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Former Ely Brickworks
Woden Park
Vale of Glamorgan

Land Restoration Development
Final Report
March 2015

LAND RESTORATION DEVELOPMENT

AT

FORMER ELY BRICKWORKS

Woden Park

Vale of Glamorgan

TRANSPORT EVALUATION

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LAND RESTORATION DEVELOPMENT

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FORMER ELY BRICKWORKS
WODEN PARK
VALE OF GLAMORGAN
CF5 5LB

TRANSPORT EVALUATION

FINAL REPORT

Ref: ENG-0041-Former Brickworks Ely

Report Produced For:	Matt Feakins Camlea Ltd
Report Produced By:	Vemco Consulting
Report Date:	March, 2015

	Name	Signature	Date
Prepared By	Sujeet Kumar Modi		04/03/15
Checked & Reviewed by	Basil Jackson		05/03/15
Approved By	Basil Jackson		05/03/15
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Note: The above form is for Vemco Ltd Client Satisfaction System purposes only.

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This report is submitted in support of a planning application to restore part of the land that formerly constituted Ely Brickworks. Located at Woden Park, off Cwrt Yr Ala Road, CF5 5QS, the site has an area of around 7.6 ha and has remained a derelict mineral site for a number of years. The site is located opposite the Ely Distribution Centre and immediately adjacent to an area that has already received planning permission for a solar park development. The proposed development can be accessed off the Cwrt-yr-Ala Road, opposite the Caerau Ely football ground.

1.1.2 The site is located in open countryside, within the Cwrt-yr-Ala Basin Special Landscape Area and entirely within the administrative area of Vale of Glamorgan Council, whereas Cwrt-Yr-Ala Road lies within Cardiff's administrative boundary.

Plate 1.1:   Site Location
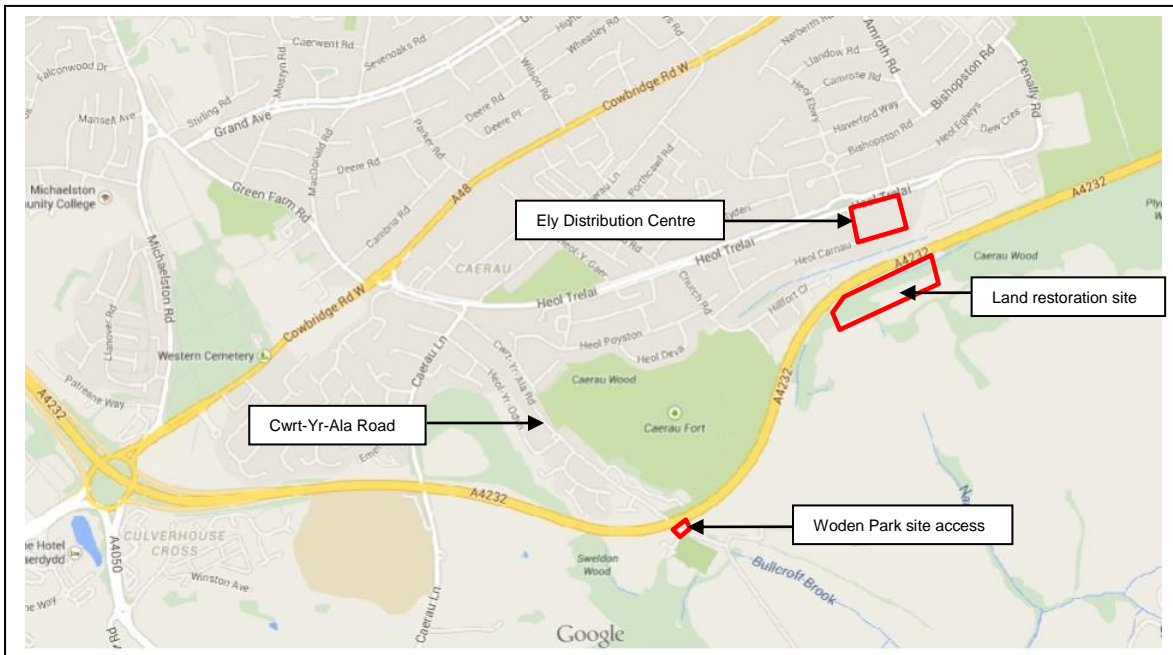
1.1.3 To the north-west of the site, Barratt Homes has recently been granted planning permission for the construction of a new residential estate off Cwrt-Yr-Ala Road. Demolition work started on this development in November 2014. With only 41 new houses, trip generation from the Barratt's site is expected to be very low.

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1.2   Access

1.2.1   The proposed site is classified as derelict land and is enveloped to the south by agricultural land and to the North by the Ely Link Road (A4232), with no immediate or nearby residential settlements. Access to the site is via 'Woden Park as shown in Figure 1.1. Cwrt-Yr-Ala Road is a no through road that serves a number of residences on the Cardiff side of the underpass, a "Sunday League" football ground and several farms including a dairy farm (with regular milk collections) south of the underpass.

1.2.2   The proposed operation and restoration at the site involves the importation of inert waste, which will invariably require the use of heavy goods vehicles moving to, from and around the site.

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2.0   BASELINE TRAFFIC SURVEY DATA

2.1   Overview

2.1.1   Automatic Traffic Counter (ATC) survey data has been obtained along Cwrt-Yr-Ala Road over 24 hour periods for 14 days, commencing 10th February 2015. A summary of the results is presented in Table 2.1 below.

Figure 2.1:   Site Position of ATC
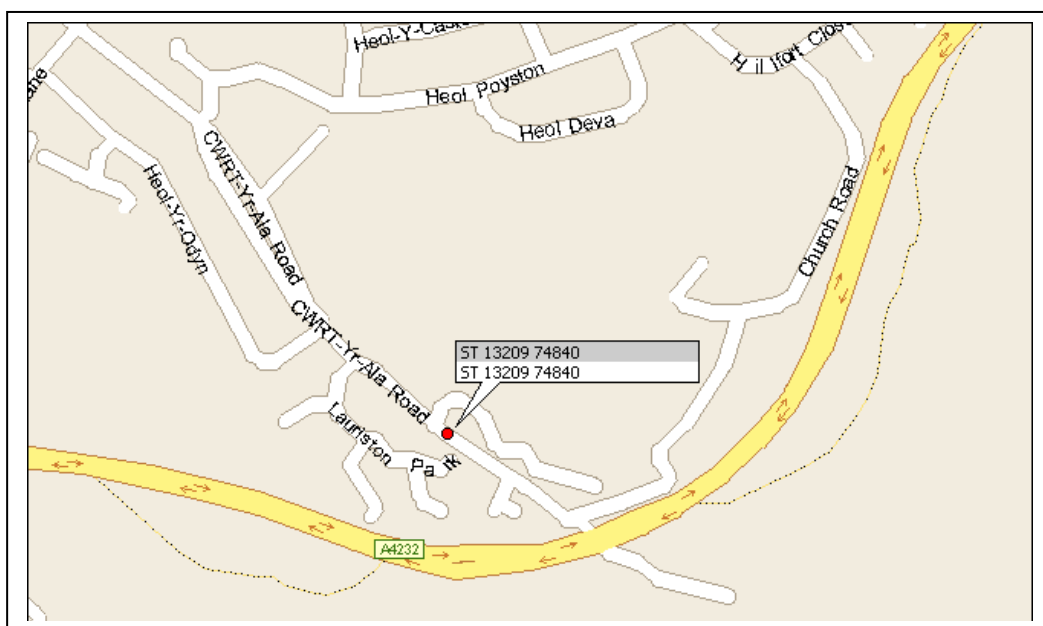
Plate 2.1:   ATC location looking north

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Plate 2.2:   ATC location looking south

2.1.2   It is generally accepted by Transport Planning practitioners that when assessing the potential traffic implications of a development proposal the critical periods are the weekday AM and PM peak hours. During these periods, the level of traffic associated with the development proposals, as well as that on the local highway network, is likely to be at its greatest. Figure 2.2 shows that 7-Day average vehicular traffic over the day and the peak periods for Cwrt-Yr-Ala Road occur from 8:00 am to 9:00 am and 5:00 pm to 6:00 pm. However, vehicle flows are very low on this road, with a 7-day average of 16 vehicles travelling northbound and 14 southbound in the PM peak.

Figure 2.2:   7-Day Average Vehicular Traffic Profile along Cwrt-Yr-Ala Road

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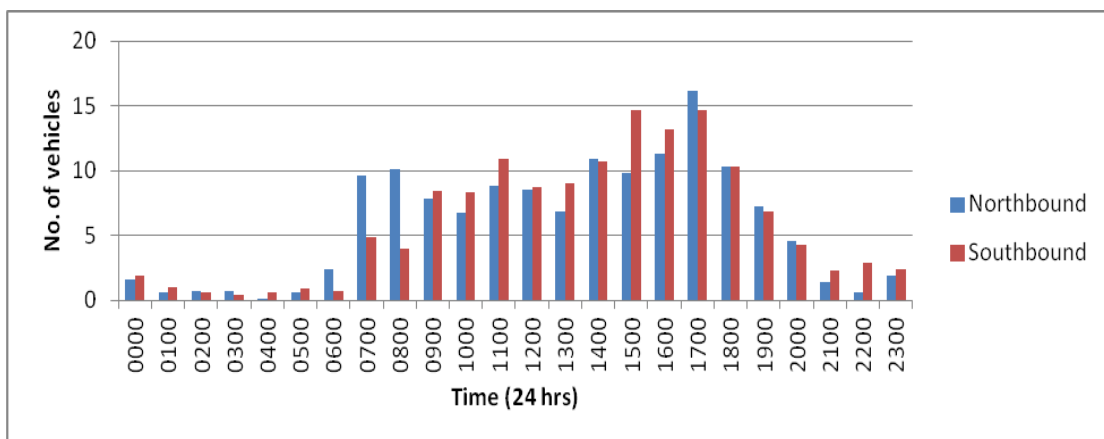
2.1.3 Cwrt-Yr-Ala Road is a narrow single carriageway subject to a 30 mph speed limit. It is a rural road serving a small number of properties and, as a consequence, is very lightly trafficked. The 7-day average two-way daily traffic flow on Cwrt-Yr-Ala Road is 277 vehicles.

2.1.4 A summary of the survey results are presented in Table 2.1 below and the full survey results are provided at Appendix C of this report. Over the 14 day survey period, the recorded average speed northbound was 23.4 mph with an 85th percentile speed of 28.0 mph. The average speed southbound was 25.7 mph with an 85th percentile speed of 30.4 mph. It is therefore reasonable to conclude from these results that Cwrt-Yr-Ala Road does not suffer from speed related problems.

Table 2.1:   Summary of ATC Survey Results

Site No.	Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	Mean Speed	85%ile Speed
1	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840	North	30	10 February 2015	23 February 2015	1933	139	138	23.4	28.0
		South	30	10 February 2015	23 February 2015	1942	139	139	25.7	30.4
		Two way	30	10 February 2015	23 February 2015	3875	278	277	24.5	29.3

2.2   Existing heavy goods vehicle (HGV) usage

2.2.1 The classification of vehicles using Cwrt-Yr-Ala Road has been investigated as part of the baseline data analysis. Figure 2.3 shows vehicle type by category over a 7 day period. (Definitions of vehicle categories are detailed in Appendix A). It can be seen that the majority of vehicles using Cwrt-Yr-Ala Road fall into the category of "light van/car".

Figure 2.3:   7-Day Traffic Flows Categorised by Vehicle

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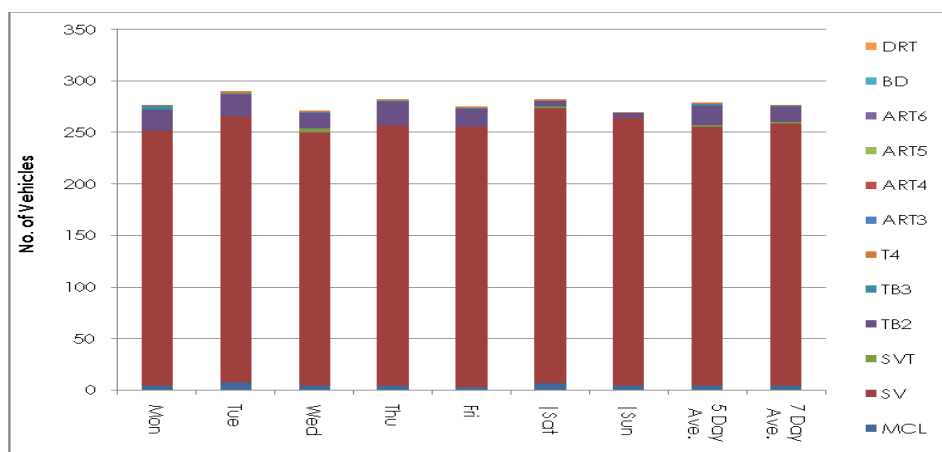
2.2.2   The 7 day average percentage of HGVs on the road is approximately 7%. This is not unusual for a road of this nature, particularly given the low level commercial activities that exist in the local area. To help illustrate vehicle composition of the road, Figure 2.3 plots the main vehicle categories as a percentage.

Figure 2.3:   7-Day Percentage Flows Categorised by Vehicle

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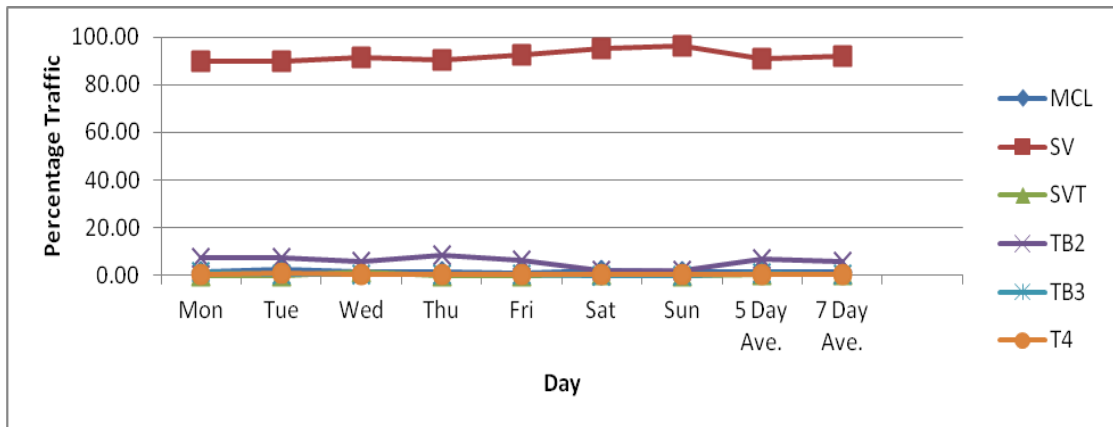
3.0   SITE AND LOCAL AREA APPRAISAL

3.1   Overview

3.1.1   This section provides a description of the site, the local highway network, access arrangements to the site and reviews the highway safety record in the locality.

3.2   The Site and Local Highway Network

3.2.1   The site is a disused mineral extraction quarry. There are no immediate settlements in the vicinity. The site is accessible from a private road off Cwrt-yr-Ala Road, as shown Plate 3.1, which eventually runs parallel to the A4232.

Plate 3.1:   Site Access

3.2.2   Cwrt-yr-Ala Road is an unclassified road' intended for local traffic and, in the vicinity of the site, and is subject to a 30 mph speed limit.

3.3   Collision Data

3.3.1   In order to understand safety levels of the existing local road network in the vicinity of the site and identify any potential risk of conflict, an analysis of collision data has been carried out. Basic Personal Injury Accident (PIA) data has been obtained, as illustrated in Figure 3.1. The PIA information obtained was for the complete 5 year period 2009 to 2013

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Figure 3.1:   Scope of accident data
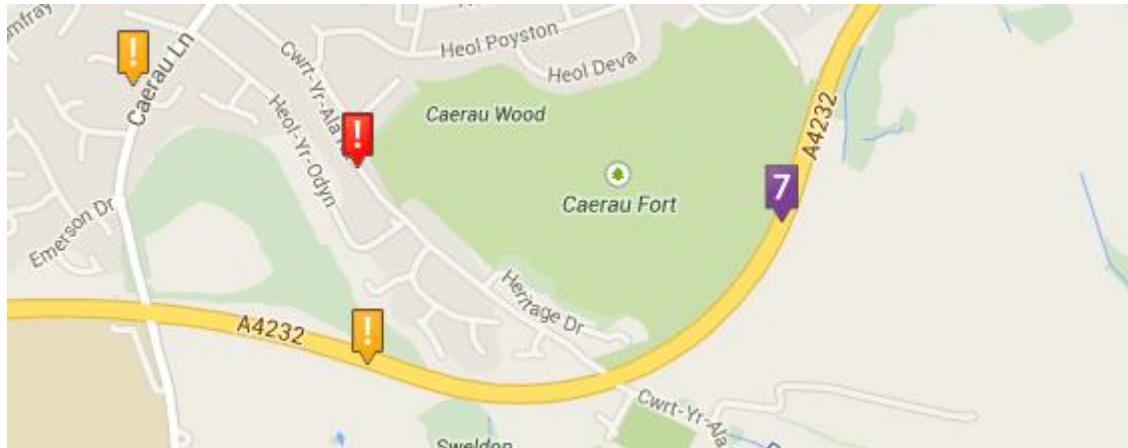
3.3.2   As can been seen from Figure 3.1 above, whilst there have been a number of PIAs on the surrounding road network, the vast majority are slight injury accidents. In the 5 year period to 2013, there has been 1 accident in close proximity to the site along Cwrt-yr-Ala Road. The other slight injuries are located some distance from the proposed site and are therefore unlikely to relate to local infrastructure issues.

3.3.3   We have investigated the serious accident that occurred on Cwrt-yr-Ala Road; our findings are summarised in Table 3.1. The accident occurred on straight road alignment, with no pedestrian crossing or junction nearby and in daylight conditions. An in depth study reveals that the collision came about as a result of poor driver judgment. It is reasonable to conclude that Cwtr-Yr-Ala Road does not suffer from any infrastructure problems that give rise to accidents.

Table 3.1:   Summary of Recorded PIAs within Site Location

LOCATION	REFERENCE NUMBER	DATE	SEVERITY	Vehicles Involved/ Casualty	GROUND INFORMATION	Comment
Cwrt-Yr-Ala Road	2013621301237	19/07/2013	Serious	Two/One	Time of accident: 10.44 AM No Junction nearby, no pedestrian crossing nearby, straight road not any bend	Loss of control. Poor driver judgement

3.3.4   It is evident that the recorded PIA was caused due to driver error. In addition, none of the PIAs occurred within the vicinity of the site's access from Cwrt-Yr-Ala Road, nor on the network near the proposed development site.

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4.0   TRAFFIC ROUTING TO AND FROM SITE

4.1   Site operations

4.1.1   The proposed land restoration of the brickworks will require the use of heavy goods vehicles, predominantly tippers,2 or 3 axle lorries, which in turn will be used for transporting waste to and from the site. The route to be utilised by HGVs is illustrated in Figure 4.1 below.

Figure 4.1:   HGV routes to and from the M4
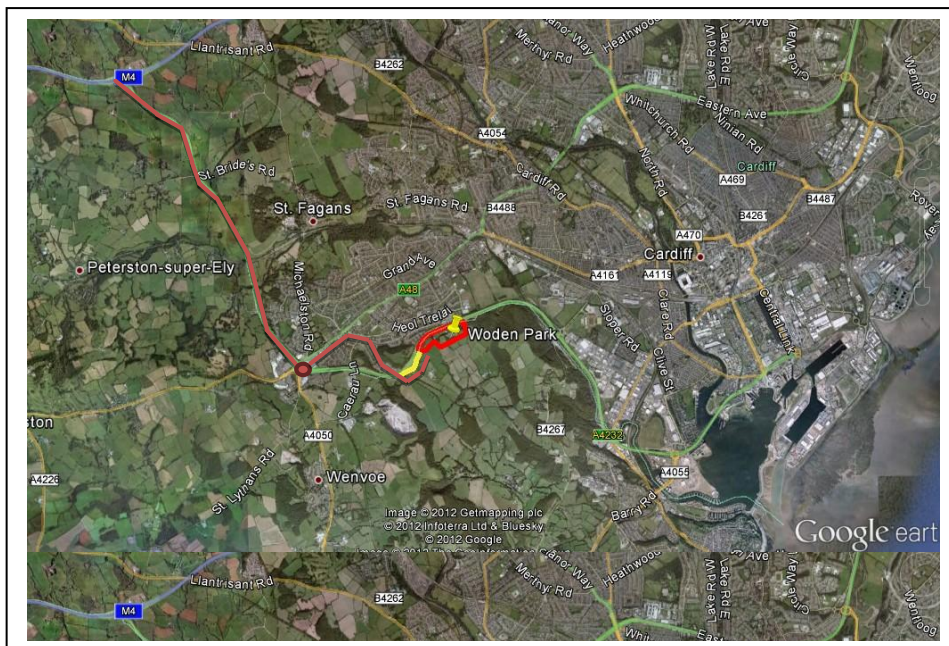
4.1.2   Table 4.1 shows the proposed HGV operation to and from the Former Brickworks site.

Table 4.1:   Number of HGVs operating at proposed site

HOURS OF WORKS	
Monday – Friday	09.00 AM – 16.00 PM
DAYS/ HOURS/VEHICLE OPERATION	
Working Days (per week)	5
Hours (per day)	7
Maximum HGV Movement (per direction per day)	28
Typical HGV Movement (per direction per day)	21
Maximum HGV 2-way peak hour flow	8

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4.1.3   As shown in Table 4.1, the maximum HGV trips likely to be generated from the site is 4 per hour in each direction.

4.1.4   The baseline data shows that, over a 7 day average, 6.8% of vehicles on Cwrt Yr Ala Road are HGVs. If a maximum of an additional 28 HGVs per day in each direction are generated by the development site, the percentage HGV composition will rise to approximately 22%. This appears to be high, but in fact the percentage is heavily skewed by very low existing traffic flows.

4.1.5   The site will only require a limited number of staff for its operation. On most days two staff will arrive at 0800 and leave at 1630. Visitors will attend the proposed site, however such attendances will be infrequent and are not expected to exceed one person per month.

4.1.6   In view of the accident record in the vicinity of the development site, the existing pattern of PIAs (i.e. in terms of location, frequency and severity) is unlikely to be exacerbated by the development proposals. The proposed additional traffic movements generated by the site would have little to no impact on the number of accidents already occurring on the road network.

4.1.7   Notwithstanding the above findings, it is recognised that the development proposals would generate a nominal increase in HGVs, which local residents may view as a nuisance. To mitigate the perceived nuisance it is therefore proposed to limit the site's operation to 7 hours per day, so that HGVs will only access the development site between 9am and 4pm during week days.

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5.0   SUMMARY & CONCLUSIONS

5.1   Summary

5.1.1   Vemco Consulting has been instructed by Ermaer to consider the transport implications of a proposal to restore part of the land that formerly constituted Ely Brickworks. Located at Woden Park, off Cwrt Yr Ala Road, CF5 5LB, the site has an area of around 7.6 ha and has remained a derelict mineral site for a number of years. The proposed operation at the development site involves the importation of inert waste, which will invariably require the use of heavy goods vehicles moving to and from the site. It is anticipated that this will not exceed 4 trips per hour in each direction over a 7 hour day.

5.2   Conclusions

5.2.1   This report has demonstrated the following:

- with a 7 day average of 277 vehicles, traffic flows are very low on Cwrt Yr Ala Road.

- ATC results show that Cwrt-Yr-Ala Road does not suffer from speed related problems.

- the majority of recorded PIAs in the area close to the proposed development site were slight injury accidents. There was one serious accident on Cwrt-Yr-Ala Road itself. However, the root cause of all accidents was found to be driver error.

- when the proposed site becomes fully operational, HGV composition is likely to rise from approximately 7% to 22%. This appears to be high, but the percentage is heavily skewed by very low existing traffic flows.

- in view of the accident record in the vicinity of the development site, we conclude that the existing pattern of PIAs (i.e. in terms of location, frequency and severity) is unlikely to be exacerbated by the development proposals. In our professional judgment, the proposed additional traffic movements generated by the site would have little to no impact on the number of accidents already occurring on the road network.

5.2.2   The development proposals would generate a nominal increase in HGVs and it is acknowledged that local residents may view any additional HGV traffic as a nuisance. It is therefore proposed to limit the site's times of operation to 7 hours per day, so that HGVs will only access the development between 9am and 4pm during week days.

5.2.3   On the basis of the evidence presented within this report, we do not consider that the proposed development should be denied planning permission on highways grounds.

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Appendix A - ATC Vehicle Categories

Axles	Groups	Description	Class		Parameters	Dominant Vehicle	Aggregate
2	1 or 2	Very Short - Bicycle or Motorcycle	MC	1	d(1)<1.7m & axles=2		
2	1 or 2	Short - Sedan, Wagon, 4WD, Utility, Light Van	SV	2	d(1)>=1.7m, d(1)<=3.2m & axles=2		
3, 4 or 5	3	Short Towing - Trailer, Caravan, Boat, etc.	SVT	3	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		1 (Light)
2	2	Two axle truck or Bus	TB2	4	d(1)>3.2m & axles=2		
3	2	Three axle truck or Bus	TB3	5	axles=3 & groups=2		
>3	2	Four axle truck	T4	6	axles>3 & groups=2		2 (Medium)
3	3	Three axle articulated vehicle or Rigid vehicle and trailer	ART3	7	d(1)>3.2m, axles=3 & groups=3		
4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	ART4	8	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	ART5	9	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles=5 & groups>2		
>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	ART6	10	axles=6 & groups>2 or axles>6 & groups=3		
>6	4	B-Double or Heavy truck and trailer	BD	11	groups=4 & axles>6		
>6	>=5	Double or triple road train or Heavy truck and two (or more) trailers	DRT	12	groups>=5 & axles>6		3 (Heavy)

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Appendix B - ATC Bins & Data Headings

Heading	Description
0 - 5	Speed bin totals 0 - 5 mph
5 - 10	Speed bin totals 5 - 10 mph
10-15	Speed bin totals 10 - 15 mph
15 - 20	Speed bin totals 15 - 20 mph
20 - 25	Speed bin totals 20 - 25 mph
25 - 30	Speed bin totals 25 - 30 mph
30 - 35	Speed bin totals 30 - 35 mph
35 - 40	Speed bin totals 35 - 40 mph
40 - 45	Speed bin totals 40 - 45 mph
45 - 50	Speed bin totals 45 - 50 mph
50 - 55	Speed bin totals 50 - 55 mph
55 - 60	Speed bin totals 55 - 60 mph
60 - 65	Speed bin totals 60 - 65 mph
65 - 70	Speed bin totals 65 - 70 mph
70 - 75	Speed bin totals 70 - 75 mph
75 - 80	Speed bin totals 75 - 80 mph
80 - 85	Speed bin totals 80 - 85 mph
85 - 90	Speed bin totals 85 - 90 mph
90 - 95	Speed bin totals 90 - 95 mph
95 - 100	Speed bin totals 95 - 100 mph
100 - 105	Speed bin totals 100 - 105 mph
105 - 110	Speed bin totals 105 - 110 mph
110 - 115	Speed bin totals 110 - 115 mph
115 - 120	Speed bin totals 115 - 120 mph
120 - 125	Speed bin totals 120 - 125 mph
125 - 130	Speed bin totals 125 - 130 mph
130 - 135	Speed bin totals 130 - 135 mph
135 - 140	Speed bin totals 135 - 140 mph

Heading	Description
>PSL	Greater than the posted speed limit
>PSL%	Greater than the posted speed limit as a percentage
>SL1 ACPO	Greater than ACPO (Association of Chief Police Officers) standard. ACPO is PSL x 10%+2mph
>SL1% ACPO	Greater than ACPO displayed as a percentage
>SL2 DfT	Greater than DFT (Department For Transport) standard. DFT is PSL plus 15mph.
>SL2% DfT	Greater than DFT displayed as a percentage
Mean	Average speed
Vpp 85	85th percentile speed

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Appendix C – ATC Survey Results

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Site   1
Location   Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction   Two way

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February 2015
Automatic Traffic Count

10 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	4	2	2	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	19.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.6	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	33.1	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.7	-
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	1	50	0	0	0	0	29.8	-
0700	23	0	22	0	1	0	0	0	0	0	0	0	0	2	8.7	1	4.3	0	0	25.1	28.6
0800	21	0	20	0	1	0	0	0	0	0	0	0	0	3	14.3	1	4.8	0	0	24.4	29.3
0900	**29**	**0**	**24**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**13.8**	**1**	**3.4**	**0**	**0**	**25.2**	**29.8**
1000	18	0	16	0	2	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	24.8	28.9
1100	18	0	12	0	6	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	23.7	27.5
1200	10	0	9	0	1	0	0	0	0	0	0	0	0	3	30	0	0	0	0	24.7	-
1300	11	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.7	22.4
1400	17	0	14	0	3	0	0	0	0	0	0	0	0	1	5.9	0	0	0	0	25.2	28.2
1500	**38**	**1**	**33**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**15.8**	**2**	**5.3**	**0**	**0**	**25.2**	**29.8**
1600	21	0	20	0	1	0	0	0	0	0	0	0	0	1	4.8	1	4.8	0	0	22.6	26.6
1700	26	1	25	0	0	0	0	0	0	0	0	0	0	5	19.2	0	0	0	0	25.2	30.2
1800	24	0	24	0	0	0	0	0	0	0	0	0	0	2	8.3	1	4.2	0	0	23.2	26.4
1900	8	0	6	0	2	0	0	0	0	0	0	0	0	1	12.5	1	12.5	0	0	21.9	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	1	25	0	0	22	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	25.8	-
07-19	**256**	**2**	**227**	**0**	**26**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**12.1**	**7**	**2.7**	**0**	**0**	**24.3**	**29.3**
06-22	**274**	**2**	**242**	**0**	**29**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**12**	**8**	**2.9**	**0**	**0**	**24.2**	**29.3**
06-00	**281**	**2**	**249**	**0**	**29**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**12.5**	**9**	**3.2**	**0**	**0**	**24.2**	**29.3**
00-00	**292**	**4**	**258**	**0**	**29**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**12.7**	**9**	**3.1**	**0**	**0**	**24.2**	**29.3**

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

11 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0600	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.3	-
0700	17	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	27.7
0800	19	0	19	0	0	0	0	0	0	0	0	0	0	1	5.3	0	0	0	0	23.6	28.2
0900	15	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	25.7
1000	10	1	9	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	22.9	-
1100	**21**	**1**	**17**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**14.3**	**1**	**4.8**	**0**	**0**	**23.8**	**29.3**
1200	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	2	15.4	0	0	26.5	33.6
1300	15	0	12	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22.2	25.5
1400	22	1	20	0	1	0	0	0	0	0	0	0	0	3	13.6	0	0	0	0	25.4	29.1
1500	**33**	**0**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**12.1**	**2**	**6.1**	**0**	**0**	**26.5**	**29.5**
1600	28	0	26	0	2	0	0	0	0	0	0	0	0	4	14.3	0	0	0	0	25.6	29.5
1700	30	0	29	0	1	0	0	0	0	0	0	0	0	7	23.3	2	6.7	0	0	26.9	32.2
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	3	16.7	0	0	0	0	25.2	29.3
1900	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	1	11.1	28.4	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	0	0	0	0	27.3	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
2300	3	0	2	0	1	0	0	0	0	0	0	0	0	2	66.7	2	66.7	0	0	31.8	-
07-19	**241**	**3**	**225**	**2**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**12**	**7**	**2.9**	**0**	**0**	**24.9**	**29.3**
06-22	**262**	**3**	**243**	**2**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**12.2**	**8**	**3.1**	**1**	**0.4**	**25**	**29.3**
06-00	**270**	**3**	**250**	**2**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**12.6**	**10**	**3.7**	**1**	**0.4**	**25**	**29.3**
00-00	**276**	**3**	**256**	**2**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**12.3**	**10**	**3.6**	**1**	**0.4**	**25**	**29.3**

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

12 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.4	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	1	50	0	0	29.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
0600	5	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.9	-
0700	**24**	**0**	**21**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**26.2**
0800	15	0	15	0	0	0	0	0	0	0	0	0	0	2	13.3	0	0	0	0	24.5	26.8
0900	19	0	19	0	0	0	0	0	0	0	0	0	0	2	10.5	0	0	0	0	25.2	28.2
1000	14	2	11	0	1	0	0	0	0	0	0	0	0	2	14.3	0	0	0	0	23.1	28.2
1100	13	0	10	0	3	0	0	0	0	0	0	0	0	2	15.4	0	0	0	0	25	28.9
1200	16	1	15	0	0	0	0	0	0	0	0	0	0	4	25	0	0	0	0	25.1	30.6
1300	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	26	-
1400	13	0	12	0	1	0	0	0	0	0	0	0	0	3	23.1	0	0	0	0	28	30.4
1500	**31**	**0**	**29**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**22.6**	**2**	**6.5**	**0**	**0**	**25.9**	**30.9**
1600	25	0	25	0	0	0	0	0	0	0	0	0	0	5	20	2	8	1	4	26.4	32.9
1700	**31**	**0**	**28**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3.2**	**0**	**0**	**0**	**0**	**22.3**	**27.5**
1800	13	0	12	0	1	0	0	0	0	0	0	0	0	4	30.8	0	0	0	0	25	30.4
1900	13	0	12	0	1	0	0	0	0	0	0	0	0	2	15.4	0	0	0	0	24.5	29.8
2000	12	2	10	0	0	0	0	0	0	0	0	0	0	3	25	0	0	0	0	23.3	30.2
2100	6	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	2	50	2	50	0	0	29.5	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	23.8	-
07-19	**223**	**3**	**204**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**14.8**	**4**	**1.8**	**1**	**0.4**	**24.7**	**29.5**
06-22	**259**	**7**	**233**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**14.7**	**4**	**1.5**	**1**	**0.4**	**24.4**	**29.8**
06-00	**267**	**7**	**241**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**15.4**	**6**	**2.2**	**1**	**0.4**	**24.5**	**30**
00-00	**274**	**7**	**247**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**15.3**	**7**	**2.6**	**1**	**0.4**	**24.5**	**30**

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

13 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	37.4	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	-
0600	7	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0700	18	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	26.4
0800	15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	26.2
0900	16	0	16	0	0	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	25.1	26.6
1000	13	0	13	0	0	0	0	0	0	0	0	0	0	3	23.1	0	0	0	0	24.4	30
1100	**21**	**0**	**20**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4.8**	**0**	**0**	**0**	**0**	**23.9**	**28.9**
1200	10	0	10	0	0	0	0	0	0	0	0	0	0	3	30	0	0	0	0	25.1	-
1300	8	0	7	0	1	0	0	0	0	0	0	0	0	2	25	0	0	0	0	27.9	-
1400	19	0	16	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	23.8	28.4
1500	22	0	18	0	4	0	0	0	0	0	0	0	0	3	13.6	0	0	0	0	25	29.5
1600	26	0	22	0	4	0	0	0	0	0	0	0	0	5	19.2	1	3.8	0	0	25.1	30
1700	**37**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10.8**	**1**	**2.7**	**0**	**0**	**23.8**	**28.4**
1800	25	0	25	0	0	0	0	0	0	0	0	0	0	4	16	1	4	0	0	25.7	29.5
1900	20	1	19	0	0	0	0	0	0	0	0	0	0	3	15	0	0	0	0	24.5	29.8
2000	12	0	12	0	0	0	0	0	0	0	0	0	0	1	8.3	1	8.3	0	0	23.5	26.8
2100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	2	100	0	0	0	0	31.7	-
2300	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	-
07-19	**230**	**0**	**216**	**0**	**12**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**11.3**	**3**	**1.3**	**0**	**0**	**24.6**	**29.1**
06-22	**276**	**1**	**258**	**0**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**10.9**	**4**	**1.4**	**0**	**0**	**24.5**	**29.1**
06-00	**281**	**2**	**262**	**0**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**11.4**	**4**	**1.4**	**0**	**0**	**24.5**	**29.3**
00-00	**288**	**2**	**269**	**0**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**11.5**	**5**	**1.7**	**0**	**0**	**24.5**	**29.3**

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

14 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	2	66.7	1	33.3	0	0	31.2	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	34.5	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.9	-
0600	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	25.3	-
0800	9	0	7	0	2	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	26.9	-
0900	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	1	16.7	0	0	26.1	-
1000	24	0	24	0	0	0	0	0	0	0	0	0	0	5	20.8	0	0	0	0	26.2	30
1100	**29**	**0**	**27**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.3**	**0**	**0**	**0**	**0**	**25.9**	**29.1**
1200	18	0	18	0	0	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	25.4	28.9
1300	22	0	22	0	0	0	0	0	0	0	0	0	0	4	18.2	2	9.1	0	0	25.9	31.5
1400	**32**	**0**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**15.6**	**0**	**0**	**0**	**0**	**25.3**	**29.3**
1500	21	0	21	0	0	0	0	0	0	0	0	0	0	3	14.3	0	0	0	0	25.3	28.9
1600	22	2	20	0	0	0	0	0	0	0	0	0	0	4	18.2	1	4.5	0	0	26.7	30.4
1700	23	1	22	0	0	0	0	0	0	0	0	0	0	3	13	0	0	0	0	23.8	28.9
1800	22	1	19	0	2	0	0	0	0	0	0	0	0	3	13.6	1	4.5	0	0	24.4	28.4
1900	19	1	16	0	2	0	0	0	0	0	0	0	0	5	26.3	0	0	0	0	25.5	30
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	2	20	0	0	0	0	23.2	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.3	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	1	25	0	0	27.7	-
07-19	**233**	**4**	**222**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**14.6**	**5**	**2.1**	**0**	**0**	**25.5**	**29.8**
06-22	**268**	**5**	**254**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**15.3**	**5**	**1.9**	**0**	**0**	**25.4**	**30**
06-00	**276**	**5**	**262**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**15.2**	**6**	**2.2**	**0**	**0**	**25.4**	**30**
00-00	**289**	**5**	**275**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45**	**15.6**	**7**	**2.4**	**0**	**0**	**25.4**	**30**

15 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	1	11.1	0	0	25.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	5	0	5	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	25.3	-
0800	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0900	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	23.6	-
1000	15	1	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	28.4
1100	**20**	**0**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**1**	**5**	**0**	**0**	**25.3**	**29.8**
1200	**37**	**1**	**34**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**18.9**	**2**	**5.4**	**0**	**0**	**25**	**30**
1300	31	0	29	0	0	0	2	0	0	0	0	0	0	5	16.1	1	3.2	0	0	24.7	28.9
1400	27	2	25	0	0	0	0	0	0	0	0	0	0	5	18.5	2	7.4	1	3.7	27	30.6
1500	11	1	10	0	0	0	0	0	0	0	0	0	0	5	45.5	2	18.2	0	0	28.5	34.2
1600	23	0	23	0	0	0	0	0	0	0	0	0	0	4	17.4	0	0	0	0	24.1	30.4
1700	**37**	**1**	**34**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10.8**	**0**	**0**	**0**	**0**	**22.6**	**29.3**
1800	15	1	13	0	1	0	0	0	0	0	0	0	0	2	13.3	0	0	0	0	24.4	28.4
1900	8	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	-
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.3	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.7	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	25.8	-
07-19	**235**	**7**	**219**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**15.7**	**8**	**3.4**	**1**	**0.4**	**24.7**	**30**
06-22	**250**	**7**	**233**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**14.8**	**8**	**3.2**	**1**	**0.4**	**24.6**	**30**
06-00	**261**	**7**	**244**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**14.6**	**8**	**3.1**	**1**	**0.4**	**24.7**	**29.8**
00-00	**276**	**7**	**259**	**0**	**8**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**14.1**	**9**	**3.3**	**1**	**0.4**	**24.6**	**29.8**

16 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	35.6	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.7	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0700	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	25.9	-
0800	15	0	12	0	3	0	0	0	0	0	0	0	0	2	13.3	0	0	0	0	24.1	27.7
0900	**20**	**1**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**10**	**0**	**0**	**0**	**0**	**23.5**	**27.7**
1000	11	0	9	0	2	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	24.1	28.9
1100	16	0	14	0	2	0	0	0	0	0	0	0	0	1	6.3	0	0	0	0	22.5	26.6
1200	17	0	16	0	1	0	0	0	0	0	0	0	0	2	11.8	0	0	0	0	26	28.9
1300	15	0	13	0	2	0	0	0	0	0	0	0	0	2	13.3	0	0	0	0	26.2	29.8
1400	21	0	21	0	0	0	0	0	0	0	0	0	0	4	19	0	0	0	0	24.7	30.4
1500	16	0	16	0	0	0	0	0	0	0	0	0	0	3	18.8	0	0	0	0	25.7	30.2
1600	26	1	22	0	0	3	0	0	0	0	0	0	0	1	3.8	0	0	0	0	23.1	27.5
1700	**32**	**4**	**25**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.6**	**27.1**
1800	27	1	22	0	4	0	0	0	0	0	0	0	0	2	7.4	1	3.7	0	0	22.2	25.7
1900	22	1	21	0	0	0	0	0	0	0	0	0	0	2	9.1	0	0	0	0	20.9	26.2
2000	13	0	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.5	24.8
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	26.6	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
07-19	**225**	**7**	**197**	**0**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**9.3**	**1**	**0.4**	**0**	**0**	**23.7**	**28.6**
06-22	**263**	**8**	**231**	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**8.7**	**1**	**0.4**	**0**	**0**	**23.5**	**28.6**
06-00	**270**	**8**	**238**	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**8.9**	**1**	**0.4**	**0**	**0**	**23.5**	**28.6**
00-00	**278**	**8**	**246**	**0**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**9.4**	**3**	**1.1**	**0**	**0**	**23.5**	**28.6**

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

17 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	0	0	0	0	33.7	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	44.3	-
0600	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0700	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.8	-
0800	8	0	6	0	2	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	21.5	-
0900	**19**	**0**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25.4**	**28.2**
1000	16	3	13	0	0	0	0	0	0	0	0	0	0	4	25	1	6.3	0	0	23.8	33.1
1100	**19**	**1**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5.3**	**0**	**0**	**0**	**0**	**22.9**	**27.3**
1200	21	0	15	0	5	0	1	0	0	0	0	0	0	2	9.5	0	0	0	0	25.2	28.6
1300	24	1	22	0	0	0	1	0	0	0	0	0	0	1	4.2	0	0	0	0	22.1	27.3
1400	16	0	16	0	0	0	0	0	0	0	0	0	0	3	18.8	2	12.5	0	0	26.3	30.4
1500	23	1	22	0	0	0	0	0	0	0	0	0	0	1	4.3	0	0	0	0	22.4	28
1600	**26**	**0**	**25**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**11.5**	**1**	**3.8**	**0**	**0**	**24.5**	**28.6**
1700	23	2	21	0	0	0	0	0	0	0	0	0	0	2	8.7	0	0	0	0	24.6	28.6
1800	23	2	20	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.4	25.1
1900	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	23.7	28.6
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2100	14	0	14	0	0	0	0	0	0	0	0	0	0	1	7.1	0	0	0	0	23.9	28
2200	9	0	9	0	0	0	0	0	0	0	0	0	0	3	33.3	0	0	0	0	25.6	-
2300	6	0	5	0	0	1	0	0	0	0	0	0	0	2	33.3	0	0	0	0	24.3	-
07-19	**228**	**10**	**204**	**0**	**11**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**7.9**	**4**	**1.8**	**0**	**0**	**23.6**	**28.6**
06-22	**267**	**10**	**242**	**0**	**12**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**7.5**	**4**	**1.5**	**0**	**0**	**23.6**	**28.6**
06-00	**282**	**10**	**256**	**0**	**12**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**8.9**	**4**	**1.4**	**0**	**0**	**23.7**	**28.6**
00-00	**286**	**10**	**260**	**0**	**12**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**9.4**	**5**	**1.7**	**0**	**0**	**23.8**	**28.9**

Nationwide Data Collection
for
Vemco Consulting

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

18 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.1	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	1	100	0	0	0	0	30.5	-
0700	14	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.4	24.2
0800	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	22.8	24.2
0900	7	0	6	0	1	0	0	0	0	0	0	0	0	1	14.3	1	14.3	0	0	26.8	-
1000	16	0	16	0	0	0	0	0	0	0	0	0	0	2	12.5	0	0	0	0	25	29.5
1100	**22**	**0**	**19**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**9.1**	**1**	**4.5**	**0**	**0**	**25.2**	**27.5**
1200	22	1	16	1	4	0	0	0	0	0	0	0	0	1	4.5	0	0	0	0	22.7	28
1300	22	0	17	3	2	0	0	0	0	0	0	0	0	4	18.2	0	0	0	0	23.9	30.4
1400	**27**	**3**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**11.1**	**0**	**0**	**0**	**0**	**23.9**	**28**
1500	17	0	16	1	0	0	0	0	0	0	0	0	0	2	11.8	0	0	0	0	25	27.7
1600	24	0	21	1	2	0	0	0	0	0	0	0	0	4	16.7	1	4.2	0	0	24.9	29.1
1700	18	0	18	0	0	0	0	0	0	0	0	0	0	3	16.7	0	0	0	0	24.2	28.4
1800	18	0	18	0	0	0	0	0	0	0	0	0	0	3	16.7	0	0	0	0	24.6	28.6
1900	14	0	14	0	0	0	0	0	0	0	0	0	0	4	28.6	1	7.1	0	0	27.5	30.9
2000	9	0	9	0	0	0	0	0	0	0	0	0	0	1	11.1	0	0	0	0	24.6	-
2100	11	0	11	0	0	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	24.9	28.4
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	0	0	0	0	28.3	-
07-19	**218**	**4**	**193**	**6**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**11.9**	**3**	**1.4**	**0**	**0**	**24.2**	**28.4**
06-22	**253**	**4**	**227**	**6**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**13**	**4**	**1.6**	**0**	**0**	**24.4**	**29.1**
06-00	**259**	**4**	**233**	**6**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**13.1**	**4**	**1.5**	**0**	**0**	**24.5**	**29.1**
00-00	**261**	**4**	**235**	**6**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**13.8**	**6**	**2.3**	**0**	**0**	**24.6**	**29.3**

Site	1																	4816 / Vale of Glamorgan		
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840																	February 2015		
Direction	Two way																	Automatic Traffic Count		

19 February 2015

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
		1	2	3	4	5	6	7	8	9	10	11	12	30	30	35	35	45	45		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			ACPO	ACPO	DfT	DfT		
0000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.4	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.6	-
0700	15	0	14	0	1	0	0	0	0	0	0	0	0	1	6.7	0	0	0	0	22.3	26.4
0800	10	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0900	17	0	13	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.7	24.6
1000	17	0	14	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	25.9
1100	**18**	**0**	**12**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**27.8**	**1**	**5.6**	**0**	**0**	**25.9**	**32**
1200	18	0	16	0	2	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	22.8	25.9
1300	14	0	13	0	1	0	0	0	0	0	0	0	0	5	35.7	1	7.1	0	0	27.1	32.7
1400	29	0	25	0	2	1	1	0	0	0	0	0	0	6	20.7	2	6.9	0	0	26.2	30.9
1500	31	0	31	0	0	0	0	0	0	0	0	0	0	7	22.6	4	12.9	0	0	26.9	31.8
1600	31	0	30	0	1	0	0	0	0	0	0	0	0	2	6.5	1	3.2	0	0	24.1	28
1700	18	0	18	0	0	0	0	0	0	0	0	0	0	2	11.1	0	0	0	0	22	25.1
1800	**32**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**9.4**	**1**	**3.1**	**0**	**0**	**25.3**	**29.5**
1900	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
2000	11	0	9	0	2	0	0	0	0	0	0	0	0	1	9.1	0	0	0	0	25	28.9
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	30.4	-
07-19	**250**	**0**	**227**	**0**	**21**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**12.8**	**10**	**4**	**0**	**0**	**24.5**	**29.5**
06-22	**272**	**0**	**244**	**0**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**12.1**	**10**	**3.7**	**0**	**0**	**24.4**	**29.5**
06-00	**279**	**0**	**251**	**0**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**12.2**	**11**	**3.9**	**0**	**0**	**24.5**	**29.5**
00-00	**286**	**0**	**258**	**0**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**12.2**	**12**	**4.2**	**0**	**0**	**24.5**	**29.5**

Site   1
Location   Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction   Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

20 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	35.7	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	38.4	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0700	13	0	12	0	1	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	22.7	27.5
0800	14	0	13	0	1	0	0	0	0	0	0	0	0	2	14.3	0	0	0	0	25	27.5
0900	**17**	**0**	**13**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**25.9**
1000	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	1	7.7	0	0	26	29.1
1100	13	0	11	0	2	0	0	0	0	0	0	0	0	3	23.1	1	7.7	0	0	25.2	30
1200	17	0	14	0	3	0	0	0	0	0	0	0	0	3	17.6	0	0	0	0	25.5	29.8
1300	15	0	13	0	1	1	0	0	0	0	0	0	0	2	13.3	1	6.7	0	0	24.7	29.5
1400	10	0	9	0	0	0	1	0	0	0	0	0	0	1	10	0	0	0	0	24.2	-
1500	26	0	26	0	0	0	0	0	0	0	0	0	0	9	34.6	2	7.7	0	0	28.1	31.5
1600	26	0	26	0	0	0	0	0	0	0	0	0	0	2	7.7	0	0	0	0	24.7	28.2
1700	**36**	**1**	**32**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2.8**	**0**	**0**	**0**	**0**	**24.1**	**28.9**
1800	24	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.9	27.1
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.5	0	0	0	0	23.1	-
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	2	28.6	2	28.6	0	0	29.1	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	-
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	2	25	0	0	0	0	24.5	-
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	1	16.7	0	0	0	0	25.4	-
07-19	**224**	**1**	**204**	**0**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**11.2**	**5**	**2.2**	**0**	**0**	**24.4**	**29.1**
06-22	**243**	**1**	**222**	**0**	**18**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**11.5**	**7**	**2.9**	**0**	**0**	**24.4**	**29.1**
06-00	**257**	**1**	**236**	**0**	**18**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**12.1**	**7**	**2.7**	**0**	**0**	**24.5**	**29.1**
00-00	**259**	**1**	**238**	**0**	**18**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**12.7**	**9**	**3.5**	**0**	**0**	**24.6**	**29.3**

Site 1

Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840

Direction Two way

4816 / Vale of Glamorgan

February 2015

Automatic Traffic Count

21 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	42.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.6	-
0700	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	-
0800	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	24.7	-
0900	12	0	12	0	0	0	0	0	0	0	0	0	0	1	8.3	0	0	0	0	24.8	27.5
1000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
1100	**17**	**2**	**13**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5.9**	**0**	**0**	**0**	**0**	**24.4**	**28**
1200	30	2	28	0	0	0	0	0	0	0	0	0	0	3	10	1	3.3	1	3.3	26	28.4
1300	33	1	30	0	0	0	2	0	0	0	0	0	0	2	6.1	1	3	0	0	24.4	28.9
1400	**39**	**0**	**38**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**17.9**	**1**	**2.6**	**0**	**0**	**24.7**	**30.6**
1500	20	0	20	0	0	0	0	0	0	0	0	0	0	1	5	1	5	0	0	22.3	28
1600	25	2	22	0	1	0	0	0	0	0	0	0	0	1	4	0	0	0	0	20.6	26.8
1700	28	0	28	0	0	0	0	0	0	0	0	0	0	7	25	0	0	0	0	25.6	31.5
1800	16	0	16	0	0	0	0	0	0	0	0	0	0	1	6.3	1	6.3	0	0	24.7	26.2
1900	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.3	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	1	25	0	0	0	0	26.5	-
2100	15	0	15	0	0	0	0	0	0	0	0	0	0	5	33.3	1	6.7	1	6.7	26.8	31.8
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.5	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.1	-
07-19	**243**	**7**	**230**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**10.3**	**5**	**2.1**	**1**	**0.4**	**24.2**	**28.6**
06-22	**267**	**7**	**254**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**11.6**	**6**	**2.2**	**2**	**0.7**	**24.3**	**28.9**
06-00	**271**	**7**	**258**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**11.4**	**6**	**2.2**	**2**	**0.7**	**24.3**	**28.9**
00-00	**273**	**7**	**260**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**11.7**	**7**	**2.6**	**2**	**0.7**	**24.4**	**28.9**

22 February 2015

Time	Total	Classification												>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%	Mean	Vpp
		1	2	3	4	5	6	7	8	9	10	11	12	30	30	35	35	45	45		85
		MCL	SV	SVT	TB2	TB3	T4	ART3	ART4	ART5	ART6	BD	DRT			ACPO	ACPO	DfT	DfT		
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	3	60	2	40	0	0	31.7	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	27.1	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	1	50	0	0	0	0	27.2	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	-
0900	25	0	25	0	0	0	0	0	0	0	0	0	0	2	8	1	4	0	0	24	28.6
1000	37	0	37	0	0	0	0	0	0	0	0	0	0	17	45.9	1	2.7	0	0	28	32.4
1100	25	0	25	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	22.9	27.3
1200	47	0	47	0	0	0	0	0	0	0	0	0	0	7	14.9	2	4.3	0	0	25.6	29.8
1300	19	0	19	0	0	0	0	0	0	0	0	0	0	1	5.3	0	0	0	0	25.1	28
1400	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	25.5
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	0	0	0	0	26.6	30.6
1600	11	0	11	0	0	0	0	0	0	0	0	0	0	3	27.3	1	9.1	0	0	26	30
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	2	15.4	1	7.7	0	0	26.1	28.6
1800	15	0	13	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	27.3
1900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.1	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.2	-
2100	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0	24.4	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	0	0	0	0	28.6	-
2300	3	0	3	0	0	0	0	0	0	0	0	0	0	1	33.3	1	33.3	0	0	29.3	-
07-19	223	0	221	0	2	0	0	0	0	0	0	0	0	36	16.1	6	2.7	0	0	25.1	30
06-22	239	0	237	0	2	0	0	0	0	0	0	0	0	38	15.9	6	2.5	0	0	25	30
06-00	247	0	245	0	2	0	0	0	0	0	0	0	0	41	16.6	7	2.8	0	0	25.1	30
00-00	263	0	261	0	2	0	0	0	0	0	0	0	0	45	17.1	9	3.4	0	0	25.2	30.2

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

23 February 2015

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35	>SL1% 35	>SL2 45	>SL2% 45	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT			ACPO	ACPO	DfT	DfT		
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	42.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	1	100	1	100	0	0	36	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	-
0700	18	0	18	0	0	0	0	0	0	0	0	0	0	1	5.6	0	0	0	0	23.9	27.3
0800	17	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.5	28.2
0900	**19**	**0**	**18**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5.3**	**0**	**0**	**0**	**0**	**23.6**	**28**
1000	13	0	11	0	2	0	0	0	0	0	0	0	0	1	7.7	0	0	0	0	24.4	27.7
1100	10	0	8	0	2	0	0	0	0	0	0	0	0	1	10	0	0	0	0	25.5	-
1200	13	0	9	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22.4	25.1
1300	12	0	12	0	0	0	0	0	0	0	0	0	0	3	25	0	0	0	0	24.3	30.9
1400	21	0	19	0	2	0	0	0	0	0	0	0	0	2	9.5	0	0	0	0	24.6	29.3
1500	**29**	**0**	**27**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10.3**	**0**	**0**	**0**	**0**	**24.6**	**29.5**
1600	25	0	22	0	3	0	0	0	0	0	0	0	0	3	12	2	8	0	0	25.7	29.1
1700	28	0	25	0	2	1	0	0	0	0	0	0	0	4	14.3	1	3.6	0	0	24.3	29.1
1800	25	0	22	0	2	1	0	0	0	0	0	0	0	1	4	0	0	0	0	23.1	28.2
1900	10	0	10	0	0	0	0	0	0	0	0	0	0	6	60	0	0	0	0	26	-
2000	10	0	10	0	0	0	0	0	0	0	0	0	0	1	10	1	10	0	0	24	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.1	-
2200	8	0	8	0	0	0	0	0	0	0	0	0	0	3	37.5	2	25	0	0	27.2	-
2300	5	0	5	0	0	0	0	0	0	0	0	0	0	2	40	1	20	0	0	27.7	-
07-19	**230**	**0**	**207**	**0**	**19**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**8.7**	**3**	**1.3**	**0**	**0**	**24.2**	**29.1**
06-22	**258**	**0**	**234**	**0**	**20**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**10.5**	**4**	**1.6**	**0**	**0**	**24.3**	**29.1**
06-00	**271**	**0**	**247**	**0**	**20**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**11.8**	**7**	**2.6**	**0**	**0**	**24.5**	**29.3**
00-00	**274**	**0**	**250**	**0**	**20**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**12.4**	**9**	**3.3**	**0**	**0**	**24.6**	**29.3**

Virtual Day (14)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	1	31.6	1	21.1	0	0	26.2	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25	0	18.8	0	0	25.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6.3	0	6.3	0	0	22.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	66.7	0	44.4	0	0	32.6	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	8.3	0	8.3	0	0	25.8	-
0600	3	0	2	0	1	0	0	0	0	0	0	0	0	0	7.9	0	0	0	0	23.2	-
0700	13	0	12	0	1	0	0	0	0	0	0	0	0	1	4.5	0	0.6	0	0	23.5	27.7
0800	12	0	11	0	1	0	0	0	0	0	0	0	0	1	8.2	0	0.6	0	0	23.9	28.2
0900	16	0	15	0	1	0	0	0	0	0	0	0	0	1	7	0	1.7	0	0	24.1	28.2
1000	16	1	15	0	1	0	0	0	0	0	0	0	0	3	17.5	0	1.3	0	0	24.9	30.2
1100	**19**	**0**	**16**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11.1**	**0**	**1.9**	**0**	**0**	**24.4**	**29.3**
1200	21	0	19	0	2	0	0	0	0	0	0	0	0	3	13.8	1	2.4	0	0.3	25	29.3
1300	18	0	16	0	1	0	0	0	0	0	0	0	0	2	12.8	0	2.4	0	0	24.4	29.5
1400	22	0	21	0	1	0	0	0	0	0	0	0	0	3	13.8	1	2.3	0	0.3	25.2	29.5
1500	24	0	22	0	1	0	0	0	0	0	0	0	0	4	17.3	1	4.6	0	0	25.5	30.2
1600	24	0	23	0	1	0	0	0	0	0	0	0	0	3	12.4	1	3.2	0	0.3	24.5	29.3
1700	**27**	**1**	**25**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**11.8**	**0**	**1.3**	**0**	**0**	**24**	**28.9**
1800	21	0	20	0	1	0	0	0	0	0	0	0	0	2	9.4	0	2	0	0	23.7	28.6
1900	11	0	10	0	0	0	0	0	0	0	0	0	0	2	16.8	0	1.9	0	0.6	24.1	30
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	1	12.2	0	3.5	0	0	24.4	-
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	1	9.5	0	1.2	0	1.2	24.4	-
2200	5	0	5	0	0	0	0	0	0	0	0	0	0	1	25.4	0	7.9	0	0	25.8	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	1	24.1	0	10.3	0	0	25.8	-
07-19	**233**	**3**	**214**	**1**	**13**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**12.1**	**5**	**2.2**	**0**	**0.1**	**24.5**	**29.3**
06-22	**261**	**4**	**240**	**1**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**12.2**	**6**	**2.2**	**0**	**0.1**	**24.4**	**29.3**
06-00	**269**	**4**	**248**	**1**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**12.6**	**6**	**2.4**	**0**	**0.1**	**24.5**	**29.3**
00-00	**277**	**4**	**255**	**1**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**12.9**	**8**	**2.8**	**0**	**0.1**	**24.5**	**29.3**

Virtual Week (2)

Time	Total	Classification												>PSL 30	>PSL% 30	>SL1 35 ACPO	>SL1% 35 ACPO	>SL2 45 DfT	>SL2% 45 DfT	Mean	Vpp 85
		1 MCL	2 SV	3 SVT	4 TB2	5 TB3	6 T4	7 ART3	8 ART4	9 ART5	10 ART6	11 BD	12 DRT								
Mon	276	4	248	0	20	4	1	0	0	0	0	0	0	30	10.9	6	2.2	0	0	24	29.1
Tue	289	7	259	0	21	1	2	0	0	0	0	0	0	32	11.1	7	2.4	0	0	24	29.1
Wed	269	4	246	4	15	1	1	0	0	0	0	0	0	35	13	8	3	1	0.2	24.8	29.3
Thu	280	4	253	0	23	1	1	0	0	0	0	0	0	39	13.8	10	3.4	1	0.2	24.5	29.5
Fri	274	2	254	0	17	1	1	0	0	0	0	0	0	33	12.1	7	2.6	0	0	24.5	29.3
|Sat	281	6	268	1	6	0	1	0	0	0	0	0	0	39	13.7	7	2.5	1	0.4	24.9	29.5
|Sun	270	4	260	0	5	0	1	0	0	0	0	0	0	42	15.6	9	3.3	1	0.2	24.9	30
5 Day Ave.	278	4	252	1	19	2	1	0	0	0	0	0	0	34	12.2	8	2.9	0	0.0	24.4	29.3
7 Day Ave.	277	4	255	1	15	1	1	0	0	0	0	0	0	36	12.9	8	2.8	0	0.1	24.5	29.3
--	3875	58	3572	9	210	12	14	0	0	0	0	0	0	498	12.9	107	2.8	5	0.1	24.5	29.3

Summary Graphs

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

10 February 2015

Time	Total	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	4	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	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
0500	2	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
0600	2	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	0	0	0
0700	23	0	0	0	4	4	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	21	0	0	1	3	6	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**29**	**0**	**0**	**2**	**2**	**7**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	18	0	0	0	3	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	18	0	1	1	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	10	0	0	1	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	11	0	1	2	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	17	0	0	1	0	6	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**38**	**0**	**1**	**1**	**4**	**12**	**14**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	21	0	0	0	6	10	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	26	0	1	0	2	7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	24	0	1	0	5	9	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	0	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**256**	**0**	**5**	**9**	**38**	**77**	**96**	**24**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**274**	**0**	**5**	**9**	**41**	**86**	**100**	**25**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**281**	**0**	**5**	**10**	**42**	**89**	**100**	**26**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**292**	**0**	**6**	**11**	**44**	**92**	**102**	**28**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Speed Bins (mph)

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

11 February 2015

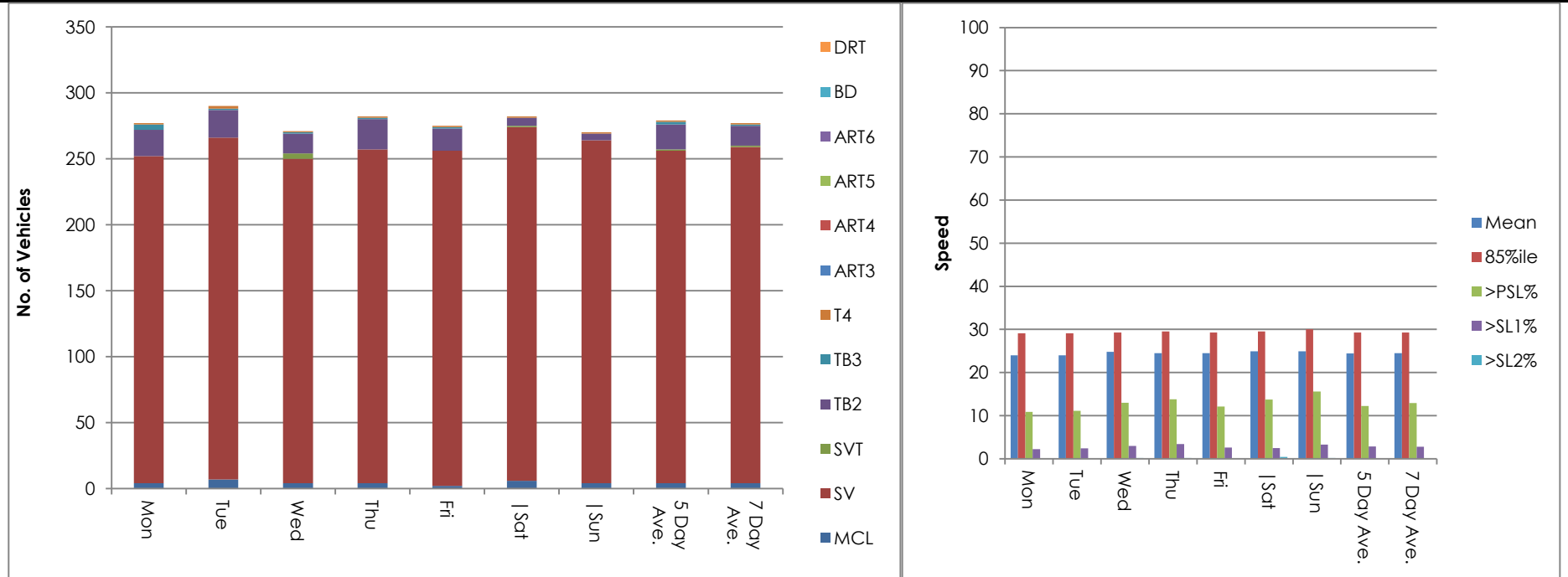| Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	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
0100	1	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
0200	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	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
0500	1	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
0600	4	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	17	0	0	1	6	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	19	0	0	2	2	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	15	0	0	0	1	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	10	0	1	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**21**	**0**	**0**	**0**	**7**	**7**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	13	0	0	0	1	5	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	0	1	2	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	22	0	0	0	2	7	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**33**	**0**	**0**	**0**	**4**	**5**	**20**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	28	0	0	0	3	7	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	30	0	0	0	3	7	13	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	0	3	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	9	0	0	0	2	1	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	241	0	1	4	35	75	97	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	262	0	1	6	37	81	105	24	6	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	270	0	1	6	39	82	108	24	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	276	0	1	6	41	85	109	24	8	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

12 February 2015

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	**24**	**0**	**0**	**3**	**5**	**7**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800	15	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	19	0	0	0	1	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	14	0	2	0	2	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	0	0	3	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	16	0	1	0	0	7	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	9	0	0	0	0	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	13	0	0	0	0	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**31**	**0**	**1**	**2**	**2**	**5**	**14**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	25	0	0	0	3	8	9	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**31**	**0**	**1**	**3**	**5**	**8**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	13	0	0	1	1	5	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	13	0	0	1	1	7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	1	0	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**223**	**0**	**5**	**9**	**24**	**66**	**86**	**29**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**259**	**0**	**7**	**13**	**29**	**78**	**94**	**34**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**267**	**0**	**7**	**14**	**30**	**80**	**95**	**35**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**274**	**0**	**7**	**14**	**33**	**82**	**96**	**35**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

13 February 2015

Time	Total	\ 0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
														Speed Bins (mph)															
0000	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
0100	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	7	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	0	3	5	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	15	0	0	0	4	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	0	0	1	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	13	0	0	2	1	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**21**	**0**	**1**	**1**	**2**	**5**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	10	0	0	0	3	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	8	0	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	19	0	0	0	4	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	22	0	0	0	4	7	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	26	0	0	0	5	7	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**37**	**0**	**0**	**2**	**7**	**12**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	25	0	0	0	1	11	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	20	0	0	1	4	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	12	0	0	2	2	3	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	7	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	2	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
07-19	**230**	**0**	**1**	**5**	**35**	**74**	**89**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**276**	**0**	**1**	**8**	**44**	**86**	**107**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**281**	**0**	**1**	**10**	**44**	**86**	**108**	**28**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**288**	**0**	**1**	**10**	**44**	**89**	**111**	**28**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Nationwide Data Collection
for
Vemco Consulting

Site 1   **4816 / Vale of Glamorgan**
Location   Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840   **February 2015**
Direction   Two way   **Automatic Traffic Count**

14 February 2015

Time	Total	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	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
0500	1	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
0600	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	9	0	0	0	0	2	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	6	0	0	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	24	0	0	0	3	6	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**29**	**0**	**0**	**0**	**2**	**10**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	18	0	1	0	1	3	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	22	0	0	0	2	7	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**32**	**0**	**0**	**0**	**2**	**13**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	21	0	0	0	2	8	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	22	0	0	0	1	10	7	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	23	0	1	0	6	5	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	22	0	0	1	5	6	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	19	0	0	1	3	3	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	0	1	1	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	233	0	2	1	24	76	96	29	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	268	0	2	3	29	87	106	36	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	276	0	2	3	29	90	110	36	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	289	0	2	4	32	95	111	38	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

15 February 2015

Time	Total	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	9	0	0	0	1	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	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
0300	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	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
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	5	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	5	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	9	0	0	1	1	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	15	0	1	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**20**	**0**	**0**	**0**	**3**	**9**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	**37**	**0**	**0**	**1**	**6**	**10**	**13**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	31	0	0	2	3	13	8	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	27	0	1	0	0	9	12	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	1	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	23	0	0	0	3	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**37**	**0**	**0**	**6**	**5**	**14**	**8**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	15	0	0	1	0	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	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
2200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	9	0	0	0	1	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	235	0	3	11	24	88	72	29	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	250	0	3	11	25	95	79	29	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	261	0	3	11	26	97	86	30	5	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	276	0	3	11	30	103	90	30	5	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

16 February 2015

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	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
0200	1	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
0300	1	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
0400	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
0500	2	0	0	1	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
0600	1	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
0700	9	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	15	0	0	1	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**20**	**0**	**1**	**0**	**4**	**6**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	11	0	0	0	2	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	16	0	0	1	4	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	17	0	0	0	0	7	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	0	0	1	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	0	1	5	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	16	0	0	0	1	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	26	0	1	1	3	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**32**	**0**	**2**	**2**	**9**	**9**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	27	0	0	1	8	11	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	22	0	2	1	4	10	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	13	0	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	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
2200	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	225	0	4	7	39	80	74	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	263	0	6	8	46	98	82	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	270	0	6	8	48	100	84	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	278	0	6	9	50	103	84	23	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

17 February 2015

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	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
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	0	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
0600	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	10	0	0	0	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	8	0	0	2	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**19**	**0**	**0**	**0**	**1**	**6**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	16	0	3	0	0	3	6	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**19**	**0**	**1**	**0**	**3**	**7**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	21	0	0	0	3	5	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	24	0	1	1	5	11	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	16	0	0	0	1	7	5	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	23	0	2	1	2	10	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	**26**	**0**	**0**	**1**	**2**	**13**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700	23	0	0	1	2	9	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	23	0	1	3	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	0	0	2	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	14	0	0	0	4	3	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	9	0	0	2	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	1	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**228**	**0**	**8**	**9**	**30**	**84**	**79**	**14**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**267**	**0**	**8**	**10**	**38**	**95**	**96**	**16**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**282**	**0**	**9**	**12**	**38**	**99**	**99**	**21**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**286**	**0**	**9**	**12**	**38**	**100**	**100**	**22**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Nationwide Data Collection
for
Vemco Consulting

Site   1

Location   Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840

Direction   Two way

4816 / Vale of Glamorgan

February 2015

Automatic Traffic Count

18 February 2015

Time	Total	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	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
0700	14	0	0	2	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	11	0	0	0	4	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	7	0	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	0	1	0	7	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**22**	**0**	**0**	**1**	**1**	**8**	**10**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	22	0	1	1	4	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	22	0	1	0	4	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**27**	**0**	**1**	**1**	**3**	**10**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	17	0	0	0	1	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	24	0	0	0	4	11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	0	0	4	7	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	18	0	0	1	2	7	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	14	0	0	0	0	6	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	9	0	0	0	1	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	11	0	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**218**	**0**	**3**	**7**	**28**	**90**	**64**	**23**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**253**	**0**	**3**	**7**	**31**	**103**	**76**	**29**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**259**	**0**	**3**	**7**	**31**	**105**	**79**	**30**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**261**	**0**	**3**	**7**	**31**	**105**	**79**	**30**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

19 February 2015

Time	Total	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	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
0200	2	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	3	0	0	2	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
0700	15	0	0	1	3	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	0	0	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	17	0	0	0	3	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	17	0	0	3	1	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**18**	**0**	**0**	**0**	**2**	**8**	**3**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	18	0	0	0	6	6	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	14	0	0	1	4	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	29	0	1	0	2	8	12	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	31	0	0	0	2	13	9	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	31	0	0	0	6	13	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	18	0	2	0	2	8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	**32**	**0**	**0**	**2**	**2**	**11**	**14**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1900	7	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	11	0	0	0	2	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	1	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
2200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**250**	**0**	**3**	**6**	**32**	**97**	**80**	**22**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**272**	**0**	**3**	**8**	**35**	**106**	**87**	**23**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**279**	**0**	**3**	**8**	**35**	**110**	**89**	**23**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**286**	**0**	**3**	**8**	**36**	**114**	**90**	**23**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1
Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

20 February 2015

Time	Total	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	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
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	0	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	14	0	0	0	2	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**17**	**0**	**0**	**4**	**5**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	13	0	0	0	2	2	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	13	0	0	1	1	4	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	17	0	0	0	2	5	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	15	0	0	1	2	2	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	10	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	26	0	0	0	1	2	14	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	26	0	0	0	0	15	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**36**	**0**	**1**	**3**	**2**	**13**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	24	0	0	1	8	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	8	0	0	1	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	7	0	0	0	1	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	2	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
2200	8	0	1	0	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	224	0	1	10	31	67	90	20	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	243	0	1	11	32	75	96	21	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	257	0	2	11	33	80	100	24	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	259	0	2	11	33	80	100	24	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site   1
Location   Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction   Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

21 February 2015

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	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
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	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
0700	7	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	10	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	12	0	0	0	1	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	6	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**17**	**0**	**1**	**0**	**1**	**6**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	30	0	0	0	2	9	16	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	33	0	1	1	3	12	14	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	**39**	**0**	**0**	**3**	**4**	**13**	**12**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500	20	0	0	4	6	2	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	25	1	2	1	4	9	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	28	0	0	1	3	12	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	16	0	0	0	1	8	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	15	0	0	0	1	5	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	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
2300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**243**	**1**	**4**	**10**	**29**	**84**	**90**	**20**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**267**	**1**	**4**	**11**	**31**	**93**	**96**	**25**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**271**	**1**	**4**	**11**	**32**	**93**	**99**	**25**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**273**	**1**	**4**	**11**	**32**	**94**	**99**	**25**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site 1

Location Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840

Direction Two way

4816 / Vale of Glamorgan

February 2015

Automatic Traffic Count

22 February 2015

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	5	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	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
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	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	2	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
0900	25	0	0	0	6	12	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	**37**	**0**	**0**	**1**	**3**	**5**	**11**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100	25	0	0	1	7	8	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	**47**	**0**	**0**	**0**	**7**	**11**	**22**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1300	19	0	0	0	1	6	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	18	0	0	0	2	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	11	0	0	0	1	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	11	0	0	0	1	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	13	0	0	0	1	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	15	0	0	1	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	2	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
2000	2	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
2100	10	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**223**	**0**	**0**	**3**	**32**	**74**	**78**	**30**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**239**	**0**	**0**	**5**	**33**	**81**	**82**	**32**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**247**	**0**	**0**	**5**	**33**	**84**	**84**	**34**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**263**	**0**	**0**	**5**	**37**	**87**	**89**	**36**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Site | 1
Location | Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction | Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

23 February 2015

Time	Total	0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
0000	1	0	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
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	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
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	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
0600	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	18	0	0	0	4	5	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	17	0	0	0	1	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	**19**	**0**	**0**	**0**	**5**	**4**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1000	13	0	0	0	2	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	10	0	0	0	2	2	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	13	0	0	1	2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	12	0	0	1	1	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	21	0	0	1	3	6	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	**29**	**0**	**0**	**1**	**6**	**8**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600	25	0	1	0	2	8	11	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	28	0	0	2	1	14	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	25	0	0	2	6	7	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	10	0	0	1	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	10	0	0	0	4	1	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	8	0	0	0	0	4	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	5	0	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	230	0	1	8	35	81	85	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-22	258	0	1	9	42	87	92	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-00	271	0	1	9	44	91	94	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00-00	274	0	1	9	44	91	95	25	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NDC
NATIONWIDE DATA COLLECTION

Nationwide Data Collection
for
Vemco Consulting

Site	1
Location	Cwrt - Yr - Ala Road, Att - Railings, OSGR: ST 13209 74840
Direction	Two way

4816 / Vale of Glamorgan
February 2015
Automatic Traffic Count

Virtual Day (14)

Time	Total	0-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100-105	105-110	110-115	115-120	120-125	125-130	130-135	135-140
0000	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	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	0
0200	1	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
0300	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	0
0400	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	0
0500	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	0
0600	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0700	13	0	0	1	2	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800	12	0	0	0	2	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900	16	0	0	1	2	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	16	0	1	1	2	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1100	**19**	**0**	**0**	**0**	**3**	**6**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1200	21	0	0	0	3	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1300	18	0	0	0	2	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	22	0	0	1	2	8	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	24	0	0	1	3	6	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	24	0	0	0	3	10	8	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	**27**	**0**	**1**	**1**	**4**	**9**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800	21	0	0	1	4	8	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	11	0	0	1	2	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	8	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	5	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	**233**	**0**	**3**	**7**	**31**	**80**	**84**	**23**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-22	**261**	**0**	**3**	**9**	**35**	**89**	**93**	**26**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
06-00	**269**	**0**	**3**	**9**	**36**	**92**	**95**	**27**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
00-00	**277**	**0**	**3**	**9**	**38**	**94**	**97**	**28**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Virtual Week (2)

Time	Total	Speed Bins (mph)																											
		0 - 5	5 - 10	10 - 15	15 - 20	20 - 25	25 - 30	30 - 35	35 - 40	40 - 45	45 - 50	50 - 55	55 - 60	60 - 65	65 - 70	70 - 75	75 - 80	80 - 85	85 - 90	90 - 95	95 - 100	100 - 105	105 - 110	110 - 115	115 - 120	120 - 125	125 - 130	130 - 135	135 - 140
Mon	276	0	4	9	47	97	90	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	289	0	8	12	41	96	101	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	269	0	2	7	36	95	94	27	7	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thu	280	0	5	11	35	98	93	29	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fri	274	0	2	11	39	85	106	26	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sat	281	1	3	8	32	95	105	32	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
|Sun	270	0	2	8	34	95	90	33	7	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	**278**	**0**	**4**	**10**	**40**	**94**	**97**	**26**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
7 Day Ave.	**277**	**0**	**3**	**9**	**38**	**94**	**97**	**28**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
--	**3875**	**1**	**48**	**128**	**525**	**1320**	**1355**	**391**	**86**	**16**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summary Graphs