings to the northern footway on each side of the access. This will also offer a further traffic calming and speed reduction benefit.

4.2.12 The access shows a 3m wide footway / cycleway entering the site on the southern side, with a 2m footway on the northern side, which ties into the existing provision. The active travel route running along the site frontage (3m wide footway / cycleway) would route entirely along the site frontage on the western side of the carriageway. This is shown tieing back into the footway at the southern end, but this could be extended further to the south or through the site to connect to Pentrebach station and this is shown on the concept masterplan.

4.2.13 To obtain suitable visibility splays in each direction, to the north of the new junction, the existing bus stop layby has been shown re-provided slightly north. Given the two stops either side of the existing access are located close together, this is not considered to have a material impact on services or existing users. As part of this relocation, a new bus shelter will be provided in the verge, as suggested as part of the active travel review.

4.2.14 To the south, to accommodate the visibility splay, the parking layby has been reduced to a 40m length on the site boundary side (c. 7 vehicles) to ensure vehicles parked do not obstruct visibility. The layby on the eastern side of the carriageway would remain as currently (108 metres or c. 18 vehicles). As such, there would be a retained capacity in the laybys for 25 vehicles. This is considered appropriate to accommodate existing demand. As set out in Section 2, parking surveys were undertaken which showed the maximum demand for parking across both laybys was 19 vehicles. As such, the retained provision is considered appropriate to accommodate the likely demand. In addition, as part of the proposals, there will be a new park and ride area which may accommodate some of the demand currently using the laybys for access to the existing Pentrebach station, so the demand for the laybys may reduce as a result of the development.

4.2.15 An access road to a potential service area for the community hub has also been shown on the drawing. This is indicative at this stage and would only likely accommodate a low level of service vehicle movements, which would be likely be smaller rigid HGVs, box vans and panel vans. If needed, the vehicle sizes could be controlled through condition / lease agreements. The centre line of the service access road is shown at a setback distance of 43m from the Merthyr Road junction which is a suitable separation and minimises the impact from vehicles turning right into the service area road leading to a queue which would block back to Merthyr Road.

4.2.16 There is also a potential to utilise the existing access from the southwestern arm of the Pentrebach / Merthyr Road roundabout to provide a bus only route through the site, although this is not proposed as part of the scheme following discussions with MTCBC.

4.2.17 The arrangements are considered to follow the principles of Manual for Streets and PPW12, by creating a user hierarchy with pedestrians and cyclists at the top through the provision of high quality active travel routes into and adjacent to the site and dropped kerbs at the mouth of the junctions to enable safe crossing.

4.2.18 The proposed junction arrangements would enable a large refuse vehicle (10.4m long, as suggested by MTCBC) to successfully access and egress the junction in a forward gear as well as allow for two-way vehicular movements without conflict. Swept path analysis has been undertaken demonstrating that the proposed accesses can accommodate a large refuse vehicle turning in and out and this is shown in Appendix G.

4.2.19 The access designs show that the site can be safely accessed from the highway network via right turn lane priority junctions. The access arrangements are appropriate in terms of geometry, visibility, and deliverability.

Pedestrian and Cyclist Access

4.2.20 The internal site arrangements have been developed in line with the design principles set out in the RLDP for the HSRA and prioritise walking and cycling.

4.2.21 Both vehicular access points into the main western land parcel will be provided with a footway or footway / cycleway on either side of the carriageway to enable pedestrian and cyclist access at these locations. In addition, the concept masterplan shows an active travel route running along the western boundary, as well as a potential footbridge across the River Taff, connecting to the residential area to the west at Dragon Park. The active travel links would connect to the Pentrebach Rail Station to the south and the existing ATNM route over the bridge to the north.

4.2.22 The proposed footway / cycleway on Merthyr Road would also link into the eastern employment land parcel, and footways are provided into this parcel from the Triangle Business Park Road on its eastern boundary. A route could be provided between these, to potentially link up with the national cycle route to the east, as shown on the concept masterplan.

4.2.23 Dropped kerb crossings are also provided at the vehicular access points to ensure pedestrians (and cyclists at the southern access) can cross the accesses safely. These connections will ensure a fully permeable development.

4.2.24 The extensive active travel routes and dropped kerb crossings proposed provide an enhancement to the existing active travel facilities in this area, as well as facilitate the delivery of part of a MTCBC proposed future active travel route for cycling along Merthyr Road.

4.2.25 The internal arrangements are considered safe and suitable for this site which will also have a low-speed environment, and the design of the site and multiple connections points will encourage walking and cycling movements.

4.2.26 The site is well connected to its surrounds and enhances the existing facilities available to residents. As such, this ensures a fully permeable development consistent with the requirements in PPW12.

Site Layout

4.2.27 The concept masterplan shows that the rail station land has been safeguarded towards the northwestern corner of the site, together with an area for a potential park and ride facility. This is shown as the future Metro Transport Hub area and would incorporate a bus turning facility and cycle parking.

4.2.28 The community hub has been shown adjacent to the southern access point into the main western parcel. This is considered the most appropriate location as it links well with the Pentrebach Retail Park, particularly if the active travel link can be delivered by MTCBC (as this land is outside of the applicant's control).

4.2.29 The concept masterplan shows the proposed access road will continue into the site as the main spine road, serving dwellings along its frontage and enabling access to internal driveways and shared space areas.

4.2.30 Although this is an outline application, the principle of the scheme would be for the internal site layout to be designed to minimise the speeds of vehicular traffic and prioritise walking and cycling movements and will include the provision of shared surfaces, where appropriate. This is in accordance with the transport hierarchy in PPW12, as well as the development principles contained within MTCBC's RDLP for the HSRA.

4.2.31 The site will be designed to keep speeds to 20mph or below and suitable forward visibility around bends would be provided for 15-20mph speeds (15-25m). Two cars will be able to pass along the main access road, including at bends. The access road would be designed to adoptable standards with a maximum gradient of 1:12 along its length. The internal access road will be linked between the two access points, although the design of the route would slow vehicle movements and would not attract through movements as an alternative route to Merthyr Road.

4.2.32 Refuse vehicles will manoeuvre around the site safely and appropriately, with access road widths, particularly at bends appropriate to accommodate these vehicles. Where required, turning heads will be provided within the site. As such, refuse vehicles will be able to enter and exit the site in forward gear.

4.2.33 The site layout would therefore be designed to be safe and suitable for a residential development of this scale and accommodate all vehicles likely to use the site.

4.2.34 All details of the layout of the employment site would be provided as part of a reserved matters application.

4.3 Parking

4.3.1 As this is an outline application and the masterplan is a concept, all details of parking can be agreed as part of a reserved matters application. However, this section sets out the standards which would be applicable to the scheme.

Car Parking Standards

4.3.2 The parking standards in MTCBC are set out in the CSS Wales - Wales Parking Standards 2008. The site is within a Zone 3 location which is defined as urban. The standards for zones 2 – 6 outline a maximum provision of one space per bedroom with a maximum requirement of 3 spaces per unit for residents. The standards also outline one space per 5 units for visitor parking.

4.3.3 Given the sustainable location of the site and in accordance with the policies in Future Wales and PPW12, there is an opportunity to provide a reduced level of parking on the site.

4.3.4 There was also an acceptance of a reduction in the maximum parking provision for the Dragon Parc application and that site has a less sustainable location in terms of proximity to bus stops, retail facilities and rail stations that the proposed development.

Car Parking Reduction

4.3.5 To consider a reduction in parking, there is a sustainability calculation criteria set out in Appendix 5 of the CSS Wales - Wales Parking Standards 2008. The sustainability calculation criteria provides a scoring system to apply a reduction in parking requirements based on a points score. It specifically states that "*award of these sustainability points **will** result in parking requirement as detailed below*." This allows a reduction in the number of spaces per dwelling for residential uses dependent on the sustainability score achieved.

4.3.6 A sustainability points calculation has been undertaken with the resultant calculations and sustainability points score for the site summarised in Table 4-1.

Table 4-1: Parking Sustainability Points Calculation

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points	Notes	Points
Local Facilities				
Local facilities include a foodstore, post office, health facility, school etc. *Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.*	200m	3	Potential foodstore and other facilities within the community hub on-site	
	400m	**2**	**Iceland (200m), Co-op (400m)**	**2**
	800m	1		
Public Transport				
Access to bus stop or railway station	**300m**	**3**	**All residential areas will be within 300m of either the proposed Metro Station within the site, bus stops on Merthyr Road or the existing Pentrebach Rail Station**	**3**
	400m	2		
	800m	1		
Cycle Route				
Access to a cycle route	**200m**		**Proposed walking / cycling route along eastern and western boundaries of the site**	**1**
Frequency of Public Transport	**Frequency**			
Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.	5 minutes	3		
	20 minutes	**2**	**Bus services 78 / 79 / 81 / T4 provide a combined 5 services per hour (every 12 minutes) between 7am and 7pm**	**2**
	30 minutes	1		
			Total	**8**

4.3.7 As shown in Table 4-1 the site location scores 8 sustainability points which equates to an allowable reduction of up to 1 space per unit for residential use.

4.3.8 As such, this reduction in parking can be applied to the proposed development in accordance with the guidance, although it is also recognised that the standards state that this should not result in less than one space remaining for residential use. It is assumed that this means one space per unit, and as such this will be the minimum level of parking provided for all residential units.

4.3.9 In relation to visitors spaces, it is considered that the provision of a high number of visitor spaces across the site would not encourage and promote sustainable travel and would not provide the most efficient use of space for amenity purposes. Visitors will be able to park on-street in some locations across the site and would also be able to park within the residents spaces on-site, where these are not being used. Given the sustainable location of the site, it is also well connected for visitors to travel by

walking, cycling and public transport (particularly with the active travel improvements being delivered by the scheme, as well as the new Metro station). As such, a reduction in visitor parking is considered appropriate to apply to this site, where required. On this basis, it is considered that one formal dedicated visitor space per 10 residential dwellings would be appropriate.

4.3.10 A reduced level of parking provision from the maximum standards is considered to be in accordance with the Welsh Government overarching planning policy Future Wales: The National Plan 2040 which states on page 86 that *"Planning authorities should promote car-free and low car developments in accessible locations."*

4.3.11 Policy 12 also states that *"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time."*

4.3.12 As such, the standards from the CSS Wales - Wales Parking Standards 2008 would be applied to proposals, although a reduction from the maximum levels is appropriate and valid on this site and would be in line with policies to reduce car use in Future Wales and PPW12.

Cycle Parking

4.3.13 The CSS Wales - Wales Parking Standards 2008 set out the cycle parking standards in Appendix 3. For residential apartments, there is a requirement for 1 stand per 5 bedrooms. These would be provided in secure and covered cycle parking shelters.

4.3.14 All houses will be provided with secure cycle parking within the curtilage of each individual dwelling, in line with the guidance.

4.3.15 As such the proposals will provide an appropriate level of cycle parking in accordance with the guidance and the full details of this will be agreed as part of a reserved matters application.

4.4 Servicing and Emergency Access

4.4.1 Servicing would mainly relate to refuse collection which would be undertaken internally within the site. Swept path analysis has been undertaken using a large refuse vehicle to show these vehicles turning in and out of each access. This is shown in Appendix G and demonstrates that both site accesses can accommodate a refuse vehicle appropriately. As the proposals are for an outline application, the full swept path analysis for the site layout will be undertaken as part of a reserved matters application.

4.4.2 MfS states Building Regulations on refuse collection distances in that waste collection vehicles should be able to get within 25 metres of the storage points. The site will be designed to ensure it is in line with Building Regulations (and MfS) in this regard.

4.4.3 A fire tender will also be able to get within 45 metres of all properties and turn within the site, as needed. As such, the layout agreed as part of the reserved matters application will be appropriate for access by emergency vehicles.

4.5 Construction Vehicles

4.5.1 The details of the construction of the site are yet to be finalised. The impacts of construction would be short term and temporary in nature.

4.5.2 The applicant can produce a Construction Traffic Management Plan (CTMP) to be agreed prior to commencement of construction and would agree to this as a condition of any forthcoming planning application.

4.5.3 The purpose of a CTMP is to identify appropriate measures to reduce any interruption and ensure that the impacts of construction traffic in the vicinity of the site and on the surrounding highway network are kept to a minimum. This could include restrictions on vehicle sizes accessing the site, if required, to ensure vehicles can be accommodated on the highway appropriately. Vehicles will, as far as possible, be accommodated on the site and would not block the surrounding highway network.

4.5.4 The CTMP could include restrictions on the timings of construction vehicles, so that movements could be avoided/minimised during the start and end of the school day. It will also include measures to minimise the spread of dust and dirt on the network.

5. TRIP GENERATION AND TRAFFIC IMPACTS

5.1 Introduction

5.1.1 This section sets out the forecast trip rates and trip generation associated with the proposed up to 441 dwelling residential scheme, as well as the proposed employment use. It also includes a comparison of these movements with the existing industrial use of the site to consider the net change in vehicle movements to and from the site during network peak hours compared with the existing lawful planning use. This offsetting of movements is considered appropriate, as the site currently benefits from an extant employment and industrial use associated with the Hoover factory buildings which occupy the site. These would generate a significant level of vehicle movements, including by HGVs. These could be reoccupied within their existing use class and therefore provide the fallback position for the site.

5.1.2 The proposals also include a 1,000 sqm local community hub, although this will largely serve residents of the site and accommodate pass-by and diverted trips that are already on the network. As such, it is unlikely that this use would generate new trips on the wider network, particularly during peak hours and as such, this has not been considered within the forecast trip generation for the site.

5.1.3 The park and ride facility would not be a trip generating use in its own right, it would be provided to intercept existing vehicle movements to utilise the rail and bus services. As such, this could reduce vehicle movements on the wider network and have a net beneficial impact at local junctions. This reduction has not been considered, to present a robust position.

5.1.4 The vehicle trip generation has been undertaken using the Trip Rate Information Computer System (TRICS). The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. The database has been analysed for sites with similar characteristics in terms of use, scale, location and accessibility. Trip rates have been obtained and applied to forecast trip generation during network peak hours and over a daily period.

5.1.5 The proposals have been assumed to include a 10% allocation for affordable housing, in line with MTCBC'S RLDP Policy SW3: 'Sustainably Distributing New Homes'. This would equate to approximately 44 affordable residential dwellings, with 397 private residential dwellings. This is an estimate as the final quantum of development and mix could be subject to change, but a level of 10% is considered robust for the purposes of this TA.

5.1.6 The residential dwellings can be built to encourage working from home in accordance with the aspirations of the Welsh Government for 30% of the workforce to work from home, or close to home. This will attract residents who wish to work from home and assist in constraining the level of vehicle generation from the site onto the local network. This could reduce future trip rates in comparison with those obtained from TRICS and as such, the obtained rates based on surveys of existing sites are considered robust.

5.1.7 The site is also well positioned to benefit from access to existing local facilities via appropriate routes, as set out in Section 3. As such, for a number of local journeys, walking and cycling would be realistic alternative modes, which would assist in constraining the forecast vehicle trips.

5.1.8 It should also be noted that the residential proposals are for up to 441 dwellings, although the level of units may be lower than this. As such, the assessment of 441 dwellings, with the significant majority being private units, is considered a robust worst case.

5.2 Existing Vehicle Trip Generation

5.2.1 The site is currently occupied by the Hoover factory buildings as well as associated offices and internal storage. As such, to forecast the level of generation from this site and within the existing planning use class, the most appropriate category is considered to be the 02 - EMPLOYMENT C - INDUSTRIAL UNIT.

5.2.2 The following search criteria has been applied in TRICS to obtain surveys of similar uses:

- Located in England and Wales (excluding London)
- Vehicle surveys carried out since 2010
- Sites with a floorspace in excess of 20,000 sqm
- Surveys from Monday to Friday
- Edge of Town, Suburban Area and Neighbourhood centre locations
- Population of less than 250,000 within five miles
- Removal of surveys during Covid

5.2.3 The above search criteria resulted in the identification of 11 similar sites. The estimated vehicle trip rates per 100sqm and trip generation for the existing site use (62,464 sqm) are set out in Table 5-1. The full outputs of the TRICS analysis including the sites used can be found in Appendix H.

Table 5-1: Existing Industrial Use - Vehicle Trip Generation

Time Period	Trip Rates (per 100 sqm GFA)			Trip Generation (62,464 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.286	0.083	0.369	179	52	231
AM Peak (08:00-09:00)	0.368	0.133	0.501	230	83	313
PM Peak (16:00-17:00)	0.163	0.270	0.433	102	169	271
PM Peak (17:00-18:00)	0.094	0.356	0.450	59	222	281
12 Hours (07:00-19:00)	2.363	2.358	4.721	1476	1473	2949

5.2.4 The existing site use is estimated to generate 231-313 two-way vehicle movements in the AM network peak hours and 271-281 two-way vehicle movements in the PM network peak hours. Over a 12 hour period, it is estimated to generate 2,949 two-way vehicle movements.

5.2.5 Another key point is that the existing site use is estimated to generate around 300 HGVs over a daily period.

5.3 Proposed Vehicle Generation

Private dwellings

5.3.1 The TRICS category '03 - RESIDENTIAL/A – HOUSES PRIVATELY OWNED' has been selected to derive trip rates for the privately owned homes of the proposed development. The following search criteria have therefore been applied in TRICS to obtain surveys of similar uses:

- Vehicle Surveys
- Located in England and Wales (excluding London)
- Sites between 200 and 1000 dwellings
- Surveys from Monday to Friday
- Edge of Town and Suburban locations
- From 2000 onwards
- Population of up to 250,000 within 5 miles
- Removal of sites in areas of car ownership of less than 1 per household
- Manual removal of surveys undertaken during the Covid pandemic

- Removal of sites with non-comparable locations or public transport

5.3.2 The application of these parameters resulted in a total of eight surveys of similar sites. A summary of the forecast vehicle trip rates and trip generation associated with 397 private dwellings is shown in Table 5-2. The full outputs of the TRICS analysis including the sites used can be found in Appendix I.

Table 5-2: Proposed Private Housing - Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)			Trip Generation (397 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.089	0.341	0.430	35	135	170
AM Peak (08:00-09:00)	0.141	0.441	0.582	56	175	231
PM Peak (16:00-17:00)	0.275	0.155	0.430	109	62	171
PM Peak (17:00-18:00)	0.397	0.168	0.565	158	67	225
12 Hours (07:00-19:00)	2.320	2.360	4.680	921	937	1858

5.3.3 The proposed private dwellings are forecast to generate approximately 170-231 two-way vehicular movements during the AM peak hours, and approximately 171-225 two-way vehicular movements in the PM peak hours. It is forecast to generate 1,858 two-way vehicular movements over a 12-hour period.

Affordable dwellings

5.3.4 The TRICS category 'B - RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUSING' has been selected to derive trip rates for the affordable housing element of the proposed development. The following search criteria have therefore been applied in TRICS to obtain surveys of similar uses:

- Vehicle Surveys
- Located in England and Wales (excluding London)
- Sites of up to 100 dwellings
- Surveys from Monday to Friday
- Edge of Town and Suburban locations
- From 2000 onwards
- Population of up to 250,000 within 5 miles
- Manual removal of surveys undertaken during the Covid pandemic
- Removal of sites with non-comparable locations or public transport

5.3.5 The application of these parameters resulted in a total of 7 surveys of similar sites. A summary of the forecast vehicle trip rates and trip generation associated with the proposed 44 affordable dwellings is shown in Table 5-3. The full outputs of the TRICS analysis can be found in Appendix J.

Table 5-3: Proposed Affordable Housing - Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)			Trip Generation (44 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.055	0.162	0.217	2	7	9
AM Peak (08:00-09:00)	0.151	0.288	0.439	7	13	20
PM Peak (16:00-17:00)	0.199	0.144	0.343	9	6	15
PM Peak (17:00-18:00)	0.225	0.181	0.406	10	8	18
12 Hours (07:00-19:00)	2.074	2.088	4.162	91	92	183

5.3.6 The affordable dwellings are forecast to generate approximately 9-20 two-way vehicular movements during the AM peak hours and 15-18 two-way movements during the PM network peak hours. They are also forecast to generate 183 two-way vehicular movements over a 12-hour period.

Employment Use

5.3.7 In terms of employment, the end users are not known at this stage and it is likely that the site would have an industrial use. As such, to reflect a variety of potential occupiers, it is considered most appropriate to use the industrial estate category in TRICS. A site area trip rate has then been applied.

5.3.8 The following search criteria has therefore been applied in TRICS to obtain surveys of similar uses:

- 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
- Located in England and Wales (excluding London)
- Vehicle surveys carried out since 2010
- Sites with an area of up to 2 hectares
- Surveys from Monday to Friday
- Edge of Town, Suburban Area and Neighbourhood centre locations
- Population of less than 250,000 within five miles
- Removal of surveys during Covid

5.3.9 The above search criteria resulted in the identification of 19 similar sites. The forecast vehicle trip rates per hectare and trip generation for the proposed employment use site area (1.38 hectares) are set out in Table 5-4. The full TRICS reports can be found in Appendix K.

Table 5-4: Proposed Employment Use - Vehicle Trip Generation

Time Period	Trip Rates (per hectare site area)			Trip Generation (1.38 hectares)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	17.968	5.221	23.189	25	7	32
AM Peak (08:00-09:00)	28.692	15.945	44.637	40	22	62
PM Peak (16:00-17:00)	20.931	26.246	47.177	29	36	65
PM Peak (17:00-18:00)	14.017	27.658	41.675	19	38	57
12 Hours (07:00-19:00)	231.842	231.231	463.073	320	319	639

5.3.10 The proposed employment use is forecast to generate approximately 32-62 two-way vehicular movements during the AM peak hours and 57-65 two-way movements during the PM network peak hours. It is also forecast to generate 639 two-way vehicular movements over a 12 hour period.

Overall Scheme

5.3.11 The total number of vehicle movements forecast for the overall proposed development are set out in Table 5-5.

Table 5-5: Proposed Total Development - Vehicle Trip Generation

Time Period	Private Dwellings (397 units)			Affordable Dwellings (44 units)			Employment (1.38 hectares)			Total		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
AM Peak (07:00-08:00)	35	135	170	2	7	9	25	7	32	**62**	**149**	**211**
AM Peak (08:00-09:00)	56	175	231	7	13	20	40	22	62	**103**	**210**	**313**
PM Peak (16:00-17:00)	109	62	171	9	6	15	29	36	65	**147**	**104**	**251**
PM Peak (17:00-18:00)	158	67	225	10	8	18	19	38	57	**187**	**113**	**300**
12 Hours (07:00-19:00)	921	937	1858	91	92	183	320	319	639	**1332**	**1348**	**2680**

5.3.12 The proposed development is forecast to generate approximately 211-313 two-way vehicular movements during the AM peak hours and 251-300 two-way movements during the PM network peak hours. It is forecast to generate 2,680 two-way vehicular movements over a 12-hour period.

5.4 Net Change and Impacts

5.4.1 Based on the trip generation analysis, the forecast net change in vehicle generation resulting from the proposed redevelopment of the existing industrial site use for a residential led scheme is set out in Table 5-6.

Table 5-6: Net Change in Vehicle Generation

Time Period	Existing Industrial Use			Proposed Uses			Net Change		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak (07:00-08:00)	179	52	231	62	149	211	**-117**	**97**	**-20**
AM Peak (08:00-09:00)	230	83	313	103	210	313	**-127**	**127**	**0**
PM Peak (16:00-17:00)	102	169	271	147	104	251	**45**	**-65**	**-20**
PM Peak (17:00-18:00)	59	222	281	187	113	300	**128**	**-109**	**19**
12 Hours (07:00-19:00)	1476	1473	2949	1332	1348	2680	**-144**	**-125**	**-269**

5.4.2 The TRICS analysis shows that the proposals are forecast to generate a reduction of 20 vehicle movements in the 0700-0800 peak hour and the same level of vehicle movements in the 0800-0900 peak hour. They are forecast to generate a reduction of 20 vehicle movements in the 1600-1700 peak hour and a slight increase of 19 vehicle movements in the 1700-1800 peak hour. The proposals are forecast to reduce vehicle movements over a 12 hour period.

5.4.3 The proposals would also significantly reduce the level of HGV movements that could be generated by the existing industrial use onto the surrounding network.

5.4.4 As such, the forecast minimal change in vehicle movements on the network would not have an unacceptable impact on road safety or a material impact on highway capacity on the surrounding network in comparison to the lawful planning use fallback position.

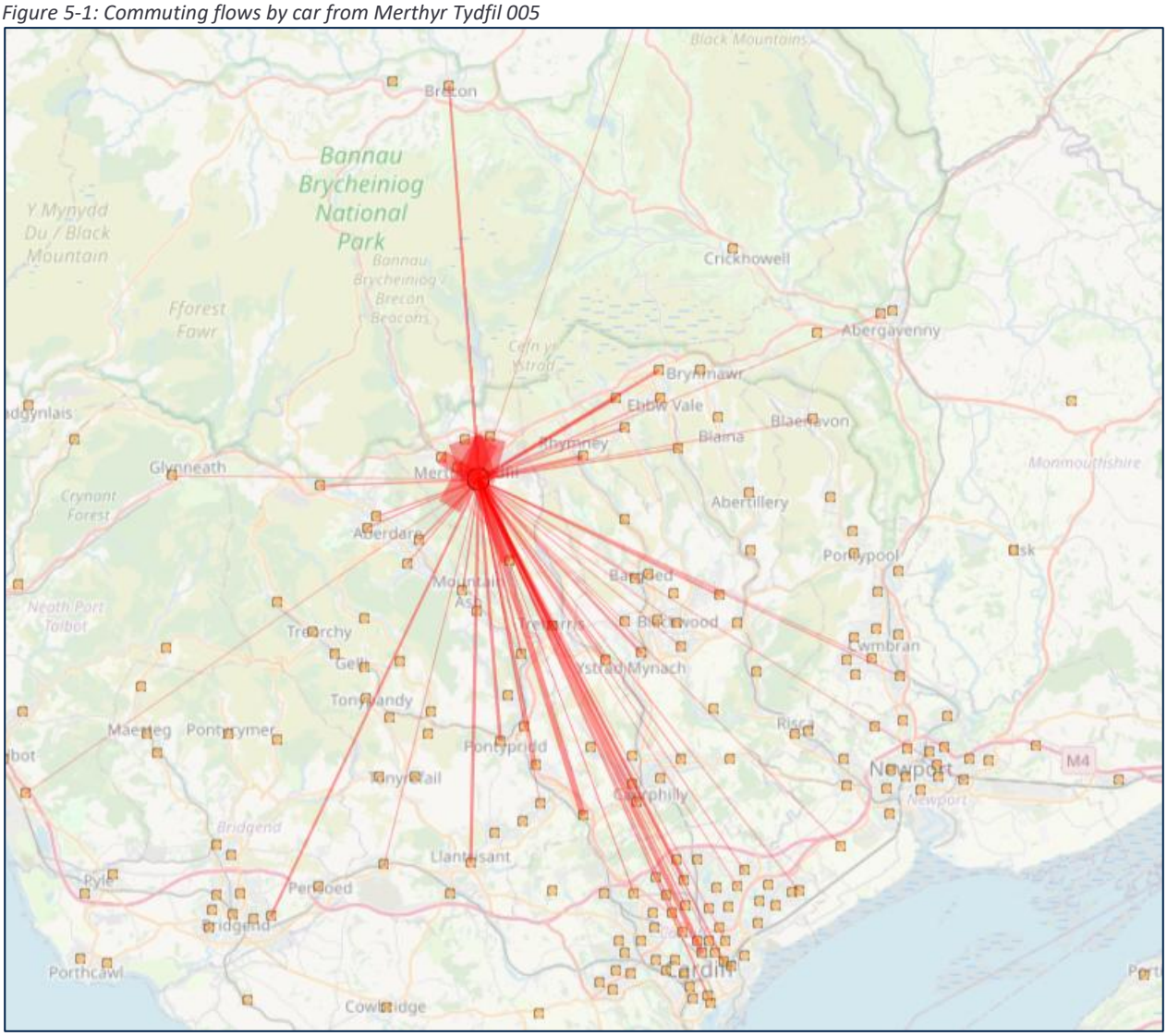
5.4.5 However, the distribution and assignment of vehicles, as well as the likely impacts have been considered over the following sections.

5.5 Trip Distribution and Assignment

5.5.1 Trip distribution analysis has been undertaken to demonstrate the number of vehicle movements on the network at the key local junctions.

5.5.2 To consider the vehicle distribution, the 2011 Census origin-destination data has been analysed for all journeys to work from Middle Layer Super Output Area (MSOA) 'Merthyr Tydfil 005' (W02000287), within which the site is situated. The directions of travel for commuting journeys by car are shown in Figure 5-1 obtained from the Datashine website. The thickness of the line indicates the number of people travelling to the MSOA in which they work from Merthyr Tydfil 005. This shows that there are car journeys in all directions from the site as such, vehicles are likely to disperse across the network, minimising the impacts of the development generated traffic.

Figure 5-1: Commuting flows by car from Merthyr Tydfil 005



Source: https://commute.datashine.org.uk

5.5.3 The Datashine website provides a table of the number of journeys from Merthyr Tydfil 005 into other MSOA's using the 2011 Census data. This has been utilised to determine the percentage of journeys on each route from the site. The journey to work data is not currently available from the 2021 data, but the 2011 information is considered appropriate to use in this regard. Journeys have been distributed based on the most likely routes from the site to their employment MSOA's. The route choices and calculation of the distribution on the local highway network are shown in Appendix L.

5.5.4 A summary of the overall distribution from the site access based on this analysis is set out as follows:

- A470 South (Via A4060 South) – 24%
- A4054 South – 6%

- A4060 North (Via Merthyr Road South) – 24%
- Plymouth Street North (Via Merthyr Tydfil) – 20%
- A470 North (Via A4060 South) – 18%
- Merthyr Road North and Abercanaid – 8%

5.5.5 These have been shown as percentage turning movements on the network, with the percentages by movement at the site accesses and the roundabouts either end of Merthyr Road shown within the traffic flow diagrams in Appendix B.

5.5.6 The majority of movements will travel south from the site along Merthyr Road towards the Pentrebach Roundabout (72%). The remaining 28% will route north along Merthyr Road to either Abercanaid (8%) or north on Plymouth Street (20%) via the Merthyr Road / A4054 roundabout.

5.5.7 The resultant assigned traffic associated with the proposed development has been provided in the traffic flow diagrams in Appendix B at the proposed site accesses on Merthyr Road and at the roundabouts either end. These flows have been used to consider the suitability of the junction arrangements for accommodating the forecast traffic flows. For ease of analysis, the vehicle movements from the land parcel to the west of Merthyr Road have been assumed to be split evenly across the two site access junctions, with the same distribution of turning movements at each junction.

5.5.8 For the purposes of a robust assessment, it is assumed that all of the employment trips also travel into and out of the main western land parcel accesses, with the same distribution. A significant proportion of movements into and out of the employment site are unlikely to use Merthyr Road as they will travel on the Triangle Business Park Road. All HGV movements have been assumed to travel to and from the southern access and then south on Merthyr Road to access the A4060.

5.6 Traffic Impacts

5.6.1 Based on the vehicle assignment, it is forecast that the development would generate a maximum increase of just 14 vehicles through any junction on the network in the peak hours in comparison to the existing fallback use (19 additional vehicles in the 1700-1800 peak hour with 72% of movements travelling to and from the south). These vehicles would travel through the Pentrebach Roundabout to the south of the site. As shown in Section 2, the Pentrebach Roundabout has a base flow of 2,803 vehicle movements through the junction in the PM peak hour. As such, this would equate to a change of 0.5% in traffic flows through the junction. This would be imperceptible and well within daily variations of change at this location. This would not have a material impact on the operational capacity of the network and is well within the 5% threshold levels stated within TAN18.

5.6.2 Given this junction would have the highest level of through flow from the development and that in all other peak hours there is either no increase or a decrease in vehicle movements compared to the existing lawful use, the development would not have a material impact on the operation of the wider network.

5.6.3 However, for robustness, an assessment of the site access junctions on Merthyr Road has been undertaken to ensure that these are suitable for accommodating the forecast level of traffic generation and that vehicles do not block back to the through lane from the right turn lanes.

5.6.4 No further junction assessments on the wider network are considered to be required.

6. FUTURE YEAR TRAFFIC FLOWS

6.1 Overview

6.1.1 This section outlines the future year traffic flows against which the operation of the site accesses has been considered. This includes consideration of committed developments and TEMPRO growth factors.

6.2 Committed Development

6.2.1 As set out in Section 2, the traffic flows from the recently consented Dragon Parc residential development (P/23/0053) have been considered within the assessment. These have been obtained from the traffic flow diagrams included in the Lime Transport TA, which have been reproduced in the traffic flow diagrams in Appendix B. These show a total of 42 two-way movements along Merthyr Road in the AM peak and 43 two-way movements along Merthyr Road in the PM peak.

6.3 Future Year Baseline Traffic Flows

6.3.1 For the purposes of this assessment, as these are new junctions that do not currently exist, only a future year of 2035 has been assessed. The assessment of 2035 is 10 years after the application date and consistent with the future year assessment from the Dragon Parc TA.

6.3.2 To take account of background traffic growth on the local highway network within the vicinity of the site between 2025 and 2035, growth factors have been applied to the obtained 2025 base flow data. These growth factors have been calculated using the TEMPRO v8.1 computer programme which considers growth in population, employment, and car ownership based on information derived from the National Trip Ends Model (NTEM).

6.3.3 The growth has been considered using the 'Core Scenario'. The Core Scenario provides a consistent, common comparator scenario for decision-making, to assess all projects and options against. A description of the Core Scenario is set out in the DfT - Transport Analysis Guidance (TAG) Unit M4, Forecasting and Uncertainty (paragraph 3.1.3):

"The core scenario represents a world in which future deviation from historic trends in the key drivers of demand and current government policies is minimal; not a world that is necessarily desirable. It does not represent a statistical 'expected value', but one possible outcome amongst many."

6.3.4 As such, the Core Scenario may not be a desirable outcome nor an expected one but is based on historical trends in behaviour. An alternative assumption with modal shift and technological advances may see significantly lower growth rates, and that would be equally valid, but the Core Scenario is considered to be the most robust position for this assessment.

6.3.5 Growth rates within Merthyr Tydfil 005 (the MSOA in which the site is situated) have been considered based on all road types using the Core Scenario. The growth rates used in the AM and PM peak hours are summarised as follows:

- 2025-2035 – AM Peak: 1.107
- 2025-2035 – PM Peak: 1.105

6.3.6 TEMPRO guidance specifies that the growth factors for individual areas are derived from forecasts at a local authority level which are informed by allocated housing and employment sites within the associated local development plans. As the site is allocated for residential and employment use itself,

there would be an element of double counting in the factored background traffic flows through the application of growth rates in addition to the distribution of development traffic.

6.3.7 However, for robustness, the growth rates have not been adjusted for the households or jobs created by the proposed development.

6.3.8 In addition, the long term effects of the pandemic on travel behaviour, particularly for commuting are not yet known. There is likely to be an increase in homeworking and reduction in peak hour vehicle movements into the future, particularly with technological and infrastructure improvements and efficiencies. A significant increase in homeworking would also be in accordance with the aspirations of Welsh Government.

6.3.9 As such, the application of unfettered growth rates based on traffic projections (particularly those in the Core Scenario), is considered a robust method of obtaining future year traffic flows and no further committed development traffic has therefore been applied.

6.4 Future Year Traffic Flows and Assessment Scenarios

6.4.1 The 2025 base traffic flows have been factored by the calculated growth rates to 2035. The resultant 2035 future year base and 2035 future year base plus committed plus development flows in the AM and PM peak hours are set out within the traffic flow diagrams in Appendix B. These are summarised as follows:

- 2035 Future Base – AM Peak (0800-0900)
- 2035 Future Base – PM Peak (1600-1700)
- 2035 Future Base plus committed plus development – AM Peak (0800-0900)
- 2035 Future Base plus committed plus development – PM Peak (1600-1700)

6.4.2 For a robust worst case, the peak hours for the development, committed and base traffic flows have been assumed to be the same.

7. OPERATIONAL ASSESSMENTS

7.1 Overview

7.1.1 This section provides operational assessments of the site accesses based on the traffic flows set out in the previous sections for a future year scenario.

7.1.2 Assessments have been undertaken during the 2035 network AM (0800 - 0900) and PM (1600 - 1700) peak hours. The scenarios which have been assessed within this TA are summarised as follows:

- 2035 Future Base plus committed plus development – AM Peak (0800-0900)
- 2035 Future Base plus committed plus development – PM Peak (1600-1700)

7.1.3 Given that the traffic flows have been spread evenly across both accesses and that they have approximately the same geometry and visibility splays, and the background traffic flows are the same past each junction, although both accesses have been modelled, the results are likely to be broadly the same similar. As such, a separate sensitivity analysis has also been modelled whereby all development traffic is assumed to use a single access.

7.2 Model Inputs

7.2.1 The assessment of the site access junctions has been undertaken using the TRL software Junctions 10. Modelling has been undertaken using total traffic flows and HGV percentages. The modelling has been based on geometric measurements from the site access designs which have utilised topographical survey data.

7.2.2 For robustness in the model, both site accesses have been modelled with a single lane minor arm, with no flare length assumed. This represents a worst case, as both junctions have a flare which can accommodate 1-2 cars.

7.3 Model Reporting Outputs

7.3.1 The outputs of Junctions 10 provide a number of measurements to ascertain information of a junction's operation. The key measurements which have been considered in the assessments are:

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

7.3.2 The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1, although a value of 0.85 to 0.9 is typically considered as 'at capacity' at junctions.

7.3.3 Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. The queue lengths for the right turn lanes will also establish whether these have the appropriate design to accommodate the queueing without impacting through vehicle movements or the deceleration lane.

7.3.4 When considering the operation of the junction all of these factors will be considered to form a view as to whether the site accesses are appropriate in capacity terms.

7.3.5 The full outputs of all junction modelling are included in Appendix M.

7.4 Operational Assessment Results Summary

Northern site access

7.4.1 The results of the northern site access / Merthyr Road junction modelling are summarised in Table 7-1.

Table 7-1: 2035 Base + Com + Dev Junctions 10 Summary – Northern Site Access Junction

Arm	AM Peak (08:15 – 09:15)				PM Peak (16:00 – 17:00)			
	Queue (veh)	Max Delay (s)	RFC	LOS	Queue (veh)	Max Delay (s)	RFC	LOS
Arm B – Site Access	0.4	11.55	0.27	B	0.2	9.76	0.15	A
Arm C – Merthyr Road Right Turn	0.0	5.92	0.02	A	0.0	6.00	0.05	A

7.4.2 Table 7-1 demonstrates that the northern site access junction is forecast to operate well within its maximum theoretical capacity (RFC of 0.9) with a maximum RFC of 0.27 reported in the AM peak on the Site Access arm. There is minimal queueing or delay shown in the model, and no queuing shown in the right turn lane.

Southern site access

7.4.3 The results of the southern site access / Merthyr Road junction modelling are summarised in Table 7-2. The full outputs are included in Appendix I.

Table 7-2: 2035 Base + Com + Dev Junctions 10 Summary – Southern Site Access Junction

Arm	AM Peak (08:15 – 09:15)				PM Peak (16:00 – 17:00)			
	Queue (veh)	Max Delay (s)	RFC	LOS	Queue (veh)	Max Delay (s)	RFC	LOS
Arm B – Site Access	0.4	11.97	0.28	B	0.2	9.92	0.15	A
Arm C – Merthyr Road Right Turn	0.0	6.01	0.03	A	0.0	6.09	0.05	A

7.4.4 Table 7-2 demonstrates that the southern site access junction is forecast to operate well within its maximum theoretical capacity (RFC of 0.9) with a maximum RFC of 0.28 reported in the AM peak on the Site Access arm. There is minimal queueing or delay shown in the model, and no queuing shown on the right turn lane.

Sensitivity analysis

7.4.5 The results of the sensitivity analysis, based on the northern access junction parameters are summarised in Table 7-2. This sensitivity analysis assumes that all traffic turns to and from a single junction into the site.

Table 7-3: 2035 Base + Com + Dev Junctions 10 Summary – Sensitivity Analysis

Arm	AM Peak (08:15 – 09:15)				PM Peak (16:00 – 17:00)			
	Queue (veh)	Max Delay (s)	RFC	LOS	Queue (veh)	Max Delay (s)	RFC	LOS
Arm B – Site Access	1.3	19.97	0.56	C	0.4	12.63	0.31	B
Arm C – Merthyr Road Right Turn	0.1	6.20	0.05	A	0.1	6.55	0.09	A

7.4.6 Table 7-3 demonstrates that the site access junction is forecast to operate well within its maximum theoretical capacity (RFC of 0.9), even if it is assumed all vehicle movements travelled to and from a single junction. A maximum RFC of 0.56 is reported in the AM peak on the Site Access arm. There is minimal queueing shown in the model, and no queuing shown on the right turn lane. As such, the site access arrangements would operate within capacity, with the right turn lane appropriately accommodating all movements without blocking back or impacting through vehicle movements, even if all movements travelled into and out of the site via a single access.

7.4.7 The results of the junction modelling show that the site accesses are appropriate for accommodating the proposed development traffic, with minimal queuing and delay for development traffic turning in and out of the site. There would be no impact on through movements on Merthyr Road from right turning traffic.

7.4.8 The development would therefore not have an unacceptable impact on road safety, or a material impact on the operation of the highway.

8. TRANSPORT IMPLEMENTATION STRATEGY

8.1 Overview

8.1.1 The objective of the Transport Implementation Strategy (TIS) is to promote sustainable modes including walking, cycling and public transport and set out mitigation required to accommodate the development on the highway network. This has been considered against the transport hierarchy and sustainable transport policies in PPW12 to reflect the WG commitment to reduce reliance on the private car.

8.2 Active Travel

Walking and Cycling

8.2.1 Walking has the potential of providing an alternative mode of transport to undertake shorter journeys typically under 2km in distance, although the Active Travel Act suggests journeys of up to 3.2km are acceptable. The benefits of walking include that it is free, convenient, good for health and environmentally friendly.

8.2.2 Cycling has the potential of providing an alternative mode of transport to undertaken journeys up to a distance of approximately 8km. The site benefits from being situated within close proximity to cycle routes which can be accessed via new active travel links.

8.2.3 The proposed development will facilitate journeys on foot and by cycle through the extensive network of footways / shared footway / cycleways running within the site and proposed along the site boundaries adjacent to Merthyr Road. In addition, one new toucan crossing is proposed adjacent to the bridge on the northern boundary and two pedestrian crossings are proposed to be upgraded to toucan crossings on Merthyr Road. A dropped kerb crossing is proposed on Triangle Business Park Road. The exact location and form of these crossings can be agreed with MTCBC as part of the detailed S278 technical approval.

8.2.4 Improvements to lighting at the underpass at the existing Pentrebach Rail Station are proposed, which are likely to be delivered via a reasonable and proportionate S106 contribution to be agreed, with works delivered by MTCBC (or Welsh Government / TfW).

8.2.5 Finally, it is recommended that the informal route connecting the Triangle Business Park to Merthyr Road is upgraded, although this is outside of the adopted highway and site ownership so is not in the control of the applicant. A reasonable and proportionate S106 contribution can be provided towards any works in this area, which would need to be delivered by MTCBC.

8.2.6 The improved active travel route along Merthyr Road will deliver a MTCBC proposed cycling link set out in the ATNM. The development also facilitates a bridge crossing over the railway / River Taff linking to the residential development to the west. This would offer a further connectivity benefit to and from existing surrounding areas.

8.2.7 The improvements for walking and cycling facilities as well as the routes within the site ensures the site fully promotes and improves active travel within the vicinity. The site will be fully permeable and well connected to its surrounds.

8.2.8 Footways and shared surface areas will also be provided within the site to encourage walking. This reflects the user hierarchy as set out in PPW12 and Manual for Streets guidance.

8.2.9 Secure and covered cycle parking will be provided on the site in accordance with the MTCBC guidance. This will be set out and shown within the reserved matters application.

8.2.10 The site is therefore highly permeable by sustainable modes of travel and encourages walking and cycling movements appropriately, as well as providing improved opportunities for existing residents to travel by sustainable modes.

8.2.11 A Travel Plan has also been produced which provides measures to encourage cycling, such as information on cycling routes and cycling clubs.

Consideration of PPW12

8.2.12 The development is in a location which is not car dependent as it is possible to walk or cycle to a significant number of facilities, services and public transport hubs via suitable routes within appropriate distances in accordance with the transport hierarchy in PPW12. The design of the site has considered active travel movements first, through the provision of extensive active travel routes and considering all key routes from the site and where improvements are required.

8.3 Public Transport

8.3.1 Public transport provides an opportunity to replace car trips with it being possible to access existing bus stops and routes, as well as rail services. The development is accessed by footways / cycleways which connect to the Pentrebach Rail Station, as well as the new Metro rail station within the site, which will ensure all residents are within c.400m walking distance of a rail station.

8.3.2 There are also bus stops on Merthyr Road adjacent to the site, and a bus loop will be provided within the site allowing buses to access the new Metro rail station. The existing stops on Merthyr Road are served by five routes with a good frequency of service (combined average frequency of 12 minutes during network peak hours), with regular services to Cardiff, Pontypridd and Merthyr Tydfil.

8.3.3 Potential future residents of the site would therefore use bus or rail services as an attractive alternative to travelling by car.

8.3.4 Walking distances to stops are also only on part of the overall journey by public transport and therefore only one aspect to encourage travel via bus and rail. CIHT guidance "*Planning for public transport in developments*" suggests that as important as the walking distance to a stop are information on services available (for example real time information and timetable information), waiting time at stops (which can be influenced by the provision of real time information or phone apps linked to GPS bus data), the directness and quality of the walking route to stops and the directness and journey time of the bus journey itself.

8.3.5 The routes from the site are convenient, direct, of good quality and flat (as well as being a short distance given the number of stops along the site frontage). There are also signal controlled crossings to access the southbound stops. The good frequency of services will reduce waiting times for buses and trains. As such, the good quality walking routes to the bus and rail stations will encourage residents to use the services.

8.3.6 The Travel Plan ensures that the services are fully promoted to residents. Any websites or mobile applications at the time of occupation which provide real time information will be promoted. This will ensure that the wait time at the stops will be minimised as residents can leave the site at the correct time to meet their preferred service, which reduces dwell time at stops. This will reduce the overall travel time from the origin to the end destination.

8.3.7 The closest stops are served by buses providing an average frequency of one service every 12 minutes during network peak hours. In addition, the rail station provides additional services connecting to Cardiff. As such these offer direct and convenient routes.

8.3.8 A public transport journey should be considered in the context of the entire journey. The walk to the stops will be via direct by high quality routes and be well lit, real time information websites will be promoted to residents and the services provide a direct journey into Cardiff and Merthyr Tydfil. As such, residents are more likely to walk from the site to use the bus and rail services.

8.3.9 Based on the three strands of a journey (walking, waiting and on-board travel) and allowing for the promotion of public transport and real-time information, bus and rail travel are considered to provide realistic and attractive alternative modes of travel to and from the site. The site location is appropriate for public transport use which is in accordance with the sustainable transport policies in PPW12.

8.3.10 The site layout itself also provides the opportunity for buses to travel through the site, if needed, and if there is a desire to divert services from existing routes to connect to the new Metro station. However, given the proximity to bus stops on Merthyr Road it may not be required for this site, and operators may prefer not to divert from existing, given the proximity to these bus stops.

8.3.11 The proposals will also facilitate the delivery of a new Metro station and a transport hub area, to include cycle parking, connection to a cycle route, bus stops, disabled parking and a park and ride facility. This encourages multi-modal journeys, including by sustainable modes of travel, and is fully in accordance with the transport hierarchy in PPW12. The full details of the transport hub will be set out within a reserved matters application.

8.3.12 It is also proposed to provide a new bus shelter and bus infrastructure for the relocated northbound bus stop. Seating could be provided for the southern southbound bus stop. Bus shelters will be relocated to the verge, where these are impacted by the widened active travel route on Merthyr Road.

8.4 Vehicular Access and Site Layout

8.4.1 The vehicular access for the main western parcel of the site will be provided via new right turn lane priority junctions onto Merthyr Road which will connect to the internal access road network. The access arrangements are safe and suitable and can accommodate the vehicle movements generated by the site appropriately, without queues impacting on through movements. The right turn lane storage is appropriate and safe for the forecast traffic movements to and from the site.

8.4.2 The eastern employment parcel will be accessed via the two existing access points which form existing priority junctions onto the Triangle Business Park Road. No changes are required to these arrangements.

8.4.3 The junction modelling and traffic impact analysis has demonstrated that the proposed redevelopment of the site would not have a material impact on the operational capacity of the highway network. During most of the peak hours, there would be a reduction in vehicle movements in comparison with the existing lawful planning use of the site, and the proposals would generate a significant reduction in HGVs to and from the site. During one PM peak hour there is a forecast minimal increase in movements, which result in just a 0.5% impact on traffic flows through the Pentrebach Roundabout, with movements dissipating onto the wider network from this point.

8.4.4 As such, no highway improvements are considered to be required in relation to operational capacity, and this will assist in encouraging a modal shift to more sustainable modes of travel, in accordance with the current policy position of Welsh Government.

8.5 Travel Plan

8.5.1 A Framework Travel Plan has been produced which sets out measures to further minimise the impact of the development on the network and encourage a modal shift. This will be produced in full prior to occupation and measures implemented accordingly.

8.6 Summary of Mitigation and Improvements

8.6.1 It is proposed to deliver the following improvements and mitigation as part of the development:

- Significant active travel route improvements. This includes widening the existing footway on Merthyr Road to a 3m wide shared footway / cycleway. A further active travel route will run down the western boundary of the site, as well as connect to the main site accesses in turn linking to the route on Merthyr Road.
- New toucan crossing adjacent to the bridge on the unnamed road to the north of the site.
- Two upgraded / relocated signal controlled crossings on Merthyr Road. These would be upgraded to toucan crossings.
- New dropped kerb crossing on Triangle Business Park Road.
- Facilitating the delivery of a new bridge across the River Taff to the west.
- Reasonable and proportionate contribution (via S106) towards the delivery of a formal active travel route connecting Merthyr Road to the Pentrebach Retail Park, as an upgrade to the existing informal route. This is outside of the adopted highway and the land ownership of the applicant and would need to be delivered by MTCBC. The level of contribution required and the relevant mechanism to make this contribution is to be discussed and agreed with MTCBC.
- Reasonable and proportionate contribution via S106 towards improved lighting at the existing underpass at the existing Pentrebach Rail Station.
- New bus shelter and infrastructure for relocated northbound bus stop and seating for the southern southbound shelter.

8.6.2 The nature/scale of any necessary contributions will be subject to wider discussions with the Council regarding Section 106 contributions and would need to ensure viability, given this is a brownfield site requiring remediation.

8.6.3 In addition, the full details of the location and layout of any new or improved crossings will be discussed and included as part of a S278 technical approval process.

9. SUMMARY AND CONCLUSIONS

9.1 Summary

9.1.1 This Transport Assessment (TA) has been provided in support of an outline planning application for a proposed redevelopment on part of the Hoover Strategic Regeneration Area (HSRA), in Merthyr Tydfil (the 'site').

9.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the proposals in terms of location, connectivity, highway safety, parking, access and the impact on the local highway network.

9.1.3 The development description is for the:

"Demolition, ground reclamation and remediation and outline planning application with all matters reserved (except for the main access points) for the comprehensive redevelopment of the former Hoover site to create a new neighbourhood, including up to 441 new homes, 1.5 hectares of employment land (including B1 (business), B2 (general industrial), B8 (storage and distribution) and sui generis uses), community hub (including A1 (shops), A2 (financial and professional services) A3 (food and drink), B1 (business), D1 (non-residential institutions) and sui generis uses), community heat hub, metro station and transport hub (including transport interchange and parking) , a network of open spaces (including parkland, active travel routes, areas for informal recreation and SUDS attenuation features) together with associated works, including improvement/works to the highway network."

9.1.4 As part of the overall strategic plans within the Replacement Local Development Plan (RLDP), a new metro station is also proposed. The proposals will facilitate the delivery of this new station, although the station would not be delivered as part of this planning application.

9.1.5 Vehicular access to the main western parcel would be obtained from two new accesses onto Merthyr Road. These are both right turn lane priority junction arrangements. The employment land to the east of Merthyr Road would be accessed from the two existing access points onto the Triangle Business Park Road. The small parcel for the potential community heat hub would be accessed through the Triangle Business Park as it benefits from an existing right of way.

9.1.6 The proposed parking provision will be fully in accordance with the Merthyr Tydfil County Borough Council (MTCBC) parking standards, as well as the objectives for encouraging sustainable travel and reducing car use as set out in PPW12 and Future Wales. The site meets the criteria for a reduction in parking provision of one space per unit, given its sustainable location. The provision of parking will be agreed as part of any reserved matters application.

9.1.7 The proposals will be able to accommodate service and delivery vehicles appropriately and these vehicles can enter and exit the site appropriately at each access point.

9.1.8 The site is situated in a highly sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services, educational and employment locations within appropriate distances via good quality routes, reducing the need to own or travel by car. The site will also deliver a number of active travel routes and improvements, which would connect to the surrounding area, as well as deliver a section of the (MTCBC) RLDP 2016 – 2031, under 'Policy SW6: Hoover Strategic Regeneration Area'.

9.1.9 The site also has excellent public transport links, which provide a suitable, attractive and realistic alternative to travelling by car. This includes the local bus and rail stations (including the new Metro

Station) being adjacent to or within the site's boundary and offering routes connecting to key locations, including Cardiff. This will assist in constraining vehicle generation and reduce the need for residents to own a car. It will also benefit and attract residents that would prefer to travel by public transport. The development will also deliver improvements to bus stop facilities.

9.1.10 In addition, the proposals can provide a proportionate contribution (at a level to be agreed) towards the delivery of an active travel connection, to be delivered by MTCBC connecting Merthyr Road to Pentrebach Retail Park. This will further enhance the sustainable connections from the site and for existing residents and visitors to this area. This will also provide a more permeable scheme connected with its surrounds. The nature/scale of any necessary contribution will be subject to wider discussions with the Council regarding Section 106 contributions.

9.1.11 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals, and no evidence of an existing issue in relation to active travel for movements to and from the key local facilities.

9.1.12 Trip generation analysis forecasts that the proposals would generate a reduction of up to 20 vehicle movements in the AM Peak hour and an increase of up to 18 movements in the PM peak hour in comparison to the existing industrial site use. These movements would disperse in different directions from the site accesses and would not have a material impact on the operation of the wider highway.

9.1.13 The access arrangements are safe and suitable and can accommodate the vehicle movements generated by the site appropriately, without queues impacting on through movements. The right turn lane storage is appropriate and safe for the forecast traffic movements to and from the site.

9.1.14 As such, no highway improvements are considered to be required in relation to operational capacity, and this will assist in encouraging a modal shift to more sustainable modes of travel, in accordance with the current policy position of Welsh Government.

9.1.15 A Framework Travel Plan has been produced which sets out measures to further minimise the impact of the development on the network and encourage a modal shift. This will be produced in full prior to occupation and measures implemented accordingly.

9.2 Conclusions

9.2.1 The site location will encourage and promote sustainable travel behaviour, attract residents who choose not to own a car or have low car ownership and is fully in accordance with transport policies in Future Wales, PPW12, and TAN18.

9.2.2 Data does not indicate a road safety issue which would be exacerbated by the proposals. The development would not have an unacceptable impact on road safety and the access arrangements and pedestrian / cycle routes will provide safe and suitable access for the proposed development.

9.2.3 The proposals will not have a material impact on the operation of the highway network. No mitigation is required in relation to highway capacity.

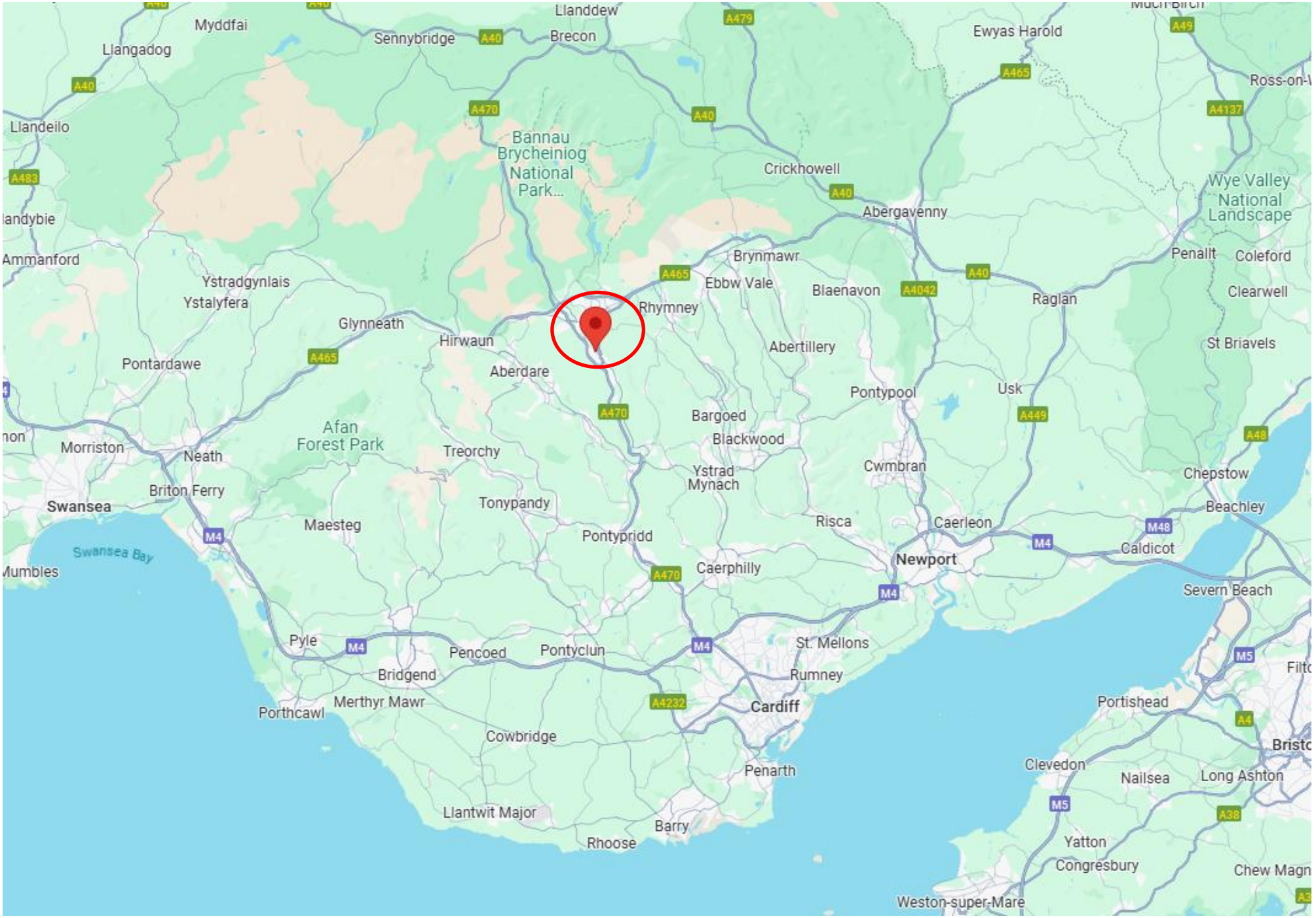
9.2.4 The analysis presented within this TA should enable the highway authority to provide a positive recommendation on the planning application.

Appendix A Traffic Survey Data

Site 1 - 51.7309694,-3.3674582 **MERTHYR RD – LOOKING SOUTHBOUND**

Site 2 - 51.7272851,-3.3633631 **MERTHYR RD – LOOKING NORTHBOUND**


1
Tribotics
Trevithick Trail
River Taff
Merthyr Rd
A4060
Tyreman Mobile Fitting
VES Recruitment
Powell Scaffolding
Halfords - Merthyr Tydfil
PureGym Merthyr Tydfil
2
ms Merthyr Tydfil
Home Bargains
Hallmark Greenhill Manor Luxury Care...
Wildwood
St James Cl
Stanfield Cl
Gelhin St
Greenfield Terrace
Pentrebach House Table Table
Premier Inn
Jerusal


Llanddew
Myddfai
Sennybridge
Brecon
Ewyas Harold
Much Birch
Llangadog
Ross-on-W
Llandeilo
Bannau Brycheiniog National Park...
Crickhowell
Wye Valley National Landscape
Abergavenny
Ammanford
Brynmawr
Penallt
Coleford
Ystradgynlais
Ystalyfera
Ebbw Vale
Blaenavon
Raglan
Clearwell
Rhymney
Glynneath
Hirwaun
Abertillery
St Briavels
Pontardawe
Aberdare
Pontypool
Usk
Bargoed
Afan Forest Park
Blackwood
Morriston
Neath
Treorchy
Cwmbran
Chepstow
Ystrad Mynach
Briton Ferry
Swansea
Tonypandy
Beachley
Maesteg
Risca
Caerleon
Caldicot
Swansea Bay
Pontypridd
Newport
Mumbles
Caerphilly
Severn Beach
Pyle
St. Mellons
Pencoed
Pontyclun
Rumney
Bridgend
Merthyr Mawr
Cardiff
Portishead
Porthcawl
Cowbridge
Clevedon
Penarth
Nailsea
Long Ashton
Llantwit Major
Barry
Yatton
Rhoose
Congresbury
Chew Magn
Weston-super-Mare

14217		MERTHYR TYDFIL MARCH 2025								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 14217001	Merthyr Rd Merthyr Tydfil (South of Pentrebach Rd Roundabout) 51.730969, -3.367458	Channel: Northbound	Thu 06-Mar-25	Wed 12-Mar-25	40	26307	4060	3758	42.9	37.2
		Channel: Southbound	Thu 06-Mar-25	Wed 12-Mar-25		21108	3269	3015	43.2	37.5

Data produced by
Auto Surveys Ltd

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Mar-25														
00:00	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	**4**	1	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	5	1	0	0	0	0	0	0	0	1	0	0
05:00	**35**	0	32	3	0	0	0	0	0	0	0	0	0	0
06:00	**70**	0	52	17	1	0	0	0	0	0	0	0	0	0
07:00	**166**	1	132	28	0	4	1	0	0	0	0	0	0	0
08:00	**362**	0	328	27	3	2	0	0	1	0	1	0	0	0
09:00	**308**	0	271	29	4	4	0	0	0	0	0	0	0	0
10:00	**259**	0	225	26	3	3	0	0	0	0	2	0	0	0
11:00	**275**	2	233	30	2	5	2	0	0	0	1	0	0	0
12:00	**309**	0	273	27	2	6	0	0	0	0	0	1	0	0
13:00	**268**	1	226	33	2	4	0	0	1	0	0	1	0	0
14:00	**279**	1	234	35	2	4	0	0	2	1	0	0	0	0
15:00	**341**	1	298	35	3	2	1	0	0	0	1	0	0	0
16:00	**341**	0	302	32	3	2	1	1	0	0	0	0	0	0
17:00	**256**	1	228	24	1	2	0	0	0	0	0	0	0	0
18:00	**233**	0	214	14	2	3	0	0	0	0	0	0	0	0
19:00	**174**	0	156	11	3	2	0	0	2	0	0	0	0	0
20:00	**103**	1	98	3	1	0	0	0	0	0	0	0	0	0
21:00	**50**	0	49	1	0	0	0	0	0	0	0	0	0	0
22:00	**54**	0	52	1	0	0	0	0	0	0	1	0	0	0
23:00	**25**	0	23	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3397**	**7**	**2964**	**340**	**27**	**41**	**5**	**1**	**4**	**1**	**5**	**2**	**0**	**0**
16H,6-22	**3794**	**8**	**3319**	**372**	**32**	**43**	**5**	**1**	**6**	**1**	**5**	**2**	**0**	**0**
18H,6-24	**3873**	**8**	**3394**	**375**	**32**	**43**	**5**	**1**	**6**	**1**	**6**	**2**	**0**	**0**
24H,0-24	**3934**	**9**	**3445**	**383**	**32**	**43**	**5**	**1**	**6**	**1**	**6**	**3**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Mar-25														
00:00	**12**	0	9	2	0	0	0	0	0	0	0	1	0	0
01:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
04:00	**18**	0	10	7	0	0	0	0	0	0	0	1	0	0
05:00	**35**	0	29	6	0	0	0	0	0	0	0	0	0	0
06:00	**65**	0	48	13	2	1	0	0	1	0	0	0	0	0
07:00	**160**	0	117	35	1	6	1	0	0	0	0	0	0	0
08:00	**362**	2	308	43	3	4	1	0	0	0	1	0	0	0
09:00	**349**	0	305	34	2	6	1	0	1	0	0	0	0	0
10:00	**283**	0	231	42	4	5	1	0	0	0	0	0	0	0
11:00	**282**	0	242	32	3	5	0	0	0	0	0	0	0	0
12:00	**315**	0	272	36	3	4	0	0	0	0	0	0	0	0
13:00	**289**	0	238	38	3	7	1	0	2	0	0	0	0	0
14:00	**289**	1	248	33	3	2	1	0	1	0	0	0	0	0
15:00	**377**	1	335	31	4	4	0	1	1	0	0	0	0	0
16:00	**315**	0	270	39	3	2	0	0	1	0	0	0	0	0
17:00	**262**	0	244	13	2	3	0	0	0	0	0	0	0	0
18:00	**201**	0	187	7	2	3	0	0	2	0	0	0	0	0
19:00	**159**	0	147	8	2	2	0	0	0	0	0	0	0	0
20:00	**112**	0	106	5	1	0	0	0	0	0	0	0	0	0
21:00	**62**	0	57	4	0	0	0	0	1	0	0	0	0	0
22:00	**53**	0	49	3	0	0	0	0	0	0	0	1	0	0
23:00	**50**	0	46	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3484**	**4**	**2997**	**383**	**33**	**51**	**6**	**1**	**8**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**3882**	**4**	**3355**	**413**	**38**	**54**	**6**	**1**	**10**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**3985**	**4**	**3450**	**420**	**38**	**54**	**6**	**1**	**10**	**0**	**1**	**1**	**0**	**0**
24H,0-24	**4063**	**4**	**3508**	**438**	**38**	**54**	**6**	**1**	**10**	**0**	**1**	**3**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Mar-25															
00:00	**32**	0	32	0	0	0	0	0	0	0	0	0	0	0
01:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
02:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	2	2	0	0	0	0	0	0	0	1	0	0
04:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
06:00	**32**	0	27	4	1	0	0	0	0	0	0	0	0	0
07:00	**94**	1	81	8	1	3	0	0	0	0	0	0	0	0
08:00	**183**	0	159	20	1	3	0	0	0	0	0	0	0	0
09:00	**256**	5	219	26	2	3	0	0	1	0	0	0	0	0
10:00	**265**	0	244	16	0	3	0	0	1	0	1	0	0	0
11:00	**337**	1	306	25	2	2	0	0	0	0	0	1	0	0
12:00	**297**	1	269	20	3	3	0	0	1	0	0	0	0	0
13:00	**308**	0	280	23	1	3	1	0	0	0	0	0	0	0
14:00	**289**	2	260	20	3	3	0	0	0	0	0	0	1	0
15:00	**239**	2	217	14	1	3	0	0	2	0	0	0	0	0
16:00	**194**	2	170	17	2	3	0	0	0	0	0	0	0	0
17:00	**194**	2	173	13	1	3	0	0	2	0	0	0	0	0
18:00	**190**	0	177	8	2	3	0	0	0	0	0	0	0	0
19:00	**148**	0	136	7	1	4	0	0	0	0	0	0	0	0
20:00	**103**	0	97	4	1	0	0	0	1	0	0	0	0	0
21:00	**90**	0	85	5	0	0	0	0	0	0	0	0	0	0
22:00	**75**	1	74	0	0	0	0	0	0	0	0	0	0	0
23:00	**48**	0	48	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2846**	**16**	**2555**	**210**	**19**	**35**	**1**	**0**	**7**	**0**	**1**	**1**	**1**	**0**
16H,6-22	**3219**	**16**	**2900**	**230**	**22**	**39**	**1**	**0**	**8**	**0**	**1**	**1**	**1**	**0**
18H,6-24	**3342**	**17**	**3022**	**230**	**22**	**39**	**1**	**0**	**8**	**0**	**1**	**1**	**1**	**0**
24H,0-24	**3415**	**17**	**3089**	**235**	**22**	**39**	**1**	**0**	**8**	**0**	**1**	**2**	**1**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Mar-25														
00:00	**47**	0	43	3	0	1	0	0	0	0	0	0	0	0
01:00	**23**	1	20	2	0	0	0	0	0	0	0	0	0	0
02:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
03:00	**12**	0	8	4	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
05:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
06:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
07:00	**46**	0	40	6	0	0	0	0	0	0	0	0	0	0
08:00	**71**	0	59	12	0	0	0	0	0	0	0	0	0	0
09:00	**123**	0	108	14	1	0	0	0	0	0	0	0	0	0
10:00	**231**	2	218	10	1	0	0	0	0	0	0	0	0	0
11:00	**232**	0	216	15	1	0	0	0	0	0	0	0	0	0
12:00	**280**	7	253	18	0	1	0	0	1	0	0	0	0	0
13:00	**239**	0	224	12	1	0	1	0	1	0	0	0	0	0
14:00	**229**	6	207	14	1	0	0	0	1	0	0	0	0	0
15:00	**197**	3	183	10	1	0	0	0	0	0	0	0	0	0
16:00	**193**	1	172	17	1	0	0	0	2	0	0	0	0	0
17:00	**155**	2	137	13	2	1	0	0	0	0	0	0	0	0
18:00	**169**	1	155	11	1	0	1	0	0	0	0	0	0	0
19:00	**109**	0	103	4	1	0	1	0	0	0	0	0	0	0
20:00	**73**	0	67	6	0	0	0	0	0	0	0	0	0	0
21:00	**53**	0	49	4	0	0	0	0	0	0	0	0	0	0
22:00	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2165**	**22**	**1972**	**152**	**10**	**2**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2419**	**22**	**2208**	**168**	**11**	**2**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**2464**	**22**	**2251**	**170**	**11**	**2**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**2594**	**23**	**2367**	**182**	**11**	**3**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Mar-25														
00:00	**11**	0	7	4	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
04:00	**15**	0	9	6	0	0	0	0	0	0	0	0	0	0
05:00	**39**	0	35	2	0	2	0	0	0	0	0	0	0	0
06:00	**57**	0	51	5	1	0	0	0	0	0	0	0	0	0
07:00	**166**	1	123	32	1	5	0	0	3	0	1	0	0	0
08:00	**359**	1	305	41	2	5	0	0	4	0	0	1	0	0
09:00	**329**	0	280	37	2	6	1	0	1	0	0	2	0	0
10:00	**241**	0	199	34	2	5	0	0	1	0	0	0	0	0
11:00	**267**	1	221	36	2	5	0	0	0	0	1	1	0	0
12:00	**293**	0	240	43	2	4	3	0	1	0	0	0	0	0
13:00	**251**	0	212	30	2	5	1	0	1	0	0	0	0	0
14:00	**247**	0	206	33	3	4	0	0	1	0	0	0	0	0
15:00	**391**	0	351	35	2	2	0	0	0	0	1	0	0	0
16:00	**275**	0	233	35	3	3	0	0	1	0	0	0	0	0
17:00	**281**	0	246	30	2	2	0	0	1	0	0	0	0	0
18:00	**211**	0	195	11	2	3	0	0	0	0	0	0	0	0
19:00	**148**	0	134	8	2	3	0	0	1	0	0	0	0	0
20:00	**102**	0	90	9	0	2	0	0	0	0	1	0	0	0
21:00	**139**	2	131	6	0	0	0	0	0	0	0	0	0	0
22:00	**93**	0	85	4	0	0	0	0	1	0	0	3	0	0
23:00	**56**	0	53	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3311**	**3**	**2811**	**397**	**25**	**49**	**5**	**0**	**14**	**0**	**3**	**4**	**0**	**0**
16H,6-22	**3757**	**5**	**3217**	**425**	**28**	**54**	**5**	**0**	**15**	**0**	**4**	**4**	**0**	**0**
18H,6-24	**3906**	**5**	**3355**	**432**	**28**	**54**	**5**	**0**	**16**	**0**	**4**	**7**	**0**	**0**
24H,0-24	**3983**	**5**	**3414**	**448**	**28**	**56**	**5**	**0**	**16**	**0**	**4**	**7**	**0**	**0**

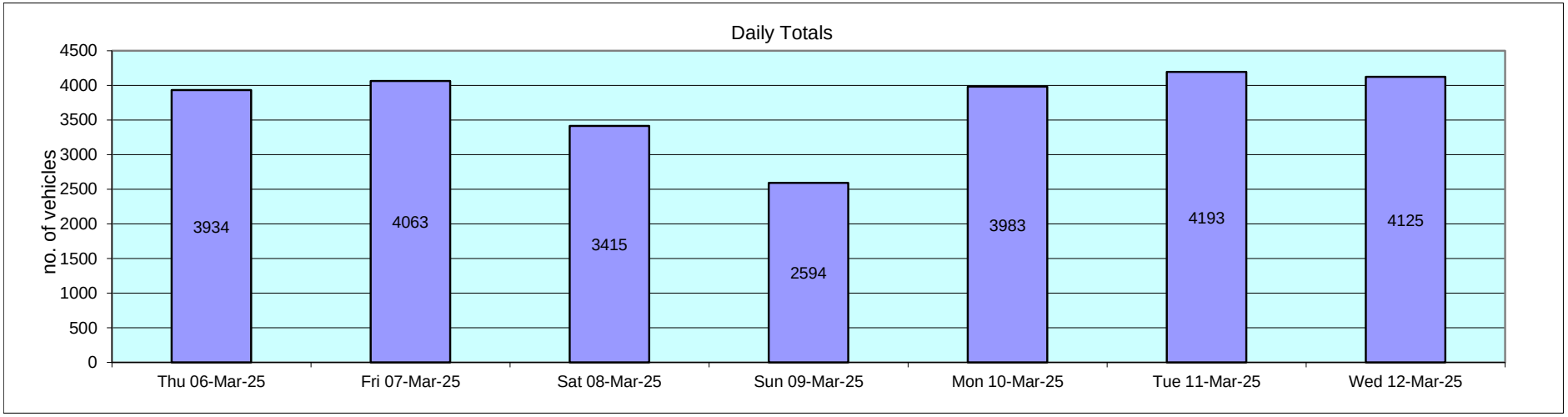
14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Mar-25														
00:00	**26**	0	24	1	0	0	0	0	0	0	0	1	0	0
01:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	3	3	0	0	0	0	0	0	0	1	0	0
05:00	**48**	0	39	4	1	2	0	0	1	0	1	0	0	0
06:00	**61**	0	51	8	1	0	0	0	1	0	0	0	0	0
07:00	**158**	0	120	28	0	4	2	0	3	0	0	1	0	0
08:00	**371**	4	316	41	3	5	0	0	2	0	0	0	0	0
09:00	**342**	1	300	32	3	4	0	0	2	0	0	0	0	0
10:00	**284**	2	222	43	3	5	1	0	5	0	2	1	0	0
11:00	**298**	2	252	33	1	6	1	0	3	0	0	0	0	0
12:00	**272**	2	232	28	3	6	0	0	0	0	0	1	0	0
13:00	**269**	0	228	30	4	3	2	0	2	0	0	0	0	0
14:00	**288**	0	254	27	2	4	0	0	1	0	0	0	0	0
15:00	**332**	1	288	36	2	3	0	0	2	0	0	0	0	0
16:00	**330**	0	284	38	2	4	0	0	2	0	0	0	0	0
17:00	**303**	2	264	31	3	3	0	0	0	0	0	0	0	0
18:00	**215**	0	201	7	2	3	0	0	1	0	1	0	0	0
19:00	**140**	0	131	4	2	2	0	0	1	0	0	0	0	0
20:00	**147**	1	134	8	1	2	1	0	0	0	0	0	0	0
21:00	**127**	0	116	10	0	1	0	0	0	0	0	0	0	0
22:00	**100**	0	93	6	0	1	0	0	0	0	0	0	0	0
23:00	**53**	0	52	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3462**	**14**	**2961**	**374**	**28**	**50**	**6**	**0**	**23**	**0**	**3**	**3**	**0**	**0**
16H,6-22	**3937**	**15**	**3393**	**404**	**32**	**55**	**7**	**0**	**25**	**0**	**3**	**3**	**0**	**0**
18H,6-24	**4090**	**15**	**3538**	**411**	**32**	**56**	**7**	**0**	**25**	**0**	**3**	**3**	**0**	**0**
24H,0-24	**4193**	**15**	**3624**	**421**	**33**	**58**	**7**	**0**	**26**	**0**	**4**	**5**	**0**	**0**

Data produced by
Auto Surveys Ltd

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Mar-25														
00:00	**23**	0	21	0	1	0	0	0	0	0	0	1	0	0
01:00	**11**	0	8	3	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**16**	0	9	6	1	0	0	0	0	0	0	0	0	0
04:00	**19**	0	11	3	0	2	0	0	1	0	1	1	0	0
05:00	**54**	1	44	6	0	0	1	0	1	0	0	1	0	0
06:00	**52**	1	40	8	2	1	0	0	0	0	0	0	0	0
07:00	**165**	0	123	36	1	4	0	0	0	0	1	0	0	0
08:00	**348**	1	301	32	2	3	1	0	4	0	2	2	0	0
09:00	**315**	0	263	42	1	4	1	0	3	0	0	1	0	0
10:00	**239**	0	197	33	3	5	0	0	1	0	0	0	0	0
11:00	**270**	0	223	37	2	6	0	0	2	0	0	0	0	0
12:00	**297**	0	264	25	2	3	1	0	1	0	1	0	0	0
13:00	**280**	3	230	36	1	7	2	0	1	0	0	0	0	0
14:00	**262**	1	221	27	2	4	3	0	3	0	0	1	0	0
15:00	**333**	0	297	29	2	4	0	0	1	0	0	0	0	0
16:00	**279**	0	235	34	2	4	0	0	2	0	0	2	0	0
17:00	**274**	1	237	30	3	3	0	0	0	0	0	0	0	0
18:00	**220**	0	204	10	4	2	0	0	0	0	0	0	0	0
19:00	**180**	1	162	12	2	3	0	0	0	0	0	0	0	0
20:00	**182**	1	168	11	1	0	0	0	1	0	0	0	0	0
21:00	**149**	0	137	12	0	0	0	0	0	0	0	0	0	0
22:00	**115**	0	108	7	0	0	0	0	0	0	0	0	0	0
23:00	**37**	0	33	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3282**	**6**	**2795**	**371**	**25**	**49**	**8**	**0**	**18**	**0**	**4**	**6**	**0**	**0**
16H,6-22	**3845**	**9**	**3302**	**414**	**30**	**53**	**8**	**0**	**19**	**0**	**4**	**6**	**0**	**0**
18H,6-24	**3997**	**9**	**3443**	**425**	**30**	**53**	**8**	**0**	**19**	**0**	**4**	**6**	**0**	**0**
24H,0-24	**4125**	**10**	**3540**	**444**	**32**	**55**	**9**	**0**	**21**	**0**	**5**	**9**	**0**	**0**

14217	MERTHYR TYDFIL	Site No: 14217001	Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd
Thu 06-Mar-25 to Wed 12-Mar-25		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Mar-25	**3934**	9	3445	383	32	43	5	1	6	1	6	3	0	0
Fri 07-Mar-25	**4063**	4	3508	438	38	54	6	1	10	0	1	3	0	0
Sat 08-Mar-25	**3415**	17	3089	235	22	39	1	0	8	0	1	2	1	0
Sun 09-Mar-25	**2594**	23	2367	182	11	3	3	0	5	0	0	0	0	0
Mon 10-Mar-25	**3983**	5	3414	448	28	56	5	0	16	0	4	7	0	0
Tue 11-Mar-25	**4193**	15	3624	421	33	58	7	0	26	0	4	5	0	0
Wed 12-Mar-25	**4125**	10	3540	444	32	55	9	0	21	0	5	9	0	0
Total Vehicles														
[--]	**26307**	83	22987	2551	196	308	36	2	92	1	21	29	1	0



Data produced by
Auto Surveys Ltd

14217	MERTHYR TYDFIL					Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Mar-25															
00:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	2	1	0	1	0	0	0	0	0	1	0	0
05:00	**70**	0	60	7	1	2	0	0	0	0	0	0	0	0
06:00	**104**	3	80	16	0	3	0	0	1	0	1	0	0	0
07:00	**149**	0	118	26	1	3	1	0	0	0	0	0	0	0
08:00	**247**	1	207	31	1	6	0	0	0	0	0	1	0	0
09:00	**198**	0	163	27	0	7	0	0	0	0	1	0	0	0
10:00	**198**	0	165	25	2	5	0	0	0	1	0	0	0	0
11:00	**215**	0	187	21	0	5	0	0	1	1	0	0	0	0
12:00	**247**	1	218	23	0	4	0	0	0	0	0	1	0	0
13:00	**230**	2	190	28	2	4	0	1	1	0	0	2	0	0
14:00	**240**	1	203	27	1	4	0	0	2	0	0	2	0	0
15:00	**263**	0	225	33	0	3	0	0	2	0	0	0	0	0
16:00	**284**	1	252	24	2	3	0	0	1	0	1	0	0	0
17:00	**281**	1	254	19	2	3	0	0	1	0	0	1	0	0
18:00	**185**	0	171	11	1	2	0	0	0	0	0	0	0	0
19:00	**144**	0	136	7	0	0	0	1	0	0	0	0	0	0
20:00	**96**	0	92	4	0	0	0	0	0	0	0	0	0	0
21:00	**76**	1	72	3	0	0	0	0	0	0	0	0	0	0
22:00	**55**	0	53	2	0	0	0	0	0	0	0	0	0	0
23:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2737**	**7**	**2353**	**295**	**12**	**49**	**1**	**1**	**8**	**2**	**2**	**7**	**0**	**0**
16H,6-22	**3157**	**11**	**2733**	**325**	**12**	**52**	**1**	**2**	**9**	**2**	**3**	**7**	**0**	**0**
18H,6-24	**3233**	**11**	**2805**	**329**	**12**	**52**	**1**	**2**	**9**	**2**	**3**	**7**	**0**	**0**
24H,0-24	**3319**	**11**	**2876**	**339**	**13**	**55**	**1**	**2**	**9**	**2**	**3**	**8**	**0**	**0**

14217	MERTHYR TYDFIL	Site No: 14217001	Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd
Thu 06-Mar-25 to Wed 12-Mar-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Mar-25														
00:00	**9**	1	5	2	0	0	0	0	0	0	0	1	0	0
01:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	0	0	1	0	0	0	0	0	0	0	0
03:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00	**10**	0	6	2	0	1	0	0	0	0	0	1	0	0
05:00	**58**	0	45	11	1	1	0	0	0	0	0	0	0	0
06:00	**99**	0	72	19	2	4	1	0	1	0	0	0	0	0
07:00	**135**	0	109	19	1	5	0	1	0	0	0	0	0	0
08:00	**226**	0	189	30	1	5	0	0	0	0	1	0	0	0
09:00	**224**	0	169	36	1	13	1	0	3	0	1	0	0	0
10:00	**226**	1	184	33	4	3	0	0	1	0	0	0	0	0
11:00	**216**	1	174	31	2	6	2	0	0	0	0	0	0	0
12:00	**254**	1	223	21	3	4	2	0	0	0	0	0	0	0
13:00	**264**	0	226	26	2	8	1	0	1	0	0	0	0	0
14:00	**236**	0	197	31	2	5	1	0	0	0	0	0	0	0
15:00	**263**	3	231	21	2	6	0	0	0	0	0	0	0	0
16:00	**258**	0	236	18	1	3	0	0	0	0	0	0	0	0
17:00	**242**	0	228	8	2	4	0	0	0	0	0	0	0	0
18:00	**189**	1	178	7	0	3	0	0	0	0	0	0	0	0
19:00	**142**	0	135	6	0	0	0	0	1	0	0	0	0	0
20:00	**86**	0	85	1	0	0	0	0	0	0	0	0	0	0
21:00	**80**	0	78	2	0	0	0	0	0	0	0	0	0	0
22:00	**54**	0	50	2	0	0	0	0	1	0	0	1	0	0
23:00	**42**	0	41	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2733**	**7**	**2344**	**281**	**21**	**65**	**7**	**1**	**5**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**3140**	**7**	**2714**	**309**	**23**	**69**	**8**	**1**	**7**	**0**	**2**	**0**	**0**	**0**
18H,6-24	**3236**	**7**	**2805**	**312**	**23**	**69**	**8**	**1**	**8**	**0**	**2**	**1**	**0**	**0**
24H,0-24	**3328**	**8**	**2873**	**329**	**24**	**72**	**8**	**1**	**8**	**0**	**2**	**3**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Mar-25															
00:00	**28**	0	27	1	0	0	0	0	0	0	0	0	0	0
01:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
02:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
03:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	2	0	0	1	0	0	0	0	0	1	0	0
05:00	**17**	0	15	1	0	1	0	0	0	0	0	0	0	0
06:00	**35**	0	29	2	0	3	0	0	0	1	0	0	0	0
07:00	**48**	2	34	5	3	3	0	0	1	0	0	0	0	0
08:00	**110**	0	84	19	2	4	0	0	0	1	0	0	0	0
09:00	**150**	3	126	14	2	3	0	0	1	1	0	0	0	0
10:00	**201**	3	177	16	1	3	0	0	0	0	1	0	0	0
11:00	**245**	5	218	15	2	4	0	0	1	0	0	0	0	0
12:00	**249**	3	231	7	1	4	0	1	1	0	1	0	0	0
13:00	**243**	3	220	14	2	3	1	0	0	0	0	0	0	0
14:00	**214**	5	186	17	1	4	0	0	1	0	0	0	0	0
15:00	**194**	0	175	13	1	4	0	0	0	0	1	0	0	0
16:00	**177**	2	161	10	2	2	0	0	0	0	0	0	0	0
17:00	**172**	1	157	9	2	3	0	0	0	0	0	0	0	0
18:00	**140**	0	130	5	0	3	0	1	1	0	0	0	0	0
19:00	**115**	0	111	4	0	0	0	0	0	0	0	0	0	0
20:00	**102**	0	97	5	0	0	0	0	0	0	0	0	0	0
21:00	**75**	0	68	7	0	0	0	0	0	0	0	0	0	0
22:00	**53**	0	49	4	0	0	0	0	0	0	0	0	0	0
23:00	**51**	0	50	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2143**	**27**	**1899**	**144**	**19**	**40**	**1**	**2**	**6**	**2**	**3**	**0**	**0**	**0**
16H,6-22	**2470**	**27**	**2204**	**162**	**19**	**43**	**1**	**2**	**6**	**3**	**3**	**0**	**0**	**0**
18H,6-24	**2574**	**27**	**2303**	**167**	**19**	**43**	**1**	**2**	**6**	**3**	**3**	**0**	**0**	**0**
24H,0-24	**2653**	**27**	**2374**	**172**	**19**	**45**	**1**	**2**	**6**	**3**	**3**	**1**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Mar-25														
00:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
01:00	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
02:00	**27**	0	24	3	0	0	0	0	0	0	0	0	0	0
03:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
06:00	**22**	1	18	2	1	0	0	0	0	0	0	0	0	0
07:00	**34**	2	25	7	0	0	0	0	0	0	0	0	0	0
08:00	**49**	1	39	8	0	1	0	0	0	0	0	0	0	0
09:00	**108**	3	89	14	0	1	0	0	0	0	0	1	0	0
10:00	**122**	3	109	9	0	1	0	0	0	0	0	0	0	0
11:00	**181**	11	157	12	1	0	0	0	0	0	0	0	0	0
12:00	**207**	5	189	10	1	1	0	0	1	0	0	0	0	0
13:00	**209**	3	196	9	0	1	0	0	0	0	0	0	0	0
14:00	**204**	8	178	15	2	0	1	0	0	0	0	0	0	0
15:00	**184**	4	165	13	1	1	0	0	0	0	0	0	0	0
16:00	**170**	0	158	10	0	1	1	0	0	0	0	0	0	0
17:00	**147**	7	128	11	1	0	0	0	0	0	0	0	0	0
18:00	**110**	3	98	8	0	1	0	0	0	0	0	0	0	0
19:00	**95**	0	92	3	0	0	0	0	0	0	0	0	0	0
20:00	**56**	0	52	4	0	0	0	0	0	0	0	0	0	0
21:00	**57**	0	52	5	0	0	0	0	0	0	0	0	0	0
22:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
23:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1725**	**50**	**1531**	**126**	**6**	**8**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**1955**	**51**	**1745**	**140**	**7**	**8**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**1992**	**51**	**1779**	**143**	**7**	**8**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**2110**	**51**	**1889**	**151**	**7**	**8**	**2**	**0**	**1**	**0**	**0**	**1**	**0**	**0**

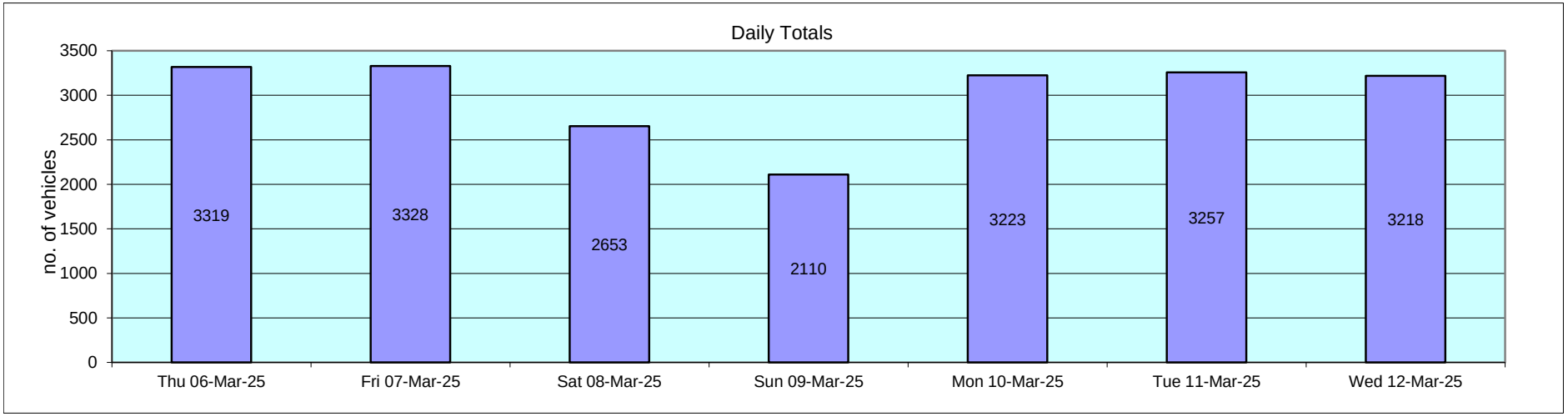
14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Mar-25														
00:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	5	1	0	1	0	0	0	0	0	0	0	0
05:00	**70**	0	53	15	1	1	0	0	0	0	0	0	0	0
06:00	**103**	0	84	12	1	5	0	0	1	0	0	0	0	0
07:00	**162**	1	124	29	3	3	1	0	1	0	0	0	0	0
08:00	**249**	0	202	37	3	6	0	0	1	0	0	0	0	0
09:00	**196**	0	151	35	3	6	0	0	1	0	0	0	0	0
10:00	**203**	1	160	31	2	4	0	0	4	0	0	1	0	0
11:00	**212**	1	172	28	2	6	0	0	2	0	0	1	0	0
12:00	**217**	1	179	27	3	5	2	0	0	0	0	0	0	0
13:00	**211**	0	173	27	0	9	1	0	1	0	0	0	0	0
14:00	**221**	0	182	31	1	6	0	1	0	0	0	0	0	0
15:00	**252**	0	215	31	2	4	0	0	0	0	0	0	0	0
16:00	**284**	0	255	25	0	4	0	0	0	0	0	0	0	0
17:00	**271**	1	242	19	2	4	2	0	1	0	0	0	0	0
18:00	**183**	0	170	10	1	2	0	0	0	0	0	0	0	0
19:00	**143**	0	137	5	0	0	0	0	0	0	1	0	0	0
20:00	**104**	0	94	9	0	1	0	0	0	0	0	0	0	0
21:00	**53**	0	53	0	0	0	0	0	0	0	0	0	0	0
22:00	**39**	0	36	1	0	0	0	0	0	0	0	2	0	0
23:00	**22**	0	21	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2661**	**5**	**2225**	**330**	**22**	**59**	**6**	**1**	**11**	**0**	**0**	**2**	**0**	**0**
16H,6-22	**3064**	**5**	**2593**	**356**	**23**	**65**	**6**	**1**	**12**	**0**	**1**	**2**	**0**	**0**
18H,6-24	**3125**	**5**	**2650**	**358**	**23**	**65**	**6**	**1**	**12**	**0**	**1**	**4**	**0**	**0**
24H,0-24	**3223**	**5**	**2726**	**377**	**24**	**67**	**6**	**1**	**12**	**0**	**1**	**4**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Mar-25														
00:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	7	2	0	1	0	0	0	0	0	1	0	0
05:00	**66**	0	53	12	0	1	0	0	0	0	0	0	0	0
06:00	**116**	1	85	24	1	4	0	0	1	0	0	0	0	0
07:00	**179**	1	141	26	1	5	1	0	2	0	0	2	0	0
08:00	**226**	0	178	38	2	6	0	0	2	0	0	0	0	0
09:00	**187**	0	154	22	2	5	1	0	1	1	0	1	0	0
10:00	**190**	2	157	24	1	4	0	0	2	0	0	0	0	0
11:00	**229**	1	186	32	3	4	0	0	2	0	0	1	0	0
12:00	**256**	2	210	27	4	6	1	0	4	0	1	1	0	0
13:00	**209**	1	169	26	1	8	2	0	2	0	0	0	0	0
14:00	**265**	2	232	25	3	3	0	0	0	0	0	0	0	0
15:00	**258**	2	216	30	2	4	1	0	3	0	0	0	0	0
16:00	**250**	0	222	23	1	4	0	0	0	0	0	0	0	0
17:00	**275**	1	247	22	2	3	0	0	0	0	0	0	0	0
18:00	**180**	0	162	12	1	2	0	0	1	0	2	0	0	0
19:00	**137**	0	121	16	0	0	0	0	0	0	0	0	0	0
20:00	**95**	0	93	2	0	0	0	0	0	0	0	0	0	0
21:00	**65**	0	62	3	0	0	0	0	0	0	0	0	0	0
22:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
23:00	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2704**	**12**	**2274**	**307**	**23**	**54**	**6**	**0**	**19**	**1**	**3**	**5**	**0**	**0**
16H,6-22	**3117**	**13**	**2635**	**352**	**24**	**58**	**6**	**0**	**20**	**1**	**3**	**5**	**0**	**0**
18H,6-24	**3161**	**13**	**2676**	**355**	**24**	**58**	**6**	**0**	**20**	**1**	**3**	**5**	**0**	**0**
24H,0-24	**3257**	**14**	**2754**	**369**	**24**	**60**	**6**	**0**	**20**	**1**	**3**	**6**	**0**	**0**

14217	MERTHYR TYDFIL					Site No: 14217001			Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Mar-25														
00:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
01:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	4	0	0	0	0	0	0	0	0	1	0	0
05:00	**49**	0	37	10	0	1	0	0	1	0	0	0	0	0
06:00	**106**	0	79	21	2	3	0	0	1	0	0	0	0	0
07:00	**149**	2	116	26	2	3	0	0	0	0	0	0	0	0
08:00	**257**	2	204	39	0	7	0	0	4	0	0	1	0	0
09:00	**205**	1	160	32	2	8	0	0	1	0	0	1	0	0
10:00	**199**	0	164	25	1	8	0	0	0	0	0	1	0	0
11:00	**225**	0	188	27	4	4	0	0	2	0	0	0	0	0
12:00	**238**	2	206	21	3	4	0	0	0	0	1	1	0	0
13:00	**239**	0	199	29	2	6	1	0	2	0	0	0	0	0
14:00	**239**	2	205	25	0	5	0	0	1	0	0	1	0	0
15:00	**214**	3	179	24	2	4	0	0	2	0	0	0	0	0
16:00	**237**	2	201	24	1	4	1	0	2	0	0	2	0	0
17:00	**257**	2	220	30	2	3	0	0	0	0	0	0	0	0
18:00	**185**	2	174	6	1	2	0	0	0	0	0	0	0	0
19:00	**154**	0	143	10	0	0	0	0	1	0	0	0	0	0
20:00	**95**	0	91	4	0	0	0	0	0	0	0	0	0	0
21:00	**69**	0	65	3	0	0	0	0	0	0	0	1	0	0
22:00	**46**	0	45	1	0	0	0	0	0	0	0	0	0	0
23:00	**24**	0	21	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2644**	**18**	**2216**	**308**	**20**	**58**	**2**	**0**	**14**	**0**	**1**	**7**	**0**	**0**
16H,6-22	**3068**	**18**	**2594**	**346**	**22**	**61**	**2**	**0**	**16**	**0**	**1**	**8**	**0**	**0**
18H,6-24	**3138**	**18**	**2660**	**350**	**22**	**61**	**2**	**0**	**16**	**0**	**1**	**8**	**0**	**0**
24H,0-24	**3218**	**18**	**2725**	**362**	**22**	**62**	**2**	**0**	**17**	**0**	**1**	**9**	**0**	**0**

14217	MERTHYR TYDFIL	Site No: 14217001	Location	Merthyr Rd, Merthyr Tydfil (South of Pentrebach Rd
Thu 06-Mar-25 to Wed 12-Mar-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Mar-25	**3319**	11	2876	339	13	55	1	2	9	2	3	8	0	0
Fri 07-Mar-25	**3328**	8	2873	329	24	72	8	1	8	0	2	3	0	0
Sat 08-Mar-25	**2653**	27	2374	172	19	45	1	2	6	3	3	1	0	0
Sun 09-Mar-25	**2110**	51	1889	151	7	8	2	0	1	0	0	1	0	0
Mon 10-Mar-25	**3223**	5	2726	377	24	67	6	1	12	0	1	4	0	0
Tue 11-Mar-25	**3257**	14	2754	369	24	60	6	0	20	1	3	6	0	0
Wed 12-Mar-25	**3218**	18	2725	362	22	62	2	0	17	0	1	9	0	0
Total Vehicles														
[--]	**21108**	134	18217	2099	133	369	26	6	73	6	13	32	0	0



Data produced by
Auto Surveys Ltd

Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

14217		MERTHYR TYDFIL MARCH 2025								
Site	**Location**	**Direction**	**Start Date**	**End Date**	**Posted Speed Limit (PSL)**	**Total Vehicles**	**5 Day Ave.**	**7 Day Ave.**	**Average 85%ile Speed**	**Average Mean Speed**
Site No: 14217002	Merthyr Rd Merthyr Tydfil (South of Hoover) 51.727285, -3.363363	Channel: Northbound	Thu 06-Mar-25	Wed 12-Mar-25	40	26865	4151	3838	41.0	34.7
		Channel: Southbound	Thu 06-Mar-25	Wed 12-Mar-25		21621	3354	3089	39.9	33.9

Data produced by
Auto Surveys Ltd

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Mar-25															
00:00	**13**	0	8	4	0	0	1	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**6**	0	3	1	0	0	2	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**8**	0	5	2	0	0	0	0	0	0	0	1	0	0
05:00	**42**	0	38	2	0	0	2	0	0	0	0	0	0	0
06:00	**72**	0	50	20	1	1	0	0	0	0	0	0	0	0
07:00	**173**	1	137	31	1	2	1	0	0	0	0	0	0	0
08:00	**366**	0	323	35	2	3	1	0	1	0	1	0	0	0
09:00	**311**	1	270	33	3	3	0	0	1	0	0	0	0	0
10:00	**257**	0	221	27	3	3	1	0	1	0	1	0	0	0
11:00	**299**	2	250	35	4	5	1	0	1	0	1	0	0	0
12:00	**330**	1	285	31	1	5	5	0	0	1	1	0	0	0
13:00	**282**	1	232	35	3	4	3	0	3	0	0	1	0	0
14:00	**284**	1	229	44	2	4	1	0	2	1	0	0	0	0
15:00	**347**	1	300	40	3	2	0	0	0	0	1	0	0	0
16:00	**330**	0	285	39	2	3	0	0	1	0	0	0	0	0
17:00	**270**	2	237	24	1	3	3	0	0	0	0	0	0	0
18:00	**243**	0	220	15	2	2	2	0	2	0	0	0	0	0
19:00	**177**	0	150	17	3	2	3	0	2	0	0	0	0	0
20:00	**106**	2	96	6	1	0	1	0	0	0	0	0	0	0
21:00	**56**	1	50	3	0	0	2	0	0	0	0	0	0	0
22:00	**52**	0	49	2	0	0	0	0	1	0	0	0	0	0
23:00	**28**	1	24	2	0	0	1	0	0	0	0	0	0	0
12H,7-19	**3492**	**10**	**2989**	**389**	**27**	**39**	**18**	**0**	**12**	**2**	**5**	**1**	**0**	**0**
16H,6-22	**3903**	**13**	**3335**	**435**	**32**	**42**	**24**	**0**	**14**	**2**	**5**	**1**	**0**	**0**
18H,6-24	**3983**	**14**	**3408**	**439**	**32**	**42**	**25**	**0**	**15**	**2**	**5**	**1**	**0**	**0**
24H,0-24	**4055**	**14**	**3465**	**448**	**32**	**42**	**30**	**0**	**15**	**2**	**5**	**2**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Mar-25														
00:00	**16**	0	12	3	0	0	0	0	0	0	0	1	0	0
01:00	**7**	0	5	2	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
04:00	**18**	0	10	7	0	0	0	0	0	0	0	1	0	0
05:00	**41**	0	32	7	0	0	2	0	0	0	0	0	0	0
06:00	**69**	0	46	19	2	1	0	0	1	0	0	0	0	0
07:00	**167**	0	126	33	2	5	1	0	0	0	0	0	0	0
08:00	**358**	2	295	51	3	4	2	0	0	0	1	0	0	0
09:00	**361**	0	308	42	3	6	1	0	1	0	0	0	0	0
10:00	**283**	0	228	45	2	6	2	0	0	0	0	0	0	0
11:00	**276**	0	229	37	2	7	1	0	0	0	0	0	0	0
12:00	**334**	1	281	42	4	6	0	0	0	0	0	0	0	0
13:00	**300**	0	243	42	3	8	3	0	1	0	0	0	0	0
14:00	**285**	2	242	35	2	2	0	0	2	0	0	0	0	0
15:00	**380**	0	329	41	4	4	2	0	0	0	0	0	0	0
16:00	**320**	1	267	45	5	1	0	0	1	0	0	0	0	0
17:00	**268**	0	242	20	1	2	3	0	0	0	0	0	0	0
18:00	**207**	0	189	11	2	3	2	0	0	0	0	0	0	0
19:00	**165**	1	146	10	2	3	1	0	1	0	0	1	0	0
20:00	**116**	0	109	6	1	0	0	0	0	0	0	0	0	0
21:00	**64**	0	57	5	0	0	2	0	0	0	0	0	0	0
22:00	**58**	0	51	6	0	0	1	0	0	0	0	0	0	0
23:00	**56**	1	49	4	0	0	1	0	0	1	0	0	0	0
12H,7-19	**3539**	**6**	**2979**	**444**	**33**	**54**	**17**	**0**	**5**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**3953**	**7**	**3337**	**484**	**38**	**58**	**20**	**0**	**7**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**4067**	**8**	**3437**	**494**	**38**	**58**	**22**	**0**	**7**	**1**	**1**	**1**	**0**	**0**
24H,0-24	**4157**	**8**	**3500**	**517**	**38**	**58**	**24**	**0**	**7**	**1**	**1**	**3**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Mar-25															
00:00	**33**	0	32	0	0	0	1	0	0	0	0	0	0	0
01:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
02:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	2	2	0	0	0	0	0	0	0	1	0	0
04:00	**8**	0	6	1	0	0	1	0	0	0	0	0	0	0
05:00	**19**	0	17	1	0	0	1	0	0	0	0	0	0	0
06:00	**32**	0	27	4	1	0	0	0	0	0	0	0	0	0
07:00	**98**	2	82	10	1	3	0	0	0	0	0	0	0	0
08:00	**183**	2	154	22	1	3	1	0	0	0	0	0	0	0
09:00	**263**	9	215	33	2	3	1	0	0	0	0	0	0	0
10:00	**283**	4	255	17	2	3	1	0	1	0	0	0	0	0
11:00	**348**	5	307	27	3	3	1	0	2	0	0	0	0	0
12:00	**303**	4	269	25	2	3	0	0	0	0	0	0	0	0
13:00	**306**	1	273	27	2	3	0	0	0	0	0	0	0	0
14:00	**286**	3	251	26	3	2	1	0	0	0	0	0	0	0
15:00	**243**	3	217	18	1	3	0	0	1	0	0	0	0	0
16:00	**195**	2	169	18	2	3	0	0	1	0	0	0	0	0
17:00	**194**	2	170	16	4	2	0	0	0	0	0	0	0	0
18:00	**194**	0	177	11	3	2	0	1	0	0	0	0	0	0
19:00	**153**	0	140	9	1	3	0	0	0	0	0	0	0	0
20:00	**105**	0	95	7	1	0	0	0	2	0	0	0	0	0
21:00	**89**	0	81	8	0	0	0	0	0	0	0	0	0	0
22:00	**73**	1	71	1	0	0	0	0	0	0	0	0	0	0
23:00	**52**	0	49	2	0	0	1	0	0	0	0	0	0	0
12H,7-19	**2896**	**37**	**2539**	**250**	**26**	**33**	**5**	**1**	**5**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**3275**	**37**	**2882**	**278**	**29**	**36**	**5**	**1**	**7**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**3400**	**38**	**3002**	**281**	**29**	**36**	**6**	**1**	**7**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**3480**	**38**	**3072**	**287**	**29**	**36**	**9**	**1**	**7**	**0**	**0**	**1**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Mar-25														
00:00	**47**	0	43	3	0	1	0	0	0	0	0	0	0	0
01:00	**23**	1	20	2	0	0	0	0	0	0	0	0	0	0
02:00	**34**	0	31	3	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	9	4	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
05:00	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0
06:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
07:00	**50**	2	42	6	0	0	0	0	0	0	0	0	0	0
08:00	**75**	4	59	12	0	0	0	0	0	0	0	0	0	0
09:00	**126**	1	108	15	1	1	0	0	0	0	0	0	0	0
10:00	**235**	4	214	15	1	0	0	0	0	0	1	0	0	0
11:00	**232**	2	211	18	1	0	0	0	0	0	0	0	0	0
12:00	**283**	6	255	20	1	0	0	0	1	0	0	0	0	0
13:00	**244**	1	225	16	1	0	0	0	1	0	0	0	0	0
14:00	**234**	10	207	16	1	0	0	0	0	0	0	0	0	0
15:00	**193**	3	181	8	1	0	0	0	0	0	0	0	0	0
16:00	**198**	1	175	20	1	0	0	0	1	0	0	0	0	0
17:00	**158**	2	140	13	2	1	0	0	0	0	0	0	0	0
18:00	**167**	2	150	13	1	0	0	0	1	0	0	0	0	0
19:00	**106**	0	101	4	1	0	0	0	0	0	0	0	0	0
20:00	**73**	0	67	6	0	0	0	0	0	0	0	0	0	0
21:00	**56**	0	51	4	0	0	1	0	0	0	0	0	0	0
22:00	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
23:00	**19**	0	17	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2195**	**38**	**1967**	**172**	**11**	**2**	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**2449**	**38**	**2203**	**188**	**12**	**2**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**2494**	**38**	**2245**	**191**	**12**	**2**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**2629**	**39**	**2365**	**204**	**12**	**3**	**1**	**0**	**4**	**0**	**1**	**0**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Mar-25														
00:00	**13**	0	7	6	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
02:00	**6**	1	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
04:00	**15**	0	9	6	0	0	0	0	0	0	0	0	0	0
05:00	**47**	1	42	2	0	2	0	0	0	0	0	0	0	0
06:00	**61**	0	50	8	1	0	1	0	1	0	0	0	0	0
07:00	**176**	3	120	43	2	4	2	0	1	0	1	0	0	0
08:00	**372**	1	308	52	3	3	1	0	3	0	0	1	0	0
09:00	**325**	0	268	41	3	5	4	1	2	0	0	1	0	0
10:00	**248**	0	206	34	3	4	0	0	1	0	0	0	0	0
11:00	**271**	1	220	38	2	6	2	0	0	0	1	1	0	0
12:00	**288**	0	230	48	3	4	2	0	1	0	0	0	0	0
13:00	**249**	0	208	35	2	4	0	0	0	0	0	0	0	0
14:00	**248**	1	207	29	3	6	1	0	0	0	0	1	0	0
15:00	**389**	0	347	37	1	1	3	0	0	0	0	0	0	0
16:00	**274**	0	224	40	4	3	2	0	1	0	0	0	0	0
17:00	**286**	0	244	35	2	3	1	0	0	1	0	0	0	0
18:00	**213**	0	191	16	2	3	0	1	0	0	0	0	0	0
19:00	**150**	0	137	8	2	3	0	0	0	0	0	0	0	0
20:00	**106**	0	90	10	1	1	3	0	0	0	1	0	0	0
21:00	**141**	1	133	7	0	0	0	0	0	0	0	0	0	0
22:00	**93**	0	83	8	0	0	1	0	0	0	0	1	0	0
23:00	**56**	0	51	5	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3339**	**6**	**2773**	**448**	**30**	**46**	**18**	**2**	**9**	**1**	**2**	**4**	**0**	**0**
16H,6-22	**3797**	**7**	**3183**	**481**	**34**	**50**	**22**	**2**	**10**	**1**	**3**	**4**	**0**	**0**
18H,6-24	**3946**	**7**	**3317**	**494**	**34**	**50**	**23**	**2**	**10**	**1**	**3**	**5**	**0**	**0**
24H,0-24	**4035**	**9**	**3383**	**513**	**34**	**52**	**23**	**2**	**10**	**1**	**3**	**5**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Mar-25														
00:00	**27**	0	24	2	0	0	0	0	0	0	0	1	0	0
01:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**8**	0	5	2	0	0	1	0	0	0	0	0	0	0
04:00	**8**	0	3	4	0	0	0	0	0	0	0	1	0	0
05:00	**56**	1	43	6	1	2	1	0	1	0	1	0	0	0
06:00	**66**	0	49	11	1	0	4	0	1	0	0	0	0	0
07:00	**168**	0	130	29	1	4	2	0	2	0	0	0	0	0
08:00	**374**	4	313	45	2	8	0	0	2	0	0	0	0	0
09:00	**351**	0	307	36	3	4	1	0	0	0	0	0	0	0
10:00	**288**	3	223	45	4	6	1	0	3	0	2	1	0	0
11:00	**290**	0	238	38	1	7	1	1	4	0	0	0	0	0
12:00	**273**	4	223	32	3	7	2	0	1	0	0	1	0	0
13:00	**272**	0	227	32	5	3	2	0	3	0	0	0	0	0
14:00	**288**	0	239	37	3	4	4	0	1	0	0	0	0	0
15:00	**352**	1	301	41	1	3	3	0	2	0	0	0	0	0
16:00	**329**	0	276	42	4	2	3	0	2	0	0	0	0	0
17:00	**302**	1	256	34	3	2	2	0	3	1	0	0	0	0
18:00	**219**	1	197	13	2	3	0	0	1	1	1	0	0	0
19:00	**136**	0	127	5	2	2	0	0	0	0	0	0	0	0
20:00	**150**	0	139	8	1	2	0	0	0	0	0	0	0	0
21:00	**132**	0	116	13	0	1	2	0	0	0	0	0	0	0
22:00	**98**	0	89	7	0	1	0	0	1	0	0	0	0	0
23:00	**54**	0	52	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3506**	**14**	**2930**	**424**	**32**	**53**	**21**	**1**	**24**	**2**	**3**	**2**	**0**	**0**
16H,6-22	**3990**	**14**	**3361**	**461**	**36**	**58**	**27**	**1**	**25**	**2**	**3**	**2**	**0**	**0**
18H,6-24	**4142**	**14**	**3502**	**470**	**36**	**59**	**27**	**1**	**26**	**2**	**3**	**2**	**0**	**0**
24H,0-24	**4258**	**15**	**3590**	**488**	**37**	**61**	**29**	**1**	**27**	**2**	**4**	**4**	**0**	**0**

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Auto Surveys Ltd

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Mar-25														
00:00	**24**	0	21	1	1	0	0	0	0	0	0	1	0	0
01:00	**13**	0	7	5	0	0	1	0	0	0	0	0	0	0
02:00	**8**	0	4	3	0	0	1	0	0	0	0	0	0	0
03:00	**18**	0	9	6	1	0	2	0	0	0	0	0	0	0
04:00	**20**	0	9	6	0	2	0	0	1	0	1	1	0	0
05:00	**67**	1	54	9	0	0	3	0	0	0	0	0	0	0
06:00	**55**	1	40	10	2	1	1	0	0	0	0	0	0	0
07:00	**176**	1	125	43	1	4	1	0	0	0	1	0	0	0
08:00	**365**	1	314	38	1	3	0	0	6	1	1	0	0	0
09:00	**326**	0	262	51	2	4	1	0	5	0	1	0	0	0
10:00	**240**	0	190	36	4	5	3	0	2	0	0	0	0	0
11:00	**276**	2	220	43	1	6	2	0	2	0	0	0	0	0
12:00	**316**	1	277	27	2	4	2	0	2	0	1	0	0	0
13:00	**297**	4	242	35	3	8	4	0	1	0	0	0	0	0
14:00	**264**	2	225	27	1	2	3	0	3	0	0	1	0	0
15:00	**335**	0	294	33	2	4	1	0	1	0	0	0	0	0
16:00	**284**	0	232	40	1	4	1	0	4	0	0	2	0	0
17:00	**277**	1	238	29	4	2	2	0	1	0	0	0	0	0
18:00	**220**	0	202	11	4	2	0	0	1	0	0	0	0	0
19:00	**183**	1	165	12	2	3	0	0	0	0	0	0	0	0
20:00	**180**	0	165	12	1	0	2	0	0	0	0	0	0	0
21:00	**155**	0	139	15	0	0	1	0	0	0	0	0	0	0
22:00	**113**	0	106	7	0	0	0	0	0	0	0	0	0	0
23:00	**39**	0	33	6	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3376**	**12**	**2821**	**413**	**26**	**48**	**20**	**0**	**28**	**1**	**4**	**3**	**0**	**0**
16H,6-22	**3949**	**14**	**3330**	**462**	**31**	**52**	**24**	**0**	**28**	**1**	**4**	**3**	**0**	**0**
18H,6-24	**4101**	**14**	**3469**	**475**	**31**	**52**	**24**	**0**	**28**	**1**	**4**	**3**	**0**	**0**
24H,0-24	**4251**	**15**	**3573**	**505**	**33**	**54**	**31**	**0**	**29**	**1**	**5**	**5**	**0**	**0**

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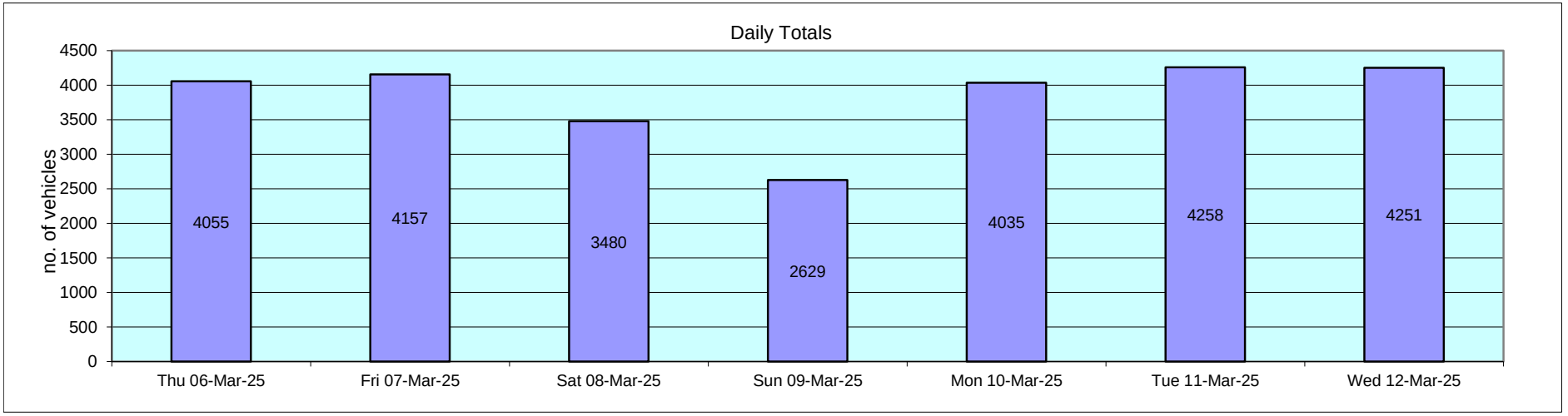
Auto Surveys Ltd

14217	MERTHYR TYDFIL	Site No: 14217002	Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)
Thu 06-Mar-25 to Wed 12-Mar-25		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Mar-25	**4055**	14	3465	448	32	42	30	0	15	2	5	2	0	0
Fri 07-Mar-25	**4157**	8	3500	517	38	58	24	0	7	1	1	3	0	0
Sat 08-Mar-25	**3480**	38	3072	287	29	36	9	1	7	0	0	1	0	0
Sun 09-Mar-25	**2629**	39	2365	204	12	3	1	0	4	0	1	0	0	0
Mon 10-Mar-25	**4035**	9	3383	513	34	52	23	2	10	1	3	5	0	0
Tue 11-Mar-25	**4258**	15	3590	488	37	61	29	1	27	2	4	4	0	0
Wed 12-Mar-25	**4251**	15	3573	505	33	54	31	0	29	1	5	5	0	0
Total Vehicles														
[--]	**26865**	138	22948	2962	215	306	147	4	99	7	19	20	0	0



14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Mar-25														
00:00	**9**	0	5	3	0	0	1	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	3	0	0	0	0	0	0	0	0	1	0	0
04:00	**6**	0	2	2	0	1	0	0	0	0	0	1	0	0
05:00	**63**	0	51	9	2	1	0	0	0	0	0	0	0	0
06:00	**111**	3	85	18	0	3	0	0	1	0	1	0	0	0
07:00	**147**	0	116	27	1	3	0	0	0	0	0	0	0	0
08:00	**252**	1	210	32	0	5	1	0	1	0	1	1	0	0
09:00	**202**	0	164	33	1	2	2	0	0	0	0	0	0	0
10:00	**201**	0	169	25	2	1	3	0	0	0	1	0	0	0
11:00	**210**	1	182	22	1	0	3	0	0	1	0	0	0	0
12:00	**236**	1	211	21	1	0	1	1	0	0	0	0	0	0
13:00	**241**	1	203	29	2	1	2	0	1	1	1	0	0	0
14:00	**263**	2	227	25	0	3	1	0	1	0	1	3	0	0
15:00	**268**	0	229	35	0	1	0	1	2	0	0	0	0	0
16:00	**319**	1	284	28	1	2	1	0	1	0	1	0	0	0
17:00	**277**	1	250	22	1	2	0	0	0	0	0	1	0	0
18:00	**183**	0	165	15	1	2	0	0	0	0	0	0	0	0
19:00	**153**	0	140	9	0	0	4	0	0	0	0	0	0	0
20:00	**100**	0	92	7	0	0	0	1	0	0	0	0	0	0
21:00	**81**	1	69	9	0	0	2	0	0	0	0	0	0	0
22:00	**64**	0	58	4	0	0	2	0	0	0	0	0	0	0
23:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2799**	**8**	**2410**	**314**	**11**	**22**	**14**	**2**	**6**	**2**	**5**	**5**	**0**	**0**
16H,6-22	**3244**	**12**	**2796**	**357**	**11**	**25**	**20**	**3**	**7**	**2**	**6**	**5**	**0**	**0**
18H,6-24	**3329**	**12**	**2873**	**363**	**11**	**25**	**22**	**3**	**7**	**2**	**6**	**5**	**0**	**0**
24H,0-24	**3412**	**12**	**2935**	**377**	**13**	**27**	**23**	**3**	**7**	**2**	**6**	**7**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Mar-25															
00:00	**14**	1	8	3	0	0	2	0	0	0	0	0	0	0
01:00	**10**	0	7	1	0	0	2	0	0	0	0	0	0	0
02:00	**7**	0	4	1	0	1	1	0	0	0	0	0	0	0
03:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
04:00	**9**	0	5	2	0	1	0	0	0	0	0	1	0	0
05:00	**59**	0	48	10	0	1	0	0	0	0	0	0	0	0
06:00	**104**	0	73	22	2	3	1	0	1	0	0	2	0	0
07:00	**131**	0	105	22	1	3	0	0	0	0	0	0	0	0
08:00	**232**	0	194	34	0	2	0	0	1	0	1	0	0	0
09:00	**217**	0	165	38	1	9	2	0	1	0	1	0	0	0
10:00	**225**	1	188	32	2	1	0	0	1	0	0	0	0	0
11:00	**224**	0	182	32	1	4	3	0	2	0	0	0	0	0
12:00	**249**	1	213	25	2	5	3	0	0	0	0	0	0	0
13:00	**266**	2	224	31	0	6	1	0	2	0	0	0	0	0
14:00	**248**	1	204	34	1	3	3	0	2	0	0	0	0	0
15:00	**266**	2	234	23	1	4	2	0	0	0	0	0	0	0
16:00	**267**	0	235	28	0	3	0	0	1	0	0	0	0	0
17:00	**248**	0	233	11	1	2	1	0	0	0	0	0	0	0
18:00	**193**	1	178	12	0	1	1	0	0	0	0	0	0	0
19:00	**143**	0	131	10	0	0	2	0	0	0	0	0	0	0
20:00	**93**	0	87	4	0	0	2	0	0	0	0	0	0	0
21:00	**84**	0	81	3	0	0	0	0	0	0	0	0	0	0
22:00	**51**	0	49	2	0	0	0	0	0	0	0	0	0	0
23:00	**45**	0	41	2	0	0	1	0	0	0	1	0	0	0
12H,7-19	**2766**	**8**	**2355**	**322**	**10**	**43**	**16**	**0**	**10**	**0**	**2**	**0**	**0**	**0**
16H,6-22	**3190**	**8**	**2727**	**361**	**12**	**46**	**21**	**0**	**11**	**0**	**2**	**2**	**0**	**0**
18H,6-24	**3286**	**8**	**2817**	**365**	**12**	**46**	**22**	**0**	**11**	**0**	**3**	**2**	**0**	**0**
24H,0-24	**3389**	**9**	**2892**	**383**	**12**	**49**	**27**	**0**	**11**	**0**	**3**	**3**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)					
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Mar-25															
00:00	**35**	0	29	3	0	0	2	0	1	0	0	0	0	0
01:00	**16**	0	14	2	0	0	0	0	0	0	0	0	0	0
02:00	**10**	0	8	0	0	0	2	0	0	0	0	0	0	0
03:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	2	0	0	1	0	0	0	0	0	1	0	0
05:00	**16**	0	13	2	0	1	0	0	0	0	0	0	0	0
06:00	**38**	0	29	4	1	2	1	0	0	1	0	0	0	0
07:00	**48**	2	35	6	2	3	0	0	0	0	0	0	0	0
08:00	**113**	0	93	16	3	1	0	0	0	0	0	0	0	0
09:00	**163**	2	140	19	1	1	0	0	0	0	0	0	0	0
10:00	**207**	2	187	17	0	1	0	0	0	0	0	0	0	0
11:00	**244**	5	213	22	1	1	2	0	0	0	0	0	0	0
12:00	**249**	2	234	12	0	1	0	0	0	0	0	0	0	0
13:00	**247**	3	226	16	0	1	0	0	1	0	0	0	0	0
14:00	**222**	4	198	17	2	0	0	0	1	0	0	0	0	0
15:00	**200**	0	181	15	1	2	1	0	0	0	0	0	0	0
16:00	**176**	2	162	9	1	2	0	0	0	0	0	0	0	0
17:00	**179**	2	159	14	1	1	2	0	0	0	0	0	0	0
18:00	**142**	2	132	6	1	1	0	0	0	0	0	0	0	0
19:00	**119**	0	114	5	0	0	0	0	0	0	0	0	0	0
20:00	**101**	0	94	7	0	0	0	0	0	0	0	0	0	0
21:00	**78**	0	70	8	0	0	0	0	0	0	0	0	0	0
22:00	**55**	0	51	4	0	0	0	0	0	0	0	0	0	0
23:00	**51**	0	50	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2190**	**26**	**1960**	**169**	**13**	**15**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**2526**	**26**	**2267**	**193**	**14**	**17**	**6**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
18H,6-24	**2632**	**26**	**2368**	**198**	**14**	**17**	**6**	**0**	**2**	**1**	**0**	**0**	**0**	**0**
24H,0-24	**2720**	**26**	**2440**	**206**	**14**	**19**	**10**	**0**	**3**	**1**	**0**	**1**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Mar-25														
00:00	**36**	0	32	3	0	0	1	0	0	0	0	0	0	0
01:00	**25**	0	24	1	0	0	0	0	0	0	0	0	0	0
02:00	**27**	0	24	3	0	0	0	0	0	0	0	0	0	0
03:00	**17**	0	15	2	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
05:00	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0
06:00	**24**	1	19	3	1	0	0	0	0	0	0	0	0	0
07:00	**33**	2	24	7	0	0	0	0	0	0	0	0	0	0
08:00	**49**	1	38	9	1	0	0	0	0	0	0	0	0	0
09:00	**113**	3	94	15	0	0	0	0	0	0	0	1	0	0
10:00	**120**	2	108	9	0	0	0	0	0	1	0	0	0	0
11:00	**181**	8	160	12	1	0	0	0	0	0	0	0	0	0
12:00	**212**	5	192	12	2	0	0	0	1	0	0	0	0	0
13:00	**210**	3	193	13	1	0	0	0	0	0	0	0	0	0
14:00	**209**	9	181	17	2	0	0	0	0	0	0	0	0	0
15:00	**188**	4	170	12	1	1	0	0	0	0	0	0	0	0
16:00	**170**	0	154	13	1	1	1	0	0	0	0	0	0	0
17:00	**147**	6	129	11	1	0	0	0	0	0	0	0	0	0
18:00	**111**	2	99	9	1	0	0	0	0	0	0	0	0	0
19:00	**97**	0	92	4	0	0	1	0	0	0	0	0	0	0
20:00	**57**	0	53	4	0	0	0	0	0	0	0	0	0	0
21:00	**57**	0	52	5	0	0	0	0	0	0	0	0	0	0
22:00	**23**	0	21	2	0	0	0	0	0	0	0	0	0	0
23:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1743**	**45**	**1542**	**139**	**11**	**2**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
16H,6-22	**1978**	**46**	**1758**	**155**	**12**	**2**	**2**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
18H,6-24	**2016**	**46**	**1792**	**159**	**12**	**2**	**2**	**0**	**1**	**1**	**0**	**1**	**0**	**0**
24H,0-24	**2133**	**46**	**1899**	**168**	**12**	**2**	**3**	**0**	**1**	**1**	**0**	**1**	**0**	**0**

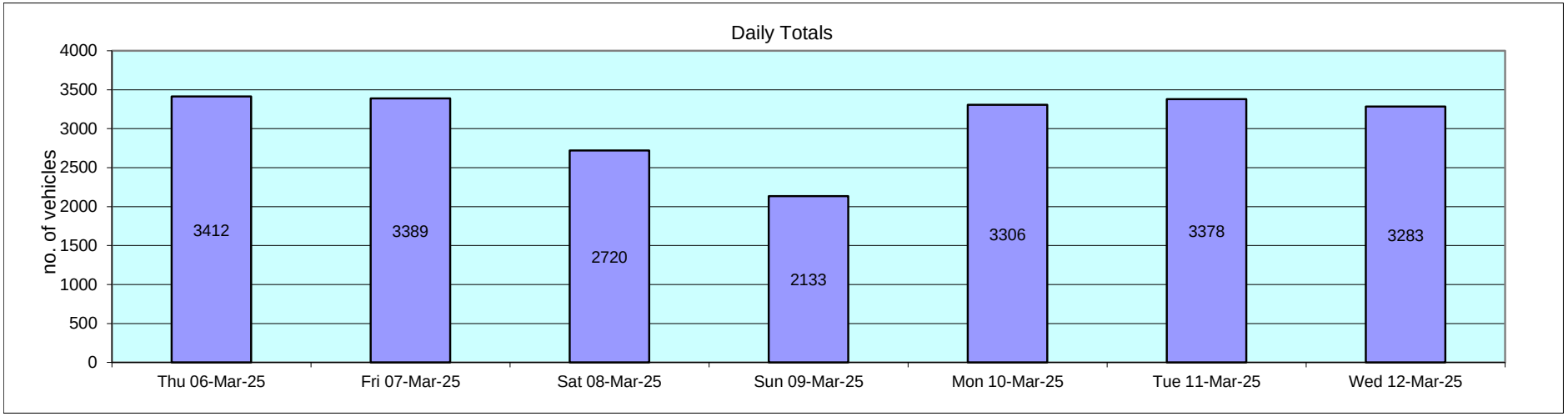
14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Mar-25														
00:00	**13**	0	10	3	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	2	3	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	5	1	0	1	0	0	0	0	0	0	0	0
05:00	**69**	0	51	16	1	1	0	0	0	0	0	0	0	0
06:00	**106**	0	85	14	2	4	0	0	1	0	0	0	0	0
07:00	**160**	1	125	29	1	3	0	0	1	0	0	0	0	0
08:00	**252**	0	206	39	2	3	1	0	1	0	0	0	0	0
09:00	**212**	1	163	37	4	4	2	0	0	0	0	1	0	0
10:00	**202**	1	159	32	0	4	2	0	2	1	0	1	0	0
11:00	**214**	0	177	28	0	4	1	0	2	0	0	2	0	0
12:00	**224**	1	189	28	1	3	0	0	1	1	0	0	0	0
13:00	**218**	0	183	22	1	8	3	0	0	1	0	0	0	0
14:00	**232**	0	196	30	1	3	2	0	0	0	0	0	0	0
15:00	**261**	0	228	29	1	1	0	1	1	0	0	0	0	0
16:00	**288**	0	253	30	1	0	2	0	0	0	1	1	0	0
17:00	**273**	1	246	22	1	1	1	0	1	0	0	0	0	0
18:00	**191**	0	174	13	1	2	0	1	0	0	0	0	0	0
19:00	**141**	0	135	5	0	0	0	0	0	0	1	0	0	0
20:00	**108**	0	96	9	0	1	2	0	0	0	0	0	0	0
21:00	**59**	0	55	1	0	0	3	0	0	0	0	0	0	0
22:00	**40**	0	37	2	0	0	0	0	0	0	0	1	0	0
23:00	**24**	0	21	2	0	0	1	0	0	0	0	0	0	0
12H,7-19	**2727**	**5**	**2299**	**339**	**14**	**36**	**14**	**2**	**9**	**3**	**1**	**5**	**0**	**0**
16H,6-22	**3141**	**5**	**2670**	**368**	**16**	**41**	**19**	**2**	**10**	**3**	**2**	**5**	**0**	**0**
18H,6-24	**3205**	**5**	**2728**	**372**	**16**	**41**	**20**	**2**	**10**	**3**	**2**	**6**	**0**	**0**
24H,0-24	**3306**	**5**	**2803**	**395**	**17**	**43**	**20**	**2**	**10**	**3**	**2**	**6**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Mar-25														
00:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**3**	1	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**14**	0	7	4	0	1	1	0	0	0	0	1	0	0
05:00	**64**	0	50	12	0	2	0	0	0	0	0	0	0	0
06:00	**120**	1	87	25	2	3	1	0	1	0	0	0	0	0
07:00	**181**	0	141	30	3	3	2	0	2	0	0	0	0	0
08:00	**233**	0	189	37	0	4	0	0	2	0	0	1	0	0
09:00	**187**	1	148	27	0	5	2	0	1	1	1	1	0	0
10:00	**199**	2	164	25	0	2	1	2	3	0	0	0	0	0
11:00	**248**	1	194	42	2	4	2	0	2	0	0	1	0	0
12:00	**260**	4	213	29	3	4	2	0	3	0	1	1	0	0
13:00	**208**	1	161	33	2	5	3	0	2	0	0	1	0	0
14:00	**273**	3	238	24	1	3	3	0	1	0	0	0	0	0
15:00	**273**	2	230	32	1	3	2	0	3	0	0	0	0	0
16:00	**266**	0	238	22	0	0	2	0	2	0	0	2	0	0
17:00	**282**	2	251	26	0	2	1	0	0	0	0	0	0	0
18:00	**192**	0	171	14	1	2	2	0	0	0	0	2	0	0
19:00	**142**	0	125	16	0	0	0	0	0	0	0	1	0	0
20:00	**99**	0	95	2	1	0	0	0	0	0	0	1	0	0
21:00	**66**	0	63	3	0	0	0	0	0	0	0	0	0	0
22:00	**32**	0	27	4	0	0	0	0	1	0	0	0	0	0
23:00	**18**	0	16	1	0	0	0	0	1	0	0	0	0	0
12H,7-19	**2802**	**16**	**2338**	**341**	**13**	**37**	**22**	**2**	**21**	**1**	**2**	**9**	**0**	**0**
16H,6-22	**3229**	**17**	**2708**	**387**	**16**	**40**	**23**	**2**	**22**	**1**	**2**	**11**	**0**	**0**
18H,6-24	**3279**	**17**	**2751**	**392**	**16**	**40**	**23**	**2**	**24**	**1**	**2**	**11**	**0**	**0**
24H,0-24	**3378**	**18**	**2826**	**410**	**16**	**43**	**24**	**2**	**24**	**1**	**2**	**12**	**0**	**0**

14217		MERTHYR TYDFIL				Site No: 14217002			Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)				
Thu 06-Mar-25 to Wed 12-Mar-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Mar-25														
00:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
01:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
02:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
03:00	**10**	0	6	2	0	0	2	0	0	0	0	0	0	0
04:00	**10**	0	7	1	0	0	1	0	0	0	0	1	0	0
05:00	**48**	0	35	12	0	1	0	0	0	0	0	0	0	0
06:00	**109**	0	79	22	2	3	2	0	1	0	0	0	0	0
07:00	**146**	2	109	31	2	2	0	0	0	0	0	0	0	0
08:00	**259**	1	210	40	1	2	1	0	3	0	1	0	0	0
09:00	**206**	1	159	36	1	7	1	0	1	0	0	0	0	0
10:00	**208**	1	173	27	0	5	1	0	0	0	0	1	0	0
11:00	**233**	2	191	28	2	5	3	1	1	0	0	0	0	0
12:00	**217**	1	190	19	1	4	0	0	1	0	1	0	0	0
13:00	**244**	0	203	32	0	6	1	0	2	0	0	0	0	0
14:00	**241**	1	203	27	1	4	3	0	0	0	0	2	0	0
15:00	**228**	3	192	25	1	3	1	0	3	0	0	0	0	0
16:00	**240**	2	204	27	1	1	2	0	1	0	1	1	0	0
17:00	**265**	1	230	30	1	2	1	0	0	0	0	0	0	0
18:00	**192**	2	184	3	1	2	0	0	0	0	0	0	0	0
19:00	**159**	0	146	10	0	0	3	0	0	0	0	0	0	0
20:00	**100**	0	95	3	0	0	2	0	0	0	0	0	0	0
21:00	**68**	0	64	4	0	0	0	0	0	0	0	0	0	0
22:00	**49**	0	46	2	0	0	1	0	0	0	0	0	0	0
23:00	**29**	0	25	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2679**	**17**	**2248**	**325**	**12**	**43**	**14**	**1**	**12**	**0**	**3**	**4**	**0**	**0**
16H,6-22	**3115**	**17**	**2632**	**364**	**14**	**46**	**21**	**1**	**13**	**0**	**3**	**4**	**0**	**0**
18H,6-24	**3193**	**17**	**2703**	**370**	**14**	**46**	**22**	**1**	**13**	**0**	**3**	**4**	**0**	**0**
24H,0-24	**3283**	**17**	**2768**	**390**	**14**	**47**	**25**	**1**	**13**	**0**	**3**	**5**	**0**	**0**

14217	MERTHYR TYDFIL	Site No: 14217002	Location	Merthyr Rd, Merthyr Tydfil (South of Hoover)
Thu 06-Mar-25 to Wed 12-Mar-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Mar-25	**3412**	12	2935	377	13	27	23	3	7	2	6	7	0	0
Fri 07-Mar-25	**3389**	9	2892	383	12	49	27	0	11	0	3	3	0	0
Sat 08-Mar-25	**2720**	26	2440	206	14	19	10	0	3	1	0	1	0	0
Sun 09-Mar-25	**2133**	46	1899	168	12	2	3	0	1	1	0	1	0	0
Mon 10-Mar-25	**3306**	5	2803	395	17	43	20	2	10	3	2	6	0	0
Tue 11-Mar-25	**3378**	18	2826	410	16	43	24	2	24	1	2	12	0	0
Wed 12-Mar-25	**3283**	17	2768	390	14	47	25	1	13	0	3	5	0	0
Total Vehicles														
[--]	**21621**	133	18563	2329	98	230	132	8	69	8	16	35	0	0



Classification Schemes

Scheme F Classification Scheme (Non-metric)

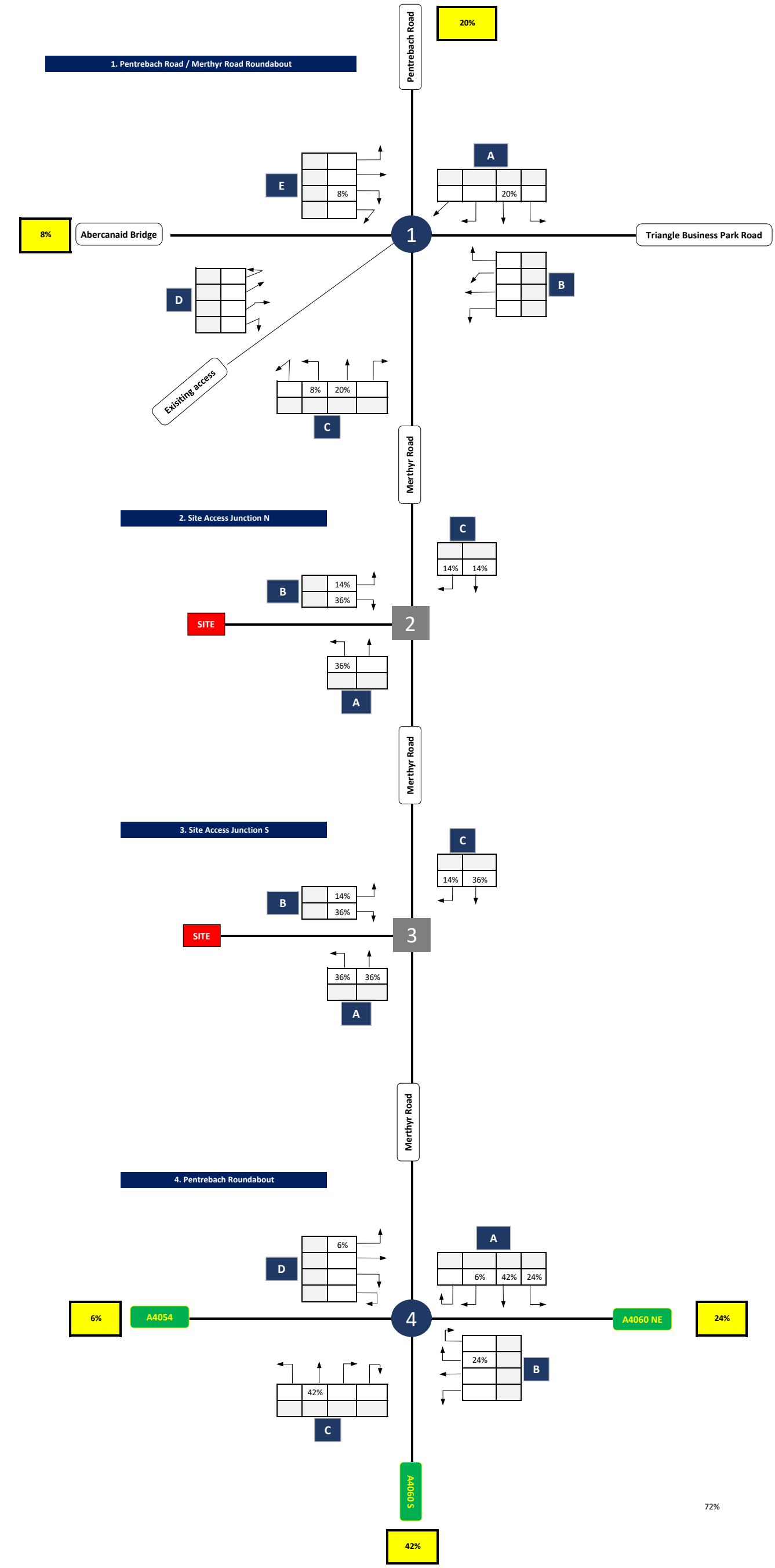
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

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

Appendix B Traffic Flow Diagrams

KEY

12	Total Vehicles
12	HGVs



TRANSPORT PLANNING

NOTES:

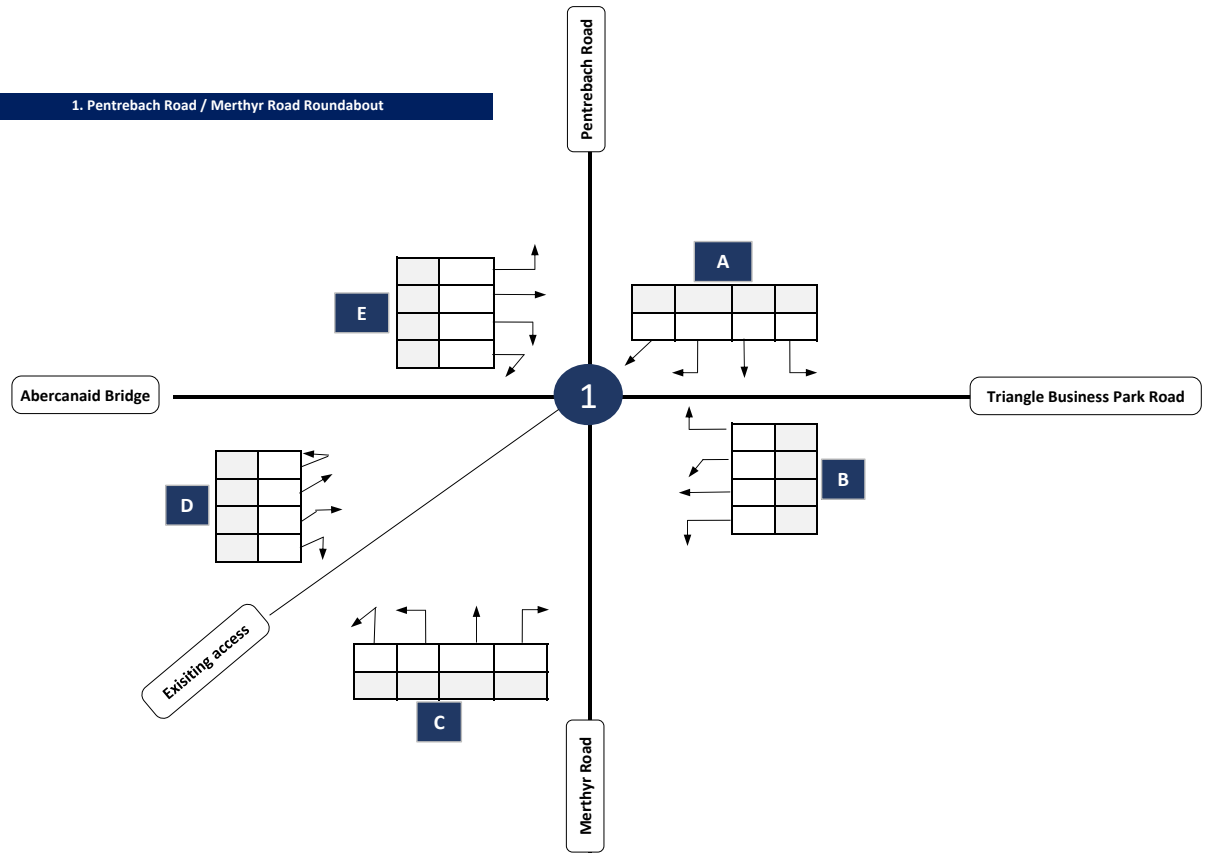
1	Merthyr Road and Abercanaid	8%
2	Plymouth Street North (Via Merthyr)	20%
3	A470 North (Via A4060 South)	18%
4	A470 South (Via A4060 South)	24%
5	A4054 (South)	6%
6	A4060 North (Via Merthyr Road South)	24%

PROJECT: Hoover Site, Merthyr Tydfil		**PLAN TITLE:** Traffic Figure Diagrams	
TIME PERIOD: All Time Periods		Trip Distribution	
DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD	**FIGURE:** 001

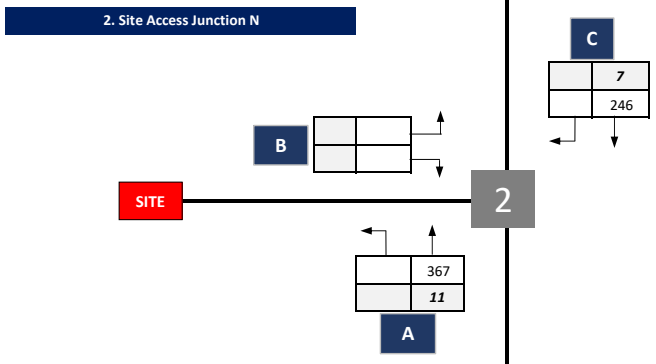
KEY

12	Total Vehicles
12	HGVs

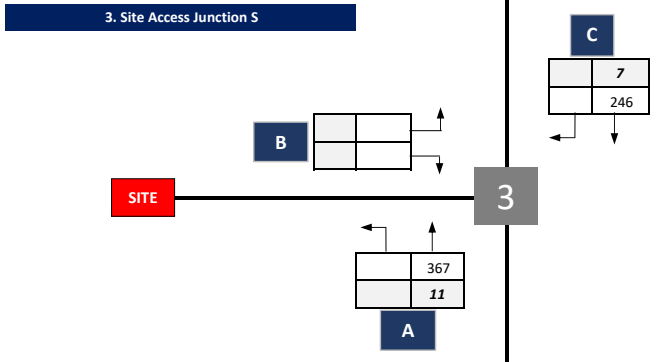
1. Pentrebach Road / Merthyr Road Roundabout



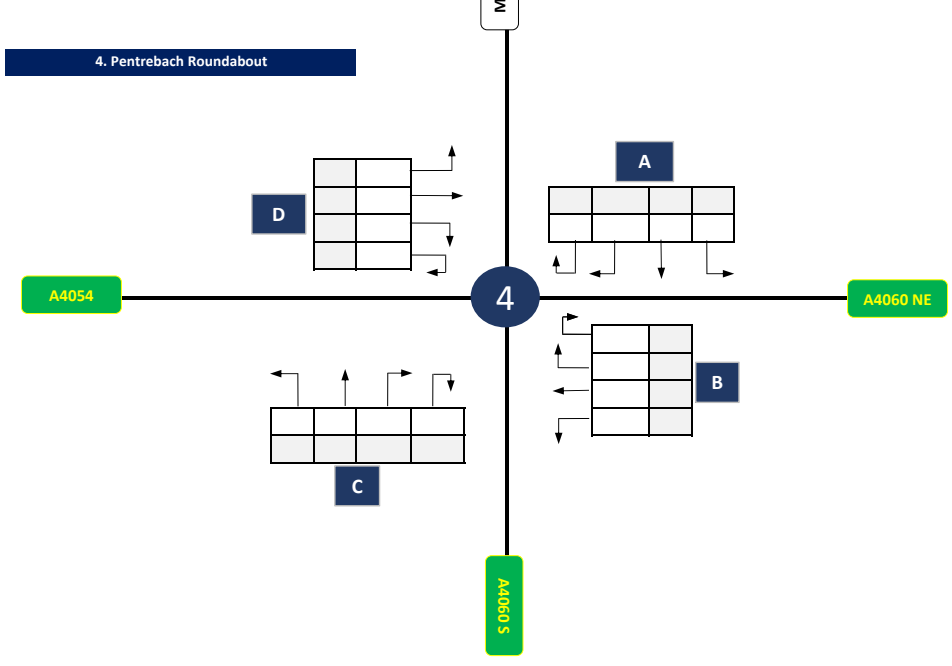
2. Site Access Junction N



3. Site Access Junction S



4. Pentrebach Roundabout

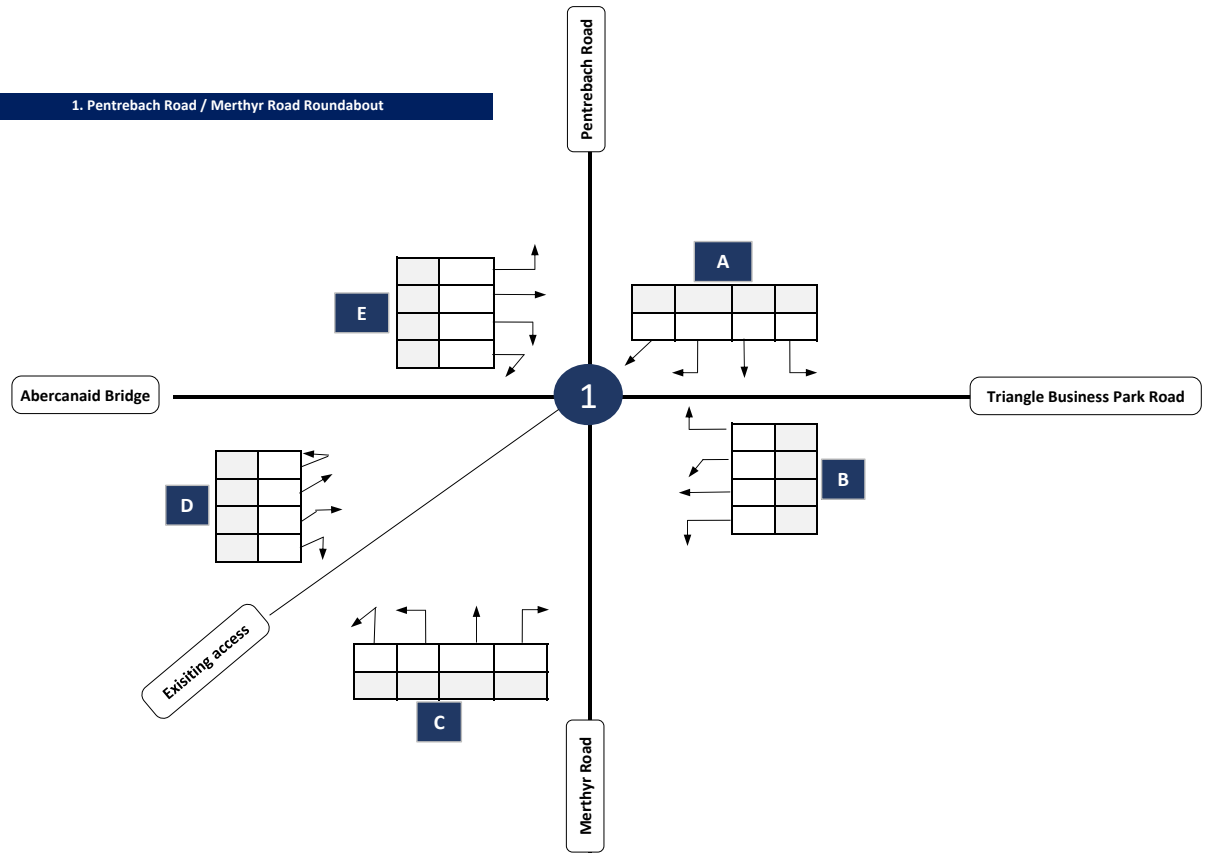


Apex TRANSPORT PLANNING	**NOTES:**	**PROJECT:** Hoover Site, Merthyr Tydfil **TIME PERIOD:** AM Peak (08:00 - 09:00)	**PLAN TITLE:** Traffic Figure Diagrams 2025 Baseline Flows
		DATE: March 2025 / **JOB NUMBER:** C24 - 127	**DRAWN BY:** SD / **FIGURE:** 002

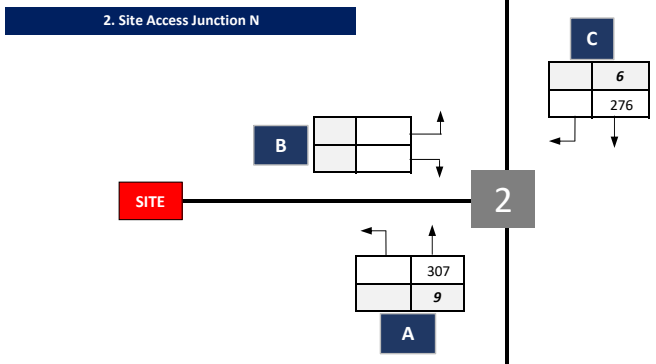
KEY

12	Total Vehicles
12	HGVs

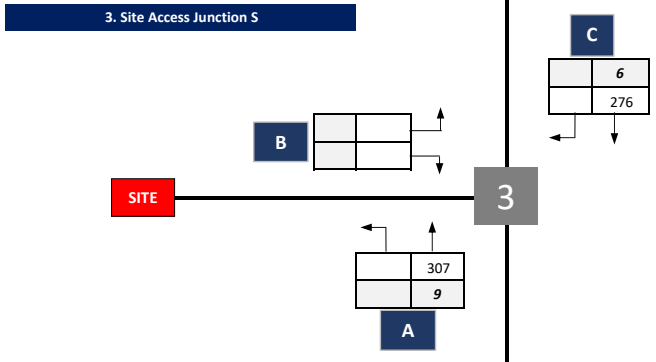
1. Pentrebach Road / Merthyr Road Roundabout



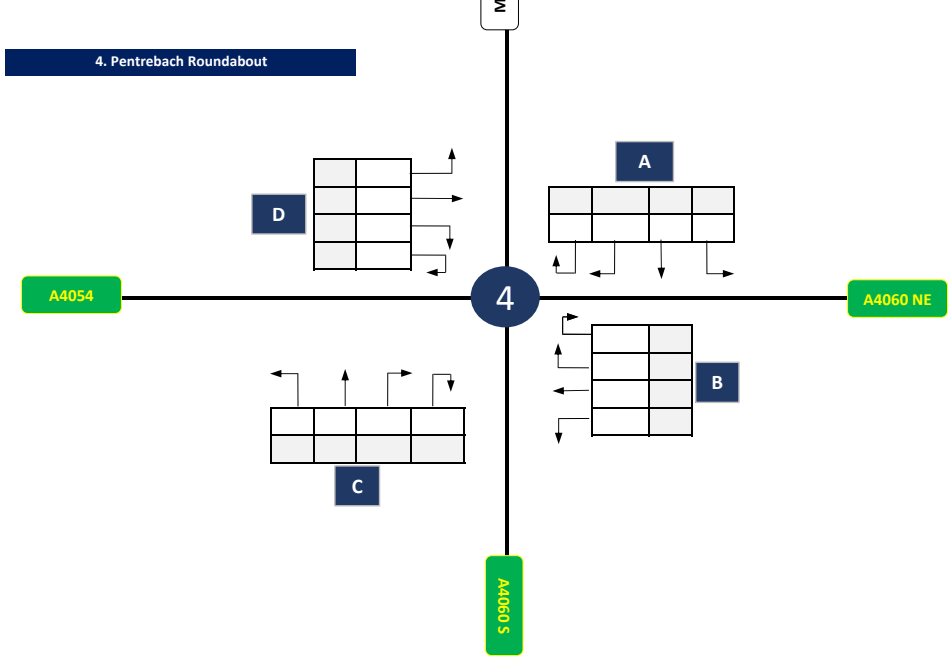
2. Site Access Junction N



3. Site Access Junction S



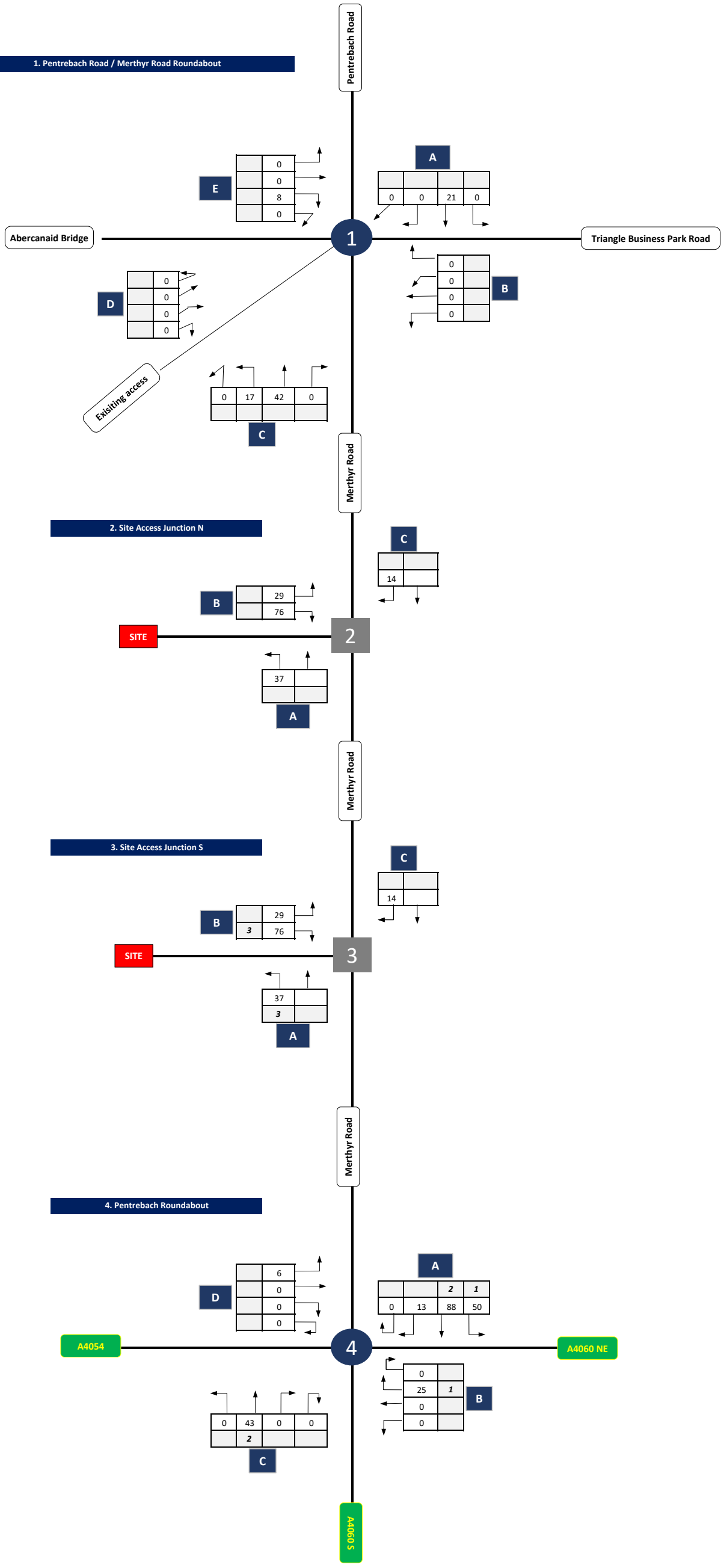
4. Pentrebach Roundabout



Apex TRANSPORT PLANNING	**NOTES:**	**PROJECT:** Hoover Site, Merthyr Tydfil **TIME PERIOD:** PM Peak (16:00 - 17:00)	**PLAN TITLE:** Traffic Figure Diagrams 2025 Baseline Flows
		DATE: March 2025 / **JOB NUMBER:** C24 - 127	**DRAWN BY:** SD / **FIGURE:** 003

KEY

12	Total Vehicles
12	HGVs



departures	210
arrivals	102

NOTES:

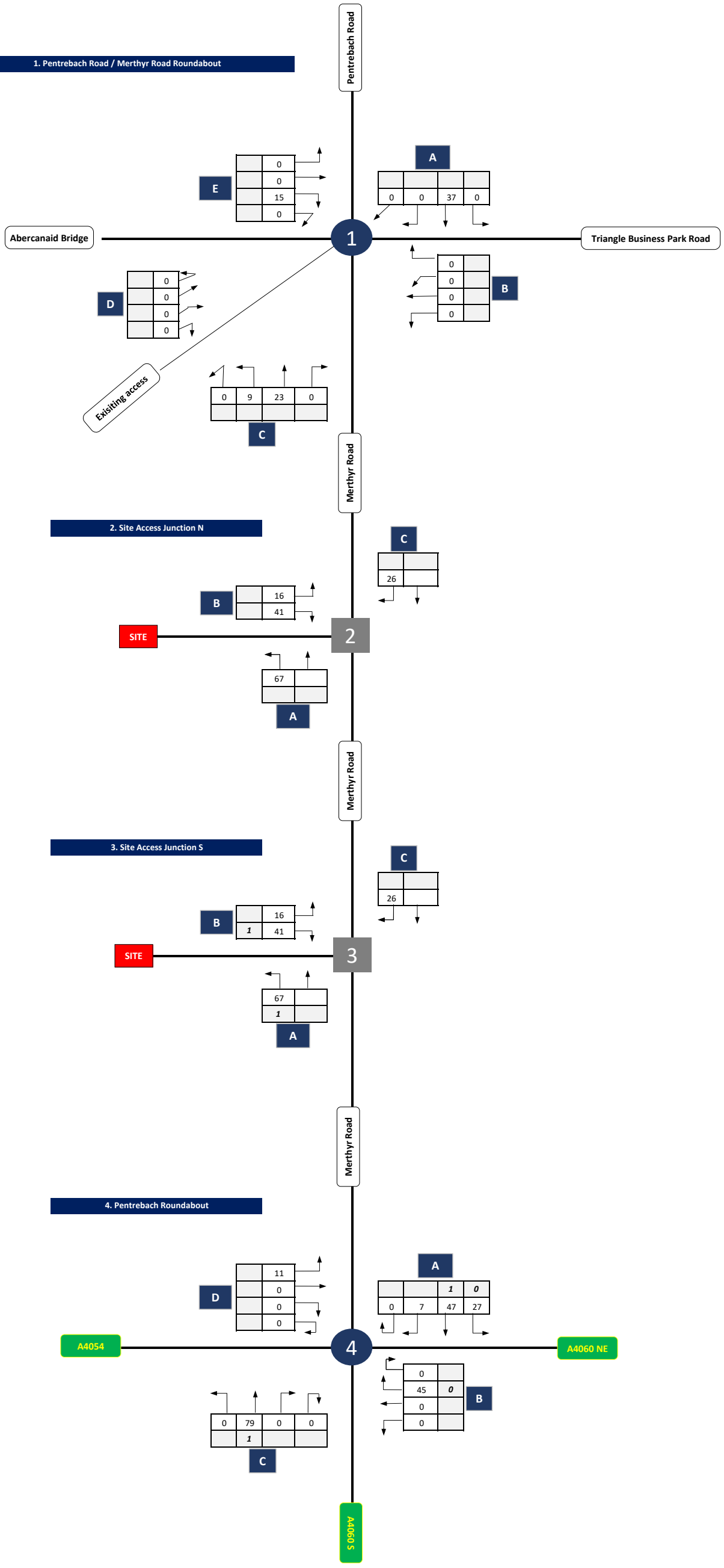
	Arrivals	Departures
Total	103	210
HGVs	3	3

Apex TRANSPORT PLANNING

PROJECT: Hoover Site, Merthyr Tydfil		**PLAN TITLE:** Traffic Figure Diagrams	
TIME PERIOD: AM Peak (08:00 - 09:00)		Development Flows	
DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD	**FIGURE:** 004

KEY

12	Total Vehicles
12	HGVs



departures	114
arrivals	186

NOTES:

	Arrivals	Departures
AM Peak	187	113
HGVs	1	1

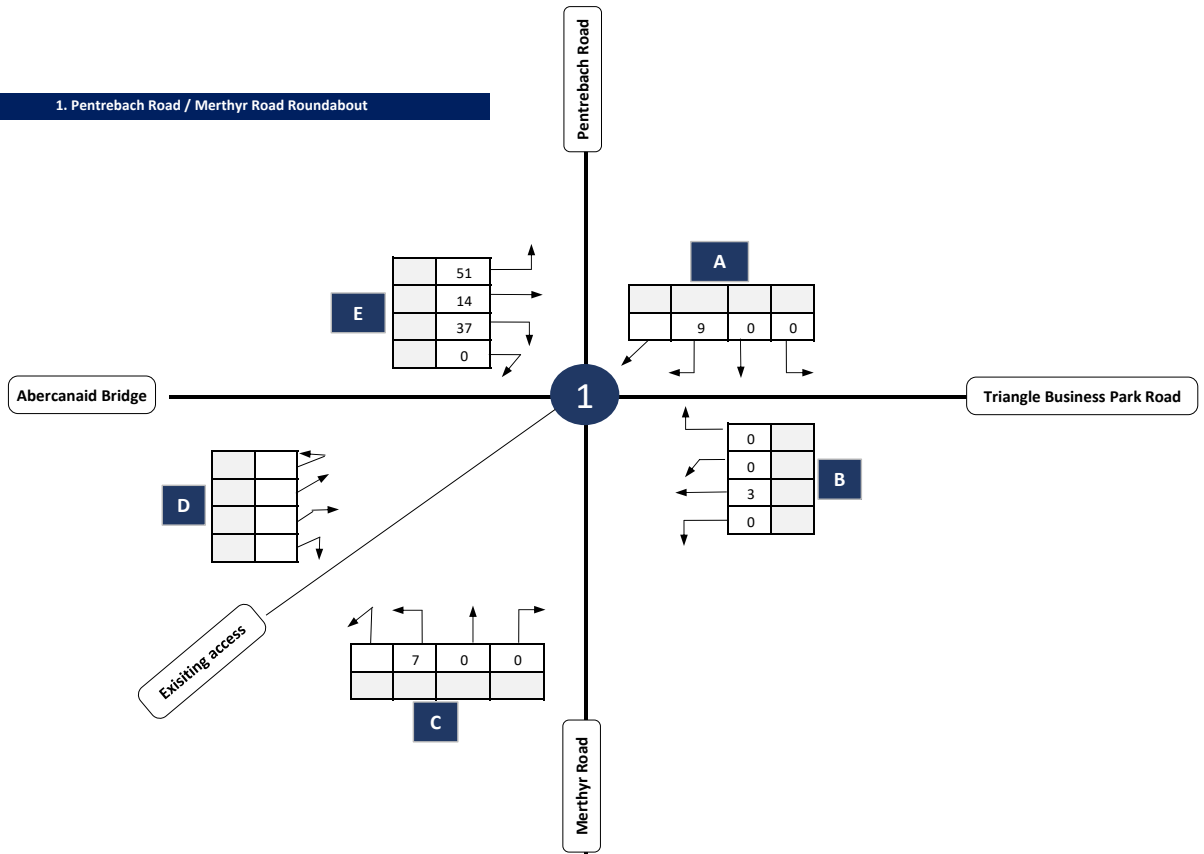
Apex TRANSPORT PLANNING

PROJECT: Hoover Site, Merthyr Tydfil		**PLAN TITLE:** Traffic Figure Diagrams	
TIME PERIOD: PM Peak (17:00 - 18:00)		Development Flows	
DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD	**FIGURE:** 005

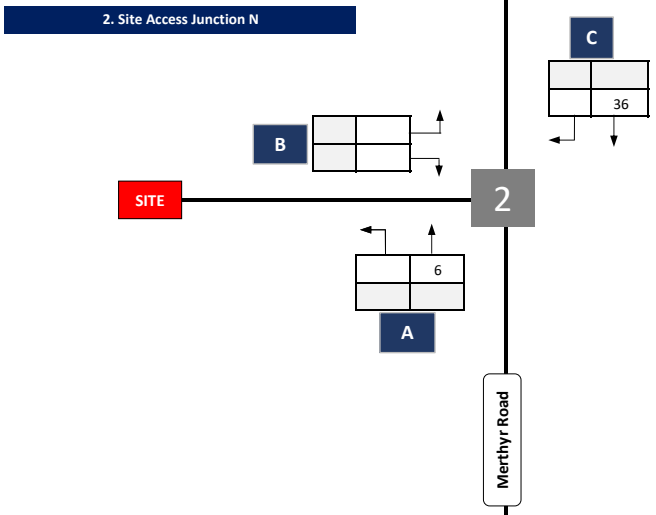
KEY

12	Total Vehicles
12	HGVs

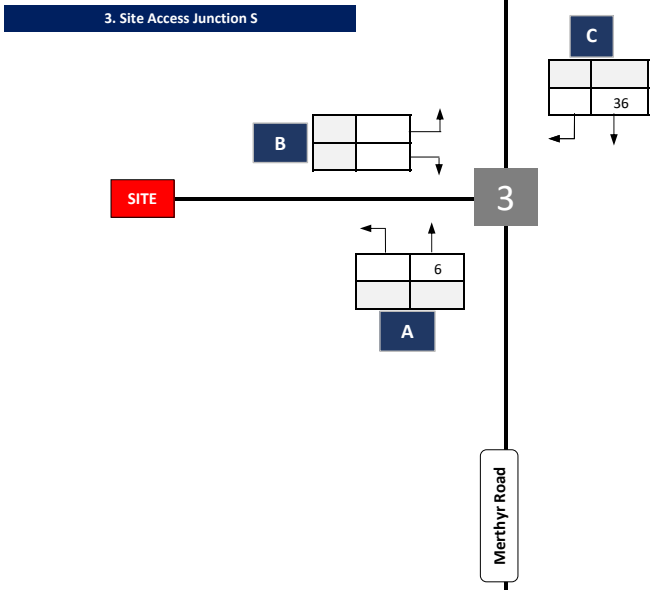
1. Pentrebach Road / Merthyr Road Roundabout



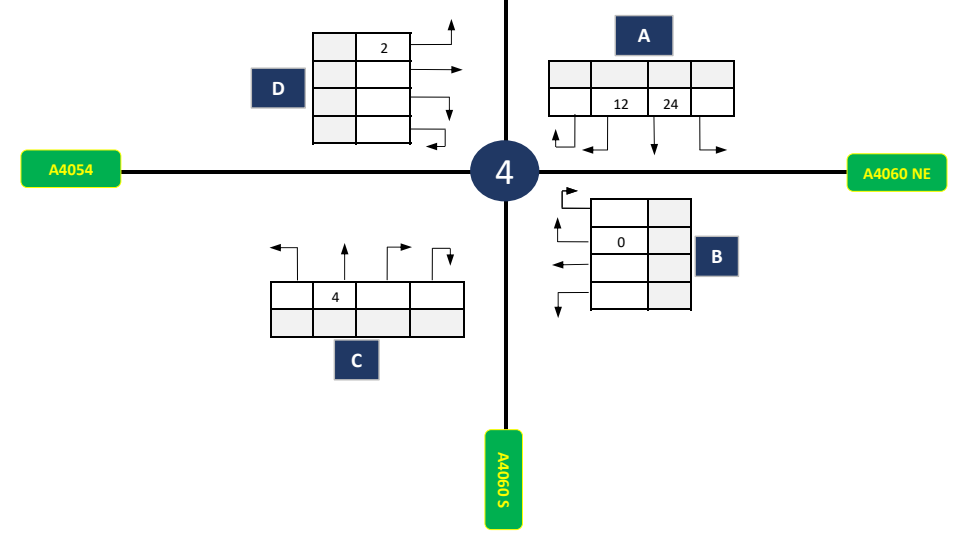
2. Site Access Junction N



3. Site Access Junction S



4. Pentrebach Roundabout



Apex TRANSPORT PLANNING

NOTES:

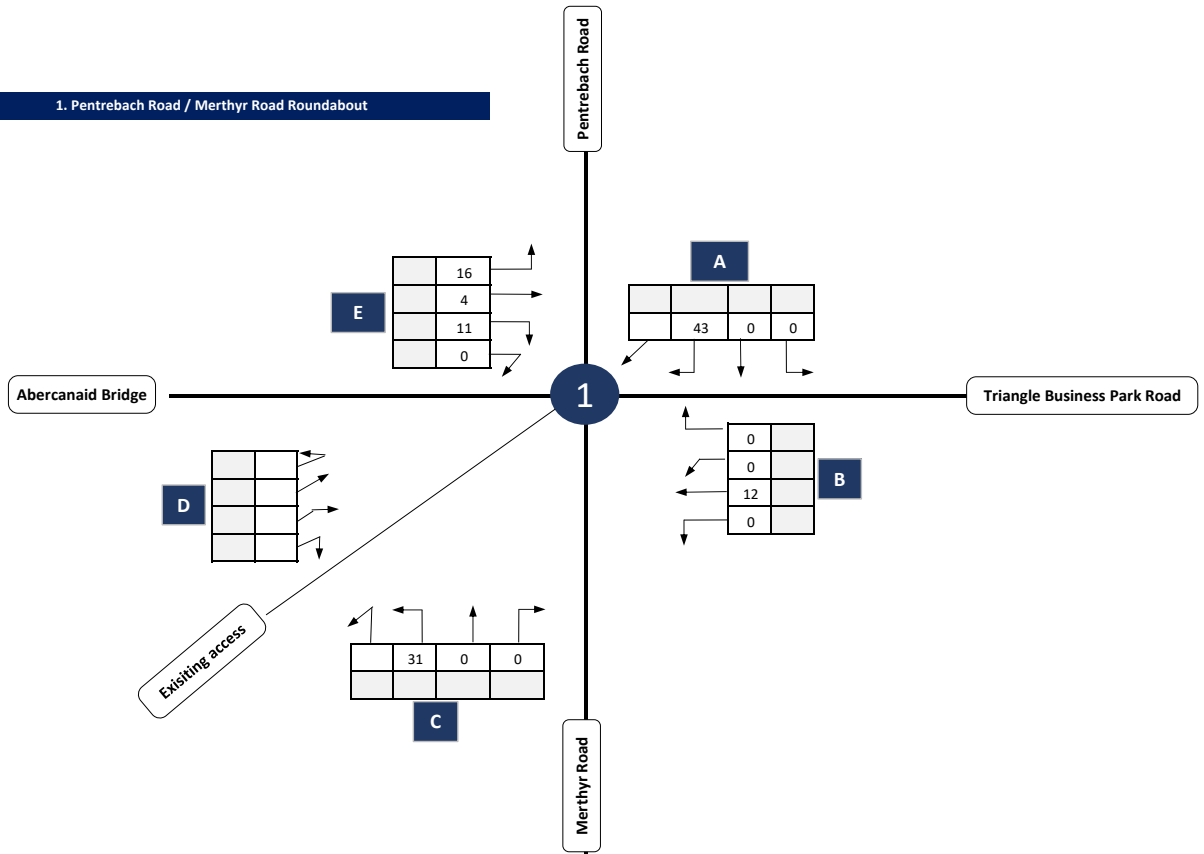
Flows obtained from Lime Transport TA - Appendix D

PROJECT: Hoover Site, Merthyr Tydfil		**PLAN TITLE:** Traffic Figure Diagrams	
TIME PERIOD: AM Peak (08:00 - 09:00)		Committed Development - Dragon Parc	
DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD	**FIGURE:** 006

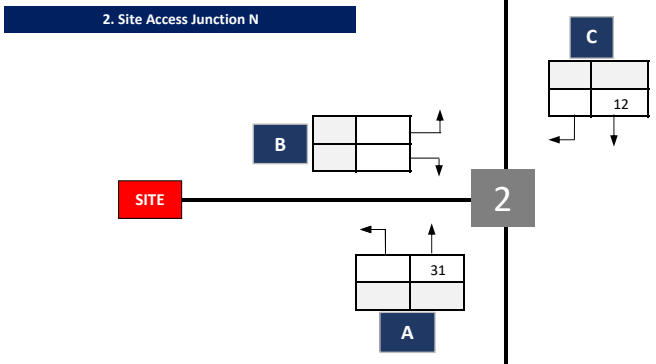
KEY

12	Total Vehicles
12	HGVs

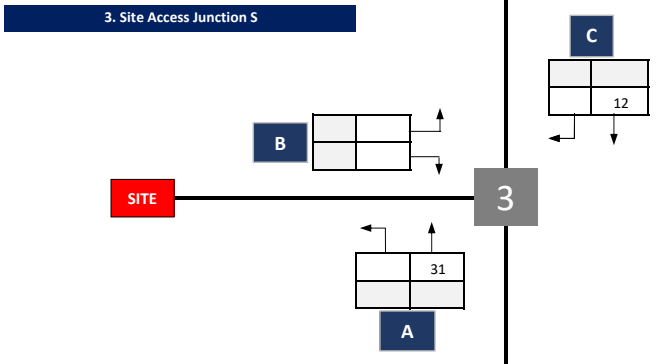
1. Pentrebach Road / Merthyr Road Roundabout



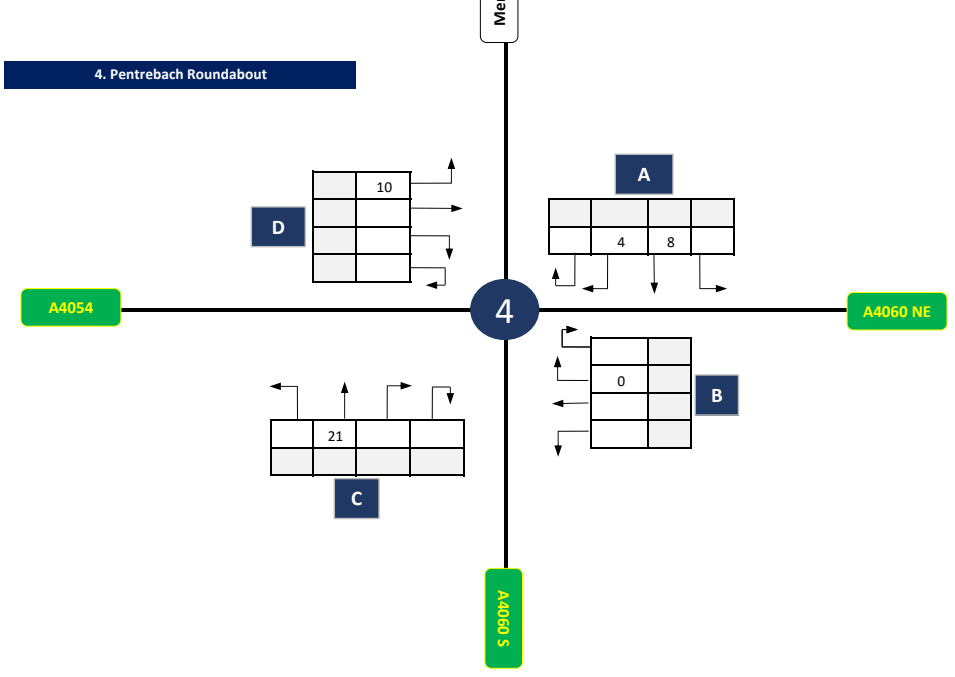
2. Site Access Junction N



3. Site Access Junction S



4. Pentrebach Roundabout



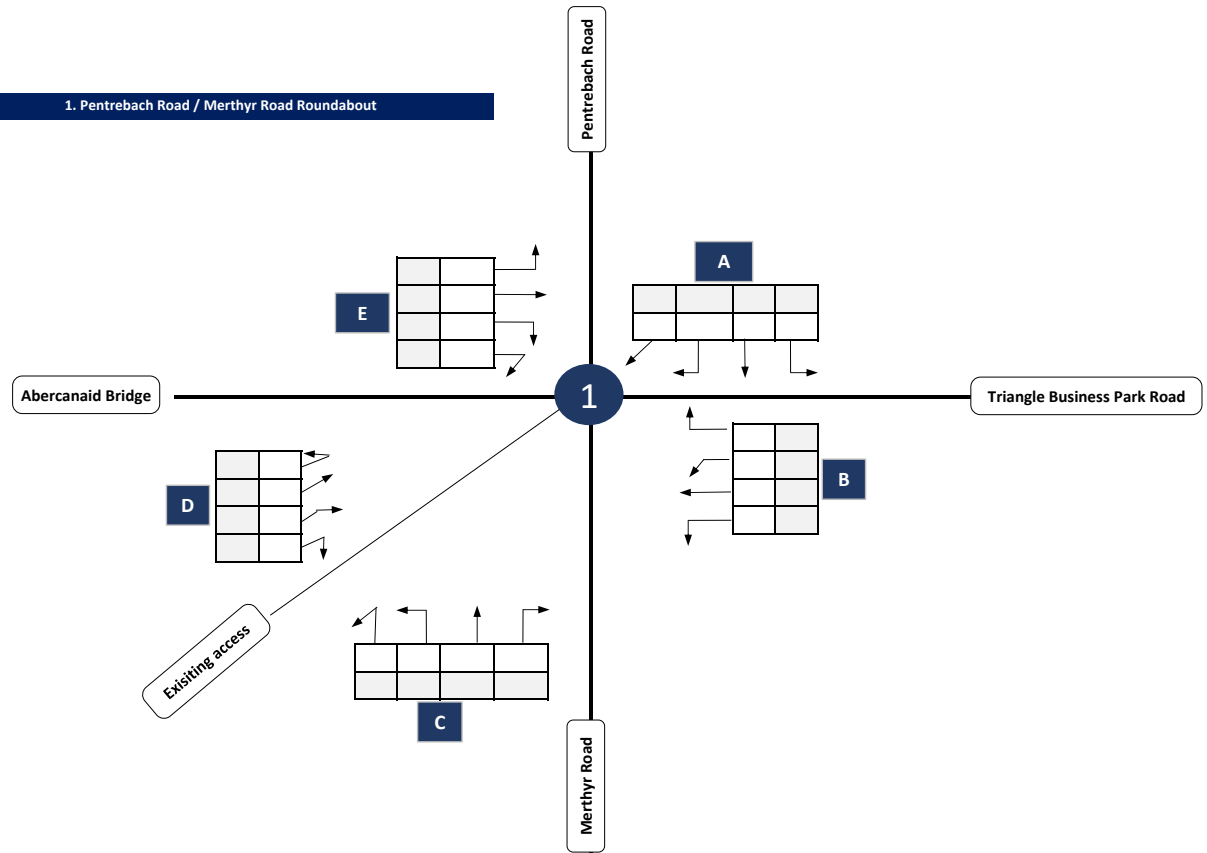
NOTES: Flows obtained from Lime Transport TA - Appendix D	**PROJECT:** Hoover Site, Merthyr Tydfil	**PLAN TITLE:** Traffic Figure Diagrams	
	TIME PERIOD: PM Peak (16:00 - 17:00)	Committed Development - Dragon Parc	
	DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD / **FIGURE:** 007

Apex TRANSPORT PLANNING

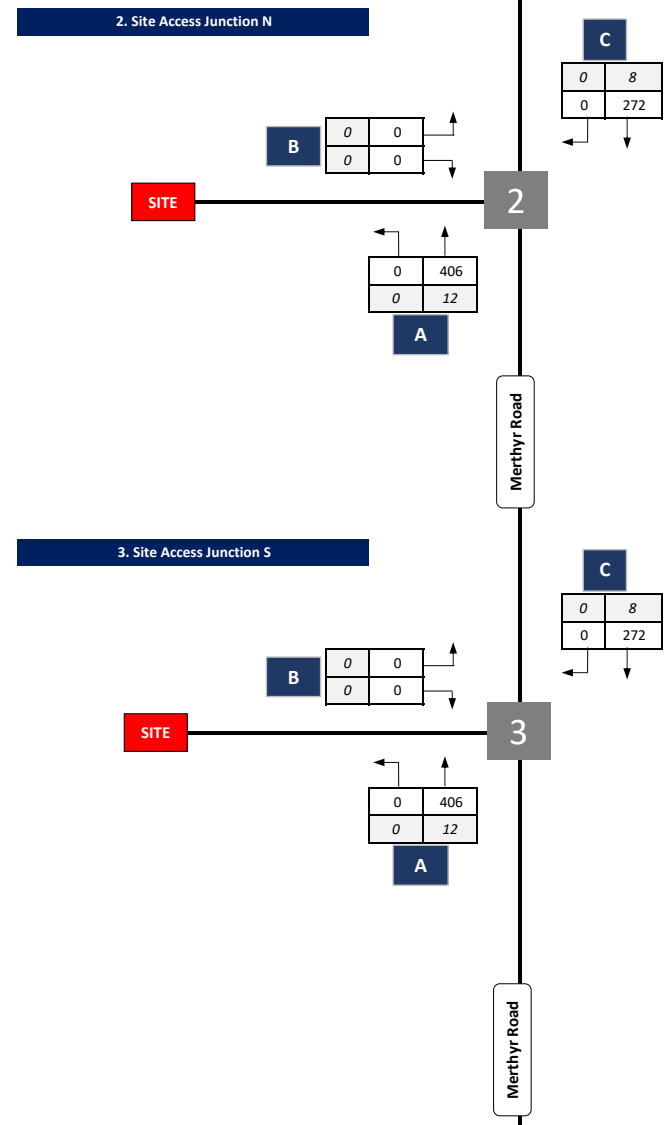
KEY

12	Total Vehicles
12	HGVs

1. Pentrebach Road / Merthyr Road Roundabout

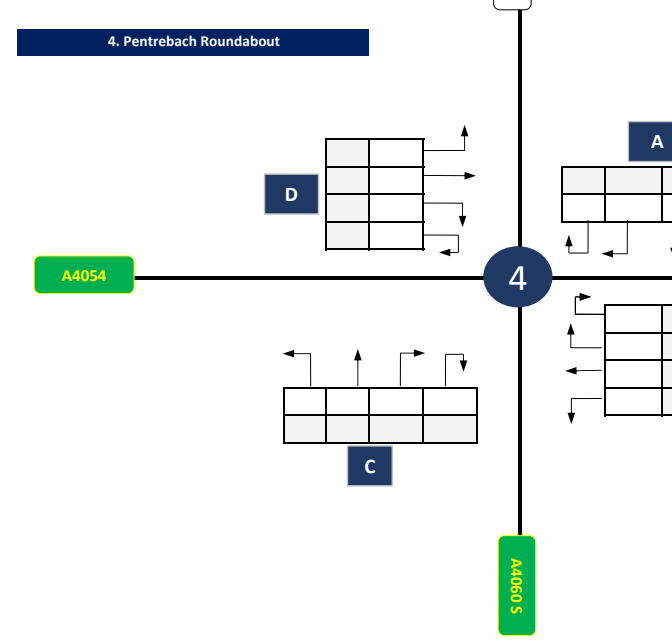


2. Site Access Junction N



3. Site Access Junction S

4. Pentrebach Roundabout

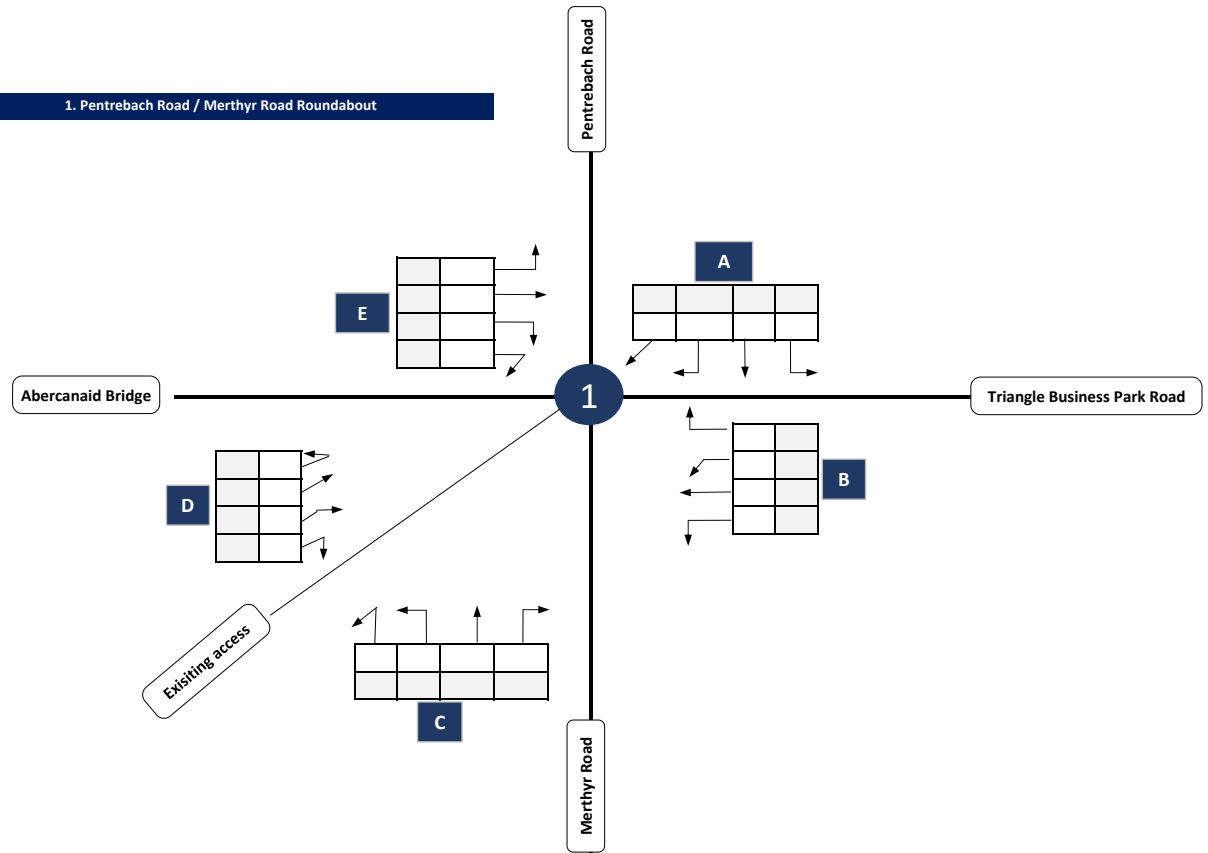


Apex TRANSPORT PLANNING	**NOTES:** Growth Rate 1.10705	**PROJECT:** Hoover Site, Merthyr Tydfil	**PLAN TITLE:** Traffic Figure Diagrams
		TIME PERIOD: AM Peak (08:00 - 09:00)	2035 Baseline Flows
		DATE: March 2025 / **JOB NUMBER:** C24 - 127	**DRAWN BY:** SD / **FIGURE:** 008

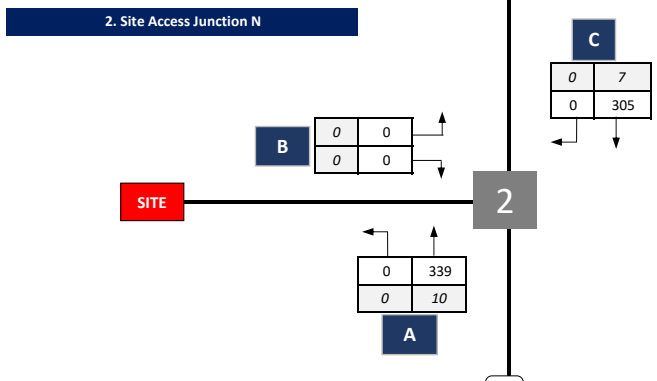
KEY

12	Total Vehicles
12	HGVs

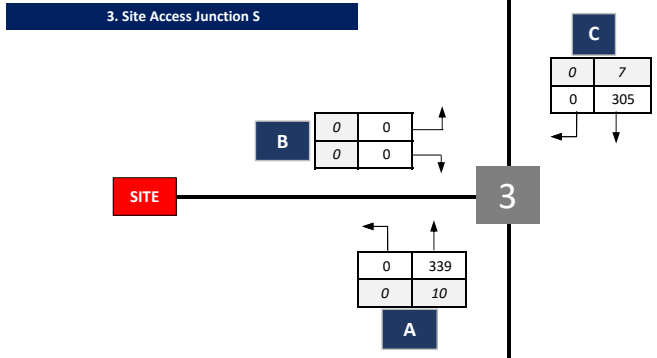
1. Pentrebach Road / Merthyr Road Roundabout



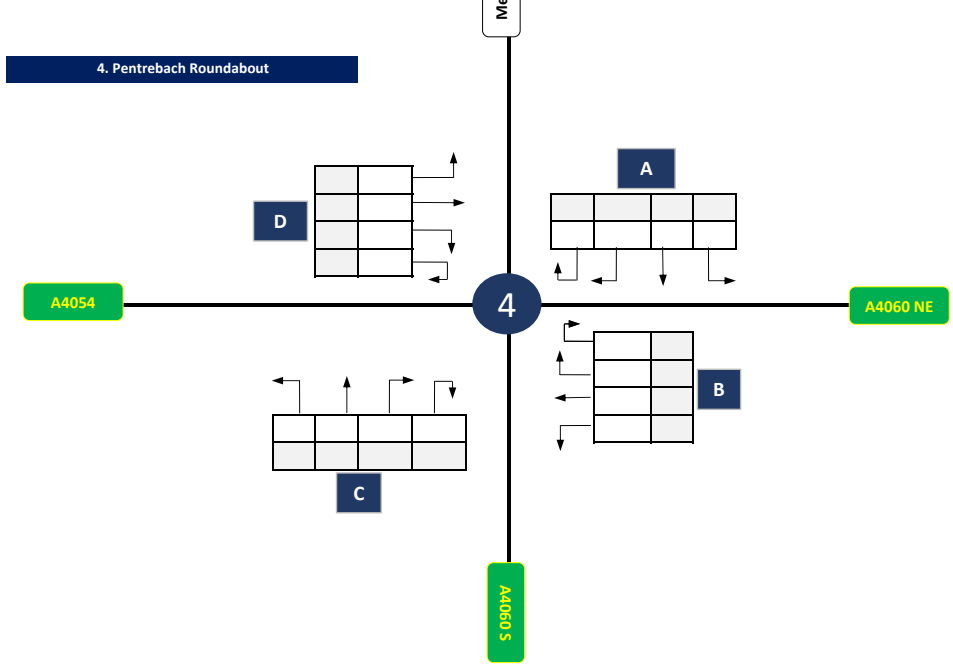
2. Site Access Junction N



3. Site Access Junction S



4. Pentrebach Roundabout



Apex TRANSPORT PLANNING

NOTES:

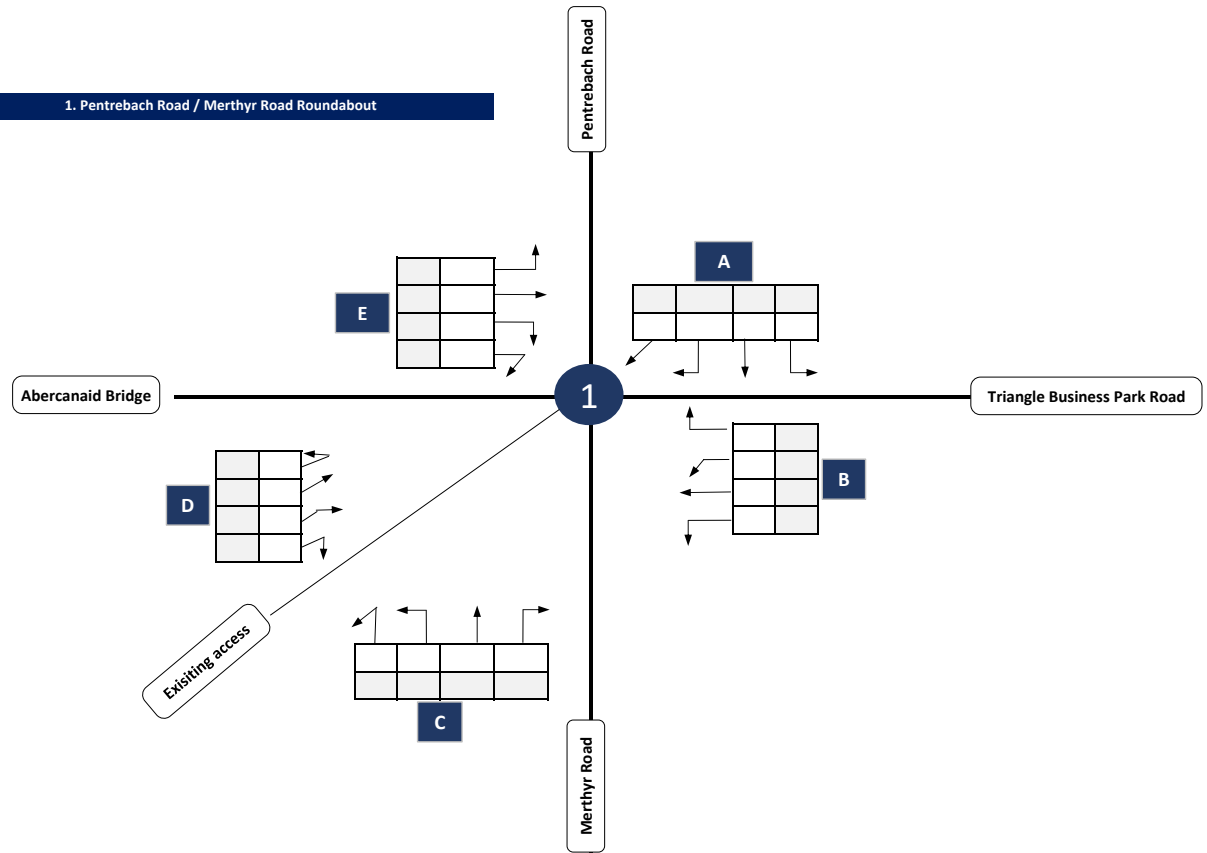
Growth Rate 1.10451

PROJECT: Hoover Site, Merthyr Tydfil		**PLAN TITLE:** Traffic Figure Diagrams	
TIME PERIOD: PM Peak (16:00 - 17:00)		2035 Baseline Flows	
DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD	**FIGURE:** 009

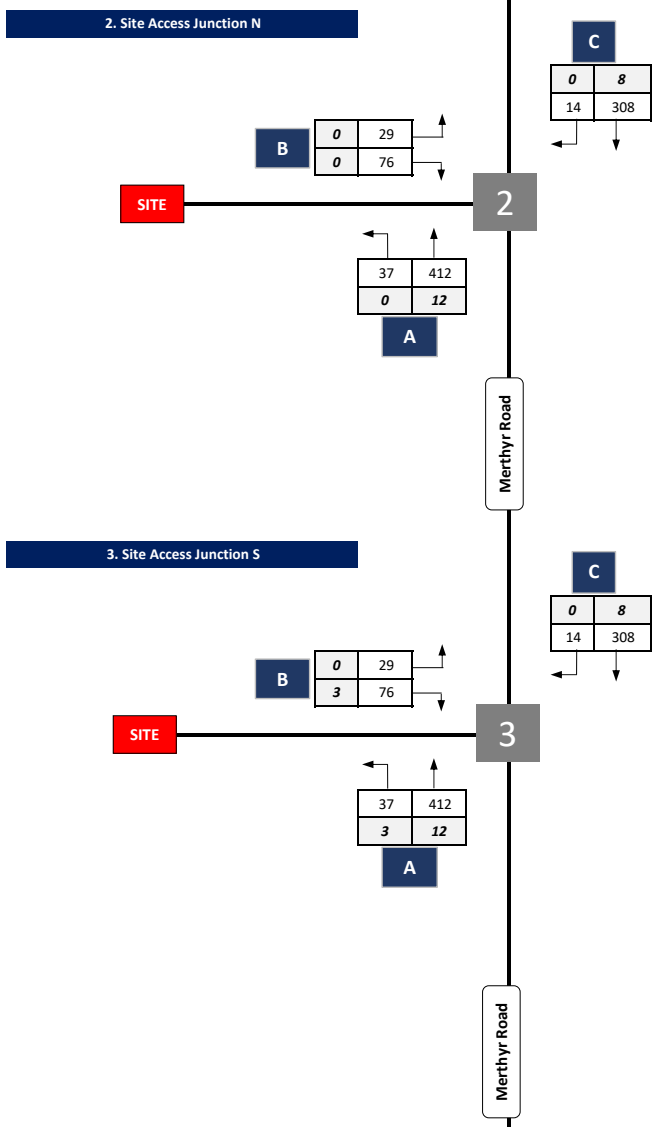
KEY

12	Total Vehicles
12	HGVs

1. Pentrebach Road / Merthyr Road Roundabout

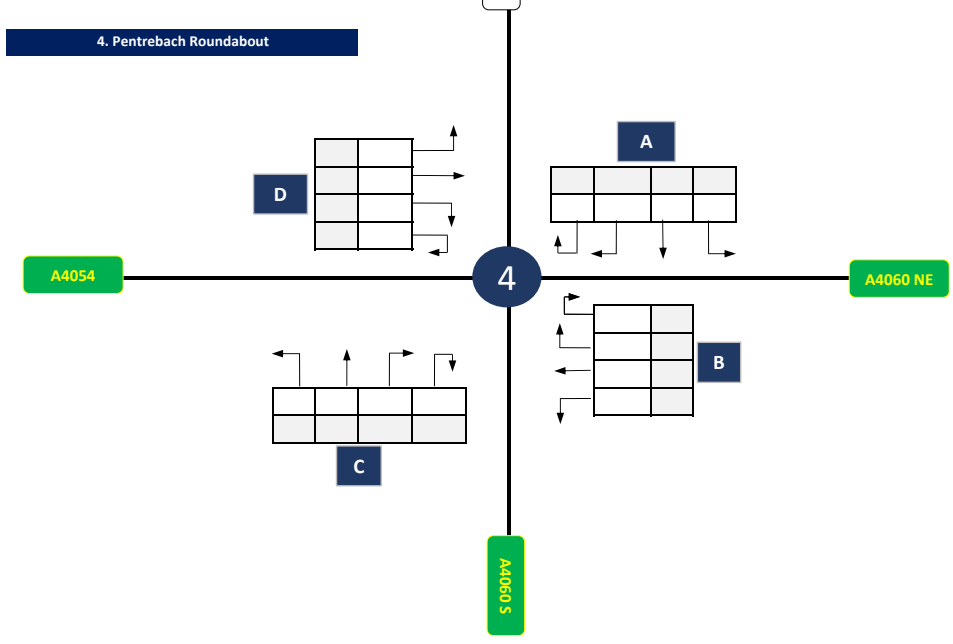


2. Site Access Junction N



3. Site Access Junction S

4. Pentrebach Roundabout

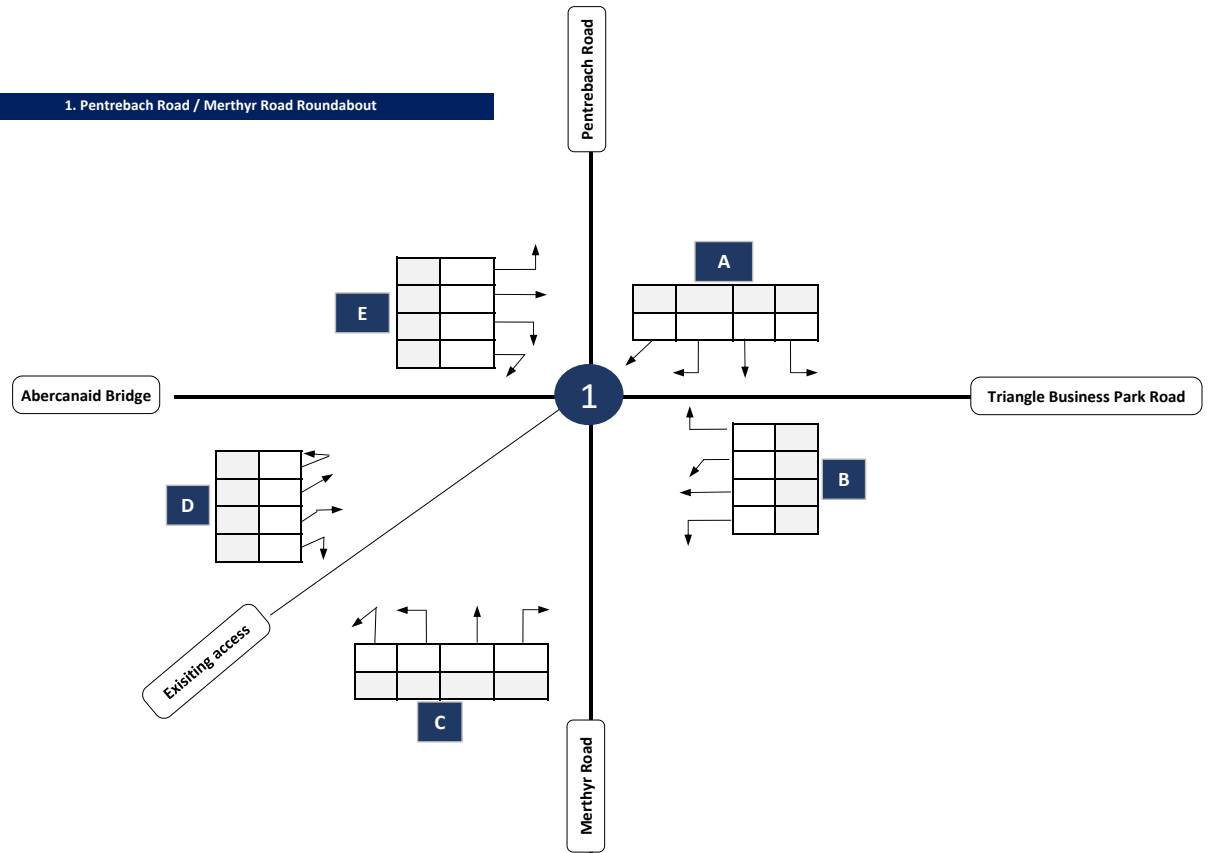


Apex TRANSPORT PLANNING	NOTES:	PROJECT: Hoover Site, Merthyr Tydfil TIME PERIOD: AM Peak (08:00 - 09:00) DATE: March 2025 JOB NUMBER: C24 - 127	PLAN TITLE: Traffic Figure Diagrams 2035 Baseline + Committed + Development Flows DRAWN BY: SD FIGURE: 010

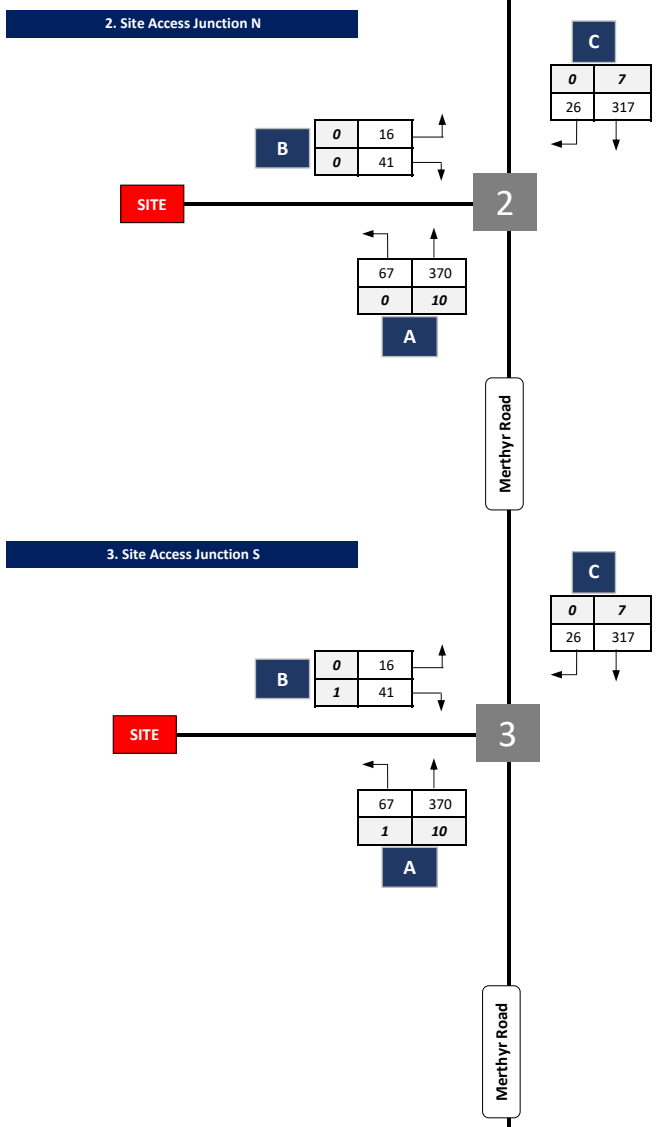
KEY

12	Total Vehicles
12	HGVs

1. Pentrebach Road / Merthyr Road Roundabout

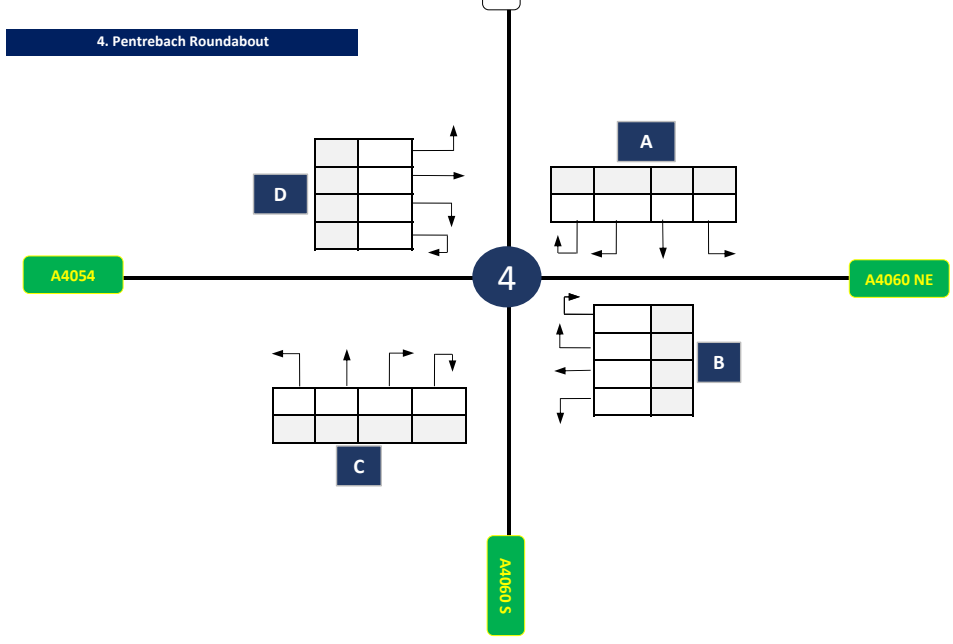


2. Site Access Junction N



3. Site Access Junction S

4. Pentrebach Roundabout



NOTES:	**PROJECT:** Hoover Site, Merthyr Tydfil	**PLAN TITLE:** Traffic Figure Diagrams	
	TIME PERIOD: PM Peak (16:00 - 17:00)	2035 Baseline + Committed + Development Flows	
	DATE: March 2025	**JOB NUMBER:** C24 - 127	**DRAWN BY:** SD / **FIGURE:** 011

Apex TRANSPORT PLANNING

Appendix C Parking Survey Results

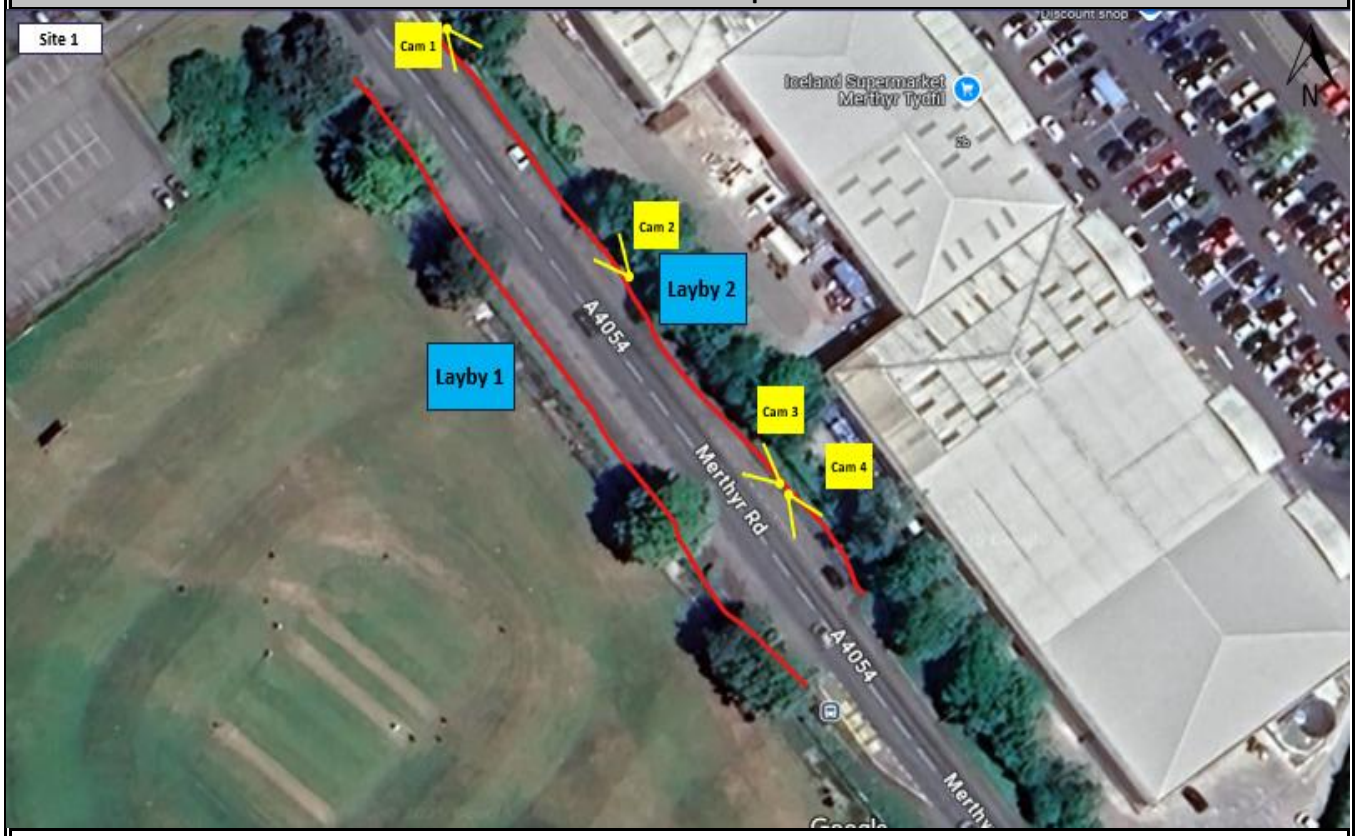
THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

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

Survey Overview

Job No'/Job Name	SS1747 Merthyr Tydfil
Date	13th 14th & 15th February 2025
Time	07:00-19:00
Survey Type	Parking Survey Count
Weather Conditions	

Overview Map



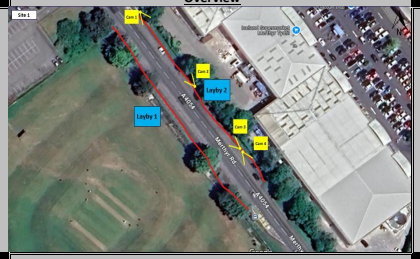
Comments

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

SS1747 Merthyr Tydfil
13th 14th & 15th February 2025
07:00-19:00

Cam 1-1

Overview



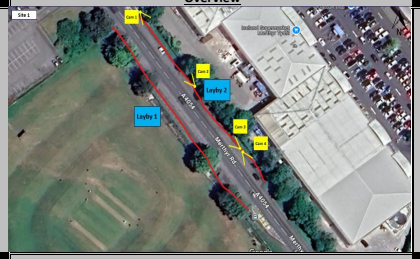
Streetview

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

SS1747 Merthyr Tydfil
13th 14th & 15th February 2025
07:00-19:00

Cam 1-2

Overview



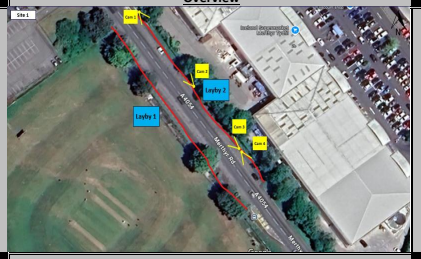
Streetview

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

SS1747 Merthyr Tydfil
13th 14th & 15th February 2025
07:00-19:00

Cam 1-3

Overview



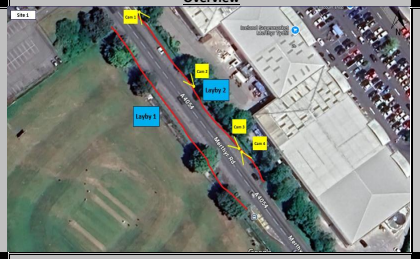
Streetview

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

SS1747 Merthyr Tydfil
13th 14th & 15th February 2025
07:00-19:00

Cam 1-4

Overview



Streetview

Time	Thursday - Layby 1	Thursday - Layby 2	Friday - Layby 1	Friday - Layby 2	Saturday - Layby 1	Saturday - Layby 2
07:00	1	5	4	3	1	1
08:00	5	5	7	3	1	2
09:00	5	5	8	4	2	4
10:00	7	6	8	4	2	4
11:00	8	5	8	5	4	5
12:00	9	6	8	6	4	5
13:00	8	9	11	6	4	4
14:00	10	7	10	5	3	3
15:00	9	7	11	8	2	2
16:00	7	6	8	3	2	2
17:00	8	4	4	2	2	2
18:00	6	2	2	2	2	1
19:00	4	2	2	2	1	1

Appendix D Concept Masterplan

DESIGN PRINCIPLES

- Site Boundary
- Extent of 15m safeguarded area for POS / GI / ATR / Metro Station
- Variable 10-15m safeguarded area for POS / GI / ATR

STRATEGIC LAND USE REQUIREMENTS

- Residential
- Community Hub
- Employment development (1.5ha)
- Potential location for Community Heat Hub
- Future Metro Station / Platform (indicative)
- Green Infrastructure / Open Space (1.79 ha minimum)
- Location of POS / SUDS attenuation feature (indicative)
- Existing Boundary Trees (retain where site remediation permits)
- Indicative strategic tree planting
- Play / Heritage Opportunities

ACCESS & MOVEMENT

- A1 — New northerly access onto Merthyr Road
- A2 — New southerly access onto Merthyr Road (south of existing access)
- PB — Pentrebach Station (Existing)
- M — New/Relocated Metro/Rail Station
- Future Metro Transport Hub area (Interchange & Parking)
- FB — Existing Footbridge
- Potential location for future ATR bridge over rail line & river
- Primary Street (Site access)
- Primary Street (indicative alignment)
- Indicative Access/Replacement bus turning area for Metro Station & Transport Hub indicative)
- Existing access to Employment area / Community Heat Hub
- Access to Community Hub
- Active Travel Route (Foot / Cycle - indicative)
- Toucan Crossing
- ATR connectivity (wider area)
- BUS — Existing / Proposed Bus Stop(s)

FOCAL POINT / GATEWAY BUILDING

- Built form outward facing
- Gateway Focal Building

KEY SITE FEATURES / CONSTRAINTS

- Overhead Pylon + Easement
- Mineshaft
- Existing Sub Station, access & screening
- Existing surface water outfall (6m easement - refer to CCTV)
- Existing water main (12m easement - refer to CCTV)

CLIENT: Walters Land	SCALE @ A3: 1:1250	DATE: Mar'25	DRAWN BY: GB
JOB TITLE: Hoover Site	JOB NO.: 2479	DRAWING NO.: DFP 01	REVISION: B
DRAWING TITLE: Development Framework Parameter Plan			

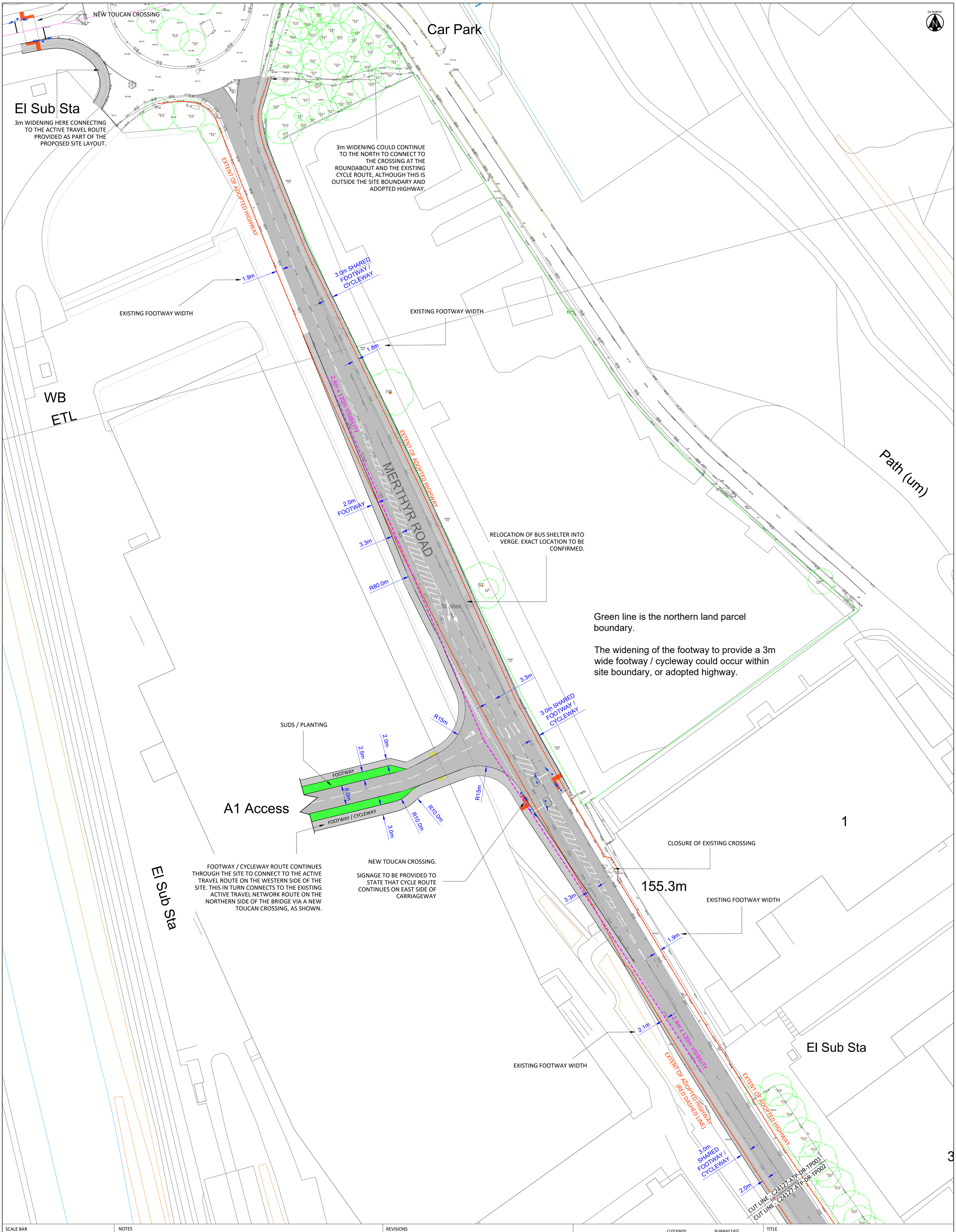
REV.	DESCRIPTION	DATE
B	ATR / Boundary / Access updates	Apr'25-
A	Updated Key	-

0 — 100m

N

hammond Architectural Ltd
10 Gold Tops
Newport
NP20 4PH
t. 01633 844970
e. info@hammond-ltd.co.uk
www.hammond-ltd.co.uk

Appendix E General Arrangement of Proposed Northern Site Access



SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

NOTES

1. General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
3. Drawing is based on topographical survey data provided by others. It also includes OS mapping data. Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence number 100022432
4. Extent of adopted highway has been based on third party information.
5. All land ownership boundaries and any potential third party land should be checked to ensure the scheme can be delivered within the site, adopted highway or MTCBC land.
6. Please do not scale from this drawing.

REVISIONS

Rev	Date	Description	By	App
P03	26/03/25	Third Issue	DC	DC
P02	27/02/25	Second Issue	DC	DC
P01	17/02/25	First Issue	DC	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU
t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
WALTERS GROUP

PROJECT
HOOVER SITE, MERTHYR TYDFIL

TITLE
GENERAL ARRANGEMENT OF PROPOSED NORTHERN SITE ACCESS

PROJECT NO.
C24-127

SCALE @ A1
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C24127-ATP-DR-TP-001

Appendix F General Arrangement of Proposed Southern Site Access

OS NORTH

3

4

Triangle
Business Park
/ Parc Busnes Y Triongl

Tank

El Sub Sta

El Sub Sta

Subway

Factory

Gas Gov

Shelter

Shelter

A2 Access

Sports Ground

A 4054

149.8m

CUT LINE - C24127-ATP-DR-TP001

CUT LINE - C24127-ATP-DR-TP002

2.0m

EXTENT OF ADOPTED HIGHWAY

EXTENT OF ADOPTED HIGHWAY
(TO RED DASHED LINE)

3.0m

2.2m

EXISTING FOOTWAY WIDTH

3.0m SHARED
FOOTWAY /
CYCLEWAY

RELOCATED BUS STOP

EXTENT OF ADOPTED HIGHWAY

2.4m x 120m VISIBILITY

EXTENT OF ADOPTED HIGHWAY

TOUCAN CROSSING

2.0m

R15.0m

R10.0m

R10.0m

6.0m

3.0m

FOOTWAY / CYCLEWAY

6.0m

2.0m

2.5m

FOOTWAY

SUDS / PLANTING

R15.0m

3.3m

3.5m

3.3m

3.0m SHARED
FOOTWAY
CYCLEWAY

4.0m

2.4m x 120m VISIBILITY TO 0.5m OFFSET

EXTENT OF ADOPTED HIGHWAY

40m Parking Lay-by

3.6m

3.6m

0.5m

1.8m

ACTIVE TRAVEL ROUTE TO EITHER CONTINUE ADJACENT TO THE CARRIAGEWAY, DEPENDENT ON ADOPTED HIGHWAY AND LAND OWNERSHIP, OR THROUGH THE SITE LINKING TO PENTRE-BACH RAIL STATION. IF WIDENING OF THE FOOTWAY CONTINUES FROM THIS POINT, THE BUS SHELTER WOULD BE RELOCATED TO THE VERGE.

SCALE BAR

0m 10m 20m

SCALE BAR (1:500)

NOTES

1. General arrangement drawing suitable for planning purposes only. This drawing is not suitable for construction.
2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
3. Drawing is based on topographical survey data provided by others. It also includes OS mapping data. Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence number 100022432
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6. Please do not scale from this drawing.

REVISIONS

Rev	Date	Description	By	App
P03	26/03/25	Third Issue	DC	DC
P02	27/02/25	Second Issue	DC	DC
P01	17/02/25	First Issue	DC	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
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RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU

t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
WALTERS GROUP

PROJECT
HOOVER SITE, MERTHYR TYDFIL

TITLE
GENERAL ARRANGEMENT OF PROPOSED SOUTHERN SITE ACCESS

PROJECT NO.
C24-127

SCALE @ A1
1:500

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C24127-ATP-DR-TP-002

Appendix G Swept Path Analysis

OS NORTH

155.3m

SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

VEHICLE PROFILE

Olympus one pass 19 8x4 MS

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	4.0
Steering Angle	:	27.8

FORWARD

REVERSE

Tyre Tracks | Vehicle body tracks | Direction of travel

REVISIONS

Rev	Date	Description	By	App
P01	26/03/25	First Issue	DC	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA

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e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU

t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
WALTERS GROUP

PROJECT
HOOVER SITE, MERTHYR TYDFIL

TITLE
SWEPT PATH ANALYSIS - NORTHERN SITE ACCESS

PROJECT NO.
C24-127

SCALE @ A1
1:250

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C24127-ATP-DR-TP-003

OS NORTH

SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

VEHICLE PROFILE

Olympus one pass 19 8x4 MS

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	4.0
Steering Angle	:	27.8

REVISIONS

Rev	Date	Description	By	App
P01	26/03/25	First Issue	DC	DC

Apex TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA

t: 02920 619 361
e: cardiff@apextp.co.uk

RUNWAY EAST
101 VICTORIA STREET
BRISTOL
BS1 6PU

t: 0117 427 0414
e: bristol@apextp.co.uk

CLIENT
WALTERS GROUP

PROJECT
HOOVER SITE, MERTHYR TYDFIL

TITLE
SWEPT PATH ANALYSIS - SOUTHERN SITE ACCESS

PROJECT NO.
C24-127

SCALE @ A1
1:250

STATUS DESCRIPTION
INFORMATION

STATUS
S2

DRAWING NO.
C24127-ATP-DR-TP-004

Appendix H TRICS Outputs – Existing Industrial Use

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Filtering Summary

Land Use	02/D	EMPLOYMENT/INDUSTRIAL ESTATE
Selected Trip Rate Calculation Parameter Range	20000-234115 sqm GFA	
Actual Trip Rate Calculation Parameter Range	20860-150564 sqm GFA	
Date Range	Minimum: 01/01/10	Maximum: 15/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	1
	Wednesday	3
	Thursday	5
Main Location Types selected	Edge of Town	9
	Neighbourhood Centre (PPS6 Local Centre)	1
	Free Standing (PPS6 Out of Town)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	4 - Selected
	Servicing vehicles Excluded	12 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	5,001 to 10,000	5
	10,001 to 15,000	3
	15,001 to 20,000	1
	20,001 to 25,000	1
Population <5 Mile ranges selected	25,001 to 50,000	3
	50,001 to 75,000	2
	75,001 to 100,000	3
	100,001 to 125,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	3
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	11
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-502501-241024-1011

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	CW	CORNWALL	1 days
	NS	NORTH SOMERSET	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	3 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	1 days
	NY	NORTH YORKSHIRE	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:	Gross floor area
Actual Range:	20860 to 150564 (units: sqm)
Range Selected by User:	20000 to 234115 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 15/09/22

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	3 days
Thursday	5 days

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

Selected survey types:

Manual count	11 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 undertaking using machines.

Selected Locations:

Edge of Town	9
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	6
Residential Zone	1
Village	1
Out of Town	3

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

n/a	1 days
Not Known	10 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

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

Travel Plan:

No	11 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	11 days

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

LIST OF SITES relevant to selection parameters

1 BC-02-D-04 INDUSTRIAL ESTATE BOURNEMOUTH CHRISTCHURCH & POOLE
OLD BARN FARM ROAD
NEAR BOURNEMOUTH
THREE LEGGED CROSS
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 70000 sqm
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

2 CW-02-D-03 IND. ESTATE CORNWALL
LONG ROCK ROAD
NEAR PENZANCE
LONG ROCK
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 36500 sqm
Survey date: MONDAY *03/10/11* *Survey Type: MANUAL*

3 EX-02-D-04 INDUSTRIAL ESTATE ESSEX
PASTURE ROAD
WITHAM

Edge of Town
Industrial Zone
Total Gross floor area: 37130 sqm
Survey date: THURSDAY *10/05/18* *Survey Type: MANUAL*

4 KS-02-D-02 INDUSTRIAL ESTATE KIRKLEES
LAW STREET
CLECKHEATON

Edge of Town
Industrial Zone
Total Gross floor area: 23226 sqm
Survey date: THURSDAY *15/09/16* *Survey Type: MANUAL*

5 NS-02-D-01 INDUSTRIAL ESTATE NORTH SOMERSET
WINTERSTOKE ROAD
WESTON-SUPER-MARE
OLDMIXON
Edge of Town
Industrial Zone
Total Gross floor area: 27000 sqm
Survey date: THURSDAY *15/09/22* *Survey Type: MANUAL*

6 NY-02-D-03 INDUSTRIAL ESTATE NORTH YORKSHIRE
RACECOURSE ROAD
RICHMOND

Edge of Town
Out of Town
Total Gross floor area: 35183 sqm
Survey date: THURSDAY *05/05/22* *Survey Type: MANUAL*

7 WK-02-D-01 INDUSTRIAL ESTATE WARWICKSHIRE
CASTLE MOUND WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 150564 sqm
Survey date: WEDNESDAY *27/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WK-02-D-02 INDUSTRIAL ESTATE WARWICKSHIRE
OVERVIEW WAY
RUGBY

Edge of Town
Industrial Zone
Total Gross floor area: 90535 sqm
Survey date: WEDNESDAY 27/06/18 Survey Type: MANUAL

9 WK-02-D-03 INDUSTRIAL ESTATE WARWICKSHIRE
EASTBORO WAY
NUNEATON

Edge of Town
Industrial Zone
Total Gross floor area: 20860 sqm
Survey date: THURSDAY 26/09/19 Survey Type: MANUAL

10 WM-02-D-02 INDUSTRIAL ESTATE WEST MIDLANDS
DUNLOP WAY
BIRMINGHAM

Edge of Town
Residential Zone
Total Gross floor area: 23480 sqm
Survey date: WEDNESDAY 07/11/12 Survey Type: MANUAL

11 WO-02-D-03 INDUSTRIAL ESTATE WORCESTERSHIRE
MILLENNIUM WAY
EVESHAM

Edge of Town
Out of Town
Total Gross floor area: 84575 sqm
Survey date: TUESDAY 26/06/18 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
TV-02-D-03	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	27681	0.071	3	27681	0.030	3	27681	0.101
06:00 - 07:00	3	27681	0.131	3	27681	0.051	3	27681	0.182
07:00 - 08:00	11	54459	0.286	11	54459	0.083	11	54459	0.369
08:00 - 09:00	11	54459	0.368	11	54459	0.133	11	54459	0.501
09:00 - 10:00	11	54459	0.245	11	54459	0.154	11	54459	0.399
10:00 - 11:00	11	54459	0.195	11	54459	0.157	11	54459	0.352
11:00 - 12:00	11	54459	0.195	11	54459	0.181	11	54459	0.376
12:00 - 13:00	11	54459	0.189	11	54459	0.218	11	54459	0.407
13:00 - 14:00	11	54459	0.235	11	54459	0.211	11	54459	0.446
14:00 - 15:00	11	54459	0.173	11	54459	0.235	11	54459	0.408
15:00 - 16:00	11	54459	0.149	11	54459	0.225	11	54459	0.374
16:00 - 17:00	11	54459	0.163	11	54459	0.270	11	54459	0.433
17:00 - 18:00	11	54459	0.094	11	54459	0.356	11	54459	0.450
18:00 - 19:00	11	54459	0.071	11	54459	0.135	11	54459	0.206
19:00 - 20:00	3	27681	0.128	3	27681	0.145	3	27681	0.273
20:00 - 21:00	3	27681	0.031	3	27681	0.070	3	27681	0.101
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.724			2.654			5.378

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.*

Parameter summary

Trip rate parameter range selected:	20860 - 150564 (units: sqm)
Survey date date range:	01/01/10 - 15/09/22
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	27681	0.001	3	27681	0.001	3	27681	0.002
06:00 - 07:00	3	27681	0.002	3	27681	0.002	3	27681	0.004
07:00 - 08:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
08:00 - 09:00	11	54459	0.002	11	54459	0.002	11	54459	0.004
09:00 - 10:00	11	54459	0.002	11	54459	0.002	11	54459	0.004
10:00 - 11:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
11:00 - 12:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
12:00 - 13:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
13:00 - 14:00	11	54459	0.002	11	54459	0.001	11	54459	0.003
14:00 - 15:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
15:00 - 16:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
16:00 - 17:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
17:00 - 18:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
18:00 - 19:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
19:00 - 20:00	3	27681	0.002	3	27681	0.002	3	27681	0.004
20:00 - 21:00	3	27681	0.000	3	27681	0.000	3	27681	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.019			0.039

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	27681	0.002	3	27681	0.004	3	27681	0.006
06:00 - 07:00	3	27681	0.007	3	27681	0.011	3	27681	0.018
07:00 - 08:00	11	54459	0.016	11	54459	0.013	11	54459	0.029
08:00 - 09:00	11	54459	0.020	11	54459	0.018	11	54459	0.038
09:00 - 10:00	11	54459	0.027	11	54459	0.021	11	54459	0.048
10:00 - 11:00	11	54459	0.025	11	54459	0.023	11	54459	0.048
11:00 - 12:00	11	54459	0.022	11	54459	0.022	11	54459	0.044
12:00 - 13:00	11	54459	0.025	11	54459	0.024	11	54459	0.049
13:00 - 14:00	11	54459	0.021	11	54459	0.024	11	54459	0.045
14:00 - 15:00	11	54459	0.021	11	54459	0.021	11	54459	0.042
15:00 - 16:00	11	54459	0.019	11	54459	0.023	11	54459	0.042
16:00 - 17:00	11	54459	0.015	11	54459	0.018	11	54459	0.033
17:00 - 18:00	11	54459	0.012	11	54459	0.009	11	54459	0.021
18:00 - 19:00	11	54459	0.009	11	54459	0.010	11	54459	0.019
19:00 - 20:00	3	27681	0.002	3	27681	0.001	3	27681	0.003
20:00 - 21:00	3	27681	0.000	3	27681	0.001	3	27681	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.243			0.243			0.486

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	27681	0.000	3	27681	0.000	3	27681	0.000
06:00 - 07:00	3	27681	0.000	3	27681	0.000	3	27681	0.000
07:00 - 08:00	11	54459	0.000	11	54459	0.000	11	54459	0.000
08:00 - 09:00	11	54459	0.001	11	54459	0.000	11	54459	0.001
09:00 - 10:00	11	54459	0.001	11	54459	0.000	11	54459	0.001
10:00 - 11:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
11:00 - 12:00	11	54459	0.000	11	54459	0.000	11	54459	0.000
12:00 - 13:00	11	54459	0.000	11	54459	0.000	11	54459	0.000
13:00 - 14:00	11	54459	0.000	11	54459	0.000	11	54459	0.000
14:00 - 15:00	11	54459	0.000	11	54459	0.000	11	54459	0.000
15:00 - 16:00	11	54459	0.000	11	54459	0.000	11	54459	0.000
16:00 - 17:00	11	54459	0.001	11	54459	0.000	11	54459	0.001
17:00 - 18:00	11	54459	0.001	11	54459	0.000	11	54459	0.001
18:00 - 19:00	11	54459	0.001	11	54459	0.000	11	54459	0.001
19:00 - 20:00	3	27681	0.000	3	27681	0.000	3	27681	0.000
20:00 - 21:00	3	27681	0.000	3	27681	0.000	3	27681	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.001			0.007

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	27681	0.001	3	27681	0.000	3	27681	0.001
06:00 - 07:00	3	27681	0.002	3	27681	0.000	3	27681	0.002
07:00 - 08:00	11	54459	0.006	11	54459	0.002	11	54459	0.008
08:00 - 09:00	11	54459	0.007	11	54459	0.001	11	54459	0.008
09:00 - 10:00	11	54459	0.002	11	54459	0.001	11	54459	0.003
10:00 - 11:00	11	54459	0.002	11	54459	0.003	11	54459	0.005
11:00 - 12:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
12:00 - 13:00	11	54459	0.001	11	54459	0.001	11	54459	0.002
13:00 - 14:00	11	54459	0.003	11	54459	0.002	11	54459	0.005
14:00 - 15:00	11	54459	0.003	11	54459	0.003	11	54459	0.006
15:00 - 16:00	11	54459	0.001	11	54459	0.006	11	54459	0.007
16:00 - 17:00	11	54459	0.001	11	54459	0.004	11	54459	0.005
17:00 - 18:00	11	54459	0.003	11	54459	0.010	11	54459	0.013
18:00 - 19:00	11	54459	0.003	11	54459	0.002	11	54459	0.005
19:00 - 20:00	3	27681	0.000	3	27681	0.001	3	27681	0.001
20:00 - 21:00	3	27681	0.000	3	27681	0.001	3	27681	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.038			0.074

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 I TRICS Outputs – Proposed Private Housing

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Calculation Reference: AUDIT-502501-241025-1031

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		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	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: 212 to 918 (units:)
Range Selected by User: 200 to 1000 (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: 01/01/00 to 14/11/23

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	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	7

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	7
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	19 days - Selected

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	4 days

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

Car ownership within 5 miles:

1.1 to 1.5	7 days
1.6 to 2.0	1 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	4 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 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

2 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

3 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

4 SC-03-A-08 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 790
Survey date: WEDNESDAY *04/05/22* *Survey Type: MANUAL*

5 SF-03-A-02 SEMI DET./TERRACED SUFFOLK
STOKE PARK DRIVE
IPSWICH
MAIDENHALL
Edge of Town
Residential Zone
Total No of Dwellings: 230
Survey date: THURSDAY *24/05/07* *Survey Type: MANUAL*

6 ST-03-A-03 MIXED HOUSES STAFFORDSHIRE
QUEENSVILLE
STAFFORD

Edge of Town
No Sub Category
Total No of Dwellings: 224
Survey date: TUESDAY *04/07/00* *Survey Type: MANUAL*

7 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 WS-03-A-11 MIXED HOUSES WEST SUSSEX
ELLIS ROAD
WEST HORSHAM
S BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 918
Survey date: TUESDAY *02/04/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
ES-03-A-01	Not Similar
KC-03-A-07	Not Similar
NF-03-A-39	Not Similar

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
Total People to Total Vehicles ratio (all time periods and directions): 1.76

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	409	0.089	8	409	0.341	8	409	0.430
08:00 - 09:00	8	409	0.141	8	409	0.441	8	409	0.582
09:00 - 10:00	8	409	0.134	8	409	0.161	8	409	0.295
10:00 - 11:00	8	409	0.108	8	409	0.137	8	409	0.245
11:00 - 12:00	8	409	0.130	8	409	0.147	8	409	0.277
12:00 - 13:00	8	409	0.153	8	409	0.142	8	409	0.295
13:00 - 14:00	8	409	0.148	8	409	0.150	8	409	0.298
14:00 - 15:00	8	409	0.147	8	409	0.178	8	409	0.325
15:00 - 16:00	8	409	0.259	8	409	0.166	8	409	0.425
16:00 - 17:00	8	409	0.275	8	409	0.155	8	409	0.430
17:00 - 18:00	8	409	0.397	8	409	0.168	8	409	0.565
18:00 - 19:00	8	409	0.339	8	409	0.174	8	409	0.513
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.320			2.360			4.680

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.*

Parameter summary

Trip rate parameter range selected:	212 - 918 (units:)
Survey date date range:	01/01/00 - 14/11/23
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:	3

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix J TRICS Outputs – Proposed Affordable Dwellings

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Calculation Reference: AUDIT-502501-241025-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	2 days
	LS	LEEDS	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
	MS	MERSEYSIDE	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: 16 to 80 (units:)
Range Selected by User: 10 to 100 (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: 01/01/10 to 06/09/23

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	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	6
Built-Up Zone	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 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	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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:

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	7 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-B-01 HOUSES & FLATS CHESHIRE WEST & CHESTER
WORDSWORTH CRES.
CHESTER
BLACON
Edge of Town
Residential Zone
Total No of Dwellings: 80
Survey date: MONDAY *17/11/14* *Survey Type: MANUAL*

2 KS-03-B-01 MIXED HOUSES KIRKLEES
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

3 KS-03-B-02 TERRACED HOUSES KIRKLEES
SYKES CLOSE
BATLEY

Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

4 LS-03-B-02 TERRACED HOUSES LEEDS
LINCOLN GREEN ROAD
LEEDS

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *19/09/13* *Survey Type: MANUAL*

5 MS-03-B-01 TERRACED MERSEYSIDE
TARBOCK ROAD
LIVERPOOL
SPEKE
Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: TUESDAY *18/06/13* *Survey Type: MANUAL*

6 NN-03-B-01 SEMI-DETACHED HOUSES NORTH NORTHAMPTONSHIRE
OCCUPATION ROAD
CORBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: WEDNESDAY *13/10/21* *Survey Type: MANUAL*

7 WL-03-B-01 TERRACED HOUSES WILTSHIRE
BUTTERFIELD DRIVE
AMESBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: TUESDAY *18/09/18* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NB-03-B-01	Not Similar

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	7	39	0.055	7	39	0.162	7	39	0.217
08:00 - 09:00	7	39	0.151	7	39	0.288	7	39	0.439
09:00 - 10:00	7	39	0.196	7	39	0.269	7	39	0.465
10:00 - 11:00	7	39	0.159	7	39	0.188	7	39	0.347
11:00 - 12:00	7	39	0.151	7	39	0.118	7	39	0.269
12:00 - 13:00	7	39	0.170	7	39	0.125	7	39	0.295
13:00 - 14:00	7	39	0.170	7	39	0.148	7	39	0.318
14:00 - 15:00	7	39	0.159	7	39	0.181	7	39	0.340
15:00 - 16:00	7	39	0.262	7	39	0.162	7	39	0.424
16:00 - 17:00	7	39	0.199	7	39	0.144	7	39	0.343
17:00 - 18:00	7	39	0.225	7	39	0.181	7	39	0.406
18:00 - 19:00	7	39	0.177	7	39	0.122	7	39	0.299
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.074			2.088			4.162

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.*

Parameter summary

Trip rate parameter range selected:	16 - 80 (units:)
Survey date date range:	01/01/10 - 06/09/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Appendix K TRICS Outputs – Proposed Employment, Industrial Estate

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff Licence No: 502501

Filtering Summary

Land Use	02/D	EMPLOYMENT/INDUSTRIAL ESTATE
Selected Trip Rate Calculation Parameter Range	0.27-2 hect AREA	
Actual Trip Rate Calculation Parameter Range	0.35-1.96 hect AREA	
Date Range	Minimum: 01/01/10	Maximum: 06/11/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	6
	Tuesday	4
	Wednesday	2
	Thursday	1
	Friday	6
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	5
	Edge of Town	14
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	6 - Selected
	Servicing vehicles Excluded	25 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	5,001 to 10,000	2
	10,001 to 15,000	5
	15,001 to 20,000	3
	20,001 to 25,000	2
	25,001 to 50,000	5
	50,001 to 100,000	1
Population <5 Mile ranges selected	25,001 to 50,000	1
	75,001 to 100,000	1
	100,001 to 125,000	2
	125,001 to 250,000	15
Car Ownership <5 Mile ranges selected	0.6 to 1.0	6
	1.1 to 1.5	11
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	19
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-502501-241027-1034

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 days
	EX	ESSEX	2 days
	WG	WOKINGHAM	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	2 days
	AL	CALDERDALE	1 days
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	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:	Site area
Actual Range:	0.35 to 1.96 (units: hect)
Range Selected by User:	0.27 to 2 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by:	Monday-Friday 0700-1000
Include days where PT not known:	Yes
Range:	8 to 256

Date Range: 01/01/10 to 06/11/23

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	6 days
Tuesday	4 days
Wednesday	2 days
Thursday	1 days
Friday	6 days

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

Selected survey types:

Manual count	19 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	14

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:

Industrial Zone	10
Commercial Zone	1
Development Zone	1
Residential Zone	2
No Sub Category	5

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	25 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	15 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	11 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:

No	19 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	19 days

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

LIST OF SITES relevant to selection parameters

1 AK-02-D-01 INDUSTRIAL ESTATE WAKEFIELD
CARR WOOD ROAD
CASTLEFORD

Edge of Town
Development Zone
Total Site area: 0.50 hect
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

2 AK-02-D-03 INDUSTRIAL ESTATE WAKEFIELD
THUNDERHEAD RIDGE RD
CASTLEFORD
GLASSHOUGHTON
Edge of Town
No Sub Category
Total Site area: 0.70 hect
Survey date: MONDAY *15/05/17* *Survey Type: MANUAL*

3 AL-02-D-01 INDUSTRIAL ESTATE CALDERDALE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Site area: 1.80 hect
Survey date: WEDNESDAY *17/10/18* *Survey Type: MANUAL*

4 BU-02-D-01 INDUSTRIAL ESTATE BUCKINGHAMSHIRE
BEECH ROAD
HIGH WYCOMBE

Edge of Town
Residential Zone
Total Site area: 1.07 hect
Survey date: MONDAY *06/11/23* *Survey Type: MANUAL*

5 DR-02-D-03 INDUSTRIAL ESTATE DONCASTER
MIDDLE BANK
DONCASTER

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 1.70 hect
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

6 DV-02-D-07 INDUSTRIAL ESTATE DEVON
BITTERN ROAD
EXETER
SOWTON IND. ESTATE
Edge of Town
Industrial Zone
Total Site area: 0.95 hect
Survey date: MONDAY *03/07/17* *Survey Type: MANUAL*

7 DY-02-D-02 INDUSTRIAL ESTATE DERBY
SHAFTESBURY STREET
DERBY
ROSE HILL
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.82 hect
Survey date: FRIDAY *06/10/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Site area: 1.36 hect
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

9 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Site area: 1.63 hect
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

10 HE-02-D-02 BUSINESS PARK HEREFORDSHIRE
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.50 hect
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

11 LC-02-D-07 INDUSTRIAL ESTATE LANCASHIRE
CHAIN CAUL WAY
PRESTON
ASHTON-ON-RIBBLE
Edge of Town
Industrial Zone
Total Site area: 0.80 hect
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

12 NF-02-D-03 INDUSTRIAL ESTATE NORFOLK
BIDEWELL CLOSE
NORWICH

Edge of Town
Residential Zone
Total Site area: 1.60 hect
Survey date: MONDAY *08/10/12* *Survey Type: MANUAL*

13 NY-02-D-04 INDUSTRIAL ESTATE NORTH YORKSHIRE
GRIMBALD CRAG CLOSE
KNARESBOROUGH

Edge of Town
Industrial Zone
Total Site area: 0.84 hect
Survey date: FRIDAY *30/06/23* *Survey Type: MANUAL*

14 PB-02-D-03 INDUSTRIAL ESTATE PETERBOROUGH
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Site area: 0.89 hect
Survey date: TUESDAY *02/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Site area: 1.60 hect
Survey date: WEDNESDAY *09/10/19* *Survey Type: MANUAL*

16 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Site area: 1.40 hect
Survey date: THURSDAY *10/10/19* *Survey Type: MANUAL*

17 VG-02-D-01 INDUSTRIAL ESTATE VALE OF GLAMORGAN
ARTHUR STREET
BARRY

Edge of Town
No Sub Category
Total Site area: 1.96 hect
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

18 WG-02-D-01 INDUSTRIAL ESTATE WOKINGHAM
FISHPONDS ROAD
WOKINGHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Site area: 0.79 hect
Survey date: TUESDAY *20/11/12* *Survey Type: MANUAL*

19 WO-02-D-01 INDUSTRIAL ESTATE WORCESTERSHIRE
SANDY LANE
STOURPORT-ON-SEVERN

Edge of Town
Commercial Zone
Total Site area: 0.35 hect
Survey date: FRIDAY *23/05/14* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-02-D-03	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	6	1.24	6.191	6	1.24	0.404	6	1.24	6.595
06:00 - 07:00	6	1.24	4.441	6	1.24	1.077	6	1.24	5.518
07:00 - 08:00	19	1.12	17.968	19	1.12	5.221	19	1.12	23.189
08:00 - 09:00	19	1.12	28.692	19	1.12	15.945	19	1.12	44.637
09:00 - 10:00	19	1.12	23.518	19	1.12	17.262	19	1.12	40.780
10:00 - 11:00	19	1.12	22.248	19	1.12	19.144	19	1.12	41.392
11:00 - 12:00	19	1.12	21.025	19	1.12	22.389	19	1.12	43.414
12:00 - 13:00	19	1.12	21.402	19	1.12	22.813	19	1.12	44.215
13:00 - 14:00	19	1.12	21.496	19	1.12	21.825	19	1.12	43.321
14:00 - 15:00	19	1.12	18.250	19	1.12	20.320	19	1.12	38.570
15:00 - 16:00	19	1.12	17.262	19	1.12	19.849	19	1.12	37.111
16:00 - 17:00	19	1.12	20.931	19	1.12	26.246	19	1.12	47.177
17:00 - 18:00	19	1.12	14.017	19	1.12	27.658	19	1.12	41.675
18:00 - 19:00	19	1.12	5.033	19	1.12	12.559	19	1.12	17.592
19:00 - 20:00	6	1.24	0.269	6	1.24	10.229	6	1.24	10.498
20:00 - 21:00	6	1.24	0.000	6	1.24	4.307	6	1.24	4.307
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			242.743			247.248			489.991

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.*

Parameter summary

Trip rate parameter range selected:	0.35 to 1.96 (units: hect)
Survey date date range:	01/01/10 - 06/11/23
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. 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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TAXIS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	6	1.24	0.135	6	1.24	0.135	6	1.24	0.270
06:00 - 07:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
07:00 - 08:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
08:00 - 09:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
09:00 - 10:00	19	1.12	0.047	19	1.12	0.000	19	1.12	0.047
10:00 - 11:00	19	1.12	0.094	19	1.12	0.141	19	1.12	0.235
11:00 - 12:00	19	1.12	0.094	19	1.12	0.094	19	1.12	0.188
12:00 - 13:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
13:00 - 14:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
14:00 - 15:00	19	1.12	0.094	19	1.12	0.094	19	1.12	0.188
15:00 - 16:00	19	1.12	0.047	19	1.12	0.000	19	1.12	0.047
16:00 - 17:00	19	1.12	0.141	19	1.12	0.141	19	1.12	0.282
17:00 - 18:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
18:00 - 19:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
19:00 - 20:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
20:00 - 21:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.934			0.887			1.821

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	6	1.24	0.135	6	1.24	0.000	6	1.24	0.135
06:00 - 07:00	6	1.24	0.135	6	1.24	0.000	6	1.24	0.135
07:00 - 08:00	19	1.12	0.988	19	1.12	0.282	19	1.12	1.270
08:00 - 09:00	19	1.12	2.023	19	1.12	1.881	19	1.12	3.904
09:00 - 10:00	19	1.12	1.505	19	1.12	1.505	19	1.12	3.010
10:00 - 11:00	19	1.12	1.552	19	1.12	1.599	19	1.12	3.151
11:00 - 12:00	19	1.12	1.505	19	1.12	1.740	19	1.12	3.245
12:00 - 13:00	19	1.12	1.458	19	1.12	1.411	19	1.12	2.869
13:00 - 14:00	19	1.12	1.035	19	1.12	0.753	19	1.12	1.788
14:00 - 15:00	19	1.12	1.035	19	1.12	1.035	19	1.12	2.070
15:00 - 16:00	19	1.12	0.706	19	1.12	0.847	19	1.12	1.553
16:00 - 17:00	19	1.12	0.470	19	1.12	0.753	19	1.12	1.223
17:00 - 18:00	19	1.12	0.423	19	1.12	0.706	19	1.12	1.129
18:00 - 19:00	19	1.12	0.047	19	1.12	0.282	19	1.12	0.329
19:00 - 20:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
20:00 - 21:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.017			12.794			25.811

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
06:00 - 07:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
07:00 - 08:00	19	1.12	0.047	19	1.12	0.000	19	1.12	0.047
08:00 - 09:00	19	1.12	0.141	19	1.12	0.188	19	1.12	0.329
09:00 - 10:00	19	1.12	0.094	19	1.12	0.141	19	1.12	0.235
10:00 - 11:00	19	1.12	0.141	19	1.12	0.047	19	1.12	0.188
11:00 - 12:00	19	1.12	0.000	19	1.12	0.047	19	1.12	0.047
12:00 - 13:00	19	1.12	0.047	19	1.12	0.000	19	1.12	0.047
13:00 - 14:00	19	1.12	0.000	19	1.12	0.000	19	1.12	0.000
14:00 - 15:00	19	1.12	0.000	19	1.12	0.047	19	1.12	0.047
15:00 - 16:00	19	1.12	0.000	19	1.12	0.000	19	1.12	0.000
16:00 - 17:00	19	1.12	0.000	19	1.12	0.000	19	1.12	0.000
17:00 - 18:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
18:00 - 19:00	19	1.12	0.000	19	1.12	0.000	19	1.12	0.000
19:00 - 20:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
20:00 - 21:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.517			0.517			1.034

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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
06:00 - 07:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
07:00 - 08:00	19	1.12	0.188	19	1.12	0.000	19	1.12	0.188
08:00 - 09:00	19	1.12	0.235	19	1.12	0.047	19	1.12	0.282
09:00 - 10:00	19	1.12	0.000	19	1.12	0.000	19	1.12	0.000
10:00 - 11:00	19	1.12	0.000	19	1.12	0.094	19	1.12	0.094
11:00 - 12:00	19	1.12	0.047	19	1.12	0.047	19	1.12	0.094
12:00 - 13:00	19	1.12	0.047	19	1.12	0.000	19	1.12	0.047
13:00 - 14:00	19	1.12	0.000	19	1.12	0.047	19	1.12	0.047
14:00 - 15:00	19	1.12	0.047	19	1.12	0.141	19	1.12	0.188
15:00 - 16:00	19	1.12	0.094	19	1.12	0.141	19	1.12	0.235
16:00 - 17:00	19	1.12	0.094	19	1.12	0.047	19	1.12	0.141
17:00 - 18:00	19	1.12	0.188	19	1.12	0.329	19	1.12	0.517
18:00 - 19:00	19	1.12	0.000	19	1.12	0.047	19	1.12	0.047
19:00 - 20:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
20:00 - 21:00	6	1.24	0.000	6	1.24	0.000	6	1.24	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.940			0.940			1.880

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 L Traffic Distribution Analysis

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	W02000287 : Merthyr Tydfil 005 (2011 super output area - middle layer)

	place of work : 2011 super output area - middle layer	All categories: Method of travel to work (2001 specification)	Driving a car or van	From site		Wider Network						Wider Network							
				Merthyr Road North	Merthyr Road South	Merthyr Road and Abercanaid	Plymouth Street North (Via Merthyr)	A470 North (Via A4060 South)	A470 South (Via A4060 South)	A4054 (South)	A4060 North	Merthyr Road and Abercanaid	Plymouth Street North (Via Merthyr)	A470 North (Via A4060 South)	A470 South (Via A4060 South)	A4054 (South)	A4060 North		Diff after rounding
BG	W02000314 : Blaenau Gwent 001	27	21		1						1						21	21	0
BG	W02000316 : Blaenau Gwent 003	27	23		1						1						23	23	0
BG	W02000317 : Blaenau Gwent 004	11	10		1						1						10	10	0
BG	W02000319 : Blaenau Gwent 006	17	14		1						1						14	14	0
BG	W02000320 : Blaenau Gwent 007	14	14		1						1						14	14	0
BRI	W02000232 : Bridgend 015	20	18		1				1						18			18	0
Caer	W02000290 : Caerphilly 001	29	26		1						1						26	26	0
Caer	W02000293 : Caerphilly 004	8	8		1				0.5		0.5				4		4	8	0
Caer	W02000295 : Caerphilly 006	15	14		1				1						14			14	0
Caer	W02000297 : Caerphilly 008	10	6		1				1						6			6	0
Caer	W02000298 : Caerphilly 009	11	7		1				1						7			7	0
Caer	W02000300 : Caerphilly 011	11	8		1				1						8			8	0
Caer	W02000301 : Caerphilly 012	18	17		1				1						17			17	0
Caer	W02000302 : Caerphilly 013	20	16		1				1						16			16	0
Caer	W02000309 : Caerphilly 020	9	9		1				1						9			9	0
Caer	W02000313 : Caerphilly 024	17	15		1				1						15			15	0
CAR	W02000369 : Cardiff 003	13	10		1				1						10			10	0
CAR	W02000371 : Cardiff 005	20	20		1				1						20			20	0
CAR	W02000375 : Cardiff 009	8	7		1				1						7			7	0
CAR	W02000376 : Cardiff 010	13	10		1				1						10			10	0
CAR	W02000377 : Cardiff 011	8	8		1				1						8			8	0
CAR	W02000384 : Cardiff 018	17	13		1				1						13			13	0
CAR	W02000391 : Cardiff 025	16	13		1				1						13			13	0
CAR	W02000395 : Cardiff 029	7	7		1				1						7			7	0
CAR	W02000398 : Cardiff 032	71	35		1				1						35			35	0
CAR	W02000399 : Cardiff 033	6	6		1				1						6			6	0
CAR	W02000402 : Cardiff 036	14	12		1				1						12			12	0
CAR	W02000423 : Cardiff 049	18	12		1				1						12			12	0
MON	W02000336 : Monmouthshire 001	8	7		1				1						7			7	0
MT	W02000284 : Merthyr Tydfil 002	315	204		1						1						204	204	0
MT	W02000285 : Merthyr Tydfil 003	158	95	0.5	0.5		0.5	0.5					47	48				95	0
MT	W02000286 : Merthyr Tydfil 004	847	493	1			0.5	0.5					246	247				493	0
MT	W02000287 : Merthyr Tydfil 005	349	211	0.5	0.5	0.8					0.2	169					42	211	0
MT	W02000288 : Merthyr Tydfil 006	176	111		1					1					0	111		111	0
MT	W02000289 : Merthyr Tydfil 007	31	24		1				0.5	0.5					12	12		24	0
MT	W02000415 : Merthyr Tydfil 008	286	226	0.5	0.5		0.5				0.5		113				113	226	0
NEW	W02000361 : Newport 015	7	7		1				1						7			7	0
NEW	W02000366 : Newport 020	9	7		1				1						7			7	0
NPT	W02000201 : Neath Port Talbot 003	8	7		1			1						7				7	0
NPT	W02000217 : Neath Port Talbot 019	9	6		1				1						6			6	0
P	W02000113 : Powys 017	19	17		1			1						17				17	0
RCT	W02000252 : Rhondda Cynon Taf 001	14	12		1			1						12				12	0
RCT	W02000253 : Rhondda Cynon Taf 002	10	10		1			1						10				10	0
RCT	W02000254 : Rhondda Cynon Taf 003	13	12		1			1						12				12	0
RCT	W02000255 : Rhondda Cynon Taf 004	15	14	0.5	0.5			0.5	0.5					7	7			14	0
RCT	W02000256 : Rhondda Cynon Taf 005	9	9		1			0.5	0.5					4	5			9	0
RCT	W02000257 : Rhondda Cynon Taf 006	13	12		1				1						12			12	0
RCT	W02000263 : Rhondda Cynon Taf 012	18	16		1				1						16			16	0
RCT	W02000270 : Rhondda Cynon Taf 019	11	10		1				1						10			10	0
RCT	W02000272 : Rhondda Cynon Taf 021	34	23		1				1						23			23	0
RCT	W02000273 : Rhondda Cynon Taf 022	20	15		1				1						15			15	0
RCT	W02000276 : Rhondda Cynon Taf 025	8	7		1				1						7			7	0
RCT	W02000277 : Rhondda Cynon Taf 026	51	43		1				1						43			43	0
RCT	W02000280 : Rhondda Cynon Taf 029	7	7		1				1						7			7	0
RCT	W02000281 : Rhondda Cynon Taf 030	27	22		1				1						22			22	0
TOR	W02000323 : Torfaen 001	7	7		1						1						7	7	0
TOR	W02000332 : Torfaen 010	7	7		1				1						7			7	0
TOR	W02000335 : Torfaen 013	9	9		1				1						9			9	0
	Total	2,970	2,029															2,029	

Merthyr Road and Abercanaid	Plymouth Street North (Via Merthyr)	A470 North (Via A4060 South)	A470 South (Via A4060 South)	A4054 (South)	A4060 North (Via Merthyr Road South)	
169	406	364	489	123	478	2029
8%	20%	18%	24%	6%	24%	100%

Route	%
Merthyr Road and Abercanaid	8%
Plymouth Street North (Via Merthyr)	20%
A470 North (Via A4060 South)	18%
A470 South (Via A4060 South)	24%
A4054 (South)	6%
A4060 North (Via Merthyr Road South)	24%

From Merthyr Road Accesses	
South	72%
North	28%

Appendix M Junctions 10 Outputs – Merthyr Road / Site Access

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access Junction North.j10
Path: C:\Users\Modelling\Apex Transport Planning Ltd\Apex Transport Planning Ltd - Documents\1.Projects\C24-\C24-127 - Hoover Site, Merthyr Tydfil\4.Modelling\1. SIte Access Jct N
Report generation date: 28/03/2025 09:30:20

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2035 + Com + Dev									
Stream B-AC	D1	0.4	11.55	0.27	B	D2	0.2	9.76	0.15	A
Stream C-AB		0.0	5.92	0.02	A		0.0	6.00	0.05	A

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

File summary

File Description

Title	Site Access N / Merthyr Road
Location	Merthyr Tydfil
Site number	
Date	25/03/2025
Version	
Status	(new file)
Identifier	
Client	Walters
Jobnumber	C24127
Enumerator	AzureAD\Modelling
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2035 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2035 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access N / Merthyr Road	T-Junction	Two-way	Two-way	Two-way		1.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	Merthyr Road S		Major
B	Site Access		Minor
C	Merthyr Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	3.30	200.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	578	0.103	0.260	0.164	0.372
B-C	699	0.105	0.265	-	-
C-B	772	0.293	0.293	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 + Com + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	449	100.000
B		✓	105	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	412
	B	76	0	29
	C	308	14	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	11.55	0.4	B
C-AB	0.02	5.92	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	485	0.163	78	0.2	8.838	A
C-AB	11	671	0.016	10	0.0	5.452	A
C-A	238			238			
A-B	28			28			
A-C	319			319			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	461	0.205	94	0.3	9.813	A
C-AB	13	651	0.019	13	0.0	5.637	A
C-A	284			284			
A-B	33			33			
A-C	381			381			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	427	0.271	115	0.4	11.523	B
C-AB	15	624	0.025	15	0.0	5.916	A
C-A	348			348			
A-B	41			41			
A-C	467			467			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	116	427	0.271	116	0.4	11.555	B
C-AB	15	624	0.025	15	0.0	5.916	A
C-A	348			348			
A-B	41			41			
A-C	467			467			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	94	461	0.205	95	0.3	9.850	A
C-AB	13	651	0.019	13	0.0	5.640	A
C-A	284			284			
A-B	33			33			
A-C	381			381			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	485	0.163	79	0.2	8.883	A
C-AB	11	671	0.016	11	0.0	5.454	A
C-A	238			238			
A-B	28			28			
A-C	319			319			

2035 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access N / Merthyr Road	T-Junction	Two-way	Two-way	Two-way		0.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.83	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2035 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	437	100.000
B		✓	57	100.000
C		✓	343	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	67	370
	B	41	0	16
	C	317	26	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	3
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.76	0.2	A
C-AB	0.05	6.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	488	0.088	43	0.1	8.071	A
C-AB	20	674	0.029	19	0.0	5.501	A
C-A	244			244			
A-B	50			50			
A-C	286			286			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	465	0.110	51	0.1	8.705	A
C-AB	23	655	0.036	23	0.0	5.701	A
C-A	291			291			
A-B	60			60			
A-C	342			342			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	432	0.145	63	0.2	9.746	A
C-AB	29	628	0.046	29	0.0	6.002	A
C-A	357			357			
A-B	74			74			
A-C	418			418			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	432	0.145	63	0.2	9.756	A
C-AB	29	628	0.046	29	0.0	6.002	A
C-A	357			357			
A-B	74			74			
A-C	418			418			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	465	0.110	51	0.1	8.716	A
C-AB	23	655	0.036	23	0.0	5.702	A
C-A	291			291			
A-B	60			60			
A-C	342			342			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	488	0.088	43	0.1	8.090	A
C-AB	20	674	0.029	20	0.0	5.504	A
C-A	244			244			
A-B	50			50			
A-C	286			286			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Site Access Junction South.j10
Path: C:\Users\Modelling\Apex Transport Planning Ltd\Apex Transport Planning Ltd - Documents\1.Projects\C24-\C24-127 - Hoover Site, Merthyr Tydfil\4.Modelling\2. SIte Access Jct S
Report generation date: 28/03/2025 09:45:31

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2035 + Com + Dev									
Stream B-AC	D1	0.4	11.97	0.28	B	D2	0.2	9.92	0.15	A
Stream C-AB		0.0	6.01	0.03	A		0.0	6.09	0.05	A

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

File summary

File Description

Title	Site Access S / Merthyr Road
Location	Merthyr Tydfil
Site number	
Date	25/03/2025
Version	
Status	(new file)
Identifier	
Client	Walters
Jobnumber	C24127
Enumerator	AzureAD\Modelling
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2035 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2035 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access S / Merthyr Road	T-Junction	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	Merthyr Road S		Major
B	Site Access S		Minor
C	Merthyr Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.80		✓	3.30	180.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	578	0.102	0.257	0.162	0.367
B-C	699	0.103	0.262	-	-
C-B	759	0.284	0.284	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 + Com + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	449	100.000
B		✓	105	100.000
C		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	412
	B	76	0	29
	C	308	14	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	8	3
	B	4	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	11.97	0.4	B
C-AB	0.03	6.01	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	485	0.168	80	0.2	9.131	A
C-AB	11	660	0.016	10	0.0	5.540	A
C-A	238			238			
A-B	30			30			
A-C	319			319			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	461	0.210	97	0.3	10.151	B
C-AB	13	641	0.020	13	0.0	5.728	A
C-A	284			284			
A-B	36			36			
A-C	381			381			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	428	0.278	118	0.4	11.957	B
C-AB	15	614	0.025	15	0.0	6.010	A
C-A	348			348			
A-B	44			44			
A-C	467			467			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	119	428	0.278	119	0.4	11.974	B
C-AB	15	614	0.025	15	0.0	6.010	A
C-A	348			348			
A-B	44			44			
A-C	467			467			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	461	0.210	98	0.3	10.193	B
C-AB	13	641	0.020	13	0.0	5.731	A
C-A	284			284			
A-B	36			36			
A-C	381			381			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	485	0.168	82	0.2	9.180	A
C-AB	11	660	0.016	11	0.0	5.543	A
C-A	238			238			
A-B	30			30			
A-C	319			319			

2035 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access S / Merthyr Road	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2035 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	437	100.000
B		✓	57	100.000
C		✓	343	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	67	370
	B	41	0	16
	C	317	26	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	3
	B	2	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	9.92	0.2	A
C-AB	0.05	6.09	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	489	0.089	43	0.1	8.210	A
C-AB	20	664	0.030	19	0.0	5.589	A
C-A	244			244			
A-B	51			51			
A-C	286			286			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	466	0.112	52	0.1	8.852	A
C-AB	23	645	0.036	23	0.0	5.790	A
C-A	291			291			
A-B	61			61			
A-C	342			342			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	433	0.147	64	0.2	9.905	A
C-AB	29	619	0.046	29	0.0	6.093	A
C-A	357			357			
A-B	75			75			
A-C	418			418			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	64	433	0.147	64	0.2	9.915	A
C-AB	29	619	0.046	29	0.0	6.093	A
C-A	357			357			
A-B	75			75			
A-C	418			418			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	466	0.112	52	0.1	8.864	A
C-AB	23	645	0.036	23	0.0	5.793	A
C-A	291			291			
A-B	61			61			
A-C	342			342			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	489	0.089	44	0.1	8.230	A
C-AB	20	664	0.030	20	0.0	5.589	A
C-A	244			244			
A-B	51			51			
A-C	286			286			

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: Site Access Junction North - Sensitivity.j10
Path: C:\Users\Modelling\Apex Transport Planning Ltd\Apex Transport Planning Ltd - Documents\1.Projects\C24-\C24-127 - Hoover Site, Merthyr Tydfil\4.Modelling\1. SIte Access Jct N
Report generation date: 28/03/2025 09:37:19

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2035 + Com + Dev									
Stream B-AC	D1	1.3	19.97	0.56	C	D2	0.4	12.63	0.31	B
Stream C-AB		0.1	6.20	0.05	A		0.1	6.55	0.09	A

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

File summary

File Description

Title	Site Access (sensitivity) / Merthyr Road
Location	Merthyr Tydfil
Site number	
Date	25/03/2025
Version	
Status	(new file)
Identifier	
Client	Walters
Jobnumber	C24127
Enumerator	AzureAD\Modelling
Description	Sensitivity Assuming all traffic via one junction

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 + Com + Dev	AM	ONE HOUR	07:45	09:15	15
D2	2035 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2035 + Com + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Merthyr Road	T-Junction	Two-way	Two-way	Two-way		4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Arms

Arms

Arm	Name	Description	Arm type
A	Merthyr Road S		Major
B	Site Access		Minor
C	Merthyr Road N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50		✓	3.30	200.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	120	120

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	578	0.103	0.260	0.164	0.372
B-C	699	0.105	0.265	-	-
C-B	772	0.293	0.293	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2035 + Com + Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	486	100.000
B		✓	210	100.000
C		✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	74	412
	B	152	0	58
	C	308	28	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	4	3
	B	2	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.56	19.97	1.3	C
C-AB	0.05	6.20	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	478	0.336	158	0.5	11.361	B
C-AB	21	662	0.032	21	0.0	5.614	A
C-A	238			238			
A-B	58			58			
A-C	319			319			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	452	0.423	191	0.7	13.900	B
C-AB	25	641	0.039	25	0.0	5.849	A
C-A	284			284			
A-B	69			69			
A-C	381			381			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	417	0.563	232	1.2	19.570	C
C-AB	31	611	0.050	31	0.1	6.205	A
C-A	348			348			
A-B	85			85			
A-C	467			467			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	235	417	0.563	234	1.3	19.970	C
C-AB	31	611	0.050	31	0.1	6.205	A
C-A	348			348			
A-B	85			85			
A-C	467			467			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	452	0.423	194	0.8	14.216	B
C-AB	25	641	0.039	25	0.0	5.852	A
C-A	284			284			
A-B	69			69			
A-C	381			381			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	478	0.336	161	0.5	11.573	B
C-AB	21	662	0.032	21	0.0	5.619	A
C-A	238			238			
A-B	58			58			
A-C	319			319			

2035 + Com + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Merthyr Road	T-Junction	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2035 + Com + Dev	PM	ONE HOUR	15:45	17:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	504	100.000
B		✓	114	100.000
C		✓	369	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	134	370
	B	82	0	32
	C	317	52	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	1	3
	B	1	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	12.63	0.4	B
C-AB	0.09	6.55	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	476	0.182	86	0.2	9.277	A
C-AB	39	659	0.059	39	0.1	5.803	A
C-A	244			244			
A-B	102			102			
A-C	286			286			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	450	0.230	103	0.3	10.449	B
C-AB	47	637	0.073	47	0.1	6.100	A
C-A	291			291			
A-B	121			121			
A-C	342			342			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	414	0.306	126	0.4	12.585	B
C-AB	57	606	0.094	57	0.1	6.555	A
C-A	357			357			
A-B	149			149			
A-C	418			418			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	127	414	0.306	127	0.4	12.634	B
C-AB	57	606	0.094	57	0.1	6.555	A
C-A	357			357			
A-B	149			149			
A-C	418			418			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	103	450	0.230	104	0.3	10.504	B
C-AB	47	637	0.073	47	0.1	6.102	A
C-A	291			291			
A-B	121			121			
A-C	342			342			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	476	0.182	87	0.2	9.334	A
C-AB	39	659	0.059	39	0.1	5.812	A
C-A	244			244			
A-B	102			102			
A-C	286			286			