

**acstro**

# **Transport Assessment**

**Crymlyn Grove  
Skewen**

September 2024

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## Revision History

A	13 <sup>th</sup> September 2024	First Issue
B	27 <sup>th</sup> September 2024	Revised layout

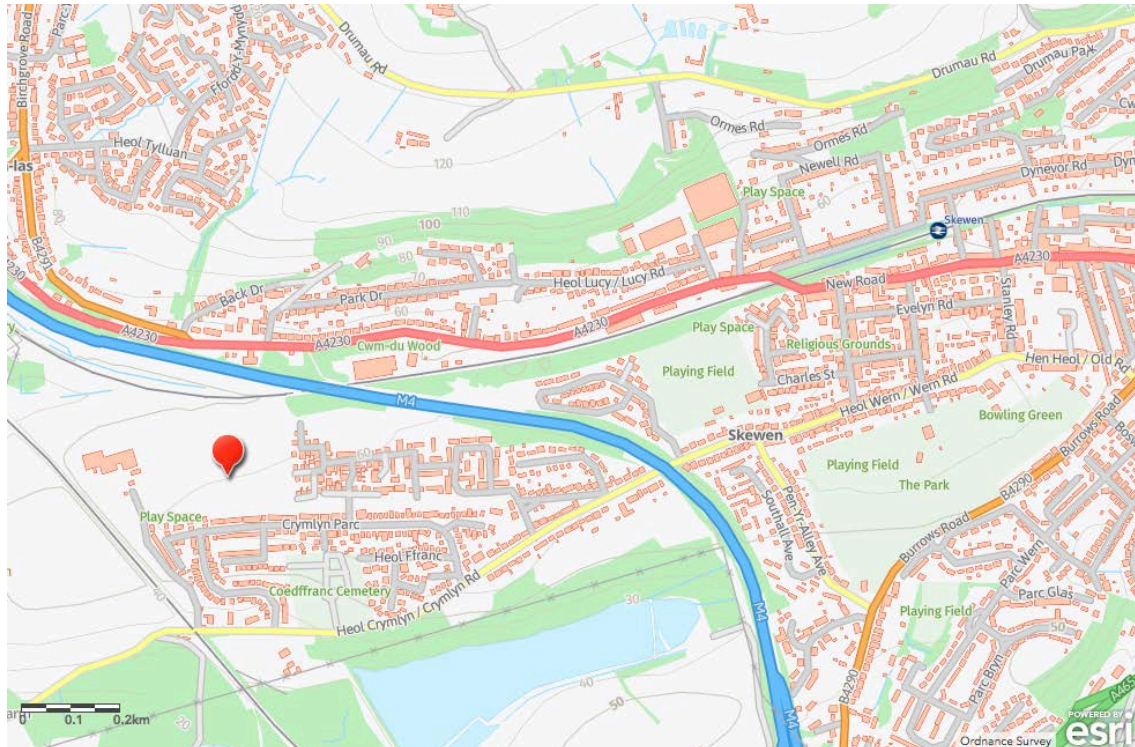
1465-ACS-ZZ-XX-RP-T-241-B Transport Statement.docx

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## 1 Introduction

- 1.1 Acstro has been appointed by J G Hale Construction Ltd., on behalf of Pobl Group, to prepare a Transport Assessment to support an outline planning application for residential development (up to 153 dwellings) on land at Crymlyn Parc, Skewen. The site's general location is shown in Figure 1 below.



**Figure 1 Location**

- 1.2 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site.
- 1.3 The structure of the Transport Assessment is as follows:
- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
  - Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
  - Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
  - Section 5 provides a summary and conclusion.

## 2 Policy Context

### [Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 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. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

### [Planning Policy Wales \(12<sup>th</sup> Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
  - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
  - are designed in a way which integrates them with existing land uses and neighbourhoods; and
  - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
  - Walking and Cycling
  - Public Transport
  - Ultra Low Emission Vehicles
  - Other Private Motor Vehicles
- 2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

- 2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.10 PPW recommends (4.1.51) that “a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.11 This document sets out the Welsh Government’s vision for how the country’s transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
  2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
  3. Encourage people to make the change to more sustainable transport.
- 2.12 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.13 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.14 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments’ sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
  - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
  - managing parking provision;
  - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
  - encouraging the location of development near other related uses to encourage multi-purpose trips; and



- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

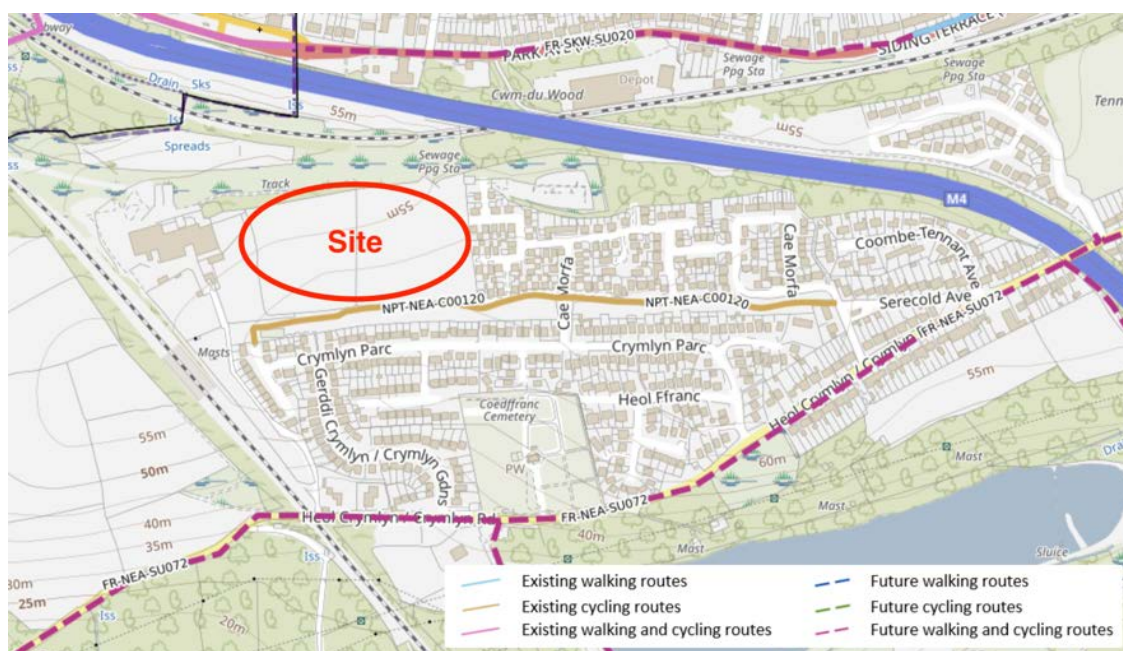
2.15 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

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

2.17 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.



**Figure 2 Extract from Active Travel Network Map** (Source: DataMapWales)

2.18 There is an existing cycling route along the site’s southern boundary (NPT-NEA-C00120) and a future walking and cycling route indicated along Crymlyn Road (FR-NEA-SU072).

[Neath Port Talbot CBC Local Development Plan \(2011 – 2026\)](#)

- 2.19 Policy SP20 relates to the transport network and, in terms of development proposals, requires that they be designed to provide safe and efficient access, promote sustainable transport and provide appropriate parking. Developments that have an unacceptable impact on highway safety will be restricted.
- 2.20 Policy TR2 relates to the design and access of new developments and is reproduced in full below.
- Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:
    1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
    2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;
    3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;
    4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.

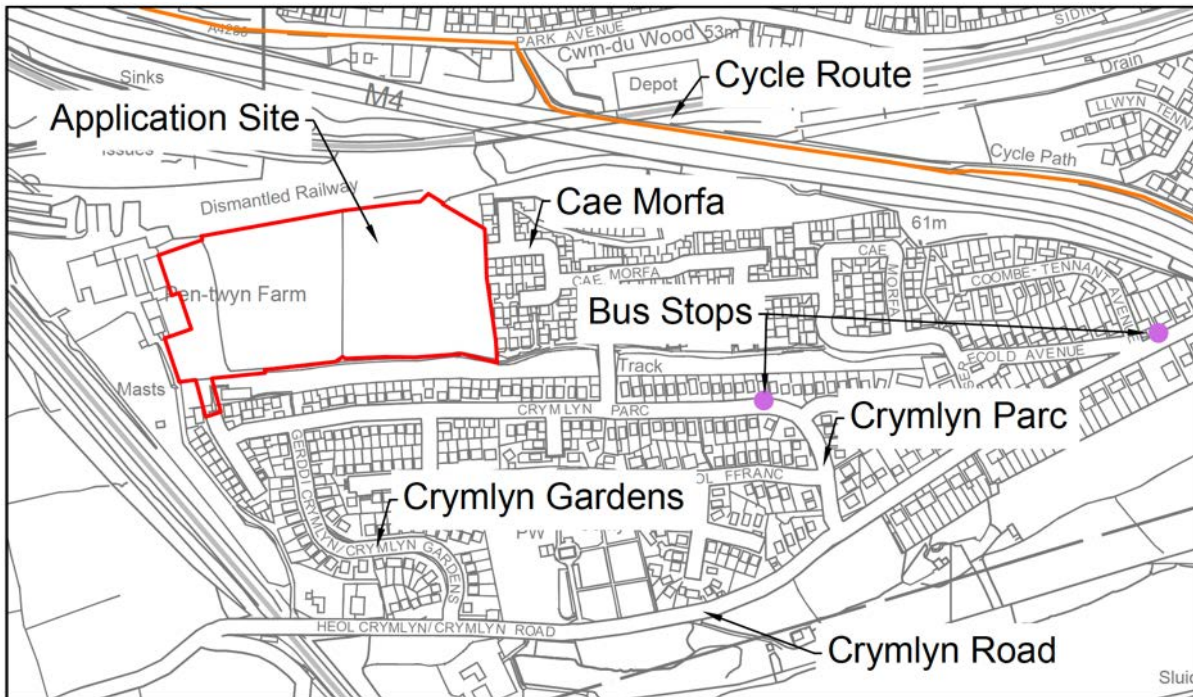
[Supplementary Planning Guidance – Car Parking Standards \(2016\)](#)

- 2.21 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development. The SPG is based on the CSS Wales – Wales Parking standards 2014, which sets out parking provision maxima based on the development type and location.
- 2.22 For residential development the car parking requirement is that one parking space per bedroom is required up to a maximum of 3 spaces per dwelling. One visitor parking space per 5 units is also required.

### 3 The Site

#### [The Site](#)

3.1 The site's location and surrounding transport infrastructure is shown in Figure 2.






**Figure 3 Site Context**

- 3.2 The site is located to the north Crymlyn Parc and west of Cae Morfa, part of the Crymlyn Grove development. To the north of the site is the South Wales Main Line railway and the M4 motorway.
- 3.3 The site is between 1.5 to 2 km from Skewen town centre where a wide selection of services and facilities are available. A wider range of services can be accessed in Neath, some 5km to the east. Swansea city centre is approximately 9km to the south west.

#### [Active Travel](#)

- 3.4 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government's *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.



Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
	●	●	●	●	●	●	●
	●	●	●	●	●	●	●
e- 	●	●	●	●	●	●	●

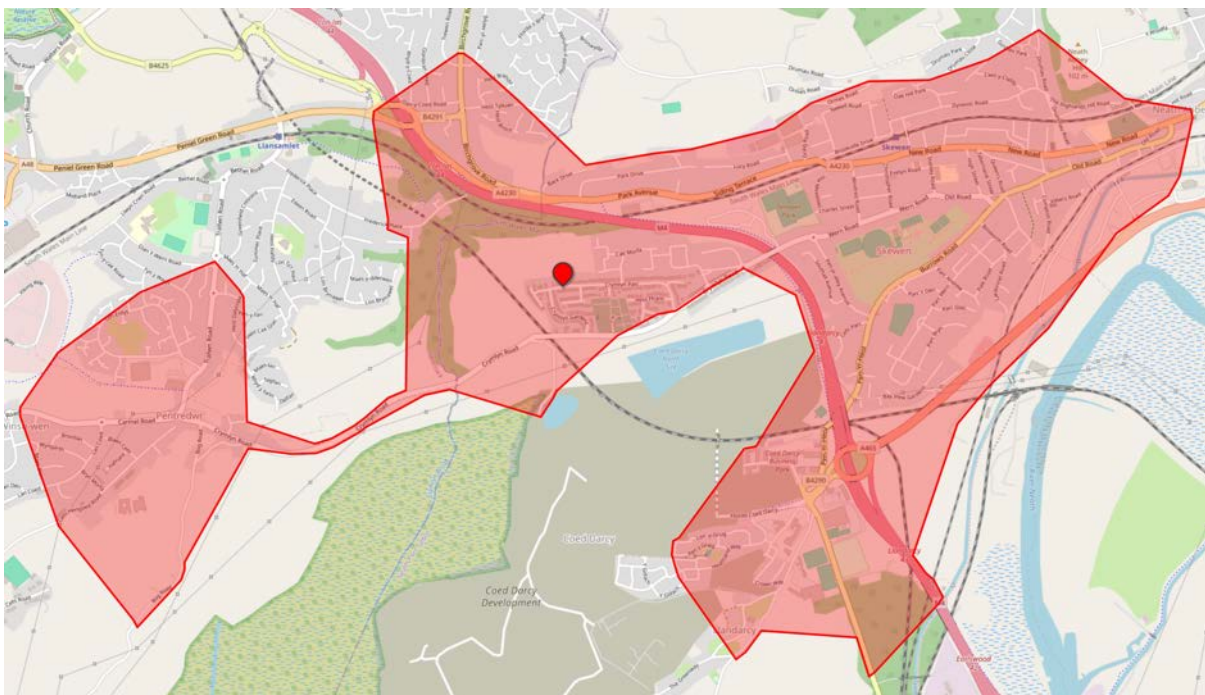
  

Colour	Average active user likelihood
●	Many users likely to travel this distance for utility journeys
●	Some users likely to travel this distance for utility journeys
●	Few or no users likely to travel this distance for utility journeys

**Figure 4 Typical Distance Range for Active Travel**

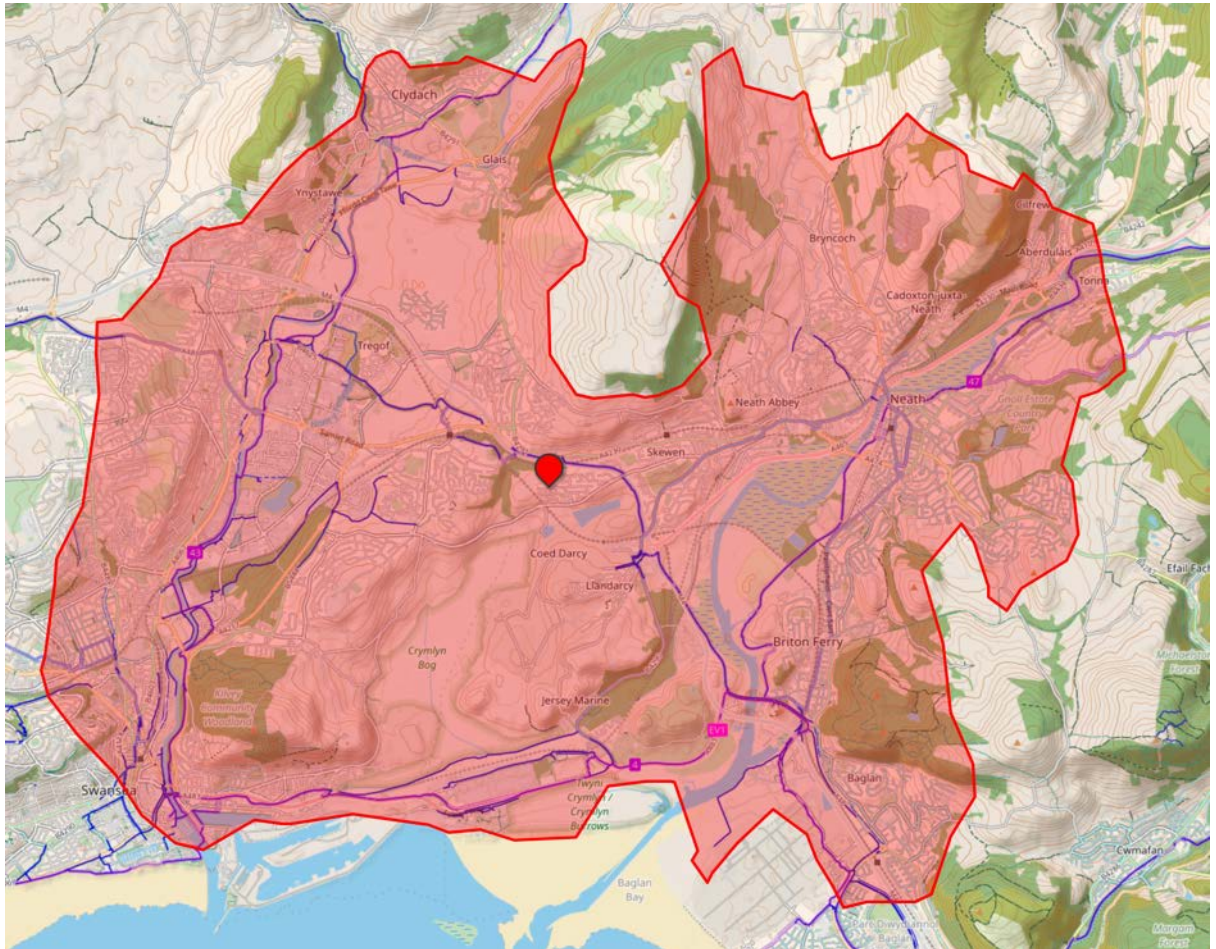
(Source: Active Travel Guidance Table 4.1)

3.5 Figure 5 shows the areas that are within 2-miles of the application site where utility journeys to and from the site may be viable on foot.



**Figure 5 2-Mile Walk Catchment**

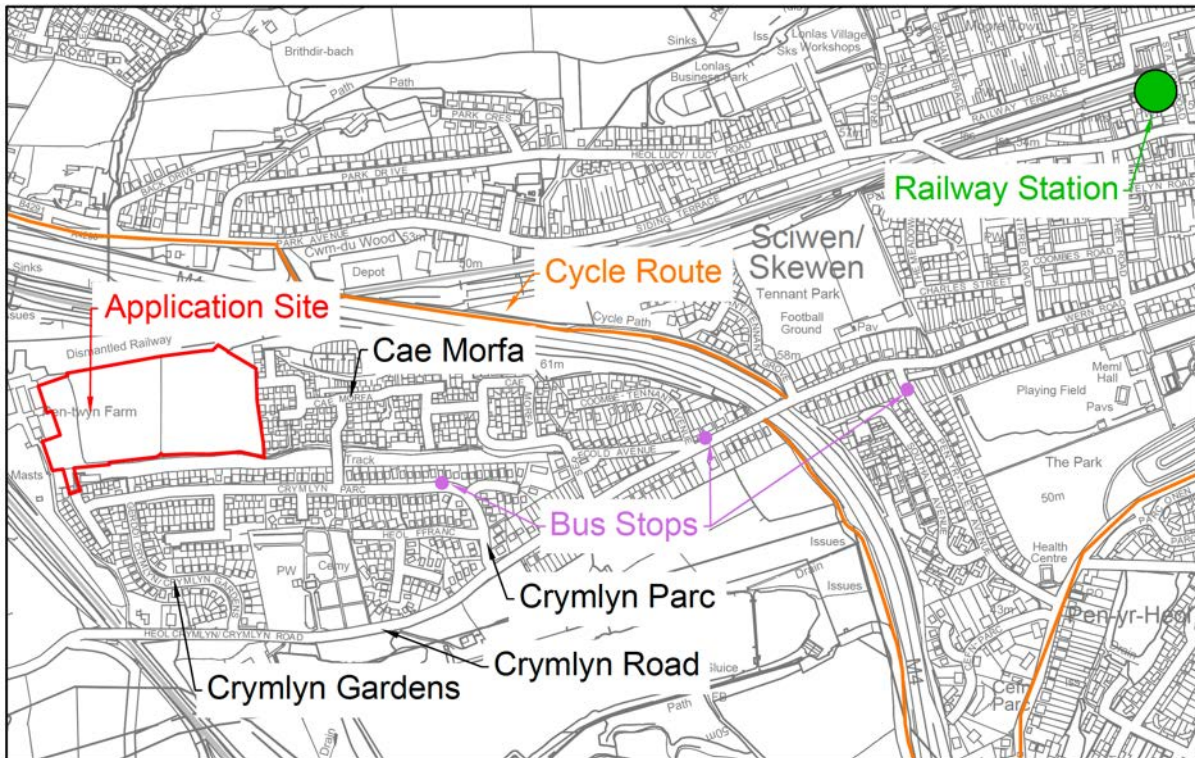
3.6 Figure 6 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site.



**Figure 6 5-Mile Cycle Catchment**

- 3.7 Neath Port Talbot Council in partnership with The City & County of Swansea has created the Swansea Bay Cycle Network Routes and tube map. The aim of the scheme is to encourage commuters to cycle in preference to traveling by car. Each route is assigned a colour and cyclists will see the tube map colours replicated on signs along the cycle paths to assist with navigation.
- 3.8 The Orange Cycle Route passes within around 500m of the site and runs parallel with the M4. It links with the Blue Route that provides a route to Neath town centre to the east and Jersey Marine to the south.
- 3.9 National Cycle Network Routes 4 and 47 can be reached via the Orange and Blue Routes and provide high quality, largely traffic free, cycle routes to Swansea, Neath, Port Talbot and beyond.





**Figure 7 Cycle Routes & Public Transport**

#### Public Transport Network

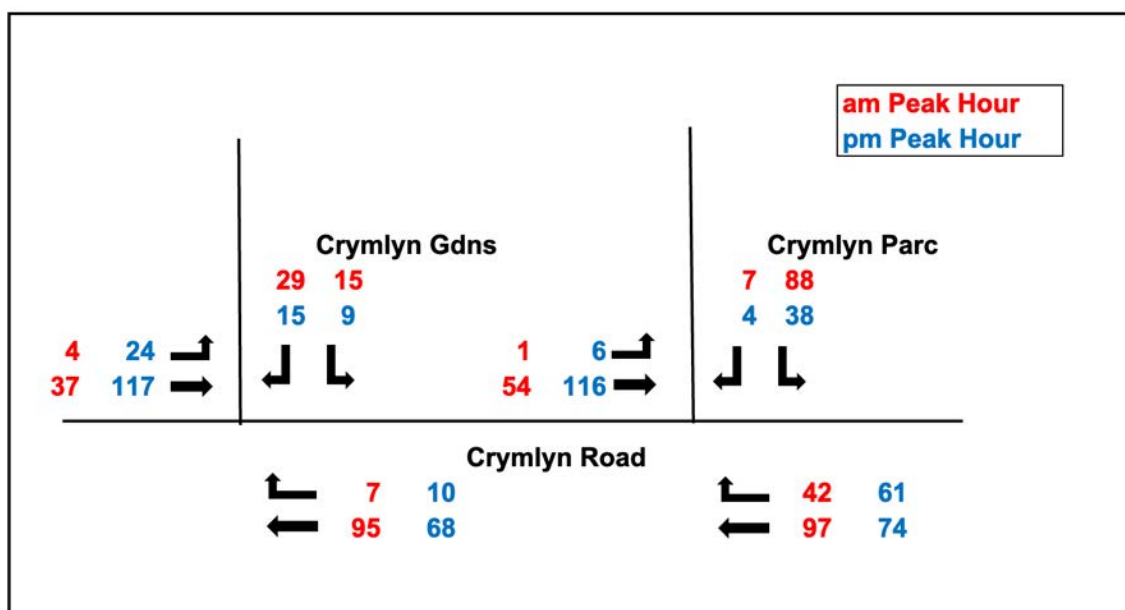
- 3.10 There are a number of bus stops in the vicinity of the site. There are two within the Crymlyn Parc development and one Crymlyn Road. The bus stops provide access to service number 155 (Neath – Llandarcy Village via Skewen) which provides 5 daily services in each direction on Tuesdays and Thursdays.
- 3.11 The No. 38 (Swansea – Neath) service runs hourly, 7 days a week, and can be accessed from the bus stops located near the Crymlyn Road / Pen yr Alley Avenue junction, some 1200m / 16 minutes walk from the application site.
- 3.12 Skewen railway station is approximately 2km / 30 minutes walk from the site. Bus service 155 described above provides a convenient link between the development site and the railway station. Skewen railway station is on the South Wales mainline, which provides hourly services to Swansea and Cardiff.
- 3.13 Neath and Swansea stations also provide access to mainline services and can both be reached within a reasonable cycle journey.

#### Highway Network

- 3.14 The site will be accessed via Crymlyn Parc and Cae Morfa. These are modern estate roads whose layout comply with current design standards. Carriageway widths are generally 5.5m with 2m wide footways on both sides.
- 3.15 Crymlyn Parc and Cae Morfa form part of a wider residential development that is served by Crymlyn Road. Crymlyn Road is an urban single carriageway road that varies in width (5.5m to 7.5m approximately) and is subject to a 20mph speed limit. To the west of the site, Crymlyn Road's character changes to a country lane, which eventually leads to Bonymaen.

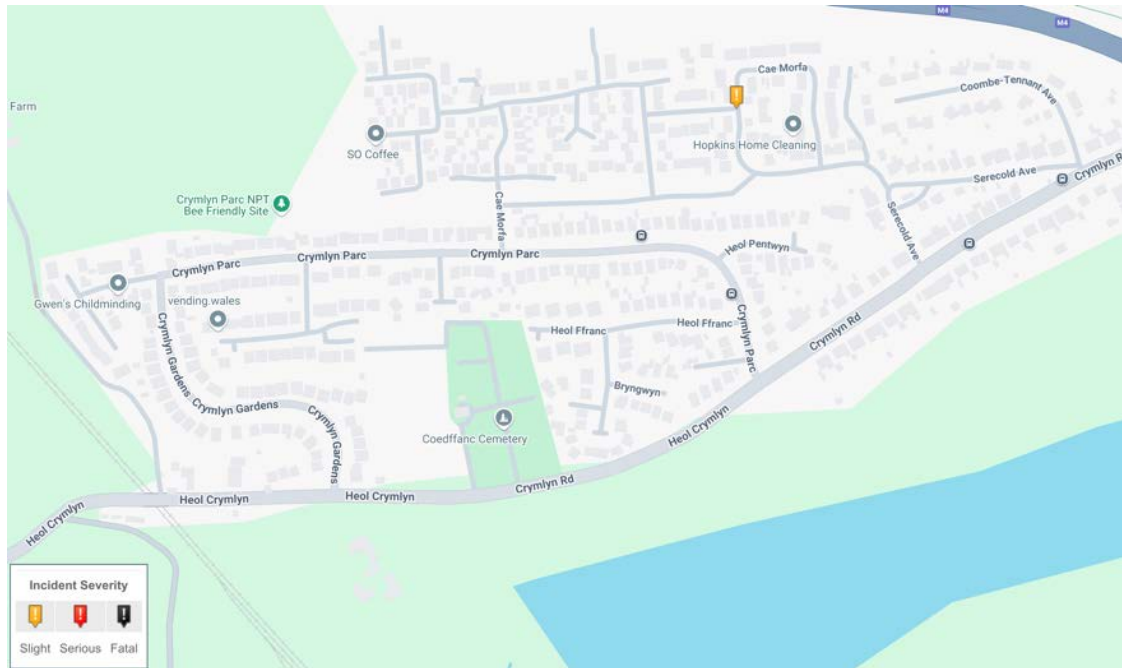
- 3.16 To the east of the Crymlyn Gardens junction there are a series of traffic calming features along Crymlyn Road in the form of raised road humps. Travelling east, Crymlyn road passes beneath the M4 and leads into Wern Road, which provides access to a centre of Skewen via a network of one-way streets.
- 3.17 To the north west of Skewen the A4230 provides a link to junction 44 of the M4. To the south of Skewen, Pen-yr Alley Avenue and the B4290 provides a link to junction 43 of the M4 and the A465 Heads of the Valleys Road.
- 3.18 Traffic surveys were undertaken at the Crymlyn Gardens and Crymlyn Parc junctions on Tuesday 18<sup>th</sup> June 2024. The survey data is included in full in Appendix 1 and summarised below.

*Appendix 1 Crymlyn Gardens / Crymlyn Parc Traffic Surveys*



**Figure 8 Observed Peak Hour Traffic (June 2024)**

- 3.19 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2016 – 2020 inclusive).
- 3.20 There is one, slight, severity injury accident recorded on Cae Morfa. This occurred on 6<sup>th</sup> January 2018. This is evidently an isolated incident and the absence of a cluster of similar incidents provides confidence that there is no inherent safety issue at this location. There are no recorded injury collisions on Crymlyn Road nor at its junctions with Crymlyn Gardens or Crymlyn Parc. This indicates that the highway network that serves the site operates safely.



**Figure 9 Injury Accident Records 2018 – 2022**

[www.crashmap.co.uk](http://www.crashmap.co.uk)

#### Summary

- 3.21 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. The site is located close to services and facilities has good public transport links. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. It is considered that the public highway from which the site will be accessed operates safely.



## 4 Proposed Development

4.1 The planning application is in outline for a development of up to 153 dwellings.



**Figure 10 Illustrative Masterplan**

- 4.2 There will be two main points of access to the site. At the site's south western corner Crymlyn Parc will be extended northwards past the existing play area. The existing street dimensions of Crymlyn Parc will be continued; a 5.5m wide carriageway with 2m wide footways on both sides. Another access, of the same dimensions, will be located on the site's eastern boundary and will link with Cae Morfa.
- 4.3 The two points of access allow for a permeable site layout, minimising the need to provide turning areas.

### Parking

- 4.4 Car and cycle parking provision will be determined at reserved matters stage but will accord with the Council's adopted Parking Standards.

Trip Generation

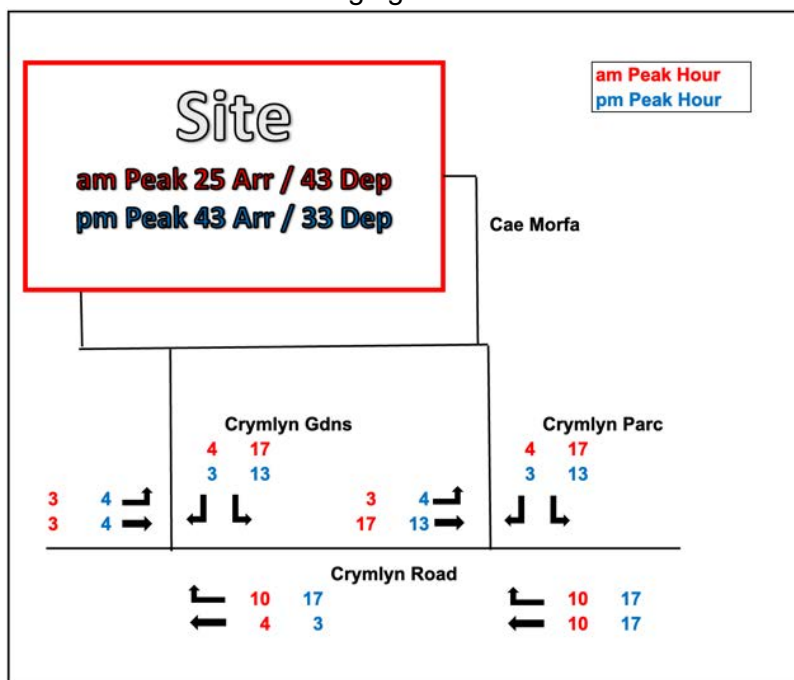
- 4.5 The trip generation of the proposed development has been estimated by reference to the TRICS trip rate database.
- 4.6 Typical weekday peak-hour trip rates of developments of affordable homes have been obtained from the database. The TRICS output is provided in full as Appendix 2 and is summarised in the following tables.

*Appendix 2 TRICS Trip Rate Data*

Time Range	TRICS Trip Rate per Unit			Trip Generation – 153 Units		
	Arrivals	Departures	Total	Arrivals	Departures	Total
08:00-09:00	0.164	0.284	0.448	25	43	69
17:00-18:00	0.284	0.216	0.5	43	33	77

**Table 1 Estimated Traffic Generation**

- 4.7 The TRICS data suggests that the development has the potential to generate some 69 to 77 peak hour vehicle movements.
- 4.8 The site will be accessed from Crymlyn Parc and Crymlyn Grove and this dictates that traffic to and from the development can turn to and from Crymlyn Road from the Crymlyn Gardens, Crymlyn Parc and Serecold Avenue junctions. The most direct routes to and from the site are via the Crymlyn Gardens and Crymlyn Parc junctions and it is considered that there will be negligible additional traffic from the proposed development using the Serecold Avenue junction.
- 4.9 It is estimated that there will be a broadly even split in development traffic using the Crymlyn Parc and Crymlyn Gardens junction. It is also estimated that approximately 80% of development traffic will turn to and from the east (Skewen direction) with 20% travelling to and from the west (Bonynmaen direction). The resultant development traffic distribution is outlined in the following figure.



**Figure 11 Development Trip Generation**

### 5 Traffic Impact

- 5.1 For the purpose of assessing the impact of the development traffic, it is assumed that the proposed development will be completed and fully occupied within 10 years of this planning application i.e. by 2034.
- 5.2 A locally adjusted<sup>1</sup> growth factor of 1.1068, obtained from the DfT’s TEMPRO software, has been applied to the observed traffic to allow for the growth in traffic between 2024 and 2034 (Figure 12) and the development traffic added to this (Figure 13).

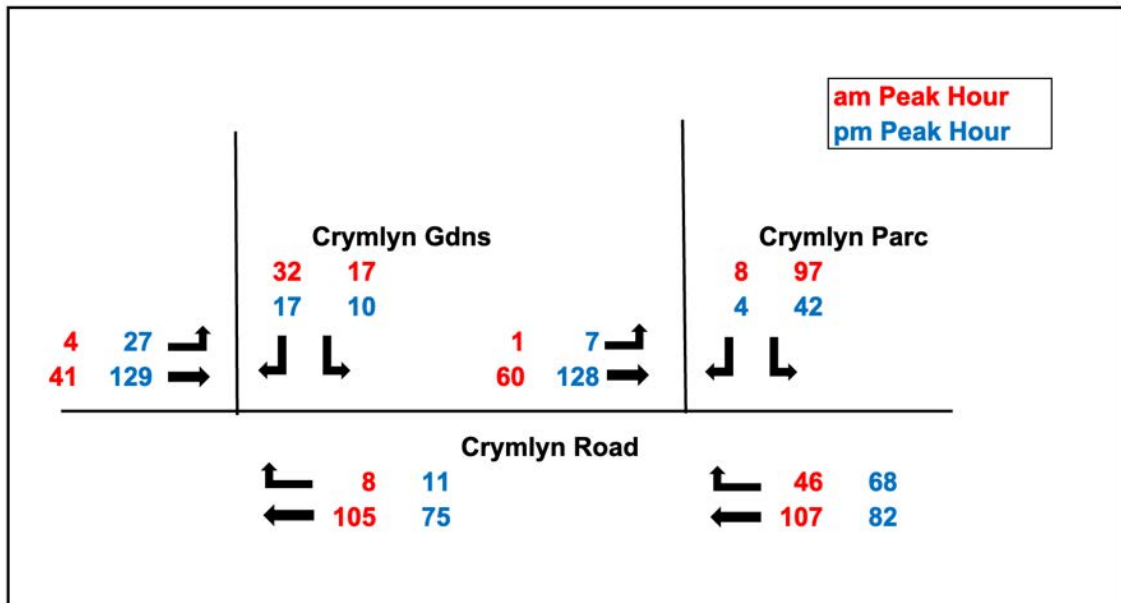


Figure 12 Observed Peak Hour Flows Factored to 2034

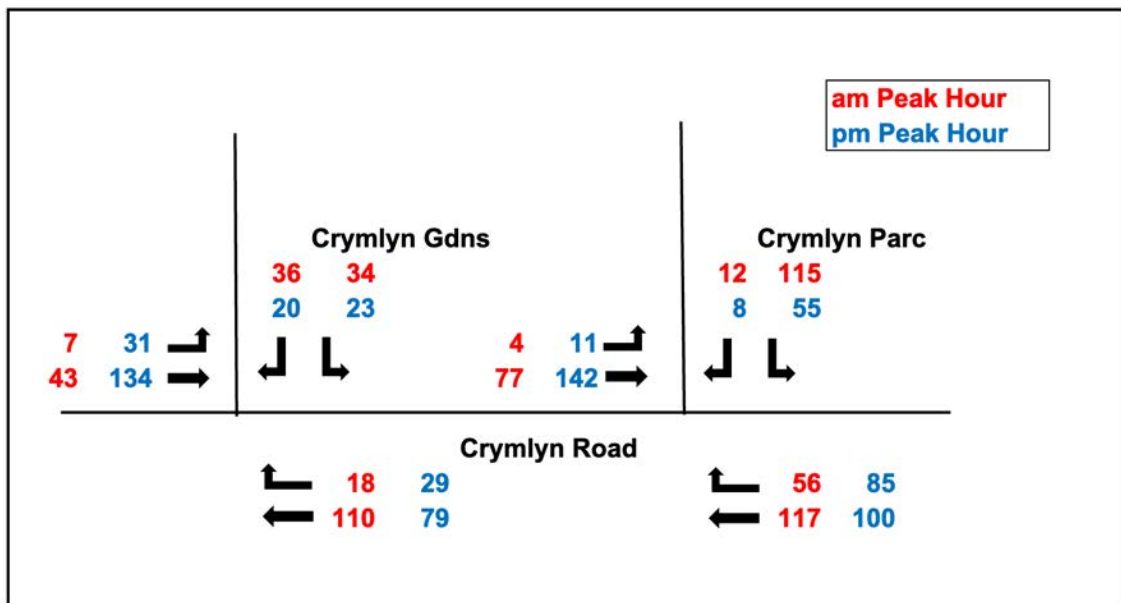


Figure 13 2034 Peak Hour Traffic with Development Traffic Added

<sup>1</sup> Skewen & Jersey Marine Middle Layer Super Output Area

- 5.3 To consider the development's impact on Crymlyn Road's junctions with Crymlyn Gardens and Crymlyn Parc their operation has been modelled using the industry standard Junctions 10 / PICADY software.
- 5.4 A 'One Hour' flow profile method has been used in the modelling. This assumes a specific type of flow profile for traffic arriving at the junction throughout the hour. The flow profile assumes that a high peak in traffic demand occurs during the middle of the peak hour. This is a 'worst-case' assumption and ensures that the modelling is robust. The detailed PICADY output is included as Appendix 3 and summarised below.
- 5.5 The tables below show the maximum ratio of flow against capacity (RFC) experienced at the junction. A RFC of 1 would indicate that traffic demand is equal to the junction's capacity although junctions are considered to be operating poorly if the RFC exceeds 0.85. RFC figures under 0.85 indicate that the junction is operating with ample spare capacity.

*Appendix 3 Junction Capacity Assessment*

		RFC	
		Turning from Crymlyn Gardens	Turning Right from Crymlyn Road
2024 Existing	a.m.	0.10	0.01
	p.m.	0.05	0.05
2034 Baseline	a.m.	0.11	0.01
	p.m.	0.06	0.06
2034 Baseline + Development	a.m.	0.16	0.02
	p.m.	0.10	0.07

**Table 2 Crymlyn Road / Crymlyn Gardens – Summary of Junction Performance**

		RFC	
		Turning from Crymlyn Parc	Turning Right from Crymlyn Parc
2024 Existing	a.m.	0.24	0.00
	p.m.	0.11	0.01
2034 Baseline	a.m.	0.27	0.00
	p.m.	0.12	0.01
2034 Baseline + Development	a.m.	0.33	0.01
	p.m.	0.17	0.02

**Table 3 Crymlyn Road / Crymlyn Parc – Summary of Junction Performance**

- 5.6 The analysis shows that the junctions operate with low RFC's and have ample spare capacity under all tested scenarios. The addition of the development generated traffic has no material impact on the operation of the junctions.

## 6 Summary & Conclusion

6.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The site benefits from a safe means of access.
- The proposal is for a development of up to 154 homes.
- The site will be served by an adoptable streets. Off-street parking is provided for each property and accords with the adopted Parking Standards. Visitor parking will be accommodated within the street.
- The estimated traffic generation of the proposed development is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

6.2 As such it is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

6.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.



# ***Appendix 1 Crymlyn Gardens / Crymlyn Parc Traffic Surveys***



**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	SS1481 Skewen
Date	Tuesday 18th June 2024
Time	0700-1900
Survey Type	Classified JTC
Weather Conditions	

### Overview Map



## Comments



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

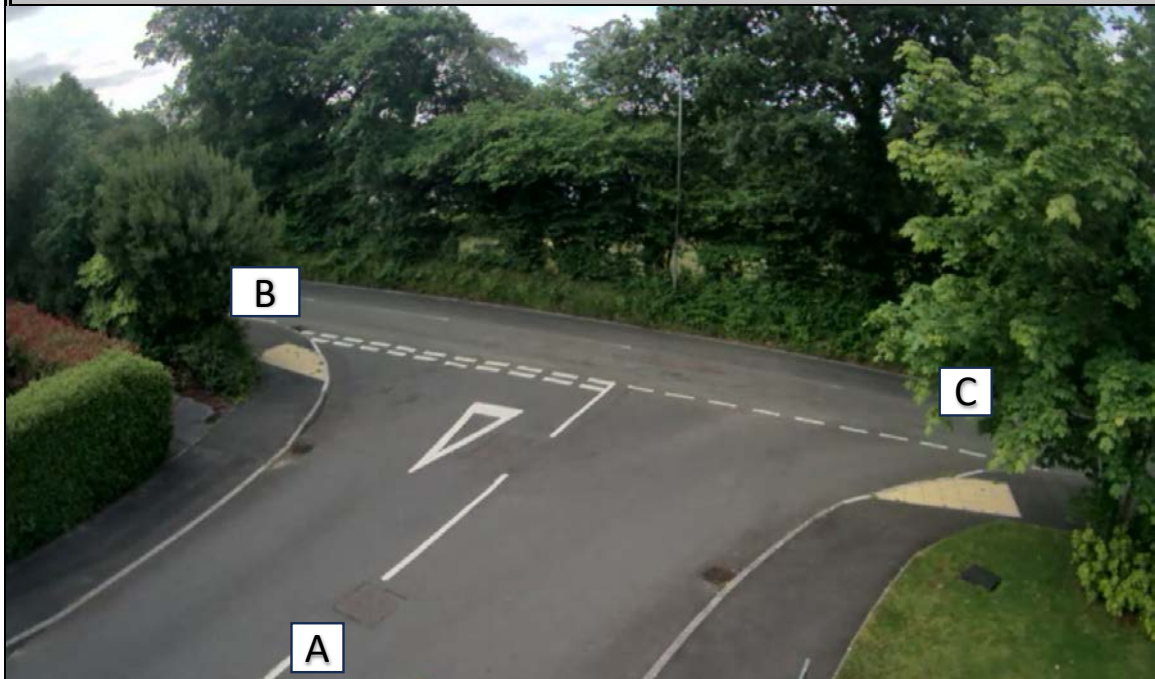
**SS1481 Skewen**  
**Tuesday 18th June 2024**  
**0700-1900**

### Cam 1-1

#### Overview



#### Streetview







SS1481 Skewen  
 Tuesday 18th June 2024  
 0700-1900  
 Site 1

Hourly Total	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	0	16	10	2	0	0	0	0	0	0	12	28
1700-1715	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	3
1715-1730	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	6	8
1730-1745	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5	8
1745-1800	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3	5
Hourly Total	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	15	0	0	0	0	0	0	0	15	24
1800-1815	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	5	6
1815-1830	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	4
1830-1845	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	3	2	0	0	0	0	0	0	5	9
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
Hourly Total	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	12	3	0	0	0	0	0	0	15	21

<b>Total</b>	0	0	0	0	0	0	0	0	91	10	2	0	9	1	0	0	113	163	12	2	0	0	0	0	0	177	290
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	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	7
0715-0730	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	6	1	0	0	0	0	0	7	9
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	24	24
0745-0800	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	21	2	0	0	0	0	0	23	24
Hourly Total	2	0	0	0	1	0	0	3	1	0	0	0	0	0	0	1	51	8	1	0	0	0	0	60	64
0800-0815	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	30	33
0815-0830	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	26	5	0	0	0	1	0	32	34
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	18
0845-0900	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	18
Hourly Total	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1	80	14	0	0	0	1	0	95	103
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	13	13
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15	15
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	15
0945-1000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	14
Hourly Total	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45	10	0	0	0	0	0	55	57
1000-1015	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	11	12
1015-1030	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	20
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	10
1045-1100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	18	19
Hourly Total	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	48	7	1	0	0	0	0	56	61
1100-1115	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	18	1	2	0	0	0	0	21	23
1115-1130	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	14	3	0	0	0	1	0	18	19
1130-1145	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	9	2	0	0	0	1	0	12	16
1145-1200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14	1	1	0	0	0	0	16	19
Hourly Total	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	55	7	3	0	0	2	0	67	77
1200-1215	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	18
1215-1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7
1230-1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16	16
1245-1300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6	2	0	0	0	1	0	9	10
Hourly Total	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	39	8	0	0	0	1	0	48	51
1300-1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6
1315-1330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11
1330-1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	1	0	8	8
1345-1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	1	0	12	12







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Hourly Total	7	1	0	0	0	0	0	8	33	4	0	0	0	1	1	39	0	0	0	0	0	0	0	0	47
1100-1115	5	0	0	0	0	0	0	5	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	12
1115-1130	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	14
1130-1145	2	0	0	0	0	0	0	2	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	15
1145-1200	2	0	0	0	0	0	0	2	8	1	0	0	0	1	0	10	0	0	0	0	0	0	0	0	12
Hourly Total	11	0	0	0	0	0	0	11	36	5	0	0	0	1	0	42	0	0	0	0	0	0	0	0	53
1200-1215	2	0	0	0	0	0	0	2	10	1	3	0	0	1	0	15	0	0	0	0	0	0	0	0	17
1215-1230	2	0	0	0	0	0	0	2	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	17
1230-1245	3	0	0	0	0	0	0	3	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0	19
1245-1300	3	0	0	0	0	0	0	3	12	1	0	0	0	1	0	14	0	0	0	0	0	0	0	0	17
Hourly Total	10	0	0	0	0	0	0	10	48	6	4	0	0	2	0	60	0	0	0	0	0	0	0	0	70
1300-1315	5	1	0	0	0	0	0	6	8	1	1	0	0	0	0	10	0	0	0	0	0	0	0	0	16
1315-1330	2	0	0	0	0	0	0	2	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	11
1330-1345	3	1	0	0	0	0	0	4	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	23
1345-1400	4	1	0	0	0	0	0	5	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	17
Hourly Total	14	3	0	0	0	0	0	17	43	6	1	0	0	0	0	50	0	0	0	0	0	0	0	0	67
1400-1415	3	0	0	0	0	0	0	3	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	13
1415-1430	3	0	0	0	0	0	0	3	12	3	1	0	0	0	0	16	0	0	0	0	0	0	0	0	19
1430-1445	2	0	0	0	0	0	0	2	14	4	0	1	0	1	0	20	0	0	0	0	0	0	0	0	22
1445-1500	5	0	0	0	0	0	0	5	16	3	1	0	0	1	0	21	0	0	0	0	0	0	0	0	26
Hourly Total	13	0	0	0	0	0	0	13	50	12	2	1	0	2	0	67	0	0	0	0	0	0	0	0	80
1500-1515	2	1	0	0	0	0	0	3	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0	16
1515-1530	4	1	0	0	0	0	0	5	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0	24
1530-1545	3	0	0	0	0	0	0	3	24	3	0	0	0	1	0	28	0	0	0	0	0	0	0	0	31
1545-1600	6	0	0	0	0	0	0	6	14	4	0	1	0	0	0	19	0	0	0	0	0	0	0	0	25
Hourly Total	15	2	0	0	0	0	0	17	66	10	1	1	0	1	0	79	0	0	0	0	0	0	0	0	96
1600-1615	10	0	0	0	0	0	0	10	24	3	2	0	0	0	0	29	0	0	0	0	0	0	0	0	39
1615-1630	5	1	0	0	0	0	0	6	19	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	28
1630-1645	5	1	0	0	0	0	0	6	30	4	0	0	0	0	1	35	0	0	0	0	0	0	0	0	41
1645-1700	7	0	0	0	0	0	0	7	31	2	0	0	0	0	0	33	0	0	0	0	0	0	0	0	40
Hourly Total	27	2	0	0	0	0	0	29	104	12	2	0	0	0	1	119	0	0	0	0	0	0	0	0	148
1700-1715	5	0	0	0	0	0	0	5	27	4	0	0	0	1	0	32	0	0	0	0	0	0	0	0	37
1715-1730	5	0	0	0	0	0	0	5	27	6	0	0	0	1	0	34	0	0	0	0	0	0	0	0	39
1730-1745	5	0	0	0	0	0	0	5	25	1	0	0	0	0	1	27	0	0	0	0	0	0	0	0	32
1745-1800	8	1	0	0	0	0	0	9	21	2	1	0	0	0	0	24	0	0	0	0	0	0	0	0	33
Hourly Total	23	1	0	0	0	0	0	24	100	13	1	0	0	2	1	117	0	0	0	0	0	0	0	0	141
1800-1815	5	0	0	0	0	0	0	5	19	2	1	0	0	0	1	23	0	0	0	0	0	0	0	0	28
1815-1830	4	1	0	0	0	0	0	5	16	2	1	0	0	0	0	19	0	0	0	0	0	0	0	0	24
1830-1845	5	1	0	0	0	0	0	6	16	1	0	0	0	1	1	19	0	0	0	0	0	0	0	0	25
1845-1900	5	0	0	0	0	0	0	5	12	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0	19
Hourly Total	19	2	0	0	0	0	0	21	63	6	3	0	0	1	2	75	0	0	0	0	0	0	0	0	96
<b>Total</b>	<b>153</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>	<b>611</b>	<b>91</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>742</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>910</b>

	Origin - Arm A								Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
0700-0715	6	0	0	0	0	0	0	6	6
0715-0730	5	0	0	0	0	0	0	5	5
0730-0745	8	2	0	0	0	0	0	10	10
0745-0800	18	1	0	0	0	1	0	20	20

	Origin - Arm B								Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
0700-0715	6	1	0	0	0	0	0	7	7
0715-0730	8	1	0	0	0	0	0	9	9
0730-0745	19	4	1	0	0	0	0	24	24
0745-0800	21	2	0	0	1	0	0	24	24

	Origin - Arm C								Total	Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC			
0700-0715	4	1	0	0	0	0	0	5	5	18
0715-0730	4	1	0	0	0	0	0	5	5	19
0730-0745	5	2	1	0	0	0	0	8	8	42
0745-0800	10	2	1	0	0	0	0	13	13	57



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<b>Hourly Total</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>54</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>136</b>	
0800-0815	15	0	0	0	0	1	0	0	28	5	0	0	0	0	0	0	33	7	1	0	1	0	0	0	0	9	58
0815-0830	9	0	0	0	0	0	0	0	28	5	0	0	0	1	0	0	34	8	3	0	1	0	0	0	0	12	55
0830-0845	9	2	1	0	0	0	0	0	16	2	0	0	0	0	0	0	18	9	1	0	0	0	0	0	0	10	40
0845-0900	5	2	0	0	0	0	0	0	15	3	0	0	0	0	0	0	18	7	2	1	0	0	0	0	0	10	35
<b>Hourly Total</b>	<b>38</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>87</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>103</b>	<b>31</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>188</b>	
0900-0915	3	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	13	3	1	1	0	0	1	0	0	6	22
0915-0930	2	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	15	10	3	0	0	0	0	0	0	13	30
0930-0945	5	1	0	0	0	0	0	0	14	1	0	0	0	0	0	0	15	5	0	0	0	0	0	0	0	5	26
0945-1000	3	1	0	0	0	1	0	0	11	3	0	0	0	0	0	0	14	10	3	1	0	0	2	0	0	16	35
<b>Hourly Total</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>113</b>	
1000-1015	3	1	0	0	0	0	0	0	11	0	1	0	0	0	0	0	12	7	1	0	0	0	1	0	0	9	25
1015-1030	3	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	20	18	2	0	0	0	0	1	0	21	44
1030-1045	4	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	8	1	0	0	0	0	0	0	9	23
1045-1100	2	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	19	7	1	0	0	0	0	0	0	8	29
<b>Hourly Total</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>121</b>	
1100-1115	7	1	0	0	0	0	0	0	20	1	2	0	0	0	0	0	23	11	1	0	0	0	0	0	0	12	43
1115-1130	6	0	0	0	0	1	0	0	15	3	0	0	0	0	1	0	19	13	1	0	0	0	0	0	0	14	40
1130-1145	3	2	0	0	0	1	0	0	12	3	0	0	0	0	1	0	16	13	2	0	0	0	0	0	0	15	37
1145-1200	5	0	1	0	0	0	0	0	17	1	1	0	0	0	0	0	19	10	1	0	0	0	1	0	0	12	37
<b>Hourly Total</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>47</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>157</b>	
1200-1215	3	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	18	12	1	3	0	0	1	0	0	17	38
1215-1230	4	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	16	1	0	0	0	0	0	0	17	28
1230-1245	4	0	0	0	0	0	0	0	11	5	0	0	0	0	0	0	16	15	3	1	0	0	0	0	0	19	39
1245-1300	7	1	0	0	0	0	0	0	7	2	0	0	0	1	0	0	10	15	1	0	0	0	1	0	0	17	35
<b>Hourly Total</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>58</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>140</b>	
1300-1315	6	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	13	2	1	0	0	0	0	0	16	29
1315-1330	4	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11	8	3	0	0	0	0	0	0	11	26
1330-1345	1	0	1	0	0	1	0	0	5	2	0	0	0	1	0	0	8	21	2	0	0	0	0	0	0	23	34
1345-1400	4	0	0	0	0	1	0	0	8	2	1	0	0	1	0	0	12	15	2	0	0	0	0	0	0	17	34
<b>Hourly Total</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>57</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>123</b>	
1400-1415	4	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	13	28
1415-1430	2	0	0	0	0	0	0	0	9	2	1	1	0	0	0	0	13	15	3	1	0	0	0	0	0	19	34
1430-1445	4	0	0	0	0	0	0	0	7	3	0	0	0	1	0	0	11	16	4	0	1	0	1	0	0	22	37
1445-1500	6	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	10	21	3	1	0	0	1	0	0	26	42
<b>Hourly Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>63</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>141</b>	
1500-1515	4	0	0	0	0	0	0	0	17	0	0	0	0	5	0	0	22	13	2	1	0	0	0	0	0	16	42
1515-1530	7	1	0	0	0	1	0	0	11	1	0	1	0	1	0	0	14	21	3	0	0	0	0	0	0	24	47
1530-1545	3	0	0	0	0	0	0	0	10	1	0	1	0	0	0	0	12	27	3	0	0	0	1	0	0	31	46
1545-1600	4	0	1	0	0	1	0	0	13	3	0	1	0	0	0	0	17	20	4	0	1	0	0	0	0	25	48
<b>Hourly Total</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>65</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>183</b>	
1600-1615	6	2	0	0	1	0	0	0	14	1	1	0	0	0	1	0	17	34	3	2	0	0	0	0	0	39	65
1615-1630	7	1	0	0	0	0	0	0	16	1	0	0	0	0	0	0	17	24	4	0	0	0	0	0	0	28	53
1630-1645	4	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	18	35	5	0	0	0	0	1	0	41	63
1645-1700	7	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	15	38	2	0	0	0	0	0	0	40	62
<b>Hourly Total</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>131</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>148</b>	<b>243</b>	
1700-1715	3	0	0	0	0	0	0	0	19	3	0	0	0	0	1	0	23	32	4	0	0	0	1	0	0	37	63
1715-1730	8	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	18	32	6	0	0	0	1	0	0	39	65
1730-1745	8	0	0	0	0	0	0	0	15	2	0	0	0	1	0	0	18	30	1	0	0	0	0	1	0	32	58
1745-1800	5	0	0	0	0	0	0	0	17	2	0	0	0	0	0	0	19	29	3	1	0	0	0	0	0	33	57
<b>Hourly Total</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>123</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>141</b>	<b>243</b>	



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1800-1815	6	0	0	0	0	0	0	6
1815-1830	4	0	0	0	0	0	0	4
1830-1845	7	2	0	0	0	0	0	9
1845-1900	1	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>

23	3	0	0	0	0	0	0	26
12	1	0	0	0	0	0	0	13
13	3	0	0	0	0	0	0	16
12	2	0	0	0	0	0	0	14
<b>60</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>

24	2	1	0	0	0	0	1	28
20	3	1	0	0	0	0	0	24
21	2	0	0	0	0	1	1	25
17	1	1	0	0	0	0	0	19
<b>82</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>96</b>

60
41
50
35
<b>186</b>

<b>Total</b>	<b>254</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>290</b>
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<b>648</b>	<b>97</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>2</b>	<b>774</b>
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<b>764</b>	<b>105</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>910</b>
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<b>1974</b>
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Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	1	0	0	0	0	0	0	1
0715-0730	1	0	0	0	0	0	0	1
0730-0745	2	0	0	0	0	0	0	2
0745-0800	1	0	0	0	1	0	0	2
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
0800-0815	3	1	0	0	0	0	0	4
0815-0830	1	0	0	0	0	0	0	1
0830-0845	2	0	0	0	0	0	0	2
0845-0900	2	2	0	0	0	0	0	4
<b>Hourly Total</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>
0900-0915	1	0	0	0	0	0	0	1
0915-0930	2	1	0	0	0	0	0	3
0930-0945	2	0	0	0	0	0	0	2
0945-1000	6	0	1	0	0	0	0	7
<b>Hourly Total</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1000-1015	3	0	0	0	0	0	0	3
1015-1030	6	0	0	0	0	0	0	6
1030-1045	1	0	0	0	0	0	0	1
1045-1100	2	1	0	0	0	0	0	3
<b>Hourly Total</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1100-1115	7	0	0	0	0	0	0	7
1115-1130	3	0	0	0	0	0	0	3
1130-1145	5	1	0	0	0	0	0	6
1145-1200	5	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
1200-1215	4	0	0	0	0	0	0	4
1215-1230	2	0	0	0	0	0	0	2
1230-1245	3	0	0	0	0	0	0	3
1245-1300	4	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
1300-1315	5	1	0	0	0	0	0	6
1315-1330	2	0	0	0	0	0	0	2
1330-1345	3	1	0	0	0	0	0	4
1345-1400	4	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
1400-1415	4	0	0	0	0	0	0	4
1415-1430	3	0	0	0	0	0	0	3
1430-1445	3	1	0	0	0	0	0	4
1445-1500	5	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
1500-1515	5	1	0	0	0	0	0	6

Destination - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
6	1	0	0	0	0	0	0	7
7	1	0	0	0	0	0	0	8
4	3	1	0	0	0	0	0	8
14	2	1	0	0	0	1	0	18
<b>31</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>41</b>
13	0	0	1	1	0	0	0	15
11	3	0	1	0	0	0	0	15
9	2	0	0	0	0	0	0	11
9	2	1	0	0	0	0	0	12
<b>42</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
2	1	1	0	0	0	1	0	5
10	2	0	0	0	0	0	0	12
3	0	0	0	0	0	0	0	3
7	4	0	0	0	1	2	0	14
<b>22</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>34</b>
7	1	0	0	0	0	1	0	9
17	2	0	0	0	0	0	1	20
8	1	0	0	0	0	0	0	9
6	0	0	0	0	0	0	0	6
<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>44</b>
9	2	0	0	0	0	0	0	11
12	1	0	0	0	1	0	0	14
12	3	0	0	0	1	0	0	16
10	1	1	0	0	0	1	0	13
<b>43</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>
10	1	3	0	0	0	1	0	15
16	1	0	0	0	0	0	0	17
13	3	1	0	0	0	0	0	17
15	2	0	0	0	0	1	0	18
<b>54</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>67</b>
11	2	1	0	0	0	0	0	14
7	3	0	0	0	0	0	0	10
19	1	0	0	0	1	0	0	21
12	1	0	0	0	1	0	0	14
<b>49</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
9	2	0	0	0	0	0	0	11
12	3	1	0	0	0	0	0	16
18	4	0	1	0	0	1	0	24
19	3	1	0	0	0	1	0	24
<b>58</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>75</b>
13	1	1	0	0	0	0	0	15

Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
9	1	0	0	0	0	0	0	10
9	1	0	0	0	0	0	0	10
26	5	1	0	0	0	0	0	32
34	3	0	0	0	0	0	0	37
<b>78</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>
34	5	0	0	0	0	0	0	39
33	5	0	0	0	0	1	0	39
23	3	1	0	0	0	0	0	27
16	3	0	0	0	0	0	0	19
<b>106</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>124</b>
13	3	0	0	0	0	0	0	16
12	3	0	0	0	0	0	0	15
19	2	0	0	0	0	0	0	21
11	3	0	0	0	0	0	0	14
<b>55</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
11	1	1	0	0	0	0	0	13
15	3	0	0	0	0	0	0	18
12	1	0	0	0	0	0	0	13
17	3	0	0	0	0	0	0	20
<b>55</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64</b>
22	1	2	0	0	0	0	0	25
19	3	0	0	0	0	1	0	23
11	3	0	0	0	0	1	0	15
17	1	1	0	0	0	0	0	19
<b>69</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>82</b>
19	0	0	0	0	0	0	0	19
8	1	0	0	0	0	0	0	9
14	5	0	0	0	0	0	0	19
10	2	0	0	0	0	1	0	13
<b>51</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>60</b>
8	1	0	0	0	0	0	0	9
13	1	0	0	0	0	0	0	14
5	2	1	0	0	0	1	0	9
11	2	1	0	0	0	1	0	15
<b>37</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>47</b>
12	1	0	0	0	0	0	0	13
11	2	1	1	0	0	0	0	15
6	2	0	0	0	0	1	0	9
12	1	0	0	0	0	0	0	13
<b>41</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>
16	0	0	0	0	0	5	0	21

Arm Total
18
19
42
57
<b>136</b>
58
55
40
35
<b>188</b>
22
30
26
35
<b>113</b>
25
44
23
29
<b>121</b>
43
40
37
37
<b>157</b>
38
28
39
35
<b>140</b>
29
26
34
34
<b>123</b>
28
34
37
42
<b>141</b>
42



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1515-1530	5	1	0	0	0	0	0	6
1530-1545	5	0	0	0	0	0	0	5
1545-1600	11	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
1600-1615	13	0	0	0	0	0	0	13
1615-1630	9	1	0	0	0	0	0	10
1630-1645	7	1	0	0	0	0	0	8
1645-1700	8	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
1700-1715	7	0	0	0	0	0	0	7
1715-1730	8	0	0	0	0	0	0	8
1730-1745	6	0	0	0	0	0	0	6
1745-1800	12	1	0	0	0	0	0	13
<b>Hourly Total</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
1800-1815	6	0	0	0	0	0	0	6
1815-1830	5	1	0	0	0	0	0	6
1830-1845	8	1	0	0	0	0	0	9
1845-1900	6	1	0	0	0	0	0	7
<b>Hourly Total</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>

19	3	0	0	1	0	0	23
24	3	0	0	0	1	0	28
16	4	1	1	1	0	0	23
<b>72</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>89</b>
28	4	2	0	1	0	0	35
23	3	0	0	0	0	0	26
33	4	0	0	0	0	1	38
34	2	0	0	0	0	0	36
<b>118</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>135</b>
29	4	0	0	0	1	0	34
29	6	0	0	0	1	0	36
28	1	0	0	0	0	1	30
23	2	1	0	0	0	0	26
<b>109</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>126</b>
20	2	1	0	0	0	1	24
17	2	1	0	0	0	0	20
20	1	0	0	0	1	1	23
12	1	1	0	0	0	0	14
<b>69</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>81</b>

15	1	0	1	0	1	0	18
11	1	0	1	0	0	0	13
10	3	0	1	0	0	0	14
<b>52</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>66</b>
13	2	1	0	0	0	1	17
15	2	0	0	0	0	0	17
16	1	0	0	0	0	0	17
16	2	0	0	0	0	0	18
<b>60</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>69</b>
18	3	0	0	0	0	1	22
19	2	0	0	0	0	0	21
19	2	0	0	0	1	0	22
16	2	0	0	0	0	0	18
<b>72</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>83</b>
27	3	0	0	0	0	0	30
14	1	0	0	0	0	0	15
13	5	0	0	0	0	0	18
12	2	0	0	0	0	0	14
<b>66</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>

47
46
48
183
65
53
63
62
243
63
65
58
57
243
60
41
50
35
186

<b>Total</b>	<b>219</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>239</b>
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<b>705</b>	<b>101</b>	<b>20</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>5</b>	<b>858</b>
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<b>742</b>	<b>105</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>877</b>
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<b>1974</b>
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**THE SEVERNSIDE GROUP**  
Transportation Data Collection  
Traffic Management  
Inductive Loop Cutting  
Fabrication

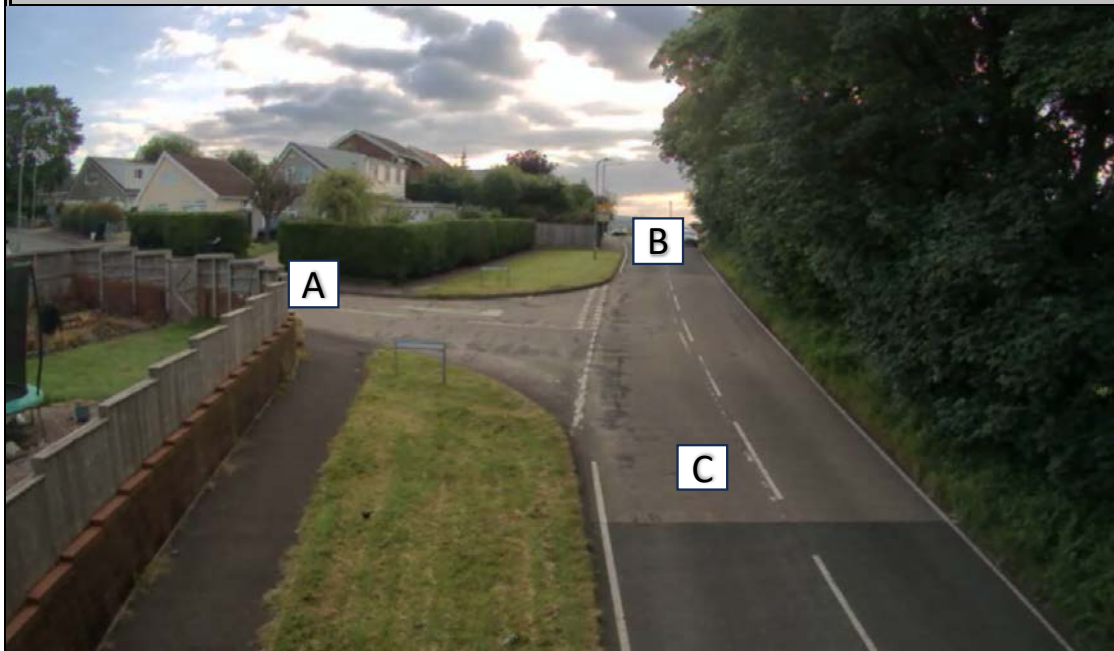
SS1481 Skewen  
Tuesday 18th June 2024  
0700-1900

### Cam 2-1

#### Overview



#### Streetview







SS1481 Skewen  
 Tuesday 18th June 2024  
 0700-1900  
 Site 2

Hourly Total	0	0	0	0	0	0	0	0	38	9	0	0	0	0	0	0	47	1	0	0	0	0	0	0	0	1	48
1700-1715	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	2	12
1715-1730	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7
1730-1745	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	1	14
1745-1800	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1	9
Hourly Total	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	38	4	0	0	0	0	0	0	0	4	42
1800-1815	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	1	16
1815-1830	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	13	1	1	0	0	0	0	0	0	2	15
1830-1845	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	1	7
1845-1900	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	31	8	0	0	0	0	0	0	39	3	1	0	0	0	0	0	0	4	43

<b>Total</b>	0	0	0	0	0	0	0	0	498	58	2	0	3	1	0	0	562	39	8	1	0	0	0	0	0	48	610
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	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6	14
0715-0730	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	10	1	0	0	0	0	0	11	14
0730-0745	5	0	0	0	0	0	0	5	0	1	0	0	0	0	0	1	21	3	1	0	0	0	0	25	31
0745-0800	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	17	2	0	0	1	0	0	20	26
Hourly Total	19	1	0	0	0	0	0	20	2	1	0	0	0	0	0	3	54	6	1	0	1	0	0	62	85
0800-0815	4	1	0	0	2	0	0	7	0	0	0	0	0	0	0	0	26	5	0	0	0	0	0	31	38
0815-0830	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	26	5	0	0	0	1	0	32	44
0830-0845	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1	14	4	0	0	0	0	0	18	31
0845-0900	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	27
Hourly Total	35	5	0	0	2	0	0	42	1	0	0	0	0	0	0	1	80	16	0	0	0	1	0	97	140
0900-0915	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	21
0915-0930	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	18
0930-0945	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1	10	2	0	0	0	0	0	12	20
0945-1000	10	4	0	0	1	0	0	15	0	0	0	0	0	0	0	0	8	2	1	0	0	0	0	11	26
Hourly Total	28	7	0	0	1	0	0	36	1	0	0	0	0	0	0	1	39	8	1	0	0	0	0	48	85
1000-1015	9	0	1	0	0	0	0	10	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	20
1015-1030	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	20	22
1030-1045	6	2	1	0	0	0	0	9	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	21
1045-1100	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	26
Hourly Total	25	2	2	0	0	0	0	29	0	0	0	0	0	0	0	0	53	7	0	0	0	0	0	60	89
1100-1115	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	16	2	1	0	0	0	0	19	28
1115-1130	7	1	0	0	1	0	0	9	0	0	0	0	0	0	0	0	16	3	0	0	0	1	0	20	29
1130-1145	11	2	0	0	1	0	0	14	0	1	0	0	0	0	0	1	11	4	0	0	0	1	0	16	31
1145-1200	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18	27
Hourly Total	35	4	0	0	2	0	0	41	0	1	0	0	0	0	0	1	60	9	2	0	0	2	0	73	115
1200-1215	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	19	30
1215-1230	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	10
1230-1245	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16	26
1245-1300	9	1	0	0	0	0	0	10	0	1	0	0	0	0	0	1	5	2	0	0	0	1	0	8	19
Hourly Total	34	1	0	0	0	0	0	35	0	1	0	0	0	0	0	1	40	8	0	0	0	1	0	49	85
1300-1315	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	11
1315-1330	8	1	0	0	0	0	0	9	0	1	0	0	0	0	0	1	10	1	0	0	0	0	0	11	21
1330-1345	12	1	1	0	1	0	0	15	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0	6	21
1345-1400	6	1	0	0	1	0	0	8	0	0	0	0	0	0	0	0	9	2	1	0	0	1	0	13	21





SS1481 Skewen  
 Tuesday 18th June 2024  
 0700-1900  
 Site 2

Hourly Total	0	0	0	0	0	0	0	0	40	4	0	0	1	1	0	46	0	0	0	0	0	0	0	0	46
1100-1115	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
1115-1130	2	0	0	0	0	0	0	0	11	1	0	0	1	0	0	13	0	0	0	0	0	0	0	0	15
1130-1145	1	0	0	0	0	0	0	0	10	2	0	0	1	0	0	13	0	0	0	0	0	0	0	0	14
1145-1200	1	0	0	0	0	0	0	0	9	2	1	0	0	1	0	13	0	0	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>
1200-1215	0	0	0	0	0	0	0	0	12	1	3	0	0	0	0	16	0	0	0	0	0	0	0	0	16
1215-1230	0	0	0	0	0	0	0	0	16	1	0	0	0	1	0	18	0	0	0	0	0	0	0	0	18
1230-1245	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0	13
1245-1300	1	0	0	0	0	0	0	0	15	2	0	0	0	1	0	18	0	0	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
1300-1315	0	0	0	0	0	0	0	0	11	2	1	0	0	0	0	14	0	0	0	0	0	0	0	0	14
1315-1330	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
1330-1345	0	0	0	0	0	0	0	0	18	1	0	0	1	0	0	20	0	0	0	0	0	0	0	0	20
1345-1400	0	0	0	0	0	0	0	0	11	1	0	0	1	1	0	14	0	0	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
1400-1415	1	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0	13
1415-1430	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18	0	0	0	0	0	0	0	0	18
1430-1445	0	0	0	0	0	0	0	0	20	4	0	0	0	1	0	25	0	0	0	0	0	0	0	0	25
1445-1500	2	0	0	0	0	0	0	0	17	3	1	1	0	0	0	22	0	0	0	0	0	0	0	0	24
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
1500-1515	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14	0	0	0	0	0	0	0	0	14
1515-1530	1	0	0	0	0	0	0	0	19	3	0	0	1	0	0	23	0	0	0	0	0	0	0	0	24
1530-1545	1	0	0	0	0	0	0	0	22	3	0	0	0	1	0	26	0	0	0	0	0	0	0	0	27
1545-1600	0	2	0	0	0	0	0	0	17	3	1	1	1	0	0	23	0	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>
1600-1615	1	0	0	0	0	0	0	0	22	3	2	0	1	0	0	28	0	0	0	0	0	0	0	0	29
1615-1630	1	0	0	0	0	0	0	0	26	5	0	0	0	0	0	31	0	0	0	0	0	0	0	0	32
1630-1645	4	1	0	0	0	0	0	0	28	2	0	0	0	0	1	31	0	0	0	0	0	0	0	0	36
1645-1700	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>
1700-1715	0	1	0	0	0	0	0	0	26	3	0	0	0	1	0	30	0	0	0	0	0	0	0	0	31
1715-1730	1	0	0	0	0	0	0	0	26	6	0	0	0	1	0	33	0	0	0	0	0	0	0	0	34
1730-1745	2	0	0	0	0	0	0	0	29	1	0	0	0	0	1	31	0	0	0	0	0	0	0	0	33
1745-1800	1	1	0	0	0	0	0	0	20	1	1	0	0	0	0	22	0	0	0	0	0	0	0	0	24
<b>Hourly Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>122</b>
1800-1815	1	0	0	0	0	0	0	0	15	2	1	0	0	0	1	19	0	0	0	0	0	0	0	0	20
1815-1830	0	0	0	0	0	0	0	0	22	2	1	0	0	0	0	25	0	0	0	0	0	0	0	0	25
1830-1845	2	0	0	0	0	0	0	0	20	1	0	0	0	1	1	23	0	0	0	0	0	0	0	0	25
1845-1900	0	0	0	0	0	0	0	0	13	1	1	0	0	0	0	15	0	0	0	0	0	0	0	0	15
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>85</b>
<b>Total</b>	<b>23</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>689</b>	<b>100</b>	<b>19</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>839</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>868</b>

Origin - Arm A								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	11	4	0	0	0	0	15	
0715-0730	11	3	0	0	0	0	14	
0730-0745	17	4	0	0	0	0	21	
0745-0800	20	1	0	0	0	0	21	

Origin - Arm B								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
14	0	0	0	0	0	0	14	
12	2	0	0	0	0	0	14	
26	4	1	0	0	0	0	31	
23	2	0	0	1	0	0	26	

Origin - Arm C								
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
7	1	0	0	0	0	0	8	37
7	1	0	0	0	0	0	8	36
4	4	1	0	0	0	0	9	61
13	2	1	0	0	1	0	17	64





SS1481 Skewen  
 Tuesday 18th June 2024  
 0700-1900  
 Site 2

Hourly Total	59	12	0	0	0	0	0	71	75	8	1	0	1	0	0	85	31	8	2	0	0	1	0	42	198
0800-0815	29	0	0	0	1	0	0	30	30	6	0	0	2	0	0	38	14	0	0	1	1	0	0	16	84
0815-0830	22	1	0	0	1	0	0	24	36	7	0	0	0	1	0	44	7	3	0	1	0	0	0	11	79
0830-0845	21	3	1	0	0	0	0	25	27	4	0	0	0	0	0	31	12	3	0	0	0	0	0	15	71
0845-0900	15	1	0	0	0	0	0	16	23	4	0	0	0	0	0	27	10	2	1	0	0	0	0	13	56
Hourly Total	87	5	1	0	2	0	0	95	116	21	0	0	2	1	0	140	43	8	1	2	1	0	0	55	290
0900-0915	9	2	0	0	0	0	0	11	17	4	0	0	0	0	0	21	4	1	1	0	0	1	0	7	39
0915-0930	11	0	0	0	0	0	0	11	16	2	0	0	0	0	0	18	9	2	0	0	0	0	0	11	40
0930-0945	14	3	0	0	0	0	0	17	17	3	0	0	0	0	0	20	2	0	0	0	0	0	0	2	39
0945-1000	9	4	0	0	0	1	0	14	18	6	1	0	1	0	0	26	8	4	0	0	0	2	0	14	54
Hourly Total	43	9	0	0	0	1	0	53	68	15	1	0	1	0	0	85	23	7	1	0	0	3	0	34	172
1000-1015	12	2	1	0	0	0	0	15	19	0	1	0	0	0	0	20	8	0	0	0	1	1	0	10	45
1015-1030	12	0	0	0	0	0	0	12	19	3	0	0	0	0	0	22	18	3	0	0	0	0	0	21	55
1030-1045	13	2	0	0	0	0	0	15	16	4	1	0	0	0	0	21	7	0	0	0	0	0	0	7	43
1045-1100	6	1	1	0	0	0	0	8	24	2	0	0	0	0	0	26	7	1	0	0	0	0	0	8	42
Hourly Total	43	5	2	0	0	0	0	50	78	9	2	0	0	0	0	89	40	4	0	0	1	1	0	46	185
1100-1115	10	0	0	0	0	0	0	10	24	3	1	0	0	0	0	28	9	2	0	0	0	0	0	11	49
1115-1130	7	0	0	0	0	0	0	7	23	4	0	0	1	1	0	29	13	1	0	0	1	0	0	15	51
1130-1145	16	1	0	0	0	0	0	17	22	7	0	0	1	1	0	31	11	2	0	0	1	0	0	14	62
1145-1200	6	1	0	0	0	0	0	7	26	0	1	0	0	0	0	27	10	2	1	0	0	1	0	14	48
Hourly Total	39	2	0	0	0	0	0	41	95	14	2	0	2	2	0	115	43	7	1	0	2	1	0	54	210
1200-1215	10	0	0	0	0	0	0	10	30	0	0	0	0	0	0	30	12	1	3	0	0	0	0	16	56
1215-1230	14	1	0	0	0	0	0	15	9	1	0	0	0	0	0	10	16	1	0	0	0	1	0	18	43
1230-1245	5	1	0	0	0	0	0	6	21	5	0	0	0	0	0	26	11	1	1	0	0	0	0	13	45
1245-1300	6	0	0	0	0	0	0	6	14	4	0	0	0	1	0	19	16	2	0	0	0	1	0	19	44
Hourly Total	35	2	0	0	0	0	0	37	74	10	0	0	0	1	0	85	55	5	4	0	0	2	0	66	188
1300-1315	12	0	0	0	0	0	0	12	10	1	0	0	0	0	0	11	11	2	1	0	0	0	0	14	37
1315-1330	9	0	0	0	0	0	0	9	18	3	0	0	0	0	0	21	8	3	0	0	0	0	0	11	41
1330-1345	7	0	0	0	0	0	0	7	15	3	1	0	1	1	0	21	18	1	0	0	1	0	0	20	48
1345-1400	5	3	0	0	0	0	0	8	15	3	1	0	1	1	0	21	11	1	0	0	1	1	0	14	43
Hourly Total	33	3	0	0	0	0	0	36	58	10	2	0	2	2	0	74	48	7	1	0	2	1	0	59	169
1400-1415	9	2	0	0	0	0	0	11	18	2	0	0	0	0	0	20	10	3	0	0	0	0	0	13	44
1415-1430	11	1	0	0	0	0	0	12	15	3	1	1	0	0	0	20	14	3	1	0	0	0	0	18	50
1430-1445	13	2	0	0	0	0	0	15	16	4	0	0	0	1	0	21	20	4	0	0	0	1	0	25	61
1445-1500	12	3	0	0	0	0	0	15	26	2	0	0	0	0	0	28	19	3	1	1	0	0	0	24	67
Hourly Total	45	8	0	0	0	0	0	53	75	11	1	1	0	1	0	89	63	13	2	1	0	1	0	80	222
1500-1515	16	0	0	0	0	0	0	16	32	3	0	1	1	4	0	41	12	1	1	0	0	0	0	14	71
1515-1530	4	0	0	0	0	0	0	4	21	3	0	1	0	1	0	26	20	3	0	0	1	0	0	24	54
1530-1545	9	1	0	0	0	0	0	10	37	4	0	0	1	0	0	42	23	3	0	0	0	1	0	27	79
1545-1600	9	1	0	0	1	0	0	11	32	4	0	1	1	0	0	38	17	5	1	1	1	0	0	25	74
Hourly Total	38	2	0	0	1	0	0	41	122	14	0	3	3	5	0	147	72	12	2	1	2	1	0	90	278
1600-1615	11	3	0	0	0	0	0	14	35	4	1	0	1	0	1	42	23	3	2	0	1	0	0	29	85
1615-1630	15	2	0	0	0	0	0	17	24	4	0	0	0	0	0	28	27	5	0	0	0	0	0	32	77
1630-1645	7	3	0	0	0	0	0	10	30	4	0	0	0	0	0	34	32	3	0	0	0	0	1	36	80
1645-1700	6	1	0	0	0	0	0	7	26	3	0	0	0	0	0	29	34	4	0	0	0	0	0	38	74
Hourly Total	39	9	0	0	0	0	0	48	115	15	1	0	1	0	1	133	116	15	2	0	1	0	1	135	316
1700-1715	12	0	0	0	0	0	0	12	33	3	0	0	0	0	1	37	26	4	0	0	0	1	0	31	80
1715-1730	7	0	0	0	0	0	0	7	25	2	0	0	0	0	0	27	27	6	0	0	0	1	0	34	68
1730-1745	14	0	0	0	0	0	0	14	33	5	0	0	0	1	0	39	31	1	0	0	0	0	1	33	86
1745-1800	9	0	0	0	0	0	0	9	33	2	0	0	0	0	0	35	21	2	1	0	0	0	0	24	68
Hourly Total	42	0	0	0	0	0	0	42	124	12	0	0	0	1	1	138	105	13	1	0	0	2	1	122	302



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1800-1815	11	5	0	0	0	0	0	16
1815-1830	13	2	0	0	0	0	0	15
1830-1845	6	1	0	0	0	0	0	7
1845-1900	4	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>34</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>

37	5	0	0	0	0	1	0	43
31	0	0	0	0	0	0	0	31
30	4	0	0	0	0	0	0	34
17	3	0	0	0	0	0	0	20
<b>115</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>128</b>

16	2	1	0	0	0	1	20
22	2	1	0	0	0	0	25
22	1	0	0	0	1	1	25
13	1	1	0	0	0	0	15
<b>73</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>85</b>

79
71
66
40
<b>256</b>

<b>Total</b>	<b>537</b>	<b>66</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>610</b>
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<b>1115</b>	<b>151</b>	<b>10</b>	<b>4</b>	<b>12</b>	<b>14</b>	<b>2</b>	<b>1308</b>
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<b>712</b>	<b>105</b>	<b>20</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>4</b>	<b>868</b>
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<b>2786</b>
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Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	7	0	0	0	0	0	0	7
0715-0730	1	1	0	0	0	0	0	2
0730-0745	5	0	0	0	0	0	0	5
0745-0800	6	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
0800-0815	4	1	0	0	2	0	0	7
0815-0830	10	2	0	0	0	0	0	12
0830-0845	12	0	0	0	0	0	0	12
0845-0900	9	2	1	0	0	0	0	12
<b>Hourly Total</b>	<b>35</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>43</b>
0900-0915	7	2	0	0	0	0	0	9
0915-0930	5	0	0	0	0	0	0	5
0930-0945	6	1	0	0	0	0	0	7
0945-1000	10	4	0	0	1	0	0	15
<b>Hourly Total</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>
1000-1015	9	0	1	0	0	0	0	10
1015-1030	2	0	0	0	0	0	0	2
1030-1045	6	2	1	0	0	0	0	9
1045-1100	8	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
1100-1115	8	1	0	0	0	0	0	9
1115-1130	9	1	0	0	1	0	0	11
1130-1145	12	2	0	0	1	0	0	15
1145-1200	10	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>39</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>45</b>
1200-1215	11	0	0	0	0	0	0	11
1215-1230	4	0	0	0	0	0	0	4
1230-1245	10	0	0	0	0	0	0	10
1245-1300	10	1	0	0	0	0	0	11
<b>Hourly Total</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
1300-1315	6	0	0	0	0	0	0	6
1315-1330	8	1	0	0	0	0	0	9
1330-1345	12	1	1	0	1	0	0	15
1345-1400	6	1	0	0	1	0	0	8
<b>Hourly Total</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>38</b>
1400-1415	8	0	0	0	0	0	0	8
1415-1430	5	3	0	0	0	0	0	8
1430-1445	8	1	0	0	0	0	0	9
1445-1500	17	2	0	0	0	0	0	19
<b>Hourly Total</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
1500-1515	15	2	0	0	1	0	0	18

Destination - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
19	4	0	0	0	0	0	0	23
19	4	0	0	0	0	0	0	23
21	8	1	0	0	0	0	0	30
31	3	1	0	0	0	1	0	36
<b>90</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>112</b>
40	0	0	1	2	0	0	0	43
29	4	0	1	1	0	0	0	35
32	6	1	0	0	0	0	0	39
24	2	0	0	0	0	0	0	26
<b>125</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>
12	2	1	0	0	0	1	0	16
19	2	0	0	0	0	0	0	21
11	3	0	0	0	0	0	0	14
17	8	0	0	0	3	0	0	28
<b>59</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>79</b>
19	2	1	0	1	1	0	0	24
30	3	0	0	0	0	0	0	33
19	2	0	0	0	0	0	0	21
13	2	0	0	0	0	0	0	15
<b>81</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>93</b>
17	2	0	0	0	0	0	0	19
17	1	0	0	1	0	0	0	19
23	4	0	0	1	0	0	0	28
15	3	1	0	0	1	0	0	20
<b>72</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>86</b>
21	1	3	0	0	0	0	0	25
30	2	0	0	0	1	0	0	33
15	2	1	0	0	0	0	0	18
21	3	0	0	0	1	0	0	25
<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>101</b>
22	2	1	0	0	0	0	0	25
17	4	0	0	0	0	0	0	21
23	1	0	0	1	0	0	0	25
16	4	0	0	1	1	0	0	22
<b>78</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>93</b>
18	5	0	0	0	0	0	0	23
25	3	1	0	0	0	0	0	29
33	6	0	0	0	1	0	0	40
29	5	1	1	0	0	0	0	36
<b>105</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>128</b>
28	1	1	0	0	0	0	0	30

Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
6	1	0	0	0	0	0	0	7
10	1	0	0	0	0	0	0	11
21	4	1	0	0	0	0	0	26
19	2	0	0	1	0	0	0	22
<b>56</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
29	5	0	0	0	0	0	0	34
26	5	0	0	0	1	0	0	32
16	4	0	0	0	0	0	0	20
15	3	0	0	0	0	0	0	18
<b>86</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>104</b>
11	3	0	0	0	0	0	0	14
12	2	0	0	0	0	0	0	14
16	2	0	0	0	0	0	0	18
8	2	1	0	0	0	0	0	11
<b>47</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>
11	0	0	0	0	0	0	0	11
17	3	0	0	0	0	0	0	20
11	2	0	0	0	0	0	0	13
16	2	1	0	0	0	0	0	19
<b>55</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>
18	2	1	0	0	0	0	0	21
17	3	0	0	0	0	1	0	21
14	4	0	0	0	1	0	0	19
17	0	1	0	0	0	0	0	18
<b>66</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>79</b>
20	0	0	0	0	0	0	0	20
5	1	0	0	0	0	0	0	6
12	5	0	0	0	0	0	0	17
5	2	0	0	0	1	0	0	8
<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>51</b>
5	1	0	0	0	0	0	0	6
10	1	0	0	0	0	0	0	11
5	2	0	0	0	1	0	0	8
9	2	1	0	0	1	0	0	13
<b>29</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>38</b>
11	2	0	0	0	0	0	0	13
10	1	1	1	0	0	0	0	13
8	3	0	0	0	1	0	0	12
11	1	0	0	0	0	0	0	12
<b>40</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>
17	1	0	1	0	4	0	0	23

37
36
61
64
<b>198</b>
84
79
71
56
<b>290</b>
39
40
39
54
<b>172</b>
45
55
43
42
<b>185</b>
49
51
62
48
<b>210</b>
56
43
45
44
<b>188</b>
37
41
48
43
<b>169</b>
44
50
61
67
<b>222</b>
71



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1515-1530	13	2	0	0	0	0	0	15	22	3	0	0	1	0	0	0	26	10	1	0	1	0	1	0	13	54
1530-1545	29	2	0	0	1	0	0	32	31	4	0	0	0	1	0	0	36	9	2	0	0	0	0	0	11	79
1545-1600	17	4	0	0	1	0	0	22	27	3	1	1	2	0	0	0	34	14	3	0	1	0	0	0	18	74
<b>Hourly Total</b>	<b>74</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>108</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>126</b>	<b>50</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>278</b>	
1600-1615	18	3	0	0	1	0	0	22	33	6	2	0	1	0	0	42	18	1	1	0	0	0	0	1	21	85
1615-1630	13	3	0	0	0	0	0	16	41	7	0	0	0	0	0	48	12	1	0	0	0	0	0	0	13	77
1630-1645	17	3	0	0	0	0	0	20	36	5	0	0	0	0	1	42	16	2	0	0	0	0	0	0	18	80
1645-1700	13	1	0	0	0	0	0	14	39	5	0	0	0	0	0	44	14	2	0	0	0	0	0	0	16	74
<b>Hourly Total</b>	<b>61</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>149</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>176</b>	<b>60</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>316</b>	
1700-1715	13	1	0	0	0	0	0	14	37	3	0	0	0	1	0	41	21	3	0	0	0	0	0	1	25	80
1715-1730	11	1	0	0	0	0	0	12	34	6	0	0	0	1	0	41	14	1	0	0	0	0	0	0	15	68
1730-1745	21	3	0	0	0	0	0	24	42	1	0	0	0	0	1	44	15	2	0	0	0	1	0	0	18	86
1745-1800	16	1	0	0	0	0	0	17	29	1	1	0	0	0	0	31	18	2	0	0	0	0	0	0	20	68
<b>Hourly Total</b>	<b>61</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>142</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>157</b>	<b>68</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>302</b>	
1800-1815	16	2	0	0	0	1	0	19	25	7	1	0	0	0	1	34	23	3	0	0	0	0	0	0	26	79
1815-1830	19	0	0	0	0	0	0	19	35	3	1	0	0	0	0	39	12	1	0	0	0	0	0	0	13	71
1830-1845	16	1	0	0	0	0	0	17	25	2	0	0	0	1	1	29	17	3	0	0	0	0	0	0	20	66
1845-1900	7	1	0	0	0	0	0	8	17	2	1	0	0	0	0	20	10	2	0	0	0	0	0	0	12	40
<b>Hourly Total</b>	<b>58</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>102</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>122</b>	<b>62</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>256</b>	
<b>Total</b>	<b>505</b>	<b>59</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>580</b>	<b>1198</b>	<b>162</b>	<b>21</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>1416</b>	<b>661</b>	<b>101</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>790</b>	<b>2786</b>	

## ***Appendix 2 TRICS Trip Rate Data***

Calculation Reference: AUDIT-648801-240913-0934

## 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
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
11	SCOTLAND	
	DU DUNDEE CITY	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: 54 to 97 (units: )  
Range Selected by User: 50 to 516 (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 13/05/22

*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 3 days  
Tuesday 2 days  
Friday 1 days

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

Selected survey types:

Manual count 6 days  
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2  
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

*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 6 days - Selected

## Secondary Filtering selection:

Use Class:

C3 6 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	2 days
10,001 to 15,000	1 days
15,001 to 20,000	3 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
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	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	6 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	6 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	DU-03-B-01	TERRACED BUNGALOWS		DUNDEE CITY
	307-441 BALUNIE DRIVE			
	DUNDEE			
	DOUGLAS & ANGUS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		68	
	Survey date: FRIDAY		21/04/17	Survey Type: MANUAL
3	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
4	NB-03-B-01	SEMI DET. & TERRACED		NORTHUMBERLAND
	WESTLEA			
	BEDLINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		97	
	Survey date: MONDAY		19/11/12	Survey Type: MANUAL
5	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
6	WM-03-B-01	SEMI DET./TERRACED		WEST MIDLANDS
	YORKMINSTER DRIVE			
	BIRMINGHAM			
	CHELMSLEY WOOD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		97	
	Survey date: MONDAY		17/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	75	0.080	6	75	0.193	6	75	0.273
08:00 - 09:00	6	75	0.164	6	75	0.284	6	75	0.448
09:00 - 10:00	6	75	0.156	6	75	0.236	6	75	0.392
10:00 - 11:00	6	75	0.160	6	75	0.184	6	75	0.344
11:00 - 12:00	6	75	0.156	6	75	0.160	6	75	0.316
12:00 - 13:00	6	75	0.187	6	75	0.138	6	75	0.325
13:00 - 14:00	6	75	0.167	6	75	0.149	6	75	0.316
14:00 - 15:00	6	75	0.202	6	75	0.204	6	75	0.406
15:00 - 16:00	6	75	0.213	6	75	0.164	6	75	0.377
16:00 - 17:00	6	75	0.278	6	75	0.133	6	75	0.411
17:00 - 18:00	6	75	0.284	6	75	0.216	6	75	0.500
18:00 - 19:00	6	75	0.182	6	75	0.164	6	75	0.346
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.229			2.225			4.454

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

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

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#### Parameter summary

Trip rate parameter range selected:	54 - 97 (units: )
Survey date range:	01/01/10 - 13/05/22
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

## ***Appendix 3 Junction Capacity Assessment***



Junctions 10
PICADY 10 - Priority Intersection Module
Version: 10.1.1.1905 © Copyright TRL Software Limited, 2023
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**Filename:** Crymlyn Gardens.j10  
**Path:** C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1465 Crymlyn Park\2024 Application\Junction Analysis  
**Report generation date:** 16/09/2024 13:29:44

«Existing Layout - 2034 + Development, PM

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

Summary of junction performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
Existing Layout - Existing 2024																		
Stream B-AC	D1	0.1	0.5	7.92	0.10	A	2.01	A	453 % [Stream B-AC]	D2	0.1	0.5	7.68	0.05	A	1.47	A	546 % [Stream B-AC]
Stream C-AB		0.0	0.5	6.95	0.01	A				D2	0.1	0.5	7.06	0.05	A			
Existing Layout - 2034 Baseline																		
Stream B-AC	D3	0.1	0.5	8.07	0.11	A	2.04	A	399 % [Stream B-AC]	D4	0.1	0.5	7.81	0.06	A	1.49	A	480 % [Stream B-AC]
Stream C-AB		0.0	0.5	6.99	0.01	A				D4	0.1	0.5	7.11	0.06	A			
Existing Layout - 2034 + Development																		
Stream B-AC	D5	0.2	0.5	9.00	0.16	A	2.76	A	261 % [Stream B-AC]	D6	0.1	0.5	8.69	0.10	A	1.92	A	317 % [Stream B-AC]
Stream C-AB		0.0	0.5	7.08	0.02	A				D6	0.1	0.5	7.23	0.07	A			

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

## File summary

### File Description

Title	Crymlyn Gardens Junction
Location	
Site number	
Date	29/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator [ALUNREES41AF]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

### Analysis Set Details

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

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034 + Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

# Existing Layout - 2034 + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2034 + Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.92	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	317	Stream B-AC	1.92	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Crymlyn Rd (E)		Major
B	Crymlyn Gardens		Minor
C	Crymlyn Rd (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Crymlyn Rd (W)	6.00			50.0	✓	1.00

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 - Crymlyn Gardens	One lane	2.75	50	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	8.425	0.092	0.233	0.146	0.332
B-C	10.650	0.098	0.248	-	-
C-B	10.049	0.234	0.234	-	-

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 overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	1.79	100.000
B - Crymlyn Gardens		ONE HOUR	✓	0.72	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	2.75	100.000

## Origin-Destination Data

### Demand (Veh/min)

From	To		
	A - Crymlyn Rd (E)	B - Crymlyn Gardens	C - Crymlyn Rd (W)
A - Crymlyn Rd (E)	0.00	0.48	1.31
B - Crymlyn Gardens	0.39	0.00	0.33
C - Crymlyn Rd (W)	2.23	0.52	0.00

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

From	To		
	A - Crymlyn Rd (E)	B - Crymlyn Gardens	C - Crymlyn Rd (W)
A - Crymlyn Rd (E)	10	10	10
B - Crymlyn Gardens	10	10	10
C - Crymlyn Rd (W)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.10	8.69	0.1	0.5	A	0.72	43.20
C-AB	0.07	7.23	0.1	0.5	A	0.53	31.83
C-A						2.22	133.17
A-B						0.48	28.80
A-C						1.31	78.60

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.65	9.71	7.84	0.083	0.65	0.1	0.1	8.341	A
C-AB	0.47	7.12	8.90	0.053	0.47	0.0	0.1	7.121	A
C-A	2.00	29.96			2.00				
A-B	0.43	6.47			0.43				
A-C	1.18	17.66			1.18				

**17:15 - 17:30**

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.79	11.89	7.69	0.103	0.79	0.1	0.1	8.691	A
C-AB	0.59	8.79	8.88	0.066	0.59	0.1	0.1	7.231	A
C-A	2.44	36.62			2.44				
A-B	0.53	7.93			0.53				
A-C	1.44	21.64			1.44				

**17:30 - 17:45**

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.79	11.89	7.69	0.103	0.79	0.1	0.1	8.694	A
C-AB	0.59	8.79	8.88	0.066	0.59	0.1	0.1	7.231	A
C-A	2.44	36.62			2.44				
A-B	0.53	7.93			0.53				
A-C	1.44	21.64			1.44				

**17:45 - 18:00**

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.65	9.71	7.84	0.083	0.65	0.1	0.1	8.347	A
C-AB	0.47	7.12	8.90	0.053	0.48	0.1	0.1	7.123	A
C-A	2.00	29.96			2.00				
A-B	0.43	6.47			0.43				
A-C	1.18	17.66			1.18				

**Q Variation Results for each time segment**

**17:00 - 17:15**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.06	0.03	0.25	0.45	0.48			N/A	N/A

**17:15 - 17:30**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

**17:30 - 17:45**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.11	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

**17:45 - 18:00**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.09	0.00	0.00	0.09	0.09			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A



Junctions 10
PICADY 10 - Priority Intersection Module
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**Filename:** Crymlyn Parc.j10  
**Path:** C:\Users\AlunRees\OneDrive - Acstro Limited\Shared with Everyone\ACSTRO Jobs\1465 Crymlyn Park\2024 Application\Junction Analysis  
**Report generation date:** 16/09/2024 13:31:19

«Existing Layout - 2034 + Development, PM

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

Summary of junction performance

	AM									PM								
	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap	Set ID	Q (Veh)	Q95 (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Res Cap
Existing Layout - Existing 2024																		
Stream B-AC	D1	0.3	1.5	11.12	0.24	B	3.69	A	157 % [Stream B-AC]	D2	0.1	0.5	9.52	0.11	A	1.48	A	304 % [Stream B-AC]
Stream C-AB	0.0	0.5	7.04	0.00	A	0.0				0.5	7.07	0.01	A					
Existing Layout - 2034 Baseline																		
Stream B-AC	D3	0.4	1.5	11.65	0.27	B	3.85	A	133 % [Stream B-AC]	D4	0.1	0.5	9.80	0.12	A	1.51	A	264 % [Stream B-AC]
Stream C-AB	0.0	0.5	7.09	0.00	A	0.0				0.5	7.12	0.01	A					
Existing Layout - 2034 + Development																		
Stream B-AC	D5	0.5	2.3	12.87	0.33	B	4.35	A	95 % [Stream B-AC]	D6	0.2	0.8	10.50	0.17	B	1.85	A	188 % [Stream B-AC]
Stream C-AB	0.0	0.5	7.19	0.01	A	0.0				0.5	7.29	0.02	A					

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of Av. delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted Av.s. Res Cap indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

## File summary

### File Description

Title	Crymlyn Gardens Junction
Location	
Site number	
Date	29/06/2021
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	Administrator [ALUNREES41AF]
Description	

### Units

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

### Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Av. Delay threshold (s)	Q threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

### Analysis Set Details

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

### Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Run automatically
D6	2034 + Development	PM	2034 Baseline + Development PM	ONE HOUR	16:45	18:15	15	✓	✓

# Existing Layout - 2034 + Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Sets	D6 - 2034 + Development, PM	Time results are shown for central hour only. (Model is run for a 90 minute period.)
Warning	Queue variations	Analysis Options	Q percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## 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	untitled	T-Junction	Two-way	Two-way	Two-way		1.85	A

### Junction Network

Driving side	Lighting	Res Cap (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	188	Stream B-AC	1.85	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Crymlyn Rd (E)		Major
B	Crymlyn Parc		Minor
C	Crymlyn Rd (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Crymlyn Rd (W)	6.00			50.0	✓	1.00

*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 - Crymlyn Parc	One lane	2.75	50	50

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/min)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	8.425	0.092	0.233	0.146	0.332
B-C	10.650	0.098	0.248	-	-
C-B	10.049	0.234	0.234	-	-

*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 overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (Veh/min)	Scaling Factor (%)
A - Crymlyn Rd (E)		ONE HOUR	✓	3.08	100.000
B - Crymlyn Parc		ONE HOUR	✓	1.05	100.000
C - Crymlyn Rd (W)		ONE HOUR	✓	2.54	100.000

## Origin-Destination Data

### Demand (Veh/min)

From	To		
	A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
A - Crymlyn Rd (E)	0.00	1.42	1.66
B - Crymlyn Parc	0.92	0.00	0.13
C - Crymlyn Rd (W)	2.36	0.18	0.00

## Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Heavy Vehicle %

From	To		
	A - Crymlyn Rd (E)	B - Crymlyn Parc	C - Crymlyn Rd (W)
A - Crymlyn Rd (E)	10	10	10
B - Crymlyn Parc	10	10	10
C - Crymlyn Rd (W)	10	10	10

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max Q95 (Veh)	Max LOS	Av. Demand (Veh/min)	Total Junction Arrivals (Veh)
B-AC	0.17	10.50	0.2	0.8	B	1.05	63.00
C-AB	0.02	7.29	0.0	0.5	A	0.18	10.89
C-A						2.36	141.51
A-B						1.42	85.20
A-C						1.66	99.60

### Main Results for each time segment

#### 17:00 - 17:15

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.94	14.16	7.05	0.134	0.94	0.1	0.2	9.813	A
C-AB	0.16	2.44	8.55	0.019	0.16	0.0	0.0	7.156	A
C-A	2.12	31.81			2.12				
A-B	1.28	19.15			1.28				
A-C	1.49	22.38			1.49				

**17:15 - 17:30**

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	17.34	6.87	0.168	1.15	0.2	0.2	10.487	B
C-AB	0.20	3.00	8.43	0.024	0.20	0.0	0.0	7.289	A
C-A	2.60	38.95			2.60				
A-B	1.56	23.45			1.56				
A-C	1.83	27.42			1.83				

**17:30 - 17:45**

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	1.16	17.34	6.87	0.168	1.16	0.2	0.2	10.497	B
C-AB	0.20	3.00	8.43	0.024	0.20	0.0	0.0	7.289	A
C-A	2.60	38.95			2.60				
A-B	1.56	23.45			1.56				
A-C	1.83	27.42			1.83				

**17:45 - 18:00**

Stream	Total Demand (Veh/min)	Junction Arrivals (Veh)	Capacity (Veh/min)	RFC	Throughput (Veh/min)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0.94	14.16	7.05	0.134	0.95	0.2	0.2	9.829	A
C-AB	0.16	2.44	8.55	0.019	0.16	0.0	0.0	7.156	A
C-A	2.12	31.81			2.12				
A-B	1.28	19.15			1.28				
A-C	1.49	22.38			1.49				

**Q Variation Results for each time segment**

**17:00 - 17:15**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

**17:15 - 17:30**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

**17:30 - 17:45**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.20	0.03	0.27	0.48	0.80			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

**17:45 - 18:00**

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

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