



TRANSPORT STATEMENT

September 2018

Residential Development at Woodlands Green Coed Ely Tonyrefail

acstro

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Revision History

Issue 1	19 th September 2018	
Issue 2	24 th September 2018	Revised Layout
Issue 3	24 th September 2018	Para. 4.2 amended

1194 Coed Ely TS.docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support a planning application for the development of land at Woodlands Green, Coed Ely, Tonyrefail.
- 1.2 The land is currently in agricultural use. The proposed development is for 76 dwellings.
- 1.3 The site's location is shown in Appendix 1.

Appendix 1 Location Plan

- 1.4 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.
- 1.5 The scope and content of this Transport Statement reflects pre-application discussions that were held with Rhondda Cynon Taf county borough Council's Highway Officers.
- 1.6 The structure of the Transport Statement 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;
 - Sections 4 describes the proposed development; and
 - Section 5 provides a summary and conclusion.

2 Policy Context

Planning Policy Wales

- 2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government.
- 2.2 In terms of transport related policies, it places the sustainability of development at the heart of the decision making process (pp 4.7.4) and requires that new development proposals minimize the need to travel and increase accessibility by modes other than the private car. It requires that major generators of travel demand be located within existing urban areas that are well served by public transport, or can be reached by walking or cycling.
- 2.3 The principles discussed above are repeated again in PPW's Chapter 8, which deals specifically with Transport issues. In 8.1.4 it reinforces the Welsh Government's objectives for transport through:
- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
 - locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
 - improving accessibility by walking, cycling and public transport;
 - ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
 - promoting walking and cycling;
 - supporting the provision of high quality public transport;
 - supporting traffic management measures;
 - promoting sustainable transport options for freight and commerce;
 - supporting sustainable travel options in rural areas;
 - supporting necessary infrastructure improvements; and
 - ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.
- 2.4 In terms of plan making and development control it advises (8.7.1) that the following issues should be taken into account:
- the impacts of the proposed development on travel demand;
 - the level and nature of public transport provision;
 - accessibility by a range of different transport modes;
 - the willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic
 - the environmental impact of both transport infrastructure and the traffic generated; and
 - the effects on the safety and convenience of other users.

- 2.5 PPW also requires that the proposed access to a development should reflect the likely travel patterns involved. It should ensure that people can reach the development, as far as practicable, by walking, cycling and public transport, as well as by car (pp 8.7.3).

[TAN18 Transportation](#)

- 2.6 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.
- 2.7 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](#)

- 2.8 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.
- 2.9 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.
- 2.10 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

Rhondda Cynon Taf Local Development Plan up to 2021

- 2.11 Policy AW2 requires that new development, amongst other things, has good access to key services and facilities. Policy AW5 requires that new development be accessible by a range of sustainable forms of transport, that dependency on the car is reduced, that safe access to the highway network is provided and that the development traffic can be accommodated without problems and that car parking provision accords with the Council's Supplementary Planning guidance (SPG).
- 2.12 Policy AW6 also requires that new development has a high level of connectivity and accessibility to existing centres by a wide range of sustainable transport modes.

3 Location & Accessibility

Location

- 3.1 The site is shown in the context of nearby facilities and the surrounding transport network in Appendix 2.

Appendix 2 Site Context

- 3.2 The site is located to the north east of Highfields, Coed Ely, Tonyrefail. Highfields is a recent cul-de-sac residential development of 124 dwellings. Highfields shares a common, single, point of access with Gwern Heulog and The Meadows. Altogether the single point of access serves approximately 224 dwellings.
- 3.3 The site is located approximately 3km south of Tonyrefail's town centre.

Active Travel

- 3.4 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option.
- 3.5 There is a good range of services and facilities within walking distance of the site. Walk distances to some of these facilities from the application site are provided in the table below.

Facility	Walk Distance from Site
Newsagent / Conviene Store	0.6km
Coed Ely Club (Social Club)	0.7km
Primary School	1.1km
St Alban's Church	1.1km
Bethlehem Baptist Church	1.3km
Thomastown Post Office	1.9km

Table 1 Walk Distances from the Site to Local Facilities

- 3.6 The walk distances quoted above are measured from the proposed site entrance and assume a route along the public highway network.
- 3.7 The site is accessible to pedestrians from the footways that run alongside Highfields, Gwern Heulog and The Meadows. The footways are approximately 2m wide, benefit from street lighting and are of good quality, modern, construction. These footways link with the wider pedestrian network in the area and ensure that pedestrians have safe routes to walk between the application site and the facilities listed in the table above.
- 3.8 To complement the network of footways that run alongside the area's streets there are a number of footpaths and byways (public rights of way) that also benefit. Running along the site's northern boundary is a byway that links with a number of footpaths that lead into the countryside to the north and also link with Celyn Isaf, a lane that provides an alternative route to Penyarreg Road.

- 3.9 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport).'
- 3.10 Tonyrefail to the north and Llantrisant to the south are within comfortable cycling distance to the site. There is an Active Travel Shared Use Route that links the application site to these town. The route passes within 600m of the application site.
- 3.11 National Cycle Network Route 4 passes through Tonyrefail and within around 3km of the application site. This is a long-distance cycle route between London and Fishguard. More locally it links Tonyrefail with Pontypridd to the east and Bridgend to the west.

Public Transport

- 3.12 The nearest bus stops to the site are on Ely Valley Road, approximately a 700m walk from the application site.
- 3.13 The bus stops on Ely Valley Road provide access to the following services.

Service	Route	Frequency (Each Way)
122	Tonypandy - Cardiff	4 journeys per hour (Mon-Sat), Hourly (Sun)
124	Cardiff – Talbot Green	Hourly (Mon-Sat), 1 journey (Sun)

Table 2 Local Bus Services

- 3.14 The nearest railway station to the site is in Porth, approximately 5km from Coedely. It is on the Pontypridd to Treherbert line and provides half hourly services throughout the day.

Highway Network

- 3.15 Highfields, Gwern Heulog and The Meadows is a relatively new area of residential development of approximately 224 dwellings that is accessed from Tylcha Fach Terrace. Highfields, Gwern Heulog and The Meadows forms a cul-de-sac with 5.5m wide carriageways and footways on both sides of the streets. Speed reducing road humps are located intermittently throughout the development. Although no formal speed survey has been undertaken we would estimate from our observations taken during our site visits that traffic speeds within the existing development are retained to within 20mph by the road humps and general road alignment.



Photograph 1 View from Gwern Heulog towards Tylcha Fach Terrace Crossroads & Ely Valley Road Junction



Photograph 2 View up Gwern Heulog

- 3.16 Gwern Heulog's southern end links with Tylcha Fach Terrace and the Tylcha Fach Estate at a crossroads. Gwern Heulog forms the north-eastern arm of the junction. Tylcha Fach Terrace is the south-eastern arm of the junction and is a short cul-de-sac serving around 26 dwellings. Tylcha Fach Estate forms the south-western arm of the crossroads and provides the eastern access to the Tylcha Fach, Tylcha Isaf, Tylcha Ganol and Celyn Isaf residential areas.
- 3.17 The south western arm of the crossroads provides a short link to the Ely Valley Road junction. There are parking restrictions in place along the northern side of this link. Parking is permitted along the southern side. During pre-application discussions with Highway Officers it was agreed that it would be beneficial to introduce parking restrictions along the southern side of the street so that on-street parking does not obstruct access to the residential areas beyond. The applicant has agreed to contribute towards the necessary Traffic Regulation Order, signage and road marking works necessary to achieve this. Further detail is provided in Chapter 4.
- 3.18 Approximately 60m to the south west of the Gwern Heulog / Tylcha Wen crossroads is the junction onto the Ely Valley Road. The junction is arranged as a priority junction with a ghost island for right-turning traffic.
- 3.19 Ely Valley Road is subject to a 30mph speed limit. It provides a link to the A4119 to the south at the Coedely Roundabout. The A4119 then provides a route to Llantrisant and the M4 to the south.
- 3.20 To the north of the site Ely Valley Road provides a route into Tonyrefail and other destinations to the north (A4119/A4233) and west (A4093).



Photograph 3 Ely Valley Road Junction

3.21 Peak hour traffic surveys of the Gwern Heulog crossroads and Ely Valley Road junction were undertaken on 26th June 2018. The results of which are provided in Appendix 3 and summarised below.

Appendix 3 Traffic Survey

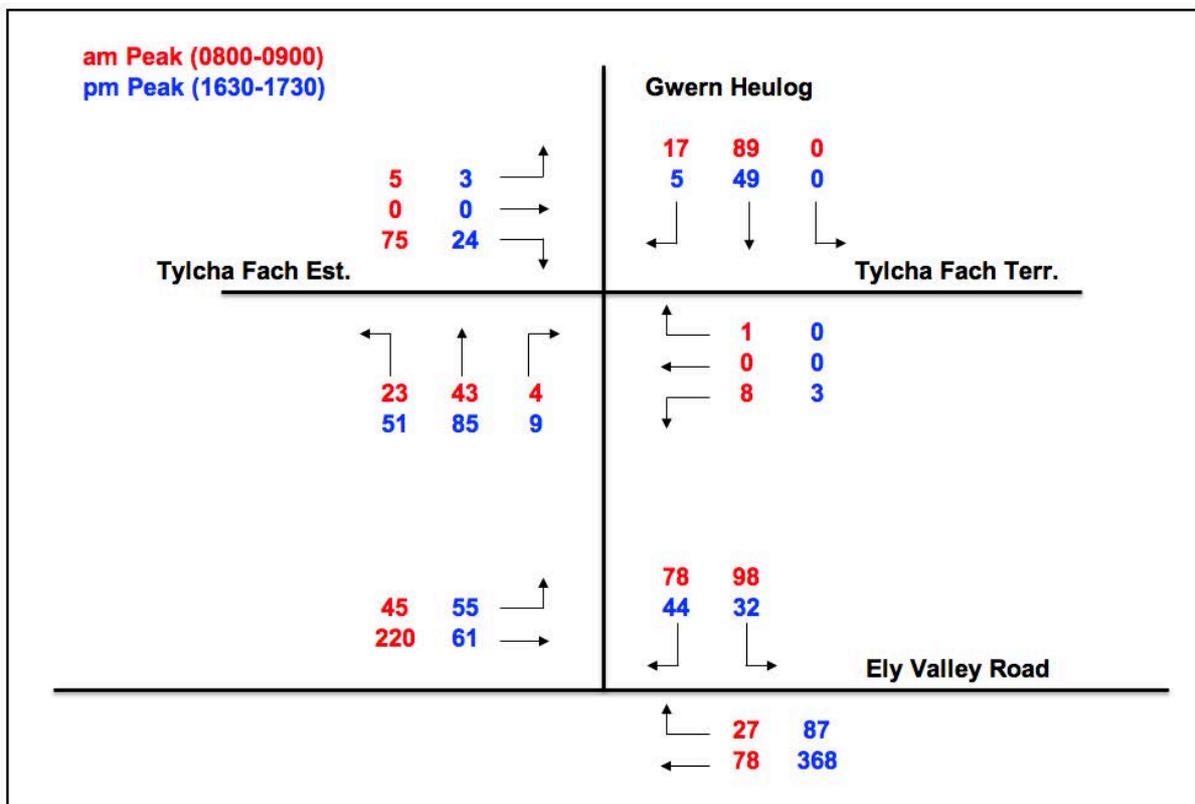


Figure 1 Observed Peak Hour Traffic Movements

Time	Arrivals	Departures	Total
am Peak (0800-0900)	49	106	155
pm Peak (1630-1730)	88	54	142

Table 3 Gwern Heulog / The Meadows / Highfields Development Traffic

- 3.22 The Gwern Heulog crossroads is the only point of access to the Gwern Heulog, The Meadows and Highfields developments. The surveys recorded a total of 155 morning and 142 evening peak hour vehicle movements being generated by the existing residential developments that are accessed via Gwern Heulog. It should be noted that not all of the permitted Highfields development has been constructed and therefore the recorded traffic volume does not reflect the full traffic generation of the already permitted development.
- 3.23 A review of the safety record of the highway network in the vicinity of the proposed site has been undertaken. Over the latest five-year period (2013 to 2017 inclusive) there have been no recorded injury accidents in the vicinity of the application site or on the streets that serve it. This demonstrates that the highway network serving the site operates safely.

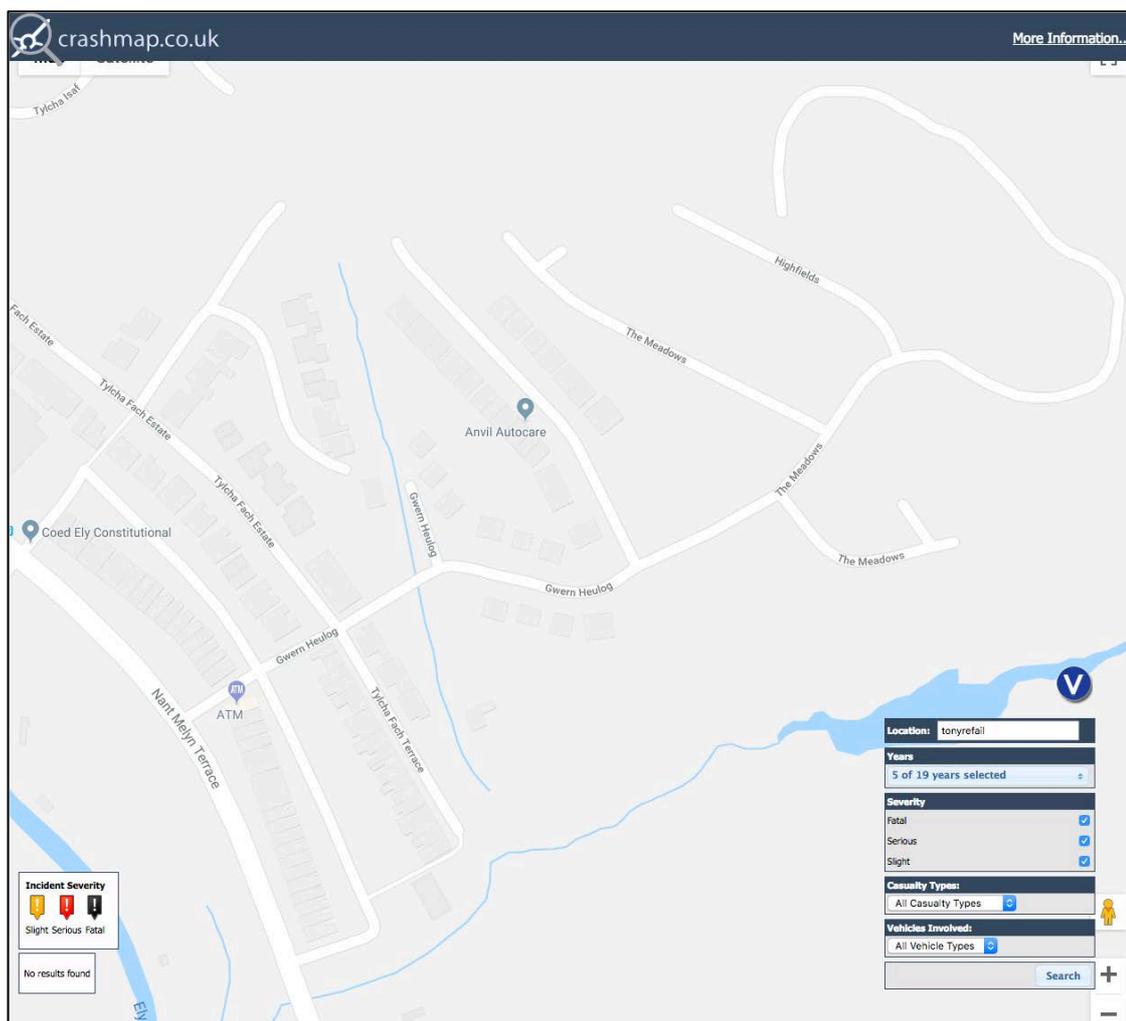


Figure 2 Injury Accident Locations & Severity (2013 - 2017)

4 Proposed Development

- 4.1 The proposed development will deliver 76 dwellings. A site layout is provided as Appendix 4.

Appendix 4 Proposed Development

Access

- 4.2 The proposed development will be accessed by extending the existing Highfields estate road. The access to the development enters the site at its western end and will be to adoptable standards, providing a 5.5m wide carriageway and 2m wide footways on both sides.
- 4.3 The internal layout of the site has been designed to accommodate the movements of refuse and delivery vehicles with a suitably designed turning area provided at the extreme end of the cul-de-sac.
- 4.4 A pedestrian access at the site's eastern end will also be provided that links to Highfields.
- 4.5 The proposed 76 dwellings, added to the existing 224 dwellings served by Highfields, The Meadows and Gwern Heulog, will result in 300 dwellings sharing a single point of access. As part of the development a secondary, emergency, access will be provided that will link the development to Celyn Isaf. This will provide an alternative access to the existing and proposed developments served from Gwern Heulog in the event that the street becomes blocked. This facility does not exist at present and therefore the delivery of the emergency access will be of significant benefit to the existing 224 dwellings.

Parking

- 4.6 Car parking provision is as follows:

1-bed homes	1 parking space each
2-bed homes	2 parking spaces each
3 and 4-bed homes	3 parking spaces

- 4.7 The proposed parking provision meets the Council's parking standards (Delivering Design and Placemaking: Access, Circulation & Parking Requirements SPG).

Trip Generation

- 4.8 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database, a database of over 7,100 traffic surveys of various types of development throughout the UK and Ireland.
- 4.9 From the TRICS database evidence of the trip rates of developments of privately-owned houses (development of up to 100 units) in urban locations (but not town/city centres) in mainland Britain (excluding Greater London) have been analysed. Full details are provided as Appendix 5 and summarised below.

Appendix 5 TRICS Trip Rate Data

Time Range	Trip Rate per House			Trip Generation (76 Houses)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.177	0.383	0.56	13	29	43
pm Peak Hour 16:00-17:00	0.307	0.177	0.484	23	13	37
Daily	2.315	2.327	4.642	176	177	353

Table 4 Vehicle Trip Rates & Proposed Development Trip Generation

- 4.10 The TRICS data suggests that the proposed development will generate some 37 to 43 peak hour vehicle movements.
- 4.11 Table 5 shows the impact of adding the estimated peak hour traffic from the proposed development to the existing traffic that is generated by the properties served by Gwern Heulog. The current peak hour traffic results in, on average, 2.4 to 2.6 vehicle movement per minute through the peak hour. With the addition of the development traffic this becomes 3.0 to 3.3 vehicle movements per minute. The increase is not considered to be significant and is unlikely to have a material impact on the operation and safety of the surrounding highway network. Nevertheless, mitigation measures are being proposed and these are described in the following section.

Time	Existing (See Table 3)			Following Development		
	Arr.	Dep.	Total	Arr.	Dep.	Total
am Peak (0800-0900)	49	106	155	62	135	198
			2.6 per minute			3.3 per minute
pm Peak (1630-1730)	88	54	142	111	67	179
			2.4 per minute			3.0 per minute

Table 5 Gwern Heulog / The Meadows / Highfields Development Traffic

Mitigation Measures

- 4.12 As part of the development an emergency access point will be created that will enable the residential development to be accessed in the event that its access via Gwern Heulog becomes blocked due to an accident or unforeseen roadworks, for instance. The emergency access will benefit the existing and already permitted residential development accessed from Gwern Heulog that currently must rely on their single point of access.
- 4.13 During pre-application discussions with Highway Officers it was agreed that it would be beneficial to introduce parking restrictions along the southern side of the street so that on-street parking does not obstruct access to the residential areas beyond. The applicant has agreed to contribute towards the necessary Traffic Regulation Order, signage and road marking works necessary to achieve this. The proposed parking restrictions will be subject to a separate statutory Traffic Regulation Order process that involves further consultation and the full details of the works are therefore not known at this stage. However, the proposals are shown indicatively in Appendix 6

Appendix 6 Proposed Gwern Heulog Parking Restrictions

5 Summary & Conclusion

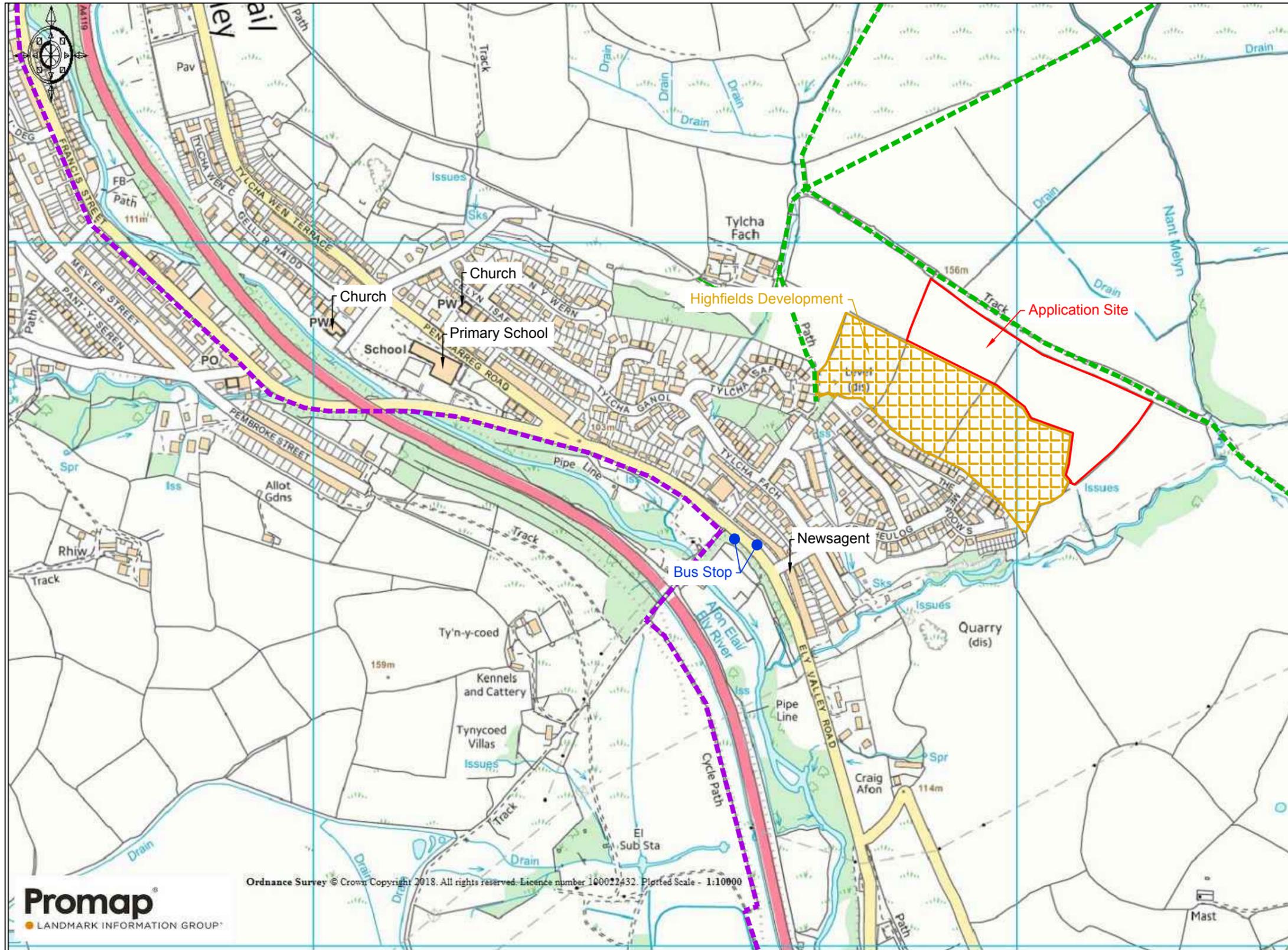
5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location being within walking distance to the facilities available in Coed Ely and within cycling distance to Tonyrefail and Llantrisant. Coed Ely is served by regular and frequent bus services.
- A safe and appropriate access, that meets current design standards, can be provided;
- The development will bring about the delivery of an emergency access that will benefit the existing 224 dwellings that currently rely on a single point of access via Gwern Heulog;
- Appropriate parking provision is made;
- The development will generate a modest increase in traffic that is unlikely to have a significant detrimental impact on the operation of the surrounding highway network.

5.2 As such it is considered that the proposal meets planning policy requirements in terms of being in an appropriate location that is safely accessible by a range of transport modes and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

Appendix 1 Location Plan

Appendix 2 Site Context



- KEY
- - - - - Cycle Route
 - - - - - Public Right of Way (Footway / Bridleway)

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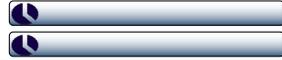
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**WOODLANDS GREEN
COED ELY**

SITE CONTEXT

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	NTS	@ A3

Appendix 3 Traffic Survey



Site 1 - Gwern Heulog(ENE) / Tyлча Fach Terrace / Gwern Heulog(WSW) / Tyлча Fach Estate

Origin : Arm A Gwern Heulog(ENE)

	Destination : Arm A Gwern Heulog(ENE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
3 Hrs	0	0	0	0	0	0	0	0

	Destination : Arm B Tyлча Fach Terrace							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
3 Hrs	0	0	0	0	0	0	0	0

	Destination : Arm C Gwern Heulog(WSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	13	0	0	0	0	0	0	13
07:15	9	3	0	0	0	0	0	12
07:30	12	3	0	0	0	0	0	15
07:45	13	1	1	0	0	0	0	15
1 Hr	47	7	1	0	0	0	0	55
08:00	31	1	0	0	0	0	0	32
08:15	17	0	0	0	0	0	0	17
08:30	19	0	0	0	0	0	0	19
08:45	21	0	0	0	0	0	0	21
1 Hr	88	1	0	0	0	0	0	89
09:00	10	2	0	1	0	0	0	13
09:15	7	0	0	0	0	0	0	7
09:30	5	1	0	0	0	0	0	6
09:45	4	3	2	1	0	0	0	10
1 Hr	26	6	2	2	0	0	0	36
3 Hrs	161	14	3	2	0	0	0	180

	Destination : Arm D Tyлча Fach Estate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	2	1	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0
1 Hr	3	1	0	0	0	0	0	4
08:00	4	0	0	0	0	0	0	4
08:15	5	0	0	0	0	0	0	5
08:30	4	0	0	0	0	0	0	4
08:45	4	0	0	0	0	0	0	4
1 Hr	17	0	0	0	0	0	0	17
09:00	2	0	0	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	0	2
3 Hrs	22	1	0	0	0	0	0	23

Arm Totals
13
13
18
15
59
36
22
23
25
106
15
7
6
10
38
203

Origin : Arm A Gwern Heulog(ENE)

	Destination : Arm A Gwern Heulog(ENE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
3 Hrs	1	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	1

	Destination : Arm B Tyлча Fach Terrace							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
3 Hrs	1	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	1

	Destination : Arm C Gwern Heulog(WSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	9	4	1	0	0	0	0	14
16:15	13	1	1	0	0	0	0	15
16:30	16	5	0	0	0	0	0	21
16:45	8	2	0	1	0	0	1	12
1 Hr	46	12	2	1	0	0	1	62
17:00	11	2	0	0	0	0	0	13
17:15	4	0	0	0	0	0	0	4
17:30	12	3	0	0	0	0	0	15
17:45	15	2	0	0	0	0	0	17
1 Hr	42	7	0	0	0	0	0	49
18:00	16	0	0	0	0	0	1	17
18:15	7	0	0	0	0	0	0	7
18:30	15	1	0	0	0	0	0	16
18:45	9	3	0	0	0	0	0	12
1 Hr	47	4	0	0	0	0	1	52
3 Hrs	135	23	2	1	0	0	2	163
Total	296	37	5	3	0	0	2	343

	Destination : Arm D Tyлча Fach Estate							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1
1 Hr	2	0	0	0	0	0	0	2
17:00	3	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1
1 Hr	4	1	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
3 Hrs	6	1	0	0	0	0	0	7
Total	28	2	0	0	0	0	0	30

Arm Totals
14
16
22
13
65
16
4
16
18
54
17
8
16
12
53
172
375



Origin : Arm B Tylcha Fach Terrace

	Destination : Arm A Gwern Heulog(ENE)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
3 Hrs	1	0	0	0	0	0	1

Origin : Arm B Tylcha Fach Terrace

	Destination : Arm A Gwern Heulog(ENE)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
3 Hrs	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	1

	Destination : Arm B Tylcha Fach Terrace						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
3 Hrs	0	0	0	0	0	0	0

	Destination : Arm B Tylcha Fach Terrace						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0
3 Hrs	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

	Destination : Arm C Gwern Heulog(WSW)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	1	1	1	0	0	0	3
07:15	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0
07:45	1	1	0	0	0	0	2
1 Hr	3	2	1	0	0	0	6
08:00	4	0	0	0	0	0	4
08:15	1	1	0	0	0	0	2
08:30	0	1	0	0	0	0	1
08:45	1	0	0	0	0	0	1
1 Hr	6	2	0	0	0	0	8
09:00	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	1
3 Hrs	10	4	1	0	0	0	15

	Destination : Arm C Gwern Heulog(WSW)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	2	1	0	0	0	0	3
16:15	2	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0
1 Hr	4	1	0	0	0	0	5
17:00	1	1	0	0	0	0	2
17:15	1	0	0	0	0	0	1
17:30	2	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0
1 Hr	4	1	0	0	0	0	5
18:00	3	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0
1 Hr	3	0	0	0	0	0	3
3 Hrs	11	2	0	0	0	0	13
Total	21	6	1	0	0	0	28

	Destination : Arm D Tylcha Fach Estate						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC		
07:00	0	0	0	0	0	0	0	3
07:15	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	3
1 Hr	0	1	0	0	0	0	0	7
08:00	0	0	0	0	0	0	0	4
08:15	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	2
1 Hr	0	0	0	0	0	0	0	9
09:00	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	2
3 Hrs	1	1	0	0	0	0	0	18

	Destination : Arm D Tylcha Fach Estate						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC		
16:00	0	0	0	0	0	0	0	3
16:15	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	2
17:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	3
3 Hrs	1	0	0	0	0	0	0	14
Total	2	1	0	0	0	0	0	32



Origin : Arm C Gwern Heulog(WSW)

	Destination : Arm A Gwern Heulog(ENE)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	4	1	1	0	0	0	6
07:15	3	0	0	0	0	0	3
07:30	10	8	0	0	0	0	18
07:45	11	2	0	0	0	0	13
1 Hr	28	11	1	0	0	0	40
08:00	13	2	1	0	0	0	16
08:15	9	2	0	0	0	0	11
08:30	6	0	1	0	0	0	7
08:45	7	1	0	1	0	0	9
1 Hr	35	5	2	1	0	0	43
09:00	4	0	0	0	0	0	4
09:15	3	0	0	1	0	0	4
09:30	4	0	0	0	0	0	4
09:45	4	2	1	0	0	0	7
1 Hr	15	2	1	1	0	0	19
3 Hrs	78	18	4	2	0	0	102

Origin : Arm C Gwern Heulog(WSW)

	Destination : Arm A Gwern Heulog(ENE)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	13	3	1	0	0	0	17
16:15	14	1	1	0	0	0	16
16:30	17	3	0	1	0	1	22
16:45	15	3	0	0	0	0	18
1 Hr	59	10	2	1	0	1	73
17:00	18	2	0	0	0	0	20
17:15	24	1	0	0	0	0	25
17:30	21	2	0	0	0	1	24
17:45	16	1	0	0	0	0	17
1 Hr	79	6	0	0	0	1	86
18:00	14	2	0	0	0	0	17
18:15	18	1	0	0	0	0	19
18:30	18	1	0	0	0	0	19
18:45	14	3	0	0	0	0	17
1 Hr	64	7	0	0	0	0	72
3 Hrs	202	23	2	1	0	2	231
Total	280	41	6	3	0	2	333

	Destination : Arm B Tylcha Fach Terrace						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
0	1	0	0	0	0	0	1
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	5
1	1	0	0	0	0	0	2
1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	4
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
4	0	0	0	0	0	0	4
9	4	0	0	0	0	0	13

	Destination : Arm B Tylcha Fach Terrace						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
3	1	0	0	0	0	0	4
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1
7	2	0	0	0	0	0	9
2	0	0	0	0	0	0	2
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
14	2	0	0	0	0	0	16
23	6	0	0	0	0	0	29

	Destination : Arm C Gwern Heulog(WSW)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
2	1	0	0	0	0	0	3
2	1	0	0	0	0	0	3

	Destination : Arm C Gwern Heulog(WSW)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2
4	1	0	0	0	0	0	5

	Destination : Arm D Tylcha Fach Estate						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC		
0	0	0	0	0	0	0	0	7
4	1	1	0	0	0	0	6	10
3	0	0	0	0	0	0	3	24
0	1	1	0	0	0	0	2	15
7	2	2	0	0	0	0	11	56
3	1	0	0	0	0	0	4	22
8	0	0	0	0	0	0	8	20
6	1	0	0	0	0	0	7	15
2	2	0	0	0	0	0	4	13
19	4	0	0	0	0	0	23	70
5	1	2	0	0	0	0	8	14
8	0	0	0	0	0	0	8	14
3	0	0	0	0	0	0	3	8
5	0	0	0	0	0	0	5	14
21	1	2	0	0	0	0	24	50
47	7	4	0	0	0	0	58	176

	Destination : Arm D Tylcha Fach Estate						Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC		
8	1	0	0	0	0	0	9	31
12	1	0	0	0	0	0	13	31
3	2	0	0	0	0	0	5	30
12	1	0	0	0	0	0	13	32
35	5	0	0	0	0	0	40	124
13	1	0	0	0	0	0	14	36
17	2	0	0	0	0	0	19	47
8	1	0	0	0	0	0	9	33
8	0	0	0	0	0	0	8	25
46	4	0	0	0	0	0	50	141
11	1	0	0	0	0	0	12	29
11	1	0	0	0	0	0	12	32
10	1	0	0	0	0	0	11	31
6	0	0	0	0	0	0	6	23
38	3	0	0	0	0	0	41	115
119	12	0	0	0	0	0	131	380
166	19	4	0	0	0	0	189	556



ORIGIN SUMMARY

	Origin : Arm A Gwern Heulog(ENE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	13	0	0	0	0	0	0	13
07:15	10	3	0	0	0	0	0	13
07:30	14	4	0	0	0	0	0	18
07:45	13	1	1	0	0	0	0	15
1 Hr	50	8	1	0	0	0	0	59
08:00	35	1	0	0	0	0	0	36
08:15	22	0	0	0	0	0	0	22
08:30	23	0	0	0	0	0	0	23
08:45	25	0	0	0	0	0	0	25
1 Hr	105	1	0	0	0	0	0	106
09:00	12	2	0	1	0	0	0	15
09:15	7	0	0	0	0	0	0	7
09:30	5	1	0	0	0	0	0	6
09:45	4	3	2	1	0	0	0	10
1 Hr	28	6	2	2	0	0	0	38
3 Hrs	183	15	3	2	0	0	0	203

	Origin : Arm B Tylcha Fach Terrace							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	1	1	1	0	0	0	0	3
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	3
3	3	1	0	0	0	0	0	7
4	0	0	0	0	0	0	0	4
1	1	0	0	0	0	0	0	2
0	1	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
7	2	0	0	0	0	0	0	9
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
12	5	1	0	0	0	0	0	18

	Origin : Arm C Gwern Heulog(WSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
4	2	1	0	0	0	0	0	7
8	1	1	0	0	0	0	0	10
15	9	0	0	0	0	0	0	24
11	3	1	0	0	0	0	0	15
38	15	3	0	0	0	0	0	56
17	4	1	0	0	0	0	0	22
18	2	0	0	0	0	0	0	20
12	2	1	0	0	0	0	0	15
9	3	0	1	0	0	0	0	13
56	11	2	1	0	0	0	0	70
11	1	2	0	0	0	0	0	14
12	1	0	1	0	0	0	0	14
8	0	0	0	0	0	0	0	8
11	2	1	0	0	0	0	0	14
42	4	3	1	0	0	0	0	50
136	30	8	2	0	0	0	0	176

	Origin : Arm D Tylcha Fach Estate							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
13	2	0	0	0	0	0	0	15	38
4	0	0	0	0	0	0	0	4	28
9	3	0	0	0	0	0	0	12	54
10	0	0	0	0	0	0	0	10	43
36	5	0	0	0	0	0	0	41	163
23	1	0	0	0	0	0	0	24	86
18	4	0	0	0	0	0	0	22	66
11	1	0	0	0	0	0	0	12	51
18	4	0	0	0	0	0	0	22	62
70	10	0	0	0	0	0	0	80	265
7	1	0	0	0	0	0	0	8	38
9	0	1	0	0	1	0	0	11	32
8	0	0	0	0	0	0	0	8	22
8	0	1	0	0	0	0	0	9	34
32	1	2	0	0	1	0	0	36	126
138	16	2	0	0	1	0	0	157	554

ORIGIN SUMMARY

	Origin : Arm A Gwern Heulog(ENE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	9	4	1	0	0	0	0	14
16:15	14	1	1	0	0	0	0	16
16:30	17	5	0	0	0	0	0	22
16:45	9	2	0	1	0	0	1	13
1 Hr	49	12	2	1	0	0	1	65
17:00	14	2	0	0	0	0	0	16
17:15	4	0	0	0	0	0	0	4
17:30	12	4	0	0	0	0	0	16
17:45	16	2	0	0	0	0	0	18
1 Hr	46	8	0	0	0	0	0	54
18:00	16	0	0	0	0	0	1	17
18:15	8	0	0	0	0	0	0	8
18:30	15	1	0	0	0	0	0	16
18:45	9	3	0	0	0	0	0	12
1 Hr	48	4	0	0	0	0	1	53
3 Hrs	143	24	2	1	0	0	2	172
Total	326	39	5	3	0	0	2	375

	Origin : Arm B Tylcha Fach Terrace							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
4	1	0	0	0	0	0	0	5
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
5	1	0	0	0	0	0	0	6
3	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	3
12	2	0	0	0	0	0	0	14
24	7	1	0	0	0	0	0	32

	Origin : Arm C Gwern Heulog(WSW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
25	5	1	0	0	0	0	0	31
28	2	1	0	0	0	0	0	31
22	6	0	1	0	1	0	0	30
28	4	0	0	0	0	0	0	32
103	17	2	1	0	1	0	0	124
33	3	0	0	0	0	0	0	36
44	3	0	0	0	0	0	0	47
29	3	0	0	0	1	0	0	33
24	1	0	0	0	0	0	0	25
130	10	0	0	0	1	0	0	141
25	3	0	0	0	0	1	0	29
30	2	0	0	0	0	0	0	32
29	2	0	0	0	0	0	0	31
20	3	0	0	0	0	0	0	23
104	10	0	0	0	0	1	0	115
337	37	2	1	0	2	1	0	380
473	67	10	3	0	2	1	0	556

	Origin : Arm D Tylcha Fach Estate							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
1	0	0	0	0	0	0	0	1	49
9	1	0	0	0	0	0	0	10	59
3	0	1	0	0	0	0	0	4	56
5	3	0	0	0	0	0	0	8	53
18	4	1	0	0	0	0	0	23	217
6	1	0	0	0	0	0	0	7	61
8	0	0	0	0	0	0	0	8	60
4	0	0	0	0	0	0	0	4	55
6	0	0	0	0	0	0	0	6	50
24	1	0	0	0	0	0	0	25	226
11	1	0	0	0	0	0	0	12	61
8	1	0	0	0	0	1	0	10	50
5	1	0	0	0	0	0	0	6	53
11	1	0	0	0	0	0	0	12	47
35	4	0	0	0	0	1	0	40	211
77	9	1	0	0	0	1	0	88	654
215	25	3	0	0	1	1	0	245	1208



DESTINATION SUMMARY

	Destination : Arm A Gwern Heulog(ENE)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	5	1	1	0	0	0	7
07:15	3	0	0	0	0	0	3
07:30	11	8	0	0	0	0	19
07:45	12	2	0	0	0	0	14
1 Hr	31	11	1	0	0	0	43
08:00	13	2	1	0	0	0	16
08:15	10	2	0	0	0	0	12
08:30	7	0	1	0	0	0	8
08:45	11	1	0	1	0	0	13
1 Hr	41	5	2	1	0	0	49
09:00	6	0	0	0	0	0	6
09:15	4	0	0	1	0	0	5
09:30	4	0	0	0	0	0	4
09:45	5	2	1	0	0	0	8
1 Hr	19	2	1	1	0	0	23
3 Hrs	91	18	4	2	0	0	115

	Destination : Arm B Tylcha Fach Terrace						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	0	1	0	0	0	0	1
07:15	1	0	0	0	0	0	1
07:30	2	1	0	0	0	0	3
07:45	0	0	0	0	0	0	0
1 Hr	3	2	0	0	0	0	5
08:00	1	1	0	0	0	0	2
08:15	1	0	0	0	0	0	1
08:30	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0
1 Hr	2	2	0	0	0	0	4
09:00	1	0	0	0	0	0	1
09:15	1	0	0	0	0	0	1
09:30	1	0	0	0	0	0	1
09:45	1	0	0	0	0	0	1
1 Hr	4	0	0	0	0	0	4
3 Hrs	9	4	0	0	0	0	13

	Destination : Arm C Gwern Heulog(WSW)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
07:00	26	3	1	0	0	0	30
07:15	14	3	0	0	0	0	17
07:30	20	6	0	0	0	0	26
07:45	23	2	1	0	0	0	26
1 Hr	83	14	2	0	0	0	99
08:00	58	2	0	0	0	0	60
08:15	35	5	0	0	0	0	40
08:30	29	2	0	0	0	0	31
08:45	37	4	0	0	0	0	41
1 Hr	159	13	0	0	0	0	172
09:00	16	3	0	1	0	0	20
09:15	15	1	1	0	0	1	18
09:30	13	1	0	0	0	0	14
09:45	13	3	3	1	0	0	20
1 Hr	57	8	4	2	0	1	72
3 Hrs	299	35	6	2	0	1	343

	Destination : Arm D Tylcha Fach Estate						Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC		
07:00	0	0	0	0	0	0	0	38
07:15	5	1	1	0	0	0	7	28
07:30	5	1	0	0	0	0	6	54
07:45	0	2	1	0	0	0	3	43
1 Hr	10	4	2	0	0	0	16	163
08:00	7	1	0	0	0	0	8	86
08:15	13	0	0	0	0	0	13	66
08:30	10	1	0	0	0	0	11	51
08:45	6	2	0	0	0	0	8	62
1 Hr	36	4	0	0	0	0	40	265
09:00	8	1	2	0	0	0	11	38
09:15	8	0	0	0	0	0	8	32
09:30	3	0	0	0	0	0	3	22
09:45	5	0	0	0	0	0	5	34
1 Hr	24	1	2	0	0	0	27	126
3 Hrs	70	9	4	0	0	0	83	554

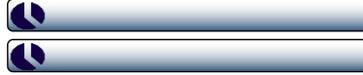
DESTINATION SUMMARY

	Destination : Arm A Gwern Heulog(ENE)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	14	3	1	0	0	0	18
16:15	17	2	1	0	0	0	20
16:30	19	3	0	1	0	1	24
16:45	15	3	0	0	0	0	18
1 Hr	65	11	2	1	0	1	80
17:00	18	2	0	0	0	0	20
17:15	25	1	0	0	0	0	26
17:30	22	2	0	0	0	1	25
17:45	17	1	0	0	0	0	18
1 Hr	82	6	0	0	0	1	89
18:00	16	2	0	0	0	0	19
18:15	21	1	0	0	0	0	23
18:30	18	1	0	0	0	0	19
18:45	15	3	0	0	0	0	18
1 Hr	70	7	0	0	0	0	77
3 Hrs	217	24	2	1	0	2	248
Total	308	42	6	3	0	2	363

	Destination : Arm B Tylcha Fach Terrace						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	3	1	0	0	0	0	4
16:15	2	0	0	0	0	0	2
16:30	2	1	0	0	0	0	3
16:45	1	0	0	0	0	0	1
1 Hr	8	2	0	0	0	0	10
17:00	2	0	0	0	0	0	2
17:15	3	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0
1 Hr	5	0	0	0	0	0	5
18:00	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	1
18:30	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0
1 Hr	2	0	0	0	0	0	2
3 Hrs	15	2	0	0	0	0	17
Total	24	6	0	0	0	0	30

	Destination : Arm C Gwern Heulog(WSW)						Total
	Car	LGV	OGV1	OGV2	PSV	MC	
16:00	12	5	1	0	0	0	18
16:15	22	1	1	0	0	0	24
16:30	17	5	1	0	0	0	23
16:45	13	5	0	1	0	0	20
1 Hr	64	16	3	1	0	0	85
17:00	18	4	0	0	0	0	22
17:15	12	0	0	0	0	0	12
17:30	17	3	0	0	0	0	20
17:45	20	2	0	0	0	0	22
1 Hr	67	9	0	0	0	0	76
18:00	28	1	0	0	0	0	30
18:15	13	1	0	0	0	0	14
18:30	20	2	0	0	0	0	22
18:45	19	4	0	0	0	0	23
1 Hr	80	8	0	0	0	0	88
3 Hrs	211	33	3	1	0	0	250
Total	510	68	9	3	0	1	593

	Destination : Arm D Tylcha Fach Estate						Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC		
16:00	8	1	0	0	0	0	9	49
16:15	12	1	0	0	0	0	13	59
16:30	4	2	0	0	0	0	6	56
16:45	13	1	0	0	0	0	14	53
1 Hr	37	5	0	0	0	0	42	217
17:00	16	1	0	0	0	0	17	61
17:15	17	2	0	0	0	0	19	60
17:30	8	2	0	0	0	0	10	55
17:45	10	0	0	0	0	0	10	50
1 Hr	51	5	0	0	0	0	56	226
18:00	11	1	0	0	0	0	12	61
18:15	11	1	0	0	0	0	12	50
18:30	10	1	0	0	0	0	11	53
18:45	6	0	0	0	0	0	6	47
1 Hr	38	3	0	0	0	0	41	211
3 Hrs	126	13	0	0	0	0	139	654
Total	196	22	4	0	0	0	222	1208



Origin : Arm A Gwern Heulog

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

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
20	4	1	0	0	0	0	0	25
12	3	0	0	0	0	0	0	15
18	4	0	0	0	0	0	0	22
16	0	1	0	0	0	0	0	17
66	11	2	0	0	0	0	0	79
32	2	0	0	0	0	0	0	34
21	2	0	0	0	0	0	0	23
16	1	0	0	0	0	0	0	17
22	2	0	0	0	0	0	0	24
91	7	0	0	0	0	0	0	98
6	2	0	1	0	0	0	0	9
9	0	1	0	0	0	0	0	10
10	0	0	0	0	0	0	0	10
9	0	2	1	0	0	0	0	12
34	2	3	2	0	0	0	0	41
191	20	5	2	0	0	0	0	218

	Destination : Arm C Nant Melyn Terrace(NW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
4	1	0	0	0	0	0	0	5
3	0	1	0	0	0	0	0	4
3	1	0	0	0	0	0	0	4
6	0	0	0	0	0	0	0	6
16	2	1	0	0	0	0	0	19
28	0	0	0	0	0	0	0	28
15	2	0	0	0	0	0	0	17
14	1	0	0	0	0	0	0	15
16	2	0	0	0	0	0	0	18
73	5	0	0	0	0	0	0	78
9	2	0	0	0	0	0	0	11
6	0	0	0	0	0	0	0	6
3	0	0	0	0	0	0	0	3
4	3	1	0	0	0	0	0	8
22	5	1	0	0	0	0	0	28
111	12	2	0	0	0	0	0	125

Arm Totals
30
19
26
23
98
62
40
32
42
176
20
16
13
20
69
343

Origin : Arm A Gwern Heulog

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
3 Hrs	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
5	3	1	0	0	0	0	0	9
9	0	1	0	0	0	0	0	10
6	0	1	0	0	0	0	0	7
6	3	0	1	0	0	0	0	10
26	6	3	1	0	0	0	0	36
6	2	0	0	0	0	0	0	8
7	0	0	0	0	0	0	0	7
8	0	0	0	0	0	0	0	8
10	1	0	0	0	0	0	0	11
31	3	0	0	0	0	0	0	34
17	1	0	0	0	0	0	0	18
5	1	0	0	0	0	0	0	6
10	2	0	0	0	0	0	0	12
11	0	0	0	0	0	0	0	11
43	4	0	0	0	0	0	0	47
100	13	3	1	0	0	0	0	117
291	33	8	3	0	0	0	0	335

	Destination : Arm C Nant Melyn Terrace(NW)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
7	2	0	0	0	0	0	0	9
13	0	0	0	0	0	0	0	13
11	6	0	0	0	0	0	0	17
6	3	0	0	0	0	0	0	9
37	11	0	0	0	0	0	0	48
12	1	0	0	0	0	0	0	13
5	0	0	0	0	0	0	0	5
9	2	1	0	0	0	0	0	12
11	2	0	0	0	0	0	0	13
37	5	1	0	0	0	0	0	43
12	0	0	0	0	0	0	1	13
8	0	0	0	0	0	0	0	8
9	0	0	0	0	0	0	0	9
10	3	0	0	0	0	0	0	13
39	3	0	0	0	0	0	1	43
113	19	1	0	0	0	0	1	134
224	31	3	0	0	0	0	1	259

Arm Totals
18
23
24
19
84
21
12
20
24
77
31
14
21
24
90
251
594



Origin : Arm B Nant Melyn Terrace(SE)

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	3	2	0	0	0	0	0	5
07:15	3	0	0	0	0	0	0	3
07:30	6	5	0	0	0	0	0	11
07:45	5	1	1	0	0	0	0	7
1 Hr	17	8	1	0	0	0	0	26
08:00	7	1	0	0	0	0	0	8
08:15	5	1	0	0	0	0	0	6
08:30	4	2	1	1	0	0	0	8
08:45	3	2	0	0	0	0	0	5
1 Hr	19	6	1	1	0	0	0	27
09:00	5	1	1	0	0	0	0	7
09:15	5	0	0	1	0	0	0	6
09:30	5	1	0	0	0	0	0	6
09:45	4	1	1	0	0	0	0	6
1 Hr	19	3	2	1	0	0	0	25
3 Hrs	55	17	4	2	0	0	0	78

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
1 Hr	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
3 Hrs	2	0	0	0	0	0	0	2

	Destination : Arm C Nant Melyn Terrace(NW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	9	2	0	0	0	1	0	12	17
07:15	7	1	1	0	0	1	0	10	14
07:30	10	0	1	0	1	0	1	13	24
07:45	7	3	1	0	0	0	0	11	18
1 Hr	33	6	3	0	1	2	1	46	73
08:00	15	3	1	0	1	0	0	20	29
08:15	6	2	0	0	0	0	0	8	14
08:30	20	2	0	0	1	0	0	23	31
08:45	23	1	1	0	2	0	0	27	32
1 Hr	64	8	2	0	4	0	0	78	106
09:00	10	0	0	0	0	0	0	10	17
09:15	10	1	1	0	2	0	0	14	20
09:30	8	6	0	0	0	0	0	14	20
09:45	20	0	1	0	3	0	0	24	30
1 Hr	48	7	2	0	5	0	0	62	87
3 Hrs	145	21	7	0	10	2	1	186	266

Origin : Arm B Nant Melyn Terrace(SE)

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	15	1	1	0	0	0	0	17
16:15	22	2	0	0	0	0	0	24
16:30	9	3	0	1	0	0	0	13
16:45	16	2	0	0	0	0	0	18
1 Hr	62	8	1	1	0	0	0	72
17:00	22	2	0	0	0	0	0	24
17:15	30	2	0	0	0	0	0	32
17:30	18	2	0	0	0	1	0	21
17:45	17	0	0	0	0	0	0	17
1 Hr	87	6	0	0	0	1	0	94
18:00	18	3	0	0	0	0	0	21
18:15	20	1	0	0	0	0	0	21
18:30	18	2	0	0	0	0	0	20
18:45	9	1	0	0	0	0	0	10
1 Hr	65	7	0	0	0	0	0	72
3 Hrs	214	21	1	1	0	1	0	238
Total	269	38	5	3	0	1	0	316

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
1 Hr	0	0	0	0	0	0	0	0
17:00	2	1	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
1 Hr	2	1	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
1 Hr	1	0	0	0	0	0	0	1
3 Hrs	3	1	0	0	0	0	0	4
Total	5	1	0	0	0	0	0	6

	Destination : Arm C Nant Melyn Terrace(NW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
16:00	56	10	0	0	2	2	0	70	87
16:15	56	7	1	0	2	1	0	67	91
16:30	104	8	1	0	2	0	1	116	129
16:45	67	20	1	0	3	0	0	91	109
1 Hr	283	45	3	0	9	3	1	344	416
17:00	70	6	1	0	0	0	0	77	104
17:15	76	8	0	0	1	0	0	85	117
17:30	73	15	1	0	0	1	1	91	112
17:45	39	3	0	0	2	0	0	44	61
1 Hr	258	32	2	0	3	1	1	297	394
18:00	30	2	0	0	1	0	0	33	54
18:15	28	4	2	0	1	0	1	36	57
18:30	24	3	0	0	1	0	0	28	48
18:45	23	1	1	0	3	0	1	29	40
1 Hr	105	10	3	0	6	0	2	126	199
3 Hrs	646	87	8	0	18	4	4	767	1009
Total	791	108	15	0	28	6	5	953	1275



Origin : Arm C Nant Melyn Terrace(NW)

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	3	0	1	0	0	0	0	4
07:15	6	1	1	0	0	0	0	8
07:30	7	3	0	0	0	0	0	10
07:45	5	3	0	0	0	0	0	8
1 Hr	21	7	2	0	0	0	0	30
08:00	12	3	1	0	0	0	0	16
08:15	13	1	0	0	0	0	0	14
08:30	6	0	0	0	0	0	0	6
08:45	7	2	0	0	0	0	0	9
1 Hr	38	6	1	0	0	0	0	45
09:00	8	1	1	0	0	0	0	10
09:15	6	1	0	0	0	0	0	7
09:30	3	0	0	0	0	0	0	3
09:45	6	0	0	0	0	0	0	6
1 Hr	23	2	1	0	0	0	0	26
3 Hrs	82	15	4	0	0	0	0	101

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	53	18	1	0	2	1	2	77
07:15	50	11	1	0	3	0	0	65
07:30	45	7	1	0	0	0	0	53
07:45	36	4	0	0	4	0	0	44
1 Hr	184	40	3	0	9	1	2	239
08:00	71	3	1	0	3	0	0	78
08:15	51	0	1	0	1	0	1	54
08:30	46	5	0	0	1	0	0	52
08:45	35	1	0	0	1	0	0	37
1 Hr	203	9	2	0	6	0	1	221
09:00	60	4	0	0	1	0	0	65
09:15	34	3	0	0	0	0	0	37
09:30	20	3	0	1	3	0	1	28
09:45	20	1	1	0	1	0	0	23
1 Hr	134	11	1	1	5	0	1	153
3 Hrs	521	60	6	1	20	1	4	613

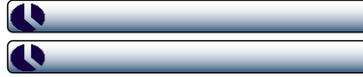
	Destination : Arm C Nant Melyn Terrace(NW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
07:00	0	0	0	0	0	0	0	0	81
07:15	0	0	0	0	0	0	0	0	73
07:30	0	0	0	0	0	0	0	0	63
07:45	0	0	0	0	0	0	0	0	52
1 Hr	0	0	0	0	0	0	0	0	269
08:00	0	0	0	0	0	0	0	0	94
08:15	0	0	0	0	0	0	0	0	68
08:30	1	0	0	0	0	0	0	1	59
08:45	0	0	0	0	0	0	0	0	46
1 Hr	1	0	0	0	0	0	0	1	267
09:00	0	0	0	0	0	0	0	0	75
09:15	0	0	0	0	0	0	0	0	44
09:30	0	0	0	0	0	0	0	0	31
09:45	0	0	0	0	0	0	0	0	29
1 Hr	0	0	0	0	0	0	0	0	179
3 Hrs	1	0	0	0	0	0	0	1	715

Origin : Arm C Nant Melyn Terrace(NW)

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	8	2	0	0	0	0	0	10
16:15	8	1	1	0	0	0	0	10
16:30	14	2	0	0	0	1	0	17
16:45	11	0	0	0	0	0	0	11
1 Hr	41	5	1	0	0	1	0	48
17:00	9	0	0	0	0	0	0	9
17:15	16	2	0	0	0	0	0	18
17:30	12	1	0	0	0	0	0	13
17:45	6	1	0	0	0	0	0	7
1 Hr	43	4	0	0	0	0	0	47
18:00	11	0	0	0	0	0	0	11
18:15	12	1	0	0	0	0	0	13
18:30	10	0	0	0	0	0	0	10
18:45	7	2	0	0	0	0	0	9
1 Hr	40	3	0	0	0	0	0	43
3 Hrs	124	12	1	0	0	1	0	138
Total	206	27	5	0	0	1	0	239

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	22	1	0	0	1	0	1	25
16:15	26	2	0	0	1	0	1	30
16:30	13	0	1	0	3	1	0	18
16:45	8	0	0	0	0	0	0	8
1 Hr	69	3	1	0	5	1	2	81
17:00	18	0	0	0	1	1	1	21
17:15	12	1	0	0	2	0	0	15
17:30	22	2	0	0	0	0	0	24
17:45	20	5	0	0	0	0	0	25
1 Hr	72	8	0	0	3	1	1	85
18:00	23	1	1	0	1	0	0	26
18:15	22	1	0	0	0	1	0	24
18:30	23	3	0	0	1	0	0	27
18:45	15	1	0	0	0	1	0	17
1 Hr	83	6	1	0	2	2	0	94
3 Hrs	224	17	2	0	10	4	3	260
Total	745	77	8	1	30	5	7	873

	Destination : Arm C Nant Melyn Terrace(NW)							Total	Arm Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
16:00	0	0	0	0	0	0	0	0	35
16:15	0	0	0	0	0	0	0	0	40
16:30	0	0	0	0	0	0	0	0	35
16:45	0	0	0	0	0	0	0	0	19
1 Hr	0	0	0	0	0	0	0	0	129
17:00	0	0	0	0	0	0	0	0	30
17:15	1	0	0	0	0	0	0	1	34
17:30	0	0	0	0	0	0	0	0	37
17:45	0	0	0	0	0	0	0	0	32
1 Hr	1	0	0	0	0	0	0	1	133
18:00	0	0	0	0	0	0	0	0	37
18:15	0	0	0	0	0	0	0	0	37
18:30	0	0	1	0	0	0	0	1	38
18:45	0	0	0	0	0	0	0	0	26
1 Hr	0	0	1	0	0	0	0	1	138
3 Hrs	1	0	1	0	0	0	0	2	400
Total	2	0	1	0	0	0	0	3	1115



ORIGIN SUMMARY

	Origin : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	24	5	1	0	0	0	0	30
07:15	15	3	1	0	0	0	0	19
07:30	21	5	0	0	0	0	0	26
07:45	22	0	1	0	0	0	0	23
1 Hr	82	13	3	0	0	0	0	98
08:00	60	2	0	0	0	0	0	62
08:15	36	4	0	0	0	0	0	40
08:30	30	2	0	0	0	0	0	32
08:45	38	4	0	0	0	0	0	42
1 Hr	164	12	0	0	0	0	0	176
09:00	15	4	0	1	0	0	0	20
09:15	15	0	1	0	0	0	0	16
09:30	13	0	0	0	0	0	0	13
09:45	13	3	3	1	0	0	0	20
1 Hr	56	7	4	2	0	0	0	69
3 Hrs	302	32	7	2	0	0	0	343

	Origin : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
12	4	0	0	0	1	0	0	17
11	1	1	0	0	1	0	0	14
16	5	1	0	1	0	1	0	24
12	4	2	0	0	0	0	0	18
51	14	4	0	1	2	1	0	73
23	4	1	0	1	0	0	0	29
11	3	0	0	0	0	0	0	14
24	4	1	1	1	0	0	0	31
26	3	1	0	2	0	0	0	32
84	14	3	1	4	0	0	0	106
15	1	1	0	0	0	0	0	17
15	1	1	1	2	0	0	0	20
13	7	0	0	0	0	0	0	20
24	1	2	0	3	0	0	0	30
67	10	4	1	5	0	0	0	87
202	38	11	2	10	2	1	0	266

	Origin : Arm C Nant Melyn Terrace(NW)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
56	18	2	0	2	1	2	0	81	128
56	12	2	0	3	0	0	0	73	106
52	10	1	0	0	0	0	0	63	113
41	7	0	0	4	0	0	0	52	93
205	47	5	0	9	1	2	0	269	440
83	6	2	0	3	0	0	0	94	185
64	1	1	0	1	0	1	0	68	122
53	5	0	0	1	0	0	0	59	122
42	3	0	0	1	0	0	0	46	120
242	15	3	0	6	0	1	0	267	549
68	5	1	0	1	0	0	0	75	112
40	4	0	0	0	0	0	0	44	80
23	3	0	1	3	0	1	0	31	64
26	1	1	0	1	0	0	0	29	79
157	13	2	1	5	0	1	0	179	335
604	75	10	1	20	1	4	0	715	1324

ORIGIN SUMMARY

	Origin : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	12	5	1	0	0	0	0	18
16:15	22	0	1	0	0	0	0	23
16:30	17	6	1	0	0	0	0	24
16:45	12	6	0	1	0	0	0	19
1 Hr	63	17	3	1	0	0	0	84
17:00	18	3	0	0	0	0	0	21
17:15	12	0	0	0	0	0	0	12
17:30	17	2	1	0	0	0	0	20
17:45	21	3	0	0	0	0	0	24
1 Hr	68	8	1	0	0	0	0	77
18:00	29	1	0	0	0	0	1	31
18:15	13	1	0	0	0	0	0	14
18:30	19	2	0	0	0	0	0	21
18:45	21	3	0	0	0	0	0	24
1 Hr	82	7	0	0	0	0	1	90
3 Hrs	213	32	4	1	0	0	1	251
Total	515	64	11	3	0	0	1	594

	Origin : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
71	11	1	0	2	2	0	0	87
78	9	1	0	2	1	0	0	91
113	11	1	1	2	0	1	0	129
83	22	1	0	3	0	0	0	109
345	53	4	1	9	3	1	0	416
94	9	1	0	0	0	0	0	104
106	10	0	0	1	0	0	0	117
91	17	1	0	0	2	1	0	112
56	3	0	0	2	0	0	0	61
347	39	2	0	3	2	1	0	394
48	5	0	0	1	0	0	0	54
48	5	2	0	1	0	1	0	57
42	5	0	0	1	0	0	0	48
33	2	1	0	3	0	1	0	40
171	17	3	0	6	0	2	0	199
863	109	9	1	18	5	4	0	1009
1065	147	20	3	28	7	5	0	1275

	Origin : Arm C Nant Melyn Terrace(NW)							Total	Origin Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
30	3	0	0	1	0	1	0	35	140
34	3	1	0	1	0	1	0	40	154
27	2	1	0	3	2	0	0	35	188
19	0	0	0	0	0	0	0	19	147
110	8	2	0	5	2	2	0	129	629
27	0	0	0	1	1	1	1	30	155
29	3	0	0	2	0	0	0	34	163
34	3	0	0	0	0	0	0	37	169
26	6	0	0	0	0	0	0	32	117
116	12	0	0	3	1	1	0	133	604
34	1	1	0	1	0	0	0	37	122
34	2	0	0	0	1	0	0	37	108
33	3	1	0	1	0	0	0	38	107
22	3	0	0	0	1	0	0	26	90
123	9	2	0	2	2	0	0	138	427
349	29	4	0	10	5	3	0	400	1660
953	104	14	1	30	6	7	0	1115	2984



DESTINATION SUMMARY

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
07:00	6	2	1	0	0	0	0	9
07:15	9	1	1	0	0	0	0	11
07:30	13	8	0	0	0	0	0	21
07:45	10	4	1	0	0	0	0	15
1 Hr	38	15	3	0	0	0	0	56
08:00	19	4	1	0	0	0	0	24
08:15	18	2	0	0	0	0	0	20
08:30	10	2	1	1	0	0	0	14
08:45	10	4	0	0	0	0	0	14
1 Hr	57	12	2	1	0	0	0	72
09:00	13	2	2	0	0	0	0	17
09:15	11	1	0	1	0	0	0	13
09:30	8	1	0	0	0	0	0	9
09:45	10	1	1	0	0	0	0	12
1 Hr	42	5	3	1	0	0	0	51
3 Hrs	137	32	8	2	0	0	0	179

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
73	22	2	0	2	1	2	102	
63	14	1	0	3	0	0	81	
63	11	1	0	0	0	0	75	
52	4	1	0	4	0	0	61	
251	51	5	0	9	1	2	319	
104	5	1	0	3	0	0	113	
72	2	1	0	1	0	1	77	
62	6	0	0	1	0	0	69	
57	3	0	0	1	0	0	61	
295	16	2	0	6	0	1	320	
66	6	0	1	1	0	0	74	
43	3	1	0	0	0	0	47	
30	3	0	1	3	0	1	38	
29	1	3	1	1	0	0	35	
168	13	4	3	5	0	1	194	
714	80	11	3	20	1	4	833	

	Destination : Arm C Nant Melyn Terrace(NW)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
13	3	0	0	0	1	0	17	128	
10	1	2	0	0	1	0	14	106	
13	1	1	0	1	0	1	17	113	
13	3	1	0	0	0	0	17	93	
49	8	4	0	1	2	1	65	440	
43	3	1	0	1	0	0	48	185	
21	4	0	0	0	0	0	25	122	
35	3	0	0	1	0	0	39	122	
39	3	1	0	2	0	0	45	120	
138	13	2	0	4	0	0	157	549	
19	2	0	0	0	0	0	21	112	
16	1	1	0	2	0	0	20	80	
11	6	0	0	0	0	0	17	64	
24	3	2	0	3	0	0	32	79	
70	12	3	0	5	0	0	90	335	
257	33	9	0	10	2	1	312	1324	

DESTINATION SUMMARY

	Destination : Arm A Gwern Heulog							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16:00	23	3	1	0	0	0	0	27
16:15	30	3	1	0	0	0	0	34
16:30	23	5	0	1	0	1	0	30
16:45	27	2	0	0	0	0	0	29
1 Hr	103	13	2	1	0	1	0	120
17:00	31	2	0	0	0	0	0	33
17:15	46	4	0	0	0	0	0	50
17:30	30	3	0	0	0	1	0	34
17:45	23	1	0	0	0	0	0	24
1 Hr	130	10	0	0	0	1	0	141
18:00	29	3	0	0	0	0	0	32
18:15	32	2	0	0	0	0	0	34
18:30	28	2	0	0	0	0	0	30
18:45	16	3	0	0	0	0	0	19
1 Hr	105	10	0	0	0	0	0	115
3 Hrs	338	33	2	1	0	2	0	376
Total	475	65	10	3	0	2	0	555

	Destination : Arm B Nant Melyn Terrace(SE)							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
27	4	1	0	1	0	1	34	
35	2	1	0	1	0	1	40	
19	0	2	0	3	1	0	25	
14	3	0	1	0	0	0	18	
95	9	4	1	5	1	2	117	
26	3	0	0	1	1	1	32	
19	1	0	0	2	0	0	22	
30	2	0	0	0	0	0	32	
30	6	0	0	0	0	0	36	
105	12	0	0	3	1	1	122	
40	2	1	0	1	0	0	44	
27	2	0	0	0	1	0	30	
33	5	0	0	1	0	0	39	
27	1	0	0	0	1	0	29	
127	10	1	0	2	2	0	142	
327	31	5	1	10	4	3	381	
1041	111	16	4	30	5	7	1214	

	Destination : Arm C Nant Melyn Terrace(NW)							Total	Dest Totals
	Car	LGV	OGV1	OGV2	PSV	MC	PC		
63	12	0	0	2	2	0	79	140	
69	7	1	0	2	1	0	80	154	
115	14	1	0	2	0	1	133	188	
73	23	1	0	3	0	0	100	147	
320	56	3	0	9	3	1	392	629	
82	7	1	0	0	0	0	90	155	
82	8	0	0	1	0	0	91	163	
82	17	2	0	0	1	1	103	169	
50	5	0	0	2	0	0	57	117	
296	37	3	0	3	1	1	341	604	
42	2	0	0	1	0	1	46	122	
36	4	2	0	1	0	1	44	108	
33	3	1	0	1	0	0	38	107	
33	4	1	0	3	0	1	42	90	
144	13	4	0	6	0	3	170	427	
760	106	10	0	18	4	5	903	1660	
1017	139	19	0	28	6	6	1215	2984	

Appendix 4 Proposed Development



House Type Schedule					
House Code	Net Floor Area (ft ²)	Number of Bedrooms	House Type Name	Number of Units	Total Net Area of Each Unit (ft ²)
Social Rented Units					
211	545	1	Ground Floor Flat	3	1635
211	595	1	First Floor Flat	3	1785
CAM	668	2	Camara	6	4008
HY	927	3	Hyatt	3	2781
LCHO Units					
CAM	668	2	Camara	4	2672
HY	927	3	Hyatt	7	6489
ROCH	927	3	Rochester	10	9270
BU	944	3	Burnaby	8	7552
SH	1192	4	Shelby	12	14304
ROX	1354	4	Roxbury	11	14894
TH	1412	4	Thornbury	9	12708
Total No. of Units on Site & Total Net Area (ft²)				76	78098

- Site Key**
- 1.8m High Close Board Fence
 - 1.8m High Brick Screen Wall
 - 1.8m Timber Gate
 - 1.2m High Post & Three Rail Fence
 - Bin collection Point
 - Private parking space
 - Proposed Trees & Planting (refer to landscape architects information)
 - Existing Trees & Hedgerows
 - Existing Hedgerow Removed

- Affordable Units**
- Affordable Rent Units (6 units)
 - Low Cost Home Ownership Units (9 Units)



REV.	DESCRIPTION	DATE
B	Affordable 211 units revised	05.09.18
A	Plots 15/16 swapped with plots 11/12 to avoid existing trees. Plots 17 & 18 brought forward slightly. Proposed planting beds added	24.08.18

CLIENT Lewis Homes		
JOB TITLE Woodlands Green		
DRAWING TITLE External Works Layout		
SCALE @ A1 1:500	DATE July '18	DRAWN BY RW
JOB NO. 1796	DRAWING NO. EW-01	REVISION B

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Figured dimensions must be taken in preference to scaled dimensions and any discrepancies are to be referred to Hammond Architectural Ltd. Contractors, subcontractors and suppliers must verify all dimensions on site before commencing any work or making any workshop drawings.

Appendix 5 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-180426-0401

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AG ANGUS	1 days
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 7 to 70 (units:)
 Range Selected by User: 5 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 27/11/17

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	3 days
Wednesday	6 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	17 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)	8
Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	14
Village	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,

Secondary Filtering selection:

Use Class:

C3	17 days
----	---------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	3 days
5,001 to 10,000	5 days
10,001 to 15,000	3 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	8 days
50,001 to 75,000	5 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	5 days
1.1 to 1.5	11 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	1 days
No	16 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	17 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD	BUNGALOWS/DET.	ANGUS
	ARBROATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 22/05/12</i>		
2	DV-03-A-03 LOWER BRAND LANE	TERRACED & SEMI DETACHED	DEVON
	HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 70 <i>Survey date: MONDAY 28/09/15</i>		
3	HC-03-A-19 CANADA WAY	HOUSES & FLATS	HAMPSHIRE
	LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: MONDAY 27/11/17</i>		
4	HI-03-A-14 KING BRUDE ROAD	SEMI -DETACHED & TERRACED	HIGHLAND
	SCORGUIE INVERNESS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 40 <i>Survey date: WEDNESDAY 23/03/16</i>		
5	NF-03-A-01 YARMOUTH ROAD	SEMI DET. & BUNGALOWS	NORFOLK
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		
6	NF-03-A-03 HALING WAY	DETACHED HOUSES	NORFOLK
	THETFORD Edge of Town Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>		
7	NY-03-A-07 CRAVEN WAY	DETACHED & SEMI DET.	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town No Sub Category Total Number of dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>		
8	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING	NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings: 23 <i>Survey date: WEDNESDAY 18/09/13</i>		

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD OLD HOSPITAL COMPOUND CATTERICK GARRISON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 10/05/17</i>		<i>Survey Type: MANUAL</i>
10	PK-03-A-01	DETAC. & BUNGALOWS	PERTH & KINROSS
	TULLYLUMB TERRACE GORNHILL PERTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 <i>Survey date: WEDNESDAY 11/05/11</i>		<i>Survey Type: MANUAL</i>
11	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 11/05/15</i>		<i>Survey Type: MANUAL</i>
12	SF-03-A-05	DETACHED HOUSES	SUFFOLK
	VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total Number of dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>		<i>Survey Type: MANUAL</i>
13	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>		<i>Survey Type: MANUAL</i>
14	SH-03-A-05	SEMI-DETACHED/TERRACED	SHROPSHIRE
	SANDCROFT SUTTON HILL TELFORD Edge of Town Residential Zone Total Number of dwellings: 54 <i>Survey date: THURSDAY 24/10/13</i>		<i>Survey Type: MANUAL</i>
15	SM-03-A-01	DETACHED & SEMI	SOMERSET
	WEMBDON ROAD NORTHFIELD BRIDGWATER Edge of Town Residential Zone Total Number of dwellings: 33 <i>Survey date: THURSDAY 24/09/15</i>		<i>Survey Type: MANUAL</i>
16	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: THURSDAY 17/10/13</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE		
	BROOKS GREEN		
	NEAR HORSHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	57	
	Survey date: THURSDAY	19/10/17	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	33	0.092	17	33	0.286	17	33	0.378
08:00 - 09:00	17	33	0.177	17	33	0.383	17	33	0.560
09:00 - 10:00	17	33	0.161	17	33	0.174	17	33	0.335
10:00 - 11:00	17	33	0.136	17	33	0.136	17	33	0.272
11:00 - 12:00	17	33	0.130	17	33	0.161	17	33	0.291
12:00 - 13:00	17	33	0.168	17	33	0.165	17	33	0.333
13:00 - 14:00	17	33	0.148	17	33	0.150	17	33	0.298
14:00 - 15:00	17	33	0.186	17	33	0.213	17	33	0.399
15:00 - 16:00	17	33	0.237	17	33	0.184	17	33	0.421
16:00 - 17:00	17	33	0.307	17	33	0.177	17	33	0.484
17:00 - 18:00	17	33	0.320	17	33	0.159	17	33	0.479
18:00 - 19:00	17	33	0.253	17	33	0.139	17	33	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.315			2.327			4.642

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.

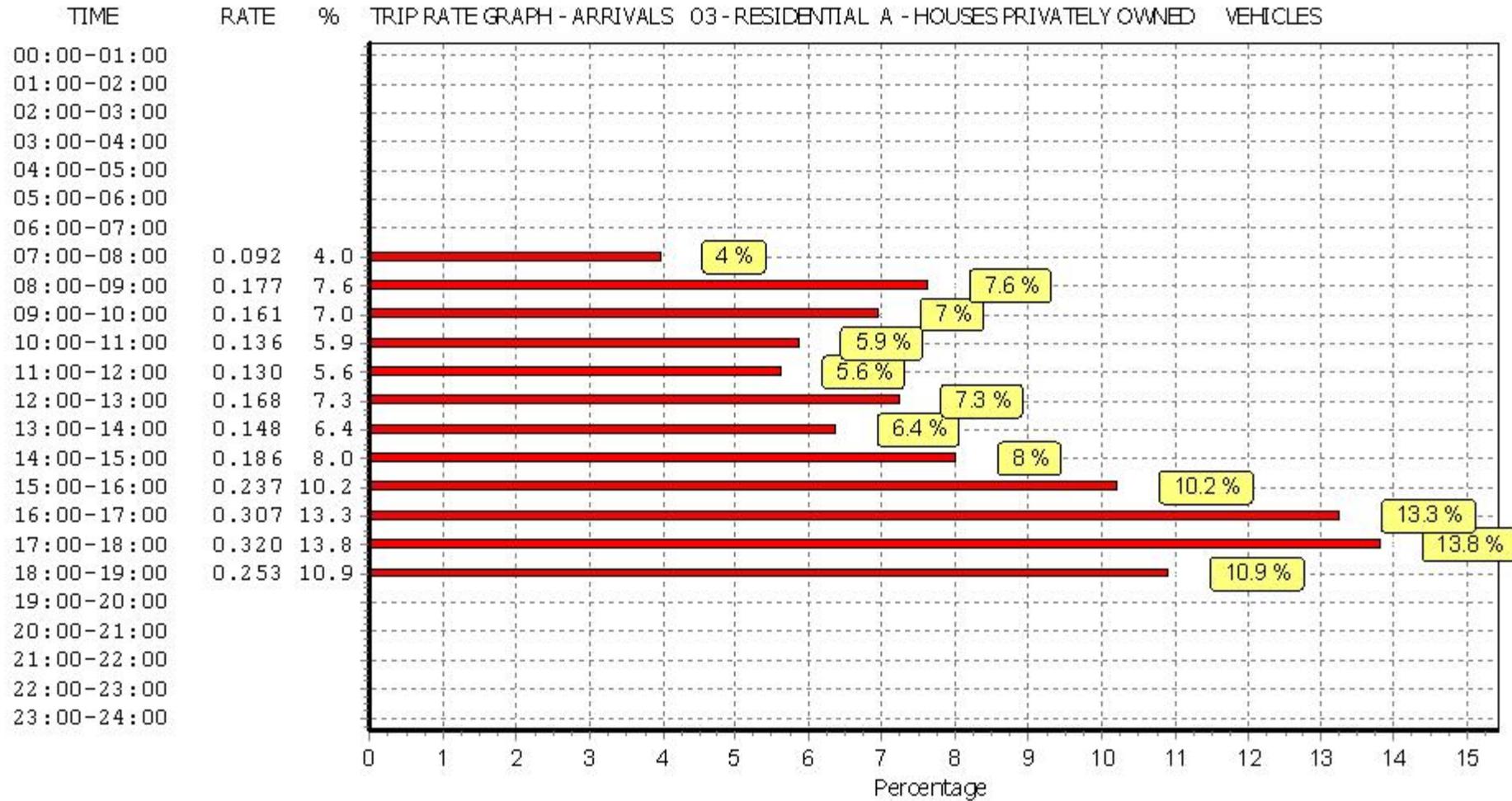
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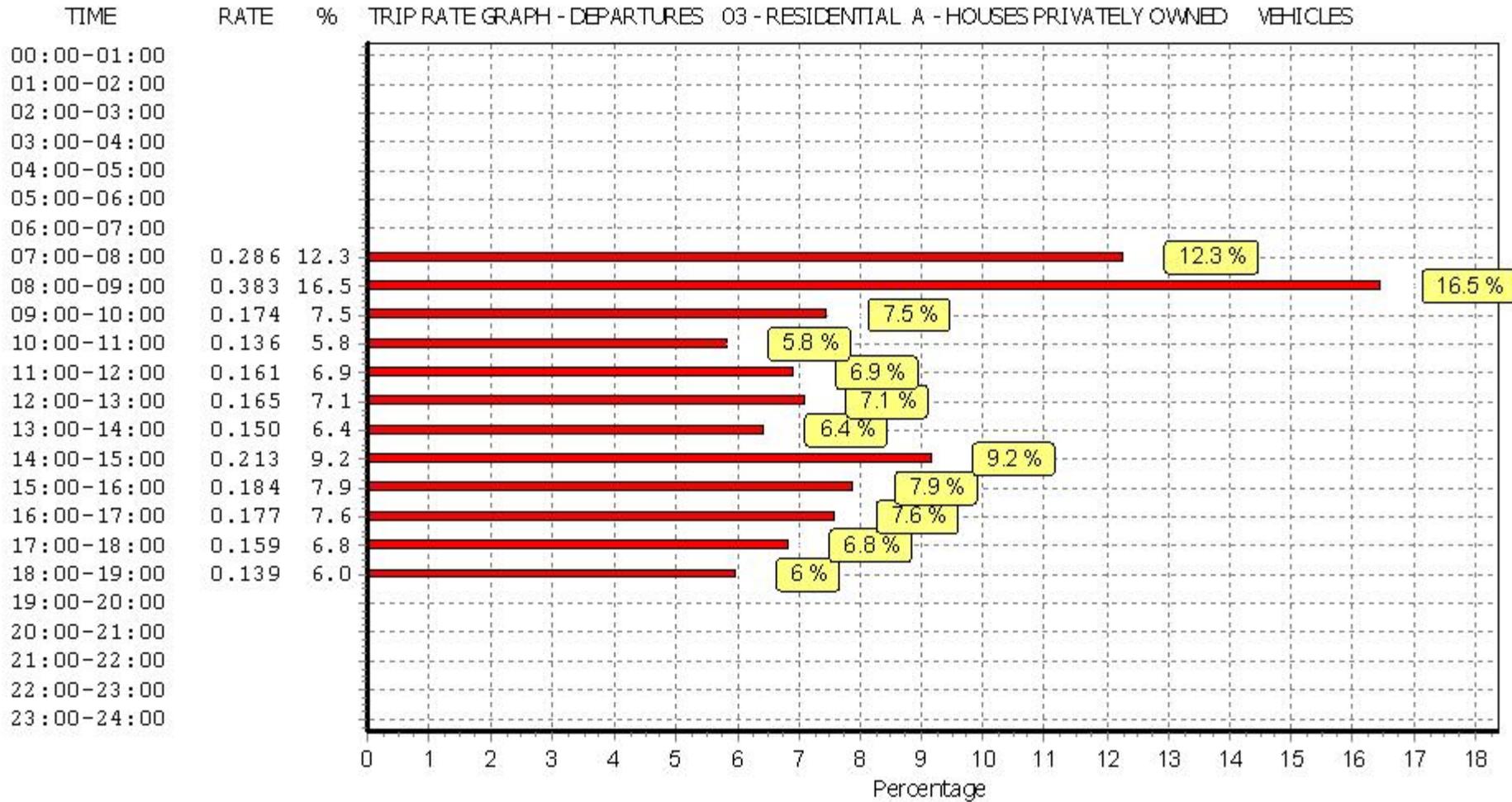
Parameter summary

Trip rate parameter range selected:	7 - 70 (units:)
Survey date date range:	01/01/10 - 27/11/17
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

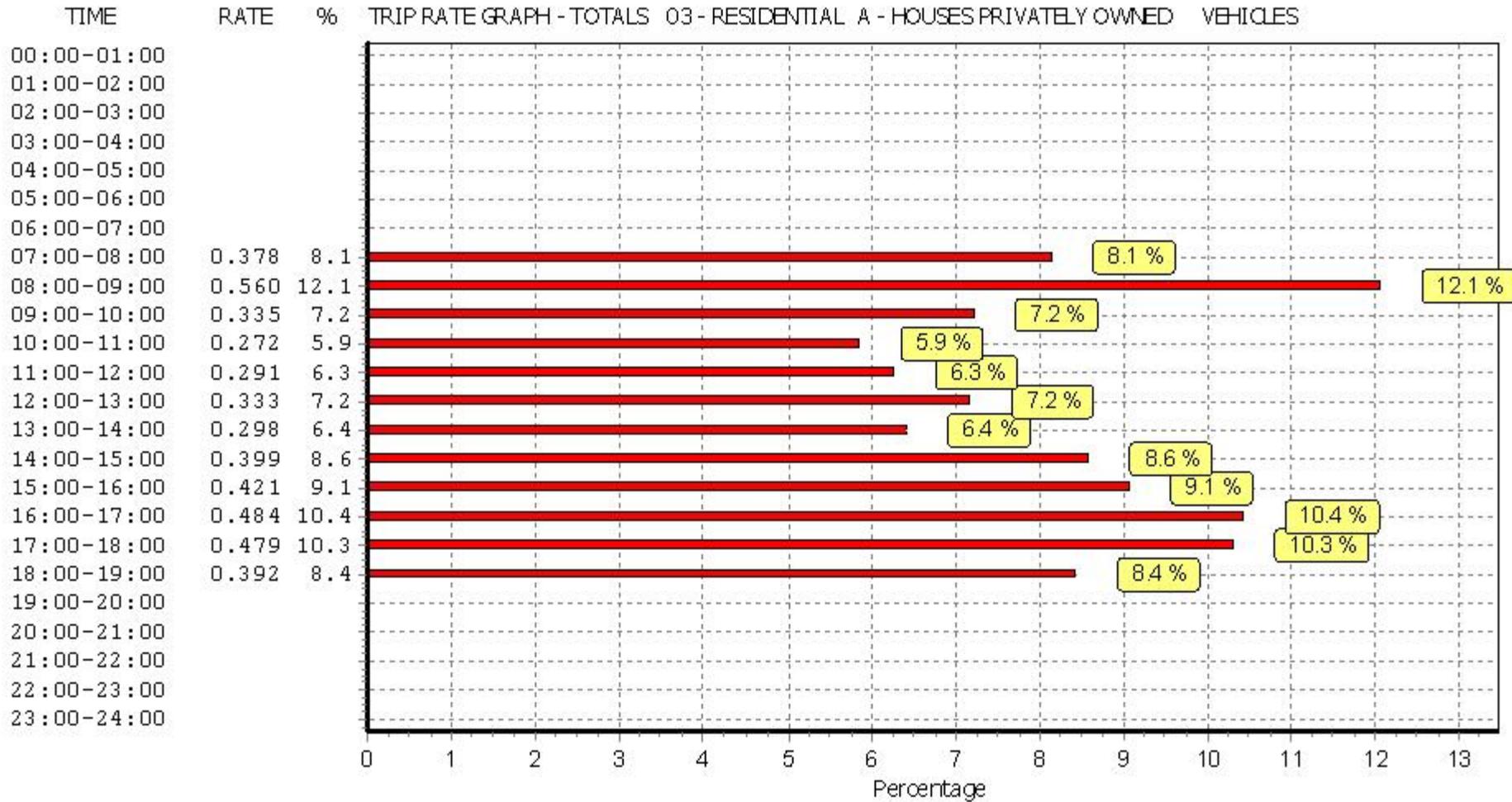
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

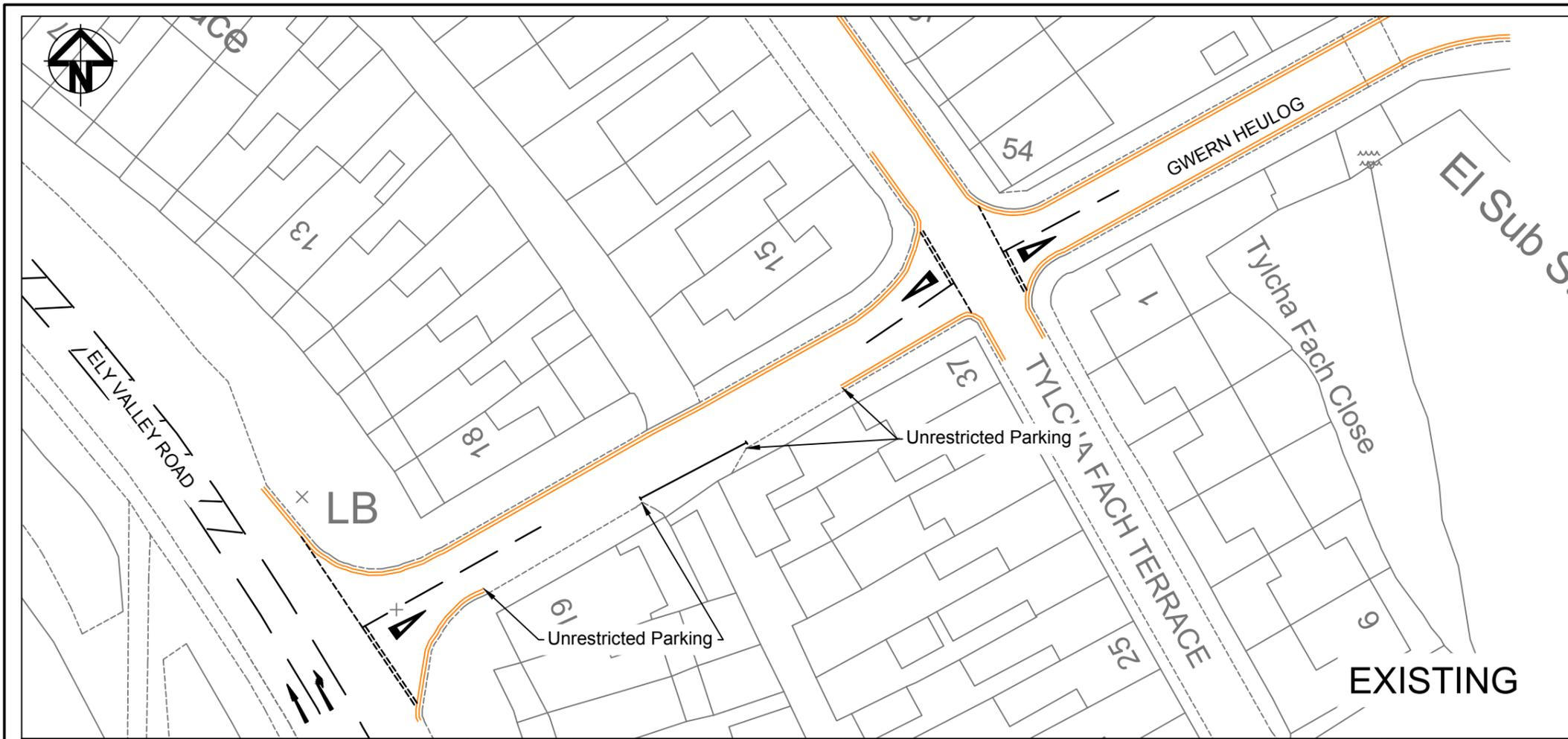


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

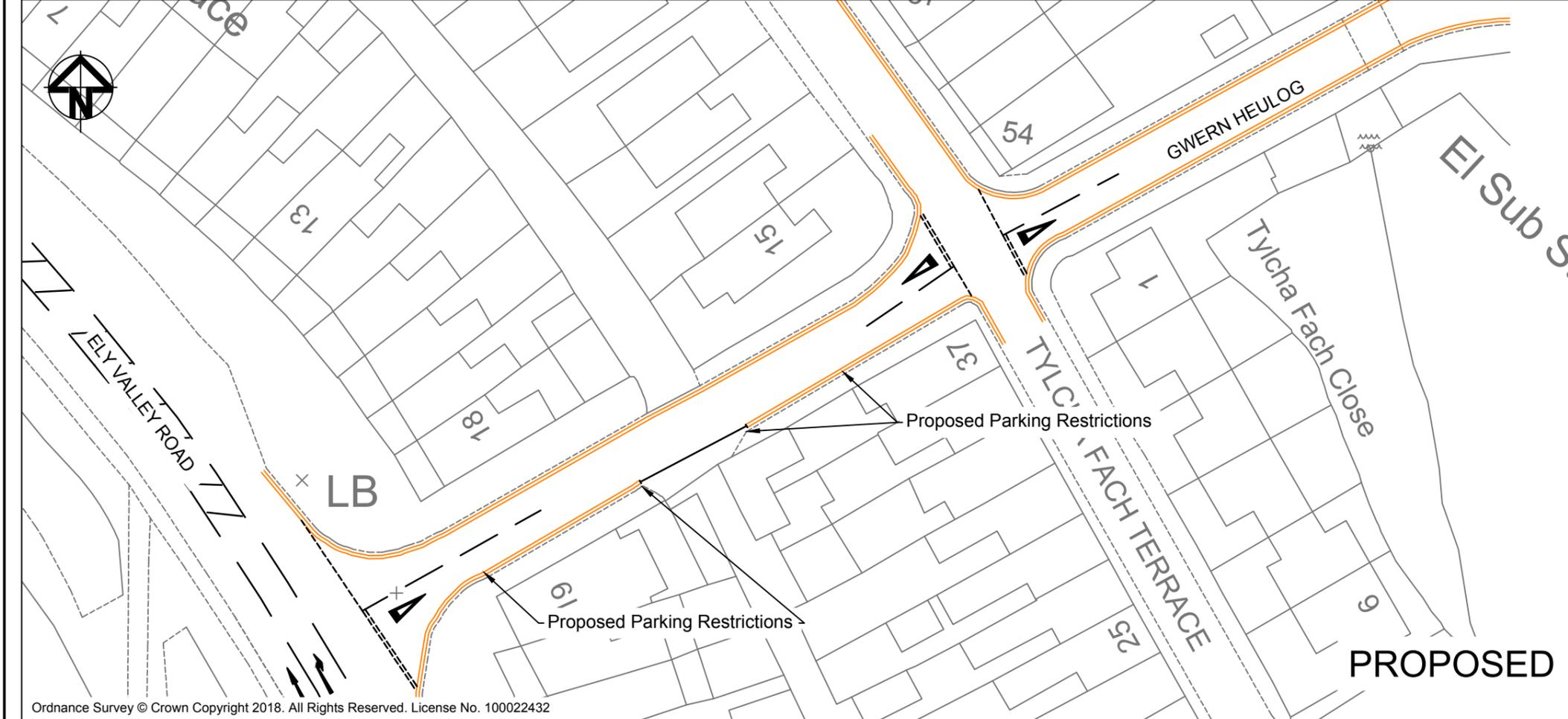


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix 6 Proposed Gwern Heulog Parking Restrictions



KEY
 Double Yellow Line - No Parking at Any Time



A	First Issue	20-09-18
 Priffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandeilo, SA19 7LT E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
WOODLANDS GREEN COED ELY		
PROPOSED OFF-SITE PARKING RESTRICTIONS		
1194	003	A
	1:500	@ A3



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