

acstro

Transport Statement

**Land to the Rear of 149 – 223
Heol y Gors
Cwmgors**

December 2024

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Revision History

A	25 th July 2024	First Issue
B	12 th December 2024	For PAC

1781-ACS-ZZ-XX-RP-T-001-B Transport Statement.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 on land to the rear of 149 to 223 Heol y Gors, Cwmgors. The general location of the site is shown in Figure 1.



Figure 1 Location Plan

- 1.2 The site is the former Swelco Works site, an industrial site that we understand has been vacant for approximately 20 years. The site benefited from a now lapsed outline planning permission for the development of 60 residential units.
- 1.3 The proposal subject to this planning application is for a development of 45 affordable homes.

- 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 and adequate parking provision is made for the future occupiers and users of the site.
- 1.5 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.
 - Section 4 describes the site's proximity to services and facilities and its accessibility by all forms of transport.
 - Section 5 describes the proposed development and its access arrangements.
 - Section 6 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 \(12th Edition\)](#)

- 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 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 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.
- 2.11 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](#)

- 2.12 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.
- 2.13 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.
- 2.14 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](#)

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh 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’s 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.

2.16 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](#)

2.17 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.

2.18 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.

2.19 An extract from the ATNM is provided below and shows that there is an existing active travel route along Heol y Gors, with the development of future walking and cycling routes shown that will link Cwmgors to Gwaun-cae-gurwen to the north and Pontardawe to the south.

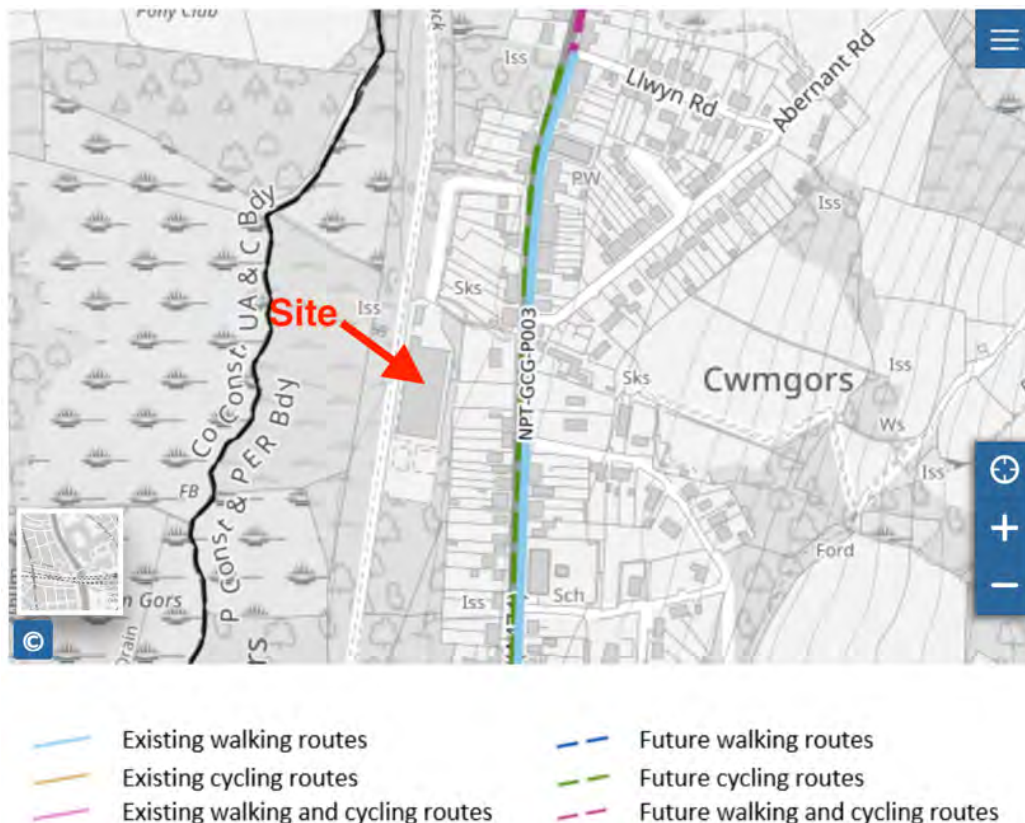


Figure 2 Active Travel Network Map

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

- 2.20 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.
- 2.21 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.*

Neath Port Talbot CBC Parking Standards (2016)

- 2.22 The Parking Standards provide guidance on the appropriate level of parking provision within new development.
- 2.23 For residential developments the requirement is that one car parking space per bedroom is provided, up to a maximum of three spaces per dwelling. One visitor car parking space for every 5 dwellings is recommended.
- 2.24 For flats and apartments, 1 cycle stand per 5 bedrooms is a minimum requirement.

3 The Site

3.1 The application site’s location and transport links are shown in context in Appendix 1.

Appendix 1 Site Context

3.2 The site is approximately 1.8 hectares in area and extends along the rear and to the west of Nos. 149 to 223 Heol y Gors. The site accommodates a large industrial building (approximately 2,530m²) at its southern end.

3.3 Access to the site is from Heol y Gors, with the access located at the northern end of the site. The existing access arrangement is shown in Appendix 2.

Appendix 2 Existing Access Arrangement

3.4 The TRICS trip rate database has been reviewed to estimate the likely traffic generating potential of the existing industrial building. The database suggests that industrial units of around this size, located in suburban, edge of town or neighbourhood centre locations in mainland Britain (excluding Greater London) would typically generate 15 to 21 peak hour movements.

	Trip Rate per 100m ²			Trip Generation (2,530m ²)		
	Arrival	Departure	Total	Arrival	Departure	Total
am Peak Hour	0.718	0.095	0.813	18	2	21
pm Peak Hour	0.16	0.42	0.58	4	11	15

Table 1 Existing Permitted Use Vehicle Trip Rates & Trip Generation

3.5 The TRICS data also suggests that industrial units will typically generate 0.932 daily HGV movements per 100m². For this 2,530m² building this equates to around 24 daily HGV movements. The change of use of the land from industrial to residential will remove the potential of the site to generate this level of HGV traffic and by doing so remove the negative impacts of heavy vehicle movements through the surrounding residential areas.

Appendix 3 TRICS Trip Rate Data – Industrial Unit

4 Proximity to Amenities

- 4.1 There are a number of amenities available in Cwmgors. These are supplemented with those available in Gwaun-cae-gurwen which is contiguous with Cwmgors. The table below lists a selection of these amenities and their walking distance and time from the application site. The walk distances are measured from the centre of the site.

Amenity	Location	Walk Distance / Time
Bus Stops	Heol y Gors	300m / 4 minute
Cwmgors Community Centre	Pen y Fedwen	650m / 8 minutes
Convenience Store	Cwmgors Spar, Heol y Gors	750m / 10 minutes
Chinese Take-away	Heol y Gors	750m / 10 minutes
Cwmgors Industrial Estate	Park Howard Road	850m / 11 minutes
GCG Dental Practice	Heol Cae-Gurwen	1200m / 15 minutes
CK Foodstore (Supermarket & Post Office)	Heol Cae-Gurwen	1500m / 20 minutes
Amman Valley GP Practice & GCG Pharmacy	Graig Road	1600m / 22 minutes
Primary School (Welsh Medium)	New Road	1900m / 26 minutes

Table 2 Selected Amenities & Walk Distance / Time

- 4.2 A broader range of services and facilities can be accessed in Pontardawe, some 7km to the south or Ammanford, some 10km to the north west.

5 Transport Links

Active Travel

- 5.1 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.

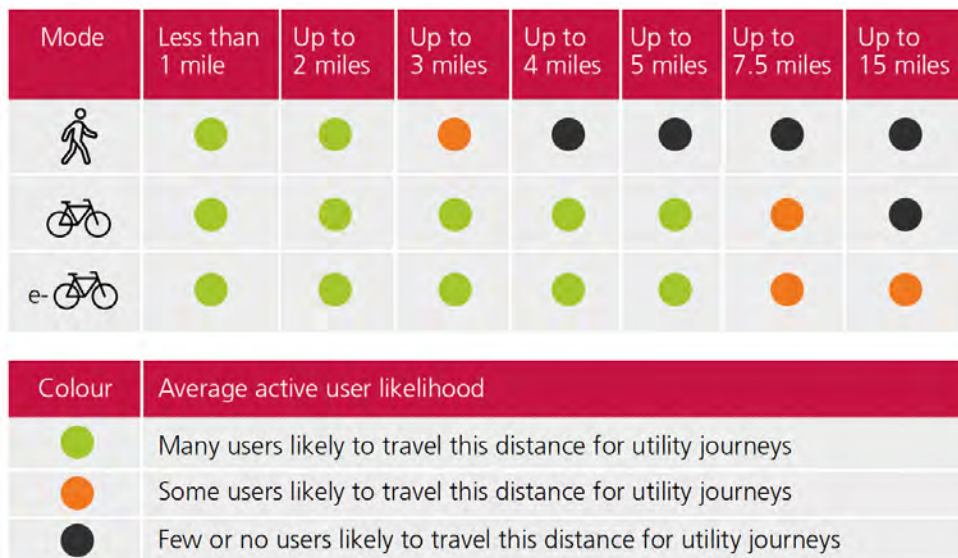


Figure 3 Typical Distance Range for Active Travel

(Source: Active Travel Guidance Table 4.1)

- 5.2 Figure 4 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. All of the amenities described earlier in Table 1 are located within walking distance to the application site.
- 5.3 There exists, therefore, a wide range of services within walking distance that will meet the daily needs of the development’s residents. As a result, people are more likely to walk or travel actively to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.
- 5.4 The site is accessible to pedestrians from the existing footways that run along both sides of Heol y Gors.
- 5.5 There is a public footpath that crosses the site. This will not be affected by the proposed development.

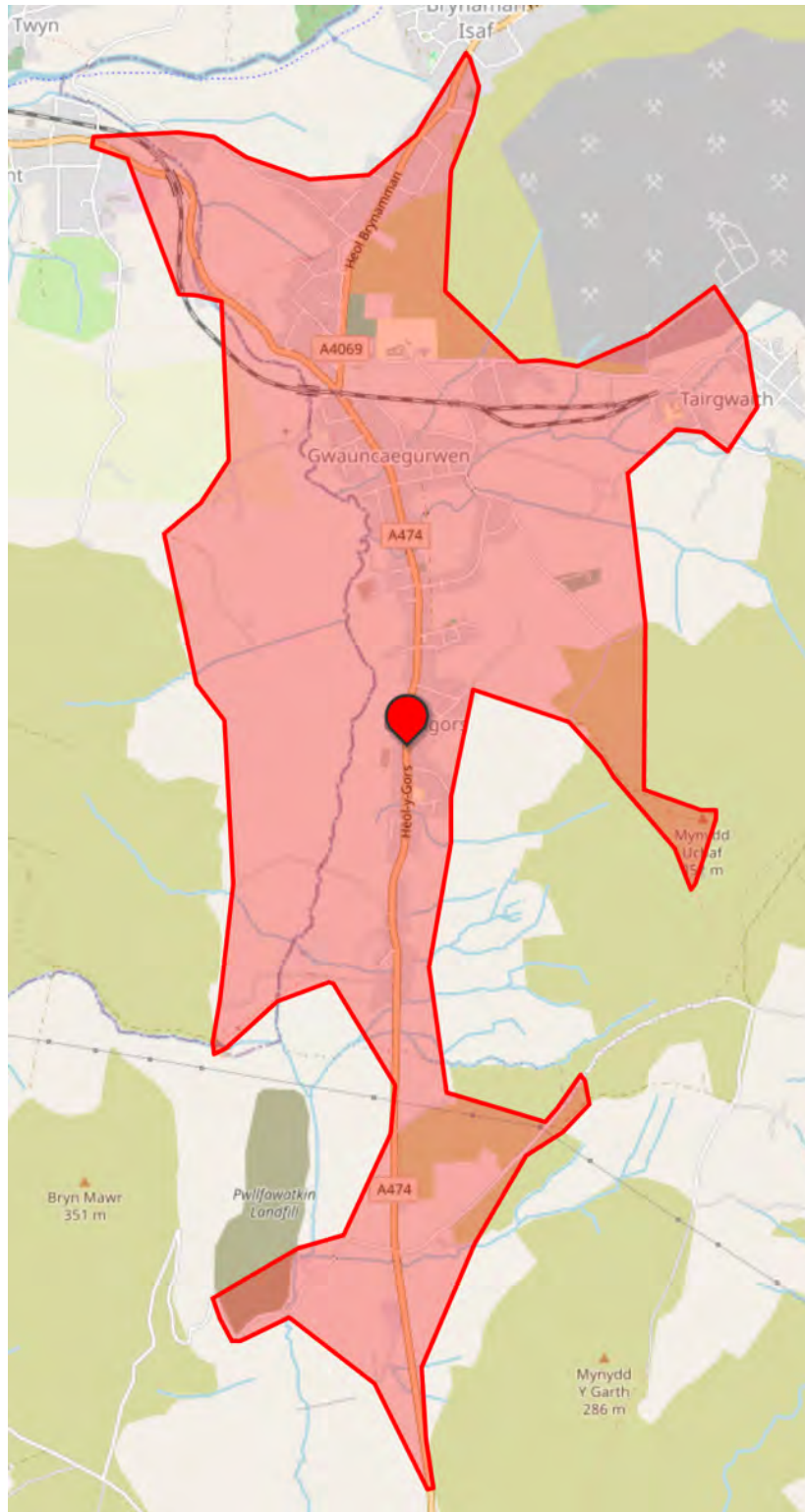


Figure 4 2-Mile Walk Catchment

5.6 Figure 5 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site. This catchment area is intersected by National Cycle Network Route 437, which connects Ammanford and Cwmllynfell.

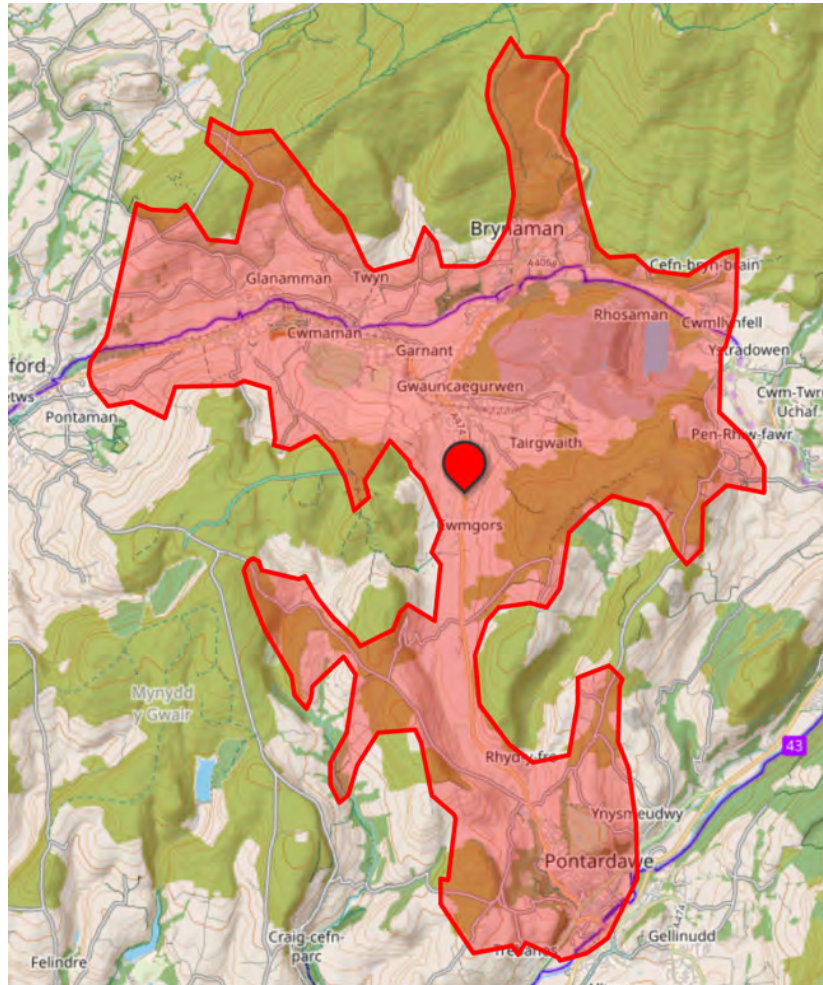


Figure 5 5-Mile Cycle Catchment

Public Transport

5.7 The nearest bus stops to the application site are located on Heol y Gors, some 100m from its access. They provide access to the services that are described in the table below.

Service Number	Route	General Frequency
905	Cwmtwrch – Neath College	1 Journey each way on college days
X26	Swansea - Brynamman	3 journeys to Brynamman (Mon – Sat) 2 journeys to Swansea (Mon – Sat)

Table 3 Bus Services from Heol y Gors Bus Stop

Highway Network

- 5.8 The site is accessed from Heol y Gors, as described previously.
- 5.9 Heol y Gors (A474) is the main distributor road linking Pontardawe and Ammanford. In the vicinity of the site it is subject to a 30mph speed limit. It has street lighting and footways on both sides.
- 5.10 A 7-day traffic survey was undertaken on Heol y Gors, commencing 17th October 2024. The results are provided in full in Appendix xx and summarised in the table below.

Appendix 4 Heol y Gors Traffic Survey

	Northbound	Southbound	Two-Way
am Peak Hour (08:00-09:00)	166	287	453
pm Peak Hour (17:00-18:00)	306	194	500
Daily (24 Hr) Traffic Volume	2,810	2,908	5,718
Mean Speed	28mph	29mph	-
85 th Percentile Speed	32mph	34mph	-

Table 4 Heol y Gors Traffic Survey

- 5.11 Heol y Gors has a good safety record with only injury collision recorded in the latest 5-year period for which data is available. The slight severity collision occurred near the junction of Heol y Gors and Abernant Road and is evidently an isolated incident. The absence of clusters of collisions or collisions of greater severity demonstrates that the highway operates safely.

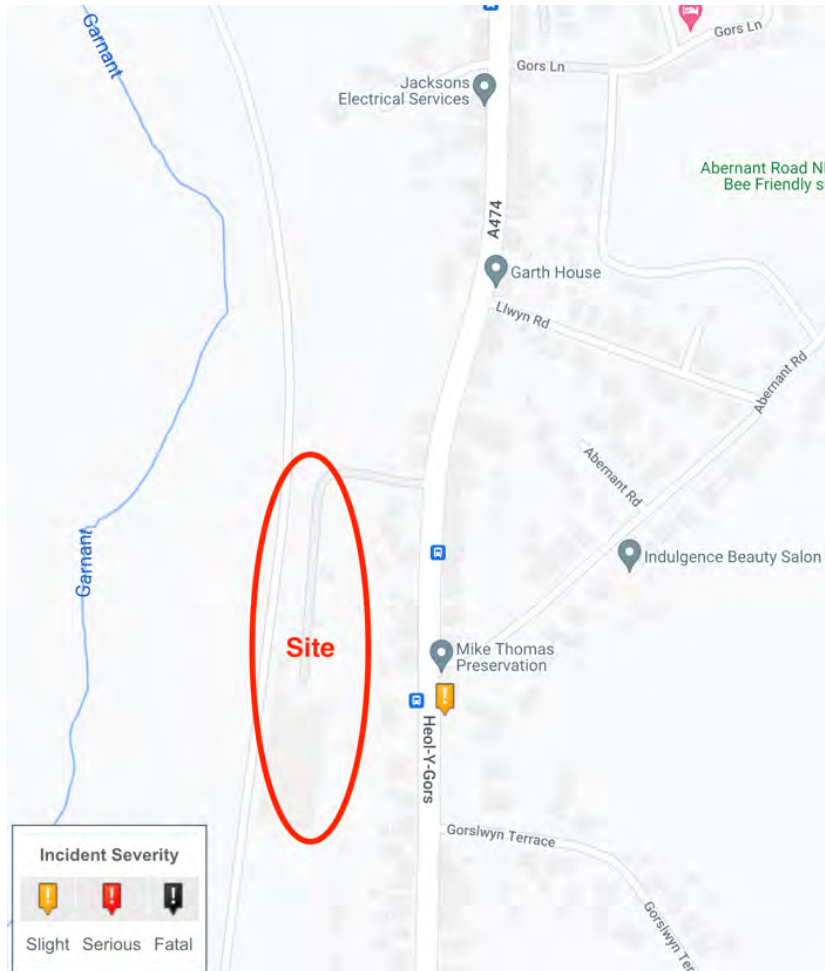


Figure 6 Injury Accident Location & Severity (www.crashmap.co.uk)

Summary

- 5.12 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. The highway network serving the site has a good safety record.

6 Proposed Development

6.1 The proposal is for the redevelopment of the site to provide 45 affordable homes.

Access

6.2 The proposed access arrangement is similar to that which was previously accepted as part of the outline approval for the development of 60 dwellings on the site.

6.3 The existing access point will be improved and used to serve the development. A 5.5m wide residential estate road will be provided with a 2m wide footway provided along one side and verge on the other. This is dictated by the available width, which cannot accommodate a footway on both sides of the proposed access. The existing deceleration lane that is located immediately to the south of the access will be removed with a widened footway provided in its place.

6.4 Visibility splays of 2.4m by at least 90m are available at the junction between the access and Heol y Gors.

6.5 The alignment of the internal street is largely dictated by the elongated nature of the site. To reduce traffic speed along the development's street, horizontal deflections are incorporated into the design and these will be supplemented by traffic calming measures and variations in surface treatment at regular intervals. Swept path analysis has been undertaken to ensure that refuse vehicles are able to service the site.

Appendix 5 Proposed Access Arrangement

Parking

6.6 Parking provision aligns with the adopted parking standard recommendations described earlier. One car parking space per bedroom up to a maximum of three spaces per dwelling is provided.

6.7 There are no designated visitor car parking spaces provided as experience has found that visitors tend to ignore any dedicated provision in order to park as near as possible to the property they are visiting. Dedicated visitor spaces can also be problematic as there is a tendency for the nearest property to adopt the space as their own, making it unavailable for visitors. It is proposed therefore that visitor parking be accommodated informally at the kerbside. For this development, which has properties arranged on one side of the street only, it is considered that a modest amount of on-street parking can be accommodated safely and without problem.

6.8 The development includes two blocks each containing 6 flats. A covered and secure cycle parking facility will be provided for residents of the flats in line with the Parking Standard requirement of 1 stand per 5 bedrooms.

Trip Generation

- 6.9 The potential trip generation of the proposed residential development of the sites has been estimated by reference to the TRICS trip rate database.
- 6.10 From the TRICS database evidence of the vehicle trip rates of affordable homes developments of up to 50 units in urban locations in mainland Britain (excluding Greater London) have been analysed.
- 6.11 The detailed TRICS output is provided as Appendix 5 and summarised in the following table.

Appendix 6 TRICS Trip Rate Data

Time Range	Trip Rate per Dwelling			Trip Generation (30 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am Peak Hour	0.193	0.281	0.474	9	13	21*
pm Peak Hour	0.356	0.296	0.652	16	13	29

** apparent arithmetic error caused by rounding up of arrival & departure figures*

Table 5 Vehicle Trip Rates & Proposed Development Trip Generation

- 6.12 The TRICS data suggests that the proposed residential development will generate 21 to 29 peak hour vehicle movements.

	Existing	Proposed	Difference
am Peak Hour	21	21	0
pm Peak Hour	15	29	+14

Table 6 Comparison of Existing and Proposed Uses Trip Generation

- 6.13 Compared to the traffic generating potential of the existing permitted industrial use of the site, there is no difference in the volume of morning peak hour movements. The TRICS data suggests that the residential development will generate around 14 vehicle movement more than the industrial use during the evening peak hour. Those 14 additional movements would comprise of some that travelled to and from the north and others to and from the south. Assuming an even split, the increase in traffic experienced at any point to the north or to the south of the site access would only be 7 additional movements.
- 6.14 It is known from the recent Heol y Gors traffic survey that the afternoon peak hour traffic flow passing the site is of the order of 500 vehicle movements (see Table 4). An increase of 7 vehicle movements represents only a 1% increase. This is insignificant and there will be no material change in highway conditions as a result.
- 6.15 Furthermore, it was estimated earlier that the existing permitted use has the potential to generate some 24 daily HGV movements. The potential for the site to generate heavy vehicle movements and the undesirable impacts associated with HGV movements through residential areas will be removed with the development of the site for residential use. For this reason it is considered therefore that the overall impact of the development on highway conditions is positive.

7 Summary & Conclusion

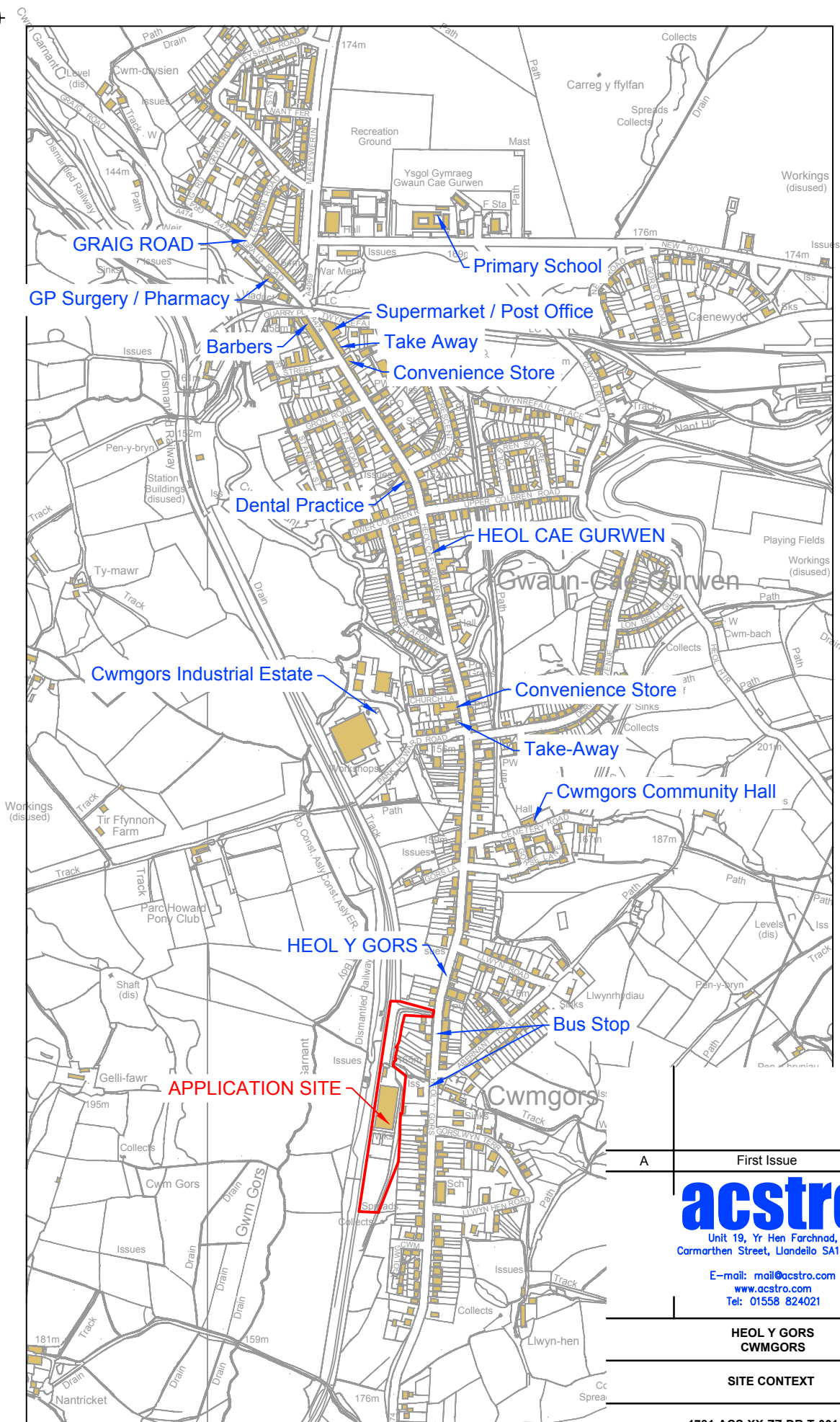
7.1 In summary this Transport Statement has demonstrated that:

- 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 existing permitted industrial use of the site has the potential to generate 15 to 21 peak hour vehicle movements. Over the course of the day the industrial use has the potential to generate some 24 HGV movements.
- The proposal is for a development of 45 affordable homes.
- A previous planning application for a development of 60 dwellings was considered acceptable. That planning permission has now lapsed.
- The proposed development will be served by an adoptable road.
- Parking provision aligns with the Council's Parking Standards.
- The estimated traffic generation of the proposed development is similar in volume to that of the extant industrial use and will have no material impact on the operation of the highway network. The residential development of the site removes the potential for the site to generate over 20 HGV movements per day. It is considered therefore that the overall impact of the development on highway conditions is positive.

7.2 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.

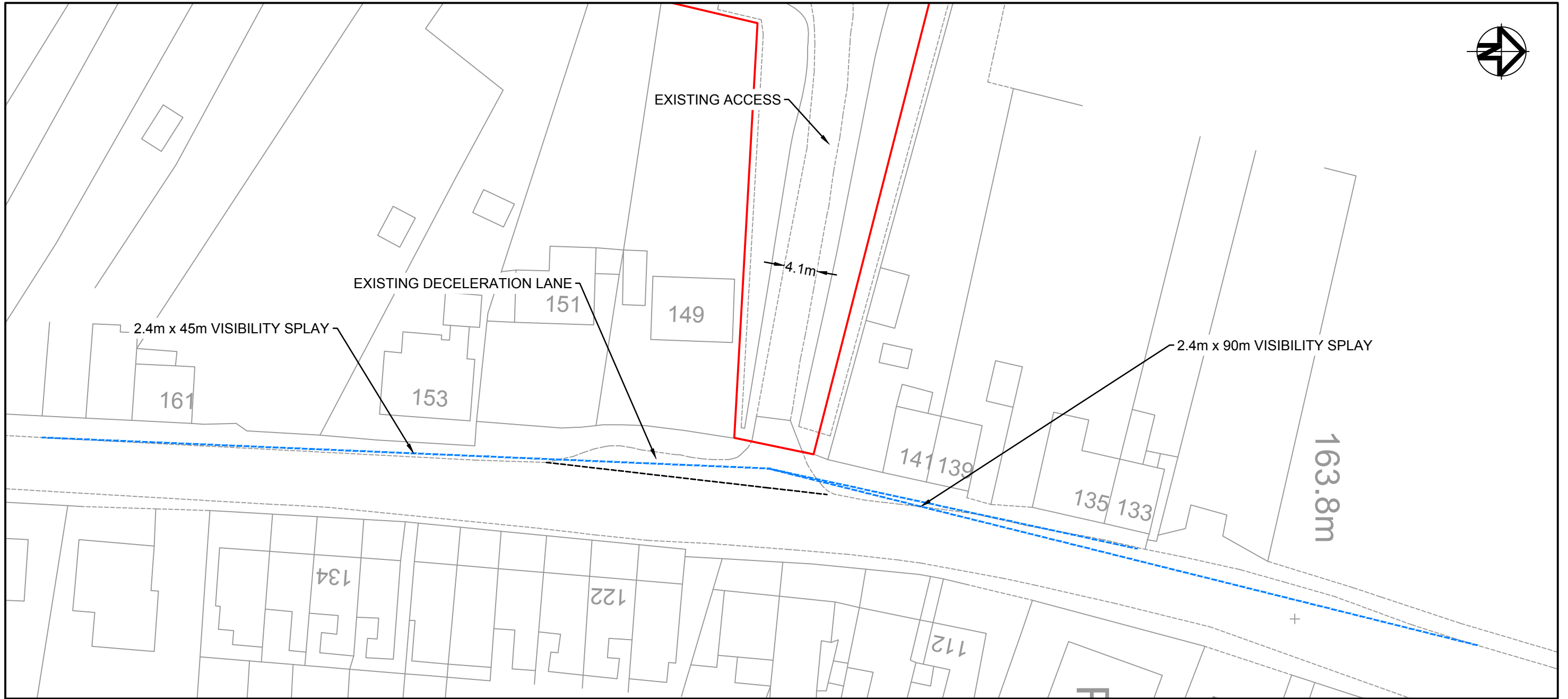
7.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 Site Context



A	First Issue	25-07-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
HEOL Y GORS CWMGORS		
SITE CONTEXT		
1781-ACS-XX-ZZ-DR-T-001-A		
	1:10,000	@ A4

Appendix 2 Existing Access Arrangement



B	90m Splays Shown	11-12-24
A	First Issue	26-07-24

acstro
 Unit 19, Yr Hen Farchnad,
 Carmarthen Street, Llandello SA19 6BJ
 E-mail: mail@acstro.com
www.acstro.com
 Tel: 01558 824021

Project	HEOL Y GORS CWMGORS
Drawing	EXISTING ACCESS
Drawing No.	1781-ACS-XX-ZZ-DR-T-002-B
Scale	1:200 @ A3

Appendix 3 TRICS Trip Rate Data – Industrial Unit

Calculation Reference: AUDIT-648801-240726-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	GS GLOUCESTERSHIRE	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1500 to 4324 (units: sqm)
 Range Selected by User: 1500 to 4500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6
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:

Industrial Zone	8
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, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	6 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	7 days

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

Travel Plan:

No	11 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	DV-02-C-02	ENERGY RECOVERY FACILITY	DEVON
	GRACE ROAD SOUTH		
	EXETER		
	MARSH BARTON TRAD. EST.		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	3513 sqm	
	Survey date: THURSDAY	06/07/17	Survey Type: MANUAL
2	EC-02-C-02	FABRICS MANUFACTURE	CHESHIRE EAST
	CHARTER WAY		
	MACCLESFIELD		
	HURDSFIELD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3200 sqm	
	Survey date: FRIDAY	07/05/21	Survey Type: MANUAL
3	GS-02-C-02	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE
	DAVY WAY		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1630 sqm	
	Survey date: FRIDAY	23/04/21	Survey Type: MANUAL
4	GS-02-C-03	EXTRUSION DIE MANUFACTURER	GLOUCESTERSHIRE
	HURRICANE ROAD		
	NEAR GLOUCESTER		
	BROCKWORTH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1565 sqm	
	Survey date: WEDNESDAY	03/05/23	Survey Type: MANUAL
5	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE
	JAYS CLOSE		
	BASINGSTOKE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3000 sqm	
	Survey date: THURSDAY	16/06/16	Survey Type: MANUAL
6	KS-02-C-01	COMPUTER MANUFACTURER	KIRKLEES
	INMOOR ROAD		
	NEAR BRADFORD		
	BIRKENSHAW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1890 sqm	
	Survey date: WEDNESDAY	10/10/18	Survey Type: MANUAL
7	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	Survey Type: MANUAL
8	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SM-02-C-01 ROBINS DRIVE BRIDGWATER	WET BLASTING EQUIPMENT	SOMERSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2300 sqm <i>Survey date: WEDNESDAY 14/09/22</i>		
10	VG-02-C-01 VERLON CLOSE BARRY	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm <i>Survey date: THURSDAY 06/05/21</i>		
11	WM-02-C-04 STOURVALE ROAD STOURBRIDGE LYE	FOUNDRY	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 4324 sqm <i>Survey date: TUESDAY 21/11/17</i>		

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	2088	0.032	3	2088	0.000	3	2088	0.032
06:00 - 07:00	4	1974	0.152	4	1974	0.000	4	1974	0.152
07:00 - 08:00	10	2430	0.420	10	2430	0.066	10	2430	0.486
08:00 - 09:00	11	2381	0.718	11	2381	0.095	11	2381	0.813
09:00 - 10:00	11	2381	0.359	11	2381	0.225	11	2381	0.584
10:00 - 11:00	11	2381	0.241	11	2381	0.229	11	2381	0.470
11:00 - 12:00	11	2381	0.252	11	2381	0.252	11	2381	0.504
12:00 - 13:00	11	2381	0.267	11	2381	0.325	11	2381	0.592
13:00 - 14:00	11	2381	0.271	11	2381	0.332	11	2381	0.603
14:00 - 15:00	11	2381	0.244	11	2381	0.271	11	2381	0.515
15:00 - 16:00	11	2381	0.149	11	2381	0.279	11	2381	0.428
16:00 - 17:00	11	2381	0.160	11	2381	0.420	11	2381	0.580
17:00 - 18:00	11	2381	0.092	11	2381	0.527	11	2381	0.619
18:00 - 19:00	11	2381	0.019	11	2381	0.187	11	2381	0.206
19:00 - 20:00	3	2088	0.016	3	2088	0.032	3	2088	0.048
20:00 - 21:00	3	2088	0.000	3	2088	0.032	3	2088	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.392			3.272			6.664

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:	1500 - 4324 (units: sqm)
Survey date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	11
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	3	2088	0.000	3	2088	0.000	3	2088	0.000
06:00 - 07:00	4	1974	0.000	4	1974	0.000	4	1974	0.000
07:00 - 08:00	10	2430	0.029	10	2430	0.021	10	2430	0.050
08:00 - 09:00	11	2381	0.046	11	2381	0.038	11	2381	0.084
09:00 - 10:00	11	2381	0.061	11	2381	0.057	11	2381	0.118
10:00 - 11:00	11	2381	0.050	11	2381	0.050	11	2381	0.100
11:00 - 12:00	11	2381	0.050	11	2381	0.050	11	2381	0.100
12:00 - 13:00	11	2381	0.088	11	2381	0.092	11	2381	0.180
13:00 - 14:00	11	2381	0.057	11	2381	0.050	11	2381	0.107
14:00 - 15:00	11	2381	0.038	11	2381	0.031	11	2381	0.069
15:00 - 16:00	11	2381	0.019	11	2381	0.027	11	2381	0.046
16:00 - 17:00	11	2381	0.015	11	2381	0.031	11	2381	0.046
17:00 - 18:00	11	2381	0.008	11	2381	0.004	11	2381	0.012
18:00 - 19:00	11	2381	0.000	11	2381	0.004	11	2381	0.004
19:00 - 20:00	3	2088	0.000	3	2088	0.000	3	2088	0.000
20:00 - 21:00	3	2088	0.000	3	2088	0.016	3	2088	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.461			0.471			0.932

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

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

Appendix 4 Heol y Gors Traffic Survey

Job Number & Title: **SS1599** Cwmgors

Site Location: A474 Heol -Y- Gors

Survey Date: 17/10/2024

Site Location Plan



Severnside
Transportation Data Collection
www.severnsidefdc.co.uk

Severnside
Traffic Management



SS1599 Cwmgors																	
OCTOBER 2024																	
Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	A474 Heol -Y-Gors	51.781153, -3.879598	Northbound	17 October 2024	23 October 2024	30	18364	2810	2623	5495	29.9	1044	5.7	68	0.4	28.4	32.1
			Southbound	17 October 2024	23 October 2024		18943	2908	2706	7741	40.9	2040	10.8	126	0.7	29.4	33.9
			Two-Way	17 October 2024	23 October 2024		37307	5718	5330	13236	35	3084	8	194	1	29	33



SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
17 October 2024															
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0100	5	1	3	1	0	0	0	0	0	0	0	0	0	0	
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0500	33	2	29	1	1	0	0	0	0	0	0	0	0	0	
0600	38	0	31	4	0	0	2	0	0	0	1	0	0	0	
0700	107	0	96	9	1	0	1	0	0	0	0	0	0	0	
0800	171	0	138	20	0	1	10	0	2	0	0	0	0	0	
0900	146	0	124	15	0	1	5	0	1	0	0	0	0	0	
1000	128	1	100	17	0	1	7	0	1	0	1	0	0	0	
1100	135	0	110	20	0	1	3	0	0	0	0	0	0	1	
1200	155	0	133	17	1	1	3	0	0	0	0	0	0	0	
1300	154	1	134	15	0	1	1	0	1	1	0	0	0	0	
1400	198	2	172	19	1	1	3	0	0	0	0	0	0	0	
1500	273	5	244	19	1	1	3	0	0	0	0	0	0	0	
1600	307	1	265	38	0	0	2	0	0	0	0	1	0	0	
1700	300	1	260	27	0	1	9	0	1	0	0	1	0	0	
1800	193	5	176	8	0	0	4	0	0	0	0	0	0	0	
1900	146	0	128	13	0	0	5	0	0	0	0	0	0	0	
2000	96	0	85	10	0	0	1	0	0	0	0	0	0	0	
2100	88	1	73	8	0	0	5	0	1	0	0	0	0	0	
2200	40	1	33	4	0	0	1	0	1	0	0	0	0	0	
2300	34	0	34	0	0	0	0	0	0	0	0	0	0	0	
07-19	2267	16	1952	224	4	9	51	0	6	1	1	2	0	1	
06-22	2635	17	2269	259	4	9	64	0	7	1	2	2	0	1	
06-00	2709	18	2336	263	4	9	65	0	8	1	2	2	0	1	
00-00	2771	21	2389	268	5	9	65	0	8	1	2	2	0	1	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
18 October 2024															
0000	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
0100	4	1	3	0	0	0	0	0	0	0	0	0	0	0	
0200	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0400	13	0	12	1	0	0	0	0	0	0	0	0	0	0	
0500	27	0	25	0	0	0	2	0	0	0	0	0	0	0	
0600	34	0	21	6	1	0	4	0	0	0	1	1	0	0	
0700	118	1	107	4	1	0	5	0	0	0	0	0	0	0	
0800	161	0	127	22	0	1	9	0	1	1	0	0	0	0	
0900	132	0	106	16	0	0	10	0	0	0	0	0	0	0	
1000	133	1	110	13	0	1	7	0	0	0	0	1	0	0	
1100	153	1	127	22	0	0	2	0	1	0	0	0	0	0	
1200	172	0	147	21	0	1	3	0	0	0	0	0	0	0	
1300	192	1	163	20	0	0	8	0	0	0	0	0	0	0	
1400	266	1	233	27	0	0	3	0	1	0	0	1	0	0	
1500	255	2	217	29	0	0	5	0	1	0	0	1	0	0	
1600	293	2	260	23	0	0	8	0	0	0	0	0	0	0	
1700	290	0	263	18	0	2	7	0	0	0	0	0	0	0	
1800	222	3	197	15	0	0	6	0	1	0	0	0	0	0	
1900	139	0	126	9	0	0	4	0	0	0	0	0	0	0	
2000	114	2	101	8	0	0	3	0	0	0	0	0	0	0	
2100	88	0	83	4	0	0	1	0	0	0	0	0	0	0	
2200	57	0	51	4	0	0	2	0	0	0	0	0	0	0	
2300	38	0	34	3	0	0	1	0	0	0	0	0	0	0	
07-19	2387	12	2057	230	1	5	73	0	5	1	0	3	0	0	
06-22	2762	14	2388	257	2	5	85	0	5	1	1	4	0	0	
06-00	2857	14	2473	264	2	5	88	0	5	1	1	4	0	0	
00-00	2922	15	2532	267	2	5	90	0	5	1	1	4	0	0	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024			to			23 October 2024			Direction Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
19 October 2024															
0000	18	0	17	1	0	0	0	0	0	0	0	0	0	0	
0100	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0300	9	0	6	3	0	0	0	0	0	0	0	0	0	0	
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0600	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
0700	45	0	42	3	0	0	0	0	0	0	0	0	0	0	
0800	68	0	53	13	0	0	1	0	0	1	0	0	0	0	
0900	101	3	83	10	0	0	5	0	0	0	0	0	0	0	
1000	123	3	105	9	0	0	4	0	1	0	0	1	0	0	
1100	180	4	159	13	0	0	3	0	1	0	0	0	0	0	
1200	238	3	209	25	0	0	1	0	0	0	0	0	0	0	
1300	211	6	184	16	0	0	2	0	2	0	0	0	0	1	
1400	246	6	222	17	0	1	0	0	0	0	0	0	0	0	
1500	186	6	167	13	0	0	0	0	0	0	0	0	0	0	
1600	180	5	168	5	0	0	2	0	0	0	0	0	0	0	
1700	216	4	197	13	0	0	2	0	0	0	0	0	0	0	
1800	178	1	157	11	0	0	9	0	0	0	0	0	0	0	
1900	153	2	138	9	0	0	2	0	1	0	1	0	0	0	
2000	90	4	81	5	0	0	0	0	0	0	0	0	0	0	
2100	94	1	82	9	0	0	2	0	0	0	0	0	0	0	
2200	80	2	73	5	0	0	0	0	0	0	0	0	0	0	
2300	50	3	43	4	0	0	0	0	0	0	0	0	0	0	
07-19	1972	41	1746	148	0	1	29	0	4	1	0	1	0	1	
06-22	2321	48	2058	172	0	1	33	0	5	1	1	1	0	1	
06-00	2451	53	2174	181	0	1	33	0	5	1	1	1	0	1	
00-00	2504	53	2221	187	0	1	33	0	5	1	1	1	0	1	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
20 October 2024															
0000	33	1	29	2	0	0	1	0	0	0	0	0	0	0	
0100	26	2	23	1	0	0	0	0	0	0	0	0	0	0	
0200	10	1	9	0	0	0	0	0	0	0	0	0	0	0	
0300	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
0400	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
0600	17	0	15	1	0	0	1	0	0	0	0	0	0	0	
0700	23	0	22	0	0	0	1	0	0	0	0	0	0	0	
0800	38	0	34	3	0	1	0	0	0	0	0	0	0	0	
0900	51	1	43	6	0	0	1	0	0	0	0	0	0	0	
1000	79	0	67	10	0	0	1	0	0	0	0	0	0	1	
1100	106	0	96	6	0	0	4	0	0	0	0	0	0	0	
1200	141	0	127	10	0	0	4	0	0	0	0	0	0	0	
1300	166	1	151	9	0	0	4	0	1	0	0	0	0	0	
1400	167	1	149	17	0	0	0	0	0	0	0	0	0	0	
1500	199	1	185	12	0	1	0	0	0	0	0	0	0	0	
1600	188	1	177	7	0	0	3	0	0	0	0	0	0	0	
1700	140	0	131	6	0	0	3	0	0	0	0	0	0	0	
1800	119	0	111	5	0	0	1	0	1	0	0	1	0	0	
1900	106	2	95	8	1	0	0	0	0	0	0	0	0	0	
2000	63	1	55	7	0	0	0	0	0	0	0	0	0	0	
2100	55	0	50	5	0	0	0	0	0	0	0	0	0	0	
2200	26	0	26	0	0	0	0	0	0	0	0	0	0	0	
2300	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
07-19	1417	5	1293	91	0	2	22	0	2	0	0	1	0	1	
06-22	1658	8	1508	112	1	2	23	0	2	0	0	1	0	1	
06-00	1711	8	1560	113	1	2	23	0	2	0	0	1	0	1	
00-00	1808	12	1647	118	1	2	24	0	2	0	0	1	0	1	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
21 October 2024															
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
0100	11	0	9	2	0	0	0	0	0	0	0	0	0	0	
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0500	17	0	16	0	1	0	0	0	0	0	0	0	0	0	
0600	39	1	32	1	0	0	3	0	2	0	0	0	0	0	
0700	101	2	80	12	1	1	4	0	0	0	0	0	0	1	
0800	177	0	149	22	0	0	6	0	0	0	0	0	0	0	
0900	119	0	100	11	0	0	7	0	0	0	0	1	0	0	
1000	160	1	137	12	0	0	8	1	0	1	0	0	0	0	
1100	149	1	132	15	0	0	0	0	1	0	0	0	0	0	
1200	186	8	149	28	0	0	1	0	0	0	0	0	0	0	
1300	140	1	115	20	1	0	2	0	1	0	0	0	0	0	
1400	186	2	164	19	1	0	0	0	0	0	0	0	0	0	
1500	239	2	203	32	0	1	0	0	1	0	0	0	0	0	
1600	306	4	265	36	0	0	0	0	1	0	0	0	0	0	
1700	278	1	248	22	0	1	5	0	0	1	0	0	0	0	
1800	233	3	199	17	0	0	13	0	1	0	0	0	0	0	
1900	122	1	105	12	0	0	4	0	0	0	0	0	0	0	
2000	83	0	75	6	0	0	2	0	0	0	0	0	0	0	
2100	57	1	52	3	0	0	1	0	0	0	0	0	0	0	
2200	39	0	38	1	0	0	0	0	0	0	0	0	0	0	
2300	19	0	17	1	0	1	0	0	0	0	0	0	0	0	
07-19	2274	25	1941	246	3	3	46	1	5	2	0	1	0	1	
06-22	2575	28	2205	268	3	3	56	1	7	2	0	1	0	1	
06-00	2633	28	2260	270	3	4	56	1	7	2	0	1	0	1	
00-00	2690	28	2312	274	4	4	56	1	7	2	0	1	0	1	

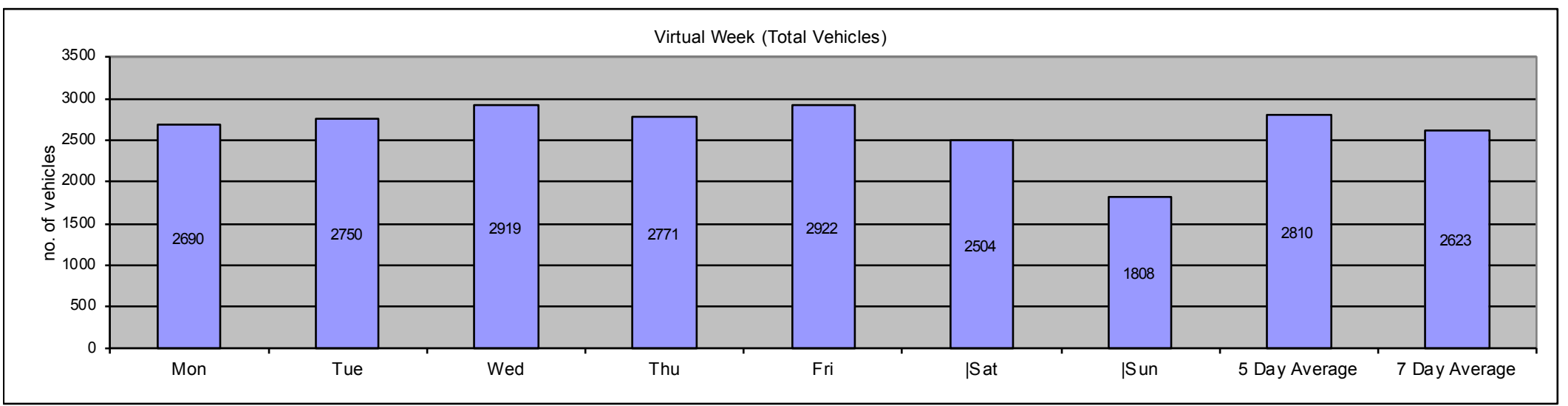
SS1599 Cwmgors					Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)							
17 October 2024		to	23 October 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
22 October 2024															
0000	16	0	16	0	0	0	0	0	0	0	0	0	0	0	
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	2	3	0	0	0	0	0	0	0	0	0	0	
0400	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0500	15	0	14	0	0	0	1	0	0	0	0	0	0	0	
0600	32	0	26	1	0	1	3	0	0	0	0	1	0	0	
0700	105	0	82	12	4	0	5	0	2	0	0	0	0	0	
0800	164	2	137	11	0	1	12	1	0	0	0	0	0	0	
0900	136	0	111	8	0	0	17	0	0	0	0	0	0	0	
1000	137	0	119	9	0	0	7	0	1	0	0	0	0	1	
1100	147	2	116	26	0	1	2	0	0	0	0	0	0	0	
1200	162	3	134	20	0	1	0	0	2	0	1	1	0	0	
1300	171	0	152	17	0	0	1	0	1	0	0	0	0	0	
1400	198	1	170	25	1	1	0	0	0	0	0	0	0	0	
1500	238	2	199	34	1	1	0	0	0	0	0	1	0	0	
1600	311	1	257	51	2	0	0	0	0	0	0	0	0	0	
1700	304	1	274	22	0	1	2	0	1	1	1	1	0	0	
1800	235	0	213	19	0	0	2	0	1	0	0	0	0	0	
1900	145	2	131	8	0	0	4	0	0	0	0	0	0	0	
2000	98	1	87	8	0	0	2	0	0	0	0	0	0	0	
2100	58	1	48	8	0	0	1	0	0	0	0	0	0	0	
2200	35	0	32	2	0	0	1	0	0	0	0	0	0	0	
2300	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
07-19	2308	12	1964	254	8	6	48	1	8	1	2	3	0	1	
06-22	2641	16	2256	279	8	7	58	1	8	1	2	4	0	1	
06-00	2697	16	2309	281	8	7	59	1	8	1	2	4	0	1	
00-00	2750	16	2357	285	8	7	60	1	8	1	2	4	0	1	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
23 October 2024															
0000	14	0	10	3	0	0	1	0	0	0	0	0	0	0	
0100	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0400	6	0	5	0	0	0	1	0	0	0	0	0	0	0	
0500	22	0	17	3	0	0	2	0	0	0	0	0	0	0	
0600	37	0	31	2	1	2	1	0	0	0	0	0	0	0	
0700	121	0	99	11	1	0	9	0	0	0	0	1	0	0	
0800	158	1	123	17	0	3	13	0	0	0	0	0	0	1	
0900	118	0	95	13	0	0	9	0	1	0	0	0	0	0	
1000	134	1	111	12	0	0	9	0	1	0	0	0	0	0	
1100	162	1	140	15	0	0	2	0	3	0	1	0	0	0	
1200	141	3	122	15	0	1	0	0	0	0	0	0	0	0	
1300	155	0	136	18	0	1	0	0	0	0	0	0	0	0	
1400	212	2	189	19	1	0	1	0	0	0	0	0	0	0	
1500	256	4	218	28	1	0	2	0	3	0	0	0	0	0	
1600	316	3	265	43	1	1	1	0	2	0	0	0	0	0	
1700	332	5	294	23	0	1	7	0	1	0	0	1	0	0	
1800	220	0	199	14	0	0	7	0	0	0	0	0	0	0	
1900	197	0	181	10	1	0	5	0	0	0	0	0	0	0	
2000	85	0	79	5	0	0	1	0	0	0	0	0	0	0	
2100	86	1	79	5	0	0	1	0	0	0	0	0	0	0	
2200	79	0	72	4	0	0	3	0	0	0	0	0	0	0	
2300	55	0	51	4	0	0	0	0	0	0	0	0	0	0	
07-19	2325	20	1991	228	4	7	60	0	11	0	1	2	0	1	
06-22	2730	21	2361	250	6	9	68	0	11	0	1	2	0	1	
06-00	2864	21	2484	258	6	9	71	0	11	0	1	2	0	1	
00-00	2919	21	2528	265	6	9	75	0	11	0	1	2	0	1	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to	23 October 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Average Day															
0000	16	0	14	1	0	0	0	0	0	0	0	0	0	0	
0100	10	1	9	1	0	0	0	0	0	0	0	0	0	0	
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0400	8	0	7	0	0	0	0	0	0	0	0	0	0	0	
0500	18	0	16	1	0	0	1	0	0	0	0	0	0	0	
0600	30	0	24	2	0	0	2	0	0	0	0	0	0	0	
0700	89	0	75	7	1	0	4	0	0	0	0	0	0	0	
0800	134	0	109	15	0	1	7	0	0	0	0	0	0	0	
0900	115	1	95	11	0	0	8	0	0	0	0	0	0	0	
1000	128	1	107	12	0	0	6	0	1	0	0	0	0	0	
1100	147	1	126	17	0	0	2	0	1	0	0	0	0	0	
1200	171	2	146	19	0	1	2	0	0	0	0	0	0	0	
1300	170	1	148	16	0	0	3	0	1	0	0	0	0	0	
1400	210	2	186	20	1	0	1	0	0	0	0	0	0	0	
1500	235	3	205	24	0	1	1	0	1	0	0	0	0	0	
1600	272	2	237	29	0	0	2	0	0	0	0	0	0	0	
1700	266	2	238	19	0	1	5	0	0	0	0	0	0	0	
1800	200	2	179	13	0	0	6	0	1	0	0	0	0	0	
1900	144	1	129	10	0	0	3	0	0	0	0	0	0	0	
2000	90	1	80	7	0	0	1	0	0	0	0	0	0	0	
2100	75	1	67	6	0	0	2	0	0	0	0	0	0	0	
2200	51	0	46	3	0	0	1	0	0	0	0	0	0	0	
2300	35	0	32	2	0	0	0	0	0	0	0	0	0	0	
07-19	2136	19	1849	203	3	5	47	0	6	1	1	2	0	1	
06-22	2475	22	2149	228	3	5	55	0	6	1	1	2	0	1	
06-00	2560	23	2228	233	3	5	56	0	7	1	1	2	0	1	
00-00	2623	24	2284	238	4	5	58	0	7	1	1	2	0	1	

SS1599 Cwmgors Site 1 Location A474 Heol -Y-Gors (51.781153, -3.879598)
 17 October 2024 to 23 October 2024 Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	2690	28	2312	274	4	4	56	1	7	2	0	1	0	1
Tue	2750	16	2357	285	8	7	60	1	8	1	2	4	0	1
Wed	2919	21	2528	265	6	9	75	0	11	0	1	2	0	1
Thu	2771	21	2389	268	5	9	65	0	8	1	2	2	0	1
Fri	2922	15	2532	267	2	5	90	0	5	1	1	4	0	0
Sat	2504	53	2221	187	0	1	33	0	5	1	1	1	0	1
Sun	1808	12	1647	118	1	2	24	0	2	0	0	1	0	1
5 Day Average														
[--]	2810	20	2424	272	5	7	69	0	8	1	1	3	0	1
7 Day Average														
[--]	2623	24	2284	238	4	5	58	0	7	1	1	2	0	1
Total Vehicles														
[--]	18364	166	15986	1664	26	37	403	2	46	6	7	15	0	6



SS1599 Cwmgors										Site	1	Location										A474 Heol -Y-Gors (51.781153, -3.879598)										
17 October 2024										to	23 October 2024										Direction		Northbound		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed										
17 October 2024																																
0000	8	0	0	0	0	2	1	1	3	1	0	0	0	0	6	75	5	62.5	1	12.5	37.7	-										
0100	5	0	0	0	0	1	2	2	0	0	0	0	0	0	4	80	2	40	0	0	32.6	-										
0200	6	0	0	0	0	2	1	1	1	1	0	0	0	0	4	66.67	3	50	1	16.67	36.4	-										
0300	4	0	0	0	0	0	2	2	0	0	0	0	0	0	4	100	2	50	0	0	34.3	-										
0400	6	0	0	0	0	0	2	3	0	1	0	0	0	0	6	100	4	66.67	1	16.67	37.9	-										
0500	33	0	0	0	1	2	15	9	4	1	1	0	0	0	30	90.91	15	45.45	2	6.061	35	43										
0600	38	0	0	0	2	18	9	8	1	0	0	0	0	0	18	47.37	9	23.68	0	0	30.8	36.5										
0700	107	0	1	7	18	51	23	6	0	1	0	0	0	0	30	28.04	7	6.542	1	0.935	27.6	32.2										
0800	171	0	1	3	40	99	27	0	1	0	0	0	0	0	28	16.37	1	0.585	0	0	27.1	30.2										
0900	146	1	0	2	16	80	41	6	0	0	0	0	0	0	47	32.19	6	4.11	0	0	28.5	32.2										
1000	128	0	0	4	26	78	18	1	1	0	0	0	0	0	20	15.63	2	1.563	0	0	27.1	30.2										
1100	135	0	0	6	14	77	31	6	1	0	0	0	0	0	38	28.15	7	5.185	0	0	28.3	31.7										
1200	155	0	1	0	17	93	40	4	0	0	0	0	0	0	44	28.39	4	2.581	0	0	28.4	31.4										
1300	154	0	0	2	7	78	62	5	0	0	0	0	0	0	67	43.51	5	3.247	0	0	29.3	31.9										
1400	198	0	0	1	23	124	40	9	1	0	0	0	0	0	50	25.25	10	5.051	0	0	28.5	31.4										
1500	273	0	1	3	48	150	65	6	0	0	0	0	0	0	71	26.01	6	2.198	0	0	27.9	31.2										
1600	307	0	0	1	50	180	66	9	0	0	1	0	0	0	76	24.76	10	3.257	1	0.326	28	31.3										
1700	300	1	0	8	67	160	55	9	0	0	0	0	0	0	64	21.33	9	3	0	0	27.4	30.6										
1800	193	0	0	5	55	89	38	5	0	0	0	0	1	0	44	22.8	6	3.109	1	0.518	27.3	30.9										
1900	146	0	0	0	19	92	33	1	1	0	0	0	0	0	35	23.97	2	1.37	0	0	28.2	31.9										
2000	96	0	0	1	12	46	27	6	3	1	0	0	0	0	37	38.54	10	10.42	1	1.042	29.6	33.8										
2100	88	0	1	2	6	37	41	1	0	0	0	0	0	0	42	47.73	1	1.136	0	0	29.1	32.5										
2200	40	0	0	0	4	4	18	9	4	1	0	0	0	0	32	80	14	35	1	2.5	33.8	38.8										
2300	34	0	0	2	0	14	11	4	1	0	2	0	0	0	18	52.94	7	20.59	2	5.882	32.1	37.1										
07-19	2267	2	4	42	381	1259	506	66	4	1	1	0	1	0	579	25.54	73	3.22	3	0.132	27.9	31.2										
06-22	2635	2	5	45	420	1452	616	82	9	2	1	0	1	0	711	26.98	95	3.605	4	0.152	28.1	31.4										
06-00	2709	2	5	47	424	1470	645	95	14	3	3	0	1	0	761	28.09	116	4.282	7	0.258	28.2	31.7										
00-00	2771	2	5	47	425	1477	668	113	22	7	4	0	1	0	815	29.41	147	5.305	12	0.433	28.4	31.9										

SS1599 Cwmgors										Site	1	Location										A474 Heol -Y-Gors (51.781153, -3.879598)										
17 October 2024					to					23 October 2024					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed										
18 October 2024																																
0000	9	0	0	0	0	0	5	2	2	0	0	0	0	0	9	100	4	44.44	0	0	34.8	-										
0100	4	0	0	0	0	0	0	1	3	0	0	0	0	0	4	100	4	100	0	0	40.5	-										
0200	8	0	0	0	1	2	1	3	1	0	0	0	0	0	5	62.5	4	50	0	0	32.9	-										
0300	4	0	0	0	0	0	3	0	1	0	0	0	0	0	4	100	1	25	0	0	34.8	-										
0400	13	0	0	0	2	1	4	0	6	0	0	0	0	0	10	76.92	6	46.15	0	0	34.8	42										
0500	27	0	0	0	4	9	11	2	1	0	0	0	0	0	23	85.19	14	51.85	1	3.704	35.3	39.1										
0600	34	0	0	0	2	21	7	4	0	0	0	0	0	0	11	32.35	4	11.76	0	0	29.5	34.6										
0700	118	1	2	8	33	64	8	2	0	0	0	0	0	0	10	8.475	2	1.695	0	0	25.4	29										
0800	161	0	0	0	18	95	40	8	0	0	0	0	0	0	48	29.81	8	4.969	0	0	28.5	31										
0900	132	0	0	1	22	84	25	0	0	0	0	0	0	0	25	18.94	0	0	0	0	27.8	30.4										
1000	133	0	0	2	21	86	20	4	0	0	0	0	0	0	24	18.05	4	3.008	0	0	27.7	31										
1100	153	0	0	1	28	75	38	10	1	0	0	0	0	0	49	32.03	11	7.19	0	0	28.6	33.2										
1200	172	0	0	4	27	111	24	4	2	0	0	0	0	0	30	17.44	6	3.488	0	0	27.8	30.3										
1300	192	1	4	3	21	103	49	9	2	0	0	0	0	0	60	31.25	11	5.729	0	0	28.3	32										
1400	266	1	0	1	41	147	63	10	3	0	0	0	0	0	76	28.57	13	4.887	0	0	28.4	32										
1500	255	0	1	1	44	167	37	5	0	0	0	0	0	0	42	16.47	5	1.961	0	0	27.6	30.2										
1600	293	2	1	2	53	159	72	3	1	0	0	0	0	0	76	25.94	4	1.365	0	0	27.8	31.2										
1700	290	0	0	1	43	201	38	6	0	0	0	1	0	0	45	15.52	7	2.414	1	0.345	27.7	30.2										
1800	222	0	0	18	64	102	36	1	1	0	0	0	0	0	38	17.12	2	0.901	0	0	26.2	30.6										
1900	139	0	0	3	25	73	32	3	3	0	0	0	0	0	38	27.34	6	4.317	0	0	28.2	31.1										
2000	114	0	0	0	8	63	37	4	1	1	0	0	0	0	43	37.72	6	5.263	1	0.877	29.6	32.4										
2100	88	0	0	1	10	41	29	5	2	0	0	0	0	0	36	40.91	7	7.955	0	0	29.5	33.5										
2200	57	0	0	0	3	22	22	9	0	1	0	0	0	0	32	56.14	10	17.54	1	1.754	31.1	36.4										
2300	38	0	0	0	2	15	14	5	1	0	1	0	0	0	21	55.26	7	18.42	1	2.632	31.5	35.6										
07-19	2387	5	8	42	415	1394	450	62	10	0	0	1	0	0	523	21.91	73	3.058	1	0.042	27.7	31										
06-22	2762	5	8	46	460	1592	555	78	16	1	0	1	0	0	651	23.57	96	3.476	2	0.072	27.9	31.1										
06-00	2857	5	8	46	465	1629	591	92	17	2	1	1	0	0	704	24.64	113	3.955	4	0.14	28	31.3										
00-00	2922	5	8	46	468	1636	613	109	32	3	1	1	0	0	759	25.98	146	4.997	5	0.171	28.1	31.5										

SS1599 Cwmgors										Site	1	Location										A474 Heol -Y-Gors (51.781153, -3.879598)										
17 October 2024					to					23 October 2024					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed										
19 October 2024																																
0000	18	0	0	2	0	4	2	7	3	0	0	0	0	0	12	66.67	10	55.56	0	0	33.3	41										
0100	12	0	0	0	0	7	4	1	0	0	0	0	0	0	5	41.67	1	8.333	0	0	30.7	34										
0200	6	0	0	0	1	1	4	0	0	0	0	0	0	0	4	66.67	0	0	0	0	29.7	-										
0300	9	0	0	1	0	3	3	2	0	0	0	0	0	0	5	55.56	2	22.22	0	0	30.6	-										
0400	5	0	0	0	0	0	3	1	0	1	0	0	0	0	5	100	2	40	1	20	36.8	-										
0500	3	0	0	0	0	0	2	1	0	0	0	0	0	0	3	100	1	33.33	0	0	34.1	-										
0600	12	0	0	0	0	3	6	3	0	0	0	0	0	0	9	75	3	25	0	0	32.2	38.4										
0700	45	0	0	2	4	13	16	7	2	1	0	0	0	0	26	57.78	10	22.22	1	2.222	31.1	36.1										
0800	68	0	0	0	4	38	21	5	0	0	0	0	0	0	26	38.24	5	7.353	0	0	29.4	32										
0900	101	0	0	1	9	33	53	5	0	0	0	0	0	0	58	57.43	5	4.95	0	0	29.9	33.3										
1000	123	0	0	2	14	63	38	5	0	1	0	0	0	0	44	35.77	6	4.878	1	0.813	29.1	33										
1100	180	1	0	3	17	94	57	8	0	0	0	0	0	0	65	36.11	8	4.444	0	0	28.8	32.5										
1200	238	0	0	0	28	141	64	5	0	0	0	0	0	0	69	28.99	5	2.101	0	0	28.4	31.4										
1300	211	1	0	1	38	109	57	4	1	0	0	0	0	0	62	29.38	5	2.37	0	0	28	31.9										
1400	246	0	0	4	36	148	54	3	1	0	0	0	0	0	58	23.58	4	1.626	0	0	27.9	31.3										
1500	186	0	0	8	24	102	40	10	2	0	0	0	0	0	52	27.96	12	6.452	0	0	28.1	31.9										
1600	180	0	0	3	22	98	46	6	3	1	0	1	0	0	57	31.67	11	6.111	2	1.111	28.8	31.9										
1700	216	0	1	9	31	124	44	3	3	1	0	0	0	0	51	23.61	7	3.241	1	0.463	27.9	31										
1800	178	0	0	6	48	92	23	7	1	1	0	0	0	0	32	17.98	9	5.056	1	0.562	27.1	30.5										
1900	153	0	1	2	31	73	36	7	2	1	0	0	0	0	46	30.07	10	6.536	1	0.654	28.2	32.2										
2000	90	0	0	0	7	34	37	7	2	1	0	0	0	2	49	54.44	12	13.33	3	3.333	31.2	34.3										
2100	94	0	0	0	8	57	23	6	0	0	0	0	0	0	29	30.85	6	6.383	0	0	28.7	31.7										
2200	80	0	0	0	5	33	28	12	2	0	0	0	0	0	42	52.5	14	17.5	0	0	30.9	36.9										
2300	50	0	0	0	6	18	17	7	2	0	0	0	0	0	26	52	9	18	0	0	30.6	35.8										
07-19	1972	2	1	39	275	1055	513	68	13	5	0	1	0	0	600	30.43	87	4.412	6	0.304	28.4	31.9										
06-22	2321	2	2	41	321	1222	615	91	17	7	0	1	0	2	733	31.58	118	5.084	10	0.431	28.5	32										
06-00	2451	2	2	41	332	1273	660	110	21	7	0	1	0	2	801	32.68	141	5.753	10	0.408	28.6	32.1										
00-00	2504	2	2	44	333	1288	678	122	24	8	0	1	0	2	835	33.35	157	6.27	11	0.439	28.7	32.3										

SS1599 Cwmgors		Site 1														Location A474 Heol -Y-Gors (51.781153, -3.879598)							
17 October 2024		to														23 October 2024							
		Direction Northbound														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed	
20 October 2024																							
0000	33	0	0	0	1	8	16	3	5	0	0	0	0	0	24	72.73	8	24.24	0	0	32.9	39.8	
0100	26	0	0	0	1	4	13	3	0	4	1	0	0	0	21	80.77	8	30.77	5	19.23	35.1	45.9	
0200	10	0	0	0	0	3	1	3	2	0	1	0	0	0	7	70	6	60	1	10	36.8	-	
0300	12	0	0	0	0	2	5	4	1	0	0	0	0	0	10	83.33	5	41.67	0	0	34.1	39	
0400	9	0	0	0	1	1	4	1	2	0	0	0	0	0	7	77.78	3	33.33	0	0	34.2	-	
0500	7	0	0	0	0	1	5	1	0	0	0	0	0	0	6	85.71	1	14.29	0	0	31.6	-	
0600	17	0	0	0	1	2	7	5	2	0	0	0	0	0	14	82.35	7	41.18	0	0	34.2	40.5	
0700	23	0	0	0	3	3	10	6	1	0	0	0	0	0	17	73.91	7	30.43	0	0	31.5	37.5	
0800	38	0	0	0	1	15	17	5	0	0	0	0	0	0	22	57.89	5	13.16	0	0	31.1	34.3	
0900	51	0	0	2	6	16	23	3	1	0	0	0	0	0	27	52.94	4	7.843	0	0	29.6	33.3	
1000	79	0	1	4	22	34	17	1	0	0	0	0	0	0	18	22.78	1	1.266	0	0	26.7	31.2	
1100	106	0	0	5	11	58	28	3	1	0	0	0	0	0	32	30.19	4	3.774	0	0	27.9	32.1	
1200	141	0	0	0	16	77	45	3	0	0	0	0	0	0	48	34.04	3	2.128	0	0	28.9	32.1	
1300	166	0	0	2	19	90	46	8	1	0	0	0	0	0	55	33.13	9	5.422	0	0	28.7	32.9	
1400	167	0	0	0	14	86	57	9	1	0	0	0	0	0	67	40.12	10	5.988	0	0	29.5	32.7	
1500	199	0	0	2	19	99	68	10	1	0	0	0	0	0	79	39.7	11	5.528	0	0	29.2	33.3	
1600	188	0	0	1	15	93	64	14	1	0	0	0	0	0	79	42.02	15	7.979	0	0	29.3	32.7	
1700	140	0	0	3	10	66	52	8	1	0	0	0	0	0	61	43.57	9	6.429	0	0	29.4	33.1	
1800	119	0	0	3	23	54	31	8	0	0	0	0	0	0	39	32.77	8	6.723	0	0	28.3	32	
1900	106	0	0	2	13	42	39	9	1	0	0	0	0	0	49	46.23	10	9.434	0	0	29.5	34	
2000	63	1	0	0	5	26	20	10	1	0	0	0	0	0	31	49.21	11	17.46	0	0	30.4	36.2	
2100	55	0	0	1	1	17	23	10	2	0	1	0	0	0	36	65.45	13	23.64	1	1.818	32.4	36.8	
2200	26	0	0	1	0	9	10	4	1	0	0	0	1	0	16	61.54	6	23.08	1	3.846	32.9	36.7	
2300	27	0	0	0	0	13	7	3	2	2	0	0	0	0	14	51.85	7	25.93	2	7.407	33	40.8	
07-19	1417	0	1	22	159	691	458	78	8	0	0	0	0	0	544	38.39	86	6.069	0	0	29	32.8	
06-22	1658	1	1	25	179	778	547	112	14	0	1	0	0	0	674	40.65	127	7.66	1	0.06	29.2	33.1	
06-00	1711	1	1	26	179	800	564	119	17	2	1	0	1	0	704	41.15	140	8.182	4	0.234	29.3	33.2	
00-00	1808	1	1	26	182	819	608	134	27	6	3	0	1	0	779	43.09	171	9.458	10	0.553	29.6	33.6	

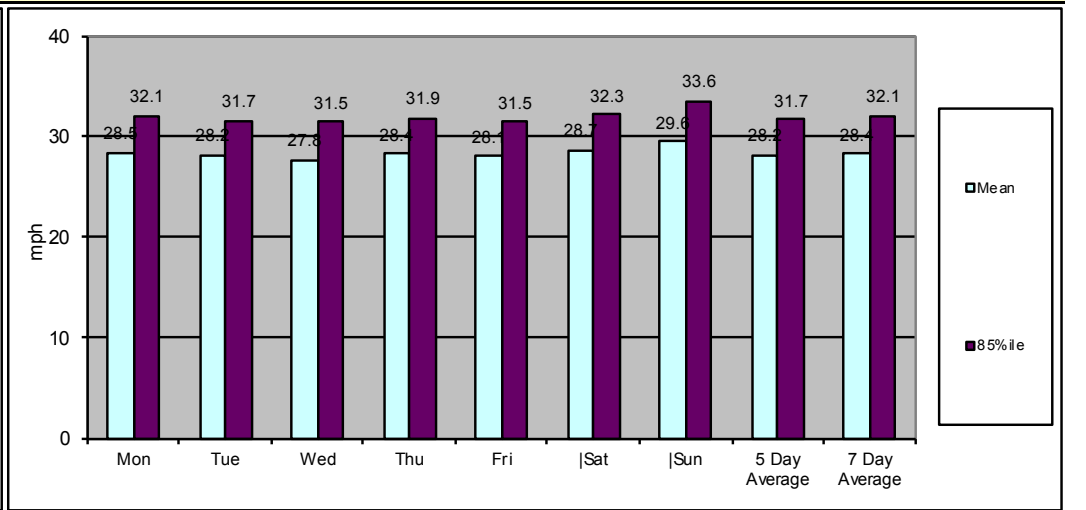
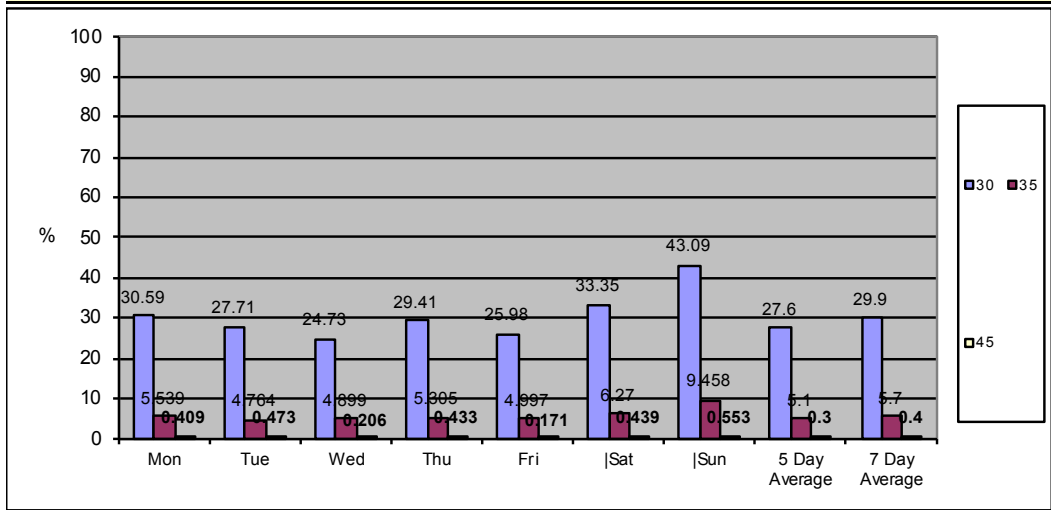
SS1599 Cwmgors		Site 1													Location A474 Heol -Y-Gors (51.781153, -3.879598)							
17 October 2024		to													23 October 2024							
		Direction Northbound													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed
21 October 2024																						
0000	14	0	0	0	0	7	4	2	0	0	1	0	0	0	7	50	3	21.43	1	7.143	32.6	38
0100	11	0	0	0	0	2	1	4	1	2	0	0	1	0	9	81.82	8	72.73	3	27.27	39.9	51.6
0200	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
0300	5	0	0	0	1	0	2	2	0	0	0	0	0	0	4	80	2	40	0	0	33.1	-
0400	7	0	0	0	0	3	2	2	0	0	0	0	0	0	4	57.14	2	28.57	0	0	32.4	-
0500	17	0	0	0	0	4	4	4	2	3	0	0	0	0	13	76.47	9	52.94	3	17.65	36.7	45.8
0600	39	1	0	0	5	12	12	7	2	0	0	0	0	0	21	53.85	9	23.08	0	0	30.3	35.8
0700	101	0	0	4	11	56	26	4	0	0	0	0	0	0	30	29.7	4	3.96	0	0	28.3	32.2
0800	177	0	0	0	25	103	41	7	1	0	0	0	0	0	49	27.68	8	4.52	0	0	28.4	31.8
0900	119	0	0	0	14	63	35	7	0	0	0	0	0	0	42	35.29	7	5.882	0	0	29.1	33.3
1000	160	0	1	1	28	92	28	8	2	0	0	0	0	0	38	23.75	10	6.25	0	0	27.7	30.9
1100	149	0	0	0	26	93	25	5	0	0	0	0	0	0	30	20.13	5	3.356	0	0	28	30.9
1200	186	2	2	7	32	97	44	2	0	0	0	0	0	0	46	24.73	2	1.075	0	0	27.3	31.8
1300	140	0	1	1	23	78	30	7	0	0	0	0	0	0	37	26.43	7	5	0	0	27.9	31.1
1400	186	0	0	4	26	116	38	2	0	0	0	0	0	0	40	21.51	2	1.075	0	0	27.6	30.6
1500	239	1	1	7	41	127	59	3	0	0	0	0	0	0	62	25.94	3	1.255	0	0	27.7	31.3
1600	306	0	1	4	39	144	107	10	1	0	0	0	0	0	118	38.56	11	3.595	0	0	28.9	32.2
1700	278	0	0	3	40	149	78	7	1	0	0	0	0	0	86	30.94	8	2.878	0	0	28.4	31.8
1800	233	1	0	4	32	149	41	6	0	0	0	0	0	0	47	20.17	6	2.575	0	0	27.5	30.5
1900	122	0	0	0	13	68	30	7	3	1	0	0	0	0	41	33.61	11	9.016	1	0.82	29.2	33.3
2000	83	0	0	0	4	44	25	9	1	0	0	0	0	0	35	42.17	10	12.05	0	0	29.9	34.2
2100	57	0	0	0	4	22	19	8	2	2	0	0	0	0	31	54.39	12	21.05	2	3.509	31.7	38.4
2200	39	0	1	3	5	10	14	2	4	0	0	0	0	0	20	51.28	6	15.38	0	0	29.7	37.9
2300	19	0	0	0	0	6	9	1	2	0	1	0	0	0	13	68.42	4	21.05	1	5.263	33.8	42.1
07-19	2274	4	6	35	337	1267	552	68	5	0	0	0	0	0	625	27.48	73	3.21	0	0	28.1	31.5
06-22	2575	5	6	35	363	1413	638	99	13	3	0	0	0	0	753	29.24	115	4.466	3	0.117	28.3	31.9
06-00	2633	5	7	38	368	1429	661	102	19	3	1	0	0	0	786	29.85	125	4.747	4	0.152	28.4	32
00-00	2690	5	7	38	371	1446	674	116	22	8	2	0	1	0	823	30.59	149	5.539	11	0.409	28.5	32.1

SS1599 Cwmgors		Site 1														Location A474 Heol -Y-Gors (51.781153, -3.879598)							
17 October 2024		to														23 October 2024							
		Direction Northbound														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed	
22 October 2024																							
0000	16	0	0	0	0	1	5	4	2	3	0	1	0	0	15	93.75	10	62.5	4	25	39.2	49	
0100	6	0	0	0	0	3	0	2	1	0	0	0	0	0	3	50	3	50	0	0	33.8	-	
0200	4	0	0	0	1	1	0	1	0	1	0	0	0	0	2	50	2	50	1	25	34.5	-	
0300	5	0	0	0	0	2	1	0	0	1	1	0	0	0	3	60	2	40	2	40	37.9	-	
0400	7	0	0	0	0	2	3	1	1	0	0	0	0	0	5	71.43	2	28.57	0	0	33.1	-	
0500	15	0	0	0	0	3	6	6	0	0	0	0	0	0	12	80	6	40	0	0	34.3	39.6	
0600	32	0	0	0	7	11	8	6	0	0	0	0	0	0	14	43.75	6	18.75	0	0	29.4	36.1	
0700	105	0	0	9	28	50	12	3	2	0	0	1	0	0	18	17.14	6	5.714	1	0.952	26.7	31	
0800	164	1	0	0	33	91	37	2	0	0	0	0	0	0	39	23.78	2	1.22	0	0	27.6	30.7	
0900	136	0	0	1	11	100	21	3	0	0	0	0	0	0	24	17.65	3	2.206	0	0	28.1	30.4	
1000	137	0	1	2	16	77	34	7	0	0	0	0	0	0	41	29.93	7	5.109	0	0	28.4	32.2	
1100	147	0	1	1	29	88	25	3	0	0	0	0	0	0	28	19.05	3	2.041	0	0	27.4	30.6	
1200	162	0	2	1	26	88	41	3	0	1	0	0	0	0	45	27.78	4	2.469	1	0.617	28	31.3	
1300	171	0	1	3	15	101	42	9	0	0	0	0	0	0	51	29.82	9	5.263	0	0	28.3	31.9	
1400	198	0	0	0	25	111	56	5	1	0	0	0	0	0	62	31.31	6	3.03	0	0	28.7	32.2	
1500	238	0	0	8	52	125	49	3	1	0	0	0	0	0	53	22.27	4	1.681	0	0	27.3	31	
1600	311	0	1	5	49	179	67	9	1	0	0	0	0	0	77	24.76	10	3.215	0	0	27.9	31	
1700	304	0	10	15	57	151	66	4	0	1	0	0	0	0	71	23.36	5	1.645	1	0.329	26.9	31.1	
1800	235	0	0	4	44	121	58	7	1	0	0	0	0	0	66	28.09	8	3.404	0	0	28.1	31.8	
1900	145	0	0	0	28	82	28	3	3	1	0	0	0	0	35	24.14	7	4.828	1	0.69	28.2	30.9	
2000	98	0	0	0	6	56	29	6	1	0	0	0	0	0	36	36.73	7	7.143	0	0	29.4	32.7	
2100	58	0	1	0	4	26	21	5	1	0	0	0	0	0	27	46.55	6	10.34	0	0	29.8	33.9	
2200	35	0	0	0	1	15	12	6	0	0	0	1	0	0	19	54.29	7	20	1	2.857	32.2	37.7	
2300	21	0	0	0	1	4	10	3	2	0	1	0	0	0	16	76.19	6	28.57	1	4.762	34	40.2	
07-19	2308	1	16	49	385	1282	508	58	6	2	0	1	0	0	575	24.91	67	2.903	3	0.13	27.8	31.3	
06-22	2641	1	17	49	430	1457	594	78	11	3	0	1	0	0	687	26.01	93	3.521	4	0.151	27.9	31.4	
06-00	2697	1	17	49	432	1476	616	87	13	3	1	2	0	0	722	26.77	106	3.93	6	0.222	28	31.4	
00-00	2750	1	17	49	433	1488	631	101	17	8	2	3	0	0	762	27.71	131	4.764	13	0.473	28.2	31.7	

SS1599 Cwmgors										Site	1	Location A474 Heol -Y-Gors (51.781153, -3.879598)												
17 October 2024					to	23 October 2024					Direction	Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed		
23 October 2024																								
0000	14	0	0	0	0	2	7	2	2	0	1	0	0	0	12	85.71	5	35.71	1	7.143	34.8	43.4		
0100	9	0	0	0	0	2	1	3	2	1	0	0	0	0	7	77.78	6	66.67	1	11.11	36.4	-		
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-		
0300	4	0	0	0	0	0	1	2	0	0	1	0	0	0	4	100	3	75	1	25	39	-		
0400	6	0	0	0	0	1	3	2	0	0	0	0	0	0	5	83.33	2	33.33	0	0	33.2	-		
0500	22	0	0	0	0	3	8	8	2	1	0	0	0	0	19	86.36	11	50	1	4.545	34.7	40.3		
0600	37	0	0	0	3	22	6	3	3	0	0	0	0	0	12	32.43	6	16.22	0	0	29.6	35.9		
0700	121	0	0	3	24	84	9	0	1	0	0	0	0	0	10	8.264	1	0.826	0	0	27	28.9		
0800	158	0	0	5	34	93	20	6	0	0	0	0	0	0	26	16.46	6	3.797	0	0	27.3	30.3		
0900	118	0	0	2	49	51	12	4	0	0	0	0	0	0	16	13.56	4	3.39	0	0	26.1	29.9		
1000	134	0	2	3	39	66	20	4	0	0	0	0	0	0	24	17.91	4	2.985	0	0	26.7	30.6		
1100	162	0	3	7	31	95	18	7	1	0	0	0	0	0	26	16.05	8	4.938	0	0	26.8	30.6		
1200	141	0	0	8	27	72	28	6	0	0	0	0	0	0	34	24.11	6	4.255	0	0	27.4	31		
1300	155	0	0	2	22	83	43	4	1	0	0	0	0	0	48	30.97	5	3.226	0	0	28.2	31.8		
1400	212	1	2	3	12	126	60	7	1	0	0	0	0	0	68	32.08	8	3.774	0	0	28.5	32		
1500	256	0	0	4	41	150	55	5	0	1	0	0	0	0	61	23.83	6	2.344	1	0.391	27.9	31.1		
1600	316	1	0	14	74	159	59	8	1	0	0	0	0	0	68	21.52	9	2.848	0	0	27	30.9		
1700	332	2	1	6	57	202	57	6	1	0	0	0	0	0	64	19.28	7	2.108	0	0	27.3	31		
1800	220	1	0	4	64	101	41	8	1	0	0	0	0	0	50	22.73	9	4.091	0	0	27.1	31.2		
1900	197	0	0	1	62	86	44	3	1	0	0	0	0	0	48	24.37	4	2.03	0	0	27.1	30.9		
2000	85	0	0	0	14	30	27	10	3	1	0	0	0	0	41	48.24	14	16.47	1	1.176	30.2	36.1		
2100	86	0	0	0	7	38	34	5	2	0	0	0	0	0	41	47.67	7	8.14	0	0	30.5	34.3		
2200	79	0	0	1	11	50	10	7	0	0	0	0	0	0	17	21.52	7	8.861	0	0	28.4	32.4		
2300	55	0	0	0	3	31	16	4	1	0	0	0	0	0	21	38.18	5	9.091	0	0	29.8	32.8		
07-19	2325	5	8	61	474	1282	422	65	7	1	0	0	0	0	495	21.29	73	3.14	1	0.043	27.3	31		
06-22	2730	5	8	62	560	1458	533	86	16	2	0	0	0	0	637	23.33	104	3.81	2	0.073	27.5	31.2		
06-00	2864	5	8	63	574	1539	559	97	17	2	0	0	0	0	675	23.57	116	4.05	2	0.07	27.6	31.2		
00-00	2919	5	8	63	574	1547	579	114	23	4	2	0	0	0	722	24.73	143	4.899	6	0.206	27.8	31.5		

SS1599 Cwmgors										Site	1	Location										A474 Heol -Y-Gors (51.781153, -3.879598)										
17 October 2024					to					23 October 2024					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed										
Average Day																																
0000	16	0	0	0	0	3	6	3	2	1	0	0	0	0	12	75.89	6	40.18	1	6.25	34.6	41.6										
0100	10	0	0	0	0	3	3	2	1	1	0	0	0	0	8	72.6	5	43.84	1	12.33	35.3	43.4										
0200	5	0	0	0	1	1	1	1	1	0	0	0	0	0	3	59.46	2	40.54	0	8.108	33.6	-										
0300	6	0	0	0	0	1	2	2	0	0	0	0	0	0	5	79.07	2	39.53	0	6.977	34.2	-										
0400	8	0	0	0	0	1	3	1	1	0	0	0	0	0	6	79.25	3	39.62	0	3.774	34.5	-										
0500	18	0	0	0	0	2	7	6	1	1	0	0	0	0	15	85.48	8	45.97	1	5.645	34.9	40										
0600	30	0	0	0	3	13	8	5	1	0	0	0	0	0	14	47.37	6	21.05	0	0	30.4	36.1										
0700	89	0	0	5	17	46	15	4	1	0	0	0	0	0	20	22.74	5	5.968	0	0.484	27.4	31.6										
0800	134	0	0	1	22	76	29	5	0	0	0	0	0	0	34	25.4	5	3.735	0	0	28.1	31.1										
0900	115	0	0	1	18	61	30	4	0	0	0	0	0	0	34	29.76	4	3.611	0	0	28.3	32.1										
1000	128	0	1	3	24	71	25	4	0	0	0	0	0	0	30	23.38	5	3.803	0	0.112	27.7	31.2										
1100	147	0	1	3	22	83	32	6	1	0	0	0	0	0	38	25.97	7	4.457	0	0	28	31.5										
1200	171	0	1	3	25	97	41	4	0	0	0	0	0	0	45	26.44	4	2.51	0	0.084	28	31.3										
1300	170	0	1	2	21	92	47	7	1	0	0	0	0	0	54	31.96	7	4.289	0	0	28.4	31.9										
1400	210	0	0	2	25	123	53	6	1	0	0	0	0	0	60	28.58	8	3.598	0	0	28.4	31.8										
1500	235	0	0	5	38	131	53	6	1	0	0	0	0	0	60	25.52	7	2.855	0	0.061	27.9	31.2										
1600	272	0	0	4	43	145	69	8	1	0	0	0	0	0	79	28.98	10	3.682	0	0.158	28.1	31.5										
1700	266	0	2	6	44	150	56	6	1	0	0	0	0	0	63	23.76	7	2.796	0	0.161	27.7	31.1										
1800	200	0	0	6	47	101	38	6	1	0	0	0	0	0	45	22.57	7	3.429	0	0.143	27.3	31.2										
1900	144	0	0	1	27	74	35	5	2	0	0	0	0	0	42	28.97	7	4.96	0	0.298	28.2	31.9										
2000	90	0	0	0	8	43	29	7	2	1	0	0	0	0	39	43.24	10	11.13	1	0.954	30	33.9										
2100	75	0	0	1	6	34	27	6	1	0	0	0	0	0	35	46.01	7	9.886	0	0.57	30	33.8										
2200	51	0	0	1	4	20	16	7	2	0	0	0	0	0	25	50	9	17.98	1	1.124	30.8	36.2										
2300	35	0	0	0	2	14	12	4	2	0	1	0	0	0	18	52.87	6	18.44	1	2.869	31.6	36.6										
07-19	2136	3	6	41	347	1176	487	66	8	1	0	0	0	0	563	26.36	76	3.559	2	0.094	28	31.4										
06-22	2475	3	7	43	390	1339	585	89	14	3	0	0	0	0	692	27.98	107	4.318	4	0.15	28.1	31.7										
06-00	2560	3	7	44	396	1374	614	100	17	3	1	1	0	0	736	28.75	122	4.782	5	0.206	28.2	31.9										
00-00	2623	3	7	45	398	1386	636	116	24	6	2	1	0	0	785	29.92	149	5.685	10	0.37	28.4	32.1										

SS1599 Cwmgors										Site 1	Location A474 Heol -Y-Gors (51.781153, -3.879598)												
17 October 2024					to	23 October 2024					Direction	Northbound	Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean Speed	85%ile Speed	
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT			
Virtual Week																							
Mon	2690	5	7	38	371	1446	674	116	22	8	2	0	1	0	823	30.59	149	5.539	11	0.409	28.5	32.1	
Tue	2750	1	17	49	433	1488	631	101	17	8	2	3	0	0	762	27.71	131	4.764	13	0.473	28.2	31.7	
Wed	2919	5	8	63	574	1547	579	114	23	4	2	0	0	0	722	24.73	143	4.899	6	0.206	27.8	31.5	
Thu	2771	2	5	47	425	1477	668	113	22	7	4	0	1	0	815	29.41	147	5.305	12	0.433	28.4	31.9	
Fri	2922	5	8	46	468	1636	613	109	32	3	1	1	0	0	759	25.98	146	4.997	5	0.171	28.1	31.5	
Sat	2504	2	2	44	333	1288	678	122	24	8	0	1	0	2	835	33.35	157	6.27	11	0.439	28.7	32.3	
Sun	1808	1	1	26	182	819	608	134	27	6	3	0	1	0	779	43.09	171	9.458	10	0.553	29.6	33.6	
5 Day Average																							
[--]	2810	4	9	49	454	1519	633	111	23	6	2	1	0	0	776	27.6	143	5.1	9	0.3	28.2	31.7	
7 Day Average																							
[--]	2623	3	7	45	398	1386	636	116	24	6	2	1	0	0	785	29.9	149	5.7	10	0.4	28.4	32.1	
Total Vehicles																							
[--]	18364	21	48	313	2786	9701	4451	809	167	44	14	5	3	2	5495	30	1044	6	68	0	28	32	



SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
17 October 2024															
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0200	5	0	2	3	0	0	0	0	0	0	0	0	0	0	
0300	10	0	9	1	0	0	0	0	0	0	0	0	0	0	
0400	20	0	14	5	0	0	1	0	0	0	0	0	0	0	
0500	106	0	95	11	0	0	0	0	0	0	0	0	0	0	
0600	160	2	134	24	0	0	0	0	0	0	0	0	0	0	
0700	302	4	242	50	1	2	0	0	1	0	1	1	0	0	
0800	274	2	244	24	2	0	2	0	0	0	0	0	0	0	
0900	184	2	148	31	1	0	2	0	0	0	0	0	0	0	
1000	142	1	121	18	0	1	1	0	0	0	0	0	0	0	
1100	192	0	158	31	0	1	1	0	0	0	0	1	0	0	
1200	159	2	140	17	0	0	0	0	0	0	0	0	0	0	
1300	169	1	136	29	1	1	1	0	0	0	0	0	0	0	
1400	178	1	150	26	0	0	1	0	0	0	0	0	0	0	
1500	188	3	148	28	3	4	1	0	1	0	0	0	0	0	
1600	186	3	158	23	0	0	0	0	1	0	1	0	0	0	
1700	208	2	184	21	0	0	1	0	0	0	0	0	0	0	
1800	149	0	133	14	1	1	0	0	0	0	0	0	0	0	
1900	96	1	88	7	0	0	0	0	0	0	0	0	0	0	
2000	63	0	57	6	0	0	0	0	0	0	0	0	0	0	
2100	40	0	38	2	0	0	0	0	0	0	0	0	0	0	
2200	21	0	19	2	0	0	0	0	0	0	0	0	0	0	
2300	17	0	15	2	0	0	0	0	0	0	0	0	0	0	
07-19	2331	21	1962	312	9	10	10	0	3	0	2	2	0	0	
06-22	2690	24	2279	351	9	10	10	0	3	0	2	2	0	0	
06-00	2728	24	2313	355	9	10	10	0	3	0	2	2	0	0	
00-00	2879	24	2443	375	9	10	11	0	3	0	2	2	0	0	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
18 October 2024															
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0300	13	1	9	3	0	0	0	0	0	0	0	0	0	0	
0400	23	0	22	1	0	0	0	0	0	0	0	0	0	0	
0500	95	0	85	10	0	0	0	0	0	0	0	0	0	0	
0600	154	2	125	25	0	1	0	0	0	0	0	1	0	0	
0700	283	1	242	30	1	1	5	0	0	0	0	2	0	1	
0800	278	1	241	32	1	1	0	0	2	0	0	0	0	0	
0900	202	0	169	27	0	3	2	1	0	0	0	0	0	0	
1000	161	0	135	20	0	1	2	2	1	0	0	0	0	0	
1100	169	0	132	33	0	2	1	0	1	0	0	0	0	0	
1200	189	1	161	25	0	2	0	0	0	0	0	0	0	0	
1300	176	0	150	20	1	0	4	0	1	0	0	0	0	0	
1400	190	0	163	26	0	1	0	0	0	0	0	0	0	0	
1500	223	0	185	31	3	1	1	0	1	0	0	1	0	0	
1600	193	4	159	26	1	0	2	0	0	0	0	1	0	0	
1700	183	0	167	15	0	0	1	0	0	0	0	0	0	0	
1800	157	0	134	20	1	0	1	0	1	0	0	0	0	0	
1900	85	1	78	6	0	0	0	0	0	0	0	0	0	0	
2000	59	0	56	2	0	0	1	0	0	0	0	0	0	0	
2100	69	0	64	5	0	0	0	0	0	0	0	0	0	0	
2200	29	0	25	4	0	0	0	0	0	0	0	0	0	0	
2300	28	1	26	1	0	0	0	0	0	0	0	0	0	0	
07-19	2404	7	2038	305	8	12	19	3	7	0	0	4	0	1	
06-22	2771	10	2361	343	8	13	20	3	7	0	0	5	0	1	
06-00	2828	11	2412	348	8	13	20	3	7	0	0	5	0	1	
00-00	2977	12	2546	362	8	13	20	3	7	0	0	5	0	1	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
19 October 2024															
0000	14	0	12	2	0	0	0	0	0	0	0	0	0	0	
0100	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
0200	10	0	8	2	0	0	0	0	0	0	0	0	0	0	
0300	8	0	6	2	0	0	0	0	0	0	0	0	0	0	
0400	18	0	15	3	0	0	0	0	0	0	0	0	0	0	
0500	20	0	19	1	0	0	0	0	0	0	0	0	0	0	
0600	40	0	35	5	0	0	0	0	0	0	0	0	0	0	
0700	67	2	54	9	0	2	0	0	0	0	0	0	0	0	
0800	123	0	105	14	0	0	3	0	1	0	0	0	0	0	
0900	199	1	171	24	0	0	2	0	1	0	0	0	0	0	
1000	204	0	191	11	0	0	1	0	0	0	1	0	0	0	
1100	200	4	183	12	0	0	1	0	0	0	0	0	0	0	
1200	213	3	189	21	0	0	0	0	0	0	0	0	0	0	
1300	211	7	184	18	0	1	0	0	1	0	0	0	0	0	
1400	167	4	151	9	0	1	1	0	1	0	0	0	0	0	
1500	195	2	172	17	0	0	1	0	3	0	0	0	0	0	
1600	197	7	172	16	0	0	0	0	2	0	0	0	0	0	
1700	188	9	162	16	0	0	1	0	0	0	0	0	0	0	
1800	193	3	180	9	0	0	1	0	0	0	0	0	0	0	
1900	120	2	110	8	0	0	0	0	0	0	0	0	0	0	
2000	60	2	51	7	0	0	0	0	0	0	0	0	0	0	
2100	61	2	52	7	0	0	0	0	0	0	0	0	0	0	
2200	50	0	45	4	0	0	1	0	0	0	0	0	0	0	
2300	28	0	28	0	0	0	0	0	0	0	0	0	0	0	
07-19	2157	42	1914	176	0	4	11	0	9	0	1	0	0	0	
06-22	2438	48	2162	203	0	4	11	0	9	0	1	0	0	0	
06-00	2516	48	2235	207	0	4	12	0	9	0	1	0	0	0	
00-00	2594	48	2301	219	0	4	12	0	9	0	1	0	0	0	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
20 October 2024															
0000	25	0	21	4	0	0	0	0	0	0	0	0	0	0	
0100	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
0200	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
0300	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
0400	11	0	8	3	0	0	0	0	0	0	0	0	0	0	
0500	15	0	12	3	0	0	0	0	0	0	0	0	0	0	
0600	19	0	17	2	0	0	0	0	0	0	0	0	0	0	
0700	34	1	31	2	0	0	0	0	0	0	0	0	0	0	
0800	45	0	38	7	0	0	0	0	0	0	0	0	0	0	
0900	96	0	88	8	0	0	0	0	0	0	0	0	0	0	
1000	136	1	125	9	0	0	1	0	0	0	0	0	0	0	
1100	165	0	157	7	0	1	0	0	0	0	0	0	0	0	
1200	209	0	198	11	0	0	0	0	0	0	0	0	0	0	
1300	152	0	141	11	0	0	0	0	0	0	0	0	0	0	
1400	154	1	142	11	0	0	0	0	0	0	0	0	0	0	
1500	133	3	122	7	0	1	0	0	0	0	0	0	0	0	
1600	135	0	122	13	0	0	0	0	0	0	0	0	0	0	
1700	136	1	129	6	0	0	0	0	0	0	0	0	0	0	
1800	108	1	95	11	0	0	0	0	0	0	0	1	0	0	
1900	86	1	77	7	0	0	0	0	1	0	0	0	0	0	
2000	64	0	61	2	0	0	1	0	0	0	0	0	0	0	
2100	29	0	26	3	0	0	0	0	0	0	0	0	0	0	
2200	12	0	12	0	0	0	0	0	0	0	0	0	0	0	
2300	15	0	15	0	0	0	0	0	0	0	0	0	0	0	
07-19	1503	8	1388	103	0	2	1	0	0	0	0	1	0	0	
06-22	1701	9	1569	117	0	2	2	0	1	0	0	1	0	0	
06-00	1728	9	1596	117	0	2	2	0	1	0	0	1	0	0	
00-00	1809	9	1664	130	0	2	2	0	1	0	0	1	0	0	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
21 October 2024															
0000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0200	7	0	5	2	0	0	0	0	0	0	0	0	0	0	
0300	15	1	12	2	0	0	0	0	0	0	0	0	0	0	
0400	23	0	20	3	0	0	0	0	0	0	0	0	0	0	
0500	88	0	81	7	0	0	0	0	0	0	0	0	0	0	
0600	181	2	156	21	0	0	2	0	0	0	0	0	0	0	
0700	280	2	236	39	0	2	1	0	0	0	0	0	0	0	
0800	279	2	238	33	3	1	1	0	0	1	0	0	0	0	
0900	183	0	154	26	0	1	2	0	0	0	0	0	0	0	
1000	170	2	136	28	0	2	2	0	0	0	0	0	0	0	
1100	176	4	147	22	0	3	0	0	0	0	0	0	0	0	
1200	195	1	167	22	1	0	2	0	1	0	0	1	0	0	
1300	140	1	117	20	0	0	0	0	2	0	0	0	0	0	
1400	162	1	124	33	0	0	2	0	1	0	0	1	0	0	
1500	194	3	157	27	3	1	1	1	1	0	0	0	0	0	
1600	161	4	125	28	1	1	0	0	1	0	1	0	0	0	
1700	183	1	160	20	1	0	1	0	0	0	0	0	0	0	
1800	154	2	134	17	0	0	1	0	0	0	0	0	0	0	
1900	86	0	77	8	0	0	1	0	0	0	0	0	0	0	
2000	71	0	61	8	0	0	2	0	0	0	0	0	0	0	
2100	36	0	35	1	0	0	0	0	0	0	0	0	0	0	
2200	23	0	21	2	0	0	0	0	0	0	0	0	0	0	
2300	14	0	12	1	0	1	0	0	0	0	0	0	0	0	
07-19	2277	23	1895	315	9	11	13	1	6	1	1	2	0	0	
06-22	2651	25	2224	353	9	11	18	1	6	1	1	2	0	0	
06-00	2688	25	2257	356	9	12	18	1	6	1	1	2	0	0	
00-00	2834	26	2387	371	9	12	18	1	6	1	1	2	0	0	

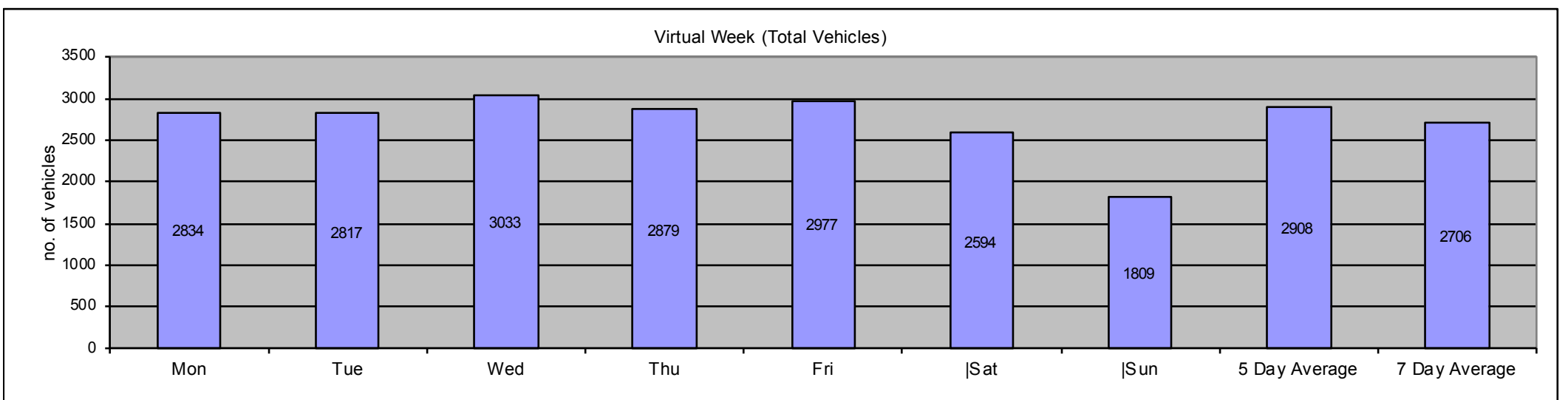
SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to	23 October 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
22 October 2024															
0000	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0300	10	0	7	3	0	0	0	0	0	0	0	0	0	0	
0400	19	0	18	1	0	0	0	0	0	0	0	0	0	0	
0500	84	0	78	6	0	0	0	0	0	0	0	0	0	0	
0600	183	1	164	18	0	0	0	0	0	0	0	0	0	0	
0700	292	1	241	46	1	2	1	0	0	0	0	0	0	0	
0800	290	5	244	35	3	2	1	0	0	0	0	0	0	0	
0900	185	0	159	25	0	0	0	0	0	0	0	1	0	0	
1000	177	2	146	26	0	1	2	0	0	0	0	0	0	0	
1100	162	1	129	27	4	0	0	0	0	0	0	1	0	0	
1200	147	3	123	19	0	1	0	0	0	1	0	0	0	0	
1300	159	0	132	24	1	1	0	0	1	0	0	0	0	0	
1400	185	0	155	27	0	1	1	0	1	0	0	0	0	0	
1500	168	1	128	32	4	1	0	0	0	0	2	0	0	0	
1600	172	2	147	22	0	0	1	0	0	0	0	0	0	0	
1700	192	3	158	28	1	0	0	0	1	0	1	0	0	0	
1800	145	1	133	11	0	0	0	0	0	0	0	0	0	0	
1900	83	0	77	5	0	0	1	0	0	0	0	0	0	0	
2000	57	0	54	3	0	0	0	0	0	0	0	0	0	0	
2100	50	1	44	5	0	0	0	0	0	0	0	0	0	0	
2200	27	0	26	1	0	0	0	0	0	0	0	0	0	0	
2300	21	0	21	0	0	0	0	0	0	0	0	0	0	0	
07-19	2274	19	1895	322	14	9	6	0	3	1	3	2	0	0	
06-22	2647	21	2234	353	14	9	7	0	3	1	3	2	0	0	
06-00	2695	21	2281	354	14	9	7	0	3	1	3	2	0	0	
00-00	2817	21	2390	367	14	9	7	0	3	1	3	2	0	0	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024		to		23 October 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
23 October 2024															
0000	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0300	12	1	9	2	0	0	0	0	0	0	0	0	0	0	
0400	21	0	20	1	0	0	0	0	0	0	0	0	0	0	
0500	88	0	80	8	0	0	0	0	0	0	0	0	0	0	
0600	175	3	149	20	0	0	3	0	0	0	0	0	0	0	
0700	300	1	261	31	1	0	6	0	0	0	0	0	0	0	
0800	313	2	276	26	3	1	4	0	0	0	0	1	0	0	
0900	151	0	131	17	0	1	1	0	1	0	0	0	0	0	
1000	177	0	156	17	0	0	1	0	0	2	0	1	0	0	
1100	167	2	147	18	0	0	0	0	0	0	0	0	0	0	
1200	142	3	120	14	0	1	2	0	1	0	1	0	0	0	
1300	155	1	125	29	0	0	0	0	0	0	0	0	0	0	
1400	194	5	159	30	0	0	0	0	0	0	0	0	0	0	
1500	184	1	152	27	3	1	0	0	0	0	0	0	0	0	
1600	200	6	169	23	0	1	0	0	1	0	0	0	0	0	
1700	202	6	180	13	1	0	1	0	0	0	1	0	0	0	
1800	179	1	158	18	1	0	1	0	0	0	0	0	0	0	
1900	132	2	122	7	0	0	1	0	0	0	0	0	0	0	
2000	68	0	63	5	0	0	0	0	0	0	0	0	0	0	
2100	60	1	56	2	0	0	0	1	0	0	0	0	0	0	
2200	39	0	38	1	0	0	0	0	0	0	0	0	0	0	
2300	60	0	55	5	0	0	0	0	0	0	0	0	0	0	
07-19	2364	28	2034	263	9	5	16	0	3	2	2	2	0	0	
06-22	2799	34	2424	297	9	5	20	1	3	2	2	2	0	0	
06-00	2898	34	2517	303	9	5	20	1	3	2	2	2	0	0	
00-00	3033	35	2639	315	9	5	20	1	3	2	2	2	0	0	

SS1599 Cwmgors						Site	1	Location	A474 Heol -Y-Gors (51.781153, -3.879598)						
17 October 2024			to			23 October 2024			Direction Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Average Day															
0000	11	0	10	1	0	0	0	0	0	0	0	0	0	0	
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0300	11	0	8	2	0	0	0	0	0	0	0	0	0	0	
0400	19	0	17	2	0	0	0	0	0	0	0	0	0	0	
0500	71	0	64	7	0	0	0	0	0	0	0	0	0	0	
0600	130	1	111	16	0	0	1	0	0	0	0	0	0	0	
0700	223	2	187	30	1	1	2	0	0	0	0	0	0	0	
0800	229	2	198	24	2	1	2	0	0	0	0	0	0	0	
0900	171	0	146	23	0	1	1	0	0	0	0	0	0	0	
1000	167	1	144	18	0	1	1	0	0	0	0	0	0	0	
1100	176	2	150	21	1	1	0	0	0	0	0	0	0	0	
1200	179	2	157	18	0	1	1	0	0	0	0	0	0	0	
1300	166	1	141	22	0	0	1	0	1	0	0	0	0	0	
1400	176	2	149	23	0	0	1	0	0	0	0	0	0	0	
1500	184	2	152	24	2	1	1	0	1	0	0	0	0	0	
1600	178	4	150	22	0	0	0	0	1	0	0	0	0	0	
1700	185	3	163	17	0	0	1	0	0	0	0	0	0	0	
1800	155	1	138	14	0	0	1	0	0	0	0	0	0	0	
1900	98	1	90	7	0	0	0	0	0	0	0	0	0	0	
2000	63	0	58	5	0	0	1	0	0	0	0	0	0	0	
2100	49	1	45	4	0	0	0	0	0	0	0	0	0	0	
2200	29	0	27	2	0	0	0	0	0	0	0	0	0	0	
2300	26	0	25	1	0	0	0	0	0	0	0	0	0	0	
07-19	2187	21	1875	257	7	8	11	1	4	1	1	2	0	0	
06-22	2528	24	2179	288	7	8	13	1	5	1	1	2	0	0	
06-00	2583	25	2230	291	7	8	13	1	5	1	1	2	0	0	
00-00	2706	25	2339	306	7	8	13	1	5	1	1	2	0	0	

SS1599 Cwmgors Site 1 Location A474 Heol -Y-Gors (51.781153, -3.879598)
 17 October 2024 to 23 October 2024 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Virtual Week														
Mon	2834	26	2387	371	9	12	18	1	6	1	1	2	0	0
Tue	2817	21	2390	367	14	9	7	0	3	1	3	2	0	0
Wed	3033	35	2639	315	9	5	20	1	3	2	2	2	0	0
Thu	2879	24	2443	375	9	10	11	0	3	0	2	2	0	0
Fri	2977	12	2546	362	8	13	20	3	7	0	0	5	0	1
Sat	2594	48	2301	219	0	4	12	0	9	0	1	0	0	0
Sun	1809	9	1664	130	0	2	2	0	1	0	0	1	0	0
5 Day Average														
[--]	2908	24	2481	358	10	10	15	1	4	1	2	3	0	0
7 Day Average														
[--]	2706	25	2339	306	7	8	13	1	5	1	1	2	0	0
Total Vehicles														
[--]	18943	175	16370	2139	49	55	90	5	32	4	9	14	0	1



SS1599 Cwmgors											Site	1	Location A474 Heol -Y-Gors (51.781153, -3.879598)											
17 October 2024											Direction	Southbound	Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)			Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 to 10	10 to 15	15 to 20	20 to 25	25 to 30	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	65 to 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed		
17 October 2024																								
0000	7	0	0	0	0	3	3	0	0	0	1	0	0	0	4	57.14	1	14.29	1	14.29	32.9	-		
0100	3	0	0	0	0	0	1	0	0	2	0	0	0	0	3	100	2	66.67	2	66.67	42.1	-		
0200	5	0	0	0	0	3	2	0	0	0	0	0	0	0	2	40	0	0	0	0	28.9	-		
0300	10	0	0	0	0	1	3	2	3	0	1	0	0	0	9	90	6	60	1	10	37.8	-		
0400	20	0	0	0	1	2	8	5	4	0	0	0	0	0	17	85	9	45	0	0	34.4	40.6		
0500	106	0	0	0	1	25	42	30	6	2	0	0	0	0	80	75.47	38	35.85	2	1.887	33.6	37.8		
0600	160	0	0	1	1	41	66	38	8	2	3	0	0	0	117	73.13	51	31.88	5	3.125	33.4	37.8		
0700	302	0	1	5	45	138	87	21	4	1	0	0	0	0	113	37.42	26	8.609	1	0.331	29.2	33.6		
0800	274	0	1	4	42	158	58	11	0	0	0	0	0	0	69	25.18	11	4.015	0	0	28.3	31.9		
0900	184	1	0	2	32	72	61	14	2	0	0	0	0	0	77	41.85	16	8.696	0	0	29	33.4		
1000	142	0	0	4	28	61	39	9	0	1	0	0	0	0	49	34.51	10	7.042	1	0.704	28.3	32		
1100	192	0	0	1	17	110	52	10	2	0	0	0	0	0	64	33.33	12	6.25	0	0	29	32.7		
1200	159	1	0	1	12	72	58	14	1	0	0	0	0	0	73	45.91	15	9.434	0	0	29.6	33.2		
1300	169	0	0	2	21	89	44	11	2	0	0	0	0	0	57	33.73	13	7.692	0	0	28.9	33.3		
1400	178	0	2	7	25	79	52	12	0	1	0	0	0	0	65	36.52	13	7.303	1	0.562	28.3	33.3		
1500	188	1	0	5	36	98	36	11	1	0	0	0	0	0	48	25.53	12	6.383	0	0	27.8	32.1		
1600	186	1	1	3	32	96	47	5	1	0	0	0	0	0	53	28.49	6	3.226	0	0	28	31.9		
1700	208	2	1	3	41	109	48	4	0	0	0	0	0	0	52	25	4	1.923	0	0	27.5	31.3		
1800	149	0	0	5	15	72	45	8	2	0	0	0	2	0	57	38.26	12	8.054	2	1.342	29.6	33.6		
1900	96	0	1	3	18	38	29	6	1	0	0	0	0	0	36	37.5	7	7.292	0	0	28.7	33.3		
2000	63	0	1	0	9	21	25	5	1	0	1	0	0	0	32	50.79	7	11.11	1	1.587	29.7	33.8		
2100	40	0	0	0	3	14	15	6	2	0	0	0	0	0	23	57.5	8	20	0	0	30.6	36.3		
2200	21	0	0	0	0	7	11	1	0	1	1	0	0	0	14	66.67	3	14.29	2	9.524	32.6	34.7		
2300	17	0	0	0	0	2	8	4	3	0	0	0	0	0	15	88.24	7	41.18	0	0	35	42.3		
07-19	2331	6	6	42	346	1154	627	130	15	3	0	0	2	0	777	33.33	150	6.435	5	0.215	28.6	32.8		
06-22	2690	6	8	46	377	1268	762	185	27	5	4	0	2	0	985	36.62	223	8.29	11	0.409	29	33.2		
06-00	2728	6	8	46	377	1277	781	190	30	6	5	0	2	0	1014	37.17	233	8.541	13	0.477	29	33.3		
00-00	2879	6	8	46	379	1311	840	227	43	10	7	0	2	0	1129	39.22	289	10.04	19	0.66	29.3	33.7		

SS1599 Cwmgors											Site	1	Location A474 Heol -Y-Gors (51.781153, -3.879598)									
17 October 2024											to	23 October 2024										
											Direction	Southbound										
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
		0 10	15 20	25 30	35 40	45 50	55 60	65 130	30	30	35	35	45	45	ACPO	ACPO	DFT	DFT				
18 October 2024																						
0000	9	0	0	1	1	2	3	0	2	0	0	0	0	0	5	55.56	2	22.22	0	0	31.2	-
0100	6	0	0	0	1	0	4	0	0	0	1	0	0	0	5	83.33	1	16.67	1	16.67	34.9	-
0200	3	0	0	0	0	0	1	2	0	0	0	0	0	0	3	100	2	66.67	0	0	34.2	-
0300	13	0	0	0	1	1	5	2	3	0	0	1	0	0	11	84.62	6	46.15	1	7.692	36.7	44.5
0400	23	0	0	0	0	4	5	9	2	3	0	0	0	0	19	82.61	14	60.87	3	13.04	37	44.5
0500	95	0	0	2	1	18	33	26	13	1	0	0	0	1	74	77.89	41	43.16	2	2.105	34.6	40
0600	154	0	0	3	9	33	68	31	7	2	1	0	0	0	109	70.78	41	26.62	3	1.948	32.4	37.3
0700	283	2	12	19	55	108	70	16	1	0	0	0	0	0	87	30.74	17	6.007	0	0	26.9	32.5
0800	278	0	0	5	36	131	80	24	2	0	0	0	0	0	106	38.13	26	9.353	0	0	29.2	33.3
0900	202	0	0	1	31	86	64	15	5	0	0	0	0	0	84	41.58	20	9.901	0	0	29.4	34
1000	161	0	2	1	22	70	54	11	1	0	0	0	0	0	66	40.99	12	7.453	0	0	29.1	33.1
1100	169	0	0	3	25	92	42	6	1	0	0	0	0	0	49	28.99	7	4.142	0	0	28.5	32.4
1200	189	0	1	3	18	96	60	9	2	0	0	0	0	0	71	37.57	11	5.82	0	0	28.9	33.1
1300	176	2	0	3	25	91	44	10	1	0	0	0	0	0	55	31.25	11	6.25	0	0	28.4	32.8
1400	190	0	1	8	26	88	51	12	3	0	1	0	0	0	67	35.26	16	8.421	1	0.526	28.5	33
1500	223	0	2	4	30	112	59	13	2	1	0	0	0	0	75	33.63	16	7.175	1	0.448	28.6	32.5
1600	193	0	0	2	26	93	56	16	0	0	0	0	0	0	72	37.31	16	8.29	0	0	29	33
1700	183	0	0	1	33	74	62	10	2	1	0	0	0	0	75	40.98	13	7.104	1	0.546	29	33
1800	157	0	0	3	30	68	46	7	2	1	0	0	0	0	56	35.67	10	6.369	1	0.637	28.5	32.9
1900	85	0	0	0	9	47	23	5	0	0	1	0	0	0	29	34.12	6	7.059	1	1.176	29.5	33.5
2000	59	0	0	0	9	24	19	5	2	0	0	0	0	0	26	44.07	7	11.86	0	0	29.6	33.7
2100	69	0	0	1	5	38	21	3	0	1	0	0	0	0	25	36.23	4	5.797	1	1.449	29	33.1
2200	29	0	0	0	1	10	10	4	4	0	0	0	0	0	18	62.07	8	27.59	0	0	32.6	38.6
2300	28	0	0	0	5	4	8	9	0	1	1	0	0	0	19	67.86	11	39.29	2	7.143	32.8	37.6
07-19	2404	4	18	53	357	1109	688	149	22	3	1	0	0	0	863	35.9	175	7.28	4	0.166	28.6	33
06-22	2771	4	18	57	389	1251	819	193	31	6	3	0	0	0	1052	37.96	233	8.409	9	0.325	28.9	33.4
06-00	2828	4	18	57	395	1265	837	206	35	7	4	0	0	0	1089	38.51	252	8.911	11	0.389	29	33.4
00-00	2977	4	18	60	399	1290	888	245	55	11	5	1	0	1	1206	40.51	318	10.68	18	0.605	29.3	33.9

SS1599 Cwmgors		Site 1 Location A474 Heol -Y-Gors (51.781153, -3.879598)																					
17 October 2024		to 23 October 2024																					
		Direction Southbound														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed	
19 October 2024																							
0000	14	0	0	0	0	2	10	2	0	0	0	0	0	0	12	85.71	2	14.29	0	0	32.8	37.7	
0100	8	0	0	0	0	3	4	1	0	0	0	0	0	0	5	62.5	1	12.5	0	0	30.9	-	
0200	10	0	0	0	2	2	4	1	0	0	1	0	0	0	6	60	2	20	1	10	32	-	
0300	8	0	0	0	0	2	3	1	2	0	0	0	0	0	6	75	3	37.5	0	0	34.9	-	
0400	18	0	0	0	0	4	3	8	2	0	1	0	0	0	14	77.78	11	61.11	1	5.556	36.8	43.8	
0500	20	0	0	0	0	4	8	5	2	1	0	0	0	0	16	80	8	40	1	5	34.9	41.7	
0600	40	0	0	1	0	5	14	14	6	0	0	0	0	0	34	85	20	50	0	0	34.6	40.3	
0700	67	0	0	1	9	27	17	6	4	3	0	0	0	0	30	44.78	13	19.4	3	4.478	30.6	36.8	
0800	123	0	0	1	8	35	66	10	3	0	0	0	0	0	79	64.23	13	10.57	0	0	30.7	33.8	
0900	199	0	1	3	12	84	75	22	2	0	0	0	0	0	99	49.75	24	12.06	0	0	30.2	34.6	
1000	204	0	4	2	24	73	80	18	2	1	0	0	0	0	101	49.51	21	10.29	1	0.49	29.6	33.4	
1100	200	2	0	3	21	92	69	11	1	1	0	0	0	0	82	41	13	6.5	1	0.5	29.1	33.4	
1200	213	0	0	2	28	100	67	13	1	2	0	0	0	0	83	38.97	16	7.512	2	0.939	29.2	33.3	
1300	211	0	3	9	16	111	55	14	2	1	0	0	0	0	72	34.12	17	8.057	1	0.474	28.8	32.7	
1400	167	0	1	8	21	76	51	8	1	1	0	0	0	0	61	36.53	10	5.988	1	0.599	28.3	32.2	
1500	195	0	0	4	28	93	52	16	1	1	0	0	0	0	70	35.9	18	9.231	1	0.513	28.8	32.8	
1600	197	0	0	8	31	98	42	15	2	0	1	0	0	0	60	30.46	18	9.137	1	0.508	28.5	33.5	
1700	188	3	0	4	49	75	43	13	1	0	0	0	0	0	57	30.32	14	7.447	0	0	27.6	32.5	
1800	193	0	0	4	26	112	31	19	1	0	0	0	0	0	51	26.42	20	10.36	0	0	28.7	33.2	
1900	120	0	1	0	16	54	33	13	1	2	0	0	0	0	49	40.83	16	13.33	2	1.667	29.9	34.8	
2000	60	0	0	0	7	23	22	4	2	1	0	0	0	1	30	50	8	13.33	2	3.333	30.6	34.3	
2100	61	0	0	0	6	23	20	7	3	0	0	0	2	0	32	52.46	12	19.67	2	3.279	31.9	38.6	
2200	50	0	0	1	11	22	11	5	0	0	0	0	0	0	16	32	5	10	0	0	28.4	33.5	
2300	28	0	0	0	2	12	4	5	3	1	0	0	0	1	14	50	10	35.71	2	7.143	33.3	41.8	
07-19	2157	5	9	49	273	976	648	165	21	10	1	0	0	0	845	39.17	197	9.133	11	0.51	29.1	33.3	
06-22	2438	5	10	50	302	1081	737	203	33	13	1	0	2	1	990	40.61	253	10.38	17	0.697	29.3	33.8	
06-00	2516	5	10	51	315	1115	752	213	36	14	1	0	2	2	1020	40.54	268	10.65	19	0.755	29.3	33.8	
00-00	2594	5	10	51	317	1132	784	231	42	15	3	0	2	2	1079	41.6	295	11.37	22	0.848	29.5	34	

SS1599 Cwmgors										Site	1	Location A474 Heol -Y-Gors (51.781153, -3.879598)												
17 October 2024					to	23 October 2024					Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Speed	Speed		
20 October 2024																								
0000	25	0	0	0	2	9	12	2	0	0	0	0	0	0	14	56	2	8	0	0	30.5	34.2		
0100	14	0	0	0	1	5	5	1	1	1	0	0	0	0	8	57.14	3	21.43	1	7.143	31.3	41.2		
0200	7	0	0	0	3	2	2	0	0	0	0	0	0	0	2	28.57	0	0	0	0	27	-		
0300	9	0	0	0	0	3	1	1	2	1	0	1	0	0	6	66.67	5	55.56	2	22.22	37.7	-		
0400	11	0	0	0	1	2	4	2	2	0	0	0	0	0	8	72.73	4	36.36	0	0	33.6	41.7		
0500	15	0	0	0	0	3	4	4	4	0	0	0	0	0	12	80	8	53.33	0	0	35.3	41.4		
0600	19	0	0	1	0	8	5	3	2	0	0	0	0	0	10	52.63	5	26.32	0	0	31.2	37.2		
0700	34	0	0	0	0	13	14	4	3	0	0	0	0	0	21	61.76	7	20.59	0	0	32.3	38		
0800	45	0	0	0	1	20	17	5	1	1	0	0	0	0	24	53.33	7	15.56	1	2.222	31.2	35.1		
0900	96	0	0	0	8	39	33	13	3	0	0	0	0	0	49	51.04	16	16.67	0	0	30.8	35.3		
1000	136	1	1	1	15	59	51	8	0	0	0	0	0	0	59	43.38	8	5.882	0	0	29	32.4		
1100	165	0	0	3	16	82	52	11	1	0	0	0	0	0	64	38.79	12	7.273	0	0	29.3	33.9		
1200	209	0	2	1	24	111	58	10	3	0	0	0	0	0	71	33.97	13	6.22	0	0	28.9	32.5		
1300	152	0	0	1	13	63	52	23	0	0	0	0	0	0	75	49.34	23	15.13	0	0	30.1	35.1		
1400	154	1	1	6	21	72	43	10	0	0	0	0	0	0	53	34.42	10	6.494	0	0	28.5	32.9		
1500	133	1	0	1	9	61	43	13	3	2	0	0	0	0	61	45.86	18	13.53	2	1.504	30	33.9		
1600	135	0	0	1	19	46	55	11	3	0	0	0	0	0	69	51.11	14	10.37	0	0	30.1	34.8		
1700	136	0	0	2	12	60	52	8	2	0	0	0	0	0	62	45.59	10	7.353	0	0	29.6	33.8		
1800	108	0	0	3	9	43	33	15	4	0	0	1	0	0	53	49.07	20	18.52	1	0.926	30.7	35.9		
1900	86	0	0	1	11	36	25	12	1	0	0	0	0	0	38	44.19	13	15.12	0	0	29.6	35.5		
2000	64	0	0	0	13	31	12	5	3	0	0	0	0	0	20	31.25	8	12.5	0	0	28.9	33.1		
2100	29	0	0	0	3	9	9	5	3	0	0	0	0	0	17	58.62	8	27.59	0	0	31.9	38.9		
2200	12	0	0	0	1	4	2	5	0	0	0	0	0	0	7	58.33	5	41.67	0	0	32.2	37.1		
2300	15	0	0	0	1	5	4	3	0	1	1	0	0	0	9	60	5	33.33	2	13.33	33.5	45.2		
07-19	1503	3	4	19	147	669	503	131	23	3	0	1	0	0	661	43.98	158	10.51	4	0.266	29.7	34		
06-22	1701	3	4	21	174	753	554	156	32	3	0	1	0	0	746	43.86	192	11.29	4	0.235	29.7	34.1		
06-00	1728	3	4	21	176	762	560	164	32	4	1	1	0	0	762	44.1	202	11.69	6	0.347	29.8	34.2		
00-00	1809	3	4	21	183	786	588	174	41	6	1	2	0	0	812	44.89	224	12.38	9	0.498	29.9	34.3		

SS1599 Cwmgors										Site	1	Location A474 Heol -Y-Gors (51.781153, -3.879598)												
17 October 2024					to	23 October 2024					Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Speed	Speed		
21 October 2024																								
0000	10	0	0	0	2	3	3	0	2	0	0	0	0	0	5	50	2	20	0	0	31.6	-		
0100	3	0	0	0	0	0	2	1	0	0	0	0	0	0	3	100	1	33.33	0	0	34	-		
0200	7	0	0	0	0	1	4	0	1	0	0	0	0	1	6	85.71	2	28.57	1	14.29	39.7	-		
0300	15	0	0	0	0	2	3	4	3	2	1	0	0	0	13	86.67	10	66.67	3	20	38.5	46.5		
0400	23	0	0	0	0	5	7	7	3	1	0	0	0	0	18	78.26	11	47.83	1	4.348	35.1	40.9		
0500	88	0	0	1	1	22	27	17	13	6	1	0	0	0	64	72.73	37	42.05	7	7.955	34.8	43.2		
0600	181	0	0	1	4	53	71	42	8	2	0	0	0	0	123	67.96	52	28.73	2	1.105	32.5	37.5		
0700	280	0	0	4	22	134	96	19	5	0	0	0	0	0	120	42.86	24	8.571	0	0	29.7	33.2		
0800	279	0	0	1	15	145	94	21	1	1	1	0	0	0	118	42.29	24	8.602	2	0.717	29.9	33.6		
0900	183	1	0	3	17	86	55	17	4	0	0	0	0	0	76	41.53	21	11.48	0	0	29.4	33.7		
1000	170	0	1	0	16	91	50	10	2	0	0	0	0	0	62	36.47	12	7.059	0	0	29.3	32.8		
1100	176	0	2	3	29	79	47	12	4	0	0	0	0	0	63	35.8	16	9.091	0	0	28.8	33.1		
1200	195	0	1	2	24	106	47	12	3	0	0	0	0	0	62	31.79	15	7.692	0	0	28.6	32.9		
1300	140	0	0	5	24	58	43	7	2	0	1	0	0	0	53	37.86	10	7.143	1	0.714	28.7	33.4		
1400	162	0	1	4	21	76	45	10	5	0	0	0	0	0	60	37.04	15	9.259	0	0	29	32.8		
1500	194	0	0	6	21	102	52	9	2	1	1	0	0	0	65	33.51	13	6.701	2	1.031	28.7	31.9		
1600	161	1	1	1	15	90	46	6	1	0	0	0	0	0	53	32.92	7	4.348	0	0	28.7	31.9		
1700	183	0	1	1	21	91	54	13	1	1	0	0	0	0	69	37.7	15	8.197	1	0.546	29.1	34		
1800	154	1	0	4	31	72	38	7	1	0	0	0	0	0	46	29.87	8	5.195	0	0	27.9	32.1		
1900	86	0	0	1	14	34	30	5	1	0	0	1	0	0	37	43.02	7	8.14	1	1.163	29.4	33.3		
2000	71	0	1	0	8	38	16	4	1	2	1	0	0	0	24	33.8	8	11.27	3	4.225	29.7	33.8		
2100	36	0	0	0	1	12	12	8	2	1	0	0	0	0	23	63.89	11	30.56	1	2.778	32.7	36.5		
2200	23	0	0	0	2	9	5	6	1	0	0	0	0	0	12	52.17	7	30.43	0	0	31	37.3		
2300	14	0	0	0	2	0	5	5	2	0	0	0	0	0	12	85.71	7	50	0	0	33.9	41		
07-19	2277	3	7	34	256	1130	667	143	31	3	3	0	0	0	847	37.2	180	7.905	6	0.264	29.1	33		
06-22	2651	3	8	36	283	1267	796	202	43	8	4	1	0	0	1054	39.76	258	9.732	13	0.49	29.4	33.6		
06-00	2688	3	8	36	287	1276	806	213	46	8	4	1	0	0	1078	40.1	272	10.12	13	0.484	29.4	33.7		
00-00	2834	3	8	37	290	1309	852	242	68	17	6	1	0	1	1187	41.88	335	11.82	25	0.882	29.7	34.2		

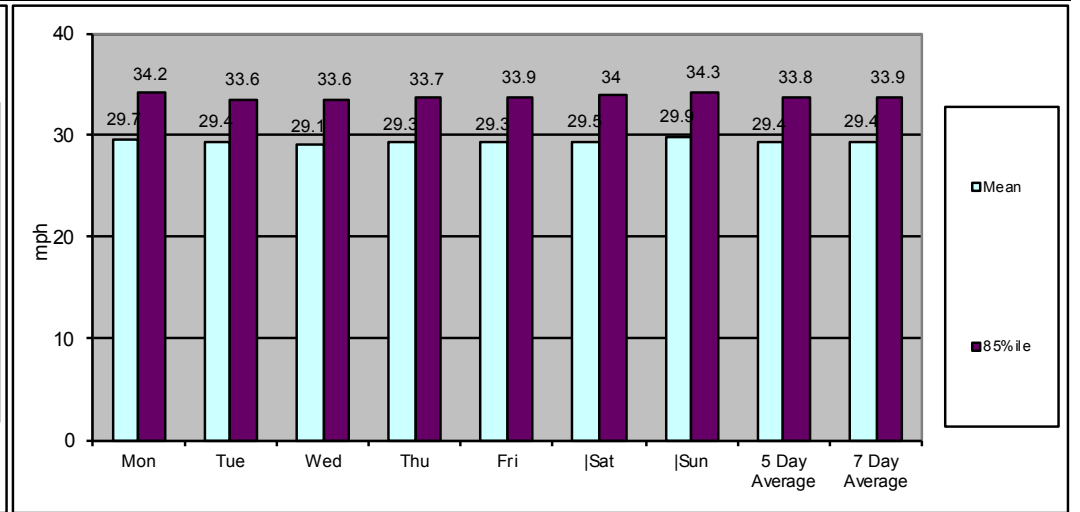
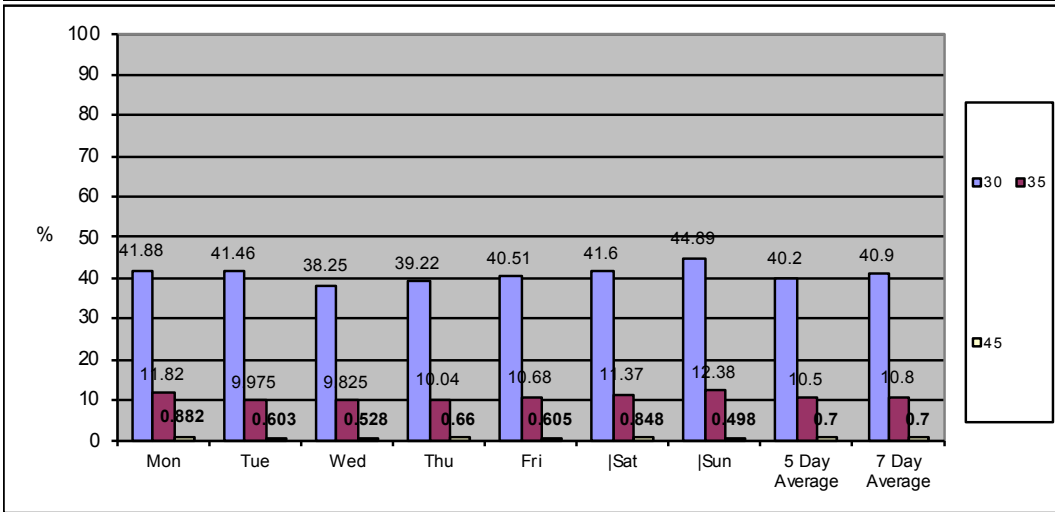
SS1599 Cwmgors		Site 1 Location A474 Heol -Y-Gors (51.781153, -3.879598)																					
17 October 2024		to 23 October 2024																					
		Direction Southbound														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 to 10	10 to 15	15 to 20	20 to 25	25 to 30	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	65 to 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Mean Speed	85%ile Speed	
22 October 2024																							
0000	5	0	0	0	0	2	2	0	0	1	0	0	0	0	3	60	1	20	1	20	33.7	-	
0100	3	0	0	0	0	2	0	1	0	0	0	0	0	0	1	33.33	1	33.33	0	0	30.6	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	100	0	0	0	0	34.2	-	
0300	10	0	0	0	0	0	3	4	3	0	0	0	0	0	10	100	7	70	0	0	38	-	
0400	19	0	0	0	0	3	5	4	3	2	0	2	0	0	16	84.21	11	57.89	4	21.05	38.7	48.8	
0500	84	0	0	1	3	15	32	20	10	2	1	0	0	0	65	77.38	33	39.29	3	3.571	34	40.4	
0600	183	0	0	0	2	62	77	33	7	2	0	0	0	0	119	65.03	42	22.95	2	1.093	32.2	36.1	
0700	292	0	0	5	33	129	112	13	0	0	0	0	0	0	125	42.81	13	4.452	0	0	29	32.4	
0800	290	0	3	2	25	133	112	13	2	0	0	0	0	0	127	43.79	15	5.172	0	0	29.1	32.7	
0900	185	0	0	0	17	99	51	16	2	0	0	0	0	0	69	37.3	18	9.73	0	0	29.6	32.9	
1000	177	0	0	3	19	95	41	17	2	0	0	0	0	0	60	33.9	19	10.73	0	0	29	33.3	
1100	162	3	2	6	24	76	36	12	2	1	0	0	0	0	51	31.48	15	9.259	1	0.617	28	33.6	
1200	147	1	1	2	13	65	56	6	2	1	0	0	0	0	65	44.22	9	6.122	1	0.68	29.2	32.7	
1300	159	0	1	5	30	85	32	4	2	0	0	0	0	0	38	23.9	6	3.774	0	0	27.7	31.4	
1400	185	0	0	6	18	95	54	9	3	0	0	0	0	0	66	35.68	12	6.486	0	0	28.7	32.3	
1500	168	1	0	5	15	85	55	7	0	0	0	0	0	0	62	36.9	7	4.167	0	0	28.6	32.1	
1600	172	1	2	7	26	79	51	6	0	0	0	0	0	0	57	33.14	6	3.488	0	0	27.7	32.2	
1700	192	0	0	0	22	104	56	8	2	0	0	0	0	0	66	34.38	10	5.208	0	0	28.8	32.1	
1800	145	0	0	4	19	68	40	13	1	0	0	0	0	0	54	37.24	14	9.655	0	0	29	33.6	
1900	83	0	0	1	7	45	21	5	3	1	0	0	0	0	30	36.14	9	10.84	1	1.205	29.6	33.2	
2000	57	0	1	0	7	23	16	5	1	3	1	0	0	0	26	45.61	10	17.54	4	7.018	30.2	35.5	
2100	50	0	1	1	1	21	17	8	1	0	0	0	0	0	26	52	9	18	0	0	30.3	35.3	
2200	27	0	0	1	2	5	10	7	2	0	0	0	0	0	19	70.37	9	33.33	0	0	31.7	36.9	
2300	21	0	0	0	0	9	7	2	3	0	0	0	0	0	12	57.14	5	23.81	0	0	31.9	39.3	
07-19	2274	6	9	45	261	1113	696	124	18	2	0	0	0	0	840	36.94	144	6.332	2	0.088	28.7	32.5	
06-22	2647	6	11	47	278	1264	827	175	30	8	1	0	0	0	1041	39.33	214	8.085	9	0.34	29.1	33	
06-00	2695	6	11	48	280	1278	844	184	35	8	1	0	0	0	1072	39.78	228	8.46	9	0.334	29.1	33	
00-00	2817	6	11	49	283	1300	887	213	51	13	2	2	0	0	1168	41.46	281	9.975	17	0.603	29.4	33.6	

SS1599 Cwmgors		Site 1 Location A474 Heol -Y-Gors (51.781153, -3.879598)																					
17 October 2024		to 23 October 2024																					
Time Period	Total Vehicles	Speed Bins														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
		0 10	15 20	25 30	35 40	45 50	55 60	65 130	30	30	35	35	45	45									
23 October 2024																							
0000	6	0	0	0	0	2	2	2	0	0	0	0	0	0	4	66.67	2	33.33	0	0	32.6	-	
0100	5	0	0	0	0	0	4	1	0	0	0	0	0	0	5	100	1	20	0	0	33.8	-	
0200	3	0	0	0	0	1	1	1	0	0	0	0	0	0	2	66.67	1	33.33	0	0	33.2	-	
0300	12	0	0	0	0	1	4	6	1	0	0	0	0	0	11	91.67	7	58.33	0	0	35.3	39.5	
0400	21	0	0	0	0	3	3	7	7	0	0	1	0	0	18	85.71	15	71.43	1	4.762	38.2	43.6	
0500	88	0	0	1	3	14	30	24	14	1	1	0	0	0	70	79.55	40	45.45	2	2.273	34.1	40.7	
0600	175	0	0	0	7	43	70	41	12	1	1	0	0	0	125	71.43	55	31.43	2	1.143	32.9	37.1	
0700	300	0	0	11	21	126	111	28	3	0	0	0	0	0	142	47.33	31	10.33	0	0	29.8	34.5	
0800	313	0	0	2	46	157	89	13	3	1	1	1	0	0	108	34.5	19	6.07	3	0.958	29	32.5	
0900	151	0	0	6	17	71	45	10	2	0	0	0	0	0	57	37.75	12	7.947	0	0	28.8	33.4	
1000	177	1	1	4	33	93	41	3	1	0	0	0	0	0	45	25.42	4	2.26	0	0	27.6	31.6	
1100	167	1	1	2	42	73	41	7	0	0	0	0	0	0	48	28.74	7	4.192	0	0	27.8	31.7	
1200	142	0	0	3	25	66	37	9	1	1	0	0	0	0	48	33.8	11	7.746	1	0.704	28.6	32.4	
1300	155	0	1	1	18	86	41	7	1	0	0	0	0	0	49	31.61	8	5.161	0	0	28.4	32.3	
1400	194	1	0	1	26	126	36	3	1	0	0	0	0	0	40	20.62	4	2.062	0	0	27.9	30.7	
1500	184	0	0	3	33	92	47	8	1	0	0	0	0	0	56	30.43	9	4.891	0	0	28.2	31.5	
1600	200	2	2	3	22	89	70	11	1	0	0	0	0	0	82	41	12	6	0	0	28.7	32.9	
1700	202	3	0	2	41	106	44	5	1	0	0	0	0	0	50	24.75	6	2.97	0	0	27.6	31.7	
1800	179	0	0	7	34	91	38	9	0	0	0	0	0	0	47	26.26	9	5.028	0	0	27.6	31.9	
1900	132	1	0	2	15	71	30	8	2	2	0	1	0	0	43	32.58	13	9.848	3	2.273	29.1	34.1	
2000	68	0	0	3	9	19	26	9	1	1	0	0	0	0	37	54.41	11	16.18	1	1.471	30.2	35.3	
2100	60	0	1	2	5	26	18	5	1	2	0	0	0	0	26	43.33	8	13.33	2	3.333	30.2	34.9	
2200	39	0	0	0	2	20	10	4	3	0	0	0	0	0	17	43.59	7	17.95	0	0	30.4	35.6	
2300	60	0	0	1	4	25	24	4	1	1	0	0	0	0	30	50	6	10	1	1.667	30.3	33.4	
07-19	2364	8	5	45	358	1176	640	113	15	2	1	1	0	0	772	32.66	132	5.584	4	0.169	28.4	32.4	
06-22	2799	9	6	52	394	1335	784	176	31	8	2	2	0	0	1003	35.83	219	7.824	12	0.429	28.8	33	
06-00	2898	9	6	53	400	1380	818	184	35	9	2	2	0	0	1050	36.23	232	8.006	13	0.449	28.9	33	
00-00	3033	9	6	54	403	1401	862	225	57	10	3	3	0	0	1160	38.25	298	9.825	16	0.528	29.1	33.6	

SS1599 Cwmgors										Site	1	Location A474 Heol -Y-Gors (51.781153, -3.879598)												
17 October 2024					to	23 October 2024					Direction	Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0 10	10 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 130	30	30	35 ACPO	35 ACPO	45 DFT	45 DFT	Speed	Speed		
Average Day																								
0000	11	0	0	0	1	3	5	1	1	0	0	0	0	0	7	61.84	2	15.79	0	2.632	31.7	35.6		
0100	6	0	0	0	0	1	3	1	0	0	0	0	0	0	4	71.43	1	23.81	1	9.524	33	-		
0200	5	0	0	0	1	1	2	1	0	0	0	0	0	0	3	61.11	1	19.44	0	5.556	32.4	-		
0300	11	0	0	0	0	1	3	3	2	0	0	0	0	0	9	85.71	6	57.14	1	9.091	37.1	44		
0400	19	0	0	0	0	3	5	6	3	1	0	0	0	0	16	81.48	11	55.56	1	7.407	36.4	43.5		
0500	71	0	0	1	1	14	25	18	9	2	0	0	0	0	54	76.81	29	41.33	2	3.427	34.2	40.2		
0600	130	0	0	1	3	35	53	29	7	1	1	0	0	0	91	69.85	38	29.17	2	1.535	32.7	37.4		
0700	223	0	2	6	26	96	72	15	3	1	0	0	0	0	91	40.95	19	8.408	1	0.257	29.1	33.6		
0800	229	0	1	2	25	111	74	14	2	0	0	0	0	0	90	39.39	16	7.179	1	0.375	29.3	33		
0900	171	0	0	2	19	77	55	15	3	0	0	0	0	0	73	42.58	18	10.58	0	0	29.6	33.9		
1000	167	0	1	2	22	77	51	11	1	0	0	0	0	0	63	37.87	12	7.369	0	0.171	28.9	32.8		
1100	176	1	1	3	25	86	48	10	2	0	0	0	0	0	60	34.2	12	6.661	0	0.162	28.7	32.9		
1200	179	0	1	2	21	88	55	10	2	1	0	0	0	0	68	37.72	13	7.177	1	0.319	29	32.9		
1300	166	0	1	4	21	83	44	11	1	0	0	0	0	0	57	34.34	13	7.573	0	0.172	28.7	33.1		
1400	176	0	1	6	23	87	47	9	2	0	0	0	0	0	59	33.5	11	6.504	0	0.244	28.5	32.4		
1500	184	0	0	4	25	92	49	11	1	1	0	0	0	0	62	34.01	13	7.237	1	0.467	28.6	32.4		
1600	178	1	1	4	24	84	52	10	1	0	0	0	0	0	64	35.85	11	6.35	0	0.08	28.6	32.8		
1700	185	1	0	2	31	88	51	9	1	0	0	0	0	0	62	33.36	10	5.573	0	0.155	28.4	32.5		
1800	155	0	0	4	23	75	39	11	2	0	0	0	0	0	52	33.55	13	8.571	1	0.369	28.7	33.1		
1900	98	0	0	1	13	46	27	8	1	1	0	0	0	0	37	38.08	10	10.32	1	1.163	29.4	33.8		
2000	63	0	0	0	9	26	19	5	2	1	0	0	0	0	28	44.12	8	13.35	2	2.489	29.8	34.1		
2100	49	0	0	1	3	20	16	6	2	1	0	0	0	0	25	49.86	9	17.39	1	1.739	30.7	35.6		
2200	29	0	0	0	3	11	8	5	1	0	0	0	0	0	15	51.24	6	21.89	0	0.995	30.8	35.8		
2300	26	0	0	0	2	8	9	5	2	1	0	0	0	0	16	60.66	7	27.87	1	3.825	32.3	37.7		
07-19	2187	5	8	41	285	1047	638	136	21	4	1	0	0	0	801	36.61	162	7.42	5	0.235	28.8	33		
06-22	2528	5	9	44	314	1174	754	184	32	7	2	1	1	0	982	38.83	227	8.996	11	0.424	29.1	33.4		
06-00	2583	5	9	45	319	1193	771	193	36	8	3	1	1	0	1012	39.18	241	9.33	12	0.465	29.2	33.4		
00-00	2706	5	9	45	322	1218	814	222	51	12	4	1	1	1	1106	40.86	291	10.77	18	0.665	29.4	33.9		

SS1599 Cwmgors										Site	Location											
17 October 2024										1	A474 Heol -Y-Gors (51.781153, -3.879598)											
to										Direction	Southbound											
23 October 2024										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	10	15	20	25	30	35	40	45	50	55	60	65	30	30	35	35	45	45	Mean Speed	85%ile Speed
		10	15	20	25	30	35	40	45	50	55	60	65	130			ACPO	ACPO	DFT	DFT		

Virtual Week																						
Mon	2834	3	8	37	290	1309	852	242	68	17	6	1	0	1	1187	41.88	335	11.82	25	0.882	29.7	34.2
Tue	2817	6	11	49	283	1300	887	213	51	13	2	2	0	0	1168	41.46	281	9.975	17	0.603	29.4	33.6
Wed	3033	9	6	54	403	1401	862	225	57	10	3	3	0	0	1160	38.25	298	9.825	16	0.528	29.1	33.6
Thu	2879	6	8	46	379	1311	840	227	43	10	7	0	2	0	1129	39.22	289	10.04	19	0.66	29.3	33.7
Fri	2977	4	18	60	399	1290	888	245	55	11	5	1	0	1	1206	40.51	318	10.68	18	0.605	29.3	33.9
Sat	2594	5	10	51	317	1132	784	231	42	15	3	0	2	2	1079	41.6	295	11.37	22	0.848	29.5	34
Sun	1809	3	4	21	183	786	588	174	41	6	1	2	0	0	812	44.89	224	12.38	9	0.498	29.9	34.3
5 Day Average																						
[--]	2908	6	10	49	351	1322	866	230	55	12	5	1	0	0	1170	40.2	304	10.5	19	0.7	29.4	33.8
7 Day Average																						
[--]	2706	5	9	45	322	1218	814	222	51	12	4	1	1	1	1106	40.9	291	10.8	18	0.7	29.4	33.9
Total Vehicles																						
[--]	18943	36	65	318	2254	8529	5701	1557	357	82	27	9	4	4	7741	40.9	2040	10.8	126	0.7	29.4	33.9



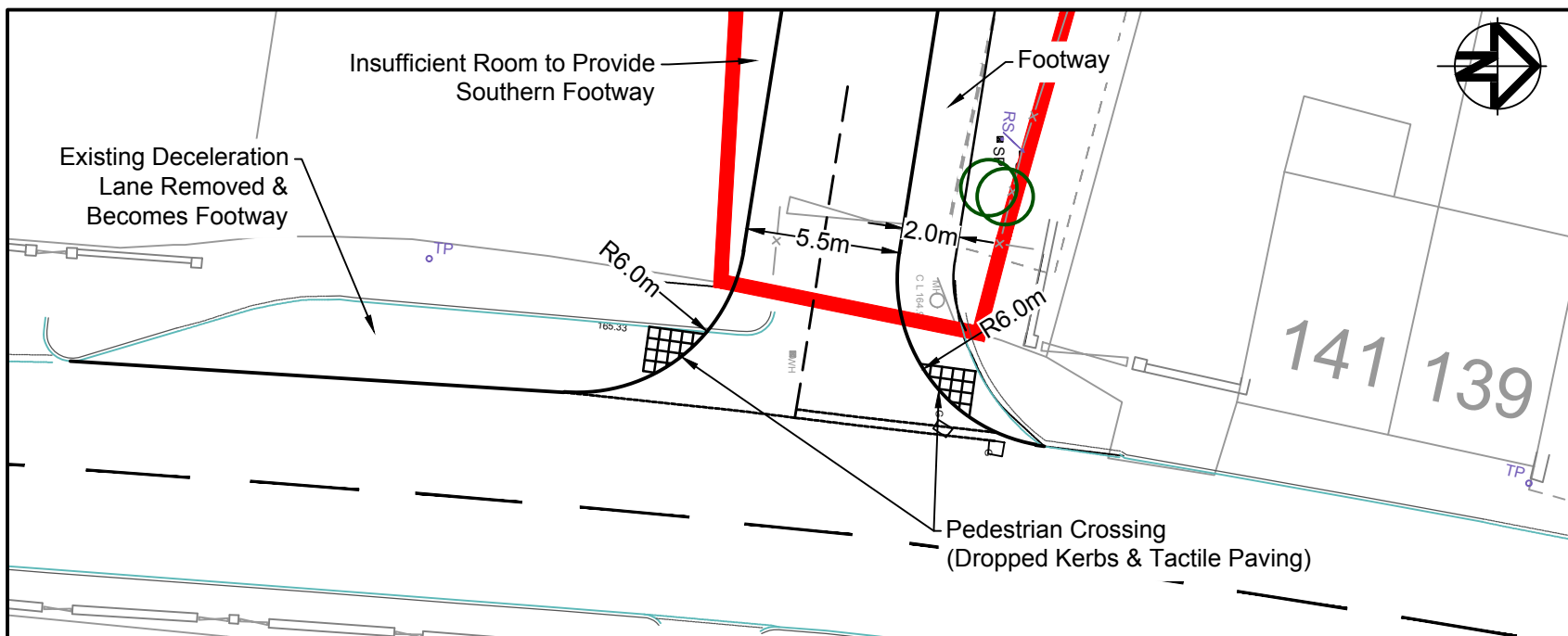
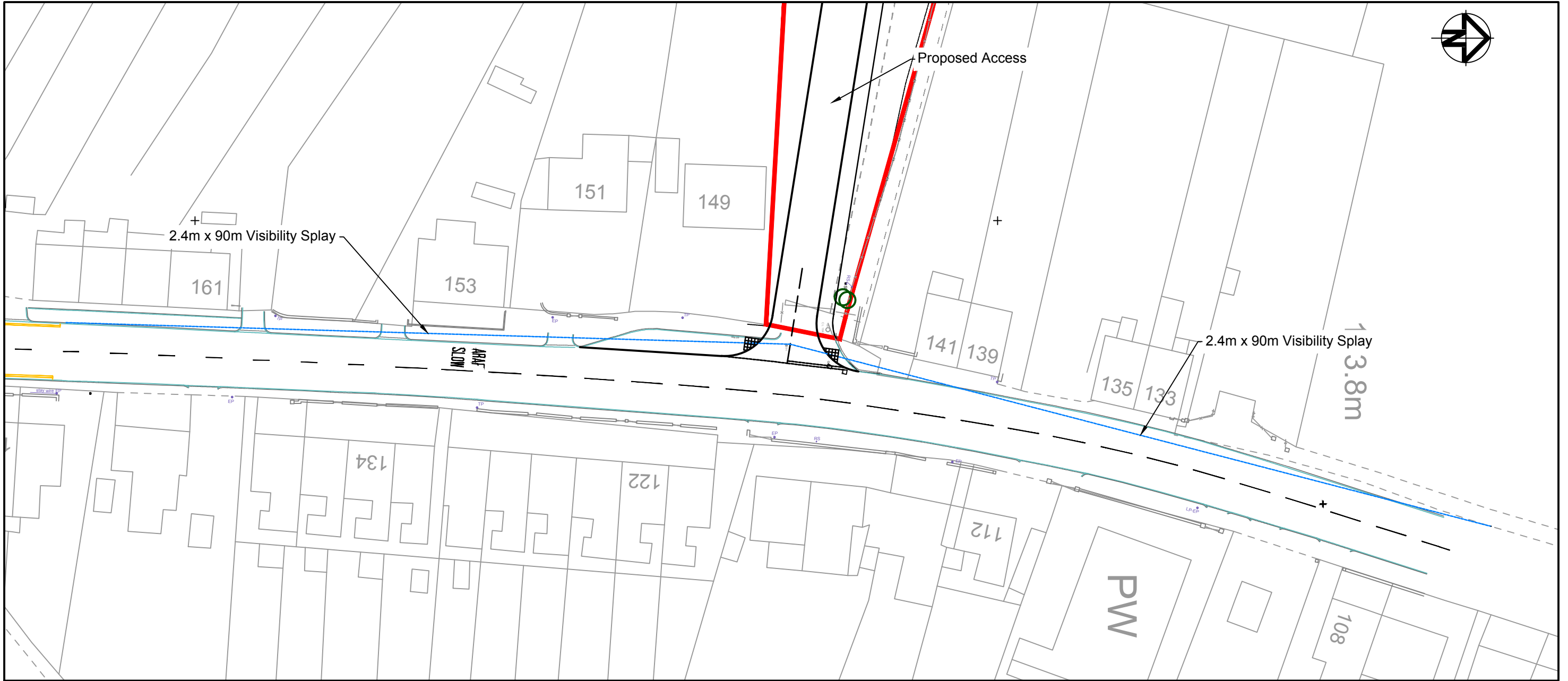
Classification Schemes

Scheme F Classification Scheme (Non-metric)

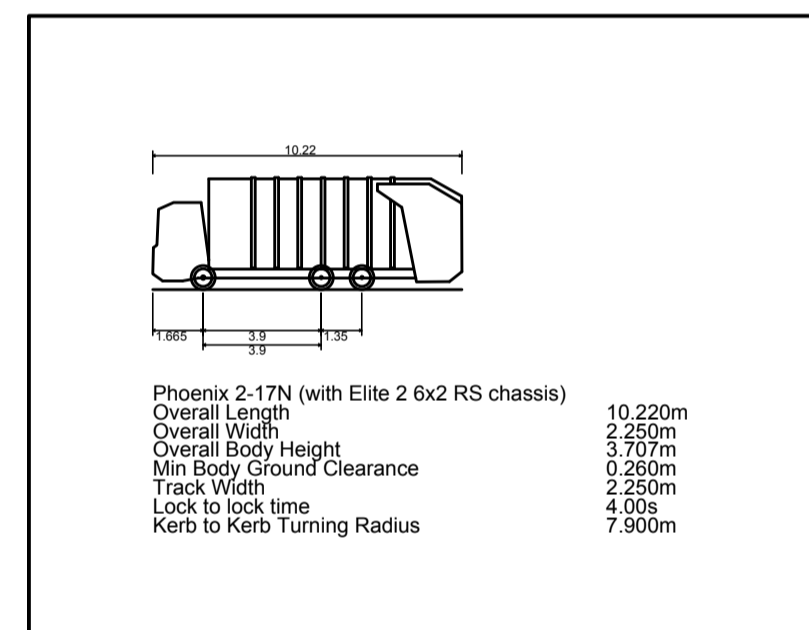
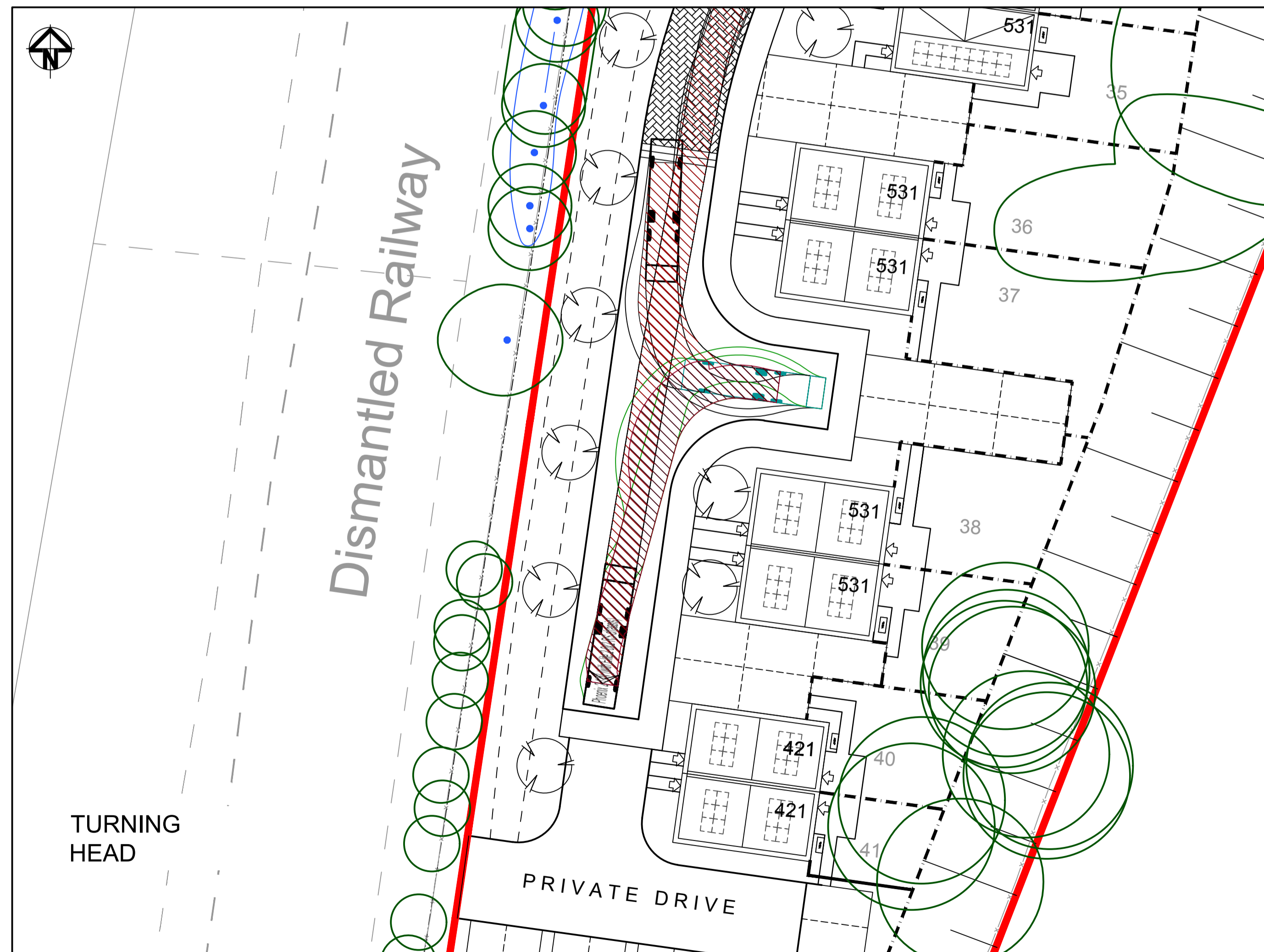
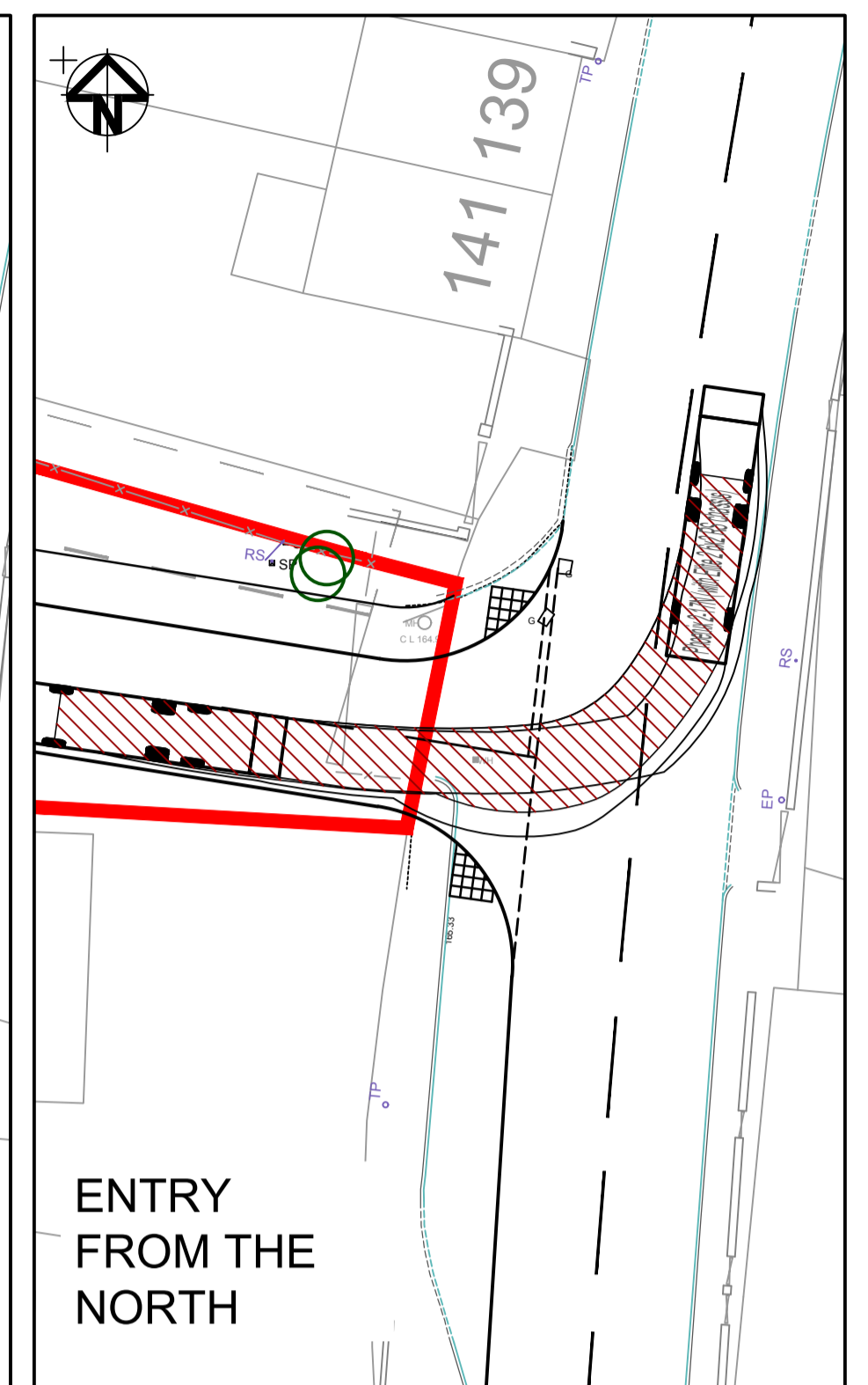
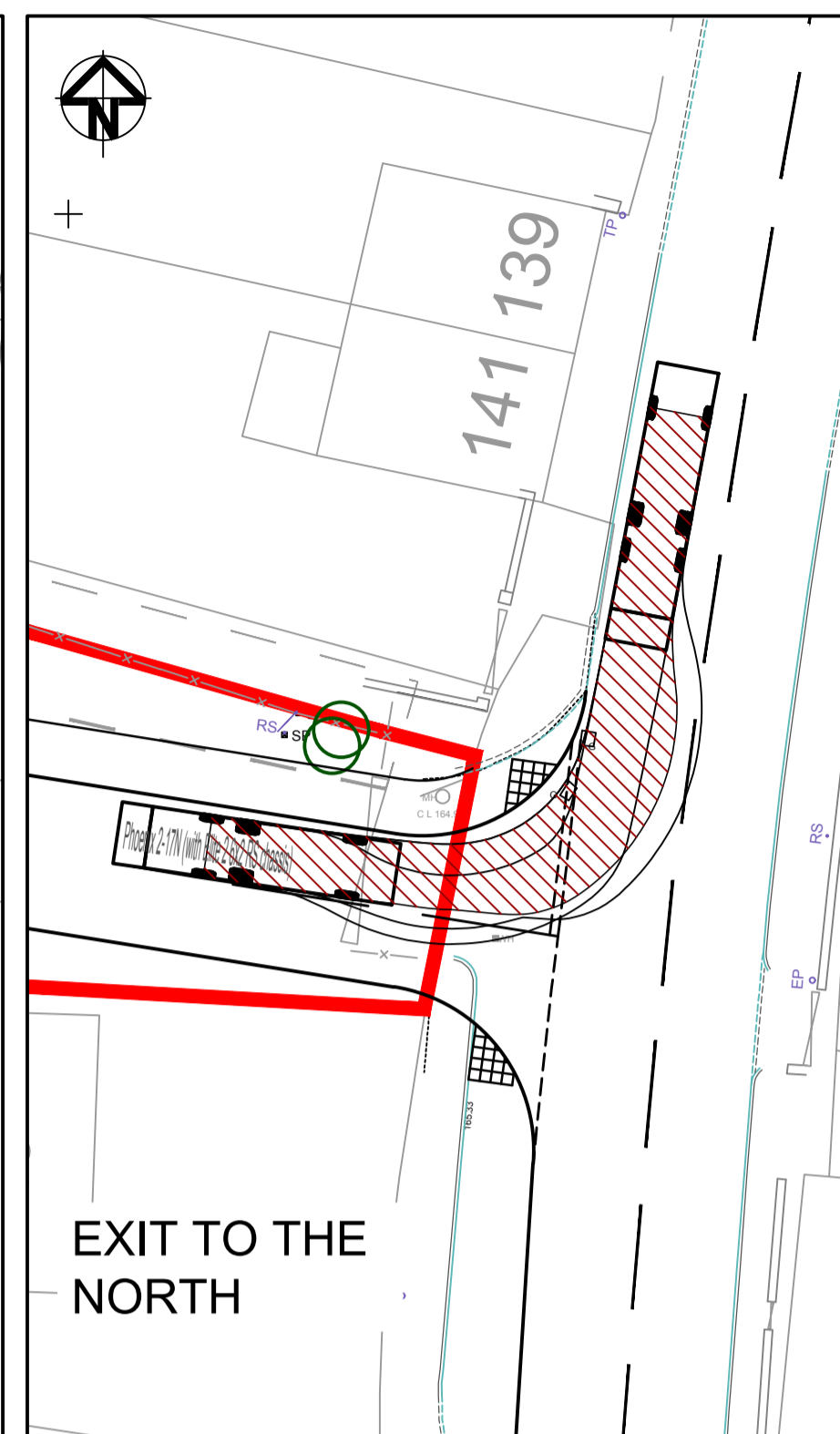
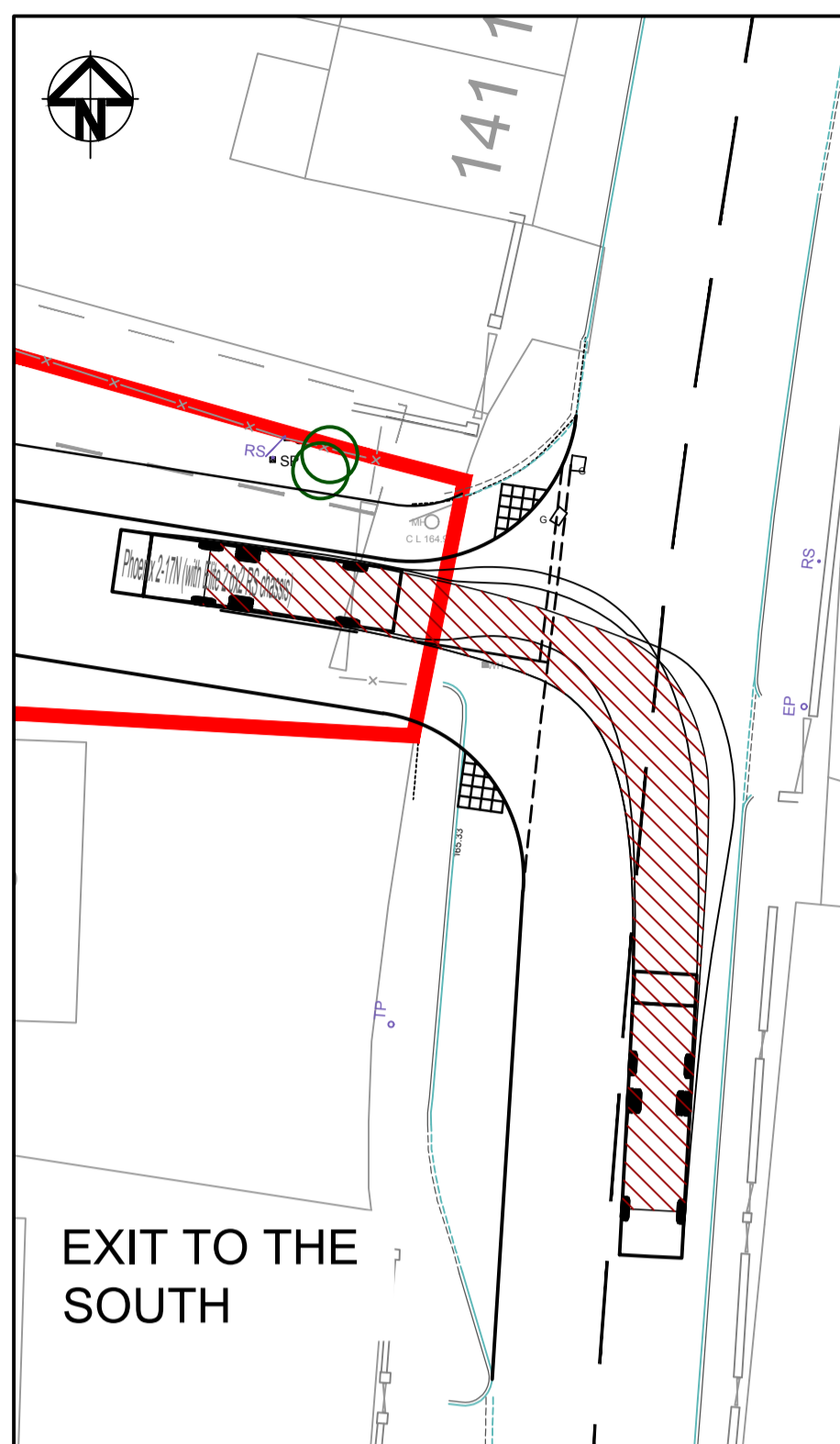
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

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

Appendix 5 Proposed Access Arrangement



A	First Issue	01-12-24
 Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021		
Project	FORMER SWELCO SITE, CWMGORS	
Drawing	PROPOSED ACCESS	
Drawing No.	1781-ACS-XX-ZZ-DR-T-003-A	
Scale	1:500 & 1:250 @ A3	



A	First Issue	10-12-24
<p>Unit 19, Yr Hen Farchnad, Carmarthen Street, Llandeilo SA19 6BJ</p> <p>E-mail: mail@acstro.com www.acstro.com Tel: 01558 824021</p>		
Project	FORMER SWELCO SITE	
Drawing	PROPOSED DEVELOPMENT	
Drawing No.	1781-ACS-XX-ZZ-DR-T-004-A	
Scale	1:250 @ A1	

Appendix 6 TRICS Trip Rate Data

Calculation Reference: AUDIT-648801-240325-0355

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 43 (units:)
Range Selected by User: 11 to 50 (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: 01/01/15 to 22/10/21

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

Selected survey days:

Monday 1 days
Wednesday 2 days
Friday 2 days

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

Selected survey types:

Manual count 5 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) 3
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 4
No Sub Category 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	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	5 days
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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	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-03-B-01 NEWBOLD ROCHDALE	TERRACED HOUSES		GREATER MANCHESTER
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:		43	
	<i>Survey date: WEDNESDAY</i>		<i>21/10/15</i>	<i>Survey Type: MANUAL</i>
2	KS-03-B-02 SYKES CLOSE BATLEY	TERRACED HOUSES		KIRKLEES
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		17	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
3	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI-DETACHED & TERRACED		LEICESTER
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		38	
	<i>Survey date: FRIDAY</i>		<i>22/10/21</i>	<i>Survey Type: MANUAL</i>
4	NN-03-B-01 OCCUPATION ROAD CORBY	SEMI-DETACHED HOUSES		NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		21	
	<i>Survey date: WEDNESDAY</i>		<i>13/10/21</i>	<i>Survey Type: MANUAL</i>
5	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL	TERRACED HOUSES		WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		16	
	<i>Survey date: MONDAY</i>		<i>14/11/16</i>	<i>Survey Type: MANUAL</i>

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	5	27	0.015	5	27	0.156	5	27	0.171
08:00 - 09:00	5	27	0.193	5	27	0.281	5	27	0.474
09:00 - 10:00	5	27	0.178	5	27	0.200	5	27	0.378
10:00 - 11:00	5	27	0.215	5	27	0.222	5	27	0.437
11:00 - 12:00	5	27	0.170	5	27	0.133	5	27	0.303
12:00 - 13:00	5	27	0.163	5	27	0.200	5	27	0.363
13:00 - 14:00	5	27	0.163	5	27	0.170	5	27	0.333
14:00 - 15:00	5	27	0.185	5	27	0.207	5	27	0.392
15:00 - 16:00	5	27	0.444	5	27	0.281	5	27	0.725
16:00 - 17:00	5	27	0.341	5	27	0.230	5	27	0.571
17:00 - 18:00	5	27	0.356	5	27	0.296	5	27	0.652
18:00 - 19:00	5	27	0.222	5	27	0.156	5	27	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.645			2.532			5.177

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 43 (units:)
Survey date range:	01/01/15 - 22/10/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.

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