

Heronsbridge School

Transport Assessment

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1 INTRODUCTION

1.1.1 Cambria Consulting have been appointed by Kier Construction to prepare a Transport Assessment in support of the replacement Heronsbridge School

1.1.2 The new Heronsbridge School is proposed to be located at the Island Farm Sustainable Growth Area, which is located to the south of the Bridgend settlement (to the west of the Bridgend Science Park). The school will provide 300-places for pupils with additional learning needs (that is, Profound and Multiple Learning Difficulties (PMLD), Severe Learning Difficulties (SLD) and Autistic Spectrum Disorder (ASD)) plus the school's residential provision (2 no. 5 bedroom houses). Also, options for the provision of Social Services and Wellbeing Directorate's residential and respite service (an additional 2 no. Houses).

1.1.3 The schools existing and proposed location is shown in **Figure 1**.

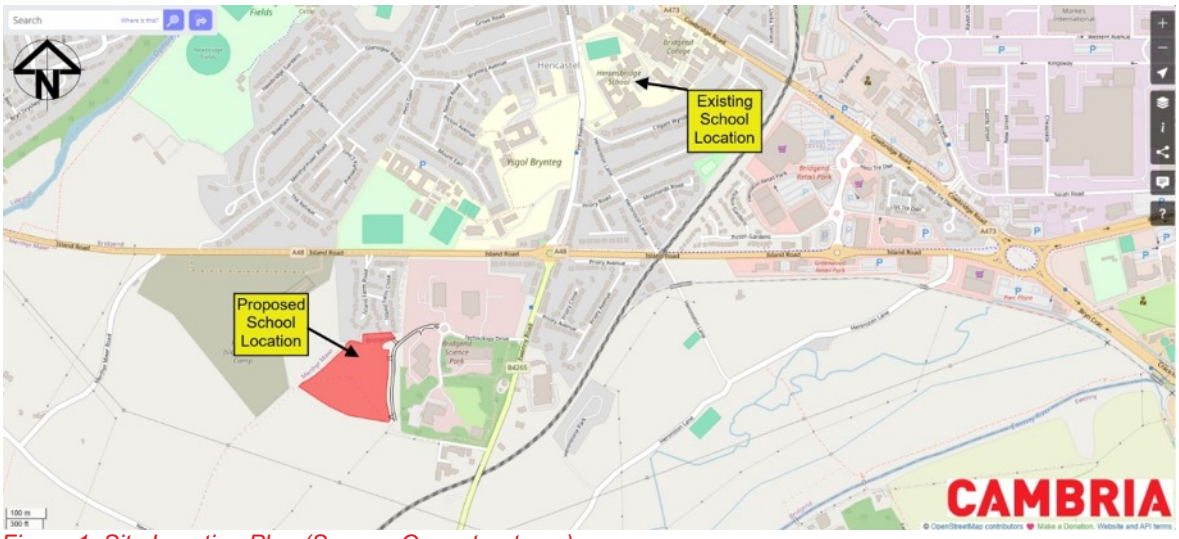


Figure 1: Site Location Plan (Source: Openstreetmap)

1.1.4 This report sets out to examine the highways and transportation issues relating to the development, including the provision for pedestrians, cyclists and other non-car users. It aims to identify the measures that could be implemented as part of the scheme to mitigate any potential effects of the development, and how best to utilise the existing resources to minimise the need for users of the development to travel by private motor vehicle.

1.1.5 Cambria as independent transport planning Consultants have prepared this Transport Assessment providing what we consider is a fair and unbiased appraisal of the highway issues arising due to the proposed development and with consideration of other proposed developments in the area.

1.1.6 The TA has been prepared in line with the requirements of 'Technical Advice Note (TAN) 18.

1.2 Scoping and Consultation

1.2.1 In the course of developing the Transport Assessment, a number of correspondence and meetings have been held between the design team and Bridgend County Borough Council (BCBC) as local highway authority.

1.2.2 This programme of consultation and discussion with BCBC has enabled the components of the analysis undertaken for the assessment to be reviewed and amended in the light of available information. It has also provided clarity on specific issues which BCBC wish to see addressed in the assessment and thus allowed the work reported here to include those issues.

1.2.3 This Transport Assessment has been informed through communications with Bridgend Highway Officers; the Transport Assessment (Aug 2022) commissioned by Bridgend Highway Officers on behalf of Bridgend County Borough Council produced by Redstart and comments received from the Councils Highway Consultants (Link Transport Planning).

1.2.4 The scoping study and response from Link Transport Planning (Jan 2026) is included in **Appendix A**.

1.3 Transport Assessment Context

1.3.1 The TA will act as supporting information to the planning application and will assist in evaluating the appropriateness of the proposed development and the potential impact on the surrounding transport network.

1.4 Report Structure

1.4.1 The following sections of this report describe the work that was undertaken for the TA and the resulting conclusions. The structure of the Transport Assessment is as follows: -

- Section 2: - DEVELOPMENT PROPOSAL & PLANNING POLICY FRAMEWORK;
- Section 3: - HERONSBRIDGE ALN SCHOOL;
- Section 4: - EXISTING CONDITIONS;
- Section 5: - PROPOSED DEVELOPMENT;
- Section 6: - TRAFFIC IMPACT ASSESSMENT;
- Section 7: - TRANSPORT IMPLEMENTATION STRATEGY; and
- Section 9: - SUMMARY AND RECOMMENDATIONS.

2 DEVELOPMENT PROPOSAL & PLANNING POLICY FRAMEWORK

2.1 Development proposals

2.1.1 The new Heronsbridge School will provide places for 300 learners with additional learning needs (Profound and Multiple Learning Difficulties (PMLD), Severe Learning Difficulties (SLD) and Autistic Spectrum Disorder (ASD).

2.1.2 The proposed development also includes residential provision (2 no. 5 bedroom houses) and is also exploring options for the provision of the Social Services and Wellbeing Directorate's residential and respite service (potentially an additional 2 no. houses).

2.1.3 Relevant transport policies and guidance have been reviewed at National, Regional and Local level to assist in this assessment and in the shaping of the proposals and are set out below.

2.2 National Policy Future Wales (The National Plan 2040)

2.2.1 Future Wales is a national development framework and a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

2.2.2 Within the document, there are a number of relevant policies with regards to transport, travel and infrastructure that are summarised below:

- Policy 2 – Shaping Urban Growth and Regeneration – Strategic Placemaking;
- Policy 10 – International Connectivity;
- Policy 11 – National Connectivity; and,
- Policy 12 – Regional Connectivity.

2.2.3 The Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales. The document also states that "planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. 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".

2.3 Planning Policy Wales Edition 12 (February 2024)

2.3.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales. PPW, the TANs, MTANs and policy clarification letters comprise national planning policy. With regards to Transport Assessments, the document states that:

- "Transport Assessments are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for appropriately.
- Planning applications for developments, including changes of use, falling into the categories identified in TAN 18: Transport must be accompanied by a Transport Assessment. In addition, in areas where the transport network is particularly sensitive, planning authorities should consider requiring Transport Assessments for developments which fall outside of the thresholds set out in TAN 18.
- Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need. Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution. They should cover the transport impacts during the construction phase of the development, as well as when built and in use. Transport Assessments also provide an important basis for the preparation of Travel Plans. Further guidance on Transport Assessments and Travel Plans is contained in TAN 18."

2.3.2 With regards to car and cycle parking, the following text is relevant:

- "New development must provide appropriate levels of secure, integrated, convenient and accessible cycle parking and changing facilities."
- "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".

2.4 Llwybr Newydd – The Wales Transport Strategy (2021)

2.4.1 The Wales Transport Strategy 2021 aims to deliver a transport system that provides a better Wales for generations to come. With regards to transport and parking, the following points are pertinent to note:

- "Introduce a new national default speed limit of 20mph in residential areas and tackle pavement parking".
- "Upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, modal shift and electric bike, motorbike and vehicle charging".
- "Develop policies on parking for all vehicle types to drive modal shift to public transport and active travel, taking equality into account for example, ensuring that parking provision for disabled people is maintained in the design of new schemes and road layouts".
- "Deliver our Electric Vehicle Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices".

2.5 Electric Vehicle Charging Strategy for Wales (2021)

2.5.1 The document states that "there is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles" and that "The provision of electric vehicle charging infrastructure should be planned as part of the overall design of a development."

2.5.2 Future Wales sets out the Welsh Government's requirements for the provision of electric vehicle charging points for non-residential development. It suggests at Policy 12 – Regional Connectivity; that non-residential buildings should provide EV charging points for 10% of the total parking spaces.

2.6 Learner Travel Measure (Wales) 2008

2.6.1 The document sets out that local authorities have a duty to risk assess routes to school, including walked routes. The guidance covers such issues as the need to consider the age and specific needs of learners; route conditions; traffic; footpaths; crossing points; canals; rivers; ditches; embankments; lighting; bridges and any other dangers, including social dangers. It also requires local authorities to take into consideration the views of children. The guidance has been drafted in line with the Rights of the Child Measure 2011.

2.6.2 With regards to walking distances, the document states the following:

- Provide free home to school transport for learners of compulsory school age attending primary school who live 2 miles or further from their nearest suitable school;
- Provide free home to school transport for learners of compulsory school age attending secondary school who live 3 miles or further from their nearest suitable school; and,
- Distances below these thresholds are referred to as 'walking distances.

2.7 Technical Advice Note (TAN) 18: Transport (2007)

2.7.1 This document works in conjunction with Planning Policy Wales which sets out the land use planning policies of the Welsh Assembly Government (WAG). Local planning authorities are required to take TAN 18 into account when preparing their development plans.

2.7.2 TAN 18 highlights the importance of integrating land use and transport planning as a means of helping to achieve WAG's wider sustainable development objectives. In relation to new school developments the following guidance is relevant:

- developments should include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking / servicing;
- walking should be encouraged for local journeys by giving careful consideration to location, access arrangements and design. Measures such as wide pavements, adequate lighting, pedestrian friendly desire lines and road crossings, and traffic calming, can facilitate safe walking and cycling routes to school; and
- secure cycle parking and changing facilities should be provided for all major employment developments, including educational institutions.

2.7.3 TAN 18 requires all new schools to be subject to a Transport Assessment. It sets out the assessment process for new development proposals, which includes the production of a 'Transport Implementation Strategy' (TIS). The TIS should "set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites."

2.7.4 With regards to schools, the TIS should also include / discuss:

- the creation or improvement of safe cycling and walking routes;
- restricting car access around schools;
- providing adequate cycle storage; and,
- creating a framework for future school travel planning activity.

2.7.5 With regards to Parking TAN 18 also states that, in determining maximum car parking standards for new development, regard should be given to:

- public transport accessibility and opportunities or proposals for enhancement;
- targets and opportunities for walking and cycling;
- objectives for economic development including tourism;
- the availability in the general area of safe public on- and off- street parking provision; and,

- potential for neighbouring or mixed-use developments sharing parking spaces, for example at different times of the day or week.

2.8 The Active Travel (Wales) Act 2013

2.8.1 This is an Act of the National Assembly for Wales to make provision for supporting active travel across Wales, with Welsh Ministers and local authorities to take reasonable steps to enhance the provision made for, and to have regard to the needs of, walkers and cyclists.

2.8.2 Local authorities should take reasonable steps to enhance the provision made for walkers and cyclists, promote active travel journeys, and secure new active travel routes and related facilities and improvements to existing ones where possible. The proposed development will be focussed around supporting active travel accessibility where relevant.

2.8.3 The document also states that "every effort should be made to engage schools within the local authority in the consultation process. This could be through holding standalone events or using evidence collected through other means where learners and residents' involvement can be demonstrated, including:

- The development of school travel plans or community access plans;
- Learner travel assessments;
- Safe routes in communities network audits;
- Delivery of behaviour change programmes such as Active Journeys."

2.9 Bridgend Replacement Local Development Plan 2018-2033 (LDP)

2.9.1 The following policies are relevant to the application.

- PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area
- PLA8: Transportation Proposals.
- PLA9: Development Affecting Public Rights of Way.
- PLA11: Parking Standards (see SPG).
- PLA12: Active Travel.

2.9.2 In the adopted LDP the site is within the settlement boundary of Bridgend.

2.9.3 In the LDP the site is part of the proposed Island Farm Sustainable Growth Area which is designated under strategic policy SP2 (Sustainable Growth Area Strategic Allocations).

2.9.4 The site is allocated in the adopted Bridgend Local Development Plan 2018–2033 (adopted 13 March 2024) under Policy PLA2: Land South of Bridgend (Island Farm), Bridgend Sustainable Growth Area. PLA2 is an adopted allocation carrying full development-plan weight, and the relocated Heronsbridge School is expressly part of it, with 4 hectares allocated for the relocation. The school is, however, only one component of a strategic allocation of around 50 hectares, comprising some 788 homes, a primary school, leisure and recreation uses and active travel routes.

2.9.5 The PLA2 development requirements most material to this Transport Assessment are:

- Requirement 7, An access through Bridgend Technology Park that serves as the primary access for the relocated Heronsbridge SEN school and the Community Indoor Tennis Centre, as well as an emergency access for the residential
- Requirement 8, off-site highway improvements arising from the Strategic Transport Assessment and the Transport Measures Priority Schedule; and
- Requirement 9, On-site and off-site measures to provide good quality, attractive, legible, safe and accessible pedestrian and cycle linkages in accordance with Active Travel design. Improved linkages must be provided along the A48, with Brynteg Comprehensive School, Bridgend Industrial Estate and Bridgend Town Centre (including the bus station and train station). Green infrastructure linkages must also be provided with Newbridge Fields. Connections must therefore be made to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374;

2.10 Policy Summary

2.10.1 This section of the report has reviewed the policies which are relevant to the proposed development. These policies range from national to local, all with the aim of supporting sustainable development. The proposed development is considered to adhere to the guidance specified due to its sustainable location which is accessible by a variety of transport modes including walking, cycling and public transport.

3 Heronsbridge ALN School

3.1.1 Heronsbridge School is located south of the town centre and is accessible from the northern section of Ewenny Road north of the A48 Bypass Road. The site is roughly a trapezoid shape, and measures circa 3.3 ha. The site is relatively flat.

3.1.2 The current school site is bound to the north by St Mary's Catholic Church, to the east by Bridgend College, to the south by the residential properties fronting Wyndham Crescent and to the west by Ewenny Road.

3.1.3 The school's wider surrounding area is characterised by residential estates and Brynteg Comprehensive School.

3.1.4 The school consists of various buildings ranging from one to two storeys. The original buildings date back to the late 1920's and opened as a school for the blind in 1929. An image of the original school building taken in 1932 is shown in **Plate 1**.

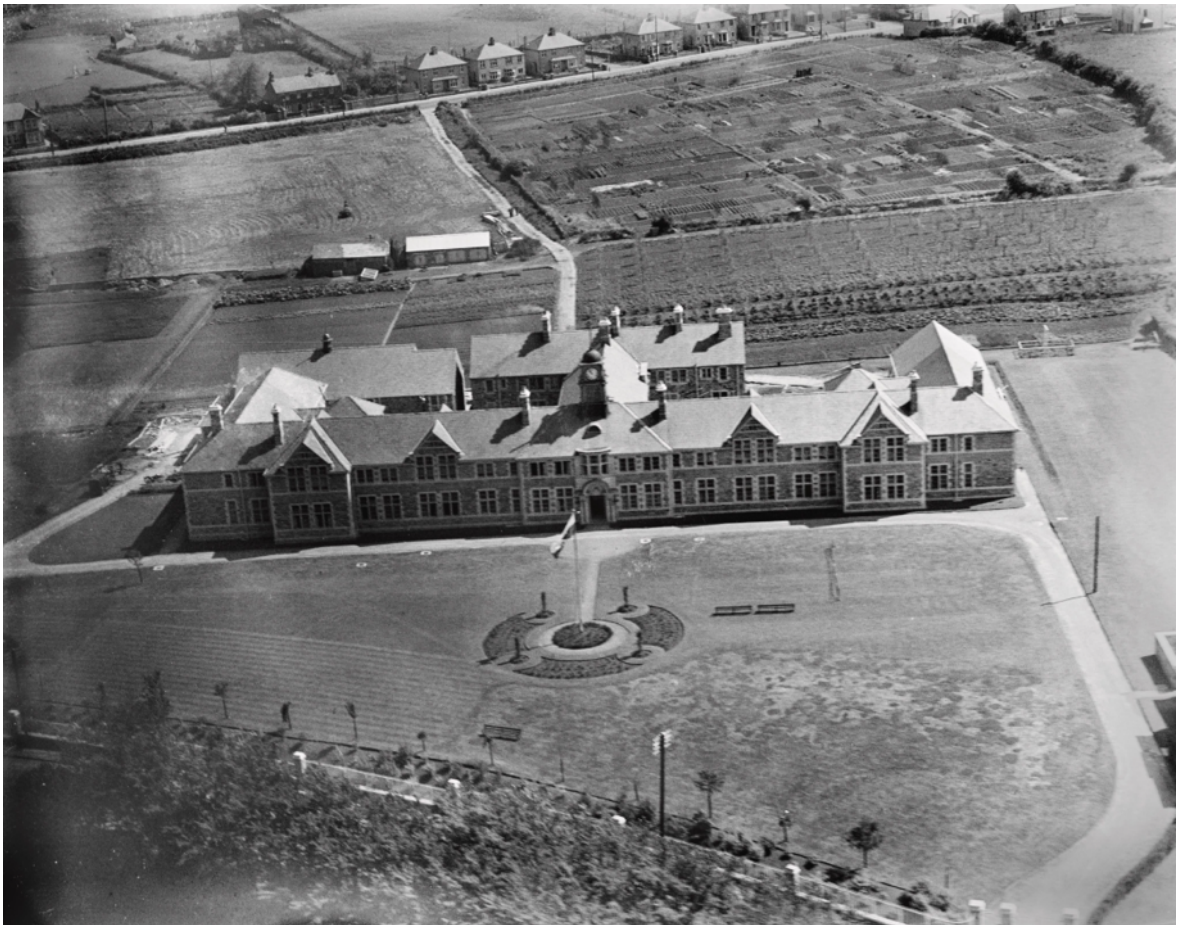


Plate 1: Heronsbridge School for the Blind (Source: Royal Commission on the Ancient and Historical Monuments of Wales

3.1.5 There have been many alterations and extensions added on the site since, as can be seen in **Plate 2** an extract from Google Earth taken in October 2024.



Plate 2: Heronsbridge ALN School (Source: Google Earth)

3.1.6 The current school has a Primary department made up of 8 classes ranging from 4-11 years and Secondary department (11 to 16 years) that provides a pathway from the Primary department in to Key Stage 3 Curriculum and then on to the Key Stage 4 Curriculum.

3.1.7 After the learners finish the Key Stage 4 Curriculum, they enter the Leavers department (Post 16 years) to continue to develop and build upon the skills and experiences that they have gained throughout their journey in the school and also to give the learners new experiences, skills and information to support and prepare them for a successful transition to life beyond Heronsbridge.

3.1.8 Since September 2023, the post-16 department (four classes) has relocated to Bridgend College. This is in response to increasing pupil numbers at the school.

3.1.9 The school also has a Centre for Autism that caters for learners between the ages 4 and 19 with a diagnosis of autism or autistic spectrum disorder, as well as associated communication and learning difficulties. The Centre has eleven classes and learners are placed in classes according to their age and learning ability where possible. A high staff ratio and small class sizes ensures that learners receive excellent support and quality individual attention, and this is reflected in the whole ethos of the Centre.

3.1.10 The school has two houses situated in the grounds (Hewitt House and Exley House). These houses were previously staff houses which were renovated to meet the specific needs of learners. Each house can support two young people, up to the age of 19 with a disability diagnosis that could include secondary conditions such as ADHD but primarily the service is autistic specific.

3.1.11 Learners at the school have a range of additional learning needs, including profound and multiple learning difficulties, severe learning difficulties and autistic spectrum disorders. Most learners live in Bridgend County Borough but 7% are placed at Heronsbridge School from neighbouring authorities. The current school capacity is up to 280 learners.

3.1.12 Table 1 provides an indication of the current level of provision at the school.

Table 1: Heronsbridge pupil numbers

	Nursery	Yr R-2	Yr 3-6	Yr 7-9	Yr 10-11	Yr 12-13	Total	%	Classes	Av per class
Existing learners	0	43	79	76	33	49	**280**	100%	29	9.7
Complex ASD	0	17	26	22	4	8	**77**	28%	9	8.6
ASD / SLD	0	18	40	43	22	26	**149**	53%	20	10.2
FMLD	0	8	13	11	7	15	**54**	19%		

Learners

3.1.13 Learners arrive at Heronsbridge on County transport (Mini bus or taxi) by 8.50am, each morning or in private vehicles. They are collected from designated areas by staff and accompanied to the school buildings. This procedure is reversed at the end of the school day when they are collected by the transport escorts from designated areas at 3.20pm.

Staff

3.1.14 Due to the nature of the school, there is a high staff to learner ratio. Many staff work on a 1:1 basis. There are some 200 members of staff, including teaching staff, teaching assistants and support staff.

3.1.15 Staff have to arrive on site before 08:40 and they can leave after the school is closed to day learners normally after 15:30.

3.2 Description of how drop-off / pick-up is managed by the school

3.2.1 Due to the learning needs of the learners, the school operates a carefully controlled arrangement for learner drop offs in the morning and pick-ups in the afternoon. This can be described as an structured "Batching" or "Airlock" procedure. This is a tried and tested procedure for transferring pupils safely between the school and vehicles that is adopted in many ALN schools.

3.2.2 The procedure for the morning drop-off is described in the following paragraphs. The afternoon collection works in a similar manner with the only difference being that pupils will be escorted to, rather than from, vehicles.

a) **The Batch Drop-Off:** Vehicles (local authority minibuses, taxis and private cars) are accepted into a dedicated drop-off areas in fixed batches (e.g. 10 vehicles at a time, depending on the capacity of the drop-off area).
b) **The "Engines Off" Command:** Once the batch is parked, a designated marshal or "Gatekeeper" signals all drivers to turn off their engines.
c) **Staff-Led Safe Escort:** School passenger assistants, escorts, and school staff meet the pupils at the vehicle doors. Pupils are escorted entirely into the school building.

d) **The Batch Release:** No individual vehicle is permitted to turn on its engine or pull away early, even if finished first. Only when the marshal confirms that all pupils from that batch are safely inside the building (or in a secure holding area) do they give a collective signal for drivers to restart engines and exit the drop-off area.

e) **The Next Batch:** The next batch of vehicles are called into the drop-off and the process is repeated.

3.2.3 The procedure works safely and efficiently and it is intended that it is also adopted for the new school. Further details of the proposals for the new school are provided later in this document.

Existing learners travel patterns and modal split

3.2.4 This section of the TA is informed by the results of the movement surveys at the two school junctions. **Table 2** shows the turning movements at the school's northern access and **Table 3** shows the turning movements at the school's southern access.

3.2.5 Further data will be collected by way of staff and pupil questionnaire surveys upon the resumption of the school term in 2026 and will be reported in the Transport Assessment that will accompany the planning application in Autumn 2026.

Table 2: Movements at Heronsbridge School northern access

	LEFT TURN IN FROM EWENNY ROAD NORTH								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	2	0	0	0	0	0	0	0	2
0715-0730	4	0	0	0	0	0	0	2	6
0730-0745	10	0	0	0	0	0	0	2	12
0745-0800	8	0	0	0	0	0	0	7	15
0800-0815	24	0	0	0	0	0	1	3	28
0815-0830	13	0	0	0	0	1	1	8	23
0830-0845	30	1	0	0	3	0	0	12	46
0845-0900	29	1	0	0	4	0	0	4	38
0900-0915	16	0	0	0	0	0	0	1	17
0915-0930	12	0	0	0	0	0	1	2	15
0930-0945	6	1	0	0	0	0	0	0	7
0945-1000	2	0	0	0	0	0	0	1	3
1000-1015	2	0	0	0	0	0	0	0	2
1015-1030	4	0	0	0	0	0	0	0	4
1030-1045	3	0	0	0	0	0	0	4	7
1045-1100	5	0	0	0	0	0	0	0	5
1100-1115	2	0	0	0	0	0	0	3	5
1115-1130	2	0	0	0	0	0	0	0	2
1130-1145	4	0	0	0	0	0	0	4	8
1145-1200	5	0	0	0	0	0	0	2	7
1200-1215	2	0	0	0	0	0	0	3	5
1215-1230	2	1	0	0	0	0	1	3	7
1230-1245	2	0	0	0	0	0	0	2	4
1245-1300	3	0	0	0	0	0	0	3	6
1300-1315	1	0	0	0	0	0	0	2	3
1315-1330	4	0	0	0	0	0	0	1	5
1330-1345	1	0	0	0	0	0	0	2	3
1345-1400	3	0	0	0	0	0	0	0	3
1400-1415	6	0	0	0	0	0	0	0	6
1415-1430	3	0	0	0	0	0	0	0	3
1430-1445	4	0	0	0	2	0	0	0	6
1445-1500	21	0	0	0	2	0	0	5	28
1500-1515	4	0	0	0	0	0	0	2	6
1515-1530	8	0	0	0	0	0	0	2	10
1530-1545	5	0	0	0	0	0	0	1	6
1545-1600	6	0	0	0	0	0	0	1	7
1600-1615	6	0	0	0	0	0	0	2	8
1615-1630	2	0	0	0	0	0	0	3	5
1630-1645	3	0	0	0	0	0	0	3	6
1645-1700	5	0	0	0	0	0	0	1	6
1700-1715	7	1	0	0	1	0	0	0	9
1715-1730	11	0	0	0	0	0	0	0	11
1730-1745	7	0	0	0	0	0	0	0	7
1745-1800	12	1	0	0	0	0	0	1	14
1800-1815	2	0	0	0	0	0	0	2	4
1815-1830	2	0	0	0	0	0	0	0	2
1830-1845	2	0	0	0	0	0	0	2	4
1845-1900	0	0	0	0	0	0	0	0	0
Total	**317**	**6**	**0**	**0**	**12**	**1**	**4**	**96**	**436**

	RIGHT TURN OUT TO EWENNY ROAD NORTH								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	1	0	0	0	1
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	1	2
0745-0800	0	0	0	0	0	0	0	1	1
0800-0815	1	0	0	0	0	0	0	0	1
0815-0830	1	0	0	0	0	0	0	1	2
0830-0845	1	0	0	0	0	0	0	1	2
0845-0900	2	0	0	0	0	0	0	2	4
0900-0915	23	0	0	0	4	0	0	1	28
0915-0930	3	0	0	0	0	0	0	0	3
0930-0945	2	0	0	0	0	0	0	0	2
0945-1000	1	0	0	0	0	0	0	4	5
1000-1015	0	0	0	0	0	0	0	10	10
1015-1030	0	0	0	0	0	0	1	1	2
1030-1045	4	0	0	0	0	0	0	1	5
1045-1100	2	0	0	0	0	0	0	0	2
1100-1115	2	0	0	0	0	0	0	2	4
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	2	0	0	0	0	0	0	0	2
1145-1200	2	0	0	0	0	0	1	2	5
1200-1215	3	0	0	0	0	0	0	9	12
1215-1230	1	0	0	0	0	0	0	4	5
1230-1245	6	0	0	0	0	0	0	1	7
1245-1300	2	0	0	0	0	0	0	6	8
1300-1315	4	0	0	0	0	0	0	4	8
1315-1330	1	0	0	0	0	0	0	10	11
1330-1345	2	0	0	0	0	0	0	4	6
1345-1400	1	0	0	0	0	0	0	1	2
1400-1415	0	0	0	0	0	0	0	0	0
1415-1430	3	1	0	0	0	0	0	0	4
1430-1445	7	0	0	0	0	0	0	3	10
1445-1500	4	0	0	0	0	0	0	4	8
1500-1515	2	0	0	0	0	0	0	6	8
1515-1530	13	0	0	0	2	0	0	7	22
1530-1545	18	1	0	0	0	0	1	17	37
1545-1600	12	0	0	0	0	0	0	4	16
1600-1615	7	0	0	0	0	0	0	8	15
1615-1630	8	0	0	0	0	0	0	2	10
1630-1645	4	0	0	0	0	0	0	1	5
1645-1700	4	0	0	0	0	0	0	0	4
1700-1715	9	0	0	0	0	0	0	1	2	12
1715-1730	8	0	0	0	0	0	0	4	12
1730-1745	11	0	0	0	0	0	0	3	14
1745-1800	7	0	0	0	0	0	0	14	21
1800-1815	10	1	0	0	0	0	0	6	17
1815-1830	4	0	0	0	0	0	0	3	7
1830-1845	1	0	0	0	0	0	0	4	5
1845-1900	6	2	0	0	0	0	0	1	9
Total	**205**	**5**	**0**	**0**	**7**	**0**	**4**	**155**	**376**

	LEFT TURN OUT TO EWENNY ROAD SOUTH								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	1	0	0	0	0	0	0	0	1
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	0	1
0745-0800	0	0	1	0	0	0	0	0	1
0800-0815	3	0	0	0	0	0	0	0	3
0815-0830	0	0	0	0	0	0	0	2	2
0830-0845	1	0	0	0	0	0	0	6	7
0845-0900	3	1	0	0	0	0	0	0	4
0900-0915	18	1	0	0	1	0	0	0	20
0915-0930	5	0	0	0	0	0	0	0	5
0930-0945	3	0	0	0	0	0	0	0	3
0945-1000	1	1	0	0	0	0	0	0	2
1000-1015	4	1	0	0	0	0	0	1	6
1015-1030	1	0	0	0	0	0	0	0	1
1030-1045	1	0	0	0	0	0	0	0	1
1045-1100	1	0	0	0	0	0	0	0	1
1100-1115	1	0	0	0	0	0	0	0	1
1115-1130	0	1	0	0	0	0	0	0	1
1130-1145	1	0	0	0	0	0	0	0	1
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	2	0	0	0	0	0	0	1	3
1215-1230	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0	0
1245-1300	4	0	0	0	0	0	0	1	5
1300-1315	3	0	0	0	0	0	0	0	3
1315-1330	1	0	0	0	0	0	0	0	1
1330-1345	1	0	0	0	0	0	0	0	1
1345-1400	3	0	0	0	0	0	0	0	3
1400-1415	6	0	0	0	0	0	0	0	6
1415-1430	2	0	0	0	0	0	0	0	2
1430-1445	0	0	0	0	0	0	0	2	2
1445-1500	4	0	0	0	0	0	0	0	4
1500-1515	2	0	0	0	0	0	0	0	2
1515-1530	15	0	0	0	3	0	0	2	20
1530-1545	17	0	0	0	1	0	0	1	19
1545-1600	10	1	0	0	0	0	0	0	11
1600-1615	6	0	0	0	0	0	0	0	6
1615-1630	5	0	0	0	0	0	0	0	5
1630-1645	4	0	0	0	0	0	0	0	4
1645-1700	2	0	0	0	0	0	0	0	2
1700-1715	4	0	0	0	0	0	0	0	4
1715-1730	9	0	0	0	0	0	0	0	9
1730-1745	6	0	0	0	0	0	0	0	6
1745-1800	7	1	0	0	0	0	0	0	8
1800-1815	11	1	0	0	0	0	0	0	12
1815-1830	5	0	0	0	0	0	0	0	5
1830-1845	0	0	0	0	0	0	0	0	0
1845-1900	12	0	0	0	0	0	0	0	12
Total	**186**	**8**	**1**	**0**	**5**	**0**	**0**	**16**	**216**

	RIGHT TURN IN FROM EWENNY ROAD SOUTH								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	2	0	0	0	0	0	0	0	2
0715-0730	1	0	0	0	0	0	0	0	1
0730-0745	3	0	0	0	0	0	0	0	3
0745-0800	3	0	1	0	0	0	0	1	5
0800-0815	3	0	0	0	0	0	0	1	4
0815-0830	17	0	0	0	0	0	0	1	18
0830-0845	19	0	0	0	0	1	0	1	21
0845-0900	13	0	0	0	0	0	0	2	15
0900-0915	3	0	0	0	0	0	0	0	3
0915-0930	6	0	0	0	0	0	0	0	6
0930-0945	3	0	0	0	0	0	0	0	3
0945-1000	5	2	0	0	0	0	0	0	7
1000-1015	1	1	0	0	0	0	0	0	2
1015-1030	2	0	0	0	0	0	0	1	3
1030-1045	4	0	0	0	0	0	0	0	4
1045-1100	6	1	0	0	0	0	0	0	7
1100-1115	0	2	0	0	0	0	0	0	2
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	1	0	0	0	0	0	0	0	1
1145-1200	1	0	0	0	0	0	0	0	1
1200-1215	2	0	0	0	0	0	0	0	2
1215-1230	0	0	0	0	0	0	0	0	0
1230-1245	1	0	0	0	0	0	0	0	1
1245-1300	3	0	0	0	0	0	0	0	3
1300-1315	1	0	0	0	0	0	0	0	1
1315-1330	1	0	0	0	0	0	0	1	2
1330-1345	2	0	0	0	0	0	0	0	2
1345-1400	2	0	0	0	0	0	0	0	2
1400-1415	2	1	0	0	0	0	0	0	3
1415-1430	6	0	0	0	0	0	0	1	7
1430-1445	6	0	0	0	1	0	0	0	7
1445-1500	9	0	0	0	1	0	0	0	10
1500-1515	7	0	0	0	1	0	0	0	8
1515-1530	4	0	0	0	0	0	0	4	8
1530-1545	5	1	0	0	0	0	0	3	9
1545-1600	6	1	0	0	0	0	0	0	7
1600-1615	7	3	0	0	0	0	0	0	10
1615-1630	5	0	0	0	0	0	0	0	5
1630-1645	2	0	0	0	1	0	0	0	3
1645-1700	3	1	0	0	0	0	0	0	4
1700-1715	5	0	0	0	0	0	0	0	5
1715-1730	14	0	0	0	0	0	0	0	14
1730-1745	7	0	0	0	0	0	0	0	7
1745-1800	8	0	0	0	0	0	0	0	8
1800-1815	3	0	0	0	0	0	0	0	3
1815-1830	1	0	0	0	0	0	0	0	1
1830-1845	2	0	0	0	0	0	0	0	2
1845-1900	2	0	0	0	0	0	0	0	2
Total	**209**	**13**	**1**	**0**	**4**	**1**	**0**	**16**	**244**

Table 3: Movements at Heronsbridge School southern access

	LEFT TURN IN FROM EWENNY ROAD (NORTH)								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	1	1
0800-0815	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	2	2
0830-0845	0	0	0	0	0	0	0	1	1
0845-0900	0	0	0	0	0	0	0	3	3
0900-0915	0	0	0	0	0	0	0	1	1
0915-0930	0	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	1	1
1300-1315	0	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	1	1
1400-1415	0	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	1	1
1500-1515	0	0	0	0	0	0	0	2	2
1515-1530	0	0	0	0	0	0	0	1	1
1530-1545	0	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	1	1
1745-1800	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	15	15

	RIGHT TURN OUT TO EWENNY ROAD NORTH								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	0	1
0745-0800	2	0	0	0	0	0	0	0	2
0800-0815	0	0	0	0	0	0	0	0	0
0815-0830	1	0	0	0	0	0	0	0	1
0830-0845	0	0	0	0	0	1	0	2	3
0845-0900	6	0	0	0	0	0	0	0	6
0900-0915	4	0	0	0	1	0	0	0	5
0915-0930	3	0	0	0	0	0	0	0	3
0930-0945	4	0	0	0	0	0	0	0	4
0945-1000	1	0	0	0	0	0	0	0	1
1000-1015	0	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0	0
1030-1045	2	0	0	0	0	0	0	0	2
1045-1100	1	1	0	0	0	0	0	0	2
1100-1115	1	1	0	0	0	0	0	0	2
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	1	0	0	0	0	0	0	0	1
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	1	0	0	0	0	0	0	0	1
1215-1230	1	0	0	0	0	0	0	1	2
1230-1245	2	0	0	0	0	0	0	0	2
1245-1300	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	1	1
1330-1345	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	1	1
1400-1415	0	0	0	0	0	0	0	0	0
1415-1430	1	0	0	0	0	0	0	0	1
1430-1445	3	0	0	0	0	0	0	0	3
1445-1500	0	0	0	0	0	0	0	1	1
1500-1515	8	0	0	0	0	0	0	4	12
1515-1530	5	0	0	0	0	0	0	2	7
1530-1545	0	0	0	0	0	1	0	5	6
1545-1600	0	0	0	0	0	0	0	5	5
1600-1615	0	0	0	0	0	0	0	0	0
1615-1630	0	1	0	0	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0
1730-1745	1	0	0	0	0	0	0	0	1
1745-1800	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	1	0	0	0	0	0	0	0	1
1830-1845	2	0	0	0	0	0	0	0	2
1845-1900	2	0	0	0	0	0	0	0	2
Total	54	3	0	0	1	2	0	22	82

	U-TURN WITHIN ACCESS								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	5	5	5
0845-0900	0	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	1	1
0915-0930	0	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	1	1	1
1015-1030	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	3	3	3
1230-1245	0	0	0	0	0	0	1	1	1
1245-1300	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	1	1	1
1315-1330	0	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	2	2	2
1415-1430	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	1	1	1
1445-1500	0	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	14	14

	LEFT TURN OUT TO WYNDHAM CRESSECENT								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	5	5
0900-0915	1	0	0	0	0	0	0	0	1
0915-0930	0	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0
1000-1015	1	0	0	0	0	0	0	0	1
1015-1030	0	0	0	0	0	0	0	3	3
1030-1045	0	0	0	0	0	0	0	1	1
1045-1100	0	0	0	0	0	0	0	2	2
1100-1115	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	1	1
1130-1145	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	1	1
1200-1215	0	0	0	0	0	0	0	3	3
1215-1230	0	0	0	0	0	0	0	4	4
1230-1245	0	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	3	4
1300-1315	0	0	0	0	0	0	0	2	2
1315-1330	0	0	0	0	0	0	0	1	1
1330-1345	0	0	0	0	0	0	0	1	1
1345-1400	0	0	0	0	0	0	0	1	1
1400-1415	0	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	1	1
1430-1445	0	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	3	3
1500-1515	1	0	0	0	0	0	0	5	6
1515-1530	3	0	0	0	0	0	0	0	3
1530-1545	2	0	0	0	0	0	0	7	9
1545-1600	0	0	0	0	0	0	0	2	2
1600-1615	0	0	0	0	0	0	0	1	1
1615-1630	0	0	0	0	0	0	0	1	1
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	1	1
1715-1730	0	0	0	0	0	0	0	3	3
1730-1745	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	1	1
1845-1900	0	0	0	0	0	0	0	0	0
Total	9	0	0	0	0	0	0	53	62

	LEFT TURN OUT TO EWENNY ROAD SOUTH								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	1	0	0	0	0	0	0	0	1
0715-0730	1	0	0	0	0	0	0	0	1
0730-0745	1	0	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	1	1
0815-0830	0	0	0	0	0	0	0	0	0
0830-0845	1	0	0	0	0	0	0	0	1
0845-0900	6	0	0	0	0	0	0	1	7
0900-0915	10	0	0	0	1	0	0	0	11
0915-0930	3	0	0	0	0	0	0	0	3
0930-0945	1	0	0	0	0	0	0	0	1
0945-1000	1	0	0	0	0	0	0	0	1
1000-1015	1	0	0	0	0	0	0	0	1
1015-1030	1	0	0	0	0	0	0	0	1
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	1	0	0	0	0	0	0	0	1
1100-1115	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0
1130-1145	0	1	0	0	0	0	0	0	1
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	4	0	0	0	0	0	0	0	4
1215-1230	1	0	0	0	0	0	0	1	2
1230-1245	0	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	0	1
1300-1315	0	0	0	0	0	0	0	0	0
1315-1330	1	0	0	0	0	0	0	0	1
1330-1345	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0
1400-1415	1	0	0	0	0	0	0	0	1
1415-1430	1	0	0	0	0	0	0	0	1
1430-1445	1	0	0	0	0	0	0	0	1
1445-1500	0	0	0	0	0	0	0	0	0
1500-1515	4	0	0	0	1	0	0	0	5
1515-1530	4	0	0	0	1	0	0	0	5
1530-1545	8	0	0	0	0	0	0	0	8
1545-1600	2	0	0	0	0	0	0	0	2
1600-1615	0	2	0	0	0	0	0	0	2
1615-1630	2	0	0	0	0	0	0	0	2
1630-1645	1	0	0	0	0	0	0	0	1
1645-1700	1	0	0	0	0	0	0	0	1
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	3	0	0	0	0	0	0	0	3
1730-1745	1	0	0	0	0	0	0	0	1
1745-1800	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	2	0	0	0	0	0	0	0	2
1845-1900	2	0	0	0	0	0	0	0	2
Total	68	3	0	0	3	0	0	3	77

	RIGHT TURN IN FROM WYNDHAM CRESCENT								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	1	1
0800-0815	0	0	0	0	0	0	0	2	2
0815-0830	0	0	0	0	0	0	0	2	2
0830-0845	0	0	0	0	0	0	0	1	1
0845-0900	0	0	0	0	0	0	0	1	1
0900-0915	0	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	1	1
1015-1030	0	0	0	0	0	0	0	1	1
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	1	1
1115-1130	0	0	0	0	0	0	0	1	1
1130-1145	0	0	0	0	0	0	0	1	1
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	5	5
1230-1245	0	0	0	0	0	0	0	5	5
1245-1300	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	4	4
1315-1330	0	0	0	0	0	0	0	1	1
1330-1345	0	0	0	0	0	0	0	1	1
1345-1400	0	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	4	4
1415-1430	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	6	6
1445-1500	0	0	0	0	0	0	0	1	1
1500-1515	0	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	3	3
1545-1600	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	2	2
1615-1630	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	1	1
1745-1800	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	59	59

	RIGHT TURN IN FROM EWENNY ROAD								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
0700-0715	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	2	2
0830-0845	0	0	0	0	0	0	0	1	1
0845-0900	0	0	0	0	0	0	0	1	1
0900-0915	0	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	1	1
1015-1030	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	2	2
1100-1115	0	0	0	0	0	0	0	1	1
1115-1130	0	0	0	0	0	0	0	1	1
1130-1145	0	0	0	0	0	0	0	1	1
1145-1200	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	5	5
1230-1245	0	0	0	0	0	0	0	5	5
1245-1300	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	4	4
1315-1330	0	0	0	0	0	0	0	1	1
1330-1345	0	0	0	0	0	0	0	1	1
1345-1400	0	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	4	4
1415-1430	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	6	6
1445-1500	0	0	0	0	0	0	0	1	1
1500-1515	0	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	3	3
1545-1600	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	2	2
1615-1630	0	0	0	0	0	0	0	0	0
1

3.2.6 Based on the observed information contained in Table 2 and Table 3, there were 680 movements into the school and 592 movements out of the school at the northern access and 83 movements into the school and 221 movements out of the school at the southern access within the 12 hours of the survey.

3.2.7 For clarity, the surveys captured pedestrian movements as they entered and departed the site accesses. The pedestrian movement figures do not include the supervised transfer of pupils between vehicles and the school building.

3.2.8 **Chart 1** show the arrivals at the school's northern access: -

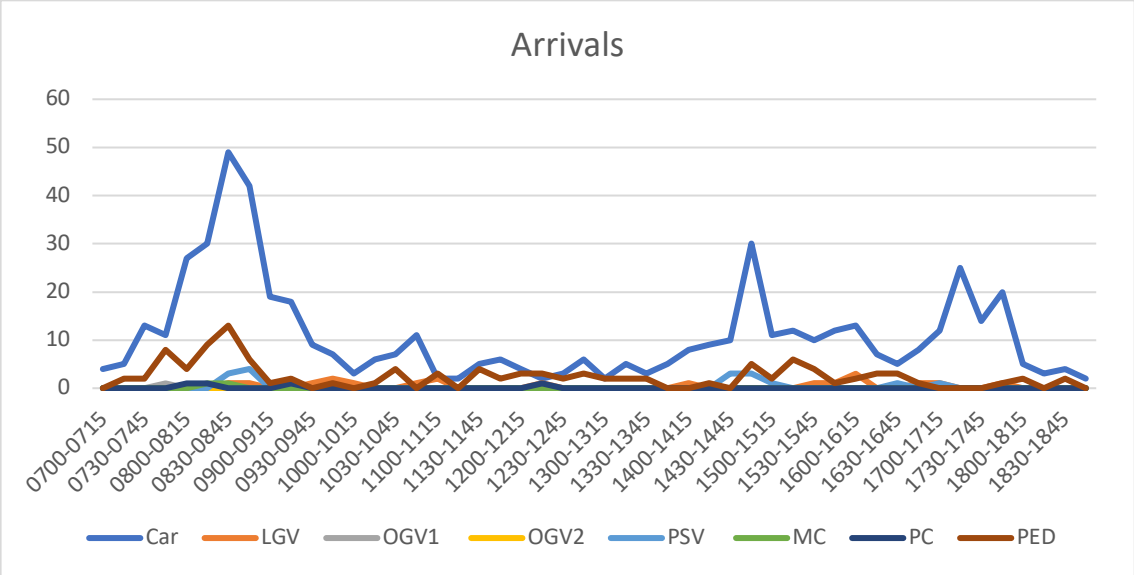


Chart 1: Arrivals at main school gates (Source: Movement Survey)

3.2.9 **Chart 2** show the departures at the school's northern access: -

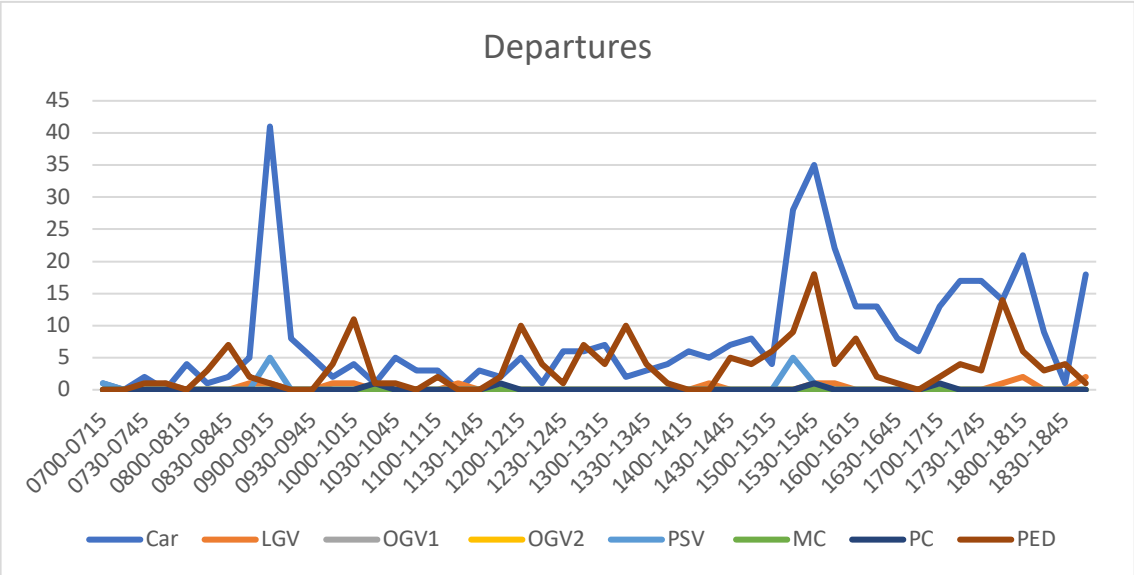


Chart 2: Departures at main school gates (Source: Movement Survey)

3.2.10 **Chart 3** show the arrivals at the school's southern access: -

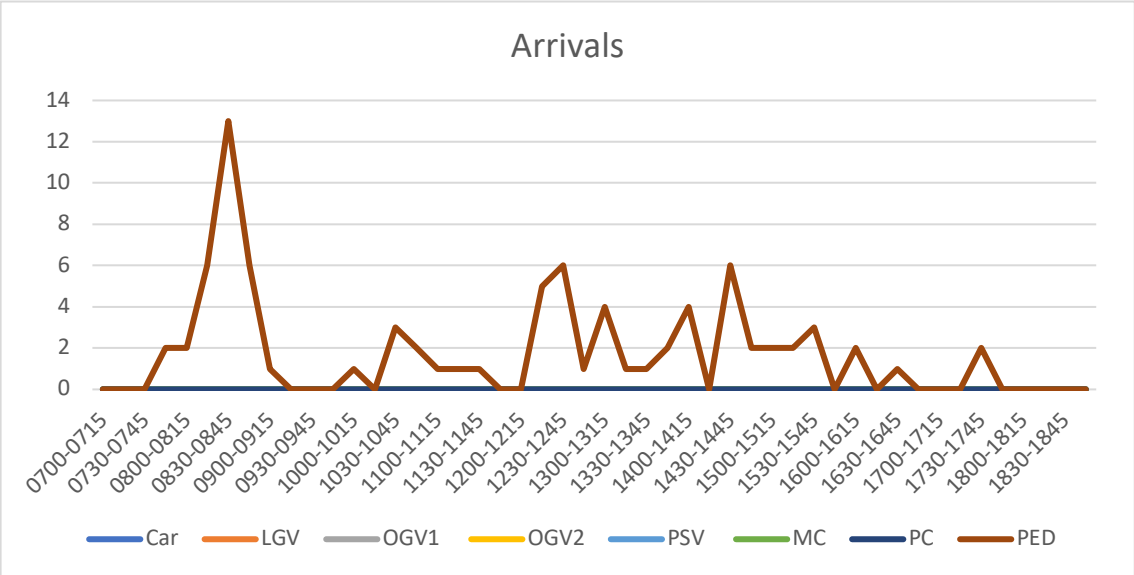


Chart 3: Arrivals at secondary school gates (Source: Movement Survey)

3.2.11 **Chart 4** show the departures at the school's southern access: -

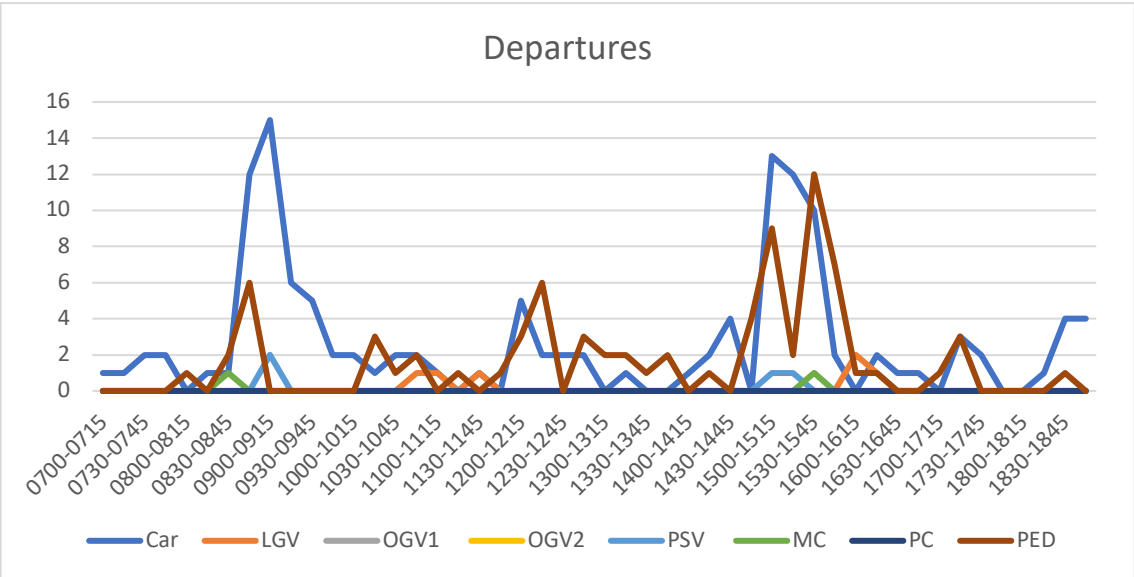


Chart 4: Departures at secondary school gates (Source: Movement Survey)

3.2.12 By combining the sets of data surveyed at both the school gates we can determine the total movements the existing school generates during a typical day. **Table 4** shows the modal split of movements in and out of the school during a normal 12 hours day from 7am to 7pm.

Table 4: Daily movements in and out of school (Source: Movement Survey)

07:00-19:00	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
Arrivals	526	19	1	0	16	2	4	195	763
Departures	522	19	1	0	16	2	4	249	813

3.2.13 From the movement survey we can determine that the busiest school hour in the morning was 08:15 to 09:15 with 316 two-way movements (including pedestrians) and in the afternoon it was 14:45 to 15:45 with 279 two-way movements (including pedestrians).

3.2.14 If we exclude pedestrian movement the busiest school hours are the same, with 240 two-way vehicle movements in the morning peak hour and 189 two-way vehicle movements in the afternoon peak hour. **Table 5** shows the combined (northern and southern access) peak hour movements in and out of the school.

Table 5: Total school movements in peak hours

08:15-09:15	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total
Arrivals	140	2	0	0	7	2	1	55	207
Departures	78	2	0	0	7	1	0	21	109
14:45-15:45									
Arrivals	63	1	0	0	4	0	0	26	94
Departures	110	1	0	0	8	1	1	64	185

Parking Accumulation

3.2.15 Based on the arrival and departure pattern of vehicles taken from the movement survey, we can plot the parking accumulation on site throughout the day. This calculation is undertaken by starting with the first time period of arrivals and then subtracting the departures from the arrivals from that time period. This gives an indication of the number of vehicles on-site for that time period. For the following time periods during the day the arrivals are added to the previous time period figure and the departures are subtracted from this figure.

3.2.16 The arrivals, departures and parking accumulation is shown in Chart 5, based on the above calculations.

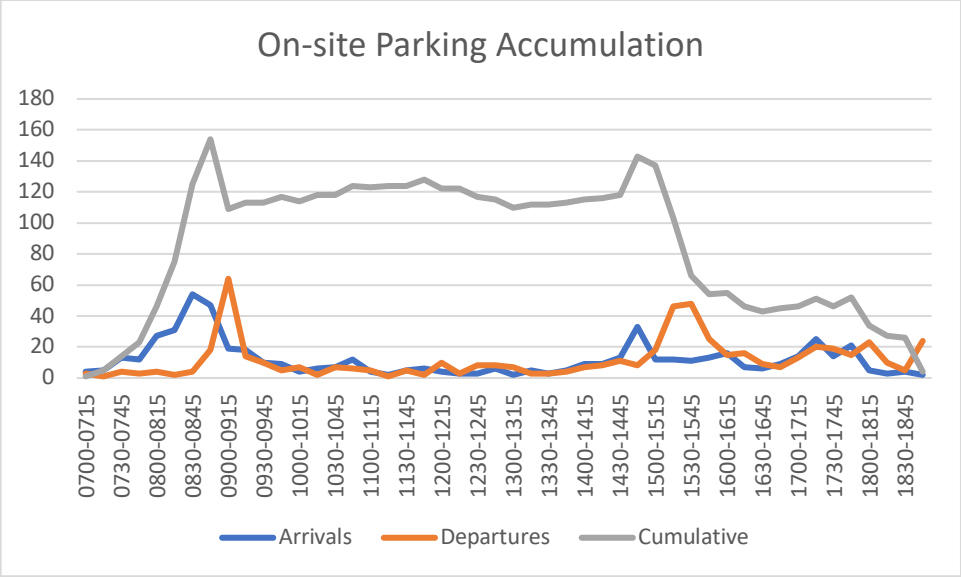


Chart 5: Parking accumulation

3.2.17 From the above chart it can be seen that the school has an on-site parking requirement for about 120 vehicles excluding the peak arrivals and departures times.

4 EXISTING CONDITIONS

4.1.1 This chapter considers the location of the application site and its active travel, public transport and highway connections.

4.2 The Site

4.2.1 The application site is located to the south of Island Farm Close and Island Farm Road and to the west of Technology Drive. It is located approximately 1.5km to 2km south of the town centre and around 900m south of the existing Heronsbridge School.

4.3 Active Travel Provision

4.3.1 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.

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

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

Figure 2: Typical distance range for each mode of active travel

4.3.2 Travel to and from the new school by active travel modes is not a viable option for most of the pupils because of their learning and / or physical difficulties. However, staff will be encouraged to commute to and from school by active travel means.

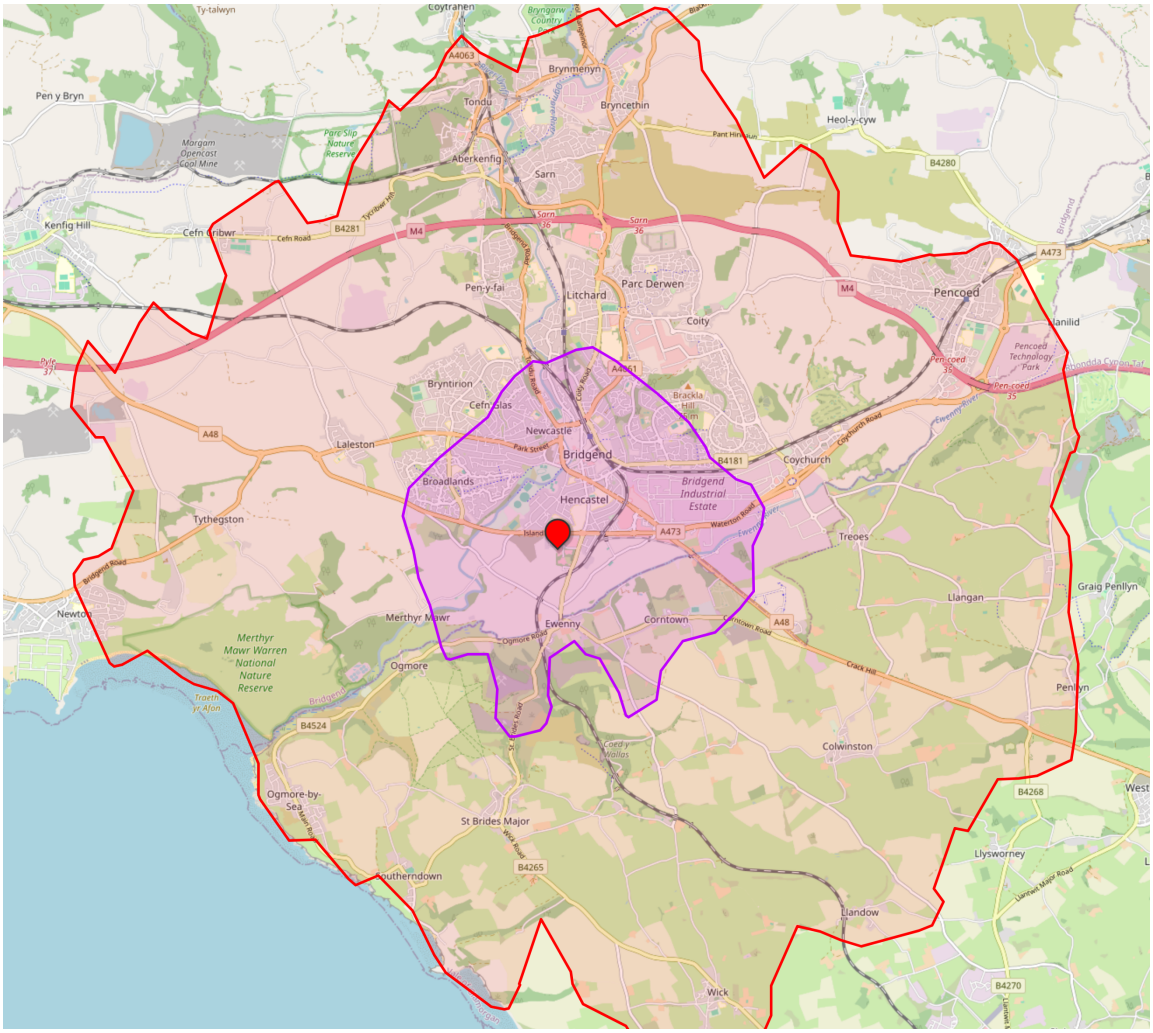


Figure 3: 2-Mile Walk & 5-Mile Cycle Catchment

4.3.3 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.

4.3.4 An extract of the Council's ATNM is provided in Figure 4, which shows a number of existing and future active travel routes that connect the application site to Bridgend's town centre and other areas.

4.3.5 Requirement 9 of Policy PLA2: Land South of Bridgend (Island Farm) states that the development mist provide connections to existing active travel routes and new routes should be provided to accord with the proposed routes within the Council's ATNM: INM-POR-15, INM-BR-45, INM-BR-46, INM-BR-48, INM-BR-49, INM-BR-75, INM-BR-132 and 2374.

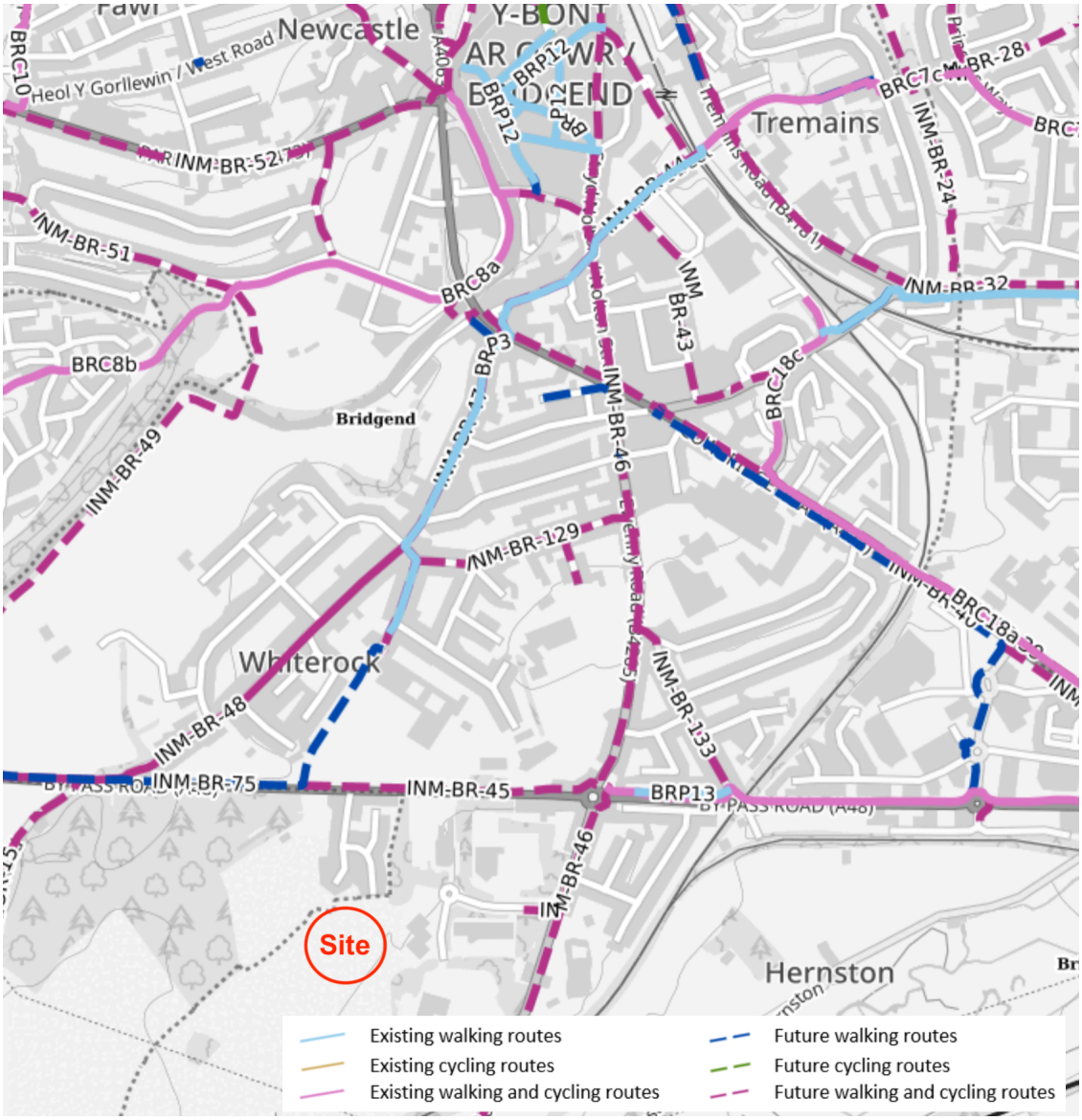


Figure 4: Extract of Council's ATNM

4.3.6 The new school will provide a connection to INM-BR-46, which is located on Technology Drive.

4.3.7 The site will be accessed through Bridgend Technology Park. A new access road will be provided that will connect the school (and the consented Tennis Centre) to Technology Drive. The new access road will provide modern and high quality active travel provision.

4.3.8 Technology Drive provides good quality footways on both sides of the road. These are lit and are separated from the carriageway by grassed verges. The footways link with those on Ewenny Road that continue north towards the A48. This is the direction that most walking trips generated by the school will originate from.

4.3.9 At the Ewenny Toad roundabout there are uncontrolled crossing facilities on the southern, western and northern arms of the roundabout. The crossing on the eastern arm is signal controlled and a another signal-controlled pedestrian crossing of the A48 is located around 120m to the west of the roundabout. Ewenny Road continues north of the roundabout, providing the most direct route to the town centre. It has footways that run along both sides of the street with uncontrolled crossing facilities at appropriate locations. There are footways along both sides of the A48 to the east of Ewenny Roundabout, providing a safe route to Bridgend Retail Park.

4.3.10 Pedestrian infrastructure for trips to and from the north of the application site is considered to be good. Good quality segregated routes, with appropriate crossing facilities are provided that connect to the wider pedestrian network that serves Bridgend town.

4.3.11 Footway provision to the south of Technology Drive is poor but there are few originators or destinations for pedestrian trips associated with the proposed school to in this direction.

4.3.12 There is currently a shared use active travel route along the A48 to the east of the Ewenny Roundabout. The ATNM shows a number of future walking and cycling routes that are earmarked for nearby streets, including INM-BR-46 that includes Technology Drive. This will provide a cycle connection to the new access road that will serve the proposed school and consented Tennis Centre.

4.4 Active Travel Audit

4.4.1 Preliminary walk over audits of existing pedestrian and cycling facilities has been undertaken during site visits to inform an active travel audit that has been undertaken to provide an assessment of walking and cycling to and from the proposed location of the Heronsbridge ALN School site (**Appendix C**).

4.4.2 The following Integrated Network Map (INM) routes have been audited in-line with Bridgend CBC recommendations: -

- INM-BR-45 (shared-use) – A48 west & east of Ewenny Roundabout
- INM-BR-46 (shared use) – Ewenny Road & Technology Drive
- INM-BR-48 (shared use) - Merthyr Mawr Road north of A48
- INM-BR-49 (shared use) - Bridgend footpath 8 from A48 to Newbridge Fields
- INM-BR-75 (walking) – A48 west of Island Farm Road

4.4.3 The routes closest to the school are INM-BR-46 which travels north to south along the B4265 Ewenny Road and into Technology Drive and INM-BR-45 which travels east to west along the A48.

4.4.4 The active travel audit indicates that the routes within the area surrounding the school score very well in terms of active travel design guidance for walking with all routes except INM-BR-75 A48 (west of Island Farm Road) scoring below 70%.

4.4.5 INM-BR75 scored a lower mark due to factors including subsided or fractured pavement and or significant uneven patching or trenching. The issues identified are small scale issues that may be easily addresses within the Council maintenance program.

4.5 Access by public transport

4.5.1 The local public transport options accessible from the site include local bus stops and Bridgend Railway Station as illustrated in **Figure 5**.

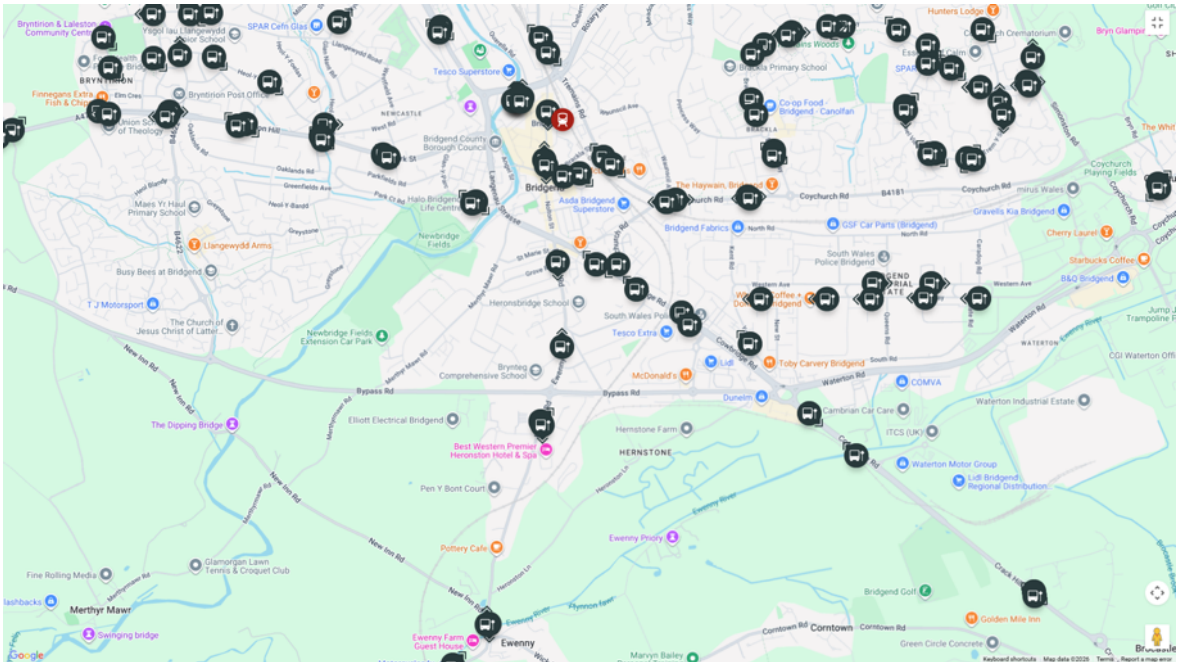


Figure 5: Public Transport Accessibility (Source: Traveline Cymru)

4.5.2 The proposed Heronsbridge School site is accessible by bus via the two bus stops adjacent to the B4265 Ewenny Road/Technology Drive junction on Ewenny Road, approximately 400 metres from the site access.

4.5.3 Bus Service 303 stops at these bus stops providing an hourly bus service between Bridgend and Barry between the hours of 07:25 and 11:25 Monday to Friday. It is a 5 to 6 minutes journey from the nearby bus stops to Bridgend Bus Station in the centre of Bridgend and vice versa.

4.5.4 From Bridgend Bus Station, bus services to various wards within Bridgend including Brackla, Bryntirion and Wild Mill are provided, as well as services to towns and cities further afield such as Porthcawl, Port Talbot, Swansea and Cardiff.

4.5.5 It is usual to calculate a development site's Accessibility Index (AI), an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.

4.5.6 In this case the No. 303 provides 6 services during the core hours specified by BREEAM guidance (5 hour period), resulting in an AI of 0.94.

4.5.7 Bridgend Railway Station is approximately 1.8 Kilometres to the north of the site. It is also accessible in 6 minutes every hour via bus service 303.

4.5.8 Bridgend railway station is a main line station with Great Western Services between London Paddington and Swansea with some services extended to Carmarthen. Mainline services to Swansea and London run hourly (with extra services at peak hours), whilst the regional trains to Manchester Piccadilly via Shrewsbury and local trains to Maesteg and over the Vale of Glamorgan Line also run hourly. Preceding stations include Pencoed, Pontyclun, Llantwit Major, Barry, Cardiff Airport and Cardiff Central, while following stations include Wildmill, Sarn Tondu, Pyle and Port Talbot.

4.5.9 In light of the above it may be concluded that the proposed site is slightly less accessible by public transport as it is further away from the centre of Bridgend and the associated greater choice and frequency of public transport services. However, the site is still served by nearby bus stops serving local areas.

4.5.10 Public transport in the vicinity of the site is considered to provide a good level of accessibility. For the start and end of the school day, there are bus routes which are within IHT's 'desirable' 500m walking distance.

4.5.11 Bridgend Railway Station can also be reached sustainably by foot, cycle or by bus, meaning rail services could feature as part of a multi-modal sustainable journey.

4.5.12 There are good opportunities for staff and visitors, to commute to the proposed school site sustainably by public transport.

4.6 Road

4.6.1 The site will be accessed through Bridgend Technology Park. A new access road will be provided that will connect the school (and the consented Tennis Centre) to Technology Drive.

4.6.2 Technology Drive is a wide single carriageway, cul-de-sac road that currently only serves the Technology Park. It is accessed from Ewenny Road from a priority junction that provides a right-turn ghost lane.

4.6.3 Some 200m north of the Technology Road junction, Ewenny Road connects with the A48 at a four-arm, signal-controlled, roundabout (Ewenny Roundabout). The A48 (and A473) provides connection to the M4 (junction 35), Pencoed and Llanharan to the north east. The A48 also connects to Cowbridge, Llantwit Major and the Vale of Glamorgan to the east, and Porthcawl, Pyle and Junction 37 of the M4 to the west.

4.6.4 To provide updated information on travel patterns on the local highway network, new movement surveys have been undertaken at the following junctions identified by Bridgend Highway Officers: -

Jct 1 - Heronsbridge school north priority junction with Ewenny Road.

4.6.5 This existing school junction was surveyed to record the movements experienced at the existing school. These movements will be used to inform the anticipated movements at the new school.

Jct 2 - Heronsbridge school south priority junction with Wyndham Crescent and Ewenny Road.

4.6.6 This existing school junction was surveyed to record the movements experienced at the existing school. These movements will be used to inform the anticipated movements at the new school.

Jct 3 - B4265 Ewenny Road priority junction with Technology Drive.

4.6.7 This junction was surveyed to record the current background movements at this junction. This provides 'Base line' information so future assessments can be undertaken. This junction is shown in **Figure 6** an aerial view taken from Google Earth.



Figure 6: Aereal view of B4265 Ewenny Road priority junction with Technology Drive (Source: Google Earth)

Jct 4 - A48 Bypass Road signal controlled roundabout junction with B4265 Ewenny Road.

4.6.8 This junction was surveyed to record the current background movements at this junction. This provides 'Base line' information so future assessments can be undertaken. This junction is shown in **Figure 7** an aerial view taken from Google Earth.



Figure 7: Aerial view of Ewenny Road signal-controlled roundabout (Source: Google Earth)

Jct 5 - A48 Bypass Road roundabout junction with Retail Parks (north and south).

4.6.9 This junction was surveyed to record the current background movements at this junction. This provides 'Base line' information so future assessments can be undertaken. This junction is shown in **Figure 8** an aerial view taken from Google Earth.



Figure 8: Aerial view of Retail Parks roundabout (Source: Google Earth)

4.6.10 The movement surveys were undertaken by an independent and qualified survey company on Wednesday 22nd April 2026 for 12 hours from 7am to 7pm. The full results of the junction turning movements surveys are included in **Appendix B**.

4.6.11 The junction turning movement results are discussed later within this Transport Assessment.

4.7 Personal Injury Collision Review

4.7.1 A review has been undertaken on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exasperated by the development proposals. In road safety management, an accident blackspot or black spot is a place where road traffic accidents have historically been concentrated over a period of time, usually between 3 and 5 years where 5 or more collisions occur at a junction or a short section of highway. However, there are no definitive specified criteria for accident black spots.

4.7.2 This data has been sourced from the national statistics authority and reported on by the Department for transport each year. The information uses data obtained directly from official sources and compiled in an easy-to-use format showing each collision on a map.

4.7.3 The DMRB publication GC 119 Road Safety Audit mentions that a road safety audit should consider as a minimum the most recent 36 months of data (i.e. 3 years).

4.7.4 An examination of the PIC's data indicates that there has been no fatal or serious collision recorded over a 5-year period review along the local highway network as can be seen below.

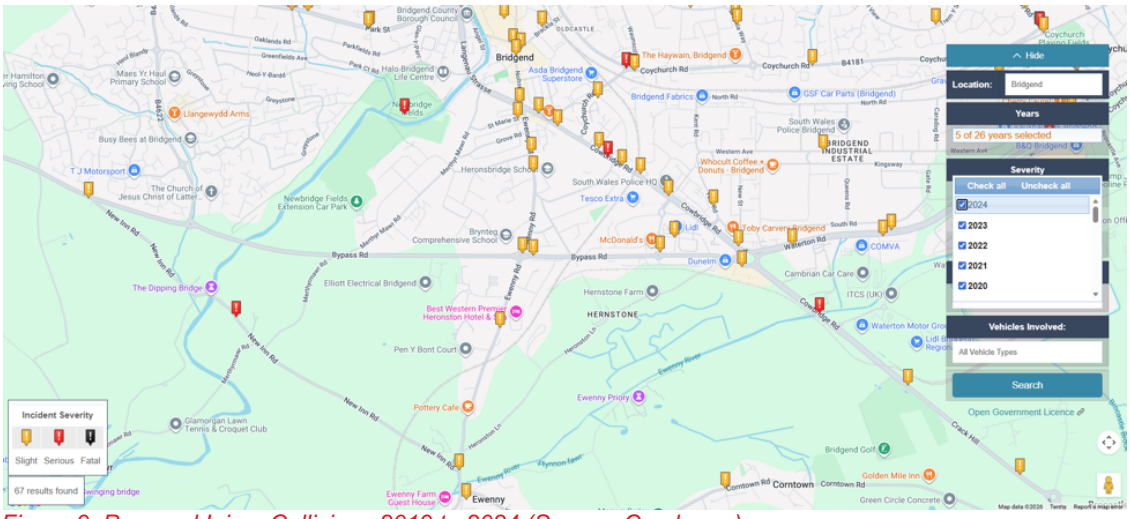


Figure 9: Personal Injury Collisions 2019 to 2024 (Source: Crashmap)

4.7.5 The personal injury collision data does not appear to identify any significant highway safety issues or concentration of collisions i.e. 'black spot' within the immediate area of the development site to warrant further investigation.

4.7.6 There are no apparent clusters of incidents within the assessment period which highlight a particular highway safety concern. Further to this, the incidents represent no particular trend in casualty type and also have a low incident rate per year.

4.7.7 It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development of the site.

4.7.8 The slight increase in traffic generated by the proposed development (as discussed later on in this report) is highly unlikely to exasperate the existing safety record to a significant level to warrant concern.

5 PROPOSED DEVELOPMENT

5.1.1 The development site was allocated for the new Heronsbridge School within the BCBC Local Development Plan as part of the 'Island Farm' strategic development site.

5.1.2 The proposed Heronsbridge School will provide specialist learning to 300 learners with additional needs provided by 238 staff members. The school will provide 39 weeks of residential education provision and 52 weeks of residential social service provision as the existing school does but will also provide a short-break care home in the form of one 4-bed house and one bed for staff.

5.1.3 **Table 6** provides an indication of the proposed level of provision at the school.

Table 6: Heronsbridge pupil numbers

	Nursery	Yr R-2	Yr 3-6	Yr 7-9	Yr 10-11	Yr 12-13	Total	%	Classes	Av per class
Existing learners	6	44	83	81	35	51	300	100%	83	7.9
Complex ASD	2	19	29	26	5	9	90	30%	12	7.5
ASD / SLD	2	18	41	44	24	27	156	52%	26	8.1
FMLD	2	7	13	11	6	15	54	18%		

5.1.4 It is proposed that the replacement school will open in September 2027 and will operate in the same manner and at the same times as the existing school.

5.1.5 The proposed new school location is to the west of Technology Drive approximately 1.4 kilometres south of the centre of Bridgend and some 900m south of the existing school site, as illustrated in **Figure 9**.

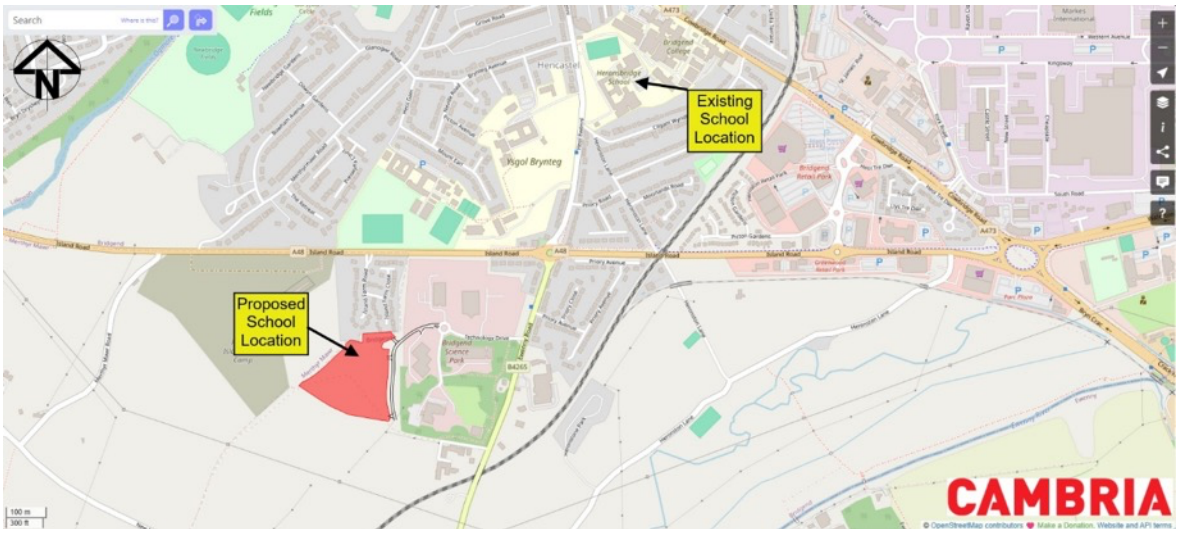


Figure 10: Existing and proposed school locations (Source: Openstreetmap)

5.1.6 The proposed school will comprise of a two-storey building with a single-storey primary school. Shared facilities will be placed at the centre of the school with 'wings' for each element of the school. The residential area will be placed to the south and screened from the car park through planting of hedges and trees.

5.1.7 A single point will be provided for entry and egress for the main staff car park and the private vehicles and taxi drop-off and pickup arrangement. An extended drop-off area and service and delivery area will also be provided next to the central core with its own separate access to the southern end of the school site.

5.1.8 The proposed ALN School General Arrangement is presented in **Figure 11.**



Figure 11: Proposed ALN School General Arrangement

5.2 Proposed Access

5.2.1 The proposed school will be accessed from a new link road that will extend to the south west of the existing roundabout on Technology Drive. The design of the link road was approved as part of the consented Tennis Centre scheme (P/20/995/FUL). The link road includes a shared use active travel route along its western side that will link the proposed school with the proposed future active travel route INM-BR-46.

5.2.2 There will be three points of access to the application site. The northern access will serve the residential element of the proposal. The central access will be the main access to the school leading to the staff car park and the general school drop off and pick up area within the staff car park.

5.2.3 The southern access junction will lead to a mini bus drop off and pick up area (this will be in bound only, exit for mini busses will be via the main access) and the service area for refuge and servicing (two-way movements).

5.3 Active Travel Review

5.3.1 Travel to and from school by active travel modes for many learners is not a viable option because of their learning or physical difficulties. Learners will continue to rely heavily on specialist school transport and private transport by car. Nevertheless, the intention is to broaden opportunities for learners, families, and staff to engage in active travel in ways that are safe and responsive to individual needs, abilities, and aspirations.

5.3.2 The layout has been designed with two complementary priorities in mind: providing safe, structured spaces where learners can practise real-world travel skills in a predictable, low-risk environment, and increasing the number of meaningful on-site destinations that can be accessed by walking, wheeling, or cycling. Together, these priorities highlight the importance of embedding active travel within everyday movement and learning, rather than focusing solely on journeys to and from the school site.

5.3.3 For these reasons the layout of the new school includes a number of routes and spaces where active travel skills can be developed and practiced. They include an activity trail and an outdoor, hard surfaced, social space. A playspace located next to the minibus drop-off area (and the drop-off area itself) can be utlised to practice and develop active travel skills during the school day.

5.3.4 The proposed development will relocate Heronsbridge ALN School approximately 900 metres to the south of the existing ALN School location. This will result in the majority of trips having to travel south on the B4265 Ewenny Road.

5.3.5 The new active travel provision on the new link road will link with the continuous footways provided along Technology Drive between the junction with the B4265 Ewenny Road and the school site.

5.3.6 There are continuous footways on both sides of the B4265 Ewenny Road between Technology Drive and Ewenny Roundabout. Signal-controlled pedestrian crossings are provided at the eastern arm of Ewenny Roundabout and also some 120m to the west of the roundabout, providing for safe crossing of the A48 to allow for links to and from the north.

5.3.7 The above indicates that the proposed school site can be accessed by foot using segregated footways adjacent to the highway.

5.3.8 Whilst it is recognised that travel to and from school by active travel modes for many learners is not a viable option, staff travel by active travel will be encouraged. To that end a cycle parking facilities will be provided with 15 cycle stands (30 spaces) and 10 cycle stands (20 spaces) located close to the school's entrances.

5.3.9 5 cycle stands (10 spaces) are provided next the residential units.

5.4 Car Parking

5.4.1 The following car parking provision is included:

- Harwood House / Residential Building
  - 11 Standard car parking spaces
  - 2 Minibus parking spaces
  - **13 spaces in total**
- School
  - 151 standard parking spaces (12 with EV charging)
  - 14 disabled parking spaces (2 with EV charging)
  - 2 taxi parking / drop-off spaces
  - 8 mini-bus parking spaces (2 with EV charging)
  - **175 spaces in total**

5.4.2 The Council's adopted Parking Standards provide guidance on the parking requirements for nursery, infant, primary and secondary schools. No guidance is provided for ALN schools, which have a higher staff to pupil ratio than mainstream schools and fewer pupils able to travel to and from school by non-car modes. Parking demand at ALN schools is therefore higher than for mainstream schools.

5.4.3 From the analysis of surveys at the existing school site it was calculated that parking accumulation currently reaches 154 and 143 during the morning and afternoon peaks, respectively.

5.4.4 The proposed school will have capacity for a 7% increase in pupil numbers (from 280 to 300) and a 19% increase in staff numbers (from 200 to 238).

5.4.5 The proposed 175 space car park represents a 16% increase compared to the peak parking accumulation of around 150 recorded at the existing school and broadly aligns therefore with the anticipated growth in staff numbers.

5.4.6 The staff car park is accessed via the proposed central access point. Traffic will also leave via this access point.

5.4.7 There is a separate area for school mini buses to drop off and pick up the learners that can accommodate 39 mini buses. This area is accessed via the southern junction and the school mini busses egress via the central junction which will be staffed during school drop-off and pick-up times.

5.5 Parking Management Strategy

5.5.1 The structured "Batching" or "Airlock" procedure described earlier in this document will be adopted during drop-off and pick-up times and the layout of the site has been designed with this in mind.

5.5.2 This is illustrated on the colour coded drawing HER-CAM-ZZ-XX-D-C-001210 included in **Appendix D**.

5.5.3 As a reminder, the batching procedure consists of:

a) **The Batch Drop-Off:** Vehicles (local authority minibuses, taxis and private cars) are accepted into a dedicated drop-off areas in fixed batches (e.g. 14 vehicles at a time, depending on the capacity of the drop-off area).
b) **The "Engines Off" Command:** Once the batch is parked, a designated marshal or "Gatekeeper" signals all drivers to turn off their engines.
c) **Staff-Led Safe Escort:** School passenger assistants, escorts, and school staff meet the pupils at the vehicle doors. Pupils are escorted entirely into the school building.
d) **The Batch Release:** No individual vehicle is permitted to turn on its engine or pull away early, even if finished first. Only when the marshal confirms that all pupils from that batch are safely inside the building (or in a secure holding area) do they give a collective signal for drivers to restart engines and exit the drop-off area.
e) **The Next Batch:** The next batch of vehicles are called into the drop-off and the process is repeated.

5.5.4 Two drop-off areas are provided for cars and taxis within the aisle of the staff car park nearest the school building. These can accommodate 14 and 16 vehicles, respectively. Staff must arrive at work before the arrival of pupils, primarily in order to be ready to escort pupils from vehicles into the school. There is no need for the staff parking spaces to be accessed during the drop-off period and therefore having vehicles stopped within the car park aisle causes no difficulties. The detailed procedure for these two bays is as follows:

a) Learners arrive in vehicles that drive into the main staff car park following a one-way system, they move around the car park and park two abreast between the disabled bays and the parking bays, (Area A).
b) When Area A fills up with 14 vehicles, drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.

c) As the above operation is in progress, the bay behind (Area B) fills with 16 vehicles.
d) When full, the drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
e) As 3 & 4 above are in progress, Area A vehicles turn on engines and leave the site via the northern access.
f) The one-way system in the car park acts as a holding area for vehicles arriving, after Area A and Area B have been filled.
g) The process is then repeated until all vehicles have dropped off and left the site.

5.5.5 There is space to accommodate up to 40 queuing cars behind the drop-off bays in an area that will not obstruct traffic leaving the site. The bays and queuing area have the combined capacity to accommodate up to 70 cars. Based on current patterns it is predicted that there is need to provide for 58 parent / guardian cars and 12 taxis (70 in total).

5.5.6 A similar process is followed for the mini bus drop-off area where three bays provide space for 12, 12 and 15 mini-buses, respectively. The total capacity of 39 mini-buses matches the predicted demand. The drop-off procedure follows a similar pattern to the car and taxi drop-offs:

a) Learners arrive in vehicles that drive into the mini bus parking area from the southern access following a one-way system (northbound), the mini buses are directed to a parking space, (Minibus Bay A).
b) When Area A fills up with 12 vehicles, drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
c) As the above operation is in progress, the bay behind (Minibus Bay B) fills with 12 vehicles. When full, the drivers are instructed to turn off their engines and learners are escorted to the appropriate school entrance.
d) As the learners are being escorted from Minibus Bays A and B, Minibus Bay C fills with vehicles and at the appropriate time these are instructed to to turn off their engines and learners are escorted to the appropriate school entrance.
e) In the meantime, once pupils from Minibus Bay A have been safely escorted into the school, the vehicles are released and depart the site. Vehicles from Minibus Bays B and C are released in turn once it is safe to do so.
f) The process is then repeated until all vehicles have dropped off and left the site.

Afternoon Pick-up

5.5.7 The procedure for the afternoon pick-up is similar to that of the morning drop-off. Vehicles enter their respective bays, with all engines turned off before any pupils are escorted to the correct vehicles. When all pupils are safely inside vehicles contained within a particular bay then that batch of vehicles is released and departs the site.

5.5.8 There is a point of conflict where the mini buses and the cars and taxis leave their appropriate areas to exit and the northern junction. This point will be staffed and strictly controlled. Vehicles will be manually directed to leave each area separately i.e. one area will be instructed to leave before the other.

5.5.9 Staff depart the site only after the learners have departed from the school.

Disabled Parking

5.5.10 There will be 14 allocated disable parking bays provided.

Ultra Low Emission Vehicles (ULEV) or Electric Vehicles (EV)

5.5.11 There will be 12 allocated standard EV bays, 2 EV bays for disabled users and 2 EV bays for the school mini-buses.

Bicycle Parking

5.5.12 Cycle parking facilities will be provided with 15 cycle stands (30 spaces) and 10 cycle stands (20 spaces) located close to the school's entrances.

5.5.13 5 cycle stands (10 spaces) are provided next the residential units.

Delivery and Servicing

5.5.14 A service yard is located to the south of the site and access via the southern access. It is anticipated that large HGVs will use the service yard occasionally such as waste collection once a week.

5.5.15 Deliveries to the school will primarily consist of the following:

- Refuse vehicles;
- Catering supplies;
- Post, parcel and mail deliveries and collections;
- Operational trips / courier services; and
- Occasional Maintenance vehicles.

6 TRAFFIC IMPACT ASSESSMENT

6.1 Capacity Assessment Junctions & Surveys

6.1.1 This chapter examines the impact of the proposed development on highway capacity at three junctions identified by BCBC Highway officers. Junction operational assessments are undertaken for the junctions within this study area listed below and illustrated in **Figure 12**.

- B4265 Ewenny Road/Technology Drive;
- A48/B4265 Ewenny Road Signalised Roundabout;
- A48 Bypass Road/Retail Park Roundabout;

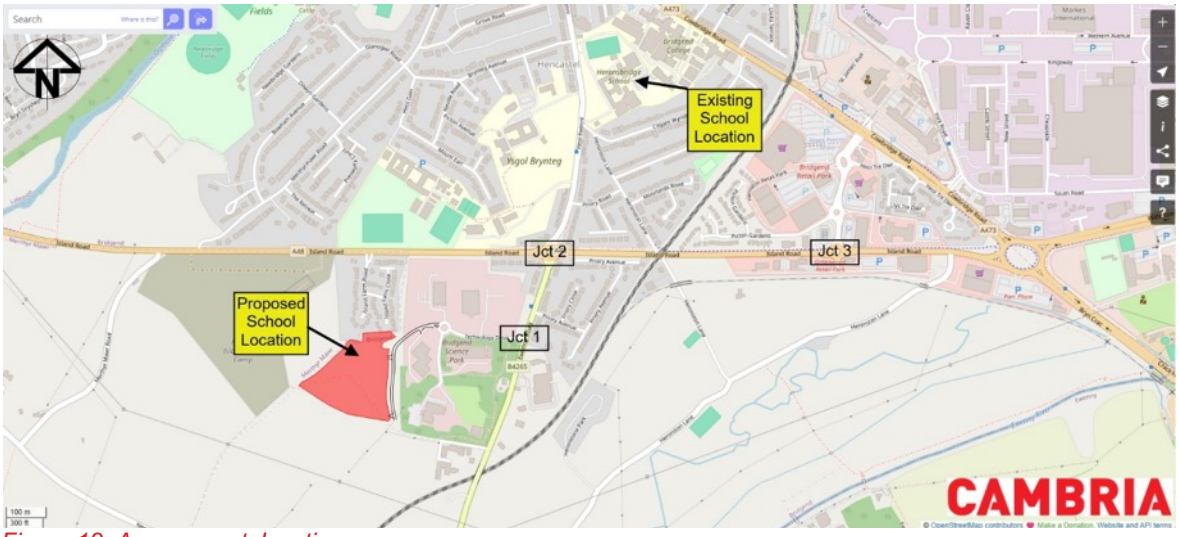


Figure 12: Assessment Junctions

6.1.2 The A48 Bypass Road/Retail Park Roundabout was identified for mitigation as part of the original Island Farm planning process, and improvements are identified as essential in the BCBC RLDP infrastructure delivery plan (2022).

6.1.3 On closer inspection of the original junction operational assessment, it was noticed that the geometric parameters used did not reflect the actual geometric parameters on the ground, these have been corrected within this assessment.

6.2 Baseline Traffic Data Movement Surveys

6.2.1 As mentioned above, movement surveys were undertaken by an independent and qualified survey company on Wednesday 22nd April 2026 for 12 hours from 7am to 7pm.

6.2.2 Classified junction turning movement counts were undertaken at each of the existing junctions listed above. Queue length surveys were undertaken at the three junctions also. This measured the maximum queue length at each approach to each junction every five minutes.

6.2.3 The full results of the junction turning movements surveys and queue surveys are included in **Appendix B**.

6.3 Passenger Car Units

6.3.1 Traffic is composed of various types of vehicles, the range and relative composition of which can vary from location to location. Traffic modelling software packages frequently use a common unit, known as the Passenger Car Unit (PCU), to represent general traffic. Common vehicle types are assigned a conversion factor so that an equivalent PCU value can be generated from classified vehicle data. Typical PCU values used for different vehicle types are shown in **Table 7** and we have used these within this assessment

Table 7: Passenger Car Unit (PCU) values for various vehicle types

Vehicle Type	PCU Value
Passenger Car (Car)	1.0
Light Goods Vehicle (LGV)	1.0
Ordinary Goods Vehicle (OGV1)	1.5
Ordinary Goods Vehicle (OGV2)	2.3
Buses and Coaches (PSV)	2.0
Motorcycle (MC)	0.4
Pedal Cycle (PC)	0.2

6.3.2 OGV1 (Ordinary Goods Vehicle 1) are larger rigid vehicles with two or three axles. OGV2 (Ordinary Goods Vehicle 2) Includes all large freight vehicles such as; Articulated lorries (HGVs); Rigid trucks with four or more axles; OGV1s towing a trailer or caravan.

6.3.3 PSV (Public Service Vehicle) Includes any bus or public transport vehicle with a GVW over 3.5 tonnes, including; Coaches, works buses, school buses; Vehicles with 16 seats or more. Small minibuses (under 16 seats) are classified as Cars.

6.4 Assessment Scenarios

6.4.1 This Transport Assessment has considered the following development scenarios: -

- 2026 Baseline - Without the development in place (i.e. existing 2026 surveyed traffic flows);
- 2027 Opening Year – With the New School development in place (i.e. existing 2026 traffic flows plus new school development flows) without the committed developments as they will not be 'built out' by this date;
- 2027 Opening Year (Sensitivity Test for Ewenny Roundabout only) – With the old school traffic removed from the network and the new school traffic added to the network.
- 2033 Future Year –The 2027 opening year with the additional Committed Developments and Traffic Growth added.

6.5 Capacity Assessment times

6.5.1 The transport impact of the proposed Heronsbridge School relocation has been assessed during the following times derived from the movement surveys as the peak hours for traffic movements on the local highway network: -

- (AM) 08:15 - 09:15 - to cover the learners and staff arrivals as well as the highway AM Peak Hour.
- (PM1) 14:45 – 15:45 - to cover learners' departures; and
- (PM2) 16:30 – 17:30 – to cover the highway PM peak hour and staff departures.

6.6 Traffic Generation & Distribution Spreadsheet Model

Traffic Generation

6.6.1 Traffic generation associated with the proposed development is based on current school travel arrangements and staff data but increased to reflect the increase in the number of learners from 280 to 300 (7.14%) and the increase in staff from 200 to 238 (19.0%).

Learners

6.6.2 From data received from the school and the movement survey, we can calculate that currently, 39 minibuses and 12 taxis and 58 private vehicles transport 280 learners from home to school in the morning and vice versa in the afternoon. The school has advised that an increase to 300 learners (an increase of 7%) would likely result in an additional 4 minibuses, 1 taxi and 6 private vehicles, this equates to an additional 10% of vehicles to ensure a robust assessment.

6.6.3 The school also operate their own school transport which comprises of 6 minibuses. This has been added to the overall learners traffic generation.

Staff

6.6.4 School staff data indicates that there is currently 200 members of staff. Staff projection data indicates that an increase to 300 learners would result in the requirement for an additional 38 members of staff.

Total Trip Generation (Pupils and Staff)

6.6.5 **Table 8** outlines the existing and proposed total vehicular trips to / from the site.

Table 8: Total school vehicular trip generation (Existing v Proposed)

	Arrive	Depart	Total
Existing Pupils	156	171	327
Existing Staff	117	86	203
Total	273	257	
Proposed Pupils	167	184	
Proposed Staff	139	102	241
Total	306	286	592

6.6.6 **Table 9** provides an indication of the potential breakdown of the proposed additional vehicular trips as follows:

- School and Network Peak AM (08:15-09:15)
  - It is assumed both pupils and staff vehicles access the school in the AM Peak (with pupil vehicles departing) with most of the staff arriving before 08:15;
- School Peak PM1 (14:45-15:45)
  - It is assumed that only pupil vehicles access / depart the school in the School PM Peak; and
- Network Peak PM2 (16:30-17:30).
  - It is assumed that only half of the staff vehicles depart the school in the School PM Peak. The remaining trips leave either between 15:45 and 16:30 or after 17:30.

Table 9: Breakdown of additional vehicle trips to be used in assessment

School / Network Peak	Arrival Trips		Departure Trips		Total Trips
	Pupils	Staff	Pupils	Staff	Both
School / Network peak (08:15-09:15) AM	94	75	55	44	268
School Peak (14:45-15:45) PM1	73	0	129	0	202
Network Peak (16:30-17:30) PM2	0	64	0	58	122
Total	167	139	184	102	

Traffic Distribution

6.6.7 Comments received from BCBC Highway officers require that the existing movements to and from Heronsbridge School remain as surveyed within future traffic model predictions as the existing site will still have educational land use until such time as a planning application is approved for another land use category.

6.6.8 The distribution of traffic associated with the proposed school has been based on the existing movements and adjusted within a spreadsheet-based traffic model. This was undertaken for both the learners and the staff.

Learners Traffic Distribution Model

6.6.9 The home address postcode data for learners travelling to the school has been provided by the school and each route has then been calculated using on-line mapping tools to identify the most efficient route to and from the school.

6.6.10 The learner trips have been assigned to routes to and from the school within the catchment area. The additional trips anticipated due to the additional learners has been distributed using the traffic distribution of existing learners.

6.6.11 The full calculation for the learners traffic distribution through the three junctions is illustrated in the Traffic Flows Diagrams provided in **Appendix E**.

Staff

6.6.12 The home address postcode data for the staff has been provided by the school and each route has then been calculated using on-line mapping tools to identify the most efficient route to and from the school for staff driving.

6.6.13 The staff origin plots have been aggregated in accordance with the designated route to the school on the Bridgend highway network similar to the process undertaken for learners. The aggregated plots have then been combined and assigned to each route. The additional trips anticipated as a result of the additional 38 staff within the proposed school has been distributed using the traffic distribution of existing staff.

6.6.14 The full staff traffic distribution through the three junctions is illustrated in the Traffic Flows Diagrams provided in **Appendix E**.

6.7 Committed Development

6.7.1 Discussion with BCBC Highway Officers and their Consultants as indicated in the Scoping Response, have indicated that the following committed developments should be considered within the future year junction operational assessments as they are not anticipated to be built out until the end of the LDP period of 2033.

- Tennis Centre, Conditional consent (P/20/995/FUL);
- Consented Data Centre on the Former Ford Engine Plant, Waterton Industrial Estate (P/25/247/HYB);
- Craig-y-Parcau residential development (P/25/731/FUL);
- Land West of Bridgend residential development (P/25/507/HYB).

6.7.2 The above Committed Developments traffic distribution through the three junctions is illustrated in the Traffic Flows Diagrams provided in **Appendix E**.

6.8 Traffic Growth

6.8.1 The future operation of the highway junctions has been assessed in a 2033 design year scenario in accordance with the TA brief. Traffic growth has been estimated using the Department for Transport (DfT) National Trip End Model (NTEM) adjusted to local conditions using the National Transport Model (NTM) using the Tempro 8.1 programme. The average traffic growth rates for the whole of Bridgend County Borough Council are presented in **Table 10**.

Table 10: Traffic Growth Rates

	AM	PM1	PM2
2026-2033	1.066072	1.080511	1.070961

6.9 Highway Capacity Analysis

Junction operational assessments

6.9.1 The Technology Drive ghost island priority junction and the Retail Parks roundabouts have been assessed using the Traffic Research Laboratory (TRL) industry standard software, PICADY and ARCADY contained within the 'Junctions' software.

6.9.2 The signalised Ewenny roundabout junction has been modelled using JCT LinSig v3 software.

6.9.3 For the priority and roundabout junctions, the Ratio of Flow to Capacity (RFC) is the measure used to represent operational capacity and this has been used to evaluate the operation of the junctions. An RFC value of 0.85 is considered to be the upper limit of junction capacity.

6.9.4 The queue measurement provided is the average maximum queue within the assessment period and includes all approach lanes, and the delay measurement is the maximum value of average delay per arriving vehicle. Residual Capacity is a measure of how much more traffic the system can cope with before the 0.85 RFC threshold is reached.

6.9.5 At signal-controlled junctions the degree of saturation (DoS) is the measure used to represent operational capacity and this has been used to evaluate the operation of signal-controlled junctions. A DoS of 90% is considered to represent the upper limit of operational capacity.

6.9.6 Practical Reserve Capacity (PRC) is the measure of available 'spare' capacity within the junction and is related to the DoS threshold of 90%. The queue length measurement provided are mean max queue (MMQ) which is the mean number of PCUs which have queued up before the queue clears the stop-line. The delay measurements provided represent an estimate of the average delay per PCU in seconds.

6.9.7 It should be noted that a junction may operate at an RFC between 0.85 and 1.00 or a DoS between 90% and 100%/PRC below 0% to -10%; however, queues and delay increase exponentially when a junction operates above these thresholds.

6.9.8 The junction operational assessments **do not** provide an accurate representation of vehicles queuing at the junctions. The programs use time-dependent queuing theory which, because of the time-varying nature of traffic flow, is used to calculate queue-lengths and delays. This theory deals with the random nature of traffic arrivals and is necessary to predict queue lengths when traffic demand lies approximately in the region of 80%-110% of the entry's capacity. In this region, queues and delays are unlikely to be predicted accurately if more simplistic models were to be used.

6.9.9 Therefore, the junction operational assessment provides a comparison of the junction's operation based on the different traffic flow scenarios used. The geometric parameters remain the same for each flow scenario.

B4265 Ewenny Road priority junction with Technology Drive.

6.9.10 The B4265 Ewenny Road/Technology Drive ghost island priority junction has been assessed using PICADY. The model has been constructed using the geometric properties taken from site visits, analysis of photographs and measurements taken from an OS base. The geometric parameters used in the assessment are shown in **Table 11**.

Table 11: PICADY Geometric Parameters

Data Item	Geometry
Total major road carriageway width	(W) 6.40m
Central reserve	(WCR) 0.00m
Major road right turn – width	(WC-B) 3.40m
Visibility for right turn	(VC-B) 105.00m
Blocks traffic	Yes, 7 PCUs
Minor Road – Visibility to left	(VC-C) 90.00m
Visibility to right	(VB-A) 80.00m
Lane 1 width Left	(WB-C) 3.00m
Lane 2 width Right	(WB-A) 3.50m

6.9.11 Traffic flows are extracted from the spreadsheet model and shown in the traffic figures contained in **Appendix E**.

6.9.12 The peak periods have been assessed using the DIRECT traffic demand method within PICADY. The traffic demand is loaded in 15 minutes periods to ensure school traffic is loaded within the peak arrival and departure times as surveyed to reflect the arrivals and departure profiles.

6.9.13 **Table 12** shows a summary of the results for the PICADY analysis with the proposed junction layout and the traffic flows for the suggested distribution and development mixes.

Table 12: PICADY results for B4265 Ewenny Road priority junction with Technology Drive

Scenario	Arms	AM Peak Period			PM1 School pick up			PM2 Peak Period		
		RFC	Q	Delay (s)	RFC	Q	Delay (s)	RFC	Q	Delay (s)
2026 Survey Year	B-C	0.000	0.00	0.0	0.001	0.00	0.0	0.003	0.00	0.0
	B-A	0.000	0.00	0.0	0.000	0.00	0.0	0.000	0.00	0.0
	C-AB	0.001	0.00	0.0	0.001	0.00	0.1	0.001	0.00	0.0
2027 Opening Year	B-C	0.001	0.00	0.0	0.008	0.01	0.1	0.004	0.00	0.1
	B-A	0.000	0.00	0.0	0.000	0.00	0.0	0.000	0.00	0.0
	C-AB	0.007	0.00	0.1	0.002	0.00	0.0	0.002	0.00	0.0
2033 Future Year	B-C	0.003	0.00	0.0	0.008	0.01	0.1	0.005	0.01	0.1
	B-A	0.000	0.00	0.0	0.000	0.00	0.0	0.000	0.00	0.0
	C-AB	0.008	0.01	0.1	0.002	0.00	0.0	0.004	0.00	0.1

6.9.14 The results show that no arms suffer from any adverse delays or queuing vehicles. The results indicate that it would operate satisfactorily during both the morning and evening peak periods. The full details of the capacity analysis for this junction can be found in **Appendix F**.

A48 Bypass Road signal controlled roundabout junction with B4265 Ewenny Road.

6.9.15 The A48/B4265 Ewenny Road Signalised Roundabout has been assessed using LinSig V3. The software package estimates the maximum Degree of Saturation (DoS) and practical reserve capacity (PRC) values for the peak periods along with the mean maximum queue (MMQ) length in PCUs.

6.9.16 A DoS value below 90% (or PRC of 0%) is considered to indicate satisfactory performance with the junction operating within its practical capacity. Lower DoS or positive PRC values can confidently be considered to indicate adequate capacity to accommodate the predicted traffic demand.

6.9.17 DoS values between 90% and 95% (or PRC between 0% and -5%) indicate that the junctions are operating just above their practical capacity resulting in modest increases in queuing and delays.

6.9.18 A result between 95%-100% DoS (or PRC between -5% and -10%) is considered to indicate a junction is above its practical capacity leading to significant queuing and delays.

6.9.19 A result above 100% DoS (or -10% PRC) is considered to indicate a junction is above its absolute capacity with excessive queuing and delays.

6.9.20 This junction is controlled using the Microprocessor Optimised Vehicle Actuation (MOVA) system. MOVA is designed to cater for the full range of traffic conditions, from very low flows through to a junction that is overloaded. For the major part of the range – before congestion occurs, MOVA operates in a delay minimising mode; if any approach becomes overloaded, the system switches to a capacity maximising procedure.

6.9.21 The LinSig software is not able, however, to model the interaction between junctions where queues block back, and the also cannot directly replicate certain real-life situations such as vehicle actuation (VA) or Microprocessor Optimised Vehicle Actuation (MOVA) signal operating systems. However, it is useful in informing the design process of signalised junctions for different flow scenarios, as is the case for this assessment.

Common Data used in LinSig Operational Assessment

6.9.22 General Network settings have been kept unchanged from the LinSig defaults.

6.9.23 Controller / Signal data has been taken from the traffic signal controller specification.

6.9.24 Modelled traffic flows - these have been taken from the spreadsheet model and shown in the traffic flow diagrams contained in **Appendix E**.

6.9.25 Lane geometries have been taken from site visits and measured from drawings.

6.9.26 Short Lanes: have been used to represent the flared approaches to the junctions to reflect the design measurements. Other aspects of the network layout have been coded according to the geometric parameters available on site.

Lane Data

6.9.27 Lane data has been derived from site visits and measured from drawings.

6.9.28 Lane lengths: only the relevant flare lengths have been changed from the default 60 metres

6.9.29 Saturation flows: these have been derived using the geometric measurements and RR67. For signalised pedestrian crossings, a default value of 1800 pcu/hr has been used.

6.9.30 Controlling phases and controller: according to the controller specification.

6.9.31 Multi-lanes: have not been used.

6.9.32 Start & end displacements: default values have been used.

6.9.33 Queue de-sliver: a value of 0.1 is used on lanes 5/2, 5/3, 8/2, 13/1 and 15/1, although these are not used in many of the flow scenarios.

6.9.34 Ignore random delay: disabled – random delay has been considered in all lanes.

Connector Data

6.9.35 Cruise time: since the models represent isolated junctions and the networks are relatively small, cruise times have been calculated using a cruise speed of 35kph for turning movements and 48kph for straight ahead movements and the distance to clear the junction.

6.9.36 Platoon dispersion behaviour: default value of 35.

Controller Data

6.9.37 All items coded according to the controller specification:

6.9.38 Controller Name & SCN: not used.

6.9.39 Controller Type: MSL, MTC, UTC Controller with integral facility.

6.9.40 Treat Phase Minimums as: treated as controller minimums.

6.9.41 Allow multiple stage streams: the 4 arms junction operates using two stage streams as per the controller specification. Stream 0 is the junction and Stream 1 is the Puffin crossing to the west of the junction.

6.9.42 Non-standard filters: unchecked.

Phase Data

6.9.43 All items coded according to the controller specification.

Lane Behaviour & Control Data

6.9.44 Signalised / give-way control: none used.

6.9.45 Clear conflict: kept as recommended value 2 seconds for all junctions.

Intergreen & Interstage Data

6.9.46 All items coded according to the controller specification.

Stage Sequence and Signal Timings

6.9.47 All items coded according to the controller specification. We have used a common cycle time of 90 seconds so a simple comparison can be made when comparing the impact of the different flow scenarios,

Summary of results

6.9.48 Table 13 summarises the results of the operational assessment for the signalised four-armed junction. As a reminder, the following scenarios have been modelled:

- 2026 Baseline - Existing 2026 surveyed traffic flows (Scenario Nos. 1, 4 & 7);
- 2027 Opening Year – With the New School development in place (i.e. existing 2026 traffic flows plus new school development flows) without the committed developments as they will not be 'built out' by this date (Scenario Nos. 2, 5 & 8);
- 2033 Future Year – A sensitivity Test - The 2027 opening year with the additional Committed Developments and Traffic Growth.2027 Opening Year – With the New School development in place (i.e. existing 2026 traffic flows plus reassignment of school development flows) without the committed developments as they will not be 'built out' by this date (Scenario Nos. 3, 6 & 9);
- 2027 Opening Year (Sensitivity Test for Ewenny Roundabout only) – With the old school traffic removed from the network and the new school traffic added to the network (Scenario Nos. 10, 11 & 12).

6.9.49 By adding the additional school traffic to the existing observed traffic flows (with the existing school open as well) i.e. putting double the amount of school traffic through the junction, the 2027 Opening Year AM peak period, the junction is shown to be over its practical capacity with resulting queues and delays. However, if we re-assign the school trips from the existing site to the new (rather than treat all trips to the application site as new to the highway network) then the junction will operate within capacity. This is considered to be more reflective of the true situation given that there are no plans for the existing school to site to continue to be used. In the two PM peak periods the junction is observed to operate within the junction's capacity.

6.9.50 During the 2033 AM peak period and during PM1 period, with the development scenario and double counting the school trips, the junction is assessed to over its practical capacity with resulting queues and delays. During the PM2 peak period the junction is observed to operate within capacity.

6.9.51 The full details of the capacity analysis for this junction can be found in **Appendix G**.

Table 13: Summary of LinSig results

Scenario No.	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2026 Survey Year, AM	2026 Survey Year AM (TF-101)	Network Control Plan 1	08:15 - 09:15	90	7.9	33.99
2	2027 Opening Year, AM	2027 Opening Year AM (TF-113)	Network Control Plan 1	08:15 - 09:15	90	-12.1	76.05
3	2033 Future Year, AM	2033 Future Year AM (TF-129)	Network Control Plan 1	08:15 - 09:15	90	-30.8	247.53
4	2026 Survey Year, PM1	2026 Survey Year PM1 (TF-102)	Network Control Plan 1	14:45 - 15:45	90	37.0	27.98
5	2027 Opening Year, PM1	2027 Opening Year PM1 (TF-114)	Network Control Plan 1	14:45 - 15:45	90	11.7	35.79
6	2033 Future Year, PM1	2033 Future Year PM1 (TF-130)	Network Control Plan 1	14:45 - 15:45	90	4.9	42.26
7	2026 Survey Year, PM2	2026 Survey Year PM2 (TF-103)	Network Control Plan 1	16:30 - 17:30	90	23.6	31.68
8	2027 Opening Year, PM2	2027 Opening Year PM2 (TF-115)	Network Control Plan 1	16:30 - 17:30	90	18.8	36.34
9	2033 Future Year, PM2	2033 Future Year PM2 (TF-131)	Network Control Plan 1	16:30 - 17:30	90	-5.5	65.71
10	2027 Opening Year (Alt.), AM	2027 Opening Year, AM (TF-132)	Network Control Plan 1	08:15 - 09:15	90	2.1	38.97
11	2027 Opening Year (Alt.). PM1	2027 Opening Year, PM1 (TF-133)	Network Control Plan 1	14:45 - 15:45	90	26.1	30.40
12	2027 Opening Year (Alt.), PM2	2027 Opening Year, PM2 (TF-134)	Network Control Plan 1	16:30 - 17:30	90	24.8	32.90

6.9.52 We have run different scenarios to get the junction back to 'nil detriment' however, the only way to achieve this desired outcome, there would have to be significant engineering works undertaken to remove the roundabout and make this junction a simple cross roads configuration. This would allow each arm to have signal-controlled crossing that 'walk with traffic' and reduce the lost time incurred but having to travel through the roundabout.

6.9.53 Bridgend County Borough Council's Highway Authority has expressed that the Education Authority should make a fair and reasonable financial contribution towards the delivery of these improvements to the junction and other works. This is to be discussed further between Highway and Education Authorities.

A48 Bypass Road roundabout junction with Retail Parks (north and south).

6.9.54 Given the nature of the existing A48-Bypass Roundabout, the junction has been modelled with the use of the industry standard modelling software ARCADY using **Lane Simulation** to account for lane bias. The model has been constructed using the geometric properties taken from the measured drawing contained at **Appendix H**.

6.9.55 ARCADY provides a number of measurements in its outputs, with the most useful being the Ratio of Flow to Capacity (RFC), the average queue, and vehicle delay.

6.9.56 The RFC value provides an indication of the overall performance of the junction, where a measurement of '1.0' indicates the threshold of theoretical capacity. It is common to accept that a junction us under capacity where an RFC value is below 0.9 or that is nearing capacity where it lies between 0.9 and 1.0. A figure greater than 1.0 is suggestive of the theoretical capacity of the junction being breached.

6.9.57 In the case of queues, the measurement provides a broad indication of the average queue length in Passenger Car Units (PCUs), which is a simple measure of the equivalent number of cars that would be in a queue.

6.9.58 The delay value is a measure of the average delay in seconds for each vehicle.

6.9.59 The detailed results are provided at **Appendix H** of this report, whilst a summary of the salient outputs is provided in **Table 14**.

Table 14: Summary of ARCADY results using Lane Simulation

Scenario	Arms	AM Peak Period			PM1 School pick up			PM2 Peak Period		
		Queue	Delay (s)	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
2026 Survey Year	North	0.17	2.01	0.294	0.59	3.93	0.497	0.7	4.18	0.536
	East	1.11	5.21	0.563	4.72	14.81	0.836	4.28	14.83	0.831
	South	0.04	2.21	0.075	0.19	4.87	0.234	0.32	7.41	0.302
	West	5.23	14.95	0.842	2.68	9.30	0.750	1.64	6.61	0.664
2027 Opening Year	North	0.17	2.01	0.295	0.59	3.96	0.500	0.73	4.26	0.538
	East	1.08	5.21	0.562	4.70	14.97	0.833	4.25	15.03	0.814
	South	0.04	2.22	0.075	0.20	4.84	0.235	0.33	7.50	0.295
	West	5.25	15.10	0.842	2.73	9.30	0.753	1.76	6.79	0.668
2033 Future Year	North	0.35	3.55	0.364	0.74	4.61	0.533	1.15	6.70	0.612
	East	1.84	7.36	0.663	7.51	20.65	0.896	144.74	280.92	1.224
	South	0.05	2.66	0.093	0.29	5.94	0.292	0.89	16.14	0.461
	West	70.05	156.05	1.041	3.53	11.27	0.739	4.53	15.64	0.830

6.9.60 The results presented above show that the existing A48-Bypass roundabout junction operated close to its theoretical capacity during the 2026 Survey Peak hours tested, with an RFC value of 0.842 on the western arm heading towards Bridgend during the AM peak hour and 0.836 & 0.831 on the eastern arm heading way from Bridgend during the PM1 (School pick-up) and PM2 highway peak hour respectively.

6.9.61 If compared with the 2027 Opening Year results, there is very little impact at this junction. As such, the change in junction delay, as a consequence of the development proposals, would be indiscernible and immaterial.

6.9.62 However, in the 2033 Future Year, if all the developments are built-out and traffic growth continues to rise, then this junction is expected to experience significant queues and delays.

6.9.63 Indeed, the 2033 Future Year scenarios, which accounts for ambient growth and committed developments, indicates that the junction will breach theoretical capacity across all three peak periods, with the A48(W) approach arm exhibiting an RFC value of 1.041 for the AM Peak period and the A48(E) approach arm exhibiting an RFC value of 1.224 for the PM2 Peak period.

6.9.64 During the 2033 scenarios the school generates a total of 30 (AM), 21 (PM1) and 12 (PM2) vehicle movements through the junction. This equates to an increase of 1.1% (AM), 0.8% (PM1) and 0.4% (PM2). The school's traffic therefore represents an insignificant proportion of the total traffic travelling through the junction at these times.

6.9.65 We have also run ARCADY using the standard roundabout assessment modelling and the results are contained within **Table 15**. This assessment assumes that the entry arms are not allocated turning lanes and that the traffic flows are shared in each lane.

Table 15: Summary of ARCADY results using Standard Simulation

Scenario	Arms	AM Peak Period			PM1 School pick up			PM2 Peak Period		
		Queue	Delay (s)	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
2026 Survey Year	North	0.4	4.94	0.29	1.0	6.87	0.50	1.1	6.93	0.53
	East	0.8	3.76	0.42	1.4	5.47	0.58	1.4	5.51	0.59
	South	0.1	5.53	0.07	.3	8.11	0.23	0.4	9.98	0.31
	West	1.9	5.49	0.65	1.1	4.08	0.52	0.9	3.78	0.47
2027 Opening Year	North	0.4	4.94	0.29	1.0	6.87	0.50	1.1	7.00	0.53
	East	0.8	3.76	0.41	1.4	5.47	0.58	1.4	5.51	0.59
	South	0.1	5.52	0.07	0.3	8.11	0.23	0.4	9.98	0.31
	West	1.9	5.49	0.65	1.1	4.08	0.52	0.9	3.81	0.48
2033 Future Year	North	0.6	6.41	0.36	1.1	7.51	0.53	1.5	9.21	0.61
	East	1.0	4.22	0.48	1.6	6.05	0.62	4.0	11.71	0.80
	South	0.1	6.04	0.09	0.4	9.21	0.29	1.1	22.36	0.54
	West	3.9	9.43	0.80	1.2	4.34	0.54	1.3	4.57	0.56

6.9.66 Based on this methodology of assessment, it is considered that if the exit arms on the A48 were widened to allow two lanes of traffic to exit the roundabout before merging, then there would be a significant benefit to the operation of this junction.

6.9.67 Bridgend County Borough Council's Highway Authority has expressed that the Education Authority should make a fair and reasonable financial contribution towards the delivery of these improvements to the junction and other works. This is to be discussed further between Highway and Education Authorities.

6.10 Section Conclusion

6.10.1 The evidence presented throughout this section of the report demonstrates that the anticipated development effects would not have a significant impact on the modelled capacity of the highway network. In this regard, the effects of the proposed development would not result in a severe cumulative impact.

6.10.2 The proposed development is forecast to have no significant impact on all other junctions within the network assessed.

6.10.3 However, in the 2033 Future Year, if all the developments are built-out and traffic growth continues to rise, then the two roundabout junctions tested are expected to experience significant queues and delays.

7 TRANSPORT IMPLEMENTATION STRATEGY

7.1 Introduction

7.1.1 In order to address and manage the impact of the proposed development a Transport Implementation Strategy (TIS) has been developed. The purpose of the TIS is to recommend a package of management and promotional measures to ensure the access requirements of the proposed development are met in-line with BCBC development plan policy objectives. It is also required to ensure the impact of the proposed development on the surrounding area is mitigated.

7.1.2 The TIS developed for the proposed Heronsbridge ALN School does not include physical mitigation measure in the form of junction improvements at the A48/Ewenny Road signal control junction or delivery of off-site active travel infrastructure. Bridgend County Borough Council's Highway Authority has expressed that the Education Authority should make a fair and reasonable financial contribution towards the delivery of highway and active travel improvements required to support the wider Island Farm development. This is to be discussed further between Highway and Education Authorities.

7.1.3 It does however, includes promotional measures in the form of a school Travel Plan (TP) and management measures which includes a Construction Traffic Management Plan (CTMP).

7.2 School Travel Plan

7.2.1 A School Travel Plan (TP) will be produced for the new school which will provide a long-term management strategy for supporting and enabling sustainable travel to and from the school. The TP will set objectives and targets for improving sustainable travel mode share as well as proposing promotional and managerial measures to achieve them. The success of the TP will be monitored and compared to the objectives and goals set on an annual basis.

7.2.2 Due to the nature of the school and the additional learning needs required by the learners it is proposed that the TP will primarily focus on the travel requirements of the staff. However, there may be occasions where it is possible that learners accompanied by their parents or guardians will want to utilise sustainable means of transport and therefore the TP will take this into account.

7.3 Construction Traffic Management Plan

7.3.1 It is recommended that a construction traffic management plan (CTMP) is produced to manage the construction traffic associated with the proposed development. The CMTP will be agreed with the construction contractor who will make their supply chain aware of the obligations within it.

7.3.2 The CTMP will include proposed routes and travel times for construction vehicles in order to avoid causing congestion on the local highway network. In addition, local construction workers and suppliers will be sought where feasible to reduce the magnitude of impact on the road network, and bulk materials such as stone for roads and hard standings, concrete, bricks and blocks will be delivered by large capacity lorries in order to reduce the number of lorry movements.

8 BREEAM – Transport Appraisal

8.1.1 BREEAM encourages better access to sustainable means of transport for building users and awards credits in respect to the accessibility of public transport and other alternative transport solutions (cyclist facilities, provision of amenities local to a building) that support reductions in car journeys and, therefore, congestion and CO_2 emissions over the life of the building.

Public Transport Accessibility

8.1.2 BREEAM requires that the development site's Accessibility Index (AI) is calculated. This is an indicator of the accessibility and density of the public transport network that serves a development site. The AI is influenced by the proximity and diversity of the public transport network and the frequency of services at accessible public transport nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.

8.1.3 In this case the No. 303 provides 6 services during the core hours specified by BREEAM guidance (5 hour period), resulting in an AI of 0.94.

Proximity to Amenities

8.1.4 BREEAM requires that an assessment is made of whether the development is within 500m of specific amenities. This is included in the following table and figure.

Amenity Type	Available within 500m	Details
Food Outlet	Yes	Provided within the development
Access to Cash	No	-
Access to recreation or leisure facility for fitness or sport	Yes	Provided within the development
Access to outdoor open space	Yes	Provided within the development
Publicly Available Postal Facility	No	-
Communal Facility	No	-
Over the counter services associated with a pharmacy	No	-
Public Sector GP surgery or general medical centre	No	-
Childcare facility or school	Yes	School development

Table 16 Proximity to Amenities

Travel Plan Measures

8.1.5 BREEAM requires that, as a minimum, a number of specific Travel Plan measures are considered. These are listed in the following table, which also provides some commentary on each.

Travel Plan Measure	**Comments**
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	A high proportion of pupils benefit from free school transport and the special nature of the school dictates that few children are able to travel unaccompanied on scheduled public transport services. Negotiation with public transport companies considered to be unwarranted for these reasons.
Provision of a public transport information system in a publicly accessible area	Public transport information to be provided on staff noticeboard.
Provision of electric recharging stations	Electric Vehicle charging spaces to be provided.
Provision of parking priority spaces for car sharers	5% of total to be marked as priority spaces for car-sharers
Consultation with the local authority on the state of the local cycling network and on improvements	Existing and future routes are shown on the Council's Active Travel Network Map. This includes future active travel route that links directly to the site.
Provision of dedicated and convenient cycle storage	Secure, covered, cycle parking located close proximity to the building entrance.
Provision of cyclists' facilities (showers, changing facilities, lockers, drying spaces)	Separate male & female changing rooms with lockers available for staff.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Lighting, landscaping and shelter is provided within the site to provide a pleasant environment for pedestrians.
Restrictions or charging for car parking	Parking provision within the site is appropriate for the anticipated demand and includes EV charging provision and priority parking for car-sharers to encourage more sustainable travel choices.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	Layout is considered to provide for good quality, pleasant and safe pedestrian and cycle movement within the site for all users, regardless of the level of mobility or visual impairment.
Provision of suitable taxi drop-off or waiting areas	Drop-off spaces provided near the school's main entrance for the use of school transport taxis and parents dropping-off children
Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).	N/A Building is not a community amenity.

Table 17 BREEAM Minimum Travel Plan Measures

9 SUMMARY AND RECOMMENDATIONS

9.1.1 BCBC propose to relocate Heronsbridge ALN School from its current location halfway between the A48 and the A473 on the B4265 Ewenny Road to a site approximately 1 kilometre south on Technology Drive in Bridgend Science Park. The new school will provide specialist education to an additional 20 learners approx. (total 300) and operate in the same manner and at the same times as the current school.

9.1.2 An assessment of the accessibility of the proposed school site in terms of sustainable methods of travel, including journeys on foot, by bike and by public transport has been undertaken. There is a continuous footway is provided on both sides of the highway between the existing Heronsbridge ALN School site and the proposed site. A signal-controlled pedestrian crossing is provided at the A48/B4265 Ewenny Road signalised roundabout providing linked journeys to the school.

9.1.3 An active travel audit of the surrounding INM routes was undertaken in-line with Active Travel Act 2021. This found that the majority of routes scored very well in terms of the walking environment with most scores above 70%. The cycling environment also scored well with all scores above 60%. The issues identified were small scale in nature and issues that may be easily addresses within the Council maintenance program.

9.1.4 A review of nearby public transport infrastructure found that that the proposed site is slightly less accessible by public transport as it is further away from the centre of Bridgend and the associated greater choice and frequency of public transport services. However, the site is well served by nearby bus stops servicing local areas.

9.1.5 The proposed school generates a maximum parking requirement of 142 parking spaces in accordance with BCBC Parking Standards. In order to fully understand the future parking requirements of the school a parking assessment has been undertaken based on the existing parking provision (125) in comparison with future staff levels. This recommended an increase of 27% to 158. Due to the nature of the school and the necessity for ancillary staff to be present in order for the school to function effectively it was recommended that 158 parking spaces is provided.

9.1.6 It found that the proposed location would likely result in the majority of vehicle trips to the school having to travel further south on the B4265 Ewenny Road.

9.1.7 A highway capacity assessment was undertaken at three major junctions surrounding the proposed Heronsbridge ALN School site. The assessment analysed the impact of the proposed school during an AM (08:15 – 09:15), PM1 (14:45 – 15:45) and PM2 (16:30 – 17:30) peak hour on the proposed opening year of 2027 and future year of 2033. The traffic reassignment was calculated using a spreadsheet model based on learners and staff postcode data.

9.1.8 The highway capacity analysis found that the proposed development is predicted to have a moderate impact upon the B4265 Ewenny Road/Technology Drive priority junction. This junction is forecast to operate within capacity.

9.1.9 The proposed development is forecast to have a slight impact upon the operation of the A48/B4265 Ewenny Road Signalised Roundabout. The LinSig software calculates that the junction operates over capacity in the future year AM scenarios i.e. 2027 Opening Year (with existing school flows included) and 2033 Future Year.

9.1.10 During both the 2026 Survey Year and 2027 Opening Year scenarios, the junction is calculated to operate within, but near to capacity during both the afternoon (PM1) and evening (PM2) time periods. However, in the 2033 Future Year, if all the developments are built-out and traffic growth continues to rise, then the two roundabout junctions tested are expected to experience significant queues and delays.

9.1.11 Road Safety and collision analysis was undertaken which included a review of the collisions that have occurred on the local highway network within the vicinity of the proposed new Hersonsbridge ALN School site in the most recently recorded 5-year period. The study found that the proposed scheme will have very little impact on road safety in the area. No patterns of collisions were identified, and the number of collisions is generally reducing in the area.

9.1.12 A Transport Implementation Strategy (TIS) has been produced to ensure the access requirements of the proposed development are met and that the impact on the local highway network is minimised. The measures within the TIS include a School Travel Plan and a Construction Traffic Management Plan.

9.1.13 It is accepted that the relocation of the ALN school would change the travel patterns on the local highway network but not sufficient that it should provide highway improvements at Ewenny Roundabout, along the A48 corridor, at the Retail Parks / Picton Court Roundabout (A48) and along Ewenny Road.

9.1.14 It is also accepted that, at times, Ewenny Traffic Lights controlled Roundabout and the Retail Parks / Picton Court Roundabout (A48) operate close to capacity and occasionally over capacity, this is acknowledged within the TA. To require the ALN school to fund improvements on the local highway network is a decision for BCBC.

9.1.15 Junction improvements of the A48/B4265 Ewenny Road signal controlled roundabout junction are to be discussed internally within BCBC.

9.1.16 In conclusion, the proposed site for the relocation of Hersonsbridge ALN School is considered to be a suitable location. The site location provides suitable access for journeys on foot, by bicycle and public transport. It is also determined that the proposed development, with the mitigation measures in place, will have only a small impact upon the safety and operation of the surrounding transport network.

9.1.17 In light of the assessment undertaken it is considered that the proposed development is in-line with BCBC LDP policy and aspirations, and it is recommended that BCBC grant planning permission for the development of Hersonsbridge ALN School at Island Farm site.

APPENDIX A

Scoping Study

This Scoping Document Review has been prepared by Link Transport Planning on behalf of Bridgend County Borough Council. The subject of the review is the Heronsbridge School Transport Assessment Scoping Document, prepared by Cambria. The structure of the review is to outline the original scoping content, queries and assumptions provided by Cambria, and to offer a response to confirm where items are agreed, or where further information or an alternative approach is recommended to ensure consistency in approach across Bridgend County Borough and to protect the highway network aspirations established in the adopted LDP.

Background Documents	Observation / Question (Cambria)	Response (Link Transport Planning)
2022 Transport Assessment by Redstart for Bridgend County Borough Council (BCBC)	It is assumed that content of the Redstart TA is accepted by the Highway Authority (HA). Please confirm. The TA considers that the only junction on the network where the school development might have a notable impact is the A48/Ewenny Road signal controlled junction (Ewenny Roundabout). "The proposed development is forecast to have no material impact on all other junctions within the network assessed." [7.8.49]	**The Redstart TA has not, at this stage, been accepted by the HA as it had not been subject to the scrutiny of the planning process.** **The HA requires all junctions where an approach arm is expected to experience a >5% traffic increase to be assessed in detail (in line with TAN18). Whilst there are several junctions in the vicinity that are known to experience congestion, an assessment of Picton Court Roundabout, Ewenny Road/Technology Drive priority junction as well as the A48/Ewenny Road Roundabout, is a core requirement of the TA (See Chapter 6 comments below).**
BCBC Replacement Local Development Plan Background Paper 24 - Strategic Transport Assessment	This document identifies the mitigation works required at Ewenny Roundabout (and other junctions) to support the RLDP allocations. The promoters of Island Farm have "concluded that a signalised crossroad arrangement would provide adequate mitigation and that the estimated costs could be viably delivered at the application stage" (para 6.6).	**Is it agreed that BP24 identifies strategic mitigation proposals for the wider Island Farm site, but it does not remove the requirement for application-specific TA work to confirm localised impacts and mitigation needs.** **The Picton Court Roundabout was identified for mitigation as part of the original Island Farm planning process, and improvements are identified as essential in the BCBC RLDP infrastructure delivery plan (2022). Furthermore, these improvements are attributed to Island Farm.**
Revised Development Proposal for Island Farm, Bridgend Transport Strategic Appraisal (Corun 2020)	This document compares the traffic generation of the original proposals for Island Farm with that of the current development mix being promoted. The original proposal comprised of a number of sports facilities including a major stadium, tennis centre and office space. The original development has outline planning approval (P/08/1114/OUT) and the tennis centre has detailed approval. The revised proposal comprises of a mixed use development of 733 homes, a commercial hub, two schools and the consented tennis centre. One of the two proposed schools is the relocated Heronsbridge Special School. The document finds that the revised scheme will result in 87 fewer weekday AM peak hour vehicular trips and 272 fewer weekday PM peak hour vehicular trips than the original consent.	**Noted. Although it must also be acknowledged that the consented scheme required a significant package of highway mitigation to mitigate the impacts.**

Table 1: Scoping Document Content and Response (Background Documents)

Transport Assessment Chapter		Proposed Content	Response (Link Transport Planning)
1	Introduction	This chapter to provide an overview of the proposed development and content of the TA.	**Agreed**
2	Policy & Guidance	Overview of relevant transport related policy & guidance including: • Future Wales – The National Plan 2040 • Planning Policy Wales 12th Edition • Llwybr Newydd – The Wales Transport Strategy 2021 • TAN18 Transportation • Bridgend Local Development Plan • Emerging Bridgend Replacement Local Development Plan including Strategic Transport Assessment • Active Travel (Wales) Act 2013 and reference to the Council's Active Travel Network Map • Bridgend Parking Standards SPG • Manual for Streets / Manual for Streets 2	**Agreed**
3	Heronsbridge School	This chapter to provide a description of the existing school's operation, including: • Information on the school day - school start and end times, staff arrival / departure times, pupil arrival / departure times etc. • Existing Pupil & staff numbers • Existing staff travel patterns and modal split • Existing pupil travel patterns and modal split. The majority travel by car, taxi or mini-bus (school transport or parent) • Description of how drop-off / pick-up is managed by the school • Description of school traffic's distribution on the local highway network. This to be based on Redstart TA paras. 7.4.7 to 7.4.13 but refined to reflect updated survey data described below. • Vehicle arrival & departure profile. This to be based on Redstart TA paras 7.4.14 to 7.4.22 but refined to reflect updated survey data described below. <u>Surveys</u> • Junction turning count at the school's access and exit points on Ewenny Road. Survey to also capture pedestrian and cycle movements to and from the site • Questionnaire survey to gather information on staff modal split, intended travel mode to the new site and propensity towards positive modal shift to sustainable modes.	**Please also include any available information on age profile and needs of pupils. This may affect the opportunities for sustainable travel.** **Approach to traffic distribution is agreed, noting that the Redstart TA used a detailed methodology consisting of individual staff and pupil postcodes, colour-coded for the minibus route used.**
4	Existing Conditions	This section to provide a description of the site and assessment of its transport links, to include: • Active Travel Audit (please provide contact details for BCBC Active Travel Officer) • Assessment of public transport services calling at nearby stops • Assessment of the highway network, updating the data for the areas identified as being sensitive in the Redstart TA i.e Ewenny Roundabout and access to the site along Technology Drive. • Assessment of STATS19 Collision Injury Records for the latest 5-year period for the area shown below. Data sourced from Crashmap or DfT's MAVRIC websites. <u>Surveys</u> • Junction Turning Count & Queue Counts at: • Technology Drive / Ewenny Road • Ewenny Roundabout	**Active Travel Audits must follow Welsh Government Active Travel Act Guidance. Audit routes should cover key population catchments and the scope is to be agreed with the Highways Officer, Rob Morgan (Rob.Morgan@bridgend.gov.uk) in advance.** **Highway network assessment and data collection to include :** • **Picton Court Roundabout (A48 Bypass Road/Retail Park Roundabout)** • **Ewenny Road/Technology Drive junction** • **Ewenny Roundabout** **Assessment of public transport and collision records is agreed.**

5	Proposed Development	Description of the development to include: • Information on proposed pupil & staff numbers • Safe access arrangements for pedestrians, cyclists and vehicles. • Car parking numbers and layout. Discussion on how the number compares to the Council's Parking SPG recommendations. • Description of drop-off / pick-up strategy and management. • Description of servicing / delivery arrangements with associated swept path analysis. Traffic generation assessment • To be based on the evidence gathered from the review of the existing school with appropriate extrapolation to allow for the slight increase in the school's capacity. • Development traffic assignment and distribution based on Redstart TA Figures 7.4 to 7.6. This assumes a redistribution of existing traffic caused by the school's relocation rather than the new school's traffic being in addition to the existing Heronsbridge School's traffic.	**Description of development agreed.** **Any additional detail on pupil needs and age profile would be beneficial to the TA.** **Ensure the access and drop off/pick up arrangement can accommodate coaches as well as minibuses.** **The traffic generation assessment is required to assume that traffic generated by the new school is in addition to the school traffic already on the network. This is because the existing school building will retain planning permission to operate as a school.**
6	Traffic Impact Assessment	2035 assessment year with traffic growth factors obtained from Tempro. Committed Development to include consented Tennis Centre. No other committed development as per Redstart TA (7.5.1) "Discussion with Bridgend County Borough Council highway officers indicated that there are no committed developments within the immediate area that would impact upon the operation of the highway network assessed." Junction capacity assessments at: • Technology Drive / Ewenny Road (PICADY assessment) • Ewenny Roundabout (Linsig assessment) Assessments to be undertaken for the following 9 scenarios: • Existing: am peak hour (8-9am), school end hour (2.30 – 3:30pm) & pm peak hour (5 – 6pm) • 2035 Baseline (includes committed development): am peak hour (8-9am), school end hour (2.30 – 3:30pm) & pm peak hour (5 – 6pm) • 2035 Baseline + Development: am peak hour (8-9am), school end hour (2.30 – 3:30pm) & pm peak hour (5 – 6pm) The work undertaken previously by both Redstart and Corun indicates that Ewenny Roundabout is already operating close to or at capacity and that this will continue to be the case for the 2035 assessment year with and without the school's relocation.	**2035 assessment year and use of Tempro is appropriate, although note that a 2033 assessment year would also be acceptable, to align with the LDP.** **In addition to the Tennis Centre, the following committed developments must be included:** • **Consented Data Centre on the Former Ford Engine Plant, Waterton Industrial Estate (P/25/247/HYB)** **When determining cumulative impacts, please also note the following live applications for LDP allocations:** • **Craig-y-Parcau residential development (P/25/731/FUL)** • **Land West of Bridgend residential development (P/25/507/HYB)** **Sensitivity testing should be considered in the Transport Assessment where appropriate.** **Additional junction capacity assessment to be undertaken at** • **Picton Court Roundabout (A48 Bypass Road/Retail Park Roundabout).** **Proposed assessment scenarios are appropriate.**

6 cont.	Traffic Impact Assessment	The development will offer mitigation by way of the implementation of a School Travel Plan that will encourage modal shift for those able to travel by non-car modes and encourage car-sharing and rationalisation of school transport, deliveries etc. to minimise the volume of peak hour traffic generated by the school. No physical alterations to the roundabout will be offered, with the following providing the basis for the justification: • Alteration to the roundabout at this time is premature given the wholesale amendments to the junction needed to accommodate the wider Island Farm development and other RLDP allocations. These alterations have already been identified by the promoters of Island Farm who have confirmed that "the estimated costs could be viably delivered at the [Island Farm] application stage" (as per Strategic Transport Assessment para 6.6). • Any alteration made at this time to provide isolated capacity mitigation linked to the school development will be inadequate and become obsolete when Island Farm progresses. Any works delivered to address the school traffic only would therefore be wasteful in terms of cost and the disruption to the junction's traffic during construction. • Any alteration made at this time to provide 'nil-detriment' mitigation will have an imperceptible impact for road users and is therefore of no value. The roundabout will continue to operate close to or at capacity. • The limitations of the modelling exercise will be highlighted. The exercise assumes that existing peak hour traffic levels at the junction will grow unfettered. This is a worst-case but simplistic assumption. In reality, drivers will make a balanced decision on the cost (financial and time) of delays experienced regularly on their journeys. As the cost of those delays increase, drivers become more inclined to adjust their travel patterns. These adjustments could be to alter their route to avoid the junction, travel at quieter times, shift to an alternative mode of travel or dispense with the journey altogether (e.g. work from home). As such, traffic growth at the junction will not be unfettered and the modelling exercise is likely to have over-stated the impact of the school development traffic.	**A School Travel Plan is welcomed and must be ambitious, with meaningful measures, targets and monitoring.** **It is agreed that an interim highway mitigation scheme at Ewenny Roundabout is not the preferred approach. However, this is to be determined and confirmed by the Transport Assessment with the benefit of updated traffic forecasting scenarios.** **As noted above, Picton Court Roundabout was identified for mitigation as part of the original Island Farm planning process, and improvements are identified as essential in the BCBC RLDP infrastructure delivery plan (2022). Furthermore, these improvements are attributed to Island Farm, which includes Heronsbridge School.** **Whilst the concerns on the unfettered traffic assumptions used for previous assessments are acknowledged, it is also countered that the junction regularly experiences significant congestion and delay, which evidences that motor vehicle users are either choosing not to alter their travel patterns, or are unable to due to lack of alternatives. The Transport Assessment should therefore test robust travel plan measures alongside proportionate physical mitigation where required to demonstrate nil detriment.**
7	Summary and Conclusion	No comments.	**To be reviewed in the Transport Assessment.**
8	Travel Plan	School Travel Plan will be submitted in support of the planning application	**Agreed.**

Table 2: Scoping Document Content and Response (Transport Assessment Content)

APPENDIX B

Traffic Survey Results

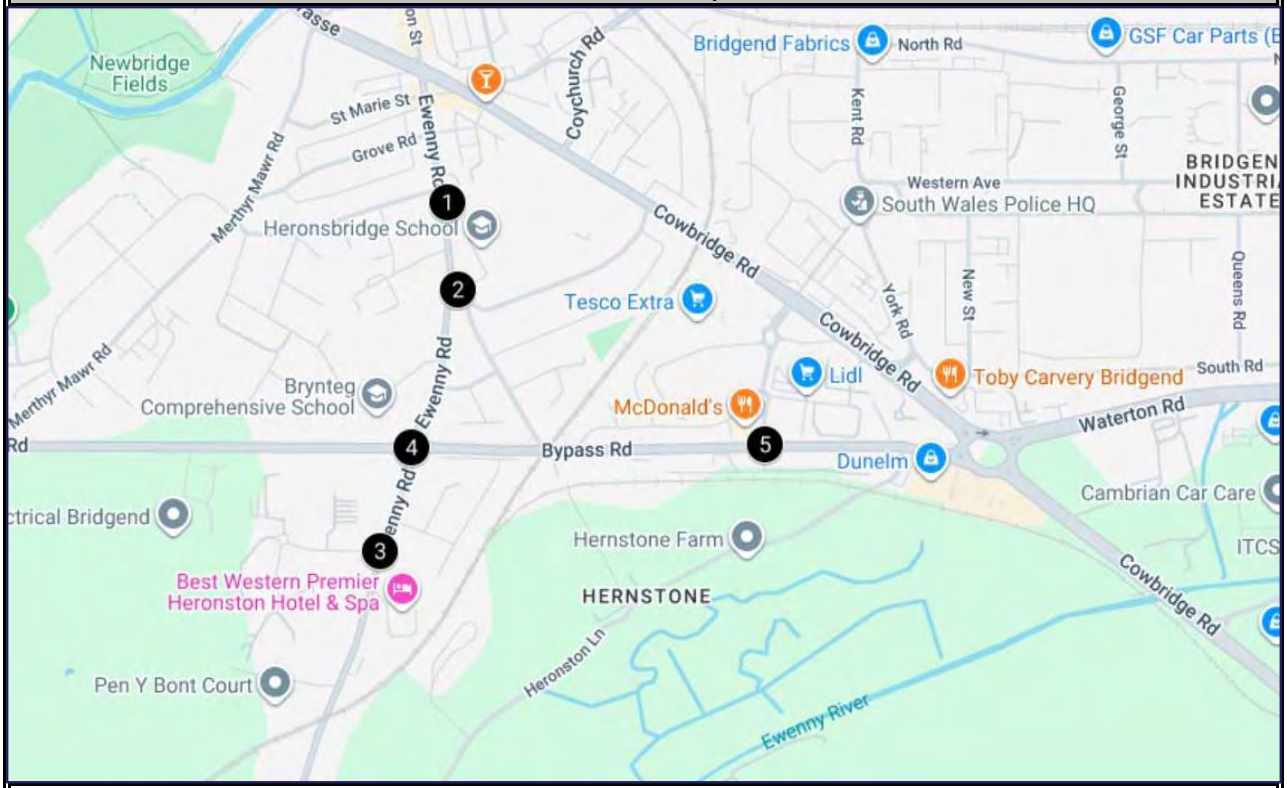
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Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

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

Survey Overview

Job No'/Job Name	SS2225 Heronsbridge School Bridgend
Date	Wednesday 22 April 2026
Time	0700-1900
Survey Type	Classified JTC, Maximum Queue Lengths & Entry / Exit
Weather Conditions	

Overview Map



Comments

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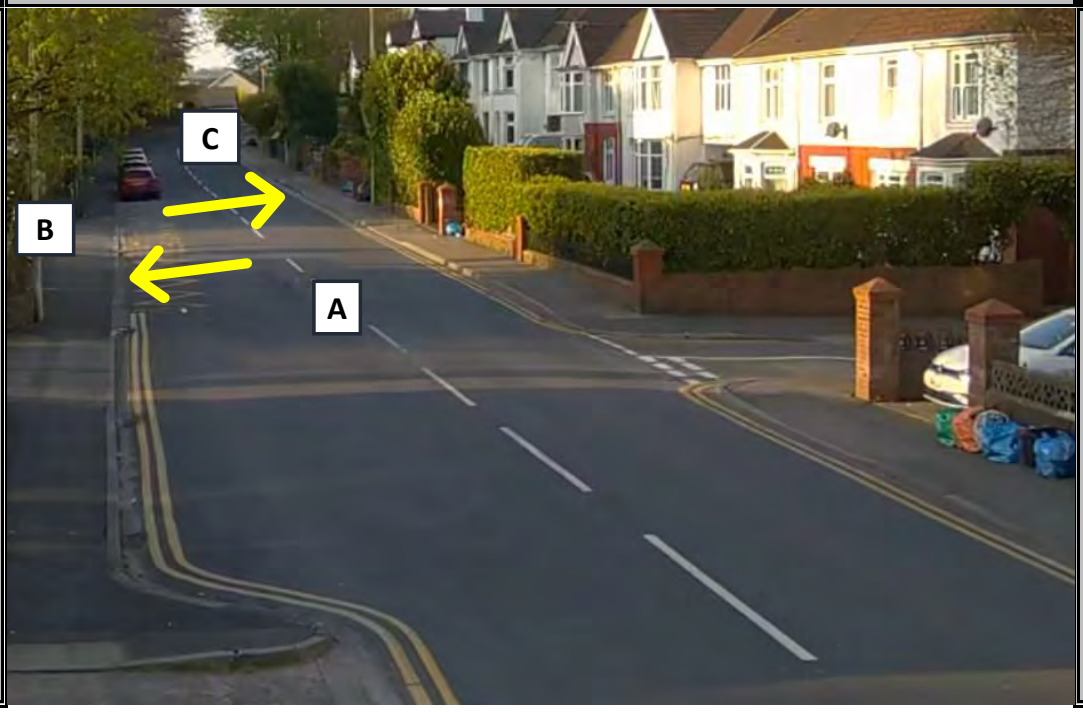
SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 1

Site 1 - Cam 1-1 - School Entry / Exit & Direction

Overview



Streetview



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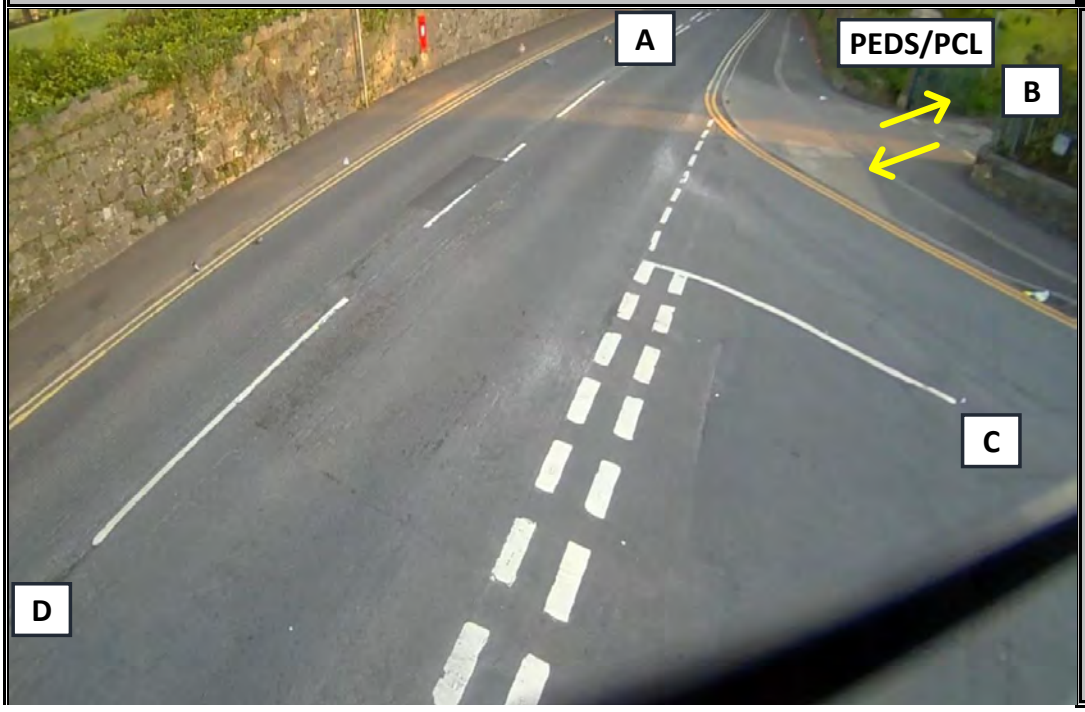
SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 2

Site 2 - Cam 2-1 - School Entry / Exit & Direction

Overview



Streetview

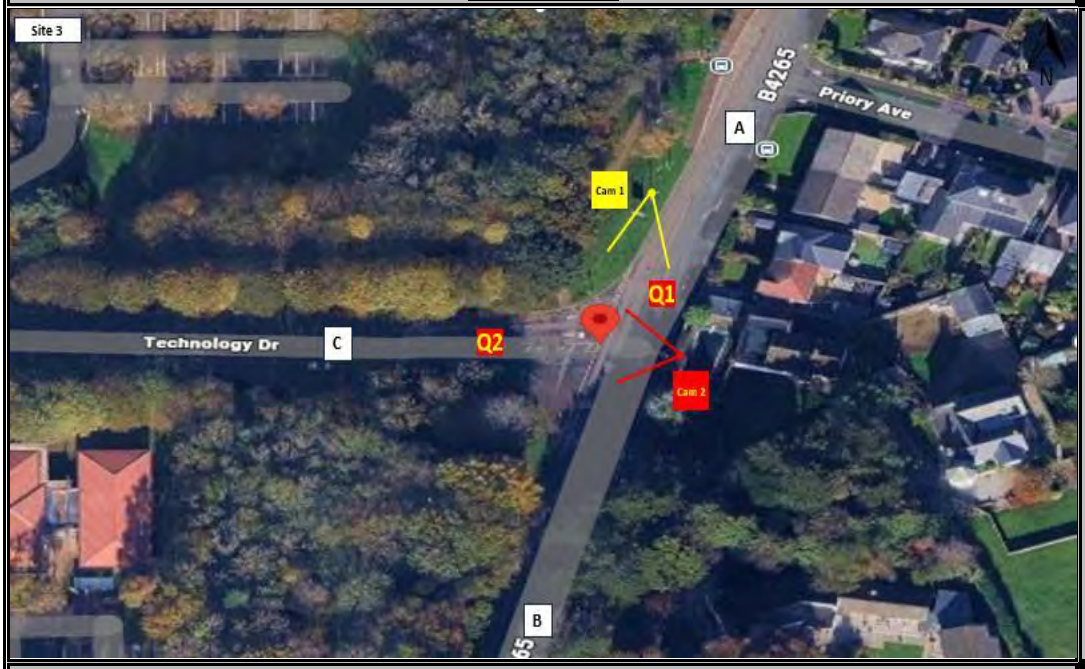


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Fabrication

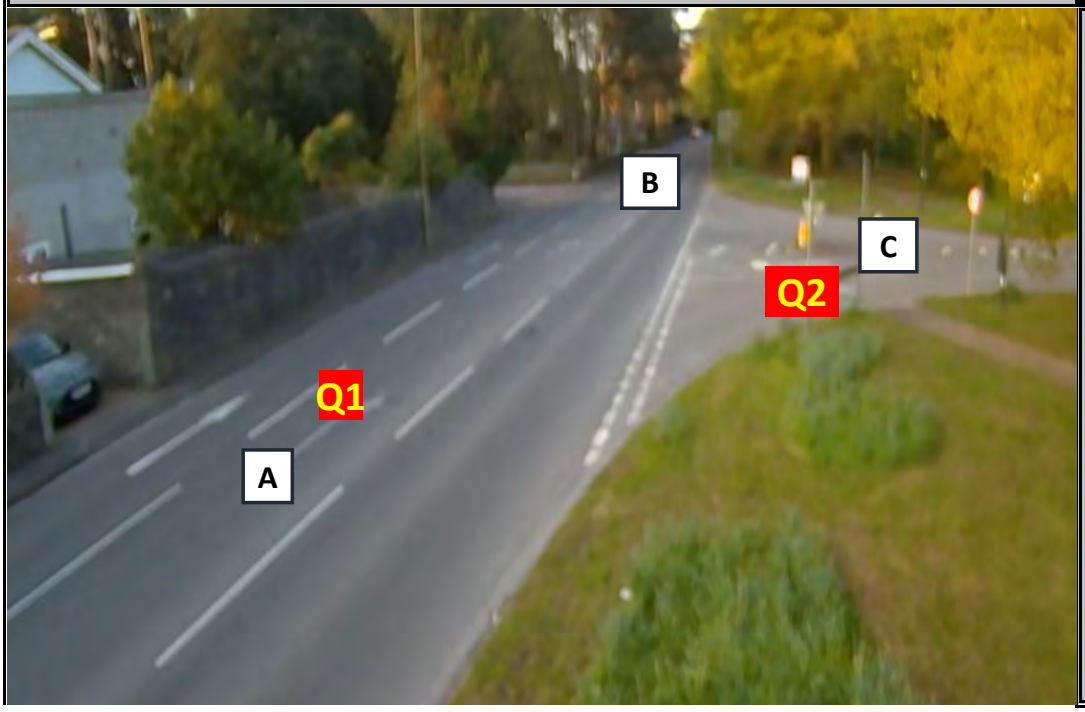
SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 3

Site 3 - Cam 3-1 - JTC & Queue Lengths

Overview



Streetview



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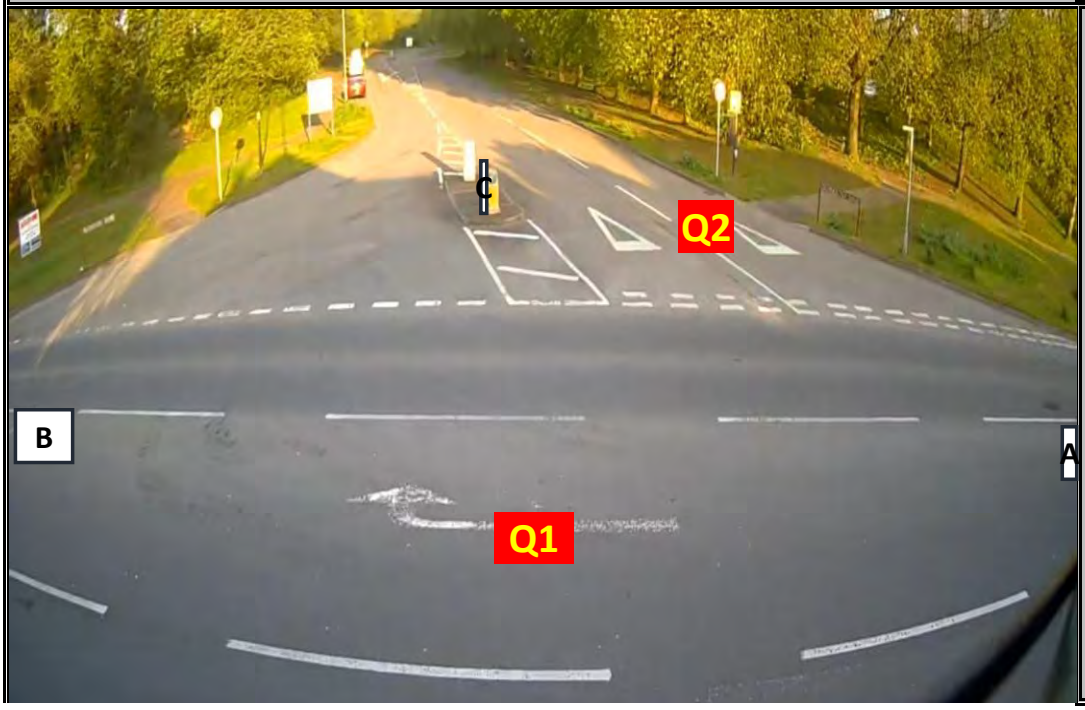
SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 4

Site 3 - Cam 3-2- JTC & Queue Lengths

Overview



Streetview



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SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 4

Site 4 - Cam 4-1- JTC & Queue Lengths

Overview



Streetview



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Inductive Loop Cutting
Fabrication

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 4

Site 4 - Cam 4-2- JTC & Queue Lengths

Overview



Streetview



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SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 4

Site 4 - Cam 4-3- JTC & Queue Lengths

Overview



Streetview



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SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 4

Site 4 - Cam 4-4- JTC & Queue Lengths

Overview



Streetview



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SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

Site 4 - Cam 4-5- JTC & Queue Lengths

Overview



Streetview



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Fabrication

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

Site 5 - Cam 5-1- JTC & Queue Lengths

Overview



Streetview

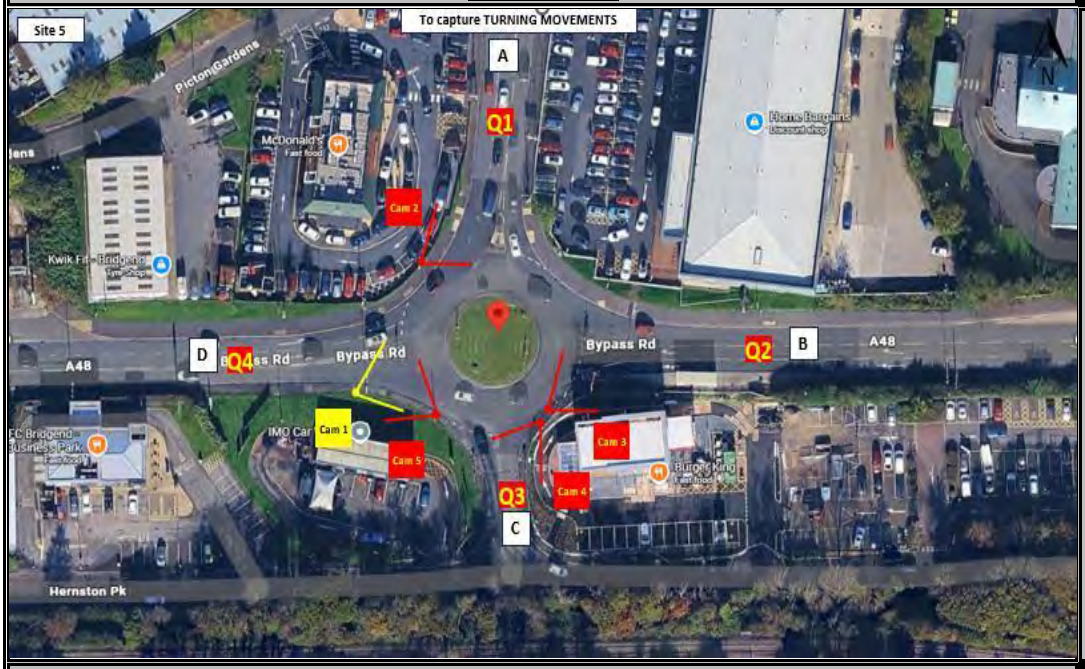


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Fabrication

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

Site 5 - Cam 5-2- JTC & Queue Lengths

Overview



Streetview

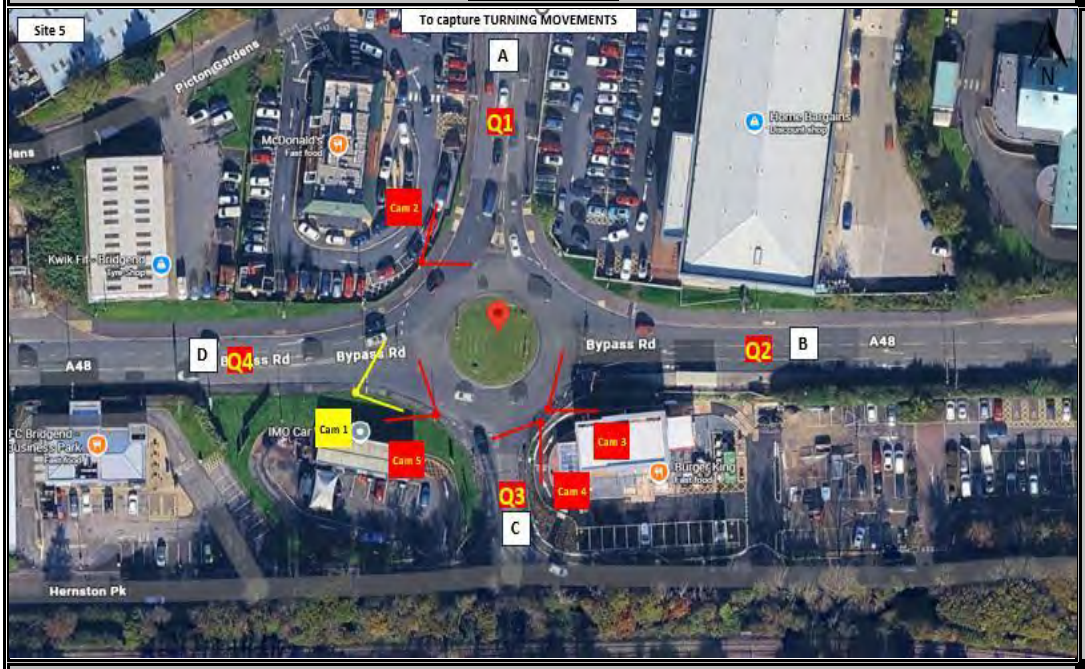


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Traffic Management
Inductive Loop Cutting
Fabrication

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

Site 5 - Cam 5-3- JTC & Queue Lengths

Overview



Streetview

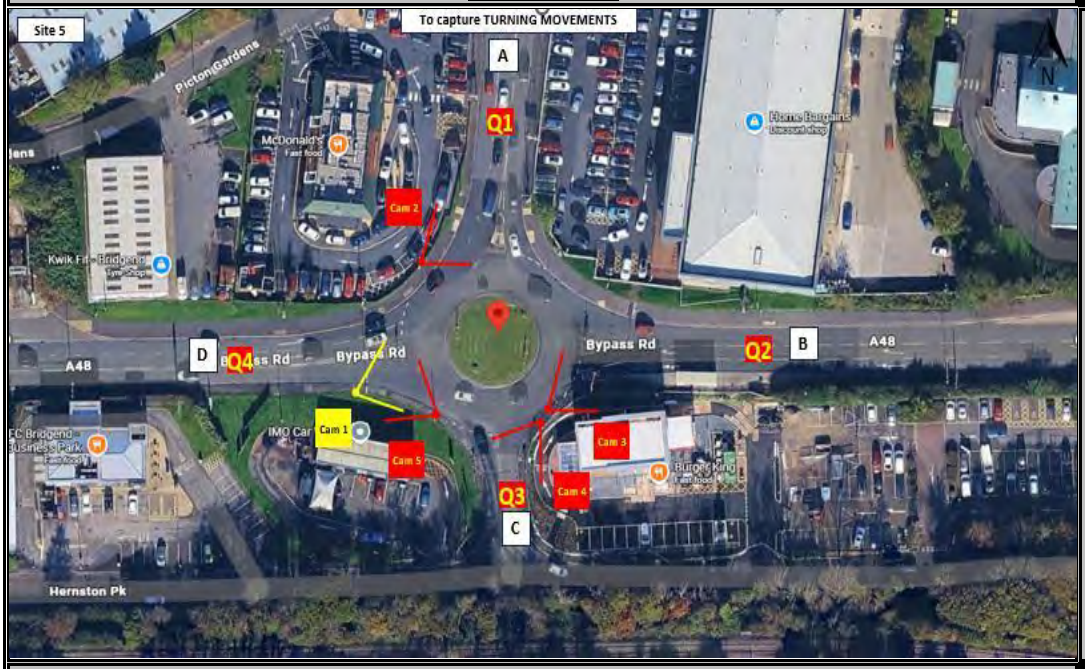


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SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

Site 5 - Cam 5-4- JTC & Queue Lengths

Overview



Streetview

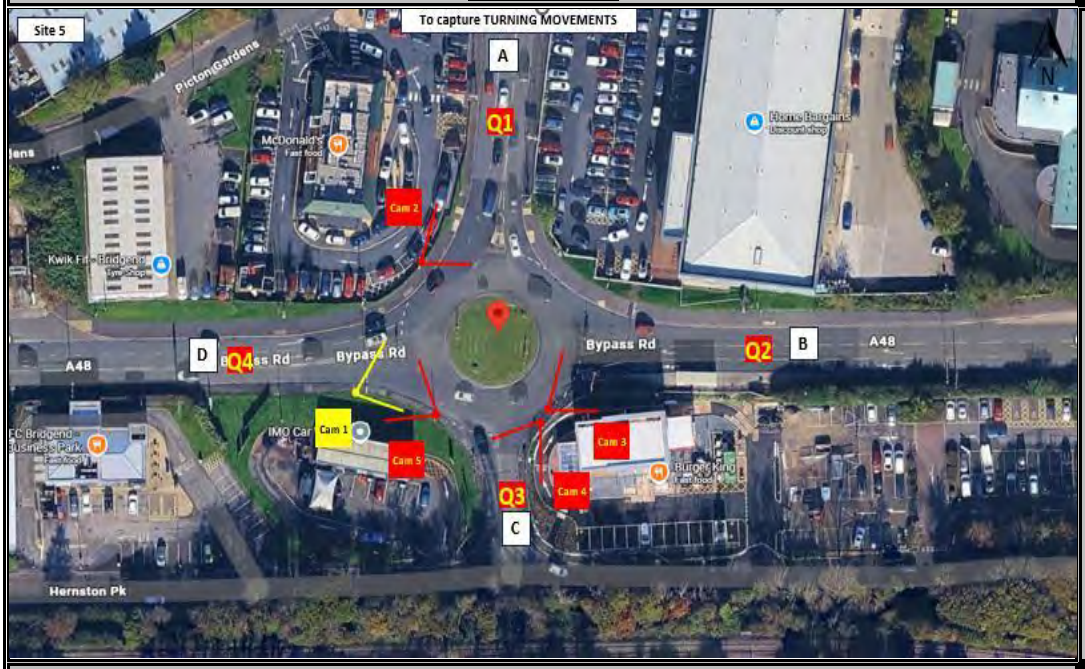


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Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

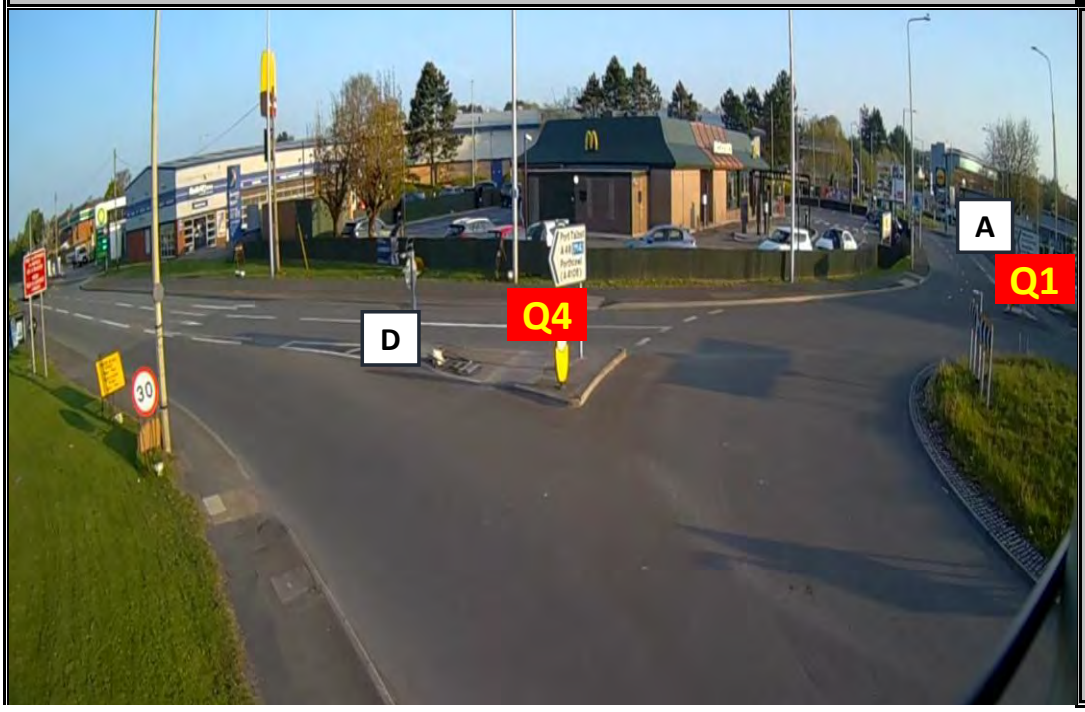
SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

Site 5 - Cam 5-5- JTC & Queue Lengths

Overview



Streetview



Severnside Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 1

	Arm A - Arm A									Arm A - Arm B									Arm A - Arm C									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
0715-0730	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	**0**	**6**
0730-0745	0	0	0	0	0	0	0	0	**0**	10	0	0	0	0	0	0	2	**12**	0	0	0	0	0	0	0	0	**0**	**12**
0745-0800	0	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	7	**15**	0	0	0	0	0	0	0	0	**0**	**15**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
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0845-0900	0	0	0	0	0	0	0	0	**0**	29	1	0	0	4	0	0	4	**38**	0	0	0	0	0	0	0	0	**0**	**38**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**2**	**0**	**0**	**7**	**1**	**2**	**27**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**
0900-0915	0	0	0	0	0	0	0	0	**0**	16	0	0	0	0	0	0	1	**17**	0	0	0	0	0	0	0	0	**0**	**17**
0915-0930	0	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	1	2	**15**	0	0	0	0	0	0	0	0	**0**	**15**
0930-0945	0	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
0945-1000	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**
1000-1015	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1015-1030	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	**4**
1030-1045	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	4	**7**	0	0	0	0	0	0	0	0	**0**	**7**
1045-1100	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
1100-1115	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	3	**5**	0	0	0	0	0	0	0	0	**0**	**5**
1115-1130	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1130-1145	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	4	**8**	0	0	0	0	0	0	0	0	**0**	**8**
1145-1200	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	2	**7**	0	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
1200-1215	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	3	**5**	0	0	0	0	0	0	0	0	**0**	**5**
1215-1230	0	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	1	3	**7**	0	0	0	0	0	0	0	0	**0**	**7**
1230-1245	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	2	**4**	0	0	0	0	0	0	0	0	**0**	**4**
1245-1300	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	3	**6**	0	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
1300-1315	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	2	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1315-1330	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	1	**5**	0	0	0	0	0	0	0	0	**0**	**5**
1330-1345	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	2	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1345-1400	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
1400-1415	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	**0**	**6**
1415-1430	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1430-1445	0	0	0	0	0	0	0	0	**0**	4	0	0	0	2	0	0	0	**6**	0	0	0	0	0	0	0	0	**0**	**6**
1445-1500	0	0	0	0	0	0	0	0	**0**	21	0	0	0	2	0	0	5	**28**	0	0	0	0	0	0	0	0	**0**	**28**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**
1500-1515	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	**0**	**6**
1515-1530	0	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	2	**10**	0	0	0	0	0	0	0	0	**0**	**10**
1530-1545	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	1	**6**	0	0	0	0	0	0	0	0	**0**	**6**
1545-1600	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	1	**7**	0	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**
1600-1615	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	2	**8**	0	0	0	0	0	0	0	0	**0**	**8**
1615-1630	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	3	**5**	0	0	0	0	0	0	0	0	**0**	**5**
1630-1645	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	3	**6**	0	0	0	0	0	0	0	0	**0**	**6**
1645-1700	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	1	**6**	0	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
1700-1715	0	0	0	0	0	0	0	0	**0**	7	1	0	0	1	0	0	0	**9**	0	0	0	0	0	0	0	0	**0**	**9**
1715-1730	0	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	0	**0**	**11**
1730-1745	0	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
1745-1800	0	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	1	**14**	0	0	0	0	0	0	0	0	**0**	**14**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**
1800-1815	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	2	**4**	0	0	0	0	0	0	0	0	**0**	**4**
1815-1830	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1830-1845	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	2	**4**	0	0	0	0	0	0	0	0	**0**	**4**
1845-1900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
Total	0	0	0	0	0	0	0	0	**0**	317	6	0	0	12	1	4	96	**436**	0	0	0	0	0	0	0	0	**0**	**436**

	Arm B - Arm A									Arm B - Arm B									Arm B - Arm C									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
0715-0730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0730-0745	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**3**
0745-0800	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	0	**1**	**2**
Hourly Total	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**7**
0800-0815	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	**4**
0815-0830	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	**4**
0830-0845	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	6	**7**	**9**
0845-0900	2	0	0	0	0	0	0	2	**4**	0	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	0	**4**	**8**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**16**	**25**
0900-0915	23	0	0	0	4	0	0	1	**28**	0	0	0	0	0	0	0	0	**0**	18	1	0	0	1	0	0	0	**20**	**48**
0915-0930	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	**8**
0930-0945	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	**5**
0945-1000	1	0	0	0	0	0	0	4	**5**	0	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	0	**2**	**7**
Hourly Total	**29**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**30**	**68**
1000-1015	0	0	0	0	0	0	0	10	**10**	0	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	1	**6**	**16**
1015-1030	0	0	0	0	0	0	1	1	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**3**
1030-1045	4	0	0	0	0	0	0	1	**5**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**6**
1045-1100	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**3**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**28**
1100-1115	2	0	0	0	0	0	0	2	**4**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**5**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	**1**	**1**
1130-1145	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**3**
1145-1200	2	0	0	0	0	0	1	2	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**14**
1200-1215	3	0	0	0	0	0	0	9	**12**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	**15**
1215-1230	1	0	0	0	0	0	0	4	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
1230-1245	6	0	0	0	0	0	0	1	**7**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**7**
1245-1300	2	0	0	0	0	0	0	6	**8**	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	1	**5**	**13**
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**40**
1300-1315	4	0	0	0	0	0	0	4	**8**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	**11**
1315-1330	1	0	0	0	0	0	0	10	**11**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**12**
1330-1345	2	0	0	0	0	0	0	4	**6**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**7**
1345-1400	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	**5**
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**35**
1400-1415	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	0	**6**	**6**
1415-1430	3	1	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	**6**
1430-1445	7	0	0	0	0	0	0	3	**10**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	**12**
1445-1500	4	0	0	0	0	0	0	4	**8**	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	0	**4**	**12**
Hourly Total	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**36**
1500-1515	2	0	0	0	0	0	0	6	**8**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	**10**
1515-1530	13	0	0	0	2	0	0	7	**22**	0	0	0	0	0	0	0	0	**0**	15	0	0	0	3	0	0	2	**20**	**42**
1530-1545	18	1	0	0	0	0	1	17	**37**	0	0	0	0	0	0	0	0	**0**	17	0	0	0	1	0	0	1	**19**	**56**
1545-1600	12	0	0	0	0	0	0	4	**16**	0	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	0	**11**	**27**
Hourly Total	**45**	**1**	**0**	**0**	**2**	**0**	**1**	**34**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**1**	**0**	**0**	**4**	**0**	**0**	**3**	**52**	**135**
1600-1615	7	0	0	0	0	0	0	8	**15**	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	0	**6**	**21**
1615-1630	8	0	0	0	0	0	0	2	**10**	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	**15**
1630-1645	4	0	0	0	0	0	0	1	**5**	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	0	**4**	**9**
1645-1700	4	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	**6**
Hourly Total	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**51**
1700-1715	9	0	0	0	0	0	1	2	**12**	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	0	**4**	**16**
1715-1730	8	0	0	0	0	0	0	4	**12**	0	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	0	**9**	**21**
1730-1745	11	0	0	0	0	0	0	3	**14**	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	0	**6**	**20**
1745-1800	7	0	0	0	0	0	0	14	**21**	0	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	0	**8**	**29**
Hourly Total	**35**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**86**
1800-1815	10	1	0	0	0	0	0	6	**17**	0	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	0	**12**	**29**
1815-1830	4	0	0	0	0	0	0	3	**7**	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	**12**
1830-1845	1	0	0	0	0	0	0	4	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
1845-1900	6	2	0	0	0	0	0	1	**9**	0	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	0	**12**	**21**
Hourly Total	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**67**
Total	205	5	0	0	7	0	4	155	**376**	0	0	0	0	0	0	0	0	**0**	186	8	1	0	5	0	0	16	**216**	**592**

	Arm C - Arm A									Arm C - Arm B									Arm C - Arm C									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
0715-0730	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
0730-0745	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
0745-0800	0	0	0	0	0	0	0	0	**0**	3	0	1	0	0	0	0	1	**5**	0	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
0800-0815	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	1	**4**	0	0	0	0	0	0	0	0	**0**	**4**
0815-0830	0	0	0	0	0	0	0	0	**0**	17	0	0	0	0	0	0	1	**18**	0	0	0	0	0	0	0	0	**0**	**18**
0830-0845	0	0	0	0	0	0	0	0	**0**	19	0	0	0	0	1	0	1	**21**	0	0	0	0	0	0	0	0	**0**	**21**
0845-0900	0	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	2	**15**	0	0	0	0	0	0	0	0	**0**	**15**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**
0900-0915	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
0915-0930	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	**0**	**6**
0930-0945	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
0945-1000	0	0	0	0	0	0	0	0	**0**	5	2	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**
1000-1015	0	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1015-1030	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1030-1045	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	**4**
1045-1100	0	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
1100-1115	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1130-1145	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1145-1200	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
1200-1215	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1215-1230	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1230-1245	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1245-1300	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1300-1315	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1315-1330	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1330-1345	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1345-1400	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**
1400-1415	0	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1415-1430	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	1	**7**	0	0	0	0	0	0	0	0	**0**	**7**
1430-1445	0	0	0	0	0	0	0	0	**0**	6	0	0	0	1	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
1445-1500	0	0	0	0	0	0	0	0	**0**	9	0	0	0	1	0	0	0	**10**	0	0	0	0	0	0	0	0	**0**	**10**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
1500-1515	0	0	0	0	0	0	0	0	**0**	7	0	0	0	1	0	0	0	**8**	0	0	0	0	0	0	0	0	**0**	**8**
1515-1530	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	4	**8**	0	0	0	0	0	0	0	0	**0**	**8**
1530-1545	0	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	3	**9**	0	0	0	0	0	0	0	0	**0**	**9**
1545-1600	0	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**2**	**0**	**0**	**1**	**0**	**0**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
1600-1615	0	0	0	0	0	0	0	0	**0**	7	3	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	0	**0**	**10**
1615-1630	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	**0**	**5**
1630-1645	0	0	0	0	0	0	0	0	**0**	2	0	0	0	1	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1645-1700	0	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**
1700-1715	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	**0**	**5**
1715-1730	0	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	0	**14**	0	0	0	0	0	0	0	0	**0**	**14**
1730-1745	0	0	0	0	0	0	0	0	**0**	7	0	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	0	**0**	**7**
1745-1800	0	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	0	**0**	**8**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**
1800-1815	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	**3**
1815-1830	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1830-1845	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
1845-1900	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
Total	0	0	0	0	0	0	0	0	**0**	209	13	1	0	4	1	0	16	**244**	0	0	0	0	0	0	0	0	**0**	**244**

	Origin - Arm A									Origin - Arm B									Origin - Arm C									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	2	0	0	0	0	0	0	0	**2**	1	0	0	0	1	0	0	0	**2**	2	0	0	0	0	0	0	0	**2**	**6**
0715-0730	4	0	0	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**7**
0730-0745	10	0	0	0	0	0	0	2	**12**	2	0	0	0	0	0	0	1	**3**	3	0	0	0	0	0	0	0	**3**	**18**
0745-0800	8	0	0	0	0	0	0	7	**15**	0	0	1	0	0	0	0	1	**2**	3	0	1	0	0	0	0	1	**5**	**22**
Hourly Total	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**35**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**7**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**53**
0800-0815	24	0	0	0	0	0	1	3	**28**	4	0	0	0	0	0	0	0	**4**	3	0	0	0	0	0	0	1	**4**	**36**
0815-0830	13	0	0	0	0	1	1	8	**23**	1	0	0	0	0	0	0	3	**4**	17	0	0	0	0	0	0	1	**18**	**45**
0830-0845	30	1	0	0	3	0	0	12	**46**	2	0	0	0	0	0	0	7	**9**	19	0	0	0	0	1	0	1	**21**	**76**
0845-0900	29	1	0	0	4	0	0	4	**38**	5	1	0	0	0	0	0	2	**8**	13	0	0	0	0	0	0	2	**15**	**61**
Hourly Total	**96**	**2**	**0**	**0**	**7**	**1**	**2**	**27**	**135**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**25**	**52**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**58**	**218**
0900-0915	16	0	0	0	0	0	0	1	**17**	41	1	0	0	5	0	0	1	**48**	3	0	0	0	0	0	0	0	**3**	**68**
0915-0930	12	0	0	0	0	0	1	2	**15**	8	0	0	0	0	0	0	0	**8**	6	0	0	0	0	0	0	0	**6**	**29**
0930-0945	6	1	0	0	0	0	0	0	**7**	5	0	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	0	**3**	**15**
0945-1000	2	0	0	0	0	0	0	1	**3**	2	1	0	0	0	0	0	4	**7**	5	2	0	0	0	0	0	0	**7**	**17**
Hourly Total	**36**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**42**	**56**	**2**	**0**	**0**	**5**	**0**	**0**	**5**	**68**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**129**
1000-1015	2	0	0	0	0	0	0	0	**2**	4	1	0	0	0	0	0	11	**16**	1	1	0	0	0	0	0	0	**2**	**20**
1015-1030	4	0	0	0	0	0	0	0	**4**	1	0	0	0	0	0	1	1	**3**	2	0	0	0	0	0	0	1	**3**	**10**
1030-1045	3	0	0	0	0	0	0	4	**7**	5	0	0	0	0	0	0	1	**6**	4	0	0	0	0	0	0	0	**4**	**17**
1045-1100	5	0	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	0	**3**	6	1	0	0	0	0	0	0	**7**	**15**
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**18**	**13**	**1**	**0**	**0**	**0**	**0**	**1**	**13**	**28**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**62**
1100-1115	2	0	0	0	0	0	0	3	**5**	3	0	0	0	0	0	0	2	**5**	0	2	0	0	0	0	0	0	**2**	**12**
1115-1130	2	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	**3**
1130-1145	4	0	0	0	0	0	0	4	**8**	3	0	0	0	0	0	0	0	**3**	1	0	0	0	0	0	0	0	**1**	**12**
1145-1200	5	0	0	0	0	0	0	2	**7**	2	0	0	0	0	0	1	2	**5**	1	0	0	0	0	0	0	0	**1**	**13**
Hourly Total	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**22**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**14**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**40**
1200-1215	2	0	0	0	0	0	0	3	**5**	5	0	0	0	0	0	0	10	**15**	2	0	0	0	0	0	0	0	**2**	**22**
1215-1230	2	1	0	0	0	0	1	3	**7**	1	0	0	0	0	0	0	4	**5**	0	0	0	0	0	0	0	0	**0**	**12**
1230-1245	2	0	0	0	0	0	0	2	**4**	6	0	0	0	0	0	0	1	**7**	1	0	0	0	0	0	0	0	**1**	**12**
1245-1300	3	0	0	0	0	0	0	3	**6**	6	0	0	0	0	0	0	7	**13**	3	0	0	0	0	0	0	0	**3**	**22**
Hourly Total	**9**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**22**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**40**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**68**
1300-1315	1	0	0	0	0	0	0	2	**3**	7	0	0	0	0	0	0	4	**11**	1	0	0	0	0	0	0	0	**1**	**15**
1315-1330	4	0	0	0	0	0	0	1	**5**	2	0	0	0	0	0	0	10	**12**	1	0	0	0	0	0	0	1	**2**	**19**
1330-1345	1	0	0	0	0	0	0	2	**3**	3	0	0	0	0	0	0	4	**7**	2	0	0	0	0	0	0	0	**2**	**12**
1345-1400	3	0	0	0	0	0	0	0	**3**	4	0	0	0	0	0	0	1	**5**	2	0	0	0	0	0	0	0	**2**	**10**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**14**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**35**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**56**
1400-1415	6	0	0	0	0	0	0	0	**6**	6	0	0	0	0	0	0	0	**6**	2	1	0	0	0	0	0	0	**3**	**15**
1415-1430	3	0	0	0	0	0	0	0	**3**	5	1	0	0	0	0	0	0	**6**	6	0	0	0	0	0	0	1	**7**	**16**
1430-1445	4	0	0	0	2	0	0	0	**6**	7	0	0	0	0	0	0	5	**12**	6	0	0	0	1	0	0	0	**7**	**25**
1445-1500	21	0	0	0	2	0	0	5	**28**	8	0	0	0	0	0	0	4	**12**	9	0	0	0	1	0	0	0	**10**	**50**
Hourly Total	**34**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**43**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**36**	**23**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**27**	**106**
1500-1515	4	0	0	0	0	0	0	2	**6**	4	0	0	0	0	0	0	6	**10**	7	0	0	0	1	0	0	0	**8**	**24**
1515-1530	8	0	0	0	0	0	0	2	**10**	28	0	0	0	5	0	0	9	**42**	4	0	0	0	0	0	0	4	**8**	**60**
1530-1545	5	0	0	0	0	0	0	1	**6**	35	1	0	0	1	0	1	18	**56**	5	1	0	0	0	0	0	3	**9**	**71**
1545-1600	6	0	0	0	0	0	0	1	**7**	22	1	0	0	0	0	0	4	**27**	6	1	0	0	0	0	0	0	**7**	**41**
Hourly Total	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**29**	**89**	**2**	**0**	**0**	**6**	**0**	**1**	**37**	**135**	**22**	**2**	**0**	**0**	**1**	**0**	**0**	**7**	**32**	**196**
1600-1615	6	0	0	0	0	0	0	2	**8**	13	0	0	0	0	0	0	8	**21**	7	3	0	0	0	0	0	0	**10**	**39**
1615-1630	2	0	0	0	0	0	0	3	**5**	13	0	0	0	0	0	0	2	**15**	5	0	0	0	0	0	0	0	**5**	**25**
1630-1645	3	0	0	0	0	0	0	3	**6**	8	0	0	0	0	0	0	1	**9**	2	0	0	0	1	0	0	0	**3**	**18**
1645-1700	5	0	0	0	0	0	0	1	**6**	6	0	0	0	0	0	0	0	**6**	3	1	0	0	0	0	0	0	**4**	**16**
Hourly Total	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**25**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**51**	**17**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**22**	**98**
1700-1715	7	1	0	0	1	0	0	0	**9**	13	0	0	0	0	0	1	2	**16**	5	0	0	0	0	0	0	0	**5**	**30**
1715-1730	11	0	0	0	0	0	0	0	**11**	17	0	0	0	0	0	0	4	**21**	14	0	0	0	0	0	0	0	**14**	**46**
1730-1745	7	0	0	0	0	0	0	0	**7**	17	0	0	0	0	0	0	3	**20**	7	0	0	0	0	0	0	0	**7**	**34**
1745-1800	12	1	0	0	0	0	0	1	**14**	14	1	0	0	0	0	0	14	**29**	8	0	0	0	0	0	0	0	**8**	**51**
Hourly Total	**37**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**41**	**61**	**1**	**0**	**0**	**0**	**0**	**1**	**23**	**86**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**161**
1800-1815	2	0	0	0	0	0	0	2	**4**	21	2	0	0	0	0	0	6	**29**	3	0	0	0	0	0	0	0	**3**	**36**
1815-1830	2	0	0	0	0	0	0	0	**2**	9	0	0	0	0	0	0	3	**12**	1	0	0	0	0	0	0	0	**1**	**15**
1830-1845	2	0	0	0	0	0	0	2	**4**	1	0	0	0	0	0	0	4	**5**	2	0	0	0	0	0	0	0	**2**	**11**
1845-1900	0	0	0	0	0	0	0	0	**0**	18	2	0	0	0	0	0	1	**21**	2	0	0	0	0	0	0	0	**2**	**23**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**49**	**4**	**0**	**0**	**0**	**0**	**0**	**14**	**67**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**85**
Total	317	6	0	0	12	1	4	96	**436**	391	13	1	0	12	0	4	171	**592**	209	13	1	0	4	1	0	16	**244**	**1272**

	Destination - Arm A									Destination - Arm B									Destination - Arm C									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	1	0	0	0	**1**	4	0	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	0	**1**	**6**
0715-0730	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	2	**7**	0	0	0	0	0	0	0	0	**0**	**7**
0730-0745	1	0	0	0	0	0	0	1	**2**	13	0	0	0	0	0	0	2	**15**	1	0	0	0	0	0	0	0	**1**	**18**
0745-0800	0	0	0	0	0	0	0	1	**1**	11	0	1	0	0	0	0	8	**20**	0	0	1	0	0	0	0	0	**1**	**22**
Hourly Total	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**4**	**33**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	**46**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**53**
0800-0815	1	0	0	0	0	0	0	0	**1**	27	0	0	0	0	0	1	4	**32**	3	0	0	0	0	0	0	0	**3**	**36**
0815-0830	1	0	0	0	0	0	0	1	**2**	30	0	0	0	0	1	1	9	**41**	0	0	0	0	0	0	0	2	**2**	**45**
0830-0845	1	0	0	0	0	0	0	1	**2**	49	1	0	0	3	1	0	13	**67**	1	0	0	0	0	0	0	6	**7**	**76**
0845-0900	2	0	0	0	0	0	0	2	**4**	42	1	0	0	4	0	0	6	**53**	3	1	0	0	0	0	0	0	**4**	**61**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**	**148**	**2**	**0**	**0**	**7**	**2**	**2**	**32**	**193**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**16**	**218**
0900-0915	23	0	0	0	4	0	0	1	**28**	19	0	0	0	0	0	0	1	**20**	18	1	0	0	1	0	0	0	**20**	**68**
0915-0930	3	0	0	0	0	0	0	0	**3**	18	0	0	0	0	0	1	2	**21**	5	0	0	0	0	0	0	0	**5**	**29**
0930-0945	2	0	0	0	0	0	0	0	**2**	9	1	0	0	0	0	0	0	**10**	3	0	0	0	0	0	0	0	**3**	**15**
0945-1000	1	0	0	0	0	0	0	4	**5**	7	2	0	0	0	0	0	1	**10**	1	1	0	0	0	0	0	0	**2**	**17**
Hourly Total	**29**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**38**	**53**	**3**	**0**	**0**	**0**	**0**	**1**	**4**	**61**	**27**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**30**	**129**
1000-1015	0	0	0	0	0	0	0	10	**10**	3	1	0	0	0	0	0	0	**4**	4	1	0	0	0	0	0	1	**6**	**20**
1015-1030	0	0	0	0	0	0	1	1	**2**	6	0	0	0	0	0	0	1	**7**	1	0	0	0	0	0	0	0	**1**	**10**
1030-1045	4	0	0	0	0	0	0	1	**5**	7	0	0	0	0	0	0	4	**11**	1	0	0	0	0	0	0	0	**1**	**17**
1045-1100	2	0	0	0	0	0	0	0	**2**	11	1	0	0	0	0	0	0	**12**	1	0	0	0	0	0	0	0	**1**	**15**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**19**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**34**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**9**	**62**
1100-1115	2	0	0	0	0	0	0	2	**4**	2	2	0	0	0	0	0	3	**7**	1	0	0	0	0	0	0	0	**1**	**12**
1115-1130	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	**1**	**3**
1130-1145	2	0	0	0	0	0	0	0	**2**	5	0	0	0	0	0	0	4	**9**	1	0	0	0	0	0	0	0	**1**	**12**
1145-1200	2	0	0	0	0	0	1	2	**5**	6	0	0	0	0	0	0	2	**8**	0	0	0	0	0	0	0	0	**0**	**13**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**11**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**26**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40**
1200-1215	3	0	0	0	0	0	0	9	**12**	4	0	0	0	0	0	0	3	**7**	2	0	0	0	0	0	0	1	**3**	**22**
1215-1230	1	0	0	0	0	0	0	4	**5**	2	1	0	0	0	0	1	3	**7**	0	0	0	0	0	0	0	0	**0**	**12**
1230-1245	6	0	0	0	0	0	0	1	**7**	3	0	0	0	0	0	0	2	**5**	0	0	0	0	0	0	0	0	**0**	**12**
1245-1300	2	0	0	0	0	0	0	6	**8**	6	0	0	0	0	0	0	3	**9**	4	0	0	0	0	0	0	1	**5**	**22**
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**32**	**15**	**1**	**0**	**0**	**0**	**0**	**1**	**11**	**28**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**68**
1300-1315	4	0	0	0	0	0	0	4	**8**	2	0	0	0	0	0	0	2	**4**	3	0	0	0	0	0	0	0	**3**	**15**
1315-1330	1	0	0	0	0	0	0	10	**11**	5	0	0	0	0	0	0	2	**7**	1	0	0	0	0	0	0	0	**1**	**19**
1330-1345	2	0	0	0	0	0	0	4	**6**	3	0	0	0	0	0	0	2	**5**	1	0	0	0	0	0	0	0	**1**	**12**
1345-1400	1	0	0	0	0	0	0	1	**2**	5	0	0	0	0	0	0	0	**5**	3	0	0	0	0	0	0	0	**3**	**10**
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**27**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**21**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**56**
1400-1415	0	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	0	**9**	6	0	0	0	0	0	0	0	**6**	**15**
1415-1430	3	1	0	0	0	0	0	0	**4**	9	0	0	0	0	0	0	1	**10**	2	0	0	0	0	0	0	0	**2**	**16**
1430-1445	7	0	0	0	0	0	0	3	**10**	10	0	0	0	3	0	0	0	**13**	0	0	0	0	0	0	0	2	**2**	**25**
1445-1500	4	0	0	0	0	0	0	4	**8**	30	0	0	0	3	0	0	5	**38**	4	0	0	0	0	0	0	0	**4**	**50**
Hourly Total	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**22**	**57**	**1**	**0**	**0**	**6**	**0**	**0**	**6**	**70**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**14**	**106**
1500-1515	2	0	0	0	0	0	0	6	**8**	11	0	0	0	1	0	0	2	**14**	2	0	0	0	0	0	0	0	**2**	**24**
1515-1530	13	0	0	0	2	0	0	7	**22**	12	0	0	0	0	0	0	6	**18**	15	0	0	0	3	0	0	2	**20**	**60**
1530-1545	18	1	0	0	0	0	1	17	**37**	10	1	0	0	0	0	0	4	**15**	17	0	0	0	1	0	0	1	**19**	**71**
1545-1600	12	0	0	0	0	0	0	4	**16**	12	1	0	0	0	0	0	1	**14**	10	1	0	0	0	0	0	0	**11**	**41**
Hourly Total	**45**	**1**	**0**	**0**	**2**	**0**	**1**	**34**	**83**	**45**	**2**	**0**	**0**	**1**	**0**	**0**	**13**	**61**	**44**	**1**	**0**	**0**	**4**	**0**	**0**	**3**	**52**	**196**
1600-1615	7	0	0	0	0	0	0	8	**15**	13	3	0	0	0	0	0	2	**18**	6	0	0	0	0	0	0	0	**6**	**39**
1615-1630	8	0	0	0	0	0	0	2	**10**	7	0	0	0	0	0	0	3	**10**	5	0	0	0	0	0	0	0	**5**	**25**
1630-1645	4	0	0	0	0	0	0	1	**5**	5	0	0	0	1	0	0	3	**9**	4	0	0	0	0	0	0	0	**4**	**18**
1645-1700	4	0	0	0	0	0	0	0	**4**	8	1	0	0	0	0	0	1	**10**	2	0	0	0	0	0	0	0	**2**	**16**
Hourly Total	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**34**	**33**	**4**	**0**	**0**	**1**	**0**	**0**	**9**	**47**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**98**
1700-1715	9	0	0	0	0	0	1	2	**12**	12	1	0	0	1	0	0	0	**14**	4	0	0	0	0	0	0	0	**4**	**30**
1715-1730	8	0	0	0	0	0	0	4	**12**	25	0	0	0	0	0	0	0	**25**	9	0	0	0	0	0	0	0	**9**	**46**
1730-1745	11	0	0	0	0	0	0	3	**14**	14	0	0	0	0	0	0	0	**14**	6	0	0	0	0	0	0	0	**6**	**34**
1745-1800	7	0	0	0	0	0	0	14	**21**	20	1	0	0	0	0	0	1	**22**	7	1	0	0	0	0	0	0	**8**	**51**
Hourly Total	**35**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**59**	**71**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**75**	**26**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**161**
1800-1815	10	1	0	0	0	0	0	6	**17**	5	0	0	0	0	0	0	2	**7**	11	1	0	0	0	0	0	0	**12**	**36**
1815-1830	4	0	0	0	0	0	0	3	**7**	3	0	0	0	0	0	0	0	**3**	5	0	0	0	0	0	0	0	**5**	**15**
1830-1845	1	0	0	0	0	0	0	4	**5**	4	0	0	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	**0**	**11**
1845-1900	6	2	0	0	0	0	0	1	**9**	2	0	0	0	0	0	0	0	**2**	12	0	0	0	0	0	0	0	**12**	**23**
Hourly Total	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**14**	**38**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**18**	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**85**
Total	205	5	0	0	7	0	4	155	**376**	526	19	1	0	16	2	4	112	**680**	186	8	1	0	5	0	0	16	**216**	**1272**

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 1

	Arm A - Arm A									Arm A - Arm B									Arm A - Arm C									Arm A - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0730-0745	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0800-0815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
0830-0845	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
0845-0900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
0900-0915	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
0915-0930	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0930-0945	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0945-1000	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1000-1015	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1015-1030	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1030-1045	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1045-1100	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100-1115	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1130-1145	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1145-1200	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200-1215	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1215-1230	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1230-1245	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1245-1300	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1300-1315	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1315-1330	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1330-1345	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1345-1400	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1400-1415	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1415-1430	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1430-1445	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1445-1500	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1500-1515	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
1515-1530	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1530-1545	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1545-1600	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1600-1615	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1615-1630	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1645-1700	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700-1715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1715-1730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1730-1745	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1745-1800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1800-1815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1815-1830	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1830-1845	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1845-1900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	15	**15**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**15**

	Arm B - Arm A									Arm B - Arm B									Arm B - Arm C									Arm B - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
0715-0730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
0730-0745	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
0745-0800	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**6**
0800-0815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	**1**
0815-0830	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
0830-0845	0	0	0	0	0	1	0	2	**3**	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**9**
0845-0900	6	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	5	**5**	6	0	0	0	0	0	0	1	**7**	**18**
Hourly Total	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**29**
0900-0915	4	0	0	0	1	0	0	0	**5**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	10	0	0	0	1	0	0	0	**11**	**17**
0915-0930	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	**6**
0930-0945	4	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**5**
0945-1000	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
Hourly Total	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**16**	**30**
1000-1015	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	1	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	**1**	**3**
1015-1030	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	3	0	**3**	1	0	0	0	0	0	0	0	**1**	**4**
1030-1045	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**0**	**3**
1045-1100	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	2	0	**2**	1	0	0	0	0	0	0	0	**1**	**5**
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**
1100-1115	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1130-1145	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	**1**	**2**
1145-1200	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**
1200-1215	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	4	0	0	0	0	0	0	0	**4**	**8**
1215-1230	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	4	**4**	1	0	0	0	0	0	0	1	**2**	**11**
1230-1245	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**3**
1245-1300	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	3	**4**	1	0	0	0	0	0	0	0	**1**	**5**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**27**
1300-1315	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	**3**
1315-1330	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	1	0	0	0	0	0	0	0	**1**	**3**
1330-1345	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1345-1400	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
1400-1415	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**3**
1415-1430	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	1	0	0	0	0	0	0	0	**1**	**3**
1430-1445	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**5**
1445-1500	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	3	0	**3**	0	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**
1500-1515	8	0	0	0	0	0	0	4	**12**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	5	0	**6**	4	0	0	0	1	0	0	0	**5**	**23**
1515-1530	5	0	0	0	0	0	0	2	**7**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	4	0	0	0	1	0	0	0	**5**	**15**
1530-1545	0	0	0	0	0	1	0	5	**6**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	7	0	**9**	8	0	0	0	0	0	0	0	**8**	**23**
1545-1600	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	2	0	**2**	2	0	0	0	0	0	0	0	**2**	**9**
Hourly Total	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**16**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**20**	**18**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**20**	**70**
1600-1615	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	2	0	0	0	0	0	0	**2**	**3**
1615-1630	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	2	0	0	0	0	0	0	0	**2**	**4**
1630-1645	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
1645-1700	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**9**
1700-1715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1715-1730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	3	0	**3**	3	0	0	0	0	0	0	0	**3**	**6**
1730-1745	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
1745-1800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**
1800-1815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1815-1830	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1830-1845	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	1	0	**1**	2	0	0	0	0	0	0	0	**2**	**5**
1845-1900	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	**4**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**
Total	54	3	0	0	1	2	0	22	**82**	0	0	0	0	0	0	0	14	**14**	9	0	0	0	0	0	0	53	**62**	68	3	0	0	3	0	0	3	**77**	**235**

	Arm C - Arm A									Arm C - Arm B									Arm C - Arm C									Arm C - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0730-0745	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
0800-0815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
0815-0830	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
0830-0845	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	11	**11**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**11**
0845-0900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
0900-0915	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0930-0945	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0945-1000	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000-1015	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1015-1030	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1030-1045	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**3**
1045-1100	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1100-1115	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1130-1145	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1145-1200	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1200-1215	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1215-1230	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
1230-1245	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
1245-1300	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
1300-1315	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**4**
1315-1330	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1330-1345	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1345-1400	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
1400-1415	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**4**
1415-1430	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1430-1445	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	6	**6**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**6**
1445-1500	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
1500-1515	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1515-1530	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1530-1545	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**3**
1545-1600	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
1600-1615	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
1615-1630	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1645-1700	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
1700-1715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1715-1730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1730-1745	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1745-1800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1800-1815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1815-1830	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1830-1845	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1845-1900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	59	**59**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**59**

	Arm D - Arm A									Arm D - Arm B									Arm D - Arm C									Arm D - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0730-0745	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800-0815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
0830-0845	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
0845-0900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
0900-0915	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0930-0945	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
0945-1000	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000-1015	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1015-1030	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1030-1045	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1045-1100	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100-1115	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1130-1145	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1145-1200	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200-1215	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1215-1230	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1230-1245	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1245-1300	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1300-1315	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1315-1330	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1330-1345	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1345-1400	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1400-1415	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1415-1430	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1430-1445	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1445-1500	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500-1515	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1515-1530	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1530-1545	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1545-1600	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1600-1615	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1615-1630	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1645-1700	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1700-1715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1715-1730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1730-1745	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1745-1800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800-1815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1815-1830	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1830-1845	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1845-1900	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	9	**9**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**9**

	Origin - Arm A									Origin - Arm B									Origin - Arm C									Origin - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
0715-0730	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
0730-0745	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
0745-0800	0	0	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
0800-0815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	**3**
0815-0830	0	0	0	0	0	0	0	2	**2**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	2	**2**	**7**
0830-0845	0	0	0	0	0	0	0	1	**1**	1	0	0	0	0	1	0	7	**9**	0	0	0	0	0	0	0	11	**11**	0	0	0	0	0	0	0	1	**1**	**22**
0845-0900	0	0	0	0	0	0	0	3	**3**	12	0	0	0	0	0	0	6	**18**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	**2**	**24**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**14**	**0**	**0**	**0**	**0**	**1**	**0**	**14**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**56**
0900-0915	0	0	0	0	0	0	0	1	**1**	15	0	0	0	2	0	0	0	**17**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**18**
0915-0930	0	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**6**
0930-0945	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
0945-1000	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**28**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**
1000-1015	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**4**
1015-1030	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	3	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**4**
1030-1045	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	0	**0**	**6**
1045-1100	0	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	2	**5**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
1100-1115	0	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**3**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**2**
1130-1145	0	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**3**
1145-1200	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**
1200-1215	0	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	3	**8**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**8**
1215-1230	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	9	**11**	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	0	**0**	**16**
1230-1245	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	1	**1**	**9**
1245-1300	0	0	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	3	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**39**
1300-1315	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	**0**	**7**
1315-1330	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	2	**3**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**4**
1330-1345	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**2**
1345-1400	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	**4**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**17**
1400-1415	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	2	**3**	0	0	0	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	**0**	**7**
1415-1430	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**3**
1430-1445	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	1	**5**	0	0	0	0	0	0	0	6	**6**	0	0	0	0	0	0	0	0	**0**	**11**
1445-1500	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	4	**4**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
1500-1515	0	0	0	0	0	0	0	2	**2**	13	0	0	0	1	0	0	9	**23**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**25**
1515-1530	0	0	0	0	0	0	0	1	**1**	12	0	0	0	1	0	0	2	**15**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	**17**
1530-1545	0	0	0	0	0	0	0	0	**0**	10	0	0	0	0	1	0	12	**23**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	0	**0**	**26**
1545-1600	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	7	**9**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**9**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**37**	**0**	**0**	**0**	**2**	**1**	**0**	**30**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**77**
1600-1615	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	1	**3**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	**5**
1615-1630	0	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	1	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**4**
1630-1645	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	**2**
1645-1700	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**12**
1700-1715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1715-1730	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	3	**6**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**6**
1730-1745	0	0	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**4**
1745-1800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
1800-1815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1815-1830	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1830-1845	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	1	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**5**
1845-1900	0	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**
Total	0	0	0	0	0	0	0	15	**15**	131	6	0	0	4	2	0	92	**235**	0	0	0	0	0	0	0	59	**59**	0	0	0	0	0	0	0	9	**9**	**318**

	Destination - Arm A									Destination - Arm B									Destination - Arm C									Destination - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	PED	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
0715-0730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
0730-0745	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
0745-0800	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**8**
0800-0815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	**3**
0815-0830	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	6	**6**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**7**
0830-0845	0	0	0	0	0	1	0	2	**3**	0	0	0	0	0	0	0	18	**18**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**22**
0845-0900	6	0	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	6	**6**	0	0	0	0	0	0	0	5	**5**	6	0	0	0	0	0	0	1	**7**	**24**
Hourly Total	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9**	**56**
0900-0915	4	0	0	0	1	0	0	0	**5**	0	0	0	0	0	0	0	1	**1**	1	0	0	0	0	0	0	0	**1**	10	0	0	0	1	0	0	0	**11**	**18**
0915-0930	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	0	**3**	**6**
0930-0945	4	0	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**5**
0945-1000	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
Hourly Total	**12**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**16**	**31**
1000-1015	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	1	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	**1**	**4**
1015-1030	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	1	0	0	0	0	0	0	0	**1**	**4**
1030-1045	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**6**
1045-1100	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	2	**2**	1	0	0	0	0	0	0	0	**1**	**7**
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**21**
1100-1115	1	1	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**3**
1115-1130	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**2**
1130-1145	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	0	**1**	**3**
1145-1200	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**9**
1200-1215	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	4	0	0	0	0	0	0	0	**4**	**8**
1215-1230	1	0	0	0	0	0	0	1	**2**	0	0	0	0	0	0	0	8	**8**	0	0	0	0	0	0	0	4	**4**	1	0	0	0	0	0	0	1	**2**	**16**
1230-1245	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	7	**7**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**9**
1245-1300	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	1	0	0	0	0	0	0	3	**4**	1	0	0	0	0	0	0	0	**1**	**6**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**11**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**39**
1300-1315	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	**7**
1315-1330	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	1	**1**	1	0	0	0	0	0	0	0	**1**	**4**
1330-1345	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**2**
1345-1400	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**17**
1400-1415	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	6	**6**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**7**
1415-1430	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	1	0	0	0	0	0	0	0	**1**	**3**
1430-1445	3	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	7	**7**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**11**
1445-1500	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	3	**3**	0	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**27**
1500-1515	8	0	0	0	0	0	0	4	**12**	0	0	0	0	0	0	0	2	**2**	1	0	0	0	0	0	0	5	**6**	4	0	0	0	1	0	0	0	**5**	**25**
1515-1530	5	0	0	0	0	0	0	2	**7**	0	0	0	0	0	0	0	2	**2**	3	0	0	0	0	0	0	0	**3**	4	0	0	0	1	0	0	0	**5**	**17**
1530-1545	0	0	0	0	0	1	0	5	**6**	0	0	0	0	0	0	0	3	**3**	2	0	0	0	0	0	0	7	**9**	8	0	0	0	0	0	0	0	**8**	**26**
1545-1600	0	0	0	0	0	0	0	5	**5**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	2	0	0	0	0	0	0	0	**2**	**9**
Hourly Total	**13**	**0**	**0**	**0**	**0**	**1**	**0**	**16**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**20**	**18**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**20**	**77**
1600-1615	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	1	**1**	0	2	0	0	0	0	0	0	**2**	**5**
1615-1630	0	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	**2**	**4**
1630-1645	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**2**
1645-1700	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**12**
1700-1715	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	**0**	**1**
1715-1730	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	3	**3**	3	0	0	0	0	0	0	0	**3**	**6**
1730-1745	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	0	**1**	**4**
1745-1800	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**11**
1800-1815	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**0**
1815-1830	1	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	**1**
1830-1845	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	1	**1**	2	0	0	0	0	0	0	0	**2**	**5**
1845-1900	2	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	0	**2**	**4**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**
Total	54	3	0	0	1	2	0	22	**82**	0	0	0	0	0	0	0	97	**97**	9	0	0	0	0	0	0	53	**62**	68	3	0	0	3	0	0	3	**77**	**318**

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 3

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	1	0	0	0	0	0	0	**1**	29	4	0	2	3	1	0	**39**	2	1	0	0	0	0	0	**3**	**43**
0715-0730	0	0	0	0	0	0	0	**0**	43	12	3	2	2	0	0	**62**	12	5	0	0	0	0	0	**17**	**79**
0730-0745	0	0	0	0	0	0	0	**0**	45	16	0	4	0	0	0	**65**	19	1	1	1	0	0	1	**23**	**88**
0745-0800	1	0	0	0	0	0	0	**1**	51	14	4	6	2	1	0	**78**	29	4	0	0	0	0	0	**33**	**112**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**168**	**46**	**7**	**14**	**7**	**2**	**0**	**244**	**62**	**11**	**1**	**1**	**0**	**0**	**1**	**76**	**322**
0800-0815	1	0	0	0	0	0	0	**1**	33	7	4	7	0	0	0	**51**	7	0	0	0	0	0	0	**7**	**59**
0815-0830	0	0	1	0	0	0	0	**1**	34	10	1	6	0	0	0	**51**	6	1	0	0	0	0	0	**7**	**59**
0830-0845	0	0	0	0	0	0	0	**0**	44	13	4	1	0	0	1	**63**	5	1	1	0	0	0	0	**7**	**70**
0845-0900	0	0	0	0	0	0	0	**0**	61	11	4	5	1	0	0	**82**	7	1	1	1	0	0	0	**10**	**92**
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**172**	**41**	**13**	**19**	**1**	**0**	**1**	**247**	**25**	**3**	**2**	**1**	**0**	**0**	**0**	**31**	**280**
0900-0915	0	0	0	0	0	0	0	**0**	80	12	0	3	0	1	1	**97**	5	0	0	0	0	0	0	**5**	**102**
0915-0930	0	0	0	0	0	0	0	**0**	69	12	5	4	0	0	0	**90**	5	1	0	0	0	0	0	**6**	**96**
0930-0945	0	0	0	0	0	0	0	**0**	74	10	4	3	0	1	0	**92**	5	2	0	0	0	0	0	**7**	**99**
0945-1000	1	0	0	0	0	0	0	**1**	76	6	2	13	1	2	2	**102**	3	2	1	0	0	0	0	**6**	**109**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**299**	**40**	**11**	**23**	**1**	**4**	**3**	**381**	**18**	**5**	**1**	**0**	**0**	**0**	**0**	**24**	**406**
1000-1015	0	0	0	0	0	0	0	**0**	69	12	1	5	0	1	1	**89**	4	1	1	0	0	0	0	**6**	**95**
1015-1030	1	0	0	0	0	0	0	**1**	60	9	5	7	0	0	0	**81**	3	2	0	1	0	0	0	**6**	**88**
1030-1045	0	0	0	0	0	0	0	**0**	51	8	3	6	0	0	0	**68**	2	1	0	2	0	0	0	**5**	**73**
1045-1100	2	0	0	0	0	0	0	**2**	69	8	1	9	0	0	0	**87**	1	0	0	0	0	0	0	**1**	**90**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**249**	**37**	**10**	**27**	**0**	**1**	**1**	**325**	**10**	**4**	**1**	**3**	**0**	**0**	**0**	**18**	**346**
1100-1115	0	0	0	0	0	0	0	**0**	51	4	6	8	1	3	2	**75**	3	0	0	0	0	0	0	**3**	**78**
1115-1130	0	0	0	0	0	0	0	**0**	86	11	2	1	0	2	0	**102**	5	1	0	2	0	0	0	**8**	**110**
1130-1145	1	0	0	0	0	0	0	**1**	74	7	2	5	0	0	3	**91**	0	0	0	0	0	0	0	**0**	**92**
1145-1200	0	0	1	0	0	0	0	**1**	76	7	0	6	0	12	2	**103**	3	3	0	0	0	0	0	**6**	**110**
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**287**	**29**	**10**	**20**	**1**	**17**	**7**	**371**	**11**	**4**	**0**	**2**	**0**	**0**	**0**	**17**	**390**
1200-1215	1	0	0	0	0	0	0	**1**	77	8	1	6	2	0	0	**94**	3	1	0	0	0	0	0	**4**	**99**
1215-1230	0	0	0	0	0	0	0	**0**	82	7	4	4	0	4	0	**101**	4	2	0	0	0	0	0	**6**	**107**
1230-1245	0	0	0	0	0	0	0	**0**	84	7	1	6	0	3	0	**101**	3	1	0	1	0	0	0	**5**	**106**
1245-1300	0	0	0	0	0	0	0	**0**	60	7	5	7	0	0	1	**80**	4	1	0	0	0	0	0	**5**	**85**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**303**	**29**	**11**	**23**	**2**	**7**	**1**	**376**	**14**	**5**	**0**	**1**	**0**	**0**	**0**	**20**	**397**
1300-1315	0	0	0	0	0	0	0	**0**	71	13	2	9	1	0	0	**96**	4	3	0	0	0	0	0	**7**	**103**
1315-1330	1	0	0	0	0	0	0	**1**	54	5	1	2	0	0	0	**62**	3	3	0	0	0	0	0	**6**	**69**
1330-1345	0	0	0	0	0	0	0	**0**	62	7	0	10	0	4	0	**83**	7	1	0	1	0	0	0	**9**	**92**
1345-1400	0	0	0	0	0	0	0	**0**	80	3	2	4	0	1	1	**91**	3	0	0	0	0	0	0	**3**	**94**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**267**	**28**	**5**	**25**	**1**	**5**	**1**	**332**	**17**	**7**	**0**	**1**	**0**	**0**	**0**	**25**	**358**
1400-1415	0	0	0	0	0	0	0	**0**	53	4	3	3	0	2	0	**65**	9	1	0	0	0	0	0	**10**	**75**
1415-1430	0	0	0	0	0	0	0	**0**	60	5	0	5	1	1	0	**72**	2	1	1	0	0	0	0	**4**	**76**
1430-1445	1	0	0	0	0	0	0	**1**	66	6	0	6	0	0	1	**79**	3	0	0	0	0	0	0	**3**	**83**
1445-1500	1	0	0	0	0	0	0	**1**	51	8	1	5	0	0	0	**65**	2	2	0	0	0	0	0	**4**	**70**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**230**	**23**	**4**	**19**	**1**	**3**	**1**	**281**	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**21**	**304**
1500-1515	0	0	0	0	0	0	0	**0**	69	8	2	1	1	1	0	**82**	3	2	0	0	0	0	0	**5**	**87**
1515-1530	0	0	0	0	0	0	0	**0**	53	6	1	7	0	0	0	**67**	1	0	0	0	0	0	0	**1**	**68**
1530-1545	0	0	0	0	0	0	0	**0**	59	7	1	3	0	0	0	**70**	3	2	0	0	0	0	0	**5**	**75**
1545-1600	0	0	0	0	0	0	0	**0**	82	8	1	4	0	1	0	**96**	4	1	0	0	0	0	0	**5**	**101**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**263**	**29**	**5**	**15**	**1**	**2**	**0**	**315**	**11**	**5**	**0**	**0**	**0**	**0**	**0**	**16**	**331**
1600-1615	0	0	0	0	0	0	0	**0**	46	8	1	3	1	0	0	**59**	0	1	0	0	0	0	0	**1**	**60**
1615-1630	0	0	0	0	0	0	0	**0**	62	1	0	3	0	0	0	**66**	0	2	2	0	0	0	0	**4**	**70**
1630-1645	0	0	0	0	0	0	0	**0**	69	7	1	3	0	2	0	**82**	4	1	1	0	0	0	0	**6**	**88**
1645-1700	0	0	0	0	0	0	0	**0**	51	6	0	3	0	0	0	**60**	1	1	0	0	0	0	0	**2**	**62**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**228**	**22**	**2**	**12**	**1**	**2**	**0**	**267**	**5**	**5**	**3**	**0**	**0**	**0**	**0**	**13**	**280**
1700-1715	0	0	0	0	0	0	0	**0**	76	6	1	2	1	3	0	**89**	6	0	0	0	0	0	0	**6**	**95**
1715-1730	1	0	0	0	0	0	0	**1**	76	4	0	2	0	0	1	**83**	3	0	0	0	0	0	0	**3**	**87**
1730-1745	0	0	0	0	0	0	0	**0**	73	3	0	1	0	0	2	**79**	5	0	0	0	0	0	0	**5**	**84**
1745-1800	1	0	0	0	0	0	0	**1**	96	4	0	4	0	2	0	**106**	8	0	0	0	0	0	0	**8**	**115**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**321**	**17**	**1**	**9**	**1**	**5**	**3**	**357**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**381**
1800-1815	1	0	0	0	0	0	0	**1**	91	2	1	2	0	2	0	**98**	3	0	0	0	0	0	0	**3**	**102**
1815-1830	0	0	0	0	0	0	0	**0**	74	5	0	3	0	0	0	**82**	2	0	0	0	0	0	0	**2**	**84**
1830-1845	1	0	0	0	0	0	0	**1**	75	2	0	1	1	0	2	**81**	4	1	0	0	0	0	0	**5**	**87**
1845-1900	0	1	0	0	0	0	0	**1**	79	3	0	4	0	1	0	**87**	3	0	0	0	0	0	0	**3**	**91**
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**319**	**12**	**1**	**10**	**1**	**3**	**2**	**348**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**364**
Total	16	1	2	0	0	0	0	**19**	3106	353	80	216	18	51	20	**3844**	223	54	9	9	0	0	1	**296**	**4159**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	32	1	1	4	0	0	0	**38**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**38**
0715-0730	45	3	0	5	0	0	0	**53**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**53**
0730-0745	64	11	0	5	1	0	1	**82**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**82**
0745-0800	73	7	2	6	0	1	0	**89**	0	0	0	0	0	0	0	**0**	2	3	0	0	0	0	0	**5**	**94**
Hourly Total	**214**	**22**	**3**	**20**	**1**	**1**	**1**	**262**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**5**	**267**
0800-0815	78	10	1	5	0	1	0	**95**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**95**
0815-0830	68	7	5	7	2	1	0	**90**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**92**
0830-0845	56	5	1	4	0	1	0	**67**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**67**
0845-0900	80	6	0	6	1	1	0	**94**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**95**
Hourly Total	**282**	**28**	**7**	**22**	**3**	**4**	**0**	**346**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**349**
0900-0915	72	14	3	6	1	5	0	**101**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**103**
0915-0930	57	5	6	3	0	0	0	**71**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**73**
0930-0945	64	6	1	3	1	0	0	**75**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**75**
0945-1000	52	8	4	4	0	0	2	**70**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**70**
Hourly Total	**245**	**33**	**14**	**16**	**2**	**5**	**2**	**317**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**321**
1000-1015	55	7	3	4	0	0	0	**69**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**70**
1015-1030	57	10	2	5	0	0	0	**74**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**75**
1030-1045	60	8	2	3	1	0	0	**74**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**74**
1045-1100	52	9	5	2	0	3	1	**72**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**72**
Hourly Total	**224**	**34**	**12**	**14**	**1**	**3**	**1**	**289**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**291**
1100-1115	58	6	2	9	0	0	0	**75**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**76**
1115-1130	67	7	2	7	0	0	0	**83**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**83**
1130-1145	63	13	6	5	0	3	0	**90**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**90**
1145-1200	67	6	1	2	1	0	0	**77**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**80**
Hourly Total	**255**	**32**	**11**	**23**	**1**	**3**	**0**	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**329**
1200-1215	69	9	3	3	0	1	0	**85**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**86**
1215-1230	64	12	1	4	1	0	0	**82**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	**84**
1230-1245	59	9	1	7	1	0	1	**78**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**78**
1245-1300	57	7	2	5	0	0	1	**72**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**73**
Hourly Total	**249**	**37**	**7**	**19**	**2**	**1**	**2**	**317**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**321**
1300-1315	69	5	4	5	0	1	0	**84**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**84**
1315-1330	67	8	3	6	0	1	2	**87**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**87**
1330-1345	80	7	1	10	1	1	1	**101**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**101**
1345-1400	57	8	0	4	1	1	0	**71**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**71**
Hourly Total	**273**	**28**	**8**	**25**	**2**	**4**	**3**	**343**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**343**
1400-1415	58	10	6	11	0	1	0	**86**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**87**
1415-1430	101	12	3	5	0	2	0	**123**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**124**
1430-1445	90	10	1	6	1	3	0	**111**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**111**
1445-1500	93	8	2	7	0	0	0	**110**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**111**
Hourly Total	**342**	**40**	**12**	**29**	**1**	**6**	**0**	**430**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**433**
1500-1515	62	11	1	4	0	1	0	**79**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	**82**
1515-1530	50	8	0	3	0	0	0	**61**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**61**
1530-1545	69	6	2	4	2	0	0	**83**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**83**
1545-1600	78	10	1	2	2	0	0	**93**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**93**
Hourly Total	**259**	**35**	**4**	**13**	**4**	**1**	**0**	**316**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**319**
1600-1615	62	9	2	3	0	0	0	**76**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**76**
1615-1630	85	13	0	2	0	1	2	**103**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**104**
1630-1645	61	7	1	1	2	0	0	**72**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**72**
1645-1700	79	12	3	4	1	2	0	**101**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**101**
Hourly Total	**287**	**41**	**6**	**10**	**3**	**3**	**2**	**352**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**353**
1700-1715	60	6	0	0	0	0	0	**66**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**66**
1715-1730	57	9	1	3	2	0	0	**72**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**72**
1730-1745	66	6	1	3	0	1	0	**77**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**77**
1745-1800	61	6	0	4	0	0	1	**72**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**73**
Hourly Total	**244**	**27**	**2**	**10**	**2**	**1**	**1**	**287**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**288**
1800-1815	51	4	0	0	0	1	0	**56**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	2	0	**2**	**58**
1815-1830	68	4	0	3	1	2	0	**78**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**78**
1830-1845	56	4	0	1	0	0	0	**61**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**62**
1845-1900	57	5	0	4	0	0	0	**66**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**66**
Hourly Total	**232**	**17**	**0**	**8**	**1**	**3**	**0**	**261**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**264**
Total	3106	374	86	209	23	35	12	**3845**	1	1	0	0	0	0	0	**2**	22	7	0	0	0	2	0	**31**	**3878**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
0715-0730	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0730-0745	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
0745-0800	2	4	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**
0800-0815	3	3	1	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**7**
0815-0830	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**1**
0830-0845	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0845-0900	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
0900-0915	0	0	1	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**2**
0915-0930	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
0930-0945	1	0	0	2	0	0	0	**3**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**4**
0945-1000	4	2	1	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**8**
Hourly Total	**8**	**3**	**2**	**2**	**0**	**0**	**0**	**15**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
1000-1015	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1015-1030	2	2	1	0	0	0	0	**5**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
1030-1045	0	3	0	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1045-1100	3	0	0	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**8**	**6**	**1**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**
1100-1115	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1115-1130	4	1	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
1130-1145	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1145-1200	1	1	0	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**6**	**3**	**0**	**2**	**0**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**
1200-1215	8	3	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**12**
1215-1230	8	1	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**10**
1230-1245	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**7**
1245-1300	3	2	1	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**26**	**6**	**1**	**0**	**0**	**0**	**0**	**33**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**
1300-1315	6	1	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
1315-1330	1	4	0	0	0	0	0	**5**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
1330-1345	4	1	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**6**
1345-1400	3	1	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**14**	**7**	**1**	**0**	**0**	**0**	**0**	**22**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25**
1400-1415	7	2	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**10**
1415-1430	4	2	0	0	0	1	0	**7**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**9**
1430-1445	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1445-1500	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
Hourly Total	**17**	**6**	**0**	**0**	**0**	**1**	**0**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
1500-1515	6	1	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
1515-1530	2	2	0	1	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
1530-1545	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
1545-1600	9	1	0	0	0	0	0	**10**	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	**14**
Hourly Total	**22**	**4**	**1**	**1**	**0**	**0**	**0**	**28**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32**
1600-1615	8	0	0	0	0	0	0	**8**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**9**
1615-1630	5	3	2	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**10**
1630-1645	22	3	0	0	0	1	0	**26**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**26**
1645-1700	11	3	0	0	0	0	0	**14**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**15**
Hourly Total	**46**	**9**	**2**	**0**	**0**	**1**	**0**	**58**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**
1700-1715	15	6	1	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**22**
1715-1730	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
1730-1745	5	0	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**7**
1745-1800	6	0	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**29**	**6**	**1**	**0**	**0**	**0**	**0**	**36**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**
1800-1815	9	0	0	1	0	0	0	**10**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**13**
1815-1830	2	0	0	0	0	2	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1830-1845	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
1845-1900	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**7**
Hourly Total	**21**	**0**	**0**	**1**	**0**	**2**	**0**	**24**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**
Total	217	59	10	8	0	4	0	**298**	21	2	1	1	0	0	0	**25**	0	0	0	0	0	0	0	**0**	**323**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	32	5	0	2	3	1	0	**43**	32	1	1	4	0	0	0	**38**	5	1	0	0	0	0	0	**6**	**87**
0715-0730	55	17	3	2	2	0	0	**79**	45	3	0	5	0	0	0	**53**	2	0	0	0	0	0	0	**2**	**134**
0730-0745	64	17	1	5	0	0	1	**88**	64	11	0	5	1	0	1	**82**	5	1	0	0	0	0	0	**6**	**176**
0745-0800	81	18	4	6	2	1	0	**112**	75	10	2	6	0	1	0	**94**	2	4	0	0	0	0	0	**6**	**212**
Hourly Total	**232**	**57**	**8**	**15**	**7**	**2**	**1**	**322**	**216**	**25**	**3**	**20**	**1**	**1**	**1**	**267**	**14**	**6**	**0**	**0**	**0**	**0**	**0**	**20**	**609**
0800-0815	41	7	4	7	0	0	0	**59**	78	10	1	5	0	1	0	**95**	3	3	1	0	0	0	0	**7**	**161**
0815-0830	40	11	2	6	0	0	0	**59**	70	7	5	7	2	1	0	**92**	1	0	0	0	0	0	0	**1**	**152**
0830-0845	49	14	5	1	0	0	1	**70**	56	5	1	4	0	1	0	**67**	2	0	0	0	0	0	0	**2**	**139**
0845-0900	68	12	5	6	1	0	0	**92**	81	6	0	6	1	1	0	**95**	1	0	0	0	0	0	0	**1**	**188**
Hourly Total	**198**	**44**	**16**	**20**	**1**	**0**	**1**	**280**	**285**	**28**	**7**	**22**	**3**	**4**	**0**	**349**	**7**	**3**	**1**	**0**	**0**	**0**	**0**	**11**	**640**
0900-0915	85	12	0	3	0	1	1	**102**	74	14	3	6	1	5	0	**103**	0	1	1	0	0	0	0	**2**	**207**
0915-0930	74	13	5	4	0	0	0	**96**	59	5	6	3	0	0	0	**73**	3	1	0	0	0	0	0	**4**	**173**
0930-0945	79	12	4	3	0	1	0	**99**	64	6	1	3	1	0	0	**75**	2	0	0	2	0	0	0	**4**	**178**
0945-1000	80	8	3	13	1	2	2	**109**	52	8	4	4	0	0	2	**70**	5	2	1	0	0	0	0	**8**	**187**
Hourly Total	**318**	**45**	**12**	**23**	**1**	**4**	**3**	**406**	**249**	**33**	**14**	**16**	**2**	**5**	**2**	**321**	**10**	**4**	**2**	**2**	**0**	**0**	**0**	**18**	**745**
1000-1015	73	13	2	5	0	1	1	**95**	56	7	3	4	0	0	0	**70**	3	1	0	0	0	0	0	**4**	**169**
1015-1030	64	11	5	8	0	0	0	**88**	57	11	2	5	0	0	0	**75**	2	2	2	0	0	0	0	**6**	**169**
1030-1045	53	9	3	8	0	0	0	**73**	60	8	2	3	1	0	0	**74**	0	3	0	1	0	0	0	**4**	**151**
1045-1100	72	8	1	9	0	0	0	**90**	52	9	5	2	0	3	1	**72**	3	0	0	1	0	0	0	**4**	**166**
Hourly Total	**262**	**41**	**11**	**30**	**0**	**1**	**1**	**346**	**225**	**35**	**12**	**14**	**1**	**3**	**1**	**291**	**8**	**6**	**2**	**2**	**0**	**0**	**0**	**18**	**655**
1100-1115	54	4	6	8	1	3	2	**78**	59	6	2	9	0	0	0	**76**	0	0	0	1	0	0	0	**1**	**155**
1115-1130	91	12	2	3	0	2	0	**110**	67	7	2	7	0	0	0	**83**	5	1	0	0	0	0	0	**6**	**199**
1130-1145	75	7	2	5	0	0	3	**92**	63	13	6	5	0	3	0	**90**	1	1	0	0	0	0	0	**2**	**184**
1145-1200	79	10	1	6	0	12	2	**110**	69	7	1	2	1	0	0	**80**	1	1	0	1	0	0	0	**3**	**193**
Hourly Total	**299**	**33**	**11**	**22**	**1**	**17**	**7**	**390**	**258**	**33**	**11**	**23**	**1**	**3**	**0**	**329**	**7**	**3**	**0**	**2**	**0**	**0**	**0**	**12**	**731**
1200-1215	81	9	1	6	2	0	0	**99**	69	10	3	3	0	1	0	**86**	9	3	0	0	0	0	0	**12**	**197**
1215-1230	86	9	4	4	0	4	0	**107**	66	12	1	4	1	0	0	**84**	9	1	0	0	0	0	0	**10**	**201**
1230-1245	87	8	1	7	0	3	0	**106**	59	9	1	7	1	0	1	**78**	7	0	0	0	0	0	0	**7**	**191**
1245-1300	64	8	5	7	0	0	1	**85**	58	7	2	5	0	0	1	**73**	3	2	1	0	0	0	0	**6**	**164**
Hourly Total	**318**	**34**	**11**	**24**	**2**	**7**	**1**	**397**	**252**	**38**	**7**	**19**	**2**	**1**	**2**	**321**	**28**	**6**	**1**	**0**	**0**	**0**	**0**	**35**	**753**
1300-1315	75	16	2	9	1	0	0	**103**	69	5	4	5	0	1	0	**84**	6	1	1	0	0	0	0	**8**	**195**
1315-1330	58	8	1	2	0	0	0	**69**	67	8	3	6	0	1	2	**87**	1	4	0	1	0	0	0	**6**	**162**
1330-1345	69	8	0	11	0	4	0	**92**	80	7	1	10	1	1	1	**101**	5	1	0	0	0	0	0	**6**	**199**
1345-1400	83	3	2	4	0	1	1	**94**	57	8	0	4	1	1	0	**71**	4	1	0	0	0	0	0	**5**	**170**
Hourly Total	**285**	**35**	**5**	**26**	**1**	**5**	**1**	**358**	**273**	**28**	**8**	**25**	**2**	**4**	**3**	**343**	**16**	**7**	**1**	**1**	**0**	**0**	**0**	**25**	**726**
1400-1415	62	5	3	3	0	2	0	**75**	58	11	6	11	0	1	0	**87**	8	2	0	0	0	0	0	**10**	**172**
1415-1430	62	6	1	5	1	1	0	**76**	102	12	3	5	0	2	0	**124**	6	2	0	0	0	1	0	**9**	**209**
1430-1445	70	6	0	6	0	0	1	**83**	90	10	1	6	1	3	0	**111**	2	2	0	0	0	0	0	**4**	**198**
1445-1500	54	10	1	5	0	0	0	**70**	94	8	2	7	0	0	0	**111**	4	0	0	0	0	0	0	**4**	**185**
Hourly Total	**248**	**27**	**5**	**19**	**1**	**3**	**1**	**304**	**344**	**41**	**12**	**29**	**1**	**6**	**0**	**433**	**20**	**6**	**0**	**0**	**0**	**1**	**0**	**27**	**764**
1500-1515	72	10	2	1	1	1	0	**87**	65	11	1	4	0	1	0	**82**	6	1	1	0	0	0	0	**8**	**177**
1515-1530	54	6	1	7	0	0	0	**68**	50	8	0	3	0	0	0	**61**	2	2	0	1	0	0	0	**5**	**134**
1530-1545	62	9	1	3	0	0	0	**75**	69	6	2	4	2	0	0	**83**	5	0	0	0	0	0	0	**5**	**163**
1545-1600	86	9	1	4	0	1	0	**101**	78	10	1	2	2	0	0	**93**	12	2	0	0	0	0	0	**14**	**208**
Hourly Total	**274**	**34**	**5**	**15**	**1**	**2**	**0**	**331**	**262**	**35**	**4**	**13**	**4**	**1**	**0**	**319**	**25**	**5**	**1**	**1**	**0**	**0**	**0**	**32**	**682**
1600-1615	46	9	1	3	1	0	0	**60**	62	9	2	3	0	0	0	**76**	9	0	0	0	0	0	0	**9**	**145**
1615-1630	62	3	2	3	0	0	0	**70**	85	14	0	2	0	1	2	**104**	5	3	2	0	0	0	0	**10**	**184**
1630-1645	73	8	2	3	0	2	0	**88**	61	7	1	1	2	0	0	**72**	22	3	0	0	0	1	0	**26**	**186**
1645-1700	52	7	0	3	0	0	0	**62**	79	12	3	4	1	2	0	**101**	12	3	0	0	0	0	0	**15**	**178**
Hourly Total	**233**	**27**	**5**	**12**	**1**	**2**	**0**	**280**	**287**	**42**	**6**	**10**	**3**	**3**	**2**	**353**	**48**	**9**	**2**	**0**	**0**	**1**	**0**	**60**	**693**
1700-1715	82	6	1	2	1	3	0	**95**	60	6	0	0	0	0	0	**66**	15	6	1	0	0	0	0	**22**	**183**
1715-1730	80	4	0	2	0	0	1	**87**	57	9	1	3	2	0	0	**72**	3	0	0	0	0	0	0	**3**	**162**
1730-1745	78	3	0	1	0	0	2	**84**	66	6	1	3	0	1	0	**77**	7	0	0	0	0	0	0	**7**	**168**
1745-1800	105	4	0	4	0	2	0	**115**	62	6	0	4	0	0	1	**73**	6	0	0	0	0	0	0	**6**	**194**
Hourly Total	**345**	**17**	**1**	**9**	**1**	**5**	**3**	**381**	**245**	**27**	**2**	**10**	**2**	**1**	**1**	**288**	**31**	**6**	**1**	**0**	**0**	**0**	**0**	**38**	**707**
1800-1815	95	2	1	2	0	2	0	**102**	51	4	0	0	0	3	0	**58**	12	0	0	1	0	0	0	**13**	**173**
1815-1830	76	5	0	3	0	0	0	**84**	68	4	0	3	1	2	0	**78**	2	0	0	0	0	2	0	**4**	**166**
1830-1845	80	3	0	1	1	0	2	**87**	57	4	0	1	0	0	0	**62**	3	0	0	0	0	0	0	**3**	**152**
1845-1900	82	4	0	4	0	1	0	**91**	57	5	0	4	0	0	0	**66**	7	0	0	0	0	0	0	**7**	**164**
Hourly Total	**333**	**14**	**1**	**10**	**1**	**3**	**2**	**364**	**233**	**17**	**0**	**8**	**1**	**5**	**0**	**264**	**24**	**0**	**0**	**1**	**0**	**2**	**0**	**27**	**655**
Total	3345	408	91	225	18	51	21	**4159**	3129	382	86	209	23	37	12	**3878**	238	61	11	9	0	4	0	**323**	**8360**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	38	2	1	4	0	0	0	**45**	29	4	0	2	3	1	0	**39**	2	1	0	0	0	0	0	**3**	**87**
0715-0730	47	3	0	5	0	0	0	**55**	43	12	3	2	2	0	0	**62**	12	5	0	0	0	0	0	**17**	**134**
0730-0745	69	12	0	5	1	0	1	**88**	45	16	0	4	0	0	0	**65**	19	1	1	1	0	0	1	**23**	**176**
0745-0800	76	11	2	6	0	1	0	**96**	51	14	4	6	2	1	0	**78**	31	7	0	0	0	0	0	**38**	**212**
Hourly Total	**230**	**28**	**3**	**20**	**1**	**1**	**1**	**284**	**168**	**46**	**7**	**14**	**7**	**2**	**0**	**244**	**64**	**14**	**1**	**1**	**0**	**0**	**1**	**81**	**609**
0800-0815	82	13	2	5	0	1	0	**103**	33	7	4	7	0	0	0	**51**	7	0	0	0	0	0	0	**7**	**161**
0815-0830	68	7	6	7	2	1	0	**91**	35	10	1	6	0	0	0	**52**	8	1	0	0	0	0	0	**9**	**152**
0830-0845	58	5	1	4	0	1	0	**69**	44	13	4	1	0	0	1	**63**	5	1	1	0	0	0	0	**7**	**139**
0845-0900	81	6	0	6	1	1	0	**95**	61	11	4	5	1	0	0	**82**	8	1	1	1	0	0	0	**11**	**188**
Hourly Total	**289**	**31**	**9**	**22**	**3**	**4**	**0**	**358**	**173**	**41**	**13**	**19**	**1**	**0**	**1**	**248**	**28**	**3**	**2**	**1**	**0**	**0**	**0**	**34**	**640**
0900-0915	72	14	4	6	1	5	0	**102**	80	13	0	3	0	1	1	**98**	7	0	0	0	0	0	0	**7**	**207**
0915-0930	60	6	6	3	0	0	0	**75**	69	12	5	4	0	0	0	**90**	7	1	0	0	0	0	0	**8**	**173**
0930-0945	65	6	1	5	1	0	0	**78**	75	10	4	3	0	1	0	**93**	5	2	0	0	0	0	0	**7**	**178**
0945-1000	57	10	5	4	0	0	2	**78**	77	6	2	13	1	2	2	**103**	3	2	1	0	0	0	0	**6**	**187**
Hourly Total	**254**	**36**	**16**	**18**	**2**	**5**	**2**	**333**	**301**	**41**	**11**	**23**	**1**	**4**	**3**	**384**	**22**	**5**	**1**	**0**	**0**	**0**	**0**	**28**	**745**
1000-1015	58	8	3	4	0	0	0	**73**	69	12	1	5	0	1	1	**89**	5	1	1	0	0	0	0	**7**	**169**
1015-1030	60	12	3	5	0	0	0	**80**	60	9	6	7	0	0	0	**82**	3	3	0	1	0	0	0	**7**	**169**
1030-1045	60	11	2	4	1	0	0	**78**	51	8	3	6	0	0	0	**68**	2	1	0	2	0	0	0	**5**	**151**
1045-1100	57	9	5	3	0	3	1	**78**	69	8	1	9	0	0	0	**87**	1	0	0	0	0	0	0	**1**	**166**
Hourly Total	**235**	**40**	**13**	**16**	**1**	**3**	**1**	**309**	**249**	**37**	**11**	**27**	**0**	**1**	**1**	**326**	**11**	**5**	**1**	**3**	**0**	**0**	**0**	**20**	**655**
1100-1115	58	6	2	10	0	0	0	**76**	51	4	6	8	1	3	2	**75**	4	0	0	0	0	0	0	**4**	**155**
1115-1130	71	8	2	7	0	0	0	**88**	87	11	2	1	0	2	0	**103**	5	1	0	2	0	0	0	**8**	**199**
1130-1145	65	14	6	5	0	3	0	**93**	74	7	2	5	0	0	3	**91**	0	0	0	0	0	0	0	**0**	**184**
1145-1200	68	7	2	3	1	0	0	**81**	76	7	0	6	0	12	2	**103**	5	4	0	0	0	0	0	**9**	**193**
Hourly Total	**262**	**35**	**12**	**25**	**1**	**3**	**0**	**338**	**288**	**29**	**10**	**20**	**1**	**17**	**7**	**372**	**14**	**5**	**0**	**2**	**0**	**0**	**0**	**21**	**731**
1200-1215	78	12	3	3	0	1	0	**97**	78	8	1	6	2	0	0	**95**	3	2	0	0	0	0	0	**5**	**197**
1215-1230	72	13	1	4	1	0	0	**91**	83	7	4	4	0	4	0	**102**	6	2	0	0	0	0	0	**8**	**201**
1230-1245	66	9	1	7	1	0	1	**85**	84	7	1	6	0	3	0	**101**	3	1	0	1	0	0	0	**5**	**191**
1245-1300	60	9	3	5	0	0	1	**78**	60	7	5	7	0	0	1	**80**	5	1	0	0	0	0	0	**6**	**164**
Hourly Total	**276**	**43**	**8**	**19**	**2**	**1**	**2**	**351**	**305**	**29**	**11**	**23**	**2**	**7**	**1**	**378**	**17**	**6**	**0**	**1**	**0**	**0**	**0**	**24**	**753**
1300-1315	75	6	5	5	0	1	0	**92**	71	13	2	9	1	0	0	**96**	4	3	0	0	0	0	0	**7**	**195**
1315-1330	69	12	3	6	0	1	2	**93**	54	5	1	3	0	0	0	**63**	3	3	0	0	0	0	0	**6**	**162**
1330-1345	84	8	1	10	1	1	1	**106**	63	7	0	10	0	4	0	**84**	7	1	0	1	0	0	0	**9**	**199**
1345-1400	60	9	0	4	1	1	0	**75**	81	3	2	4	0	1	1	**92**	3	0	0	0	0	0	0	**3**	**170**
Hourly Total	**288**	**35**	**9**	**25**	**2**	**4**	**3**	**366**	**269**	**28**	**5**	**26**	**1**	**5**	**1**	**335**	**17**	**7**	**0**	**1**	**0**	**0**	**0**	**25**	**726**
1400-1415	65	12	6	11	0	1	0	**95**	54	5	3	3	0	2	0	**67**	9	1	0	0	0	0	0	**10**	**172**
1415-1430	105	14	3	5	0	3	0	**130**	62	5	0	5	1	1	0	**74**	3	1	1	0	0	0	0	**5**	**209**
1430-1445	93	12	1	6	1	3	0	**116**	66	6	0	6	0	0	1	**79**	3	0	0	0	0	0	0	**3**	**198**
1445-1500	98	8	2	7	0	0	0	**115**	51	8	1	5	0	0	0	**65**	3	2	0	0	0	0	0	**5**	**185**
Hourly Total	**361**	**46**	**12**	**29**	**1**	**7**	**0**	**456**	**233**	**24**	**4**	**19**	**1**	**3**	**1**	**285**	**18**	**4**	**1**	**0**	**0**	**0**	**0**	**23**	**764**
1500-1515	68	12	2	4	0	1	0	**87**	70	8	2	1	1	1	0	**83**	5	2	0	0	0	0	0	**7**	**177**
1515-1530	52	10	0	4	0	0	0	**66**	53	6	1	7	0	0	0	**67**	1	0	0	0	0	0	0	**1**	**134**
1530-1545	74	6	2	4	2	0	0	**88**	59	7	1	3	0	0	0	**70**	3	2	0	0	0	0	0	**5**	**163**
1545-1600	87	11	1	2	2	0	0	**103**	85	9	1	4	0	1	0	**100**	4	1	0	0	0	0	0	**5**	**208**
Hourly Total	**281**	**39**	**5**	**14**	**4**	**1**	**0**	**344**	**267**	**30**	**5**	**15**	**1**	**2**	**0**	**320**	**13**	**5**	**0**	**0**	**0**	**0**	**0**	**18**	**682**
1600-1615	70	9	2	3	0	0	0	**84**	47	8	1	3	1	0	0	**60**	0	1	0	0	0	0	0	**1**	**145**
1615-1630	90	16	2	2	0	1	2	**113**	62	1	0	3	0	0	0	**66**	0	3	2	0	0	0	0	**5**	**184**
1630-1645	83	10	1	1	2	1	0	**98**	69	7	1	3	0	2	0	**82**	4	1	1	0	0	0	0	**6**	**186**
1645-1700	90	15	3	4	1	2	0	**115**	52	6	0	3	0	0	0	**61**	1	1	0	0	0	0	0	**2**	**178**
Hourly Total	**333**	**50**	**8**	**10**	**3**	**4**	**2**	**410**	**230**	**22**	**2**	**12**	**1**	**2**	**0**	**269**	**5**	**6**	**3**	**0**	**0**	**0**	**0**	**14**	**693**
1700-1715	75	12	1	0	0	0	0	**88**	76	6	1	2	1	3	0	**89**	6	0	0	0	0	0	0	**6**	**183**
1715-1730	61	9	1	3	2	0	0	**76**	76	4	0	2	0	0	1	**83**	3	0	0	0	0	0	0	**3**	**162**
1730-1745	71	6	1	3	0	1	0	**82**	75	3	0	1	0	0	2	**81**	5	0	0	0	0	0	0	**5**	**168**
1745-1800	68	6	0	4	0	0	1	**79**	96	4	0	4	0	2	0	**106**	9	0	0	0	0	0	0	**9**	**194**
Hourly Total	**275**	**33**	**3**	**10**	**2**	**1**	**1**	**325**	**323**	**17**	**1**	**9**	**1**	**5**	**3**	**359**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**707**
1800-1815	61	4	0	1	0	1	0	**67**	94	2	1	2	0	2	0	**101**	3	0	0	0	0	2	0	**5**	**173**
1815-1830	70	4	0	3	1	4	0	**82**	74	5	0	3	0	0	0	**82**	2	0	0	0	0	0	0	**2**	**166**
1830-1845	60	4	0	1	0	0	0	**65**	75	2	0	1	1	0	2	**81**	5	1	0	0	0	0	0	**6**	**152**
1845-1900	64	6	0	4	0	0	0	**74**	79	3	0	4	0	1	0	**87**	3	0	0	0	0	0	0	**3**	**164**
Hourly Total	**255**	**18**	**0**	**9**	**1**	**5**	**0**	**288**	**322**	**12**	**1**	**10**	**1**	**3**	**2**	**351**	**13**	**1**	**0**	**0**	**0**	**2**	**0**	**16**	**655**
Total	3339	434	98	217	23	39	12	**4162**	3128	356	81	217	18	51	20	**3871**	245	61	9	9	0	2	1	**327**	**8360**

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 1

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	8	2	0	0	0	0	0	**10**	15	1	0	0	0	0	0	**16**	**29**
0715-0730	0	0	0	0	0	0	0	**0**	5	0	1	0	0	0	0	**6**	27	4	0	1	2	0	0	**34**	12	1	0	0	0	0	0	**13**	**53**
0730-0745	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	31	12	0	0	0	0	1	**44**	6	2	1	0	0	1	0	**10**	**63**
0745-0800	0	0	0	0	0	0	0	**0**	15	0	0	0	1	0	0	**16**	31	7	2	0	1	1	0	**42**	16	3	0	0	1	0	0	**20**	**78**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**1**	**1**	**0**	**1**	**0**	**0**	**34**	**97**	**25**	**2**	**1**	**3**	**1**	**1**	**130**	**49**	**7**	**1**	**0**	**1**	**1**	**0**	**59**	**223**
0800-0815	0	0	0	0	0	0	0	**0**	12	3	0	0	0	0	0	**15**	16	1	2	1	0	0	0	**20**	27	5	0	0	0	0	0	**32**	**67**
0815-0830	1	0	0	0	0	0	0	**1**	29	2	0	0	0	0	0	**31**	14	3	0	0	0	0	0	**17**	17	3	1	0	0	0	0	**21**	**70**
0830-0845	2	0	0	0	0	0	0	**2**	48	3	0	0	0	0	0	**51**	19	6	0	0	0	0	0	**25**	33	1	0	0	0	0	0	**34**	**112**
0845-0900	0	0	0	0	0	0	0	**0**	34	1	0	0	0	0	0	**35**	31	1	0	0	1	0	0	**33**	21	0	1	0	0	0	1	**23**	**91**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**123**	**9**	**0**	**0**	**0**	**0**	**0**	**132**	**80**	**11**	**2**	**1**	**1**	**0**	**0**	**95**	**98**	**9**	**2**	**0**	**0**	**0**	**1**	**110**	**340**
0900-0915	0	0	0	0	0	0	0	**0**	40	0	0	0	0	0	0	**40**	47	2	0	0	0	0	0	**49**	38	4	0	0	2	0	0	**44**	**133**
0915-0930	0	0	0	0	0	0	0	**0**	18	2	0	0	0	0	0	**20**	30	2	2	0	0	0	0	**34**	22	1	1	0	0	0	1	**25**	**79**
0930-0945	0	0	0	0	0	0	0	**0**	12	0	1	0	0	0	0	**13**	29	4	0	0	0	1	0	**34**	21	3	1	0	0	0	0	**25**	**72**
0945-1000	0	0	0	0	0	0	0	**0**	14	0	0	0	0	0	0	**14**	32	2	1	1	1	2	0	**39**	7	4	1	0	0	0	0	**12**	**65**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**2**	**1**	**0**	**0**	**0**	**0**	**87**	**138**	**10**	**3**	**1**	**1**	**3**	**0**	**156**	**88**	**12**	**3**	**0**	**2**	**0**	**1**	**106**	**349**
1000-1015	0	0	0	0	0	0	0	**0**	11	0	1	0	0	0	0	**12**	25	4	0	0	0	0	0	**29**	15	5	0	0	0	0	0	**20**	**61**
1015-1030	0	0	0	0	0	0	0	**0**	13	2	0	0	0	0	0	**15**	27	5	1	0	0	0	0	**33**	21	6	1	0	0	0	0	**28**	**76**
1030-1045	0	0	0	0	0	0	0	**0**	6	0	1	0	0	0	0	**7**	23	4	1	1	0	1	0	**30**	10	5	1	1	0	2	0	**19**	**56**
1045-1100	0	0	0	0	0	0	0	**0**	10	2	0	0	0	0	0	**12**	31	2	1	0	0	0	0	**34**	16	6	0	0	0	0	0	**22**	**68**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**4**	**2**	**0**	**0**	**0**	**0**	**46**	**106**	**15**	**3**	**1**	**0**	**1**	**0**	**126**	**62**	**22**	**2**	**1**	**0**	**2**	**0**	**89**	**261**
1100-1115	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	24	3	2	0	1	0	0	**30**	15	1	0	0	0	1	0	**17**	**60**
1115-1130	0	0	0	0	0	0	0	**0**	15	2	0	0	0	3	0	**20**	33	5	0	0	0	2	0	**40**	28	2	1	0	0	0	0	**31**	**91**
1130-1145	0	0	0	0	0	0	0	**0**	4	1	0	0	0	1	0	**6**	27	0	0	1	0	0	1	**29**	11	2	1	0	0	0	0	**14**	**49**
1145-1200	0	0	0	0	0	0	0	**0**	17	1	0	0	0	0	0	**18**	30	3	0	1	0	0	0	**34**	19	3	1	0	0	0	0	**23**	**75**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**6**	**0**	**0**	**0**	**4**	**0**	**57**	**114**	**11**	**2**	**2**	**1**	**2**	**1**	**133**	**73**	**8**	**3**	**0**	**0**	**1**	**0**	**85**	**275**
1200-1215	0	0	0	0	0	0	0	**0**	15	3	1	0	0	0	0	**19**	43	1	0	2	1	0	0	**47**	19	4	0	0	0	1	0	**24**	**90**
1215-1230	0	0	0	0	0	0	0	**0**	18	3	1	0	0	0	0	**22**	27	5	1	0	0	1	0	**34**	15	0	0	0	0	0	0	**15**	**71**
1230-1245	0	0	0	0	0	0	0	**0**	20	1	0	0	0	0	0	**21**	30	2	0	0	0	2	0	**34**	22	5	0	0	0	0	0	**27**	**82**
1245-1300	0	0	0	0	0	0	0	**0**	9	0	1	0	0	0	0	**10**	20	2	1	0	0	0	1	**24**	18	1	0	0	0	0	0	**19**	**53**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**7**	**3**	**0**	**0**	**0**	**0**	**72**	**120**	**10**	**2**	**2**	**1**	**3**	**1**	**139**	**74**	**10**	**0**	**0**	**0**	**1**	**0**	**85**	**296**
1300-1315	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	33	5	0	0	1	0	0	**39**	27	2	2	0	0	0	0	**31**	**82**
1315-1330	1	0	0	0	0	0	0	**1**	9	1	0	0	0	0	0	**10**	27	1	0	1	0	0	0	**29**	23	2	1	0	0	0	0	**26**	**66**
1330-1345	1	0	0	0	0	0	0	**1**	11	0	0	0	0	0	0	**11**	30	3	0	1	0	0	0	**34**	27	2	0	0	0	0	0	**29**	**75**
1345-1400	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	30	1	1	0	0	0	1	**33**	26	0	1	0	0	0	0	**27**	**79**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**52**	**120**	**10**	**1**	**2**	**1**	**0**	**1**	**135**	**103**	**6**	**4**	**0**	**0**	**0**	**0**	**113**	**302**
1400-1415	1	0	0	0	0	0	0	**1**	6	1	0	0	0	0	0	**7**	26	2	0	1	0	0	0	**29**	16	1	1	0	0	0	0	**18**	**55**
1415-1430	1	0	0	0	0	0	0	**1**	6	1	0	0	0	0	0	**7**	26	2	0	0	1	1	0	**30**	27	1	0	0	0	0	0	**28**	**66**
1430-1445	2	0	0	0	0	0	0	**2**	4	0	0	0	0	0	0	**4**	27	4	0	0	0	0	0	**31**	27	4	1	0	0	0	0	**32**	**69**
1445-1500	1	0	0	0	0	0	0	**1**	19	0	0	0	0	0	0	**19**	25	4	1	1	0	0	0	**31**	30	2	0	0	0	0	0	**32**	**83**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**37**	**104**	**12**	**1**	**2**	**1**	**1**	**0**	**121**	**100**	**8**	**2**	**0**	**0**	**0**	**0**	**110**	**273**
1500-1515	2	0	0	0	0	0	0	**2**	13	2	0	0	0	1	0	**16**	27	5	0	0	1	0	0	**33**	39	2	0	0	1	2	0	**44**	**95**
1515-1530	4	0	0	0	0	0	0	**4**	25	2	0	0	0	0	0	**27**	33	2	0	0	0	0	0	**35**	40	3	0	0	5	1	0	**49**	**115**
1530-1545	0	0	0	0	0	0	0	**0**	41	1	0	0	0	0	0	**42**	23	2	0	0	0	0	0	**25**	63	3	0	0	1	0	0	**67**	**134**
1545-1600	0	0	0	0	0	0	0	**0**	29	2	0	0	0	0	0	**31**	47	4	0	2	0	1	0	**54**	46	7	0	0	0	0	0	**53**	**138**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**108**	**7**	**0**	**0**	**0**	**1**	**0**	**116**	**130**	**13**	**0**	**2**	**1**	**1**	**0**	**147**	**188**	**15**	**0**	**0**	**7**	**3**	**0**	**213**	**482**
1600-1615	2	0	0	0	0	0	0	**2**	11	1	0	1	0	0	0	**13**	29	4	2	0	1	0	0	**36**	56	4	1	0	0	0	0	**61**	**112**
1615-1630	1	0	0	0	0	0	0	**1**	13	0	0	0	1	0	0	**14**	39	3	1	0	0	0	1	**44**	51	5	0	0	0	0	0	**56**	**115**
1630-1645	0	0	0	0	0	0	0	**0**	21	1	1	0	0	0	0	**23**	33	3	0	0	0	0	0	**36**	63	3	0	0	0	1	0	**67**	**126**
1645-1700	2	0	0	0	0	0	0	**2**	16	1	0	0	0	0	0	**17**	29	3	0	0	0	0	0	**32**	48	2	0	0	0	0	0	**50**	**101**
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**61**	**3**	**1**	**1**	**1**	**0**	**0**	**67**	**130**	**13**	**3**	**0**	**1**	**0**	**1**	**148**	**218**	**14**	**1**	**0**	**0**	**1**	**0**	**234**	**454**
1700-1715	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	40	2	1	0	1	2	0	**46**	53	3	0	0	0	0	0	**56**	**113**
1715-1730	0	0	0	0	0	0	0	**0**	15	1	0	1	0	0	0	**17**	32	1	0	0	0	0	1	**34**	66	2	1	0	0	0	0	**69**	**120**
1730-1745	0	0	0	0	0	0	0	**0**	21	1	0	0	0	0	0	**22**	37	2	0	0	0	0	1	**40**	35	1	0	0	0	0	0	**36**	**98**
1745-1800	1	0	0	0	0	0	0	**1**	15	1	0	0	0	0	0	**16**	48	0	0	1	0	2	0	**51**	40	1	0	0	0	0	0	**41**	**109**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**62**	**3**	**0**	**1**	**0**	**0**	**0**	**66**	**157**	**5**	**1**	**1**	**1**	**4**	**2**	**171**	**194**	**7**	**1**	**0**	**0**	**0**	**0**	**202**	**440**
1800-1815	0	0	0	0	0	0	0	**0**	16	1	0	0	0	0	0	**17**	26	3	0	0	0	2	0	**31**	32	2	0	0	0	2	0	**36**	**84**
1815-1830	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	24	2	0	0	0	0	0	**26**	25	2	0	0	0	0	0	**27**	**66**
1830-1845	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	22	1	0	0	1	0	1	**25**	20	4	0	0	0	0	0	**24**	**61**
1845-1900	0	0	0	0	0	0	0	**0**	17	0	0	0	0	0	0	**17**	39	2	0	0	0	1	0	**42**	19	3	0	0	0	1	0	**23**	**82**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**3**	**0**	**0**	**0**	**0**	**0**	**59**	**111**	**8**	**0**	**0**	**1**	**3**	**1**	**124**	**96**	**11**	**0**	**0**	**0**	**3**	**0**	**110**	**293**
Total	22	0	0	0	0	0	0	**22**	759	49	8	2	2	5	0	**825**	1407	143	20	15	13	19	8	**1625**	1343	129	19	1	10	12	2	**1516**	**3988**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	13	3	0	0	3	0	0	**19**	45	7	0	0	0	1	0	**53**	**75**
0715-0730	8	1	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	10	7	3	1	0	0	0	**21**	41	10	2	0	0	0	0	**53**	**84**
0730-0745	9	0	0	0	0	0	0	**9**	1	1	1	0	0	0	0	**3**	18	5	2	1	0	0	0	**26**	45	14	4	0	0	0	0	**63**	**101**
0745-0800	16	1	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	30	9	1	3	1	0	0	**44**	56	16	1	1	3	1	0	**78**	**139**
Hourly Total	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**38**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	**71**	**24**	**6**	**5**	**4**	**0**	**0**	**110**	**187**	**47**	**7**	**1**	**3**	**2**	**0**	**247**	**399**
0800-0815	23	1	0	0	0	0	0	**24**	0	2	0	0	0	0	0	**2**	19	7	2	2	0	0	0	**30**	63	29	3	2	0	0	0	**97**	**153**
0815-0830	27	4	1	0	0	0	0	**32**	1	0	0	0	0	0	0	**1**	21	4	0	4	0	0	0	**29**	62	12	5	3	0	0	0	**82**	**144**
0830-0845	30	1	0	0	0	0	0	**31**	2	0	0	0	0	0	0	**2**	10	11	3	0	0	0	0	**24**	52	18	2	5	0	0	0	**77**	**134**
0845-0900	15	3	2	0	1	0	0	**21**	1	0	0	0	0	0	0	**1**	33	8	4	3	0	1	0	**49**	90	28	3	4	1	0	0	**126**	**197**
Hourly Total	**95**	**9**	**3**	**0**	**1**	**0**	**0**	**108**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**83**	**30**	**9**	**9**	**0**	**1**	**0**	**132**	**267**	**87**	**13**	**14**	**1**	**0**	**0**	**382**	**628**
0900-0915	9	3	0	0	0	0	0	**12**	1	2	1	0	0	0	0	**4**	26	8	0	0	0	0	1	**35**	62	28	2	3	0	0	0	**95**	**146**
0915-0930	8	1	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	31	6	2	1	0	0	0	**40**	61	16	1	1	0	1	0	**80**	**130**
0930-0945	11	1	1	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	29	5	1	3	0	0	0	**38**	58	19	2	2	0	0	0	**81**	**132**
0945-1000	6	0	0	0	0	0	0	**6**	0	1	0	0	0	0	0	**1**	36	3	2	3	0	0	3	**47**	87	16	1	2	0	0	0	**106**	**160**
Hourly Total	**34**	**5**	**1**	**0**	**0**	**0**	**0**	**40**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**6**	**122**	**22**	**5**	**7**	**0**	**0**	**4**	**160**	**268**	**79**	**6**	**8**	**0**	**1**	**0**	**362**	**568**
1000-1015	7	1	1	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	31	9	1	2	0	1	0	**44**	76	15	1	5	0	0	0	**97**	**150**
1015-1030	4	3	0	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**	24	5	0	4	1	0	0	**34**	99	20	4	2	0	3	0	**128**	**171**
1030-1045	7	2	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	22	4	0	4	0	0	0	**30**	97	22	4	6	0	10	0	**139**	**178**
1045-1100	15	1	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	26	5	0	5	0	0	0	**36**	90	11	6	9	0	0	1	**117**	**169**
Hourly Total	**33**	**7**	**1**	**0**	**0**	**0**	**0**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**103**	**23**	**1**	**15**	**1**	**1**	**0**	**144**	**362**	**68**	**15**	**22**	**0**	**13**	**1**	**481**	**668**
1100-1115	5	2	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	26	1	1	4	0	2	0	**34**	118	21	5	6	0	0	0	**150**	**192**
1115-1130	15	0	1	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	45	3	0	2	0	0	0	**50**	114	13	1	3	0	0	0	**131**	**197**
1130-1145	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	37	6	1	2	0	0	2	**48**	108	14	3	3	0	1	0	**129**	**187**
1145-1200	5	0	0	0	0	0	0	**5**	1	0	0	0	0	0	0	**1**	42	5	1	0	0	1	0	**49**	124	13	3	3	0	5	1	**149**	**204**
Hourly Total	**35**	**2**	**1**	**0**	**0**	**0**	**0**	**38**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**150**	**15**	**3**	**8**	**0**	**3**	**2**	**181**	**464**	**61**	**12**	**15**	**0**	**6**	**1**	**559**	**780**
1200-1215	7	1	1	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	36	5	2	2	0	0	0	**45**	108	11	1	2	0	1	0	**123**	**178**
1215-1230	14	1	0	0	0	0	0	**15**	1	0	0	0	0	0	0	**1**	42	9	1	1	0	3	0	**56**	111	13	3	1	0	0	0	**128**	**200**
1230-1245	13	2	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	43	6	1	2	0	0	0	**52**	122	13	1	4	0	0	1	**141**	**208**
1245-1300	9	4	0	0	0	0	0	**13**	2	1	1	0	0	0	0	**4**	35	6	0	2	0	0	0	**43**	111	19	2	3	0	1	0	**136**	**196**
Hourly Total	**43**	**8**	**1**	**0**	**0**	**0**	**0**	**52**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**6**	**156**	**26**	**4**	**7**	**0**	**3**	**0**	**196**	**452**	**56**	**7**	**10**	**0**	**2**	**1**	**528**	**782**
1300-1315	13	1	0	0	0	1	0	**15**	0	0	0	0	0	0	0	**0**	37	10	2	5	0	0	0	**54**	130	17	2	4	0	2	0	**155**	**224**
1315-1330	11	1	1	0	0	0	0	**13**	2	0	0	0	0	0	0	**2**	29	3	1	0	0	0	0	**33**	106	18	3	2	0	1	0	**130**	**178**
1330-1345	12	1	0	0	0	1	0	**14**	3	0	0	0	0	0	0	**3**	29	4	0	4	0	3	0	**40**	122	11	1	3	0	0	1	**138**	**195**
1345-1400	12	3	0	0	0	0	0	**15**	1	1	0	0	0	0	0	**2**	49	1	0	1	0	0	0	**51**	124	20	1	4	0	1	0	**150**	**218**
Hourly Total	**48**	**6**	**1**	**0**	**0**	**2**	**0**	**57**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**144**	**18**	**3**	**10**	**0**	**3**	**0**	**178**	**482**	**66**	**7**	**13**	**0**	**4**	**1**	**573**	**815**
1400-1415	15	2	0	0	0	0	0	**17**	2	0	0	0	0	0	0	**2**	30	1	1	0	0	0	0	**32**	132	10	1	2	0	4	0	**149**	**200**
1415-1430	12	1	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	30	4	1	3	0	0	0	**38**	130	17	4	4	0	2	0	**157**	**208**
1430-1445	8	2	0	0	1	0	0	**11**	0	0	0	0	0	0	0	**0**	31	3	0	2	0	0	1	**37**	113	20	3	2	1	3	0	**142**	**190**
1445-1500	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	25	6	0	2	0	0	0	**33**	155	25	7	2	0	3	0	**192**	**234**
Hourly Total	**44**	**5**	**0**	**0**	**1**	**0**	**0**	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**116**	**14**	**2**	**7**	**0**	**0**	**1**	**140**	**530**	**72**	**15**	**10**	**1**	**12**	**0**	**640**	**832**
1500-1515	20	1	0	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	36	5	1	0	0	1	0	**43**	143	17	2	1	1	3	0	**167**	**231**
1515-1530	13	0	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	21	1	0	1	0	0	0	**23**	123	15	0	3	0	4	0	**145**	**181**
1530-1545	21	0	0	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**	32	7	1	0	0	0	0	**40**	141	19	1	4	0	3	0	**168**	**229**
1545-1600	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	37	0	0	0	0	0	0	**37**	146	13	2	2	0	1	0	**164**	**212**
Hourly Total	**65**	**1**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**13**	**2**	**1**	**0**	**1**	**0**	**143**	**553**	**64**	**5**	**10**	**1**	**11**	**0**	**644**	**853**
1600-1615	8	1	0	0	0	0	0	**9**	2	1	0	0	0	0	0	**3**	12	2	0	0	0	0	0	**14**	199	15	1	5	0	2	0	**222**	**248**
1615-1630	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	21	0	1	0	0	0	0	**22**	157	22	4	4	0	1	0	**188**	**221**
1630-1645	16	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	24	3	1	0	0	0	0	**28**	161	16	0	1	0	7	0	**185**	**229**
1645-1700	9	3	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	22	2	0	0	0	0	0	**24**	186	15	0	2	1	2	0	**206**	**242**
Hourly Total	**44**	**4**	**0**	**0**	**0**	**0**	**0**	**48**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**79**	**7**	**2**	**0**	**0**	**0**	**0**	**88**	**703**	**68**	**5**	**12**	**1**	**12**	**0**	**801**	**940**
1700-1715	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	39	3	0	0	0	1	0	**43**	192	20	1	0	0	2	0	**215**	**268**
1715-1730	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	23	0	0	0	0	0	0	**23**	196	14	2	0	0	7	0	**219**	**256**
1730-1745	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	31	2	0	0	0	0	0	**33**	185	12	0	0	0	3	0	**200**	**244**
1745-1800	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	50	1	0	0	0	0	0	**51**	161	17	0	1	0	5	0	**184**	**246**
Hourly Total	**45**	**1**	**0**	**0**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**143**	**6**	**0**	**0**	**0**	**1**	**0**	**150**	**734**	**63**	**3**	**1**	**0**	**17**	**0**	**818**	**1014**
1800-1815	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	49	1	1	0	0	0	0	**51**	166	21	0	0	1	4	0	**192**	**248**
1815-1830	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	45	1	0	0	0	0	0	**46**	150	13	1	0	0	3	0	**167**	**222**
1830-1845	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	44	2	0	0	0	0	1	**47**	152	6	0	0	0	0	0	**158**	**211**
1845-1900	17	1	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	45	1	0	0	0	0	0	**46**	104	10	0	1	1	1	0	**117**	**181**
Hourly Total	**36**	**2**	**0**	**0**	**0**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**183**	**5**	**1**	**0**	**0**	**0**	**1**	**190**	**572**	**50**	**1**	**1**	**2**	**8**	**0**	**634**	**862**
Total	557	53	8	0	2	2	0	**622**	26	9	3	0	0	0	0	**38**	1476	203	38	69	5	13	8	**1812**	5574	781	96	117	9	88	4	**6669**	**9141**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	15	1	0	0	0	0	0	**16**	19	1	0	3	0	0	0	**23**	0	0	0	0	0	0	0	**0**	9	0	1	1	0	0	0	**11**	**50**
0715-0730	18	0	0	0	0	0	0	**18**	18	4	0	4	0	0	0	**26**	0	0	0	0	0	0	0	**0**	12	1	0	1	0	0	0	**14**	**58**
0730-0745	21	2	0	0	1	0	0	**24**	34	6	0	3	0	0	0	**43**	0	0	0	0	0	0	0	**0**	10	4	0	2	0	0	1	**17**	**84**
0745-0800	23	2	0	0	0	0	0	**25**	49	4	2	1	0	1	0	**57**	1	0	0	0	0	0	0	**1**	10	2	0	2	0	0	0	**14**	**97**
Hourly Total	**77**	**5**	**0**	**0**	**1**	**0**	**0**	**83**	**120**	**15**	**2**	**11**	**0**	**1**	**0**	**149**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**41**	**7**	**1**	**6**	**0**	**0**	**1**	**56**	**289**
0800-0815	45	3	0	0	0	0	0	**48**	36	7	1	3	0	1	0	**48**	1	0	0	0	0	0	0	**1**	9	5	0	4	0	0	0	**18**	**115**
0815-0830	25	3	2	0	2	0	0	**32**	41	3	1	1	0	0	0	**46**	0	0	0	0	0	0	0	**0**	6	1	2	6	0	0	0	**15**	**93**
0830-0845	41	1	0	0	0	0	0	**42**	30	4	1	3	0	0	0	**38**	0	0	0	0	0	0	0	**0**	8	2	1	0	0	0	0	**11**	**91**
0845-0900	34	3	0	0	0	2	0	**39**	43	3	0	4	1	0	0	**51**	0	0	0	0	0	0	0	**0**	10	1	1	4	0	0	0	**16**	**106**
Hourly Total	**145**	**10**	**2**	**0**	**2**	**2**	**0**	**161**	**150**	**17**	**3**	**11**	**1**	**1**	**0**	**183**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**33**	**9**	**4**	**14**	**0**	**0**	**0**	**60**	**405**
0900-0915	30	6	1	1	0	1	0	**39**	42	8	2	2	1	1	0	**56**	0	0	0	0	0	0	0	**0**	8	1	1	3	0	2	0	**15**	**110**
0915-0930	25	1	0	1	0	0	0	**27**	31	2	2	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	12	0	3	2	0	0	0	**17**	**79**
0930-0945	35	2	1	0	1	0	0	**39**	29	4	1	3	0	0	0	**37**	0	0	0	0	0	0	0	**0**	4	2	0	2	0	0	0	**8**	**84**
0945-1000	17	6	1	0	0	0	0	**24**	31	4	0	1	0	0	0	**36**	1	0	0	0	0	0	0	**1**	10	1	4	3	0	0	0	**18**	**79**
Hourly Total	**107**	**15**	**3**	**2**	**1**	**1**	**0**	**129**	**133**	**18**	**5**	**6**	**1**	**1**	**0**	**164**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**4**	**8**	**10**	**0**	**2**	**0**	**58**	**352**
1000-1015	27	3	1	0	0	0	0	**31**	24	0	0	2	0	0	2	**28**	0	0	0	0	0	0	0	**0**	9	1	1	0	0	0	0	**11**	**70**
1015-1030	18	3	1	0	0	0	0	**22**	35	6	1	4	0	0	0	**46**	0	0	0	0	0	0	0	**0**	10	5	2	3	0	0	0	**20**	**88**
1030-1045	24	2	1	0	1	0	0	**28**	31	7	0	2	0	0	0	**40**	0	0	0	0	0	0	0	**0**	9	4	1	2	0	0	0	**16**	**84**
1045-1100	26	5	1	0	0	3	0	**35**	30	4	2	2	0	0	1	**39**	0	0	0	0	0	0	0	**0**	12	1	2	1	0	0	0	**16**	**90**
Hourly Total	**95**	**13**	**4**	**0**	**1**	**3**	**0**	**116**	**120**	**17**	**3**	**10**	**0**	**0**	**3**	**153**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**11**	**6**	**6**	**0**	**0**	**0**	**63**	**332**
1100-1115	20	5	0	3	0	0	0	**28**	36	2	2	2	0	0	0	**42**	0	0	0	0	0	0	0	**0**	10	2	0	4	0	0	0	**16**	**86**
1115-1130	30	0	1	0	0	0	0	**31**	32	6	0	5	0	0	0	**43**	0	0	0	0	0	0	0	**0**	8	2	1	3	0	0	0	**14**	**88**
1130-1145	30	6	1	0	0	0	0	**37**	23	5	3	2	0	3	0	**36**	0	0	0	0	0	0	0	**0**	10	3	2	3	0	0	0	**18**	**91**
1145-1200	27	4	0	1	1	1	0	**34**	40	3	1	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	13	1	0	2	0	0	0	**16**	**94**
Hourly Total	**107**	**15**	**2**	**4**	**1**	**1**	**0**	**130**	**131**	**16**	**6**	**9**	**0**	**3**	**0**	**165**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**8**	**3**	**12**	**0**	**0**	**0**	**64**	**359**
1200-1215	34	2	1	0	0	1	0	**38**	38	6	0	1	0	0	0	**45**	0	0	0	0	0	0	0	**0**	10	3	1	2	0	0	0	**16**	**99**
1215-1230	21	2	1	1	0	0	0	**25**	39	8	0	1	1	0	0	**49**	0	0	0	0	0	0	0	**0**	14	2	1	2	0	0	0	**19**	**93**
1230-1245	18	4	1	0	1	0	1	**25**	33	5	0	2	0	0	0	**40**	0	0	0	0	0	0	0	**0**	13	1	0	4	0	1	0	**19**	**84**
1245-1300	26	6	1	0	0	0	0	**33**	33	4	1	1	0	0	0	**39**	0	0	0	0	0	0	0	**0**	13	2	1	4	0	0	0	**20**	**92**
Hourly Total	**99**	**14**	**4**	**1**	**1**	**1**	**1**	**121**	**143**	**23**	**1**	**5**	**1**	**0**	**0**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**8**	**3**	**12**	**0**	**1**	**0**	**74**	**368**
1300-1315	22	1	1	2	0	1	1	**28**	33	2	1	1	0	0	0	**37**	0	0	0	0	0	0	0	**0**	12	0	1	2	0	0	0	**15**	**80**
1315-1330	24	3	1	0	0	0	2	**30**	34	8	2	2	0	2	0	**48**	0	0	0	0	0	0	0	**0**	11	3	1	5	0	0	0	**20**	**98**
1330-1345	44	3	0	1	0	0	0	**48**	43	5	0	4	1	0	1	**54**	0	0	0	0	0	0	0	**0**	9	2	1	5	0	1	0	**18**	**120**
1345-1400	25	3	1	0	1	0	0	**30**	30	6	0	2	0	1	0	**39**	0	0	0	0	0	0	0	**0**	8	1	0	1	0	0	0	**10**	**79**
Hourly Total	**115**	**10**	**3**	**3**	**1**	**1**	**3**	**136**	**140**	**21**	**3**	**9**	**1**	**3**	**1**	**178**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40**	**6**	**3**	**13**	**0**	**1**	**0**	**63**	**377**
1400-1415	22	5	2	2	0	1	0	**32**	21	6	1	2	0	0	0	**30**	1	0	0	0	0	0	0	**1**	13	2	3	7	0	0	0	**25**	**88**
1415-1430	41	3	2	2	0	2	0	**50**	44	11	0	2	0	0	0	**57**	0	0	0	0	0	0	0	**0**	21	2	0	2	0	1	0	**26**	**133**
1430-1445	46	2	0	1	1	1	0	**51**	34	5	2	1	0	0	0	**42**	0	0	0	0	0	0	0	**0**	24	5	0	3	0	1	0	**33**	**126**
1445-1500	42	1	0	0	0	0	0	**43**	39	5	0	3	0	1	0	**48**	0	0	0	0	0	0	0	**0**	11	2	2	4	0	0	0	**19**	**110**
Hourly Total	**151**	**11**	**4**	**5**	**1**	**4**	**0**	**176**	**138**	**27**	**3**	**8**	**0**	**1**	**0**	**177**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**69**	**11**	**5**	**16**	**0**	**2**	**0**	**103**	**457**
1500-1515	38	1	0	1	0	1	0	**41**	27	7	1	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	12	3	1	4	0	1	0	**21**	**97**
1515-1530	22	5	0	0	0	0	0	**27**	21	4	0	1	0	0	0	**26**	0	0	0	0	0	0	0	**0**	13	2	0	3	0	0	0	**18**	**71**
1530-1545	30	2	0	0	1	0	0	**33**	31	3	2	0	1	0	0	**37**	0	0	0	0	0	0	0	**0**	14	2	0	3	0	0	0	**19**	**89**
1545-1600	36	3	0	0	2	0	0	**41**	40	4	0	1	0	0	0	**45**	0	0	0	0	0	0	0	**0**	13	1	1	0	0	0	0	**15**	**101**
Hourly Total	**126**	**11**	**0**	**1**	**3**	**1**	**0**	**142**	**119**	**18**	**3**	**2**	**1**	**0**	**0**	**143**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**8**	**2**	**10**	**0**	**1**	**0**	**73**	**358**
1600-1615	25	2	0	0	0	0	0	**27**	29	3	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	16	4	1	5	0	0	0	**26**	**85**
1615-1630	37	8	0	0	0	0	2	**47**	39	8	1	0	0	0	0	**48**	0	0	0	0	0	0	0	**0**	23	2	1	0	0	1	0	**27**	**122**
1630-1645	35	1	0	0	0	0	0	**36**	35	3	1	0	2	1	0	**42**	0	0	0	0	0	0	0	**0**	13	2	2	3	0	0	0	**20**	**98**
1645-1700	30	5	0	0	1	1	0	**37**	36	4	0	0	0	1	0	**41**	0	0	0	0	0	0	0	**0**	26	6	2	3	0	0	0	**37**	**115**
Hourly Total	**127**	**16**	**0**	**0**	**1**	**1**	**2**	**147**	**139**	**18**	**2**	**0**	**2**	**2**	**0**	**163**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**78**	**14**	**6**	**11**	**0**	**1**	**0**	**110**	**420**
1700-1715	33	4	0	0	0	0	0	**37**	33	4	1	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	20	4	0	1	0	0	0	**25**	**100**
1715-1730	30	4	1	0	1	0	0	**36**	24	4	0	0	1	0	0	**29**	0	0	0	0	0	0	0	**0**	16	3	0	1	0	0	0	**20**	**85**
1730-1745	46	3	1	2	0	1	0	**53**	29	1	0	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	10	1	0	3	0	0	0	**14**	**97**
1745-1800	25	4	0	0	0	0	0	**29**	24	1	0	0	0	0	1	**26**	0	0	0	0	0	0	0	**0**	12	1	0	3	0	0	0	**16**	**71**
Hourly Total	**134**	**15**	**2**	**2**	**1**	**1**	**0**	**155**	**110**	**10**	**1**	**0**	**1**	**0**	**1**	**123**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**9**	**0**	**8**	**0**	**0**	**0**	**75**	**353**
1800-1815	26	2	0	0	0	0	0	**28**	33	1	0	1	0	0	0	**35**	0	0	0	0	0	0	0	**0**	11	1	0	1	0	1	0	**14**	**77**
1815-1830	27	3	0	0	1	0	0	**31**	27	0	0	0	0	4	0	**31**	0	0	0	0	0	0	0	**0**	15	2	0	3	0	0	0	**20**	**82**
1830-1845	29	2	0	0	0	0	0	**31**	22	2	0	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**	16	0	0	1	0	0	0	**17**	**72**
1845-1900	33	1	0	0	0	0	0	**34**	30	2	0	0	0	0	0	**32**	0	0	0	0	0	0	0	**0**	12	2	0	4	0	0	0	**18**	**84**
Hourly Total	**115**	**8**	**0**	**0**	**1**	**0**	**0**	**124**	**112**	**5**	**0**	**1**	**0**	**4**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**5**	**0**	**9**	**0**	**1**	**0**	**69**	**315**
Total	1398	143	24	18	15	16	6	**1620**	1555	205	32	72	8	16	5	**1893**	4	0	0	0	0	0	0	**4**	590	100	41	127	0	9	1	**868**	**4385**

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	15	2	0	0	0	0	0	**17**	138	19	7	3	0	6	0	**173**	11	0	0	2	0	1	0	**14**	0	0	0	0	0	0	0	**0**	**204**
0715-0730	12	1	0	0	0	0	0	**13**	175	29	7	1	0	3	0	**215**	20	7	0	0	0	0	0	**27**	1	0	0	0	0	0	0	**1**	**256**
0730-0745	13	4	0	0	0	0	0	**17**	232	30	3	4	0	2	0	**271**	16	1	0	3	0	0	0	**20**	0	0	0	0	0	0	0	**0**	**308**
0745-0800	24	2	1	0	0	0	0	**27**	198	27	1	3	0	2	0	**231**	16	2	2	2	0	0	0	**22**	0	0	0	0	0	0	0	**0**	**280**
Hourly Total	**64**	**9**	**1**	**0**	**0**	**0**	**0**	**74**	**743**	**105**	**18**	**11**	**0**	**13**	**0**	**890**	**63**	**10**	**2**	**7**	**0**	**1**	**0**	**83**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1048**
0800-0815	29	2	1	0	0	0	0	**32**	213	16	1	1	0	6	0	**237**	5	2	1	5	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**282**
0815-0830	42	10	1	0	0	0	0	**53**	181	25	4	4	0	1	0	**215**	6	2	0	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**277**
0830-0845	54	3	0	0	0	0	0	**57**	174	20	3	1	0	2	0	**200**	12	0	1	1	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**271**
0845-0900	35	4	1	0	1	1	0	**42**	170	22	0	1	0	0	0	**193**	9	4	1	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**251**
Hourly Total	**160**	**19**	**3**	**0**	**1**	**1**	**0**	**184**	**738**	**83**	**8**	**7**	**0**	**9**	**0**	**845**	**32**	**8**	**3**	**9**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1081**
0900-0915	29	0	0	0	1	0	0	**30**	135	27	4	0	1	0	0	**167**	16	3	0	3	0	0	0	**22**	0	0	0	0	0	0	0	**0**	**219**
0915-0930	30	3	0	0	0	0	0	**33**	165	27	4	1	0	0	0	**197**	18	6	1	4	0	0	0	**29**	0	0	0	0	0	0	0	**0**	**259**
0930-0945	28	2	1	0	0	0	0	**31**	135	17	6	8	2	1	0	**169**	22	4	4	1	0	0	0	**31**	0	0	0	0	0	0	0	**0**	**231**
0945-1000	21	3	0	0	0	0	0	**24**	129	16	5	3	1	2	0	**156**	19	3	0	9	0	0	0	**31**	0	0	0	0	0	0	0	**0**	**211**
Hourly Total	**108**	**8**	**1**	**0**	**1**	**0**	**0**	**118**	**564**	**87**	**19**	**12**	**4**	**3**	**0**	**689**	**75**	**16**	**5**	**17**	**0**	**0**	**0**	**113**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**920**
1000-1015	20	2	1	0	0	1	0	**24**	114	22	8	7	0	3	0	**154**	18	1	3	3	0	0	0	**25**	0	0	0	0	0	0	0	**0**	**203**
1015-1030	12	1	1	0	0	0	0	**14**	124	13	3	1	0	1	0	**142**	12	2	2	3	0	0	0	**19**	0	1	0	0	0	0	0	**1**	**176**
1030-1045	21	2	0	0	0	0	1	**24**	108	17	3	4	0	0	0	**132**	18	1	1	3	0	0	0	**23**	0	0	0	0	0	0	0	**0**	**179**
1045-1100	27	2	0	0	0	1	0	**30**	123	16	4	4	0	2	0	**149**	12	2	1	5	0	0	0	**20**	0	0	0	0	0	0	0	**0**	**199**
Hourly Total	**80**	**7**	**2**	**0**	**0**	**2**	**1**	**92**	**469**	**68**	**18**	**16**	**0**	**6**	**0**	**577**	**60**	**6**	**7**	**14**	**0**	**0**	**0**	**87**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**757**
1100-1115	17	2	0	0	0	0	0	**19**	118	19	3	3	0	2	0	**145**	19	2	0	4	0	1	0	**26**	0	0	0	0	0	0	0	**0**	**190**
1115-1130	20	1	0	0	0	1	0	**22**	114	14	6	1	0	1	0	**136**	14	5	3	1	0	0	0	**23**	0	0	0	0	0	0	0	**0**	**181**
1130-1145	19	5	0	0	0	0	0	**24**	134	23	7	1	0	4	0	**169**	15	1	1	4	0	0	0	**21**	0	0	0	0	0	0	0	**0**	**214**
1145-1200	21	1	0	0	0	0	0	**22**	122	19	2	3	0	0	0	**146**	10	1	0	5	0	11	0	**27**	0	0	0	0	0	0	0	**0**	**195**
Hourly Total	**77**	**9**	**0**	**0**	**0**	**1**	**0**	**87**	**488**	**75**	**18**	**8**	**0**	**7**	**0**	**596**	**58**	**9**	**4**	**14**	**0**	**12**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**780**
1200-1215	23	3	0	0	0	0	0	**26**	126	11	1	3	0	0	0	**141**	12	1	0	2	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**182**
1215-1230	25	3	0	0	0	1	0	**29**	128	24	2	2	0	3	0	**159**	17	0	2	2	0	0	0	**21**	1	0	1	0	0	0	0	**2**	**211**
1230-1245	16	3	1	0	0	0	0	**20**	116	13	4	2	0	4	0	**139**	12	1	0	5	0	1	0	**19**	0	0	0	0	0	0	0	**0**	**178**
1245-1300	25	6	1	0	0	0	0	**32**	124	17	3	1	0	2	3	**150**	9	3	2	5	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**201**
Hourly Total	**89**	**15**	**2**	**0**	**0**	**1**	**0**	**107**	**494**	**65**	**10**	**8**	**0**	**9**	**3**	**589**	**50**	**5**	**4**	**14**	**0**	**1**	**0**	**74**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**772**
1300-1315	10	0	0	0	0	0	0	**10**	124	23	2	4	0	0	0	**153**	13	1	0	5	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**182**
1315-1330	24	2	1	0	0	0	0	**27**	119	10	4	2	0	2	0	**137**	11	1	0	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**177**
1330-1345	16	2	2	1	0	0	0	**21**	109	13	2	4	0	1	0	**129**	10	2	0	6	0	1	0	**19**	0	0	0	0	0	0	0	**0**	**169**
1345-1400	19	6	0	0	0	0	0	**25**	123	16	1	7	0	3	0	**150**	9	0	1	3	0	1	0	**14**	0	0	0	0	0	0	0	**0**	**189**
Hourly Total	**69**	**10**	**3**	**1**	**0**	**0**	**0**	**83**	**475**	**62**	**9**	**17**	**0**	**6**	**0**	**569**	**43**	**4**	**1**	**15**	**0**	**2**	**0**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**717**
1400-1415	31	1	1	0	0	1	0	**34**	93	14	4	3	0	2	0	**116**	10	2	2	2	0	2	0	**18**	0	0	0	0	0	0	0	**0**	**168**
1415-1430	22	5	0	0	0	0	0	**27**	111	12	5	1	0	1	0	**130**	11	1	0	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**171**
1430-1445	26	7	2	0	0	0	0	**35**	112	11	5	1	0	5	0	**134**	13	0	0	4	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**186**
1445-1500	23	2	1	0	1	1	0	**28**	118	19	1	5	0	1	0	**144**	11	1	0	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**	**186**
Hourly Total	**102**	**15**	**4**	**0**	**1**	**2**	**0**	**124**	**434**	**56**	**15**	**10**	**0**	**9**	**0**	**524**	**45**	**4**	**2**	**10**	**0**	**2**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**711**
1500-1515	23	5	0	0	1	0	0	**29**	87	14	4	4	0	1	0	**110**	11	0	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**	**151**
1515-1530	23	1	0	0	0	0	0	**24**	97	18	2	2	0	2	0	**121**	9	0	1	6	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**161**
1530-1545	18	2	0	1	0	0	0	**21**	112	12	2	3	0	0	0	**129**	11	1	1	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**166**
1545-1600	23	2	0	0	0	0	0	**25**	119	10	3	3	0	2	0	**137**	10	3	1	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**178**
Hourly Total	**87**	**10**	**0**	**1**	**1**	**0**	**0**	**99**	**415**	**54**	**11**	**12**	**0**	**5**	**0**	**497**	**41**	**4**	**3**	**11**	**0**	**0**	**0**	**59**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**656**
1600-1615	20	1	0	0	0	0	0	**21**	149	22	1	4	1	0	0	**177**	7	3	0	3	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**211**
1615-1630	25	1	0	0	0	0	0	**26**	139	11	6	1	0	0	1	**158**	15	1	0	3	0	0	0	**19**	0	0	0	0	0	0	0	**0**	**203**
1630-1645	22	1	0	0	1	0	0	**24**	108	13	2	2	0	1	0	**126**	16	3	1	3	0	2	0	**25**	1	0	0	0	0	0	0	**1**	**176**
1645-1700	20	4	0	0	0	0	0	**24**	140	14	3	2	0	1	0	**160**	9	1	0	3	0	0	0	**13**	1	0	0	0	0	0	0	**1**	**198**
Hourly Total	**87**	**7**	**0**	**0**	**1**	**0**	**0**	**95**	**536**	**60**	**12**	**9**	**1**	**2**	**1**	**621**	**47**	**8**	**1**	**12**	**0**	**2**	**0**	**70**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**788**
1700-1715	29	2	0	0	1	0	0	**32**	121	14	1	1	1	1	0	**139**	9	0	0	2	0	0	0	**11**	1	0	0	0	0	0	0	**1**	**183**
1715-1730	21	2	0	0	0	0	0	**23**	115	11	0	0	0	2	0	**128**	32	1	0	2	0	0	1	**36**	0	0	0	0	0	0	0	**0**	**187**
1730-1745	23	2	0	0	0	0	0	**25**	104	12	2	1	0	2	0	**121**	17	0	0	1	0	0	0	**18**	0	0	0	0	0	0	0	**0**	**164**
1745-1800	21	3	0	0	0	0	0	**24**	140	10	1	1	0	0	0	**152**	14	1	0	3	0	0	0	**18**	0	0	0	0	0	0	0	**0**	**194**
Hourly Total	**94**	**9**	**0**	**0**	**1**	**0**	**0**	**104**	**480**	**47**	**4**	**3**	**1**	**5**	**0**	**540**	**72**	**2**	**0**	**8**	**0**	**0**	**1**	**83**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**728**
1800-1815	19	0	0	0	0	0	0	**19**	116	5	0	1	1	0	0	**123**	25	1	0	2	0	0	0	**28**	1	0	0	0	0	0	0	**1**	**171**
1815-1830	17	3	0	0	0	0	0	**20**	120	9	1	1	0	3	0	**134**	12	0	0	3	0	0	0	**15**	0	0	0	0	0	0	0	**0**	**169**
1830-1845	23	3	0	0	0	0	0	**26**	102	7	1	1	0	0	0	**111**	14	0	0	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**153**
1845-1900	20	0	0	0	0	0	0	**20**	81	4	0	1	0	1	0	**87**	12	1	0	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**123**
Hourly Total	**79**	**6**	**0**	**0**	**0**	**0**	**0**	**85**	**419**	**25**	**2**	**4**	**1**	**4**	**0**	**455**	**63**	**2**	**0**	**10**	**0**	**0**	**0**	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**616**
Total	1096	124	16	2	6	7	1	**1252**	6255	787	144	117	7	78	4	**7392**	649	78	32	141	0	20	1	**921**	7	1	1	0	0	0	0	**9**	**9574**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	26	3	0	0	0	0	0	**29**	60	11	0	0	3	1	0	**75**	43	2	1	4	0	0	0	**50**	164	21	7	5	0	7	0	**204**	**358**
0715-0730	44	5	1	1	2	0	0	**53**	60	18	5	1	0	0	0	**84**	48	5	0	5	0	0	0	**58**	208	37	7	1	0	3	0	**256**	**451**
0730-0745	45	15	1	0	0	1	1	**63**	73	20	7	1	0	0	0	**101**	65	12	0	5	1	0	1	**84**	261	35	3	7	0	2	0	**308**	**556**
0745-0800	62	10	2	0	3	1	0	**78**	102	26	2	4	4	1	0	**139**	83	8	2	3	0	1	0	**97**	238	31	4	5	0	2	0	**280**	**594**
Hourly Total	**177**	**33**	**4**	**1**	**5**	**2**	**1**	**223**	**295**	**75**	**14**	**6**	**7**	**2**	**0**	**399**	**239**	**27**	**3**	**17**	**1**	**1**	**1**	**289**	**871**	**124**	**21**	**18**	**0**	**14**	**0**	**1048**	**1959**
0800-0815	55	9	2	1	0	0	0	**67**	105	39	5	4	0	0	0	**153**	91	15	1	7	0	1	0	**115**	247	20	3	6	0	6	0	**282**	**617**
0815-0830	61	8	1	0	0	0	0	**70**	111	20	6	7	0	0	0	**144**	72	7	5	7	2	0	0	**93**	229	37	5	5	0	1	0	**277**	**584**
0830-0845	102	10	0	0	0	0	0	**112**	94	30	5	5	0	0	0	**134**	79	7	2	3	0	0	0	**91**	240	23	4	2	0	2	0	**271**	**608**
0845-0900	86	2	1	0	1	0	1	**91**	139	39	9	7	2	1	0	**197**	87	7	1	8	1	2	0	**106**	214	30	2	3	1	1	0	**251**	**645**
Hourly Total	**304**	**29**	**4**	**1**	**1**	**0**	**1**	**340**	**449**	**128**	**25**	**23**	**2**	**1**	**0**	**628**	**329**	**36**	**9**	**25**	**3**	**3**	**0**	**405**	**930**	**110**	**14**	**16**	**1**	**10**	**0**	**1081**	**2454**
0900-0915	125	6	0	0	2	0	0	**133**	98	41	3	3	0	0	1	**146**	80	15	4	6	1	4	0	**110**	180	30	4	3	2	0	0	**219**	**608**
0915-0930	70	5	3	0	0	0	1	**79**	101	23	3	2	0	1	0	**130**	68	3	5	3	0	0	0	**79**	213	36	5	5	0	0	0	**259**	**547**
0930-0945	62	7	2	0	0	1	0	**72**	98	25	4	5	0	0	0	**132**	68	8	2	5	1	0	0	**84**	185	23	11	9	2	1	0	**231**	**519**
0945-1000	53	6	2	1	1	2	0	**65**	129	20	3	5	0	0	3	**160**	59	11	5	4	0	0	0	**79**	169	22	5	12	1	2	0	**211**	**515**
Hourly Total	**310**	**24**	**7**	**1**	**3**	**3**	**1**	**349**	**426**	**109**	**13**	**15**	**0**	**1**	**4**	**568**	**275**	**37**	**16**	**18**	**2**	**4**	**0**	**352**	**747**	**111**	**25**	**29**	**5**	**3**	**0**	**920**	**2189**
1000-1015	51	9	1	0	0	0	0	**61**	114	25	3	7	0	1	0	**150**	60	4	2	2	0	0	2	**70**	152	25	12	10	0	4	0	**203**	**484**
1015-1030	61	13	2	0	0	0	0	**76**	129	28	4	6	1	3	0	**171**	63	14	4	7	0	0	0	**88**	148	17	6	4	0	1	0	**176**	**511**
1030-1045	39	9	3	2	0	3	0	**56**	126	28	4	10	0	10	0	**178**	64	13	2	4	1	0	0	**84**	147	20	4	7	0	0	1	**179**	**497**
1045-1100	57	10	1	0	0	0	0	**68**	131	17	6	14	0	0	1	**169**	68	10	5	3	0	3	1	**90**	162	20	5	9	0	3	0	**199**	**526**
Hourly Total	**208**	**41**	**7**	**2**	**0**	**3**	**0**	**261**	**500**	**98**	**17**	**37**	**1**	**14**	**1**	**668**	**255**	**41**	**13**	**16**	**1**	**3**	**3**	**332**	**609**	**82**	**27**	**30**	**0**	**8**	**1**	**757**	**2018**
1100-1115	50	6	2	0	1	1	0	**60**	150	24	6	10	0	2	0	**192**	66	9	2	9	0	0	0	**86**	154	23	3	7	0	3	0	**190**	**528**
1115-1130	76	9	1	0	0	5	0	**91**	174	16	2	5	0	0	0	**197**	70	8	2	8	0	0	0	**88**	148	20	9	2	0	2	0	**181**	**557**
1130-1145	42	3	1	1	0	1	1	**49**	155	20	4	5	0	1	2	**187**	63	14	6	5	0	3	0	**91**	168	29	8	5	0	4	0	**214**	**541**
1145-1200	66	7	1	1	0	0	0	**75**	172	18	4	3	0	6	1	**204**	80	8	1	3	1	1	0	**94**	153	21	2	8	0	11	0	**195**	**568**
Hourly Total	**234**	**25**	**5**	**2**	**1**	**7**	**1**	**275**	**651**	**78**	**16**	**23**	**0**	**9**	**3**	**780**	**279**	**39**	**11**	**25**	**1**	**4**	**0**	**359**	**623**	**93**	**22**	**22**	**0**	**20**	**0**	**780**	**2194**
1200-1215	77	8	1	2	1	1	0	**90**	152	17	4	4	0	1	0	**178**	82	11	2	3	0	1	0	**99**	161	15	1	5	0	0	0	**182**	**549**
1215-1230	60	8	2	0	0	1	0	**71**	168	23	4	2	0	3	0	**200**	74	12	2	4	1	0	0	**93**	171	27	5	4	0	4	0	**211**	**575**
1230-1245	72	8	0	0	0	2	0	**82**	178	21	2	6	0	0	1	**208**	64	10	1	6	1	1	1	**84**	144	17	5	7	0	5	0	**178**	**552**
1245-1300	47	3	2	0	0	0	1	**53**	157	30	3	5	0	1	0	**196**	72	12	3	5	0	0	0	**92**	158	26	6	6	0	2	3	**201**	**542**
Hourly Total	**256**	**27**	**5**	**2**	**1**	**4**	**1**	**296**	**655**	**91**	**13**	**17**	**0**	**5**	**1**	**782**	**292**	**45**	**8**	**18**	**2**	**2**	**1**	**368**	**634**	**85**	**17**	**22**	**0**	**11**	**3**	**772**	**2218**
1300-1315	72	7	2	0	1	0	0	**82**	180	28	4	9	0	3	0	**224**	67	3	3	5	0	1	1	**80**	147	24	2	9	0	0	0	**182**	**568**
1315-1330	60	4	1	1	0	0	0	**66**	148	22	5	2	0	1	0	**178**	69	14	4	7	0	2	2	**98**	154	13	5	3	0	2	0	**177**	**519**
1330-1345	69	5	0	1	0	0	0	**75**	166	16	1	7	0	4	1	**195**	96	10	1	10	1	1	1	**120**	135	17	4	11	0	2	0	**169**	**559**
1345-1400	74	2	2	0	0	0	1	**79**	186	25	1	5	0	1	0	**218**	63	10	1	3	1	1	0	**79**	151	22	2	10	0	4	0	**189**	**565**
Hourly Total	**275**	**18**	**5**	**2**	**1**	**0**	**1**	**302**	**680**	**91**	**11**	**23**	**0**	**9**	**1**	**815**	**295**	**37**	**9**	**25**	**2**	**5**	**4**	**377**	**587**	**76**	**13**	**33**	**0**	**8**	**0**	**717**	**2211**
1400-1415	49	4	1	1	0	0	0	**55**	179	13	2	2	0	4	0	**200**	57	13	6	11	0	1	0	**88**	134	17	7	5	0	5	0	**168**	**511**
1415-1430	60	4	0	0	1	1	0	**66**	172	22	5	7	0	2	0	**208**	106	16	2	6	0	3	0	**133**	144	18	5	3	0	1	0	**171**	**578**
1430-1445	60	8	1	0	0	0	0	**69**	152	25	3	4	2	3	1	**190**	104	12	2	5	1	2	0	**126**	151	18	7	5	0	5	0	**186**	**571**
1445-1500	75	6	1	1	0	0	0	**83**	189	31	7	4	0	3	0	**234**	92	8	2	7	0	1	0	**110**	152	22	2	7	1	2	0	**186**	**613**
Hourly Total	**244**	**22**	**3**	**2**	**1**	**1**	**0**	**273**	**692**	**91**	**17**	**17**	**2**	**12**	**1**	**832**	**359**	**49**	**12**	**29**	**1**	**7**	**0**	**457**	**581**	**75**	**21**	**20**	**1**	**13**	**0**	**711**	**2273**
1500-1515	81	9	0	0	2	3	0	**95**	199	23	3	1	1	4	0	**231**	77	11	2	5	0	2	0	**97**	122	19	4	4	1	1	0	**151**	**574**
1515-1530	102	7	0	0	5	1	0	**115**	157	16	0	4	0	4	0	**181**	56	11	0	4	0	0	0	**71**	129	19	3	8	0	2	0	**161**	**528**
1530-1545	127	6	0	0	1	0	0	**134**	194	26	2	4	0	3	0	**229**	75	7	2	3	2	0	0	**89**	141	15	3	7	0	0	0	**166**	**618**
1545-1600	122	13	0	2	0	1	0	**138**	194	13	2	2	0	1	0	**212**	89	8	1	1	2	0	0	**101**	152	15	4	5	0	2	0	**178**	**629**
Hourly Total	**432**	**35**	**0**	**2**	**8**	**5**	**0**	**482**	**744**	**78**	**7**	**11**	**1**	**12**	**0**	**853**	**297**	**37**	**5**	**13**	**4**	**2**	**0**	**358**	**544**	**68**	**14**	**24**	**1**	**5**	**0**	**656**	**2349**
1600-1615	98	9	3	1	1	0	0	**112**	221	19	1	5	0	2	0	**248**	70	9	1	5	0	0	0	**85**	176	26	1	7	1	0	0	**211**	**656**
1615-1630	104	8	1	0	1	0	1	**115**	189	22	5	4	0	1	0	**221**	99	18	2	0	0	1	2	**122**	179	13	6	4	0	0	1	**203**	**661**
1630-1645	117	7	1	0	0	1	0	**126**	201	19	1	1	0	7	0	**229**	83	6	3	3	2	1	0	**98**	147	17	3	5	1	3	0	**176**	**629**
1645-1700	95	6	0	0	0	0	0	**101**	217	20	0	2	1	2	0	**242**	92	15	2	3	1	2	0	**115**	170	19	3	5	0	1	0	**198**	**656**
Hourly Total	**414**	**30**	**5**	**1**	**2**	**1**	**1**	**454**	**828**	**80**	**7**	**12**	**1**	**12**	**0**	**940**	**344**	**48**	**8**	**11**	**3**	**4**	**2**	**420**	**672**	**75**	**13**	**21**	**2**	**4**	**1**	**788**	**2602**
1700-1715	104	5	1	0	1	2	0	**113**	241	23	1	0	0	3	0	**268**	86	12	1	1	0	0	0	**100**	160	16	1	3	2	1	0	**183**	**664**
1715-1730	113	4	1	1	0	0	1	**120**	232	15	2	0	0	7	0	**256**	70	11	1	1	2	0	0	**85**	168	14	0	2	0	2	1	**187**	**648**
1730-1745	93	4	0	0	0	0	1	**98**	227	14	0	0	0	3	0	**244**	85	5	1	5	0	1	0	**97**	144	14	2	2	0	2	0	**164**	**603**
1745-1800	104	2	0	1	0	2	0	**109**	222	18	0	1	0	5	0	**246**	61	6	0	3	0	0	1	**71**	175	14	1	4	0	0	0	**194**	**620**
Hourly Total	**414**	**15**	**2**	**2**	**1**	**4**	**2**	**440**	**922**	**70**	**3**	**1**	**0**	**18**	**0**	**1014**	**302**	**34**	**3**	**10**	**2**	**1**	**1**	**353**	**647**	**58**	**4**	**11**	**2**	**5**	**1**	**728**	**2535**
1800-1815	74	6	0	0	0	4	0	**84**	220	22	1	0	1	4	0	**248**	70	4	0	2	0	1	0	**77**	161	6	0	3	1	0	0	**171**	**580**
1815-1830	61	5	0	0	0	0	0	**66**	204	14	1	0	0	3	0	**222**	69	5	0	3	1	4	0	**82**	149	12	1	4	0	3	0	**169**	**539**
1830-1845	53	6	0	0	1	0	1	**61**	201	9	0	0	0	0	1	**211**	67	4	0	1	0	0	0	**72**	139	10	1	3	0	0	0	**153**	**497**
1845-1900	75	5	0	0	0	2	0	**82**	166	12	0	1	1	1	0	**181**	75	5	0	4	0	0	0	**84**	113	5	0	4	0	1	0	**123**	**470**
Hourly Total	**263**	**22**	**0**	**0**	**1**	**6**	**1**	**293**	**791**	**57**	**2**	**1**	**2**	**8**	**1**	**862**	**281**	**18**	**0**	**10**	**1**	**5**	**0**	**315**	**562**	**33**	**2**	**14**	**1**	**4**	**0**	**616**	**2086**
Total	3531	321	47	18	25	36	10	**3988**	7633	1046	145	186	16	103	12	**9141**	3547	448	97	217	23	41	12	**4385**	8007	990	193	260	13	105	6	**9574**	**27088**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	32	4	0	0	0	0	0	**36**	160	20	7	6	0	6	0	**199**	32	5	0	2	3	1	0	**43**	69	8	1	1	0	1	0	**80**	**358**
0715-0730	38	2	0	0	0	0	0	**40**	199	33	8	5	0	3	0	**248**	57	18	3	2	2	0	0	**82**	66	12	2	1	0	0	0	**81**	**451**
0730-0745	43	6	0	0	1	0	0	**50**	275	38	4	7	0	2	0	**326**	65	18	2	4	0	0	1	**90**	61	20	5	2	0	1	1	**90**	**556**
0745-0800	63	5	1	0	0	0	0	**69**	262	31	3	4	1	3	0	**304**	78	18	5	5	2	1	0	**109**	82	21	1	3	4	1	0	**112**	**594**
Hourly Total	**176**	**17**	**1**	**0**	**1**	**0**	**0**	**195**	**896**	**122**	**22**	**22**	**1**	**14**	**0**	**1077**	**232**	**59**	**10**	**13**	**7**	**2**	**1**	**324**	**278**	**61**	**9**	**7**	**4**	**3**	**1**	**363**	**1959**
0800-0815	97	6	1	0	0	0	0	**104**	261	28	2	4	0	7	0	**302**	41	10	5	8	0	0	0	**64**	99	39	3	6	0	0	0	**147**	**617**
0815-0830	95	17	4	0	2	0	0	**118**	252	30	5	5	0	1	0	**293**	41	9	0	5	0	0	0	**55**	85	16	8	9	0	0	0	**118**	**584**
0830-0845	127	5	0	0	0	0	0	**132**	254	27	4	4	0	2	0	**291**	41	17	4	1	0	0	0	**63**	93	21	3	5	0	0	0	**122**	**608**
0845-0900	84	10	3	0	2	3	0	**102**	248	26	0	5	1	0	0	**280**	73	13	5	5	1	1	0	**98**	121	29	5	8	1	0	1	**165**	**645**
Hourly Total	**403**	**38**	**8**	**0**	**4**	**3**	**0**	**456**	**1015**	**111**	**11**	**18**	**1**	**10**	**0**	**1166**	**196**	**49**	**14**	**19**	**1**	**1**	**0**	**280**	**398**	**105**	**19**	**28**	**1**	**0**	**1**	**552**	**2454**
0900-0915	68	9	1	1	1	1	0	**81**	218	37	7	2	2	1	0	**267**	89	13	0	3	0	0	1	**106**	108	33	3	6	2	2	0	**154**	**608**
0915-0930	63	5	0	1	0	0	0	**69**	215	31	6	1	0	0	0	**253**	79	14	5	5	0	0	0	**103**	95	17	5	3	0	1	1	**122**	**547**
0930-0945	74	5	3	0	1	0	0	**83**	176	21	8	11	2	1	0	**219**	80	13	5	4	0	1	0	**103**	83	24	3	4	0	0	0	**114**	**519**
0945-1000	44	9	1	0	0	0	0	**54**	174	21	5	4	1	2	0	**207**	88	8	3	13	1	2	3	**118**	104	21	6	5	0	0	0	**136**	**515**
Hourly Total	**249**	**28**	**5**	**2**	**2**	**1**	**0**	**287**	**783**	**110**	**26**	**18**	**5**	**4**	**0**	**946**	**336**	**48**	**13**	**25**	**1**	**3**	**4**	**430**	**390**	**95**	**17**	**18**	**2**	**3**	**1**	**526**	**2189**
1000-1015	54	6	3	0	0	1	0	**64**	149	22	9	9	0	3	2	**194**	74	14	4	5	0	1	0	**98**	100	21	2	5	0	0	0	**128**	**484**
1015-1030	34	7	2	0	0	0	0	**43**	174	21	4	5	0	1	0	**205**	63	12	3	7	1	0	0	**86**	130	32	7	5	0	3	0	**177**	**511**
1030-1045	52	6	1	0	1	0	1	**61**	145	24	4	6	0	0	0	**179**	63	9	2	8	0	1	0	**83**	116	31	6	9	0	12	0	**174**	**497**
1045-1100	68	8	1	0	0	4	0	**81**	163	22	6	6	0	2	1	**200**	69	9	2	10	0	0	0	**90**	118	18	8	10	0	0	1	**155**	**526**
Hourly Total	**208**	**27**	**7**	**0**	**1**	**5**	**1**	**249**	**631**	**89**	**23**	**26**	**0**	**6**	**3**	**778**	**269**	**44**	**11**	**30**	**1**	**2**	**0**	**357**	**464**	**102**	**23**	**29**	**0**	**15**	**1**	**634**	**2018**
1100-1115	42	9	0	3	0	0	0	**54**	166	23	5	5	0	2	0	**201**	69	6	3	8	1	3	0	**90**	143	24	5	10	0	1	0	**183**	**528**
1115-1130	65	1	2	0	0	1	0	**69**	161	22	6	6	0	4	0	**199**	92	13	3	3	0	2	0	**113**	150	17	3	6	0	0	0	**176**	**557**
1130-1145	59	11	1	0	0	0	0	**71**	161	29	10	3	0	8	0	**211**	79	7	2	7	0	0	3	**98**	129	19	6	6	0	1	0	**161**	**541**
1145-1200	53	5	0	1	1	1	0	**61**	180	23	3	3	0	0	0	**209**	82	9	1	6	0	12	0	**110**	156	17	4	5	0	5	1	**188**	**568**
Hourly Total	**219**	**26**	**3**	**4**	**1**	**2**	**0**	**255**	**668**	**97**	**24**	**17**	**0**	**14**	**0**	**820**	**322**	**35**	**9**	**24**	**1**	**17**	**3**	**411**	**578**	**77**	**18**	**27**	**0**	**7**	**1**	**708**	**2194**
1200-1215	64	6	2	0	0	1	0	**73**	180	20	2	4	0	0	0	**206**	91	7	2	6	1	0	0	**107**	137	18	2	4	0	2	0	**163**	**549**
1215-1230	60	6	1	1	0	1	0	**69**	186	35	3	3	1	3	0	**231**	86	14	4	3	0	4	0	**111**	141	15	5	3	0	0	0	**164**	**575**
1230-1245	47	9	2	0	1	0	1	**60**	169	19	4	4	0	4	0	**200**	85	9	1	7	0	3	0	**105**	157	19	1	8	0	1	1	**187**	**552**
1245-1300	60	16	2	0	0	0	0	**78**	168	22	6	2	0	2	3	**203**	64	11	3	7	0	0	1	**86**	142	22	3	7	0	1	0	**175**	**542**
Hourly Total	**231**	**37**	**7**	**1**	**1**	**2**	**1**	**280**	**703**	**96**	**15**	**13**	**1**	**9**	**3**	**840**	**326**	**41**	**10**	**23**	**1**	**7**	**1**	**409**	**577**	**74**	**11**	**22**	**0**	**4**	**1**	**689**	**2218**
1300-1315	45	2	1	2	0	2	1	**53**	169	25	3	5	0	0	0	**202**	83	16	2	10	1	0	0	**112**	169	19	5	6	0	2	0	**201**	**568**
1315-1330	60	6	3	0	0	0	2	**71**	164	19	6	4	0	4	0	**197**	67	5	1	2	0	0	0	**75**	140	23	5	7	0	1	0	**176**	**519**
1330-1345	73	6	2	2	0	1	0	**84**	166	18	2	8	1	1	1	**197**	69	9	0	11	0	4	0	**93**	158	15	2	8	0	1	1	**185**	**559**
1345-1400	56	12	1	0	1	0	0	**70**	172	24	1	9	0	4	0	**210**	88	2	2	4	0	1	1	**98**	158	21	2	5	0	1	0	**187**	**565**
Hourly Total	**234**	**26**	**7**	**4**	**1**	**3**	**3**	**278**	**671**	**86**	**12**	**26**	**1**	**9**	**1**	**806**	**307**	**32**	**5**	**27**	**1**	**5**	**1**	**378**	**625**	**78**	**14**	**26**	**0**	**5**	**1**	**749**	**2211**
1400-1415	69	8	3	2	0	2	0	**84**	122	21	5	5	0	2	0	**155**	67	5	3	3	0	2	0	**80**	161	13	5	9	0	4	0	**192**	**511**
1415-1430	76	9	2	2	0	2	0	**91**	161	24	5	3	0	1	0	**194**	67	7	1	5	1	1	0	**82**	178	20	4	6	0	3	0	**211**	**578**
1430-1445	82	11	2	1	2	1	0	**99**	150	16	7	2	0	5	0	**180**	71	7	0	6	0	0	1	**85**	164	29	4	5	1	4	0	**207**	**571**
1445-1500	75	3	1	0	1	1	0	**81**	176	24	1	8	0	2	0	**211**	61	11	1	5	0	0	0	**78**	196	29	9	6	0	3	0	**243**	**613**
Hourly Total	**302**	**31**	**8**	**5**	**3**	**6**	**0**	**355**	**609**	**85**	**18**	**18**	**0**	**10**	**0**	**740**	**266**	**30**	**5**	**19**	**1**	**3**	**1**	**325**	**699**	**91**	**22**	**26**	**1**	**14**	**0**	**853**	**2273**
1500-1515	83	7	0	1	1	1	0	**93**	127	23	5	4	0	2	0	**161**	74	10	1	0	1	1	0	**87**	195	22	3	5	2	6	0	**233**	**574**
1515-1530	62	6	0	0	0	0	0	**68**	143	24	2	3	0	2	0	**174**	63	3	1	7	0	0	0	**74**	176	20	0	6	5	5	0	**212**	**528**
1530-1545	69	4	0	1	1	0	0	**75**	184	16	4	3	1	0	0	**208**	66	10	2	3	0	0	0	**81**	218	24	1	7	1	3	0	**254**	**618**
1545-1600	70	5	0	0	2	0	0	**77**	188	16	3	4	0	2	0	**213**	94	7	1	4	0	1	0	**107**	205	21	3	2	0	1	0	**232**	**629**
Hourly Total	**284**	**22**	**0**	**2**	**4**	**1**	**0**	**313**	**642**	**79**	**14**	**14**	**1**	**6**	**0**	**756**	**297**	**30**	**5**	**14**	**1**	**2**	**0**	**349**	**794**	**87**	**7**	**20**	**8**	**15**	**0**	**931**	**2349**
1600-1615	55	4	0	0	0	0	0	**59**	191	27	1	5	1	0	0	**225**	48	9	2	3	1	0	0	**63**	271	23	3	10	0	2	0	**309**	**656**
1615-1630	74	9	0	0	0	0	2	**85**	191	19	7	1	1	0	1	**220**	75	4	2	3	0	0	1	**85**	231	29	5	4	0	2	0	**271**	**661**
1630-1645	73	2	0	0	1	0	0	**76**	164	17	4	2	2	2	0	**191**	73	9	2	3	0	2	0	**89**	238	21	2	4	0	8	0	**273**	**629**
1645-1700	61	12	0	0	1	1	0	**75**	192	19	3	2	0	2	0	**218**	60	6	0	3	0	0	0	**69**	261	23	2	5	1	2	0	**294**	**656**
Hourly Total	**263**	**27**	**0**	**0**	**2**	**1**	**2**	**295**	**738**	**82**	**15**	**10**	**4**	**4**	**1**	**854**	**256**	**28**	**6**	**12**	**1**	**2**	**1**	**306**	**1001**	**96**	**12**	**23**	**1**	**14**	**0**	**1147**	**2602**
1700-1715	72	6	0	0	1	0	0	**79**	165	18	2	1	1	1	0	**188**	88	5	1	2	1	3	0	**100**	266	27	1	1	0	2	0	**297**	**664**
1715-1730	64	7	1	0	1	0	0	**73**	154	16	0	1	1	2	0	**174**	87	2	0	2	0	0	2	**93**	278	19	3	1	0	7	0	**308**	**648**
1730-1745	80	5	1	2	0	1	0	**89**	154	14	2	1	0	2	0	**173**	85	4	0	1	0	0	1	**91**	230	14	0	3	0	3	0	**250**	**603**
1745-1800	58	7	0	0	0	0	0	**65**	179	12	1	1	0	0	1	**194**	112	2	0	4	0	2	0	**120**	213	19	0	4	0	5	0	**241**	**620**
Hourly Total	**274**	**25**	**2**	**2**	**2**	**1**	**0**	**306**	**652**	**60**	**5**	**4**	**2**	**5**	**1**	**729**	**372**	**13**	**1**	**9**	**1**	**5**	**3**	**404**	**987**	**79**	**4**	**9**	**0**	**17**	**0**	**1096**	**2535**
1800-1815	50	2	0	0	0	0	0	**52**	165	7	0	2	1	0	0	**175**	100	5	1	2	0	2	0	**110**	210	24	0	1	1	7	0	**243**	**580**
1815-1830	53	6	0	0	1	0	0	**60**	159	10	1	1	0	7	0	**178**	81	3	0	3	0	0	0	**87**	190	17	1	3	0	3	0	**214**	**539**
1830-1845	57	6	0	0	0	0	0	**63**	135	10	1	1	0	0	0	**147**	80	3	0	2	1	0	2	**88**	188	10	0	1	0	0	0	**199**	**497**
1845-1900	70	2	0	0	0	0	0	**72**	128	6	0	1	0	1	0	**136**	96	4	0	3	0	1	0	**104**	135	15	0	5	1	2	0	**158**	**470**
Hourly Total	**230**	**16**	**0**	**0**	**1**	**0**	**0**	**247**	**587**	**33**	**2**	**5**	**1**	**8**	**0**	**636**	**357**	**15**	**1**	**10**	**1**	**3**	**2**	**389**	**723**	**66**	**1**	**10**	**2**	**12**	**0**	**814**	**2086**
Total	3073	320	48	20	23	25	7	**3516**	8595	1050	187	191	17	99	9	**10148**	3536	424	90	225	18	52	17	**4362**	7514	1011	157	245	19	109	7	**9062**	**27088**

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 1

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	12	1	1	0	0	1	0	**15**	0	0	0	0	0	0	0	**0**	19	1	1	0	0	0	0	**21**	**36**
0715-0730	0	0	0	0	0	0	0	**0**	13	4	1	0	0	0	0	**18**	1	2	0	0	0	0	0	**3**	21	2	0	0	0	0	0	**23**	**44**
0730-0745	0	0	0	0	0	0	0	**0**	20	6	0	0	0	0	0	**26**	3	1	0	0	0	0	0	**4**	17	2	0	0	1	0	0	**20**	**50**
0745-0800	0	0	0	0	0	0	0	**0**	17	3	0	0	0	0	0	**20**	1	3	0	0	0	0	0	**4**	27	4	0	0	0	1	0	**32**	**56**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**14**	**2**	**0**	**0**	**1**	**0**	**79**	**5**	**6**	**0**	**0**	**0**	**0**	**0**	**11**	**84**	**9**	**1**	**0**	**1**	**1**	**0**	**96**	**186**
0800-0815	0	0	0	0	0	0	0	**0**	21	2	0	0	0	0	0	**23**	2	0	0	0	0	0	0	**2**	18	13	0	0	0	0	0	**31**	**56**
0815-0830	1	0	0	0	0	0	0	**1**	19	1	0	0	0	0	0	**20**	2	3	0	0	0	0	0	**5**	29	5	1	0	0	0	0	**35**	**61**
0830-0845	0	0	0	0	0	0	0	**0**	23	5	0	0	0	0	0	**28**	4	0	0	0	0	0	0	**4**	25	3	1	1	0	0	0	**30**	**62**
0845-0900	0	0	0	0	0	0	0	**0**	23	7	0	0	0	0	0	**30**	8	0	0	0	0	0	0	**8**	29	8	2	0	0	0	0	**39**	**77**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**86**	**15**	**0**	**0**	**0**	**0**	**0**	**101**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**19**	**101**	**29**	**4**	**1**	**0**	**0**	**0**	**135**	**256**
0900-0915	0	0	0	0	0	0	0	**0**	23	2	0	0	0	0	0	**25**	9	0	0	0	0	0	0	**9**	33	9	0	0	0	0	1	**43**	**77**
0915-0930	0	0	0	0	0	0	0	**0**	29	5	1	0	0	0	0	**35**	4	4	0	0	0	0	0	**8**	35	4	0	0	0	0	0	**39**	**82**
0930-0945	0	0	0	0	0	0	0	**0**	35	5	0	0	0	0	0	**40**	8	4	0	0	0	0	0	**12**	32	8	0	0	0	0	0	**40**	**92**
0945-1000	0	0	0	0	0	0	0	**0**	28	4	1	0	0	0	0	**33**	3	2	0	0	0	0	0	**5**	41	4	1	0	0	0	0	**46**	**84**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**115**	**16**	**2**	**0**	**0**	**0**	**0**	**133**	**24**	**10**	**0**	**0**	**0**	**0**	**0**	**34**	**141**	**25**	**1**	**0**	**0**	**0**	**1**	**168**	**335**
1000-1015	1	0	0	0	0	0	0	**1**	39	3	0	0	0	0	0	**42**	8	2	0	0	0	0	0	**10**	37	6	0	0	0	0	0	**43**	**96**
1015-1030	0	0	0	0	0	0	0	**0**	43	1	0	0	0	0	0	**44**	9	2	0	0	0	0	0	**11**	42	6	1	0	0	1	0	**50**	**105**
1030-1045	0	0	0	0	0	0	0	**0**	38	4	0	0	0	1	0	**43**	7	0	0	0	0	0	0	**7**	40	6	1	0	0	0	0	**47**	**97**
1045-1100	0	0	0	0	0	0	0	**0**	30	3	1	0	0	0	0	**34**	19	1	0	0	0	0	0	**20**	46	6	1	0	0	0	0	**53**	**107**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**150**	**11**	**1**	**0**	**0**	**1**	**0**	**163**	**43**	**5**	**0**	**0**	**0**	**0**	**0**	**48**	**165**	**24**	**3**	**0**	**0**	**1**	**0**	**193**	**405**
1100-1115	0	0	0	0	0	0	0	**0**	39	1	0	0	0	2	0	**42**	14	0	0	0	0	0	0	**14**	54	8	1	0	0	0	0	**63**	**119**
1115-1130	1	0	0	0	0	0	0	**1**	30	2	0	0	0	1	0	**33**	13	1	0	0	0	0	0	**14**	72	4	1	0	0	0	0	**77**	**125**
1130-1145	0	0	0	0	0	0	0	**0**	43	8	1	0	0	0	0	**52**	19	2	0	0	0	0	0	**21**	48	3	0	1	0	0	0	**52**	**125**
1145-1200	1	0	0	0	0	0	0	**1**	41	2	0	0	0	0	0	**43**	6	1	0	0	0	0	0	**7**	59	4	0	1	0	4	0	**68**	**119**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**153**	**13**	**1**	**0**	**0**	**3**	**0**	**170**	**52**	**4**	**0**	**0**	**0**	**0**	**0**	**56**	**233**	**19**	**2**	**2**	**0**	**4**	**0**	**260**	**488**
1200-1215	0	0	0	0	0	0	0	**0**	46	6	0	0	0	0	0	**52**	18	4	0	0	0	0	0	**22**	51	4	0	0	0	0	0	**55**	**129**
1215-1230	1	0	0	0	0	0	0	**1**	37	3	0	0	0	1	0	**41**	12	0	0	0	0	0	0	**12**	54	8	0	1	0	0	0	**63**	**117**
1230-1245	0	0	0	0	0	0	0	**0**	54	4	1	0	0	0	0	**59**	17	2	0	0	0	0	0	**19**	71	4	0	0	0	0	0	**75**	**153**
1245-1300	0	0	0	0	0	0	0	**0**	57	3	0	0	0	1	0	**61**	12	2	0	0	0	0	0	**14**	58	6	1	0	0	1	0	**66**	**141**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**194**	**16**	**1**	**0**	**0**	**2**	**0**	**213**	**59**	**8**	**0**	**0**	**0**	**0**	**0**	**67**	**234**	**22**	**1**	**1**	**0**	**1**	**0**	**259**	**540**
1300-1315	1	0	0	0	0	0	0	**1**	47	6	0	0	0	0	0	**53**	6	1	0	0	0	0	0	**7**	57	4	1	0	0	0	0	**62**	**123**
1315-1330	0	0	0	0	0	0	0	**0**	40	2	1	1	0	1	0	**45**	12	0	0	0	0	0	0	**12**	57	5	0	0	0	1	0	**63**	**120**
1330-1345	1	0	0	0	0	0	0	**1**	51	1	0	0	0	0	0	**52**	9	1	0	0	0	0	0	**10**	72	6	0	0	0	0	0	**78**	**141**
1345-1400	0	0	0	0	0	0	0	**0**	33	4	0	0	0	0	0	**37**	7	4	0	0	0	0	0	**11**	51	3	0	0	0	0	0	**54**	**102**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**171**	**13**	**1**	**1**	**0**	**1**	**0**	**187**	**34**	**6**	**0**	**0**	**0**	**0**	**0**	**40**	**237**	**18**	**1**	**0**	**0**	**1**	**0**	**257**	**486**
1400-1415	0	0	0	0	0	0	0	**0**	36	3	0	0	0	1	0	**40**	15	1	0	0	0	0	0	**16**	71	5	1	0	0	2	0	**79**	**135**
1415-1430	0	0	0	0	0	0	0	**0**	45	5	0	0	0	1	0	**51**	9	4	0	0	0	0	0	**13**	62	3	0	2	0	0	0	**67**	**131**
1430-1445	0	0	0	0	0	0	0	**0**	60	4	0	0	0	0	0	**64**	8	1	0	0	0	0	0	**9**	56	7	3	0	0	0	0	**66**	**139**
1445-1500	2	0	0	0	0	0	0	**2**	45	3	0	0	0	0	0	**48**	7	1	0	0	0	0	0	**8**	79	6	1	0	0	1	0	**87**	**145**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**186**	**15**	**0**	**0**	**0**	**2**	**0**	**203**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**46**	**268**	**21**	**5**	**2**	**0**	**3**	**0**	**299**	**550**
1500-1515	2	0	0	0	0	0	0	**2**	45	3	0	0	0	0	0	**48**	3	0	1	0	0	0	0	**4**	68	6	0	0	1	2	0	**77**	**131**
1515-1530	1	0	0	0	0	0	0	**1**	45	2	1	0	0	0	0	**48**	10	0	0	0	0	0	0	**10**	51	3	0	1	0	1	0	**56**	**115**
1530-1545	0	0	0	0	0	0	0	**0**	40	0	0	0	0	0	0	**40**	19	1	0	0	0	0	0	**20**	65	5	0	0	0	0	0	**70**	**130**
1545-1600	1	0	0	0	0	0	0	**1**	50	2	0	0	0	0	0	**52**	11	0	0	0	0	0	0	**11**	70	4	0	0	0	0	0	**74**	**138**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**180**	**7**	**1**	**0**	**0**	**0**	**0**	**188**	**43**	**1**	**1**	**0**	**0**	**0**	**0**	**45**	**254**	**18**	**0**	**1**	**1**	**3**	**0**	**277**	**514**
1600-1615	0	0	0	0	0	0	0	**0**	29	4	0	0	0	0	0	**33**	9	0	0	0	0	0	0	**9**	84	1	0	0	0	1	0	**86**	**128**
1615-1630	0	0	0	0	0	0	0	**0**	36	2	0	1	0	0	0	**39**	10	0	0	0	0	0	0	**10**	84	5	0	1	0	0	0	**90**	**139**
1630-1645	1	0	0	0	0	0	0	**1**	36	1	0	0	0	0	0	**37**	14	1	0	0	0	0	0	**15**	90	5	0	0	0	0	0	**95**	**148**
1645-1700	3	0	0	0	0	0	0	**3**	43	1	0	0	0	0	0	**44**	10	1	0	0	0	0	1	**12**	84	2	0	0	0	0	0	**86**	**145**
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**144**	**8**	**0**	**1**	**0**	**0**	**0**	**153**	**43**	**2**	**0**	**0**	**0**	**0**	**1**	**46**	**342**	**13**	**0**	**1**	**0**	**1**	**0**	**357**	**560**
1700-1715	1	0	0	0	0	0	0	**1**	34	2	0	1	0	0	0	**37**	9	2	0	0	0	0	0	**11**	89	5	1	0	0	0	0	**95**	**144**
1715-1730	1	0	0	0	0	0	0	**1**	37	2	0	0	0	0	0	**39**	5	0	0	0	0	0	0	**5**	82	7	0	0	0	1	0	**90**	**135**
1730-1745	0	0	0	0	0	0	0	**0**	37	2	0	1	0	0	0	**40**	9	0	0	0	0	0	0	**9**	61	6	0	0	0	1	0	**68**	**117**
1745-1800	1	0	0	0	0	0	0	**1**	35	4	0	0	0	0	0	**39**	7	1	0	0	0	0	0	**8**	66	1	0	0	0	0	0	**67**	**115**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**143**	**10**	**0**	**2**	**0**	**0**	**0**	**155**	**30**	**3**	**0**	**0**	**0**	**0**	**0**	**33**	**298**	**19**	**1**	**0**	**0**	**2**	**0**	**320**	**511**
1800-1815	0	0	0	0	0	0	0	**0**	36	2	0	0	0	0	0	**38**	10	0	0	0	0	0	0	**10**	73	7	0	0	0	0	0	**80**	**128**
1815-1830	0	0	0	0	0	0	0	**0**	38	2	0	1	0	1	0	**42**	15	2	0	0	0	0	0	**17**	64	2	0	0	0	0	0	**66**	**125**
1830-1845	1	0	0	0	0	0	0	**1**	40	6	0	0	0	0	0	**46**	7	0	0	0	0	0	0	**7**	70	2	0	0	0	0	0	**72**	**126**
1845-1900	2	0	0	0	0	0	0	**2**	28	3	0	0	0	0	0	**31**	9	2	0	0	0	0	0	**11**	60	4	0	0	0	1	0	**65**	**109**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**142**	**13**	**0**	**1**	**0**	**1**	**0**	**157**	**41**	**4**	**0**	**0**	**0**	**0**	**0**	**45**	**267**	**15**	**0**	**0**	**0**	**1**	**0**	**283**	**488**
Total	23	0	0	0	0	0	0	**23**	1726	151	9	5	0	11	0	**1902**	429	59	1	0	0	0	1	**490**	2624	232	19	8	2	18	1	**2904**	**5319**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	11	4	0	0	1	0	0	**16**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	42	8	2	0	3	1	0	**56**	**73**
0715-0730	18	4	0	0	0	0	0	**22**	1	0	0	0	0	0	0	**1**	3	0	0	0	0	0	0	**3**	40	15	2	1	0	0	0	**58**	**84**
0730-0745	18	2	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**	60	23	6	1	1	0	0	**91**	**117**
0745-0800	28	4	1	0	0	1	0	**34**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	75	18	3	5	2	0	0	**103**	**141**
Hourly Total	**75**	**14**	**1**	**0**	**1**	**1**	**0**	**92**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**3**	**0**	**1**	**0**	**0**	**0**	**14**	**217**	**64**	**13**	**7**	**6**	**1**	**0**	**308**	**415**
0800-0815	22	8	0	0	0	0	0	**30**	1	0	0	0	0	0	0	**1**	4	2	0	0	0	0	0	**6**	86	29	5	4	0	0	0	**124**	**161**
0815-0830	43	4	0	1	0	0	0	**48**	1	0	0	0	0	0	0	**1**	5	3	0	0	0	0	0	**8**	97	10	5	8	0	0	0	**120**	**177**
0830-0845	52	6	0	0	0	0	0	**58**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	76	27	7	8	2	1	1	**122**	**185**
0845-0900	45	2	0	0	1	0	0	**48**	0	0	0	0	0	0	0	**0**	4	4	0	1	0	0	0	**9**	84	27	4	3	0	1	0	**119**	**176**
Hourly Total	**162**	**20**	**0**	**1**	**1**	**0**	**0**	**184**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**18**	**9**	**0**	**1**	**0**	**0**	**0**	**28**	**343**	**93**	**21**	**23**	**2**	**2**	**1**	**485**	**699**
0900-0915	41	5	0	0	0	0	0	**46**	0	0	0	0	0	0	0	**0**	5	3	0	0	0	0	0	**8**	71	26	2	3	0	0	0	**102**	**156**
0915-0930	43	2	1	0	0	0	0	**46**	0	0	0	0	0	0	0	**0**	6	6	1	0	0	0	0	**13**	55	15	3	2	0	1	1	**77**	**136**
0930-0945	42	2	0	0	0	0	0	**44**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**	72	12	3	5	0	0	0	**92**	**142**
0945-1000	48	3	0	0	0	0	0	**51**	0	0	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**9**	73	14	1	5	0	0	3	**96**	**156**
Hourly Total	**174**	**12**	**1**	**0**	**0**	**0**	**0**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**13**	**1**	**0**	**0**	**0**	**0**	**36**	**271**	**67**	**9**	**15**	**0**	**1**	**4**	**367**	**590**
1000-1015	43	3	0	0	0	0	0	**46**	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	0	**10**	84	15	2	6	0	1	0	**108**	**164**
1015-1030	44	2	0	0	0	0	0	**46**	0	1	0	0	0	0	0	**1**	6	0	0	0	0	0	0	**6**	83	17	4	6	1	2	0	**113**	**166**
1030-1045	54	3	0	0	0	0	0	**57**	1	0	0	0	0	0	0	**1**	3	2	0	0	0	0	0	**5**	85	23	4	13	0	10	0	**135**	**198**
1045-1100	47	1	0	0	0	2	0	**50**	0	0	0	0	0	0	0	**0**	11	4	0	0	0	0	0	**15**	80	11	3	11	0	0	1	**106**	**171**
Hourly Total	**188**	**9**	**0**	**0**	**0**	**2**	**0**	**199**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**28**	**8**	**0**	**0**	**0**	**0**	**0**	**36**	**332**	**66**	**13**	**36**	**1**	**13**	**1**	**462**	**699**
1100-1115	49	3	1	0	0	0	1	**54**	0	0	0	0	0	0	0	**0**	18	6	0	0	0	0	0	**24**	97	15	5	10	0	2	2	**131**	**209**
1115-1130	49	6	1	0	0	0	0	**56**	0	0	0	0	0	0	0	**0**	11	2	1	0	0	0	0	**14**	97	10	2	5	0	0	0	**114**	**184**
1130-1145	46	5	2	0	0	0	0	**53**	1	1	0	0	0	0	0	**2**	8	1	0	0	0	0	0	**9**	90	17	4	4	0	1	0	**116**	**180**
1145-1200	46	4	0	0	0	1	0	**51**	0	1	0	0	0	0	0	**1**	14	2	0	0	0	0	0	**16**	96	10	2	2	0	2	1	**113**	**181**
Hourly Total	**190**	**18**	**4**	**0**	**0**	**1**	**1**	**214**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**51**	**11**	**1**	**0**	**0**	**0**	**0**	**63**	**380**	**52**	**13**	**21**	**0**	**5**	**3**	**474**	**754**
1200-1215	55	5	1	0	0	0	0	**61**	1	0	0	0	0	0	0	**1**	15	3	0	0	0	0	0	**18**	90	12	3	4	1	2	0	**112**	**192**
1215-1230	54	3	1	0	0	0	0	**58**	1	0	0	0	0	0	0	**1**	22	5	0	0	0	0	0	**27**	112	18	4	3	0	2	0	**139**	**225**
1230-1245	57	1	0	0	0	1	0	**59**	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	95	16	1	4	0	0	1	**117**	**194**
1245-1300	50	7	0	0	0	0	0	**57**	0	1	0	0	0	1	0	**2**	12	3	0	0	0	0	0	**15**	84	19	3	8	0	1	0	**115**	**189**
Hourly Total	**216**	**16**	**2**	**0**	**0**	**1**	**0**	**235**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	**65**	**13**	**0**	**0**	**0**	**0**	**0**	**78**	**381**	**65**	**11**	**19**	**1**	**5**	**1**	**483**	**800**
1300-1315	58	3	0	2	0	0	0	**63**	0	0	0	0	0	1	0	**1**	20	3	0	0	0	0	0	**23**	115	24	3	6	0	2	0	**150**	**237**
1315-1330	46	7	0	0	0	1	0	**54**	3	0	0	0	0	0	0	**3**	11	3	0	0	0	0	0	**14**	79	16	4	3	0	3	0	**105**	**176**
1330-1345	39	2	0	0	0	0	0	**41**	0	0	0	0	0	0	0	**0**	16	2	0	0	0	0	0	**18**	106	15	1	7	0	1	0	**130**	**189**
1345-1400	59	3	0	0	0	1	0	**63**	1	0	1	0	0	0	0	**2**	10	3	0	0	0	0	0	**13**	108	14	1	4	0	1	0	**128**	**206**
Hourly Total	**202**	**15**	**0**	**2**	**0**	**2**	**0**	**221**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**6**	**57**	**11**	**0**	**0**	**0**	**0**	**0**	**68**	**408**	**69**	**9**	**20**	**0**	**7**	**0**	**513**	**808**
1400-1415	43	1	0	0	0	0	0	**44**	1	0	0	0	0	0	0	**1**	19	2	1	0	0	0	0	**22**	98	11	1	2	0	3	0	**115**	**182**
1415-1430	45	3	0	0	0	0	0	**48**	0	0	0	0	0	0	0	**0**	14	2	0	0	0	1	0	**17**	95	19	5	6	0	1	0	**126**	**191**
1430-1445	55	8	0	0	0	0	0	**63**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**	97	17	2	3	1	4	1	**125**	**194**
1445-1500	45	5	0	0	0	1	0	**51**	0	0	0	0	0	1	0	**1**	5	4	0	0	0	0	0	**9**	99	20	4	4	0	3	0	**130**	**191**
Hourly Total	**188**	**17**	**0**	**0**	**0**	**1**	**0**	**206**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**42**	**10**	**1**	**0**	**0**	**1**	**0**	**54**	**389**	**67**	**12**	**15**	**1**	**11**	**1**	**496**	**758**
1500-1515	47	4	0	0	0	1	0	**52**	1	0	0	0	0	0	0	**1**	9	3	0	0	0	0	0	**12**	130	16	3	1	0	1	0	**151**	**216**
1515-1530	56	4	0	0	0	0	0	**60**	2	0	0	0	0	0	0	**2**	3	0	0	0	0	0	0	**3**	97	16	0	3	0	4	0	**120**	**185**
1530-1545	54	3	0	0	0	0	0	**57**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	134	19	3	4	0	3	0	**163**	**233**
1545-1600	45	1	0	0	0	0	0	**46**	1	0	0	0	0	0	0	**1**	9	0	0	1	0	0	0	**10**	118	12	1	3	0	1	0	**135**	**192**
Hourly Total	**202**	**12**	**0**	**0**	**0**	**1**	**0**	**215**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**33**	**4**	**0**	**1**	**0**	**0**	**0**	**38**	**479**	**63**	**7**	**11**	**0**	**9**	**0**	**569**	**826**
1600-1615	57	3	0	0	0	0	0	**60**	1	0	0	0	0	0	0	**1**	9	1	0	0	0	0	0	**10**	119	17	1	5	0	2	0	**144**	**215**
1615-1630	62	4	0	0	0	1	0	**67**	2	0	0	0	0	0	0	**2**	10	0	0	0	0	0	0	**10**	97	11	5	0	0	1	0	**114**	**193**
1630-1645	63	4	0	0	0	0	0	**67**	1	0	0	0	0	0	0	**1**	15	3	0	0	0	0	0	**18**	97	18	1	2	0	8	0	**126**	**212**
1645-1700	50	10	0	0	0	1	0	**61**	0	0	0	0	0	0	0	**0**	19	1	0	0	0	0	0	**20**	130	11	1	1	1	0	0	**144**	**225**
Hourly Total	**232**	**21**	**0**	**0**	**0**	**2**	**0**	**255**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**53**	**5**	**0**	**0**	**0**	**0**	**0**	**58**	**443**	**57**	**8**	**8**	**1**	**11**	**0**	**528**	**845**
1700-1715	67	7	0	0	0	0	0	**74**	1	0	0	0	0	0	0	**1**	5	1	0	0	0	0	0	**6**	125	13	1	0	0	6	0	**145**	**226**
1715-1730	52	4	0	0	0	0	0	**56**	3	1	1	0	0	0	0	**5**	13	0	0	0	0	0	0	**13**	148	6	1	0	0	4	0	**159**	**233**
1730-1745	48	2	0	1	0	0	0	**51**	1	1	0	0	0	0	0	**2**	15	1	0	0	0	0	0	**16**	144	8	0	0	0	3	0	**155**	**224**
1745-1800	65	1	0	0	0	0	0	**66**	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**	141	13	1	1	0	4	0	**160**	**235**
Hourly Total	**232**	**14**	**0**	**1**	**0**	**0**	**0**	**247**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**9**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**43**	**558**	**40**	**3**	**1**	**0**	**17**	**0**	**619**	**918**
1800-1815	63	5	0	0	0	0	0	**68**	1	0	0	0	0	0	0	**1**	7	0	0	0	0	0	0	**7**	137	13	0	0	1	4	0	**155**	**231**
1815-1830	44	4	0	0	0	3	0	**51**	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**	135	10	1	0	0	3	0	**149**	**210**
1830-1845	36	2	0	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	17	0	0	0	0	0	0	**17**	117	8	0	0	0	0	1	**126**	**181**
1845-1900	43	3	0	0	0	0	0	**46**	1	0	0	0	0	0	0	**1**	8	0	0	0	0	0	0	**8**	88	10	0	1	1	0	0	**100**	**155**
Hourly Total	**186**	**14**	**0**	**0**	**0**	**3**	**0**	**203**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**42**	**477**	**41**	**1**	**1**	**2**	**7**	**1**	**530**	**777**
Total	2247	182	8	4	2	14	1	**2458**	28	6	2	0	0	3	0	**39**	461	90	3	3	0	1	0	**558**	4678	744	120	177	14	89	12	**5834**	**8889**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0715-0730	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0730-0745	1	1	0	0	0	0	0	**2**	0	1	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**7**
0745-0800	0	2	0	0	0	0	0	**2**	1	3	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
Hourly Total	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**13**
0800-0815	1	0	0	0	0	0	0	**1**	4	1	1	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**9**
0815-0830	2	1	0	0	0	0	0	**3**	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**9**
0830-0845	3	3	0	0	0	0	0	**6**	3	1	1	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**13**
0845-0900	4	1	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	**14**
Hourly Total	**10**	**5**	**0**	**0**	**0**	**0**	**0**	**15**	**13**	**4**	**2**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**45**
0900-0915	1	0	0	0	0	0	0	**1**	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	3	3	0	0	0	0	0	**6**	**11**
0915-0930	8	0	0	0	0	0	0	**8**	2	3	1	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	0	1	0	0	0	0	**4**	**18**
0930-0945	6	4	0	0	0	0	0	**10**	3	3	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	6	4	0	0	0	0	0	**10**	**26**
0945-1000	10	2	0	0	0	0	0	**12**	10	1	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**	4	1	0	0	0	0	0	**5**	**29**
Hourly Total	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**31**	**17**	**9**	**1**	**0**	**0**	**0**	**0**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**16**	**8**	**1**	**0**	**0**	**0**	**0**	**25**	**84**
1000-1015	6	0	0	0	0	0	0	**6**	6	2	0	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**21**
1015-1030	11	0	0	0	0	0	0	**11**	7	1	1	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	10	3	0	0	0	0	0	**13**	**33**
1030-1045	13	0	0	0	0	0	0	**13**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	**21**
1045-1100	11	2	0	0	0	0	0	**13**	2	2	1	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	**27**
Hourly Total	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**43**	**18**	**5**	**2**	**1**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**5**	**0**	**0**	**0**	**0**	**0**	**33**	**102**
1100-1115	20	1	1	0	0	0	0	**22**	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**6**	**42**
1115-1130	10	1	0	0	0	0	0	**11**	12	1	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	15	2	0	0	0	0	0	**17**	**41**
1130-1145	18	1	0	0	0	0	0	**19**	11	1	1	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	**46**
1145-1200	12	1	0	0	0	0	0	**13**	8	2	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	9	1	0	0	0	0	0	**10**	**33**
Hourly Total	**60**	**4**	**1**	**0**	**0**	**0**	**0**	**65**	**44**	**5**	**1**	**0**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**47**	**162**
1200-1215	17	5	0	0	0	0	0	**22**	5	2	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	**41**
1215-1230	13	2	0	0	0	0	0	**15**	12	2	1	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	6	0	0	0	0	0	0	**6**	**36**
1230-1245	19	1	0	0	0	0	0	**20**	9	4	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	0	**15**	**48**
1245-1300	13	4	0	0	0	0	0	**17**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	**48**
Hourly Total	**62**	**12**	**0**	**0**	**0**	**0**	**0**	**74**	**37**	**9**	**1**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**52**	**173**
1300-1315	16	3	0	0	0	0	0	**19**	8	4	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	9	4	0	0	0	0	0	**13**	**44**
1315-1330	17	0	0	0	0	0	0	**17**	11	2	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	**41**
1330-1345	21	0	0	0	0	0	0	**21**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	10	2	0	0	0	0	0	**12**	**43**
1345-1400	16	0	0	0	0	0	0	**16**	7	2	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	10	1	0	0	0	0	0	**11**	**36**
Hourly Total	**70**	**3**	**0**	**0**	**0**	**0**	**0**	**73**	**36**	**8**	**0**	**0**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**8**	**0**	**0**	**0**	**0**	**0**	**47**	**164**
1400-1415	6	0	0	0	0	0	0	**6**	11	3	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	16	1	0	0	0	0	0	**17**	**37**
1415-1430	6	6	0	0	0	0	0	**12**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	**37**
1430-1445	15	2	0	0	0	0	0	**17**	6	4	0	0	0	1	0	**11**	0	0	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**8**	**36**
1445-1500	9	2	0	0	0	0	0	**11**	9	1	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	**35**
Hourly Total	**36**	**10**	**0**	**0**	**0**	**0**	**0**	**46**	**37**	**9**	**1**	**0**	**0**	**1**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**46**	**5**	**0**	**0**	**0**	**0**	**0**	**51**	**145**
1500-1515	10	4	0	0	0	0	0	**14**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	7	1	0	0	0	0	0	**8**	**29**
1515-1530	12	1	0	0	0	0	1	**14**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	**24**
1530-1545	10	1	0	0	0	0	0	**11**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	11	0	0	0	0	0	0	**11**	**34**
1545-1600	12	1	0	0	0	0	0	**13**	9	2	1	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	13	0	0	0	0	0	0	**13**	**38**
Hourly Total	**44**	**7**	**0**	**0**	**0**	**0**	**1**	**52**	**32**	**3**	**1**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**2**	**0**	**0**	**0**	**0**	**0**	**37**	**125**
1600-1615	13	0	0	0	0	0	0	**13**	12	2	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	10	0	0	1	0	0	0	**11**	**38**
1615-1630	5	0	0	0	0	0	0	**5**	8	2	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	**23**
1630-1645	10	0	0	0	0	0	0	**10**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	14	1	0	0	0	0	0	**15**	**35**
1645-1700	9	0	1	0	0	0	1	**11**	12	2	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	15	2	0	0	0	0	0	**17**	**42**
Hourly Total	**37**	**0**	**1**	**0**	**0**	**0**	**1**	**39**	**42**	**6**	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**3**	**0**	**1**	**0**	**0**	**0**	**51**	**138**
1700-1715	12	1	0	0	0	0	0	**13**	14	1	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	**40**
1715-1730	14	0	0	0	0	0	0	**14**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	14	2	0	0	0	0	0	**16**	**40**
1730-1745	10	2	0	0	0	0	0	**12**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	**34**
1745-1800	12	1	0	0	0	0	0	**13**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	**34**
Hourly Total	**48**	**4**	**0**	**0**	**0**	**0**	**0**	**52**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**4**	**0**	**0**	**0**	**0**	**0**	**53**	**148**
1800-1815	13	0	0	0	0	0	0	**13**	12	0	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**31**
1815-1830	11	1	0	0	0	0	0	**12**	7	0	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	**28**
1830-1845	12	2	0	0	0	0	0	**14**	9	0	0	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	5	0	0	0	0	0	0	**5**	**29**
1845-1900	7	0	0	0	0	0	0	**7**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	8	0	0	0	0	0	0	**8**	**20**
Hourly Total	**43**	**3**	**0**	**0**	**0**	**0**	**0**	**46**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**27**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**108**
Total	477	59	2	0	0	0	2	**540**	351	64	10	1	0	1	0	**427**	2	0	0	0	0	0	0	**2**	389	47	1	1	0	0	0	**438**	**1407**

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	60	3	3	1	0	1	0	**68**	103	18	3	3	0	5	0	**132**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**202**
0715-0730	57	15	1	1	0	1	0	**75**	154	21	6	6	0	2	0	**189**	0	0	0	0	0	0	0	**0**	1	0	1	0	0	0	0	**2**	**266**
0730-0745	97	8	1	0	0	1	0	**107**	169	28	2	6	0	1	0	**206**	1	1	0	0	0	0	0	**2**	2	0	0	0	0	0	0	**2**	**317**
0745-0800	86	8	1	1	0	3	0	**99**	183	25	3	4	1	0	0	**216**	3	1	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	**320**
Hourly Total	**300**	**34**	**6**	**3**	**0**	**6**	**0**	**349**	**609**	**92**	**14**	**19**	**1**	**8**	**0**	**743**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**6**	**1105**
0800-0815	87	5	0	0	0	3	0	**95**	162	22	2	4	0	4	0	**194**	10	0	0	0	0	0	0	**10**	1	1	0	0	0	0	0	**2**	**301**
0815-0830	85	11	1	0	0	0	0	**97**	161	18	5	5	0	1	0	**190**	8	2	0	0	0	0	0	**10**	3	1	0	0	0	0	0	**4**	**301**
0830-0845	99	11	2	0	0	1	0	**113**	171	19	1	3	0	1	0	**195**	1	0	1	0	0	0	0	**2**	1	1	1	0	0	0	0	**3**	**313**
0845-0900	116	7	0	0	0	0	0	**123**	126	22	0	6	1	0	0	**155**	8	0	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**286**
Hourly Total	**387**	**34**	**3**	**0**	**0**	**4**	**0**	**428**	**620**	**81**	**8**	**18**	**1**	**6**	**0**	**734**	**27**	**2**	**1**	**0**	**0**	**0**	**0**	**30**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**9**	**1201**
0900-0915	72	9	1	0	0	1	0	**83**	143	18	6	2	2	0	0	**171**	6	2	0	0	0	0	0	**8**	1	1	0	0	0	0	0	**2**	**264**
0915-0930	72	9	1	0	0	0	0	**82**	119	30	4	1	0	0	0	**154**	9	0	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	**245**
0930-0945	68	5	3	0	1	0	0	**77**	110	16	6	10	1	1	0	**144**	10	0	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	**231**
0945-1000	63	7	1	0	1	0	0	**72**	99	11	2	4	0	2	0	**118**	6	1	0	0	0	0	0	**7**	1	1	0	0	0	0	0	**2**	**199**
Hourly Total	**275**	**30**	**6**	**0**	**2**	**1**	**0**	**314**	**471**	**75**	**18**	**17**	**3**	**3**	**0**	**587**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**34**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**939**
1000-1015	56	9	1	1	0	0	0	**67**	94	12	10	9	0	3	2	**130**	5	1	0	0	0	0	0	**6**	0	0	1	0	0	0	0	**1**	**204**
1015-1030	54	6	1	0	0	0	0	**61**	101	17	4	4	0	0	0	**126**	10	0	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	**198**
1030-1045	66	6	0	1	0	1	0	**74**	86	18	2	5	0	0	1	**112**	7	0	0	0	0	0	0	**7**	1	0	0	0	0	0	0	**1**	**194**
1045-1100	61	6	3	0	0	1	0	**71**	94	18	4	6	0	2	1	**125**	14	1	2	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**213**
Hourly Total	**237**	**27**	**5**	**2**	**0**	**2**	**0**	**273**	**375**	**65**	**20**	**24**	**0**	**5**	**4**	**493**	**36**	**2**	**2**	**0**	**0**	**0**	**0**	**40**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**809**
1100-1115	64	8	0	1	0	2	0	**75**	82	15	2	4	0	0	0	**103**	13	0	0	0	0	0	0	**13**	0	1	0	0	0	0	0	**1**	**192**
1115-1130	62	6	0	1	0	0	0	**69**	98	17	8	5	0	4	0	**132**	12	0	0	0	0	0	0	**12**	1	0	0	0	0	0	0	**1**	**214**
1130-1145	59	11	0	0	0	4	0	**74**	95	20	9	4	0	4	0	**132**	7	0	0	0	0	0	0	**7**	2	0	0	0	0	0	0	**2**	**215**
1145-1200	71	10	0	0	0	0	0	**81**	99	17	5	0	0	0	0	**121**	7	1	0	0	0	0	0	**8**	1	1	0	0	0	0	0	**2**	**212**
Hourly Total	**256**	**35**	**0**	**2**	**0**	**6**	**0**	**299**	**374**	**69**	**24**	**13**	**0**	**8**	**0**	**488**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**40**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**833**
1200-1215	68	9	0	0	0	0	0	**77**	110	13	1	6	0	0	0	**130**	8	2	0	0	0	0	0	**10**	1	0	1	0	0	0	0	**2**	**219**
1215-1230	56	8	0	0	0	0	0	**64**	112	25	3	3	1	2	0	**146**	10	1	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**221**
1230-1245	67	7	1	0	0	1	0	**76**	106	13	3	5	0	4	0	**131**	9	2	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	**218**
1245-1300	69	6	0	0	0	1	0	**76**	90	14	4	1	0	1	2	**112**	12	2	0	0	0	0	0	**14**	2	1	0	0	0	0	0	**3**	**205**
Hourly Total	**260**	**30**	**1**	**0**	**0**	**2**	**0**	**293**	**418**	**65**	**11**	**15**	**1**	**7**	**2**	**519**	**39**	**7**	**0**	**0**	**0**	**0**	**0**	**46**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**863**
1300-1315	70	6	1	1	0	0	0	**78**	76	14	4	3	0	0	1	**98**	11	1	0	0	0	0	0	**12**	0	2	0	0	0	0	0	**2**	**190**
1315-1330	59	6	0	0	0	3	0	**68**	109	15	6	6	0	1	0	**137**	12	0	0	0	0	0	0	**12**	1	0	1	0	0	0	0	**2**	**219**
1330-1345	55	5	0	0	0	1	0	**61**	118	16	1	7	1	1	2	**146**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**210**
1345-1400	48	4	0	1	0	1	0	**54**	108	19	1	8	0	4	0	**140**	11	0	0	0	0	0	0	**11**	2	1	0	0	0	0	0	**3**	**208**
Hourly Total	**232**	**21**	**1**	**2**	**0**	**5**	**0**	**261**	**411**	**64**	**12**	**24**	**1**	**6**	**3**	**521**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**38**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**7**	**827**
1400-1415	45	7	0	0	0	0	0	**52**	70	15	4	5	0	2	0	**96**	5	2	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	**155**
1415-1430	66	9	1	0	0	0	0	**76**	85	12	3	4	0	1	0	**105**	5	1	0	0	0	0	0	**6**	1	0	0	0	0	0	0	**1**	**188**
1430-1445	58	5	0	0	0	0	0	**63**	110	15	7	2	0	4	0	**138**	4	0	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	**206**
1445-1500	69	8	0	1	0	2	0	**80**	95	16	1	6	0	0	0	**118**	1	0	0	0	0	0	0	**1**	1	1	0	0	0	0	0	**2**	**201**
Hourly Total	**238**	**29**	**1**	**1**	**0**	**2**	**0**	**271**	**360**	**58**	**15**	**17**	**0**	**7**	**0**	**457**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**18**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**750**
1500-1515	45	6	0	0	0	0	0	**51**	68	17	4	4	0	3	0	**96**	9	0	0	0	0	0	0	**9**	0	2	0	0	0	0	0	**2**	**158**
1515-1530	52	2	1	0	0	0	0	**55**	109	18	4	4	0	2	0	**137**	5	1	0	0	0	0	0	**6**	1	1	0	0	0	0	0	**2**	**200**
1530-1545	63	6	0	0	0	0	0	**69**	145	12	4	3	1	0	0	**165**	8	0	0	0	0	0	0	**8**	1	1	0	0	0	0	0	**2**	**244**
1545-1600	63	3	0	2	0	0	0	**68**	114	9	3	2	0	2	0	**130**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**206**
Hourly Total	**223**	**17**	**1**	**2**	**0**	**0**	**0**	**243**	**436**	**56**	**15**	**13**	**1**	**7**	**0**	**528**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**31**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**808**
1600-1615	79	7	0	2	1	0	0	**89**	112	18	1	2	0	0	0	**133**	11	2	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	**235**
1615-1630	69	4	0	0	0	0	0	**73**	116	14	6	2	1	0	1	**140**	7	1	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**221**
1630-1645	56	3	0	1	0	0	0	**60**	117	14	1	1	2	2	0	**137**	8	1	1	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	**208**
1645-1700	67	3	0	0	0	0	0	**70**	119	14	2	2	0	2	0	**139**	6	1	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	**217**
Hourly Total	**271**	**17**	**0**	**3**	**1**	**0**	**0**	**292**	**464**	**60**	**10**	**7**	**3**	**4**	**1**	**549**	**32**	**5**	**2**	**0**	**0**	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**881**
1700-1715	47	6	0	1	0	0	0	**54**	105	14	2	0	1	1	0	**123**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**183**
1715-1730	62	6	0	0	0	1	0	**69**	122	10	0	0	1	1	0	**134**	5	1	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**209**
1730-1745	42	5	1	0	0	0	0	**48**	103	8	1	2	0	2	0	**116**	9	0	0	0	0	0	0	**9**	0	1	0	0	0	0	0	**1**	**174**
1745-1800	61	5	0	0	0	0	0	**66**	106	5	1	1	0	0	1	**114**	11	0	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**	**192**
Hourly Total	**212**	**22**	**1**	**1**	**0**	**1**	**0**	**237**	**436**	**37**	**4**	**3**	**2**	**4**	**1**	**487**	**30**	**2**	**0**	**0**	**0**	**0**	**0**	**32**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**758**
1800-1815	44	2	0	0	0	0	0	**46**	108	5	0	2	1	0	0	**116**	10	1	0	0	0	0	0	**11**	1	0	0	0	0	0	0	**1**	**174**
1815-1830	57	3	0	0	0	2	0	**62**	101	7	0	2	0	5	0	**115**	9	1	0	0	0	0	0	**10**	1	0	0	0	0	0	0	**1**	**188**
1830-1845	42	2	2	0	0	0	0	**46**	81	6	0	0	0	0	0	**87**	6	2	0	0	0	0	0	**8**	2	0	0	0	0	0	0	**2**	**143**
1845-1900	50	2	0	0	0	0	0	**52**	81	4	0	1	0	1	0	**87**	9	0	0	0	0	0	0	**9**	2	0	0	0	0	0	0	**2**	**150**
Hourly Total	**193**	**9**	**2**	**0**	**0**	**2**	**0**	**206**	**371**	**22**	**0**	**5**	**1**	**6**	**0**	**405**	**34**	**4**	**0**	**0**	**0**	**0**	**0**	**38**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**655**
Total	3084	305	27	16	3	31	0	**3466**	5345	744	151	175	14	71	11	**6511**	354	34	5	0	0	0	0	**393**	37	17	5	0	0	0	0	**59**	**10429**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	31	2	2	0	0	1	0	**36**	53	12	2	1	4	1	0	**73**	0	0	0	0	0	0	0	**0**	165	21	6	4	0	6	0	**202**	**311**
0715-0730	35	8	1	0	0	0	0	**44**	62	19	2	1	0	0	0	**84**	0	0	0	0	0	0	0	**0**	212	36	8	7	0	3	0	**266**	**394**
0730-0745	40	9	0	0	1	0	0	**50**	82	27	6	1	1	0	0	**117**	4	2	1	0	0	0	0	**7**	269	37	3	6	0	2	0	**317**	**491**
0745-0800	45	10	0	0	0	1	0	**56**	106	23	4	5	2	1	0	**141**	1	5	0	0	0	0	0	**6**	273	34	4	5	1	3	0	**320**	**523**
Hourly Total	**151**	**29**	**3**	**0**	**1**	**2**	**0**	**186**	**303**	**81**	**14**	**8**	**7**	**2**	**0**	**415**	**5**	**7**	**1**	**0**	**0**	**0**	**0**	**13**	**919**	**128**	**21**	**22**	**1**	**14**	**0**	**1105**	**1719**
0800-0815	41	15	0	0	0	0	0	**56**	113	39	5	4	0	0	0	**161**	6	2	1	0	0	0	0	**9**	260	28	2	4	0	7	0	**301**	**527**
0815-0830	51	9	1	0	0	0	0	**61**	146	17	5	9	0	0	0	**177**	6	3	0	0	0	0	0	**9**	257	32	6	5	0	1	0	**301**	**548**
0830-0845	52	8	1	1	0	0	0	**62**	133	33	7	8	2	1	1	**185**	7	5	1	0	0	0	0	**13**	272	31	5	3	0	2	0	**313**	**573**
0845-0900	60	15	2	0	0	0	0	**77**	133	33	4	4	1	1	0	**176**	12	2	0	0	0	0	0	**14**	250	29	0	6	1	0	0	**286**	**553**
Hourly Total	**204**	**47**	**4**	**1**	**0**	**0**	**0**	**256**	**525**	**122**	**21**	**25**	**3**	**2**	**1**	**699**	**31**	**12**	**2**	**0**	**0**	**0**	**0**	**45**	**1039**	**120**	**13**	**18**	**1**	**10**	**0**	**1201**	**2201**
0900-0915	65	11	0	0	0	0	1	**77**	117	34	2	3	0	0	0	**156**	6	5	0	0	0	0	0	**11**	222	30	7	2	2	1	0	**264**	**508**
0915-0930	68	13	1	0	0	0	0	**82**	104	23	5	2	0	1	1	**136**	13	3	2	0	0	0	0	**18**	200	39	5	1	0	0	0	**245**	**481**
0930-0945	75	17	0	0	0	0	0	**92**	118	16	3	5	0	0	0	**142**	15	11	0	0	0	0	0	**26**	188	21	9	10	2	1	0	**231**	**491**
0945-1000	72	10	2	0	0	0	0	**84**	128	19	1	5	0	0	3	**156**	25	4	0	0	0	0	0	**29**	169	20	3	4	1	2	0	**199**	**468**
Hourly Total	**280**	**51**	**3**	**0**	**0**	**0**	**1**	**335**	**467**	**92**	**11**	**15**	**0**	**1**	**4**	**590**	**59**	**23**	**2**	**0**	**0**	**0**	**0**	**84**	**779**	**110**	**24**	**17**	**5**	**4**	**0**	**939**	**1948**
1000-1015	85	11	0	0	0	0	0	**96**	135	20	2	6	0	1	0	**164**	17	3	0	1	0	0	0	**21**	155	22	12	10	0	3	2	**204**	**485**
1015-1030	94	9	1	0	0	1	0	**105**	133	20	4	6	1	2	0	**166**	28	4	1	0	0	0	0	**33**	166	23	5	4	0	0	0	**198**	**502**
1030-1045	85	10	1	0	0	1	0	**97**	143	28	4	13	0	10	0	**198**	20	1	0	0	0	0	0	**21**	160	24	2	6	0	1	1	**194**	**510**
1045-1100	95	10	2	0	0	0	0	**107**	138	16	3	11	0	2	1	**171**	22	4	1	0	0	0	0	**27**	169	25	9	6	0	3	1	**213**	**518**
Hourly Total	**359**	**40**	**4**	**0**	**0**	**2**	**0**	**405**	**549**	**84**	**13**	**36**	**1**	**15**	**1**	**699**	**87**	**12**	**2**	**1**	**0**	**0**	**0**	**102**	**650**	**94**	**28**	**26**	**0**	**7**	**4**	**809**	**2015**
1100-1115	107	9	1	0	0	2	0	**119**	164	24	6	10	0	2	3	**209**	37	4	1	0	0	0	0	**42**	159	24	2	5	0	2	0	**192**	**562**
1115-1130	116	7	1	0	0	1	0	**125**	157	18	4	5	0	0	0	**184**	37	4	0	0	0	0	0	**41**	173	23	8	6	0	4	0	**214**	**564**
1130-1145	110	13	1	1	0	0	0	**125**	145	24	6	4	0	1	0	**180**	42	3	1	0	0	0	0	**46**	163	31	9	4	0	8	0	**215**	**566**
1145-1200	107	7	0	1	0	4	0	**119**	156	17	2	2	0	3	1	**181**	29	4	0	0	0	0	0	**33**	178	29	5	0	0	0	0	**212**	**545**
Hourly Total	**440**	**36**	**3**	**2**	**0**	**7**	**0**	**488**	**622**	**83**	**18**	**21**	**0**	**6**	**4**	**754**	**145**	**15**	**2**	**0**	**0**	**0**	**0**	**162**	**673**	**107**	**24**	**15**	**0**	**14**	**0**	**833**	**2237**
1200-1215	115	14	0	0	0	0	0	**129**	161	20	4	4	1	2	0	**192**	34	7	0	0	0	0	0	**41**	187	24	2	6	0	0	0	**219**	**581**
1215-1230	104	11	0	1	0	1	0	**117**	189	26	5	3	0	2	0	**225**	31	4	1	0	0	0	0	**36**	178	34	3	3	1	2	0	**221**	**599**
1230-1245	142	10	1	0	0	0	0	**153**	168	19	1	4	0	1	1	**194**	42	6	0	0	0	0	0	**48**	182	22	4	5	0	5	0	**218**	**613**
1245-1300	127	11	1	0	0	2	0	**141**	146	30	3	8	0	2	0	**189**	42	6	0	0	0	0	0	**48**	173	23	4	1	0	2	2	**205**	**583**
Hourly Total	**488**	**46**	**2**	**1**	**0**	**3**	**0**	**540**	**664**	**95**	**13**	**19**	**1**	**7**	**1**	**800**	**149**	**23**	**1**	**0**	**0**	**0**	**0**	**173**	**720**	**103**	**13**	**15**	**1**	**9**	**2**	**863**	**2376**
1300-1315	111	11	1	0	0	0	0	**123**	193	30	3	8	0	3	0	**237**	33	11	0	0	0	0	0	**44**	157	23	5	4	0	0	1	**190**	**594**
1315-1330	109	7	1	1	0	2	0	**120**	139	26	4	3	0	4	0	**176**	38	3	0	0	0	0	0	**41**	181	21	7	6	0	4	0	**219**	**556**
1330-1345	133	8	0	0	0	0	0	**141**	161	19	1	7	0	1	0	**189**	41	2	0	0	0	0	0	**43**	176	21	1	7	1	2	2	**210**	**583**
1345-1400	91	11	0	0	0	0	0	**102**	178	20	2	4	0	2	0	**206**	33	3	0	0	0	0	0	**36**	169	24	1	9	0	5	0	**208**	**552**
Hourly Total	**444**	**37**	**2**	**1**	**0**	**2**	**0**	**486**	**671**	**95**	**10**	**22**	**0**	**10**	**0**	**808**	**145**	**19**	**0**	**0**	**0**	**0**	**0**	**164**	**683**	**89**	**14**	**26**	**1**	**11**	**3**	**827**	**2285**
1400-1415	122	9	1	0	0	3	0	**135**	161	14	2	2	0	3	0	**182**	33	4	0	0	0	0	0	**37**	120	24	4	5	0	2	0	**155**	**509**
1415-1430	116	12	0	2	0	1	0	**131**	154	24	5	6	0	2	0	**191**	29	8	0	0	0	0	0	**37**	157	22	4	4	0	1	0	**188**	**547**
1430-1445	124	12	3	0	0	0	0	**139**	156	27	2	3	1	4	1	**194**	27	8	0	0	0	1	0	**36**	173	20	7	2	0	4	0	**206**	**575**
1445-1500	133	10	1	0	0	1	0	**145**	149	29	4	4	0	5	0	**191**	30	4	1	0	0	0	0	**35**	166	25	1	7	0	2	0	**201**	**572**
Hourly Total	**495**	**43**	**5**	**2**	**0**	**5**	**0**	**550**	**620**	**94**	**13**	**15**	**1**	**14**	**1**	**758**	**119**	**24**	**1**	**0**	**0**	**1**	**0**	**145**	**616**	**91**	**16**	**18**	**0**	**9**	**0**	**750**	**2203**
1500-1515	118	9	1	0	1	2	0	**131**	187	23	3	1	0	2	0	**216**	24	5	0	0	0	0	0	**29**	122	25	4	4	0	3	0	**158**	**534**
1515-1530	107	5	1	1	0	1	0	**115**	158	20	0	3	0	4	0	**185**	21	2	0	0	0	0	1	**24**	167	22	5	4	0	2	0	**200**	**524**
1530-1545	124	6	0	0	0	0	0	**130**	200	23	3	4	0	3	0	**233**	32	2	0	0	0	0	0	**34**	217	19	4	3	1	0	0	**244**	**641**
1545-1600	132	6	0	0	0	0	0	**138**	173	13	1	4	0	1	0	**192**	34	3	1	0	0	0	0	**38**	184	13	3	4	0	2	0	**206**	**574**
Hourly Total	**481**	**26**	**2**	**1**	**1**	**3**	**0**	**514**	**718**	**79**	**7**	**12**	**0**	**10**	**0**	**826**	**111**	**12**	**1**	**0**	**0**	**0**	**1**	**125**	**690**	**79**	**16**	**15**	**1**	**7**	**0**	**808**	**2273**
1600-1615	122	5	0	0	0	1	0	**128**	186	21	1	5	0	2	0	**215**	35	2	0	1	0	0	0	**38**	202	27	1	4	1	0	0	**235**	**616**
1615-1630	130	7	0	2	0	0	0	**139**	171	15	5	0	0	2	0	**193**	21	2	0	0	0	0	0	**23**	192	19	6	2	1	0	1	**221**	**576**
1630-1645	141	7	0	0	0	0	0	**148**	176	25	1	2	0	8	0	**212**	34	1	0	0	0	0	0	**35**	182	18	2	2	2	2	0	**208**	**603**
1645-1700	140	4	0	0	0	0	1	**145**	199	22	1	1	1	1	0	**225**	36	4	1	0	0	0	1	**42**	192	18	3	2	0	2	0	**217**	**629**
Hourly Total	**533**	**23**	**0**	**2**	**0**	**1**	**1**	**560**	**732**	**83**	**8**	**8**	**1**	**13**	**0**	**845**	**126**	**9**	**1**	**1**	**0**	**0**	**1**	**138**	**768**	**82**	**12**	**10**	**4**	**4**	**1**	**881**	**2424**
1700-1715	133	9	1	1	0	0	0	**144**	198	21	1	0	0	6	0	**226**	37	3	0	0	0	0	0	**40**	157	21	2	1	1	1	0	**183**	**593**
1715-1730	125	9	0	0	0	1	0	**135**	216	11	2	0	0	4	0	**233**	37	3	0	0	0	0	0	**40**	189	17	0	0	1	2	0	**209**	**617**
1730-1745	107	8	0	1	0	1	0	**117**	208	12	0	1	0	3	0	**224**	32	2	0	0	0	0	0	**34**	154	14	2	2	0	2	0	**174**	**549**
1745-1800	109	6	0	0	0	0	0	**115**	215	14	1	1	0	4	0	**235**	32	2	0	0	0	0	0	**34**	179	10	1	1	0	0	1	**192**	**576**
Hourly Total	**474**	**32**	**1**	**2**	**0**	**2**	**0**	**511**	**837**	**58**	**4**	**2**	**0**	**17**	**0**	**918**	**138**	**10**	**0**	**0**	**0**	**0**	**0**	**148**	**679**	**62**	**5**	**4**	**2**	**5**	**1**	**758**	**2335**
1800-1815	119	9	0	0	0	0	0	**128**	208	18	0	0	1	4	0	**231**	30	1	0	0	0	0	0	**31**	163	8	0	2	1	0	0	**174**	**564**
1815-1830	117	6	0	1	0	1	0	**125**	188	15	1	0	0	6	0	**210**	27	1	0	0	0	0	0	**28**	168	11	0	2	0	7	0	**188**	**551**
1830-1845	118	8	0	0	0	0	0	**126**	170	10	0	0	0	0	1	**181**	27	2	0	0	0	0	0	**29**	131	10	2	0	0	0	0	**143**	**479**
1845-1900	99	9	0	0	0	1	0	**109**	140	13	0	1	1	0	0	**155**	20	0	0	0	0	0	0	**20**	142	6	0	1	0	1	0	**150**	**434**
Hourly Total	**453**	**32**	**0**	**1**	**0**	**2**	**0**	**488**	**706**	**56**	**1**	**1**	**2**	**10**	**1**	**777**	**104**	**4**	**0**	**0**	**0**	**0**	**0**	**108**	**604**	**35**	**2**	**5**	**1**	**8**	**0**	**655**	**2028**
Total	4802	442	29	13	2	29	2	**5319**	7414	1022	133	184	16	107	13	**8889**	1219	170	13	2	0	1	2	**1407**	8820	1100	188	191	17	102	11	**10429**	**26044**

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	71	7	3	1	1	1	0	**84**	115	19	4	3	0	6	0	**147**	1	0	0	1	0	0	0	**2**	62	9	3	0	3	1	0	**78**	**311**
0715-0730	75	19	1	1	0	1	0	**97**	168	25	7	6	0	2	0	**208**	4	2	0	0	0	0	0	**6**	62	17	3	1	0	0	0	**83**	**394**
0730-0745	116	11	1	0	0	1	0	**129**	189	35	3	6	0	1	0	**234**	8	4	0	0	0	0	0	**12**	82	25	6	1	2	0	0	**116**	**491**
0745-0800	114	14	2	1	0	4	0	**135**	201	31	3	4	1	0	0	**240**	7	5	0	0	0	0	0	**12**	103	22	3	5	2	1	0	**136**	**523**
Hourly Total	**376**	**51**	**7**	**3**	**1**	**7**	**0**	**445**	**673**	**110**	**17**	**19**	**1**	**9**	**0**	**829**	**20**	**11**	**0**	**1**	**0**	**0**	**0**	**32**	**309**	**73**	**15**	**7**	**7**	**2**	**0**	**413**	**1719**
0800-0815	110	13	0	0	0	3	0	**126**	188	25	3	4	0	4	0	**224**	16	2	0	0	0	0	0	**18**	106	44	5	4	0	0	0	**159**	**527**
0815-0830	131	16	1	1	0	0	0	**149**	185	21	5	5	0	1	0	**217**	15	8	0	0	0	0	0	**23**	129	16	6	8	0	0	0	**159**	**548**
0830-0845	154	20	2	0	0	1	0	**177**	197	25	2	3	0	1	0	**228**	10	0	1	0	0	0	0	**11**	103	32	9	9	2	1	1	**157**	**573**
0845-0900	165	10	0	0	1	0	0	**176**	151	29	0	6	1	0	0	**187**	20	4	0	1	0	0	0	**25**	119	36	6	3	0	1	0	**165**	**553**
Hourly Total	**560**	**59**	**3**	**1**	**1**	**4**	**0**	**628**	**721**	**100**	**10**	**18**	**1**	**6**	**0**	**856**	**61**	**14**	**1**	**1**	**0**	**0**	**0**	**77**	**457**	**128**	**26**	**24**	**2**	**2**	**1**	**640**	**2201**
0900-0915	114	14	1	0	0	1	0	**130**	168	22	6	2	2	0	0	**200**	20	5	0	0	0	0	0	**25**	108	39	2	3	0	0	1	**153**	**508**
0915-0930	123	11	2	0	0	0	0	**136**	150	38	6	1	0	0	0	**195**	19	10	1	0	0	0	0	**30**	93	19	4	2	0	1	1	**120**	**481**
0930-0945	116	11	3	0	1	0	0	**131**	148	24	6	10	1	1	0	**190**	22	6	0	0	0	0	0	**28**	110	24	3	5	0	0	0	**142**	**491**
0945-1000	121	12	1	0	1	0	0	**135**	137	16	3	4	0	2	0	**162**	17	5	0	0	0	0	0	**22**	119	20	2	5	0	0	3	**149**	**468**
Hourly Total	**474**	**48**	**7**	**0**	**2**	**1**	**0**	**532**	**603**	**100**	**21**	**17**	**3**	**3**	**0**	**747**	**78**	**26**	**1**	**0**	**0**	**0**	**0**	**105**	**430**	**102**	**11**	**15**	**0**	**1**	**5**	**564**	**1948**
1000-1015	106	12	1	1	0	0	0	**120**	139	17	10	10	0	3	2	**181**	21	5	0	0	0	0	0	**26**	126	22	3	6	0	1	0	**158**	**485**
1015-1030	109	8	1	0	0	0	0	**118**	151	20	5	4	0	0	0	**180**	25	2	0	0	0	0	0	**27**	136	26	5	6	1	3	0	**177**	**502**
1030-1045	133	9	0	1	0	1	0	**144**	128	22	2	5	0	1	1	**159**	17	2	0	0	0	0	0	**19**	130	30	5	13	0	10	0	**188**	**510**
1045-1100	119	9	3	0	0	3	0	**134**	126	23	6	6	0	2	1	**164**	44	6	2	0	0	0	0	**52**	135	17	4	11	0	0	1	**168**	**518**
Hourly Total	**467**	**38**	**5**	**2**	**0**	**4**	**0**	**516**	**544**	**82**	**23**	**25**	**0**	**6**	**4**	**684**	**107**	**15**	**2**	**0**	**0**	**0**	**0**	**124**	**527**	**95**	**17**	**36**	**1**	**14**	**1**	**691**	**2015**
1100-1115	133	12	2	1	0	2	1	**151**	134	17	2	4	0	2	0	**159**	45	6	0	0	0	0	0	**51**	155	26	6	10	0	2	2	**201**	**562**
1115-1130	122	13	1	1	0	0	0	**137**	140	20	8	5	0	5	0	**178**	36	3	1	0	0	0	0	**40**	185	16	3	5	0	0	0	**209**	**564**
1130-1145	123	17	2	0	0	4	0	**146**	150	30	11	4	0	4	0	**199**	34	3	0	0	0	0	0	**37**	153	21	4	5	0	1	0	**184**	**566**
1145-1200	130	15	0	0	0	1	0	**146**	148	22	5	0	0	0	0	**175**	27	4	0	0	0	0	0	**31**	165	16	2	3	0	6	1	**193**	**545**
Hourly Total	**508**	**57**	**5**	**2**	**0**	**7**	**1**	**580**	**572**	**89**	**26**	**13**	**0**	**11**	**0**	**711**	**142**	**16**	**1**	**0**	**0**	**0**	**0**	**159**	**658**	**79**	**15**	**23**	**0**	**9**	**3**	**787**	**2237**
1200-1215	140	19	1	0	0	0	0	**160**	162	21	1	6	0	0	0	**190**	41	9	0	0	0	0	0	**50**	154	16	4	4	1	2	0	**181**	**581**
1215-1230	124	13	1	0	0	0	0	**138**	162	30	4	3	1	3	0	**203**	44	6	0	0	0	0	0	**50**	172	26	4	4	0	2	0	**208**	**599**
1230-1245	143	9	1	0	0	2	0	**155**	169	21	4	5	0	4	0	**203**	42	6	0	0	0	0	0	**48**	180	21	1	4	0	0	1	**207**	**613**
1245-1300	132	17	0	0	0	1	0	**150**	158	19	4	1	0	3	2	**187**	36	7	0	0	0	0	0	**43**	162	27	4	8	0	2	0	**203**	**583**
Hourly Total	**539**	**58**	**3**	**0**	**0**	**3**	**0**	**603**	**651**	**91**	**13**	**15**	**1**	**10**	**2**	**783**	**163**	**28**	**0**	**0**	**0**	**0**	**0**	**191**	**668**	**90**	**13**	**20**	**1**	**6**	**1**	**799**	**2376**
1300-1315	145	12	1	3	0	0	0	**161**	131	24	4	3	0	1	1	**164**	37	5	0	0	0	0	0	**42**	181	34	4	6	0	2	0	**227**	**594**
1315-1330	122	13	0	0	0	4	0	**139**	163	19	7	7	0	2	0	**198**	35	3	0	0	0	0	0	**38**	147	22	5	3	0	4	0	**181**	**556**
1330-1345	116	7	0	0	0	1	0	**124**	179	17	1	7	1	1	2	**208**	28	3	0	0	0	0	0	**31**	188	23	1	7	0	1	0	**220**	**583**
1345-1400	123	7	0	1	0	2	0	**133**	149	25	2	8	0	4	0	**188**	28	7	0	0	0	0	0	**35**	171	19	1	4	0	1	0	**196**	**552**
Hourly Total	**506**	**39**	**1**	**4**	**0**	**7**	**0**	**557**	**622**	**85**	**14**	**25**	**1**	**8**	**3**	**758**	**128**	**18**	**0**	**0**	**0**	**0**	**0**	**146**	**687**	**98**	**11**	**20**	**0**	**8**	**0**	**824**	**2285**
1400-1415	94	8	0	0	0	0	0	**102**	118	21	4	5	0	3	0	**151**	39	5	1	0	0	0	0	**45**	185	17	2	2	0	5	0	**211**	**509**
1415-1430	117	18	1	0	0	0	0	**136**	141	18	3	4	0	2	0	**168**	28	7	0	0	0	1	0	**36**	170	23	5	8	0	1	0	**207**	**547**
1430-1445	128	15	0	0	0	0	0	**143**	176	23	7	2	0	5	0	**213**	16	3	0	0	0	0	0	**19**	160	26	5	3	1	4	1	**200**	**575**
1445-1500	125	15	0	1	0	3	0	**144**	149	20	2	6	0	1	0	**178**	13	5	0	0	0	0	0	**18**	191	28	5	4	0	4	0	**232**	**572**
Hourly Total	**464**	**56**	**1**	**1**	**0**	**3**	**0**	**525**	**584**	**82**	**16**	**17**	**0**	**11**	**0**	**710**	**96**	**20**	**1**	**0**	**0**	**1**	**0**	**118**	**706**	**94**	**17**	**17**	**1**	**14**	**1**	**850**	**2203**
1500-1515	104	14	0	0	0	1	0	**119**	121	20	4	4	0	3	0	**152**	21	3	1	0	0	0	0	**25**	205	25	3	1	1	3	0	**238**	**534**
1515-1530	121	7	1	0	0	0	1	**130**	161	20	5	4	0	2	0	**192**	18	1	0	0	0	0	0	**19**	153	21	0	4	0	5	0	**183**	**524**
1530-1545	127	10	0	0	0	0	0	**137**	196	13	4	3	1	0	0	**217**	39	2	0	0	0	0	0	**41**	211	25	3	4	0	3	0	**246**	**641**
1545-1600	121	5	0	2	0	0	0	**128**	174	13	4	2	0	2	0	**195**	27	1	0	1	0	0	0	**29**	201	16	1	3	0	1	0	**222**	**574**
Hourly Total	**473**	**36**	**1**	**2**	**0**	**1**	**1**	**514**	**652**	**66**	**17**	**13**	**1**	**7**	**0**	**756**	**105**	**7**	**1**	**1**	**0**	**0**	**0**	**114**	**770**	**87**	**7**	**12**	**1**	**12**	**0**	**889**	**2273**
1600-1615	149	10	0	2	1	0	0	**162**	154	24	1	2	0	0	0	**181**	29	3	0	0	0	0	0	**32**	213	18	1	6	0	3	0	**241**	**616**
1615-1630	136	8	0	0	0	1	0	**145**	162	18	6	3	1	0	1	**191**	27	1	0	0	0	0	0	**28**	189	16	5	1	0	1	0	**212**	**576**
1630-1645	130	7	0	1	0	0	0	**138**	164	15	1	1	2	2	0	**185**	37	5	1	0	0	0	0	**43**	202	24	1	2	0	8	0	**237**	**603**
1645-1700	129	13	1	0	0	1	1	**145**	174	17	2	2	0	2	0	**197**	35	3	1	0	0	0	1	**40**	229	15	1	1	1	0	0	**247**	**629**
Hourly Total	**544**	**38**	**1**	**3**	**1**	**2**	**1**	**590**	**654**	**74**	**10**	**8**	**3**	**4**	**1**	**754**	**128**	**12**	**2**	**0**	**0**	**0**	**1**	**143**	**833**	**73**	**8**	**10**	**1**	**12**	**0**	**937**	**2424**
1700-1715	127	14	0	1	0	0	0	**142**	154	17	2	1	1	1	0	**176**	19	4	0	0	0	0	0	**23**	225	19	2	0	0	6	0	**252**	**593**
1715-1730	129	10	0	0	0	1	0	**140**	171	14	1	0	1	1	0	**188**	23	1	0	0	0	0	0	**24**	244	15	1	0	0	5	0	**265**	**617**
1730-1745	100	9	1	1	0	0	0	**111**	151	11	1	3	0	2	0	**168**	33	1	0	0	0	0	0	**34**	217	15	0	0	0	4	0	**236**	**549**
1745-1800	139	7	0	0	0	0	0	**146**	150	9	1	1	0	0	1	**162**	26	1	0	0	0	0	0	**27**	220	15	1	1	0	4	0	**241**	**576**
Hourly Total	**495**	**40**	**1**	**2**	**0**	**1**	**0**	**539**	**626**	**51**	**5**	**5**	**2**	**4**	**1**	**694**	**101**	**7**	**0**	**0**	**0**	**0**	**0**	**108**	**906**	**64**	**4**	**1**	**0**	**19**	**0**	**994**	**2335**
1800-1815	120	7	0	0	0	0	0	**127**	157	7	0	2	1	0	0	**167**	27	1	0	0	0	0	0	**28**	216	21	0	0	1	4	0	**242**	**564**
1815-1830	112	8	0	0	0	5	0	**125**	146	9	0	3	0	6	0	**164**	33	4	0	0	0	0	0	**37**	209	12	1	0	0	3	0	**225**	**551**
1830-1845	91	6	2	0	0	0	0	**99**	130	12	0	0	0	0	0	**142**	31	2	0	0	0	0	0	**33**	194	10	0	0	0	0	1	**205**	**479**
1845-1900	102	5	0	0	0	0	0	**107**	115	7	0	1	0	1	0	**124**	26	2	0	0	0	0	0	**28**	158	14	0	1	1	1	0	**175**	**434**
Hourly Total	**425**	**26**	**2**	**0**	**0**	**5**	**0**	**458**	**548**	**35**	**0**	**6**	**1**	**7**	**0**	**597**	**117**	**9**	**0**	**0**	**0**	**0**	**0**	**126**	**777**	**57**	**1**	**1**	**2**	**8**	**1**	**847**	**2028**
Total	5831	546	37	20	5	45	3	**6487**	7450	965	172	181	14	86	11	**8879**	1246	183	9	3	0	1	1	**1443**	7728	1040	145	186	16	107	13	**9235**	**26044**

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 3

	Q1		Q2	
	Lane 1	Lane 2	Lane 1	Lane 2
0700-0705	0	0	1	0
0705-0710	0	0	0	0
0710-0715	0	0	0	0
0715-0720	0	0	0	0
0720-0725	0	0	0	0
0725-0730	0	0	1	0
0730-0735	0	2	0	0
0735-0740	0	1	1	0
0740-0745	0	1	0	0
0745-0750	0	3	1	0
0750-0755	0	1	1	0
0755-0800	0	0	2	0
0800-0805	0	0	1	0
0805-0810	0	1	0	0
0810-0815	0	0	0	0
0815-0820	0	0	0	1
0820-0825	0	0	0	0
0825-0830	0	0	0	0
0830-0835	0	1	1	0
0835-0840	0	0	0	0
0840-0845	0	1	0	0
0845-0850	0	0	0	0
0850-0855	0	0	0	0
0855-0900	0	1	1	0
0900-0905	0	0	0	1
0905-0910	0	0	1	0
0910-0915	0	0	0	0
0915-0920	0	0	0	0
0920-0925	0	1	0	0
0925-0930	0	0	0	0
0930-0935	0	0	0	0
0935-0940	0	0	0	0
0940-0945	0	0	1	0
0945-0950	0	0	0	0
0950-0955	0	0	1	0
0955-1000	0	0	1	0
1000-1005	0	0	0	0
1005-1010	0	0	0	0
1010-1015	0	0	1	0
1015-1020	0	0	0	0
1020-1025	0	0	0	0
1025-1030	0	0	0	1
1030-1035	0	0	0	0
1035-1040	0	1	0	0
1040-1045	0	0	1	0
1045-1050	0	0	1	0
1050-1055	0	0	0	0
1055-1100	0	0	0	0
1100-1105	0	0	1	0
1105-1110	0	1	0	0
1110-1115	0	0	0	0
1115-1120	0	0	0	0
1120-1125	0	0	1	0
1125-1130	0	0	0	1
1130-1135	0	0	0	0
1135-1140	0	0	0	0
1140-1145	0	0	0	0
1145-1150	0	0	1	0
1150-1155	0	0	0	0
1155-1200	0	1	0	0
1200-1205	0	0	0	0
1205-1210	0	0	0	0
1210-1215	0	0	1	1
1215-1220	0	0	0	1
1220-1225	0	0	0	0
1225-1230	0	0	2	0
1230-1235	0	0	1	0
1235-1240	0	0	0	0
1240-1245	0	0	1	0
1245-1250	0	0	0	0
1250-1255	0	0	1	0
1255-1300	0	0	2	0

1300-1305	0	0	0	0
1305-1310	0	0	2	0
1310-1315	0	0	1	0
1315-1320	0	1	1	0
1320-1325	0	0	2	1
1325-1330	0	0	1	0
1330-1335	0	0	0	1
1335-1340	0	0	0	0
1340-1345	0	0	0	0
1345-1350	0	0	0	1
1350-1355	0	0	0	0
1355- 1400	0	0	0	0

1400-1405	0	0	1	0
1405-1410	0	1	0	0
1410-1415	0	0	1	0
1415-1420	0	0	1	0
1420-1425	0	0	2	1
1425-1430	0	0	1	0
1430-1435	0	0	0	0
1435-1440	0	0	1	0
1440-1445	0	0	1	0
1445-1450	0	0	2	0
1450-1455	0	0	1	0
1455-1500	0	0	1	0

1500-1505	0	0	1	0
1505-1510	0	0	0	0
1510-1515	0	0	0	0
1515-1520	0	0	0	0
1520-1525	0	0	1	0
1525-1530	0	0	0	0
1530-1535	0	0	1	0
1535-1540	0	0	0	0
1540-1545	0	0	0	2
1545-1550	0	0	1	1
1550-1555	0	0	0	1
1555-1600	0	0	0	0

1600-1605	0	0	1	0
1605-1610	0	0	1	1
1610-1615	0	0	1	0
1615-1620	0	0	1	0
1620-1625	0	0	1	0
1625-1630	0	0	1	0
1630-1635	0	0	6	0
1635-1640	0	0	4	0
1640-1645	0	0	2	0
1645-1650	0	0	1	1
1650-1655	0	0	1	0
1655-1700	0	0	2	0

1700-1705	0	0	0	0
1705-1710	0	2	0	0
1710-1715	0	1	0	0
1715-1720	0	0	1	0
1720-1725	0	0	0	0
1725-1730	0	0	0	1
1730-1735	0	0	3	1
1735-1740	0	0	0	0
1740-1745	0	0	0	0
1745-1750	0	0	0	0
1750-1755	0	0	0	0
1755-1800	0	0	1	0

1800-1805	0	0	1	1
1805-1810	0	0	1	0
1810-1815	0	0	0	1
1815-1820	0	0	0	0
1820-1825	0	0	0	0
1825-1830	0	0	0	0
1830-1835	0	1	0	0
1835-1840	0	1	1	0
1840-1845	0	0	0	0
1845-1850	0	1	0	0
1850-1855	0	1	1	0
1855-1900	0	0	0	0

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 4

	Q1		Q2			Q3		Q4		
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3
0700-0705	2	1	2	0	0	1	4	12	7	2
0705-0710	1	3	4	0	0	5	3	10	6	3
0710-0715	1	4	6	2	2	7	2	10	6	2
0715-0720	5	2	5	2	1	7	2	11+	8	3
0720-0725	7	3	5	1	0	10	4	11+	11+	2
0725-0730	6	4	7	1	0	11	2	11+	10+	2
0730-0735	6	2	6	3	1	10	3	12+	11+	3
0735-0740	9	2	7+	3	1	10	1	12+	11+	2
0740-0745	8	2	7+	5	1	16	1	11+	11+	3
0745-0750	11	1	7+	5	3	18	3	12+	11+	2
0750-0755	13	5	8	5	1	22	3	11+	11+	7
0755-0800	8	4	6+	2	4	24	4	11+	11+	3
0800-0805	6	6	6+	3	6	25	1	11+	11+	1
0805-0810	7	8	5+	5	3	12	3	11+	11+	2
0810-0815	4	4	5+	3	7+	19	3	11+	11	2
0815-0820	7	5	6+	3	7+	20	5	10+	11+	2
0820-0825	10	2	5+	2	6+	15	4	11+	11+	0
0825-0830	13	3	4	3	7+	23	4	11+	11+	2
0830-0835	18	2	4	1	7+	27	3	11+	11+	2
0835-0840	22+	7	7+	2	7+	26	3	11+	11+	1
0840-0845	17	8	6	1	7+	28	2	11+	11+	2
0845-0850	8	3	6+	2	6+	25	3	11+	11+	2
0850-0855	21	5	6+	8+	4	25	3	11+	11+	3
0855-0900	14	10	7+	4	1	21	3	11+	11+	2
0900-0905	19	10	8+	3	2	18	3	11+	11+	5
0905-0910	16	4	8+	6+	1	26	2	11+	11+	6
0910-0915	14	7	7+	6+	3	24	3	11+	11+	7
0915-0920	16	6	5+	3	1	22	2	11+	11+	9
0920-0925	10	4	7	1	2	13	2	11+	8	3
0925-0930	8	5	8+	3	1	9	1	11+	9	3
0930-0935	14	5	7+	2	2	6	2	11+	11+	4
0935-0940	9	6	6+	6+	1	16	4	10+	10+	9+
0940-0945	5	2	7+	6+	1	16	2	9+	3	10+
0945-0950	7	1	7+	4	1	16	3	8+	2	9
0950-0955	13	2	7+	5	1	21	3	10+	6	8
0955-1000	13	2	7+	2	1	10	3	11+	7	4
1000-1005	6	2	7+	4	2	8	4	9	6	2
1005-1010	7	2	7+	4	0	7	3	11+	10	3
1010-1015	3	7	6+	5	0	13	1	11+	5	2
1015-1020	7	7	7+	6	1	16	3	12+	6	2
1020-1025	7	5	7+	6	2	20	3	11+	10	5
1025-1030	7	5	7+	3	2	6	4	11+	2	1
1030-1035	7	4	6+	6+	2	12	3	11+	7	1
1035-1040	5	3	6+	6+	2	18	0	12+	4	3
1040-1045	7	3	7+	5+	3	22	2	11+	8	3
1045-1050	5	4	8+	6+	3	14	2	12+	11+	3
1050-1055	8	5	7+	5	1	20	2	12+	5	1
1055-1100	7	5	7+	5	1	7	4	7	4	6
1100-1105	9	3	7+	5	0	8	2	9	5	6
1105-1110	6	4	7+	6+	1	17	1	11+	6	3
1110-1115	6	5	7+	5	2	10	3	12+	8	1
1115-1120	7	4	8+	5	3	6	3	12+	6	2
1120-1125	16	6	8+	6	2	22	2	11+	4	5
1125-1130	6	3	8+	5	3	15	3	11+	6	3
1130-1135	5	2	7+	4	1	13	4	11+	9+	2
1135-1140	6	3	5+	7+	2	19	2	11+	9+	4
1140-1145	6	3	7+	2	0	17	4	11+	10+	5
1145-1150	10	3	7+	6	1	17	2	8	4	2
1150-1155	13	5	6+	6+	2	16	2	11+	6	2
1155-1200	5	2	7+	5+	2	13	4	11	4	1
1200-1205	14	3	8+	3	1	6	3	11+	7	1
1205-1210	11	4	6+	6+	2	10	4	11+	8	3
1210-1215	8	4	6+	7+	0	23	3	11+	7	2
1215-1220	11	2	7+	5	3	19	2	12	10	4
1220-1225	12	2	8+	6+	1	22	0	11+	11+	4
1225-1230	10	3	8+	6	2	19	2	11+	11+	3
1230-1235	7	5	7+	6	2	9	3	9	6	4
1235-1240	11	6	7+	6+	3	13	4	12+	6	1
1240-1245	8	3	8+	5	2	15	3	11+	6+	2
1245-1250	5	3	6+	4	2	12	3	11+	9+	5
1250-1255	14	4	7+	5	1	7	1	10+	7	1
1255-1300	7	2	7+	5+	4	15	2	11+	8	3

1300-1305	11	5	7+	4	1	18	4	10+	6	2
1305-1310	10	8	7+	6+	1	23	4	10+	9	4
1310-1315	11	5	7+	7+	0	27	3	10+	8	2
1315-1320	6	7	7+	6+	1	23	1	11+	6	3
1320-1325	10	4	8+	4	3	25	2	9	6	2
1325-1330	5	5	7+	7+	3	24	3	10+	6	2
1330-1335	6	4	8+	3	4	26	4	11+	6	1
1335-1340	10	5	7+	6	2	22	1	11+	9	4
1340-1345	8	7	7+	6+	3	17	1	11+	9	5
1345-1350	12	2	8+	6+	1	12	4	11+	9	1
1350-1355	6	3	8+	6+	3	12	4	12+	5	1
1355- 1400	7	5	8+	6+	1	8	4	11	3	1
1400-1405	5	3	6+	3	1	18	2	6	5	3
1405-1410	11	2	7+	7+	4	18	2	11+	7	1
1410-1415	4	4	7+	7+	1	16	4	9	8	3
1415-1420	5	4	6+	6+	1	25	3	11+	6	4
1420-1425	7	4	7+	7+	2	27	4	12+	10+	1
1425-1430	2	6	7+	7+	2	24	3	11+	9	4
1430-1435	5	8	5+	6+	0	27	3	12+	4	1
1435-1440	7	8	7+	7+	1	26	2	11+	8	2
1440-1445	7	5	7+	7+	0	26	2	12+	10+	1
1445-1450	12	4	7+	7+	2	26	3	13+	4	1
1450-1455	12	8	7+	6+	1	25	4	12+	5	3
1455-1500	7	6	7+	6+	3	25	3	11+	8	3
1500-1505	9	6	7+	7+	2	26	3	11+	2	1
1505-1510	11	8	7+	7+	3	22	3	11+	2	1
1510-1515	9	7	7+	6+	2	24	1	9+	9	3
1515-1520	11	7	8+	7+	1	15	1	10	5	3
1520-1525	23+	6	6+	7+	1	9	1	9	5	4
1525-1530	22+	10	7+	4	1	14	3	10+	9	1
1530-1535	23+	10	7+	7+	3	15	3	10+	10+	8
1535-1540	23+	10	7+	7+	4	25	2	11+	10+	8
1540-1545	18	9	7+	7+	1	17	2	11+	7	7
1545-1550	15	7	7+	7+	1	23	3	11+	10+	3
1550-1555	16	7	7+	7+	1	24	2	11+	10+	3
1555-1600	10	6	8+	7	1	19	3	11+	10+	3
1600-1605	15	10	7+	6+	1	23	2	11+	10+	4
1605-1610	13	9	7+	6+	1	23	3	13+	10+	1
1610-1615	11	9	6+	7+	2	29	1	12+	7	2
1615-1620	11	9	7+	7+	3	28	3	12+	11+	1
1620-1625	14	10	7+	7+	0	26	3	13+	10+	3
1625-1630	11	9	7+	7+	1	28	2	12+	7	5
1630-1635	10	9	7+	6+	2	26	4	12+	10+	4
1635-1640	14	10	7+	7+	1	28	4	11+	10	4
1640-1645	13	9	7+	6+	2	28	2	11+	9	3
1645-1650	6	9	7+	7+	3	26	3	11+	10+	2
1650-1655	11	10	7+	7+	1	24	3	11+	11+	2
1655-1700	9	10	7+	6+	2	26	3	9	8	2
1700-1705	11	8	7+	7+	1	23	3	9	7	1
1705-1710	8	11	7+	7+	2	16	3	11+	7	2
1710-1715	13	10	7+	7+	3	20	3	12+	9	5
1715-1720	12	10	7+	7+	3	16	2	11+	9	7
1720-1725	15	10	7+	7+	2	14	2	11+	7	6
1725-1730	10	9	7+	7+	4	10	2	10	5	3
1730-1735	10	8	8+	7+	1	23	0	11+	8	3
1735-1740	6	5	7+	7+	2	27	3	11+	6	4
1740-1745	20	6	7+	7+	2	7	2	10+	10	4
1745-1750	12	7	7+	7+	1	10	2	9	3	1
1750-1755	10	5	7+	7+	4	18	1	10	5	4
1755-1800	15	4	7+	7+	1	14	2	11+	9	3
1800-1805	8	5	7+	7+	1	15	2	8	5	4
1805-1810	12	5	7+	7+	0	10	3	10	6	5
1810-1815	11	3	7+	7+	0	6	3	11	5	6
1815-1820	3	6	7+	6+	3	7	3	6	6	2
1820-1825	9	1	7+	6	2	15	1	11+	10	1
1825-1830	7	6	8+	4	1	13	2	7	1	1
1830-1835	5	5	8+	6+	1	14	1	7	6	2
1835-1840	8	4	7+	6+	3	11	3	6	7	1
1840-1845	8	4	7+	6+	2	14	2	7	3	5
1845-1850	8	4	7+	3	1	14	2	10	4	2
1850-1855	7	3	7+	3	3	15	2	6	1	0
1855-1900	10	2	7+	6	2	3	2	5	4	3

Severnside
Transportation Data Collection

SS2225 Heronsbridge School Bridgend
Wednesday 22 April 2026
0700-1900
Site 5

	Q1		Q2		Q3		Q4	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
0700-0705	1	0	0	0	0	0	0	0
0705-0710	3	0	0	0	0	0	0	0
0710-0715	4	0	0	1	0	0	0	0
0715-0720	3	0	0	0	0	0	0	0
0720-0725	2	0	1	0	0	0	0	0
0725-0730	2	0	2	1	0	0	0	0
0730-0735	5	0	0	0	0	0	0	0
0735-0740	2	0	3	0	1	0	0	0
0740-0745	2	0	6	0	1	0	0	0
0745-0750	3	0	2	0	0	0	0	9
0750-0755	6	0	2	1	0	0	3	14
0755-0800	7	0	3	0	1	0	0	0
0800-0805	2	0	6	1	0	0	0	0
0805-0810	2	0	5	1	1	0	1	4
0810-0815	4	0	4	2	2	0	0	2
0815-0820	3	0	1	1	1	0	3	10
0820-0825	6	0	3	1	0	0	0	1
0825-0830	4	0	5	2	1	0	4	3
0830-0835	5	0	6	2	1	0	1	10
0835-0840	4	0	4	1	2	0	2	11+
0840-0845	6	0	10	2	1	0	1	2
0845-0850	3	0	13+	3	1	0	2	11
0850-0855	4	0	10	2	2	0	2	13
0855-0900	6	0	3	1	1	0	5	0
0900-0905	5	0	4	2	1	0	1	1
0905-0910	7	0	2	1	1	0	0	0
0910-0915	3	0	1	1	2	0	0	1
0915-0920	4	0	1	1	1	0	0	0
0920-0925	5	0	5	1	1	0	1	2
0925-0930	6	0	5	1	3	0	0	12
0930-0935	8	0	3	0	4	0	1	5
0935-0940	4	0	5	2	1	0	2	3
0940-0945	5	0	8	3	2	0	2	8
0945-0950	9	0	6	3	1	0	2	4
0950-0955	5	0	3	2	3	0	2	5
0955-1000	1	0	2	1	1	0	1	2
1000-1005	3	0	4	1	1	0	1	3
1005-1010	10	0	3	2	2	0	1	12
1010-1015	3	0	11	2	4	0	1	2
1015-1020	5	0	4	4	1	0	3	2
1020-1025	9	0	4	3	2	0	1	9
1025-1030	7	0	3	2	2	0	0	5
1030-1035	2	0	4	3	1	0	1	2
1035-1040	10	0	4	2	1	0	1	0
1040-1045	6	0	8	2	2	0	1	1
1045-1050	11	0	4	1	1	0	1	5
1050-1055	3	0	11	2	1	0	1	4
1055-1100	7	0	5	4	1	0	2	6
1100-1105	8	0	9	4	3	0	5	3
1105-1110	5	0	8	2	2	0	5	13
1110-1115	5	0	11	2	4	0	1	7
1115-1120	11	0	4	5	2	0	1	3
1120-1125	7	0	8	2	5	0	1	9
1125-1130	11	0	8	3	4	0	0	12
1130-1135	11	0	6	2	2	0	2	3
1135-1140	10	0	6	2	3	0	1	10
1140-1145	11	0	3	2	3	0	1	2
1145-1150	11	0	11	2	3	0	1	3
1150-1155	11	0	3	2	3	0	0	8
1155-1200	11	0	3	2	1	0	2	2
1200-1205	9	0	5	1	1	0	0	1
1205-1210	11	0	10	5	3	0	4	9
1210-1215	6	0	5	3	3	0	4	6
1215-1220	8	0	6	2	4	0	1	7
1220-1225	11	0	9	3	2	0	2	2
1225-1230	5	1	12	4	2	0	3	5
1230-1235	11	1	11	2	4	0	7	8
1235-1240	10	0	4	2	3	0	2	4
1240-1245	11	0	5	2	2	0	1	1
1245-1250	8	0	5	6	2	0	2	3
1250-1255	11	0	13+	3	2	0	1	7
1255-1300	9	0	13+	5	4	1	1	2

1300-1305	8	0	12+	3	6	0	2	4
1305-1310	6	0	10+	2	5	0	2	2
1310-1315	4	0	4	1	1	0	1	3
1315-1320	8	1	6	3	3	0	2	12+
1320-1325	7	0	5	2	2	0	1	4
1325-1330	9	0	6	2	3	0	1	4
1330-1335	8	0	8	2	3	0	1	7
1335-1340	8	0	8	2	5	0	2	6
1340-1345	10	1	4	2	2	0	1	12+
1345-1350	9	0	7	3	3	0	3	10
1350-1355	9	0	4	2	2	0	2	7
1355- 1400	5	0	5	5	3	0	1	10
1400-1405	3	0	7	3	4	0	0	2
1405-1410	9	0	6	1	3	0	1	3
1410-1415	7	0	8	1	4	0	1	6
1415-1420	9	0	7	2	1	0	2	4
1420-1425	1	0	8	2	4	0	1	2
1425-1430	6	0	6	1	1	0	1	11
1430-1435	10	0	3	3	6	0	2	11
1435-1440	5	0	5	1	1	0	1	7
1440-1445	11	0	4	4	4	0	1	13
1445-1450	7	0	13	4	2	0	5	3
1450-1455	9	0	10	2	2	0	2	5
1455-1500	10	0	4	3	4	0	1	3
1500-1505	3	0	13+	2	3	0	1	3
1505-1510	5	0	13+	2	3	0	1	5
1510-1515	6	0	14+	3	3	0	2	7
1515-1520	11	0	12+	5	4	0	2	6
1520-1525	9	0	14+	12	3	0	4	10
1525-1530	11	0	13+	4	3	0	3	7
1530-1535	11	0	14+	3	1	0	2	7
1535-1540	11	1	10	3	4	0	3	12+
1540-1545	10	0	11	2	4	1	1	3
1545-1550	8	0	4	1	2	0	1	4
1550-1555	10	0	4	2	3	0	0	2
1555-1600	7	0	14+	3	4	1	8	8
1600-1605	10	0	12+	4	4	0	2	11
1605-1610	10	0	12+	2	6	0	2	12
1610-1615	10	0	13+	2	5	1	5	12
1615-1620	11	0	12+	8	5	0	2	3
1620-1625	10	0	13+	12	4	0	1	10
1625-1630	10	1	12+	7	4	1	2	11
1630-1635	10	0	13+	8	3	0	3	13+
1635-1640	11	0	13+	7	2	0	2	1
1640-1645	11	0	14+	15+	4	1	2	11
1645-1650	10	0	13+	11	4	0	3	13+
1650-1655	10	0	11+	2	2	0	5	7
1655-1700	11	0	14+	3	2	1	1	12+
1700-1705	11	1	13+	12	11	1	1	9
1705-1710	11	0	15+	10	11	1	2	12
1710-1715	10	0	13+	12	5	1	1	7
1715-1720	10	1	13+	5	6	0	3	12
1720-1725	11	0	15+	8	4	1	2	5
1725-1730	10	0	15+	7	4	0	5	10
1730-1735	5	0	14	3	3	1	2	7
1735-1740	10	0	14+	2	2	0	0	8
1740-1745	5	0	14	5	1	0	1	2
1745-1750	3	0	10	2	2	0	2	14
1750-1755	12	0	7	4	3	0	1	4
1755-1800	2	0	4	1	3	0	1	3
1800-1805	5	0	11	1	3	0	1	10
1805-1810	11	0	10	3	4	0	0	3
1810-1815	10	0	10	2	4	0	1	6
1815-1820	7	0	5	2	2	0	1	2
1820-1825	10	0	7	3	3	0	0	11
1825-1830	4	0	12	1	3	0	1	9
1830-1835	10	0	9	3	2	0	0	6
1835-1840	6	0	6	1	2	0	1	1
1840-1845	7	0	7	0	2	0	0	0
1845-1850	8	0	2	2	1	0	0	0
1850-1855	9	0	2	2	1	0	0	0
1855-1900	8	0	4	1	1	0	0	3

APPENDIX C

Active Travel Audit

INM-BR-45 (shared-use) – A48 west & east of Ewenny Roundabout - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways well maintained, with no significant issues noted.	None	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Lack of active frontages along some sections of the route.	No alternative to address the lack of active frontage.	1
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	Severe traffic pollution and/or severe traffic noise.	No alternative due to the route being located along a busy carriageway.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Nothing noted at the time of the survey.	None	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Some defects noted along the footway but unlikely to result in difficulty for wheelchair users, prams etc.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Pedestrian comfort is at Level A along the crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	No instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	No alternative available	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are provided to cater for pedestrian desire lines.	None	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Crossing of road is direct but associated with some delay.	Provide more controlled crossings for users.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	Crossings are single phase.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	Green man time is of sufficient length to cross comfortably.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.n	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volume is high but pedestrians can keep a safe distance unless crossing the carriageway.	Various crossing opportunities along the route.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1	Traffic speeds are moderate but pedestrians are generally away from traffic unless crossing carriageway.	Various crossing opportunities along the route.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2	Good visibility for all users.	None	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	**Dropped kerbs and tactile paving absent along the route.**	1	Some dropped kerbs and tactile paving but some are also missing from the route.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Good signage throughout.	None	
			Total Score		**30**	30		**36**

INM-BR-46 (shared use) – A48 north & south of Ewenny Roundabout - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways well maintained, with no significant issues noted.	None	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		2	No evidence of vandalism with appropriate natural surveillance.	None	2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2	Traffic noise and pollution do not affect the attractiveness.	None	2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Nothing noted.	None	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Some defects noted along the footway but unlikely to result in difficulty for wheelchair users, prams etc.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is generally at Level A but is at Level B along some sections of the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Pedestrian comfort is at Level A along the crossings.	None.	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		1	Vehicles noted parking on the footway but clearance width approx between 1.5 - 2m.		2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	Limited alternative due to the alignment of the route.	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				1	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are provided to cater for pedestrian desire lines.	None	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Crossing of road is direct but associated with some delay.	Provide more controlled crossings for users.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	Crossings are single phase.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	Green man time is of sufficient length to cross comfortably.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2	Traffic volume is low and pedestrians can keep a safe distance unless crossing the carriageway.	None	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2	Traffic speeds are low and pedestrians are generally away from traffic unless crossing carriageway.	None	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2	Good visibility for all users.	None	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	**Dropped kerbs and tactile paving absent along the route.**	2	Dropped kerbs and tactile paving meets standards.	None	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Good signage throughout.	None	2
				Total Score	**34**			**39**

INM-BR-48 (shared use) - Merthyr Mawr Road north of A48 - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		2	Footways well maintained, with no significant issues noted.	None	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Lack of active frontages along some sections of the route.	No alternative to address the lack of active frontage.	1
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	Severe traffic pollution and/or severe traffic noise.	No alternative due to the route being located along a busy carriageway.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				2	Nothing noted at the time of the survey.	None	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		1	Some defects noted along the footway but unlikely to result in difficulty for wheelchair users, prams etc.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	Pedestrian comfort is at Level A along the crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	No instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	No alternative due to the alignment of the route.	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		0	In some instances there is no footway to cater for pedestrian desire lines.	Provide footways throughout.	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		1	Crossing of road direct, but associated with some delay (up to 15s average).	Provide more controlled crossings for users.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	No controlled crossings.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	No controlled crossings.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volume is high but pedestrians can keep a safe distance unless crossing the carriageway. Small section of the route has no footway provision and shared with vehicles where the volume is low.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1	Traffic speeds are moderate but pedestrians are generally away from traffic unless crossing carriageway. Small section of the route has no footway provision and shared with vehicles where the speed is low.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		2	Good visibility for all users.	None	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	**Dropped kerbs and tactile paving absent along the route.**	1	Some dropped kerbs and tactile paving but some are also missing from the route.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage could be improved.		
			Total Score		**28**			**36**

INM-BR-49 (shared use) - Bridgend footpath 8 from A48 to Newbridge Fields - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		1	Overgrown vegetation.	Cut back overgrown vegetation.	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		1	Route is isolated, not subject to natural surveillance.	Install lighting to improve sense of isolation.	2
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		2	Traffic noise and pollution do not affect the attractiveness	None	2
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	No lighting present for a large proportion of the route.	Install more lighting.	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		0	No formal route / through fields.	Provide a dedicated surfaced route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	No staggered crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	No instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		2	There are no slopes on footway.	None	2

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		0	No formal route / through fields.	Install dedicated footpath.	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	No crossings along the route.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		2	No crossings along the route.	None	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	No controlled crossings.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	No controlled crossings.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		2	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	None	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		2	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	None	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		1	Visibility could be improved.	Cut back overgrown vegetation as well as install lighting.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	**Dropped kerbs and tactile paving absent along the route.**	0	Dropped kerbs provided but tactile paving absent or incorrect.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage could be improved.		
			Total Score		**29**			**40**

INM-BR-75 (walking) – A48 west of Island Farm Road - WALKING AUDIT

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Critical	Score	Comments	Suggested amendments	Revised Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.		0	Overgrown vegetation throughout.	Cut back overgrown vegetation.	2
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/ antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).		0	Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	No alternative to address the lack of active frontage.	0
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.		0	Severe traffic pollution and/or severe traffic noise.	No alternative due to the route being located along a busy carriageway.	0
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate				1	No lighting present for a large proportion of the route.	Install more lighting.	2
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	subsided or fretted pavement, or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.		0	Subsided or fretted pavement, or significant uneven patching or trenching.	Resurface some sections of the route.	2
6. COMFORT - footway width	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m).	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m).		1	Pedestrians comfort is at Level B along the route.	Scope to extend the width of the footway to improve pedestrian comfort levels.	2
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Pedestrian comfort is at Level A, or width is above those recommended in Section 9.6 of the Guidance (>2m) to accommodate wheel-chair users.	Pedestrian comfort is at Level B or above, or width is as per those recommended in Section 9.6 of the Guidance (1.5m - 2m).	Pedestrian comfort is at Level C or below, or width is below those recommended in Section 9.6 of the Guidance (<1.5m) i.e. standard wheelchair width.		2	No staggered crossings.	None	2
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.		2	No instances of vehicles parked on the footway noted at the time of the survey.	None	2
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).		1	Slopes exist but gradients do not exceed 8% (1 in 12).	No alternative due to the alignment of the route.	1

10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces Score 0-2 as appropriate				2	Nothing noted whilst undertaking the survey.	None	2
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.		2	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	None	2
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.		2	Crossings follow desire lines of users.	None	2
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of con-trolled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).		0	Crossing of road associated indirect, or associated with significant delay (>15s average).	Install dedicated crossing facility.	2
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian is-land.		2	No controlled crossings.	None	2
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.		2	No controlled crossings.	None	2
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users. Score 0-2 as appropriate				2	Nothing noted.	None	2
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		1	Traffic volume is high but pedestrians can keep a safe distance unless crossing the carriageway.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		1	Traffic speeds are high but pedestrians are generally away from traffic unless crossing carriageway.	Various crossing opportunities along the route. Provide advisory footway where there is no footway.	2
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		1	Visibility could be improved.	Cut back overgrown vegetation as well as install lighting.	2
20. COHERENCE - dropped kerbs and tactile paving	Dropped kerb and tactile paving meets current standards.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs provided but tactile paving absent or incorrect.	**Dropped kerbs and tactile paving absent along the route.**	0	Dropped kerbs provided but tactile paving absent or incorrect.	Install dropped kerbs and tactile paving throughout.	2
COHERENCE	Signage - Note the presence and quality of route signage (no score is required for this factor)					Signage could be improved.		
				Total Score	**22**			**35**

INM-BR-45 (shared-use) – A48 west & east of Ewenny Roundabout - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width of 250-1000m.	Provide more cycle routes in vicinity of this route.	2
tness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay for cyclists at junction is similar to delay for motor vehicles.	Provide dedicated bypass of signals.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are some gradients along the route but none are steeper than 2%.	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Speed of vehicles is 50mph along the route.	Explore reducing the speed of vehicles along the route	1
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Speed of vehicles is 50mph along the route.	Explore reducing the speed of vehicles along the route	1
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0	5000-10,000 AADT flows.	No alternative due to the nature of the route.	0
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2	Cyclists on route away from motor traffic.	None	2

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Side roads infrequent but with effective entry treatments.	Treat all side roads to blend in with footway.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Clear, understandable, simple road markings and road layout.	None	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Machine laid smooth and non-slip surface.	None	2

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Some sections of the footway/carriageway are below desirable minimum width.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Route is well signed with signs located at key points.	None	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	1	Pedestrian comfort is at Level B.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signage for wayfinding purposes and does not cause additional obstruction.	None	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking noted along the route at the time of the survey.	Install cycle parking to meet demand.	2
							Audit Score	32			45

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	2	Route contributes to a network density mesh width of <250m.	None	2
tness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay for cyclists at junction is similar to delay for motor vehicles.	Provide dedicated bypass of signals.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are some gradients along the route but none are steeper than 2%.	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Vehicle speeds is 85th percentile 20mph-30mph along the route	Explore reducing the speed of vehicles along the route	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Vehicle speeds is 85th percentile 20mph-30mph along the route	Explore reducing the speed of vehicles along the route	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	2500-5000 and <2% HGV	No alternative due to the nature of the route.	1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	0	Cyclists in unrestricted traffic lanes outside critical range.	Explore providing cycle lanes along the route.	2

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Side roads infrequent but with effective entry treatments.	Treat all side roads to blend in with footway.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	0	Complex design for cycle route which suggests travelling on to footway and down a one way carriageway.	Resurface lines and address design of the junction.	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Machine laid smooth and non-slip surface.	None	2

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Some sections of the footway/carriageway are below desirable minimum width.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Route is well signed with signs located at key points.	None	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	1	Pedestrian comfort is at Level B.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signage for wayfinding purposes and does not cause additional obstruction.	None	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	2	Secure cycle parking noted along the route.	None	2
							Audit Score	34			48

INM-BR-48 (shared use) - Merthyr Mawr Road north of A48 - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width of 250-1000m.	Provide more cycle routes in vicinity of this route.	2
tness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Delay for cyclists at junction is similar to delay for motor vehicles.	Provide dedicated bypass of signals.	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are some gradients along the route but none are steeper than 2%.	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Speed of vehicles is 50mph along small section of the route. Other sections are 30mph.	Explore reducing the speed of vehicles along the route	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Speed of vehicles is 50mph along small section of the route. Other sections are 30mph.	Explore reducing the speed of vehicles along the route	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	5000-10,000 AADT flows along one section of the route. Other sections of the route circa 2500-5000 AADT	No alternative due to the nature of the route.	1
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	1	Cyclists in unrestricted traffic lanes outside critical range. Some sections of the route are off-road however	None	1

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	1	Side roads infrequent but with effective entry treatments.	Treat all side roads to blend in with footway.	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Clear, understandable, simple road markings and road layout.	None	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	2	Machine laid smooth and non-slip surface.	None	2

	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	1	Some sections of the footway/carriageway are below desirable minimum width.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Route signing is poor with signs missing at key decision points.	Install more signage.	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	1	Pedestrian comfort is at Level B.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	Large number of signs needed, difficult to follow and/or leading to clutter	Install more signage.	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking noted along the route at the time of the survey.	Install cycle parking to meet demand.	2
							Audit Score	30			47

INM-BR-49 (shared use) - Bridgend footpath 8 from A48 to Newbridge Fields - CYCLING AUDIT

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested amendments	Revised Score
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/ leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can connect to other routes with minimal disruption to their journey.	Provide links with no interruption to their journey.	2
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	The route is made up of discrete sections but cyclists can clearly understand how to navigate them	Provide continuous route including through junctions.	2
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Route contributes to a network density mesh width of 250-1000m.	Provide more cycle routes in vicinity of this route.	2
tness	Distance	Routes should follow the shortest option available and be as near to the 'asthe-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation factor against straight line as well as shortest route available.	None	2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	The number of stops is less than 2 per km.	None	2

Direc	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	2	Route does not have interaction with motor vehicles/carriageway.	None	2
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	2	Cyclists can always choose an appropriate speed	None	2
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper that the gradients recommended in Section 9.15 of the Guidance	There are no sections of route steeper than the gradients recommended in Section 9.15 of the Guidance	There are no sections of route which steeper than 2%	2	There are no sections of route which steeper than 2%	None	2
	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Route is off-road	None	2
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Route is off-road	None	2
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Route is off-road	None	2
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 11.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in stepped / light segregated track; 85th percentile motor traffic speed max 30mph.	2	Route is off-road	None	2

Safety		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads - cyclist priority and/or speed reduction across side roads Major roads - separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/ motor traffic streams separated.	2	Route is off-road	None	2
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	Route is off-road	None	2
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	No/very limited conflict with kerbside activity but buffer is circa 2m.	Scope to extend the width of the footway to minimise the conflict between users.	2
	Reduce severity of collisions where they do occur	Wherever possible routes should include “evasion room” (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	The route includes evasion room and avoids physical hazards.	None	2
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17.Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor and occasional defects noted along the route.	Resurface some sections of the route.	2
		Pavement or carriageway construction providing smooth and level surface	18.Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - eg Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	0	Bumpy, unbound, slippery, and potentially hazardous surface.	No formal surface along the route.	2

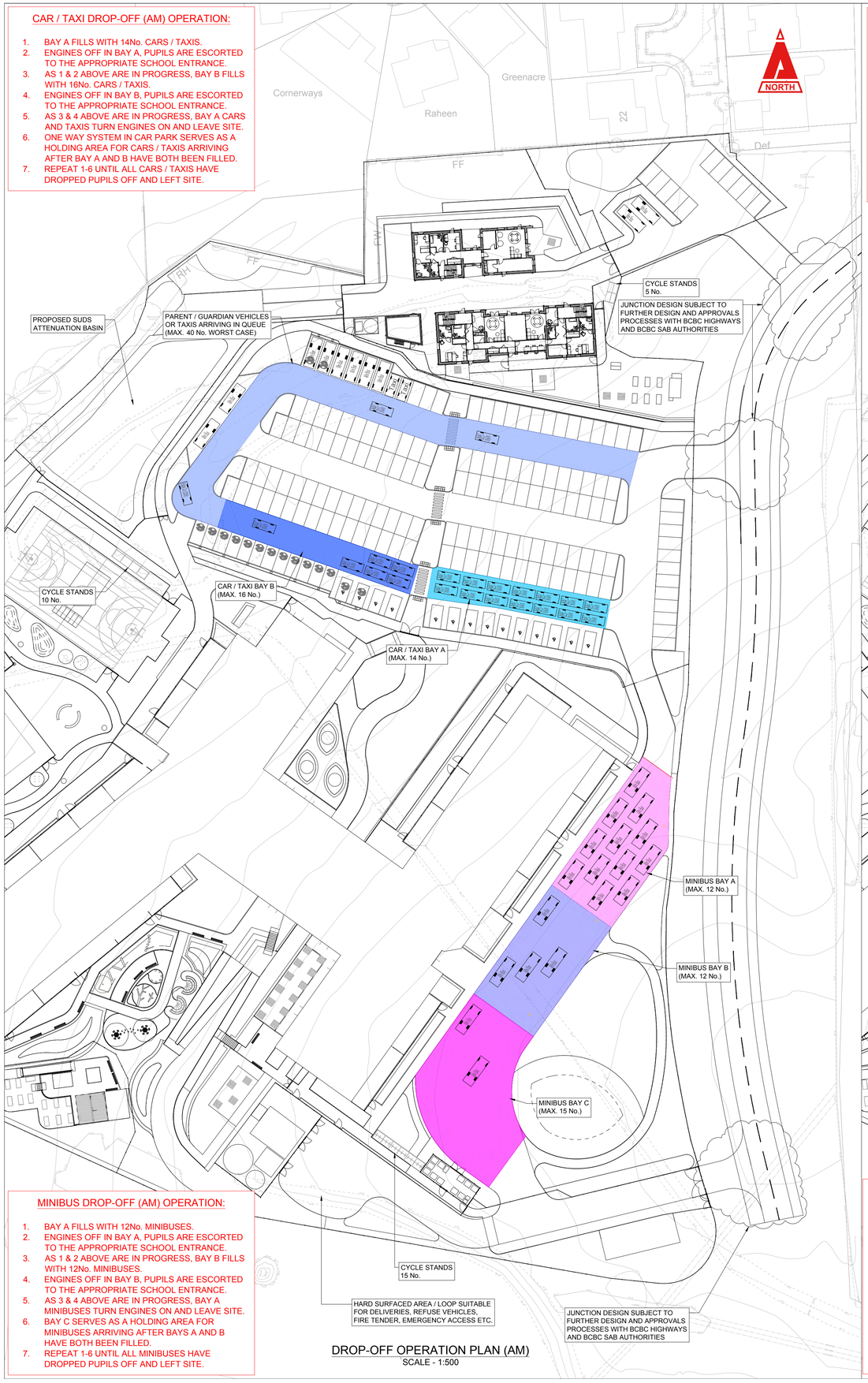
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 50% of the route includes cycle provision with widths which are more than 25% below desirable minimum values.	No more than 50% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	No formal route and therefore recommended widths are maintained.	None	2
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	Route signing is poor with signs missing at key decision points.	Install more signage.	2
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to	21.Lighting		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit to highway standards throughout.	None	2
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Some parts of the route are not overlooked.	No alternative to improve sense of isolation for users.	1
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23.Impact on pedestrians, Pedestrian Comfort Level based on TfL's Pedestrian Comfort guide - Section 9.6 of the Guidance		Pedestrian comfort is at Level C or below, or residual width for pedestrians is below those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level B or above, or residual width for pedestrians is as per those recommeded in Section 9.6 of the Guidance.	Pedestrian comfort is at Level A, or residual width for pedestrians is above those recommeded in Section 9.6 of the Guidance.	2	Pedestrian comfort is at Level A.	None	2
	Minimise street clutter	Signing required to support scheme layout	24.Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	Large number of signs needed, difficult to follow and/or leading to clutter	Install more signage.	2
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking noted along the route at the time of the survey.	Install cycle parking to meet demand.	2
							Audit Score	36			49

APPENDIX D

Parking Management Strategy

CAR / TAXI DROP-OFF (AM) OPERATION:

1. BAY A FILLS WITH 14No. CARS / TAXIS.
2. ENGINES OFF IN BAY A, PUPILS ARE ESCORTED TO THE APPROPRIATE SCHOOL ENTRANCE.
3. AS 1 & 2 ABOVE ARE IN PROGRESS, BAY B FILLS WITH 16No. CARS / TAXIS.
4. ENGINES OFF IN BAY B, PUPILS ARE ESCORTED TO THE APPROPRIATE SCHOOL ENTRANCE.
5. AS 3 & 4 ABOVE ARE IN PROGRESS, BAY A CARS AND TAXIS TURN ENGINES ON AND LEAVE SITE.
6. ONE WAY SYSTEM IN CAR PARK SERVES AS A HOLDING AREA FOR CARS / TAXIS ARRIVING AFTER BAY A AND B HAVE BOTH BEEN FILLED.
7. REPEAT 1-6 UNTIL ALL CARS / TAXIS HAVE DROPPED PUPILS OFF AND LEFT SITE.



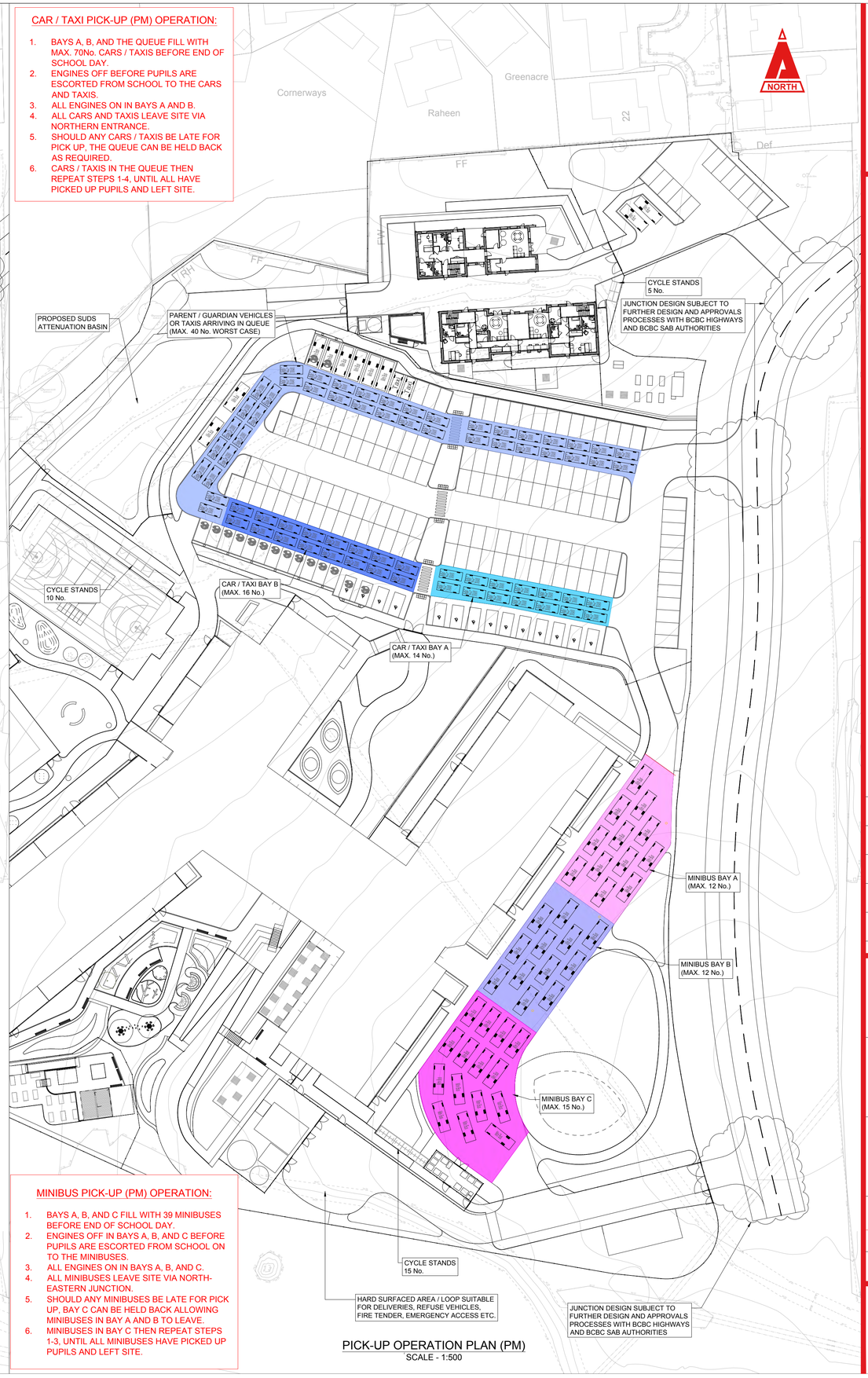
DROP-OFF OPERATION PLAN (AM)
SCALE - 1:500

MINIBUS DROP-OFF (AM) OPERATION:

1. BAY A FILLS WITH 12No. MINIBUSES.
2. ENGINES OFF IN BAY A, PUPILS ARE ESCORTED TO THE APPROPRIATE SCHOOL ENTRANCE.
3. AS 1 & 2 ABOVE ARE IN PROGRESS, BAY B FILLS WITH 12No. MINIBUSES.
4. ENGINES OFF IN BAY B, PUPILS ARE ESCORTED TO THE APPROPRIATE SCHOOL ENTRANCE.
5. AS 3 & 4 ABOVE ARE IN PROGRESS, BAY A MINIBUSES TURN ENGINES ON AND LEAVE SITE.
6. BAY C SERVES AS A HOLDING AREA FOR MINIBUSES ARRIVING AFTER BAYS A AND B HAVE BOTH BEEN FILLED.
7. REPEAT 1-6 UNTIL ALL MINIBUSES HAVE DROPPED PUPILS OFF AND LEFT SITE.

CAR / TAXI PICK-UP (PM) OPERATION:

1. BAYS A, B, AND THE QUEUE FILL WITH MAX. 70No. CARS / TAXIS BEFORE END OF SCHOOL DAY.
2. ENGINES OFF BEFORE PUPILS ARE ESCORTED FROM SCHOOL TO THE CARS AND TAXIS.
3. ALL ENGINES ON IN BAYS A AND B.
4. ALL CARS AND TAXIS LEAVE SITE VIA NORTHERN ENTRANCE.
5. SHOULD ANY CARS / TAXIS BE LATE FOR PICK UP, THE QUEUE CAN BE HELD BACK AS REQUIRED.
6. CARS / TAXIS IN THE QUEUE THEN REPEAT STEPS 1-4, UNTIL ALL HAVE PICKED UP PUPILS AND LEFT SITE.



PICK-UP OPERATION PLAN (PM)
SCALE - 1:500

MINIBUS PICK-UP (PM) OPERATION:

1. BAYS A, B, AND C FILL WITH 39 MINIBUSES BEFORE END OF SCHOOL DAY.
2. ENGINES OFF IN BAYS A, B, AND C BEFORE PUPILS ARE ESCORTED FROM SCHOOL ON TO THE MINIBUSES.
3. ALL ENGINES ON IN BAYS A, B, AND C.
4. ALL MINIBUSES LEAVE SITE VIA NORTH-EASTERN JUNCTION.
5. SHOULD ANY MINIBUSES BE LATE FOR PICK UP, BAY C CAN BE HELD BACK ALLOWING MINIBUSES IN BAY A AND B TO LEAVE.
6. MINIBUSES IN BAY C THEN REPEAT STEPS 1-3, UNTIL ALL MINIBUSES HAVE PICKED UP PUPILS AND LEFT SITE.

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CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. DISCREPANCIES MUST BE REPORTED IMMEDIATELY TO CAMBRIA CONSULTING LIMITED BEFORE PROCEEDING.

THE CONTRACTOR IS TO REFER TO THE SPECIFICATION, FULL SCHEDULE OF RESIDUAL RISKS IN THE CONTRACT DOCUMENTATION AND ALSO TO INFORMATION FROM OTHER DESIGNERS, IN PARTICULAR THE M&E CONSULTANT REGARDING EXISTING LIVE SERVICES.

THIS SYMBOL IS USED TO HIGHLIGHT INSTANCES OF RISK WITHIN THE CONSTRUCTION PROCESS.

ALWAYS CHECK FOR LATER REVISIONS OF THIS DRAWING.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (mm) AND ELEVATIONS ARE IN METERS ABOVE ORDNANCE DATUM (m AOD), UNLESS OTHERWISE NOTED.
2. THE DETAILS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED DURING RIBA STAGE 4, AND ARE NOT SUITABLE FOR CONSTRUCTION.
3. THE PROPOSED SITE MASTERPLAN SHOWN IS BASED ON INFORMATION PROVIDED BY HLM (LANDSCAPE ARCHITECT) RECEIVED 11/08/2026.
4. THE OS MAPPING AND TOPOGRAPHICAL SURVEY SHOWN ARE BASED ON INFORMATION PROVIDED BY OTHERS. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF THE SURVEY.
5. EASTERN SITE ACCESS ROAD DESIGN HAS BEEN TAKEN FROM WL2 DRAWING "19-00637 -H03 Rev D Setting-Out & Levels". EASTERN SITE ACCESS ROAD LAYOUT & LEVELS ARE SUBJECT TO CHANGE, FURTHER COORDINATION IS REQUIRED BETWEEN HERONSBRIDGE SITE AND EASTERN SITE ACCESS ROAD.
5. PROPOSED EASTERN SITE ACCESS ROAD (INCLUDING HIGHWAYS, DRAINAGE, SAB, S38 & S278 ARRANGEMENT) IS SUBJECT TO FURTHER DESIGN AND APPROVALS BY BCBC HIGHWAYS & SAB AUTHORITIES.

TABLE 1 - PARKING AND DROP-OFF NUMBERS

RESIDENTIAL SCHEME PARKING	VEHICLES REQUIRED	VEHICLE NO. PROVISION
MINIBUS PARKING SPACES	2	2
STANDARD PARKING SPACES	11	11
EDUCATION SCHEME PARKING	**VEHICLES REQUIRED**	**VEHICLE NO. PROVISION**
MINIBUS PARKING SPACES	6	8
TAXI PARKING SPACES	2	2
STANDARD PARKING SPACES	138	139
EV PARKING SPACES	12	12
DISABLED PARKING SPACES	12	12
DISABLED EV PARKING SPACES	2	2
EDUCATION SCHEME PICK-UP / DROP-OFF	**VEHICLES REQUIRED**	**VEHICLE NO. PROVISION**
MINIBUS	39	39
TAXI	12	12
PARENT / GUARDIAN	58	58

Rev.	Description	By	Chk	App
P05	ISSUED FOR PRE-APPLICATION CONSULTATION (PAC)	JW	RW	BW
		17/08/26		
C01	ISSUED FOR RIBA STAGE 4	JW	RW	BW
		23/06/26		
P04	ISSUED FOR PRE-APPLICATION CONSULTATION (PAC)	JW	RW	BW
		29/05/26		
P03	UPDATED TO SUIT LATEST LANDSCAPE MASTERPLAN	JW	RW	BW
		12/05/26		
P02	UPDATED TO ADDRESS KIER COMMENTS.	LW	RW	BW
		21/11/25		

Client: KIER

Project: HERONSBRIDGE SCHOOL

Cambria Project No. CC2856

Drawing Title: PROPOSED PICK-UP & DROP-OFF - OPERATIONAL PLAN

Drawing No. HER - CAM - ZZ - XX - D - C - 001210

Project | Originator | Function B'down | Spatial B'down | Form | Disc. | Number

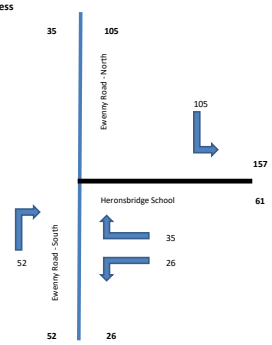
Scale @A1:	Status Code:	Revision Status:	Rev:
1:500	S3	REVIEW & COMMENT	P05

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APPENDIX E

Traffic Diagrams

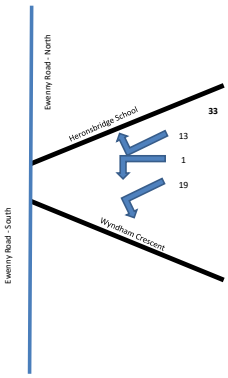
Heronsbridge Main Access



Arm A-Ewenny Road N
Arm B-Herosnbridge School
Arm C-Ewenny Road S

	A	B	C	Total
A	0	105	0	105
B	35	0	26	61
C	0	52	0	52
Total	35	157	26	218

Heronsbridge Secondary Exit only



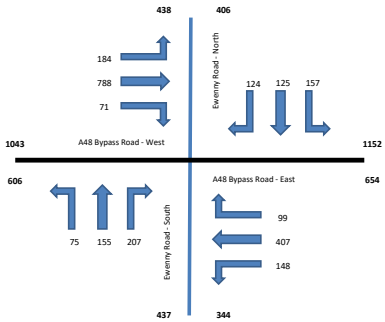
Arm A-Ewenny Road N
Arm B-Herosnbridge School
Arm C-Wyndham Crescent
Arm D-Ewenny Road S

	A	B	C	D	Total
A	0	0	0	0	0
B	13	0	19	1	33
C	0	0	0	0	0
D	0	0	0	0	0
Total	13	0	19	1	33

EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

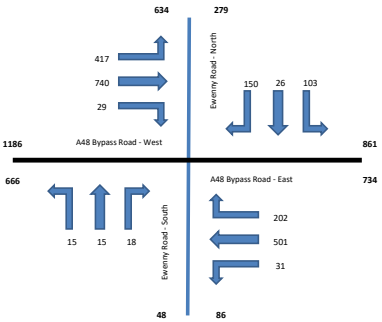
	A	B	C	D	Total
A	0	157	125	124	406
B	99	0	148	407	654
C	155	207	0	75	437
D	184	788	71	0	1043
Total	438	1152	344	606	2540



PICTON COURT ROUNDABOUT

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

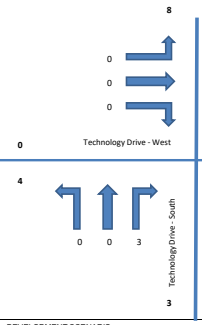
	A	B	C	D	Total
A	0	103	26	150	279
B	202	0	31	501	734
C	15	18	0	15	48
D	417	740	29	0	1186
Total	634	861	86	666	2247



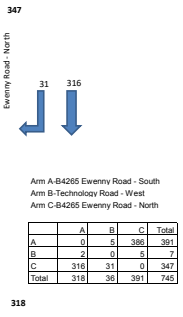
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	2	0	0	2
B	8	0	9	4	21
C	0	3	0	0	3
D	0	0	0	0	0
Total	8	5	9	4	26



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



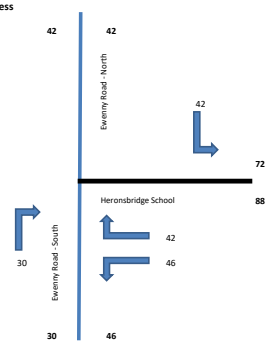
Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	5	386	391
B	2	0	5	7
C	316	31	0	347
Total	318	36	391	745

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DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2026 Survey AM	08:15-09:15	PCUs	101

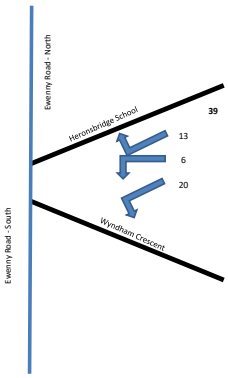
Heronsbridge Main Access



Arm A-Ewenny Road N
Arm B-Herosnbridge School
Arm C-Ewenny Road S

	A	B	C	Total
A	0	42	0	42
B	42	0	46	88
C	0	30	0	30
Total	42	72	46	160

Heronsbridge Secondary Exit only



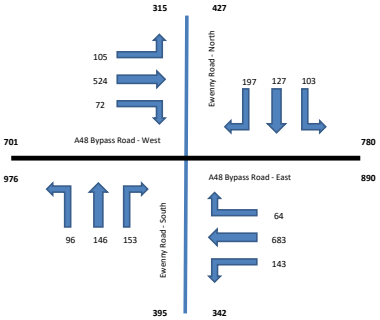
Arm A-Ewenny Road N
Arm B-Herosnbridge School
Arm C-Wyndham Crescent
Arm D-Ewenny Road S

	A	B	C	D	Total
A	0	0	0	0	0
B	13	0	20	6	39
C	0	0	0	0	0
D	0	0	0	0	0
Total	13	0	20	6	39

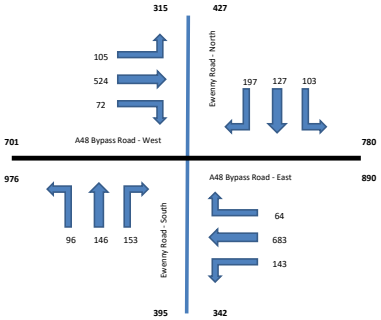
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	103	127	197	427
B	64	0	143	683	890
C	146	153	0	96	395
D	105	524	72	0	701
Total	315	780	342	976	2413



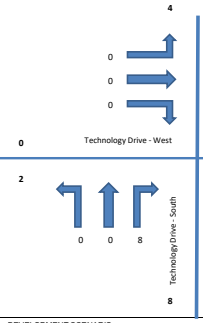
PICTON COURT ROUNDABOUT



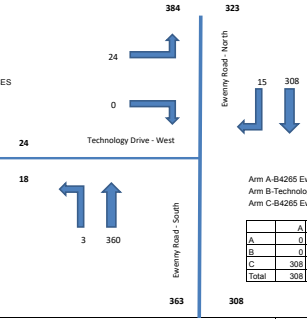
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	5	0	0	5
B	4	0	3	2	9
C	0	8	0	0	8
D	0	0	0	0	0
Total	4	13	3	2	22

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	3	360	363
B	0	0	24	24
C	308	15	0	323
Total	308	18	384	710

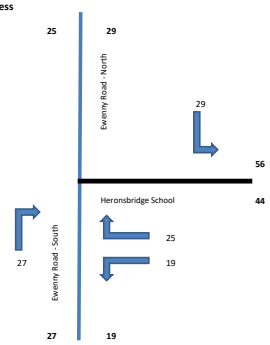
Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	103	127	197	427
B	64	0	143	683	890
C	146	153	0	96	395
D	105	524	72	0	701
Total	315	780	342	976	2413

CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2026 Survey PM1	14:45-15:45	PCUs	102

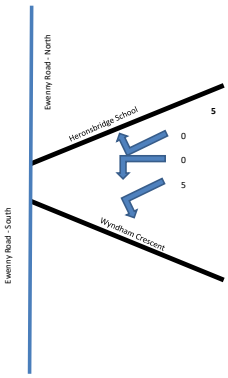
Heronsbridge Main Access



Arm A-Ewenny Road N
Arm B-Herosnbridge School
Arm C-Ewenny Road S

	A	B	C	Total
A	0	29	0	29
B	25	0	19	44
C	0	27	0	27
Total	25	56	19	100

Heronsbridge Secondary Exit only



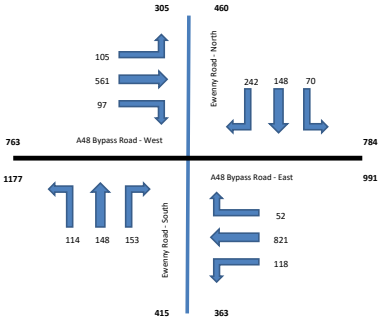
Arm A-Ewenny Road N
Arm B-Herosnbridge School
Arm C-Wyndham Crescent
Arm D-Ewenny Road S

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	5	0	5
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	5	0	5

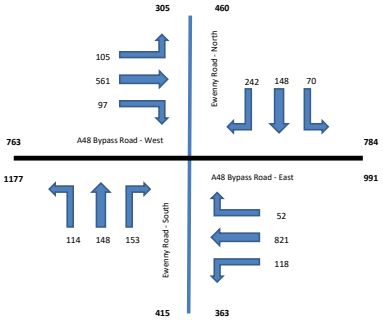
Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	70	148	242	460
B	52	0	118	821	991
C	148	153	0	114	415
D	105	561	97	0	763
Total	305	784	363	1177	2629

EWENNY ROAD ROUNDABOUT



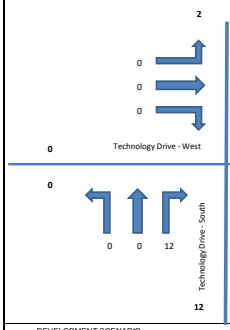
PICTON COURT ROUNDABOUT



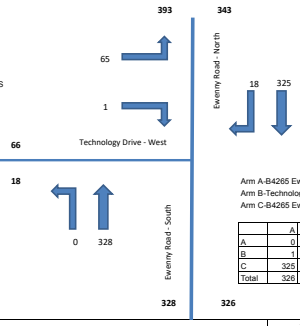
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	3	0	0	3
B	2	0	9	0	11
C	0	12	0	0	12
D	0	0	0	0	0
Total	2	15	9	0	26

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	328	328
B	1	0	65	66
C	325	18	0	343
Total	326	18	393	737

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hemston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	70	148	242	460
B	52	0	118	821	991
C	148	153	0	114	415
D	105	561	97	0	763
Total	305	784	363	1177	2629

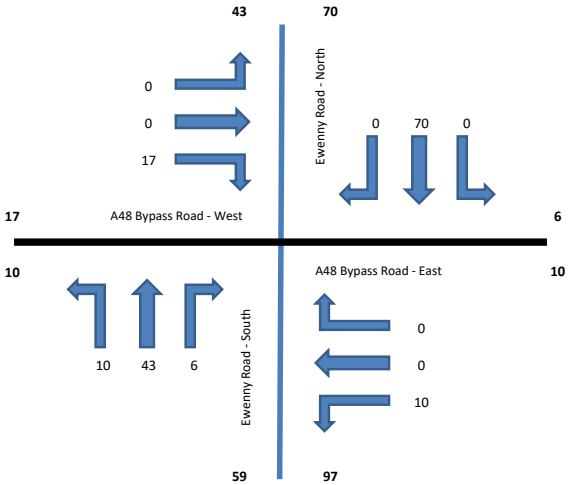
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2026 Survey PM2	16:30-17:30	PCUs	103

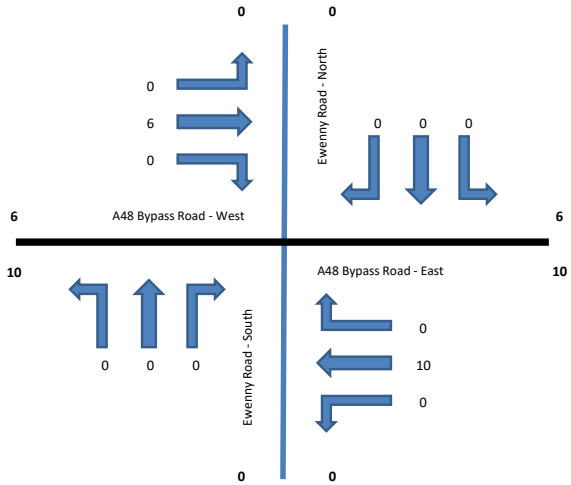
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	70	0	70
B	0	0	10	0	10
C	43	6	0	10	59
D	0	0	17	0	17
Total	43	6	97	10	156



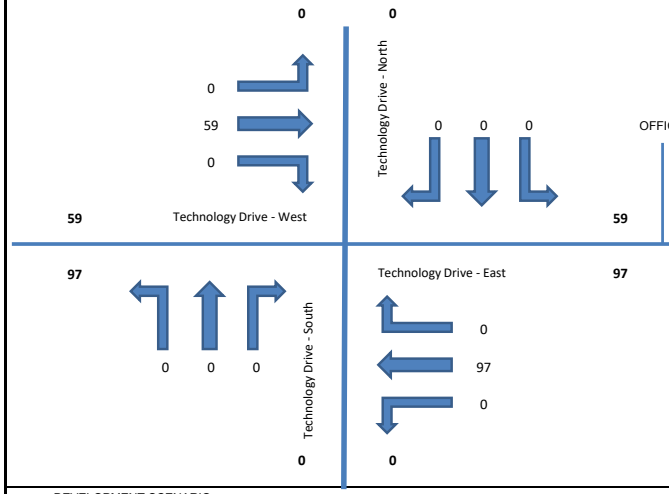
PICTON COURT ROUNDABOUT



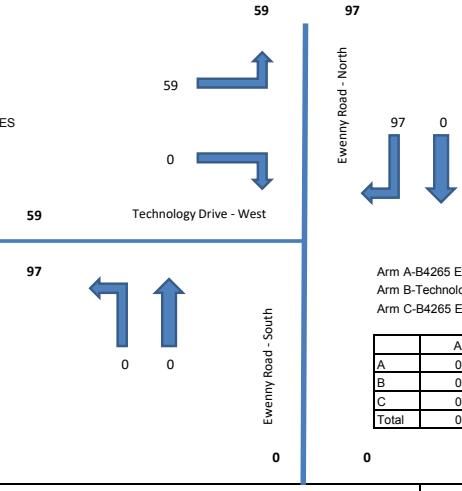
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	97	97
C	0	0	0	0	0
D	0	59	0	0	59
Total	0	59	0	97	156



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	59	59
C	0	97	0	97
Total	0	97	59	156

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	10	10
C	0	0	0	0	0
D	0	6	0	0	6
Total	0	6	0	10	16

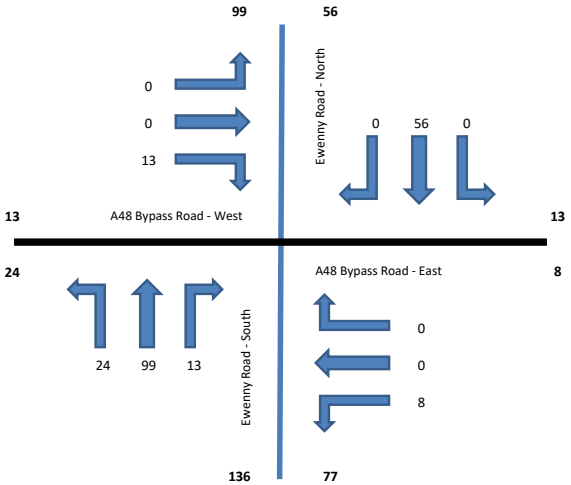
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Pupil Trips Distribution AM	08:15-09:15	PCUs	104

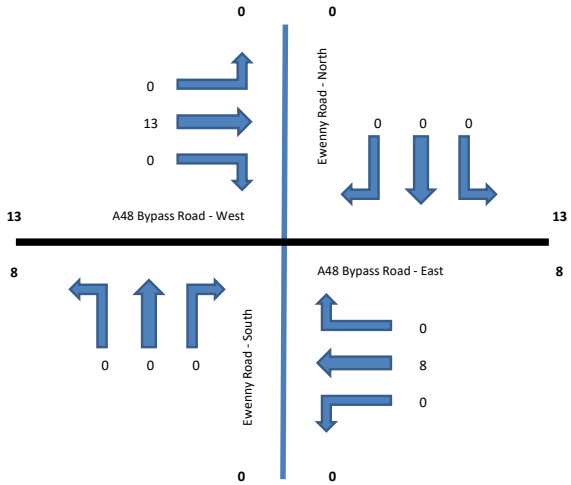
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	56	0	56
B	0	0	8	0	8
C	99	13	0	24	136
D	0	0	13	0	13
Total	99	13	77	24	213



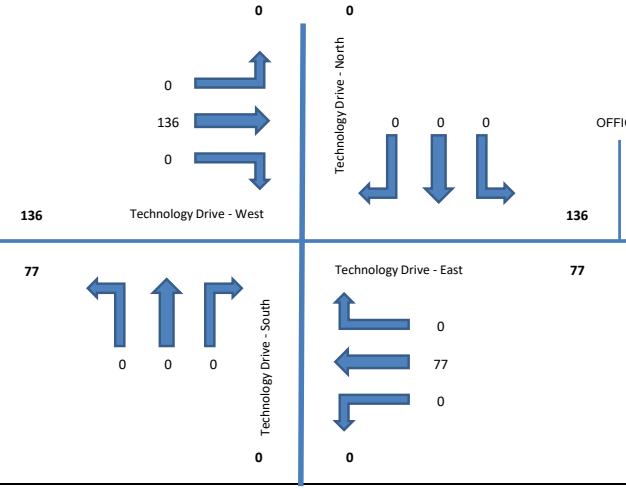
PICTON COURT ROUNDABOUT



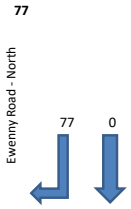
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	77	77
C	0	0	0	0	0
D	0	136	0	0	136
Total	0	136	0	77	213



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	136	136
C	0	77	0	77
Total	0	77	136	213

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	8	8
C	0	0	0	0	0
D	0	13	0	0	13
Total	0	13	0	8	21

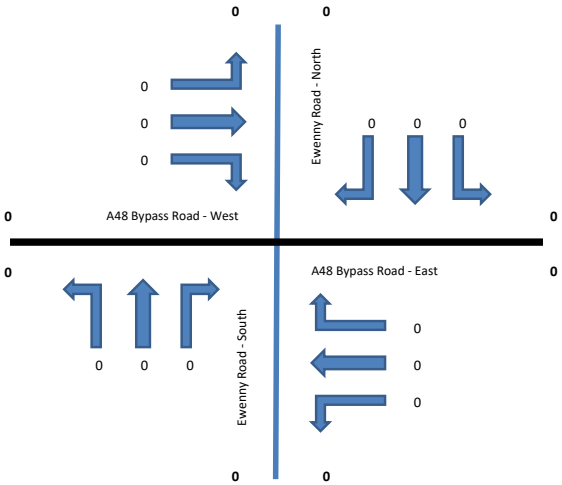
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Pupil Trips School PM1	14:45-15:45	PCUs	105

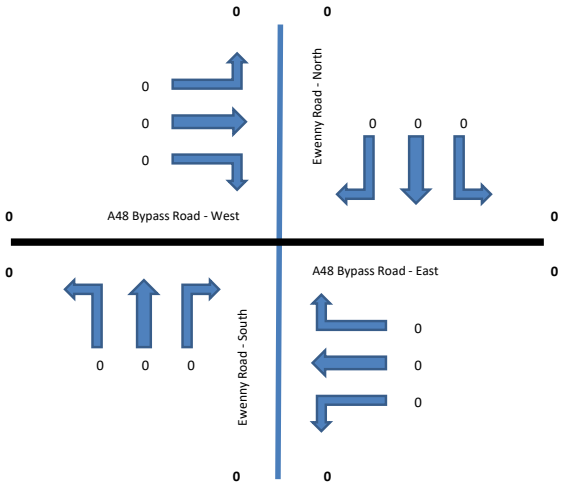
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



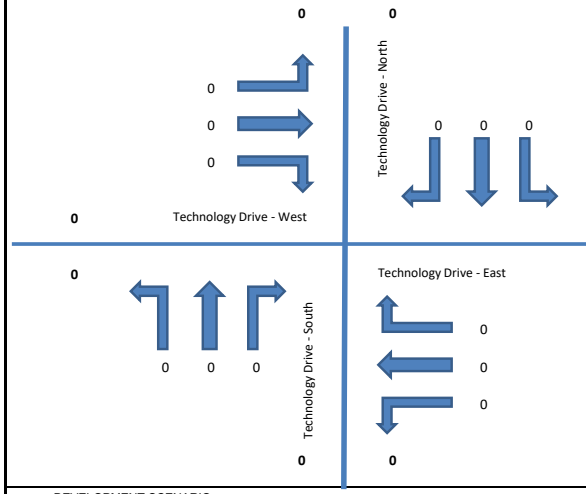
PICTON COURT ROUNDABOUT



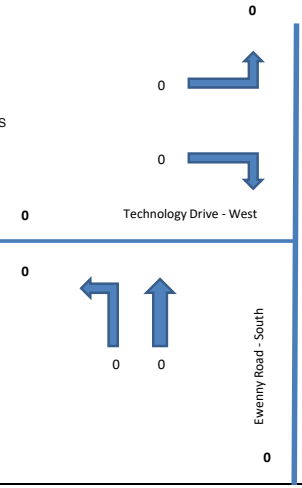
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

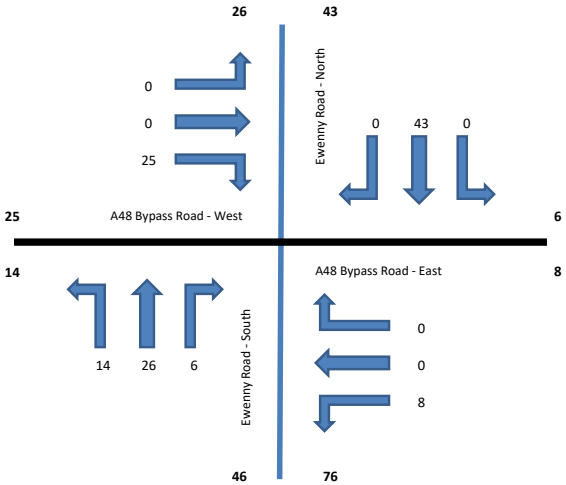
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Pupil Trips School PM2	16:30-17:30	PCUs	106

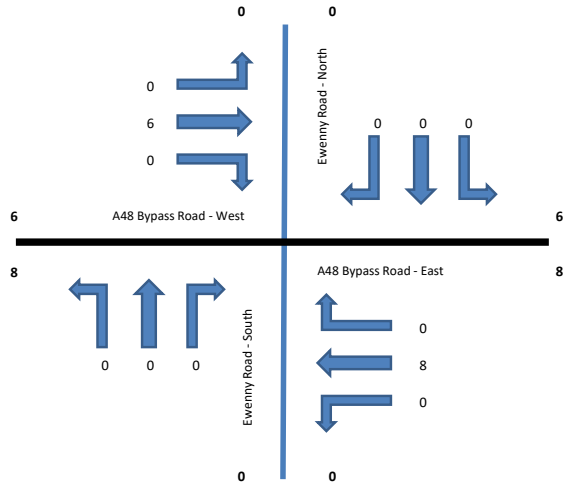
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	43	0	43
B	0	0	8	0	8
C	26	6	0	14	46
D	0	0	25	0	25
Total	26	6	76	14	122



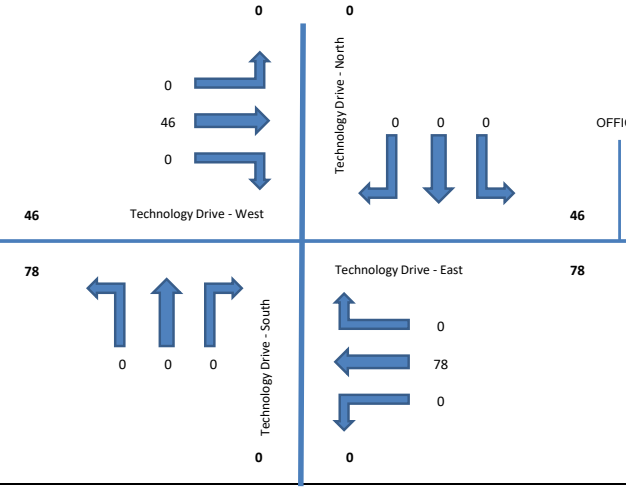
PICTON COURT ROUNDABOUT



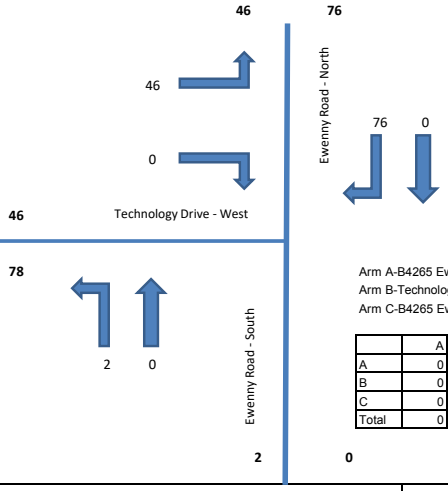
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	78	78
C	0	0	0	0	0
D	0	46	0	0	46
Total	0	46	0	78	124

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	2	0	2
B	0	0	46	46
C	0	76	0	76
Total	0	78	46	124

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	8	8
C	0	0	0	0	0
D	0	6	0	0	6
Total	0	6	0	8	14

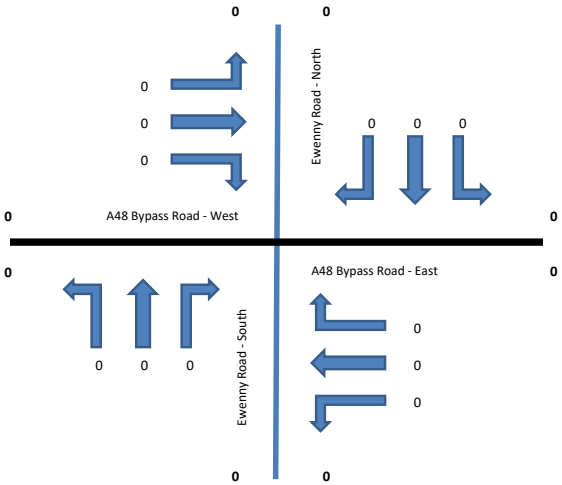
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Staff Trips Distribution AM	08:15-09:15	PCUs	107

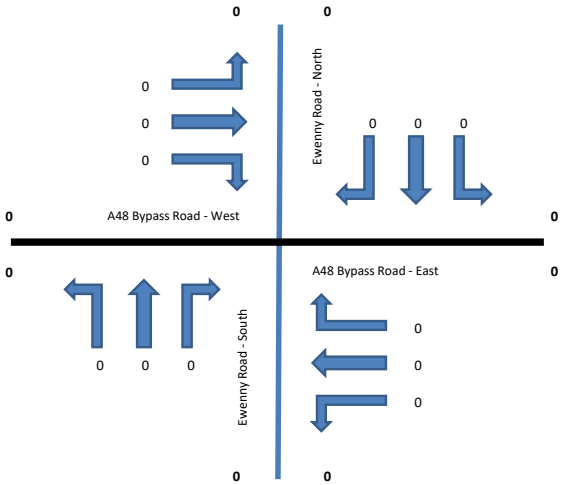
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



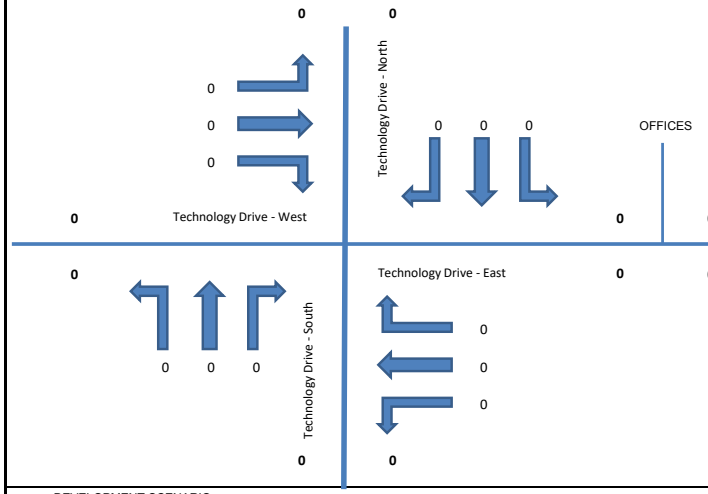
PICTON COURT ROUNDABOUT



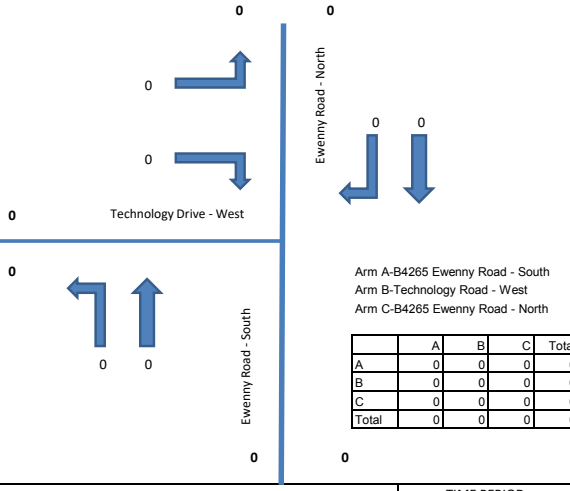
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

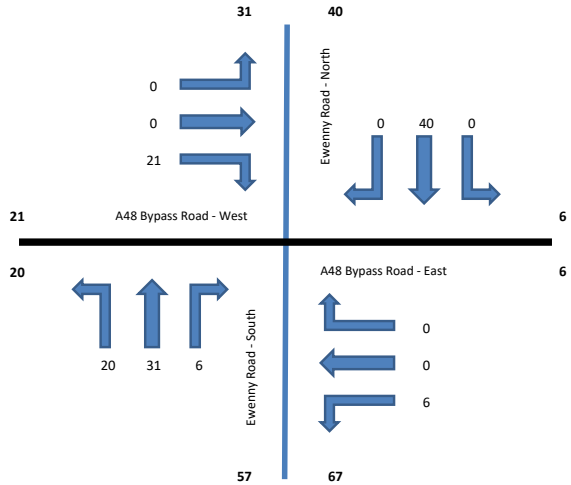
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Staff Trips Distribution PM1	14:45-15:45	PCUs	108

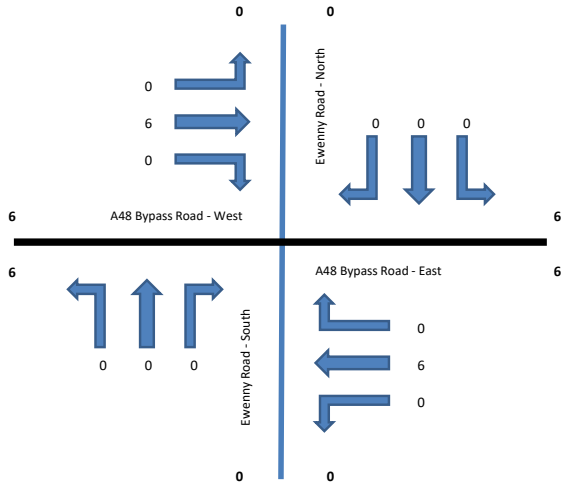
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	40	0	40
B	0	0	6	0	6
C	31	6	0	20	57
D	0	0	21	0	21
Total	31	6	67	20	124



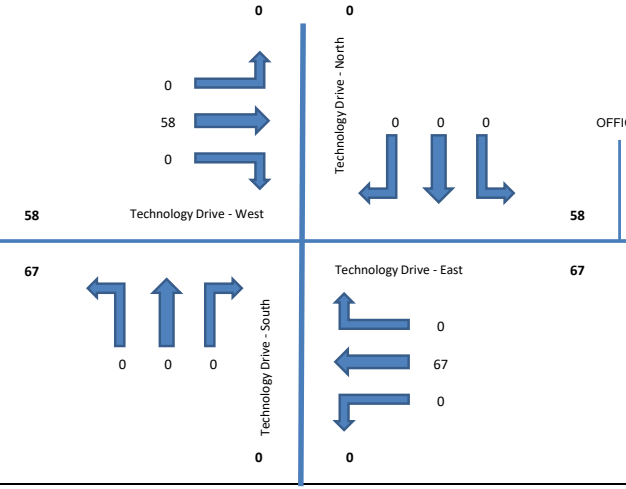
PICTON COURT ROUNDABOUT



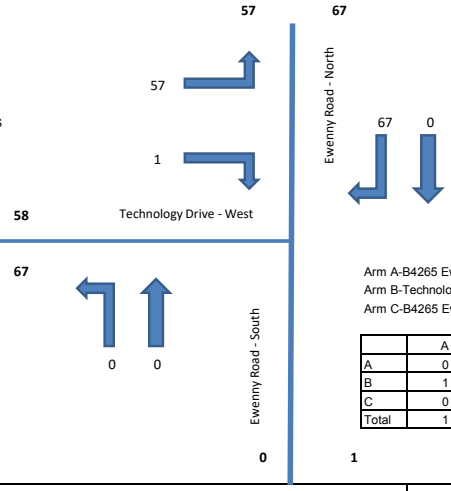
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	67	67
C	0	0	0	0	0
D	0	58	0	0	58
Total	0	58	0	67	125

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	1	0	57	58
C	0	67	0	67
Total	1	67	57	125

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	6	6
C	0	0	0	0	0
D	0	6	0	0	6
Total	0	6	0	6	12

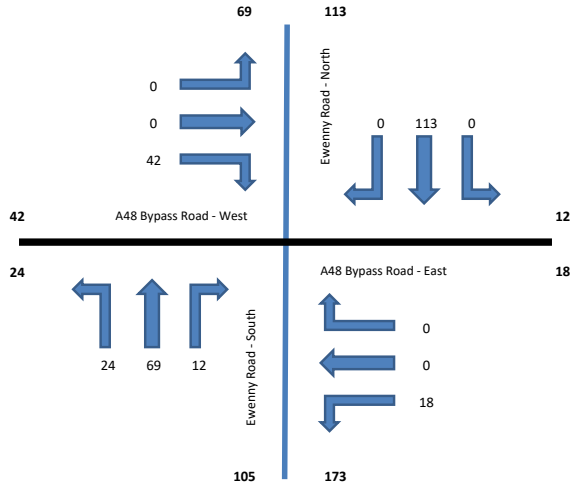
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Staff Trips Distribution PM2	16:30-17:30	PCUs	109

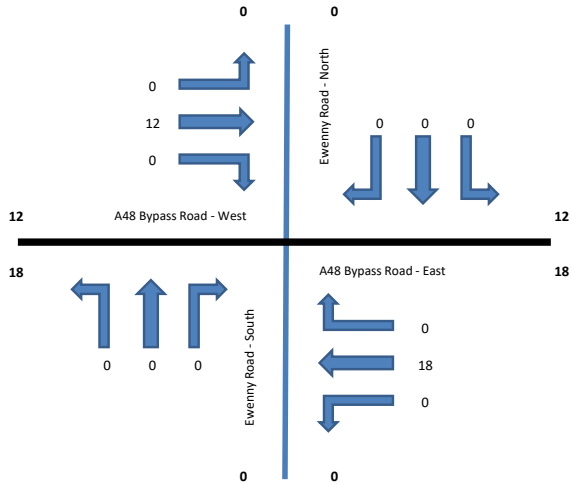
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	113	0	113
B	0	0	18	0	18
C	69	12	0	24	105
D	0	0	42	0	42
Total	69	12	173	24	278



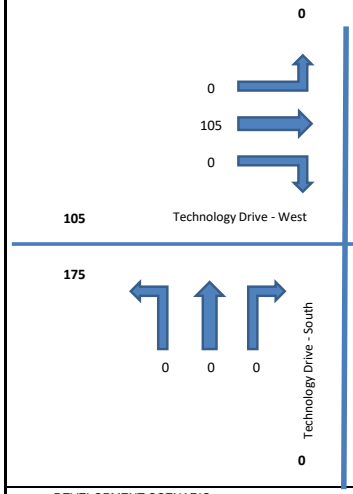
PICTON COURT ROUNDABOUT



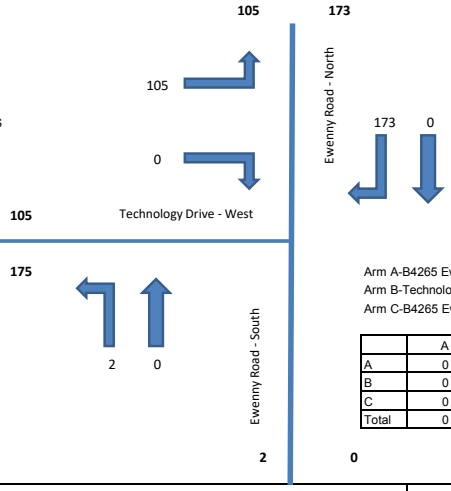
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	175	175
C	0	0	0	0	0
D	0	105	0	0	105
Total	0	105	0	175	280

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	2	0	2
B	0	0	105	105
C	0	173	0	173
Total	0	175	105	280

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	18	18
C	0	0	0	0	0
D	0	12	0	0	12
Total	0	12	0	18	30

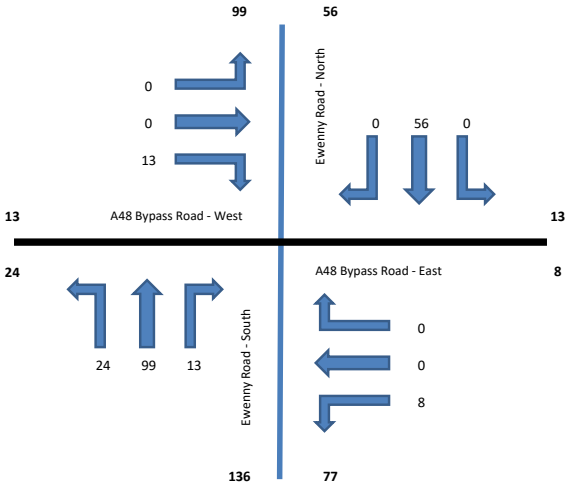
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
New School Trips AM	08:15-09:15	PCUs	110

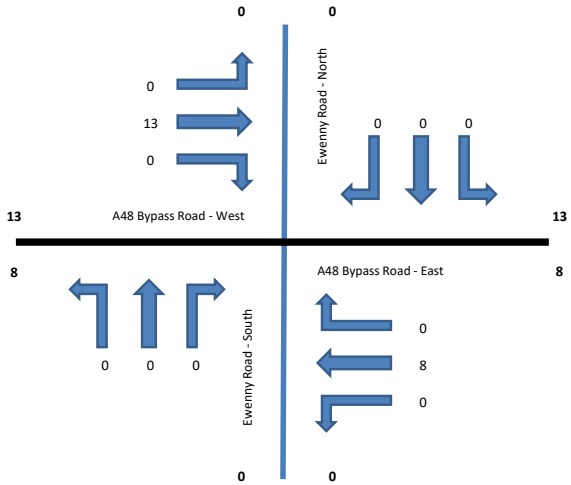
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	56	0	56
B	0	0	8	0	8
C	99	13	0	24	136
D	0	0	13	0	13
Total	99	13	77	24	213



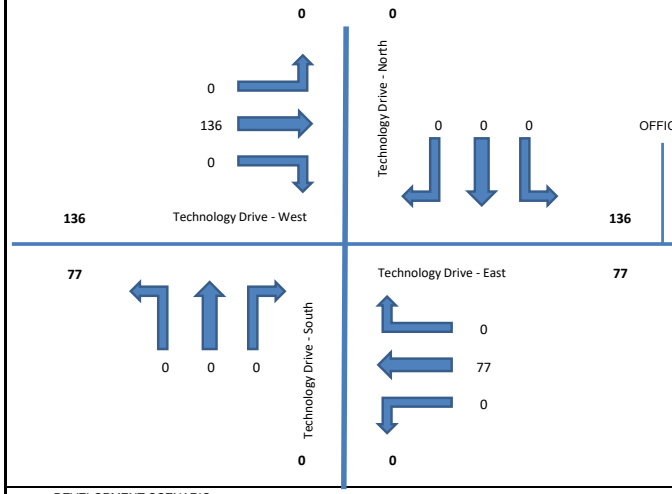
PICTON COURT ROUNDABOUT



TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	77	77
C	0	0	0	0	0
D	0	136	0	0	136
Total	0	136	0	77	213



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION

Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	136	136
C	0	77	0	77
Total	0	77	136	213

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	8	8
C	0	0	0	0	0
D	0	13	0	0	13
Total	0	13	0	8	21

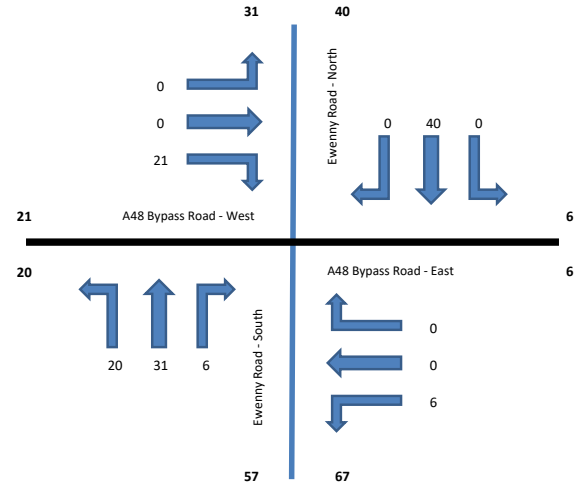
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
New School Trips PM1	14:45-15:45	PCUs	111

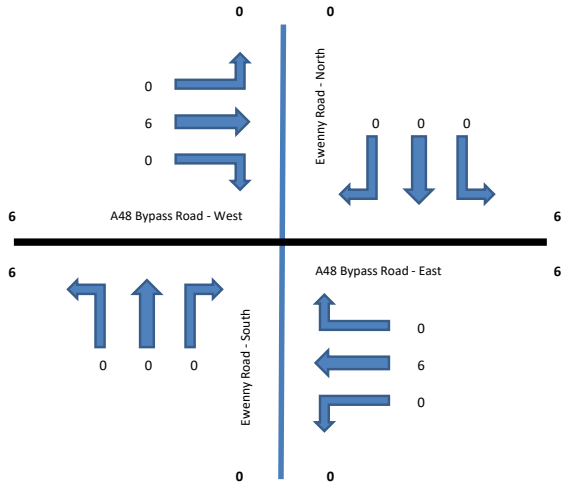
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	40	0	40
B	0	0	6	0	6
C	31	6	0	20	57
D	0	0	21	0	21
Total	31	6	67	20	124



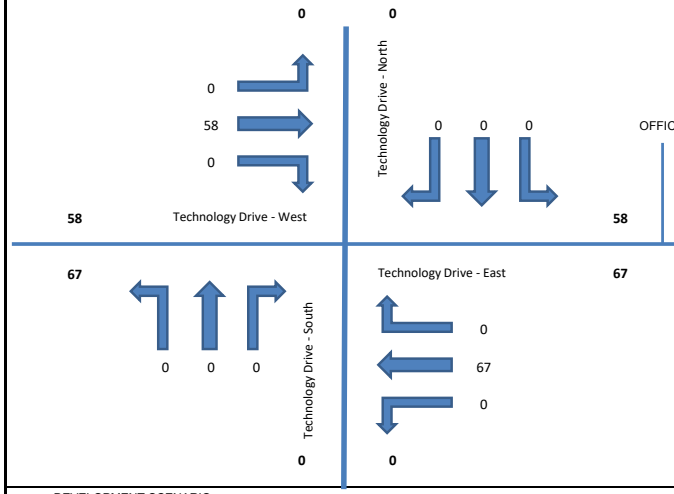
PICTON COURT ROUNDABOUT



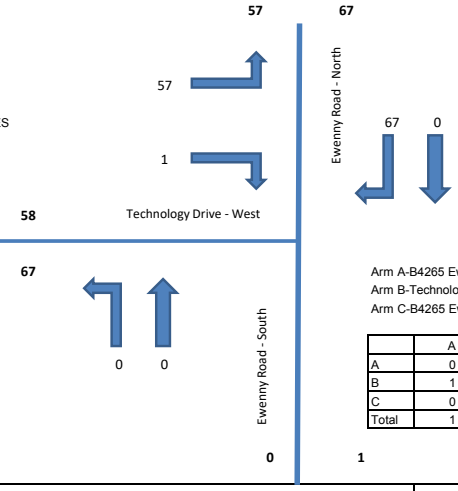
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	67	67
C	0	0	0	0	0
D	0	58	0	0	58
Total	0	58	0	67	125



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	1	0	57	58
C	0	67	0	67
Total	1	67	57	125

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	6	6
C	0	0	0	0	0
D	0	6	0	0	6
Total	0	6	0	6	12

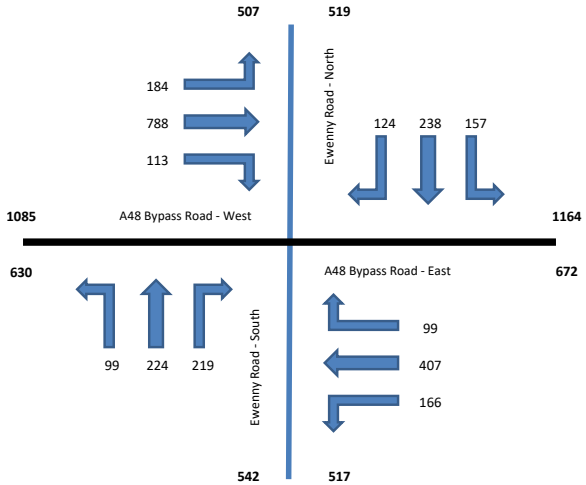
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
New School Trips PM2	16:30-17:30	PCUs	112

EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

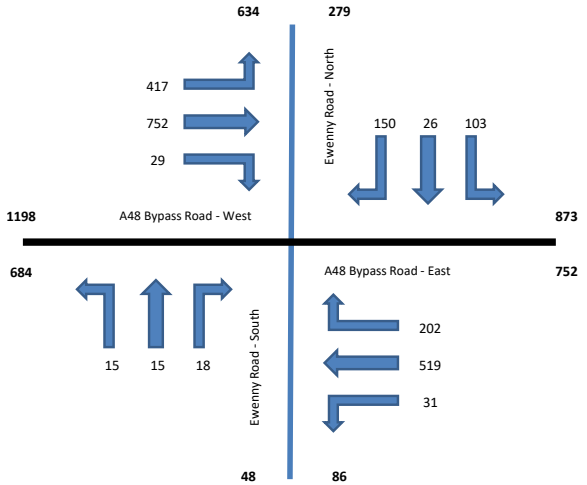
	A	B	C	D	Total
A	0	157	238	124	519
B	99	0	166	407	672
C	224	219	0	99	542
D	184	788	113	0	1085
Total	507	1164	517	630	2818



PICTON COURT ROUNDABOUT

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

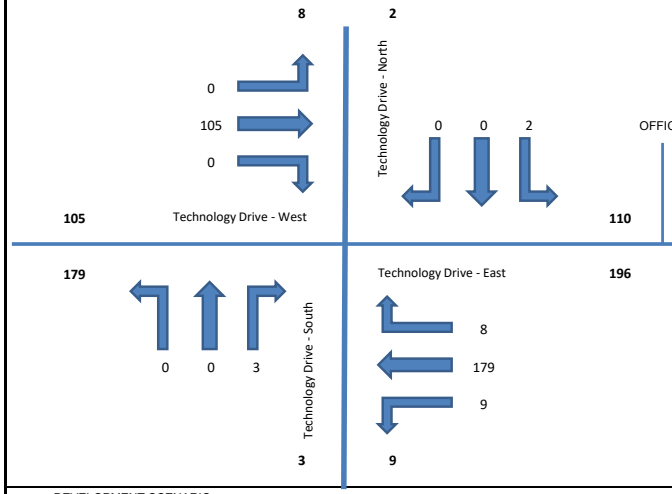
	A	B	C	D	Total
A	0	103	26	150	279
B	202	0	31	519	752
C	15	18	0	15	48
D	417	752	29	0	1198
Total	634	873	86	684	2277



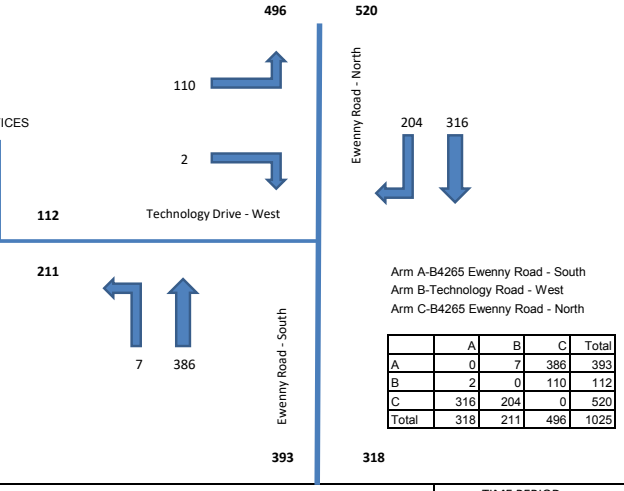
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	2	0	0	2
B	8	0	9	179	196
C	0	3	0	0	3
D	0	105	0	0	105
Total	8	110	9	179	306



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	7	386	393
B	2	0	110	112
C	316	204	0	520
Total	318	211	496	1025

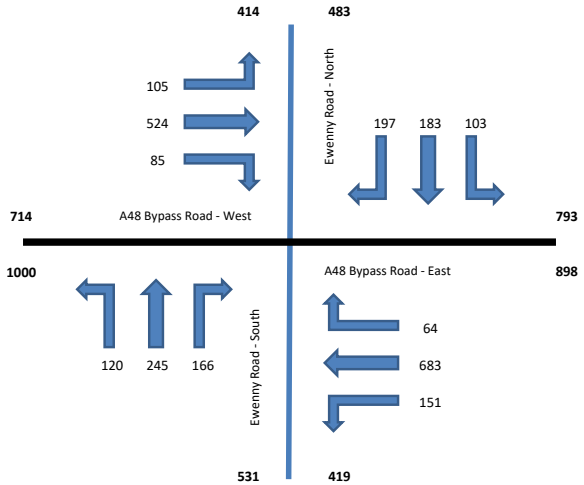
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2027 Opening Year AM	08:15-09:15	PCUs	113

EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

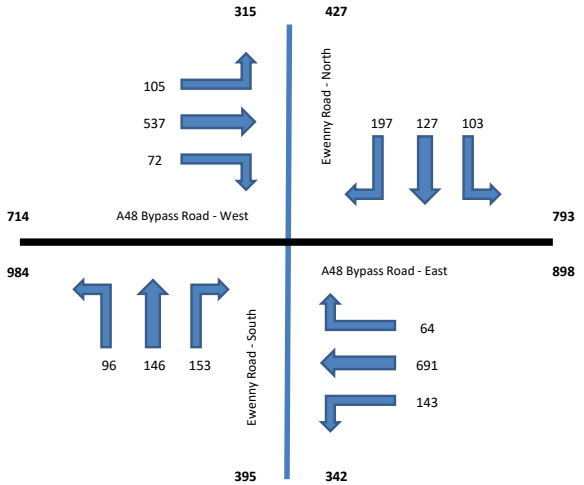
	A	B	C	D	Total
A	0	103	183	197	483
B	64	0	151	683	898
C	245	166	0	120	531
D	105	524	85	0	714
Total	414	793	419	1000	2626



PICTON COURT ROUNDABOUT

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

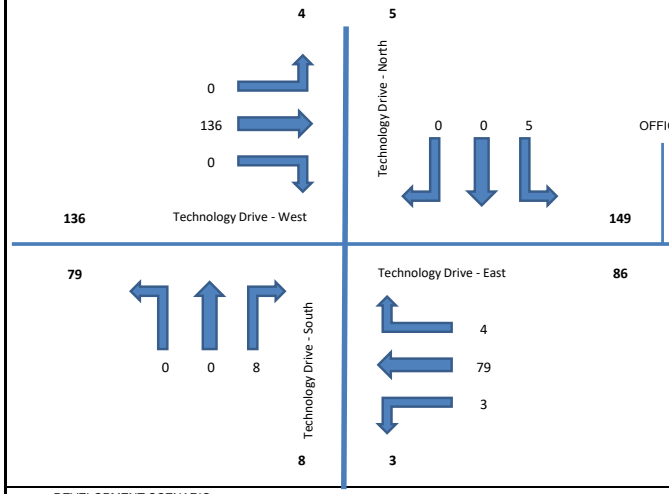
	A	B	C	D	Total
A	0	103	127	197	427
B	64	0	143	691	898
C	146	153	0	96	395
D	105	537	72	0	714
Total	315	793	342	984	2434



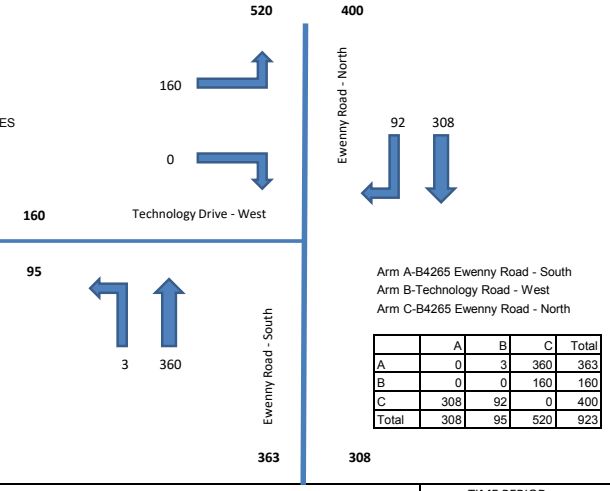
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	5	0	0	5
B	4	0	3	79	86
C	0	8	0	0	8
D	0	136	0	0	136
Total	4	149	3	79	235



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	3	360	363
B	0	0	160	160
C	308	92	0	400
Total	308	95	520	923

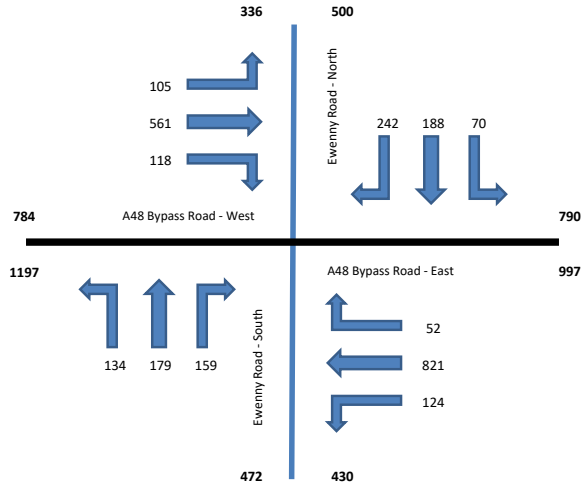
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2027 Opening Year PM1	14:45-15:45	PCUs	114

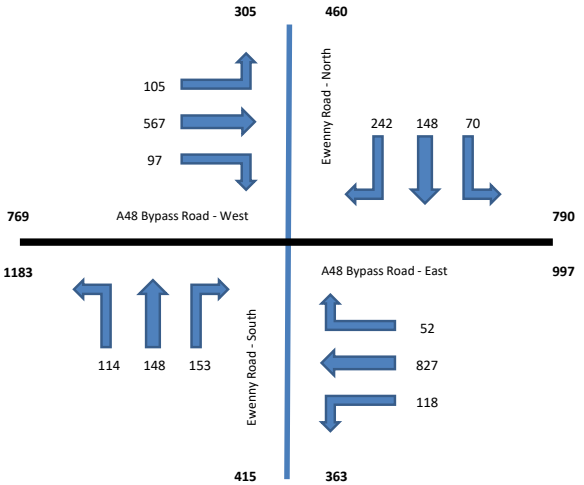
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	70	188	242	500
B	52	0	124	821	997
C	179	159	0	134	472
D	105	561	118	0	784
Total	336	790	430	1197	2753



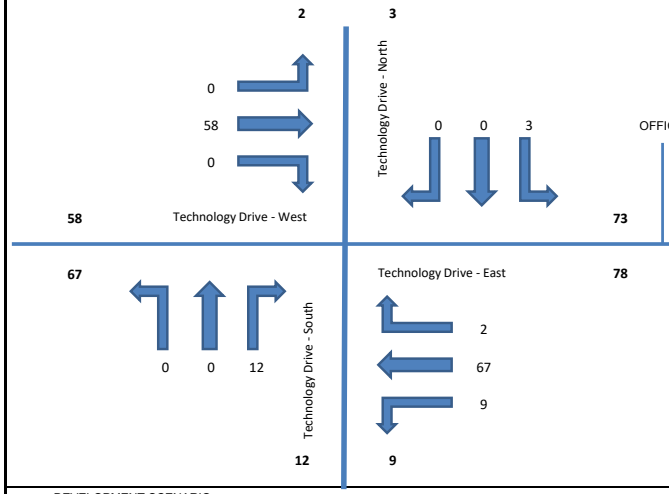
PICTON COURT ROUNDABOUT



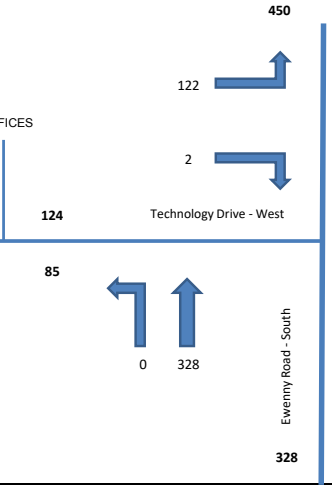
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	3	0	0	3
B	2	0	9	67	78
C	0	12	0	0	12
D	0	58	0	0	58
Total	2	73	9	67	151

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	328	328
B	2	0	122	124
C	325	85	0	410
Total	327	85	450	862

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	70	148	242	460
B	52	0	118	827	997
C	148	153	0	114	415
D	105	567	97	0	769
Total	305	790	363	1183	2641

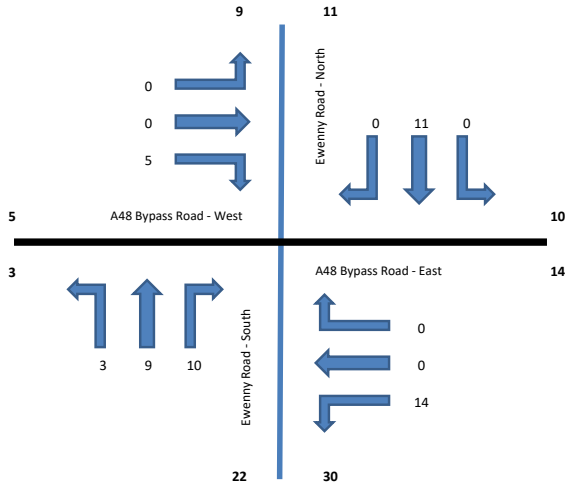
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2027 Opening Year PM2	16:30-17:30	PCUs	115

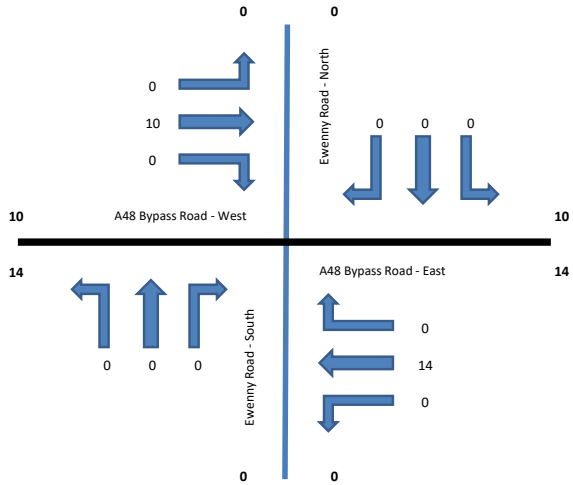
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	11	0	11
B	0	0	14	0	14
C	9	10	0	3	22
D	0	0	5	0	5
Total	9	10	30	3	52



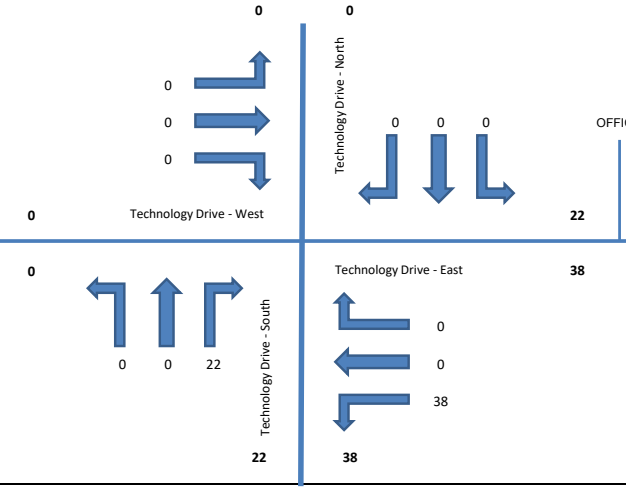
PICTON COURT ROUNDABOUT



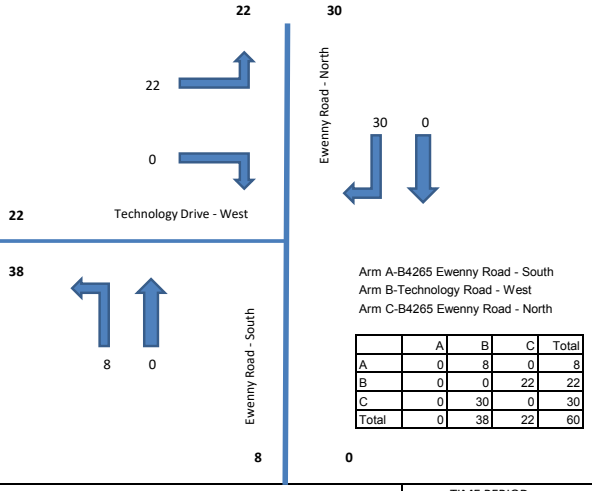
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	38	0	38
C	0	22	0	0	22
D	0	0	0	0	0
Total	0	22	38	0	60



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	8	0	8
B	0	0	22	22
C	0	30	0	30
Total	0	38	22	60

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	14	14
C	0	0	0	0	0
D	0	10	0	0	10
Total	0	10	0	14	24

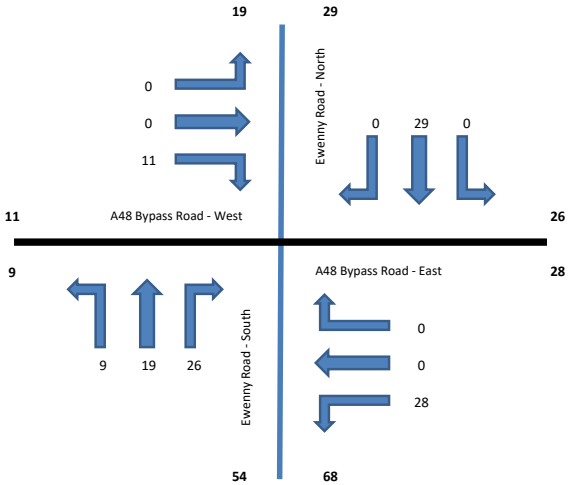
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Tennis Centre (P/20/995/FUL) AM	08:00-09:00	PCUs	116

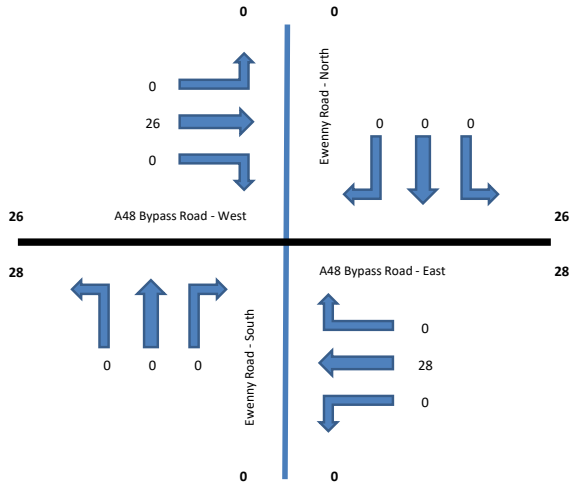
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	29	0	29
B	0	0	28	0	28
C	19	26	0	9	54
D	0	0	11	0	11
Total	19	26	68	9	122



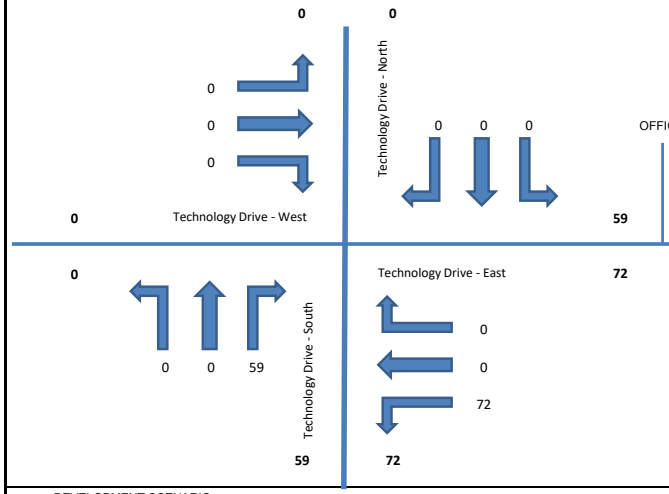
PICTON COURT ROUNDABOUT



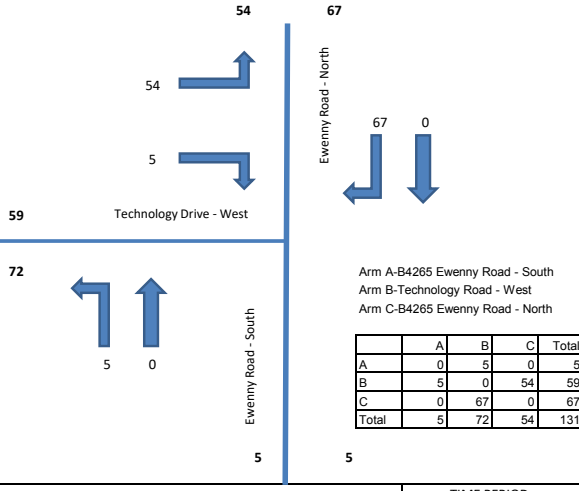
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	72	0	72
C	0	59	0	0	59
D	0	0	0	0	0
Total	0	59	72	0	131



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	5	0	5
B	5	0	54	59
C	0	67	0	67
Total	5	72	54	131

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	28	28
C	0	0	0	0	0
D	0	26	0	0	26
Total	0	26	0	28	54

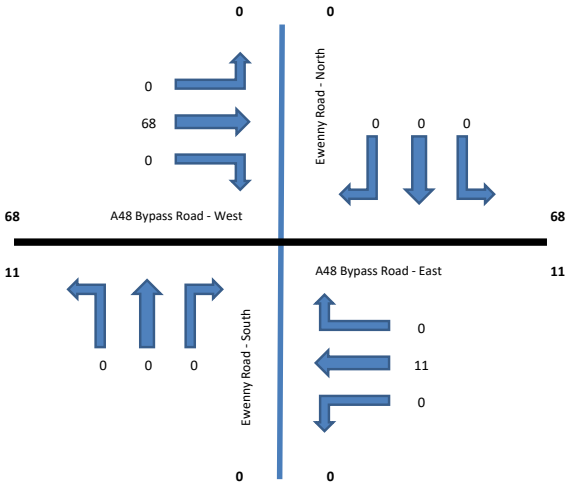
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Tennis Centre (P/20/995/FUL) PM2	17:00-18:00	PCUs	117

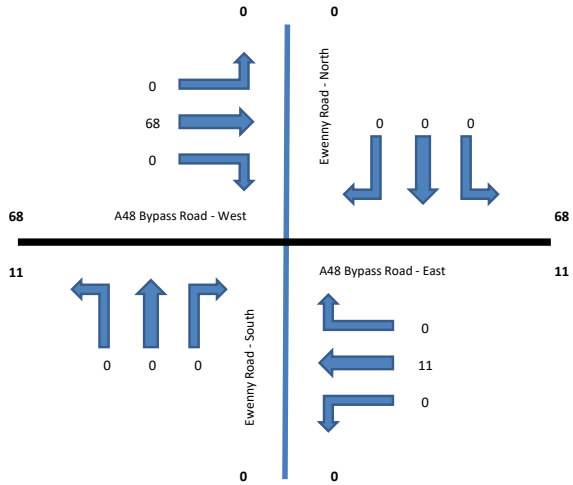
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	11	11
C	0	0	0	0	0
D	0	68	0	0	68
Total	0	68	0	11	79



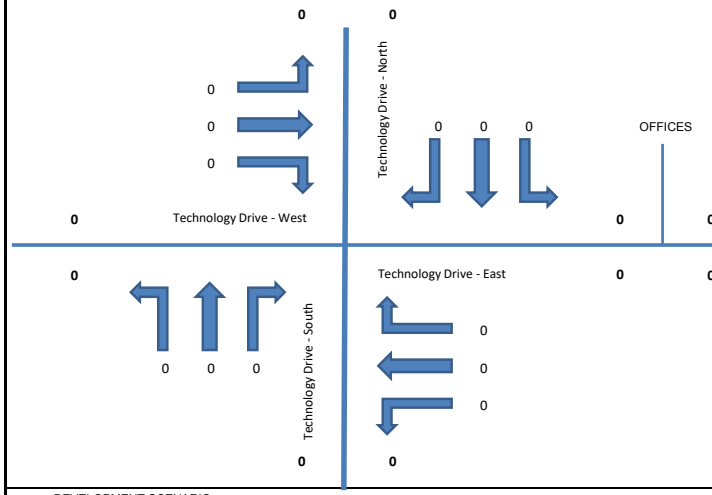
PICTON COURT ROUNDABOUT



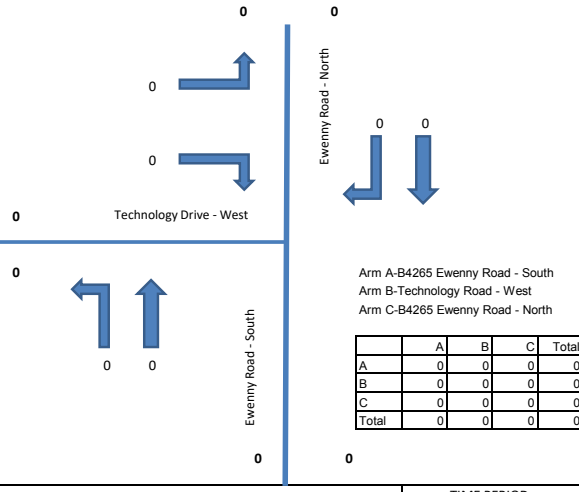
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	11	11
C	0	0	0	0	0
D	0	68	0	0	68
Total	0	68	0	11	79

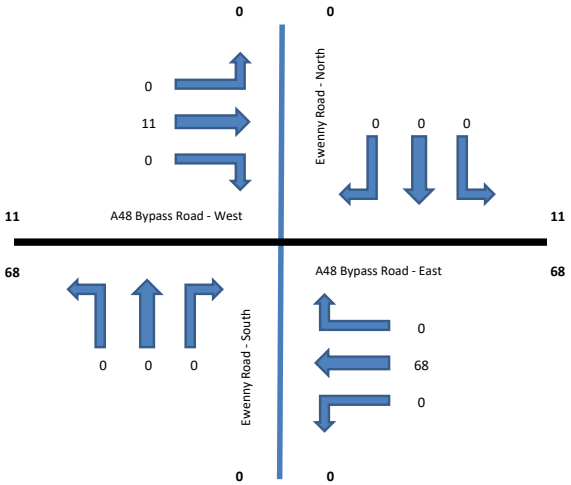
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Data Centre (P/25/247/HYB) AM	08:00-09:00	PCUs	118

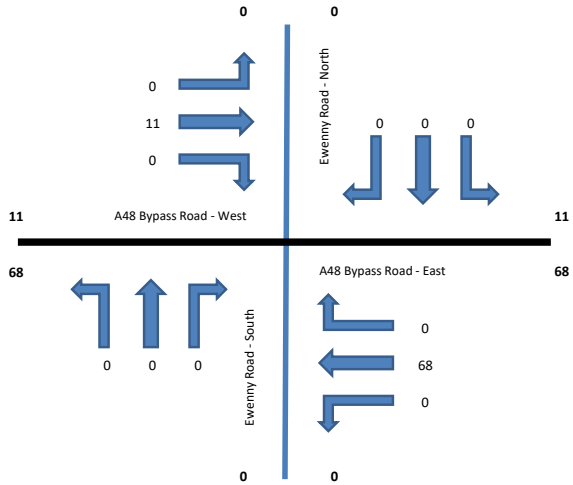
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	68	68
C	0	0	0	0	0
D	0	11	0	0	11
Total	0	11	0	68	79



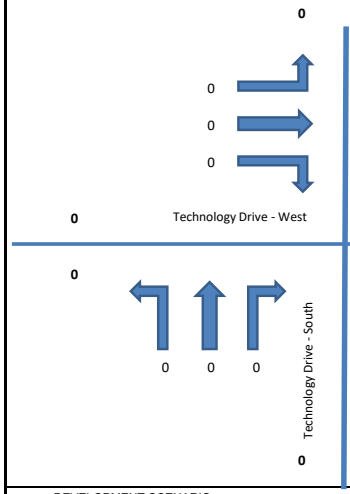
PICTON COURT ROUNDABOUT



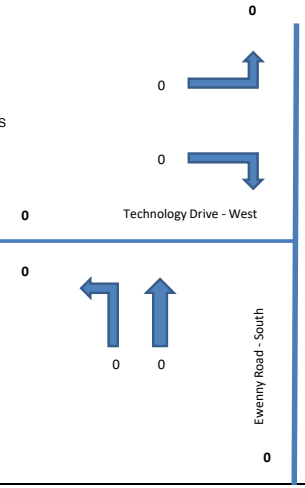
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	68	68
C	0	0	0	0	0
D	0	11	0	0	11
Total	0	11	0	68	79

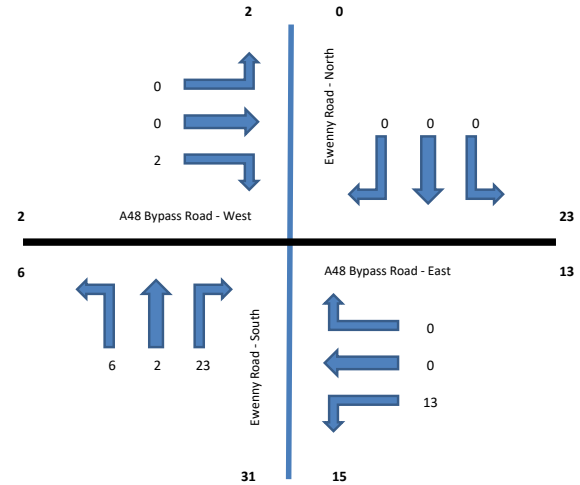
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Data Centre (P/25/247/HYB) PM2	17:00-18:00	PCUs	119

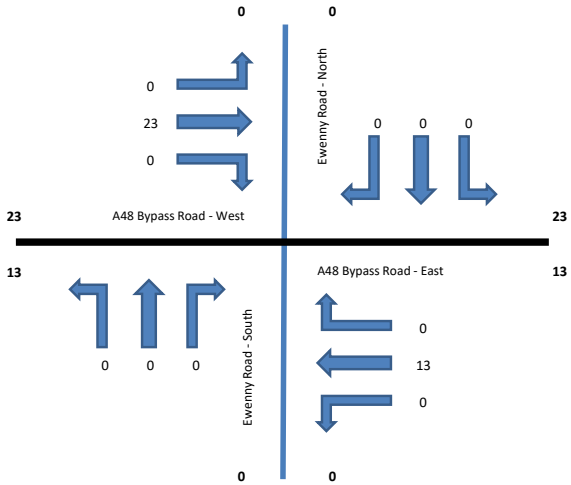
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	13	0	13
C	2	23	0	6	31
D	0	0	2	0	2
Total	2	23	15	6	46



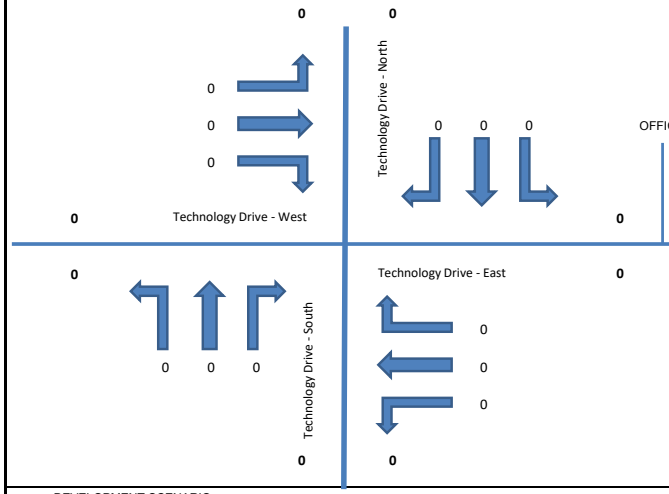
PICTON COURT ROUNDABOUT



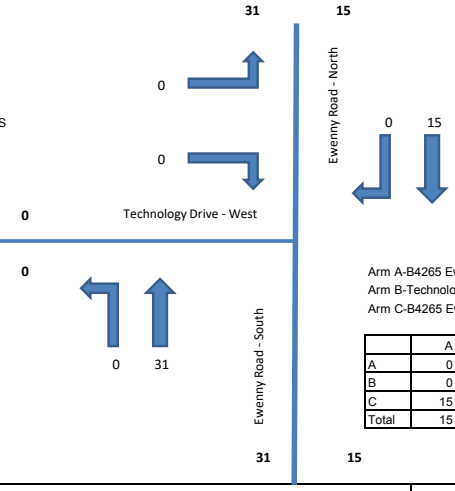
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	31	31
B	0	0	0	0
C	15	0	0	15
Total	15	0	31	46

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	13	13
C	0	0	0	0	0
D	0	23	0	0	23
Total	0	23	0	13	36

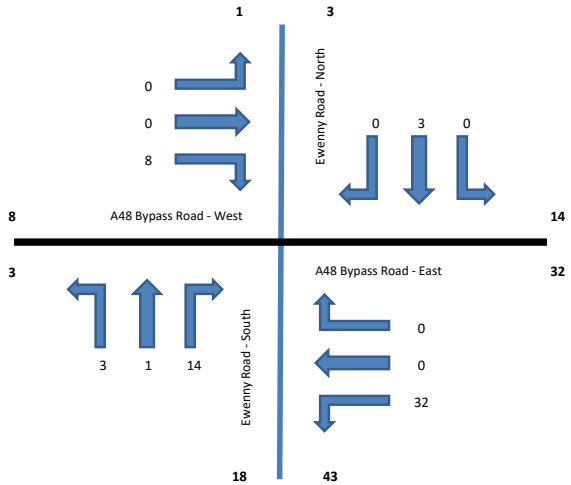
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Craig Y Parcau (P/22/731/FUL) AM	08:00-09:00	PCUs	120

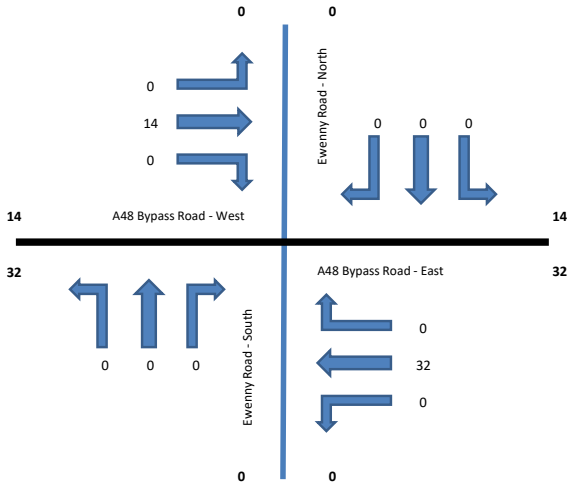
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	3	0	3
B	0	0	32	0	32
C	1	14	0	3	18
D	0	0	8	0	8
Total	1	14	43	3	61



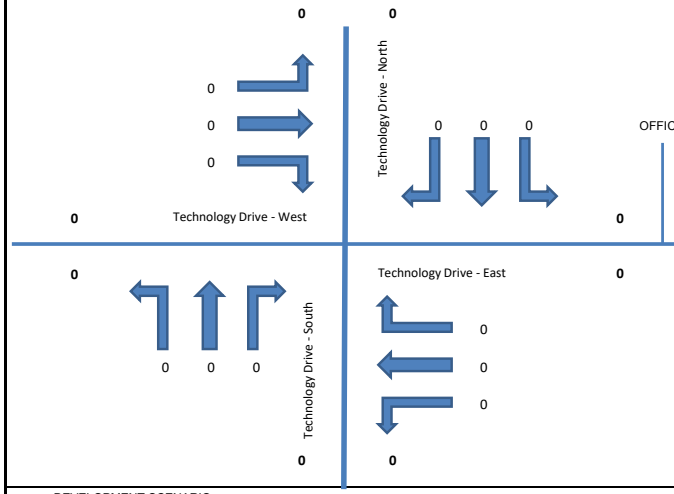
PICTON COURT ROUNDABOUT



TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION

Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	18	18
B	0	0	0	0
C	43	0	0	43
Total	43	0	18	61

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	32	32
C	0	0	0	0	0
D	0	14	0	0	14
Total	0	14	0	32	46

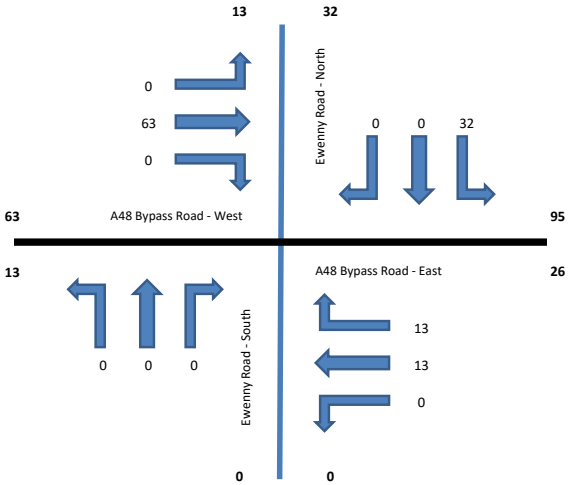
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Craig Y Parcau (P/22/731/FUL) PM2	17:00-18:00	PCUs	121

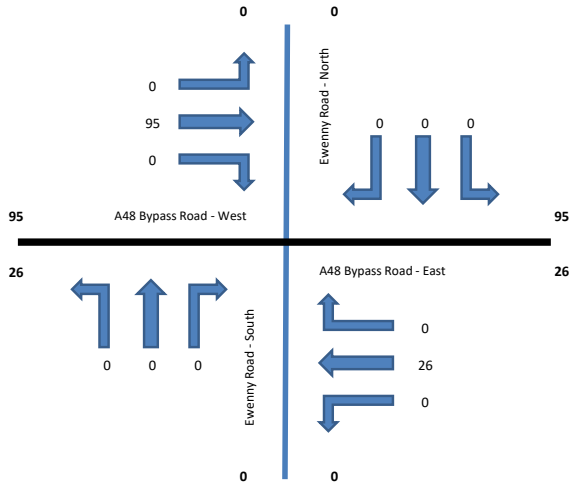
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	32	0	0	32
B	13	0	0	13	26
C	0	0	0	0	0
D	0	63	0	0	63
Total	13	95	0	13	121



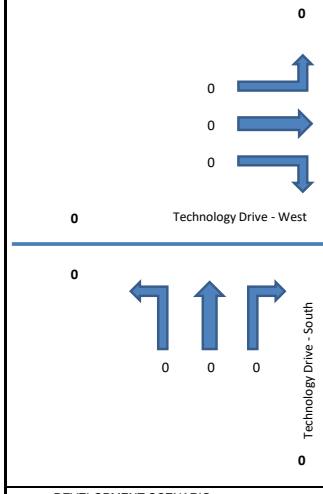
PICTON COURT ROUNDABOUT



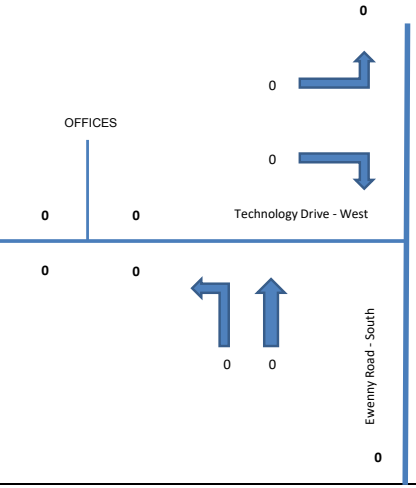
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	26	26
C	0	0	0	0	0
D	0	95	0	0	95
Total	0	95	0	26	121

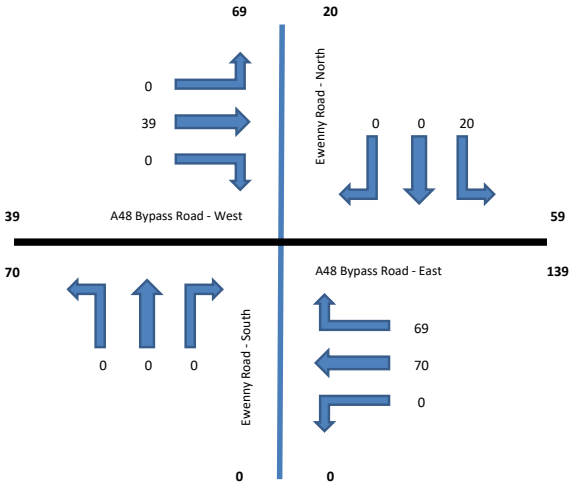
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Parc Llangewydd (P/25/507/HYB) AM	08:00-09:00	PCUs	122

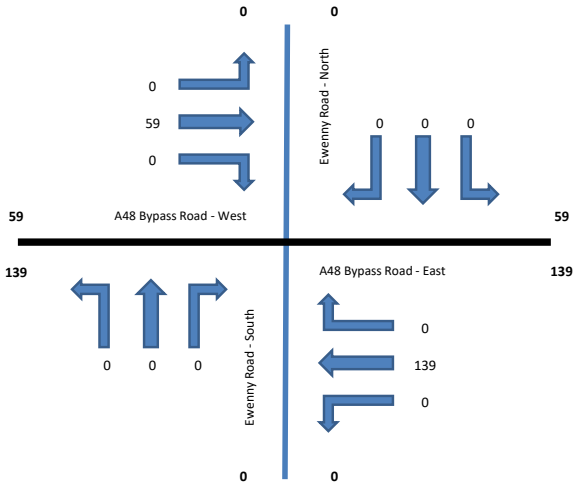
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	20	0	0	20
B	69	0	0	70	139
C	0	0	0	0	0
D	0	39	0	0	39
Total	69	59	0	70	198



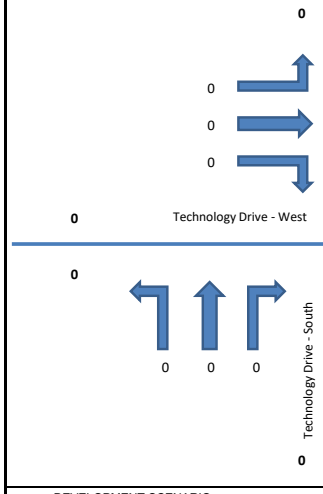
PICTON COURT ROUNDABOUT



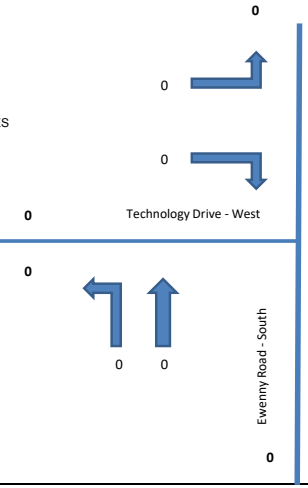
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	139	139
C	0	0	0	0	0
D	0	59	0	0	59
Total	0	59	0	139	198

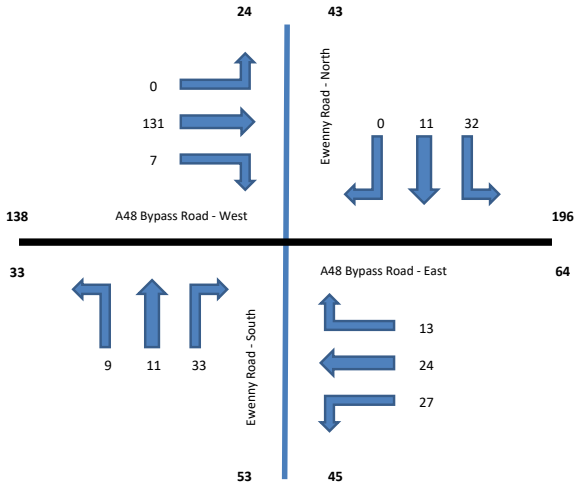
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Parc Llangewydd (P/25/507/HYB) PM2	17:00-18:00	PCUs	123

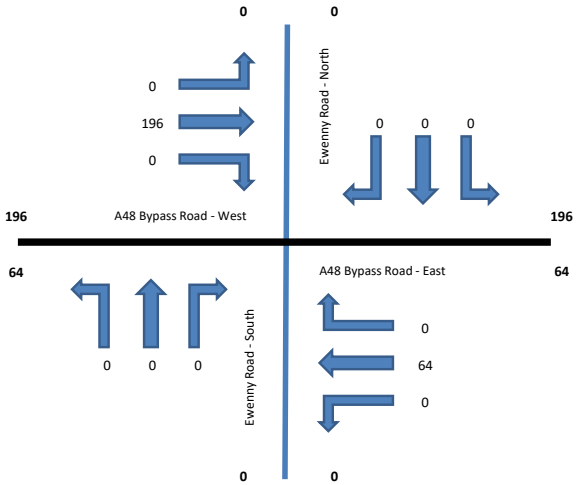
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	32	11	0	43
B	13	0	27	24	64
C	11	33	0	9	53
D	0	131	7	0	138
Total	24	196	45	33	298



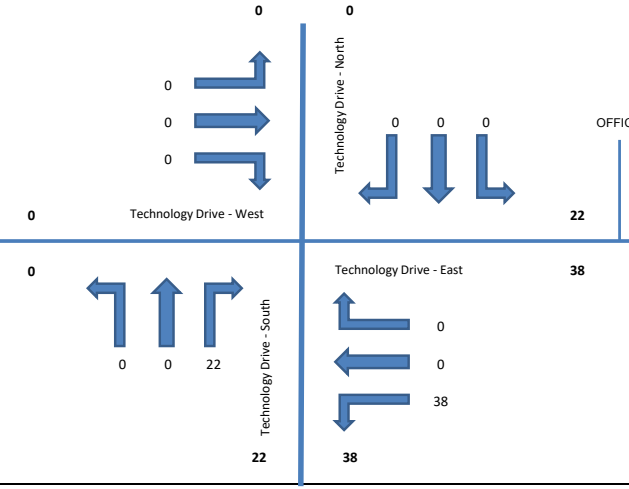
PICTON COURT ROUNDABOUT



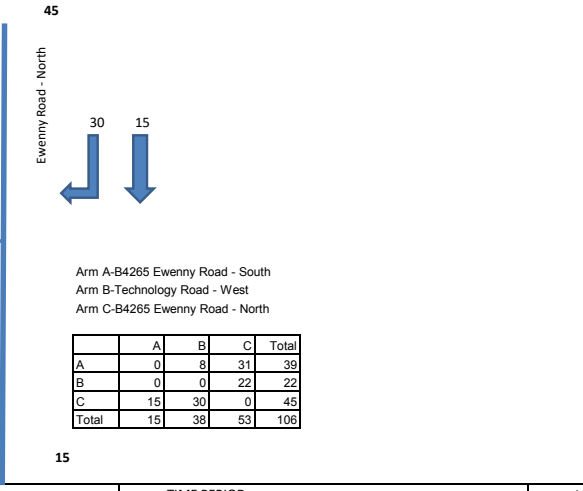
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	38	0	38
C	0	22	0	0	22
D	0	0	0	0	0
Total	0	22	38	0	60



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	8	31	39
B	0	0	22	22
C	15	30	0	45
Total	15	38	53	106

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	64	64
C	0	0	0	0	0
D	0	196	0	0	196
Total	0	196	0	64	260

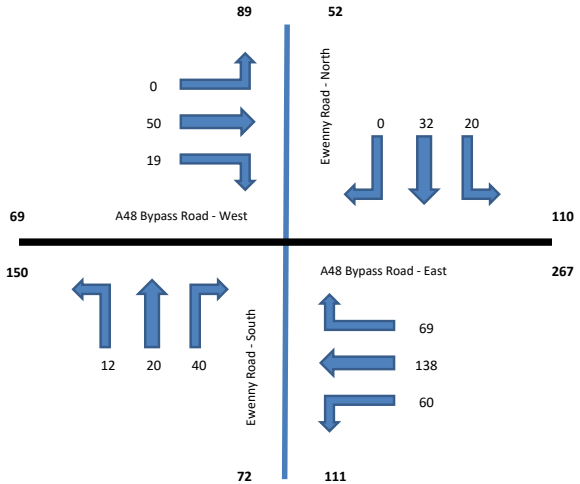
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Committed Developments AM	08:00-09:00	PCUs	124

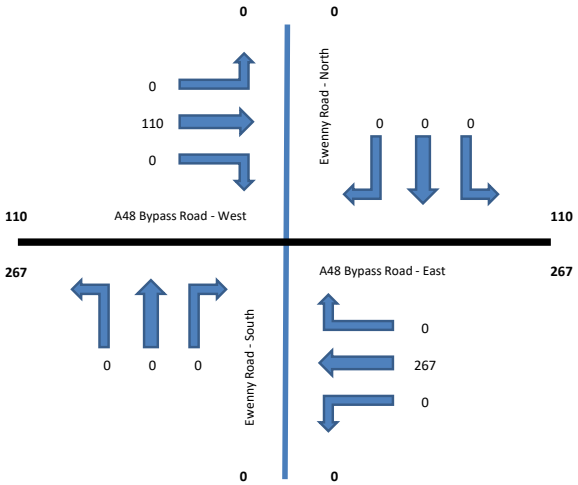
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	20	32	0	52
B	69	0	60	138	267
C	20	40	0	12	72
D	0	50	19	0	69
Total	89	110	111	150	460



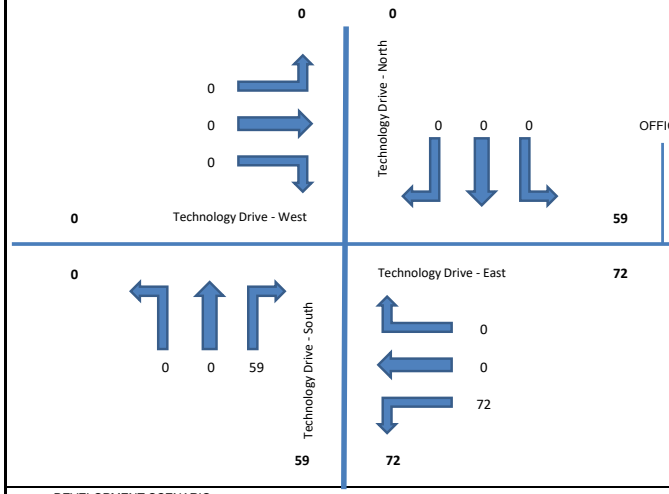
PICTON COURT ROUNDABOUT



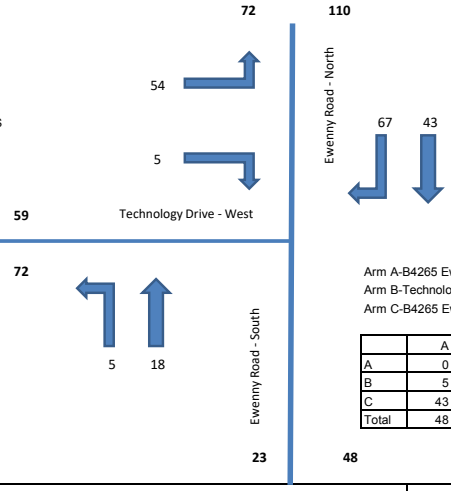
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	72	0	72
C	0	59	0	0	59
D	0	0	0	0	0
Total	0	59	72	0	131

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	5	18	23
B	5	0	54	59
C	43	67	0	110
Total	48	72	72	192

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	267	267
C	0	0	0	0	0
D	0	110	0	0	110
Total	0	110	0	267	377

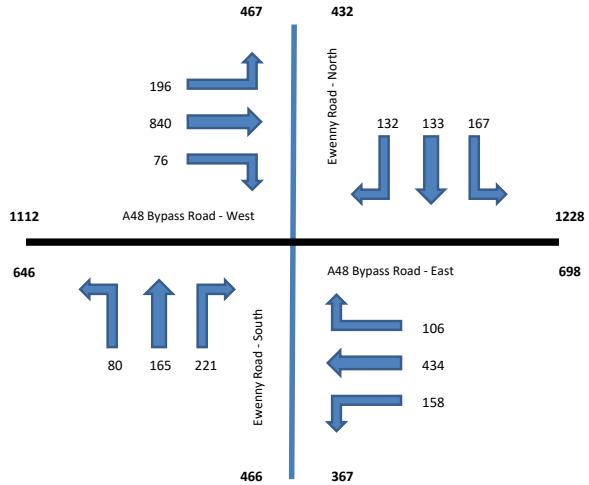
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
Committed Developments PM2	17:00-18:00	PCUs	125

EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

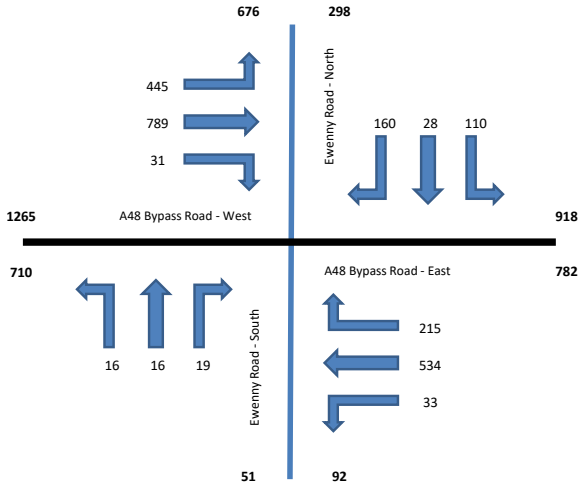
	A	B	C	D	Total
A	0	167	133	132	432
B	106	0	158	434	698
C	165	221	0	80	466
D	196	840	76	0	1112
Total	467	1228	367	646	2708



PICTON COURT ROUNDABOUT

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

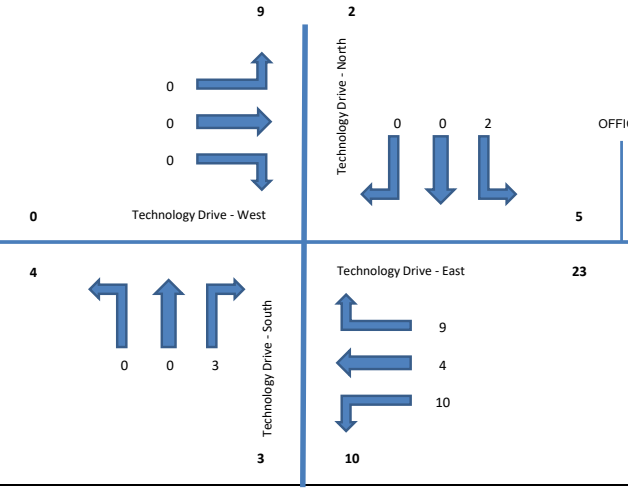
	A	B	C	D	Total
A	0	110	28	160	298
B	215	0	33	534	782
C	16	19	0	16	51
D	445	789	31	0	1265
Total	676	918	92	710	2396



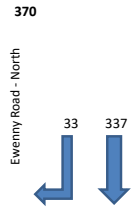
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	2	0	0	2
B	9	0	10	4	23
C	0	3	0	0	3
D	0	0	0	0	0
Total	9	5	10	4	28



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	5	412	417
B	2	0	5	7
C	337	33	0	370
Total	339	38	417	794

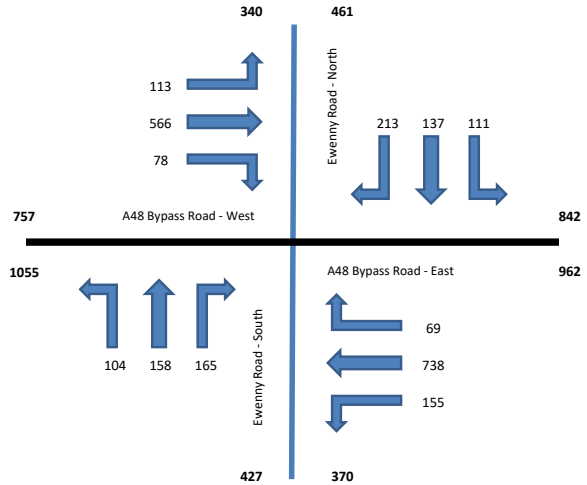
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2033 Future Year Base Flows AM	08:15-09:15	PCUs	126

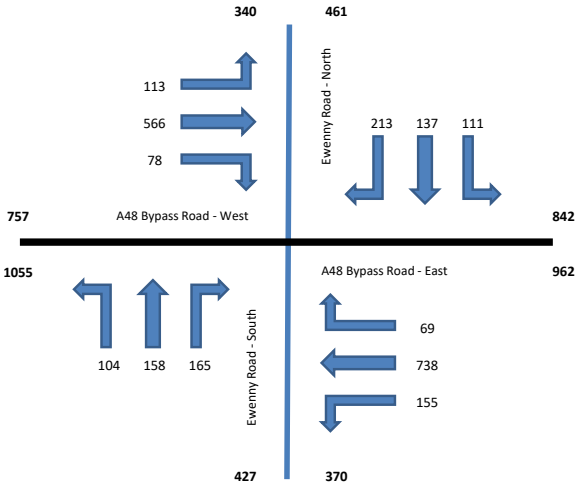
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	111	137	213	461
B	69	0	155	738	962
C	158	165	0	104	427
D	113	566	78	0	757
Total	340	842	370	1055	2607



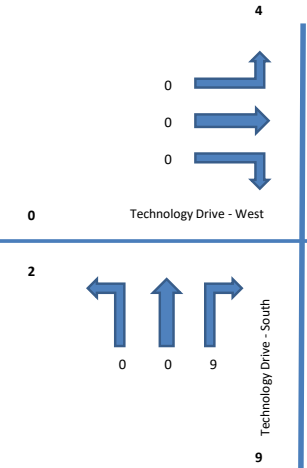
PICTON COURT ROUNDABOUT



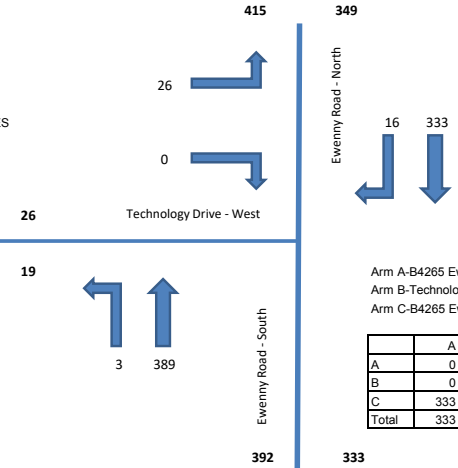
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	5	0	0	5
B	4	0	3	2	9
C	0	9	0	0	9
D	0	0	0	0	0
Total	4	14	3	2	23

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	3	389	392
B	0	0	26	26
C	333	16	0	349
Total	333	19	415	767

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	111	137	213	461
B	69	0	155	738	962
C	158	165	0	104	427
D	113	566	78	0	757
Total	340	842	370	1055	2607

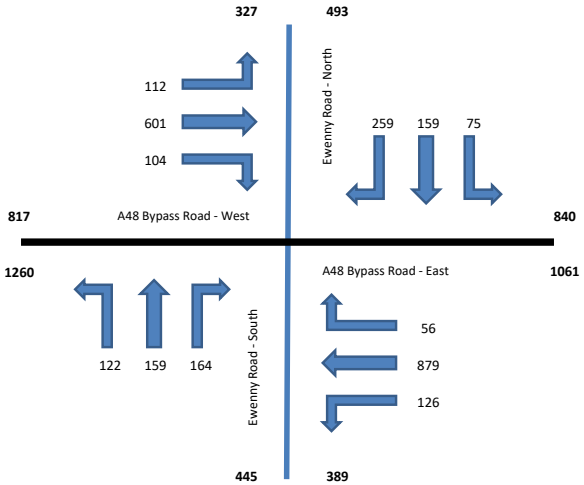
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2033 Future Year Base Flows PM1	14:45-15:45	PCUs	127

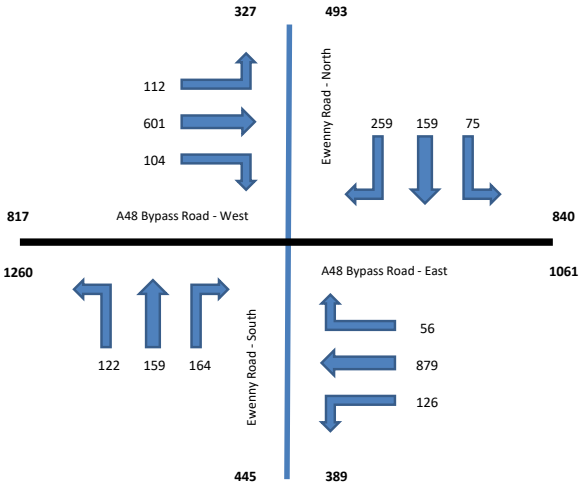
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	75	159	259	493
B	56	0	126	879	1061
C	159	164	0	122	445
D	112	601	104	0	817
Total	327	840	389	1260	2816



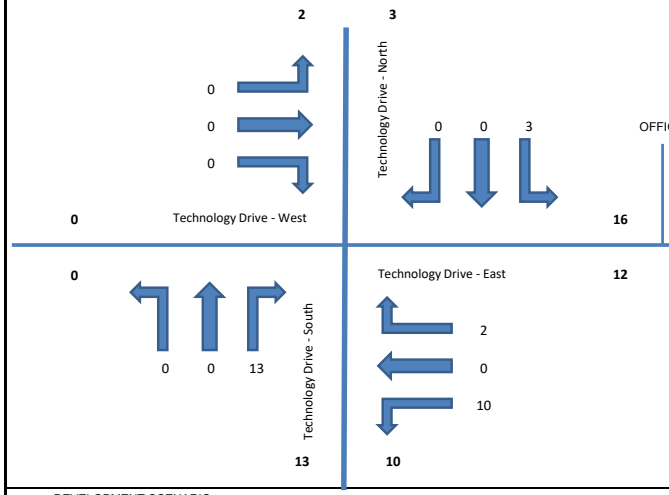
PICTON COURT ROUNDABOUT



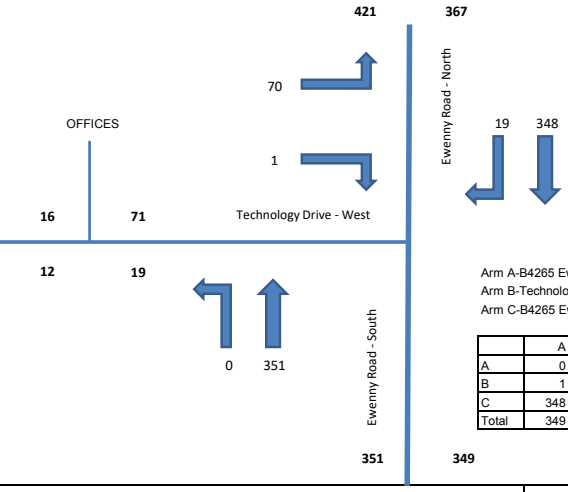
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	3	0	0	3
B	2	0	10	0	12
C	0	13	0	0	13
D	0	0	0	0	0
Total	2	16	10	0	28



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	351	351
B	1	0	70	71
C	348	19	0	367
Total	349	19	421	789

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	75	159	259	493
B	56	0	126	879	1061
C	159	164	0	122	445
D	112	601	104	0	817
Total	327	840	389	1260	2816

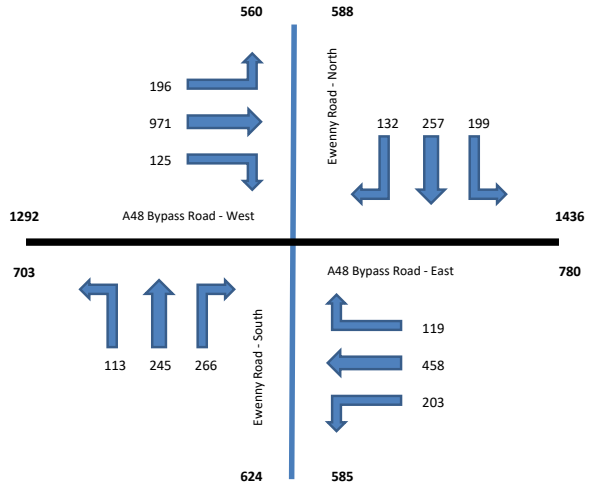
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2033 Future Year Base Flows PM2	16:30-17:30	PCUs	128

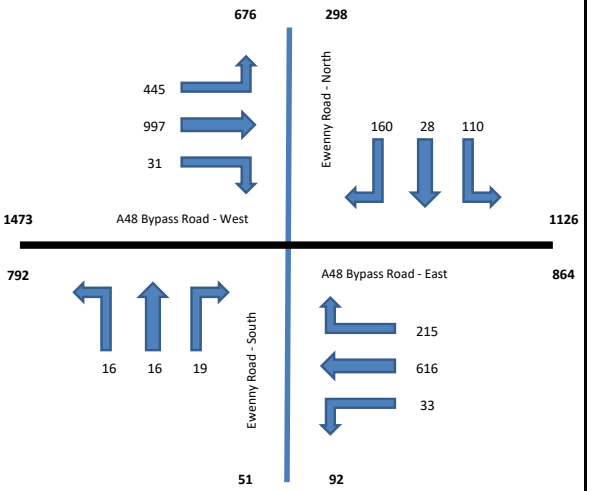
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	199	257	132	588
B	119	0	203	458	780
C	245	266	0	113	624
D	196	971	125	0	1292
Total	560	1436	585	703	3284



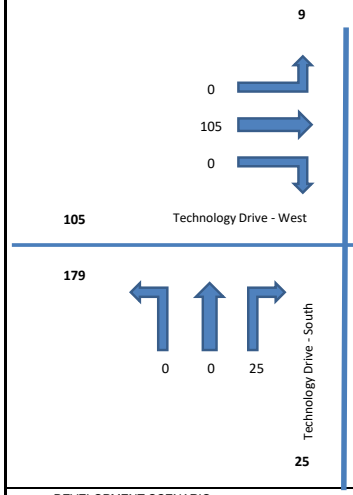
PICTON COURT ROUNDABOUT



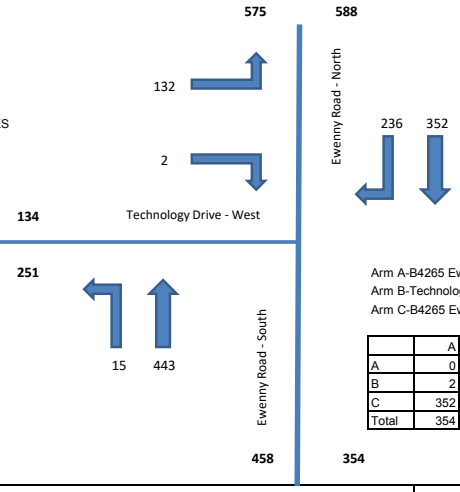
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	2	0	0	2
B	9	0	48	179	236
C	0	25	0	0	25
D	0	105	0	0	105
Total	9	132	48	179	368

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	15	443	458
B	2	0	132	134
C	352	236	0	588
Total	354	251	575	1180

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	110	28	160	298
B	215	0	33	616	864
C	16	19	0	16	51
D	445	997	31	0	1473
Total	676	1126	92	792	2686

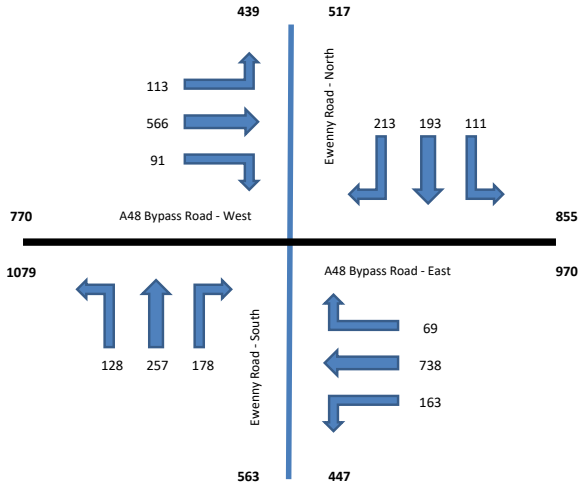
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2033 Future Year Flows AM	08:15-09:15	PCUs	129

EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

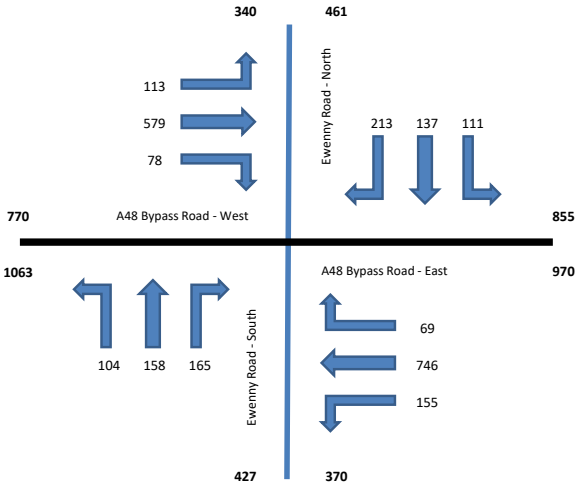
	A	B	C	D	Total
A	0	111	193	213	517
B	69	0	163	738	970
C	257	178	0	128	563
D	113	566	91	0	770
Total	439	855	447	1079	2820



PICTON COURT ROUNDABOUT

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

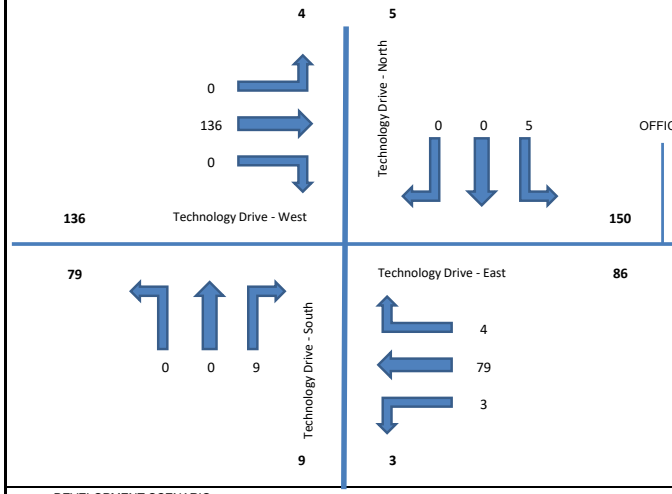
	A	B	C	D	Total
A	0	111	137	213	461
B	69	0	155	746	970
C	158	165	0	104	427
D	113	579	78	0	770
Total	340	855	370	1063	2628



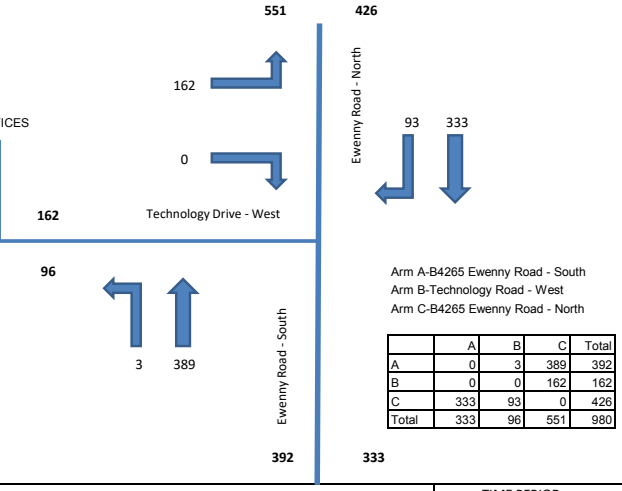
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	5	0	0	5
B	4	0	3	79	86
C	0	9	0	0	9
D	0	136	0	0	136
Total	4	150	3	79	236



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	3	389	392
B	0	0	162	162
C	333	93	0	426
Total	333	96	551	980

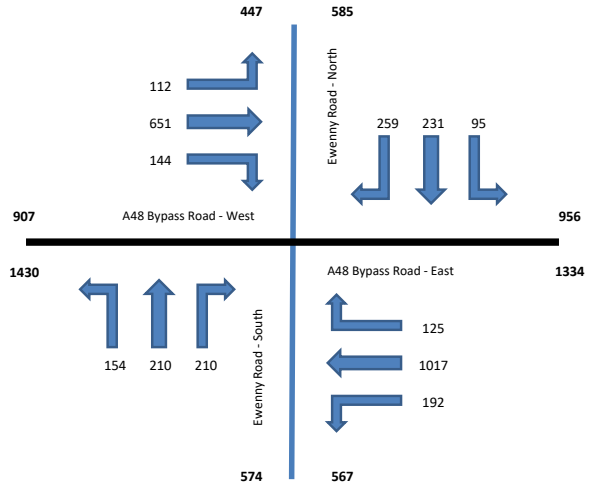
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2033 Future Year Flows PM1	14:45-15:45	PCUs	130

EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

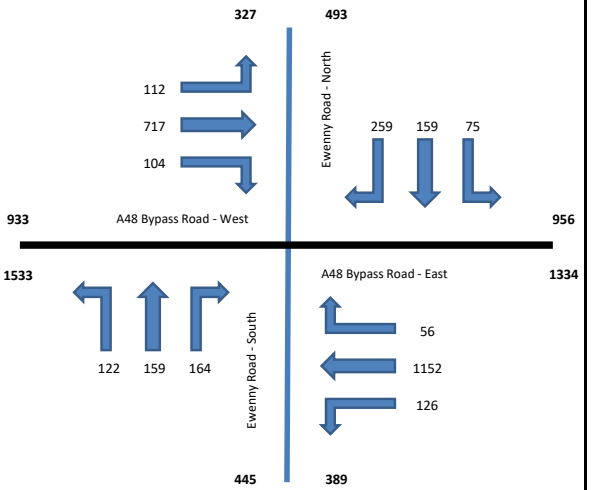
	A	B	C	D	Total
A	0	95	231	259	585
B	125	0	192	1017	1334
C	210	210	0	154	574
D	112	651	144	0	907
Total	447	956	567	1430	3400



PICTON COURT ROUNDABOUT

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

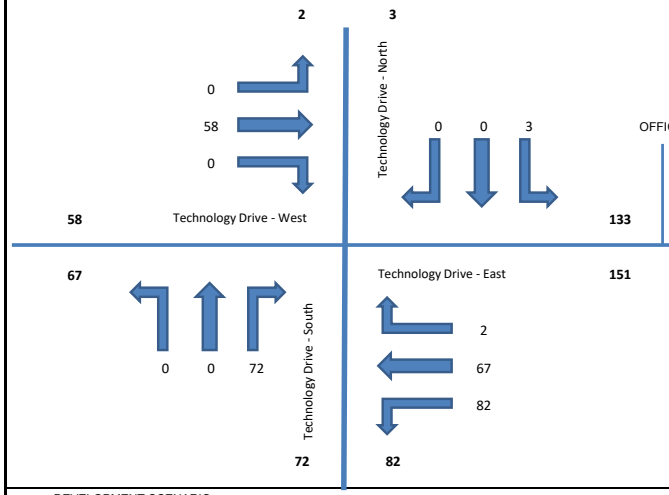
	A	B	C	D	Total
A	0	75	159	259	493
B	56	0	126	1152	1334
C	159	164	0	122	445
D	112	717	104	0	933
Total	327	956	389	1533	3205



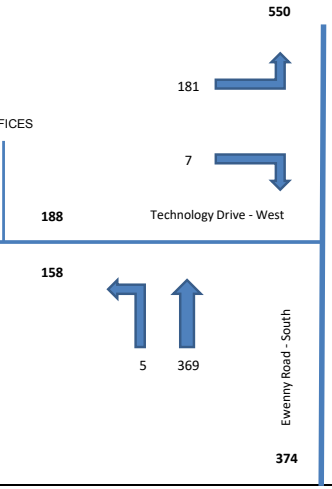
TECHNOLOGY DRIVE ROUNDABOUT

Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	3	0	0	3
B	2	0	82	67	151
C	0	72	0	0	72
D	0	58	0	0	58
Total	2	133	82	67	284



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	5	369	374
B	7	0	181	188
C	391	153	0	544
Total	398	158	550	1106

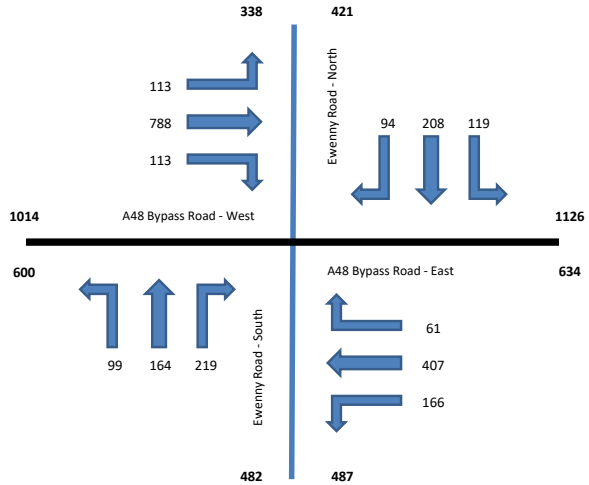
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2033 Future Year Flows PM2	16:30-17:30	PCUs	131

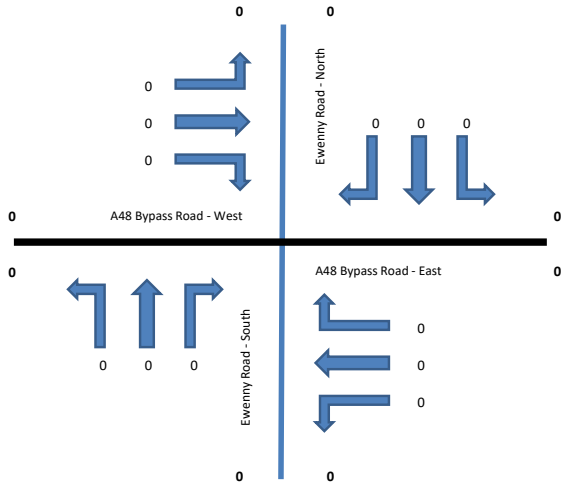
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	119	208	94	421
B	61	0	166	407	634
C	164	219	0	99	482
D	113	788	113	0	1014
Total	338	1126	487	600	2551



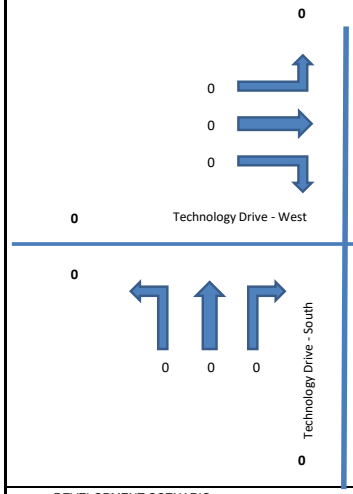
PICTON COURT ROUNDABOUT



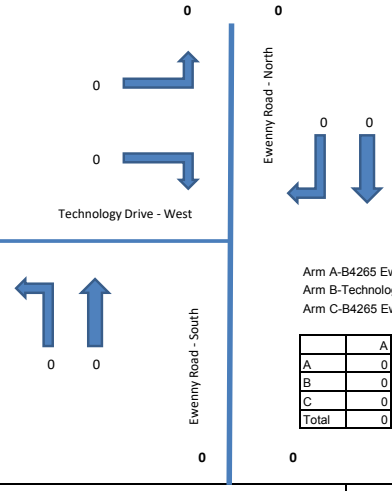
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

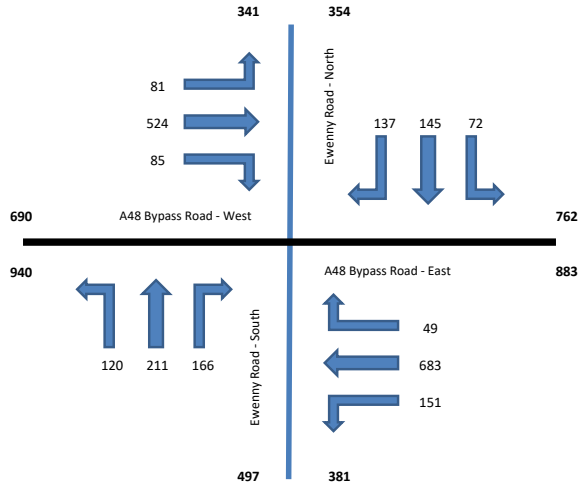
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2027 Opening Year AM (Alt.)	08:15-09:15	PCUs	132

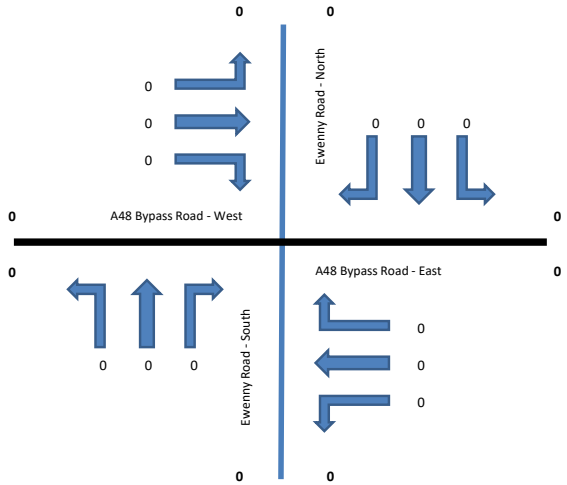
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	72	145	137	354
B	49	0	151	683	883
C	211	166	0	120	497
D	81	524	85	0	690
Total	341	762	381	940	2424



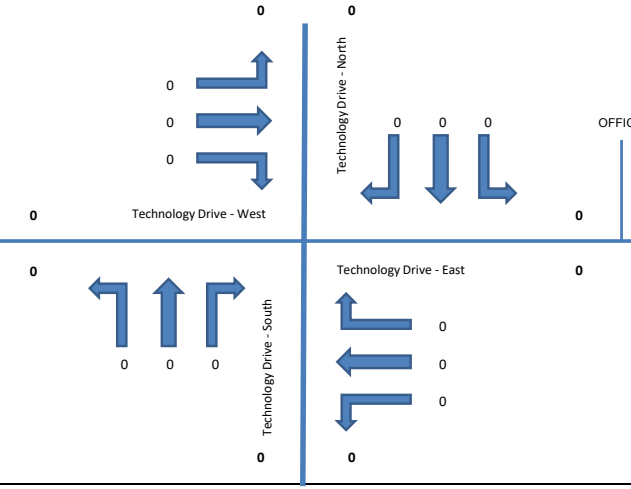
PICTON COURT ROUNDABOUT



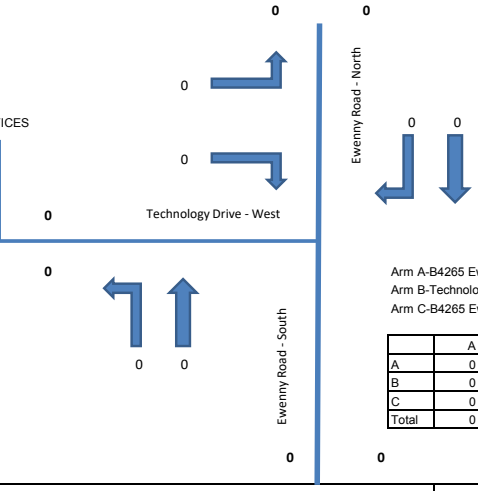
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

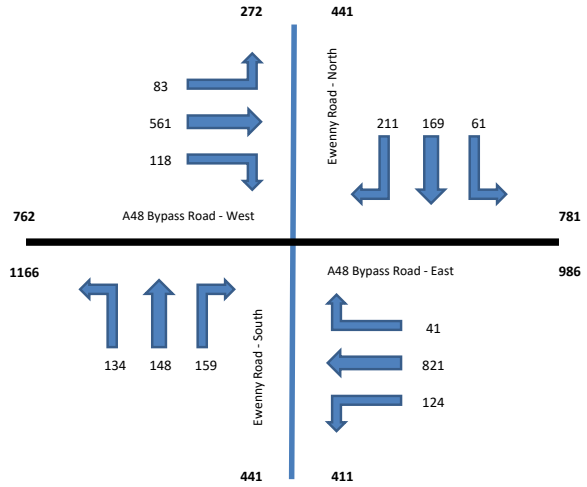
CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2027 Opening Year PM1 (Alt.)	14:45-15:45	PCUs	133

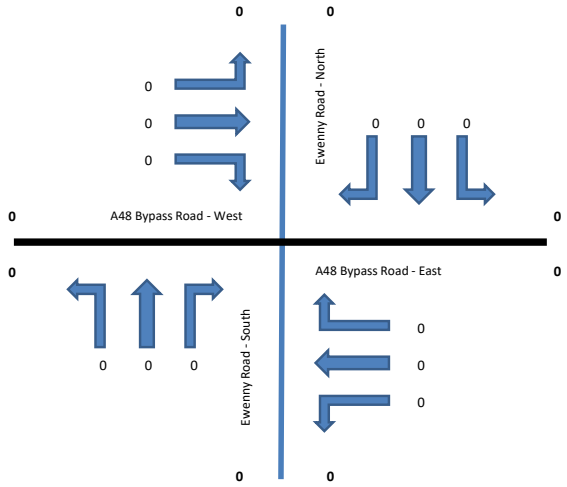
EWENNY ROAD ROUNDABOUT

Arm A-B4265 Ewenny Road - North
Arm B-A48 Bypass Road - East
Arm C-B4265 Ewenny Road - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	61	169	211	441
B	41	0	124	821	986
C	148	159	0	134	441
D	83	561	118	0	762
Total	272	781	411	1166	2630



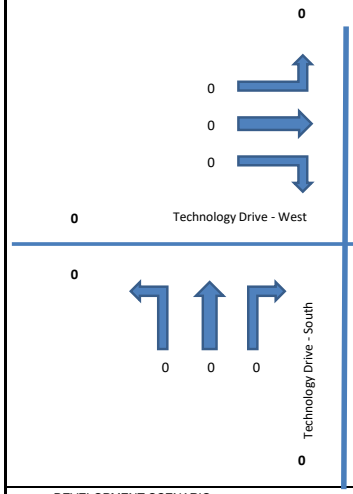
PICTON COURT ROUNDABOUT



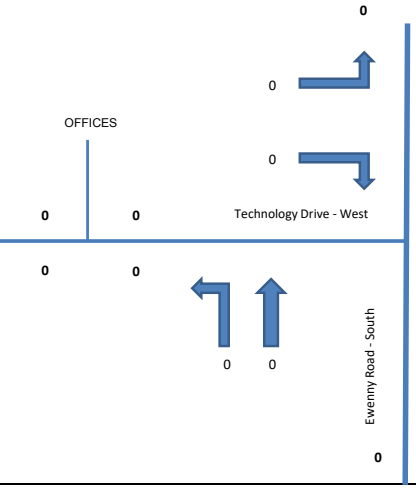
Arm A-Technology Drive - North
Arm B-Technology Drive - East
Arm C-Technology Drive - South
Arm D-Technology Drive - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

TECHNOLOGY DRIVE ROUNDABOUT



EWENNY ROAD TECHNOLOGY DRIVE PRIORITY JUNCTION



Arm A-B4265 Ewenny Road - South
Arm B-Technology Road - West
Arm C-B4265 Ewenny Road - North

	A	B	C	Total
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
Total	0	0	0	0

Arm A-Picton Retail Park - North
Arm B-A48 Bypass Road - East
Arm C-Hernston Retail Park - South
Arm D-A48 Bypass Road - West

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	0	0
C	0	0	0	0	0
D	0	0	0	0	0
Total	0	0	0	0	0

CAMBRIA

DEVELOPMENT SCENARIO	TIME PERIOD	VEHICLE TYPE	TRAFFIC FIGURE
2027 Opening Year PM2 (Alt.)	16:30-17:30	PCUs	134

APPENDIX F

PICADY Results

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\AM\26AM.vpi
Date Run	17 August 2026
Time Run	15:18:03
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:15-09:15	60	15

Direct Entry Flows

Demand Set: 2026 Survey AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

Arm	Flow (veh/interval)
Arm A	1.53
Arm B	0.02
Arm C	0.97

Segment: 08:30-08:45

Arm	Flow (veh/interval)
Arm A	1.12
Arm B	0.03
Arm C	1.17

Segment: 08:45-09:00

Arm	Flow (veh/interval)
Arm A	1.58
Arm B	0.02
Arm C	1.53

Segment: 09:00-09:15

Arm	Flow (veh/interval)
Arm A	1.72
Arm B	0.03
Arm C	1.70

Turning Counts

Demand Set: 2026 Survey AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	-	2	90
Arm B	1	-	0
Arm C	51	7	-

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0	67
Arm B	0	-	2
Arm C	63	7	-

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	1	94
Arm B	0	-	1
Arm C	82	10	-

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	2	101
Arm B	1	-	1
Arm C	97	5	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2026 Survey AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.022	0.978
Arm B	1.000	0.000	0.000
Arm C	0.879	0.121	0.000

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.900	0.100	0.000

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.011	0.989
Arm B	0.000	0.000	1.000
Arm C	0.891	0.109	0.000

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.019	0.981
Arm B	0.500	0.000	0.500
Arm C	0.951	0.049	0.000

Heavy Vehicles Percentages

Demand Set: 2026 Survey AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	15.6
Arm B	0.0	-	0.0
Arm C	13.7	0.0	-

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.5
Arm B	0.0	-	0.0
Arm C	7.9	14.3	-

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.5
Arm B	0.0	-	0.0
Arm C	12.2	20.0	-

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	9.9
Arm B	0.0	-	0.0
Arm C	3.1	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 08:15 - 09:15
Modelling Period: 08:15-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	0.00	9.53	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.00	10.19	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.01	12.42	0.001	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.10	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	0.00	9.54	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.00	11.22	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.01	10.88	0.001	-	0.00	0.00	-	0.0	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	0.00	9.52	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.00	11.21	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.01	10.35	0.001	-	0.00	0.00	-	0.0	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.10	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-A	0.00	9.52	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.00	11.21	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.01	12.38	0.000	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.11	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 08:15 - 09:15
Modelling Period: 08:15-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.1	0.0	0.1
B-C	0.1	0.1	0.0	0.1	0.0	0.1
C-AB	0.5	0.5	0.0	0.1	0.0	0.1
C-A	-	-	-	-	-	-
A-B	0.1	0.1	-	-	-	-
A-C	5.9	5.9	-	-	-	-
All	**11.4**	**11.4**	**0.0**	**0.0**	**0.0**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\AM\27AM.vpi
Date Run	17 August 2026
Time Run	15:18:46
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:15-09:15	60	15

Direct Entry Flows

Demand Set: 2027 Opening Year AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

Arm	Flow (veh/interval)
Arm A	1.53
Arm B	0.05
Arm C	1.57

Segment: 08:30-08:45

Arm	Flow (veh/interval)
Arm A	1.12
Arm B	0.12
Arm C	2.20

Segment: 08:45-09:00

Arm	Flow (veh/interval)
Arm A	1.58
Arm B	0.37
Arm C	2.43

Segment: 09:00-09:15

Arm	Flow (veh/interval)
Arm A	1.75
Arm B	1.30
Arm C	2.07

Turning Counts

Demand Set: 2027 Opening Year AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	-	2	90
Arm B	1	-	2
Arm C	51	43	-

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0	67
Arm B	0	-	7
Arm C	63	69	-

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	1	94
Arm B	0	-	22
Arm C	82	64	-

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	4	101
Arm B	1	-	77
Arm C	97	27	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2027 Opening Year AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.022	0.978
Arm B	0.333	0.000	0.667
Arm C	0.543	0.457	0.000

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.477	0.523	0.000

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.011	0.989
Arm B	0.000	0.000	1.000
Arm C	0.562	0.438	0.000

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.038	0.962
Arm B	0.013	0.000	0.987
Arm C	0.782	0.218	0.000

Heavy Vehicles Percentages

Demand Set: 2027 Opening Year AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	15.6
Arm B	0.0	-	0.0
Arm C	13.7	0.0	-

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.5
Arm B	0.0	-	0.0
Arm C	7.9	14.3	-

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.5
Arm B	0.0	-	0.0
Arm C	12.2	20.0	-

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	9.9
Arm B	0.0	-	0.0
Arm C	3.1	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 08:15 - 09:15
Modelling Period: 08:15-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	0.00	9.52	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.00	11.21	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.05	12.42	0.004	-	0.00	0.00	-	0.1	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.10	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	0.00	9.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.01	11.22	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.08	10.88	0.007	-	0.00	0.01	-	0.1	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	0.00	9.50	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.02	11.21	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.07	10.35	0.007	-	0.01	0.01	-	0.1	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.10	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-A	0.00	9.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.09	11.21	0.008	-	0.00	0.01	-	0.1	0.09
	C-AB	0.03	12.38	0.002	-	0.01	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.11	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 08:15 - 09:15
Modelling Period: 08:15-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.1	0.0	0.1
B-C	1.8	1.8	0.2	0.1	0.2	0.1
C-AB	3.4	3.4	0.3	0.1	0.3	0.1
C-A	-	-	-	-	-	-
A-B	0.1	0.1	-	-	-	-
A-C	5.9	5.9	-	-	-	-
All	**16.1**	**16.1**	**0.5**	**0.0**	**0.5**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\AM\33AM.vpi
Date Run	17 August 2026
Time Run	15:19:15
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	08:15-09:15	60	15

Direct Entry Flows

Demand Set: 2033 Future Year Flows AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

Arm	Flow (veh/interval)
Arm A	1.80
Arm B	0.15
Arm C	1.82

Segment: 08:30-08:45

Arm	Flow (veh/interval)
Arm A	1.35
Arm B	0.22
Arm C	2.47

Segment: 08:45-09:00

Arm	Flow (veh/interval)
Arm A	1.85
Arm B	0.47
Arm C	2.73

Segment: 09:00-09:15

Arm	Flow (veh/interval)
Arm A	2.03
Arm B	1.40
Arm C	2.37

Turning Counts

Demand Set: 2033 Future Year Flows AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	-	4	104
Arm B	1	-	8
Arm C	58	51	-

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	-	2	79
Arm B	0	-	13
Arm C	71	77	-

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	3	108
Arm B	0	-	28
Arm C	91	73	-

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	6	116
Arm B	1	-	83
Arm C	107	35	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2033 Future Year Flows AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.037	0.963
Arm B	0.111	0.000	0.889
Arm C	0.532	0.468	0.000

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.025	0.975
Arm B	0.000	0.000	1.000
Arm C	0.480	0.520	0.000

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.027	0.973
Arm B	0.000	0.000	1.000
Arm C	0.555	0.445	0.000

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.049	0.951
Arm B	0.012	0.000	0.988
Arm C	0.754	0.246	0.000

Heavy Vehicles Percentages

Demand Set: 2033 Future Year Flows AM
Modelling Period: 08:15-09:15

Segment: 08:15-08:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	15.6
Arm B	0.0	-	0.0
Arm C	13.7	0.0	-

Segment: 08:30-08:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.5
Arm B	0.0	-	0.0
Arm C	7.9	14.3	-

Segment: 08:45-09:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.5
Arm B	0.0	-	0.0
Arm C	12.2	20.0	-

Segment: 09:00-09:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	9.9
Arm B	0.0	-	0.0
Arm C	3.1	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 08:15 - 09:15
Modelling Period: 08:15-09:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:15-08:30	B-A	0.00	9.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.01	11.20	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.06	12.41	0.005	-	0.00	0.00	-	0.1	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.12	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:30-08:45	B-A	0.00	9.50	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.01	11.21	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.09	10.88	0.008	-	0.00	0.01	-	0.1	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.09	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
08:45-09:00	B-A	0.00	9.49	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.03	11.20	0.003	-	0.00	0.00	-	0.0	0.09
	C-AB	0.08	10.35	0.008	-	0.01	0.01	-	0.1	0.10
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.12	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
09:00-09:15	B-A	0.00	9.50	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.09	11.20	0.008	-	0.00	0.01	-	0.1	0.09
	C-AB	0.04	12.38	0.003	-	0.01	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.01	-	-	-	-	-	-	-	-
	A-C	0.13	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 08:15 - 09:15
Modelling Period: 08:15-09:15

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.1	0.0	0.1
B-C	2.2	2.2	0.2	0.1	0.2	0.1
C-AB	3.9	3.9	0.3	0.1	0.3	0.1
C-A	-	-	-	-	-	-
A-B	0.2	0.2	-	-	-	-
A-C	6.8	6.8	-	-	-	-
All	**18.7**	**18.7**	**0.5**	**0.0**	**0.5**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

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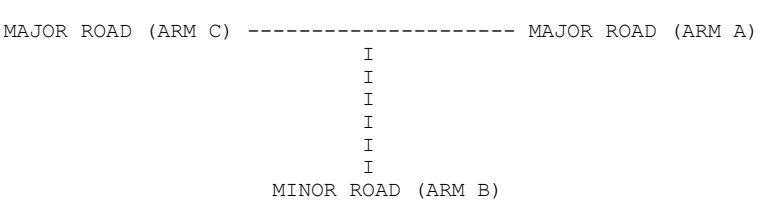
Run with file:- "C:\TRL\Jct 3\PM1\26PM1.vpi" (drive-on-the-left) at 15:19:42 on Monday, 17 August 2026

RUN INFORMATION

RUN TITLE	: Heronsbridge Assisted Learning Needs (ALN) School
LOCATION	: B4265 Ewenny Road/Technology Drive
DATE	: 17/08/26
CLIENT	: Kier Construction
ENUMERATOR	: XPMUser [VIRTUALXP-71751]
JOB NUMBER	: 2026-988
STATUS	: TIA
DESCRIPTION	: Existing Junction Geometries

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Arm A B4265 Ewenny Road (South)
ARM B IS Arm B Technology Drive (West)
ARM C IS Arm C B4265 Ewenny Road (North)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM A-BC CONTAINS TRAFFIC GOING FROM ARM A TO ARM B AND TO ARM C
ETC.

GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 6.40 M.
CENTRAL RESERVE WIDTH	(WCR) 0.00 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 3.40 M.
- VISIBILITY	(VC-B)150.00 M.
- BLOCKS TRAFFIC (SPACES)	YES (7)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 90.0 M.
- VISIBILITY TO RIGHT	(VB-A) 80.0 M.
- LANE 1 WIDTH	(WB-C) 3.00 M.
- LANE 2 WIDTH	(WB-A) 3.50 M.

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For STREAM B-C	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
674.30	0.26	0.10

Intercept For STREAM B-A	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B	Slope For Opposing STREAM C-A	Slope For Opposing STREAM C-B
574.45	0.26	0.10	0.16	0.37

Intercept For STREAM C-B	Slope For Opposing STREAM A-C	Slope For Opposing STREAM A-B
747.13	0.28	0.28

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

ARM	FLOW SCALE(%)
A	100
B	100
C	100

Demand set: 2026 Survey PM1

TIME PERIOD BEGINS 14.45 AND ENDS 15.45

LENGTH OF TIME PERIOD - 60 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.
DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2026 Survey PM1

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS / (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
14.45 - 15.00	ARM A	0.000	0.009	0.991
		0.0	1.0	110.0
		(0.0)	(0.0)	(8.2)
	ARM B	0.000	0.000	1.000
		0.0	0.0	4.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.942	0.058	0.000
		65.0	4.0	0.0
		(9.2)	(0.0)	(0.0)
15.00 - 15.15	ARM A	0.000	0.025	0.975
		0.0	2.0	79.0
		(0.0)	(0.0)	(6.3)
	ARM B	0.000	0.000	1.000
		0.0	0.0	8.0
		(0.0)	(0.0)	(12.5)
	ARM C	0.943	0.057	0.000
		82.0	5.0	0.0
		(4.9)	(0.0)	(0.0)
15.15 - 15.30	ARM A	0.000	0.000	1.000
		0.0	0.0	61.0
		(0.0)	(0.0)	(4.9)
	ARM B	0.000	0.000	1.000
		0.0	0.0	5.0
		(0.0)	(0.0)	(20.0)
	ARM C	0.985	0.015	0.000
		67.0	1.0	0.0
		(11.9)	(0.0)	(0.0)
15.30 - 15.45	ARM A	0.000	0.000	1.000
		0.0	0.0	83.0
		(0.0)	(0.0)	(9.6)
	ARM B	0.000	0.000	1.000
		0.0	0.0	5.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.933	0.067	0.000
		70.0	5.0	0.0
		(5.7)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
14.45-15.00									
B-C	0.00	11.20	0.000		0.00	0.00	0.0		
B-A	0.00	8.66	0.000		0.00	0.00	0.0		
C-AB	0.00	12.41	0.000		0.00	0.00	0.0		
A-B	0.00								
A-C	0.12								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.00-15.15									
B-C	0.01	9.97	0.001		0.00	0.00	0.0		
B-A	0.00	8.67	0.000		0.00	0.00	0.0		
C-AB	0.01	12.43	0.000		0.00	0.00	0.0		
A-B	0.00								
A-C	0.09								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.15-15.30									
B-C	0.01	9.36	0.001		0.00	0.00	0.0		
B-A	0.00	8.67	0.000		0.00	0.00	0.0		
C-AB	0.00	12.43	0.000		0.00	0.00	0.0		
A-B	0.00								
A-C	0.07								

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
15.30-15.45									
B-C	0.01	11.20	0.000		0.00	0.00	0.0		
B-A	0.00	8.67	0.000		0.00	0.00	0.0		
C-AB	0.01	12.42	0.000		0.00	0.00	0.0		
A-B	0.00								
A-C	0.09								

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-C

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.0
15.15	0.0
15.30	0.0
15.45	0.0

QUEUE FOR STREAM B-A

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.0
15.15	0.0
15.30	0.0
15.45	0.0

QUEUE FOR STREAM C-AB

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
15.00	0.0
15.15	0.0
15.30	0.0
15.45	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-C	0.4	0.4	0.0	0.10	0.0	0.10
B-A	0.0	0.0	0.0	0.00	0.0	0.00
C-AB	0.2	0.2	0.0	0.08	0.0	0.08
A-B	0.1	0.1				
A-C	5.5	5.5				
ALL	10.9	10.9	0.1	0.01	0.1	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*******END OF RUN*******

****** PICADY 5 run completed.

========== end of file ==========

Printed at 15:19:57 on 17/08/2026]

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\PM1\27PM1.vpi
Date Run	17 August 2026
Time Run	15:20:14
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	14:45-15:45	60	15

Direct Entry Flows

Demand Set: 2027 Opening Year PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

Arm	Flow (veh/interval)
Arm A	1.85
Arm B	0.22
Arm C	1.77

Segment: 15:00-15:15

Arm	Flow (veh/interval)
Arm A	1.35
Arm B	0.63
Arm C	1.80

Segment: 15:15-15:30

Arm	Flow (veh/interval)
Arm A	1.02
Arm B	1.08
Arm C	1.55

Segment: 15:30-15:45

Arm	Flow (veh/interval)
Arm A	1.38
Arm B	1.23
Arm C	1.73

Turning Counts

Demand Set: 2027 Opening Year PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

From/To	Arm A	Arm B	Arm C
Arm A	-	1	110
Arm B	0	-	13
Arm C	65	41	-

Segment: 15:00-15:15

From/To	Arm A	Arm B	Arm C
Arm A	-	2	79
Arm B	0	-	38
Arm C	82	26	-

Segment: 15:15-15:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0	61
Arm B	0	-	65
Arm C	67	26	-

Segment: 15:30-15:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0	83
Arm B	0	-	74
Arm C	70	34	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2027 Opening Year PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.009	0.991
Arm B	0.000	0.000	1.000
Arm C	0.613	0.387	0.000

Segment: 15:00-15:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.025	0.975
Arm B	0.000	0.000	1.000
Arm C	0.759	0.241	0.000

Segment: 15:15-15:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.720	0.280	0.000

Segment: 15:30-15:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.673	0.327	0.000

Heavy Vehicles Percentages

Demand Set: 2027 Opening Year PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	8.2
Arm B	0.0	-	0.0
Arm C	9.2	0.0	-

Segment: 15:00-15:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	6.3
Arm B	0.0	-	12.5
Arm C	4.9	0.0	-

Segment: 15:15-15:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	4.9
Arm B	0.0	-	20.0
Arm C	11.9	0.0	-

Segment: 15:30-15:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	9.6
Arm B	0.0	-	0.0
Arm C	5.7	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 14:45 - 15:45
Modelling Period: 14:45-15:45

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-A	0.00	8.65	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.01	11.20	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.05	12.41	0.004	-	0.00	0.00	-	0.1	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.12	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-A	0.00	8.66	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.04	9.97	0.004	-	0.00	0.00	-	0.1	0.10
	C-AB	0.03	12.43	0.002	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.09	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-A	0.00	8.66	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.07	9.35	0.008	-	0.00	0.01	-	0.1	0.11
	C-AB	0.03	12.43	0.002	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-A	0.00	8.65	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.08	11.20	0.007	-	0.01	0.01	-	0.1	0.09
	C-AB	0.04	12.42	0.003	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.09	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 14:45 - 15:45
Modelling Period: 14:45-15:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.0	0.0	0.0
B-C	3.2	3.2	0.3	0.1	0.3	0.1
C-AB	2.1	2.1	0.2	0.1	0.2	0.1
C-A	-	-	-	-	-	-
A-B	0.1	0.1	-	-	-	-
A-C	5.5	5.5	-	-	-	-
All	**15.6**	**15.6**	**0.5**	**0.0**	**0.5**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\PM1\33PM1.vpi
Date Run	17 August 2026
Time Run	15:20:40
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	14:45-15:45	60	15

Direct Entry Flows

Demand Set: 2033 Future Year Flows PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

Arm	Flow (veh/interval)
Arm A	2.00
Arm B	0.22
Arm C	1.85

Segment: 15:00-15:15

Arm	Flow (veh/interval)
Arm A	1.45
Arm B	0.65
Arm C	1.92

Segment: 15:15-15:30

Arm	Flow (veh/interval)
Arm A	1.10
Arm B	1.08
Arm C	1.63

Segment: 15:30-15:45

Arm	Flow (veh/interval)
Arm A	1.50
Arm B	1.23
Arm C	1.83

Turning Counts

Demand Set: 2033 Future Year Flows PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

From/To	Arm A	Arm B	Arm C
Arm A	-	1	119
Arm B	0	-	13
Arm C	70	41	-

Segment: 15:00-15:15

From/To	Arm A	Arm B	Arm C
Arm A	-	2	85
Arm B	0	-	39
Arm C	89	26	-

Segment: 15:15-15:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0	66
Arm B	0	-	65
Arm C	72	26	-

Segment: 15:30-15:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0	90
Arm B	0	-	74
Arm C	76	34	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2033 Future Year Flows PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.008	0.992
Arm B	0.000	0.000	1.000
Arm C	0.631	0.369	0.000

Segment: 15:00-15:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.023	0.977
Arm B	0.000	0.000	1.000
Arm C	0.774	0.226	0.000

Segment: 15:15-15:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.735	0.265	0.000

Segment: 15:30-15:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.691	0.309	0.000

Heavy Vehicles Percentages

Demand Set: 2033 Future Year Flows PM1
Modelling Period: 14:45-15:45

Segment: 14:45-15:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	8.2
Arm B	0.0	-	0.0
Arm C	9.2	0.0	-

Segment: 15:00-15:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	6.3
Arm B	0.0	-	12.5
Arm C	4.9	0.0	-

Segment: 15:15-15:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	4.9
Arm B	0.0	-	20.0
Arm C	11.9	0.0	-

Segment: 15:30-15:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	9.6
Arm B	0.0	-	0.0
Arm C	5.7	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 14:45 - 15:45
Modelling Period: 14:45-15:45

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45-15:00	B-A	0.00	8.64	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.01	11.20	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.05	12.41	0.004	-	0.00	0.00	-	0.1	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.13	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00-15:15	B-A	0.00	8.65	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.04	9.97	0.004	-	0.00	0.00	-	0.1	0.10
	C-AB	0.03	12.42	0.002	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.09	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:15-15:30	B-A	0.00	8.66	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.07	9.35	0.008	-	0.00	0.01	-	0.1	0.11
	C-AB	0.03	12.43	0.002	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:30-15:45	B-A	0.00	8.65	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.08	11.20	0.007	-	0.01	0.01	-	0.1	0.09
	C-AB	0.04	12.42	0.003	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.10	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 14:45 - 15:45
Modelling Period: 14:45-15:45

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.0	0.0	0.0
B-C	3.2	3.2	0.3	0.1	0.3	0.1
C-AB	2.1	2.1	0.2	0.1	0.2	0.1
C-A	-	-	-	-	-	-
A-B	0.1	0.1	-	-	-	-
A-C	6.0	6.0	-	-	-	-
All	**16.5**	**16.5**	**0.5**	**0.0**	**0.5**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\PM2\26PM2.vpi
Date Run	17 August 2026
Time Run	15:21:11
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:30-17:30	60	15

Direct Entry Flows

Demand Set: 2026 Survey PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

Arm	Flow (veh/interval)
Arm A	1.20
Arm B	0.43
Arm C	1.47

Segment: 16:45-17:00

Arm	Flow (veh/interval)
Arm A	1.68
Arm B	0.25
Arm C	1.03

Segment: 17:00-17:15

Arm	Flow (veh/interval)
Arm A	1.10
Arm B	0.37
Arm C	1.58

Segment: 17:15-17:30

Arm	Flow (veh/interval)
Arm A	1.20
Arm B	0.05
Arm C	1.43

Turning Counts

Demand Set: 2026 Survey PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0	72
Arm B	0	-	26
Arm C	82	6	-

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0	101
Arm B	1	-	14
Arm C	60	2	-

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0	66
Arm B	0	-	22
Arm C	89	6	-

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0	72
Arm B	0	-	3
Arm C	83	3	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2026 Survey PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.932	0.068	0.000

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.067	0.000	0.933
Arm C	0.968	0.032	0.000

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.937	0.063	0.000

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.965	0.035	0.000

Heavy Vehicles Percentages

Demand Set: 2026 Survey PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	5.6
Arm B	0.0	-	0.0
Arm C	4.9	16.7	-

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.9
Arm B	0.0	-	0.0
Arm C	5.0	0.0	-

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	4.6
Arm C	4.5	0.0	-

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	8.3
Arm B	0.0	-	0.0
Arm C	2.4	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 16:30 - 17:30
Modelling Period: 16:30-17:30

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-A	0.00	8.67	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.03	11.22	0.003	-	0.00	0.00	-	0.0	0.09
	C-AB	0.01	10.65	0.001	-	0.00	0.00	-	0.0	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.08	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-A	0.00	9.53	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.02	11.21	0.001	-	0.00	0.00	-	0.0	0.09
	C-AB	0.00	12.38	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.11	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	0.00	9.54	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.02	10.73	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.01	12.43	0.001	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	0.00	9.54	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.00	11.19	0.000	-	0.00	0.00	-	0.0	0.00
	C-AB	0.00	12.43	0.000	-	0.00	0.00	-	0.0	0.00
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.08	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 16:30 - 17:30
Modelling Period: 16:30-17:30

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.1	0.0	0.1
B-C	1.1	1.1	0.1	0.1	0.1	0.1
C-AB	0.3	0.3	0.0	0.1	0.0	0.1
C-A	-	-	-	-	-	-
A-B	0.0	0.0	-	-	-	-
A-C	5.2	5.2	-	-	-	-
All	**11.8**	**11.8**	**0.1**	**0.0**	**0.1**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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Web: www.trlsoftware.co.uk

The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\PM2\27PM2.vpi
Date Run	17 August 2026
Time Run	15:21:40
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:30-17:30	60	15

Direct Entry Flows

Demand Set: 2027 Opening Year PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

Arm	Flow (veh/interval)
Arm A	1.20
Arm B	0.60
Arm C	1.58

Segment: 16:45-17:00

Arm	Flow (veh/interval)
Arm A	1.68
Arm B	0.38
Arm C	1.22

Segment: 17:00-17:15

Arm	Flow (veh/interval)
Arm A	1.10
Arm B	0.62
Arm C	1.87

Segment: 17:15-17:30

Arm	Flow (veh/interval)
Arm A	1.20
Arm B	0.43
Arm C	1.95

Turning Counts

Demand Set: 2027 Opening Year PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0	72
Arm B	0	-	36
Arm C	82	13	-

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0	101
Arm B	1	-	22
Arm C	60	13	-

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0	66
Arm B	0	-	37
Arm C	89	23	-

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0	72
Arm B	0	-	26
Arm C	83	34	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2027 Opening Year PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.863	0.137	0.000

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.043	0.000	0.957
Arm C	0.822	0.178	0.000

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.795	0.205	0.000

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.000	1.000
Arm B	0.000	0.000	1.000
Arm C	0.709	0.291	0.000

Heavy Vehicles Percentages

Demand Set: 2027 Opening Year PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	5.6
Arm B	0.0	-	0.0
Arm C	4.9	16.7	-

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.9
Arm B	0.0	-	0.0
Arm C	5.0	0.0	-

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	4.6
Arm C	4.5	0.0	-

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	8.3
Arm B	0.0	-	0.0
Arm C	2.4	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 16:30 - 17:30
Modelling Period: 16:30-17:30

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-A	0.00	8.66	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.04	11.22	0.004	-	0.00	0.00	-	0.1	0.09
	C-AB	0.01	10.65	0.001	-	0.00	0.00	-	0.0	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.08	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-A	0.00	9.53	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.02	11.21	0.002	-	0.00	0.00	-	0.0	0.09
	C-AB	0.01	12.40	0.001	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.11	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	0.00	9.53	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.04	10.73	0.004	-	0.00	0.00	-	0.1	0.09
	C-AB	0.03	12.43	0.002	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.07	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	0.00	9.52	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.03	11.21	0.003	-	0.00	0.00	-	0.0	0.09
	C-AB	0.04	12.43	0.003	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.08	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 16:30 - 17:30
Modelling Period: 16:30-17:30

Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.0	0.0	0.0	0.1	0.0	0.1
B-C	2.0	2.0	0.2	0.1	0.2	0.1
C-AB	1.4	1.4	0.1	0.1	0.1	0.1
C-A	-	-	-	-	-	-
A-B	0.0	0.0	-	-	-	-
A-C	5.2	5.2	-	-	-	-
All	**13.8**	**13.8**	**0.3**	**0.0**	**0.3**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

PICADY

GUI Version: 5.1 AE
Analysis Program Release: 5.0 (MAY 2010)

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The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution

Run Analysis

Parameter	Values
File Run	C:\TRL\Jct 3\PM2\33PM2.vpi
Date Run	17 August 2026
Time Run	15:22:11
Driving Side	Drive On The Left

Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Arm A B4265 Ewenny Road (South)	100
Arm B	Arm B Technology Drive (West)	100
Arm C	Arm C B4265 Ewenny Road (North)	100

Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

Run Information

Parameter	Values
Run Title	Heronsbridge Assisted Learning Needs (ALN) School
Location	B4265 Ewenny Road/Technology Drive
Date	17 August 2026
Enumerator	XPMUser [VIRTUALXP-71751]
Job Number	2026-988
Status	TIA
Client	Kier Construction
Description	Existing Junction Geometries

Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

Geometric Data

Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.40
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	3.40
Minor Road First Lane Width (m)	3.00
Minor Road Second Lane Width (m)	3.50
Minor Road Visibility To Right (m)	80
Minor Road Visibility To Left (m)	90
Major Road Right Turn Visibility (m)	150
Major Road Right Turn Blocks Traffic	Yes (if over 7 veh)

Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574.453	0.103	0.260	0.163	0.371
B-C	674.299	0.102	0.257	-	-
C-B	747.135	0.284	0.284	-	-

Note: Streams may be combined in which case capacity will be adjusted
These values do not allow for any site-specific corrections

Demand Data

Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:30-17:30	60	15

Direct Entry Flows

Demand Set: 2033 Future Year Flows PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

Arm	Flow (veh/interval)
Arm A	1.38
Arm B	0.88
Arm C	2.15

Segment: 16:45-17:00

Arm	Flow (veh/interval)
Arm A	1.90
Arm B	0.65
Arm C	1.75

Segment: 17:00-17:15

Arm	Flow (veh/interval)
Arm A	1.28
Arm B	0.90
Arm C	2.43

Segment: 17:15-17:30

Arm	Flow (veh/interval)
Arm A	1.38
Arm B	0.68
Arm C	2.52

Turning Counts

Demand Set: 2033 Future Year Flows PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	-	1	82
Arm B	1	-	52
Arm C	99	30	-

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	1	113
Arm B	2	-	37
Arm C	75	30	-

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	-	1	76
Arm B	1	-	53
Arm C	106	40	-

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	-	1	82
Arm B	1	-	40
Arm C	100	51	-

Turning proportions are calculated from turning count data

Turning Proportions

Demand Set: 2033 Future Year Flows PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.012	0.988
Arm B	0.019	0.000	0.981
Arm C	0.767	0.233	0.000

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.009	0.991
Arm B	0.051	0.000	0.949
Arm C	0.714	0.286	0.000

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.013	0.987
Arm B	0.019	0.000	0.981
Arm C	0.726	0.274	0.000

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	0.000	0.012	0.988
Arm B	0.024	0.000	0.976
Arm C	0.662	0.338	0.000

Heavy Vehicles Percentages

Demand Set: 2033 Future Year Flows PM2
Modelling Period: 16:30-17:30

Segment: 16:30-16:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	5.6
Arm B	0.0	-	0.0
Arm C	4.9	16.7	-

Segment: 16:45-17:00

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	7.9
Arm B	0.0	-	0.0
Arm C	5.0	0.0	-

Segment: 17:00-17:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	4.6
Arm C	4.5	0.0	-

Segment: 17:15-17:30

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	8.3
Arm B	0.0	-	0.0
Arm C	2.4	0.0	-

Queues & Delays

Demand Set: Sum of Demand Sets for Modelling Period: 16:30 - 17:30
Modelling Period: 16:30-17:30

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30-16:45	B-A	0.00	9.52	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.06	11.21	0.005	-	0.00	0.01	-	0.1	0.09
	C-AB	0.03	10.65	0.003	-	0.00	0.00	-	0.0	0.09
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.09	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45-17:00	B-A	0.00	9.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.04	11.20	0.004	-	0.01	0.00	-	0.1	0.09
	C-AB	0.03	12.40	0.003	-	0.00	0.00	-	0.0	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.13	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00-17:15	B-A	0.00	9.52	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.06	10.73	0.005	-	0.00	0.01	-	0.1	0.09
	C-AB	0.04	12.43	0.004	-	0.00	0.00	-	0.1	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.08	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15-17:30	B-A	0.00	9.51	0.000	-	0.00	0.00	-	0.0	0.00
	B-C	0.04	11.21	0.004	-	0.01	0.00	-	0.1	0.09
	C-AB	0.06	12.42	0.005	-	0.00	0.00	-	0.1	0.08
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.00	-	-	-	-	-	-	-	-
	A-C	0.09	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.
In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.
Delays marked with '##' could not be calculated.

Overall Queues & Delays

Queueing Delay Information Over Whole Period

Demand Set: Sum of Demand Sets for Modelling Period: 16:30 - 17:30
Modelling Period: 16:30-17:30

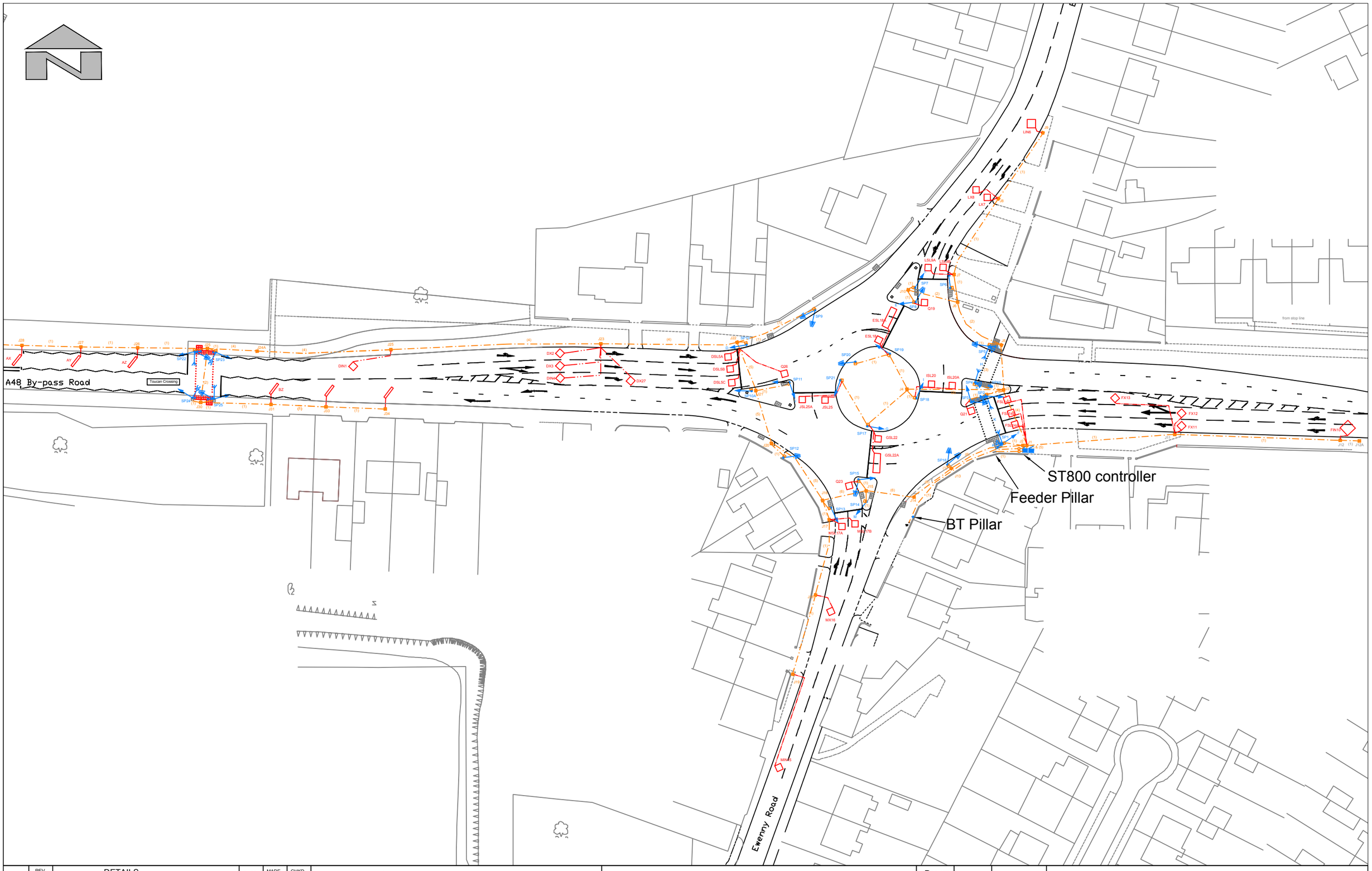
Stream	Total Demand (veh)	Total Demand (veh/h)	Queueing Delay (min)	Queueing Delay (min/veh)	Inclusive Delay (min)	Inclusive Delay (min/veh)
B-A	0.1	0.1	0.0	0.1	0.0	0.1
B-C	3.0	3.0	0.3	0.1	0.3	0.1
C-AB	2.5	2.5	0.2	0.1	0.2	0.1
C-A	-	-	-	-	-	-
A-B	0.1	0.1	-	-	-	-
A-C	5.9	5.9	-	-	-	-
All	**17.9**	**17.9**	**0.5**	**0.0**	**0.5**	**0.0**

Delay is that occurring only within the time period.
Inclusive delay includes delay suffered by vehicles which are still queuing after the end of the time period.
These will only be significantly different if there is a large queue remaining at the end of the time period.

PICADY 5 Run Successful

APPENDIX G

LinSig Results



AMENDMENTS	REV REF	DETAILS	DATE	MADE BY	CHKD BY

Client :

BRIDGEND COUNTY BOROUGH COUNCIL
CIVIC OFFICES
ANGEL STREET
BRIDGEND
CF31 4WB

Drawn		Scale
Ch'kd		1:1000
Appr'd		
Date		

Drg No. | Rev. | Job No.

S1112 A48 Ewenny Roundabout Bridgend

Traffic Signal Layout

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Administration

General Specifications

Customer Name	Bridgend CBC	Customer Order	
Intersection/ General	BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin	Controller/ Serial Number	
		S.T.S. /EM	E21139 Issue 14
Controller	◉ New ○ Modification	Equipment Installation by	SIEMENS TRAFFIC
Area Specifications/		Slot Cutting by	
Specification		Civil Works by	
Contract/Tender		Customer's	T.R.Gardner
Quotation No.		Telephone	02920820683
Works Order No.	1573		

Signal Company Use Only

Signal Enginee T.R.Gardner

(IF PROM Label as >) PROM 16260 PROM 423

Configuration Check 3A 48 9A 66

Controller Options

Hardware T800 Firmware Type and Issue PB800 ISS 16 Other Options KTD LO

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type ○ ○ ○ ○

Cabinet/Rack Cuckoo ☐

Mains	240	Volts	50	Hz			
Peak Lamp Current	10	Amps	Dimming Voltage	None	Answer Issue	2	Date Created 23/06/02
Average Lamp	1900	Watts					
Total Average	2000	Watts	Low Inrush Transforme	☐	Edit	49	

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(•) Current Number of Streams 2

Phases

( ) Current Total Number of 13

( ) Number of Real Phases 13

( ) Number of Dummy 0

Stages

( ) Current Number of stages (inc. ALL-RED stages) 8

Switched Signs

( ) Number of Switched 0

Action

Add At | Delete At

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- ☑ Serial/Internal UTMC OTU
- ☐ Free-standing OTU
- ☐ Integral TC12 OTU
- ☑ Serial MOVA

- ☑ Master Time Clock
- ☐ Holiday Clock
- ☑ FT To Current MAX
- ☐ Linked Fixed Time
- ☑ Lamp Monitoring
- ☑ RED Lamp Monitoring
- ☑ Pelican/Puffin/Toucan
- ☐ Standalone Manual
- ☐ Extend All Red
- ☑ Speed Measurement
- ☐ Ripple Change
- ☐
- ☑ Non-UK
- ☐ Fail to Part Time
- ☐ Fail To Hardware Flashing
- ☐
- ☐ Download To Level 3

8 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
☑ Part Time	●	○	○	○	○	○	○	○	○	○	○	○	○
☐ Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
☐	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Manual Control	○	●	○	○	○	○	○	○	○	○	○	○	○
☐ Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Selected FT or VA or	○	○	○	●	○	○	○	○	○	○	○	○	○
☑ UTC	○	○	●	○	○	○	○	○	○	○	○	○	○
☐	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ CLF (Non-Base Time	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ CLF (Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Vehicle Actuated	○	○	○	○	●	○	○	○	○	○	○	○	○
☑ Fixed	○	○	○	○	○	●	○	○	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF
Default PROM data file

Correspondence Monitoring to inc.

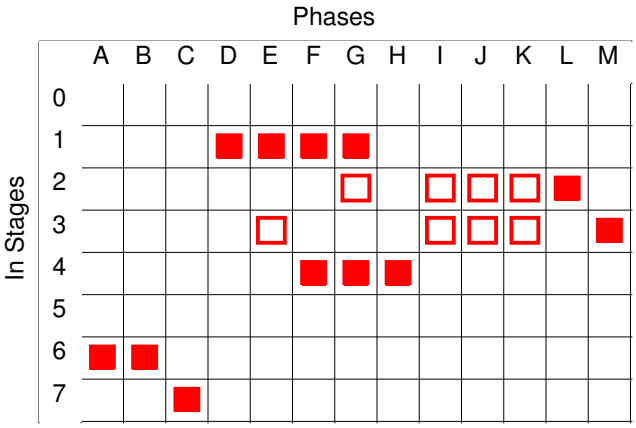
- ☐ Reds
- ☐ Ambers
- ☐ Switched Signs
- ☐ Ignore Reds and Ambers

Flash Rate (ms)

400 Off 400 On

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phases in Stages



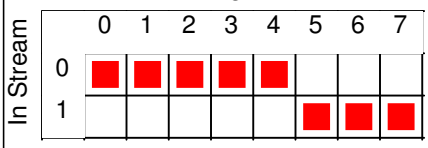
Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of	1	6						
Startup Stage	1	6						
Switch Off Stage	1	6						
Standalone Pedestrian	☐	☑	☐	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : 1573
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Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Lamp Sequence(s)

Lamp Sequence(s)

0 Lamp Sequence Copy From

Lamp Sequence: UK Traffic

Steady States

	Colou
ROW	Green
Not At ROW	Red
Part-Time	Blank: Blac

Sequence Type

- (•) Traffic
- ( ) Pelican Vehicle
- ( ) Pedestrian
- ( ) Pelican Ped
- ( ) Green Arrow

Normal Sequence

	Colou	Time
To ROW		
Step	R+A: Red/A	2
Step	Blank: Blac	
Step	Blank: Blac	
To Not at ROW		
Step	Amber	3
Step	Blank: Blac	
Step	Blank: Blac	

Amber Control: Amber controlled by lamp seq - NOT conflict monito

☐ Flexible Lamp Sequencing

R,G,A Lamp Monitoring

Power Up

	Colou	Time
To ROW		
Step	Blank: Blac	2
Step	Blank: Blac	3
Step	Blank: Blac	IGS
To Not at ROW		
Step	Blank: Blac	2
Step	Amber	3
Step	Blank: Blac	

From Part-Time to Normal

	Colou	Time
To ROW		
Step	Blank: Blac	7
Step	Blank: Blac	3
Step	Blank: Blac	IGS
To Not at ROW		
Step	Blank: Blac	7
Step	Amber	3
Step	Blank: Blac	

Signals OFF to ON

	Colou	Time
To ROW		
Step	Blank: Blac	7
Step	Blank: Blac	3
Step	Blank: Blac	IGS
To Not at ROW		
Step	Blank: Blac	7
Step	Amber	3
Step	Blank: Blac	

From Normal to Part-Time

	Colou	Time
From ROW		
Step	Blank: Blac	
Step	Blank: Blac	
Step	Blank: Blac	
From Not at ROW		
Step	Blank: Blac	
Step	Blank: Blac	
Step	Blank: Blac	

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Lamp Sequence(s)

Lamp Sequence(s)

3 Lamp Sequence Copy From

Lamp Sequence: UK Near Side Pedestrian

Steady States

	Colou
ROW	Green
Not At ROW	Red
Part-Time	Blank: Blac

Sequence Type

- ○ Traffic
- ○ Pelican Vehicle
- ◉ Pedestrian
- ○ Pelican Ped
- ○ Green Arrow

Normal Sequence

	Colou	Time
To ROW		
Step	Red	PAR
Step	Blank: Blac	
Step	Blank: Blac	
To Not at ROW		
Step	Red	PBT
Step	Red	CMX
Step	Blank: Blac	

Amber Control: Amber as Wait Indicator - NOT conflict monitored

☑ Flexible Lamp Sequencing

R,RW,G Lamp Monitoring

Power Up

	Colou	Time
To ROW		
Step	Blank: Blac	2
Step	Red	3
Step	Red	IGS
To Not at ROW		
Step	Blank: Blac	2
Step	Red	3
Step	Blank: Blac	

From Part-Time to Normal

	Colou	Time
To ROW		
Step	Blank: Blac	7
Step	Red	3
Step	Red	IGS
To Not at ROW		
Step	Blank: Blac	7
Step	Red	3
Step	Blank: Blac	

Signals OFF to ON

	Colou	Time
To ROW		
Step	Blank: Blac	7
Step	Red	3
Step	Red	IGS
To Not at ROW		
Step	Blank: Blac	7
Step	Red	3
Step	Blank: Blac	

From Normal to Part-Time

	Colou	Time
From ROW		
Step	Blank: Blac	
Step	Blank: Blac	
Step	Blank: Blac	
From Not at ROW		
Step	Blank: Blac	
Step	Blank: Blac	
Step	Blank: Blac	

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	A48 EASTBOUND AT REMOTE TOUCAN	0 - UK Traffic	0	0 -	
B	A48 WESTBOUND AT REMOTE TOUCAN	0 - UK Traffic	0	0 -	
C	REMOTE TOUCAN	3 - UK Near Side Pedestrian	0	0 -	
D	A48 EASTBOUND	0 - UK Traffic	0	0 -	
E	A48 EASTBOUND CIRCULATORY	0 - UK Traffic	0	0 -	
F	A48 WESTBOUND	0 - UK Traffic	0	0 -	
G	A48 WESTBOUND CIRCULATORY	0 - UK Traffic	0	0 -	
H	PUFFIN ACROSS EASTBOUND EXIT	3 - UK Near Side Pedestrian	0	0 -	
I	EWENNY ROAD SOUTHBOUND CIRCULATORY	0 - UK Traffic	0	0 -	
J	EWENNY ROAD NORTHBOUND CIRCULATORY	0 - UK Traffic	0	0 -	
K	PUFFIN ACROSS WESTBOUND ENTRY	3 - UK Near Side Pedestrian	0	0 -	
L	EWENNY ROAD SOUTHBOUND	0 - UK Traffic	0	0 -	
M	EWENNY ROAD NORTHBOUND	0 - UK Traffic	0	0 -	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : 1573
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Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Initialise

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A	■	o	Co										
B	o	■	Co										
C	Co	Co	■										
D				■	o	o	o	o	o	Co	o	o	o
E				o	■	o	o	Co	o	o	o	Co	o
F				o	o	■	o	o	Co	o	Co	o	o
G				o	o	o	■	o	o	o	o	o	Co
H				o	Co	o	o	■	o	o	o	Co	o
I				o	o	Co	o	o	■	o	o	o	o
J				Co	o	o	o	o	o	■	o	o	o
K				o	o	Co	o	o	o	o	■	o	o
L				o	Co	o	o	Co	o	o	o	■	o
M				o	o	o	Co	o	o	o	o	o	■

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

◉ Phases A to P ○

Phase	Min Gree	Min Ped C	Extensio	Maximums A	B	C	D	E	F	G	H	Pre-time
A	7	0	1.6	24	24	24	24	24	24	24	24	☐
B	7	0	1.6	24	24	24	24	24	24	24	24	☐
C	5	3	0.0	0	0	0	0	0	0	0	0	☐
D	7	0	4.6	36	36	36	36	0	0	0	0	☐
E	3	0	0.2	7	7	7	7	0	0	0	0	☐
F	7	0	4.6	36	36	36	36	0	0	0	0	☐
G	3	0	0.6	7	7	7	7	0	0	0	0	☐
H	6	3	0.0	0	0	0	0	0	0	0	0	☐
I	3	0	0.6	7	7	7	7	0	0	0	0	☐
J	3	0	0.6	7	7	7	7	0	0	0	0	☐
K	6	3	0.0	0	0	0	0	0	0	0	0	☐
L	7	0	3.0	24	24	24	24	0	0	0	0	☐
M	7	0	3.0	24	24	24	24	0	0	0	0	☐
												☐
												☐
												☐

Note: For Standalone Streams see Help for use of Max

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase Starting and Leaving Periods

Phase Starting and Leaving Periods

(•) Phases A to P ( )

Phas	Starting perio	Leaving periods							
		A	B	C	D	E	F	G	H
A	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
B	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
C	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
D	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
E	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
F	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
G	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
H	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
I	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
J	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
K	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
L	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
M	2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Works Order : 1573
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Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A			0										
B			0										
C	0	0											
D										5			
E								7				6	
F									5		5		
G													5
H					6							6	
I						5							
J				5									
K						8							
L					5			6					
M							5						

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A													
B													
C													
D										5			
E								7				5	
F									5		5		
G													5
H					8							8	
I						5							
J				5									
K						8							
L					5			6					
M							5						

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	3	255	Q		
B	3	255	R		
C	3	255	S		
D	3	255	T		
E	1	255	U		
F	3	255	V		
G	1	255	W		
H	3	255	X		
I	1	255	Y		
J	1	255	Z		
K	3	255	A2		
L	3	255	B2		
M	3	255	C2		
N			D2		
O			E2		
P			F2		

Max. Green
Min. 0 Max. 255

Vehicle Extension
Min. 0.0 Max. 10.0

Phase Delay
Min. 0 Max. 30

Starting I/G
Min. 8 Max. 12

Min Pedestrian Clearance (PBT)
Min. 0 Max. 12

Traffic Phase Leaving
Min. 3.0 Max. 3.0

Traffic Phase Red/Amber
Min. 2 Max. 2

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Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched

◉ Phases A to P ○

Extensions

Phase	Demands				Extensions			
A	AX	AYZ			AX	AYZ		
B	BX	BYZ			BX	BYZ		
C	PEDCN	PEDCS						
D	DX2	DX3	DX27	DSL5	DX2	DX3	DX27	DSL5
E	ESL18				ESL18			
F	FX11	FX12	FX13	FSL14	FX11	FX12	FX13	
G	GSL22				GSL22			
H	PEDHN	PEDHS						
I	ISL20				ISL20			
J	JSL25				JSL25			
K	PEDKN	PEDKS						
L	LX7	LX8	LSL9		LX7	LX8		
M	MX16	MSL17			MX16			

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Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K	L	M			
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K	L	M			
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J	K	L	M			
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B		D	E	F	G		I	J		L	M			

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

(•) Phases A to P ( )

Phase	On Crossing				Kerbside			
A								
B								
C	ONCROSC	ONCROSC			KBSC1	KBSC2		
D								
E								
F								
G								
H	ONCROSH	ONCROSH			KBSH1	KBSH2		
I								
J								
K	ONCROSK	ONCROSK			KBSK1	KBSK2		
L								
M								

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Stream:	0	1	2	3	4	5	6	7
		1-Enabled						

Pedestrian All Red Times (Vehicle to Pedestrian)

Stream:	0	1	2	3	4	5	6	7
(PAR n 0) VA Gap Change		1						
(PAR n 1) VA Max Change		3						
(PAR n 2) FVP Change		3						
(PAR n 3) UTC Change		3						
(PAR n 4) Local Link Change		3						

Handset Range Li

Min	Max
1	5

Pelican Intergreen times

	0	1	2	3	4	5	6	7	Min	Max
(PIT n 0) Veh Red/Ped Flash		0							0	0
(PIT n 1) Veh Flash Amber/Ped Flash		0							0	0
(PIT n 2) Veh Flash Amber/Ped		0							0	0
(PIT n 3) Veh Flash Amber/Ped Red		0							0	0

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

(●) Phases A to P ( ) Phases Q to Z

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance	CDY 0 Clearance Delay Gap	CDY 1 Clearance Delay Max	CRD Clearance Minimum
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	1	4.0	15	0	3	3
D	0	0.0	0	0	0	0
E	0	0.0	0	0	0	0
F	0	0.0	0	0	0	0
G	0	0.0	0	0	0	0
H	1	4.0	0	0	3	3
I	0	0.0	0	0	0	0
J	0	0.0	0	0	0	0
K	1	4.0	0	0	3	3
L	0	0.0	0	0	0	0
M	0	0.0	0	0	0	0

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	0	10
Demand Hold PDX	0.0	10.0
Clearance Maximum CMX	0	30
Clearance Delays CDY 0 and CDY1	0	5
Clearance Minimum Red CRD	1	5

Works Order : 1573
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Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Stream:	0	1	2	3	4	5	6	7

Computer Control

PV

Window Time

0

Local Link

PV1

Link Delay Time

0

Link Window Time

0

Link Override Time

0

Kerbside Mat Test

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

Modes	Restrictions	No Restrictions
Urban Traffic Control	( )	(•)
	( )	( )
Vehicle Actuated	( )	(•)
	( )	( )
Fixed Time	( )	(•)
	( )	( )

Modes	Restrictions Apply To:	No Restrictions
Manual	( )	(•)
	( )	( )
	( )	( )
Part Time	( )	(•)
	( )	( )

To Stage

From Stage	0	1	2	3	4	5	6	7
0	■							
1		■						
2			■					
3				■				
4					■			
5						■		
6							■	
7								■

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5	6	7								
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6	7								
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6	7								
☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0	0	0	0								

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Phase Delays

Phase Delays

(•) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	J	3	1	3	15				0
1	J	3	4	3	16				0
2	G	2	3	6	17				0
3	E	1	2	5	18				0
4	E	2	3	13	19				0
5	D	3	1	8	20				0
6				0	21				0
7				0	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Works Order : 1573
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Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☐	☑	☐	☑	☐	☐	☐	☐	☐	☑	☑	☐	☐	☐
Extend	☑	☑	☐	☑	☐	☑	☐	☐	☐	☐	☐	☑	☑	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU

2 Number of Control

2 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Pr

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time (UTC TS in

Day: Saturday Time: 00:00:00

Clock Confirm Time (UTC RT output

Day: Saturday Time: 00:00:00

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	F2	F3	F4				
Word 2								
Word 3								
Word								

Reply Words

Word 1	G1	G2	G3	G4				
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☐ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☐ DF

Normal NOT selected on the
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

1	DIN1	2	DX2	3	DX3	4	DIN4	5	DSL5	6	LIN6	7	LX7	8	LX8
9	LSL9	10	FIN10	11	FX11	12	FX12	13	FX13	14	FSL14	15	MIN15	16	MX16
17	MSL17	18		19		20		21		22		23		24	
25		26		27	DX27	28		29		30	KBSH1	31	KBSH2	32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

MTC - Time Switch Parameters

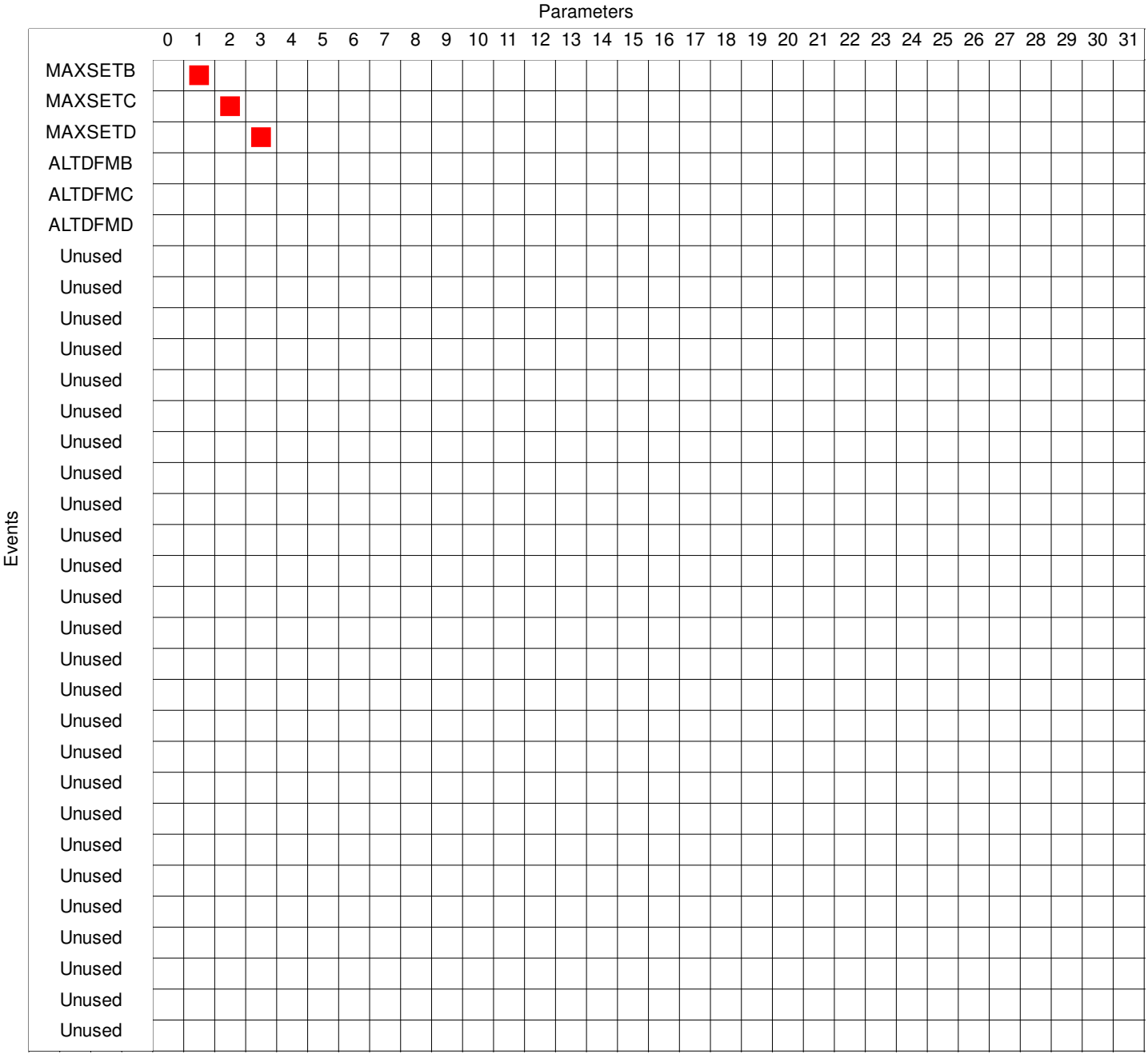
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate DFM	ALTDFMB
4	Alternate DFM	ALTDFMC
5	Alternate DFM	ALTDFMD
6	No Action	
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

MTC - Time Switch Parameters Array



Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	7	07:00:00	INTRODUCE MAXSETA	2	0
1	7	09:00:00	INTRODUCE MAXSETB	2	1
2	7	15:30:00	INTRODUCE MAXSETC	2	2
3	7	19:00:00	INTRODUCE MAXSETD	2	3
4	0			0	0
5	0			0	0
6	0			0	0
7	0			0	0
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (•) 200-240
- ( ) 50-0-50, 100-12
- ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb: 50

First Red Lamp Fault

- [x] RLF2 Cancels RLM additional Intergree
- [ ] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Li

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

0	1						
[ ]	[x]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

LMU - Sensors

LMU - Sensors

Onboard Sensors

Sensor\	Sensor	Bulb Watts	Sensor	Sensor	Bulb Watts
1 \ A	As Seq.	40	17 \ Q		
2 \ B	As Seq.	40	18 \ R		
3 \ C	None	40	19 \ S		
4 \ D	None	40	20 \ T		
5 \ E	As Seq.	40	21 \ U		
6 \ F	As Seq.	40	22 \ V		
7 \ G	None	40	23 \ W		
8 \ H	None	40	24 \ X		
9 \ I	None	40	25 \ Y		
10 \ J	None	40	26 \ Z		
11 \ K	None	40	27 \ A2		
12 \ L	As Seq.	40	28 \ B2		
13 \ M	None	40	29 \ C2		
14 \ N	None	40	30 \ D2		
15 \ O	None	40	31 \ E2		
16 \ P	None	40	32 \ F2		

External Sensors

Sensor\	Drive	Sensor	Bulb Watts
33 \ h14		Regulatory Sign	7
34 \ z16		Regulatory Sign	7
35 \ z14		Regulatory Sign	7
36 \ z12		Regulatory Sign	7
37 \ h14		Regulatory Sign	7
38 \ z16		Regulatory Sign	7
39 \ z14		Regulatory Sign	7
40 \ z12		Regulatory Sign	7
41 \ h14			
42 \ z16			
43 \ z14			
44 \ z12			
45 \ h14			
46 \ z16			
47 \ z14			
48 \ z12			

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

1 of 1

Senso	Phase	Sensor	LED	Load	LLF
1	A	As Seq.			
2	B	As Seq.			
5	E	As Seq.			
6	F	As Seq.			
12	L	As Seq.			
33	N/A	Regulatory Sign			
34	N/A	Regulatory Sign			
35	N/A	Regulatory Sign			
36	N/A	Regulatory Sign			
37	N/A	Regulatory Sign			
38	N/A	Regulatory Sign			
39	N/A	Regulatory Sign			
40	N/A	Regulatory Sign			

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

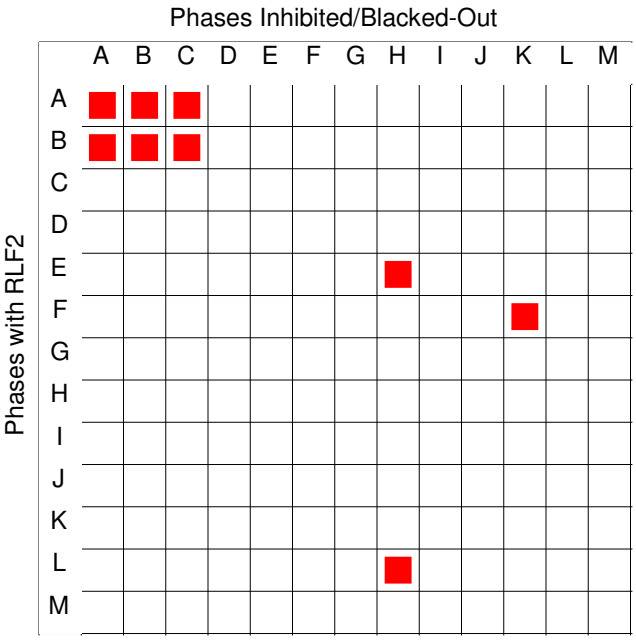
RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H	I	J	K	L	M
A			2										
B			2										
C													
D													
E								2					
F											2		
G													
H													
I													
J													
K													
L								2					
M													

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

RLM Phase Inhibits



Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for 0	1	2	3	4	5	6	7
0	ALL RED	0	5						
1	A48	1	6						
2	EWENNY NORTHBOUND	2	6						
3	EWENNY SOUTHBOUND	3	6						
4	PEDS ACROSS A48 NORTH	4	7						
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher
Conditioned	☑	☑	☐	☐	☑

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

○ Immediate Signals Or
◉ As Start-Up

Manual Mode Enable

◉ Always
○ When Handset Plugged in (Note
○ When 'MND' Command Entere

NOTE:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Manual Mode - Optional Phases Appearance

Manual Mode - Optional Phases Appearance

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Never Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Demand Dependant	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Always Appears	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	○	○	○

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Never Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Demand Dependant	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Always Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment

(•) SDE/SA Card
( ) Internal SDE/SA

Equipment Type
(•) SDE ( ) SA

Loop Spacing
( ) 3.05m (•) 3.66m

Note:
3.05m is Non-Standard

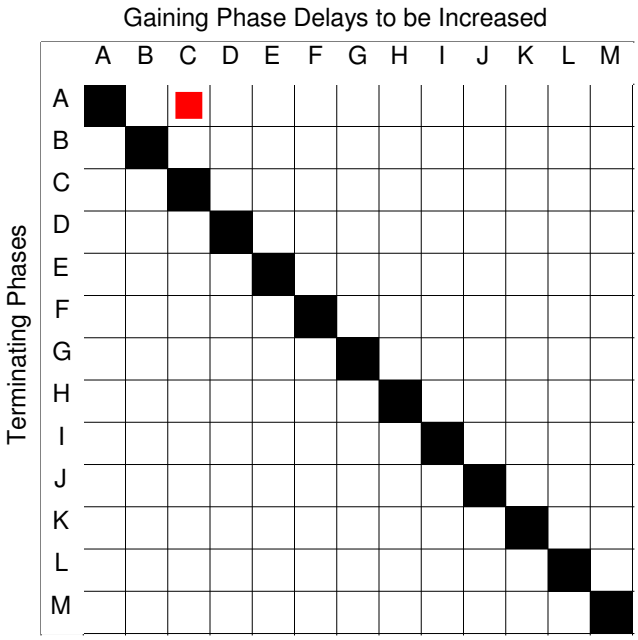
Number of
1

*
Assessor Types:
1 = Double SDE
2 = Triple SDE Inner
3 = Triple SDE Outer
4 = Speed Assessment

	Assesso Number	Assessor Input Name	Assesso Type *	Associated Phase	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force
	0	SDA1	1	A	A	3	☑	Q		☐
	1				B		☐	R		☐
	2				C		☐	S		☐
	3				D		☐	T		☐
	4				E		☐	U		☐
	5				F		☐	V		☐
	6				G		☐	W		☐
	7				H		☐	X		☐
	8				I		☐	Y		☐
	9				J		☐	Z		☐
	10				K		☐	A2		☐
	11				L		☐	B2		☐
	12				M		☐	C2		☐
	13				N		☐	D2		☐
	14				O		☐	E2		☐
	15				P		☐	F2		☐

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

SDE - Gaining Phase Delays Affected



Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Special Conditioning

```
; STREAM 0 JUNCTION, USE HANDSET COMMAND CFE0=1
; =====================================
IFT CFE0 THN
TRUE=1PTSTRM0
ELS
FALSE=1PTSTRM0
END

; STREAM 1 PUFFIN, USE HANDSET COMMAND CFE1=1
; =====================================

IFT CFE1 THN
TRUE=1PTSTRM1
ELS
FALSE=1PTSTRM1
END

; MANUAL PANNEL
;===============
(MODE0 EQL<6>)=MIL17                              ; IN MOVA MODE LITE HIGHER PRIORITY LED

; PED PHASES
;============
PHASEC=+UCST6                                     ; FORCE PED PHASE C TO REVERT TO STAGE 6

; MOVA DETECTION
;================
PRSLMPAH./LMUINHH=MOVADET24                       ; WAIT LAMP CONFIRM FOR PHASE H PED SETS MOVA OUTPUT 24
PRSLMPAK./LMUINHK=MOVADET29                       ; LATCHED OUTPUT TO MOVA WHEN PED K IS DEMANDED
KBSACTH=MOVADET28                                 ; DEMAND FROM KERBSIDE SETS MOVA OUTPUT 28

LCPHE+LCPHI+LCPHG+LCPHJ=SCRT1
SCRT1./(LCPHM+LCPHL)./(STAGE2+STAGE3)=MOVADET18

; TURN K OFF IN STAGE 3
; =====================

STAGE3.PHASEK./MINK=1AUXCMDK4
```

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	120	0	255	☐	MOVA TOGGLE	16		0	255	☐	
1	7	0	255	☐	DELAYED REVERT	17		0	255	☐	
2	2	0	255	☐	DEALYED REVERT TO PULSE	18		0	255	☐	
3	0.6	0	30	☑	DELAYED REVERT OP PULSE	19		0	255	☐	
4	16	0	255	☐	CLEARANCE HOLD	20		0	255	☐	
5	3	0	30	☑	GAP ON PHASE L	21		0	255	☐	
6	3	0	30	☑	GAP ON PHASE D	22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Works Order : 1573
EM Number : E21139
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Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Special Instructions

E11139

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM
SDE	F	B	6	I	48 - 55	104	1TBN
SDE	F	B	7	I	56 - 63		1TBP
SDE	F	C	8	I	64 - 71	104	1TBR
SDE	F	C	9	I	72 - 79		1TBS

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/003	Cabinet 8 Phase wired 8 Phase	1		
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23	667/1/27072/001	Cableform 8 Phase (long)			
24	667/1/27002/000	Lamp Switch Kit 8 Phase			
25	667/1/27003/000	I/O Kit	1		
26	667/1/27005/000	SDE Facility Kit	1		
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/423	Configuration Eprom (Issue 11. 5)	1		
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS	
41						
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)				
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)				
44	667/1/27056/000	Manual Panel Blanking Kit				
45						
46						Note 2:
47						Ancillary Processor PLD
48						Variants
49						101 OTU & LMU
50						102 OTU Only
51						103 LMU Only
52	667/7/25171/000	Current Transformer				104 OTU & LMU + Up/Download
53						105 OUT Only + Up/DownLoad
54						NB Controller Has built in LMU
55						So LMU on Ancillary Processor
56						Not required included for info
57						only.
58						
59						
60						Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase				Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase				starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase				TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase				driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit				sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA)(Fit Std UK)				4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)				Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)				until all sensors have been
69	667/1/27130/000	30A Controller Kit				used up.
70						TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase				TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU				TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU				TLB/z/12 - 4th sensor terminal
74						TLB/z/12 - 4th sensor terminal
75						
76						
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED				TLB/z/12 - 4th sensor terminal
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P				
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED				

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Special Instructions

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	ESL18	1	0	E
1	Q19	5	0	
2	ISL20	5	0	I
3	Q21	5	0	
4	GSL22	1	0	G
5	Q23	5	0	
6	JSL25	5	0	J
7	Q26	5	0	

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 0

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	0	0	I	DIN1	☑	☐	☐	☐	☐	I	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	1	I	DX2	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	2	I	DX3	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	3	I	DIN4	☑	☐	☐	☐	☐	I	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	4	I	LIN6	☑	☐	☐	☐	☐	I	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	5	I	LX7	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	6	I	LX8	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	7	I	LSL9	☑	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 1

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	8	0	I	FIN10	☑	☐	☐	☐	☐	I	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	I	FX11	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I	FX12	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	3	I	FX13	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I	DSL5	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	5	I	FSL14	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	6	I	DX27	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	7	I	SPARE1	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 2

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	16	0	I	MIN15	☑	☐	☐	☐	☐	I	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	1
○	17	1	I	MX16	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	2
○	18	2	I	MSL17	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	3	I	SPARE2	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	4	I	ESL18	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBJ	5
○	21	5	I	Q19	☑	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBJ	6
○	22	6	I	ISL20	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBJ	7
○	23	7	I	Q21	☑	☐	☐		☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 3

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	24	0	I	GSL22	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBL	1
○	25	1	I	Q23	☑	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBL	2
○	26	2	I	JSL25	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBL	3
○	27	3	I	Q26	☑	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBL	4
○	28	4	I	AX	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	5
○	29	5	I	AYZ	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	6
○	30	6	I	BX	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	7
○	31	7	I	BYZ	☑	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 6

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	48	0	I	SDA1a	☑	☐	☐	☐	☐	A	0	0.0	☐	☐	☑	☐	☐	☐	☐	☐	☐	1TBN	1
○	49	1	I	SDA1b	☑	☐	☐	☐	☐	A	0	0.0	☐	☐	☑	☐	☐	☐	☐	☐	☐	1TBN	2
○	50	2	I	KBSC1	☑	☐	☐	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	3
○	51	3	I	KBSC2	☑	☐	☐	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	4
○	52	4	I	PEDCN	☑	☐	☐	☐	☐	Y	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	5
○	53	5	I	PEDCS	☑	☐	☐	☐	☐	Y	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	6
○	54	6	I	ONCROSC1	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	7
○	55	7	I	ONCROSC2	☑	☐	☐		☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 7

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	56	0	I	PEDHN	☑	☐	☐	☐	☐	Y	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	1
○	57	1	I	PEDHS	☑	☐	☐	☐	☐	Y	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	2
○	58	2	I	ONCROSH1	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	3
○	59	3	I	ONCROSH2	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	4
○	60	4	I	KBSH1	☑	☐	☐	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	5
○	61	5	I	KBSH2	☑	☐	☐	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	6
○	62	6	I	DUM1	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	7
○	63	7	I	DUM2	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 8

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	64	0	I	PEDKN	☑	☐	☐	☐	☐	Y	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	1
○	65	1	I	PEDKS	☑	☐	☐	☐	☐	Y	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	2
○	66	2	I	ONCROSK1	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	3
○	67	3	I	ONCROSK2	☑	☐	☐	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	4
○	68	4	I	KBSK1	☑	☐	☐	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	5
○	69	5	I	KBSK2	☑	☐	☐	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	6
○	70	6	I	DUM3	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	7
○	71	7	I	DUM4	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required

Port Number & Type

Port: 9

○ ○ ◉ Inputs & Outputs

	DET	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Grou	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal
○	72	0	I	BUS31	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	1
○	73	1	I	BUS32	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	2
○	74	2	I	DUM5	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	3
○	75	3	I	DUM6	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	4
○	76	4	I	DUM7	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	5
○	77	5	I	DUM8	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	6
○	78	6	I	DUM9	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	7
○	79	7	I	DUM10	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	8

Add | Delete | Move | Clear Used By

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Aspect Drives

Aspect Drives

(•) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E -	Phase	1TBB	2
E -	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G -	Phase	1TBB	8
G -	Phase	1TBB	9
H - Red	Phase	1TBB	10
H -	Phase	1TBB	11
H -	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red	Phase	1TBC	1
I - Amber	Phase	1TBC	2
I - Green	Phase	1TBC	3
J - Red	Phase	1TBC	4
J - Amber	Phase	1TBC	5
J - Green	Phase	1TBC	6
K - Red	Phase	1TBC	7
K - Amber	Phase	1TBC	8
K - Green	Phase	1TBC	9
L - Red	Phase	1TBC	10
L - Amber	Phase	1TBC	11
L - Green	Phase	1TBC	12

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

Aspect Drives

Aspect Drives

○ A-L ◉ M-X ○ Y-F2

Phase Driver Card 2

	Used For	Term Block	Term No
M - Red	Phase	1TBD	1
M -	Phase	1TBD	2
M -	Phase	1TBD	3
N - Red			
N - Amber			
N - Green			
O - Red			
O -			
O -			
P - Red			
P - Amber			
P - Green			

Phase Driver Card 3

	Used For	Term Block	Term No
Q - Red			
Q -			
Q -			
R - Red			
R -			
R -			
S - Red			
S -			
S -			
T - Red			
T - Amber			
T - Green			

Phase Driver Card 3

	Used For	Term Block	Term No
U - Red			
U - Amber			
U - Green			
V - Red			
V - Amber			
V - Green			
W - Red			
W -			
W -			
X - Red			
X - Amber			
X - Green			

Works Order : 1573
EM Number : E21139
Engineer : T.R.Gardner
Intersection : BRIDGEND EWENNY R/ABOUT STREAM 0 Junction (MOVA STREAM 1 Puffin

I/O - DFM Group Timings

I/O - DFM Group Timings

Input	State	SET	SET	SET	SET
Group	Active (Mins)	10	10	10	10
	InActive (Hrs)	9	9	9	9
Group	Active (Mins)	20	20	20	20
	InActive (Hrs)	72	72	72	72
Group	Active (Mins)	120	120	120	120
	InActive (Hrs)	72	72	72	72
Group	Active (Mins)	10	10	10	10
	InActive (Hrs)	72	72	72	72
Group	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active	0	254
InActive	0	254

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Results Summary

User and Project Details

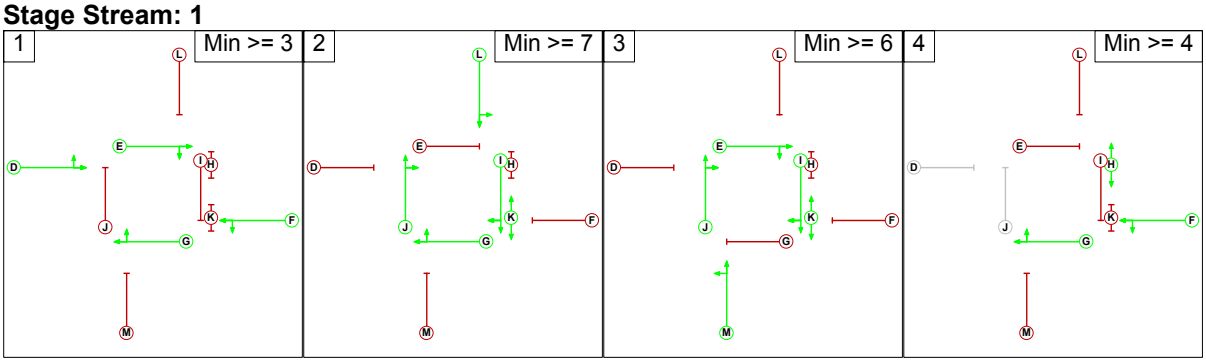
Project:	**Heronsbridge ALN School**
Title:	**A48/B4265 Ewenny Roundabout**
Location:	Bridgend
Client:	Kier Construction
Design Layout Ref:	Existing Layout
Date Started:	01/03/2026
Additional detail:	
File name:	988-Ewenny Rbt-v3.lsg3x

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2026 Survey Year, AM	2026 Survey Year AM (TF-101)	Network Control Plan 1	08:15 - 09:15	90	7.9	33.99
2	2027 Opening Year, AM	2027 Opening Year AM (TF-113)	Network Control Plan 1	08:15 - 09:15	90	-12.1	76.05
3	2033 Future Year, AM	2033 Future Year AM (TF-129)	Network Control Plan 1	08:15 - 09:15	90	-30.8	247.53
4	2026 Survey Year, PM1	2026 Survey Year PM1 (TF-102)	Network Control Plan 1	14:45 - 15:45	90	37.0	27.98
5	2027 Opening Year, PM1	2027 Opening Year PM1 (TF-114)	Network Control Plan 1	14:45 - 15:45	90	11.7	35.79
6	2033 Future Year, PM1	2033 Future Year PM1 (TF-130)	Network Control Plan 1	14:45 - 15:45	90	4.9	42.26
7	2026 Survey Year, PM2	2026 Survey Year PM2 (TF-103)	Network Control Plan 1	16:30 - 17:30	90	23.6	31.68
8	2027 Opening Year, PM2	2027 Opening Year PM2 (TF-115)	Network Control Plan 1	16:30 - 17:30	90	18.8	36.34
9	2033 Future Year, PM2	2033 Future Year PM2 (TF-131)	Network Control Plan 1	16:30 - 17:30	90	-5.5	65.71
10	2027 Opening Year (Alt.), AM	2027 Opening Year, AM (TF-132)	Network Control Plan 1	08:15 - 09:15	90	2.1	38.97
11	2027 Opening Year (Alt.). PM1	2027 Opening Year, PM1 (TF-133)	Network Control Plan 1	14:45 - 15:45	90	26.1	30.40
12	2027 Opening Year (Alt.), PM2	2027 Opening Year, PM2 (TF-134)	Network Control Plan 1	16:30 - 17:30	90	24.8	32.90

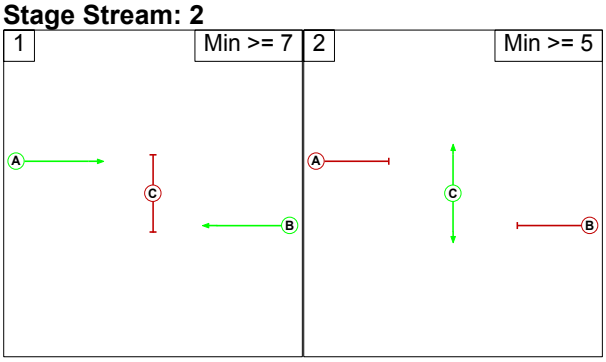
Stage Diagram

Stage Stream: 1



Results Summary

Stage Stream: 2

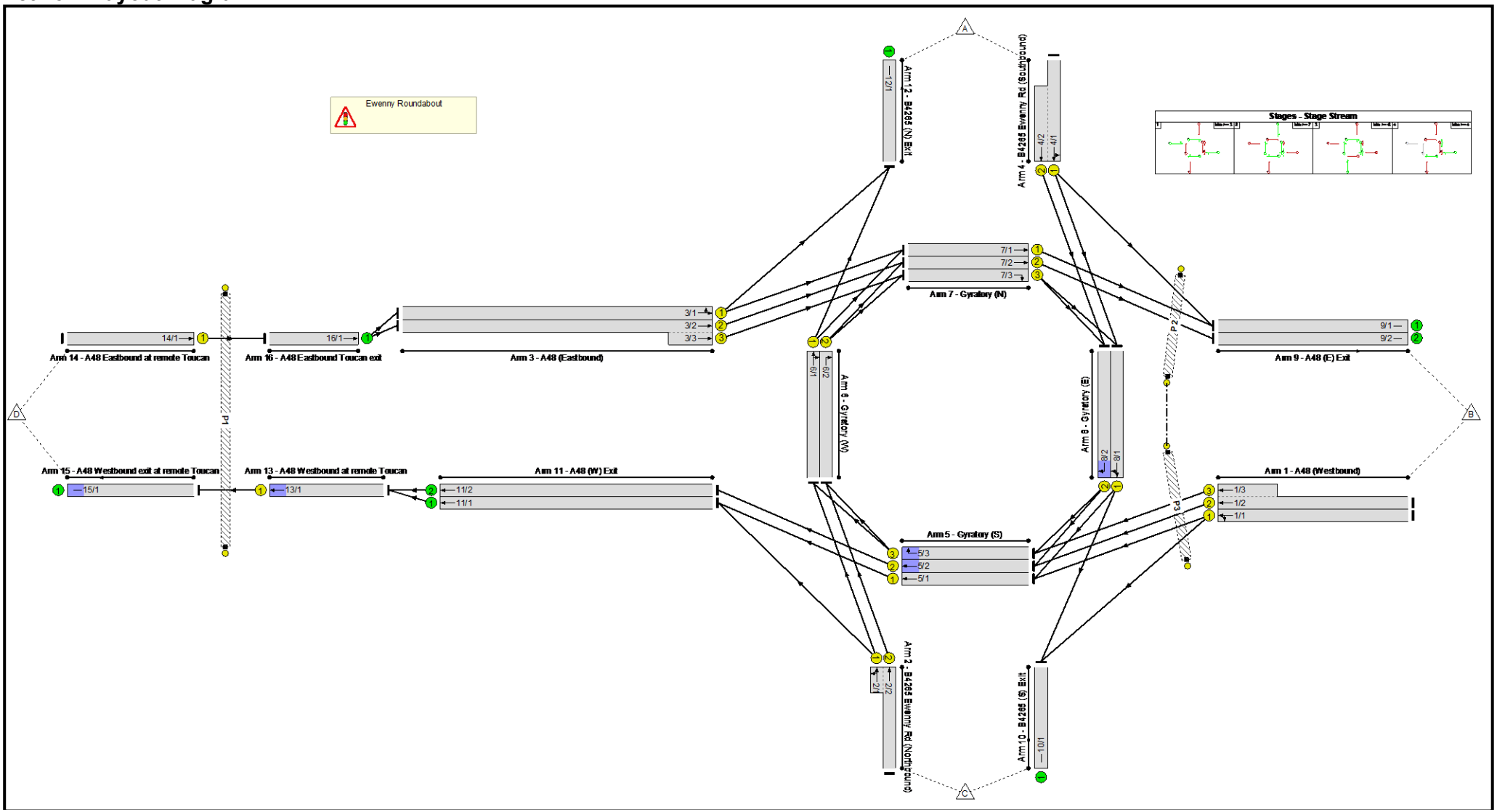


Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	5	-	-	-	-	-	-	-	-	-	-
	B	-		5	-	-	-	-	-	-	-	-	-	-
	C	6	6		-	-	-	-	-	-	-	-	-	-
	D	-	-	-		-	-	-	-	-	5	-	-	-
	E	-	-	-	-		-	-	7	-	-	-	6	-
	F	-	-	-	-	-		-	-	5	-	5	-	-
	G	-	-	-	-	-	-		-	-	-	-	-	5
	H	-	-	-	-	6	-	-		-	-	-	6	-
	I	-	-	-	-	-	5	-	-		-	-	-	-
	J	-	-	-	5	-	-	-	-	-		-	-	-
	K	-	-	-	-	-	8	-	-	-	-		-	-
	L	-	-	-	-	5	-	-	6	-	-	-		-
	M	-	-	-	-	-	-	5	-	-	-	-	-	

Results Summary

Network Layout Diagram



Results Summary

Traffic Flows, Actual

Scenario 1: '2026 Survey Year, AM' (FG1: '2026 Survey Year AM (TF-101)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	157	125	124	406
	B	99	0	148	407	654
	C	155	207	0	75	437
	D	184	788	71	0	1043
	Tot.	438	1152	344	606	2540

Scenario 2: '2027 Opening Year, AM' (FG4: '2027 Opening Year AM (TF-113)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	157	238	124	519
	B	99	0	166	407	672
	C	224	219	0	99	542
	D	184	788	113	0	1085
	Tot.	507	1164	517	630	2818

Scenario 3: '2033 Future Year, AM' (FG7: '2033 Future Year AM (TF-129)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	199	257	132	588
	B	119	0	203	458	780
	C	245	266	0	113	624
	D	196	971	125	0	1292
	Tot.	560	1436	585	703	3284

Scenario 4: '2026 Survey Year, PM1' (FG2: '2026 Survey Year PM1 (TF-102)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	103	127	197	427
	B	64	0	143	683	890
	C	146	153	0	96	395
	D	105	524	72	0	701
	Tot.	315	780	342	976	2413

Results Summary

Scenario 5: '2027 Opening Year, PM1' (FG5: '2027 Opening Year PM1 (TF-114)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	103	183	197	483
	B	64	0	151	683	898
	C	245	166	0	120	531
	D	105	524	85	0	714
	Tot.	414	793	419	1000	2626

Scenario 6: '2033 Future Year, PM1' (FG8: '2033 Future Year PM1 (TF-130)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	193	213	517
	B	69	0	163	738	970
	C	257	178	0	128	563
	D	113	566	91	0	770
	Tot.	439	855	447	1079	2820

Scenario 7: '2026 Survey Year, PM2' (FG3: '2026 Survey Year PM2 (TF-103)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	148	242	460
	B	52	0	118	821	991
	C	148	153	0	114	415
	D	105	561	97	0	763
	Tot.	305	784	363	1177	2629

Scenario 8: '2027 Opening Year, PM2' (FG6: '2027 Opening Year PM2 (TF-115)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	70	188	242	500
	B	52	0	124	821	997
	C	179	159	0	134	472
	D	105	561	118	0	784
	Tot.	336	790	430	1197	2753

Results Summary

Scenario 9: '2033 Future Year, PM2' (FG9: '2033 Future Year PM2 (TF-131)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	95	231	259	585
	B	125	0	192	1017	1334
	C	210	210	0	154	574
	D	112	651	144	0	907
	Tot.	447	956	567	1430	3400

Scenario 10: '2027 Opening Year (Alt.), AM' (FG10: '2027 Opening Year, AM (TF-132)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	119	208	94	421
	B	61	0	166	407	634
	C	164	219	0	99	482
	D	113	788	113	0	1014
	Tot.	338	1126	487	600	2551

Scenario 11: '2027 Opening Year (Alt.). PM1' (FG11: '2027 Opening Year, PM1 (TF-133)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	72	145	137	354
	B	49	0	151	683	883
	C	211	166	0	120	497
	D	81	524	85	0	690
	Tot.	341	762	381	940	2424

Scenario 12: '2027 Opening Year (Alt.), PM2' (FG12: '2027 Opening Year, PM2 (TF-134)', Plan 1: 'Network Control Plan 1')
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	61	169	211	441
	B	41	0	124	821	986
	C	148	159	0	134	441
	D	83	561	118	0	762
	Tot.	272	781	411	1166	2630

Results Summary

Network Results

Scenario 1: '2026 Survey Year, AM' (FG1: '2026 Survey Year AM (TF-101)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	34	270	1879	36.9%	5.1
1/2+1/3	A48 (Westbound) Ahead	F	34	384	2055:1915	43.0 : 43.0%	5.4
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	21	437	1915:1915	83.0 : 83.0%	10.9
3/1	A48 (Eastbound) Ahead Left	D	27	497	1915	83.4%	13.3
3/2+3/3	A48 (Eastbound) Ahead	D	27	546	2055:1915	82.1 : 82.1%	13.1
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	16	406	1838:1915	81.2 : 81.2%	8.8
5/1	Gyratory (S) Ahead	G	59	122	1760	10.4%	0.0
5/2	Gyratory (S) Ahead	G	59	409	1741	35.2%	3.7
5/3	Gyratory (S) Right	G	59	99	1717	8.6%	0.0
6/1	Gyratory (W) Right Ahead	J	43	306	1757	35.6%	2.6
6/2	Gyratory (W) Right	J	43	155	1717	18.5%	0.5
7/1	Gyratory (N) Ahead	E	44	365	1760	40.6%	1.6
7/2	Gyratory (N) Ahead	E	44	630	1741	70.8%	11.8
7/3	Gyratory (N) Right	E	44	71	1717	8.1%	0.7
8/1	Gyratory (E) Right Ahead	I	43	196	1760	22.8%	1.7
8/2	Gyratory (E) Right	I	43	124	1717	14.8%	0.6
9/1	A48 (E) Exit	-	-	522	1940	26.9%	0.2
9/2	A48 (E) Exit	-	-	630	1940	32.5%	0.2
10/1	B4265 (S) Exit	-	-	344	1940	17.7%	0.1
11/1	A48 (W) Exit Ahead	-	-	197	1965	10.0%	0.1
11/2	A48 (W) Exit Ahead	-	-	409	1965	20.8%	0.1
12/1	B4265 (N) Exit	-	-	438	1940	22.6%	1.8
13/1	A48 Westbound at remote Toucan Ahead	B	74	606	1940	37.5%	5.6
14/1	A48 Eastbound at remote Toucan Ahead	A	74	1043	1940	64.5%	10.2
15/1	A48 Westbound exit at remote Toucan	-	-	606	1940	31.2%	0.2
16/1	A48 Eastbound Toucan exit Ahead	-	-	1043	1940	53.8%	0.6
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	43	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	7.9	Total Delay for Signalled Lanes (pcuHr):	30.46	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s):	90
		PRC Over All Lanes (%):	7.9	Total Delay Over All Lanes(pcuHr):	33.99		

Results Summary

Scenario 2: '2027 Opening Year, AM' (FG4: '2027 Opening Year AM (TF-113)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	30	278	1876	43.0%	5.7
1/2+1/3	A48 (Westbound) Ahead	F	30	394	2055:1915	49.3 : 49.3%	6.1
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	23	542	1915:1915	100.7 : 100.7%	25.4
3/1	A48 (Eastbound) Ahead Left	D	23	502	1915	98.3%	21.7
3/2+3/3	A48 (Eastbound) Ahead	D	23	583	2055:1915	98.5 : 98.5%	23.2
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	18	519	1860:1915	100.8 : 100.8%	22.8
5/1	Gyratory (S) Ahead	G	57	112	1760	9.9%	0.0
5/2	Gyratory (S) Ahead	G	57	419	1741	37.3%	4.4
5/3	Gyratory (S) Right	G	57	99	1717	8.9%	0.0
6/1	Gyratory (W) Right Ahead	J	47	419	1755	44.5%	3.3
6/2	Gyratory (W) Right	J	47	123	1717	13.3%	0.3
7/1	Gyratory (N) Ahead	E	42	414	1760	48.0%	2.5
7/2	Gyratory (N) Ahead	E	42	593	1741	69.6%	11.2
7/3	Gyratory (N) Right	E	42	113	1717	13.5%	1.2
8/1	Gyratory (E) Right Ahead	I	47	351	1760	37.2%	3.9
8/2	Gyratory (E) Right	I	47	124	1717	13.4%	0.1
9/1	A48 (E) Exit	-	-	571	1940	29.3%	0.2
9/2	A48 (E) Exit	-	-	593	1940	30.5%	0.2
10/1	B4265 (S) Exit	-	-	517	1940	26.5%	5.1
11/1	A48 (W) Exit Ahead	-	-	211	1965	10.7%	0.1
11/2	A48 (W) Exit Ahead	-	-	419	1965	21.3%	0.1
12/1	B4265 (N) Exit	-	-	507	1940	26.1%	1.9
13/1	A48 Westbound at remote Toucan Ahead	B	74	630	1940	38.9%	5.6
14/1	A48 Eastbound at remote Toucan Ahead	A	74	1085	1940	67.1%	11.3
15/1	A48 Westbound exit at remote Toucan	-	-	630	1940	32.4%	0.2
16/1	A48 Eastbound Toucan exit Ahead	-	-	1085	1940	55.9%	0.6
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	47	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	-12.1	Total Delay for Signalled Lanes (pcuHr):	72.13	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	34.1	Total Delay for Signalled Lanes (pcuHr):	2.06	Cycle Time (s):	90
		PRC Over All Lanes (%):	-12.1	Total Delay Over All Lanes(pcuHr):	76.05		

Results Summary

Scenario 3: '2033 Future Year, AM' (FG7: '2033 Future Year AM (TF-129)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	30	325	1874	50.3%	6.9
1/2+1/3	A48 (Westbound) Ahead	F	30	455	2055:1915	56.5 : 56.5%	7.2
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	23	624	1915:1915	116.5 : 116.5%	64.9
3/1	A48 (Eastbound) Ahead Left	D	23	601	1915	117.7%	65.6
3/2+3/3	A48 (Eastbound) Ahead	D	23	691	2055:1915	117.5 : 117.5%	74.0
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	18	588	1854:1915	116.5 : 116.5%	60.4
5/1	Gyratory (S) Ahead	G	57	122	1760	10.8%	0.0
5/2	Gyratory (S) Ahead	G	57	468	1741	40.0%	5.4
5/3	Gyratory (S) Right	G	57	119	1717	10.8%	0.0
6/1	Gyratory (W) Right Ahead	J	47	496	1755	47.3%	3.8
6/2	Gyratory (W) Right	J	47	134	1717	12.6%	0.3
7/1	Gyratory (N) Ahead	E	42	537	1760	53.2%	3.4
7/2	Gyratory (N) Ahead	E	42	700	1741	70.1%	11.3
7/3	Gyratory (N) Right	E	42	125	1717	12.7%	1.1
8/1	Gyratory (E) Right Ahead	I	47	382	1760	34.8%	3.1
8/2	Gyratory (E) Right	I	47	132	1717	12.4%	0.1
9/1	A48 (E) Exit	-	-	736	1940	32.4%	0.2
9/2	A48 (E) Exit	-	-	700	1940	30.8%	0.2
10/1	B4265 (S) Exit	-	-	585	1940	27.3%	6.1
11/1	A48 (W) Exit Ahead	-	-	235	1965	11.1%	0.1
11/2	A48 (W) Exit Ahead	-	-	468	1965	22.9%	0.1
12/1	B4265 (N) Exit	-	-	560	1940	25.6%	1.9
13/1	A48 Westbound at remote Toucan Ahead	B	74	703	1940	41.3%	7.1
14/1	A48 Eastbound at remote Toucan Ahead	A	74	1292	1940	79.9%	17.8
15/1	A48 Westbound exit at remote Toucan	-	-	703	1940	34.5%	0.3
16/1	A48 Eastbound Toucan exit Ahead	-	-	1292	1940	66.6%	1.0
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	47	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	-30.8	Total Delay for Signalled Lanes (pcuHr):	241.66	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	12.6	Total Delay for Signalled Lanes (pcuHr):	3.55	Cycle Time (s):	90
		PRC Over All Lanes (%):	-30.8	Total Delay Over All Lanes(pcuHr):	247.53		

Results Summary

Scenario 4: '2026 Survey Year, PM1' (FG2: '2026 Survey Year PM1 (TF-102)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	30	409	1892	62.8%	9.4
1/2+1/3	A48 (Westbound) Ahead	F	30	481	2055:1915	63.9 : 63.9%	9.7
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	25	395	1915:1915	64.2 : 64.2%	7.5
3/1	A48 (Eastbound) Ahead Left	D	23	323	1915	63.3%	6.9
3/2+3/3	A48 (Eastbound) Ahead	D	23	378	2055:1915	64.0 : 64.0%	6.2
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	16	427	1853:1915	65.7 : 65.7%	6.3
5/1	Gyratory (S) Ahead	G	55	266	1760	24.3%	0.0
5/2	Gyratory (S) Ahead	G	55	614	1741	56.7%	7.5
5/3	Gyratory (S) Right	G	55	64	1717	6.0%	0.0
6/1	Gyratory (W) Right Ahead	J	47	218	1759	23.2%	1.7
6/2	Gyratory (W) Right	J	47	145	1717	15.8%	0.5
7/1	Gyratory (N) Ahead	E	44	226	1760	25.1%	1.6
7/2	Gyratory (N) Ahead	E	44	451	1741	50.7%	6.5
7/3	Gyratory (N) Right	E	44	72	1717	8.2%	1.1
8/1	Gyratory (E) Right Ahead	I	47	199	1760	21.2%	1.7
8/2	Gyratory (E) Right	I	47	197	1717	21.5%	2.5
9/1	A48 (E) Exit	-	-	329	1940	17.0%	0.1
9/2	A48 (E) Exit	-	-	451	1940	23.2%	0.2
10/1	B4265 (S) Exit	-	-	342	1940	17.6%	0.7
11/1	A48 (W) Exit Ahead	-	-	362	1965	18.4%	0.1
11/2	A48 (W) Exit Ahead	-	-	614	1965	31.2%	0.2
12/1	B4265 (N) Exit	-	-	315	1940	16.2%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	976	1940	60.4%	15.3
14/1	A48 Eastbound at remote Toucan Ahead	A	74	701	1940	43.4%	4.9
15/1	A48 Westbound exit at remote Toucan	-	-	976	1940	50.3%	0.5
16/1	A48 Eastbound Toucan exit Ahead	-	-	701	1940	36.1%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	47	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	37.0	Total Delay for Signalled Lanes (pcuHr):	24.97	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	49.1	Total Delay for Signalled Lanes (pcuHr):	1.43	Cycle Time (s):	90
		PRC Over All Lanes (%):	37.0	Total Delay Over All Lanes(pcuHr):	27.98		

Results Summary

Scenario 5: '2027 Opening Year, PM1' (FG5: '2027 Opening Year PM1 (TF-114)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	26	410	1891	72.3%	10.4
1/2+1/3	A48 (Westbound) Ahead	F	26	488	2055:1915	73.8 : 73.8%	11.0
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	28	531	1915:1915	80.5 : 80.5%	12.7
3/1	A48 (Eastbound) Ahead Left	D	19	320	1915	75.2%	8.1
3/2+3/3	A48 (Eastbound) Ahead	D	19	394	2055:1915	77.4 : 77.4%	8.1
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	17	483	1865:1915	76.8 : 76.8%	8.4
5/1	Gyratory (S) Ahead	G	52	259	1760	25.0%	0.0
5/2	Gyratory (S) Ahead	G	52	621	1741	60.6%	8.4
5/3	Gyratory (S) Right	G	52	64	1717	6.3%	0.0
6/1	Gyratory (W) Right Ahead	J	51	319	1759	31.4%	1.8
6/2	Gyratory (W) Right	J	51	156	1717	15.7%	0.1
7/1	Gyratory (N) Ahead	E	43	225	1760	25.6%	1.6
7/2	Gyratory (N) Ahead	E	43	465	1741	53.4%	7.4
7/3	Gyratory (N) Right	E	43	85	1717	9.9%	1.3
8/1	Gyratory (E) Right Ahead	I	51	268	1760	26.4%	2.5
8/2	Gyratory (E) Right	I	51	197	1717	19.9%	2.5
9/1	A48 (E) Exit	-	-	328	1940	16.9%	0.1
9/2	A48 (E) Exit	-	-	465	1940	24.0%	0.2
10/1	B4265 (S) Exit	-	-	419	1940	21.6%	2.9
11/1	A48 (W) Exit Ahead	-	-	379	1965	19.3%	0.1
11/2	A48 (W) Exit Ahead	-	-	621	1965	31.6%	0.2
12/1	B4265 (N) Exit	-	-	414	1940	21.3%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	1000	1940	61.9%	15.7
14/1	A48 Eastbound at remote Toucan Ahead	A	74	714	1940	44.2%	5.0
15/1	A48 Westbound exit at remote Toucan	-	-	1000	1940	51.5%	0.5
16/1	A48 Eastbound Toucan exit Ahead	-	-	714	1940	36.8%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	51	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	32.50	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	45.5	Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s):	90
		PRC Over All Lanes (%):	11.7	Total Delay Over All Lanes(pcuHr):	35.79		

Results Summary

Scenario 6: '2033 Future Year, PM1' (FG8: '2033 Future Year PM1 (TF-130)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	26	444	1891	78.3%	11.9
1/2+1/3	A48 (Westbound) Ahead	F	26	526	2055:1915	79.5 : 79.5%	12.7
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	28	563	1915:1915	85.8 : 85.8%	14.7
3/1	A48 (Eastbound) Ahead Left	D	19	349	1915	82.0%	9.9
3/2+3/3	A48 (Eastbound) Ahead	D	19	421	2055:1915	82.7 : 82.7%	9.8
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	17	517	1864:1915	81.7 : 81.7%	9.4
5/1	Gyratory (S) Ahead	G	52	281	1760	27.1%	0.0
5/2	Gyratory (S) Ahead	G	52	670	1741	65.3%	9.4
5/3	Gyratory (S) Right	G	52	69	1717	6.8%	0.0
6/1	Gyratory (W) Right Ahead	J	51	346	1759	34.0%	1.9
6/2	Gyratory (W) Right	J	51	158	1717	15.9%	0.1
7/1	Gyratory (N) Ahead	E	43	256	1760	29.1%	1.6
7/2	Gyratory (N) Ahead	E	43	488	1741	56.1%	8.2
7/3	Gyratory (N) Right	E	43	91	1717	10.6%	1.3
8/1	Gyratory (E) Right Ahead	I	51	284	1760	27.9%	2.9
8/2	Gyratory (E) Right	I	51	213	1717	21.5%	3.0
9/1	A48 (E) Exit	-	-	367	1940	18.9%	0.1
9/2	A48 (E) Exit	-	-	488	1940	25.2%	0.2
10/1	B4265 (S) Exit	-	-	447	1940	23.0%	4.5
11/1	A48 (W) Exit Ahead	-	-	409	1965	20.8%	0.1
11/2	A48 (W) Exit Ahead	-	-	670	1965	34.1%	0.3
12/1	B4265 (N) Exit	-	-	439	1940	22.6%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	1079	1940	66.7%	17.1
14/1	A48 Eastbound at remote Toucan Ahead	A	74	770	1940	47.6%	5.6
15/1	A48 Westbound exit at remote Toucan	-	-	1079	1940	55.6%	0.6
16/1	A48 Eastbound Toucan exit Ahead	-	-	770	1940	39.7%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	51	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	4.9	Total Delay for Signalled Lanes (pcuHr):	38.43	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	34.8	Total Delay for Signalled Lanes (pcuHr):	1.90	Cycle Time (s):	90
		PRC Over All Lanes (%):	4.9	Total Delay Over All Lanes(pcuHr):	42.26		

Results Summary

Scenario 7: '2026 Survey Year, PM2' (FG3: '2026 Survey Year PM2 (TF-103)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	32	466	1898	67.0%	10.7
1/2+1/3	A48 (Westbound) Ahead	F	32	525	2055:1915	66.7 : 66.7%	11.0
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	24	415	1915:1915	70.3 : 70.3%	8.6
3/1	A48 (Eastbound) Ahead Left	D	25	347	1915	62.7%	7.0
3/2+3/3	A48 (Eastbound) Ahead	D	25	416	2055:1915	64.1 : 64.1%	6.2
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	15	460	1873:1915	70.9 : 70.9%	6.7
5/1	Gyratory (S) Ahead	G	56	366	1760	32.8%	0.1
5/2	Gyratory (S) Ahead	G	56	697	1741	63.2%	8.9
5/3	Gyratory (S) Right	G	56	52	1717	4.8%	0.0
6/1	Gyratory (W) Right Ahead	J	45	206	1759	22.9%	1.4
6/2	Gyratory (W) Right	J	45	147	1717	16.8%	0.5
7/1	Gyratory (N) Ahead	E	45	248	1760	27.0%	2.0
7/2	Gyratory (N) Ahead	E	45	466	1741	51.3%	6.4
7/3	Gyratory (N) Right	E	45	97	1717	10.8%	1.5
8/1	Gyratory (E) Right Ahead	I	45	263	1770	29.1%	3.6
8/2	Gyratory (E) Right	I	45	224	1717	25.5%	3.4
9/1	A48 (E) Exit	-	-	318	1940	16.4%	0.1
9/2	A48 (E) Exit	-	-	466	1940	24.0%	0.2
10/1	B4265 (S) Exit	-	-	363	1940	18.7%	2.9
11/1	A48 (W) Exit Ahead	-	-	480	1965	24.4%	0.2
11/2	A48 (W) Exit Ahead	-	-	697	1965	35.5%	0.3
12/1	B4265 (N) Exit	-	-	305	1940	15.7%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	1177	1940	72.8%	19.1
14/1	A48 Eastbound at remote Toucan Ahead	A	74	763	1940	47.2%	5.5
15/1	A48 Westbound exit at remote Toucan	-	-	1177	1940	60.7%	0.8
16/1	A48 Eastbound Toucan exit Ahead	-	-	763	1940	39.3%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	45	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	27.0	Total Delay for Signalled Lanes (pcuHr):	27.57	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	23.6	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s):	90
		PRC Over All Lanes (%):	23.6	Total Delay Over All Lanes(pcuHr):	31.68		

Results Summary

Scenario 8: '2027 Opening Year, PM2' (FG6: '2027 Opening Year PM2 (TF-115)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	29	467	1897	73.9%	11.6
1/2+1/3	A48 (Westbound) Ahead	F	29	530	2055:1915	73.8 : 73.8%	12.1
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	26	472	1915:1915	75.7 : 75.7%	10.6
3/1	A48 (Eastbound) Ahead Left	D	22	346	1915	70.7%	7.9
3/2+3/3	A48 (Eastbound) Ahead	D	22	438	2055:1915	73.6 : 73.6%	7.3
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	16	500	1877:1915	72.8 : 72.8%	7.3
5/1	Gyratory (S) Ahead	G	54	343	1760	31.9%	0.0
5/2	Gyratory (S) Ahead	G	54	720	1741	67.7%	9.5
5/3	Gyratory (S) Right	G	54	52	1717	5.0%	0.0
6/1	Gyratory (W) Right Ahead	J	48	239	1759	25.0%	1.4
6/2	Gyratory (W) Right	J	48	151	1717	16.2%	0.1
7/1	Gyratory (N) Ahead	E	44	249	1760	27.7%	2.0
7/2	Gyratory (N) Ahead	E	44	471	1741	52.9%	7.0
7/3	Gyratory (N) Right	E	44	118	1717	13.4%	1.8
8/1	Gyratory (E) Right Ahead	I	48	306	1760	31.9%	6.4
8/2	Gyratory (E) Right	I	48	242	1717	25.9%	3.9
9/1	A48 (E) Exit	-	-	319	1940	16.4%	0.1
9/2	A48 (E) Exit	-	-	471	1940	24.3%	0.2
10/1	B4265 (S) Exit	-	-	430	1940	22.2%	6.8
11/1	A48 (W) Exit Ahead	-	-	477	1965	24.3%	0.2
11/2	A48 (W) Exit Ahead	-	-	720	1965	36.6%	0.3
12/1	B4265 (N) Exit	-	-	336	1940	17.3%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	1197	1940	74.0%	19.2
14/1	A48 Eastbound at remote Toucan Ahead	A	74	784	1940	48.5%	5.9
15/1	A48 Westbound exit at remote Toucan	-	-	1197	1940	61.7%	0.8
16/1	A48 Eastbound Toucan exit Ahead	-	-	784	1940	40.4%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	48	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):	31.95	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	21.6	Total Delay for Signalled Lanes (pcuHr):	2.26	Cycle Time (s):	90
		PRC Over All Lanes (%):	18.8	Total Delay Over All Lanes(pcuHr):	36.34		

Results Summary

Scenario 9: '2033 Future Year, PM2' (FG9: '2033 Future Year PM2 (TF-131)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	30	610	1894	93.5%	20.4
1/2+1/3	A48 (Westbound) Ahead	F	30	724	2055:1915	94.4 : 94.4%	22.5
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	25	574	1915:1915	95.0 : 95.0%	19.0
3/1	A48 (Eastbound) Ahead Left	D	23	404	1915	79.1%	10.5
3/2+3/3	A48 (Eastbound) Ahead	D	23	503	2055:1915	80.7 : 80.7%	10.1
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	16	585	1874:1915	92.1 : 92.1%	12.8
5/1	Gyratory (S) Ahead	G	55	418	1760	38.2%	0.0
5/2	Gyratory (S) Ahead	G	55	858	1741	79.2%	13.5
5/3	Gyratory (S) Right	G	55	125	1717	11.7%	0.0
6/1	Gyratory (W) Right Ahead	J	47	356	1759	37.9%	3.4
6/2	Gyratory (W) Right	J	47	189	1717	20.6%	0.2
7/1	Gyratory (N) Ahead	E	44	313	1760	34.8%	2.5
7/2	Gyratory (N) Ahead	E	44	548	1741	61.6%	9.2
7/3	Gyratory (N) Right	E	44	144	1717	16.4%	2.0
8/1	Gyratory (E) Right Ahead	I	47	375	1760	40.0%	8.4
8/2	Gyratory (E) Right	I	47	259	1717	28.3%	4.3
9/1	A48 (E) Exit	-	-	408	1940	21.0%	0.1
9/2	A48 (E) Exit	-	-	548	1940	28.2%	0.2
10/1	B4265 (S) Exit	-	-	567	1940	29.2%	11.2
11/1	A48 (W) Exit Ahead	-	-	572	1965	29.1%	0.2
11/2	A48 (W) Exit Ahead	-	-	858	1965	43.7%	0.4
12/1	B4265 (N) Exit	-	-	447	1940	23.0%	1.8
13/1	A48 Westbound at remote Toucan Ahead	B	74	1430	1940	88.5%	30.2
14/1	A48 Eastbound at remote Toucan Ahead	A	74	907	1940	56.1%	7.7
15/1	A48 Westbound exit at remote Toucan	-	-	1430	1940	73.7%	1.4
16/1	A48 Eastbound Toucan exit Ahead	-	-	907	1940	46.8%	0.4
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	47	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	-5.5	Total Delay for Signalled Lanes (pcuHr):	58.66	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	1.7	Total Delay for Signalled Lanes (pcuHr):	3.79	Cycle Time (s):	90
		PRC Over All Lanes (%):	-5.5	Total Delay Over All Lanes(pcuHr):	65.71		

Results Summary

Scenario 10: '2027 Opening Year (Alt.), AM' (FG10: '2027 Opening Year, AM (TF-132)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	31	277	1876	41.5%	5.6
1/2+1/3	A48 (Westbound) Ahead	F	31	357	2055:1915	45.3 : 45.3%	5.9
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	23	482	1915:1915	86.4 : 86.4%	13.0
3/1	A48 (Eastbound) Ahead Left	D	24	469	1915	88.2%	14.6
3/2+3/3	A48 (Eastbound) Ahead	D	24	545	2055:1915	88.1 : 88.1%	14.9
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	17	421	1864:1915	87.7 : 87.7%	11.1
5/1	Gyratory (S) Ahead	G	57	111	1760	9.8%	0.0
5/2	Gyratory (S) Ahead	G	57	390	1741	34.8%	4.4
5/3	Gyratory (S) Right	G	57	61	1717	5.5%	0.0
6/1	Gyratory (W) Right Ahead	J	46	293	1755	32.0%	1.7
6/2	Gyratory (W) Right	J	46	151	1717	16.8%	0.1
7/1	Gyratory (N) Ahead	E	43	424	1760	48.2%	3.9
7/2	Gyratory (N) Ahead	E	43	583	1741	67.0%	10.9
7/3	Gyratory (N) Right	E	43	113	1717	13.2%	1.3
8/1	Gyratory (E) Right Ahead	I	46	321	1760	34.9%	4.5
8/2	Gyratory (E) Right	I	46	94	1717	10.5%	0.0
9/1	A48 (E) Exit	-	-	543	1940	28.0%	0.2
9/2	A48 (E) Exit	-	-	583	1940	30.1%	0.2
10/1	B4265 (S) Exit	-	-	487	1940	25.1%	5.6
11/1	A48 (W) Exit Ahead	-	-	210	1965	10.7%	0.1
11/2	A48 (W) Exit Ahead	-	-	390	1965	19.8%	0.1
12/1	B4265 (N) Exit	-	-	338	1940	17.4%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	600	1940	37.1%	5.5
14/1	A48 Eastbound at remote Toucan Ahead	A	74	1014	1940	62.7%	9.6
15/1	A48 Westbound exit at remote Toucan	-	-	600	1940	30.9%	0.2
16/1	A48 Eastbound Toucan exit Ahead	-	-	1014	1940	52.3%	0.5
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	46	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	35.55	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	43.5	Total Delay for Signalled Lanes (pcuHr):	1.76	Cycle Time (s):	90
		PRC Over All Lanes (%):	2.1	Total Delay Over All Lanes(pcuHr):	38.97		

Results Summary

Scenario 11: '2027 Opening Year (Alt.). PM1' (FG11: '2027 Opening Year, PM1 (TF-133)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	27	409	1891	69.5%	10.1
1/2+1/3	A48 (Westbound) Ahead	F	27	474	2055:1915	70.2 : 70.2%	10.6
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	30	497	1915:1915	70.2 : 70.2%	10.2
3/1	A48 (Eastbound) Ahead Left	D	20	309	1915	69.2%	7.2
3/2+3/3	A48 (Eastbound) Ahead	D	20	381	2055:1915	71.4 : 71.4%	7.0
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	14	354	1869:1915	69.7 : 69.7%	6.2
5/1	Gyratory (S) Ahead	G	50	258	1760	25.9%	0.0
5/2	Gyratory (S) Ahead	G	50	562	1741	57.0%	8.3
5/3	Gyratory (S) Right	G	50	49	1717	5.0%	0.0
6/1	Gyratory (W) Right Ahead	J	50	267	1759	26.8%	1.4
6/2	Gyratory (W) Right	J	50	159	1717	16.3%	0.1
7/1	Gyratory (N) Ahead	E	46	235	1760	25.0%	2.5
7/2	Gyratory (N) Ahead	E	46	455	1741	49.0%	6.9
7/3	Gyratory (N) Right	E	46	85	1717	9.3%	1.4
8/1	Gyratory (E) Right Ahead	I	50	230	1760	23.1%	2.5
8/2	Gyratory (E) Right	I	50	137	1717	14.1%	1.0
9/1	A48 (E) Exit	-	-	307	1940	15.8%	0.1
9/2	A48 (E) Exit	-	-	455	1940	23.5%	0.2
10/1	B4265 (S) Exit	-	-	381	1940	19.6%	4.5
11/1	A48 (W) Exit Ahead	-	-	378	1965	19.2%	0.1
11/2	A48 (W) Exit Ahead	-	-	562	1965	28.6%	0.2
12/1	B4265 (N) Exit	-	-	341	1940	17.6%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	940	1940	58.1%	15.7
14/1	A48 Eastbound at remote Toucan Ahead	A	74	690	1940	42.7%	4.8
15/1	A48 Westbound exit at remote Toucan	-	-	940	1940	48.5%	0.5
16/1	A48 Eastbound Toucan exit Ahead	-	-	690	1940	35.6%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	50	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	26.1	Total Delay for Signalled Lanes (pcuHr):	27.38	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	54.8	Total Delay for Signalled Lanes (pcuHr):	1.47	Cycle Time (s):	90
		PRC Over All Lanes (%):	26.1	Total Delay Over All Lanes(pcuHr):	30.40		

Results Summary

Scenario 12: '2027 Opening Year (Alt.), PM2' (FG12: '2027 Opening Year, PM2 (TF-134)', Plan 1: 'Network Control Plan 1')

Results Summary

Item	Lane Description	Full Phase	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Deg Sat (%)	Mean Max Queue (pcu)
1/1	A48 (Westbound) Ahead Left	F	30	466	1897	71.3%	11.3
1/2+1/3	A48 (Westbound) Ahead	F	30	520	2055:1915	70.7 : 70.7%	11.7
2/2+2/1	B4265 Ewenny Rd (Northbound) Ahead Left	M	26	441	1915:1915	70.0 : 70.0%	9.1
3/1	A48 (Eastbound) Ahead Left	D	23	335	1915	65.6%	7.1
3/2+3/3	A48 (Eastbound) Ahead	D	23	427	2055:1915	68.9 : 68.9%	6.5
4/1+4/2	B4265 Ewenny Rd (Southbound) Ahead Left	L	15	441	1878:1915	68.9 : 68.9%	6.5
5/1	Gyratory (S) Ahead	G	54	342	1760	31.8%	0.0
5/2	Gyratory (S) Ahead	G	54	690	1741	64.9%	9.4
5/3	Gyratory (S) Right	G	54	41	1717	3.9%	0.0
6/1	Gyratory (W) Right Ahead	J	47	196	1759	20.9%	1.1
6/2	Gyratory (W) Right	J	47	152	1717	16.6%	0.5
7/1	Gyratory (N) Ahead	E	45	259	1760	28.2%	2.5
7/2	Gyratory (N) Ahead	E	45	461	1741	50.7%	6.5
7/3	Gyratory (N) Right	E	45	118	1717	13.2%	1.9
8/1	Gyratory (E) Right Ahead	I	47	287	1760	30.6%	6.4
8/2	Gyratory (E) Right	I	47	211	1717	23.0%	3.0
9/1	A48 (E) Exit	-	-	320	1940	16.5%	0.1
9/2	A48 (E) Exit	-	-	461	1940	23.8%	0.2
10/1	B4265 (S) Exit	-	-	411	1940	21.2%	6.8
11/1	A48 (W) Exit Ahead	-	-	476	1965	24.2%	0.2
11/2	A48 (W) Exit Ahead	-	-	690	1965	35.1%	0.3
12/1	B4265 (N) Exit	-	-	272	1940	14.0%	0.1
13/1	A48 Westbound at remote Toucan Ahead	B	74	1166	1940	72.1%	19.1
14/1	A48 Eastbound at remote Toucan Ahead	A	74	762	1940	47.1%	5.5
15/1	A48 Westbound exit at remote Toucan	-	-	1166	1940	60.1%	0.8
16/1	A48 Eastbound Toucan exit Ahead	-	-	762	1940	39.3%	0.3
P1	Remote Toucan	C	5	0	-	0.0%	-
P2	A48 East Arm Exit	H	6	0	-	0.0%	-
P3	A48 East Arm - Entry	K	47	0	-	0.0%	-

Results Summary

C1 - Bridgend Ewenny R/About	Stream: 1	PRC for Signalled Lanes (%):	26.2	Total Delay for Signalled Lanes (pcuHr):	28.74	Cycle Time (s):	90
C1 - Bridgend Ewenny R/About	Stream: 2	PRC for Signalled Lanes (%):	24.8	Total Delay for Signalled Lanes (pcuHr):	2.16	Cycle Time (s):	90
		PRC Over All Lanes (%):	24.8	Total Delay Over All Lanes(pcuHr):	32.90		