



# Weycock Cross, Barry

## Transport Statement

### Cardiff and Vale College

Colcot Road, Barry, CF62 8YJ

Prepared by:

#### SLR Consulting Limited

Ground Floor Belmont House , Churchill Way, Cardiff,  
CF10 2HE

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## Table of Contents

<b>1.0 Introduction .....</b>	<b>1</b>
<b>2.0 Existing accessibility .....</b>	<b>3</b>
<b>3.0 Policy Context .....</b>	<b>18</b>
<b>4.0 Development Proposals.....</b>	<b>24</b>
<b>5.0 Trip Generation.....</b>	<b>29</b>
<b>6.0 Summary and Conclusions .....</b>	<b>32</b>

## Tables in Text

Table 2-1: Local Facilities .....	4
Table 2-2: Bus Services .....	11
Table 2-3: Direct Rail Services from Barry Station .....	12
Table 2-4: Record Traffic Flows (5 day Average) .....	14
Table 2-5: Recorded Vehicle Speeds (by direction) .....	14
Table 2-6: Collision Summary .....	16
Table 4-1: VoGC Selective Parking Standards (January 2019) .....	28
Table 5-1: Total Vehicle Trips (16 dwellings).....	29
Table 5-2: Vehicle Trip Rates and Trip Generation (Existing Use – College).....	30
Table 5-3: Net Trip Generation.....	31
Table 5-4: Percentage Impact Assessment.....	31

## Figures in Text

Figure 2-1: Site Location .....	3
Figure 2-2: Local Facilities and Services .....	4
Figure 2-3: Existing ProWs in the local area.....	7
Figure 2-4: Walking Isochrone .....	7
Figure 2-5: Existing Cycling Network (NCN).....	8
Figure 2-6: Cycling Isochrone .....	9
Figure 2-7: Active Travel Network Map .....	10
Figure 2-8: Weycock Road ATC Survey Location .....	14
Figure 2-9: Collision Locations .....	15
Figure 3-1: Sustainable Transport Hierarchy.....	18
Figure 3-2: Wales Transport Strategy Priorities and Ambitions .....	20
Figure 3-3: Active Travel Guidance .....	22
Figure 4-1: Illustrative Site Layout.....	24



Figure 4-2: Proposed Site Access Road ..... 26  
Figure 4-3: Proposed Site Access Junction..... 26

## **Appendices**

**Appendix A      Pre-Application Response**  
**Appendix B      Traffic Survey Data**  
**Appendix C      Illustrative Site Layout**  
**Appendix D      Swept Path Analysis Review of the Illustrative Site Layout**  
**Appendix E      Site Access Junction Drawings**  
**Appendix F      Swept Path Analysis Drawings**  
**Appendix G      TRICS Outputs**



## 1.0 Introduction

- 1.1 This Transport Statement (TS) has been prepared by SLR Consulting Ltd on behalf of Cardiff and Vale College (CAVC) to provide traffic and transportation advice in relation to the redevelopment of the Weycock Cross site that previously formed part of the Barry college campus. The application will comprise of 16 residential dwellings that will be accessed from the existing road, off Weycock Road, Barry.
- 1.2 The planning application will be submitted in outline except for strategic access.

### Site Location and Context

- 1.3 The site is located on the north-western periphery of Barry, approximately 4km from the town centre and is bound to the north, east and south by open fields/woodland and to the west by the A4226 Weycock Road.
- 1.4 The existing Weycock Cross CAVC site comprises of caretakers' house and a number of educational use buildings with a GIA of 1,000 m<sup>2</sup> and 50 car parking spaces. Access is provided directly off the A4226 Weycock Road.
- 1.5 Barry is identified as a 'key settlement' within the Vale of Glamorgan (VoG) Local Development Plan and is identified as one of the identified and preferred settlements to provide much needed housing within the southeast zone.

### Planning Pre-Application Context and History

- 1.6 The proposed development is located within the Settlement Boundary of Barry, which is defined by the adopted Local Development Plan (LDP). The site is not currently protected or identified as an allocation within the current adopted LDP.
- 1.7 A Transport Appraisal note was prepared in April 2022 to support representations to the Replacement Local Development Plan and submitted to Vale of Glamorgan Council (VoGC). A request for statutory pre-application advice was requested in August 2022 and a pre-application response was received in November 2022 which is included at **Appendix A**.
- 1.8 The comments received in relation to highways and transportation have been considered and addressed within this TS.

### Development Proposals

- 1.9 The development proposal comprises 16 residential dwellings (including 2 flats within the existing house at the end of the access road) to be accessed from the existing access road from Weycock Road.

### Report Structure

- 1.10 The remainder of the report is structured as follows:
  - Section 2 – Existing Conditions - describes the current accessibility of the site by all modes of travel, and the proximity to local services and facilities.



- Section 3 – Policy Context – reviews the local and national policy applicable to the site.
- Section 4 – Development Proposals – details the proposed scheme and access arrangements.
- Section 5 – Trip Generation – analyses the forecast trip generation associated with the development proposals for all modes.
- Section 6 – Summary and Conclusion – summaries and concludes the report.



## 2.0 Existing accessibility

### Overview

- 2.1 This section of the report sets out the existing accessibility of the site in relation to walking and cycling routes, proximity to local facilities/amenities and public transport services and describes the surrounding local highway network.

### Site Location

- 2.2 The Weycock Cross site is located on the north-western periphery of Barry, approximately 4km from the town centre and is bound to the north, east and south by open fields and woodland. To the west of the site is the A4226 Weycock Road.
- 2.3 The site is shown in the local context in **Figure 2.1**.

**Figure 2-1: Site Location**

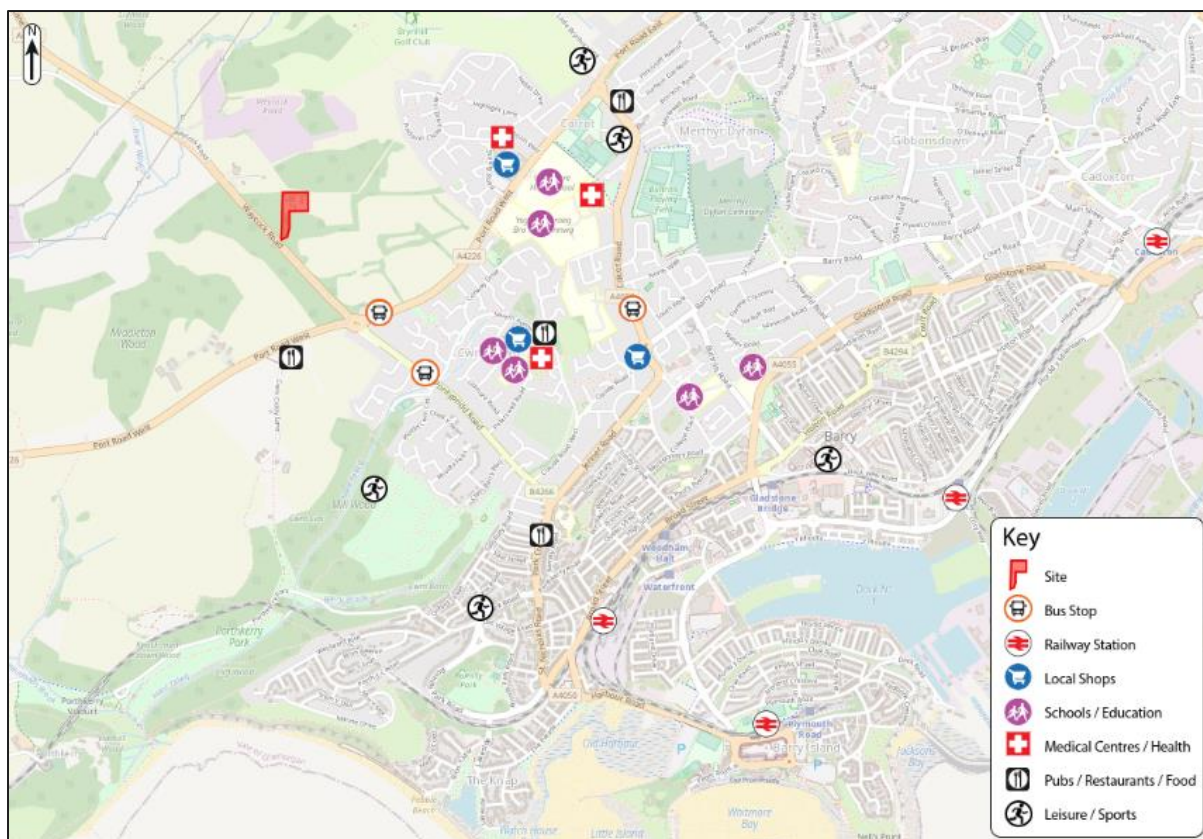


### Local Facilities and Services

- 2.4 The site is located within short, accessible distances from a range of local facilities and community services, and within reach of schools and public transport services. The location of these facilities and services are shown in relation to the site location, in **Figure 2.2**.



**Figure 2-2: Local Facilities and Services**



2.5 The approximate distances to these local facilities and services, by foot and by cycling, are displayed in **Table 2.1**. The distances are measured from the centre of the site.

**Table 2-1: Local Facilities**

Facility	Distance (m)	Cycling Time (mins)	Walking Time (mins)
<b>Public Transport</b>			
Weycock Cross Bus Stop (Pontypridd Road)	600	2	7
Weycock Cross Bus Stop (Port Road)	700	4	10
Nant Talwg Way Bus Stop	1000	5	12
College Bus Stop	2500	14	34
Barry Railway Station	2600	16	35
<b>Schools/Education</b>			
<b>Whitmore High School</b>	<b>1700</b>	<b>11</b>	<b>24</b>
All Saints Church in Wales Primary School	1800	9	25
Nifty Kids Childcare Services	1800	9	25
Ysgol Gymraeg Bro Morgannwg	2800	14	37
Ysgol Sant Curig	2800	14	37
Gladstone Primary School	3100	17	41
<b>Supermarkets</b>			
Co-op Food – Petrol Filling Station (Weycock Cross)	700	5	10





Facility	Distance (m)	Cycling Time (mins)	Walking Time (mins)
Tesco Supermarket	1800	10	24
One Stop- Plas Cleddau	1800	10	24
<b>Pubs / Restaurants</b>			
Rhosee Toby Carvery	950	6	13
Pizza Perfection	1800	9	25
Chopsticks	1800	9	25
The Park (Pub)	2000	12	33
Colcot Arms (Pub)	2300	12	31
<b>Medical</b>			
Brockway Pharmacy	1800	9	24
Highlight Park medical Practice	1900	10	26
Barry Hospital	2700	14	37
<b>Leisure/ Retail</b>			
The Mill Wood- Hiking Area	1800	9	24
The Sea View RFC	2000	11	27
Colcot Sports centre	2400	13	32
Brynhill Barry Golf Club	2400	12	32
Barry Castle	2600	12	33
Barry Leisure Centre	3400	19	45
<b>Employment Sites</b>			
Barry Hospital	2700	14	37
Cardiff Airport	3500	20	45
Barry Island (Beach and hospitality)	3500	20	45

- 2.6 As shown in **Table 2.1**, the site is connected to various local facilities by walking or by cycling including local schools, shops, restaurants, pubs, medial services, leisure services and employment sites. There are public transport facilities located within a 10-15 minute walk of the site.

## Active Travel

- 2.7 The area is served by good quality pedestrian and cycle routes, through attractive and active environments. Existing pedestrian and cycle facilities in the vicinity of the site include formal footways, footpaths, shared footway/cycleway, and Public Rights of Way (PRoW).

### Walking

- 2.8 A shared footway/cycleway measuring 2.5 metres wide is provided along the length of Weycock Road on the western side of the carriageway (See Photograph 1). A signalised pedestrian crossing with dropped kerbs and tactile paving is provided on the western arm of the A4226/Weycock Road/B4226 roundabout which is located to the south of the site.
- 2.9 Travelling into Barry, the B4226 / Pontypridd Road has footways measuring between 2-3m wide on both sides of the carriageway and provides access to a number of smaller



residential roads. The roads within the built up area are all illuminated, however Weycock Road is currently unlit.

- 2.10 The Valeways Millennium Heritage Trail is a waymarked circular route of approximately 69 miles, in the Vale of Glamorgan through landscapes of historical and scenic interest (see Photograph 2).
- 2.11 The route has coastal and inland sections and runs through towns and villages including Barry, Cowbridge, Llantwit Major, Llanmaes, Llanmihangel, Llancafarn, Llanblethian, St Brides Major and Llanharry, with spurs to Ewenny Priory and St. Fagan's. The route is signposted and passes along Greenbank's Drive, to the south east of the site.

**Photograph 1: Shared-surface Path on Weycock Road**



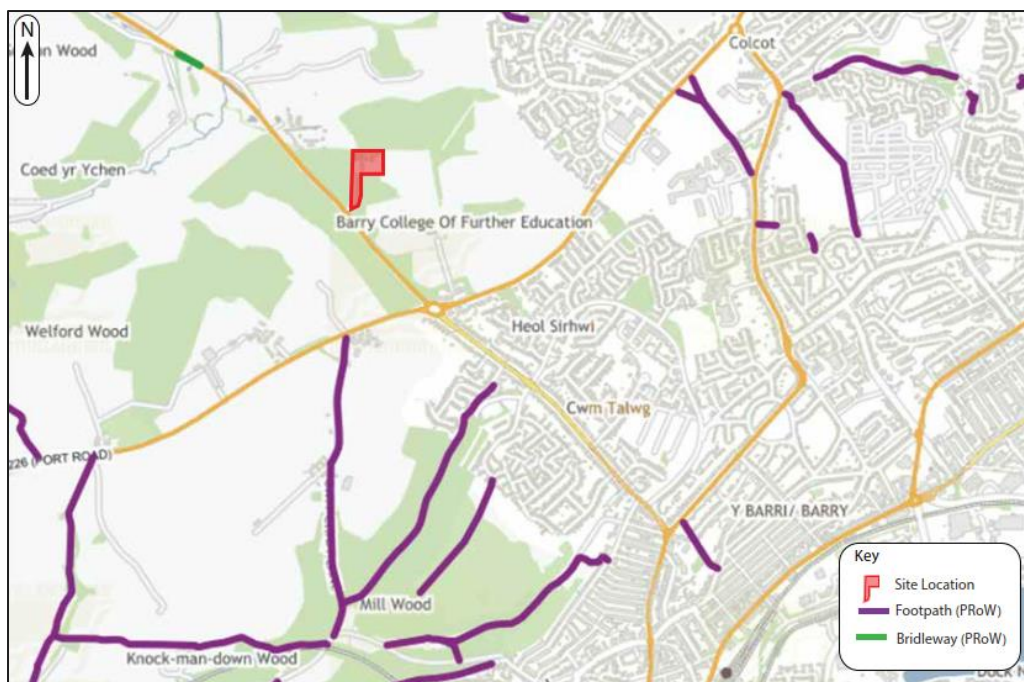
**Photograph 2: Millennium Heritage Trail**



- 2.12 The ProWs within the vicinity of the site are highlighted below in **Figure 2.3**. There are several footpaths to the south of the site which travel through Mill Wood, providing hiking and leisure walking opportunities. There are further footpaths to the east of the site, connecting areas of Colcot Road and Barry together.

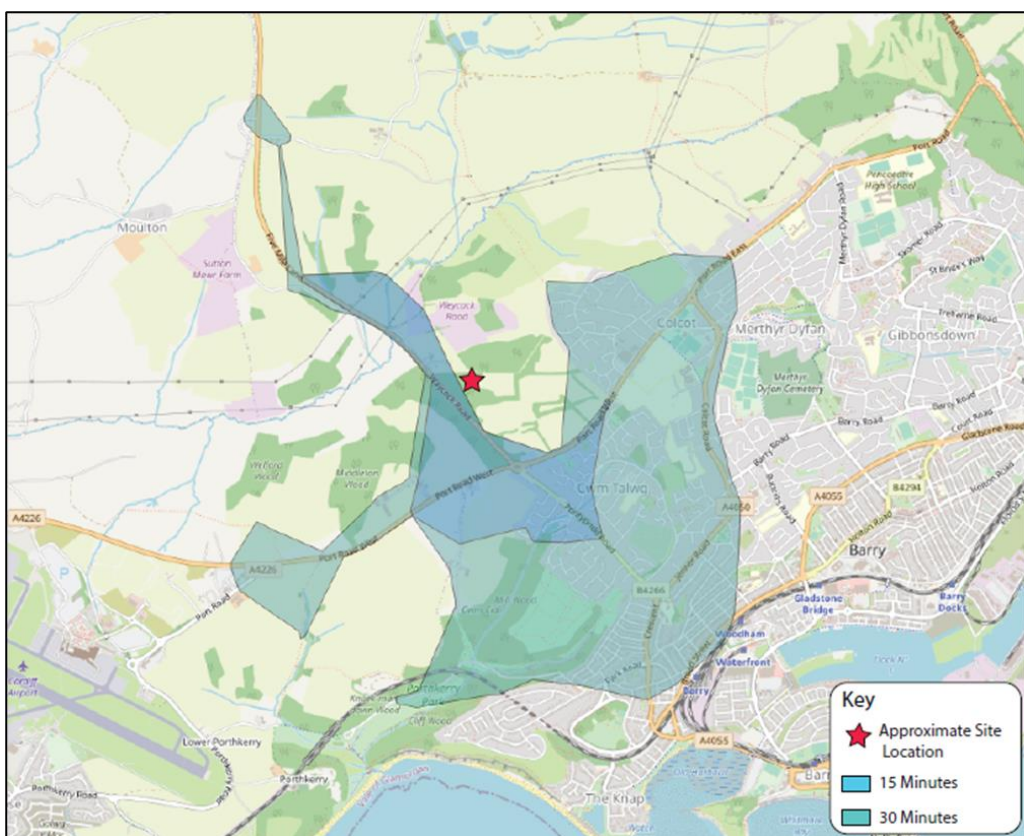


**Figure 2-3: Existing ProWs in the local area**



2.13 **Figure 2.4** shows the indicative walking isochrones of 15 and 30 minutes from the proposed site access, assuming a comfortable average walk speed of 5 km/h (3 mph). This demonstrates that a large proportion of Barry is within a comfortable 30-minute walking distance of the site.

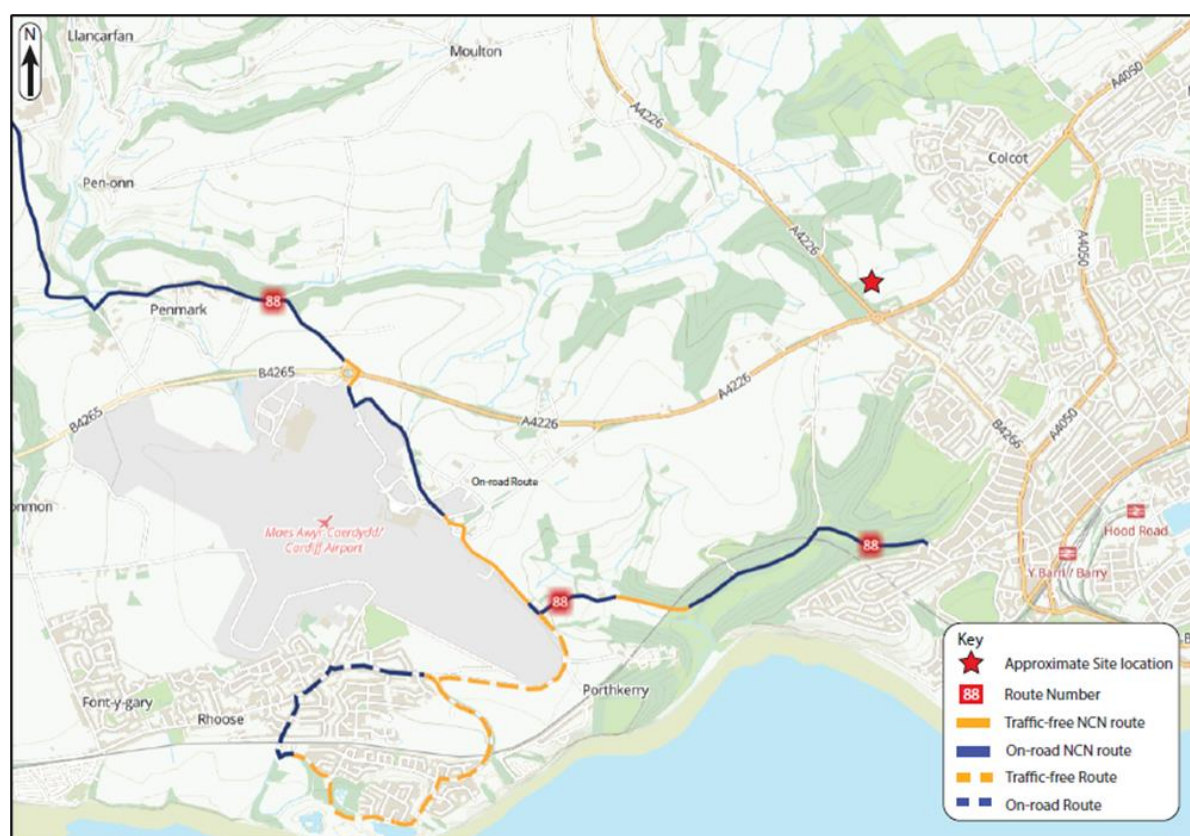
**Figure 2-4: Walking Isochrone**



## Cycling

- 2.14 The existing cycle infrastructure includes a shared-surface footway/cycleway along Weycock Road for the length of the road towards the A4226/B4266 roundabout in the south direction where it continues into Barry. There is a further shared-surface footpath/cycleway along the A4226 to the east, providing a direct cycle route towards Barry Hospital and Colcot Road areas.
- 2.15 National Cycle Network (NCN) Route 88 can be accessed via Park Road and Porthkerry Country Park, to the southwest of both sites.
- 2.16 Currently, the full route is a proposed coastal route between Newport, Cardiff, Bridgend, and Margam Country Park and currently, only short sections of the route are open. However, the relevant section of NCN 88 to Barry uses quiet country lanes and links Barry to Rhoose, Llantwit Major and Wick.
- 2.17 The existing dedicated cycling network (NCN) is indicated in **Figure 2.5**.

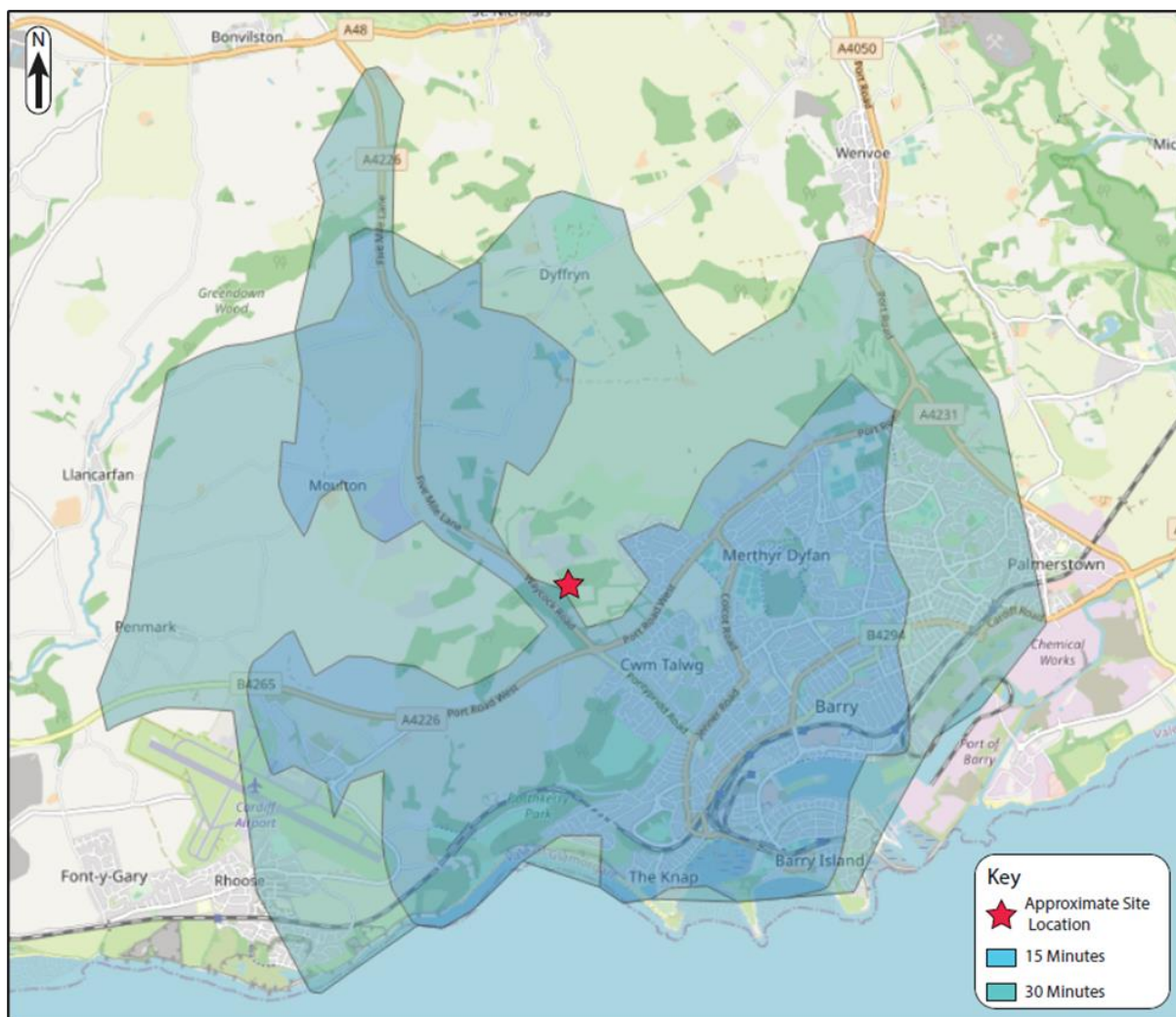
**Figure 2-5: Existing Cycling Network (NCN)**



- 2.18 **Figure 2.6** shows the cycling isochrones of 15 and 30 minutes from the site access, assuming a comfortable average cycle speed of 15 km/h (9 mph). Sustrans has suggested that up to 5 miles is an appropriate distance for cycle commuting. This equates to 33 minutes at this speed.
- 2.19 This demonstrates that all of Barry, including Barry rail station, and much of the surrounding area can be reached within 30 minutes on a bike.



**Figure 2-6: Cycling Isochrone**

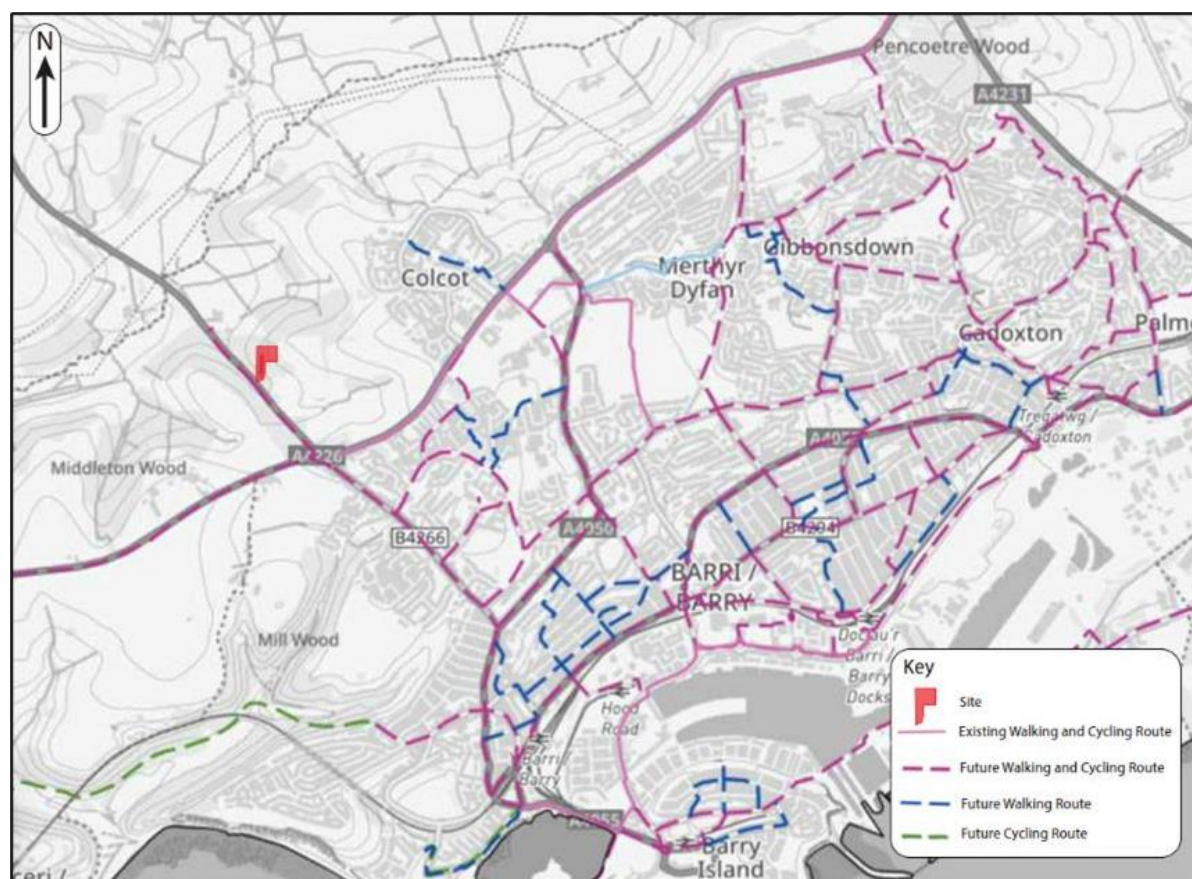


### Active Travel Network Map

- 2.20 The Welsh Government has provided the Vale of Glamorgan with an Integrated Network Map (INM), creating Active Travel Network Maps (ATNM) to show the existing and future walking, and cycling routes within the local area of Barry.
- 2.21 **Figure 2.7** demonstrates the active travel map for the local surrounding area to the site, including the existing walking and cycling routes and identifying future walking, cycling, and walking/cycling routes.



**Figure 2-7: Active Travel Network Map**



- 2.22 The active travel network map can be used for route planning for both commuting and leisure purposes. Positively, the future walking, cycling, and walking/cycling routes are demonstrated on the network maps to show the proposed routes and what is being improved in the near future.
- 2.23 There are future walking and cycling routes displayed adjacent to the site area, and these directly connect with the further routes creating an accessible network for walking and cycling in Barry.
- 2.24 The increasing active travel opportunities in South Wales supports the local and national policies and assisting to move towards a more sustainable and accessible transport system.

## Public Transport

- 2.25 The site is located in close proximity to a number of public transport links, including bus services and rail services which can be accessed within short walking and cycling distances of the site. The bus and rail services in the vicinity of the site are described below.

## Bus Services

- 2.26 Four local bus services are accessible within close proximity to the site which can be accessed via the 'Weycock Cross' bus stops on Port Road and Nant Pontypridd Road. (See **Table 2.2**).



**Table 2-2: Bus Services**

Number	Route	First Bus (M-F)	Last Bus (M-F)	Frequency			Provider
				M-F	Sat	Sun	
<b>Weycock Cross (on Pontypridd Road) and Nant Talwg Way Bus Stops</b>							
98	King Square – Morrisons – Highlight Park	08:25	14:27	45-minutes (08:00-15:00)	-		Cardiff Bus
100	Colcot – Barry Island, Town Centre, Colcot – Barry	12:18	19:48	-	-	5 services (10:00-20:00)	Adventure Travel
B3	Barry – Barry via Cadoxton	07:23	-	1 service a day	1 service a day	-	Adventure Travel
<b>Weycock Cross Bus Stops (on Port Road)</b>							
304	Cardiff – Llantwit Major	05:53	00:03	Hourly	Hourly	-	Adventure Travel
	Llantwit Major – Cardiff	07:25	23:45	Hourly	Hourly	-	
C1	Cardiff – Cardiff and Vale College, Barry	08:44	16:50	2 services a day	-	-	Cardiff Bus
	–Barry – Cardiff and Vale College – Cardiff	09:02	17:12	2 services	-		

- 2.27 As shown in **Table 2.2**, there are currently three services an hour in each direction during a weekday, and two services an hour on a Saturday and a dedicated Sunday bus service, route 100, on Sundays.
- 2.28 The quality, frequency and affordability of bus services are suited for a travel option for the residents of Barry as the bus services can be used for everyday travel, including commuting and social purposes. The services provide access to Cardiff and Llantwit Major where further services can be accessed to local areas including Barry Hospital, Barry Island and Kings Square.

## Rail Services

- 2.29 Barry Railway Station is located approximately 2.6km to the south of the site, a 16-minute cycle or a 35-minute walk and provides frequent railway services to destinations including Cardiff, Newport and Swansea. There are 110 car parking spaces at Barry railway station



including 3 accessible spaces. There are also 10 cycle parking spaces and CCTV is in operation.

- 2.30 A summary of the frequency of service and journey times to key destinations is provided in **Table 2.3**.

**Table 2-3: Direct Rail Services from Barry Station**

Barry Railway Station		
Destination	Journey Time (Minutes)	Frequency (Minutes)
Cardiff Central	25	15
Barry Island	6	15
Radyr	41	15
Pontypridd	57	15
Bridgend	34	30
Newport	58	15
Treherbert	102	30
Swansea	85	60
Bristol Temple Meads	90	30

- 2.31 Barry railway station provides opportunity for multi-modal travel, allowing the option to cycle or walk to the station and then by rail to the final destination. This route is promotion of active travel and reducing the use of the private car.
- 2.32 Departures from Barry to Cardiff Central are as often as every 15 minutes with a journey time of 25 minutes, this is suitable for commuting and leisure journeys to the Cardiff city centre, where further facilities are accessible.

## South Wales Metro

- 2.33 The proposed South Wales Metro Project is an integrated network for bus, rail and active travel improvements to existing transport in South Wales with the aim to improve connectivity by creating more efficient, sustainable transport options across South Wales.
- 2.34 The Cardiff capital region is aimed to be more connected to outer areas such as Barry, and enhancements to the existing network in Barry is to take place to create quicker and more desirable journeys, ensuring the focus on sustainable travel.

## Local Highway Network

### Weycock Road (A4226)

- 2.35 Locally known as 'Five Mile Lane' the A4226 is a feeder road into Barry and has recently undergone an improvement programme. It connects with the A48 near Bonvilston via the





Sycamore Cross signalised junction and Barry in the south via the Weycock Cross roundabout.

- 2.36 The road is subject to the national speed limit (NSL) in the north, reducing to 40 within the vicinity of the Welsh Hawking Centre and onwards to the junction with Port Road West / Pontypridd Road (B4266).
- 2.37 A shared footway/cycleway measuring 2.5 metres wide is provided on the western side of the carriageway.

### **A4226 Port Road/Weycock Road/B4226 Pontypridd Road (Weycock Cross) Roundabout**

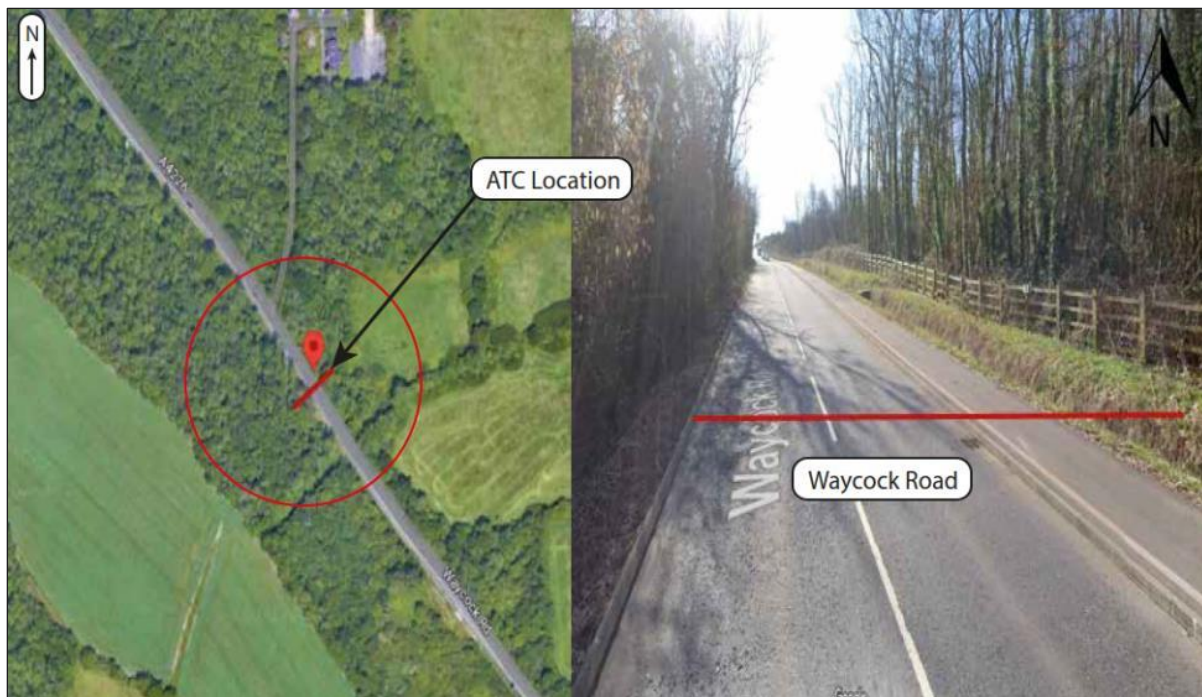
- 2.38 This is a 4 arm roundabout located to the south of the site and connects the A4226 Port Road west, Weycock Road, B4226 Pontypridd Road and A4226 Port Road east. Port Road west provides a route to Rhoose and Cardiff Airport, B4226 Pontypridd Road provides a route into Barry, and the A4226 Port Road east provides a route to Barry Hospital and the residential areas to the north of the town centre.
- 2.39 There are pedestrian and cycle crossing facilities provided at the roundabout to ensure that people can access local facilities and public transport services provided in the area.
- 2.40 There is a Toucan crossing on A4226 Port Road west to enable pedestrians and cyclists to cross the carriageway from the shared footway/cycleway facility on Weycock Road. There is also a uncontrolled pedestrian crossing on B4226 Pontypridd Road with dropped kerbs, tactile paving and a pedestrian refuge island. There is a shared footway/cycleway provided on both sides of B4226 Pontypridd Road. There is also a shared footway/cycleway provided on the southern side of the carriageway on A4226 Port Road east.

### **Existing Observed Traffic Patterns**

- 2.41 To observe the typical traffic flows and average vehicular speeds within the vicinity of the site, a traffic survey was undertaken at Weycock Road in July 2023. An Automatic Traffic Counter (ATCs) was installed on Weycock Road, in the vicinity of the existing site access to the CAVC site.
- 2.42 The ATC was in place from 11th July 2023 until 17th July 2023 and the total traffic flows were recorded over 24-hour periods for each day. The location of the ATC is shown in **Figure 2.8** and the full survey data is included at **Appendix B**.



**Figure 2-8: Weycock Road ATC Survey Location**



2.43 **Table 2.4** shows the recorded traffic flows and traffic speeds on Weycock Road, for the 5-day weekday average. The peak period identified on Weycock Road based on the ATC survey is between 07:00 and 08:00 in the weekday AM peak period and between 16:00 and 17:00 in the weekday PM peak period.

**Table 2-4: Record Traffic Flows (5 day Average)**

Total vehicles	Two way vehicle flows
AM (0800-0900)	1031
PM (1600-1700)	1116

2.44 The 7 day average two-way traffic flows were recorded as 11121 vehicles per day within the 24-hour period (AADT). The weekday AM peak flow was recorded as 1031 and the PM peak hour as 1116 vehicles.

2.45 The average and 85th percentile recorded speeds are shown in **Table 2.5**.

**Table 2-5: Recorded Vehicle Speeds (by direction)**

Direction	Mean Speed (mph)	85 <sup>th</sup> Percentile Speed (mph)	Posted Speed Limit (mph)
Northbound	46.7	52.6	40
Southbound	38	44.3	
Two-way	42	50	

2.46 The average and 85th percentile speeds were recorded by the ATC, under free flow condition, with no exceptional weather conditions reported.

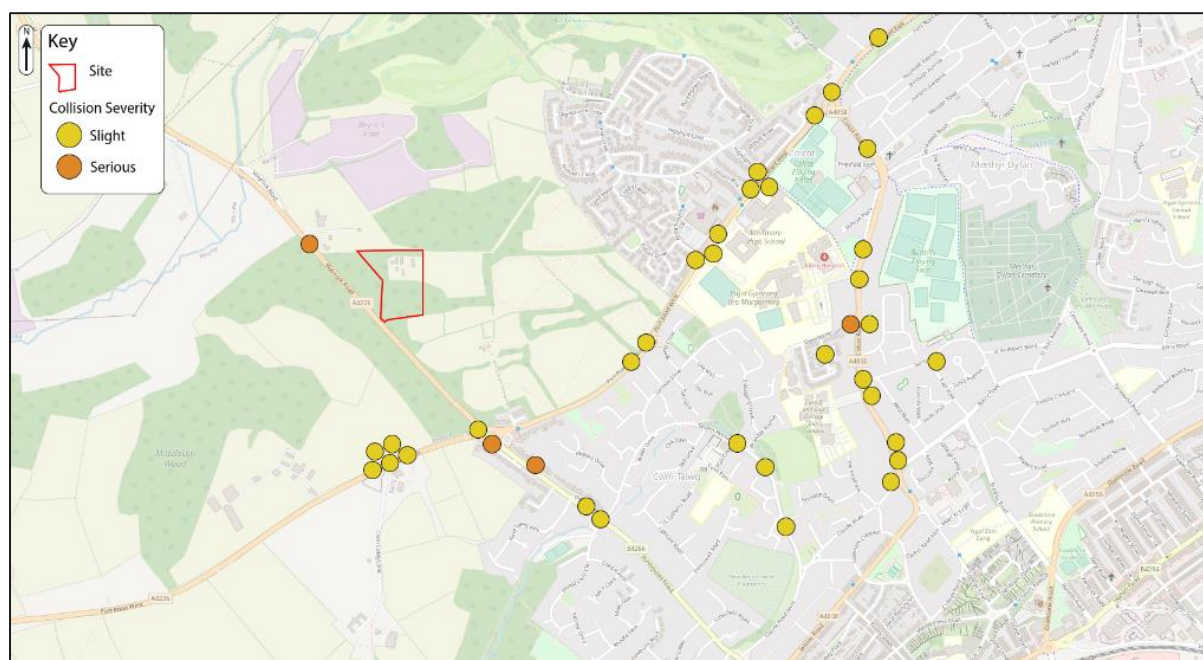


- 2.47 As shown in **Table 2.5**, the 85th percentile speeds on Weycock Road exceed the posted speed limit of 40mph. The visibility splays for the site access junction onto Weycock Road will reflect the 85th percentile speeds in this location.
- 2.48 It is understood that a speed camera has been installed recently on Weycock Road, and therefore 85<sup>th</sup> percentile speeds may have reduced since the ATC survey was undertaken in July 2023.

## Collision Data

- 2.49 A review of Personal Injury Collision (PIC) data for the sites has been undertaken using the most recent PIC records from the Government of Wales. The records relate to PICs on public roads that are reported to the police and subsequently recorded and are from the available time period of Jan 2018 to December 2022.
- 2.50 Collisions that are recorded are ranked in order of severity, with these being:
- Slight Collisions – Medical attention as required but no hospital stay was necessary;
  - Serious Collisions – Medical attention involving a hospital stay was required; and
  - Fatal.
- 2.51 A map showing the locations of the collisions is shown in **Figure 2.9**.

**Figure 2-9: Collision Locations**



- 2.52 An analysis of the collision data obtained demonstrated that there was a total of 36 collisions in the study area over the latest five-year period, comprising 32 slight and four serious incidents. A summary of the collisions are shown in **Table 2.6**. Due to Welsh Government's GDPR policy, it is not possible to provide the detailed collision reports as an Appendix to this report. This can be provided by request if necessary.



**Table 2-6: Collision Summary**

Accident Description/Cause	Number of PIC's				% PIC's
	Slight	Serious	Fatal	Total	
Failed to Look Properly (405)	9	1	-	10	28%
Poor turn or manoeuvre / illegal turn or direction of travel / junction overshoot	5	-	-	6	17%
Careless / reckless / in a hurry / Disobeyed traffic signal	2	1	-	2	5%
Adverse weather conditions / Dazzling sunshine	6	-	-	6	17%
Loss of control / travelling too fast	4	1	-	5	14%
Following too close / sudden braking	1	1	-	2	5%
Pedestrian Error	5	-	-	5	14%
TOTAL	32	4	-	36	100%

2.53 The following paragraphs set out the collisions which occurred at key junctions and surrounding the site, including Weycock Road, Pontypridd Road and the Weycock Cross A4226/B4266 roundabout.

### **Weycock Road (Opposite Welsh Hawking Centre)**

2.54 One serious collision occurred on Weycock Road, within close proximity to the site. The collision occurred when a motorcyclist lost control and entered the path of ongoing traffic colliding with another vehicle, resulting in a serious casualty.

### **A4226/B4266 Roundabout/Pontypridd Road (B4266)**

2.55 Two collisions occurred at the A4226/B4266 roundabout, one slight collision at the northern arm to Weycock Road and one serious collision at the southern arm to Pontypridd Road. A further three collisions occurred south of the roundabout on Pontypridd Road, two slight and one serious.

### **A4226 Port Road West**

2.56 Five collisions occurred on the A4266 Port Road West to the west of the roundabout, all slight severity. Two further slight collisions occurred to the east of the roundabout, traveling in the direction to Port Road East.



## Summary

- 2.57 The site is located in a sustainable location, within walking and cycling distance of a number of local amenities and public transport links in Barry. The area can provide future residents with day-to-day facilities, services, and public transport services, and hence residents do not have to rely on the private car.
- 2.58 The cycling and pedestrian infrastructure allows for Barry to be accessed by bike or by foot within short journey times, and the active travel network map demonstrates the future walking and cycling routes which will be enhanced.

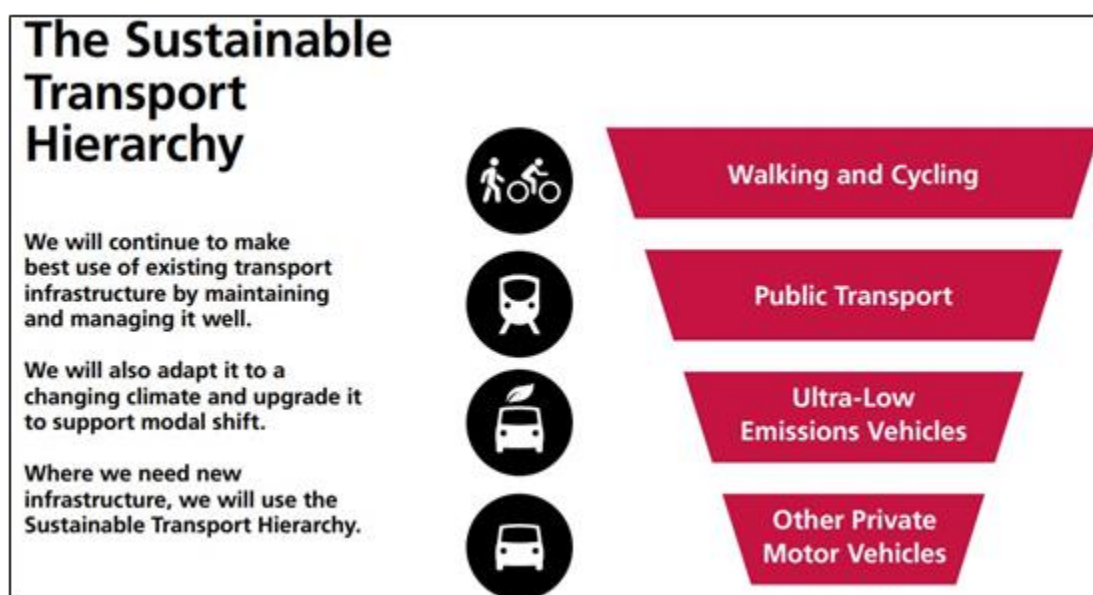


## 3.0 Policy Context

### Introduction

- 3.1 This section of the report outlines the relevant policies for development and transport in Wales, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of communities, virtual and active mobility, followed by public transport with private vehicles at the bottom of the hierarchy as set out in Llwybr Newydd – The Wales Transport Strategy 2021. This is shown in **Figure 3.1**.

**Figure 3-1: Sustainable Transport Hierarchy**



### National Policy

#### Planning Policy Wales (Edition 11) February 2021

- 3.2 Planning Policy Wales Edition 11 (PPW) sets out the land use planning policies of the Welsh Government.
- 3.3 Section 3 of PPW highlights the significant of the planning system in decarbonisation and reducing the impacts of climate change.
- 3.4 Regarding strategic and spatial choices, and specifically accessibility, PPW states that:
- “Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport”.*
- 3.5 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a ‘Resilient Wales’ is supported by promoting well-connected infrastructure.



- 3.6 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset, before people have moved in and travel patterns have been established.

### **Future Wales: The National Plan 2040 (February 2021)**

- 3.7 Future Wales: The National Plan 2040 is a National Development Framework for Wales. It influences all levels of the planning system in Wales and will help to shape Strategic and Local Development Plans prepared by councils and national park authorities.
- 3.8 One of the main challenges facing Wales is climate change. The document highlights the importance of reducing emissions to protect well-being and to demonstrate global responsibility. The planning system needs to focus on delivering a decarbonised and resilient Wales through the places that are created, the energy generated and the natural resources and materials that are used and how people live and travel.
- 3.9 Welsh Government have produced a document called 'COVID-19 Reconstructions: Challenges and Priorities'. This document sets out how people are using and will continue to use places differently, travelling less and spending more time working from home. Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office, beyond the covid-19 pandemic and for the long-term. This is intended to help town centres, reduce congestion and cut carbon emissions. The planning system must therefore respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places.

### **Wales Transport Strategy, Llwybr Newydd (November 2020)**

- 3.10 This document is a draft strategy for the future of transport in Wales and sets out the ambitions for the next 20 years and Welsh Government's priorities for the next 5 years. Consultation on the draft strategy ended on 25th January 2021.
- 3.11 The document has been drafted in the context of the COVID-19 pandemic and therefore sets out the long-term direction for transport in Wales but also recognises the need to continue to respond to a plan for the immediate impacts of COVID-19 on transport and on people's lives.
- 3.12 The long-term ambition for the strategy is for a transport system that contributes to a more equal and a healthier Wales and ensure that there are fewer physical, economic, social and attitudinal barriers that prevent people from walking, cycling or using public transport. Priorities include growing public transport use; providing safe, accessible, well-maintained and managed transport infrastructure; making sustainable transport more attractive and affordable; and supporting innovations that deliver more sustainable choices.



**Figure 3-2: Wales Transport Strategy Priorities and Ambitions**



### **Technical Advice Note 18 (Transport)**

- 3.13 The Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.
- 3.14 In the case of new residential development, sites that are accessible to jobs, shops and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.
- 3.15 TAN 18 advises that development plans should afford priority to the following:
- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;
  - ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
  - include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
  - encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and





- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

3.16 A residential development at Gwern Y Domen is well located and within a good proximity to a wide range of local amenities and public transport provision.

### **Well-being of Future Generations (Wales) Act 2015**

3.17 Wales faces several challenges now and, in the future, such as climate change, poverty, health inequalities and jobs and growth.

3.18 The Well-being of Future Generations Act puts in place seven well-being goals that will help to tackle these challenges. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two.

3.19 In terms of the impact of the goals on develop and travel, the first goal of 'A Prosperous Wales' recognises the need for an innovative, productive and low carbon society and is somewhat all- encompassing of the other goals and the need for sustainable travel options and low carbon communities.



### **Active Travel (Wales) Act 2013 (October 2013)**

3.20 The Active Travel (Wales) Act aims to make it easier for people to walk and cycle in Wales and makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the WG and local authorities to promote walking and cycling as a mode of transport.

3.21 By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys and make implementing successful Travel Plans easier.

### **Active Travel Act Guidance (July 2021)**




3.22 The Active Travel Act Guidance was first published in July 2021 and is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act.

3.23 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related facilities. These routes should be coherent, direct, safe, comfortable and attractive. The maps shall now be known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.



- 3.24 As well as creating the infrastructure, the act includes provision for making people aware of the existing and future routes through the publication of the maps and for the promotion of active travel as a means of transport.
- 3.25 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.
- 3.26 **Table 3.3** is an extract from the guidance which provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode for everyday journeys.
- 3.27 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.
- 3.28 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development. The site has the potential to provide excellent cycle links allowing for residents of the site to connect with the local area, as well as providing active travel benefits for the existing community.

**Figure 3-3: Active Travel Guidance**

	Less than 1km	Up to 3km	Up to 5km	Up to 8km	Up to 12km	Up to 24km
	Many users	Many users	Some users	Few users	Few users	Few users
	Many users	Many users	Many users	Many users	Some users	Few users
	Many users	Many users	Many users	Many users	Some users	Some users

## Local Policy

### Vale of Glamorgan Local Development Plan 2011-2026

- 3.29 The currently adopted Local Development Plan (LDP) provides an overview of the local planning policies against which future development is assessed. Whilst a Replacement LDP



is in the process of being prepared, it is considered that the existing adopted LDP provides a suitable base against which to consider the proposals.

- 3.30 Policy SP 3 anticipates the need for 9,950 additional residential units over the plan period. 6 The majority of new housing sites listed in Policy MG 2 fall within Barry and St Athan.
- 3.31 Policy MD 1 sets out the framework for future development to take place on unallocated sites within the Vale of Glamorgan. New development will be directed to those locations that are accessible by sustainable transport and reduce dependence on the private car which will ensure the efficient use and reuse of land and buildings and effectively manage important resources.
- 3.32 Policy MD 3 sets out the key principles that developers should consider in respect of design, amenity and access which together contribute to attractive, safe and accessible environments.
- 3.33 The LDP also includes a number of key strategic objectives to steer development within VoG, of particular relevance are the following:
- Develop sustainable communities;
  - Ensure development makes a positive contribution towards lowering the impacts of climate change.
  - Reduce the need for residents to travel and provide greater access to more sustainable modes of transport.

## Summary

- 3.34 The principles of the site proposals comply fully with all transport related policy. The site is on a brownfield development, previously occupied by CAVC college buildings, and is located in close proximity to a good existing active travel network and public transport facilities.



## 4.0 Development Proposals

### Overview

- 4.1 This section provides an overview of the development proposals and summarises the access strategy for all modes of travel.
- 4.2 The proposed development comprises 16 new homes on land currently occupied by CAVC Barry College Campus. The proposed units include 2 flats in the existing house at the end of the access road.
- 4.3 The existing access road, that connects to Weycock Road will provide access to the site. The junction with Weycock Road will be improved in order to allow vehicles to safely access and egress the site from the public highway.

### Site Layout

- 4.4 The site layout plan is shown in **Figure 4.1** and a copy of the Illustrative Layout is provided in **Appendix C**.

**Figure 4-1: Illustrative Site Layout**



- 4.5 As shown in **Figure 4.1**, a pedestrian footpath will be provided within the internal layout of the site from the main access road, to provide pedestrian connections to all dwellings. A footpath will also be provided within the area of open space in the centre of the site.
- 4.6 There will be a turning head located at the south eastern corner of the site to allow cars, refuse vehicles and servicing vehicles to turn within the site.
- 4.7 Swept path analysis of the internal site layout has been undertaken and is included at **Appendix D**.

## Pedestrian and Cycle Access

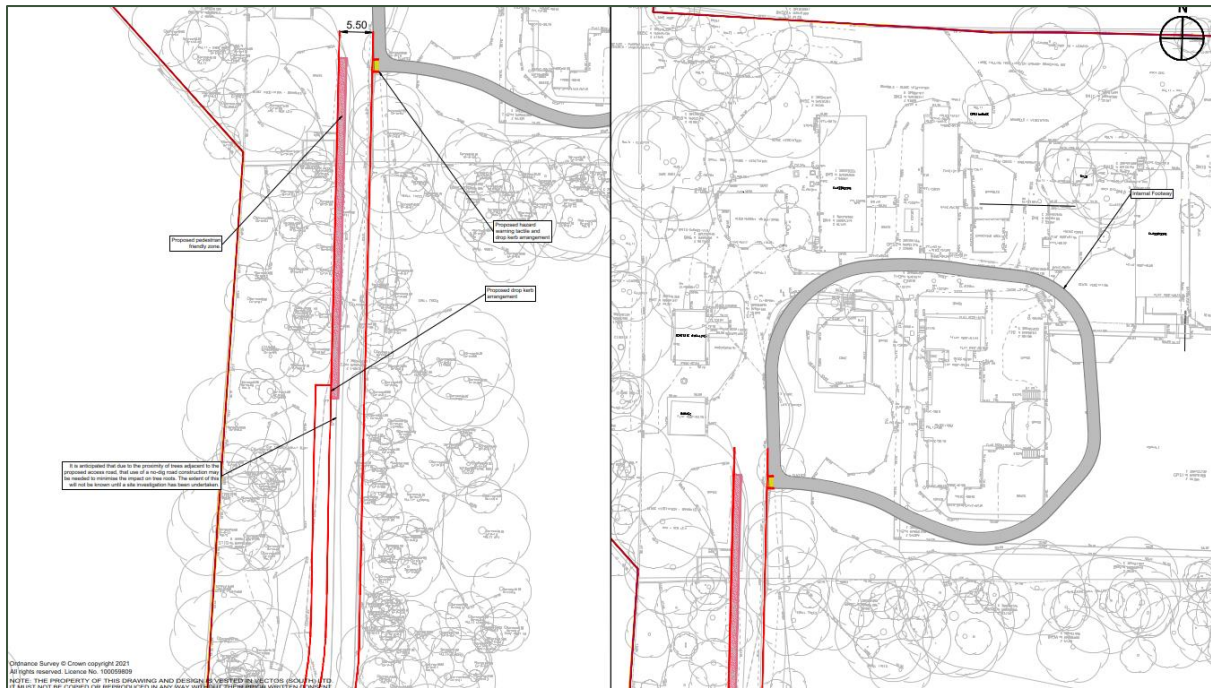
- 4.8 The site can be accessed on foot from Weycock Road, by the shared foot/cycleway which is provided along the length of Weycock Road on the western side of the carriageway.
- 4.9 A pedestrian crossing will be provided on Weycock Road, to the north of the site access junction. This will take the form of an informal pedestrian crossing, with dropped kerbs and tactile paving provided. A 2.5m shared footway/cycleway will be provided along a section of the access road from the junction with Weycock Road as shown in **Figure 4.2**. Where the road width reduces to 4.8m, there will be a pedestrian zone provided along the access road, which vehicles can override if necessary. This is shown in detail in **Figure 4.2**.

## Vehicular Access

- 4.10 Vehicular access to the site will be provided directly from Weycock Road, via the existing priority junction. The junction will be improved to provide a 5.5m wide carriageway at the junction and will narrow to 4.8m wide heading towards the development. A carriageway width of 4.8m is sufficient for a HGV to pass a large family car. The carriageway width at the bend on the access road will be 5.5m wide and the swept path analysis demonstrates that this is also sufficient for the same scenario. The access arrangement is illustrated in **Figure 4.2** and detailed plans are included at **Appendix E**.
- 4.11 **Figure 4.3** shows the alignment of the access road from Weycock Road to the development. A full scale plan is included at **Appendix E**.

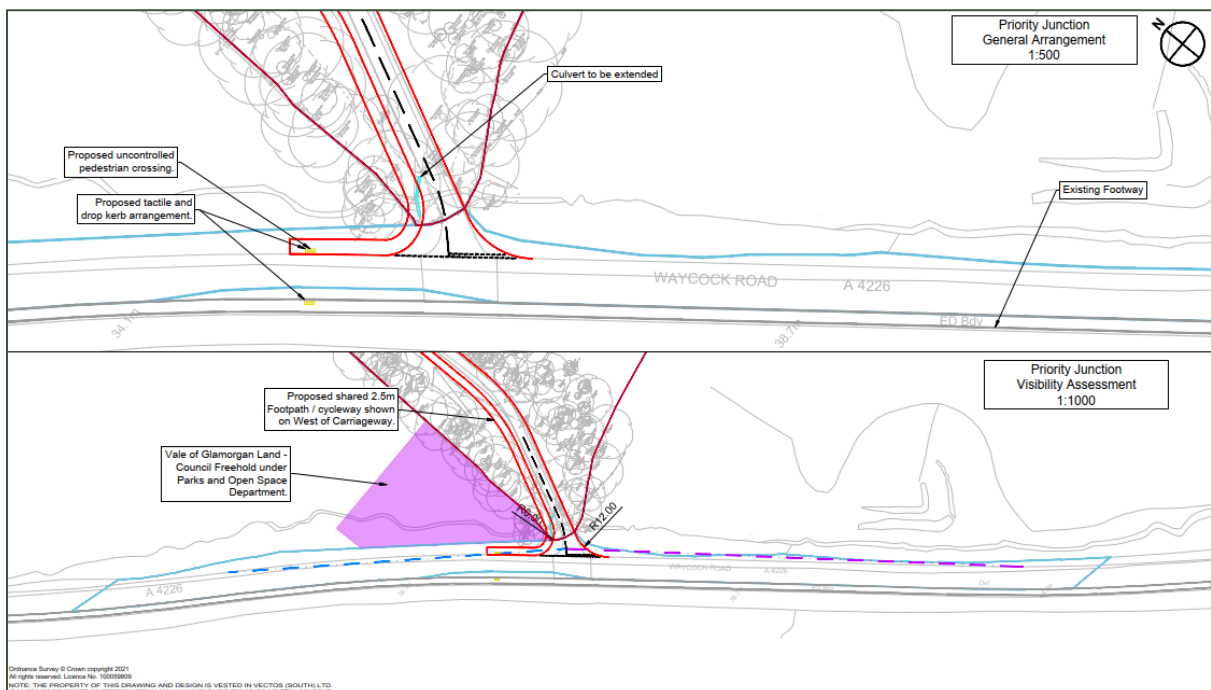


Figure 4-2: Proposed Site Access Road



4.12 Based on VoGC's online mapping portal, the adopted highway extents on Weycock Road in the vicinity of the site do not appear to have been updated following the recent changes to the road layout as part of the Five Mile Lane Improvements Project. It is understood that VoGC are waiting for remedial works to be completed before adoption of the scheme is completed. In the interim, highway officers at VoGC have advised that the adopted highway extent on the eastern edge of the carriageway is likely to remain as shown on the online mapping. However, it is worth noting that the site access arrangement may need to be revised following confirmation of the adopted highway extents in this location.

Figure 4-3: Proposed Site Access Junction



- 4.13 It is likely that much of the access road construction will be 'no dig' to minimise the impact on trees along the route. The extent of this is currently unknown and will be confirmed once trial pits have been undertaken to determine the ground conditions along the access road.
- 4.14 The proposed site access junction arrangement on Weycock Road will also have an impact on the existing culvert, which is highlighted in **Figure 4.3**. It is likely that the culvert located to the west of the access road will need to be widened.
- 4.15 Due to the 85th percentile speeds recorded on Weycock Road, the required visibility splays from the site access are:
- 2.4m x 149.6m southbound; and
  - 2.4m x 111.1m northbound.
- 4.16 As demonstrated in **Figure 4.3**, the northbound visibility splay is achievable. However, the southbound visibility splay slightly encroaches into 3rd party land. The visibility splays have been reviewed against the existing junction arrangement on Weycock Road, and are not achievable based on the existing arrangement and the 85th percentile speeds recorded on Weycock Road.
- 4.17 The proposed junction will be an improvement on the existing junction arrangement and it is recommended that notice is served on the adjacent landowner to cut back vegetation to the south of the junction, to accommodate the visibility splay.
- 4.18 Also, it is understood that a speed camera has recently been installed on Weycock Road, and therefore current 85<sup>th</sup> percentile speeds may be lower than recorded by the ATC survey in July 2023.

## Travel Plan

- 4.19 Due to the number of dwellings proposed on site, it is not considered necessary to prepare a Travel Plan for the proposed development of 16 residential dwellings. This is in line with guidance contained within the VoGC LDP Draft Travel Plan SPG 2018 which states that a Travel Plan is required for developments with over 50 dwellings.

## Cycle Parking

- 4.20 Cycle parking details are contained within the VoGC Parking Standards by land use type. These parking standards include both car and cycle parking. The Parking Standards Supplementary Planning Guidance (SPG) forms part of the VoGC Local Development Plan (2011-2026) January 2019.
- 4.21 The residential cycle parking will be accommodated within individual gardens/garages for the houses, ensuring it is secure and accessible to all.

## Car Parking

- 4.22 The vehicle parking standards are provided by zone with the site falling into 'Zone B Urban' which is defined as follows:



- 4.23 'Zone B Urban - very much part of a substantial built-up area with a number of basic local facilities within 400m walking distance. A range of bus routes offering up to 6 buses per hour; the range of destinations offering practical access to most but not all essential facilities. The curtilage of the site restricts, to an extent, what car parking can be provided. There are likely to be some restrictions on on-street parking and other available off-street parking is severely limited or non-existent'.
- 4.24 The parking standards set out are maximum parking standards and further context provided with the standards state that 'an appropriate level of car parking is integrated in a way which does not dominate the development'. The relevant parking standards and the proposed parking provision is provided in **Table 4.1**.

**Table 4-1: VoGC Selective Parking Standards (January 2019)**

Land Use	Standards
Residential Houses & Apartments	<i>Zones A - E</i> Residents - 1 space per bedroom (maximum requirement 3 spaces) Visitors - 1 space per 5 units

- 4.25 The level of residential parking is provided across the site in line with the above parking standards.

### Electric Vehicle Charging

- 4.26 For new residential development proposals, VoGC encourage developers to provide Electric Vehicle Charging Points (EVCP) wherever appropriate at a ratio of 10% of all parking spaces provided.
- 4.27 EV Charging Points will be provided in accordance with the VoGC standards.

### Delivery and Servicing

- 4.28 The site will require access by a range of delivery and serving vehicles.
- 4.29 Through consultation with VoGC, the functionality of the site masterplan has been tested through swept path analysis for the range of vehicles that are routinely expected to access the site as well as emergency vehicles. Swept path analysis has been undertaken for the following:
- Refuse collection vehicle.
  - Fire Tender and Aerial Ladder Platform.
  - Standard Design Vehicle (SDV) and 7.5t panel van (two way passing).
- 4.30 Copies of these drawings are provided in **Appendix F**.





## 5.0 Trip Generation

### Overview

5.1 This section provides the trip generation assessment associated with the proposed development of 16 residential dwellings, to identify the potential expected trips that the development could generate on a regular weekday basis and during the peak travel hours in comparison to the sites previous use.

### Trip Generation

5.2 An assessment of the trip generation has been undertaken for the site using the industry TRICS database. For the selection of data, residential sites have been selected based on similar characteristics as the proposed development at Weycock Cross, Barry.

- Main land use 03 – Residential.
- Sub land use A – House privately owned.
- Trip rate type – Total Vehicles.
- Regions – All Wales and England (Excluding Greater London).
- Location type Residential zone, edge of town.
- No. of Dwellings (range) 18-30 Dwellings
- Weekday Surveys only.

5.3 The assessment is robust as the data range is between 18-30 dwellings, higher than the proposed development, and therefore, demonstrates the highest possible trip generation.

5.4 A full copy of the TRICS output report is provided in **Appendix G**.

5.5 The vehicle trips are calculated and demonstrated in **Table 5.1** The total trip rates for the AM peak and the PM peak hours for arrivals and departures have been summarised, alongside the total daily trip rate, to calculate total vehicle trip figures.

**Table 5-1: Total Vehicle Trips (16 dwellings)**

Time Period	Vehicle Trip Rate			Vehicle Trip Generation (16 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
<b>AM Peak (08:00-09:00)</b>	0.211	0.390	0.601	3	6	10
<b>PM Peak (17:00-18:00)</b>	0.313	0.211	0.524	5	3	8
<b>Daily (07:00-19:00)</b>	2.615	2.654	5.269	42	42	84

5.6 Calculating the total number of trips using the trip rates generated, results in a total of 10 two-way vehicle trips in the AM peak hour which equates to an additional vehicle trip on the local highway network every 6 minutes. Likewise, for the PM hour there is a forecast for 8



two-way vehicle trips for the hour, which equates to an additional trip on the highway network every 7.5 minutes.

- 5.7 Over the 12-hour period (07:00-19:00) there is an expected 84 vehicle trips to be generated from the proposed development.

## Existing Development

- 5.8 As this is a brownfield site and the land was previously occupied by CAVC college buildings, it is considered appropriate to consider the net trip generation for the site. This has been done by undertaking a TRICS assessment for the existing use based on the existing floor areas.
- 5.9 Vehicle trip rates for a weekday have been derived from TRICS based on the following criteria:
- Main land use 04 – Education.
  - Sub land use C – College/University.
  - Trip rate type – Total Vehicles.
  - Regions – All Wales, Scotland, and England (Excluding Greater London).
  - Location type – Suburban Area/Edge of Town.
- 5.10 Due to the limited number of surveys, parameters relating to Gross Floor Area and parking numbers have not been amended.
- 5.11 The vehicle trips are calculated and demonstrated in **Table 5.2**. The total trip rates for the AM peak and the PM peak hours for arrivals and departures have been summarised, alongside the total daily trip rate, to calculate total vehicle trip figures.

**Table 5-2: Vehicle Trip Rates and Trip Generation (Existing Use – College)**

Time Period	Vehicle Trip Rate			Vehicle Trip Generation (16 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
<b>AM Peak (08:00-09:00)</b>	1.482	0.505	1.987	15	5	20
<b>PM Peak (17:00-18:00)</b>	0.299	0.521	0.82	3	5	8
<b>Daily (07:00-22:00)</b>	4.858	4.853	9.711	49	49	97

## Net Trip Generation

- 5.12 The net trip generation is shown in **Table 5.3**.



**Table 5-3: Net Trip Generation**

Time Period	Arrivals	Departures	Two-way
<b>Existing College Vehicle Trip Generation</b>			
AM Peak (08:00-09:00)	15	5	20
PM Peak (17:00-18:00)	3	5	8
<b>Forecast Residential Vehicle Trip Generation</b>			
AM Peak (08:00-09:00)	3	6	10
PM Peak (17:00-18:00)	5	3	8
<b>Net Trip Generation</b>			
AM Peak (08:00-09:00)	-12	1	-10
PM Peak (17:00-18:00)	2	-2	0

- 5.13 The net trip generation demonstrates that there will be fewer vehicle trips in the AM peak period as a result of the proposed residential trip generation, compared to the existing use at the site. The net change in vehicle trips in the PM peak period will be neutral.

## Traffic Impact

- 5.14 **Table 5.4** shows the expected development impact trips for the additional traffic flows predicted along Weycock Road, based on the gross trip generation. The traffic impact assessment is based on the observed peak hour on Weycock Road, based on the ATC survey, and the peak hour trip generation.

**Table 5-4: Percentage Impact Assessment**

Two-Way			
Total vehicles	ATC Flows	Development	% Impact
AM (07:00-08:00)	1031	10	1.0%
PM (16:00-17:00)	1116	8	0.7%

- 5.15 With the expected proposed development of 16 residential dwellings, the percentage impact of the development vehicle trips would be 1% or lower on Weycock Road during the AM and PM peak periods. However, as noted above, the net trip generation analysis demonstrates that proposed development would not result in an increase in vehicle trips on the local highway network in the AM and PM peak periods.

## Summary

- 5.16 The above net trip generation assessment demonstrates that the proposed development will result in a reduction of vehicle trips on the local highway network during the AM peak period and no increase in vehicle trips on the network in the PM peak. The impact on Weycock Road and the surrounding highway network will be negligible.
- 5.17 The trip generation assessment does not suggest that there will be any negative traffic impact or concerns on the surrounding highway network as a result of the proposed development.



## 6.0 Summary and Conclusions

### Summary

- 6.1 This Transport Statement (TS) has been prepared by SLR Consulting Ltd, on behalf of Cardiff and Vale College (CAVC) to provide traffic and transportation advice in relation to the redevelopment of their Barry college campus to provide a residential development for 16 dwellings on Weycock Road, Barry.
- 6.2 The site is well located and provides opportunities for good connectivity with the mobility networks, including walking, cycling, public transport, and road, providing access by a choice of means of transport for day-to-day facilities and beyond.
- 6.3 The development proposals align with transport related planning policies at a local and national level. The site is located within a 10–15-minute walk from the local bus stops providing access to a range of local destinations as well as connectivity to Cardiff. Barry railway station is located a 35-minute walk from the site or a 16-minute cycle, while a range of employment, retail, education, and health facilities are located within a convenient walking/cycling distance from the site.
- 6.4 A review of Personal Injury Collision data has been undertaken for the most recently available 5-year period (2018-2022 inclusive). The PIC analysis demonstrated that there were no trends or existing highway safety issues that could be exacerbated by the proposed development.
- 6.5 The proposed development will be accessed via the existing access road from Weycock Road which has been redesigned to accommodate vehicles associated with the proposed residential development. The existing junction will be modified to accommodate a standard priority junction on Weycock Road.
- 6.6 The junction will be improved to provide a 5.5m wide carriageway at the junction with Weycock Road and will narrow to 4.8m wide heading towards the development (with widening on the bend). A 2.5m shared footway/cycleway will be provided at the access junction and northbound on the access road. Where the access road narrows to 4.8m wide, the shared footway/cycleway will terminate and a pedestrian zone will be provided up to the development.
- 6.7 An assessment of trip generation has been undertaken using the industry standard TRICS database and reflecting the proposed land uses. The development is forecast to generate 10 two-way vehicle movements in the AM peak (08:00 – 09:00) and 8 two-way total vehicle movements in the PM peak (17:00 – 18:00) respectively. However, due to the existing use at the site, a net trip generation exercise has been undertaken which demonstrates that there would be a reduction in vehicle trips in the AM peak period and no increase in vehicle trips in the PM peak period. The traffic impact of the proposed development on the local highway network will be negligible.



## Conclusion

- 6.8 This TS demonstrates that the site is suitably located for the proposed development, observing the principles of national policies, and ultimately can deliver the necessary housing growth in Barry and the VoG.
- 6.9 The site is accessible by a range of sustainable transport modes and within close proximity to local facilities and public transport facilities. The net trip generation exercise demonstrates that the proposed development would result in a negligible traffic impact on the local highway network during the AM and PM peak hours.





# Appendix A Pre-Application Response

**Weycock Cross, Barry**

**Transport Statement**

**Cardiff and Vale College**

SLR Project No.: 425.001380.0001

15 December 2023

Date/Dyddiad: 22 November 2022

Ask for/Gofynwch am: Miss Chloe Jones

Telephone/Rhif ffon: (01446) 704659

Your Ref/Eich Cyf:

My Ref/Cyf: P/DC/2022/00139/PRE

e-mail/e-bost: Planning@valeofglamorgan.gov.uk

The Vale of Glamorgan Council  
Dock Office, Barry Docks, Barry CF63 4RT  
Tel: (01446) 700111

Cyngor Bro Morgannwg  
Swyddfa'r Doc, Dociau'r Barri, Y Barri CF63 4RT  
Ffôn: (01446) 700111

[www.valeofglamorgan.gov.uk](http://www.valeofglamorgan.gov.uk)



Cem Kosaner  
Lichfields  
Helmont House  
Churchill Way  
CF10 2HE

Dear Sir,

**Town and Country Planning Act, 1990 (as amended)**

**Application No. 2022/00139/PRE**

**Proposal: The proposed redevelopment of the existing Cardiff and Vale College campuses (Weycock Cross) for residential purposes (Use Class C3)**

**Location: Site B - Cardiff and Vale College, Weycock Cross Site**

I refer to your correspondence received on 10 August 2022, concerning the above and your request for statutory pre-application advice. Having considered the nature of submission in detail, I respond as follows.

Proposal

The pre-application submission seeks advice for the redevelopment of the Cardiff and Vale College, Barry College Campus at Weycock Cross, Barry.

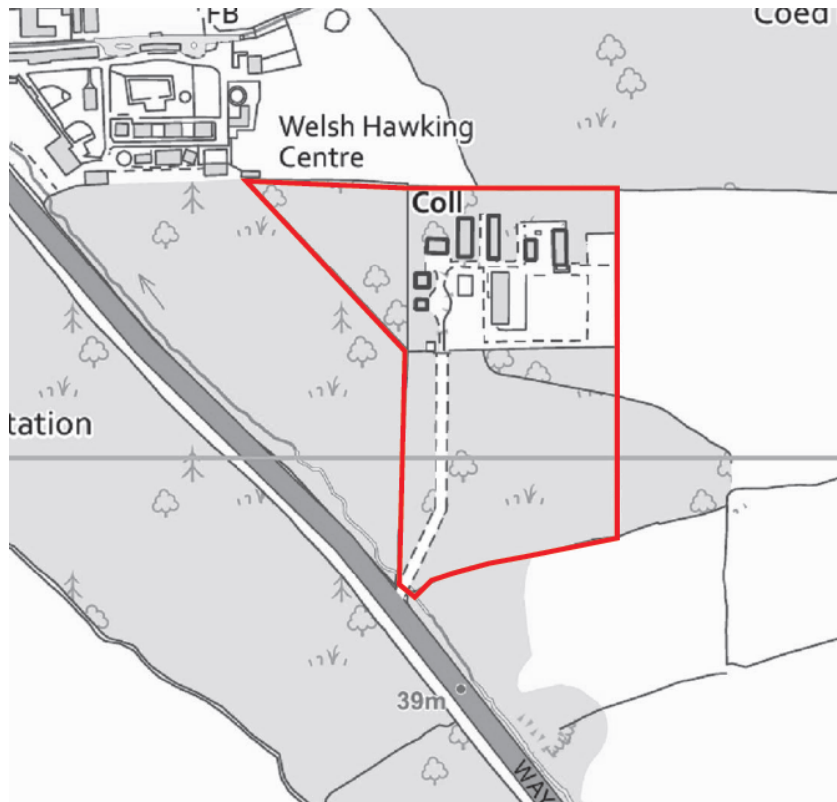
There are no detailed proposals put forward at this stage. The submission highlights the proposals are based indicatively. However, advice is sought for a prospective redevelopment of the site comprising of up to approximately 15 dwellings. Vehicular access is gained from the existing access point off the A4226 (Weycock Road).

Local Context and Constraints

The pre-application site relates to the existing Cardiff and Vale College, Barry College Weycock Cross Campus. The site itself comprises brownfield land measuring approx. 2.4ha in size. The site is located outside of the Settlement Boundary as defined by the adopted Local Development Plan, and would therefore be deemed as development with the countryside.

The site is located within a Mineral Safeguarding Area for Limestone (Category 2) resource and is also within the Dyffryn Basin & Ridge Slopes Special Landscape Area. To the north, a small section of the site is covered by Ancient Semi Natural Woodland and there are historical archaeological finds in the confines of the site boundary. To the east, the site borders the Fferm Walters SSSI and also the 'West of Barry College' SINC. Further east and south includes the 'Fferm Walters' SINC, as well as the Ancient Semi

Natural Woodland. To the southwest of the site runs the five mile lane, together with the Welsh Hawking Centre being located to the north of the pre-application site. The site location is depicted below:



### Relevant Planning History

From an examination of our records, the application site has no planning history of relevance.

### Relevant Planning Policies

#### **Local Development Plan:**

Section 38 of The Planning and Compulsory Purchase Act 2004 requires that in determining a planning application the determination must be in accordance with the Development Plan unless material considerations indicate otherwise. The Vale of Glamorgan Adopted Local Development Plan 2011-2026 forms the local authority level tier of the development plan framework. The LDP was formally adopted by the Council on 28 June 2017, and within which the following policies are of relevance:

#### **Strategic Policies:**

- POLICY SP1 – Delivering the Strategy
- POLICY SP3 – Residential Requirement
- POLICY SP4 – Affordable Housing Provision
- POLICY SP9 – Minerals
- POLICY SP10 – Built and Natural Environment

#### **Managing Growth Policies:**

- POLICY MG1 – Housing Supply in the Vale of Glamorgan
- POLICY MG4 – Affordable Housing
- POLICY MG7 – Provision of Community Facilities



POLICY MG17 – Special Landscape Areas  
POLICY MG19 – Sites and Species of European Importance  
POLICY MG20 – Nationally Protected Sites and Species  
POLICY MG21 – Sites of Importance for Nature Conservation, Regionally Important Geological and Geomorphological Sites and Priority Habitats and Species  
POLICY MG22 – Development in Minerals Safeguarding Areas

**Managing Development Policies:**

POLICY MD1 - Location of New Development  
POLICY MD2 - Design of New Development  
POLICY MD3 - Provision for Open Space  
POLICY MD4 - Community Infrastructure and Planning Obligations  
POLICY MD6 - Housing Densities  
POLICY MD7 - Environmental Protection  
POLICY MD8 - Historic Environment  
POLICY MD9 - Promoting Biodiversity  
POLICY MD12 - Dwellings in the Countryside

In addition to the Adopted LDP the following policy, guidance and documentation supports the relevant LDP policies.

**Future Wales: The National Plan 2040:**

Future Wales – the National Plan 2040 is the national development plan and is of relevance to the determination of this planning application. Future Wales provides a strategic direction for all scales of planning and sets out policies and key issues to be considered in the planning decision making process. The following chapters and policies are of relevance in the assessment of this planning application:

Chapter 3: Setting and achieving our ambitions

- 11 Future Wales’ outcomes are overarching ambitions based on the national planning principles and national sustainable placemaking outcomes set out in Planning Policy Wales.

**Planning Policy Wales:**

National planning policy in the form of Planning Policy Wales (Edition 11, 2021) (PPW) is of relevance to the determination of this application.

The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

The following chapters and sections are of particular relevance in the assessment of this planning application:

Chapter 2 - People and Places: Achieving Well-being Through Placemaking,

- Maximising well-being and sustainable places through placemaking (key Planning Principles, national sustainable placemaking outcomes, Planning Policy Wales and placemaking

Chapter 3 - Strategic and Spatial Choices

- Good Design Making Better Places
- Sustainable Management of Natural Resources
- Placemaking in Rural Areas
- Accessibility
- Previously Developed Land

*'3.55 Previously developed (also referred to as brownfield) land (see definition overleaf) should, wherever possible, be used in preference to greenfield sites where it is suitable for development. In settlements, such land should generally be considered suitable for appropriate development where its re-use will promote sustainability principles and any constraints can be overcome.'*

- Development in the Countryside (including new housing)

*'3.38 The countryside is a dynamic and multi-purpose resource. In line with sustainable development and the national planning principles and in contributing towards placemaking outcomes, it must be conserved and, where possible, enhanced for the sake of its ecological, geological, physiographic, historical, archaeological, cultural and agricultural value and for its landscape and natural resources.'*

*'3.50 A broad balance between housing, community facilities, services and employment opportunities in both urban and rural areas should be promoted to minimise the need for long distance commuting. Planning authorities should adopt policies to locate major generators of travel demand, such as housing, employment, retailing, leisure and recreation, and community facilities (including libraries, schools, doctor's surgeries and hospitals), within existing urban areas or areas which are, or can be, easily reached by walking or cycling, and are well served by public transport.'*

*'3.52 Planning authorities should reassess development sites which are highly accessible to non-car modes and allocate them for travel intensive uses such as offices, shopping, leisure, hospitals and housing of sufficient density to fully utilise their accessibility potential. Sites which are unlikely to be well served by walking, cycling and public transport should not be allocated for development.'*

- Supporting Infrastructure

#### Chapter 4 - Active and Social Places

- Transport
- Living in a Place (housing, affordable housing and gypsies and travellers and rural enterprise dwellings)

#### Chapter 6 - Distinctive and Natural Places

- Recognising the Special Characteristics of Places (The Historic Environment, Green Infrastructure, Landscape, Biodiversity and Ecological Networks, Coastal Areas)
- Recognising the Environmental Qualities of Places (water and flood risk, air quality and soundscape, lighting, unlocking potential by taking a de-risking approach)

### **Technical Advice Notes:**

The Welsh Government has provided additional guidance in the form of Technical Advice Notes. The following are of relevance:

- Technical Advice Note 2 – Planning and Affordable Housing (2006)
- Technical Advice Note 5 – Nature Conservation and Planning (2009)
- Technical Advice Note 12 – Design (2016)
- Technical Advice Note 18 – Transport (2007)
- Technical Advice Note 24 – The Historic Environment (2017)

### **Welsh National Marine Plan:**

National marine planning policy in the form of the Welsh National Marine Plan (2019) (WNMP) is of relevance to the determination of this application. The primary objective of WNMP is to ensure that the planning system contributes towards the delivery of sustainable development and contributes to the Wales well-being goals within the Marine Plan Area for Wales.

### **Supplementary Planning Guidance:**

In addition to the adopted Local Development Plan, the Council has approved Supplementary Planning Guidance (SPG). The following SPG are of relevance:

- Affordable Housing (2018)
- Biodiversity and Development (2018)
- County Treasures
- Design in the Landscape
- Minerals Safeguarding (2018)
- Parking Standards (2019)
- Planning Obligations (2018)
- Residential and Householder Development (2018)
- Sustainable Development - A Developer's Guide
- Trees, Woodlands, Hedgerows and Development (2018)

### **Other relevant evidence or policy guidance:**

- Manual for Streets (Welsh Assembly Government, DCLG and DfT - March 2007)
- Welsh Government Circular 016/2014: The Use of Planning Conditions for Development Management
- Welsh Office Circular 13/97 - Planning Obligations

### **Well-being of Future Generations (Wales) Act 2015**

The Well-being of Future Generations Act (Wales) 2015 places a duty on the Council to take reasonable steps in exercising its functions to meet its sustainable development (or wellbeing) objectives. This report has been prepared in consideration of the Council's duty and the "sustainable development principle", as set out in the 2015 Act. In reaching the recommendation set out below, the Council has sought to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

### Analysis of Proposal

The primary issues to consider are the principle of the development, the potential impact upon the character of the countryside, as well as the potential impact upon the amenity of neighbouring residential properties, ecology, highways issues and flood risk.

### Principle of Development

In policy terms, whilst the site comprises brownfield land, the site lies outside of any defined Settlement Boundary. In light of this, the site is therefore considered to be in the countryside for planning policy purposes where there is generally a presumption against unjustified residential development in these locations.

Section 38 of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise. In this regard, the statutory Development Plan comprises the adopted Vale of Glamorgan Local Development Plan (LDP) 2011-2026.

Policy MD1 (Location of Development) of the adopted LDP seeks to strictly control development in these locations and indicates at criterion (i) that new development on unallocated sites must not have an unacceptable impact on the countryside. The principle of Policy MD1 is supported in PPW where, at paragraph 3.44, it sets out that new development in the open countryside should be strictly controlled, as referenced below:

*'The identification of sites in the open countryside, including new settlements, must only be considered in exceptional circumstances and subject to the considerations above and paragraph 3.50 below. The search process and identification of development land must be undertaken in a manner that fully complies with the requirements of all relevant national planning policy' (Paragraph 3.44 refers).*

In light of the above issues and which I raised during the meeting, I have advised that the proposed development is likely to be considered contrary to the sustainability and placemaking sentiment that is prevalent throughout PPW, TAN12 and also local planning policy, whereby development in the countryside is not generally considered acceptable. This is also supported below by Paragraph 3.60 of PPW, which states:

*'3.60 Development in the countryside should be located within and adjoining those settlements where it can best be accommodated in terms of infrastructure, access, habitat and landscape conservation. Infilling or minor extensions to existing settlements may be acceptable, in particular where they meet a local need for affordable housing or it can be demonstrated that the proposal will increase local economic activity. However, new building in the open countryside away from existing settlements or areas allocated for development in development plans must*

*continue to be strictly controlled. All new development should be of a scale and design that respects the character of the surrounding area'.*

The submission seeks pre-application advice for the construction of circa 15 dwellings and demolition of the existing structures. The nearest Settlement edge is located approximately 0.5km (Barry) by road to the south. Whilst the road from Barry to the site has pedestrian/cycling facilities, it is not comprehensively lit and is relatively isolated from any other residential development. The site is also located approximately 350m by road to the nearest bus stop. Given the distance to the nearest settlement, despite its historic use as an educational facility, it is of the opinion of the LPA that the site could not be considered as an extension to the existing settlement. Whilst PPW acknowledges that there may be instances where extensions to the settlement can be justified, that will generally be limited to very small rounding off (logical rounding off of settlement boundaries) or small scale rural affordable housing sites. This development would be neither rounding off nor an affordable housing exception site (which would also need to have a close physical/visual relationship to a settlement to comply with LDP policy).

The Council's LDP does provide some scope for affordable housing development outside Settlement Boundaries by means of Policy MD10. However, this proposal is not for an affordable housing development and therefore the proposal would not comply with this policy in any case, notwithstanding the location. It is therefore considered that the proposed location of the dwellings is unlikely to comply with the advice set out in PPW with regards to infilling or extensions to settlement boundaries, as well as being likely to conflict with the requirements of Policy MD1.

Based on the adopted LDP policies together with the sentiments of PPW, the proposed development in this location would be within the countryside. Consequently, whilst the importance of the redevelopment of the site to facilitate wider proposals has been stated, it is apparent that the proposals would likely be contrary to the aforementioned policies and guidance contained within PPW. In light of this, the LPA have concerns with regard to the principle of development in this location.

### Layout, Design and Visual Impact

Without the benefit of plans and elevations, I am unable to offer a comprehensive response in relation to design and visual impact of the proposals. I note that there are existing properties/ structures on site, some of which are in a dilapidated condition, albeit it is noted, despite the site appearing vacant and redundant, that the caretaker currently lives on site in one of the units.

Policy SP1 seeks to protect and enhance the built and natural environment of the Vale of Glamorgan; together with development plan policies MD1 and MD2 which seek to ensure new development does not have an unacceptable impact on the countryside and that new development contributes to the context and character of the surrounding landscape. MG17 permits development that would cause no unacceptable harm to the important landscape character of the area.

The site is located within the Special Landscape Area (SLA) designation, which seeks to retain its rural character and appearance. When taking the above into account, the design, layout and potentially the scale of the dwellings proposed could result in a fundamental change to the appearance of the site that would likely have a detrimental impact upon its rural character. This visual impact would also be further exacerbated by the land being readily visible from the adjoining vehicular highway, which would need to

be upgraded and improved to accommodate the proposals. Therefore, as a result, the development is likely to have an appreciable and potentially harmful visual impact on the character of the countryside/wider landscape.

Subsequently, in the absence of any significant detail in terms of the likely form and scale of development it is very difficult to provide detailed advice in this regard. However, in terms of the proposed dwellings, it is considered that unjustified new dwellings in this location are likely to raise strong concerns for visual impact reasons and this is exacerbated by their position on a site within a protected landscape. As such, the proposal would likely have a detrimental visual impact upon the countryside and the SLA, contrary to policies SP1, SP10, MD1, MD2 and MG17 of the adopted Local Development Plan 2011-2026.

### Neighbouring Amenity

There is little meaningful feedback I can provide in terms of neighbouring residential amenity impacts owing to the lack of plans submitted. The impact of the development in relation to shading, loss of light, privacy and overbearing impact are material to the determination of any planning application. However, given the site is very isolated owing to its rural context and remote location, and given the separation distance with neighbouring dwellings within the vicinity of the site (in excess of 0.57km), as well as the topography of the land, the impact of the proposed dwelling in relation to light, shading and overbearing impact is likely to be acceptable. The Residential and Householder SPG provides further guidance relating to amenity consideration for residential development, including acceptable distances between opposing habitable windows. In relation to windows, it would be expected that excessive overlooking of neighbouring garden areas (<10.5m) was also avoided. There will also, nevertheless, be consideration required of the amenity of potential site occupiers.

The Council's standards in relation to amenity space (20sq.m per occupier) and privacy standards are also outlined within the Residential and Householder Development SPG. It is of importance that all amenity spaces are directly accessible to occupiers, and in the case of shared spaces, that these are sufficient in size, usable and not dominated or hindered by bin storage areas and other practical requirements.

### Highways Safety and Parking

Criterion 3 of Policy MD2 requires proposed development to have no unacceptable impact on the amenity and character of the locality by way of noise, traffic congestion and parking.

Comments have been received by the Council's Highways Officer, which provides the following:

*The development proposed approximately 15 new residential dwellings on land currently occupied by the Cardiff and Vale College although the site has other historic uses.*

*The proposed means of access to the site is via the existing access off the newly completed A4226 (Five Mile Lane). it is envisaged that any development that is proposed will need to consider improving this access and enabling safe access into the development for pedestrians and cyclists.*

*The internal access roads will also need to be constructed to highway adoptable standards and therefore improvements to the existing access roads will be likely. It is noted that a transport appraisal has been provided for both sites relating to Cardiff and Vale College however any future planning application for Site B should only have information submitted relating to the specific development.*

*The highway authority has the following comments:-*

- 1. A new ATC (Automatic Traffic Count Survey) will need to be provided on dates and locations to be agreed with the Highway Authority. The count shall include a 7-day 24 hr survey of traffic volumes and speeds and thus the 85<sup>th</sup> percentile speeds and AADT flows can be calculated.*
- 2. In accordance with the requirements in DMRB a new ghost island right hand turn lane should be provided for the site access to enable vehicles turning right into the proposed development to wait in a dedicated turning lane and reduce potential congestion along Five Mile Lane given the envisaged AADT flows.*
- 3. There is a need to ensure appropriate visibility is achievable for the means of access. Therefore, a drawing showing visibility splays will need to be provided along the adjacent highway using an x-distance of 3m and y-distance in accordance with the observed speeds along the site frontage using Manual for Streets.*
- 4. The existing junction arrangement appears to not be at right angles to the existing adjacent highway of Five Mile Lane. The junction will need to be reconfigured for the first 10m to enable a perpendicular tie in and new radius kerbing provided (10m on both sides) and footways provided along site frontage.*
- 5. The access road into the development from the junction shall be provided at minimum 5.5m wide and 2 x 2m footways on both sides and appropriately realigned. The internal access road should also be suitable designed using road geometry such that it reduces vehicle speeds to 15-20 mph.*
- 6. Swept paths will need to be provided for the means of access and internal estate roads to ensure a refuse vehicle (11.2m long) would be able to enter the site and leave in forward gear without the need for long lengths of reversing. A suitable turning facility will thus need to be provided in conjunction with the internal access road.*
- 7. A controlled crossing facility should be provided in the vicinity of the site access to enable pedestrians and cyclists to gain access to the route on the opposite side of Five Mile Lane.*
- 8. Parking for the development will need to be in accordance with the Council's SPG parking standards. This equates to 1 space per bedroom up to a maximum of 3 spaces per dwelling plus 1 space per 5 dwellings for visitor parking.*
- 9. Any garages proposed to be provided should be constructed with internal dimensions of 3m x 6m for a single garage and 6m x 6m for a double garage.*
- 10. It is recommended that EV charging points are provided for each dwelling or passive provision is put in place to enable future residents to easily install EV charging points. The potential for a communal area for EV charging to the benefit of the future residents should also be considered.*

*11. No works whatsoever shall commence on site until the design calculations, duly certified by a Professional Engineer, and full Engineering details of any structures, drainage systems, water culverts etc. abutting or within close proximity to the existing / proposed highway have been submitted to and approved by the Local Planning Authority.*

*12. The developer will be required to enter into a Section 38/278 Agreement with the Highway Authority before undertaking works along the adjacent highway.'*

### Archaeology

The site is in an area of possible archaeological resource and according to the Council's records there is an archaeological remain within the pre-application site. Gwent Glamorgan Archaeological Trust (GGAT) have been consulted on as part of this process, who have advised that an archaeological and historic environment desk-based assessment should be undertaken by a suitably qualified archaeologist. It must be undertaken to an agreed methodology (between the developers' archaeologist and GGAT as the archaeological advisors), and to meet the Chartered Institute for Archaeologists' Standard for historic environment desk-based assessment. I would advise that you contact GGAT to establish requirements for this application at an early stage, as well as during the statutory PAC consultation process.

### Ecology and Biodiversity

Whilst the submission has been accompanied by a Preliminary Ecological Appraisal, I have not received comments from the Council's Ecologist to date. I will forward these to you on receipt. However, the Council's adopted Biodiversity and Development SPG provides guidance as to the broad approach and requirements for new development. Adverse impacts on biodiversity should be designed out of the proposals as far as possible.

It is acknowledged that the submitted PEA identifies the site as being of ecological importance and the presence of protected species being within the confines of the site. The survey recommends a series of further survey work and mitigation measures to be undertaken. The recommended surveys would need to be undertaken in support of this application.

Should an application come before the authority in a formal manner, you should demonstrate the mitigation hierarchy i.e. avoid-mitigate-compensate has been considered in the plan-making process and it will need to be demonstrated that biodiversity will be conserved and enhanced. You should also provide a Biodiversity Enhancement Strategy alongside your proposals to demonstrate how this has been taken into account.

### Trees

The proposed development would be located in close proximity to a number of trees. Whilst the supporting statement states that any development would be built in a way that would ensure the trees are not impacted (i.e. a buffer zone), should a full application be received it would need to be accompanied by a full tree survey showing root protection zones etc. to ensure that no development impacts upon the tree. This is detailed further, including further information on what the tree survey should contain, in the Council's SPG.



## Mineral Safeguarding Areas

The site lies within a Mineral Safeguarding Zone for sand and gravel (Category 2). Due to the possible presence of Category 1 Limestone on site LDP policy MG22 (Development in Minerals Safeguarding Areas) applies.

MG22 states “new development will only be permitted in an area of known mineral resource where it has first been demonstrated that:

1. Any reserves of minerals can be economically extracted prior to the commencement of the development;
2. Or extraction would have an unacceptable impact on environmental or amenity considerations; or
3. The development would have no significant impact on the possible working of the resource by reason of its nature or size; or
4. The resource in question is of poor quality / quantity.”

As the site is within an area of a known mineral resource it is considered that any further intensification of residential uses would harm possible future working of limestone extraction. Therefore, the proposal for any residential uses such as dwellings would be contrary to policy MG22.

## Conclusion

To conclude on the above analysis, given the concerns raised and the likely failure of the scheme to comply with many national and local policies, should an application be received for a residential development of this scale within this location, it would likely be refused. Given the nature of the site and its importance to the character of the countryside, the Council are likely to be minded to conclude that any future residential development may be unacceptable.

## Surface Water Drainage

With effect from 7 January 2019 and with the exception of single dwellings and/or developments with a “construction area” of less than 100 square metres, all construction work requiring planning permission which has drainage implications will need Sustainable Drainage Approving Body (SAB) approval.

SuDS are intended to maximise the opportunities and benefits that can be provided by the effective management of surface water. This can only be achieved when the principles of SuDS are considered at the outset of the development process. The SuDS approach to surface water management will direct the development process and shape the layout of new developments around site drainage.

A Sustainable Drainage Approving Body (SAB) application must demonstrate compliance with the statutory standards, following a set of principles in the design of the system and satisfy the standards in relation to runoff destination, hydraulic control, water quality, amenity, biodiversity, construction, operation and maintenance.

The SAB approval process is separate from the planning application process. An application for approval for a surface water drainage scheme may be made to the SAB separately from, or combined with a planning application. The planning and SAB approvals are independent systems and there may be circumstances where separate applications are appropriate.

Prior to the submission of a planning application, if the development would trigger a SAB application, applicants are strongly advised to make a separate Pre-Application submission to the SAB. Please note that pre-application fees may apply. Further advice can be found at <http://www.valeofglamorgan.gov.uk/en/living/Flooding/Flood-and-Coastal-Erosion/Sustainable-Drainage-Systems.aspx>

### Pre Application Consultation

For all applications for 'major' development, there is a statutory requirement for the applicant / developer to consult the community and relevant statutory consultees, and to submit a Pre-Application Consultation (PAC) Report with any application.

Detailed advice can be found here:

[https://gov.wales/sites/default/files/publications/2020-02/annex-1-pre-application-consultation-guidance\\_0.pdf](https://gov.wales/sites/default/files/publications/2020-02/annex-1-pre-application-consultation-guidance_0.pdf)

### Section 106 Planning Obligations

Whilst during the pre-application meeting, you advised that your client will not be in a position to provide onsite/off-site planning obligations sought from the Council under the requirements of Policy MD4 - Community Infrastructure and Planning Obligations, noting the current status of the proposals and that detailed plans have yet to be drawn up, the Council have some concern that this has been determined at this early stage. The Council would expect to see justification for a departure from these requirements. However, should an application come before the authority, the Councils Planning Obligations Supplementary Planning Guidance (SPG) provides the local policy basis for seeking planning obligations through Section 106 Agreements in the Vale of Glamorgan. It sets thresholds for when obligations will be sought, and indicates how they may be calculated.

The Council's SPG is available to view/ download at:

<http://www.valeofglamorgan.gov.uk/Documents/Living/Planning/Policy/SPG/Planning-Obligations-SPG-2018.pdf>

Following consideration of the proposed development and potential impacts and needs arising from the development, I would advise that the Council is likely to seek planning obligations covering the following: -

#### *Affordable Housing (40%)*

Technical Advice Note 2: Affordable Housing defines 'affordable housing' for the purpose of the land use planning system as housing where there are secure mechanisms in place

to ensure that it is accessible to those who cannot afford market housing, both on first occupation and for subsequent occupiers. Affordable housing includes:

- Social rented housing;
- Intermediate housing.

Social rented housing is housing that is provided by local authorities and registered social landlords. Intermediate housing is that where prices or rents are above those of social rent but below market housing prices or rents.

LDP Policy MG4 requires residential developments to contribute to meeting the affordable housing need. The adopted Affordable Housing SPG sets out how affordable housing is calculated.

The site falls outside any settlement boundary. Therefore, the site would be required to deliver 40% affordable housing. Based upon a development of circa 15 dwellings the site should deliver approximately 6 affordable dwellings and would need to be DQR compliant.

### *Education*

All new residential developments which are likely to house school aged children create additional demand on places at existing schools. PPW (ed. 11) emphasises that in order to achieve a "More Equal Wales", development should promote access to services like education. PPW recognises that education is crucial for the economic, social and environmental sustainability for all parts of Wales.

In line with the Council's adopted Planning Obligations SPG, a contribution of approximately £13,811 per dwelling would be required for developments resulting in a net gain of 10 or more dwellings.

I have not been provided with comments from the Council's Education section with regard to capacity within the local area. However, this would be considered should a formal application be submitted.

### *Public Open Space*

Residential developments are expected to make provision for Public Open Space and/or recreational facilities to meet the needs of the future population they will bring to the area. Open space offers vital opportunities for sport and recreation, and also acts as a visual amenity.

TAN 16: Sport, Recreation and Open Space (2009) states "*Planning conditions and obligations (Section 106 Agreements) can be used to provide open space, sport and recreational facilities, to safeguard and enhance existing provisions, and to provide for their management*".

The Council's adopted Planning Obligations SPG states that for smaller and constrained sites that '*where it is impractical to provide open space and / or recreational facilities on site or where existing open space provision is deficient in quality in the immediate locality, the Council may be willing to accept alternative provision i.e. offsite contribution payments.*'

Off-site contributions will be calculated on the basis of £1,150 per person or £2,668 per

dwelling.

### *Sustainable Transport*

Increasing importance is enshrined in local and national planning policies emphasising the need for developments to be accessible by alternative modes of transport than the private car.

Chapter 3 in Planning Policy Wales (PPW) (Ed 11) requires proposals to seek to maximise accessibility by walking, cycling and public transport to key locations, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

Further, national policy contained within Technical Advice Note 18 'Transport' (March 2007) Paragraph 9.20 allows local planning authorities to use planning obligations to secure improvements to the travel network, for roads, walking, cycling and public transport, as a result of a proposal.

For the provision and/or enhancement of off-site sustainable transport facilities and having regard to the cost of providing sustainable transport infrastructure and services as set in the adopted Planning Obligations SPG, the Council requires £2,300 per residential unit.

### *Public Art*

Technical Advice Note (TAN) 12 'Design' (March 2016) Section 5.15 recognises the importance role of public art, in creating and enhancing "*individuality and distinctiveness*" within a development, town, village and cities.

Public Art can bring distinctiveness and material and craft quality to developments, enable local people to participate in the process of change and foster a sense of ownership. It is therefore an important part of achieving design quality.

Public art should be considered early in the design process and be integral to the overall design of a building, public space or place. The choice of artists and the nature of subsequent work should be the subject of full collaboration from the outset between the artist, the local community and professionals involved in the design process. This is in accordance with TAN 12, paragraph 5.15.4. Further advice is available within the adopted Public Art in New Development SPG.

The Planning Obligations SPG requires developers to set aside a minimum of 1% of their project budget specifically for the commissioning of art and the public art should be provided on site integral to the development where possible. The Public Art in New Development SPG provides additional guidance in this regard.

In addition, and separate to any obligation sought, the Council requires the developer to pay an administration fee, equivalent to 20% of the application fee or 2% of the total financial contribution being sought, whichever is the greater. This fee covers the Council's costs to negotiate, monitor and implement the terms of the necessary Section 106 agreement.

Further discussion on such matters can, of course, be entered into at the time of an application, or as part of any agreed further pre-application submissions.

## Required Supporting Documentation

In addition to the submission of standard mandatory supporting documentation such as application forms, plans and a Design and Access Statement (see TAN 12 Design, Appendix 1), please be advised that any application for the above development should also be accompanied by the following additional documentation: -

- Flood Consequences Assessment
- Structural Survey
- Phase 1 Habitat Survey / Bat Survey
- Drainage Strategy
- Tree Survey
- Landscape and Visual Impact Assessment
- Archaeological Field Survey
- PAC Report (“Major” applications)

If any subsequent application fails to include the information above, there is a chance it may not be registered and, in any event, it is likely that an application will either be refused or will not be able to be progressed until its satisfactory submission.

## Requests for Further Advice

In accordance with the Council’s Guidance Note on ‘charging for pre-application advice’, any further requests for pre-application advice will attract payment of a further fee, and should be made in writing with appropriate supporting documentation.

## Development Team Approach – Building Control

Please note if you decide to employ the Councils Building Control team in respect of the proposed development for which you have sought advice, any fees you have paid in respect of this guidance will be taken into account in assessing the relevant Building Regulations fee. All Building Regulations fees are now based on a standard hourly rate with the final fee payable worked out on a risk assessed basis. Accordingly as the Councils officers will have been involved in the project from the earliest stages this will be considered in the final risk assessment based fee for Building Regulations.

Should you have any further questions regarding the above, please contact Miss Chloe Jones on the above number.

Yours faithfully

Miss Chloe Jones  
**for Operational Manager Development Management**

### **Please Note:**

The advice offered in this response represents an informal opinion, provided in accordance with the Council’s Guidance Note on ‘charging for pre-application advice’. In particular, it is emphasised that while this pre application advice will be carefully considered in reaching a decision or recommendation on an application, the final decision on any application that you may make can only be taken after we have consulted local people, statutory consultees and any other interested parties. It does not, therefore

prejudice any decision which the Local Planning Authority may make should the matter come before them in a formal context.



# Appendix B Traffic Survey Data

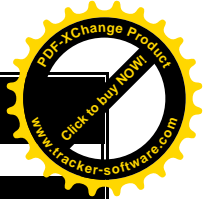
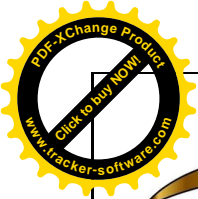
## Weycock Cross, Barry

Transport Statement

Cardiff and Vale College

SLR Project No.: 425.001380.0001

15 December 2023



**Sevenside**  
SURVEYS DATA ANALYSIS  
Transportation Data Collection  
[www.sevensidetdc.co.uk](http://www.sevensidetdc.co.uk)  
**Sevenside**  
Traffic Management

**Job Number & Title: SS1158 Port Rd Barry**

**Site Location: A4226 Weycock Road Site 1**

**Survey Date:**

**Site Location Plan**







SS1158 Port Rd Barry

JULY 2023

Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	A4226 Weycock Road	51.411657, - 3.304456	Northbound	11 July 2023	17 July 2023	40	39312	6122	5616	34851	88.7	19996	50.9	3445	8.8	46.7	52.6
			Southbound	11 July 2023	17 July 2023		38534	5967	5505	13411	34.8	3927	10.2	432	1.1	38.0	44.3
			Two-Way	11 July 2023	17 July 2023		77846	12088	11121	48262	62	23923	31	3877	5	42	50





SS1158 Port Rd Barry						Site	1	Location A4226 Weycock Road (51.411657, -3.304456)							
11 July 2023 to 17 July 2023						Direction Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>11 July 2023</b>															
0000	54	0	43	10	0	0	0	0	0	0	1	0	0	0	
0100	8	1	3	4	0	0	0	0	0	0	0	0	0	0	
0200	35	0	26	9	0	0	0	0	0	0	0	0	0	0	
0300	29	0	20	8	1	0	0	0	0	0	0	0	0	0	
0400	30	0	23	4	0	0	0	0	0	0	3	0	0	0	
0500	103	1	80	11	0	0	0	0	4	0	6	1	0	0	
0600	297	1	238	50	1	2	1	0	1	0	2	0	0	1	
0700	676	2	564	97	3	3	1	0	0	0	4	2	0	0	
0800	568	1	456	87	3	2	1	0	9	0	6	3	0	0	
0900	384	2	297	62	6	2	0	0	5	1	6	1	0	2	
1000	325	3	252	50	2	3	0	0	7	0	5	3	0	0	
1100	285	0	213	55	2	4	0	0	3	0	6	2	0	0	
1200	359	1	300	40	2	2	2	0	5	0	3	4	0	0	
1300	291	1	231	42	4	2	0	0	6	0	2	3	0	0	
1400	386	1	299	74	0	4	2	0	4	0	1	1	0	0	
1500	471	1	371	85	3	3	0	0	2	0	5	0	0	1	
1600	543	1	442	92	1	4	0	0	0	0	1	1	0	1	
1700	357	1	310	43	0	2	0	0	0	0	0	0	0	1	
1800	273	2	241	22	0	0	0	0	0	0	4	3	0	1	
1900	160	1	133	22	0	0	0	0	1	0	2	1	0	0	
2000	132	2	114	14	1	0	0	0	0	0	1	0	0	0	
2100	79	0	74	5	0	0	0	0	0	0	0	0	0	0	
2200	81	0	70	8	1	1	0	0	0	0	0	1	0	0	
2300	54	0	44	9	0	1	0	0	0	0	0	0	0	0	
07-19	4918	16	3976	749	26	31	6	0	41	1	43	23	0	6	
06-22	5586	20	4535	840	28	33	7	0	43	1	48	24	0	7	
06-00	5721	20	4649	857	29	35	7	0	43	1	48	25	0	7	
00-00	5980	22	4844	903	30	35	7	0	47	1	58	26	0	7	



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>12 July 2023</b>														
0000	31	0	29	2	0	0	0	0	0	0	0	0	0	0
0100	16	1	12	2	1	0	0	0	0	0	0	0	0	0
0200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
0300	24	0	14	8	1	1	0	0	0	0	0	0	0	0
0400	33	0	23	7	0	0	0	0	0	0	2	0	0	1
0500	96	0	69	12	0	1	0	0	3	0	9	1	0	1
0600	293	1	223	56	1	4	0	0	0	1	5	1	0	1
0700	720	2	593	115	1	0	1	0	2	0	3	1	0	2
0800	566	2	461	83	3	0	0	0	6	0	7	4	0	0
0900	390	2	307	54	6	2	0	0	12	1	3	3	0	0
1000	332	2	245	56	4	4	0	0	9	0	7	4	0	1
1100	293	0	232	50	0	4	1	0	1	0	3	2	0	0
1200	338	1	271	51	2	0	1	0	4	0	5	2	1	0
1300	385	3	305	55	2	1	0	0	9	0	5	4	0	1
1400	386	0	307	66	1	3	1	0	5	0	2	1	0	0
1500	523	2	413	100	1	2	1	0	1	0	3	0	0	0
1600	582	5	470	92	5	1	2	0	1	1	4	0	0	1
1700	436	5	377	48	2	0	0	0	0	0	2	1	0	1
1800	317	6	275	27	1	1	0	0	1	0	3	2	0	1
1900	218	1	189	23	0	1	1	1	0	0	2	0	0	0
2000	125	2	103	17	0	1	0	0	0	0	2	0	0	0
2100	107	2	94	10	1	0	0	0	0	0	0	0	0	0
2200	70	0	60	9	0	0	0	0	0	0	1	0	0	0
2300	44	0	38	5	1	0	0	0	0	0	0	0	0	0
07-19	5268	30	4256	797	28	18	7	0	51	2	47	24	1	7
06-22	6011	36	4865	903	30	24	8	1	51	3	56	25	1	8
06-00	6125	36	4963	917	31	24	8	1	51	3	57	25	1	8
00-00	6337	37	5119	951	33	26	8	1	54	3	68	26	1	10



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**13 July 2023**

0000	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0100	42	1	34	6	1	0	0	0	0	0	0	0	0	0
0200	38	0	34	4	0	0	0	0	0	0	0	0	0	0
0300	46	0	32	13	1	0	0	0	0	0	0	0	0	0
0400	39	1	30	6	0	0	0	0	0	0	2	0	0	0
0500	93	0	68	11	0	0	1	0	5	0	7	1	0	0
0600	276	2	223	37	2	4	2	0	2	0	4	0	0	0
0700	684	1	571	99	0	2	3	0	4	0	3	1	0	0
0800	561	5	457	83	3	2	1	0	5	0	4	1	0	0
0900	393	2	305	66	5	2	0	0	7	0	1	5	0	0
1000	372	4	302	44	1	2	2	0	9	0	4	3	0	1
1100	295	1	217	58	1	5	0	1	5	0	6	1	0	0
1200	329	6	257	49	3	1	1	0	4	0	3	5	0	0
1300	393	5	303	58	5	3	0	0	9	0	4	5	0	1
1400	410	4	327	60	3	4	1	0	6	0	5	0	0	0
1500	576	9	460	101	2	3	0	0	0	0	1	0	0	0
1600	605	8	484	102	2	2	1	0	1	0	2	2	0	1
1700	409	3	362	42	0	0	0	0	1	0	1	0	0	0
1800	328	7	277	32	3	0	0	0	0	0	5	2	0	2
1900	186	12	151	14	1	0	1	0	2	0	4	1	0	0
2000	148	4	132	11	0	0	0	0	0	0	1	0	0	0
2100	107	1	96	9	0	0	0	0	0	0	1	0	0	0
2200	64	1	57	3	1	1	0	0	0	0	1	0	0	0
2300	54	0	45	8	0	1	0	0	0	0	0	0	0	0
07-19	5355	55	4322	794	28	26	9	1	51	0	39	25	0	5
06-22	6072	74	4924	865	31	30	12	1	55	0	49	26	0	5
06-00	6190	75	5026	876	32	32	12	1	55	0	50	26	0	5
00-00	6462	77	5236	918	34	32	13	1	60	0	59	27	0	5



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>14 July 2023</b>														
0000	16	0	14	2	0	0	0	0	0	0	0	0	0	0
0100	7	1	5	1	0	0	0	0	0	0	0	0	0	0
0200	41	0	30	11	0	0	0	0	0	0	0	0	0	0
0300	24	1	14	6	1	0	0	0	0	0	2	0	0	0
0400	40	1	28	7	0	0	0	0	0	0	3	0	0	1
0500	88	0	69	11	0	0	0	0	3	0	4	0	0	1
0600	262	1	211	42	1	4	0	0	0	0	3	0	0	0
0700	603	1	493	96	4	0	2	0	1	0	3	2	0	1
0800	508	1	408	80	3	1	0	0	8	0	4	3	0	0
0900	414	1	322	68	5	3	1	0	4	0	5	5	0	0
1000	351	0	271	62	2	6	1	0	2	0	2	4	0	1
1100	353	1	276	64	2	2	0	0	2	0	3	1	0	2
1200	370	0	295	58	2	2	1	0	7	0	2	3	0	0
1300	365	2	286	56	0	4	1	0	8	0	2	6	0	0
1400	395	0	315	67	3	2	0	0	2	0	2	2	0	2
1500	491	0	391	89	6	1	2	0	1	0	1	0	0	0
1600	403	0	349	44	4	1	1	0	1	0	2	1	0	0
1700	329	1	285	42	0	0	0	0	1	0	0	0	0	0
1800	269	0	242	21	1	2	0	0	0	0	0	3	0	0
1900	134	0	117	15	0	1	0	0	0	0	1	0	0	0
2000	108	0	95	13	0	0	0	0	0	0	0	0	0	0
2100	128	0	109	18	0	0	0	0	0	0	1	0	0	0
2200	82	0	74	7	0	0	0	0	1	0	0	0	0	0
2300	47	0	41	5	0	1	0	0	0	0	0	0	0	0
07-19	4851	7	3933	747	32	24	9	0	37	0	26	30	0	6
06-22	5483	8	4465	835	33	29	9	0	37	0	31	30	0	6
06-00	5612	8	4580	847	33	30	9	0	38	0	31	30	0	6
00-00	5828	11	4740	885	34	30	9	0	41	0	40	30	0	8



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**15 July 2023**

0000	35	0	31	4	0	0	0	0	0	0	0	0	0	0
0100	34	0	27	7	0	0	0	0	0	0	0	0	0	0
0200	7	0	4	2	0	1	0	0	0	0	0	0	0	0
0300	26	0	17	8	1	0	0	0	0	0	0	0	0	0
0400	34	1	25	8	0	0	0	0	0	0	0	0	0	0
0500	52	1	44	4	0	1	0	0	0	0	2	0	0	0
0600	101	0	87	11	1	0	1	0	1	0	0	0	0	0
0700	155	2	120	32	0	0	0	0	0	0	0	1	0	0
0800	237	3	202	30	0	2	0	0	0	0	0	0	0	0
0900	294	0	264	27	2	1	0	0	0	0	0	0	0	0
1000	382	3	332	45	0	1	0	0	1	0	0	0	0	0
1100	384	1	341	38	1	1	0	0	1	0	0	1	0	0
1200	442	0	396	43	0	1	0	0	0	0	0	2	0	0
1300	392	0	360	30	1	1	0	0	0	0	0	0	0	0
1400	344	0	316	27	1	0	0	0	0	0	0	0	0	0
1500	330	5	299	24	0	2	0	0	0	0	0	0	0	0
1600	300	0	272	26	0	0	0	0	2	0	0	0	0	0
1700	253	1	221	29	0	0	0	0	2	0	0	0	0	0
1800	232	0	226	4	1	0	1	0	0	0	0	0	0	0
1900	136	2	124	10	0	0	0	0	0	0	0	0	0	0
2000	91	1	76	12	1	1	0	0	0	0	0	0	0	0
2100	80	0	71	8	1	0	0	0	0	0	0	0	0	0
2200	54	0	48	6	0	0	0	0	0	0	0	0	0	0
2300	81	2	70	9	0	0	0	0	0	0	0	0	0	0
07-19	3745	15	3349	355	6	9	1	0	6	0	0	4	0	0
06-22	4153	18	3707	396	9	10	2	0	7	0	0	4	0	0
06-00	4288	20	3825	411	9	10	2	0	7	0	0	4	0	0
00-00	4476	22	3973	444	10	12	2	0	7	0	2	4	0	0



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**16 July 2023**

0000	44	0	37	6	1	0	0	0	0	0	0	0	0	0
0100	41	0	38	3	0	0	0	0	0	0	0	0	0	0
0200	43	0	37	6	0	0	0	0	0	0	0	0	0	0
0300	21	0	17	4	0	0	0	0	0	0	0	0	0	0
0400	30	1	27	2	0	0	0	0	0	0	0	0	0	0
0500	40	1	34	4	0	0	0	0	0	0	1	0	0	0
0600	97	0	76	20	0	0	0	0	0	0	0	1	0	0
0700	86	0	70	14	1	0	0	0	0	0	1	0	0	0
0800	129	0	107	21	0	0	1	0	0	0	0	0	0	0
0900	227	1	198	27	0	0	1	0	0	0	0	0	0	0
1000	356	6	316	31	3	0	0	0	0	0	0	0	0	0
1100	406	1	368	35	0	1	0	0	1	0	0	0	0	0
1200	416	1	374	40	1	0	0	0	0	0	0	0	0	0
1300	414	4	379	30	1	0	0	0	0	0	0	0	0	0
1400	374	0	343	30	0	0	0	0	0	0	0	1	0	0
1500	333	6	300	24	1	2	0	0	0	0	0	0	0	0
1600	279	3	249	25	0	1	1	0	0	0	0	0	0	0
1700	268	1	243	21	1	1	0	0	1	0	0	0	0	0
1800	232	3	210	17	0	0	0	0	1	0	0	1	0	0
1900	164	1	151	11	1	0	0	0	0	0	0	0	0	0
2000	92	0	84	6	0	1	0	0	0	0	0	1	0	0
2100	67	1	59	7	0	0	0	0	0	0	0	0	0	0
2200	36	0	31	4	1	0	0	0	0	0	0	0	0	0
2300	33	0	25	8	0	0	0	0	0	0	0	0	0	0
07-19	3520	26	3157	315	8	5	3	0	3	0	1	2	0	0
06-22	3940	28	3527	359	9	6	3	0	3	0	1	4	0	0
06-00	4009	28	3583	371	10	6	3	0	3	0	1	4	0	0
00-00	4228	30	3773	396	11	6	3	0	3	0	2	4	0	0



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**17 July 2023**

0000	43	0	39	4	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0200	33	0	29	4	0	0	0	0	0	0	0	0	0	0
0300	51	0	39	11	1	0	0	0	0	0	0	0	0	0
0400	49	1	39	6	0	0	0	0	0	0	3	0	0	0
0500	103	1	80	12	0	0	0	0	3	0	4	1	0	2
0600	244	1	189	41	0	3	0	0	2	0	7	1	0	0
0700	686	1	561	107	5	1	2	0	3	1	3	1	0	1
0800	571	2	462	89	4	3	0	0	5	0	1	4	0	1
0900	364	2	278	64	3	2	2	0	5	0	6	2	0	0
1000	332	5	260	57	3	1	0	0	2	0	3	1	0	0
1100	320	3	247	49	1	3	0	0	3	1	8	4	0	1
1200	333	2	262	51	1	3	0	0	4	0	7	3	0	0
1300	296	0	241	43	0	3	2	0	2	0	4	0	0	1
1400	401	6	319	67	3	1	0	0	2	0	2	1	0	0
1500	491	6	374	97	3	1	0	0	4	0	5	1	0	0
1600	547	1	439	96	1	2	2	0	2	0	1	3	0	0
1700	330	4	291	32	0	0	0	0	1	0	2	0	0	0
1800	302	6	258	31	0	1	1	0	2	0	0	3	0	0
1900	172	8	144	20	0	0	0	0	0	0	0	0	0	0
2000	141	0	120	16	0	0	0	0	0	0	4	1	0	0
2100	74	1	66	5	0	0	0	0	1	0	1	0	0	0
2200	43	0	36	7	0	0	0	0	0	0	0	0	0	0
2300	73	0	65	8	0	0	0	0	0	0	0	0	0	0
07-19	4973	38	3992	783	24	21	9	0	35	2	42	23	0	4
06-22	5604	48	4511	865	24	24	9	0	38	2	54	25	0	4
06-00	5720	48	4612	880	24	24	9	0	38	2	54	25	0	4
00-00	6001	50	4839	918	25	24	9	0	41	2	61	26	0	6





SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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<b>Average Day</b>														
0000	34	0	29	4	0	0	0	0	0	0	0	0	0	0
0100	21	1	17	3	0	0	0	0	0	0	0	0	0	0
0200	30	0	24	6	0	0	0	0	0	0	0	0	0	0
0300	32	0	22	8	1	0	0	0	0	0	0	0	0	0
0400	36	1	28	6	0	0	0	0	0	0	2	0	0	0
0500	82	1	63	9	0	0	0	0	3	0	5	1	0	1
0600	224	1	178	37	1	2	1	0	1	0	3	0	0	0
0700	516	1	425	80	2	1	1	0	1	0	2	1	0	1
0800	449	2	365	68	2	1	0	0	5	0	3	2	0	0
0900	352	1	282	53	4	2	1	0	5	0	3	2	0	0
1000	350	3	283	49	2	2	0	0	4	0	3	2	0	0
1100	334	1	271	50	1	3	0	0	2	0	4	2	0	0
1200	370	2	308	47	2	1	1	0	3	0	3	3	0	0
1300	362	2	301	45	2	2	0	0	5	0	2	3	0	0
1400	385	2	318	56	2	2	1	0	3	0	2	1	0	0
1500	459	4	373	74	2	2	0	0	1	0	2	0	0	0
1600	466	3	386	68	2	2	1	0	1	0	1	1	0	0
1700	340	2	298	37	0	0	0	0	1	0	1	0	0	0
1800	279	3	247	22	1	1	0	0	1	0	2	2	0	1
1900	167	4	144	16	0	0	0	0	0	0	1	0	0	0
2000	120	1	103	13	0	0	0	0	0	0	1	0	0	0
2100	92	1	81	9	0	0	0	0	0	0	0	0	0	0
2200	61	0	54	6	0	0	0	0	0	0	0	0	0	0
2300	55	0	47	7	0	0	0	0	0	0	0	0	0	0
07-19	4661	27	3855	649	22	19	6	0	32	1	28	19	0	4
06-22	5264	33	4362	723	23	22	7	0	33	1	34	20	0	4
06-00	5381	34	4463	737	24	23	7	0	34	1	34	20	0	4
00-00	5616	36	4646	774	25	24	7	0	36	1	41	20	0	5



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Northbound

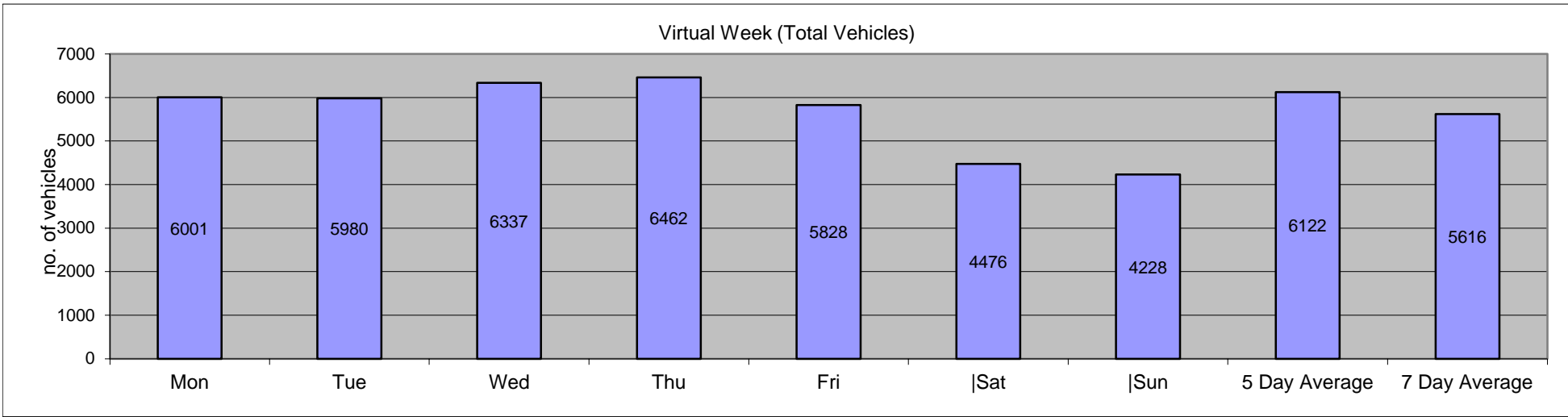
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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Virtual Week														
Mon	6001	50	4839	918	25	24	9	0	41	2	61	26	0	6
Tue	5980	22	4844	903	30	35	7	0	47	1	58	26	0	7
Wed	6337	37	5119	951	33	26	8	1	54	3	68	26	1	10
Thu	6462	77	5236	918	34	32	13	1	60	0	59	27	0	5
Fri	5828	11	4740	885	34	30	9	0	41	0	40	30	0	8
Sat	4476	22	3973	444	10	12	2	0	7	0	2	4	0	0
Sun	4228	30	3773	396	11	6	3	0	3	0	2	4	0	0

5 Day Average														
[--]	6122	39	4956	915	31	29	9	0	49	1	57	27	0	7

7 Day Average														
[--]	5616	36	4646	774	25	24	7	0	36	1	41	20	0	5

Total Vehicles														
[--]	39312	249	32524	5415	177	165	51	2	253	6	290	143	1	36





SS1158 Port Rd Barry										Site	1	Location	A4226 Weycock Road (51.411657, -3.304456)									
11 July 2023					to	17 July 2023					Direction	Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46			46	55	55

11 July 2023																						
Time	Total	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Mean	85%ile
0000	54	0	0	0	0	2	3	8	15	14	8	3	1	0	49	90.74	38	70.37	12	22.22	49.6	57.2
0100	8	0	0	0	0	0	2	0	3	1	1	0	0	1	6	75	6	75	2	25	50.6	-
0200	35	0	0	0	0	1	3	6	5	6	8	4	0	2	31	88.57	24	68.57	14	40	51.5	61.3
0300	29	0	0	0	0	0	1	1	12	8	3	3	1	0	28	96.55	26	89.66	7	24.14	51.3	58.7
0400	30	0	0	0	0	0	1	4	4	10	8	3	0	0	29	96.67	24	80	11	36.67	52.4	58.6
0500	103	0	0	0	0	1	6	13	31	23	17	7	2	3	96	93.2	79	76.7	29	28.16	51.3	58.8
0600	297	0	0	0	0	0	22	52	101	76	32	10	3	1	275	92.59	205	69.02	46	15.49	49.1	55.1
0700	676	0	0	0	0	7	46	231	250	102	28	10	0	2	623	92.16	324	47.93	40	5.917	46.5	51.3
0800	568	0	0	0	0	6	61	173	221	78	25	2	1	1	501	88.2	287	50.53	29	5.106	46	50.9
0900	384	0	0	0	0	5	46	111	133	57	28	3	1	0	333	86.72	196	51.04	32	8.333	46.4	52.3
1000	325	0	0	0	0	7	39	106	106	54	9	2	1	1	279	85.85	150	46.15	13	4	45.8	51.1
1100	285	0	0	0	2	1	32	127	76	37	9	0	1	0	250	87.72	106	37.19	10	3.509	45.1	50.8
1200	359	0	0	0	0	3	61	131	108	36	10	6	1	3	295	82.17	136	37.88	20	5.571	45.1	50.4
1300	291	0	0	0	0	6	40	104	85	40	12	4	0	0	245	84.19	113	38.83	16	5.498	45.4	51.1
1400	386	0	0	0	0	11	39	137	139	51	7	2	0	0	336	87.05	163	42.23	9	2.332	45.2	50.1
1500	471	0	0	0	0	8	32	157	158	89	17	9	0	1	431	91.51	245	52.02	27	5.732	46.6	52.1
1600	543	0	0	0	0	4	56	174	174	81	44	5	5	0	483	88.95	271	49.91	54	9.945	46.7	52.8
1700	357	7	2	0	2	3	38	79	133	59	25	5	2	2	305	85.43	202	56.58	34	9.524	46.2	53.1
1800	273	3	2	0	0	1	22	66	78	63	22	8	7	1	245	89.74	165	60.44	38	13.92	47.8	54.8
1900	160	0	0	0	0	2	16	34	46	36	17	5	1	3	142	88.75	100	62.5	26	16.25	48.4	55.4
2000	132	0	0	0	0	1	13	29	42	21	11	7	6	2	118	89.39	83	62.88	26	19.7	49.2	57.5
2100	79	0	0	0	0	1	5	21	23	16	8	2	2	1	73	92.41	47	59.49	13	16.46	48.5	55.7
2200	81	0	0	0	0	2	8	23	25	14	3	4	1	1	71	87.65	44	54.32	9	11.11	47.5	53
2300	54	0	0	0	0	0	4	6	17	17	4	5	0	1	50	92.59	41	75.93	10	18.52	50.5	57.6
07-19	4918	10	4	0	4	62	512	1596	1661	747	236	56	19	11	4326	87.96	2358	47.95	322	6.547	46.1	51.6
06-22	5586	10	4	0	4	66	568	1732	1873	896	304	80	31	18	4934	88.33	2793	50	433	7.752	46.5	52.1
06-00	5721	10	4	0	4	68	580	1761	1915	927	311	89	32	20	5055	88.36	2878	50.31	452	7.901	46.5	52.2
00-00	5980	10	4	0	4	72	596	1793	1985	989	356	109	36	26	5294	88.53	3075	51.42	527	8.813	46.7	52.6



SS1158 Port Rd Barry										Site	1	Location	A4226 Weycock Road (51.411657, -3.304456)									
11 July 2023					to	17 July 2023					Direction	Northbound										
Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DfT (SL2)			Mean	85%ile	
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT	Speed	Speed

12 July 2023																						
Time	Total	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile
Period	Vehicles	15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed
0000	31	0	0	0	0	0	0	4	11	8	6	2	0	0	31	100	27	87.1	8	25.81	51.6	57.8
0100	16	0	0	0	0	0	1	3	2	3	3	2	0	2	15	93.75	11	68.75	7	43.75	54.6	68.5
0200	12	0	0	0	0	0	0	0	2	3	5	1	0	1	12	100	11	91.67	7	58.33	55	61.3
0300	24	0	0	0	0	0	0	1	6	11	3	1	1	1	24	100	22	91.67	6	25	53	57.1
0400	33	0	0	0	0	0	0	5	11	10	6	0	1	0	33	100	27	81.82	7	21.21	51	57.3
0500	96	0	0	0	0	2	5	13	31	19	11	7	7	1	89	92.71	72	75	26	27.08	50.9	60.3
0600	293	0	0	0	0	0	19	65	82	82	30	10	4	1	274	93.52	197	67.24	45	15.36	49.1	55.3
0700	720	0	0	1	0	10	78	236	262	108	21	2	1	1	631	87.64	313	43.47	25	3.472	45.7	51.1
0800	566	1	0	0	1	9	95	207	170	60	18	5	0	0	460	81.27	224	39.58	23	4.064	44.8	50
0900	390	0	0	0	0	5	64	140	115	47	12	3	1	3	321	82.31	154	39.49	19	4.872	45.2	50.7
1000	332	0	0	0	0	8	50	108	123	33	7	3	0	0	274	82.53	135	40.66	10	3.012	44.9	49.4
1100	293	0	0	0	0	6	39	98	95	40	11	3	0	1	248	84.64	128	43.69	15	5.119	45.5	50.5
1200	338	0	0	0	0	5	46	123	94	52	14	2	0	2	287	84.91	138	40.83	18	5.325	45.6	51.2
1300	385	0	0	0	0	3	40	141	123	58	16	4	0	0	342	88.83	170	44.16	20	5.195	46	51.2
1400	386	0	0	0	0	4	24	112	153	68	16	7	1	1	358	92.75	206	53.37	25	6.477	47	52.4
1500	523	0	0	0	6	1	42	146	186	105	22	12	2	1	474	90.63	288	55.07	37	7.075	46.9	52.1
1600	582	0	0	0	2	2	46	201	206	99	16	4	2	4	532	91.41	282	48.45	26	4.467	46.4	51.9
1700	436	0	0	0	1	13	40	134	149	75	16	6	1	1	382	87.61	218	50	24	5.505	46.2	51.5
1800	317	0	0	0	0	6	22	76	114	57	24	11	4	3	289	91.17	192	60.57	42	13.25	48.1	54.5
1900	218	0	0	0	0	1	14	51	78	48	11	9	3	3	203	93.12	132	60.55	26	11.93	48.4	54.4
2000	125	0	0	0	0	0	13	39	33	23	7	5	1	4	112	89.6	66	52.8	17	13.6	48.2	55
2100	107	0	0	0	0	1	8	27	22	22	11	6	5	5	98	91.59	68	63.55	27	25.23	50.7	61.1
2200	70	0	0	0	0	0	7	7	19	19	8	8	2	0	63	90	52	74.29	18	25.71	50.8	59.6
2300	44	0	0	0	0	3	2	9	12	5	6	4	2	1	39	88.64	30	68.18	13	29.55	50.2	61.2
07-19	5268	1	0	1	10	72	586	1722	1790	802	193	62	12	17	4598	87.28	2448	46.47	284	5.391	46	51.3
06-22	6011	1	0	1	10	74	640	1904	2005	977	252	92	25	30	5285	87.92	2911	48.43	399	6.638	46.4	51.9
06-00	6125	1	0	1	10	77	649	1920	2036	1001	266	104	29	31	5387	87.95	2993	48.87	430	7.02	46.4	52
00-00	6337	1	0	1	10	79	655	1946	2099	1055	300	117	38	36	5591	88.23	3163	49.91	491	7.748	46.6	52.3



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)																				
11 July 2023					to					17 July 2023					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile										
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile																				
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed																				
<b>13 July 2023</b>																																										
0000	14	0	0	0	0	0	0	4	5	2	2	1	0	0	14	100	7	50	3	21.43	48.6	57.7																				
0100	42	0	0	0	0	0	3	9	14	10	2	2	2	0	39	92.86	26	61.9	6	14.29	48.9	56.5																				
0200	38	0	0	0	0	1	4	6	14	6	2	3	1	1	33	86.84	25	65.79	7	18.42	48.9	58.3																				
0300	46	0	0	0	0	0	0	7	12	12	11	2	1	1	46	100	37	80.43	15	32.61	52.3	58.7																				
0400	39	0	0	0	0	0	1	6	14	6	9	2	0	1	38	97.44	29	74.36	12	30.77	51.3	58.2																				
0500	93	0	0	0	0	2	9	11	22	21	16	6	5	1	82	88.17	69	74.19	28	30.11	51.2	59.8																				
0600	276	0	0	0	0	0	7	52	94	69	39	10	2	3	269	97.46	196	71.01	54	19.57	49.9	56.1																				
0700	684	0	0	0	0	5	65	242	261	84	19	6	0	2	614	89.77	310	45.32	27	3.947	45.8	50.3																				
0800	561	2	0	0	0	4	69	214	185	67	12	6	1	1	486	86.63	227	40.46	20	3.565	45.3	50.1																				
0900	393	0	0	0	1	3	44	117	137	62	19	7	2	1	345	87.79	199	50.64	29	7.379	46.4	52.3																				
1000	372	0	0	0	1	4	55	144	110	43	12	3	0	0	312	83.87	141	37.9	15	4.032	44.9	50.1																				
1100	295	0	0	0	0	2	26	114	95	42	11	3	2	0	267	90.51	132	44.75	16	5.424	46	51.6																				
1200	329	0	0	0	0	4	32	114	115	35	23	2	2	2	293	89.06	156	47.42	29	8.815	46.3	51.6																				
1300	393	0	0	0	0	1	42	145	130	60	10	5	0	0	350	89.06	167	42.49	15	3.817	45.7	51																				
1400	410	0	0	0	1	4	50	146	108	73	20	6	1	1	355	86.59	178	43.41	28	6.829	45.8	51.6																				
1500	576	0	0	0	0	6	74	200	190	68	30	5	1	2	496	86.11	241	41.84	38	6.597	45.7	51.3																				
1600	605	0	0	0	0	2	55	210	195	105	28	7	3	0	548	90.58	302	49.92	38	6.281	46.4	51.8																				
1700	409	5	0	0	3	8	32	120	119	84	23	8	4	3	361	88.26	210	51.34	38	9.291	46.5	52.6																				
1800	328	0	0	0	0	2	17	72	101	92	28	10	4	2	309	94.21	218	66.46	44	13.41	48.9	54.7																				
1900	186	0	0	0	0	9	19	46	41	40	18	9	3	1	158	84.95	103	55.38	31	16.67	48	55.6																				
2000	148	0	0	0	1	0	4	44	45	33	12	4	2	3	143	96.62	84	56.76	21	14.19	48.9	54.9																				
2100	107	0	0	0	0	2	8	21	33	18	11	5	5	4	97	90.65	70	65.42	25	23.36	50.3	59.3																				
2200	64	0	0	0	0	2	5	19	13	13	9	1	2	0	57	89.06	33	51.56	12	18.75	48.2	55.7																				
2300	54	0	0	0	0	0	2	7	17	16	8	2	0	2	52	96.3	42	77.78	12	22.22	51	57.5																				
07-19	5355	7	0	0	6	45	561	1838	1746	815	235	68	20	14	4736	88.44	2481	46.33	337	6.293	46.1	51.6																				
06-22	6072	7	0	0	7	56	599	2001	1959	975	315	96	32	25	5403	88.98	2934	48.32	468	7.708	46.4	52.1																				
06-00	6190	7	0	0	7	58	606	2027	1989	1004	332	99	34	27	5512	89.05	3009	48.61	492	7.948	46.5	52.2																				
00-00	6462	7	0	0	7	61	623	2070	2070	1061	374	115	43	31	5764	89.2	3202	49.55	563	8.712	46.7	52.6																				



SS1158 Port Rd Barry										Site	1										Location		A4226 Weycock Road (51.411657, -3.304456)									
11 July 2023					to					17 July 2023					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile										
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed										
<b>14 July 2023</b>																																
0000	16	0	0	0	0	0	2	2	5	2	5	0	0	0	14	87.5	11	68.75	5	31.25	49.4	57.1										
0100	7	0	0	0	0	0	0	0	2	1	1	3	0	0	7	100	6	85.71	4	57.14	56	-										
0200	41	0	0	0	0	0	0	9	15	7	8	2	0	0	41	100	30	73.17	10	24.39	50.3	59.2										
0300	24	0	0	0	0	0	1	3	5	2	6	5	1	1	23	95.83	19	79.17	13	54.17	55.7	62.7										
0400	40	0	0	0	0	1	1	9	13	11	3	0	1	1	38	95	27	67.5	5	12.5	49.4	54.8										
0500	88	0	0	0	0	0	4	21	17	22	12	10	1	1	84	95.45	58	65.91	24	27.27	50.7	59.5										
0600	262	0	0	0	0	1	8	55	101	62	24	5	5	1	253	96.56	181	69.08	35	13.36	48.9	54.2										
0700	603	0	0	0	0	4	45	206	235	85	19	6	3	0	554	91.87	285	47.26	28	4.643	46.2	50.9										
0800	508	0	0	0	1	11	63	210	140	65	15	2	1	0	433	85.24	186	36.61	18	3.543	44.8	50.3										
0900	414	1	0	0	0	5	51	160	134	43	15	4	1	0	357	86.23	156	37.68	20	4.831	45	50.1										
1000	351	0	0	0	0	3	50	132	103	46	15	1	1	0	298	84.9	137	39.03	17	4.843	45.2	50.6										
1100	353	0	0	0	0	11	48	131	94	53	11	4	1	0	294	83.29	142	40.23	16	4.533	44.9	50.9										
1200	370	2	0	0	1	4	61	123	111	47	18	3	0	0	302	81.62	155	41.89	21	5.676	45	50.6										
1300	365	0	0	0	2	1	54	126	102	52	20	4	1	3	308	84.38	161	44.11	28	7.671	45.9	52										
1400	395	0	0	0	1	5	35	135	150	48	18	1	1	1	354	89.62	185	46.84	21	5.316	45.9	50.3										
1500	491	0	0	1	1	11	61	147	170	76	20	4	0	0	417	84.93	231	47.05	24	4.888	45.6	51.2										
1600	403	0	0	0	1	7	50	106	138	72	19	7	2	1	345	85.61	204	50.62	29	7.196	46.4	52.3										
1700	329	0	0	0	0	0	43	75	123	63	18	7	0	0	286	86.93	194	58.97	25	7.599	47	52.3										
1800	269	0	0	0	4	2	14	80	80	61	18	6	1	3	249	92.57	158	58.74	28	10.41	47.7	53.6										
1900	134	0	0	0	0	2	15	34	44	23	12	2	1	1	117	87.31	73	54.48	16	11.94	47.2	54.2										
2000	108	0	0	0	0	1	8	17	39	23	10	8	2	0	99	91.67	76	70.37	20	18.52	49.3	57.2										
2100	128	0	0	0	0	0	13	40	28	20	14	7	4	2	115	89.84	71	55.47	27	21.09	49	58.5										
2200	82	0	0	0	0	0	5	19	26	17	7	2	3	3	77	93.9	52	63.41	15	18.29	49.7	55.5										
2300	47	0	0	0	0	0	2	10	11	10	6	3	2	3	45	95.74	32	68.09	14	29.79	52.1	62.9										
07-19	4851	3	0	1	11	64	575	1631	1580	711	206	49	12	8	4197	86.52	2194	45.23	275	5.669	45.7	51.1										
06-22	5483	3	0	1	11	68	619	1777	1792	839	266	71	24	12	4781	87.2	2595	47.33	373	6.803	46.1	51.6										
06-00	5612	3	0	1	11	68	626	1806	1829	866	279	76	29	18	4903	87.37	2679	47.74	402	7.163	46.2	51.8										
00-00	5828	3	0	1	11	69	634	1850	1886	911	314	96	32	21	5110	87.68	2830	48.56	463	7.944	46.4	52.1										



SS1158 Port Rd Barry										Site	1										Location		A4226 Weycock Road (51.411657, -3.304456)																			
11 July 2023					to					17 July 2023					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile										
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile																				
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed																				
<b>15 July 2023</b>																																										
0000	35	0	0	0	0	0	4	4	9	5	7	3	1	2	31	88.57	24	68.57	13	37.14	51.8	62																				
0100	34	0	0	0	0	0	1	4	7	8	10	1	2	1	33	97.06	28	82.35	14	41.18	53	59.4																				
0200	7	0	0	0	0	0	0	0	2	2	1	2	0	0	7	100	7	100	3	42.86	55.3	-																				
0300	26	0	0	0	0	0	0	6	5	5	4	5	0	1	26	100	20	76.92	10	38.46	53.1	63.4																				
0400	34	0	0	0	0	2	3	4	11	6	1	6	1	0	29	85.29	22	64.71	8	23.53	49.6	61.5																				
0500	52	0	0	0	0	0	2	2	19	10	6	5	5	3	50	96.15	46	88.46	19	36.54	54.5	65.3																				
0600	101	0	0	0	0	0	4	12	21	31	19	11	2	1	97	96.04	84	83.17	33	32.67	52.4	59.7																				
0700	155	0	0	0	0	0	16	27	51	34	15	7	3	2	139	89.68	99	63.87	27	17.42	49	55.9																				
0800	237	0	0	0	0	5	20	51	74	63	17	5	1	1	212	89.45	148	62.45	24	10.13	47.9	53.5																				
0900	294	0	0	0	0	0	24	80	104	62	11	6	5	2	270	91.84	168	57.14	24	8.163	47.6	52.2																				
1000	382	0	0	0	1	1	42	119	142	49	18	7	1	2	338	88.48	184	48.17	28	7.33	46.3	51.6																				
1100	384	0	0	0	0	2	31	124	146	55	22	2	1	1	351	91.41	190	49.48	26	6.771	46.4	51.4																				
1200	442	0	0	0	0	1	42	174	144	58	18	2	1	2	399	90.27	188	42.53	23	5.204	45.9	50.8																				
1300	392	0	0	0	0	7	52	126	131	62	9	1	0	4	333	84.95	182	46.43	14	3.571	45.7	50.9																				
1400	344	0	0	0	0	2	31	99	118	65	19	9	0	1	311	90.41	188	54.65	29	8.43	47.1	52.6																				
1500	330	0	0	0	0	2	33	77	122	62	27	6	1	0	295	89.39	196	59.39	34	10.3	47.4	53.4																				
1600	300	0	0	0	0	0	31	80	107	50	26	3	2	1	269	89.67	160	53.33	32	10.67	47	52.5																				
1700	253	0	0	0	0	4	31	71	77	40	21	6	3	0	218	86.17	126	49.8	30	11.86	46.8	54																				
1800	232	0	0	0	0	0	21	44	82	53	22	7	1	2	211	90.95	155	66.81	32	13.79	48.8	54.9																				
1900	136	0	0	0	0	2	9	35	44	31	10	3	1	1	125	91.91	79	58.09	15	11.03	47.9	54.1																				
2000	91	0	0	0	0	0	6	28	25	22	6	1	2	1	85	93.41	47	51.65	10	10.99	47.9	53.8																				
2100	80	0	0	0	0	1	8	25	22	14	6	3	1	0	71	88.75	45	56.25	10	12.5	47.2	54.8																				
2200	54	0	0	0	0	1	7	16	16	9	1	2	1	1	46	85.19	25	46.3	5	9.259	47.1	53.2																				
2300	81	0	0	0	0	0	7	23	35	11	4	1	0	0	74	91.36	40	49.38	5	6.173	46.6	51.6																				
07-19	3745	0	0	0	1	24	374	1072	1298	653	225	61	19	18	3346	89.35	1984	52.98	323	8.625	46.9	52.5																				
06-22	4153	0	0	0	1	27	401	1172	1410	751	266	79	25	21	3724	89.67	2239	53.91	391	9.415	47.1	52.9																				
06-00	4288	0	0	0	1	28	415	1211	1461	771	271	82	26	22	3844	89.65	2304	53.73	401	9.352	47.1	52.9																				
00-00	4476	0	0	0	1	30	425	1231	1514	807	300	104	35	29	4020	89.81	2451	54.76	468	10.46	47.3	53.2																				



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)					
11 July 2023					to	17 July 2023					Direction		Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile		
Time	Total	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile					
Period	Vehicles	15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed					
<b>16 July 2023</b>																											
0000	44	0	0	0	0	0	2	7	11	10	8	5	0	1	42	95.45	34	77.27	14	31.82	51.9	59.8					
0100	41	0	0	0	0	0	2	13	12	11	3	0	0	0	39	95.12	21	51.22	3	7.317	46.9	51.2					
0200	43	0	0	0	0	0	0	10	19	7	5	1	1	0	43	100	29	67.44	7	16.28	48.9	56.3					
0300	21	0	0	0	0	0	3	2	5	6	2	1	2	0	18	85.71	15	71.43	5	23.81	50.4	59					
0400	30	0	0	0	0	0	1	4	5	11	4	4	1	0	29	96.67	25	83.33	9	30	52.3	61.4					
0500	40	0	0	0	0	0	1	5	10	7	10	6	0	1	39	97.5	33	82.5	17	42.5	52.8	60.6					
0600	97	0	0	0	0	0	3	21	27	18	13	12	1	2	94	96.91	70	72.16	28	28.87	50.9	60.5					
0700	86	0	0	0	0	0	5	15	30	23	6	5	2	0	81	94.19	61	70.93	13	15.12	49.3	55.6					
0800	129	0	0	0	0	1	17	30	41	28	9	2	1	0	111	86.05	68	52.71	12	9.302	47	53.2					
0900	227	0	0	0	0	0	24	69	76	41	14	2	1	0	203	89.43	115	50.66	17	7.489	46.6	52.5					
1000	356	0	0	0	2	4	55	129	102	40	19	4	0	1	295	82.87	139	39.04	24	6.742	45.3	50.6					
1100	406	0	0	0	2	3	42	122	142	61	26	3	2	3	359	88.42	202	49.75	34	8.374	46.6	52.2					
1200	416	0	0	0	0	6	39	118	143	76	24	9	1	0	371	89.18	219	52.64	34	8.173	46.8	53					
1300	414	0	0	0	0	4	30	119	136	99	22	2	2	0	380	91.79	225	54.35	26	6.28	47	52.7					
1400	374	0	0	0	0	2	30	112	142	64	17	5	0	2	342	91.44	204	54.55	24	6.417	46.8	52					
1500	333	0	1	0	0	5	28	95	111	70	15	3	1	4	299	89.79	184	55.26	23	6.907	47	52.2					
1600	279	0	0	0	1	2	27	77	90	54	21	1	4	2	249	89.25	149	53.41	28	10.04	47.3	52.8					
1700	268	0	2	4	2	2	17	60	92	57	15	14	1	2	241	89.93	151	56.34	32	11.94	47.6	54					
1800	232	0	0	0	0	0	16	44	72	52	31	12	3	2	216	93.1	157	67.67	48	20.69	49.6	56.5					
1900	164	0	0	2	1	0	11	33	58	37	14	6	1	1	150	91.46	106	64.63	22	13.41	48.2	54.7					
2000	92	0	0	0	0	2	9	20	28	16	11	3	1	2	81	88.04	57	61.96	17	18.48	48.6	56.9					
2100	67	0	0	0	0	0	4	18	17	17	6	2	1	2	63	94.03	41	61.19	11	16.42	49.6	55.9					
2200	36	0	0	0	0	0	3	11	10	5	5	1	0	1	33	91.67	21	58.33	7	19.44	48.3	55.7					
2300	33	0	0	0	0	0	5	6	15	4	2	1	0	0	28	84.85	18	54.55	3	9.091	46.1	51.2					
07-19	3520	0	3	4	7	29	330	990	1177	665	219	62	18	16	3147	89.4	1874	53.24	315	8.949	47	52.9					
06-22	3940	0	3	6	8	31	357	1082	1307	753	263	85	22	23	3535	89.72	2148	54.52	393	9.975	47.2	53.4					
06-00	4009	0	3	6	8	31	365	1099	1332	762	270	87	22	24	3596	89.7	2187	54.55	403	10.05	47.2	53.4					
00-00	4228	0	3	6	8	31	374	1140	1394	814	302	104	26	26	3806	90.02	2344	55.44	458	10.83	47.4	53.7					





SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)										
11 July 2023					to					17 July 2023					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean Speed	85%ile Speed										
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT												
<b>17 July 2023</b>																																
0000	43	0	0	0	0	0	4	11	12	8	2	4	1	1	39	90.7	25	58.14	8	18.6	48.9	57.4										
0100	2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	100	1	50	1	50	49.2	-										
0200	33	0	0	0	0	0	1	5	9	12	3	3	0	0	32	96.97	25	75.76	6	18.18	50.6	56.8										
0300	51	0	0	0	0	0	4	10	13	15	7	1	0	1	47	92.16	36	70.59	9	17.65	49.5	55.5										
0400	49	0	0	0	0	0	1	11	17	10	8	1	1	0	48	97.96	33	67.35	10	20.41	49.3	56.3										
0500	103	0	0	0	0	0	2	31	24	22	16	3	3	2	101	98.06	67	65.05	24	23.3	49.8	57.3										
0600	244	0	0	0	0	1	13	49	80	62	26	10	2	1	230	94.26	168	68.85	39	15.98	49.2	55.4										
0700	686	1	1	0	1	6	73	239	259	80	19	5	2	0	604	88.05	298	43.44	26	3.79	45.5	50.2										
0800	571	0	0	0	0	5	88	218	161	85	8	5	1	0	478	83.71	214	37.48	14	2.452	44.9	50.6										
0900	364	0	0	0	0	4	53	128	121	42	13	3	0	0	307	84.34	147	40.38	16	4.396	45	50.2										
1000	332	0	0	0	1	7	44	116	114	37	5	5	3	0	280	84.34	130	39.16	13	3.916	45.2	50.3										
1100	320	0	0	2	0	8	45	104	104	48	6	2	1	0	265	82.81	137	42.81	9	2.813	45	50.8										
1200	333	0	0	0	0	0	41	109	120	37	21	1	3	1	292	87.69	150	45.05	26	7.808	46.1	51.8										
1300	296	0	0	0	0	1	21	91	114	56	7	5	1	0	274	92.57	161	54.39	13	4.392	46.7	51.1										
1400	401	0	0	0	0	6	36	133	120	71	25	7	3	0	359	89.53	204	50.87	35	8.728	46.7	52.2										
1500	491	0	0	0	1	7	58	143	177	82	19	2	2	0	425	86.56	239	48.68	23	4.684	46	51										
1600	547	0	0	0	0	7	54	181	187	83	28	7	0	0	486	88.85	257	46.98	35	6.399	46.2	52.2										
1700	330	8	0	0	0	8	43	107	92	48	16	4	3	1	271	82.12	143	43.33	24	7.273	45	52.5										
1800	302	0	0	0	0	2	26	66	94	69	34	6	1	4	274	90.73	185	61.26	45	14.9	48.4	55										
1900	172	0	0	0	0	1	14	37	54	29	21	11	3	2	157	91.28	106	61.63	37	21.51	49.1	57.4										
2000	141	0	0	0	1	5	14	36	36	28	11	8	1	1	121	85.82	80	56.74	21	14.89	47.6	55.5										
2100	74	0	0	0	0	1	5	14	17	17	11	4	2	3	68	91.89	50	67.57	20	27.03	51	58.2										
2200	43	0	0	0	0	0	1	10	12	12	6	0	1	1	42	97.67	29	67.44	8	18.6	49.8	58.4										
2300	73	0	0	0	0	1	8	11	18	22	6	6	1	0	64	87.67	46	63.01	13	17.81	49.2	55.4										
07-19	4973	9	1	2	3	61	582	1635	1663	738	201	52	20	6	4315	86.77	2265	45.55	279	5.61	45.8	51.2										
06-22	5604	9	1	2	4	69	628	1771	1850	874	270	85	28	13	4891	87.28	2669	47.63	396	7.066	46.2	51.7										
06-00	5720	9	1	2	4	70	637	1792	1880	908	282	91	30	14	4997	87.36	2744	47.97	417	7.29	46.2	51.9										
00-00	6001	9	1	2	4	70	649	1861	1955	975	319	103	35	18	5266	87.75	2931	48.84	475	7.915	46.4	52.1										



SS1158 Port Rd Barry										Site	1										Location		A4226 Weycock Road (51.411657, -3.304456)									
11 July 2023					to					17 July 2023					Direction					Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	130	40	40	46	46	55	55	Mean Speed	85%ile Speed									
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT												
<b>Average Day</b>																																
0000	34	0	0	0	0	0	2	6	10	7	5	3	0	1	31	92.83	24	70.04	9	26.58	50.4	58.4										
0100	21	0	0	0	0	0	1	4	6	5	3	1	1	1	20	94	14	66	5	24.67	50.3	58.1										
0200	30	0	0	0	0	0	1	5	9	6	5	2	0	1	28	95.22	22	72.25	8	25.84	50.5	58.8										
0300	32	0	0	0	0	0	1	4	8	8	5	3	1	1	30	95.93	25	79.19	9	29.41	51.9	59.4										
0400	36	0	0	0	0	0	1	6	11	9	6	2	1	0	35	95.69	27	73.33	9	24.31	50.6	57.6										
0500	82	0	0	0	0	1	4	14	22	18	13	6	3	2	77	94.09	61	73.74	24	29.04	51.3	59.6										
0600	224	0	0	0	0	0	11	44	72	57	26	10	3	1	213	95.03	157	70.13	40	17.83	49.5	55.8										
0700	516	0	0	0	0	5	47	171	193	74	18	6	2	1	464	89.92	241	46.81	27	5.152	46.1	51.1										
0800	449	0	0	0	0	6	59	158	142	64	15	4	1	0	383	85.38	193	43.12	20	4.459	45.4	50.9										
0900	352	0	0	0	0	3	44	115	117	51	16	4	2	1	305	86.62	162	46.03	22	6.367	45.9	51.3										
1000	350	0	0	0	1	5	48	122	114	43	12	4	1	1	297	84.73	145	41.47	17	4.898	45.4	50.4										
1100	334	0	0	0	1	5	38	117	107	48	14	2	1	1	291	87.07	148	44.39	18	5.394	45.7	51.1										
1200	370	0	0	0	0	3	46	127	119	49	18	4	1	1	320	86.55	163	44.14	24	6.61	45.9	51.2										
1300	362	0	0	0	0	3	40	122	117	61	14	4	1	1	319	88.01	168	46.49	19	5.205	46.1	51.3										
1400	385	0	0	0	0	5	35	125	133	63	17	5	1	1	345	89.58	190	49.26	24	6.343	46.4	51.6										
1500	459	0	0	0	1	6	47	138	159	79	21	6	1	1	405	88.24	232	50.51	29	6.407	46.4	52										
1600	466	0	0	0	1	3	46	147	157	78	26	5	3	1	416	89.35	232	49.86	35	7.426	46.6	52.2										
1700	340	3	1	1	1	5	35	92	112	61	19	7	2	1	295	86.65	178	52.23	30	8.69	46.4	52.7										
1800	279	0	0	0	1	2	20	64	89	64	26	9	3	2	256	91.81	176	62.98	40	14.18	48.4	54.8										
1900	167	0	0	0	0	2	14	39	52	35	15	6	2	2	150	89.91	100	59.74	25	14.79	48.2	55										
2000	120	0	0	0	0	1	10	30	35	24	10	5	2	2	108	90.68	70	58.9	19	15.77	48.5	55.7										
2100	92	0	0	0	0	1	7	24	23	18	10	4	3	2	84	91.12	56	61.06	19	20.72	49.5	57.8										
2200	61	0	0	0	0	1	5	15	17	13	6	3	1	1	56	90.47	37	59.53	11	17.21	48.8	55.7										
2300	55	0	0	0	0	1	4	10	18	12	5	3	1	1	50	91.19	36	64.51	10	18.13	49.3	56.9										
07-19	4661	4	1	1	6	51	503	1498	1559	733	216	59	17	13	4095	87.85	2229	47.82	305	6.543	46.2	51.7										
06-22	5264	4	1	1	6	56	545	1634	1742	866	277	84	27	20	4650	88.34	2613	49.63	408	7.742	46.5	52.2										
06-00	5381	4	1	1	6	57	554	1659	1777	891	287	90	29	22	4756	88.4	2685	49.9	428	7.957	46.6	52.2										
00-00	5616	4	1	1	6	59	565	1699	1843	945	324	107	35	27	4979	88.65	2857	50.86	492	8.763	46.7	52.6										



SS1158 Port Rd Barry										Site	1	Location A4226 Weycock Road (51.411657, -3.304456)										
11 July 2023					to	17 July 2023					Direction	Northbound										
															Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)			
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean Speed	85%ile Speed

**Virtual Week**

Mon	6001	9	1	2	4	70	649	1861	1955	975	319	103	35	18	5266	87.75	2931	48.84	475	7.915	46.4	52.1
Tue	5980	10	4	0	4	72	596	1793	1985	989	356	109	36	26	5294	88.53	3075	51.42	527	8.813	46.7	52.6
Wed	6337	1	0	1	10	79	655	1946	2099	1055	300	117	38	36	5591	88.23	3163	49.91	491	7.748	46.6	52.3
Thu	6462	7	0	0	7	61	623	2070	2070	1061	374	115	43	31	5764	89.2	3202	49.55	563	8.712	46.7	52.6
Fri	5828	3	0	1	11	69	634	1850	1886	911	314	96	32	21	5110	87.68	2830	48.56	463	7.944	46.4	52.1
Sat	4476	0	0	0	1	30	425	1231	1514	807	300	104	35	29	4020	89.81	2451	54.76	468	10.46	47.3	53.2
Sun	4228	0	3	6	8	31	374	1140	1394	814	302	104	26	26	3806	90.02	2344	55.44	458	10.83	47.4	53.7

**5 Day Average**

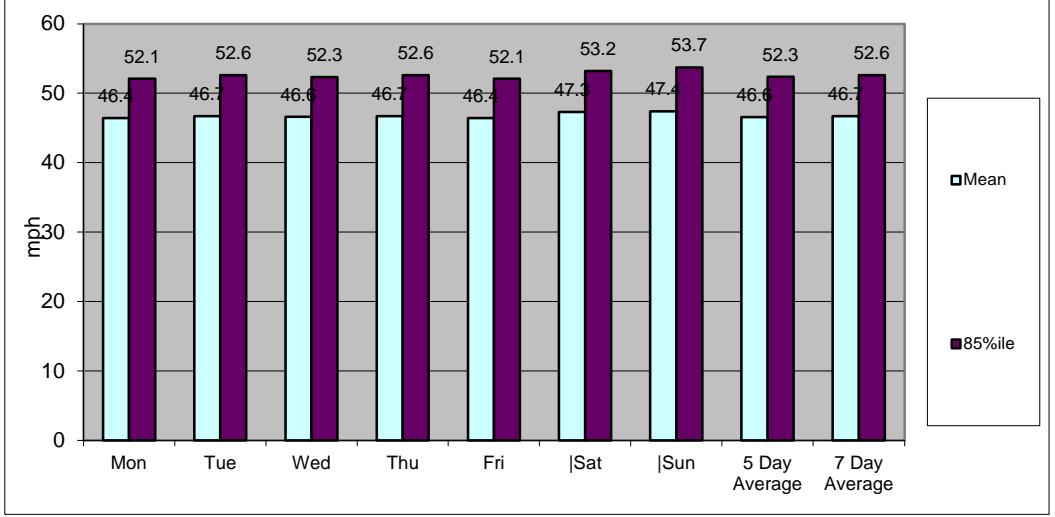
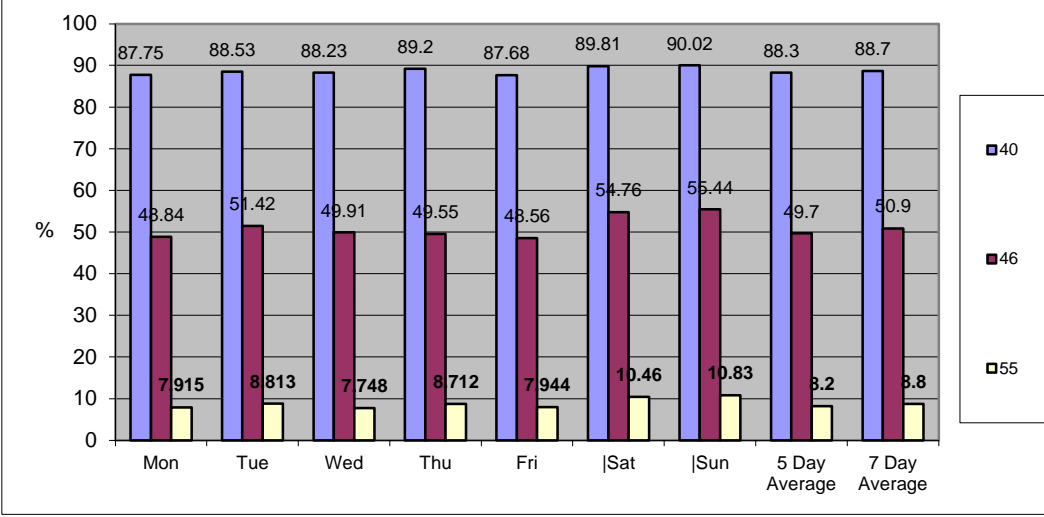
[--]	6122	6	1	1	7	70	631	1904	1999	998	333	108	37	26	5405	88.3	3040	49.7	504	8.2	46.6	52.3
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**7 Day Average**

[--]	5616	4	1	1	6	59	565	1699	1843	945	324	107	35	27	4979	88.7	2857	50.9	492	8.8	46.7	52.6
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**Total Vehicles**

[--]	39312	30	8	10	45	412	3956	11891	12903	6612	2265	748	245	187	34851	89	19996	51	3445	9	47	53
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SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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<b>11 July 2023</b>														
0000	27	0	21	4	0	0	0	0	0	0	0	2	0	0
0100	20	0	14	5	0	0	0	0	0	0	1	0	0	0
0200	16	0	12	2	0	0	0	0	0	0	0	2	0	0
0300	46	0	39	6	0	0	0	0	0	0	0	1	0	0
0400	23	1	21	0	0	0	0	0	0	0	0	1	0	0
0500	63	1	56	3	1	1	0	0	0	0	1	0	0	0
0600	145	0	125	13	0	0	1	0	2	0	0	4	0	0
0700	358	0	294	47	0	4	1	1	5	0	4	1	0	1
0800	439	2	379	43	0	2	2	1	4	0	2	3	0	1
0900	342	4	279	44	1	3	1	0	4	0	2	2	0	2
1000	288	2	237	33	2	1	1	0	4	0	3	5	0	0
1100	314	1	264	30	1	3	1	1	4	0	2	7	0	0
1200	301	0	272	20	0	1	1	1	2	0	1	2	0	1
1300	330	1	286	31	0	2	1	0	3	0	2	3	0	1
1400	384	0	339	31	1	4	0	0	2	0	0	7	0	0
1500	464	1	413	30	2	1	4	0	5	0	4	3	0	1
1600	576	0	512	43	0	2	2	0	4	0	1	8	0	4
1700	641	6	586	33	1	0	4	0	4	0	4	3	0	0
1800	445	2	418	18	0	0	1	1	3	0	0	2	0	0
1900	263	5	236	18	0	0	0	0	2	0	0	2	0	0
2000	187	1	175	6	0	2	0	0	3	0	0	0	0	0
2100	136	1	124	9	0	0	0	0	0	0	0	2	0	0
2200	111	0	107	4	0	0	0	0	0	0	0	0	0	0
2300	61	1	58	1	0	1	0	0	0	0	0	0	0	0
07-19	4882	19	4279	403	8	23	19	5	44	0	25	46	0	11
06-22	5613	26	4939	449	8	25	20	5	51	0	25	54	0	11
06-00	5785	27	5104	454	8	26	20	5	51	0	25	54	0	11
00-00	5980	29	5267	474	9	27	20	5	51	0	27	60	0	11



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**12 July 2023**

0000	32	0	27	3	0	0	0	0	0	0	0	2	0	0
0100	11	0	9	1	0	0	0	0	0	0	0	1	0	0
0200	16	0	14	0	0	0	0	0	1	0	0	1	0	0
0300	45	0	38	5	0	0	0	0	0	0	1	1	0	0
0400	41	0	38	0	0	0	0	0	0	0	0	3	0	0
0500	70	1	64	3	0	1	0	0	0	0	0	1	0	0
0600	159	1	136	14	0	0	0	0	3	0	1	2	0	2
0700	366	1	310	41	2	3	3	0	1	0	4	1	0	0
0800	435	3	376	38	0	3	2	1	5	0	2	3	0	2
0900	303	0	252	40	0	3	2	0	5	0	0	1	0	0
1000	239	4	207	15	0	6	0	0	1	0	3	3	0	0
1100	296	0	261	19	0	0	4	0	3	0	2	7	0	0
1200	327	4	282	27	1	4	1	0	3	0	1	4	0	0
1300	331	2	278	31	0	5	1	1	4	0	2	7	0	0
1400	356	5	319	24	0	2	0	0	0	0	0	6	0	0
1500	494	4	439	34	2	1	2	0	4	0	3	4	0	1
1600	560	7	497	37	0	2	1	2	4	0	4	4	0	2
1700	613	2	569	30	0	0	3	1	4	0	2	2	0	0
1800	447	3	420	17	0	0	0	0	3	0	0	4	0	0
1900	299	3	283	12	0	0	0	0	0	0	0	1	0	0
2000	203	3	190	8	0	1	0	0	1	0	0	0	0	0
2100	169	0	165	3	0	0	0	0	0	0	0	0	0	1
2200	104	0	100	4	0	0	0	0	0	0	0	0	0	0
2300	57	0	51	4	0	1	0	0	0	0	0	1	0	0
07-19	4767	35	4210	353	5	29	19	5	37	0	23	46	0	5
06-22	5597	42	4984	390	5	30	19	5	41	0	24	49	0	8
06-00	5758	42	5135	398	5	31	19	5	41	0	24	50	0	8
00-00	5973	43	5325	410	5	32	19	5	42	0	25	59	0	8



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>13 July 2023</b>														
0000	39	0	31	5	0	0	0	0	0	0	0	3	0	0
0100	28	0	23	5	0	0	0	0	0	0	0	0	0	0
0200	36	0	30	5	0	0	0	0	0	0	0	1	0	0
0300	42	0	40	2	0	0	0	0	0	0	0	0	0	0
0400	46	0	43	3	0	0	0	0	0	0	0	0	0	0
0500	75	3	65	2	0	2	2	0	0	0	0	1	0	0
0600	151	4	131	10	0	0	0	0	0	0	2	4	0	0
0700	340	1	278	41	1	7	0	1	5	0	3	2	1	0
0800	431	1	372	36	1	4	2	0	8	0	2	4	0	1
0900	292	1	243	34	0	0	3	0	4	0	4	3	0	0
1000	262	0	224	28	1	1	1	0	2	0	1	4	0	0
1100	361	5	313	26	0	4	1	0	3	0	2	7	0	0
1200	363	6	305	31	1	3	1	0	2	0	6	8	0	0
1300	375	3	328	31	1	3	1	0	1	0	1	5	0	1
1400	412	2	365	28	0	5	0	0	4	0	5	3	0	0
1500	455	8	401	34	1	0	1	0	4	0	2	4	0	0
1600	567	4	523	30	0	1	0	1	5	0	1	2	0	0
1700	631	3	578	35	0	1	1	2	4	0	1	6	0	0
1800	454	11	410	20	1	0	1	0	5	0	2	4	0	0
1900	307	5	286	9	0	0	0	0	2	0	2	3	0	0
2000	219	3	204	11	0	0	0	0	0	0	1	0	0	0
2100	150	2	137	8	0	1	0	0	0	0	0	2	0	0
2200	106	1	95	10	0	0	0	0	0	0	0	0	0	0
2300	45	0	42	2	0	0	0	0	0	0	0	1	0	0
07-19	4943	45	4340	374	7	29	12	4	47	0	30	52	1	2
06-22	5770	59	5098	412	7	30	12	4	49	0	35	61	1	2
06-00	5921	60	5235	424	7	30	12	4	49	0	35	62	1	2
00-00	6187	63	5467	446	7	32	14	4	49	0	35	67	1	2



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**14 July 2023**

0000	29	0	23	4	0	0	0	0	0	0	1	1	0	0
0100	23	0	17	5	0	0	0	0	0	0	0	1	0	0
0200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
0300	36	0	28	5	0	0	0	0	0	0	0	3	0	0
0400	35	0	33	0	1	0	0	0	0	0	0	1	0	0
0500	58	0	49	5	0	1	1	0	0	0	1	1	0	0
0600	159	0	143	9	0	1	1	0	1	0	2	2	0	0
0700	340	2	279	41	1	6	3	2	1	0	2	2	0	1
0800	360	0	293	43	1	4	4	0	5	0	5	5	0	0
0900	285	1	228	42	0	3	1	0	3	0	3	4	0	0
1000	220	0	179	27	0	3	2	0	1	0	0	8	0	0
1100	320	0	279	30	0	2	1	0	2	0	0	6	0	0
1200	366	3	327	22	0	0	3	0	3	0	0	8	0	0
1300	375	1	338	25	3	0	1	0	0	0	4	3	0	0
1400	421	4	355	44	1	8	1	1	0	0	2	4	0	1
1500	473	3	423	26	0	1	2	1	6	0	4	6	0	1
1600	559	3	517	28	0	1	0	1	3	0	2	4	0	0
1700	530	1	497	21	0	0	1	2	2	1	2	3	0	0
1800	395	0	374	15	0	1	1	2	0	0	0	2	0	0
1900	283	2	266	12	0	0	0	0	1	0	0	2	0	0
2000	203	1	188	11	1	0	1	0	1	0	0	0	0	0
2100	145	1	137	7	0	0	0	0	0	0	0	0	0	0
2200	90	1	80	5	0	0	0	0	1	0	2	1	0	0
2300	62	0	60	2	0	0	0	0	0	0	0	0	0	0
07-19	4644	18	4089	364	6	29	20	9	26	1	24	55	0	3
06-22	5434	22	4823	403	7	30	22	9	29	1	26	59	0	3
06-00	5586	23	4963	410	7	30	22	9	30	1	28	60	0	3
00-00	5789	23	5134	430	8	31	23	9	30	1	30	67	0	3



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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<b>15 July 2023</b>														
0000	37	0	35	1	0	0	0	0	1	0	0	0	0	0
0100	17	0	15	2	0	0	0	0	0	0	0	0	0	0
0200	26	0	24	1	0	0	0	0	0	0	0	1	0	0
0300	37	0	32	3	0	0	0	0	0	0	0	2	0	0
0400	44	0	40	4	0	0	0	0	0	0	0	0	0	0
0500	40	0	36	3	0	1	0	0	0	0	0	0	0	0
0600	57	1	49	6	0	1	0	0	0	0	0	0	0	0
0700	83	0	69	12	2	0	0	0	0	0	0	0	0	0
0800	121	2	106	11	0	0	1	0	0	0	1	0	0	0
0900	172	1	154	15	0	0	1	0	0	0	0	1	0	0
1000	264	4	246	8	1	0	3	0	1	0	1	0	0	0
1100	336	3	314	14	0	0	0	2	2	0	0	1	0	0
1200	409	0	390	16	0	0	0	0	1	0	1	1	0	0
1300	370	1	347	15	0	2	3	0	2	0	0	0	0	0
1400	381	3	361	16	0	0	0	0	1	0	0	0	0	0
1500	408	1	387	16	0	1	0	1	1	0	1	0	0	0
1600	366	0	351	8	0	2	0	0	4	0	1	0	0	0
1700	365	2	351	8	0	0	2	0	2	0	0	0	0	0
1800	297	3	283	9	0	0	0	0	1	0	1	0	0	0
1900	213	1	199	13	0	0	0	0	0	0	0	0	0	0
2000	139	4	132	2	0	0	0	0	1	0	0	0	0	0
2100	97	0	93	3	0	0	0	0	0	0	1	0	0	0
2200	103	0	99	4	0	0	0	0	0	0	0	0	0	0
2300	80	0	79	1	0	0	0	0	0	0	0	0	0	0
07-19	3572	20	3359	148	3	5	10	3	15	0	6	3	0	0
06-22	4078	26	3832	172	3	6	10	3	16	0	7	3	0	0
06-00	4261	26	4010	177	3	6	10	3	16	0	7	3	0	0
00-00	4462	26	4192	191	3	7	10	3	17	0	7	6	0	0





SS1158 Port Rd Barry						Site	1	Location	A4226 Weycock Road (51.411657, -3.304456)						
11 July 2023 to 17 July 2023						Direction	Southbound								
TIME PERIOD	TOTAL VEHICLE S	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>16 July 2023</b>															
0000	57	0	54	2	0	0	0	0	1	0	0	0	0	0	
0100	24	0	22	2	0	0	0	0	0	0	0	0	0	0	
0200	24	0	23	1	0	0	0	0	0	0	0	0	0	0	
0300	37	0	36	1	0	0	0	0	0	0	0	0	0	0	
0400	47	0	46	1	0	0	0	0	0	0	0	0	0	0	
0500	38	0	38	0	0	0	0	0	0	0	0	0	0	0	
0600	43	1	37	3	0	0	1	0	0	0	1	0	0	0	
0700	49	0	42	7	0	0	0	0	0	0	0	0	0	0	
0800	80	0	69	11	0	0	0	0	0	0	0	0	0	0	
0900	139	0	132	7	0	0	0	0	0	0	0	0	0	0	
1000	225	4	204	14	0	0	1	0	2	0	0	0	0	0	
1100	364	7	342	11	0	0	1	0	3	0	0	0	0	0	
1200	348	0	334	12	0	0	0	0	2	0	0	0	0	0	
1300	402	9	372	17	0	0	1	1	1	0	1	0	0	0	
1400	397	5	372	16	0	0	1	1	2	0	0	0	0	0	
1500	397	8	371	13	0	0	1	0	3	0	1	0	0	0	
1600	411	3	390	15	0	1	0	0	2	0	0	0	0	0	
1700	314	2	299	10	0	0	1	0	2	0	0	0	0	0	
1800	242	2	229	7	0	1	2	0	0	0	1	0	0	0	
1900	194	2	177	12	0	0	0	0	1	0	1	1	0	0	
2000	165	4	154	4	1	0	1	0	1	0	0	0	0	0	
2100	109	0	107	2	0	0	0	0	0	0	0	0	0	0	
2200	85	1	81	3	0	0	0	0	0	0	0	0	0	0	
2300	47	0	43	4	0	0	0	0	0	0	0	0	0	0	
07-19	3368	40	3156	140	0	2	8	2	17	0	3	0	0	0	
06-22	3879	47	3631	161	1	2	10	2	19	0	5	1	0	0	
06-00	4011	48	3755	168	1	2	10	2	19	0	5	1	0	0	
00-00	4238	48	3974	175	1	2	10	2	20	0	5	1	0	0	



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**17 July 2023**

0000	25	0	23	2	0	0	0	0	0	0	0	0	0	0
0100	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0200	22	0	19	3	0	0	0	0	0	0	0	0	0	0
0300	31	1	23	7	0	0	0	0	0	0	0	0	0	0
0400	45	0	42	2	0	0	0	0	0	0	0	1	0	0
0500	58	0	55	2	0	1	0	0	0	0	0	0	0	0
0600	168	2	144	11	2	2	1	1	0	0	2	2	0	1
0700	381	0	331	37	1	5	0	0	3	1	3	0	0	0
0800	436	1	355	60	0	1	3	2	4	0	4	5	0	1
0900	280	1	219	48	1	3	0	0	3	0	5	0	0	0
1000	284	1	237	32	0	2	1	0	3	1	3	4	0	0
1100	305	2	259	33	0	2	1	1	3	0	0	4	0	0
1200	331	1	283	32	0	0	3	0	5	0	2	5	0	0
1300	341	4	292	26	1	3	1	0	6	0	2	6	0	0
1400	400	9	337	38	1	3	2	0	4	0	0	4	0	2
1500	461	7	411	35	0	2	0	0	0	0	0	5	1	0
1600	637	6	564	47	0	2	4	0	8	0	0	5	0	1
1700	605	7	549	32	7	1	3	0	1	0	2	3	0	0
1800	411	4	385	16	0	0	2	0	0	0	1	3	0	0
1900	233	2	214	12	0	0	0	0	3	0	0	2	0	0
2000	182	2	169	8	0	1	0	0	0	0	0	2	0	0
2100	129	1	120	5	0	0	1	1	1	0	0	0	0	0
2200	84	1	78	3	0	0	0	0	0	1	0	1	0	0
2300	42	0	37	2	0	0	0	1	1	0	1	0	0	0
07-19	4872	43	4222	436	11	24	20	3	40	2	22	44	1	4
06-22	5584	50	4869	472	13	27	22	5	44	2	24	50	1	5
06-00	5710	51	4984	477	13	27	22	6	45	3	25	51	1	5
00-00	5905	52	5158	495	13	28	22	6	45	3	25	52	1	5



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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<b>Average Day</b>														
0000	35	0	31	3	0	0	0	0	0	0	0	1	0	0
0100	20	0	16	3	0	0	0	0	0	0	0	0	0	0
0200	23	0	20	2	0	0	0	0	0	0	0	1	0	0
0300	39	0	34	4	0	0	0	0	0	0	0	1	0	0
0400	40	0	38	1	0	0	0	0	0	0	0	1	0	0
0500	57	1	52	3	0	1	0	0	0	0	0	0	0	0
0600	126	1	109	9	0	1	1	0	1	0	1	2	0	0
0700	274	1	229	32	1	4	1	1	2	0	2	1	0	0
0800	329	1	279	35	0	2	2	1	4	0	2	3	0	1
0900	259	1	215	33	0	2	1	0	3	0	2	2	0	0
1000	255	2	219	22	1	2	1	0	2	0	2	3	0	0
1100	328	3	290	23	0	2	1	1	3	0	1	5	0	0
1200	349	2	313	23	0	1	1	0	3	0	2	4	0	0
1300	361	3	320	25	1	2	1	0	2	0	2	3	0	0
1400	393	4	350	28	0	3	1	0	2	0	1	3	0	0
1500	450	5	406	27	1	1	1	0	3	0	2	3	0	0
1600	525	3	479	30	0	2	1	1	4	0	1	3	0	1
1700	528	3	490	24	1	0	2	1	3	0	2	2	0	0
1800	384	4	360	15	0	0	1	0	2	0	1	2	0	0
1900	256	3	237	13	0	0	0	0	1	0	0	2	0	0
2000	185	3	173	7	0	1	0	0	1	0	0	0	0	0
2100	134	1	126	5	0	0	0	0	0	0	0	1	0	0
2200	98	1	91	5	0	0	0	0	0	0	0	0	0	0
2300	56	0	53	2	0	0	0	0	0	0	0	0	0	0
07-19	4435	31	3951	317	6	20	15	4	32	0	19	35	0	4
06-22	5136	39	4597	351	6	21	16	5	36	0	21	40	0	4
06-00	5290	40	4741	358	6	22	16	5	36	1	21	40	0	4
00-00	5505	41	4931	374	7	23	17	5	36	1	22	45	0	4



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**Virtual Week**

Mon	5905	52	5158	495	13	28	22	6	45	3	25	52	1	5
Tue	5980	29	5267	474	9	27	20	5	51	0	27	60	0	11
Wed	5973	43	5325	410	5	32	19	5	42	0	25	59	0	8
Thu	6187	63	5467	446	7	32	14	4	49	0	35	67	1	2
Fri	5789	23	5134	430	8	31	23	9	30	1	30	67	0	3
Sat	4462	26	4192	191	3	7	10	3	17	0	7	6	0	0
Sun	4238	48	3974	175	1	2	10	2	20	0	5	1	0	0

**5 Day Average**

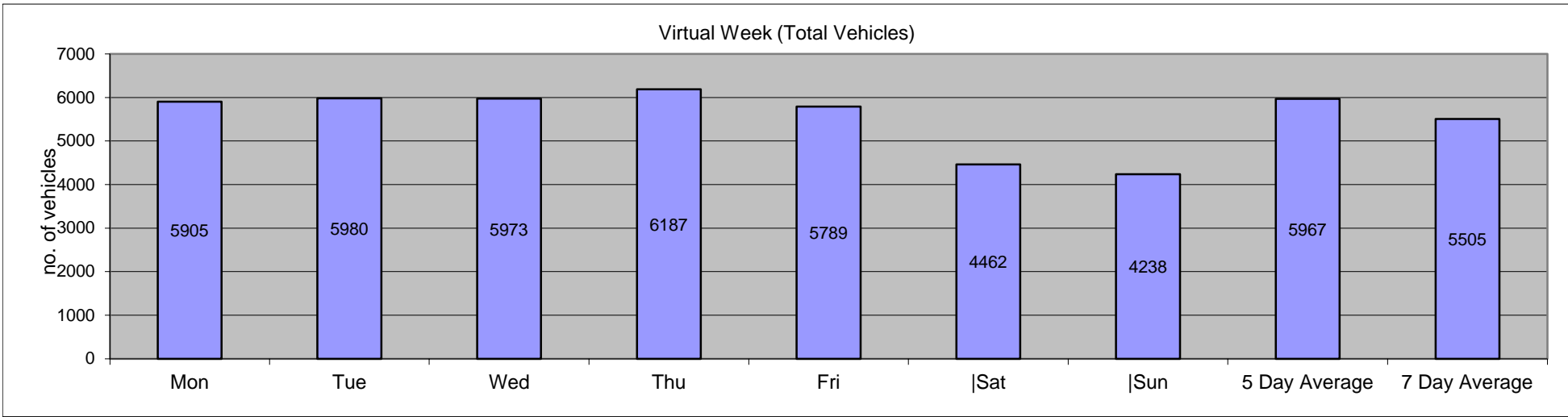
[--]	5967	42	5270	451	8	30	20	6	43	1	28	61	0	6
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**7 Day Average**

[--]	5505	41	4931	374	7	23	17	5	36	1	22	45	0	4
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**Total Vehicles**

[--]	38534	284	34517	2621	46	159	118	34	254	4	154	312	2	29
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SS1158 Port Rd Barry										Site	1	Location	A4226 Weycock Road (51.411657, -3.304456)									
11 July 2023					to	17 July 2023					Direction	Southbound										
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed
		0 15	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46	46	55	55			

11 July 2023																						
Time Period	Total Vehicles	0 15	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46	46	55	55	Mean Speed	85%ile Speed	
0000	27	0	0	0	1	7	11	6	1	1	0	0	0	19	70.37	6	22.22	1	3.704	42.8	47	
0100	20	0	0	0	5	3	3	5	3	0	1	0	0	9	45	4	20	1	5	38.4	47.6	
0200	16	0	0	0	0	2	4	1	3	3	0	2	0	10	62.5	9	56.25	3	18.75	47.4	61.3	
0300	46	0	0	0	0	3	18	17	6	1	1	0	0	25	54.35	4	8.696	1	2.174	41.6	45.4	
0400	23	0	0	0	0	0	4	6	5	7	1	0	0	19	82.61	13	56.52	1	4.348	46.5	53.3	
0500	63	0	0	0	1	1	20	12	15	9	3	2	0	41	65.08	26	41.27	5	7.937	44.3	52.1	
0600	145	0	0	0	0	14	34	39	35	21	1	1	0	97	66.9	50	34.48	2	1.379	43.5	50.4	
0700	358	1	0	2	8	86	130	88	35	5	3	0	0	131	36.59	34	9.497	3	0.838	38.6	44.3	
0800	439	1	0	0	18	100	164	115	29	10	1	0	1	156	35.54	34	7.745	2	0.456	38.4	43.4	
0900	342	2	0	0	2	54	154	101	23	6	0	0	0	130	38.01	22	6.433	0	0	38.9	43.9	
1000	288	0	1	1	7	55	139	59	22	4	0	0	0	85	29.51	18	6.25	0	0	38.2	43.1	
1100	314	0	0	0	16	116	112	55	10	2	3	0	0	70	22.29	13	4.14	3	0.955	36.8	41.4	
1200	301	0	0	2	14	65	141	56	20	2	0	0	0	79	26.25	17	5.648	1	0.332	37.6	42.8	
1300	330	0	1	6	13	119	120	45	21	5	0	0	0	71	21.52	17	5.152	0	0	36.5	41.9	
1400	384	0	0	1	11	133	160	64	12	3	0	0	0	79	20.57	12	3.125	0	0	36.9	41.1	
1500	464	0	0	0	15	128	198	96	23	4	0	0	0	123	26.51	17	3.664	0	0	37.4	41.8	
1600	576	0	9	9	16	150	267	98	22	5	0	0	0	125	21.7	19	3.299	0	0	36.7	41.2	
1700	641	269	46	16	31	104	105	57	6	3	4	0	0	70	10.92	9	1.404	4	0.624	22.9	38.6	
1800	445	60	22	12	17	87	118	79	40	7	3	0	0	129	28.99	40	8.989	3	0.674	33.3	44	
1900	263	0	0	0	2	43	96	67	41	12	2	0	0	122	46.39	47	17.87	2	0.76	40.3	46.5	
2000	187	0	0	0	2	36	57	48	30	8	4	0	2	92	49.2	34	18.18	6	3.209	40.8	46.4	
2100	136	0	0	0	0	23	57	31	18	3	3	1	0	56	41.18	22	16.18	4	2.941	40.1	46.4	
2200	111	0	0	0	0	16	21	32	29	8	2	2	0	74	66.67	36	32.43	5	4.505	43.1	49.4	
2300	61	0	0	0	0	6	10	24	14	5	0	1	1	45	73.77	18	29.51	2	3.279	43.6	49.8	
07-19	4882	333	79	49	168	1197	1808	913	263	56	14	0	1	1248	25.56	252	5.162	16	0.328	35.2	42.3	
06-22	5613	333	79	49	172	1313	2052	1098	387	100	24	2	3	1615	28.77	405	7.215	30	0.534	36	43.1	
06-00	5785	333	79	49	172	1335	2083	1154	430	113	26	5	4	1734	29.97	459	7.934	37	0.64	36.2	43.4	
00-00	5980	333	79	49	178	1345	2139	1206	468	134	33	9	4	1857	31.05	521	8.712	49	0.819	36.5	43.6	



SS1158 Port Rd Barry										Site	1	Location	A4226 Weycock Road (51.411657, -3.304456)									
11 July 2023					to	17 July 2023					Direction	Southbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean Speed	85%ile Speed			
		0 15	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46	46			55	55	

12 July 2023																						
Time Period	Total Vehicles	0 15	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	Speed Limit (PSL)	ACPO (SL1)	DFT (SL2)	Mean Speed	85%ile Speed				
0000	32	0	0	0	3	8	7	6	3	3	2	0	0	21	65.63	13	40.63	5	15.63	44.9	55.9	
0100	11	0	0	0	2	1	2	0	2	0	2	0	2	8	72.73	6	54.55	4	36.36	51.4	73.9	
0200	16	0	0	0	2	2	3	1	6	0	1	1	0	12	75	8	50	2	12.5	47.5	58.4	
0300	45	0	0	0	2	12	16	9	3	3	0	0	0	31	68.89	13	28.89	3	6.667	43.5	49.2	
0400	41	0	0	0	3	17	4	8	5	1	2	1	0	21	51.22	14	34.15	4	9.756	43.4	52.7	
0500	70	0	0	0	1	10	16	26	13	3	1	0	0	59	84.29	41	58.57	4	5.714	46.4	51.6	
0600	159	0	0	1	15	43	35	35	22	6	2	0	0	100	62.89	59	37.11	8	5.031	43.5	51.1	
0700	366	0	0	6	6	71	153	82	43	5	0	0	0	130	35.52	36	9.836	0	0	38.6	44.4	
0800	435	22	2	10	35	120	165	53	26	1	1	0	0	81	18.62	19	4.368	1	0.23	34.6	40.9	
0900	303	0	0	0	73	121	65	34	8	2	0	0	0	109	35.97	32	10.56	2	0.66	39	44.7	
1000	239	0	0	4	75	97	49	11	1	0	1	0	1	63	26.36	11	4.603	2	0.837	37.8	42.4	
1100	296	0	0	9	80	143	48	12	2	1	1	0	0	64	21.62	12	4.054	2	0.676	37.3	41	
1200	327	1	1	4	76	157	62	21	5	0	0	0	0	88	26.91	21	6.422	0	0	37.9	42.4	
1300	331	0	0	2	65	155	84	15	10	0	0	0	0	109	32.93	22	6.647	0	0	38.6	43	
1400	356	0	0	3	52	175	85	34	6	0	0	0	1	126	35.39	31	8.708	1	0.281	39.3	44.3	
1500	494	11	7	10	15	89	226	110	23	3	0	0	0	136	27.53	17	3.441	0	0	36.9	42.6	
1600	560	0	0	8	27	112	262	121	23	5	2	0	0	151	26.96	16	2.857	2	0.357	37.5	42	
1700	613	4	10	15	55	189	213	96	26	5	0	0	0	127	20.72	23	3.752	0	0	35.4	41.3	
1800	447	0	0	5	15	114	178	88	33	12	2	0	0	135	30.2	34	7.606	2	0.447	38	43.7	
1900	299	0	0	2	23	124	97	46	7	0	0	0	0	150	50.17	41	13.71	0	0	40.5	45.6	
2000	203	0	0	2	41	53	53	41	11	1	1	0	0	107	52.71	42	20.69	2	0.985	40.5	47.4	
2100	169	0	1	1	7	31	38	45	23	15	5	2	0	91	53.85	38	22.49	8	4.734	41.1	49.3	
2200	104	0	0	2	12	37	18	26	6	2	0	1	0	53	50.96	32	30.77	3	2.885	41.8	49.4	
2300	57	0	0	0	4	16	13	8	8	4	3	1	0	37	64.91	23	40.35	8	14.04	45	55	
07-19	4767	38	20	54	175	1116	2045	943	301	63	8	2	0	2	1319	27.67	274	5.748	12	0.252	37.4	42.7
06-22	5597	38	21	55	187	1226	2303	1173	446	118	20	7	0	3	1767	31.57	454	8.111	30	0.536	37.9	43.6
06-00	5758	38	21	55	189	1242	2356	1204	480	132	26	10	2	3	1857	32.25	509	8.84	41	0.712	38.1	43.8
00-00	5973	38	21	55	189	1255	2406	1252	530	164	36	18	4	5	2009	33.63	604	10.11	63	1.055	38.3	44.2



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)			
11 July 2023					to					17 July 2023					Direction					Southbound					
Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean		85%ile				
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Mean Speed	85%ile Speed			

**13 July 2023**

0000	39	0	0	0	0	5	12	13	4	0	2	0	1	2	22	56.41	7	17.95	5	12.82	43.2	47.3
0100	28	0	0	0	0	3	8	7	4	1	2	1	2	0	17	60.71	7	25	5	17.86	44.5	57.3
0200	36	0	0	0	0	4	14	7	4	3	2	2	0	0	18	50	11	30.56	4	11.11	42.9	53.9
0300	42	0	0	0	0	3	19	11	4	5	0	0	0	0	20	47.62	8	19.05	0	0	41	49.1
0400	46	0	0	0	0	0	8	14	12	9	2	1	0	0	38	82.61	17	36.96	3	6.522	45.8	53
0500	75	0	0	0	0	5	8	18	25	9	6	2	2	0	62	82.67	37	49.33	10	13.33	46.6	54
0600	151	0	0	0	0	20	24	33	44	27	1	2	0	0	107	70.86	64	42.38	3	1.987	43.9	50.7
0700	340	0	0	0	8	65	103	116	40	6	2	0	0	0	164	48.24	35	10.29	2	0.588	39.5	44.9
0800	431	38	8	7	20	127	148	64	12	5	2	0	0	0	83	19.26	17	3.944	2	0.464	33.9	41.2
0900	292	0	0	0	1	73	114	66	30	7	1	0	0	0	104	35.62	29	9.932	1	0.342	38.7	44.2
1000	262	0	0	0	5	62	106	61	22	5	1	0	0	0	89	33.97	16	6.107	1	0.382	38.6	44
1100	361	0	0	0	3	106	170	58	17	3	3	0	1	0	82	22.71	20	5.54	4	1.108	37.6	42.1
1200	363	1	0	1	8	73	166	83	23	8	0	0	0	0	114	31.4	25	6.887	0	0	38.3	42.9
1300	375	0	0	2	11	85	159	77	26	11	3	0	1	0	118	31.47	33	8.8	4	1.067	38.4	43.5
1400	412	0	0	0	3	96	195	87	25	5	1	0	0	0	118	28.64	24	5.825	1	0.243	38	42.4
1500	455	10	3	5	20	94	196	97	23	7	0	0	0	0	127	27.91	20	4.396	0	0	36.8	42.4
1600	567	0	1	5	14	159	248	113	22	4	1	0	0	0	140	24.69	21	3.704	1	0.176	37.2	41.7
1700	631	88	17	11	24	169	206	92	20	3	1	0	0	0	116	18.38	17	2.694	1	0.158	32.2	41.4
1800	454	0	0	0	5	74	194	118	49	11	1	1	1	0	181	39.87	45	9.912	3	0.661	39.5	44.9
1900	307	0	0	0	6	68	116	63	36	15	3	0	0	0	117	38.11	42	13.68	3	0.977	39.4	45.7
2000	219	1	0	1	0	24	66	64	44	12	4	2	0	1	127	57.99	48	21.92	7	3.196	41.9	48
2100	150	0	0	0	0	16	40	41	38	12	2	0	1	0	94	62.67	41	27.33	3	2	42.4	48.5
2200	106	0	0	0	0	4	36	41	20	4	1	0	0	0	66	62.26	18	16.98	1	0.943	41.7	46.2
2300	45	0	0	0	0	5	14	16	5	4	1	0	0	0	26	57.78	10	22.22	1	2.222	41.4	47
07-19	4943	137	29	31	122	1183	2005	1032	309	75	16	1	3	0	1436	29.05	302	6.11	20	0.405	37	42.8
06-22	5770	138	29	32	128	1311	2251	1233	471	141	26	5	4	1	1881	32.6	497	8.614	36	0.624	37.7	43.7
06-00	5921	138	29	32	128	1320	2301	1290	496	149	28	5	4	1	1973	33.32	525	8.867	38	0.642	37.8	43.8
00-00	6187	138	29	32	128	1340	2370	1360	549	176	42	11	9	3	2150	34.75	612	9.892	65	1.051	38	44.3



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)			
11 July 2023					to					17 July 2023					Direction		Southbound								
Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)								
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Mean Speed	85%ile Speed			

**14 July 2023**

0000	29	0	0	0	0	2	6	7	2	5	5	0	2	0	21	72.41	14	48.28	7	24.14	47.2	57.4
0100	23	0	0	0	0	2	7	5	6	1	0	2	0	0	14	60.87	7	30.43	2	8.696	43.8	49.5
0200	22	0	0	0	0	1	2	8	5	3	1	1	1	0	19	86.36	10	45.45	3	13.64	47.1	56.8
0300	36	0	0	0	0	8	11	4	12	1	0	0	0	0	17	47.22	8	22.22	0	0	40.7	48.6
0400	35	0	0	0	0	1	15	7	6	4	1	1	0	0	19	54.29	12	34.29	2	5.714	43	51
0500	58	0	0	0	0	4	13	12	19	6	2	2	0	0	41	70.69	27	46.55	4	6.897	44.8	50.4
0600	159	0	0	0	0	3	28	53	48	22	4	1	0	0	128	80.5	56	35.22	5	3.145	44.6	50.8
0700	340	0	0	0	10	90	146	71	20	3	0	0	0	0	94	27.65	18	5.294	0	0	37.7	43
0800	360	0	0	1	3	81	158	79	30	8	0	0	0	0	117	32.5	26	7.222	0	0	38.4	43.3
0900	285	57	0	0	6	42	94	65	17	4	0	0	0	0	86	30.18	14	4.912	0	0	33.2	42.8
1000	220	0	0	0	1	60	92	49	17	1	0	0	0	0	67	30.45	8	3.636	0	0	38.2	42.7
1100	320	0	0	0	4	82	153	59	18	4	0	0	0	0	81	25.31	17	5.313	0	0	38	42.1
1200	366	15	8	10	14	107	152	39	16	5	0	0	0	0	60	16.39	15	4.098	0	0	34.9	40.6
1300	375	0	0	0	14	96	176	62	22	4	0	1	0	0	89	23.73	21	5.6	1	0.267	37.4	42.1
1400	421	0	2	4	9	140	177	68	16	5	0	0	0	0	89	21.14	15	3.563	0	0	36.9	41.2
1500	473	0	2	4	14	115	214	100	20	4	0	0	0	0	124	26.22	14	2.96	0	0	37.3	41.8
1600	559	0	2	4	11	198	257	71	10	4	2	0	0	0	87	15.56	15	2.683	2	0.358	36.4	40
1700	530	0	1	15	11	136	230	110	21	6	0	0	0	0	137	25.85	20	3.774	0	0	37.2	41.9
1800	395	1	0	4	22	73	138	107	38	8	1	1	2	0	157	39.75	34	8.608	4	1.013	38.6	44.4
1900	283	0	0	0	0	28	126	75	43	11	0	0	0	0	129	45.58	44	15.55	0	0	40.2	46.1
2000	203	0	0	0	1	27	72	62	22	13	5	1	0	0	103	50.74	36	17.73	6	2.956	40.9	46.5
2100	145	0	0	0	1	18	48	46	18	10	4	0	0	0	78	53.79	26	17.93	4	2.759	41.3	47.3
2200	90	0	0	8	4	9	19	23	16	8	2	1	0	0	50	55.56	23	25.56	3	3.333	40.6	49.1
2300	62	0	0	0	0	6	21	16	13	2	3	1	0	0	35	56.45	17	27.42	4	6.452	42.5	48.9
07-19	4644	73	15	42	119	1220	1987	880	245	56	3	2	2	0	1188	25.58	217	4.673	7	0.151	37	42.1
06-22	5434	73	15	42	121	1296	2261	1116	376	112	16	4	2	0	1626	29.92	379	6.975	22	0.405	37.7	43.1
06-00	5586	73	15	50	125	1311	2301	1155	405	122	21	6	2	0	1711	30.63	419	7.501	29	0.519	37.8	43.3
00-00	5789	73	15	50	125	1329	2355	1198	455	142	30	12	5	0	1842	31.82	497	8.585	47	0.812	38	43.7





SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)							
11 July 2023					to	17 July 2023					Direction	Southbound										Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0	15	20	25	30	35	40	45	50	55	60	65	70	70	40	40	46	46	55	55	Mean	85%ile						
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed							

**15 July 2023**

0000	37	0	0	0	0	4	10	15	5	3	0	0	0	0	23	62.16	5	13.51	0	0	41.2	45.9
0100	17	0	0	0	0	0	6	2	3	0	4	1	1	0	11	64.71	8	47.06	6	35.29	48	59.6
0200	26	0	0	0	0	3	3	6	8	4	0	1	1	0	20	76.92	11	42.31	2	7.692	45.3	53
0300	37	0	0	0	1	3	15	11	3	2	1	1	0	0	18	48.65	5	13.51	2	5.405	41.2	46.6
0400	44	0	0	0	2	2	12	9	7	4	4	4	0	0	28	63.64	16	36.36	8	18.18	44.9	57
0500	40	0	0	0	0	2	9	5	13	10	1	0	0	0	29	72.5	22	55	1	2.5	45.6	53.3
0600	57	0	0	0	0	1	5	13	21	6	9	1	1	0	51	89.47	36	63.16	11	19.3	48.2	56.1
0700	83	0	0	0	0	16	12	26	14	6	5	3	0	1	55	66.27	26	31.33	9	10.84	43.6	52.9
0800	121	1	0	0	6	24	34	33	16	6	0	0	0	1	56	46.28	16	13.22	1	0.826	39.5	45.4
0900	172	1	0	0	2	30	81	31	17	5	3	1	0	1	58	33.72	24	13.95	5	2.907	39.4	45.9
1000	264	0	0	0	2	34	107	68	41	7	2	2	0	1	121	45.83	44	16.67	5	1.894	40.6	46.4
1100	336	1	0	0	6	67	165	79	15	1	1	0	1	0	97	28.87	16	4.762	2	0.595	38	42.3
1200	409	0	0	0	16	117	165	86	22	3	0	0	0	0	111	27.14	15	3.667	0	0	37.3	42
1300	370	0	0	2	10	96	131	99	26	3	3	0	0	0	131	35.41	24	6.486	3	0.811	38.3	43.7
1400	381	0	0	0	2	64	162	115	33	5	0	0	0	0	153	40.16	31	8.136	0	0	39.2	44
1500	408	1	0	0	14	78	158	116	38	3	0	0	0	0	157	38.48	22	5.392	0	0	38.6	43.8
1600	366	0	0	1	11	84	147	84	26	12	0	0	1	0	123	33.61	30	8.197	1	0.273	38.4	43.6
1700	365	0	0	0	4	58	146	117	32	5	2	0	0	1	157	43.01	28	7.671	3	0.822	39.5	44.6
1800	297	0	0	0	11	33	98	100	47	4	3	1	0	0	155	52.19	33	11.11	4	1.347	40.3	45.4
1900	213	0	0	0	0	51	69	50	30	11	2	0	0	0	93	43.66	33	15.49	2	0.939	39.7	46.1
2000	139	0	0	0	2	15	48	31	28	10	4	0	1	0	74	53.24	34	24.46	5	3.597	41.9	49.1
2100	97	0	0	0	1	16	30	31	13	2	3	1	0	0	50	51.55	18	18.56	4	4.124	40.7	47.2
2200	103	0	0	0	6	21	28	27	14	7	0	0	0	0	48	46.6	18	17.48	0	0	39.4	46.8
2300	80	0	0	0	0	14	31	19	9	3	1	2	1	0	35	43.75	15	18.75	4	5	40.6	47
07-19	3572	4	0	3	84	701	1406	954	327	60	19	7	2	5	1374	38.47	309	8.651	33	0.924	39	44.3
06-22	4078	4	0	3	87	784	1558	1079	419	89	37	9	4	5	1642	40.26	430	10.54	55	1.349	39.3	44.6
06-00	4261	4	0	3	93	819	1617	1125	442	99	38	11	5	5	1725	40.48	463	10.87	59	1.385	39.3	44.7
00-00	4462	4	0	3	96	833	1672	1173	481	122	48	18	7	5	1854	41.55	530	11.88	78	1.748	39.5	45.1



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)			
11 July 2023					to					17 July 2023					Direction					Southbound					
Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)			Mean		85%ile			
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Mean Speed	85%ile Speed			
		15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT					

**16 July 2023**

0000	<b>57</b>	0	0	0	0	8	18	10	13	1	4	2	0	1	31	54.39	20	35.09	7	12.28	43.7	50.5
0100	<b>24</b>	0	0	0	0	2	6	5	6	5	0	0	0	0	16	66.67	10	41.67	0	0	43.9	51.8
0200	<b>24</b>	0	0	0	0	2	6	9	2	1	0	3	0	1	16	66.67	7	29.17	4	16.67	45.2	61.9
0300	<b>37</b>	0	0	0	0	8	13	11	1	1	2	1	0	0	16	43.24	5	13.51	3	8.108	40.7	45.7
0400	<b>47</b>	0	0	0	0	5	14	13	12	2	1	0	0	0	28	59.57	13	27.66	1	2.128	42.1	48.8
0500	<b>38</b>	0	0	0	0	4	7	11	12	4	0	0	0	0	27	71.05	15	39.47	0	0	43.8	49.5
0600	<b>43</b>	0	0	0	0	6	6	8	12	8	2	1	0	0	31	72.09	19	44.19	3	6.977	44.9	51.9
0700	<b>49</b>	0	0	0	0	4	15	12	5	8	3	2	0	0	30	61.22	17	34.69	5	10.2	43.9	53.2
0800	<b>80</b>	0	0	0	0	3	26	22	17	7	3	1	0	1	51	63.75	22	27.5	5	6.25	43.5	50.2
0900	<b>139</b>	0	0	0	0	30	62	33	10	3	1	0	0	0	47	33.81	12	8.633	1	0.719	38.9	43.5
1000	<b>225</b>	0	0	0	7	36	90	53	29	7	2	1	0	0	92	40.89	32	14.22	3	1.333	39.6	45.7
<b>1100</b>	<b>364</b>	0	0	0	2	79	189	73	17	2	1	1	0	0	94	25.82	13	3.571	2	0.549	38	42.3
1200	<b>348</b>	0	0	0	3	56	154	83	45	5	2	0	0	0	135	38.79	37	10.63	2	0.575	39.4	45
1300	<b>402</b>	0	0	3	14	67	176	103	25	12	2	0	0	0	142	35.32	34	8.458	2	0.498	38.7	43.4
1400	<b>397</b>	0	0	0	5	92	177	83	24	13	3	0	0	0	123	30.98	32	8.06	3	0.756	38.4	43.4
1500	<b>397</b>	12	2	0	2	68	155	103	36	13	2	1	2	1	158	39.8	43	10.83	6	1.511	38.8	44.9
<b>1600</b>	<b>411</b>	0	0	0	5	76	204	85	33	5	0	1	1	1	126	30.66	35	8.516	3	0.73	38.6	43.3
1700	<b>314</b>	0	0	0	1	53	133	74	42	9	1	0	0	1	127	40.45	34	10.83	2	0.637	39.7	45.3
1800	<b>242</b>	0	0	0	1	46	102	52	28	7	4	1	0	1	93	38.43	34	14.05	6	2.479	39.7	45.7
1900	<b>194</b>	1	0	0	0	33	59	43	33	20	3	1	0	1	101	52.06	51	26.29	5	2.577	41.6	49.1
2000	<b>165</b>	0	0	0	2	15	48	56	24	18	2	0	0	0	100	60.61	39	23.64	2	1.212	41.8	48.1
2100	<b>109</b>	0	0	0	0	5	33	25	28	12	5	0	1	0	71	65.14	36	33.03	6	5.505	43.5	50.4
2200	<b>85</b>	0	0	0	0	13	29	22	8	9	1	3	0	0	43	50.59	20	23.53	4	4.706	41.5	50.9
2300	<b>47</b>	0	0	0	0	2	12	13	13	4	2	0	1	0	33	70.21	18	38.3	3	6.383	44	50.3
<b>07-19</b>	<b>3368</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>40</b>	<b>610</b>	<b>1483</b>	<b>776</b>	<b>311</b>	<b>91</b>	<b>24</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>1218</b>	<b>36.16</b>	<b>345</b>	<b>10.24</b>	<b>40</b>	<b>1.188</b>	<b>39.1</b>	<b>44.4</b>
<b>06-22</b>	<b>3879</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>42</b>	<b>669</b>	<b>1629</b>	<b>908</b>	<b>408</b>	<b>149</b>	<b>36</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>1521</b>	<b>39.21</b>	<b>490</b>	<b>12.63</b>	<b>56</b>	<b>1.444</b>	<b>39.5</b>	<b>45.3</b>
<b>06-00</b>	<b>4011</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>42</b>	<b>684</b>	<b>1670</b>	<b>943</b>	<b>429</b>	<b>162</b>	<b>39</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>1597</b>	<b>39.82</b>	<b>528</b>	<b>13.16</b>	<b>63</b>	<b>1.571</b>	<b>39.6</b>	<b>45.4</b>
<b>00-00</b>	<b>4238</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>42</b>	<b>713</b>	<b>1734</b>	<b>1002</b>	<b>475</b>	<b>176</b>	<b>46</b>	<b>19</b>	<b>5</b>	<b>8</b>	<b>1731</b>	<b>40.84</b>	<b>598</b>	<b>14.11</b>	<b>78</b>	<b>1.84</b>	<b>39.8</b>	<b>45.7</b>



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)							
11 July 2023					to	17 July 2023					Direction	Southbound										Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time	Total	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile							
Period	Vehicles	15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed							

**17 July 2023**

0000	25	0	0	0	0	0	5	9	5	3	1	1	1	0	20	80	9	36	3	12	45.7	55.1
0100	14	0	0	0	0	0	6	2	5	1	0	0	0	0	8	57.14	6	42.86	0	0	42.4	48
0200	22	0	0	0	0	7	8	6	1	0	0	0	0	0	7	31.82	0	0	0	0	37.8	43.7
0300	31	0	0	0	0	4	13	3	9	1	1	0	0	0	14	45.16	9	29.03	1	3.226	41.3	48.8
0400	45	0	0	0	1	5	12	10	8	5	3	1	0	0	27	60	15	33.33	4	8.889	43.3	52.3
0500	58	0	0	0	0	1	10	18	9	16	4	0	0	0	47	81.03	28	48.28	4	6.897	46.2	52.2
0600	168	0	0	0	2	18	42	41	40	19	5	1	0	0	106	63.1	57	33.93	6	3.571	42.9	50
0700	381	19	12	10	9	75	137	86	24	9	0	0	0	0	119	31.23	23	6.037	0	0	35.9	43.4
0800	436	0	0	2	19	112	193	81	24	5	0	0	0	0	110	25.23	18	4.128	0	0	37.4	42.6
0900	280	0	0	0	1	44	108	99	22	5	1	0	0	0	127	45.36	19	6.786	1	0.357	39.5	43.8
1000	284	0	0	0	2	48	115	84	24	9	1	1	0	0	119	41.9	22	7.746	2	0.704	39.6	44.7
1100	305	0	0	0	0	70	145	63	18	7	0	1	1	0	90	29.51	21	6.885	2	0.656	38.3	42.2
1200	331	1	0	0	2	52	155	86	26	8	1	0	0	0	121	36.56	28	8.459	1	0.302	38.9	43.3
1300	341	0	0	0	6	84	156	67	27	1	0	0	0	0	95	27.86	22	6.452	0	0	37.9	43
1400	400	0	0	0	9	103	199	64	20	3	2	0	0	0	89	22.25	22	5.5	2	0.5	37.4	41.4
1500	461	2	0	2	3	87	211	108	36	10	1	1	0	0	156	33.84	37	8.026	2	0.434	38.7	43.8
1600	637	56	40	39	36	151	197	91	20	6	1	0	0	0	118	18.52	21	3.297	1	0.157	32.3	40.9
1700	605	281	39	18	12	50	134	55	16	0	0	0	0	0	71	11.74	13	2.149	0	0	22.5	38.9
1800	411	0	1	1	13	99	146	97	42	11	1	0	0	0	151	36.74	48	11.68	1	0.243	38.7	44.5
1900	233	0	0	0	1	35	89	60	37	7	3	0	1	0	108	46.35	37	15.88	4	1.717	40.4	46.3
2000	182	0	0	0	0	15	55	61	35	9	4	0	0	3	112	61.54	41	22.53	7	3.846	42.7	48.3
2100	129	0	0	0	0	13	43	22	31	16	3	1	0	0	73	56.59	42	32.56	4	3.101	42.7	50.2
2200	84	0	0	0	1	9	20	29	17	4	3	0	1	0	54	64.29	17	20.24	4	4.762	42.4	47.2
2300	42	0	0	0	1	8	7	14	5	4	3	0	0	0	26	61.9	10	23.81	3	7.143	41.7	51.3
07-19	4872	359	92	72	112	975	1896	981	299	74	8	3	1	0	1366	28.04	294	6.034	12	0.246	35.4	42.6
06-22	5584	359	92	72	115	1056	2125	1165	442	125	23	5	2	3	1765	31.61	471	8.435	33	0.591	36.3	43.6
06-00	5710	359	92	72	117	1073	2152	1208	464	133	29	5	3	3	1845	32.31	498	8.722	40	0.701	36.4	43.7
00-00	5905	359	92	72	118	1090	2206	1256	501	159	38	7	4	3	1968	33.33	565	9.568	52	0.881	36.6	44.1



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)			
11 July 2023					to					17 July 2023					Direction					Southbound					
Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)			Mean		85%ile			
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Mean Speed	85%ile Speed			

**Average Day**

0000	35	0	0	0	0	3	9	10	6	2	2	1	1	0	22	63.82	11	30.08	4	11.38	43.9	51.9
0100	20	0	0	0	1	2	5	4	4	1	1	1	0	0	12	60.58	7	35.04	3	13.14	44.2	53.3
0200	23	0	0	0	0	3	6	6	3	3	0	1	0	0	15	62.96	8	34.57	3	11.11	44.4	53.9
0300	39	0	0	0	0	4	14	10	6	2	1	0	0	0	20	51.46	7	18.98	1	3.65	41.5	48.2
0400	40	0	0	0	0	2	12	9	8	5	2	1	0	0	26	64.06	14	35.59	3	8.185	44	52.1
0500	57	0	0	0	0	3	11	13	17	10	3	1	0	0	44	76.12	28	48.76	4	6.965	45.5	52.1
0600	126	0	0	0	0	11	26	32	34	18	4	1	0	0	89	70.29	49	38.66	5	4.308	44	50.9
0700	274	3	2	3	6	58	99	69	26	6	2	1	0	0	103	37.72	27	9.859	3	0.991	38.4	44.4
0800	329	9	1	3	14	81	127	64	22	6	1	0	0	0	93	28.41	22	6.603	2	0.478	36.9	42.8
0900	259	9	0	0	2	49	105	66	22	5	1	0	0	0	94	36.46	22	8.384	1	0.552	38.1	44
1000	255	0	0	0	4	53	107	60	24	5	1	1	0	0	91	35.69	22	8.474	2	0.73	38.9	44.2
1100	328	0	0	0	6	86	154	62	15	3	1	0	0	0	83	25.17	16	4.878	2	0.653	37.7	42.1
1200	349	3	1	2	9	78	156	71	25	5	0	0	0	0	101	28.96	23	6.462	1	0.164	37.7	42.7
1300	361	0	0	2	10	87	153	77	23	7	1	0	0	0	108	29.91	25	6.854	1	0.396	38	43.1
1400	393	0	0	1	6	97	178	81	23	6	1	0	0	0	111	28.24	24	6.071	1	0.254	38	42.5
1500	450	5	2	3	12	94	194	104	28	6	0	0	0	0	140	31.12	24	5.393	1	0.254	37.8	42.9
1600	525	8	7	9	17	133	226	95	22	6	1	0	0	0	124	23.67	22	4.271	1	0.272	36.5	41.6
1700	528	92	16	11	20	108	167	86	23	4	1	0	0	0	115	21.76	21	3.893	1	0.27	31.6	41.6
1800	384	9	3	3	12	75	139	92	40	9	2	1	0	0	143	37.2	38	9.959	3	0.855	38.1	44.6
1900	256	0	0	0	2	40	97	65	38	12	2	0	0	0	117	45.76	42	16.46	2	0.893	40.2	46.4
2000	185	0	0	0	1	25	57	54	32	12	3	1	0	1	102	55.08	39	21.11	5	2.696	41.5	47.7
2100	134	0	0	0	1	17	41	34	24	10	4	1	0	0	73	54.87	32	23.85	5	3.529	41.7	48.4
2200	98	0	0	1	2	12	27	27	19	7	2	1	0	0	55	56.81	23	24.01	3	2.928	41.5	48
2300	56	0	0	0	0	6	16	16	10	4	2	1	1	0	34	60.15	16	28.17	4	6.345	42.6	49.9
07-19	4435	137	34	36	117	1000	1804	926	294	68	13	3	2	2	1307	29.47	285	6.419	20	0.451	37	42.9
06-22	5136	137	34	37	122	1094	2026	1110	421	119	26	6	3	3	1688	32.87	447	8.694	37	0.729	37.6	43.8
06-00	5290	137	34	38	124	1112	2069	1154	449	130	30	8	4	3	1777	33.6	486	9.184	44	0.829	37.7	44
00-00	5505	137	34	38	125	1129	2126	1207	494	153	39	13	5	4	1916	34.8	561	10.19	62	1.121	38	44.3



SS1158 Port Rd Barry										Site	1	Location A4226 Weycock Road (51.411657, -3.304456)										
11 July 2023					to	17 July 2023					Direction	Southbound										
Speed Bins										Speed Limit (PSL)					ACPO (SL1)		DFT (SL2)		Mean		85%ile	
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46	46	55	55	Mean Speed	85%ile Speed

**Virtual Week**

Mon	<b>5905</b>	359	92	72	118	1090	2206	1256	501	159	38	7	4	3	1968	33.33	565	9.568	52	0.881	36.6	44.1
Tue	<b>5980</b>	333	79	49	178	1345	2139	1206	468	134	33	9	4	3	1857	31.05	521	8.712	49	0.819	36.5	43.6
Wed	<b>5973</b>	38	21	55	189	1255	2406	1252	530	164	36	18	4	5	2009	33.63	604	10.11	63	1.055	38.3	44.2
Thu	<b>6187</b>	138	29	32	128	1340	2370	1360	549	176	42	11	9	3	2150	34.75	612	9.892	65	1.051	38	44.3
Fri	<b>5789</b>	73	15	50	125	1329	2355	1198	455	142	30	12	5	0	1842	31.82	497	8.585	47	0.812	38	43.7
Sat	<b>4462</b>	4	0	3	96	833	1672	1173	481	122	48	18	7	5	1854	41.55	530	11.88	78	1.748	39.5	45.1
Sun	<b>4238</b>	13	2	3	42	713	1734	1002	475	176	46	19	5	8	1731	40.84	598	14.11	78	1.84	39.8	45.7

**5 Day Average**

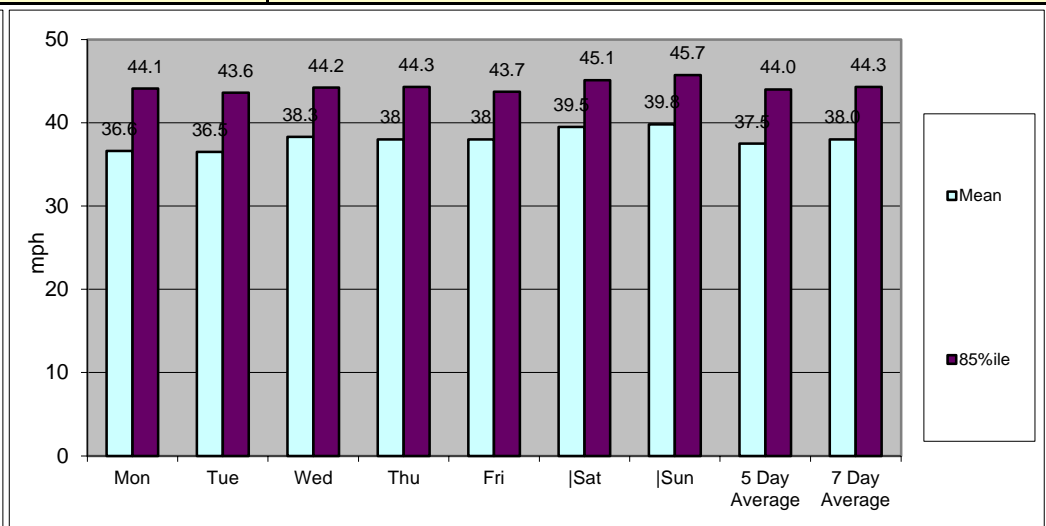
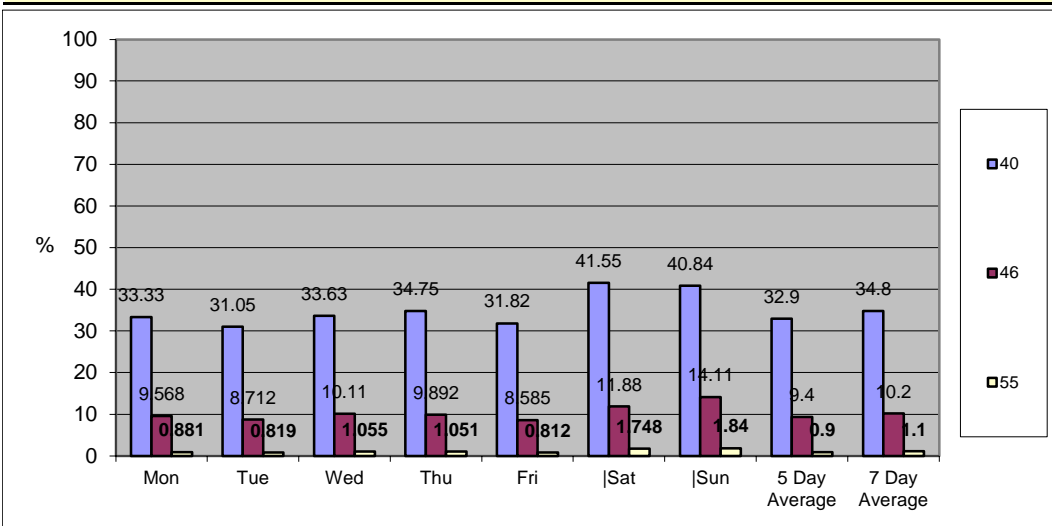
[--]	<b>5967</b>	188	47	52	148	1272	2295	1254	501	155	36	11	5	3	1965	32.9	560	9.4	55	0.9	37.5	44.0
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**7 Day Average**

[--]	<b>5505</b>	137	34	38	125	1129	2126	1207	494	153	39	13	5	4	1916	34.8	561	10.2	62	1.1	38.0	44.3
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**Total Vehicles**

[--]	<b>38534</b>	958	238	264	876	7905	14882	8447	3459	1073	273	94	38	27	13411	34.8	3927	10.2	432	1.1	38.0	44.3
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SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**11 July 2023**

0000	81	0	64	14	0	0	0	0	0	0	1	2	0	0
0100	28	1	17	9	0	0	0	0	0	0	1	0	0	0
0200	51	0	38	11	0	0	0	0	0	0	0	2	0	0
0300	75	0	59	14	1	0	0	0	0	0	0	1	0	0
0400	53	1	44	4	0	0	0	0	0	0	3	1	0	0
0500	166	2	136	14	1	1	0	0	4	0	7	1	0	0
0600	442	1	363	63	1	2	2	0	3	0	2	4	0	1
0700	1034	2	858	144	3	7	2	1	5	0	8	3	0	1
0800	1007	3	835	130	3	4	3	1	13	0	8	6	0	1
0900	726	6	576	106	7	5	1	0	9	1	8	3	0	4
1000	613	5	489	83	4	4	1	0	11	0	8	8	0	0
1100	599	1	477	85	3	7	1	1	7	0	8	9	0	0
1200	660	1	572	60	2	3	3	1	7	0	4	6	0	1
1300	621	2	517	73	4	4	1	0	9	0	4	6	0	1
1400	770	1	638	105	1	8	2	0	6	0	1	8	0	0
1500	935	2	784	115	5	4	4	0	7	0	9	3	0	2
1600	1119	1	954	135	1	6	2	0	4	0	2	9	0	5
1700	998	7	896	76	1	2	4	0	4	0	4	3	0	1
1800	718	4	659	40	0	0	1	1	3	0	4	5	0	1
1900	423	6	369	40	0	0	0	0	3	0	2	3	0	0
2000	319	3	289	20	1	2	0	0	3	0	1	0	0	0
2100	215	1	198	14	0	0	0	0	0	0	0	2	0	0
2200	192	0	177	12	1	1	0	0	0	0	0	1	0	0
2300	115	1	102	10	0	2	0	0	0	0	0	0	0	0
07-19	9800	35	8255	1152	34	54	25	5	85	1	68	69	0	17
06-22	11199	46	9474	1289	36	58	27	5	94	1	73	78	0	18
06-00	11506	47	9753	1311	37	61	27	5	94	1	73	79	0	18
00-00	11960	51	10111	1377	39	62	27	5	98	1	85	86	0	18



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>12 July 2023</b>														
0000	63	0	56	5	0	0	0	0	0	0	0	2	0	0
0100	27	1	21	3	1	0	0	0	0	0	0	1	0	0
0200	28	0	23	3	0	0	0	0	1	0	0	1	0	0
0300	69	0	52	13	1	1	0	0	0	0	1	1	0	0
0400	74	0	61	7	0	0	0	0	0	0	2	3	0	1
0500	166	1	133	15	0	2	0	0	3	0	9	2	0	1
0600	452	2	359	70	1	4	0	0	3	1	6	3	0	3
0700	1086	3	903	156	3	3	4	0	3	0	7	2	0	2
0800	1001	5	837	121	3	3	2	1	11	0	9	7	0	2
0900	693	2	559	94	6	5	2	0	17	1	3	4	0	0
1000	571	6	452	71	4	10	0	0	10	0	10	7	0	1
1100	589	0	493	69	0	4	5	0	4	0	5	9	0	0
1200	665	5	553	78	3	4	2	0	7	0	6	6	1	0
1300	716	5	583	86	2	6	1	1	13	0	7	11	0	1
1400	742	5	626	90	1	5	1	0	5	0	2	7	0	0
1500	1017	6	852	134	3	3	3	0	5	0	6	4	0	1
1600	1142	12	967	129	5	3	3	2	5	1	8	4	0	3
1700	1049	7	946	78	2	0	3	1	4	0	4	3	0	1
1800	764	9	695	44	1	1	0	0	4	0	3	6	0	1
1900	517	4	472	35	0	1	1	1	0	0	2	1	0	0
2000	328	5	293	25	0	2	0	0	1	0	2	0	0	0
2100	276	2	259	13	1	0	0	0	0	0	0	0	0	1
2200	174	0	160	13	0	0	0	0	0	0	1	0	0	0
2300	101	0	89	9	1	1	0	0	0	0	0	1	0	0
07-19	10035	65	8466	1150	33	47	26	5	88	2	70	70	1	12
06-22	11608	78	9849	1293	35	54	27	6	92	3	80	74	1	16
06-00	11883	78	10098	1315	36	55	27	6	92	3	81	75	1	16
00-00	12310	80	10444	1361	38	58	27	6	96	3	93	85	1	18



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**13 July 2023**

0000	53	0	43	7	0	0	0	0	0	0	0	3	0	0
0100	70	1	57	11	1	0	0	0	0	0	0	0	0	0
0200	74	0	64	9	0	0	0	0	0	0	0	1	0	0
0300	88	0	72	15	1	0	0	0	0	0	0	0	0	0
0400	85	1	73	9	0	0	0	0	0	0	2	0	0	0
0500	168	3	133	13	0	2	3	0	5	0	7	2	0	0
0600	427	6	354	47	2	4	2	0	2	0	6	4	0	0
0700	1024	2	849	140	1	9	3	1	9	0	6	3	1	0
0800	992	6	829	119	4	6	3	0	13	0	6	5	0	1
0900	685	3	548	100	5	2	3	0	11	0	5	8	0	0
1000	634	4	526	72	2	3	3	0	11	0	5	7	0	1
1100	656	6	530	84	1	9	1	1	8	0	8	8	0	0
1200	692	12	562	80	4	4	2	0	6	0	9	13	0	0
1300	768	8	631	89	6	6	1	0	10	0	5	10	0	2
1400	822	6	692	88	3	9	1	0	10	0	10	3	0	0
1500	1031	17	861	135	3	3	1	0	4	0	3	4	0	0
1600	1172	12	1007	132	2	3	1	1	6	0	3	4	0	1
1700	1040	6	940	77	0	1	1	2	5	0	2	6	0	0
1800	782	18	687	52	4	0	1	0	5	0	7	6	0	2
1900	493	17	437	23	1	0	1	0	4	0	6	4	0	0
2000	367	7	336	22	0	0	0	0	0	0	2	0	0	0
2100	257	3	233	17	0	1	0	0	0	0	1	2	0	0
2200	170	2	152	13	1	1	0	0	0	0	1	0	0	0
2300	99	0	87	10	0	1	0	0	0	0	0	1	0	0
07-19	10298	100	8662	1168	35	55	21	5	98	0	69	77	1	7
06-22	11842	133	10022	1277	38	60	24	5	104	0	84	87	1	7
06-00	12111	135	10261	1300	39	62	24	5	104	0	85	88	1	7
00-00	12649	140	10703	1364	41	64	27	5	109	0	94	94	1	7





SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**14 July 2023**

0000	45	0	37	6	0	0	0	0	0	0	1	1	0	0
0100	30	1	22	6	0	0	0	0	0	0	0	1	0	0
0200	63	0	51	12	0	0	0	0	0	0	0	0	0	0
0300	60	1	42	11	1	0	0	0	0	0	2	3	0	0
0400	75	1	61	7	1	0	0	0	0	0	3	1	0	1
0500	146	0	118	16	0	1	1	0	3	0	5	1	0	1
0600	421	1	354	51	1	5	1	0	1	0	5	2	0	0
0700	943	3	772	137	5	6	5	2	2	0	5	4	0	2
0800	868	1	701	123	4	5	4	0	13	0	9	8	0	0
0900	699	2	550	110	5	6	2	0	7	0	8	9	0	0
1000	571	0	450	89	2	9	3	0	3	0	2	12	0	1
1100	673	1	555	94	2	4	1	0	4	0	3	7	0	2
1200	736	3	622	80	2	2	4	0	10	0	2	11	0	0
1300	740	3	624	81	3	4	2	0	8	0	6	9	0	0
1400	816	4	670	111	4	10	1	1	2	0	4	6	0	3
1500	964	3	814	115	6	2	4	1	7	0	5	6	0	1
1600	962	3	866	72	4	2	1	1	4	0	4	5	0	0
1700	859	2	782	63	0	0	1	2	3	1	2	3	0	0
1800	664	0	616	36	1	3	1	2	0	0	0	5	0	0
1900	417	2	383	27	0	1	0	0	1	0	1	2	0	0
2000	311	1	283	24	1	0	1	0	1	0	0	0	0	0
2100	273	1	246	25	0	0	0	0	0	0	1	0	0	0
2200	172	1	154	12	0	0	0	0	2	0	2	1	0	0
2300	109	0	101	7	0	1	0	0	0	0	0	0	0	0
07-19	9495	25	8022	1111	38	53	29	9	63	1	50	85	0	9
06-22	10917	30	9288	1238	40	59	31	9	66	1	57	89	0	9
06-00	11198	31	9543	1257	40	60	31	9	68	1	59	90	0	9
00-00	11617	34	9874	1315	42	61	32	9	71	1	70	97	0	11



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**15 July 2023**

0000	72	0	66	5	0	0	0	0	1	0	0	0	0	0
0100	51	0	42	9	0	0	0	0	0	0	0	0	0	0
0200	33	0	28	3	0	1	0	0	0	0	0	1	0	0
0300	63	0	49	11	1	0	0	0	0	0	0	2	0	0
0400	78	1	65	12	0	0	0	0	0	0	0	0	0	0
0500	92	1	80	7	0	2	0	0	0	0	2	0	0	0
0600	158	1	136	17	1	1	1	0	1	0	0	0	0	0
0700	238	2	189	44	2	0	0	0	0	0	0	1	0	0
0800	358	5	308	41	0	2	1	0	0	0	1	0	0	0
0900	466	1	418	42	2	1	1	0	0	0	0	1	0	0
1000	646	7	578	53	1	1	3	0	2	0	1	0	0	0
1100	720	4	655	52	1	1	0	2	3	0	0	2	0	0
1200	851	0	786	59	0	1	0	0	1	0	1	3	0	0
1300	762	1	707	45	1	3	3	0	2	0	0	0	0	0
1400	725	3	677	43	1	0	0	0	1	0	0	0	0	0
1500	738	6	686	40	0	3	0	1	1	0	1	0	0	0
1600	666	0	623	34	0	2	0	0	6	0	1	0	0	0
1700	618	3	572	37	0	0	2	0	4	0	0	0	0	0
1800	529	3	509	13	1	0	1	0	1	0	1	0	0	0
1900	349	3	323	23	0	0	0	0	0	0	0	0	0	0
2000	230	5	208	14	1	1	0	0	1	0	0	0	0	0
2100	177	0	164	11	1	0	0	0	0	0	1	0	0	0
2200	157	0	147	10	0	0	0	0	0	0	0	0	0	0
2300	161	2	149	10	0	0	0	0	0	0	0	0	0	0
07-19	7317	35	6708	503	9	14	11	3	21	0	6	7	0	0
06-22	8231	44	7539	568	12	16	12	3	23	0	7	7	0	0
06-00	8549	46	7835	588	12	16	12	3	23	0	7	7	0	0
00-00	8938	48	8165	635	13	19	12	3	24	0	9	10	0	0



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**16 July 2023**

0000	101	0	91	8	1	0	0	0	1	0	0	0	0	0
0100	65	0	60	5	0	0	0	0	0	0	0	0	0	0
0200	67	0	60	7	0	0	0	0	0	0	0	0	0	0
0300	58	0	53	5	0	0	0	0	0	0	0	0	0	0
0400	77	1	73	3	0	0	0	0	0	0	0	0	0	0
0500	78	1	72	4	0	0	0	0	0	0	1	0	0	0
0600	140	1	113	23	0	0	1	0	0	0	1	1	0	0
0700	135	0	112	21	1	0	0	0	0	0	1	0	0	0
0800	209	0	176	32	0	0	1	0	0	0	0	0	0	0
0900	366	1	330	34	0	0	1	0	0	0	0	0	0	0
1000	581	10	520	45	3	0	1	0	2	0	0	0	0	0
1100	770	8	710	46	0	1	1	0	4	0	0	0	0	0
1200	764	1	708	52	1	0	0	0	2	0	0	0	0	0
1300	816	13	751	47	1	0	1	1	1	0	1	0	0	0
1400	771	5	715	46	0	0	1	1	2	0	0	1	0	0
1500	730	14	671	37	1	2	1	0	3	0	1	0	0	0
1600	690	6	639	40	0	2	1	0	2	0	0	0	0	0
1700	582	3	542	31	1	1	1	0	3	0	0	0	0	0
1800	474	5	439	24	0	1	2	0	1	0	1	1	0	0
1900	358	3	328	23	1	0	0	0	1	0	1	1	0	0
2000	257	4	238	10	1	1	1	0	1	0	0	1	0	0
2100	176	1	166	9	0	0	0	0	0	0	0	0	0	0
2200	121	1	112	7	1	0	0	0	0	0	0	0	0	0
2300	80	0	68	12	0	0	0	0	0	0	0	0	0	0
07-19	6888	66	6313	455	8	7	11	2	20	0	4	2	0	0
06-22	7819	75	7158	520	10	8	13	2	22	0	6	5	0	0
06-00	8020	76	7338	539	11	8	13	2	22	0	6	5	0	0
00-00	8466	78	7747	571	12	8	13	2	23	0	7	5	0	0



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>17 July 2023</b>														
0000	68	0	62	6	0	0	0	0	0	0	0	0	0	0
0100	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0200	55	0	48	7	0	0	0	0	0	0	0	0	0	0
0300	82	1	62	18	1	0	0	0	0	0	0	0	0	0
0400	94	1	81	8	0	0	0	0	0	0	3	1	0	0
0500	161	1	135	14	0	1	0	0	3	0	4	1	0	2
0600	412	3	333	52	2	5	1	1	2	0	9	3	0	1
0700	1067	1	892	144	6	6	2	0	6	2	6	1	0	1
0800	1007	3	817	149	4	4	3	2	9	0	5	9	0	2
0900	644	3	497	112	4	5	2	0	8	0	11	2	0	0
1000	616	6	497	89	3	3	1	0	5	1	6	5	0	0
1100	625	5	506	82	1	5	1	1	6	1	8	8	0	1
1200	664	3	545	83	1	3	3	0	9	0	9	8	0	0
1300	637	4	533	69	1	6	3	0	8	0	6	6	0	1
1400	801	15	656	105	4	4	2	0	6	0	2	5	0	2
1500	952	13	785	132	3	3	0	0	4	0	5	6	1	0
1600	1184	7	1003	143	1	4	6	0	10	0	1	8	0	1
1700	935	11	840	64	7	1	3	0	2	0	4	3	0	0
1800	713	10	643	47	0	1	3	0	2	0	1	6	0	0
1900	405	10	358	32	0	0	0	0	3	0	0	2	0	0
2000	323	2	289	24	0	1	0	0	0	0	4	3	0	0
2100	203	2	186	10	0	0	1	1	2	0	1	0	0	0
2200	127	1	114	10	0	0	0	0	0	1	0	1	0	0
2300	115	0	102	10	0	0	0	1	1	0	1	0	0	0
07-19	9845	81	8214	1219	35	45	29	3	75	4	64	67	1	8
06-22	11188	98	9380	1337	37	51	31	5	82	4	78	75	1	9
06-00	11430	99	9596	1357	37	51	31	6	83	5	79	76	1	9
00-00	11906	102	9997	1413	38	52	31	6	86	5	86	78	1	11



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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**Average Day**

0000	69	0	60	7	0	0	0	0	0	0	0	1	0	0
0100	41	1	33	7	0	0	0	0	0	0	0	0	0	0
0200	53	0	45	7	0	0	0	0	0	0	0	1	0	0
0300	71	0	56	12	1	0	0	0	0	0	0	1	0	0
0400	77	1	65	7	0	0	0	0	0	0	2	1	0	0
0500	140	1	115	12	0	1	1	0	3	0	5	1	0	1
0600	350	2	287	46	1	3	1	0	2	0	4	2	0	1
0700	790	2	654	112	3	4	2	1	4	0	5	2	0	1
0800	777	3	643	102	3	3	2	1	8	0	5	5	0	1
0900	611	3	497	85	4	3	2	0	7	0	5	4	0	1
1000	605	5	502	72	3	4	2	0	6	0	5	6	0	0
1100	662	4	561	73	1	4	1	1	5	0	5	6	0	0
1200	719	4	621	70	2	2	2	0	6	0	4	7	0	0
1300	723	5	621	70	3	4	2	0	7	0	4	6	0	1
1400	778	6	668	84	2	5	1	0	5	0	3	4	0	1
1500	910	9	779	101	3	3	2	0	4	0	4	3	0	1
1600	991	6	866	98	2	3	2	1	5	0	3	4	0	1
1700	869	6	788	61	2	1	2	1	4	0	2	3	0	0
1800	663	7	607	37	1	1	1	0	2	0	2	4	0	1
1900	423	6	381	29	0	0	0	0	2	0	2	2	0	0
2000	305	4	277	20	1	1	0	0	1	0	1	1	0	0
2100	225	1	207	14	0	0	0	0	0	0	1	1	0	0
2200	159	1	145	11	0	0	0	0	0	0	1	0	0	0
2300	111	0	100	10	0	1	0	0	0	0	0	0	0	0
07-19	9097	58	7806	965	27	39	22	5	64	1	47	54	0	8
06-22	10401	72	8959	1075	30	44	24	5	69	1	55	59	0	8
06-00	10671	73	9203	1095	30	45	24	5	69	1	56	60	0	8
00-00	11121	76	9577	1148	32	46	24	5	72	1	63	65	0	9



SS1158 Port Rd Barry Site 1 Location A4226 Weycock Road (51.411657, -3.304456)  
 11 July 2023 to 17 July 2023 Direction Two-Way

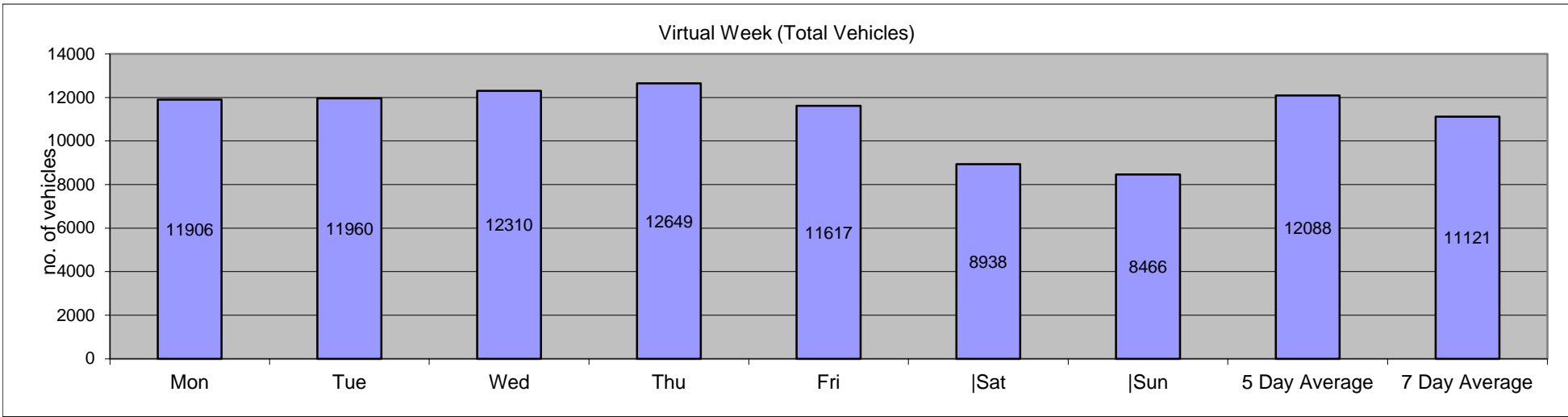
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLE S	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
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Virtual Week														
Mon	11906	102	9997	1413	38	52	31	6	86	5	86	78	1	11
Tue	11960	51	10111	1377	39	62	27	5	98	1	85	86	0	18
Wed	12310	80	10444	1361	38	58	27	6	96	3	93	85	1	18
Thu	12649	140	10703	1364	41	64	27	5	109	0	94	94	1	7
Fri	11617	34	9874	1315	42	61	32	9	71	1	70	97	0	11
Sat	8938	48	8165	635	13	19	12	3	24	0	9	10	0	0
Sun	8466	78	7747	571	12	8	13	2	23	0	7	5	0	0

5 Day Average														
[--]	12088	81	10226	1366	40	59	29	6	92	2	86	88	1	13

7 Day Average														
[--]	11121	76	9577	1148	32	46	24	5	72	1	63	65	0	9

Total Vehicles														
[--]	77846	533	67041	8036	223	324	169	36	507	10	444	455	3	65





SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)					
11 July 2023					to					17 July 2023					Direction		Two-Way		Speed Limit		ACPO (SL1)		DFT (SL2)				
Speed Bins												PSL															
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Mean Speed	85%ile Speed					

11 July 2023																						
0000	81	0	0	0	0	3	10	19	21	15	9	3	1	0	68	83.95	44	54.32	13	16.05	47.3	55.7
0100	28	0	0	0	5	3	5	5	6	1	2	0	0	1	15	53.57	10	35.71	3	10.71	41.9	52.6
0200	51	0	0	0	0	3	7	7	8	9	8	6	0	3	41	80.39	33	64.71	17	33.33	50.2	61
0300	75	0	0	0	0	3	19	18	18	9	4	3	1	0	53	70.67	30	40	8	10.67	45.3	51.7
0400	53	0	0	0	0	0	5	10	9	17	9	3	0	0	48	90.57	37	69.81	12	22.64	49.8	57.4
0500	166	0	0	0	1	2	26	25	46	32	20	9	2	3	137	82.53	105	63.25	34	20.48	48.6	56.5
0600	442	0	0	0	0	14	56	91	136	97	33	11	3	1	372	84.16	255	57.69	48	10.86	47.3	53.9
0700	1034	1	0	2	8	93	176	319	285	107	31	10	0	2	754	72.92	358	34.62	43	4.159	43.7	49.9
0800	1007	1	0	0	18	106	225	288	250	88	26	2	2	1	657	65.24	321	31.88	31	3.078	42.7	49.2
0900	726	2	0	0	2	59	200	212	156	63	28	3	1	0	463	63.77	218	30.03	32	4.408	42.8	49.2
1000	613	0	1	1	7	62	178	165	128	58	9	2	1	1	364	59.38	168	27.41	13	2.121	42.2	49.3
1100	599	0	0	0	18	117	144	182	86	39	12	0	1	0	320	53.42	119	19.87	13	2.17	40.7	47.6
1200	660	0	0	2	14	68	202	187	128	38	10	6	1	4	374	56.67	153	23.18	21	3.182	41.7	48.1
1300	621	0	1	6	13	125	160	149	106	45	12	4	0	0	316	50.89	130	20.93	16	2.576	40.7	47.6
1400	770	0	0	1	11	144	199	201	151	54	7	2	0	0	415	53.9	175	22.73	9	1.169	41.1	47.8
1500	935	0	0	0	15	136	230	253	181	93	17	9	0	1	554	59.25	262	28.02	27	2.888	42.1	49.2
1600	1119	0	9	9	16	154	323	272	196	86	44	5	5	0	608	54.33	290	25.92	54	4.826	41.5	49
1700	998	276	48	16	33	107	143	136	139	62	29	5	2	2	375	37.58	211	21.14	38	3.808	31.3	48.2
1800	718	63	24	12	17	88	140	145	118	70	25	8	7	1	374	52.09	205	28.55	41	5.71	38.8	50.2
1900	423	0	0	0	2	45	112	101	87	48	19	5	1	3	264	62.41	147	34.75	28	6.619	43.4	50.9
2000	319	0	0	0	2	37	70	77	72	29	15	7	8	2	210	65.83	117	36.68	32	10.03	44.3	52.6
2100	215	0	0	0	0	24	62	52	41	19	11	3	2	1	129	60	69	32.09	17	7.907	43.2	50.7
2200	192	0	0	0	0	18	29	55	54	22	5	6	1	2	145	75.52	80	41.67	14	7.292	45	51.2
2300	115	0	0	0	0	6	14	30	31	22	4	6	1	1	95	82.61	59	51.3	12	10.43	46.8	53.5
07-19	9800	343	83	49	172	1259	2320	2509	1924	803	250	56	20	12	5574	56.88	2610	26.63	338	3.449	40.7	48.9
06-22	11199	343	83	49	176	1379	2620	2830	2260	996	328	82	34	19	6549	58.48	3198	28.56	463	4.134	41.2	49.3
06-00	11506	343	83	49	176	1403	2663	2915	2345	1040	337	94	36	22	6789	59	3337	29	489	4.25	41.3	49.4
00-00	11960	343	83	49	182	1417	2735	2999	2453	1123	389	118	40	29	7151	59.79	3596	30.07	576	4.816	41.6	49.8



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)					
11 July 2023					to					17 July 2023					Direction		Two-Way		Speed Limit		ACPO (SL1)		DFT (SL2)				
Speed Bins												PSL															
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT	Mean Speed	85%ile Speed					

12 July 2023																						
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT	Mean Speed	85%ile Speed
0000	63	0	0	0	0	3	8	11	17	11	9	4	0	0	52	82.54	40	63.49	13	20.63	48.2	57.2
0100	27	0	0	0	0	2	2	5	2	5	3	4	0	4	23	85.19	17	62.96	11	40.74	53.3	71.5
0200	28	0	0	0	0	2	2	3	3	9	5	2	1	1	24	85.71	19	67.86	9	32.14	50.7	59.4
0300	69	0	0	0	0	2	12	17	15	14	6	1	1	1	55	79.71	35	50.72	9	13.04	46.8	54.6
0400	74	0	0	0	0	3	17	9	19	15	7	2	2	0	54	72.97	41	55.41	11	14.86	46.8	55.1
0500	166	0	0	0	0	3	15	29	57	32	14	8	7	1	148	89.16	113	68.07	30	18.07	49	56.2
0600	452	0	0	0	1	15	62	100	117	104	36	12	4	1	374	82.74	256	56.64	53	11.73	47.2	54
0700	1086	0	0	7	6	81	231	318	305	113	21	2	1	1	761	70.07	349	32.14	25	2.302	43.3	49.3
0800	1001	23	2	10	36	129	260	260	196	61	19	5	0	0	541	54.05	243	24.28	24	2.398	40.3	47.8
0900	693	0	0	0	0	78	185	205	149	55	14	3	1	3	430	62.05	186	26.84	21	3.03	42.5	48.5
1000	571	0	0	0	4	83	147	157	134	34	7	4	0	1	337	59.02	146	25.57	12	2.102	41.9	48.1
1100	589	0	0	0	9	86	182	146	107	42	12	4	0	1	312	52.97	140	23.77	17	2.886	41.4	48.1
1200	665	1	1	0	4	81	203	185	115	57	14	2	0	2	375	56.39	159	23.91	18	2.707	41.8	48.7
1300	716	0	0	0	2	68	195	225	138	68	16	4	0	0	451	62.99	192	26.82	20	2.793	42.6	48.8
1400	742	0	0	0	3	56	199	197	187	74	16	7	1	2	484	65.23	237	31.94	26	3.504	43.3	49.7
1500	1017	11	7	10	21	90	268	256	209	108	22	12	2	1	610	59.98	305	29.99	37	3.638	42	49.7
1600	1142	0	0	8	29	114	308	322	229	104	18	4	2	4	683	59.81	298	26.09	28	2.452	42	48.9
1700	1049	4	10	15	56	202	253	230	175	80	16	6	1	1	509	48.52	241	22.97	24	2.288	39.9	48.3
1800	764	0	0	5	15	120	200	164	147	69	26	11	4	3	424	55.5	226	29.58	44	5.759	42.2	50
1900	517	0	0	0	2	24	138	148	124	55	11	9	3	3	353	68.28	173	33.46	26	5.029	43.9	50.7
2000	328	0	0	0	2	41	66	92	74	34	8	6	1	4	219	66.77	108	32.93	19	5.793	43.5	50.3
2100	276	0	1	1	7	32	46	72	45	37	16	8	5	6	189	68.48	106	38.41	35	12.68	44.8	54.2
2200	174	0	0	0	2	12	44	25	45	25	10	8	3	0	116	66.67	84	48.28	21	12.07	45.4	53.7
2300	101	0	0	0	0	7	18	22	20	13	10	7	3	1	76	75.25	53	52.48	21	20.79	47.3	58.5
07-19	10035	39	20	55	185	1188	2631	2665	2091	865	201	64	12	19	5917	58.96	2722	27.13	296	2.95	41.9	48.8
06-22	11608	39	21	56	197	1300	2943	3077	2451	1095	272	99	25	33	7052	60.75	3365	28.99	429	3.696	42.3	49.4
06-00	11883	39	21	56	199	1319	3005	3124	2516	1133	292	114	31	34	7244	60.96	3502	29.47	471	3.964	42.4	49.4
00-00	12310	39	21	56	199	1334	3061	3198	2629	1219	336	135	42	41	7600	61.74	3767	30.6	554	4.5	42.6	49.8





SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)				
11 July 2023					to					17 July 2023					Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Speed	Speed				

**13 July 2023**

0000	53	0	0	0	0	5	12	17	9	2	4	1	1	2	36	67.92	14	26.42	8	15.09	44.7	56.6
0100	70	0	0	0	0	3	11	16	18	11	4	3	4	0	56	80	33	47.14	11	15.71	47.2	56.8
0200	74	0	0	0	0	5	18	13	18	9	4	5	1	1	51	68.92	36	48.65	11	14.86	46	55.7
0300	88	0	0	0	0	3	19	18	16	17	11	2	1	1	66	75	45	51.14	15	17.05	46.9	56.2
0400	85	0	0	0	0	0	9	20	26	15	11	3	0	1	76	89.41	46	54.12	15	17.65	48.3	56.5
0500	168	0	0	0	0	7	17	29	47	30	22	8	7	1	144	85.71	106	63.1	38	22.62	49.1	57.6
0600	427	0	0	0	0	20	31	85	138	96	40	12	2	3	376	88.06	260	60.89	57	13.35	47.8	54.5
0700	1024	0	0	0	8	70	168	358	301	90	21	6	0	2	778	75.98	345	33.69	29	2.832	43.7	49.3
0800	992	40	8	7	20	131	217	278	197	72	14	6	1	1	569	57.36	244	24.6	22	2.218	40.3	48.2
0900	685	0	0	0	2	76	158	183	167	69	20	7	2	1	449	65.55	228	33.28	30	4.38	43.1	49.8
1000	634	0	0	0	6	66	161	205	132	48	13	3	0	0	401	63.25	157	24.76	16	2.524	42.3	48.5
1100	656	0	0	0	3	108	196	172	112	45	14	3	3	0	349	53.2	152	23.17	20	3.049	41.4	48.3
1200	692	1	0	1	8	77	198	197	138	43	23	2	2	2	407	58.82	181	26.16	29	4.191	42.1	48.8
1300	768	0	0	2	11	86	201	222	156	71	13	5	1	0	468	60.94	200	26.04	19	2.474	42.1	49.1
1400	822	0	0	0	4	100	245	233	133	78	21	6	1	1	473	57.54	202	24.57	29	3.528	41.9	48.8
1500	1031	10	3	5	20	100	270	297	213	75	30	5	1	2	623	60.43	261	25.32	38	3.686	41.8	48.6
1600	1172	0	1	5	14	161	303	323	217	109	29	7	3	0	688	58.7	323	27.56	39	3.328	42	49.2
1700	1040	93	17	11	27	177	238	212	139	87	24	8	4	3	477	45.87	227	21.83	39	3.75	37.8	48.7
1800	782	0	0	0	5	76	211	190	150	103	29	11	5	2	490	62.66	263	33.63	47	6.01	43.4	51
1900	493	0	0	0	6	77	135	109	77	55	21	9	3	1	275	55.78	145	29.41	34	6.897	42.6	50.9
2000	367	1	0	1	1	24	70	108	89	45	16	6	2	4	270	73.57	132	35.97	28	7.629	44.7	51.3
2100	257	0	0	0	0	18	48	62	71	30	13	5	6	4	191	74.32	111	43.19	28	10.89	45.7	52.3
2200	170	0	0	0	0	6	41	60	33	17	10	1	2	0	123	72.35	51	30	13	7.647	44.2	51.6
2300	99	0	0	0	0	5	16	23	22	20	9	2	0	2	78	78.79	52	52.53	13	13.13	46.7	54.1
07-19	10298	144	29	31	128	1228	2566	2870	2055	890	251	69	23	14	6172	59.93	2783	27.02	357	3.467	41.7	49
06-22	11842	145	29	32	135	1367	2850	3234	2430	1116	341	101	36	26	7284	61.51	3431	28.97	504	4.256	42.2	49.5
06-00	12111	145	29	32	135	1378	2907	3317	2485	1153	360	104	38	28	7485	61.8	3534	29.18	530	4.376	42.2	49.7
00-00	12649	145	29	32	135	1401	2993	3430	2619	1237	416	126	52	34	7914	62.57	3814	30.15	628	4.965	42.5	49.9



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)							
11 July 2023					to	17 July 2023					Direction	Two-Way										Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time	Total	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile							
Period	Vehicles	15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed							

**14 July 2023**

0000	45	0	0	0	0	2	8	9	7	7	10	0	2	0	35	77.78	25	55.56	12	26.67	47.9	56.8
0100	30	0	0	0	0	2	7	5	8	2	1	5	0	0	21	70	13	43.33	6	20	46.7	61.7
0200	63	0	0	0	0	1	2	17	20	10	9	3	1	0	60	95.24	40	63.49	13	20.63	49.2	59.1
0300	60	0	0	0	0	8	12	7	17	3	6	5	1	1	40	66.67	27	45	13	21.67	46.7	59.4
0400	75	0	0	0	0	2	16	16	19	15	4	1	1	1	57	76	39	52	7	9.333	46.4	53.4
0500	146	0	0	0	0	4	17	33	36	28	14	12	1	1	125	85.62	85	58.22	28	19.18	48.3	57.3
0600	421	0	0	0	0	4	36	108	149	84	28	6	5	1	381	90.5	237	56.29	40	9.501	47.3	53.1
0700	943	0	0	0	10	94	191	277	255	88	19	6	3	0	648	68.72	303	32.13	28	2.969	43.2	49.3
0800	868	0	0	1	4	92	221	289	170	73	15	2	1	0	550	63.36	212	24.42	18	2.074	42.1	48.2
0900	699	58	0	0	6	47	145	225	151	47	15	4	1	0	443	63.38	170	24.32	20	2.861	40.2	48.1
1000	571	0	0	0	1	63	142	181	120	47	15	1	1	0	365	63.92	145	25.39	17	2.977	42.5	48.1
1100	673	0	0	0	4	93	201	190	112	57	11	4	1	0	375	55.72	159	23.63	16	2.377	41.6	48.3
1200	736	17	8	10	15	111	213	162	127	52	18	3	0	0	362	49.18	170	23.1	21	2.853	40	48.1
1300	740	0	0	0	16	97	230	188	124	56	20	5	1	3	397	53.65	182	24.59	29	3.919	41.6	48.5
1400	816	0	2	4	10	145	212	203	166	53	18	1	1	1	443	54.29	200	24.51	21	2.574	41.3	48.1
1500	964	0	2	5	15	126	275	247	190	80	20	4	0	0	541	56.12	245	25.41	24	2.49	41.5	48.7
1600	962	0	2	4	12	205	307	177	148	76	21	7	2	1	432	44.91	219	22.77	31	3.222	40.5	48.3
1700	859	0	1	15	11	136	273	185	144	69	18	7	0	0	423	49.24	214	24.91	25	2.91	40.9	48.8
1800	664	1	0	4	26	75	152	187	118	69	19	7	3	3	406	61.14	192	28.92	32	4.819	42.3	50
1900	417	0	0	0	0	30	141	109	87	34	12	2	1	1	246	58.99	117	28.06	16	3.837	42.4	49
2000	311	0	0	0	1	28	80	79	61	36	15	9	2	0	202	64.95	112	36.01	26	8.36	43.8	52
2100	273	0	0	0	1	18	61	86	46	30	18	7	4	2	193	70.7	97	35.53	31	11.36	44.9	51.8
2200	172	0	0	8	4	9	24	42	42	25	9	3	3	3	127	73.84	75	43.6	18	10.47	44.9	54.4
2300	109	0	0	0	0	6	23	26	24	12	9	4	2	3	80	73.39	49	44.95	18	16.51	46.7	55.8
07-19	9495	76	15	43	130	1284	2562	2511	1825	767	209	51	14	8	5385	56.71	2411	25.39	282	2.97	41.5	48.7
06-22	10917	76	15	43	132	1364	2880	2893	2168	951	282	75	26	12	6407	58.69	2974	27.24	395	3.618	41.9	49.1
06-00	11198	76	15	51	136	1379	2927	2961	2234	988	300	82	31	18	6614	59.06	3098	27.67	431	3.849	42	49.2
00-00	11617	76	15	51	136	1398	2989	3048	2341	1053	344	108	37	21	6952	59.84	3327	28.64	510	4.39	42.2	49.4



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)			
11 July 2023					to	17 July 2023					Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile			
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Speed	Speed			

**15 July 2023**

0000	72	0	0	0	0	4	14	19	14	8	7	3	1	2	54	75	29	40.28	13	18.06	46.4	56.8
0100	51	0	0	0	0	0	7	6	10	8	14	2	3	1	44	86.27	36	70.59	20	39.22	51.3	59.3
0200	33	0	0	0	0	3	3	6	10	6	1	3	1	0	27	81.82	18	54.55	5	15.15	47.4	58.2
0300	63	0	0	0	1	3	15	17	8	7	5	6	0	1	44	69.84	25	39.68	12	19.05	46.1	57.8
0400	78	0	0	0	2	4	15	13	18	10	5	10	1	0	57	73.08	38	48.72	16	20.51	46.9	58.7
0500	92	0	0	0	0	2	11	7	32	20	7	5	5	3	79	85.87	68	73.91	20	21.74	50.6	59.2
0600	158	0	0	0	0	1	9	25	42	37	28	12	3	1	148	93.67	120	75.95	44	27.85	50.9	58.6
0700	238	0	0	0	0	16	28	53	65	40	20	10	3	3	194	81.51	125	52.52	36	15.13	47.1	55.5
0800	358	1	0	0	6	29	54	84	90	69	17	5	1	2	268	74.86	164	45.81	25	6.983	45.1	52.5
0900	466	1	0	0	2	30	105	111	121	67	14	7	5	3	328	70.39	192	41.2	29	6.223	44.5	51.2
1000	646	0	0	0	3	35	149	187	183	56	20	9	1	3	459	71.05	228	35.29	33	5.108	44	49.8
1100	720	1	0	0	6	69	196	203	161	56	23	2	2	1	448	62.22	206	28.61	28	3.889	42.5	49.2
1200	851	0	0	0	16	118	207	260	166	61	18	2	1	2	510	59.93	203	23.85	23	2.703	41.8	48.8
1300	762	0	0	2	10	103	183	225	157	65	12	1	0	4	464	60.89	206	27.03	17	2.231	42.1	48.7
1400	725	0	0	0	2	66	193	214	151	70	19	9	0	1	464	64	219	30.21	29	4	42.9	49.6
1500	738	1	0	0	14	80	191	193	160	65	27	6	1	0	452	61.25	218	29.54	34	4.607	42.5	49.4
1600	666	0	0	1	11	84	178	164	133	62	26	3	3	1	392	58.86	190	28.53	33	4.955	42.3	49.8
1700	618	0	0	0	4	62	177	188	109	45	23	6	3	1	375	60.68	154	24.92	33	5.34	42.5	48.7
1800	529	0	0	0	11	33	119	144	129	57	25	8	1	2	366	69.19	188	35.54	36	6.805	44	50.7
1900	349	0	0	0	0	53	78	85	74	42	12	3	1	1	218	62.46	112	32.09	17	4.871	42.9	50.6
2000	230	0	0	0	2	15	54	59	53	32	10	1	3	1	159	69.13	81	35.22	15	6.522	44.3	52.6
2100	177	0	0	0	1	17	38	56	35	16	9	4	1	0	121	68.36	63	35.59	14	7.91	43.6	50.9
2200	157	0	0	0	6	22	35	43	30	16	1	2	1	1	94	59.87	43	27.39	5	3.185	42	49.3
2300	161	0	0	0	0	14	38	42	44	14	5	3	1	0	109	67.7	55	34.16	9	5.59	43.6	49.7
07-19	7317	4	0	3	85	725	1780	2026	1625	713	244	68	21	23	4720	64.51	2293	31.34	356	4.865	43	49.9
06-22	8231	4	0	3	88	811	1959	2251	1829	840	303	88	29	26	5366	65.19	2669	32.43	446	5.419	43.2	50.2
06-00	8549	4	0	3	94	847	2032	2336	1903	870	309	93	31	27	5569	65.14	2767	32.37	460	5.381	43.2	50.2
00-00	8938	4	0	3	97	863	2097	2404	1995	929	348	122	42	34	5874	65.72	2981	33.35	546	6.109	43.4	50.4



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)			
11 July 2023					to	17 July 2023					Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile			
Time Period	Total Vehicles	0-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-130	40	40	46	46	55	55	Speed	Speed			

**16 July 2023**

0000	101	0	0	0	0	8	20	17	24	11	12	7	0	2	73	72.28	54	53.47	21	20.79	47.3	58.3
0100	65	0	0	0	0	2	8	18	18	16	3	0	0	0	55	84.62	31	47.69	3	4.615	45.8	51.4
0200	67	0	0	0	0	2	6	19	21	8	5	4	1	1	59	88.06	36	53.73	11	16.42	47.6	56.4
0300	58	0	0	0	0	8	16	13	6	7	4	2	2	0	34	58.62	20	34.48	8	13.79	44.2	54.3
0400	77	0	0	0	0	5	15	17	17	13	5	4	1	0	57	74.03	38	49.35	10	12.99	46.1	54.4
0500	78	0	0	0	0	4	8	16	22	11	10	6	0	1	66	84.62	48	61.54	17	21.79	48.4	58
0600	140	0	0	0	0	6	9	29	39	26	15	13	1	2	125	89.29	89	63.57	31	22.14	49.1	57.8
0700	135	0	0	0	0	4	20	27	35	31	9	7	2	0	111	82.22	78	57.78	18	13.33	47.3	54.4
0800	209	0	0	0	0	4	43	52	58	35	12	3	1	1	162	77.51	90	43.06	17	8.134	45.6	52.2
0900	366	0	0	0	0	30	86	102	86	44	15	2	1	0	250	68.31	127	34.7	18	4.918	43.7	50.8
1000	581	0	0	0	9	40	145	182	131	47	21	5	0	1	387	66.61	171	29.43	27	4.647	43.1	49.3
1100	770	0	0	0	4	82	231	195	159	63	27	4	2	3	453	58.83	215	27.92	36	4.675	42.5	49.3
1200	764	0	0	0	3	62	193	201	188	81	26	9	1	0	506	66.23	256	33.51	36	4.712	43.5	50
1300	816	0	0	3	14	71	206	222	161	111	24	2	2	0	522	63.97	259	31.74	28	3.431	42.9	50.4
1400	771	0	0	0	5	94	207	195	166	77	20	5	0	2	465	60.31	236	30.61	27	3.502	42.5	49.5
1500	730	12	3	0	2	73	183	198	147	83	17	4	3	5	457	62.6	227	31.1	29	3.973	42.6	50.1
1600	690	0	0	0	6	78	231	162	123	59	21	2	5	3	375	54.35	184	26.67	31	4.493	42.1	49.5
1700	582	0	2	4	3	55	150	134	134	66	16	14	1	3	368	63.23	185	31.79	34	5.842	43.3	50.7
1800	474	0	0	0	1	46	118	96	100	59	35	13	3	3	309	65.19	191	40.3	54	11.39	44.5	53.5
1900	358	1	0	2	1	33	70	76	91	57	17	7	1	2	251	70.11	157	43.85	27	7.542	44.6	52.6
2000	257	0	0	0	2	17	57	76	52	34	13	3	1	2	181	70.43	96	37.35	19	7.393	44.3	51.3
2100	176	0	0	0	0	5	37	43	45	29	11	2	2	2	134	76.14	77	43.75	17	9.659	45.8	53.8
2200	121	0	0	0	0	13	32	33	18	14	6	4	0	1	76	62.81	41	33.88	11	9.091	43.6	52.1
2300	80	0	0	0	0	2	17	19	28	8	4	1	1	0	61	76.25	36	45	6	7.5	44.9	50.8
07-19	6888	12	5	7	47	639	1813	1766	1488	756	243	70	21	21	4365	63.37	2219	32.22	355	5.154	43.1	50.3
06-22	7819	13	5	9	50	700	1986	1990	1715	902	299	95	26	29	5056	64.66	2638	33.74	449	5.742	43.4	50.8
06-00	8020	13	5	9	50	715	2035	2042	1761	924	309	100	27	30	5193	64.75	2715	33.85	466	5.81	43.4	50.8
00-00	8466	13	5	9	50	744	2108	2142	1869	990	348	123	31	34	5537	65.4	2942	34.75	536	6.331	43.6	50.9



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)				
11 July 2023					to	17 July 2023					Direction	Two-Way					Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile		
Time	Total	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile				
Period	Vehicles	15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed				

**17 July 2023**

0000	<b>68</b>	0	0	0	0	0	9	20	17	11	3	5	2	1	59	86.76	34	50	11	16.18	47.7	55.2
0100	<b>16</b>	0	0	0	0	0	6	3	5	1	1	0	0	0	10	62.5	7	43.75	1	6.25	43.2	49.4
0200	<b>55</b>	0	0	0	0	7	9	11	10	12	3	3	0	0	39	70.91	25	45.45	6	10.91	45.5	54.6
0300	<b>82</b>	0	0	0	0	4	17	13	22	16	8	1	0	1	61	74.39	45	54.88	10	12.2	46.4	54.1
0400	<b>94</b>	0	0	0	1	5	13	21	25	15	11	2	1	0	75	79.79	48	51.06	14	14.89	46.5	55.2
0500	<b>161</b>	0	0	0	0	1	12	49	33	38	20	3	3	2	148	91.93	95	59.01	28	17.39	48.5	55.6
0600	<b>412</b>	0	0	0	2	19	55	90	120	81	31	11	2	1	336	81.55	225	54.61	45	10.92	46.6	53.5
<b>0700</b>	<b>1067</b>	20	13	10	10	81	210	325	283	89	19	5	2	0	723	67.76	321	30.08	26	2.437	42	49
0800	<b>1007</b>	0	0	2	19	117	281	299	185	90	8	5	1	0	588	58.39	232	23.04	14	1.39	41.7	47.7
0900	<b>644</b>	0	0	0	1	48	161	227	143	47	14	3	0	0	434	67.39	166	25.78	17	2.64	42.6	48
1000	<b>616</b>	0	0	0	3	55	159	200	138	46	6	6	3	0	399	64.77	152	24.68	15	2.435	42.6	48.1
1100	<b>625</b>	0	0	2	0	78	190	167	122	55	6	3	2	0	355	56.8	158	25.28	11	1.76	41.8	48.2
1200	<b>664</b>	1	0	0	2	52	196	195	146	45	22	1	3	1	413	62.2	178	26.81	27	4.066	42.5	48.8
1300	<b>637</b>	0	0	0	6	85	177	158	141	57	7	5	1	0	369	57.93	183	28.73	13	2.041	42	48.9
1400	<b>801</b>	0	0	0	9	109	235	197	140	74	27	7	3	0	448	55.93	226	28.21	37	4.619	42.1	49.5
1500	<b>952</b>	2	0	2	4	94	269	251	213	92	20	3	2	0	581	61.03	276	28.99	25	2.626	42.5	49
<b>1600</b>	<b>1184</b>	56	40	39	36	158	251	272	207	89	29	7	0	0	604	51.01	278	23.48	36	3.041	38.7	48.4
1700	<b>935</b>	289	39	18	12	58	177	162	108	48	16	4	3	1	342	36.58	156	16.68	24	2.567	30.4	46.5
1800	<b>713</b>	0	1	1	13	101	172	163	136	80	35	6	1	4	425	59.61	233	32.68	46	6.452	42.8	50.9
1900	<b>405</b>	0	0	0	1	36	103	97	91	36	24	11	4	2	265	65.43	143	35.31	41	10.12	44.1	51.3
2000	<b>323</b>	0	0	0	1	20	69	97	71	37	15	8	1	4	233	72.14	121	37.46	28	8.669	44.8	51.4
2100	<b>203</b>	0	0	0	0	14	48	36	48	33	14	5	2	3	141	69.46	92	45.32	24	11.82	45.8	53.4
2200	<b>127</b>	0	0	0	1	9	21	39	29	16	9	0	2	1	96	75.59	46	36.22	12	9.449	44.9	52.2
2300	<b>115</b>	0	0	0	1	9	15	25	23	26	9	6	1	0	90	78.26	56	48.7	16	13.91	46.5	54.4
<b>07-19</b>	<b>9845</b>	<b>368</b>	<b>93</b>	<b>74</b>	<b>115</b>	<b>1036</b>	<b>2478</b>	<b>2616</b>	<b>1962</b>	<b>812</b>	<b>209</b>	<b>55</b>	<b>21</b>	<b>6</b>	<b>5681</b>	<b>57.7</b>	<b>2559</b>	<b>25.99</b>	<b>291</b>	<b>2.956</b>	<b>40.7</b>	<b>48.7</b>
<b>06-22</b>	<b>11188</b>	<b>368</b>	<b>93</b>	<b>74</b>	<b>119</b>	<b>1125</b>	<b>2753</b>	<b>2936</b>	<b>2292</b>	<b>999</b>	<b>293</b>	<b>90</b>	<b>30</b>	<b>16</b>	<b>6656</b>	<b>59.49</b>	<b>3140</b>	<b>28.07</b>	<b>429</b>	<b>3.834</b>	<b>41.2</b>	<b>49.2</b>
<b>06-00</b>	<b>11430</b>	<b>368</b>	<b>93</b>	<b>74</b>	<b>121</b>	<b>1143</b>	<b>2789</b>	<b>3000</b>	<b>2344</b>	<b>1041</b>	<b>311</b>	<b>96</b>	<b>33</b>	<b>17</b>	<b>6842</b>	<b>59.86</b>	<b>3242</b>	<b>28.36</b>	<b>457</b>	<b>3.998</b>	<b>41.3</b>	<b>49.3</b>
<b>00-00</b>	<b>11906</b>	<b>368</b>	<b>93</b>	<b>74</b>	<b>122</b>	<b>1160</b>	<b>2855</b>	<b>3117</b>	<b>2456</b>	<b>1134</b>	<b>357</b>	<b>110</b>	<b>39</b>	<b>21</b>	<b>7234</b>	<b>60.76</b>	<b>3496</b>	<b>29.36</b>	<b>527</b>	<b>4.426</b>	<b>41.6</b>	<b>49.7</b>



SS1158 Port Rd Barry										Site	1	Location										A4226 Weycock Road (51.411657, -3.304456)							
11 July 2023					to	17 July 2023					Direction	Two-Way										Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)		Mean	85%ile
Time	Total	0	15	20	25	30	35	40	45	50	55	60	65	70	40	40	46	46	55	55	Mean	85%ile							
Period	Vehicles	15	20	25	30	35	40	45	50	55	60	65	70	130			ACPO	ACPO	DFT	DFT	Speed	Speed							

**Average Day**

0000	<b>69</b>	0	0	0	0	4	12	16	16	9	8	3	1	1	54	78.05	34	49.69	13	18.84	47.1	56.7
0100	<b>41</b>	0	0	0	1	2	7	8	10	6	4	2	1	1	32	78.05	21	51.22	8	19.16	47.4	57.2
0200	<b>53</b>	0	0	0	0	3	7	11	13	9	5	4	1	1	43	81.13	30	55.8	10	19.41	47.8	57.1
0300	<b>71</b>	0	0	0	0	4	16	15	15	10	6	3	1	1	50	71.31	32	45.86	11	15.15	46.1	55
0400	<b>77</b>	0	0	0	0	3	13	15	19	14	7	4	1	0	61	79.1	41	53.54	12	15.86	47.1	55.3
0500	<b>140</b>	0	0	0	0	3	15	27	39	27	15	7	4	2	121	86.69	89	63.46	28	19.96	48.9	56.9
0600	<b>350</b>	0	0	0	0	11	37	75	106	75	30	11	3	1	302	86.13	206	58.81	45	12.97	47.6	54.4
<b>0700</b>	<b>790</b>	3	2	3	6	63	146	240	218	80	20	7	2	1	567	71.81	268	34	29	3.709	43.5	49.7
0800	<b>777</b>	9	1	3	15	87	186	221	164	70	16	4	1	1	476	61.28	215	27.67	22	2.775	41.8	48.9
0900	<b>611</b>	9	0	0	2	53	149	181	139	56	17	4	2	1	400	65.37	184	30.08	24	3.903	42.6	49.2
1000	<b>605</b>	0	0	0	5	58	154	182	138	48	13	4	1	1	387	64.08	167	27.58	19	3.143	42.7	48.8
1100	<b>662</b>	0	0	0	6	90	191	179	123	51	15	3	2	1	373	56.39	164	24.81	20	3.044	41.7	48.5
1200	<b>719</b>	3	1	2	9	81	202	198	144	54	19	4	1	2	421	58.57	186	25.83	25	3.478	41.9	48.8
1300	<b>723</b>	0	0	2	10	91	193	198	140	68	15	4	1	1	427	59.03	193	26.72	20	2.806	42	49
1400	<b>778</b>	0	0	1	6	102	213	206	156	69	18	5	1	1	456	58.6	214	27.45	25	3.268	42.1	49
1500	<b>910</b>	5	2	3	13	100	241	242	188	85	22	6	1	1	545	59.97	256	28.18	31	3.361	42.1	49.1
<b>1600</b>	<b>991</b>	8	7	9	18	136	272	242	179	84	27	5	3	1	540	54.53	255	25.7	36	3.634	41.2	48.9
1700	<b>869</b>	95	17	11	21	114	202	178	135	65	20	7	2	2	410	47.18	198	22.83	31	3.568	37.4	48.5
1800	<b>663</b>	9	4	3	13	77	159	156	128	72	28	9	3	3	399	60.16	214	32.26	43	6.46	42.4	50.8
1900	<b>423</b>	0	0	0	2	43	111	104	90	47	17	7	2	2	267	63.2	142	33.56	27	6.381	43.4	50.8
2000	<b>305</b>	0	0	0	2	26	67	84	67	35	13	6	3	2	211	69.04	110	35.93	24	7.822	44.2	51.4
2100	<b>225</b>	0	0	0	1	18	49	58	47	28	13	5	3	3	157	69.63	88	39	24	10.53	44.9	52.3
2200	<b>159</b>	0	0	1	2	13	32	42	36	19	7	3	2	1	111	69.81	60	37.74	13	8.446	44.3	51.9
2300	<b>111</b>	0	0	0	0	7	20	27	27	16	7	4	1	1	84	75.51	51	46.15	14	12.18	45.9	53.9
<b>07-19</b>	<b>9097</b>	<b>141</b>	<b>35</b>	<b>37</b>	<b>123</b>	<b>1051</b>	<b>2307</b>	<b>2423</b>	<b>1853</b>	<b>801</b>	<b>230</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>5402</b>	<b>59.38</b>	<b>2514</b>	<b>27.63</b>	<b>325</b>	<b>3.573</b>	<b>41.7</b>	<b>49.1</b>
<b>06-22</b>	<b>10401</b>	<b>141</b>	<b>35</b>	<b>38</b>	<b>128</b>	<b>1149</b>	<b>2570</b>	<b>2744</b>	<b>2164</b>	<b>986</b>	<b>303</b>	<b>90</b>	<b>29</b>	<b>23</b>	<b>6339</b>	<b>60.94</b>	<b>3059</b>	<b>29.41</b>	<b>445</b>	<b>4.279</b>	<b>42.1</b>	<b>49.5</b>
<b>06-00</b>	<b>10671</b>	<b>141</b>	<b>35</b>	<b>39</b>	<b>130</b>	<b>1169</b>	<b>2623</b>	<b>2814</b>	<b>2227</b>	<b>1021</b>	<b>317</b>	<b>98</b>	<b>32</b>	<b>25</b>	<b>6534</b>	<b>61.23</b>	<b>3171</b>	<b>29.71</b>	<b>472</b>	<b>4.423</b>	<b>42.2</b>	<b>49.7</b>
<b>00-00</b>	<b>11121</b>	<b>141</b>	<b>35</b>	<b>39</b>	<b>132</b>	<b>1188</b>	<b>2691</b>	<b>2905</b>	<b>2337</b>	<b>1098</b>	<b>363</b>	<b>120</b>	<b>40</b>	<b>31</b>	<b>6895</b>	<b>62</b>	<b>3418</b>	<b>30.73</b>	<b>554</b>	<b>4.98</b>	<b>42.4</b>	<b>50</b>



SS1158 Port Rd Barry										Site	1	Location A4226 Weycock Road (51.411657, -3.304456)										
11 July 2023					to	17 July 2023					Direction	Two-Way										
										Speed Bins					Speed Limit (PSL)		ACPO (SL1)		DFT (SL2)			
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40 40	46 46	46 46	55 55	55 55	Mean Speed	85%ile Speed	

**Virtual Week**

Mon	<b>11906</b>	368	93	74	122	1160	2855	3117	2456	1134	357	110	39	21	7234	60.76	3496	29.36	527	4.426	41.6	49.7
Tue	<b>11960</b>	343	83	49	182	1417	2735	2999	2453	1123	389	118	40	29	7151	59.79	3596	30.07	576	4.816	41.6	49.8
Wed	<b>12310</b>	39	21	56	199	1334	3061	3198	2629	1219	336	135	42	41	7600	61.74	3767	30.6	554	4.5	42.6	49.8
Thu	<b>12649</b>	145	29	32	135	1401	2993	3430	2619	1237	416	126	52	34	7914	62.57	3814	30.15	628	4.965	42.5	49.9
Fri	<b>11617</b>	76	15	51	136	1398	2989	3048	2341	1053	344	108	37	21	6952	59.84	3327	28.64	510	4.39	42.2	49.4
Sat	<b>8938</b>	4	0	3	97	863	2097	2404	1995	929	348	122	42	34	5874	65.72	2981	33.35	546	6.109	43.4	50.4
Sun	<b>8466</b>	13	5	9	50	744	2108	2142	1869	990	348	123	31	34	5537	65.4	2942	34.75	536	6.331	43.6	50.9

**5 Day Average**

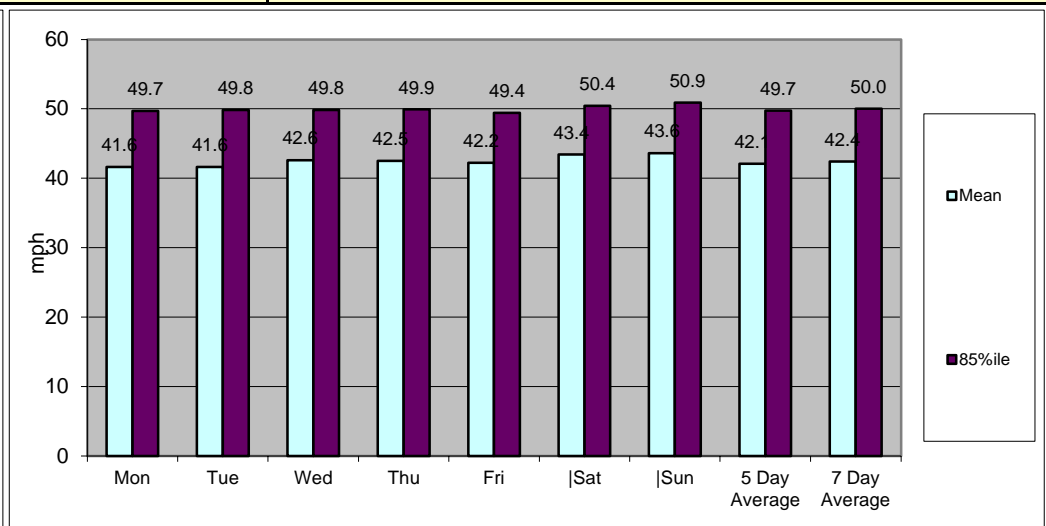
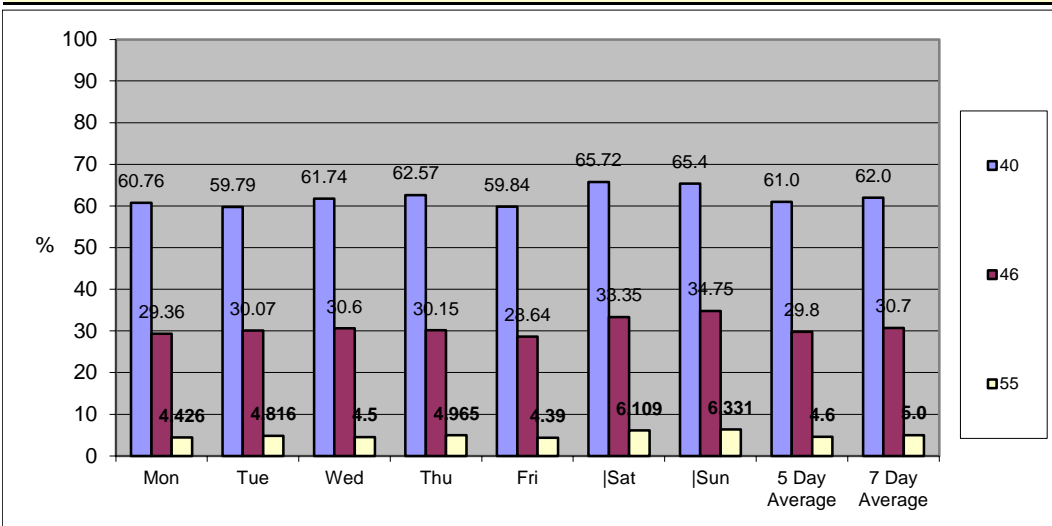
[--]	<b>12088</b>	194	48	52	155	1342	2927	3158	2500	1153	368	119	42	29	7370	61.0	3600	29.8	559	4.6	42.1	49.7
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**7 Day Average**

[--]	<b>11121</b>	141	35	39	132	1188	2691	2905	2337	1098	363	120	40	31	6895	62.0	3418	30.7	554	5.0	42.4	50.0
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**Total Vehicles**

[--]	<b>77846</b>	988	246	274	921	8317	18838	20338	16362	7685	2538	842	283	214	48262	62.0	23923	30.7	3877	5.0	42.4	50.0
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# Classification Schemes

## Scheme F Classification Scheme (Non-metric)

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

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





# Appendix C Illustrative Site Layout

**Weycock Cross, Barry**

**Transport Statement**

**Cardiff and Vale College**

SLR Project No.: 425.001380.0001

15 December 2023