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Leckwith Quays, Cardiff

Applicant Response to Highways Comments from the Vale of Glamorgan and the City and County of Cardiff (Planning Application Reference: 2020/01218/HYB)

Technical Note Included as part of the Environmental Statement, Appendix 4.4

Phil Worthing (instructed by Gareth Davies Project Services Ltd)

Project number: 60608933

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Quality information

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1. Introduction

1.1 Context

1.1.1 AECOM is working on behalf of Phil Worthing (instructed by Gareth Davies Project Services Ltd), herein referred to as the 'applicant', with regards to the redevelopment of an existing brownfield site for residential uses (circa 250 dwellings) at Leckwith Quays, Cardiff.

1.1.2 A planning application (Reference: 2020/01218/HYB) was submitted in October 2020 for the following:

"Hybrid planning application for residential development for up to 250 dwellings (submitted in OUTLINE), associated highway and bridge improvement / realignment works (submitted in FULL). Development involves the demolition of all buildings on site and of the existing B4267 Leckwith Road Bridge."

1.1.3 A Transport Assessment (TA) and Outline Travel Plan (OTP), both dated 24th March 2020, were prepared by AECOM and submitted with the planning application. AECOM also prepared the 'Highways and Transportation' chapter that was included in the Environmental Statement (ES), dated October 2020.

1.1.4 The preparation of these submissions followed extensive engagement with both the Vale of Glamorgan (VoG), as both the Local Planning Authority (LPA) and Local Highway Authority (LHA), and the City and County of Cardiff (CCC) (given part of the access arrangements and proposed new bridge fall within its administrative area). This included the following:

- Submission of a formal TA Scoping Note as part of a request for a formal screening opinion for an ES, submitted in October 2019. Comments from the VoG and CCC were received on 5th December 2019 and 31st January 2020 respectively, and were referenced in the preparation of the submissions.
- Submission of a draft planning application as part of the Pre-Application Consultation (PAC) process, undertaken from 20th May 2020 to 19th June 2020. The PAC submission included the TA, OTP and ES. Both the VoG and CCC were invited to comment on these submissions, although no responses were received.

1.1.5 The VoG has provided its response to the planning application on its 'Vale of Glamorgan Highway Authority Observation Sheet', dated 12th February 2020. CCC's comments, in response to those made by the VoG, are also included on this same document. The response is included at **Appendix A**. Whilst not referenced in the 'Vale of Glamorgan Highway Authority Observation Sheet', the applicant has been supplied separately with a 'Leckwith Quays Transport Assessment Review', dated 29th January 2020, prepared by a third-party consultant on behalf of the VoG. This is included at **Appendix B**.

1.2 Purpose and Structure of Technical Note

1.2.1 This Technical Note (TN) has been prepared in response to the comments raised in the 'Vale of Glamorgan Highway Authority Observation Sheet' and the 'Leckwith Quays Transport Assessment Review'. For ease of reference, the TN has responded to the comments in separate chapters, at **Chapters 2** and **3** respectively. This TN is included at **Appendix 4.4** of the ES Chapter.

2. Response to 'Vale of Glamorgan Highway Authority Observation Sheet' Comments

2.1 Introduction

2.1.1 This chapter responds to the comments raised in the 'Vale of Glamorgan Highway Authority Observation Sheet', included at **Appendix A**. The numbering of comments is as per the supplied format. The comments from both the VoG and CCC are reproduced verbatim below, together with the applicant response.

2.2 Comment 1

Comment from VoG

"Looking at the proposed junction along the B4267 it is considered that the standalone toucan crossing location is too close to signalised junction. It is felt that this will cause will be confusing for vehicles with see-through and will lead to capacity issues at Leckwith. It would be preferable to see cycle provision to be provided up to the junction and the standalone toucan crossing removed."

Comment from CCC

"Agree with this point. It needs to be demonstrated that the impact of this light controlled crossing will not adversely affect roundabout in terms of traffic build up, especially given their proximity to the other proposed light controlled junction. It may be these lights are not required or it needs demonstrated that sequencing of the various proposed light controlled aspects of scheme are acceptable. If the light controlled crossing is to be removed it needs to be evidenced that it will be acceptable in terms of, but not limited to, pedestrian safety and capability to accommodate users of Ely River Trail."

Applicant Response

2.2.1 The toucan crossing has been proposed to provide a safe and improved amenity for pedestrians and cyclists using the Ely Trail. This will represent a significant betterment for cyclists and pedestrians over the existing provision, which currently comprises an uncontrolled, refuge crossing (and a footway of inadequate width on the northern side of the road).

2.2.2 Whilst it will be possible for cyclists to use the new junction to cross the road, this will require cyclists travelling along the Ely Trail to undertake a significant diversion, across the bridge and back, a movement they are highly unlikely to undertake. Cyclists will instead be more likely to attempt to cross the road at the proposed crossing location in any case, following the desire line of the route. Therefore, some form of crossing will be required whether controlled or uncontrolled. A controlled crossing was considered and proposed in order to allow priority to be given to crossing pedestrians and cyclists over the vehicular traffic, and hence to help promote active travel and the safe use of the Ely Trail, in line with national and local policy objectives.

2.2.3 It is, however, accepted that the new signalised crossing will likely need to be coordinated with the existing signals at both Leckwith Interchange and the proposed site access junction, so that queue lengths and capacity are safely managed. This has been recognised at paragraph 7.7.16 of the TA, which states the following:

"In regard to the toucan crossing between the site access and Leckwith Interchange, it is considered that its operation can be coordinated with either one or both of the following junctions / controllers:

- *Site access junction: Toucan crossing runs (if called) at the same time as the site accesses to ensure there is no blocking back to the site access junction.*
- *Leckwith Interchange: Toucan crossing runs (if called) when the A4232 northbound off-slip is running to reduce risk of blocking back onto the Leckwith Interchange. Movements from the off-slip to the B4267 Leckwith Road are reasonably low, at 5-6 PCUs every 60 seconds during the PM peak hour, which, when stopped at the toucan crossing, would not extend back onto the circulatory."*

2.2.4 The incorporation of appropriate features (such as queue detection) and integration of the site access junction and Leckwith Interchange through an appropriate signal specification / controller will be subject to consultation and agreement with / between the VoG and CCC at the detailed design stage.

2.2.5 It is therefore considered that the crossing in the proposed format and identified location is the most appropriate and safe form of provision that can also be designed to be fully managed in the future. If it is requested that it is removed from the proposals, it must be duly considered that pedestrians and cyclists will still be likely to continue to attempt to cross unaided at the desire line.

2.3 Comment 2

Comment from VoG

"With regard to the signalised junction arrangement:

- *Signalised junction – left turns looks tight at the central island. The junction swept path tracking has been undertaken using a DB32 pantechnicon 9.570m length vehicle; the junction to be re-tracked using a 11.22m long refuse vehicle.*
- *The traffic calming (on the side arms) leading to the junction is not necessary and considered too close to the stop line.*
- *Right-turn taper looks short (turning right into the southern development), is this adequate based on a LinSig model?*
- *Do we require ASL's if there is an off carriageway facility, the removal of these this will go some way to marginally improve inter-visibility.*
- *Existing double yellow lines to be shown on future drawings."*

Comment from CCC

"No comments to make. It must be ensured that the light controlled junction does not adversely affect the roundabout junction, we have similar concerns as detail above for point 1. The cumulative impact of the light controlled junction and crossing needs to be fully considered in terms of its impact on the roundabout junction."

Applicant Response

2.3.1 The comments have been responded to in turn as follows:

- Signalised junction: Additional vehicle tracking has been undertaken for an 11.22m Refuse vehicle which is shown on Drawing 70053561-WSP-XX-XX-CR-DE-110 Sheet 2, included for reference at **Appendix C**. This demonstrates that the proposed layout can accommodate the left-turn movement of this larger vehicle on all arms of the junction. The tracking and kerb alignment can be further refined as part of the detailed design for technical approval.
- Traffic calming on the junction side arms: The traffic calming shown is part of the internal highway layout design, which is illustrative and will be agreed at the reserved matters stage. The traffic calming can be omitted from the design at that time, if deemed appropriate by the VoG / CCC.
- Right-turn taper: The right-turn lane lengths have been designed to accommodate the queue lengths forecast by the junction capacity assessment included as part of the TA. As identified at paragraph 7.7.4 of the TA, the maximum level of demand for right-turn movements to the south-eastern and north-western site accesses is forecast to be 12 and 31 Passenger Car Units (PCUs) respectively. Based on a cycle time of 90 seconds (as modelled in the TA), there will be 40 cycles per hour. On this basis, the demand for right-turn movements to the south-eastern and north-western site accesses will not exceed 1 PCU per cycle. The storage capacity for right-turn movements on these arms is 11.5m (2 PCUs) and 18.5m (3 PCUs) respectively (not including for storage areas in front of the stop line). Therefore, the demand for right-turn movements will be accommodated by the proposed storage, with sufficient reserve capacity.
- Advanced Stop Lines (ASLs) at the junction: Even though off-carriageway cycle provision is catered for within the design, there will always be those cyclists who will choose to ride on-carriageway. It is good practice therefore to provide ASLs for these cyclists. They are not mandatory however, and could be removed from the design, if deemed appropriate by VoG / CCC.

- Double yellow lines: The provision of double yellow lines can be incorporated into the detailed signs and road markings design as part of the technical approval process to ensure parking is adequately controlled.

2.4 Comment 3

Comment from VoG

"The proposed realignment of the B4267 with a relocated bridge and embankment has been designed with several departures from the DMRB standards for vertical and horizontal alignment. Although it is proposed to reduce the speed limit down to 30mph it is felt that a more robust signing strategy is required to enforce the vehicle speeds.

- *Speed limit signs to be on yellow backing boards.*
- *A 2m wide central island, incorporating back to back speed limit sign (leaving 3.65m running carriageways).*
- *Provision of an aluminum bend warning sign, inset in a VAS housing, with LED slow / araf lettering, augment with bilingual slow road markings.*
- *Provision of 30mph VAS LED roundel signs."*

Comment from CCC

"We have concerns that the signage on the northern side of the bridge, towards the roundabout, may affect the SSD. We would expect the applicant to demonstrate the necessary signage can be positioned acceptably without affecting SSD."

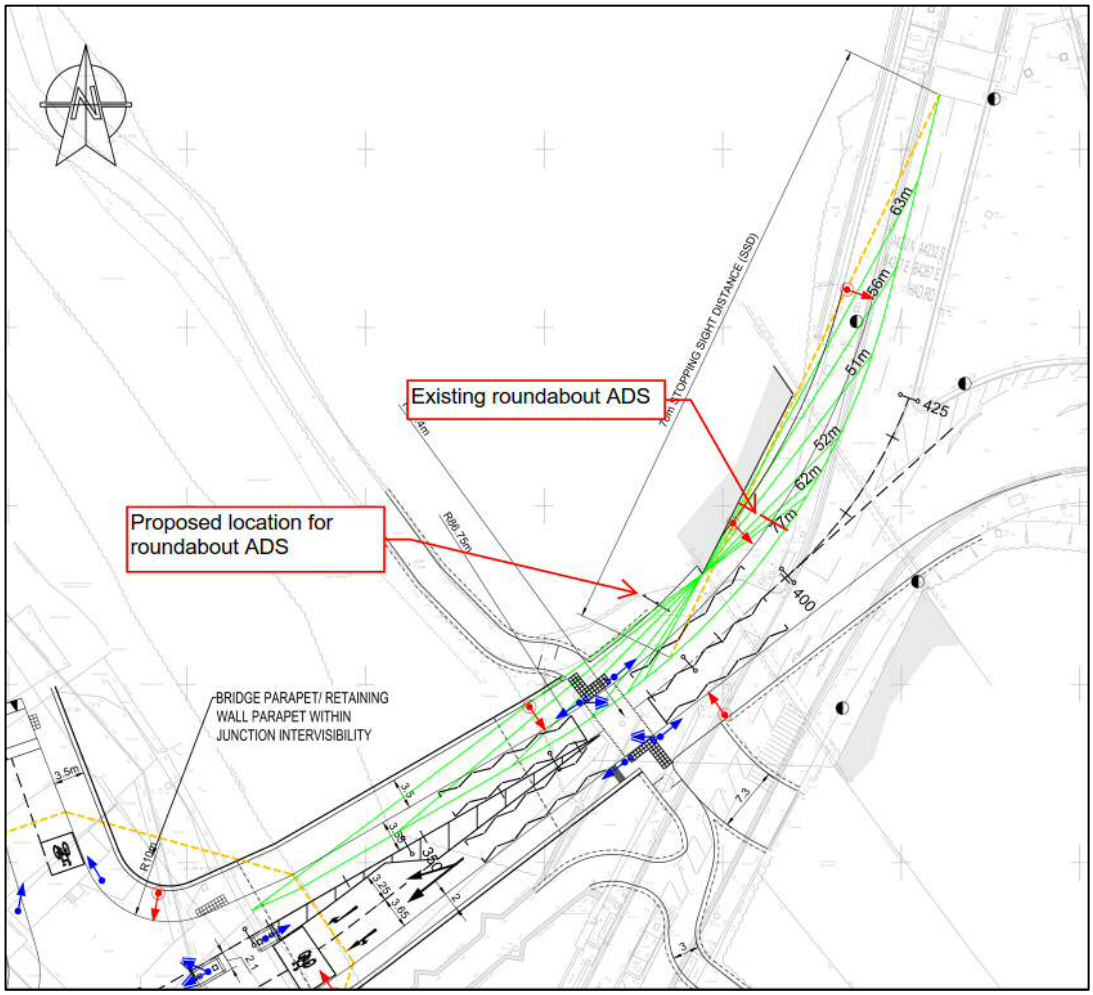
Applicant Response

2.4.1 The comments have been responded to in turn as follows:

- Speed limit signs on yellow backing boards: Agreed, this will be part of the detailed signs and road markings design, as part of the technical approval process.
- Central island: The design currently includes a long, hatched ghost island. This could be replaced with a physical central Island leaving 3.65m running lanes but the length of the island will need careful consideration to ensure that in the event of a vehicle break down, other vehicles can still pass at the island location. Long physical islands usually need to ensure that a minimum of 5.5m is retained to allow a stationary vehicle to be passed. This can be reviewed and included within the detailed design for technical approval.
- Vehicle Activation Sign (VAS): Agreed, a VAS at this location will enhance road safety. This will be part of the detailed signs and road markings design, as part of the technical approval process.
- Roundabout approach Stopping Sight Distance (SSD): The existing roundabout approach ADS is located beneath the A4232 bridge deck and will need to be relocated to accommodate the revised highway approach. SSD on the roundabout approach has been reviewed and details are contained in the submitted document 'Development at Leckwith Quay; B4267 Highway Alignment, Relaxations and Departures'. Appendix A of that document includes Drawing 70053561-WSP-XX-XX-CE-DR-103 which shows the SSD envelope on the proposed roundabout approach. Inset A of that drawing reproduced below, indicates the existing and proposed location for the ADS. The mounting height of the proposed ADS will be increased from the existing (constrained by the bridge headroom) to ensure no obstruction to forward visibility. The exact location of the sign will be agreed as part of the detailed design of the scheme for technical approval.

Existing ADS on roundabout approach

Extract from Drawing 70053561-WSP-XX-XX-CE-DR-103 (Development at Leckwith Quay; B4267 Highway Alignment, Relaxations and Departures; Appendix A; ')



2.5 Comment 4

Comment from VoG

"Looking at the shared cycle / pedestrian facilities shown, considering the existing active travel cycle route facilities, the proposed links to the Northern & Southern development areas and the proposed shared link up the B4267 to Leckwith hill it is considered more appropriate to run the 3.5m wide shared cycle / pedestrian surface on the Southern side of the proposed bridge."

Comment from CCC

"We agree with point."

Applicant Response

2.5.1 As discussed at Section 3.3 of the TA, the proposed arrangements include the following provision northeast of the junction:

- A 3.5m shared footway / cycleway on the northern side of the carriageway, between the proposed site access junction and the Ely Trail, which will continue northeast to tie-in with provision at Leckwith Interchange; and
- A 2m footway on the southern side, between the proposed site access junction and the Ely Trail. Northeast of this, the footway will widen to 3.5m to provide a shared footway / cycleway to tie-in with the existing provision at Leckwith Interchange.

2.5.2 The provision of the shared footway / cycleway lane on the northern parapet side of the bridge has been considered carefully. The position of the bridge is critical and is constrained to the south by the existing listed masonry bridge. The southern footway cannot therefore be widened (being already very close to the existing bridge) and therefore the whole alignment would need to move north to accommodate the southern footway. This in turn would exacerbate the Departure in Standard near side lane SSD already required for the proposed alignment on the approach to the roundabout, caused by the A4232 bridge abutment. The current alignment requires a Departure in SSD to 52m. This would be further reduced if the alignment were moved north to accommodate a wider footway / cycleway on the southern side of the bridge.

2.5.3 Furthermore, the arrangement suggested by the VoG / CCC is not considered conducive to facilitating efficient cycle movements, particularly those to / from the north-western development area. Under the arrangement suggested by VoG / CCC, cyclists routeing northeast would be required to cross at the site access junction to utilise the shared footway / cycleway on the southern side of the bridge, and continue towards the point at which the Ely Trail meets the B4267 Leckwith Road. For movements to the northern section of the Ely Trail, cyclists would then need to undertake a further crossing movement, resulting in two crossing movements within a distance of 60m; this is considered highly inefficient and inconveniences active travel, in contravention of national and local policy objectives. Whilst the suggested arrangement would provide a shared footway / cycleway between the site access junction and Leckwith Interchange, this would not be a betterment over the arrangement proposed (as a shared footway / cycleway between these points is already proposed), rather it would be a detriment by introducing a requirement for a crossing movement to be undertaken (that is not present in the proposed arrangement). The arrangement proposed is therefore considered to be the most appropriate in accommodating desire lines to / from the north-western development area in a balanced and efficient manner.

2.5.4 Whilst a shared footway / cycleway on the south side of the bridge would serve desire lines to / from the south-eastern development area, these are already accommodated via the off-carriageway pedestrian / cycle link that will utilise the existing listed bridge; this serves the heart of the south-eastern development area and provides convenient, off-carriageway connections. Through movements at the junction are accommodated via ASLs and dropped kerbs northeast / southwest of the junction (for access to the proposed shared footway / cycleways).

2.5.5 Overall, the proposed arrangements, as a comprehensive package, maximise opportunities for pedestrian / cyclist provision and connections within the constraints of the realignment and bridge construction, and will ensure that existing links between Leckwith Interchange and the Ely Trail are maintained and new provision is an improvement for cyclists and pedestrians, supporting national and local policy objectives.

2.6 Comment 5

Comment from VoG

"Looking at both access roads off the proposed B4267 junction they are shown to be raised extending down each side at gradient to the development. More information is required for the proposed embankments (1:4 gradient) and how they interact with the existing topography and the Ely River so that they are protected from wash out and do not adversely affect the river flows up or down stream."

Comment from CCC

"No comments to make."

Applicant Response

2.6.1 The proposed embankments and retaining wall arrangement are shown on the submitted general arrangement drawing 70053561-WSP-XX-XX-DR-CE-102GA OP2 and bridge general arrangement drawing 70053561-002. The bridge abutment reinforced soil wing walls are shown extending along the side road lengths, on the river side to retain the proposed road level difference and protect the road from erosion by the river.

2.7 Comment 6

Comment from VoG

"Consideration need to be given to the proposed controlled junction system, will this be linked into the telematics system at the Leckwith interchange operated by Cardiff County Council. The proposed system needs to take account of CCTV or traffic flow cameras as required and appropriate real time intelligent traffic control systems including variable and informative messaging signage."

Comment from CCC

"See response to point 1. Applicant is advised to contact: D.Kinnaird@cardiff.gov.uk to discuss light sequencing."

Applicant Response

2.7.1 As per the response to Comment 1, the incorporation of appropriate features (such as queue detection) and integration of the site access junction and Leckwith Interchange through an appropriate signal specification / controller will be subject to consultation with / between the VoG and CCC at the detailed design stage and formally agreed as part of the technical approval process .

2.8 Comment 7

Comment from VoG

"With regard to public transport facilities looking at the plans provided:

- *No immediate access to local bus services (the walk across the roundabout to the stops located by Asda is, I would consider, not very attractive);*
- *No pick up / drop off points for school transport (assuming catchment will be St Cyres for this estate – where will pupils catch the bus? Similarly I assume Llandough Primary will be catchment primary school);*
- *With 250 dwellings we may require a lot of school transport as only Cardiff schools are in walking distance and all Vale schools would require school transport.*
- *Site could lend itself to an e-bike hire docking station – this would help with AT journeys into Cardiff City Centre.*

The lack of provision of laybys for passenger transport services and that passenger will have to walk across an extremely busy roundabout to catch a bus that will take them back past the estate they live on to get them into the Vale."

Comment from CCC

"No comments to make since this is mainly a VoG matter. CC do, however, fully support this stance in order to reduce private car trips into Cardiff."

Applicant Response

2.8.1 The comments have been responded to in turn as follows:

- Quality of links to bus services: Access to bus services is discussed at Section 2.8 of the TA. The nearest stops to the site are the 'Hadfield Road' bus stops located on the B4267 Leckwith Road, accessed via Leckwith Interchange and within reasonable walking distance. As discussed at Section 2.6 of the TA, Leckwith Interchange contains a comprehensive network of toucan crossings and links, developed and improved over the recent years to enable a safe range of movements by foot / cycle. The investment and design into this connected network is assumed to have been extensively undertaken in order to provide a safe and attractive route across the junction. Connections to Leckwith Interchange will be improved as part of the proposed site access arrangements.
- Pick-up / drop-off points for school transport: It is not a typical requirement for residential development to provide pick-up and drop-off points for school transport. School catchments and school developments change over time and the availability and choice will be different between now and the completion of construction. The provision of travel support to schools and the choice of schools of attendance are also matters that are under review. Therefore, it cannot be reasonably forecast where any future families may attend schools. What the development can provide is a comprehensive active travel network, as required by policy, to ensure there is a sufficient and safe choice available. Furthermore, it is understood that the VoG policy is to request sustainable travel improvement contributions as a 'roof tax' to implement network improvements rather than try to secure both improvements and the contributions. In the case of this development, the provision of a multi-modal replacement bridge structure far out shadows any potential sustainable travel contributions.
- E-bike hire docking station: This request seems to contract previous comments concern for the connections through Leckwith Interchange, with this request actively encouraging it and seeking contributions for enhancing walking / cycling take-up through this route. As set out in the above (with regards to the 'roof tax'), VoG has a publicly stated approach for securing contributions for active travel and to seek the improvements and financial contribution would be unfair and double-counting. In this case, due to the proposed provision of a sustainable travel connection to Cardiff in the form of a bridge, no further contributions will be made. Notwithstanding this, the applicant does understand the importance of enhancing sustainable travel and has actively promoted it within the design of the external and internal road network. The applicant may consider the safeguarding of an area of land for a docking station and this could be made at the reserved matters stage, although delivery of such infrastructure would be by the VoG via any already gathered or forthcoming financial contributions to sustainable transport.

2.9 Comment 8

Comment from VoG

"With regard to the development estate roads and layout based on the preliminary masterplan drawings provided:

- *Due to the long narrow topography of the development site the primary feeder roads are shown to be long and straight; in line with Manual for Streets the length of these roads shall be limited to 70m before a change in direction with the inclusion of a shared surface/raised square area.*
- *The proposed layout to be checked and tracked for a 11.220m refuse vehicle through all category roads.*
- *The indicative layout shown provides for 300 car spaces – based on the VoGCC maximum parking standards there seems to be a shortfall.*
- *It is not clear if the proposed estate road leading off the northern access into the development is to be adopted. What has been shown would not be acceptable to VoGCC standards, there would also be problems for large vehicles needing to turn around and exit out onto the B4267 in a forward gear."*

Comment from CCC

"No comments to make."

Applicant Response

2.9.1 The internal road arrangement is presented as illustrative and the final detail will be agreed at the appropriate reserved matters stage. The detailed points above are noted and will need to be considered and addressed at that time.

3. Response to 'Leckwith Quays Transport Assessment Review' Comments

3.1 Introduction

3.1.1 This chapter responds to the comments raised in the 'Leckwith Quays Transport Assessment Review', included at **Appendix B**. The 'Review' includes discussion on a number of key topic areas, including clearly defined recommendations for the applicant to address. The recommended actions are reproduced verbatim below, with numbering added for ease of reference. The applicant response to these are provided, including reference to wider commentary within the 'Review', as appropriate.

3.2 Topic 1: Highway Operational Conditions

Recommended Action

"It is advised that the raw survey data is submitted separately or included as an appendix to the TA in order to examine the network flows across the time period at which the surveys were undertaken."

Applicant Response

3.2.1 The raw traffic survey data for the study area network is included at **Appendix D**. A summary is included that provides the junction inflows at surveyed locations, to demonstrate that the peak hour time periods selected for assessment are appropriate.

3.3 Topic 2: Road Safety

Recommended Action

"The road safety analysis uses data for the period 1st January 2014 – 31st December 2018. It is understood that more recent collision data is snow available. It is recommended that the injury collision analysis is updated to include the most recent data set available."

Applicant Response

3.3.1 The road safety analysis included in the TA was undertaken towards end of 2019 in preparation for the PAC submission in 2020. At that time, the current level of data was only available to the end of 2018. Given the timeframes involved in preparation and undertaking of assessments, and the lengthy period experienced for receiving the consultation responses, it is not unreasonable or indeed outside of normal practice for analysis to not reflect the latest available data at the time of planning submission. The analysis presented in the TA at planning submission in October 2020 is as per that presented in the PAC submission in May 2020. Neither the VoG nor CCC commented on this matter when presented with the analysis at PAC.

3.3.2 Notwithstanding the above, AECOM has undertaken a review of online-accessible data (using the 'Crashmap' resource) for 2019 and 2020, to identify whether there have been any additional Personal Injury Collisions (PICs) in the study area that could potentially have a material effect on the conclusions of the analysis undertaken in the TA. These have been assigned to the discrete 'sites' examined as part of the TA for consistency and ease of reference, and are summarised in **Table 3-1**.

Table 3-1: Personal Injury Collisions in Study Area in 2019 / 2020

Site No.	Description	Date	Severity	Comments
1	B4267 Leckwith Road / Sloper Road / Broad Street Junction	15/10/2019	Slight	Child pedestrian casualty
2	B4267 Leckwith Road / Lawrenny Road Junction	16/06/2019	Slight	Pedestrian casualty
3	B4267 Leckwith Road / Fford Fred Keenor Junction	02/02/2019	Serious	Pedestrian casualty
7	B4267 Leckwith Road / Pen-y-Turnpike Road Junction	10/02/2020	Slight	Two vehicle collision (cars)
8	B4267 Leckwith Road, between Pen-y-Turnpike Road and UHL	23/03/2020	Slight	Two vehicle collision (car and motorcycle)
10	Merrie Harrier	18/03/2019	Slight	Four vehicle collision (all cars)

3.3.3 **Table 3-1** shows that six PICs were recorded in the study area during the two-year period from 1st January 2019 to 31st December 2020, of which one was 'serious' and five were 'slight'. These were recorded across six sites examined as part of the TA. Three PICs involved a pedestrian casualty; the locations at which these were recorded all incorporate an appropriate level of crossing provision. **Table 3-2** provides a comparison of the number of PICs per annum at the 'sites' as reported in the TA, averaged across the years considered, with that rate identified for the 2019 / 2020 data now being examined.

Table 3-2: Comparison of Annual Personal Injury Collision Rates

Site No.	Description	PICs per Annum 2014 – 2018	PICs per Annum 2019 – 2020
1	B4267 Leckwith Road / Sloper Road / Broad Street Junction	1.6	0.5
2	B4267 Leckwith Road / Lawrenny Road Junction	0.8	0.5
3	B4267 Leckwith Road / Fford Fred Keenor Junction	0.8	0.5
7	B4267 Leckwith Road / Pen-y-Turnpike Road Junction	0.8	0.5
8	B4267 Leckwith Road, between Pen-y-Turnpike Road and UHL	0.8	0.5
10	Merrie Harrier	0.4	0.5

3.3.4 **Table 3-2** shows that, with the exception of Site 10 (Merrie Harrier), all locations experienced a reduction in the annual PIC rate between 2019 and 2020, when compared with the analysis contained in the TA. A marginal increase was recorded at Site 10, but the rate remains very low. The reductions could be partly explained by a reduction in travel demand during the COVID-19 pandemic (relevant to the 2020 data). In any event, it is considered that no further analysis of the data is required and that the conclusions of the analysis set out in the TA remain valid.

3.4 Topic 3: Public Transport

Recommended Action

"It has been noted that the bus and train timetable information is outdated. The bus time table references September 2019. It is acknowledged that public transport may be disrupted due to Covid-19, however, it is advised that all timetable information is updated to reflect the current service availability."

Applicant Response

3.4.1 The analysis of public transport timetables was undertaken in September 2019, prior to the COVID-19 pandemic, and is therefore considered to represent 'normal' conditions. Numerous operators have made temporary changes to their services (such as frequency and routeing) in response to changes in customer demand arising from restrictions associated with the COVID-19 pandemic; these will be reviewed by operators as part of their COVID-19 recovery plans. Temporarily amended timetables are not considered to represent 'normal' conditions and therefore should not be used as the basis of assessment of the level of site accessibility to services in the future.

3.5 Topic 4: Access Strategy

Recommended Action

"It is recommended that consideration be given to the removal of crossing on the B4267 directly on the junction be removed which would increase the stacking capacity at the junction for right turn movements. It is also recommended that the proposed access design be subject to a Stage 1 Road Safety Audit."

Applicant Response

3.5.1 It would appear that the VoG's consultant has not fully understood what the proposals for the site access junction entail. It references the provision of signalised crossings at the junction itself together with a signalised crossing at the Ely Trail; this is not the proposed arrangement. The arrangement referenced by the VOG's consultant relates to the discussion on 'Site Access Options Assessment' at Section 7.7 of the TA (and the initial design at Appendix I of the TA). The final proposed arrangement is discussed at Section 3.3 (Access Strategy) of the TA (and the design at Appendix C of the TA); this entails uncontrolled crossings at the junction together with a signalised crossing at the Ely Trail.

3.5.2 Notwithstanding the above, we have reviewed the recommendation to increase capacity for right-turn movements from the B4267 Leckwith Road to the development areas, with reference to the proposed design (see Appendix C of the TA). As discussed in the response to the VoG / CCC at **Chapter 2** (Comment 2), the right-turn lane lengths have been designed to accommodate the queue lengths forecast by the junction capacity assessment included as part of the TA. As identified at paragraph 7.7.4 of the TA, the maximum level of demand for right-turn movements to the south-eastern and north-western site accesses is forecast to be 12 and 31 Passenger Car Units (PCUs) respectively. Based on a cycle time of 90 seconds (as modelled in the TA), there will be 40 cycles per hour. On this basis, the demand for right-turn movements to the south-eastern and north-western site accesses will not exceed 1 PCU per cycle. The storage capacity for right-turn movements on these arms is 11.5m (2 PCUs) and 18.5m (3 PCUs) respectively (not including for storage areas in front of the stop line). Therefore, the demand for right-turn movements will be accommodated by the proposed storage, with sufficient reserve capacity.

3.5.3 Road Safety Audits (RSAs) will be undertaken at the reserved matters stage and through the technical approval process.

3.5.4 Whilst not a recommendation, it is acknowledged that the VoG's consultant suggests an assessment of a scenario that considers the potential implications of the bridge not being replaced and resultant closure. This is a complex and extensive assessment, deemed far beyond the reasonable and justifiable requirements of this scale of the development. The applicant has considered an extensive network of junctions, more than typical for similar scale developments elsewhere, employing detailed assessments. What can be confirmed is that the junctions in the VoG which are of concern to the LHA, and that have been assessed in the TA, would all experience far more demand and detriment to capacity should the bridge be closed. This demand would far outweigh the limited impact forecast by the development.

3.5.5 The development is being continually reviewed in snapshot against the low impact on the network, but should be reviewed in the extent of the wider picture, with the provision of a new bridge structure or with one of the key routes to Cardiff potentially being severed in the near future. The identification of impacts from such a closure and the decision itself is for the VoG / CCC to consider, not the applicant.

3.6 Topic 5: Parking Provision

Recommended Action

"The proposed residential dwellings fall within the Vale of Glamorgan and therefore, it is recommended that their parking standards are applied. The 2008 CSS standards adopted by the VoG recommended that 'maximum' car parking standards should be used and that there should be further discussion on parking matters with the LPA and Highway Authority."

Applicant Response

3.6.1 Parking provision will be set out in accordance with the adopted parking standards and agreed with the LHA at the reserved matters stage, with appropriate allowances made given its proximity to Cardiff.

3.7 Topic 6: Planning Policy Review

Recommended Action

"It is recommended that the emerging NDF is considered in the TA."

Applicant Response

3.7.1 The *Future Wales: The National Plan 2040* (referred to as the 'National Development Framework' by the VoG's consultant) was published by the Welsh Government (WG) in February 2021. It sets out the direction for development in Wales to 2040. Key transport ambitions include making *"a Wales"* where people *"live and work in connected, inclusive and healthy places"*, *"live in places where travel is sustainable"* and *"live in places which are decarbonised and climate resilient"*.

3.7.2 Policy 12 relates to 'Regional Connectivity'. It makes reference to the following:

"Active travel must be an essential and integral component of all new developments, large and small. Planning authorities must integrate site allocations, new development and infrastructure with active travel networks and, where appropriate, ensure new development contributes towards their expansion and improvement.

3.7.3 The proposed development places active travel at the heart of its access strategy, delivering improvements to walking and cycling for both existing and future users.

3.7.4 Other policies identified within the review relate to national infrastructure and specific growth areas and are not considered to be of significant relevance to the scale and location of the proposed development.

3.7.5 Notwithstanding the above review and evidence of compliance, it should be remembered that the scheme was subject to PAC in May 2020 and the planning application submitted in October 2020. The delays in consultation response times outside of the statutory requirements cannot be adequate justification for requests to include changes in policy formally issued after the submission date.

3.8 Topic 7: Vehicle Trip Generation

Recommended Action

"It is therefore recommended that further parameters with regard to population within the immediate vicinity of the site be applied and further justification of the proposed vehicular trip rates be provided."

Applicant Response

3.8.1 The trip rates for assessment were presented to the VoG / CCC both within the TA Scoping Note (September 2019) and as part of the PAC submission (May 2020); no response to the trip rates was supplied by the VoG / CCC.

3.8.2 Section 5.2 of the TA provides a summary of the criteria applied for the TRICS analysis. The 'Houses Privately Owned' dataset has been utilised. This includes sites with no more than 25% affordable housing provision. Under VoG policies, affordable housing for the location of the proposed development is required at a level of 40% affordable housing. Affordable housing is typically a lower generator of vehicle trips when compared with private housing. No account has been taken of the higher level of affordable housing that would be required for the proposed development (when compared with TRICS sites), and therefore the use of the 'Houses Privately Owned' dataset is considered to be highly robust. Sites with a Travel Plan (TP) were omitted from analysis. The proposed development includes an OTP and therefore the effects of such mitigation are not included for in trip rates, which is considered appropriate (as this is applied in the 'Do-Something' scenarios).

3.8.3 The VoG's consultant has highlighted that no adjustments have been made to the population parameters within TRICS. It recommends that these be adjusted together with an expansion of the survey date range to ensure a suitable sample size. The VoG provides the resultant trip rates from its own analysis, based on inclusion of surveys dating back to 2000, but does not include details of the selections that have been applied with regards to the population parameters, so the applicant cannot consider these in detail at this time.

3.8.4 The *TRICS Good Practice Guide 2021*, published in December 2020, provides guidance to users with regards to the use of older TRICS data. As is standard in TRICS, a default minimum cut-off date of eight years prior to the release of the release year of the version of TRICS utilised is applied. Paragraphs 9.3 to 9.5 of the guide raises concerns regarding the expansion of date ranges. TRICS undertook a review of changes in trip rates over time, including in reference to the 'Houses Privately Owned' dataset, identifying a general reduction in vehicular trips and a general shift towards non-vehicular modes. It states:

"Users are encouraged to obtain a statistically sound survey sample without the need to amend the default survey date cut-off wherever possible. More recent data within the TRICS database can be considered more representative of current trip generation levels when assessing a new development scenario, with older TRICS data being more representative of historic trip generation levels."

3.8.5 The expansion of the survey date range to some 21 years, and 13 years beyond the default best practice setting, is therefore not considered to be appropriate. The applicant has applied robust criteria with regards to the housing type and has not taken account of the potential effects of travel planning on trip rates as part of the selection (as these are applied in 'Do-Something' scenarios). A balanced approach has been taken to the site selection parameters, ensuring appropriate relaxations are applied to ensure a reasonable sample size.

3.8.6 Whilst the VoG's consultant has not supplied outputs from TRICS to enable a detailed review, it is considered that the two-way trip rates quoted by the VoG's consultant (of 0.634 for the weekday AM peak hour and 0.640 weekday PM peak hour) are considered highly excessive for the development location and characteristics. Furthermore, the rates utilised in the TA are themselves higher than those accepted by the VoG on neighbouring schemes, and these are discussed below.

3.8.7 A search of the planning portal has identified an outline planning application submitted for a scheme comprising 576 dwellings and a primary school on 'Land at Upper Cosmeston Farm' (Reference: 2020/01170/OUT), located around 6.5km to the south of the proposed development. The submission includes a TA (dated August 2020), appropriate reference to which has been made in this discussion. As per the proposed development, the site is located on the edge of an urban area, in this case Penarth. However, when compared to the proposed development, this is located significantly further from Cardiff (a key destination for employment and other trips), distances to which are likely to make active travel unattractive to many users. The proposed development is also in closer proximity to rail services (1.1km compared with 2.5km) and offers a similar level of accessibility to bus services. The proposed development benefits from a greater range of day-to-day facilities within walking distance.

3.8.8 Chapter 6 of the 'Land at Upper Cosmeston Farm' TA includes discussion on residential trip rates, presenting those derived from analysis of TRICS and 'local' trip rates derived from a survey of a neighbouring residential development. A comparison of these rates with those assessed in the TA for the proposed development is provided in **Table 3-3**

Table 3-3: Comparison of Two-Way Vehicle Trip Rates

Time Period	Two-Way Vehicle Trip Rates (per dwelling)		
	Proposed Development	Land at Upper Cosmeston Farm	
		TRICS	Local
Weekday AM Peak Hour	0.530	0.511	0.479
Weekday PM Peak Hour	0.510	0.467	0.449

3.8.9 In all cases, it can be seen that the vehicle trip rates used in the assessment of the proposed development are higher than those used in the assessment of 'Land at Upper Cosmeston Farm'. It is recognised that the application for the scheme has not yet been consented but, from a review of the correspondence and consultation referenced within the corresponding TA, it appears that the trip rates used in the assessment have been accepted by the VoG.

3.8.10 Overall, the recommendation to prepare revised forecasts based on trip rates presented by the VoG's consultant is neither appropriate nor required. The vehicle trip rates presented in the TA are considered robust with reference to the characteristics of the development and when compared with the trip rates accepted by the VoG on neighbouring schemes. Furthermore, neither the VoG nor CCC raised issues with the trip rates when provided with the opportunity at both the scoping and PAC submission stages.

3.9 Topic 8: Modal Share

Recommended Action

"It is therefore recommended that modal share information be derived from the MSOA locality based on NTM / NTEM data."

Applicant Response

3.9.1 The use of data from the NTM / NTEM is just one of a number of acceptable industry practiced methods that can be used by professionals to derive multi-modal trip generation forecasts. Irrespective of the dataset used, any derived mode share and associated forecasts are ultimately for the purposes of informing an indicative baseline for setting of targets in the OTP, and will be subject to review and potential update following a baseline travel survey (as set out in Chapter 8 of the TA). The use of the dataset outlined bears no impact with regards to the traffic impact assessment or their conclusions.

3.9.2 Therefore, an update to the multi-modal forecasts and associated indicative mode share is not considered necessary. Furthermore, it is acknowledged that, in its commentary with regards to the Transport Implementation Strategy (TIS) (at Topic 13), the VoG's consultant has stated that the proposed mode share (which is based on the methodology at Chapter 8 of the TA) is acceptable.

3.10 Topic 9: Traffic Distribution

Recommended Action

"It is however, recommended that it is clarified as to whether average proportions of the two MSOA area have been applied and how the internal trip distribution within the individual MSOA's from which distribution has been applied has been derived."

Applicant Response

3.10.1 We can confirm that the data extracted from the 2011 Census for the two Middle Super Output Areas (MSOAs) was combined for the purposes of analysis, which is considered reasonable. This is as presented to the VoG / CCC at scoping and PAC submission.

3.10.2 Where necessary, owing to the size of the MSOA (i.e. where multiple origins / destinations within an MSOA were considered likely), a further breakdown of the MSOAs was undertaken to the Lower Super Output Area (LSOA) level. This analysis is included at Appendix F of the TA.

3.11 Topic 10: Football Match Days

Recommended Action

"It is however recommended that further information as to the potential impact of match day movements on the site access / Leckwith Interchange junction be investigated to ensure that any safety / operational constraints can be captured and incorporated within the proposals."

Applicant Response

3.11.1 The recommendation of the VoG's consultant is in contradiction to its statement in the preceding paragraph of its response at paragraph 5.7, which states:

"It is accepted that the vehicular movements associated with the development are likely to have an immaterial proportional impact on the local highway network during match days compared to the background movements."

3.11.2 By its own admission, the VoG's consultant accepts that the proposed development is likely to have *"an immaterial proportional impact"* on match days. This is due to the fact that match days take place on weekends or evenings, outside of the nationally accepted weekday AM and PM peak hours assessed as part of residential developments.

3.11.3 The applicant has made its position on the requirement for a match day assessment clear during scoping discussions. Appropriate analysis was presented at PAC submission to respond to the request of the VoG / CCC to undertake an assessment, to which no response was supplied.

3.11.4 With reference to Section 5.3 of the TA, the vehicle trip generation of the proposed development during Saturday peak periods is forecast to be well below that of the weekday peak periods, ranging from around 50-75 fewer vehicle trips. Over the 12-hour period, the proposed development is forecast to generate 500 fewer vehicle trips on a Saturday than a weekday. The TA has considered the impact of the proposed development on the study area network during its peak hours of traffic generation, as is the industry normal practice, enabling Local Authorities to consider the worst-case traffic scenario. In this way, by default, the non-peak traffic impacts are considered acceptable. On football match days, the performance of the network and any capacity issues during associated hours is generally attributable to traffic to / from Cardiff City Football Club (CCFC), which will have been considered acceptable to the VoG and CCC in its decision to grant planning consent to the CCFC stadium. The stadium application would have been rigorously tested to ensure that such a large-scale development was situated, as required by local and national policy, in a highly sustainable location. There is an existing wide range of high-quality sustainable travel opportunities, with the stadium benefitting from a nearby train station, bus routes, and walking and cycling routes.

3.11.5 The traffic associated with the proposed development will account for a very small proportion of traffic on the network during these periods and will not result in a material change to conditions that are generally attributable to traffic to / from CCFC. This is considering a case where residents would continue to drive during match day conditions. Notwithstanding this immaterial level of traffic, the likely reality is that local residents will be aware of match days and plan their day-to-day needs accordingly. The local conditions on match days are such that residents may choose not to travel by car or select an alternative travel choice. This is in keeping with national and local policy to force a travel choice away from private car use, where driver convenience is no longer protected. The site is located adjacent to a sustainable travel network which will provide both match attendees and future residents with high quality alternatives to driving.

3.11.6 Further assessment of the impact of the proposed development on football match days is therefore neither appropriate, nor required.

3.12 Topic 11: Committed Development

Recommended Action

"It is recommended that as part of any future TA revisions that the cross referencing of Appendices be corrected."

Applicant Response

3.12.1 It is recognised and accepted that the reference within the main body of the TA is incorrect. For the avoidance of doubt, details of the committed development are included at Appendix G of the TA. Revisions to the TA to address this minor error are not considered appropriate, and no future TA revisions are to be made.

3.13 Topic 12: Leckwith Road Junctions

Recommended Action

"It is therefore recommended that the model also takes into account the signalised junctions along Leckwith Rd up to Sloper Road to ensure that this does not have a material impact on the operation of Leckwith Road in future year scenarios with the inclusion of movements associated with the proposed development."

Applicant Response

3.13.1 *Technical Advice Note 18: Transport* (TAN 18), as a broad guide, considers a 5% increase in traffic using any link of a junction as material and requiring further assessment. This formed the basis of the scope of capacity assessment proposed to the VoG / CCC in the TA Scoping Note (September 2020), as followed in the PAC submission (May 2020), to which the VoG / CCC did not respond.

3.13.2 With reference to Table 7.1 of the TA, it can be seen that, on the junctions on the B4267 Leckwith Road to the east of Leckwith Interchange (for which further assessment is sought), the proposed is forecast to result in increases of no more than 2% in terms total traffic entering each junction, and no more than 3% on any one arm. This does present an adequate level of assessment which concludes that the development does not have a material impact on the operation of junctions on the B4267 Leckwith Road corridor.

3.13.3 Further assessment of the impact of the proposed development at these junctions is therefore neither appropriate, nor required.

3.14 Topic 13: Pen Y Turnpike Lane Mitigation

Recommended Action

"It is therefore considered that as the proposed development is likely to intensify the situation at the junction and it is recommended that mitigation measures or a S106 contribution to allow for mitigation measures should be put forward at this junction."

Applicant Response

3.14.1 The recommended action is preceded by commentary on the appropriateness of the assessment undertaken. This includes the statement that queue surveys were undertaken on one occasion and that this may not be representative of day-to-day operations. The assessment of the junction has been undertaken in line with nationally accepted methods and, whilst not essential for use in traffic capacity modelling, has also commissioned and made use of queue surveys at the junction. This provides a further layer of validation into the junction model in order to finesse the future operational forecasts. Multiple day queue surveys are rarely undertaken by consultants and usually for more complex strategic modelling. We would consider that the extent of modelling undertaken, the collected evidence and the depth of the future year assessment are more than adequate for the scale of the development which is being proposed.

3.14.2 The effect of the proposed development on the junction in 2030 is not considered to be significant. It is recognised that there are forecasts of capacity issues at the junction in 2030, but it is essential to note that it is forecast that these will exist prior to the introduction of development traffic. The introduction of development traffic (a forecast of an additional 26 and 25 movements during the AM and PM peak hours respectively) does not result in a material change in operational performance.

3.14.3 As set out in earlier sections of this response, the VoG has a policy of requesting a sustainable travel contribution and this was made clear to the applicant in an initial screening response from the LHA in 2016. This sustainable travel contribution is clearly to be used to reduce traffic impact holistically, with local residents and future residents all benefiting from the spend of this contribution. It is not considered appropriate to request additional contribution requests for specific locational improvements in addition to the levy applied for sustainable travel and is essentially double funding. It is suggested that if there were a policy to improve the operation of local junctions, this would include both mitigation at the junction and at the source of traffic generation itself, i.e. by reducing the need to travel through the design of a high quality choice of travel alternatives. The sustainable travel contribution would, in this way, be made redundant and therefore also unfair in planning terms.

3.14.4 Notwithstanding the above additional justification, it should be clearly considered that the real assessment to be made by the LHA is: the contained level of development and the limited, in some cases immaterial impact upon local junctions with the provision of a multi-modal new bridge connection, versus, the closure of the existing bridge and the large scale reassignment of existing and future traffic converging at the junctions which have been continually promoted as essential and sensitive. The development would commit to the replacement of the current bridge, which is confirmed to be approaching closure, in lieu of, and far in excess of, any sustainable travel contribution calculations or requests for localise junction improvements. This multi-modal new connection will ensure that the areas within the VoG retain their sustainable travel choice across the Cardiff border and would also enhance the current level of provision.

3.15 Topic 14: Merrie Harrier

Recommended Action

"It is recommended that any development that results in additional throughput through the junction should contribute proportionally to ensure that the situation at the junction is not intensified further."

Applicant Response

3.15.1 The preceding statement to the recommended action advises that this junction is a known congestion 'hotspot', with various studies undertaken to attempt to alleviate congestion. This would suggest that there is / has been funding available to study this route and to inform the cost of works to improve it, once an appropriate mitigation package has been determined. It is suggested that the works that are deemed required for this junction are part of the ongoing costs of operating the network and not as a consequence of this proposed development.

3.15.2 To clarify the likely impact, the proposed development is forecast to generate an additional seven two-way vehicle trips at the junction during the weekday AM and PM peak hours. As identified at Section 7.6 of the TA, the impact on the capacity of the junction is forecast to be immaterial. A financial contribution towards upgrades is therefore not appropriate and does not meet planning tests.

3.15.3 As set out in this TN, the VoG has a policy of sustainable travel contributions requests and in the case of the proposed development this levy will be far exceeded through the provision of a multi-modal bridge. This will ensure that existing travel options are maintained, and it will also enhance the level of provision for walking, cycling and access to public transport. The material consideration in all cases is that the decommissioning of the existing bridge would significantly increase demand at the remaining junctions into this area. This is likely to far exceed the capacity of this junction, which would in turn continue to have detrimental impact on the operation of junctions along the route, creating a wide area of reassigned impact.

3.16 Topic 15: Site Access

Recommended Action (Part A)

"As part of the access strategy, it would be recommended that signal controllers such as MOVA and queue markers are introduced at the signal-controlled access junction to ensure as efficient an operation as possible."

Recommended Action (Part B)

"It is therefore recommended that a revised model be submitted of the site access junction which demonstrates that the storage capacity is forecast to be sufficient to accommodate all right turn movements that are likely to occur."

Applicant Response

3.16.1 With regards to Part A, this has been discussed in the response to the VoG / CCC at **Chapter 2** (Comment 1). The incorporation of appropriate features (such as queue detection) and integration of the site access junction and Leckwith Interchange through an appropriate signal specification / controller will be subject to consultation and agreement with / between the VoG and CCC at the detailed design stage.

3.16.2 With regards to Part B, this has discussed in the response to the recommendation at Topic 4 and in the response to the VoG / CCC at **Chapter 2** (Comment 2). This has demonstrated that the demand for right-turn movements will be accommodated by the proposed storage, with sufficient reserve capacity. The introduction of optimisation software will serve to further improve an already adequate junction design.

3.17 Topic 16: Transport Implementation Strategy

Recommended Action

"Due to the location of the site on the outskirts of Cardiff and the VoG it would be recommended that the provision of a car club vehicle such as enterprise car club is investigated."

Applicant Response

3.17.1 The commentary on the TIS agrees that the proposed mode share presented in the TA and the projected targets are achievable and are accepted.

3.17.2 Notwithstanding the agreement, there is a request that the applicant should consider investigation of the provision of a car club vehicle. The applicant may consider the safeguarding of an area of land for a car club parking space, which could be determined and agreed at the reserved matters stage. Although it is considered that the delivery of associated infrastructure (such as Electric Vehicle Charging) and ongoing fees would be more appropriately promoted by the VoG. In the case that this is not acceptable, the appropriate recourse is to await the findings of the TP monitoring programme.

Appendix A

Vale of Glamorgan Highway Authority Observation Sheet

Vale of Glamorgan
Highway Authority Observation Sheet

Planning Application Ref:	2020/01218/HYB
Observations By:	Nigel Rees
Date:	12th February 2020
Location:	Leckwith Quay, Leckwith Road, Leckwith
Proposal:	Hybrid planning application for residential development for up to 250 dwellings (submitted in OUTLINE), associated highway and bridge improvement / realignment works (submitted in FULL). Development involves the demolition of all buildings on site and of the existing B4267 Leckwith Road Bridge
Case Officer:	Mr. Robert Lankshear

I refer to the above hybrid planning application, notwithstanding the submitted plans and considering the highway implications of the proposal where the Highway Authority would comment as follows:

The demolition of the existing high level highway structures, namely, Leckwith Viaduct and Leckwith River Bridge is advantageous for the full development potential of the Leckwith Quays site to be realised.

The proposal is to realign the B4267 along an adjacent alignment to the north, on an embankment replacing the existing Viaduct, and across a new, simplified, low maintenance, integral bridge crossing the River Ely, replacing the existing Arch Bridge. These proposals are required to facilitate a safe and robust highway access off the B4267 to serve both the northern and southern areas of the proposed development.

The existing structures themselves are nearing 90 years old, only 30 years away from attaining the present day standard design life of 120 years. They are in a poor condition, having been constructed in the 1930s when design and construction standards were less demanding than those of more recent years. They have become a maintenance liability in recent years requiring concrete repairs generally and a regular regime of

structural monitoring of numerous discrete members already found to be weak as a result of structural strength assessment. They have also become a safety liability due to the potential of defective, loosened concrete to fall from the underside of the structure.

1. Looking at the proposed junction along the B4267 it is considered that the standalone toucan crossing location is too close to signalised junction. It is felt that this will cause will be confusing for vehicles with see-through and will lead to capacity issues at Leckwith. It would be preferable to see cycle provision to be provided up to the junction and the standalone toucan crossing removed.
   Agree with this point.

   It needs to be demonstrated that the impact of this light controlled crossing will not adversely affect roundabout in terms of traffic build up, especially given their proximity to the other proposed light controlled junction. It may be these lights are not required or it needs demonstrated that sequencing of the various proposed light controlled aspects of scheme are acceptable.

   If the light controlled crossing is to be removed it needs to be evidenced that it will be acceptable in terms of, but not limited to, pedestrian safety and capability to accommodate users of Ely River Trail.

2. With regard to the signalised junction arrangement:

   - Signalised junction – left turns looks tight at the central island. The junction swept path tracking has been undertaken using a DB32 pantechnicon 9.570m length vehicle; the junction to be re-tracked using a 11.22m long refuse vehicle.
   - The traffic calming (on the side arms) leading to the junction is not necessary and considered too close to the stop line.
   - Right-turn taper looks short (turning right into the southern development), is this adequate based on a LinSig model?
   - Do we require ASL's if there is an off carriageway facility, the removal of these this will go some way to marginally improve inter-visibility.
   - Existing double yellow lines to be shown on future drawings.

   No comments to make. It must be ensured that the light controlled junction does not adversely affect the roundabout junction, we have similar concerns as detail above for point 1. The cumulative impact of the light controlled junction and crossing needs to be fully considered in terms of its impact on the roundabout junction.

3. The proposed realignment of the B4267 with a relocated bridge and embankment has been designed with several departures from the DMRB standards for vertical and horizontal alignment. Although it is proposed to reduce the speed limit down to 30mph it is felt that a more robust signing strategy is required to enforce the vehicle speeds.

   - Speed limit signs to be on yellow backing boards.

- A 2m wide central island, incorporating back to back speed limit sign (leaving 3.65m running carriageways).
- Provision of an aluminum bend warning sign, inset in a VAS housing, with LED slow/araf lettering, augment with bilingual slow road markings.
- Provision of 30mph VAS LED roundel signs.

We have concerns that the signage on the northern side of the bridge, towards the roundabout, may affect the SSD. We would expect the applicant to demonstrate the necessary signage can be positioned acceptably without affecting SSD.

4. Looking at the shared cycle/pedestrian facilities shown, considering the existing active travel cycle route facilities, the proposed links to the Northern & Southern development areas and the proposed shared link up the B4267 to Leckwith hill it is considered more appropriate to run the 3.5m wide shared cycle/pedestrian surface on the Southern side of the proposed bridge.

We agree with point.

5. Looking at both access roads off the proposed B4267 junction they are shown to be raised extending down each side at gradient to the development. More information is required for the proposed embankments (1:4 gradient) and how they interact with the existing topography and the Ely River so that they are protected from wash out and do not adversely affect the river flows up or down stream.

No comments to make.

6. Consideration need to be given to the proposed controlled junction system, will this be linked into the telematics system at the Leckwith interchange operated by Cardiff County Council. The proposed system needs to take account of CCTV or traffic flow cameras as required and appropriate real time intelligent traffic control systems including variable and informative messaging signage.

See response to point 1. Applicant is advised to contact: D.Kinnaird@cardiff.gov.uk to discuss light sequencing.

7. With regard to public transport facilities looking at the plans provided:

- No immediate access to local bus services (the walk across the roundabout to the stops located by Asda is, I would consider, not very attractive);
- No pick up/drop off points for school transport (assuming catchment will be St Cyres for this estate – where will pupils catch the bus? Similarly I assume Llandough Primary will be catchment primary school);
- With 250 dwellings we may require a lot of school transport as only Cardiff schools are in walking distance and all Vale schools would require school transport.
- Site could lend itself to an e-bike hire docking station – this would help with AT journeys into Cardiff City Centre.

The lack of provision of laybys for passenger transport services and that passenger will have to walk across an extremely busy roundabout to catch a bus that will take them back past the estate they live on to get them into the Vale.
No comments to make since this is mainly a VoG matter. CC do, however, fully support this stance in order to reduce private car trips into Cardiff.

8. With regard to the development estate roads and layout based on the preliminary masterplan drawings provided:

    - Due to the long narrow topography of the development site the primary feeder roads are shown to be long and straight; in line with Manual for Streets the length of these roads shall be limited to 70m before a change in direction with the inclusion of a shared surface/raised square area.
    - The proposed layout to be checked and tracked for a 11.220m refuse vehicle through all category roads.
    - The indicative layout shown provides for 300 car spaces based on the VoGCC maximum parking standards there seems to be a shortfall.
    - It is not clear if the proposed estate road leading off the northern access into the development is to be adopted. What has been shown would not be acceptable to VoGCC standards, there would also be problems for large vehicles needing to turn around and exit out onto the B4267 in a forward gear.

No comments to make.

Appendix B

Leckwith Quays Transport Assessment Review (commissioned by Vale of Glamorgan)

ASBRI TRANSPORT LIMITED

LECKWITH QUAYS TRANSPORT ASSESSMENT REVIEW

29th January 2020

Project number	T20.103	**Project name**	Leckwith Quays, Cardiff
Contact/participants	Vale of Glamorgan	**Noted by**	Asbri Transport Limited

OVERVIEW

Asbri Transport Limited have been commissioned by the Vale of Glamorgan to undertake a review of a Transport Assessment Report submitted in support of a planning application for proposed residential development of 250 dwellings at Leckwith Quays, Cardiff.

The Transport Assessment (TA) document is referenced as project Number 60608933 A093950-2 and dated March 2020. The TA has been produced by AECOM on behalf of Phil Worthing.

The planning application proposes circa 250 residential dwellings on an existing brownfield site located at Leckwith Quays, Cardiff. The TA advises that the existing site is currently used for a range of long running commercial/light industrial uses and that it is accessed 'via a junction with the B4267 Leckwith Road.'

This Technical Note follows the structure and running order of the Transport Assessment providing comments and recommendation where appropriate.

Recommendations resulting from this review are detailed in a **highlighted text box.**

1. TA Scoping

1.1 The TA references at section 1.3 scoping discussion and correspondence with the local Highway Authority and this is included at Appendix B.

1.2 It is noted that the Technical Note scoping the TA provides considerable detail on the methodology to be deployed to produce the TA. Appendix B of the TA includes the Authority's response to the request for an ES scoping opinion.

1.3 The Highway Authority's comments were as follows:

- *"Parking: The transport section of the ES should refer to the Parking Standards SPG and 'indicate the availability of more sustainable modes of transport that could influence and reduce the use of the private car in order to justify the reduction of one space per dwelling';*
- *Traffic flows: 'The information related to the traffic flows across the surveyed network needs to be provided in order for the Highway authority to agree the above AM and PM peak hours';*
- *Trip distribution: The transport section of the ES should clearly explain how the Leckwith park-and-ride facility would reduce the proposal's overall traffic by 6%;*
- *Future traffic: The transport section of the ES should account for the impact of the proposal until 2030;*
- *Local impact: The transport section of the ES should assess the proposal's impact on the junction of the Merrie Harrier and Redlands Road;*
- *Appendices: 'The Appendices have not been provided with the scoping note and [need] to be provided in order for the Highway authority consider the scoping note as a whole".*

1.4 The Highway Authority also requested that assessment be undertaken on football match days at the nearby stadium used by Cardiff FC.

2. Existing Situation & Site Accessibility

2.1 This section of the TA notes that the site is located at the border of the Vale of Glamorgan and the City and County of Cardiff. It notes that the site is accessed via a junction with the B4267 Leckwith Road just north of the Ely River.

Site Location and Local Highway Network

2.2 Section 2 of the TA describes the site location and the local highway network.

Highway Operational Conditions

2.3 The TA details the data collection methods used for identifying the existing traffic generation of the site and the existing highway operational conditions.

2.4 These have included Junction Turning Count (JTC) and queue length surveys undertaken by an independent survey company, and JTC data supplied by CCC.

It is advised that the raw survey data is submitted separately or included as an appendix to the TA in order to examine the network flows across the time period at which the surveys were undertaken.

2.5 It is noted that the extent of the traffic study area was informed by and agreed with each LHA prior to commission of traffic studies and preparation of the TA.

Walking and Cycling

2.6 Section 2.6 details the walking and cycling provision within the vicinity of the site. It is noted that there are several walking and cycling routes of a good standard linking the site to the surrounding area and the retail facilities within Leckwith.

2.7 Given the location of the site adjacent to Ely Trail it would be recommended that the potential incorporation of the development into the nextbike network be investigated.

Local Facilities

2.8 The TA details a range of facilities and employment opportunities which are deemed to be within an acceptable walking and cycling distance from the site.

Road Safety

2.9 The geographic cordon adopted for the road safety analysis is satisfactory.

The road safety analysis uses data for the period 1st January 2014 – 31st December 2018. It is understood that more recent collision data is snow available. It is recommended that the injury collision analysis is updated to include the most recent data set available.

Public Transport

2.10 Existing public transport services operating in the vicinity of the proposed development have been identified.

It has been noted that the bus and train timetable information is outdated. The bus time table references September 2019. It is acknowledged that public transport may be disrupted due to Covid-19, however, it is advised that all timetable information is updated to reflect the current service availability.

2.11 Access to the bus stops currently requires crossing of the A4232 slip road and from the extremities of the site require a walk of up to around 600 metres.

3. Development Proposals

3.1 This section of the TA goes into further detail about the proposals at the site in terms of access strategy, parking and construction traffic.

Access Strategy

3.2 The TA details that access to the site will be achieved via a new bridge along the existing alignment of the B4267 linking the Merrie Harrier junction with the Leckwith Interchange.

3.3 Paragraph 3.3.3 of the TA states that non-provision of a replacement bridge and closure of this link to Leckwith Interchange would inevitably result in a significant reassignment of traffic across the network causing significant detrimental performance implications for other junctions in the VoG and CCC such as Merrier Harrier, Barons Court and Culverhouse Cross.

3.4 The potential reassignment of these movements has however not been assessed as part of the base year scenarios carried out within the capacity assessments of the TA. It is therefore considered that a further *Do Nothing* scenario should be included which looks at the potential implications, at the Merrie Harrier and Leckwith Interchange junctions as a minimum, of the bridge not being replaced in the 2030 forecast year when the bridge is likely to have surpassed its life cycle.

3.5 The right turn lanes providing access to the proposed development. It is highlighted as part of the review of the capacity assessment for the site access signal-controlled junction that it needs to be demonstrated that the right turn lanes provide sufficient capacity to ensure that vehicular queues do not block back from the junction causing a knock-on effect onto the A4232 slip road / Leckwith Interchange.

3.6 This is particularly considered relevant as right turn movements have to give-way to oncoming movements and as such may suffer from entry starvation dependent on the extent of the opposing movements.

3.7 The design of the access junction also includes for two signalised pedestrian crossings at the junction itself and at the Ely Trail. It is understood that this provides two crossings along the relevant desire lines. However,

this provides an additional interruption to vehicular movements and a further risk to blocking back to the Leckwith and A4232 slip road occurring.

It is recommended that consideration be given to the removal of crossing on the B4267 directly on the junction be removed which would increase the stacking capacity at the junction for right turn movements.

It is also recommended that the proposed access design be subject to a Stage 1 Road Safety Audit.

Internal Site Layout

3.8 The internal layout includes long straight sections of carriageway which do look to curtail vehicular speeds. It is considered that regular build outs should be provided to ensure that there is deflection for vehicles travelling through the proposed development.

3.9 In addition, any shared surface environments would need to provide pedestrian safety strips and servicing strips in line with standards set out in Manual for Streets, TAN18 and the Welsh Government DQR Design Standards and Guidance.

Parking Provision

3.10 The TA details the required parking standards for both the VoG and CCC. It is noted that both counties operate different parking standards with CCC allowing for a reduced level of car parking in comparison to the VoG.

3.11 Due to the fact that the part of the site to be developed for residential purposes is within the administrative area of VoG, it is recommended that their standards are applied to the development and not those of CCC. The indicative layout provides for 300 car parking spaces which is a shortfall of 289 spaces in line with the VoG maximum standards.

The proposed residential dwellings fall within the Vale of Glamorgan and therefore, it is recommended that their parking standards are applied. The 2008 CSS standards adopted by the VoG recommended that 'maximum' car parking standards should be used and that there should be further discussion on parking matters with the LPA and Highway Authority.

4. Planning Policy Review

4.1 This section of the TA provides an overview of the national and local transport and policy and references relevant policy applicable in both the Vale of Glamorgan and the City and County of Cardiff.

4.2 The chapter references Planning Policy Wales (Edition 10) and the Wales Spatial Plan but does not reference the National Development Framework 2020-2040 which is due to replace the WSP. It is noted that the consultation draft NDF was published in August 2019, but that publication of the final NDF has been delayed.

It is recommended that the emerging NDF is considered in the TA.

5. Trip Generation & Distribution

5.1 This section of the TA looks at the vehicular trip generation and distribution which could be associated with the proposed development site.

Vehicle Trip Generation

5.2 Vehicular trips have been derived by interrogation of the TRICS database which is considered acceptable.

5.3 However, it is noted that no filtering of trip rates has been undertaken based on population. If these parameters are applied and, to ensure there is a wider pool of surveys available, the study period is extended to include surveys dating back to 2000 the below trip rates would be derived.

	ARR	DEP	Total	ARR	DEP	Total
AM	0.187	0.447	0.634	47	112	160
PM	0.413	0.227	0.640	103	57	160

5.4 It is therefore considered that the application of these trip rates would represent a realistic assessment of the trip generation given the location of proposed development adjacent to one of the major arterial routes into and out of Cardiff (A4232) and with good access to the M4.

It is therefore recommended that further parameters with regard to population within the immediate vicinity of the site be applied and further justification of the proposed vehicular trip rates be provided.

Modal Share

5.5 Modal Share information has been derived from a combination of the NTS and 2011 Census data. It is unclear why the TA has not used NTEM / NTM data obtained through Tempro v72 which would provide information as to the local area and multiple journey purposes as opposed to averaging a data from a local and national model.

It is therefore recommended that modal share information be derived from the MSOA locality based on NTM / NTEM data.

Traffic Distribution

5.6 The methodology for traffic distribution based on Table WU03EW of the 2011 Census data is considered acceptable.

It is however, recommended that it is clarified as to whether average proportions of the two MSOA area have been applied and how the internal trip distribution within the individual MSOA's from which distribution has been applied has been derived.

Football Match Days

5.7 It is accepted that the vehicular movements associated with the development are likely to have an immaterial proportional impact on the local highway network during match days compared to the background movements.

It is however recommended that further information as to the potential impact of match day movements on the site access / Leckwith Interchange junction be investigated to ensure that any safety / operational constraints can be captured and incorporated within the proposals.

6. Assessment Scenarios

6.1 The assessment year scenarios are considered reasonable with a year of opening of 2025 and a future year of 2030 assessed.

Tempro Growth Forecasts

6.2 It is also considered a reasonable assessment to utilize the growth forecasts from Tempro V7.2 MSOA Cardiff 040 as this represents both the area in which the majority of junctions are located but also the highest growth forecast for the area.

Committed Development

6.3 A number of committed developments have been considered. These are primarily allocated sites which have been included in the LDP. As such, some double counting with Tempro Growth Factors may occur.

6.4 Although not relevant to the assessment it should be noted that the Appendix references are not correct in this location. In the text Appendix I should read Appendix G.

It is recommended that as part of any future TA revisions that the cross referencing of Appendices be corrected.

7. Traffic Impact Assessment

Percentage Impact Assessment

7.1 The percentage impact assessment states within the text that 'the percentage changes in traffic flows at the junctions between the 'Do-Minimum' and 'Do Nothing' scenarios have been assessed. However, table 7.1 refers to a change in traffic between 2025 'Do Minimum' and 2025 'Do-Something'.

7.2 It is however noted that the table does represent the figures as set out in the 'Do Nothing' scenario and therefore the percentage impact assessment is considered acceptable.

Leckwith Interchange

7.3 It is understood that the model for Leckwith Interchange has been prepared based on a review of signal specification data provided by CCC and survey footage. This information should be provided as part of the TA to allow for a full review of the junction validation.

7.4 Furthermore, on the exit onto the surrounding local highway network two lanes merge into one yet no give-way parameters have been applied and the merge therefore allows free movement without any potential delay being applied. It is therefore recommended that a give-way parameter is applied to the merge.

7.5 It is also considered that the model should take into account the potential for the blocking back of the B4267 Leckwith Rd as a significant queue currently forms in the peak period from Sloper Road most of the way to the Leckwith Interchange.

7.6 This is likely to be intensified within future year scenarios and could result in a blocking back effect.

It is therefore recommended that the model also takes into account the signalised junctions along Leckwith Rd up to Sloper Road to ensure that this does not have a material impact on the operation of Leckwith Road in future year scenarios with the inclusion of movements associated with the proposed development.

Pen Y Turnpike Lane Mitigation

7.7 The original Pen Y Turnpike Road model demonstrates that geometrically the junction currently operates overcapacity with significant queueing.

7.8 There is also a concern that queue surveys were carried out in isolation on one occasion. As such, there is no evidence that these queues are representative of the day to day operation of the junction.

It is therefore considered that as the proposed development is likely to intensify the situation at the junction and it is recommended that mitigation measures or a S106 contribution to allow for mitigation measures should be put forward at this junction.

7.9 This is especially considered to be the case if improvements to the Leckwith bridge, facilitated by the proposed development, are likely to result in additional background movements utilising this access route to Leckwith and Cardiff as a whole.

Merrie Harrier

7.10 The Merrie Harrier junction is a known congestion hotspot within Dinas Powys. Various studies to seek to alleviate congestion have been carried out at this junction.

It is recommended that any development that results in additional throughput through the junction should contribute proportionally to ensure that the situation at the junction is not intensified further.

Site Access

As part of the access strategy, it would be recommended that signal controllers such as MOVA and queue markers are introduced at the signal-controlled access junction to ensure as efficient an operation as possible.

7.11 This is especially considered the case as a result of the possible blocking back of right turn movements which could cause additional queues and blocking back occurring on the Leckwith interchange circulatory carriageway.

7.12 In addition, due to the space constraints it is noted that the right turn lanes into the proposed development are short with a storage capacity of 2 - 3 PCU's. With the requirement for right turners to wait to turn within gaps there is therefore the potential for blocking back to occur onto the main throughput along the B4267 Leckwith Road which would quickly impact on the operation of Leckwith Interchange and the A4232 NB off-slip.

It is therefore recommended that a revised model be submitted of the site access junction which demonstrates that the storage capacity is forecast to be sufficient to accommodate all right turn movements that are likely to occur.

8. Transport Implementation Strategy

8.1 It is considered that the proposed mode share and projected targets derived are achievable and acceptable.

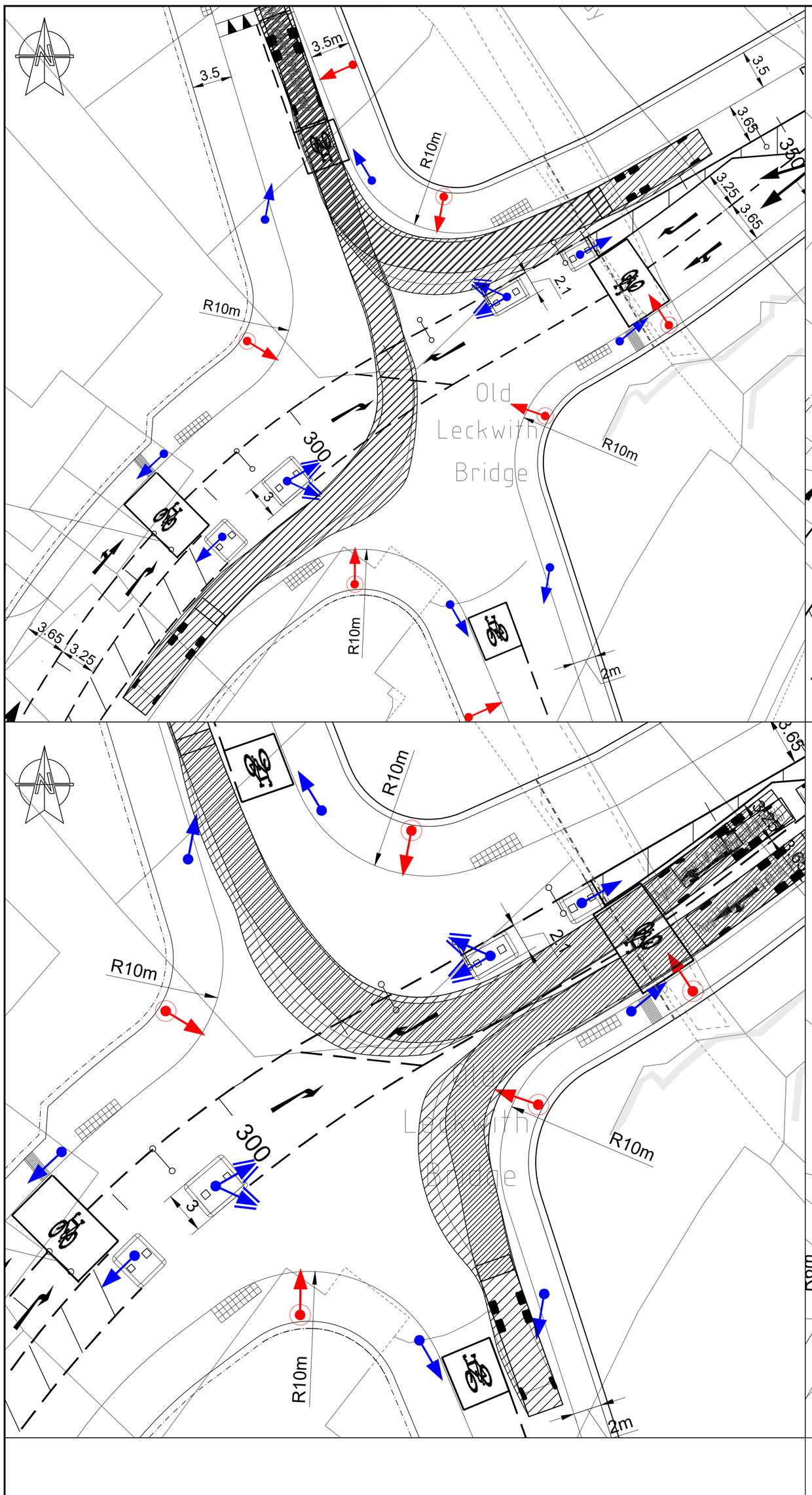
Due to the location of the site on the outskirts of Cardiff and the VoG it would be recommended that the provision of a car club vehicle such as enterprise car club is investigated.

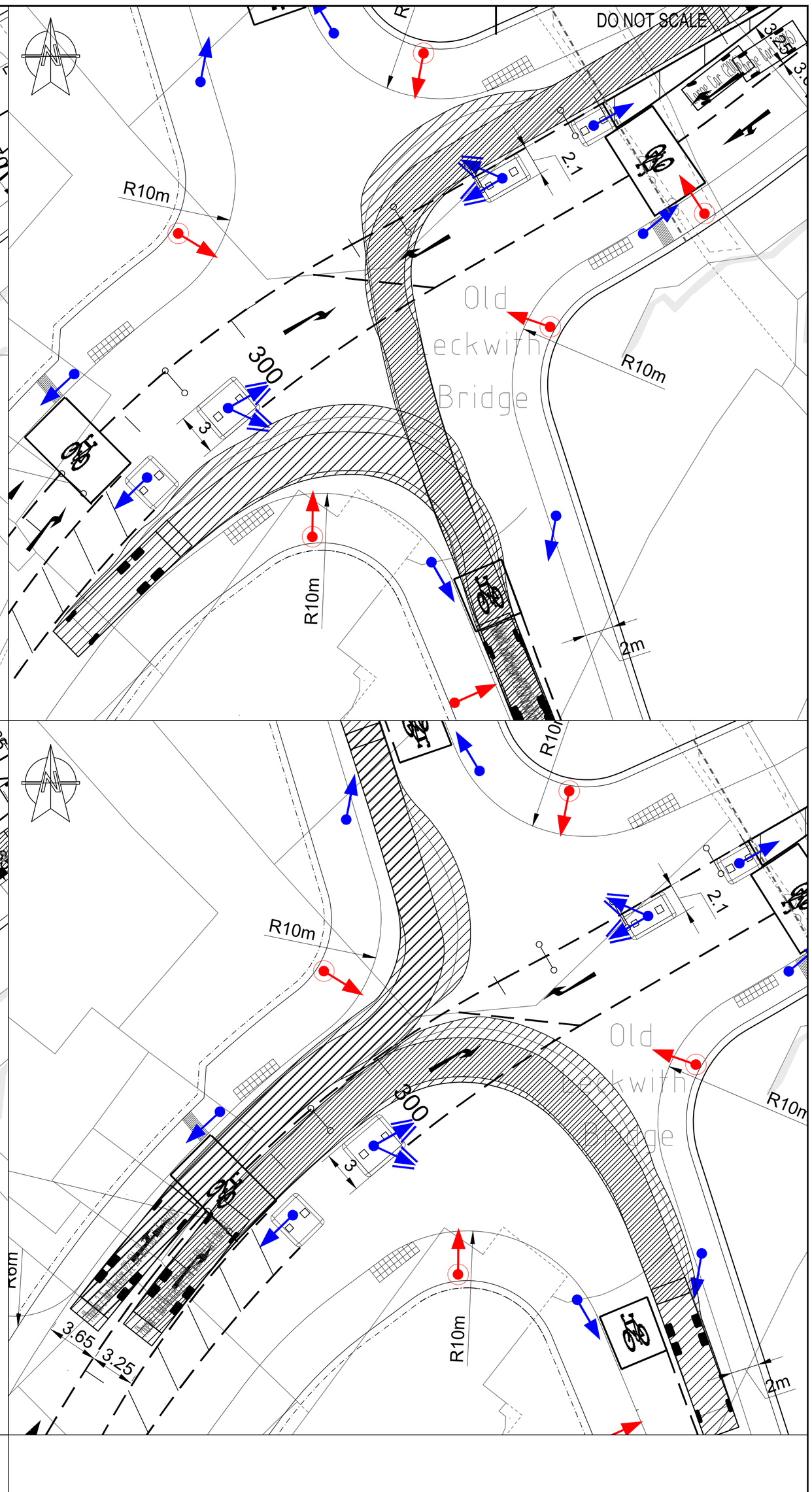
Drafted by: [redacted]		Date 28/1/21	Approved By [redacted]	Date 29/1/21

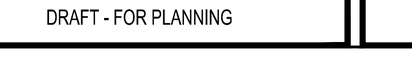
Appendix C

Proposed Site Access Junction – Swept Path Analysis

DO NOT SCALE







Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

NOTES
1. DO NOT SCALE FROM THIS DRAWING, USE FIGURED DIMENSIONS ONLY.
2. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM (AOD)
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
4. THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS SUBJECT TO DETAILED DESIGN
5. HIGHWAY GEOMETRY & DESIGN IS SUBJECT TO TECHNICAL APPROVAL OF THE ADOPTING HIGHWAY AUTHORITIES

DRAWING STATUS: DRAFT - FOR PLANNING

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wsp.com

CLIENT: PHILIP WORTHING

PROJECT: LECKWITH QUAY

ARCHITECT: LOYN ARCHITECTS

TITLE: B4267 LECKWITH ROAD HIGHWAY IMPROVEMENTS
SWEPT PATH ANALYSIS SHEET 2

SCALE @ A1:	CHECKED:		APPROVED:
1:500	SID		GW
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70053561	SID	GS	29/04/21

DRAWING No: 70053561-WSP--XX-XX-CR-DE-110 REV: -

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70053561XX70053561 - LECKWITH QUAY, CARDIFF\02 WIP\CIVIL\DRAWINGS\70053561-WSP-XX-XX-CE-DR 110 VEHICLE TRACKING.DWG, printed on 29 April 2021 16:05:43, by Davies, Sion

Appendix D

Traffic Survey Data

B4267 Leckwith Road / Sloper Road/Broad Street junction (Junction 1)

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Sloper Road / C - (South) B4267 Leckwick Road / D - Broad Street

Approach: A - (North) B4267 Leckwith Road

	A to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	23	8	0	0	1	0	0	33.0	32
07:15 - 07:30	38	9	2	0	0	1	1	50.6	51
07:30 - 07:45	65	11	0	0	0	2	0	76.8	78
07:45 - 08:00	38	6	3	0	1	0	0	50.5	48
Hourly Total	164	34	5	0	2	3	1	211	209
08:00 - 08:15	42	9	0	0	0	0	1	51.2	52
08:15 - 08:30	51	6	1	0	3	1	1	65.1	63
08:30 - 08:45	31	5	0	0	0	0	0	36.0	36
08:45 - 09:00	49	9	0	1	2	1	1	64.9	63
Hourly Total	173	29	1	1	5	2	3	218	214
09:00 - 09:15	47	6	1	0	0	1	0	54.9	55
09:15 - 09:30	30	8	0	1	2	0	1	44.5	42
09:30 - 09:45	40	13	2	1	1	1	0	60.7	58
09:45 - 10:00	42	7	2	0	0	0	0	52.0	51
Hourly Total	159	34	5	2	3	2	1	213	206
Session Total	496	97	11	3	10	7	5	642	629
16:00 - 16:15	45	7	1	0	1	0	0	55.5	54
16:15 - 16:30	50	4	1	0	1	0	0	57.5	56
16:30 - 16:45	41	2	0	0	1	1	1	45.6	46
16:45 - 17:00	34	3	0	0	0	1	0	37.4	38
Hourly Total	170	16	2	0	3	2	1	196	194
17:00 - 17:15	37	6	0	0	1	1	0	45.4	45
17:15 - 17:30	33	3	0	0	2	0	1	40.2	39
17:30 - 17:45	36	6	0	0	4	1	0	50.4	47
17:45 - 18:00	44	1	2	0	4	1	2	56.8	54
Hourly Total	150	16	2	0	11	3	3	193	185
18:00 - 18:15	36	1	0	0	10	0	0	57.0	47
18:15 - 18:30	37	0	0	0	4	0	1	45.2	42
18:30 - 18:45	40	0	1	0	10	0	0	61.5	51
18:45 - 19:00	23	4	0	0	11	0	0	49.0	38
Hourly Total	136	5	1	0	35	0	1	213	178
Session Total	456	37	5	0	49	5	5	602	557

	A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	54	7	2	0	1	1	1	66.6	66
07:15 - 07:30	107	10	5	0	1	2	2	127.7	127
07:30 - 07:45	143	18	2	0	0	0	2	164.4	165
07:45 - 08:00	132	8	4	1	1	1	0	150.7	147
Hourly Total	436	43	13	1	3	4	5	510	505
08:00 - 08:15	157	15	3	2	3	1	1	187.7	182
08:15 - 08:30	167	11	1	0	1	1	1	182.1	182
08:30 - 08:45	122	8	2	0	1	0	1	135.2	134
08:45 - 09:00	157	11	6	0	2	1	0	181.4	177
Hourly Total	603	45	12	2	7	3	3	687	675
09:00 - 09:15	113	9	5	1	1	0	0	133.8	129
09:15 - 09:30	109	12	3	1	2	0	2	132.2	129
09:30 - 09:45	101	14	1	0	3	1	1	123.1	121
09:45 - 10:00	108	14	2	1	1	0	0	129.3	126
Hourly Total	431	49	11	3	7	1	3	519	505
Session Total	1470	137	36	6	17	8	11	1716	1685
16:00 - 16:15	147	11	5	0	2	0	1	169.7	166
16:15 - 16:30	168	17	1	0	3	0	0	192.5	189
16:30 - 16:45	166	17	0	0	1	1	0	185.4	185
16:45 - 17:00	180	6	0	0	3	1	1	192.6	191
Hourly Total	661	51	6	0	9	2	2	740	731
17:00 - 17:15	182	5	0	1	2	2	0	194.1	192
17:15 - 17:30	207	10	1	0	1	0	1	220.7	220
17:30 - 17:45	173	3	1	0	3	2	1	184.5	183
17:45 - 18:00	162	4	1	1	1	2	4	173.4	175
Hourly Total	724	22	3	2	7	6	6	773	770
18:00 - 18:15	172	5	2	1	2	1	0	186.7	183
18:15 - 18:30	131	9	0	0	1	0	1	142.2	142
18:30 - 18:45	166	7	1	0	1	2	0	177.3	177
18:45 - 19:00	111	5	0	0	1	1	1	118.6	119
Hourly Total	580	26	3	1	5	4	2	625	621
Session Total	1965	99	12	3	21	12	10	2138	2122

	A to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	3	0	0	1	0	0	1	5.5	5
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	3	0	0	0	0	0	0	3.0	3
07:45 - 08:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	11	1	0	1	0	0	1	14	14
08:00 - 08:15	8	1	0	0	0	0	0	9.0	9
08:15 - 08:30	15	0	0	0	0	0	0	15.0	15
08:30 - 08:45	10	0	0	0	0	0	0	10.0	10
08:45 - 09:00	4	1	0	0	0	0	0	5.0	5
Hourly Total	37	2	0	0	0	0	0	39	39
09:00 - 09:15	4	0	0	0	0	0	0	4.0	4
09:15 - 09:30	4	0	0	0	0	0	0	4.0	4
09:30 - 09:45	4	2	2	0	0	0	0	9.0	8
09:45 - 10:00	3	2	0	0	0	0	0	5.0	5
Hourly Total	15	4	2	0	0	0	0	22	21
Session Total	63	7	2	1	0	0	1	75	74
16:00 - 16:15	4	0	0	0	0	0	0	4.0	4
16:15 - 16:30	5	1	0	0	0	0	0	6.0	6
16:30 - 16:45	10	0	0	0	0	0	0	10.0	10
16:45 - 17:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	30	1	0	0	0	0	0	31	31
17:00 - 17:15	9	3	0	0	0	0	0	12.0	12
17:15 - 17:30	16	0	0	0	0	0	0	16.0	16
17:30 - 17:45	8	0	0	0	0	0	0	8.0	8
17:45 - 18:00	7	1	1	0	0	0	1	9.7	10
Hourly Total	40	4	1	0	0	0	1	46	46
18:00 - 18:15	12	1	0	0	0	0	1	13.2	14
18:15 - 18:30	5	1	0	0	0	0	1	6.2	7
18:30 - 18:45	8	0	0	0	0	1	0	8.4	9
18:45 - 19:00	3	0	0	0	0	0	1	3.2	4
Hourly Total	28	2	0	0	0	1	3	31	34
Session Total	98	7	1	0	0	1	4	108	111

	A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

	From A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	80	15	2	1	2	1	2	105.1	103
07:15 - 07:30	146	19	7	0	1	3	3	179.3	179
07:30 - 07:45	211	29	2	0	0	2	2	244.2	246
07:45 - 08:00	174	15	7	1	2	1	0	206.2	200
Hourly Total	611	78	18	2	5	7	7	735	728
08:00 - 08:15	207	25	3	2	3	1	2	247.9	243
08:15 - 08:30	233	17	2	0	4	2	2	262.2	260
08:30 - 08:45	163	13	2	0	1	0	1	181.2	180
08:45 - 09:00	210	21	6	1	4	2	1	251.3	245
Hourly Total	813	76	13	3	12	5	6	943	928
09:00 - 09:15	164	15	6	1	1	1	0	192.7	188
09:15 - 09:30	143	20	3	2	4	0	3	180.7	175
09:30 - 09:45	145	29	5	1	4	2	1	192.8	187
09:45 - 10:00	153	23	4	1	1	0	0	186.3	182
Hourly Total	605	87	18	5	10	3	4	753	732
Session Total	2029	241	49	10	27	15	17	2431	2388
16:00 - 16:15	196	18	6	0	3	0	1	229.2	224
16:15 - 16:30	223	22	2	0	4	0	0	256.0	251
16:30 - 16:45	217	19	0	0	2	2	1	241.0	241
16:45 - 17:00	225	9	0	0	3	2	1	241.0	240
Hourly Total	861	68	8	0	12	4	3	968	956
17:00 - 17:15	228	14	0	1	3	3	0	251.5	249
17:15 - 17:30	256	13	1	0	3	0	2	276.9	275
17:30 - 17:45	217	9	1	0	7	3	1	242.9	238
17:45 - 18:00	213	6	4	1	5	3	7	239.9	239
Hourly Total	914	42	6	2	18	9	10	1012	1001
18:00 - 18:15	220	7	2	1	12	1	1	256.9	244
18:15 - 18:30	173	10	0	0	5	0	3	193.6	191
18:30 - 18:45	214	7	2	0	11	3	0	247.2	237
18:45 - 19:00	137	9	0	0	12	1	2	170.8	161
Hourly Total	744	33	4	1	40	5	6	868	833
Session Total	2519	143	18	3	70	18	19	2848	2790

	To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	136	25	7	2	13	0	0	202.1	183
07:15 - 07:30	179	21	4	3	14	5	0	242.9	226
07:30 - 07:45	189	23	3	0	14	2	0	245.3	231
07:45 - 08:00	182	35	6	1	4	3	0	237.5	231
Hourly Total	686	104	20	6	45	10	0	928	871
08:00 - 08:15	200	22	5	0	7	0	0	243.5	234
08:15 - 08:30	200	27	7	0	7	0	1	251.7	242
08:30 - 08:45	231	25	6	1	1	4	1	271.1	269
08:45 - 09:00	247	20	7	1	1	1	1	282.4	278
Hourly Total	878	94	25	2	16	5	3	1050	1023
09:00 - 09:15	190	24	2	1	4	1	3	228.3	225
09:15 - 09:30	223	17	6	2	2	0	1	257.8	251
09:30 - 09:45	179	23	5	0	3	0	0	215.5	210
09:45 - 10:00	170	27	6	1	5	0	0	218.3	209
Hourly Total	762	91	19	4	14	1	4	920	895
Session Total	2326	289	64	12	75	16	7	2898	2789
16:00 - 16:15	216	18	1	0	2	1	0	239.9	238
16:15 - 16:30	208	17	0	0	2	3	0	230.2	230
16:30 - 16:45	237	24	0	0	2	0	1	265.2	264
16:45 - 17:00	215	13	0	0	3	0	0	234.0	231
Hourly Total	876	72	1	0	9	4	1	970	963
17:00 - 17:15	254	11	2	0	1	0	1	270.2	269
17:15 - 17:30	207	12	0	0	4	1	7	228.8	231
17:30 - 17:45	222	13	0	0	5	2	2	246.2	244
17:45 - 18:00	201	11	1	0	3	1	2	220.3	219
Hourly Total	884	47	3	0	13	4	12	966	963
18:00 - 18:15	196	10	1	0	1	0	2	209.9	210
18:15 - 18:30	186	6	1	0	6	4	0	207.1	203
18:30 - 18:45	174	7	0	1	3	1	3	190.3	189
18:45 - 19:00	163	6	3	0	1	0	1	175.7	174
Hourly Total	719	29	5	1	11	5	6	783	776
Session Total	2479	148	9	1	33	13	19	2719	2702

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Sloper Road / C - (South) B4267 Leckwick Road / D - Broad Street

Approach: B - Sloper Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	2	0	0	1	0	0	5.0	4
07:15 - 07:30	7	2	1	0	1	0	0	12.5	11
07:30 - 07:45	15	1	0	0	0	0	0	16.0	16
07:45 - 08:00	12	1	0	0	0	0	0	13.0	13
Hourly Total	35	6	1	0	2	0	0	47	44
08:00 - 08:15	29	3	0	0	1	0	0	34.0	33
08:15 - 08:30	40	1	0	0	1	0	0	43.0	42
08:30 - 08:45	32	2	1	1	0	0	0	37.8	36
08:45 - 09:00	33	1	0	0	0	0	0	34.0	34
Hourly Total	134	7	1	1	2	0	0	149	145
09:00 - 09:15	25	2	0	1	0	0	0	29.3	28
09:15 - 09:30	16	2	0	1	0	0	0	20.3	19
09:30 - 09:45	11	2	1	0	0	1	0	14.9	15
09:45 - 10:00	21	1	1	0	0	0	0	23.5	23
Hourly Total	73	7	2	2	0	1	0	88	85
Session Total	242	20	4	3	4	1	0	284	274
16:00 - 16:15	26	2	0	0	0	0	0	28.0	28
16:15 - 16:30	25	2	0	0	0	0	0	27.0	27
16:30 - 16:45	23	3	1	0	0	0	0	27.5	27
16:45 - 17:00	25	3	0	0	1	0	0	30.0	29
Hourly Total	99	10	1	0	1	0	0	113	111
17:00 - 17:15	34	2	0	0	0	0	0	36.0	36
17:15 - 17:30	33	2	0	0	1	0	0	37.0	36
17:30 - 17:45	33	1	0	0	0	0	0	34.0	34
17:45 - 18:00	29	2	0	0	0	0	0	31.0	31
Hourly Total	129	7	0	0	1	0	0	138	137
18:00 - 18:15	24	1	0	0	0	0	0	25.0	25
18:15 - 18:30	25	0	0	0	0	0	0	25.0	25
18:30 - 18:45	23	1	0	0	0	0	0	24.0	24
18:45 - 19:00	37	1	0	0	0	0	1	38.2	39
Hourly Total	109	3	0	0	0	0	1	112	113
Session Total	337	20	1	0	2	0	1	363	361

B to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	11	5	0	0	0	0	0	16.0	16
07:15 - 07:30	9	4	1	0	0	0	0	14.5	14
07:30 - 07:45	23	9	4	0	0	0	0	38.0	36
07:45 - 08:00	30	5	1	0	0	0	0	36.5	36
Hourly Total	73	23	6	0	0	0	0	105	102
08:00 - 08:15	34	7	1	0	0	0	0	42.5	42
08:15 - 08:30	22	2	2	0	0	0	1	27.2	27
08:30 - 08:45	36	2	1	0	0	0	1	39.7	40
08:45 - 09:00	26	7	1	0	0	0	0	34.5	34
Hourly Total	118	18	5	0	0	0	2	144	143
09:00 - 09:15	24	7	2	0	0	0	0	34.0	33
09:15 - 09:30	24	7	1	0	0	0	0	32.5	32
09:30 - 09:45	26	8	1	1	0	0	0	37.8	36
09:45 - 10:00	24	9	0	0	0	0	0	33.0	33
Hourly Total	98	31	4	1	0	0	0	137	134
Session Total	289	72	15	1	0	0	2	386	379
16:00 - 16:15	41	11	2	0	0	0	0	55.0	54
16:15 - 16:30	49	9	1	0	0	1	1	60.1	61
16:30 - 16:45	56	11	1	0	0	0	0	68.5	68
16:45 - 17:00	56	6	1	0	0	0	1	63.7	64
Hourly Total	202	37	5	0	0	1	2	247	247
17:00 - 17:15	73	11	0	0	0	0	3	84.6	87
17:15 - 17:30	55	4	1	0	0	0	2	60.9	62
17:30 - 17:45	53	4	0	0	0	0	1	57.2	58
17:45 - 18:00	63	6	0	0	0	0	0	69.0	69
Hourly Total	244	25	1	0	0	0	6	272	276
18:00 - 18:15	48	4	0	0	0	0	0	52.0	52
18:15 - 18:30	53	9	1	0	0	0	1	63.7	64
18:30 - 18:45	46	3	0	0	0	0	0	49.0	49
18:45 - 19:00	25	1	1	0	0	0	1	27.7	28
Hourly Total	172	17	2	0	0	0	2	192	193
Session Total	618	79	8	0	0	1	10	711	716

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	14	3	1	0	13	0	0	44.5	31
07:15 - 07:30	19	3	1	0	13	1	0	49.9	37
07:30 - 07:45	18	8	1	0	12	0	0	51.5	39
07:45 - 08:00	27	7	3	0	3	1	0	44.9	41
Hourly Total	78	21	6	0	41	2	0	191	148
08:00 - 08:15	49	5	2	0	5	0	0	67.0	61
08:15 - 08:30	32	12	3	0	1	0	0	50.5	48
08:30 - 08:45	51	10	2	0	1	0	0	66.0	64
08:45 - 09:00	43	5	3	0	0	0	1	52.7	52
Hourly Total	175	32	10	0	7	0	1	236	225
09:00 - 09:15	31	11	1	0	1	0	1	45.7	45
09:15 - 09:30	35	8	4	1	2	0	1	55.5	51
09:30 - 09:45	26	6	1	0	0	0	0	33.5	33
09:45 - 10:00	29	10	2	0	1	0	0	44.0	42
Hourly Total	121	35	8	1	4	0	2	178	171
Session Total	374	88	24	1	52	2	3	605	544
16:00 - 16:15	72	7	0	0	0	1	0	79.4	80
16:15 - 16:30	59	9	0	0	1	0	0	70.0	69
16:30 - 16:45	85	10	0	0	0	0	1	95.2	96
16:45 - 17:00	63	9	0	0	1	0	0	74.0	73
Hourly Total	279	35	0	0	2	1	1	318	318
17:00 - 17:15	102	8	1	0	0	0	0	111.5	111
17:15 - 17:30	69	6	0	0	0	1	4	76.2	80
17:30 - 17:45	70	6	0	0	3	1	2	82.8	82
17:45 - 18:00	65	4	0	0	0	0	0	69.0	69
Hourly Total	306	24	1	0	3	2	6	340	342
18:00 - 18:15	57	3	1	0	1	0	1	63.7	63
18:15 - 18:30	59	2	1	0	3	2	0	69.3	67
18:30 - 18:45	40	4	0	0	2	0	1	48.2	47
18:45 - 19:00	37	3	1	0	0	0	0	41.5	41
Hourly Total	193	12	3	0	6	2	2	223	218
Session Total	778	71	4	0	11	5	9	881	878

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	26	10	1	0	14	0	0	65.5	51
07:15 - 07:30	35	9	3	0	14	1	0	76.9	62
07:30 - 07:45	56	18	5	0	12	0	0	105.5	91
07:45 - 08:00	69	13	4	0	3	1	0	94.4	90
Hourly Total	186	50	13	0	43	2	0	343	294
08:00 - 08:15	112	15	3	0	6	0	0	143.5	136
08:15 - 08:30	94	15	5	0	2	0	1	120.7	117
08:30 - 08:45	119	14	4	1	1	0	1	143.5	140
08:45 - 09:00	102	13	4	0	0	0	1	121.2	120
Hourly Total	427	57	16	1	9	0	3	529	513
09:00 - 09:15	80	20	3	1	1	0	1	109.0	106
09:15 - 09:30	75	17	5	2	2	0	1	108.3	102
09:30 - 09:45	63	16	3	1	0	1	0	86.2	84
09:45 - 10:00	74	20	3	0	1	0	0	100.5	98
Hourly Total	292	73	14	4	4	1	2	403	390
Session Total	905	180	43	5	56	3	5	1275	1197
16:00 - 16:15	139	20	2	0	0	1	0	162.4	162
16:15 - 16:30	133	20	1	0	1	1	1	157.1	157
16:30 - 16:45	164	24	2	0	0	0	1	191.2	191
16:45 - 17:00	144	18	1	0	2	0	1	167.7	166
Hourly Total	580	82	6	0	3	2	3	679	676
17:00 - 17:15	209	21	1	0	0	0	3	232.1	234
17:15 - 17:30	157	12	1	0	1	1	6	174.1	178
17:30 - 17:45	156	11	0	0	3	1	3	174.0	174
17:45 - 18:00	157	12	0	0	0	0	0	169.0	169
Hourly Total	679	56	2	0	4	2	12	749	755
18:00 - 18:15	129	8	1	0	1	0	1	140.7	140
18:15 - 18:30	137	11	2	0	3	2	1	158.0	156
18:30 - 18:45	109	8	0	0	2	0	1	121.2	120
18:45 - 19:00	99	5	2	0	0	0	2	107.4	108
Hourly Total	474	32	5	0	6	2	5	528	524
Session Total	1733	170	13	0	13	6	20	1956	1955

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	68	16	1	0	1	1	0	87.9	87
07:15 - 07:30	79	16	3	0	0	1	4	100.7	103
07:30 - 07:45	138	22	0	0	0	2	0	160.8	162
07:45 - 08:00	95	16	4	0	1	3	1	120.4	120
Hourly Total	380	70	8	0	2	7	5	470	472
08:00 - 08:15	105	16	2	1	1	0	2	128.7	127
08:15 - 08:30	149	17	1	1	3	1	3	176.8	175
08:30 - 08:45	114	16	3	0	0	1	2	135.3	136
08:45 - 09:00	90	12	1	1	2	1	4	111.0	111
Hourly Total	458	61	7	3	6	3	11	552	549
09:00 - 09:15	117	11	3	1	0	1	0	135.2	133
09:15 - 09:30	84	14	2	1	2	0	1	107.5	104
09:30 - 09:45	90	22	4	1	2	1	0	124.7	120
09:45 - 10:00	99	19	4	1	0	0	0	126.3	123
Hourly Total	390	66	13	4	4	2	1	494	480
Session Total	1228	197	28	7	12	12	17	1516	1501
16:00 - 16:15	98	15	1	0	1	3	0	117.7	118
16:15 - 16:30	95	11	2	0	1	0	1	111.2	110
16:30 - 16:45	87	5	1	0	1	1	1	96.1	96
16:45 - 17:00	95	4	0	0	0	2	1	100.0	102
Hourly Total	375	35	4	0	3	6	3	425	426
17:00 - 17:15	78	10	1	0	1	1	1	92.1	92
17:15 - 17:30	72	7	0	0	2	0	1	83.2	82
17:30 - 17:45	104	9	1	0	4	2	0	123.3	120
17:45 - 18:00	104	5	2	0	4	1	2	120.8	118
Hourly Total	358	31	4	0	11	4	4	420	412
18:00 - 18:15	90	4	0	0	10	0	1	114.2	105
18:15 - 18:30	88	2	0	0	4	1	2	98.8	97
18:30 - 18:45	98	2	2	0	10	0	1	123.2	113
18:45 - 19:00	77	7	0	0	11	1	0	106.4	96
Hourly Total	353	15	2	0	35	2	4	443	411
Session Total	1086	81	10	0	49	12	11	1288	1249

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Sloper Road / C - (South) B4267 Leckwick Road / D - Broad Street

Approach: C - (South) B4267 Leckwick Road

	C to D									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	16	6	1	0	0	0	0	23.5	23	116	22	5	2	0	0	0	150.1	145
07:15 - 07:30	32	2	1	0	0	0	0	35.5	35	153	17	3	3	1	4	0	185.0	181
07:30 - 07:45	41	2	1	0	0	0	0	44.5	44	167	14	2	0	2	2	0	188.8	187
07:45 - 08:00	44	2	0	0	0	0	0	46.0	46	142	27	3	1	1	2	0	178.6	176
Hourly Total	133	12	3	0	0	0	0	150	148	578	80	13	6	4	8	0	703	689
08:00 - 08:15	48	0	2	0	1	2	0	53.8	53	141	17	3	0	2	0	0	166.5	163
08:15 - 08:30	30	6	1	0	0	0	0	37.5	37	148	15	4	0	6	0	1	181.2	174
08:30 - 08:45	17	3	0	0	0	0	0	20.0	20	163	13	4	1	0	4	1	186.1	186
08:45 - 09:00	42	7	6	0	0	0	0	58.0	55	191	15	4	1	1	1	0	216.7	213
Hourly Total	137	16	9	0	1	2	0	170	165	643	60	15	2	9	5	2	751	736
09:00 - 09:15	37	4	0	0	0	0	0	41.0	41	155	13	1	1	3	1	1	178.4	175
09:15 - 09:30	44	7	1	0	0	0	0	52.5	52	182	8	2	1	0	0	0	195.3	193
09:30 - 09:45	41	3	1	0	0	0	0	45.5	45	143	17	3	0	3	0	0	170.5	166
09:45 - 10:00	36	3	4	0	0	0	0	45.0	43	133	16	3	0	4	0	0	161.5	156
Hourly Total	158	17	6	0	0	0	0	184	181	613	54	9	2	10	1	1	706	690
Session Total	428	45	18	0	1	2	0	504	494	1834	194	37	10	23	14	3	2160	2115
16:00 - 16:15	71	0	0	0	0	0	0	71.0	71	142	11	1	0	2	0	0	158.5	156
16:15 - 16:30	100	5	0	0	0	0	0	105.0	105	134	8	0	0	1	3	0	145.2	146
16:30 - 16:45	74	5	0	0	0	0	0	79.0	79	143	14	0	0	2	0	0	161.0	159
16:45 - 17:00	73	1	2	0	0	2	0	77.8	78	144	4	0	0	2	0	0	152.0	150
Hourly Total	318	11	2	0	0	2	0	333	333	563	37	1	0	7	3	0	617	611
17:00 - 17:15	78	4	0	0	0	0	0	82.0	82	143	3	1	0	1	0	1	149.7	149
17:15 - 17:30	77	5	0	0	1	0	0	84.0	83	132	5	0	0	4	0	3	145.6	144
17:30 - 17:45	81	1	0	0	0	1	0	82.4	83	144	5	0	0	2	1	0	153.4	152
17:45 - 18:00	98	1	0	0	0	2	0	99.8	101	132	5	1	0	3	1	1	145.1	143
Hourly Total	334	11	0	0	1	3	0	348	349	551	18	2	0	10	2	5	594	588
18:00 - 18:15	90	2	0	0	0	0	0	92.0	92	134	6	0	0	0	0	0	140.0	140
18:15 - 18:30	63	0	0	0	0	0	0	63.0	63	121	4	0	0	3	2	0	131.8	130
18:30 - 18:45	61	1	0	0	0	0	0	62.0	62	130	3	0	1	1	1	1	137.9	137
18:45 - 19:00	54	2	0	0	0	0	0	56.0	56	122	3	2	0	1	0	1	130.2	129
Hourly Total	268	5	0	0	0	0	0	273	273	507	16	2	1	5	3	2	539	536
Session Total	920	27	2	0	1	5	0	954	955	1621	71	5	1	22	8	7	1750	1735

	C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	39	4	0	0	0	0	0	43	43	0	0	0	0	0	0	0	0	0
08:00 - 08:15	15	1	1	0	0	0	0	17.5	17	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	43	3	0	1	0	0	0	48.3	47	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	42	2	1	0	0	0	0	45.5	45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	113	6	2	1	0	0	0	124	122	0	0	0	0	0	0	0	0	0
09:00 - 09:15	22	1	1	1	0	0	0	26.8	25	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	20	0	1	0	0	0	0	21.5	21	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	13	1	2	0	0	0	0	17.0	16	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	18	2	0	1	0	0	0	22.3	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	73	4	4	2	0	0	0	88	83	0	0	0	0	0	0	0	0	0
Session Total	225	14	6	3	0	0	0	255	248	0	0	0	0	0	0	0	0	0
16:00 - 16:15	12	0	0	0	0	3	0	13.2	15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	17	1	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	19	0	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	58	1	0	0	0	3	0	60	62	0	0	0	0	0	0	0	0	0
17:00 - 17:15	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	14	0	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	14	0	1	0	0	0	0	15.5	15	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	12	2	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	51	3	1	0	0	0	0	56	55	0	0	0	0	0	0	0	0	0
18:00 - 18:15	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	15	1	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	13	1	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	20	1	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	57	4	0	0	0	0	0	61	61	0	0	0	0	0	0	0	0	0
Session Total	166	8	1	0	0	3	0	177	178	0	0	0	0	0	0	0	0	0

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	141	29	6	2	0	0	0	183.6	178	129	18	2	0	2	1	1	154.6	153
07:15 - 07:30	190	19	4	3	1	4	0	225.5	221	160	17	6	0	2	4	2	192.0	191
07:30 - 07:45	221	18	3	0	2	2	0	248.3	246	225	26	2	0	1	0	3	256.6	257
07:45 - 08:00	198	30	3	1	1	2	0	237.6	235	236	24	6	1	1	1	0	273.7	269
Hourly Total	750	96	16	6	4	8	0	895	880	750	85	16	1	6	6	6	876	870
08:00 - 08:15	204	18	6	0	3	2	0	237.8	233	274	24	3	3	4	1	1	318.0	310
08:15 - 08:30	221	24	5	1	6	0	1	267.0	258	274	16	1	1	2	1	1	298.4	296
08:30 - 08:45	222	18	5	1	0	4	1	251.6	251	233	13	6	1	1	0	1	259.5	255
08:45 - 09:00	246	22	10	1	1	1	0	287.7	281	257	16	8	0	2	1	0	289.4	284
Hourly Total	893	82	26	3	10	7	2	1044	1023	1038	69	18	5	9	3	3	1166	1145
09:00 - 09:15	214	18	2	2	3	1	1	246.2	241	216	18	6	2	1	0	0	249.6	243
09:15 - 09:30	246	15	4	1	0	0	0	269.3	266	199	25	4	2	2	0	2	239.0	234
09:30 - 09:45	197	21	6	0	3	0	0	233.0	227	170	24	4	0	4	2	1	209.0	205
09:45 - 10:00	187	21	7	1	4	0	0	228.8	220	184	21	7	1	1	0	1	220.0	215
Hourly Total	844	75	19	4	10	1	1	977	954	769	88	21	5	8	2	4	919	897
Session Total	2487	253	61	13	24	16	3	2916	2857	2557	242	55	11	23	11	13	2961	2912
16:00 - 16:15	225	11	1	0	2	3	0	242.7	242	237	17	6	0	2	0	2	267.4	264
16:15 - 16:30	251	14	0	0	1	3	0	268.2	269	247	23	1	0	3	0	0	277.5	274
16:30 - 16:45	227	19	0	0	2	0	0	250.0	248	236	21	3	0	1	1	0	263.9	262
16:45 - 17:00	236	5	2	0	2	2	0	248.8	247	270	10	1	0	4	2	2	290.7	289
Hourly Total	939	49	3	0	7	8	0	1010	1006	990	71	11	0	10	3	4	1100	1089
17:00 - 17:15	232	8	1	0	1	0	1	243.7	243	262	13	0	1	2	5	0	283.3	283
17:15 - 17:30	223	10	0	0	5	0	3	243.6	241	284	15	2	0	2	0	1	306.2	304
17:30 - 17:45	239	6	1	0	2	2	0	251.3	250	271	7	1	0	3	2	1	286.5	285
17:45 - 18:00	242	8	1	0	3	3	1	258.9	258	267	8	1	1	1	3	4	282.8	285
Hourly Total	936	32	3	0	11	5	5	998	992	1084	43	4	2	8	10	6	1159	1157
18:00 - 18:15	233	9	0	0	0	0	0	242.0	242	248	7	2	1	2	1	0	264.7	261
18:15 - 18:30	199	5	0	0	3	2	0	210.8	209	207	11	1	0	1	0	1	221.7	221
18:30 - 18:45	204	5	0	1	1	1	1	213.9	213	236	11	1	0	1	2	0	251.3	251
18:45 - 19:00	196	6	2	0	1	0	1	207.2	206	201	7	1	0	1	1	2	212.3	213
Hourly Total	832	25	2	1	5	3	2	873	870	892	36	5	1	5	4	3	951	946
Session Total	2707	106	8	1	23	16	7	2881	2868	2966	150	20	3	23	17	13	3210	3192

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Sloper Road / C - (South) B4267 Leckwick Road / D - Broad Street

Approach: D - Broad Street

	D to A									D to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	6	0	1	0	0	0	0	7.5	7	36	7	1	0	0	1	0	44.9	45
07:15 - 07:30	7	1	0	0	0	0	0	8.0	8	36	7	1	0	0	0	3	45.1	47
07:30 - 07:45	4	1	0	0	0	0	0	5.0	5	60	9	0	0	0	0	0	69.0	69
07:45 - 08:00	13	1	0	0	0	0	0	14.0	14	45	9	1	0	0	3	1	56.9	59
Hourly Total	30	3	1	0	0	0	0	35	34	177	32	3	0	0	4	4	217	220
08:00 - 08:15	10	0	0	0	0	0	0	10.0	10	48	6	1	1	1	0	1	60.0	58
08:15 - 08:30	20	0	0	0	0	0	0	20.0	20	55	8	0	0	0	0	2	63.4	65
08:30 - 08:45	17	2	0	0	0	0	0	19.0	19	41	9	2	0	0	1	2	53.8	55
08:45 - 09:00	13	0	0	0	0	0	0	13.0	13	28	3	1	0	0	0	3	33.1	35
Hourly Total	60	2	0	0	0	0	0	62	62	172	26	4	1	1	1	8	210	213
09:00 - 09:15	4	0	0	0	0	0	1	4.2	5	48	4	1	0	0	0	0	53.5	53
09:15 - 09:30	6	1	0	0	0	0	0	7.0	7	34	6	1	0	0	0	0	41.5	41
09:30 - 09:45	10	0	1	0	0	0	0	11.5	11	37	8	0	0	1	0	0	47.0	46
09:45 - 10:00	8	1	1	1	0	0	0	12.8	11	39	10	2	0	0	0	0	52.0	51
Hourly Total	28	2	2	1	0	0	1	35	34	158	28	4	0	1	0	0	194	191
Session Total	118	7	3	1	0	0	1	132	130	507	86	11	1	2	5	12	621	624
16:00 - 16:15	2	0	0	0	0	0	0	2.0	2	41	8	0	0	0	0	0	49.0	49
16:15 - 16:30	15	0	0	0	0	0	0	15.0	15	28	6	1	0	0	0	1	35.7	36
16:30 - 16:45	9	0	0	0	0	0	0	9.0	9	36	3	1	0	0	0	0	40.5	40
16:45 - 17:00	8	0	0	0	0	0	0	8.0	8	42	1	0	0	0	1	1	43.6	45
Hourly Total	34	0	0	0	0	0	0	34	34	147	18	2	0	0	1	2	168	170
17:00 - 17:15	9	0	0	0	0	0	0	9.0	9	30	3	1	0	0	0	1	34.7	35
17:15 - 17:30	6	1	0	0	0	0	0	7.0	7	25	4	0	0	0	0	0	29.0	29
17:30 - 17:45	8	2	0	0	0	0	0	10.0	10	54	3	0	0	0	1	0	57.4	58
17:45 - 18:00	4	2	0	0	0	0	1	6.2	7	48	2	0	0	0	0	0	50.0	50
Hourly Total	27	5	0	0	0	0	1	32	33	157	12	1	0	0	1	1	171	172
18:00 - 18:15	5	1	0	0	0	0	1	6.2	7	45	2	0	0	0	0	1	47.2	48
18:15 - 18:30	6	0	0	0	0	0	0	6.0	6	36	1	0	0	0	1	1	37.6	39
18:30 - 18:45	4	0	0	0	0	0	1	4.2	5	45	1	1	0	0	0	1	47.7	48
18:45 - 19:00	4	0	0	0	0	0	0	4.0	4	34	2	0	0	0	1	0	36.4	37
Hourly Total	19	1	0	0	0	0	2	20	22	160	6	1	0	0	2	3	170	172
Session Total	80	6	0	0	0	0	3	86	89	464	36	4	0	0	4	6	509	514

	D to C									D to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	74	9	0	0	0	0	0	83.0	83	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	46	5	0	0	0	2	0	51.8	53	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	67	7	0	0	1	0	1	76.2	76	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	92	15	2	0	0	0	0	110.0	109	0	0	0	0	0	0	0	0.0	0
Hourly Total	279	36	2	0	1	2	1	321	321	0	0	0	0	0	0	0	0	0
08:00 - 08:15	88	6	0	1	0	0	0	96.3	95	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	67	4	0	1	0	0	0	73.3	72	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	79	3	3	0	0	0	0	86.5	85	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	67	4	2	0	0	0	0	74.0	73	0	0	0	0	0	0	0	0.0	0
Hourly Total	301	17	5	2	0	0	0	331	325	0	0	0	0	0	0	0	0	0
09:00 - 09:15	78	7	1	0	0	0	0	86.5	86	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	74	11	1	0	0	0	0	86.5	86	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	58	8	2	0	1	0	0	71.0	69	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	55	6	4	0	0	0	1	67.2	66	0	0	0	0	0	0	0	0.0	0
Hourly Total	265	32	8	0	1	0	1	311	307	0	0	0	0	0	0	0	0	0
Session Total	845	85	15	2	2	2	2	963	953	0	0	0	0	0	0	0	0	0
16:00 - 16:15	64	4	1	0	0	0	1	69.7	70	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	54	4	0	0	0	0	0	58.0	58	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	47	1	2	0	0	0	0	51.0	50	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	65	1	1	0	0	1	1	68.1	69	0	0	0	0	0	0	0	0.0	0
Hourly Total	230	10	4	0	0	1	2	246	247	0	0	0	0	0	0	0	0	0
17:00 - 17:15	46	6	0	0	0	3	0	53.2	55	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	44	3	1	0	0	0	0	48.5	48	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	65	3	0	0	0	0	0	68.0	68	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	76	2	0	0	0	1	0	78.4	79	0	0	0	0	0	0	0	0.0	0
Hourly Total	231	14	1	0	0	4	0	249	250	0	0	0	0	0	0	0	0	0
18:00 - 18:15	52	1	0	0	0	0	0	53.0	53	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	51	2	1	0	0	0	0	54.5	54	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	47	3	0	0	0	0	0	50.0	50	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	53	1	1	0	0	0	0	55.5	55	0	0	0	0	0	0	0	0.0	0
Hourly Total	203	7	2	0	0	0	0	213	212	0	0	0	0	0	0	0	0	0
Session Total	664	31	7	0	0	5	2	708	709	0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	116	16	2	0	0	1	0	135.4	135	30	11	1	1	0	0	1	45.0	44
07:15 - 07:30	89	13	1	0	0	2	3	104.9	108	42	6	2	0	0	0	0	51.0	50
07:30 - 07:45	131	17	0	0	1	0	1	150.2	150	67	11	5	0	0	0	0	85.5	83
07:45 - 08:00	150	25	3	0	0	3	1	180.9	182	78	8	1	0	0	0	0	87.5	87
Hourly Total	486	71	6	0	1	6	5	571	575	217	36	9	1	0	0	1	269	264
08:00 - 08:15	146	12	1	2	1	0	1	166.3	163	90	8	3	0	1	2	0	105.3	104
08:15 - 08:30	142	12	0	1	0	0	2	156.7	157	67	8	3	0	0	0	1	79.7	79
08:30 - 08:45	137	14	5	0	0	1	2	159.3	159	63	5	1	0	0	0	1	69.7	70
08:45 - 09:00	108	7	3	0	0	0	3	120.1	121	72	15	7	0	0	0	0	97.5	94
Hourly Total	533	45	9	3	1	1	8	603	600	292	36	14	0	1	2	2	352	347
09:00 - 09:15	130	11	2	0	0	0	1	144.2	144	65	11	2	0	0	0	0	79.0	78
09:15 - 09:30	114	18	2	0	0	0	0	135.0	134	72	14	2	0	0	0	0	89.0	88
09:30 - 09:45	105	16	3	0	2	0	0	129.5	126	71	13	4	1	0	0	0	92.3	89
09:45 - 10:00	102	17	7	1	0	0	1	132.0	128	63	14	4	0	0	0	0	83.0	81
Hourly Total	451	62	14	1	2	0	2	540	532	271	52	12	1	0	0	0	343	336
Session Total	1470	178	29	4	4	7	15	1714	1707	780	124	35	2	1	2	3	964	947
16:00 - 16:15	107	12	1	0	0	0	1	120.7	121	116	11	2	0	0	0	0	130.0	129
16:15 - 16:30	97	10	1	0	0	0	1	108.7	109	154	15	1	0	0	1	1	171.1	172
16:30 - 16:45	92	4	3	0	0	0	0	100.5	99	140	16	1	0	0	0	0	157.5	157
16:45 - 17:00	115	2	1	0	0	2	2	119.7	122	140	7	3	0	0	2	1	152.5	153
Hourly Total	411	28	6	0	0	2	4	450	451	550	49	7	0	0	3	2	611	611
17:00 - 17:15	85	9	1	0	0	3	1	96.9	99	160	18	0	0	0	0	3	178.6	181
17:15 - 17:30	75	8	1	0	0	0	0	84.5	84	148	9	1	0	1	0	2	160.9	161
17:30 - 17:45	127	8	0	0	0	1	0	135.4	136	142	5	0	0	0	1	1	147.6	149
17:45 - 18:00	128	6	0	0	0	1	1	134.6	136	168	8	1	0	0	2	1	178.5	180
Hourly Total	415	31	2	0	0	5	2	451	455	618	40	2	0	1	3	7	665	671
18:00 - 18:15	102	4	0	0	0	0	2	106.4	108	150	7	0	0	0	0	1	157.2	158
18:15 - 18:30	93	3	1	0	0	1	1	98.1	99	121	10	1	0	0	0	2	132.9	134
18:30 - 18:45	96	4	1	0	0	0	2	101.9	103	115	4	0	0	0	1	0	119.4	120
18:45 - 19:00	91	3	1	0	0	1	0	95.9	96	82	3	1	0	0	0	2	86.9	88
Hourly Total	382	14	3	0	0	2	5	403	406	468	24	2	0	0	1	5	496	500
Session Total	1208	73	11	0	0	9	11	1304	1312	1636	113	11	0	1	7	14	1772	1782

Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) B4267 Leckwith Road / B - Sloper Road / C - (South) B4267 Leckwick Road / D - Broad Street**

	A - (North) B4267 Leckwith Road			B - Sloper Road		C - (South) B4267 Leckwick Road		D - Broad Street	
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	10	3	0	2	5	9	4	6	8
07:05 - 07:10	10	6	1	4	6	13	5	9	11
07:10 - 07:15	7	4	2	5	8	11	5	10	6
07:15 - 07:20	11	3	0	2	8	18	7	8	6
07:20 - 07:25	15	9	0	4	12	15	9	5	5
07:25 - 07:30	13	7	0	5	11	27	9	6	11
07:30 - 07:35	15	12	1	8	12	15	5	9	12
07:35 - 07:40	15	8	0	14	14	21	8	11	11
07:40 - 07:45	12	10	0	12	11	20	8	12	18
07:45 - 07:50	14	7	1	9	13	21	11	12	20
07:50 - 07:55	13	12	0	7	12	25	5	13	18
07:55 - 08:00	13	12	0	9	14	14	4	6	18
08:00 - 08:05	20	12	0	8	23	25	4	10	16
08:05 - 08:10	13	10	1	26	22	25	10	13	17
08:10 - 08:15	13	11	1	28	15	23	8	13	16
08:15 - 08:20	17	10	1	24	12	25	15	13	16
08:20 - 08:25	18	10	2	23	12	26	17	13	17
08:25 - 08:30	14	10	0	29	15	25	12	12	15
08:30 - 08:35	15	6	0	22	13	26	13	12	21
08:35 - 08:40	10	5	1	14	15	26	12	10	17
08:40 - 08:45	16	9	1	13	16	28	6	13	19
08:45 - 08:50	12	9	1	16	8	29	6	6	10
08:50 - 08:55	13	7	1	13	7	25	6	7	17
08:55 - 09:00	13	12	1	10	7	20	9	7	10
09:00 - 09:05	14	10	0	12	9	22	10	11	18
09:05 - 09:10	13	8	1	13	9	24	8	6	15
09:10 - 09:15	13	6	0	14	15	24	6	8	15
09:15 - 09:20	19	5	1	8	12	26	11	6	18
09:20 - 09:25	12	6	1	10	15	20	7	4	19
09:25 - 09:30	13	6	0	7	5	22	12	13	20
09:30 - 09:35	19	7	1	9	7	26	10	7	12
09:35 - 09:40	13	4	0	7	5	22	14	8	13
09:40 - 09:45	14	8	0	9	6	8	2	9	15
09:45 - 09:50	14	6	0	6	7	17	4	7	7
09:50 - 09:55	13	3	1	10	9	25	4	12	16
09:55 - 10:00	13	6	0	12	11	20	6	8	6
16:00 - 16:05	21	10	1	10	9	15	8	9	13
16:05 - 16:10	13	7	0	14	16	24	10	9	21
16:10 - 16:15	13	8	1	25	20	24	10	13	19
16:15 - 16:20	26	10	0	24	19	30	7	9	10
16:20 - 16:25	18	11	1	25	8	30	8	7	14
16:25 - 16:30	18	9	1	26	16	18	11	11	7
16:30 - 16:35	18	5	0	17	16	30	6	8	11
16:35 - 16:40	13	5	1	19	27	24	6	12	13
16:40 - 16:45	21	6	1	27	27	31	10	10	19
16:45 - 16:50	17	10	1	28	20	20	8	6	16
16:50 - 16:55	13	10	1	27	27	23	10	6	18
16:55 - 17:00	18	10	0	29	27	25	6	12	20
17:00 - 17:05	13	6	1	29	20	29	7	5	9
17:05 - 17:10	26	11	0	30	21	28	12	8	14
17:10 - 17:15	21	11	1	29	26	26	10	7	15
17:15 - 17:20	26	10	0	29	21	28	8	8	17
17:20 - 17:25	19	11	0	30	23	28	7	6	18
17:25 - 17:30	16	8	1	28	28	30	6	7	21
17:30 - 17:35	25	10	0	27	27	21	6	11	20
17:35 - 17:40	25	11	0	30	22	25	12	13	24
17:40 - 17:45	25	7	0	28	27	29	12	13	23
17:45 - 17:50	24	11	1	29	26	27	8	13	22
17:50 - 17:55	19	8	0	26	16	23	7	12	23
17:55 - 18:00	19	11	2	16	12	23	10	12	15
18:00 - 18:05	18	7	1	26	12	12	7	7	9
18:05 - 18:10	13	7	1	27	8	26	4	11	12
18:10 - 18:15	18	6	0	26	13	32	6	12	11
18:15 - 18:20	13	8	0	24	14	21	3	9	9
18:20 - 18:25	14	8	0	24	10	8	3	9	9
18:25 - 18:30	13	9	1	13	10	10	5	8	10
18:30 - 18:35	13	10	1	22	5	10	2	6	11
18:35 - 18:40	13	7	1	24	12	2	0	8	13
18:40 - 18:45	12	7	0	9	5	10	3	9	9
18:45 - 18:50	13	5	0	11	10	13	3	8	13
18:50 - 18:55	11	4	0	10	8	9	2	6	10
18:55 - 19:00	13	5	0	9	5	7	3	7	8

B4267 Leckwith Road / Ffordd Fred Keenor junction (Junction 3)

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Link Road / C - (South) B4267 Leckwith Road

Approach: A - (North) B4267 Leckwith Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	0	1	0	0	0	1	6.7	7
07:15 - 07:30	3	0	1	0	0	0	0	4.5	4
07:30 - 07:45	4	3	0	2	0	0	0	11.6	9
07:45 - 08:00	7	2	0	0	0	0	0	9.0	9
Hourly Total	**19**	**5**	**2**	**2**	**0**	**0**	**1**	**32**	**29**
08:00 - 08:15	10	0	0	0	1	0	0	12.0	11
08:15 - 08:30	8	2	1	0	0	0	1	8.7	10
08:30 - 08:45	17	0	0	0	0	0	2	17.4	19
08:45 - 09:00	12	0	0	0	0	0	0	12.0	12
Hourly Total	**47**	**2**	**1**	**0**	**1**	**0**	**3**	**50**	**52**
09:00 - 09:15	4	0	0	0	1	0	0	6.0	5
09:15 - 09:30	8	0	0	0	1	0	0	10.0	9
09:30 - 09:45	6	0	0	0	0	0	0	6.0	6
09:45 - 10:00	5	0	0	0	2	0	0	9.0	7
Hourly Total	**23**	**0**	**0**	**0**	**4**	**0**	**0**	**31**	**27**
Session Total	**87**	**7**	**3**	**2**	**5**	**0**	**4**	**113**	**108**
16:00 - 16:15	10	0	0	0	1	0	0	12.0	11
16:15 - 16:30	9	0	0	0	0	0	0	9.0	9
16:30 - 16:45	15	0	0	0	1	0	0	17.0	16
16:45 - 17:00	14	0	0	0	1	0	0	16.0	15
Hourly Total	**48**	**0**	**0**	**0**	**3**	**0**	**0**	**54**	**51**
17:00 - 17:15	13	0	0	0	2	0	0	17.0	15
17:15 - 17:30	13	1	0	0	1	0	1	15.2	16
17:30 - 17:45	16	0	0	0	0	0	0	16.0	16
17:45 - 18:00	18	1	0	0	3	0	0	23.0	22
Hourly Total	**60**	**2**	**0**	**0**	**6**	**0**	**1**	**71**	**69**
18:00 - 18:15	14	0	0	0	0	0	0	14.0	14
18:15 - 18:30	20	2	0	0	1	0	0	24.0	23
18:30 - 18:45	16	2	0	0	0	0	0	18.0	19
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**57**	**4**	**0**	**0**	**1**	**0**	**0**	**63**	**62**
Session Total	**165**	**6**	**0**	**0**	**10**	**0**	**1**	**191**	**182**

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	124	14	2	0	1	4	0	144.6	145
07:15 - 07:30	160	13	4	1	3	3	1	188.7	185
07:30 - 07:45	189	21	3	0	1	1	1	217.1	216
07:45 - 08:00	203	21	4	0	1	1	3	233.9	233
Hourly Total	**676**	**69**	**13**	**1**	**6**	**9**	**5**	**784**	**779**
08:00 - 08:15	191	22	4	0	1	1	2	221.8	221
08:15 - 08:30	188	21	1	3	0	1	0	217.8	214
08:30 - 08:45	190	23	2	2	3	3	1	228.0	224
08:45 - 09:00	205	11	4	0	1	0	0	224.0	221
Hourly Total	**774**	**77**	**11**	**5**	**5**	**5**	**3**	**891**	**880**
09:00 - 09:15	198	24	5	0	1	1	0	231.9	229
09:15 - 09:30	184	17	2	1	1	2	0	209.1	207
09:30 - 09:45	161	21	4	0	3	0	0	194.0	189
09:45 - 10:00	169	24	5	2	0	0	0	205.1	200
Hourly Total	**712**	**86**	**16**	**3**	**5**	**3**	**0**	**840**	**825**
Session Total	**2162**	**232**	**40**	**9**	**16**	**17**	**8**	**2317**	**2484**
16:00 - 16:15	210	17	8	0	2	1	0	243.4	235
16:15 - 16:30	223	18	2	0	2	1	0	248.4	246
16:30 - 16:45	211	14	2	0	0	1	0	236.4	228
16:45 - 17:00	253	17	0	0	1	2	0	239.8	233
Hourly Total	**904**	**66**	**12**	**0**	**5**	**5**	**0**	**968**	**942**
17:00 - 17:15	237	14	1	0	0	3	2	254.1	257
17:15 - 17:30	221	11	1	0	2	0	0	237.5	233
17:30 - 17:45	221	8	2	0	2	1	0	236.4	234
17:45 - 18:00	189	13	0	2	0	0	0	206.6	204
Hourly Total	**868**	**46**	**4**	**2**	**4**	**4**	**2**	**934**	**928**
18:00 - 18:15	189	10	1	0	3	2	0	207.3	206
18:15 - 18:30	210	8	2	1	0	1	1	222.9	223
18:30 - 18:45	162	3	0	0	4	1	0	172.4	170
18:45 - 19:00	183	8	0	0	1	1	0	193.4	193
Hourly Total	**744**	**29**	**3**	**1**	**8**	**5**	**1**	**796**	**791**
Session Total	**2466**	**141**	**19**	**3**	**17**	**14**	**3**	**2683**	**2663**

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	129	14	3	0	1	4	1	151.3	152
07:15 - 07:30	163	13	5	1	3	3	1	193.2	189
07:30 - 07:45	193	24	3	2	1	1	1	228.7	225
07:45 - 08:00	210	23	4	0	1	1	3	242.0	240
Hourly Total	**695**	**74**	**15**	**3**	**6**	**9**	**6**	**816**	**806**
08:00 - 08:15	201	22	4	0	2	1	2	233.8	232
08:15 - 08:30	194	23	2	3	0	1	1	227.5	226
08:30 - 08:45	207	23	2	2	3	3	3	245.4	243
08:45 - 09:00	217	11	4	0	1	0	0	236.0	232
Hourly Total	**819**	**79**	**12**	**5**	**6**	**5**	**6**	**942**	**932**
09:00 - 09:15	202	24	5	0	2	1	0	237.9	234
09:15 - 09:30	192	17	2	1	2	2	0	216.1	210
09:30 - 09:45	167	21	4	0	3	0	0	200.0	196
09:45 - 10:00	174	24	5	2	2	0	0	214.1	207
Hourly Total	**735**	**86**	**16**	**3**	**9**	**3**	**0**	**871**	**850**
Session Total	**2249**	**239**	**43**	**11**	**21**	**17**	**12**	**2629**	**2582**
16:00 - 16:15	220	17	8	0	3	1	0	255.4	249
16:15 - 16:30	232	18	2	0	2	1	0	267.4	255
16:30 - 16:45	226	14	2	0	1	1	0	245.4	244
16:45 - 17:00	224	17	0	0	2	2	0	245.8	245
Hourly Total	**902**	**66**	**12**	**0**	**8**	**5**	**0**	**1014**	**993**
17:00 - 17:15	250	14	1	0	2	3	2	271.1	272
17:15 - 17:30	234	12	1	0	3	0	1	253.7	251
17:30 - 17:45	237	8	2	0	2	1	0	252.4	250
17:45 - 18:00	207	14	0	2	3	0	0	231.6	226
Hourly Total	**928**	**48**	**4**	**2**	**10**	**4**	**3**	**1010**	**999**
18:00 - 18:15	203	10	1	0	3	2	0	221.3	219
18:15 - 18:30	230	10	2	1	1	1	1	247.9	246
18:30 - 18:45	178	5	0	0	4	1	0	191.4	189
18:45 - 19:00	190	8	0	0	1	1	0	205.4	200
Hourly Total	**801**	**33**	**3**	**1**	**9**	**5**	**1**	**866**	**854**
Session Total	**2631**	**147**	**19**	**3**	**27**	**14**	**4**	**2875**	**2846**

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	155	19	6	0	1	5	0	187.0	186
07:15 - 07:30	195	24	4	0	1	1	0	227.4	225
07:30 - 07:45	226	19	1	4	2	2	0	260.5	254
07:45 - 08:00	251	27	5	4	2	3	0	298.9	292
Hourly Total	**827**	**89**	**16**	**8**	**6**	**11**	**0**	**974**	**957**
08:00 - 08:15	204	30	5	1	3	1	0	250.2	244
08:15 - 08:30	174	20	5	1	0	2	1	204.8	203
08:30 - 08:45	206	21	2	1	1	0	1	234.5	232
08:45 - 09:00	168	21	4	0	2	0	0	198.9	195
Hourly Total	**752**	**92**	**16**	**3**	**6**	**3**	**2**	**888**	**874**
09:00 - 09:15	170	15	6	1	1	1	0	204.7	200
09:15 - 09:30	160	15	7	0	4	2	0	218.3	213
09:30 - 09:45	164	26	6	3	2	1	1	240.3	233
09:45 - 10:00	166	24	10	0	5	2	0	218.8	207
Hourly Total	**721**	**80**	**29**	**4**	**12**	**6**	**1**	**882**	**853**
Session Total	**2300**	**261**	**61**	**15**	**24**	**20**	**3**	**2742**	**2684**
16:00 - 16:15	232	7	2	0	0	1	0	242.4	242
16:15 - 16:30	217	12	2	0	5	2	0	242.9	238
16:30 - 16:45	243	14	1	0	4	2	1	267.3	263
16:45 - 17:00	247	17	3	0	2	1	1	272.1	271
Hourly Total	**939**	**50**	**8**	**0**	**11**	**6**	**2**	**1025**	**1014**
17:00 - 17:15	225	10	2	0	3	1	1	244.6	242
17:15 - 17:30	234	13	0	0	3	1	0	253.4	251
17:30 - 17:45	238	9	3	1	2	1	0	248.2	244
17:45 - 18:00	229	9	1	0	3	0	0	248.5	242
Hourly Total	**916**	**41**	**6**	**1**	**11**	**3**	**1**	**991**	**979**
18:00 - 18:15	205	17	0	2	2	2	0	231.4	230
18:15 - 18:30	233	15	0	0	5	2	0	258.8	259
18:30 - 18:45	230	10	0	0	0	0	0	240.0	240
18:45 - 19:00	234	9	0	0	1	1	0	246.4	245
Hourly Total	**902**	**51**	**0**	**2**	**8**	**5**	**0**	**976**	**974**
Session Total	**2777**	**142**	**14**	**3**	**30**	**14**	**3**	**3212**	**2963**

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Link Road / C - (South) B4267 Leckwith Road

Approach: B - Link Road

	B to C									B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	1	0	0	0	0	1.5	1	1	1	1	0	0	0	0	3.5	3	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	1	1	0	4	0	0	0	11.2	6	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	1	0	1	0	0	0	0	2.3	2	1	0	0	2	0	0	0	5.6	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**2**	**2**	**4**	**0**	**0**	**0**	**20**	**14**	**5**	**1**	**1**	**2**	**0**	**0**	**0**	**13**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	2	0	0	1	0	0	4.0	3	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	2	2	0	0	0	0	0	4.0	4	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	3	0	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	3	0	1	0	1	0	0	6.5	5	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**8**	**4**	**1**	**0**	**2**	**0**	**0**	**18**	**15**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**12**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	1	0	0	1	0	0	3.0	2	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	5	1	0	0	1	0	0	8.0	7	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	0	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	3	1	1	0	1	0	0	7.5	6	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	**11**	**3**	**1**	**0**	**3**	**0**	**0**	**22**	**18**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**25**	**9**	**4**	**4**	**5**	**0**	**0**	**60**	**47**	**22**	**2**	**2**	**2**	**0**	**0**	**0**	**33**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	10	2	0	0	0	0	0	12.0	12	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	12	0	0	0	0	0	0	12.0	12	3	0	0	0	2	0	0	7.0	5	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	17	1	0	0	1	0	0	20.0	19	6	0	0	0	1	0	0	8.0	7	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	14	1	0	0	0	0	0	13.0	15	4	0	0	0	1	0	1	6.2	6	0	0	0	0	0	0	0	0.0	0
Hourly Total	**53**	**4**	**0**	**0**	**1**	**0**	**0**	**59**	**58**	**17**	**0**	**0**	**0**	**4**	**0**	**1**	**25**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	9	0	0	0	1	0	0	11.0	10	8	1	0	0	1	0	1	11.2	11	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	14	0	0	0	1	0	0	15.0	13	9	0	0	0	1	0	0	11.0	10	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	20	1	0	0	0	0	0	21.0	21	5	0	1	0	1	0	0	8.5	7	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	11	1	0	0	0	0	0	12.0	12	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**54**	**2**	**0**	**0**	**2**	**0**	**0**	**59**	**56**	**27**	**1**	**1**	**0**	**2**	**0**	**1**	**36**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	15	0	0	0	1	0	0	17.0	16	7	0	0	0	2	0	0	11.0	9	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	7	0	0	0	1	0	0	9.0	8	4	0	0	0	2	0	0	8.0	6	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	3	1	0	0	0	0	0	4.0	4	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7	4	1	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	**32**	**1**	**0**	**0**	**2**	**0**	**0**	**37**	**35**	**19**	**1**	**0**	**0**	**4**	**0**	**0**	**28**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**139**	**7**	**0**	**0**	**5**	**0**	**0**	**156**	**131**	**63**	**2**	**1**	**0**	**11**	**0**	**2**	**89**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6	8	0	1	0	0	0	1	9.7	10
07:15 - 07:30	1	1	2	0	0	0	0	5.0	4	6	1	1	0	0	0	0	8.5	8
07:30 - 07:45	3	1	0	4	0	0	0	13.2	8	5	3	0	4	0	0	0	17.2	12
07:45 - 08:00	2	0	1	2	0	0	0	9.1	5	12	3	1	2	0	0	0	21.1	18
Hourly Total	**11**	**3**	**3**	**6**	**0**	**0**	**0**	**33**	**23**	**31**	**7**	**3**	**6**	**0**	**0**	**1**	**57**	**48**
08:00 - 08:15	0	3	0	0	1	0	0	5.0	4	16	0	0	0	1	0	0	18.0	17
08:15 - 08:30	3	2	1	0	0	0	0	6.0	6	24	2	1	0	0	1	1	28.1	29
08:30 - 08:45	6	0	0	0	0	0	0	6.0	6	33	2	0	0	0	0	2	36.4	37
08:45 - 09:00	8	0	1	0	1	0	0	11.5	10	25	0	0	0	1	0	0	27.0	26
Hourly Total	**17**	**5**	**2**	**0**	**2**	**0**	**0**	**28**	**26**	**98**	**4**	**1**	**0**	**2**	**1**	**3**	**109**	**109**
09:00 - 09:15	1	1	0	0	1	0	0	4.0	3	16	1	0	0	1	0	0	19.0	18
09:15 - 09:30	6	1	0	0	1	0	0	9.0	9	21	3	0	0	1	0	0	26.0	25
09:30 - 09:45	7	0	0	0	0	0	0	7.0	7	13	1	1	0	0	0	0	15.5	15
09:45 - 10:00	5	1	1	0	1	0	0	9.5	8	7	0	1	0	3	0	0	14.5	11
Hourly Total	**19**	**3**	**1**	**0**	**3**	**0**	**0**	**30**	**26**	**57**	**5**	**2**	**0**	**5**	**0**	**0**	**75**	**69**
Session Total	**47**	**11**	**6**	**6**	**5**	**0**	**0**	**92**	**75**	**186**	**16**	**6**	**6**	**7**	**1**	**4**	**241**	**226**
16:00 - 16:15	14	2	0	0	0	0	0	16.0	16	44	0	0	0	1	0	0	46.0	46
16:15 - 16:30	15	0	0	0	2	0	0	19.0	17	43	1	0	0	0	0	0	44.0	44
16:30 - 16:45	23	1	0	0	2	0	0	28.0	26	39	0	0	0	2	0	0	43.0	41
16:45 - 17:00	18	1	0	0	1	0	1	21.2	21	52	1	0	0	1	0	0	55.0	54
Hourly Total	**70**	**4**	**0**	**0**	**5**	**0**	**1**	**84**	**80**	**178**	**2**	**0**	**0**	**4**	**0**	**0**	**188**	**184**
17:00 - 17:15	17	1	0	0	2	0	1	22.2	21	39	0	0	0	3	0	0	46.0	42
17:15 - 17:30	23	0	0	0	2	0	0	27.0	23	54	1	1	0	1	0	1	59.7	58
17:30 - 17:45	25	1	1	0	1	0	0	28.5	28	60	2	0	0	1	0	0	64.0	63
17:45 - 18:00	16	1	0	0	0	0	0	17.0	17	92	4	0	0	3	0	0	102.0	99
Hourly Total	**81**	**3**	**1**	**0**	**5**	**0**	**1**	**95**	**89**	**245**	**7**	**1**	**0**	**8**	**0**	**1**	**272**	**262**
18:00 - 18:15	22	0	0	0	3	0	0	26.0	25	61	1	0	0	1	0	0	64.0	63
18:15 - 18:30	11	0	0	0	3	0	0	17.0	14	67	2	0	0	2	0	0	73.0	71
18:30 - 18:45	7	1	0	0	0	0	0	9.0	8	59	2	0	0	0	0	0	61.0	61
18:45 - 19:00	11	1	0	0	0	0	0	12.0	12	45	2	0	0	0	0	0	47.0	47
Hourly Total	**51**	**2**	**0**	**0**	**6**	**0**	**0**	**66**	**59**	**232**	**7**	**0**	**0**	**3**	**0**	**0**	**245**	**242**
Session Total	**202**	**9**	**1**	**0**	**16**	**0**	**2**	**245**	**230**	**655**	**16**	**1**	**0**	**15**	**0**	**1**	**703**	**688**

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Link Road / C - (South) B4267 Leckwith Road

Approach: C - (South) B4267 Leckwith Road

	C to A								C to B								C to C							
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	154	19	6	0	1	5	0	186.0	185	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	194	23	3	0	1	1	0	223.9	222	3	1	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	224	19	1	4	2	2	0	258.5	252	1	0	0	2	0	0	0	5.6	3	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	230	27	5	2	2	3	0	294.3	289	5	1	1	2	0	0	0	12.1	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	**822**	**88**	**15**	**6**	**6**	**11**	**0**	**963**	**948**	**12**	**2**	**1**	**4**	**0**	**0**	**0**	**25**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	204	29	5	1	3	1	0	249.2	243	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	173	20	4	1	0	2	1	202.3	201	16	0	0	0	0	1	0	18.4	19	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	203	21	2	1	1	0	1	231.5	229	16	2	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	163	21	4	0	2	0	0	194.0	192	13	0	0	0	1	0	0	13.0	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	**743**	**91**	**15**	**2**	**6**	**3**	**2**	**877**	**865**	**51**	**2**	**0**	**0**	**1**	**1**	**0**	**57**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	175	15	6	1	1	1	0	203.7	199	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	194	15	7	0	4	2	0	218.3	212	13	3	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	160	26	6	3	2	1	1	226.5	220	7	1	1	0	0	0	0	9.5	9	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	164	24	10	0	5	2	0	213.8	206	2	0	1	0	1	0	0	5.5	4	0	0	0	0	0	0	0	0.0	0
Hourly Total	**713**	**80**	**29**	**4**	**12**	**6**	**1**	**872**	**845**	**34**	**5**	**2**	**0**	**1**	**0**	**0**	**44**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2278**	**259**	**59**	**13**	**24**	**20**	**3**	**2712**	**2658**	**99**	**9**	**3**	**4**	**2**	**1**	**0**	**126**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	228	7	2	0	0	1	0	239.4	235	34	0	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	214	12	2	0	3	2	0	235.5	232	34	1	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	237	14	1	0	3	2	1	259.5	258	24	0	0	0	1	0	0	26.0	25	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	243	17	3	0	1	1	0	266.9	260	36	1	0	0	0	0	0	39.0	39	0	0	0	0	0	0	0	0.0	0
Hourly Total	**922**	**50**	**8**	**0**	**7**	**6**	**1**	**1000**	**984**	**128**	**2**	**0**	**0**	**1**	**0**	**0**	**134**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	217	9	2	0	2	1	0	233.4	231	26	0	0	0	1	0	0	28.0	27	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	225	13	0	0	2	1	0	242.4	241	41	0	1	0	0	0	0	43.0	42	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	223	9	2	1	1	1	0	239.7	237	44	2	0	0	1	0	0	48.0	47	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	224	9	1	0	3	0	0	240.5	237	74	3	0	0	0	0	0	77.0	77	0	0	0	0	0	0	0	0.0	0
Hourly Total	**889**	**40**	**5**	**1**	**8**	**3**	**0**	**956**	**946**	**185**	**5**	**1**	**0**	**2**	**0**	**0**	**196**	**193**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	218	17	0	2	0	2	0	245.4	239	47	1	0	0	1	0	0	50.0	49	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	229	15	0	0	3	2	0	250.0	249	47	0	0	0	1	0	0	49.0	49	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	226	10	0	0	0	0	0	236.0	236	43	0	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	230	8	0	0	1	1	0	245.4	240	38	2	0	0	0	0	0	40.0	40	0	0	0	0	0	0	0	0.0	0
Hourly Total	**903**	**50**	**0**	**2**	**4**	**5**	**0**	**977**	**964**	**175**	**3**	**0**	**0**	**2**	**0**	**0**	**182**	**180**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2714**	**140**	**13**	**3**	**19**	**14**	**1**	**2924**	**2904**	**490**	**10**	**1**	**0**	**5**	**0**	**0**	**512**	**506**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C								To C							
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	157	19	6	0	1	5	0	189.0	188	128	15	2	0	1	4	0	148.6	150
07:15 - 07:30	197	24	3	0	1	1	0	227.9	226	160	13	5	1	3	3	1	186.2	186
07:30 - 07:45	225	19	1	6	2	2	0	264.1	255	190	22	3	4	1	1	1	238.3	222
07:45 - 08:00	255	28	6	4	2	3	0	306.4	298	204	21	5	0	1	1	3	236.6	230
Hourly Total	**834**	**90**	**16**	**10**	**6**	**11**	**0**	**987**	**967**	**682**	**71**	**15**	**5**	**6**	**9**	**5**	**809**	**793**
08:00 - 08:15	210	29	5	1	3	1	0	253.2	249	191	24	4	0	2	1	2	226.8	224
08:15 - 08:30	191	20	4	1	0	3	1	229.7	228	190	23	1	3	0	1	0	221.8	219
08:30 - 08:45	219	23	2	1	1	0	1	249.5	247	193	23	2	2	3	3	1	231.8	227
08:45 - 09:00	176	21	4	0	3	0	0	209.0	206	208	11	5	0	2	0	0	230.5	226
Hourly Total	**796**	**93**	**15**	**3**	**7**	**4**	**2**	**942**	**930**	**782**	**81**	**12**	**5**	**7**	**5**	**3**	**910**	**896**
09:00 - 09:15	187	16	6	1	1	1	0	214.7	212	198	25	5	0	2	1	0	234.9	231
09:15 - 09:30	197	18	7	0	4	2	0	234.3	228	189	18	2	1	2	2	0	217.1	214
09:30 - 09:45	197	27	7	3	2	1	1	246.3	238	164	21	4	0	3	0	0	197.0	192
09:45 - 10:00	160	24	11	0	6	2	0	219.3	209	172	25	6	2	1	0	0	212.6	206
Hourly Total	**741**	**85**	**31**	**4**	**13**	**6**	**1**	**916**	**887**	**723**	**89**	**17**	**3**	**8**	**3**	**0**	**862**	**843**
Session Total	**2377**	**268**	**62**	**17**	**26**	**21**	**3**	**2039**	**2774**	**2187**	**241**	**44**	**13**	**21**	**17**	**8**	**2277**	**2021**
10:00 - 10:15	262	7	2	0	0	1	0	272.4	272	220	19	8	0	2	1	0	235.4	233
10:15 - 10:30	248	13	2	0	3	2	0	279.8	268	235	18	2	0	2	1	0	250.4	250
10:30 - 10:45	261	14	1	0	4	2	1	293.5	283	228	15	2	0	1	1	0	246.4	247
10:45 - 11:00	281	18	3	0	1	1	0	305.9	304	224	18	0	0	1	2	0	244.8	245
Hourly Total	**1052**	**52**	**8**	**0**	**8**	**6**	**1**	**1124**	**1127**	**907**	**70**	**12**	**0**	**6**	**5**	**0**	**1009**	**1003**
11:00 - 11:15	243	9	2	0	3	1	0	261.4	258	266	14	1	0	1	3	2	266.1	267
11:15 - 11:30	249	13	1	0	2	1	0	264.9	262	255	11	1	0	3	0	0	253.5	250
11:30 - 11:45	267	11	2	1	2	1	0	287.7	284	261	9	2	0	2	1	0	257.4	255
11:45 - 12:00	298	12	1	0	3	0	0	317.5	314	200	14	0	2	0	0	0	218.6	216
Hourly Total	**1074**	**45**	**6**	**1**	**10**	**3**	**0**	**1131**	**1118**	**982**	**48**	**4**	**2**	**6**	**4**	**2**	**995**	**988**
12:00 - 12:15	265	18	0	2	1	2	0	290.4	288	254	10	1	0	4	2	0	254.3	251
12:15 - 12:30	276	15	0	0	4	2	0	299.8	297	217	8	2	1	1	1	1	232.9	231
12:30 - 12:45	269	10	0	0	0	0	0	279.0	279	165	4	0	0	4	1	0	177.4	174
12:45 - 13:00	268	10	0	0	1	1	0	285.4	280	190	8	0	0	1	1	0	206.4	200
Hourly Total	**1078**	**53**	**0**	**2**	**6**	**5**	**0**	**1159**	**1144**	**776**	**30**	**3**	**1**	**10**	**5**	**1**	**835**	**826**
Session Total	**3204**	**150**	**14**	**3**	**24**	**14**	**1**	**3425**	**3410**	**2665**	**148**	**19**	**3**	**22**	**14**	**3**	**2839**	**2814**

streetwise

Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) B4267 Leckwith Road / B - Link Road / C - (South) B4267 Leckwith Road**

	A - (North) B4267 Leckwith Road			B - Link Road			C - (South) B4267 Leckwith Road			
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	1	0	1	0	0	0	0	0	0
07:05 - 07:10	2	4	3	1	0	0	0	0	0	2
07:10 - 07:15	1	2	4	0	1	0	4	3	0	2
07:15 - 07:20	3	6	3	0	0	1	7	5	0	2
07:20 - 07:25	2	4	2	2	0	2	2	1	0	1
07:25 - 07:30	2	1	0	0	0	0	0	0	1	0
07:30 - 07:35	3	1	0	0	0	1	1	4	4	0
07:35 - 07:40	1	2	3	0	0	0	0	0	4	0
07:40 - 07:45	4	5	4	1	9	1	3	2	0	0
07:45 - 07:50	1	4	3	0	0	2	2	2	4	1
07:50 - 07:55	2	3	1	2	0	2	11	0	2	2
07:55 - 08:00	6	4	3	2	0	1	21	3	0	2
08:00 - 08:05	2	1	1	1	0	1	9	6	0	1
08:05 - 08:10	2	4	3	0	0	0	10	3	3	0
08:10 - 08:15	2	1	2	0	0	0	16	15	0	2
08:15 - 08:20	4	5	2	1	0	1	14	8	0	2
08:20 - 08:25	1	7	6	2	0	0	13	18	1	3
08:25 - 08:30	6	3	2	1	0	2	17	19	1	3
08:30 - 08:35	4	6	5	1	0	1	20	14	0	3
08:35 - 08:40	1	3	2	0	0	1	25	22	0	3
08:40 - 08:45	3	3	1	1	2	0	18	18	2	4
08:45 - 08:50	3	5	2	0	2	3	10	3	2	3
08:50 - 08:55	4	4	0	1	0	2	3	2	0	5
08:55 - 09:00	7	4	0	1	0	2	1	0	0	2
09:00 - 09:05	7	5	0	0	0	1	4	0	2	1
09:05 - 09:10	2	3	1	2	0	0	1	0	1	2
09:10 - 09:15	4	3	1	0	0	0	1	1	1	4
09:15 - 09:20	8	2	2	1	0	1	6	1	1	8
09:20 - 09:25	10	2	3	1	0	0	2	0	0	1
09:25 - 09:30	3	5	3	2	0	0	7	2	1	0
09:30 - 09:35	5	4	1	1	0	1	6	3	1	2
09:35 - 09:40	3	8	1	0	0	1	9	3	0	2
09:40 - 09:45	4	3	0	0	0	0	0	0	3	0
09:45 - 09:50	3	5	1	1	0	0	4	1	1	0
09:50 - 09:55	5	5	1	0	1	1	6	2	2	0
09:55 - 10:00	5	4	1	2	1	0	4	1	0	2
16:00 - 16:05	6	7	2	2	1	1	18	14	3	2
16:05 - 16:10	7	8	3	2	1	2	19	17	3	2
16:10 - 16:15	5	4	3	0	1	3	17	17	3	4
16:15 - 16:20	5	4	2	2	1	2	15	19	4	1
16:20 - 16:25	6	5	3	2	1	0	17	17	4	6
16:25 - 16:30	7	8	2	1	0	1	23	19	7	0
16:30 - 16:35	5	3	5	2	1	2	19	20	3	3
16:35 - 16:40	7	8	3	3	1	3	22	18	5	1
16:40 - 16:45	1	2	2	2	1	1	18	21	3	2
16:45 - 16:50	5	5	3	2	1	2	18	19	7	5
16:50 - 16:55	5	4	1	2	1	2	17	17	3	1
16:55 - 17:00	6	8	2	1	0	1	20	17	3	2
17:00 - 17:05	5	4	1	1	1	5	19	14	5	1
17:05 - 17:10	3	5	6	2	0	5	21	15	4	3
17:10 - 17:15	5	5	1	0	0	4	17	14	6	2
17:15 - 17:20	3	7	3	2	0	5	20	14	5	2
17:20 - 17:25	3	4	2	2	0	2	19	22	3	3
17:25 - 17:30	7	6	5	1	0	1	17	16	6	7
17:30 - 17:35	6	4	2	2	3	3	19	15	4	4
17:35 - 17:40	7	4	2	4	2	3	20	17	3	7
17:40 - 17:45	9	9	2	4	0	1	20	19	2	7
17:45 - 17:50	4	7	1	1	0	1	22	16	5	6
17:50 - 17:55	5	6	6	3	1	2	18	14	5	8
17:55 - 18:00	9	6	2	2	0	3	15	18	7	10
18:00 - 18:05	5	4	3	2	1	3	18	14	3	6
18:05 - 18:10	7	5	2	3	0	2	20	21	2	5
18:10 - 18:15	9	7	4	2	0	2	14	9	4	3
18:15 - 18:20	7	3	3	3	0	1	18	5	5	7
18:20 - 18:25	10	6	6	0	0	1	14	5	3	5
18:25 - 18:30	2	3	3	1	1	3	16	4	4	4
18:30 - 18:35	9	3	2	0	0	1	6	4	3	5
18:35 - 18:40	7	3	1	2	0	1	9	5	5	3
18:40 - 18:45	5	3	0	0	0	1	11	4	4	3
18:45 - 18:50	5	3	0	2	1	0	13	5	4	4
18:50 - 18:55	7	4	1	0	1	1	10	5	5	4
18:55 - 19:00	7	7	2	1	1	4	9	5	2	1

Ffordd Fred Keenor / Access to CCFC and P&R junction (Junction 4)

Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - North CP & KFC / B - (East) Link Road / C - South CP / D - (West) Link Road

Approach: A - North CP & KFC

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	3	0	0	0	0	0	0	3	3
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	4	0	0	0	0	0	0	4	4
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	1	0	0	0	0	0	0	1	1

A to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	0	0	1	0	0	0	0	1.5	1
07:30 - 07:45	1	1	0	4	0	0	1	11.4	7
07:45 - 08:00	0	0	0	2	0	0	0	4.6	2
Hourly Total	2	1	1	6	0	0	1	19	11
08:00 - 08:15	1	1	0	0	0	0	0	2.0	2
08:15 - 08:30	0	1	0	0	0	0	1	1.2	2
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	3	2	0	0	0	0	1	5	6
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	1	0	1	0	0	0	0	2.5	2
Hourly Total	3	0	1	0	0	0	0	5	4
Session Total	8	3	2	6	0	0	2	29	21
16:00 - 16:15	7	1	0	0	0	1	0	8.4	9
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4
16:30 - 16:45	5	0	0	0	0	0	0	5.0	5
16:45 - 17:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	27	1	0	0	0	1	0	28	29
17:00 - 17:15	10	1	0	0	0	0	0	11.0	11
17:15 - 17:30	14	0	0	0	0	0	0	14.0	14
17:30 - 17:45	8	0	1	0	0	0	0	9.5	9
17:45 - 18:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	41	2	1	0	0	0	0	45	44
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11
18:15 - 18:30	8	0	0	0	0	0	0	8.0	8
18:30 - 18:45	4	1	0	0	0	0	0	5.0	5
18:45 - 19:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	28	3	0	0	0	0	0	31	31
Session Total	96	6	1	0	0	1	0	104	104

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	0	0	1	0	0	0	0	1.5	1
07:30 - 07:45	1	1	0	4	0	0	1	11.4	7
07:45 - 08:00	0	0	0	2	0	0	0	4.6	2
Hourly Total	2	1	1	6	0	0	1	19	11
08:00 - 08:15	1	1	0	0	0	0	0	2.0	2
08:15 - 08:30	0	1	0	0	0	0	1	1.2	2
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	6	2	0	0	0	0	1	8	9
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	0	0	0	0	0	0	3.0	3
09:45 - 10:00	1	0	1	0	0	0	0	2.5	2
Hourly Total	4	0	1	0	0	0	0	6	5
Session Total	12	3	2	6	0	0	2	33	25
16:00 - 16:15	7	1	0	0	0	1	0	8.4	9
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4
16:30 - 16:45	6	0	0	0	0	0	0	6.0	6
16:45 - 17:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	28	1	0	0	0	1	0	29	30
17:00 - 17:15	10	1	0	0	0	0	0	11.0	11
17:15 - 17:30	14	0	0	0	0	0	0	14.0	14
17:30 - 17:45	8	0	1	0	0	0	0	9.5	9
17:45 - 18:00	9	1	0	0	0	0	0	10.0	10
Hourly Total	41	2	1	0	0	0	0	45	44
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11
18:15 - 18:30	8	0	0	0	0	0	0	8.0	8
18:30 - 18:45	4	1	0	0	0	0	0	5.0	5
18:45 - 19:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	28	3	0	0	0	0	0	31	31
Session Total	97	6	1	0	0	1	0	105	105

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	1	0	0	0	0	2.5	2
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	1	2	0	4	0	0	0	12.2	7
07:45 - 08:00	1	1	0	2	0	0	0	6.6	4
Hourly Total	4	3	1	6	0	0	0	23	14
08:00 - 08:15	5	0	0	0	0	0	0	5.0	5
08:15 - 08:30	3	1	0	0	0	0	0	4.0	4
08:30 - 08:45	5	0	0	0	0	0	0	5.0	5
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	16	1	0	0	0	0	0	17	17
09:00 - 09:15	3	0	0	0	0	0	1	3.2	4
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6
09:30 - 09:45	6	0	1	0	0	0	0	7.5	7
09:45 - 10:00	4	0	1	0	0	0	0	5.5	5
Hourly Total	19	0	2	0	0	0	1	22	22
Session Total	39	4	3	6	0	0	1	62	53
16:00 - 16:15	35	0	0	0	0	0	0	35.0	35
16:15 - 16:30	38	0	0	0	0	0	0	38.0	38
16:30 - 16:45	36	0	0	0	0	0	0	36.0	36
16:45 - 17:00	42	1	0	0	0	0	0	43.0	43
Hourly Total	151	1	0	0	0	0	0	152	152
17:00 - 17:15	36	0	0	0	0	0	0	36.0	36
17:15 - 17:30	50	0	1	0	0	0	1	51.7	52
17:30 - 17:45	45	2	0	0	0	0	0	47.0	47
17:45 - 18:00	64	2	0	0	0	0	0	66.0	66
Hourly Total	195	4	1	0	0	0	1	201	201
18:00 - 18:15	44	2	0	0	0	0	0	46.0	46
18:15 - 18:30	25	0	0	0	0	0	0	25.0	25
18:30 - 18:45	19	2	0	0	0	0	0	21.0	21
18:45 - 19:00	27	0	0	0	0	0	0	27.0	27
Hourly Total	115	4	0	0	0	0	0	119	119
Session Total	461	9	1	0	0	0	1	472	472

streetwise

Lackwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - North CP & KFC / B - (East) Link Road / C - South CP / D - (West) Link Road

Approach: B - (East) Link Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

B to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	1	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	1	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	1	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

streetwise

Lackwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - North CP & KFC / B - (East) Link Road / C - South CP / D - (West) Link Road

Approach: C - South CP

C to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	1	0	0	0	0	0	1.0	1
07:15 - 07:30	1	1	1	0	0	0	0	3.5	3
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	1	1	0	0	0	0	3.5	3
Hourly Total	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**10**	**9**
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	0	1	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	1	0	0	0	0	0	2.0	2
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**6**	**7**	**2**	**0**	**0**	**0**	**0**	**16**	**15**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	1	0	0	0	0	0	1.0	1
07:15 - 07:30	1	1	1	0	0	0	0	3.5	3
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	1	1	0	0	0	0	3.5	3
Hourly Total	**4**	**3**	**2**	**0**	**0**	**0**	**0**	**10**	**9**
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	0	1	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	1	0	0	0	0	0	2.0	2
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**6**	**7**	**2**	**0**	**0**	**0**	**0**	**16**	**15**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	2	1	0	0	0	0	0	2.5	2
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	1	1	0	0	0	0	3.5	3
Hourly Total	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**9**	**8**
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	0	1	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	1	0	0	0	0	0	2.0	2
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**15**	**14**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	2	1	0	0	0	0	0	2.5	2
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	1	1	0	0	0	0	3.5	3
Hourly Total	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**9**	**8**
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	0	1	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	1	0	0	0	0	0	2.0	2
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**15**	**14**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	2	1	0	0	0	0	0	2.5	2
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	1	1	0	0	0	0	3.5	3
Hourly Total	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**9**	**8**
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	0	1	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	1	0	0	0	0	0	2.0	2
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**15**	**14**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - North CP & KFC / B - (East) Link Road / C - South CP / D - (West) Link Road

Approach: D - (West) Link Road

TIME	D to A									D to B								
	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1	0	1	1	0	0	0	0	2.5	2
07:30 - 07:45	1	2	0	4	0	0	0	12.2	7	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	1	1	0	2	0	0	0	6.6	4	1	0	1	0	0	0	0	2.5	2
Hourly Total	4	3	1	6	0	0	0	23	14	1	1	2	0	0	0	0	5	4
08:00 - 08:15	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	3	1	0	0	0	0	0	4.0	4	0	1	0	0	0	0	1	1.2	2
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4	2	0	0	0	0	0	1	2.2	3
08:45 - 09:00	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
Hourly Total	15	1	0	0	0	0	0	16	16	2	1	0	0	0	0	2	3	5
09:00 - 09:15	3	0	0	0	0	0	1	3.2	4	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	6	0	1	0	0	0	0	7.5	7	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	4	0	1	0	0	0	0	5.5	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	18	0	2	0	0	0	1	21	21	2	0	0	0	0	0	0	2	2
Session Total	37	4	3	6	0	0	1	60	51	5	2	2	0	0	0	2	10	11
16:00 - 16:15	34	0	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	37	0	0	0	0	0	0	37.0	37	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	36	0	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	42	1	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
Hourly Total	149	1	0	0	0	0	0	150	150	0	0	0	0	0	0	0	0	0
17:00 - 17:15	35	0	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	50	0	1	0	0	0	1	51.7	52	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	45	2	0	0	0	0	0	47.0	47	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	63	2	0	0	0	0	0	65.0	65	0	0	0	0	0	0	0	0.0	0
Hourly Total	193	4	1	0	0	0	1	199	199	0	0	0	0	0	0	0	0	0
18:00 - 18:15	44	2	0	0	0	0	0	46.0	46	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	25	0	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	27	0	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
Hourly Total	115	4	0	0	0	0	0	119	119	0	0	0	0	0	0	0	0	0
Session Total	457	9	1	0	0	0	1	468	468	0	0	0	0	0	0	0	0	0

TIME	D to C									D to D								
	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	1	2.2	3
07:15 - 07:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	2	1	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	6	2	0	0	0	0	0	8.0	8	1	0	0	0	0	0	0	1.0	1
Hourly Total	13	3	0	0	0	0	0	16	16	3	0	0	0	0	0	1	3	4
08:00 - 08:15	9	0	0	0	0	0	0	9.0	9	0	0	0	0	1	0	0	2.0	1
08:15 - 08:30	11	0	0	0	0	1	0	11.4	12	2	0	1	0	0	0	0	3.5	3
08:30 - 08:45	19	2	0	0	0	0	0	21.0	21	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	16	0	0	0	0	0	0	16.0	16	0	0	0	0	1	0	0	2.0	1
Hourly Total	55	2	0	0	0	1	0	57	58	4	0	1	0	2	0	0	10	7
09:00 - 09:15	11	0	0	0	0	0	0	11.0	11	0	0	0	0	1	0	0	2.0	1
09:15 - 09:30	12	3	0	0	0	0	0	15.0	15	1	0	0	0	1	0	0	3.0	2
09:30 - 09:45	5	0	0	0	0	0	1	5.2	6	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	2	0	0	0	1	0	0	4.0	3	0	0	0	0	1	0	0	2.0	1
Hourly Total	30	3	0	0	1	0	1	35	35	1	0	0	0	3	0	0	7	4
Session Total	98	8	0	0	1	1	1	108	109	8	0	1	0	5	0	1	20	15
16:00 - 16:15	7	0	0	0	0	0	0	7.0	7	1	0	0	0	1	0	0	3.0	2
16:15 - 16:30	3	1	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	2	0	0	4.0	2
16:45 - 17:00	7	0	0	0	0	0	0	7.0	7	2	0	0	0	1	0	0	4.0	3
Hourly Total	19	1	0	0	0	0	0	20	20	5	0	0	0	4	0	0	13	9
17:00 - 17:15	5	0	0	0	0	0	0	5.0	5	1	0	0	0	3	0	0	7.0	4
17:15 - 17:30	3	1	0	0	0	0	0	4.0	4	1	0	0	0	1	0	0	3.0	2
17:30 - 17:45	11	0	0	0	0	0	0	11.0	11	2	0	0	0	1	0	0	4.0	3
17:45 - 18:00	20	2	0	0	1	0	0	24.0	23	4	0	0	0	2	0	0	8.0	6
Hourly Total	39	3	0	0	1	0	0	44	43	8	0	0	0	7	0	0	22	15
18:00 - 18:15	19	1	0	0	0	0	0	20.0	20	1	0	0	0	1	0	0	3.0	2
18:15 - 18:30	39	1	0	0	0	0	0	40.0	40	3	0	0	0	2	0	0	7.0	5
18:30 - 18:45	35	0	0	0	0	0	0	35.0	35	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	20	2	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
Hourly Total	113	4	0	0	0	0	0	117	117	6	0	0	0	3	0	0	12	9
Session Total	171	8	0	0	1	0	0	181	180	19	0	0	0	14	0	0	47	33

TIME	From D									To D								
	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	4	0	1	0	0	0	1	5.7	6	3	1	0	0	0	0	1	4.2	5
07:15 - 07:30	5	1	1	0	0	0	0	7.5	7	1	1	2	0	0	0	0	5.0	4
07:30 - 07:45	3	3	0	4	0	0	0	15.2	10	3	1	0	4	0	0	1	13.4	9
07:45 - 08:00	9	3	1	2	0	0	0	18.1	15	2	1	1	2	0	0	0	9.1	6
Hourly Total	21	7	3	6	0	0	1	47	38	9	4	3	6	0	0	2	32	24
08:00 - 08:15	14	0	0	0	1	0	0	16.0	15	1	2	0	0	1	0	0	5.0	4
08:15 - 08:30	16	2	1	0	0	1	1	20.1	21	2	2	1	0	0	0	1	5.7	6
08:30 - 08:45	27	2	0	0	0	0	1	29.2	30	4	0	1	0	0	0	0	5.5	5
08:45 - 09:00	19	0	0	0	1	0	0	21.0	20	7	0	0	0	1	0	0	9.0	8
Hourly Total	76	4	1	0	2	1	2	86	86	14	4	2	0	2	0	1	25	23
09:00 - 09:15	16	0	0	0	1	0	1	18.2	18	1	1	0	0	1	0	0	4.0	3
09:15 - 09:30	18	3	0	0	1	0	0	23.0	22	5	1	0	0	1	0	0	8.0	7
09:30 - 09:45	11	0	1	0	0	0	1	12.7	13	5	0	0	0	0	0	0	5.0	5
09:45 - 10:00	6	0	1	0	2	0	0	11.5	9	3	1	1	0	1	0	0	7.5	6
Hourly Total	51	3	2	0	4	0	2	65	62	14	3	1	0	3	0	0	25	21
Session Total	148	14	6	6	6	1	5	198	186	37	11	6	6	5	0	3	82	68
16:00 - 16:15	42	0	0	0	1	0	0	44.0	43	14	1	0	0	1	1	0	17.4	17
16:15 - 16:30	42	1	0	0	0	0	0	43.0	43	14	0	0	0	0	0	0	14.0	14
16:30 - 16:45	38	0	0	0	2	0	0	42.0	40	22	2	0	0	2	0	0	28.0	26
16:45 - 17:00	51	1	0	0	1	0	0	54.0	53	16	0	0	0	1	0	0	18.0	17
Hourly Total	173	2	0	0	4	0	0	183	179	66	3	0	0	4	1	0	77	74
17:00 - 17:15	41	0	0	0	3	0	0	47.0	44	19	1	0	0	3	0	0	26.0	23
17:15 - 17:30	54	1	1	0	1	0	1	58.7	58	19	0	0	0	1	0	0	21.0	20
17:30 - 17:45	58	2	0	0	1	0	0	62.0	61	21	1	1	0	1	0	0	25.5	24
17:45 - 18:00	87	4	0	0	3	0	0	97.0	94	18	1	0	0	2	0	0	23.0	21
Hourly Total	240	7	1	0	8	0	1	265	257	77	3	1	0	7	0	0	96	88
18:00 - 18:15	64	3	0	0	1	0	0	69.0	68	17	1	0	0	1	0	0	20.0	19
18:15 - 18:30	67	1	0	0	2	0	0	72.0	70	12	0	0	0	2	0	0	16.0	14
18:30 - 18:45	56	2	0	0	0	0	0	58.0	58	7	1	0	0	0	0	0	8.0	8
18:45 - 19:00	47	2	0	0	0	0	0	49.0	49	8	1	0	0	0	0	0	9.0	9
Hourly Total	234	8	0	0	3	0	0	248	245	44	3	0	0	3	0	0	53	50
Session Total	647	17	1	0	15	0	1	696	681	187	9	1	0	14	1	0	226	212

B4267 Leckwith Road / Brian Clarke Way / CISC junction (Junction 5)

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Retail Access / C - (South) B4267 Leckwith Road / D - Access Road

Approach: A - (North) B4267 Leckwith Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	18	1	0	0	0	0	0	19.0	19
07:15 - 07:30	31	1	0	0	0	1	0	32.4	33
07:30 - 07:45	37	2	2	0	0	0	0	42.0	41
07:45 - 08:00	39	4	0	0	0	0	0	43.0	43
Hourly Total	125	8	2	0	0	1	0	136	136
08:00 - 08:15	32	4	1	0	0	0	0	37.5	37
08:15 - 08:30	26	4	0	0	0	0	0	30.0	30
08:30 - 08:45	31	1	1	0	0	0	0	33.5	33
08:45 - 09:00	48	2	0	0	1	0	0	52.0	51
Hourly Total	137	11	2	0	1	0	0	153	151
09:00 - 09:15	68	0	1	0	0	0	0	69.5	69
09:15 - 09:30	72	5	0	0	0	0	0	77.0	77
09:30 - 09:45	71	3	2	0	0	1	0	77.4	77
09:45 - 10:00	79	4	0	0	0	0	0	83.0	83
Hourly Total	290	12	3	0	0	1	0	307	306
Session Total	552	31	7	0	1	2	0	596	593
16:00 - 16:15	66	4	1	0	0	0	0	71.5	71
16:15 - 16:30	68	4	0	0	1	0	0	74.0	73
16:30 - 16:45	73	4	0	0	0	0	0	77.0	77
16:45 - 17:00	64	1	0	0	0	1	1	65.6	67
Hourly Total	271	13	1	0	1	1	1	288	288
17:00 - 17:15	77	3	0	0	0	0	0	80.0	80
17:15 - 17:30	82	0	0	0	0	0	1	82.2	83
17:30 - 17:45	85	4	0	0	0	1	0	89.4	90
17:45 - 18:00	87	0	0	0	0	1	1	87.6	89
Hourly Total	331	7	0	0	0	2	2	339	342
18:00 - 18:15	100	3	0	0	0	0	0	103.0	103
18:15 - 18:30	95	1	0	0	0	0	1	96.2	97
18:30 - 18:45	85	3	0	0	0	1	0	88.4	89
18:45 - 19:00	78	2	0	0	0	0	0	80.0	80
Hourly Total	358	9	0	0	0	1	1	367	369
Session Total	960	29	1	0	1	4	4	994	999

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	107	12	1	0	2	1	0	124.9	123
07:15 - 07:30	110	13	5	0	2	3	1	135.9	134
07:30 - 07:45	161	13	1	0	1	0	1	177.7	177
07:45 - 08:00	187	18	7	1	1	1	0	220.2	215
Hourly Total	565	56	14	1	6	5	2	658	649
08:00 - 08:15	177	16	8	1	1	1	0	209.7	204
08:15 - 08:30	151	12	2	0	0	1	1	166.6	167
08:30 - 08:45	168	15	5	1	1	0	1	195.0	191
08:45 - 09:00	150	12	8	0	1	0	0	176.0	171
Hourly Total	646	55	23	2	3	2	2	748	733
09:00 - 09:15	139	16	5	1	1	0	0	166.8	162
09:15 - 09:30	121	19	5	2	2	0	0	156.1	149
09:30 - 09:45	102	15	1	0	4	1	0	126.9	123
09:45 - 10:00	97	12	8	1	1	0	0	125.3	119
Hourly Total	459	62	19	4	8	1	0	575	553
Session Total	1670	173	56	7	17	8	4	1981	1935
16:00 - 16:15	182	10	5	0	2	0	1	203.7	200
16:15 - 16:30	174	15	1	0	2	0	0	194.5	192
16:30 - 16:45	169	20	3	0	1	1	1	196.1	195
16:45 - 17:00	168	9	1	0	4	1	1	187.1	184
Hourly Total	693	54	10	0	9	2	3	782	771
17:00 - 17:15	203	12	0	1	1	1	0	219.7	218
17:15 - 17:30	188	11	2	1	0	0	2	204.7	204
17:30 - 17:45	173	5	1	0	3	0	0	185.5	182
17:45 - 18:00	151	3	1	1	1	2	0	160.6	159
Hourly Total	715	31	4	3	5	3	2	770	763
18:00 - 18:15	142	4	2	0	2	0	0	153.0	150
18:15 - 18:30	136	8	2	1	1	2	0	152.1	150
18:30 - 18:45	126	4	1	0	1	1	0	133.9	133
18:45 - 19:00	89	5	0	0	1	1	0	96.4	96
Hourly Total	493	21	5	1	5	4	0	536	529
Session Total	1901	106	19	4	19	9	5	2088	2063

A to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	3	0	0	0	0	0	0	3.0	3
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	4	0	0	0	0	0	0	4	4
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	3	0	0	0	0	0	0	3.0	3
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	6	0	0	0	0	0	0	6	6
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	0	0	0	0	0	0	1	0.2	1
Hourly Total	4	0	0	0	0	0	1	4	5
Session Total	14	0	0	0	0	0	1	14	15
16:00 - 16:15	6	0	0	0	0	0	0	6.0	6
16:15 - 16:30	9	0	0	0	0	0	0	9.0	9
16:30 - 16:45	8	0	0	0	0	0	0	8.0	8
16:45 - 17:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	32	0	0	0	0	0	0	32	32
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	8	0	0	0	1	0	0	10.0	9
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5
17:45 - 18:00	5	0	0	0	0	1	0	5.4	6
Hourly Total	18	0	0	0	1	1	0	20	20
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	13	0	0	0	0	0	0	13.0	13
18:45 - 19:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	26	0	0	0	0	0	0	26	26
Session Total	76	0	0	0	1	1	0	78	78

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	1	1
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	1	0	0	0	0	0	0	1	1

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	126	13	1	0	2	1	0	144.9	143
07:15 - 07:30	144	14	5	0	2	4	1	171.3	170
07:30 - 07:45	198	15	3	0	1	0	1	219.7	218
07:45 - 08:00	226	22	7	1	1	1	0	263.2	258
Hourly Total	694	64	16	1	6	6	2	798	789
08:00 - 08:15	210	20	9	1	1	1	0	248.2	242
08:15 - 08:30	179	16	2	0	0	1	1	198.6	199
08:30 - 08:45	202	16	6	1	1	0	1	231.5	227
08:45 - 09:00	198	14	8	0	2	0	0	228.0	222
Hourly Total	789	66	25	2	4	2	2	907	890
09:00 - 09:15	208	16	6	1	1	0	0	237.3	232
09:15 - 09:30	194	24	5	2	2	0	0	234.1	227
09:30 - 09:45	175	18	3	0	4	2	0	206.3	202
09:45 - 10:00	176	16	8	1	1	0	1	208.5	203
Hourly Total	753	74	22	4	8	2	1	886	864
Session Total	2236	204	63	7	18	10	5	2591	2543
16:00 - 16:15	254	14	6	0	2	0	1	281.2	277
16:15 - 16:30	251	19	1	0	3	0	0	277.5	274
16:30 - 16:45	250	24	3	0	1	1	1	281.1	280
16:45 - 17:00	241	10	1	0	4	2	2	261.7	260
Hourly Total	996	67	11	0	10	3	4	1102	1091
17:00 - 17:15	280	15	0	1	1	1	0	299.7	298
17:15 - 17:30	278	11	2	1	1	0	3	296.9	296
17:30 - 17:45	263	9	1	0	3	1	0	279.9	277
17:45 - 18:00	244	3	1	1	1	4	1	254.6	255
Hourly Total	1065	38	4	3	6	6	4	1131	1126
18:00 - 18:15	246	7	2	0	2	0	0	260.0	257
18:15 - 18:30	232	9	2	1	1	2	1	249.3	248
18:30 - 18:45	224	7	1	0	1	2	0	235.3	235
18:45 - 19:00	175	7	0	0	1	1	0	184.4	184
Hourly Total	877	30	5	1	5	5	1	929	924
Session Total	2938	135	20	4	21	14	9	3162	3141

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	154	33	5	2	0	0	0	199.1	194
07:15 - 07:30	204	20	2	5	1	4	0	242.1	236
07:30 - 07:45	224	16	0	2	2	2	0	249.4	246
07:45 - 08:00	228	29	3	0	1	1	0	263.9	262
Hourly Total	810	98	10	9	4	7	0	955	938
08:00 - 08:15	208	27	7	1	2	1	0	252.2	246
08:15 - 08:30	174	19	6	0	1	1	2	204.8	203
08:30 - 08:45	182	22	3	2	1	3	0	216.3	213
08:45 - 09:00	216	22	5	0	1	1	0	247.9	245
Hourly Total	780	90	21	3	5	6	2	921	907
09:00 - 09:15	190	13	4	1	3	1	0	217.7	212
09:15 - 09:30	211	13	5	0	0	0	0	231.5	229
09:30 - 09:45	176	17	5	0	3	0	0	206.5	201
09:45 - 10:00	176	15	3	1	6	0	0	209.8	201
Hourly Total	753	58	17	2	12	1	0	866	843
Session Total	2343	246	48	14	21	14	2	2742	2688
16:00 - 16:15	235	16	0	0	1	0	1	253.2	253
16:15 - 16:30	206	19	0	0	1	2	0	227.8	228
16:30 - 16:45	246	10	0	1	3	0	0	264.3	260
16:45 - 17:00	225	10	1	2	1	2	1	244.1	242
Hourly Total	912	55	1	3	6	4	2	990	983
17:00 - 17:15	220	10	1	0	0	0	0	231.5	231
17:15 - 17:30	233	10	0	0	4	3	3	252.8	253
17:30 - 17:45	224	6	1	0	3	4	0	239.1	238
17:45 - 18:00	219	8	0	0	1	2	0	229.8	230
Hourly Total	896	34	2	0	8	9	3	954	952
18:00 - 18:15	231	11	0	0	0	0	2	242.4	244
18:15 - 18:30	206	12	0	1	3	0	0	226.3	222
18:30 - 18:45	203	9	0	0	1	1	0	214.4	214
18:45 - 19:00	238	11	2	0	1	0	0	254.0	252
Hourly Total	878	43	2	1	5	1	2	936	932
Session Total	2686	132	5	4	19	14	7	2880	2867

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Retail Access / C - (South) B4267 Leckwith Road / D - Access Road

Approach: B - Retail Access

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	23	4	1	0	0	0	0	28.5	28
07:15 - 07:30	37	5	0	0	0	0	0	42.0	42
07:30 - 07:45	49	7	1	0	0	0	0	57.5	57
07:45 - 08:00	45	3	3	0	0	0	0	52.5	51
Hourly Total	154	19	5	0	0	0	0	181	178
08:00 - 08:15	43	8	3	0	0	0	0	55.5	54
08:15 - 08:30	57	8	3	0	0	0	0	69.5	68
08:30 - 08:45	28	6	0	0	0	0	0	34.0	34
08:45 - 09:00	32	6	0	0	0	0	0	38.0	38
Hourly Total	160	28	6	0	0	0	0	197	194
09:00 - 09:15	43	6	1	0	0	0	0	50.5	50
09:15 - 09:30	35	5	0	0	0	0	0	40.0	40
09:30 - 09:45	50	7	0	0	0	0	0	57.0	57
09:45 - 10:00	66	4	1	0	0	0	0	71.5	71
Hourly Total	194	22	2	0	0	0	0	219	218
Session Total	508	69	13	0	0	0	0	597	590
16:00 - 16:15	94	13	1	0	0	1	0	108.9	109
16:15 - 16:30	111	8	0	0	0	0	0	119.0	119
16:30 - 16:45	107	3	0	0	0	0	0	110.0	110
16:45 - 17:00	100	5	0	0	0	0	0	105.0	105
Hourly Total	412	29	1	0	0	1	0	443	443
17:00 - 17:15	91	5	0	0	0	1	0	96.4	97
17:15 - 17:30	107	4	0	0	0	0	0	111.0	111
17:30 - 17:45	115	5	0	0	0	0	0	120.0	120
17:45 - 18:00	85	2	0	0	0	0	0	87.0	87
Hourly Total	398	16	0	0	0	1	0	414	415
18:00 - 18:15	115	3	0	0	0	0	0	118.0	118
18:15 - 18:30	93	0	0	0	0	0	0	93.0	93
18:30 - 18:45	83	4	0	0	0	1	0	87.4	88
18:45 - 19:00	82	3	0	0	0	0	0	85.0	85
Hourly Total	373	10	0	0	0	1	0	383	384
Session Total	1183	55	1	0	0	3	0	1240	1242

B to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	7	0	0	0	0	0	0	7	7
09:00 - 09:15	3	1	0	0	0	0	0	4.0	4
09:15 - 09:30	1	0	0	0	1	0	0	3.0	2
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	5	1	0	0	1	0	0	8	7
Session Total	12	1	0	0	1	0	0	15	14
16:00 - 16:15	2	0	0	0	0	0	0	2.0	2
16:15 - 16:30	3	0	0	0	0	0	0	3.0	3
16:30 - 16:45	1	0	0	0	1	0	0	3.0	2
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	8	0	0	0	1	0	0	10	9
17:00 - 17:15	5	0	0	0	0	0	0	5.0	5
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	3	0	0	0	0	0	0	3.0	3
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	13	0	0	0	0	0	0	13	13
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	3	0	0	0	0	0	0	3.0	3
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	7	0	0	0	0	0	0	7	7
Session Total	28	0	0	0	1	0	0	30	29

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	17	2	2	0	0	0	0	22.0	21
07:15 - 07:30	21	2	0	0	0	0	0	23.0	23
07:30 - 07:45	25	2	0	0	0	0	0	27.0	27
07:45 - 08:00	23	8	2	0	0	1	0	34.4	34
Hourly Total	86	14	4	0	0	1	0	106	105
08:00 - 08:15	20	4	2	0	0	0	0	27.0	26
08:15 - 08:30	22	3	0	0	0	0	0	25.0	25
08:30 - 08:45	23	2	0	0	0	0	0	25.0	25
08:45 - 09:00	28	0	2	0	0	0	0	31.0	30
Hourly Total	93	9	4	0	0	0	0	108	106
09:00 - 09:15	26	1	0	0	0	0	0	27.0	27
09:15 - 09:30	26	0	0	0	0	0	0	26.0	26
09:30 - 09:45	29	2	0	0	0	0	0	31.0	31
09:45 - 10:00	44	4	0	0	0	0	0	48.0	48
Hourly Total	125	7	0	0	0	0	0	132	132
Session Total	304	30	8	0	0	1	0	346	343
16:00 - 16:15	68	2	0	0	0	0	1	70.2	71
16:15 - 16:30	52	4	0	0	0	1	0	56.4	57
16:30 - 16:45	68	1	0	0	0	0	0	69.0	69
16:45 - 17:00	75	2	0	0	0	0	0	77.0	77
Hourly Total	263	9	0	0	0	1	1	272	274
17:00 - 17:15	49	1	0	0	0	0	0	50.0	50
17:15 - 17:30	65	1	0	0	0	0	2	66.4	68
17:30 - 17:45	71	1	0	0	0	2	0	72.8	74
17:45 - 18:00	83	1	0	0	0	1	0	84.4	85
Hourly Total	268	4	0	0	0	3	2	273	277
18:00 - 18:15	79	2	0	0	0	0	2	81.4	83
18:15 - 18:30	74	3	0	0	0	0	0	77.0	77
18:30 - 18:45	82	4	0	0	0	0	0	86.0	86
18:45 - 19:00	91	6	0	0	0	0	0	97.0	97
Hourly Total	326	15	0	0	0	0	2	341	343
Session Total	857	28	0	0	0	4	5	886	894

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	40	6	3	0	0	0	0	50.5	49
07:15 - 07:30	58	7	0	0	0	0	0	65.0	65
07:30 - 07:45	74	9	1	0	0	0	0	84.5	84
07:45 - 08:00	68	11	5	0	0	1	0	86.9	85
Hourly Total	240	33	9	0	0	1	0	287	283
08:00 - 08:15	63	12	5	0	0	0	0	82.5	80
08:15 - 08:30	79	11	3	0	0	0	0	94.5	93
08:30 - 08:45	52	8	0	0	0	0	0	60.0	60
08:45 - 09:00	66	6	2	0	0	0	0	75.0	74
Hourly Total	260	37	10	0	0	0	0	312	307
09:00 - 09:15	72	8	1	0	0	0	0	81.5	81
09:15 - 09:30	62	5	0	0	1	0	0	69.0	68
09:30 - 09:45	80	9	0	0	0	0	0	89.0	89
09:45 - 10:00	110	8	1	0	0	0	0	119.5	119
Hourly Total	324	30	2	0	1	0	0	359	357
Session Total	824	100	21	0	1	1	0	958	947
16:00 - 16:15	164	15	1	0	0	1	1	181.1	182
16:15 - 16:30	166	12	0	0	0	1	0	178.4	179
16:30 - 16:45	176	4	0	0	1	0	0	182.0	181
16:45 - 17:00	177	7	0	0	0	0	0	184.0	184
Hourly Total	683	38	1	0	1	2	1	726	726
17:00 - 17:15	145	6	0	0	0	1	0	151.4	152
17:15 - 17:30	173	5	0	0	0	0	2	178.4	180
17:30 - 17:45	189	6	0	0	0	2	0	195.8	197
17:45 - 18:00	172	3	0	0	0	1	0	175.4	176
Hourly Total	679	20	0	0	0	4	2	701	705
18:00 - 18:15	195	5	0	0	0	0	2	200.4	202
18:15 - 18:30	168	3	0	0	0	0	0	171.0	171
18:30 - 18:45	168	8	0	0	0	1	0	176.4	177
18:45 - 19:00	175	9	0	0	0	0	0	184.0	184
Hourly Total	706	25	0	0	0	1	2	731	734
Session Total	2068	83	1	0	1	7	5	2158	2165

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	49	9	2	1	0	0	0	63.3	61
07:15 - 07:30	74	9	1	0	0	1	0	84.9	85
07:30 - 07:45	82	7	4	0	0	0	0	95.0	93
07:45 - 08:00	79	12	3	0	0	0	0	95.5	94
Hourly Total	284	37	10	1	0	1	0	338	333
08:00 - 08:15	82	16	2	0	0	0	0	101.0	100
08:15 - 08:30	71	6	0	0	0	0	0	77.0	77
08:30 - 08:45	76	9	2	0	0	0	0	88.0	87
08:45 - 09:00	113	5	1	0	1	0	0	121.5	120
Hourly Total	342	36	5	0	1	0	0	388	384
09:00 - 09:15	132	8	1	0	0	0	0	141.5	141
09:15 - 09:30	140	11	0	0	0	0	0	151.0	151
09:30 - 09:45	155	11	2	0	0	1	0	169.4	169
09:45 - 10:00	159	11	1	0	0	0	0	171.5	171
Hourly Total	586	41	4	0	0	1	0	633	632
Session Total	1212	114	19	1	1	2	0	1359	1349
16:00 - 16:15	161	8	1	0	0	0	0	170.5	170
16:15 - 16:30	163	7	0	0	1	0	0	172.0	171
16:30 - 16:45	157	7	0	0	0	0	0	164.0	164
16:45 - 17:00	170	4	0	0	0	1	1	174.6	176
Hourly Total	651	26	1	0	1	1	1	681	681
17:00 - 17:15	155	6	0	0	0	1	0	161.4	162
17:15 - 17:30	194	1	0	0	0	1	1	195.6	197
17:30 - 17:45	185	6	0	0	0	1	0	191.4	192
17:45 - 18:00	164	3	0	0	0	1	1	167.6	169
Hourly Total	698	16	0	0	0	4	2	716	720
18:00 - 18:15	189	7	0	0	0	0	0	196.0	196
18:15 - 18:30	164	2	0	0	0	0	1	166.2	167
18:30 - 18:45	163	4	0	0	0	1	0	167.4	168
18:45 - 19:00	134	5	0	0	0	0	0	139.0	139
Hourly Total	650	18	0	0	0	1	1	668	670
Session Total	1999	60	1	0	1	6	4	2065	2071

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Retail Access / C - (South) B4267 Leckwith Road / D - Access Road

Approach: C - (South) B4267 Leckwith Road

	C to D									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	0	0	5.0	5	137	31	3	2	0	0	0	177.1	173
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	183	17	2	5	1	4	0	218.1	212
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1	199	14	0	2	2	2	0	222.4	219
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2	205	21	1	0	1	0	0	229.5	228
Hourly Total	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**724**	**83**	**6**	**9**	**4**	**6**	**0**	**847**	**832**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	188	23	5	1	2	1	0	225.2	220
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2	152	16	6	0	1	1	2	179.8	178
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4	159	20	3	2	1	3	0	191.3	188
08:45 - 09:00	5	0	0	0	0	0	0	5.0	5	187	22	3	0	1	1	0	215.9	214
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**686**	**81**	**17**	**3**	**5**	**6**	**2**	**812**	**800**
09:00 - 09:15	5	0	0	0	0	0	0	5.0	5	163	12	4	1	3	1	0	189.7	184
09:15 - 09:30	4	0	0	0	0	0	0	4.0	4	183	13	5	0	0	0	0	203.5	201
09:30 - 09:45	3	0	0	0	0	0	0	3.0	3	145	15	5	0	3	0	0	173.5	168
09:45 - 10:00	3	0	0	0	0	0	0	3.0	3	131	11	3	1	5	0	0	158.8	151
Hourly Total	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**622**	**51**	**17**	**2**	**11**	**1**	**0**	**726**	**704**
Session Total	**34**	**1**	**0**	**0**	**0**	**0**	**0**	**35**	**35**	**2032**	**215**	**40**	**14**	**20**	**13**	**2**	**2385**	**2336**
16:00 - 16:15	15	0	0	0	0	0	0	15.0	15	156	14	0	0	1	0	0	172.0	171
16:15 - 16:30	11	0	0	0	3	0	0	17.0	14	144	15	0	0	1	1	0	161.4	161
16:30 - 16:45	11	0	0	0	1	0	0	13.0	12	172	9	0	1	3	0	0	189.3	185
16:45 - 17:00	4	0	0	0	0	0	0	4.0	4	147	8	1	2	1	2	1	164.1	162
Hourly Total	**41**	**0**	**0**	**0**	**4**	**0**	**0**	**49**	**45**	**619**	**46**	**1**	**3**	**6**	**3**	**1**	**687**	**679**
17:00 - 17:15	6	0	0	0	0	0	0	6.0	6	153	9	1	0	0	0	0	163.5	163
17:15 - 17:30	9	0	0	0	1	0	0	11.0	10	151	9	0	0	1	3	1	163.4	165
17:30 - 17:45	19	0	0	0	0	0	0	19.0	19	150	5	1	0	2	2	0	161.3	160
17:45 - 18:00	18	0	0	0	0	0	0	18.0	18	131	7	0	0	1	1	0	140.4	140
Hourly Total	**52**	**0**	**0**	**0**	**1**	**0**	**0**	**54**	**53**	**585**	**30**	**2**	**0**	**4**	**6**	**1**	**628**	**628**
18:00 - 18:15	6	0	0	0	0	0	0	6.0	6	152	9	0	0	0	0	0	161.0	161
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2	132	9	0	1	3	0	0	149.3	145
18:30 - 18:45	5	0	0	0	0	0	0	5.0	5	121	5	0	0	1	1	0	128.4	128
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2	147	5	2	0	1	0	0	157.0	155
Hourly Total	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**552**	**28**	**2**	**1**	**5**	**1**	**0**	**595**	**589**
Session Total	**108**	**0**	**0**	**0**	**5**	**0**	**0**	**118**	**113**	**1756**	**104**	**5**	**4**	**15**	**10**	**2**	**1910**	**1896**

	C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	31	8	2	1	0	0	0	44.3	42	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	43	8	1	0	0	0	0	52.5	52	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	45	5	2	0	0	0	0	53.0	52	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	40	8	3	0	0	0	0	52.5	51	0	0	0	0	0	0	0	0.0	0
Hourly Total	**159**	**29**	**8**	**1**	**0**	**0**	**0**	**202**	**197**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	50	12	1	0	0	0	0	63.5	63	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	44	2	0	0	0	0	0	46.0	46	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	45	8	1	0	0	0	0	54.5	54	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	64	3	1	0	0	0	0	68.5	68	0	0	0	0	0	0	0	0.0	0
Hourly Total	**203**	**25**	**3**	**0**	**0**	**0**	**0**	**233**	**231**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	64	8	0	0	0	0	0	72.0	72	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	65	6	0	0	0	0	0	71.0	71	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	82	8	0	0	0	0	0	90.0	90	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	79	7	1	0	0	0	0	87.5	87	0	0	0	0	0	0	0	0.0	0
Hourly Total	**290**	**29**	**1**	**0**	**0**	**0**	**0**	**321**	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**652**	**83**	**12**	**1**	**0**	**0**	**0**	**756**	**748**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	88	3	0	0	0	0	0	91.0	91	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	93	3	0	0	0	0	0	96.0	96	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	82	3	0	0	0	0	0	85.0	85	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	103	3	0	0	0	0	0	106.0	106	0	0	0	0	0	0	0	0.0	0
Hourly Total	**366**	**12**	**0**	**0**	**0**	**0**	**0**	**378**	**378**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	73	3	0	0	0	1	0	76.4	77	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	107	1	0	0	0	1	0	108.4	109	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	100	2	0	0	0	0	0	102.0	102	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	74	3	0	0	0	0	0	77.0	77	0	0	0	0	0	0	0	0.0	0
Hourly Total	**354**	**9**	**0**	**0**	**0**	**2**	**0**	**364**	**365**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	87	4	0	0	0	0	0	91.0	91	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	68	1	0	0	0	0	0	69.0	69	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	78	1	0	0	0	0	0	79.0	79	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	56	3	0	0	0	0	0	59.0	59	0	0	0	0	0	0	0	0.0	0
Hourly Total	**289**	**9**	**0**	**0**	**0**	**0**	**0**	**298**	**298**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1009**	**30**	**0**	**0**	**0**	**2**	**0**	**1040**	**1041**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	172	40	5	3	0	0	0	226.4	220	131	16	2	0	2	1	0	154.4	152
07:15 - 07:30	226	25	3	5	1	4	0	270.6	264	147	18	5	0	2	3	1	177.9	176
07:30 - 07:45	245	19	2	2	2	2	0	276.4	272	210	20	2	0	1	0	1	235.2	234
07:45 - 08:00	247	29	4	0	1	0	0	284.0	281	232	21	10	1	1	1	0	272.7	266
Hourly Total	**890**	**113**	**14**	**10**	**4**	**6**	**0**	**1057**	**1037**	**720**	**75**	**19**	**1**	**6**	**5**	**2**	**840**	**828**
08:00 - 08:15	239	35	6	1	2	1	0	289.7	284	221	24	11	1	1	1	0	266.2	259
08:15 - 08:30	198	18	6	0	1	1	2	227.8	226	209	20	5	0	0	1	1	237.1	236
08:30 - 08:45	209	28	4	2	1	3	0	250.8	247	198	21	5	1	1	0	1	231.0	227
08:45 - 09:00	256	25	4	0	1	1	0	289.4	287	184	18	8	0	1	0	0	216.0	211
Hourly Total	**902**	**106**	**20**	**3**	**5**	**6**	**2**	**1057**	**1044**	**812**	**83**	**29**	**2**	**3**	**2**	**2**	**951**	**933**
09:00 - 09:15	232	20	4	1	3	1	0	266.7	261	183	22	6	1	1	0	0	218.3	213
09:15 - 09:30	252	19	5	0	0	0	0	278.5	276	156	24	5	2	2	0	0	196.1	189
09:30 - 09:45	230	23	5	0	3	0	0	266.5	261	154	22	1	0	4	1	0	185.9	182
09:45 - 10:00	213	18	4	1	5	0	0	249.3	241	163	16	9	1	1	0	0	196.8	190
Hourly Total	**927**	**80**	**18**	**2**	**11**	**1**	**0**	**1061**	**1039**	**656**	**84**	**21**	**4**	**8**	**1**	**0**	**797**	**774**
Session Total	**2719**	**299**	**52**	**15**	**20**	**13**	**2**	**3175**	**3120**	**2188**	**242**	**69**	**7**	**17**	**8**	**4**	**2588**	**2535**
16:00 - 16:15	259	17	0	0	1	0	0	278.0	277	283	23	6	0	2	1	1	319.6	316
16:15 - 16:30	248	18	0	0	4	1	0	274.4	271	293	23	1	0	2	0	0	321.5	319
16:30 - 16:45	265	12	0	1	4	0	0	287.3	282	287	23	3	0	1	1	1	317.1	316
16:45 - 17:00	254	11	1	2	1	2	1	274.1	272	278	14	1	0	4	1	1	302.1	299
Hourly Total	**1026**	**58**	**1**	**3**	**10**	**3**	**1**	**1114**	**1102**	**1141**	**83**	**11**	**0**	**9**	**3**	**3**	**1261**	**1250**
17:00 - 17:15	232	12	1	0	0	1	0	245.9	246	318	17	0	1	2	2	0	342.1	340
17:15 - 17:30	267	10	0	0	2	4	1	282.8	284	317	15	2	1	2	0	2	341.7	339
17:30 - 17:45	269	7	1	0	2	2	0	282.3	281	292	10	1	0	3	0	0	309.5	306
17:45 - 18:00	223	10	0	0	1	1	0	235.4	235	236	5	1	1	1	2	0	247.6	246
Hourly Total	**991**	**39**	**2**	**0**	**5**	**8**	**1**	**1046**	**1046**	**1163**	**47**	**4**	**3**	**8**	**4**	**2**	**1241**	**1231**
18:00 - 18:15	245	13	0	0	0	0	0	258.0	258	257	7	2	0	2	0	0	271.0	268
18:15 - 18:30	202	10	0	1	3	0	0	220.3	216	230	8	2	1	1	2	0	246.1	244
18:30 - 18:45	204	6	0	0	1	1	0	212.4	212	209	8	1	0	1	2	0	221.3	221
18:45 - 19:00	205	8	2	0	1	0	0	218.0	216	172	8	0	0	1	1	0	182.4	182
Hourly Total	**856**	**37**	**2**	**1**	**5**	**1**	**0**	**908**	**902**	**868**	**31**	**5**	**1**	**5**	**5**	**0**	**921**	**915**
Session Total	**2873**	**134**	**5**	**4**	**20**	**12**	**2**	**3068**	**3050**	**3172**	**161**	**20**	**4**	**22**	**12**	**5**	**3423**	**3396**

streetwise

Lackwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Lackwith Road / B - Retail Access / C - (South) B4267 Lackwith Road / D - Access Road

Approach: D - Access Road

D to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	6	0	0	0	0	0	0	0.6	6
07:15 - 07:30	0	1	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	6	0	0	0	0	0	0	0.6	6
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**1.6**	**7**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	1	0	0	0	1	0	0	3.0	2
Hourly Total	**6**	**0**	**0**	**0**	**1**	**0**	**0**	**8**	**7**
Seasons Total	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**10**	**9**
16:00 - 16:15	11	0	0	0	0	0	0	11.0	11
16:15 - 16:30	10	0	0	0	0	0	0	10.0	10
16:30 - 16:45	6	0	0	0	0	0	0	6.0	6
16:45 - 17:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**
17:00 - 17:15	19	0	0	0	0	0	0	19.0	19
17:15 - 17:30	17	0	0	0	0	0	0	23.0	20
17:30 - 17:45	3	0	0	1	0	0	0	6.3	4
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	**42**	**0**	**0**	**1**	**0**	**0**	**0**	**52**	**47**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Seasons Total	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**80**	**76**

D to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Seasons Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:00 - 16:15	7	1	0	0	0	0	0	8.0	8
16:15 - 16:30	2	0	0	0	0	0	0	2.0	2
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
17:00 - 17:15	5	0	0	0	0	0	0	5.0	5
17:15 - 17:30	9	0	0	0	0	0	0	9.0	9
17:30 - 17:45	4	0	0	0	0	0	0	4.0	4
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Seasons Total	**35**	**1**	**0**	**0**	**0**	**0**	**0**	**36**	**36**

D to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Seasons Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
16:00 - 16:15	7	0	0	0	0	0	0	7.0	7
16:15 - 16:30	8	0	0	0	0	0	0	8.0	8
16:30 - 16:45	11	0	0	0	0	0	0	11.0	11
16:45 - 17:00	10	0	0	0	0	0	0	10.0	10
Hourly Total	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**
17:00 - 17:15	24	0	0	0	1	0	0	25.0	25
17:15 - 17:30	22	0	0	0	2	0	0	39.0	24
17:30 - 17:45	4	0	0	0	0	0	0	4.0	4
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	**54**	**0**	**0**	**0**	**3**	**0**	**0**	**72**	**57**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
Seasons Total	**92**	**0**	**0**	**0**	**3**	**0**	**0**	**110**	**95**

D to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Seasons Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Seasons Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	0	1	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
Seasons Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
16:00 - 16:15	20	1	0	0	0	0	0	20.0	20
16:15 - 16:30	20	0	0	0	0	0	0	20.0	20
16:30 - 16:45	19	0	0	0	0	0	0	19.0	19
16:45 - 17:00	16	0	0	0	0	0	0	16.0	16
Hourly Total	**75**	**1**	**0**	**0**	**0**	**0**	**0**	**81**	**81**
17:00 - 17:15	47	0	0	0	1	0	0	48.0	48
17:15 - 17:30	44	0	0	0	5	0	0	54.0	49
17:30 - 17:45	7	0	0	0	1	0	0	9.0	8
17:45 - 18:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**105**	**0**	**0**	**0**	**7**	**0**	**0**	**118**	**112**
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
Seasons Total	**184**	**1**	**0**	**0**	**7**	**0**	**0**	**203**	**193**

To D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	4	0	0	0	0	0	0	4.0	4
08:30 - 08:45	8	0	0	0	0	0	0	8.0	8
08:45 - 09:00	11	0	0	0	0	0	0	11.0	11
Hourly Total	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**25**
09:00 - 09:15	6	0	0	0	0	0	0	6.0	6
09:15 - 09:30	6	0	0	0	1	0	0	7.0	7
09:30 - 09:45	6	0	0	0	0	0	0	6.0	6
09:45 - 10:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**21**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**22**
Seasons Total	**55**	**1**	**0**	**0**	**1**	**0**	**0**	**57**	**57**
16:00 - 16:15	23	0	0	0	0	0	0	23.0	23
16:15 - 16:30	23	0	0	0	0	0	0	23.0	23
16:30 - 16:45	20	0	0	0	0	0	0	20.0	20
16:45 - 17:00	16	0	0	0	0	0	0	16.0	16
Hourly Total	**82**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**82**
17:00 - 17:15	27	0	0	0	1	0	0	28.0	28
17:15 - 17:30	27	0	0	0	1	0	0	29.0	28
17:30 - 17:45	7	0	0	0	0	0	0	7.0	7
17:45 - 18:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	**68**	**0**	**0**	**0**	**2**	**0**	**0**	**71**	**70**
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
Seasons Total	**154**	**0**	**0**	**0**	**2**	**0**	**0**	**157**	**156**

Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) B4267 Leckwith Road / B - Retail Access / C - (South) B4267 Leckwith Road / D - Access Road**

	A - (North) B4267 Leckwith Road				B - Retail Access			C - (South) B4267 Leckwith Road				D - Access Road	
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	0	0	2	0	2	0	0	1	2	0	0
07:05 - 07:10	0	0	0	1	2	0	3	2	0	1	3	0	0
07:10 - 07:15	0	0	0	0	1	1	1	0	0	1	0	0	1
07:15 - 07:20	0	0	0	0	1	1	2	3	0	1	1	0	0
07:20 - 07:25	1	0	2	0	1	0	2	0	0	0	0	0	0
07:25 - 07:30	3	2	0	0	3	0	2	0	0	0	1	0	0
07:30 - 07:35	0	0	0	0	2	1	2	0	0	0	4	0	0
07:35 - 07:40	0	0	0	0	3	1	1	0	0	0	1	0	0
07:40 - 07:45	1	1	0	0	2	1	3	0	3	0	4	0	0
07:45 - 07:50	0	0	0	0	2	0	3	0	0	0	0	0	0
07:50 - 07:55	0	0	0	0	9	2	3	1	2	0	2	0	0
07:55 - 08:00	0	2	1	0	1	2	3	5	3	3	6	0	0
08:00 - 08:05	0	0	2	0	3	3	2	8	3	0	2	0	1
08:05 - 08:10	0	1	1	0	3	1	3	0	0	1	1	0	0
08:10 - 08:15	0	0	0	0	2	2	5	7	3	0	0	0	0
08:15 - 08:20	0	0	0	1	2	1	3	15	5	1	4	0	0
08:20 - 08:25	0	0	0	0	2	2	2	28	35	3	1	0	1
08:25 - 08:30	7	1	0	0	2	1	2	35	35	0	0	0	1
08:30 - 08:35	0	0	0	0	1	1	3	35	35	2	5	0	0
08:35 - 08:40	0	0	0	0	2	1	2	35	35	2	1	0	1
08:40 - 08:45	2	1	1	1	7	2	4	35	35	2	7	0	0
08:45 - 08:50	3	2	2	0	4	1	8	35	35	6	7	1	1
08:50 - 08:55	1	1	1	0	6	1	6	28	28	4	7	0	1
08:55 - 09:00	3	2	0	0	6	1	5	28	12	3	6	1	1
09:00 - 09:05	2	2	1	0	5	1	5	35	32	3	6	1	1
09:05 - 09:10	2	2	1	0	6	2	4	35	32	3	7	0	0
09:10 - 09:15	5	1	1	1	6	1	6	35	33	6	8	0	1
09:15 - 09:20	5	2	2	1	4	1	3	35	32	11	8	0	2
09:20 - 09:25	6	2	1	0	6	1	6	18	8	9	8	1	1
09:25 - 09:30	2	2	1	0	3	3	8	18	10	9	10	1	0
09:30 - 09:35	5	3	2	1	4	2	6	15	6	5	8	1	1
09:35 - 09:40	2	1	1	1	5	3	5	12	3	9	10	1	1
09:40 - 09:45	3	0	0	0	8	3	4	12	10	7	7	0	1
09:45 - 09:50	2	1	0	0	5	3	5	6	4	4	9	2	0
09:50 - 09:55	4	2	1	0	5	1	6	4	1	7	10	0	1
09:55 - 10:00	4	2	1	1	7	7	9	9	7	11	11	1	0
16:00 - 16:05	3	3	3	2	10	6	11	11	8	7	11	3	3
16:05 - 16:10	4	4	3	1	8	3	12	9	9	8	7	1	2
16:10 - 16:15	3	3	4	2	15	7	12	15	6	7	6	2	1
16:15 - 16:20	2	2	3	3	10	3	15	9	12	8	9	1	2
16:20 - 16:25	3	2	2	0	14	7	15	18	10	6	12	3	3
16:25 - 16:30	3	4	2	2	10	12	15	13	11	5	6	2	1
16:30 - 16:35	4	4	2	2	8	5	15	15	10	5	6	0	3
16:35 - 16:40	3	3	2	2	10	8	9	12	9	5	8	3	3
16:40 - 16:45	3	2	4	0	8	5	12	14	15	5	6	1	2
16:45 - 16:50	3	1	2	2	9	5	10	10	11	8	9	0	3
16:50 - 16:55	4	3	1	1	8	4	13	11	8	8	12	1	2
16:55 - 17:00	2	1	2	2	10	6	9	9	7	5	6	2	4
17:00 - 17:05	3	3	2	0	6	5	9	10	7	6	7	1	3
17:05 - 17:10	2	4	3	0	11	11	10	8	5	4	8	4	4
17:10 - 17:15	5	3	1	1	5	4	8	9	8	5	6	5	4
17:15 - 17:20	3	3	2	2	8	7	13	12	7	6	9	6	7
17:20 - 17:25	4	2	0	3	6	7	12	11	9	9	8	4	7
17:25 - 17:30	11	10	4	3	6	9	15	20	15	10	12	4	2
17:30 - 17:35	5	4	1	2	11	6	15	26	19	7	12	4	1
17:35 - 17:40	6	8	3	1	8	6	15	19	14	8	11	1	1
17:40 - 17:45	8	2	3	0	9	7	12	16	10	10	9	0	0
17:45 - 17:50	11	4	1	0	4	1	6	22	11	4	5	1	1
17:50 - 17:55	11	11	1	2	7	4	11	12	5	12	3	0	2
17:55 - 18:00	5	3	2	1	7	0	12	14	11	4	6	1	1
18:00 - 18:05	6	4	2	1	8	6	10	8	5	4	8	0	0
18:05 - 18:10	8	3	3	0	7	6	13	12	9	7	12	0	2
18:10 - 18:15	11	3	3	0	6	4	11	14	9	6	6	0	0
18:15 - 18:20	11	3	5	0	9	5	10	13	10	2	10	0	1
18:20 - 18:25	4	2	1	0	5	4	10	15	5	3	7	0	1
18:25 - 18:30	8	2	2	0	4	3	11	13	4	4	7	0	0
18:30 - 18:35	11	2	1	1	6	3	11	9	5	5	6	0	0
18:35 - 18:40	10	2	2	3	6	3	8	10	5	3	6	0	0
18:40 - 18:45	11	2	2	5	6	7	12	10	12	4	5	0	0
18:45 - 18:50	7	2	1	3	6	2	11	18	10	4	6	0	1
18:50 - 18:55	10	1	1	3	11	3	12	12	8	6	2	0	0
18:55 - 19:00	10	11	3	1	4	2	8	14	6	3	6	0	0

Leckwith Interchange (Junction 6)

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Hadfield Road / C - A4232 S Slips / D - (South) B4267 Leckwith Road / E - A4232 N Slips

Approach: A - (North) B4267 Leckwith Road

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	18	5	3	0	0	1	0	27.9	27	28	2	0	0	0	0	0	30.0	30
07:15 - 07:30	19	5	1	0	0	2	1	26.5	28	38	5	0	0	0	0	0	43.0	43
07:30 - 07:45	23	7	0	0	0	0	0	30.0	30	55	0	4	0	1	0	0	63.0	60
07:45 - 08:00	35	5	2	1	0	1	0	45.7	44	57	2	1	0	0	0	0	60.5	60
Hourly Total	95	22	6	1	0	4	1	130	129	178	9	5	0	1	0	0	197	193
08:00 - 08:15	24	6	4	0	0	1	0	36.4	35	75	2	2	0	0	0	0	80.0	79
08:15 - 08:30	36	7	4	0	0	1	0	49.4	48	58	3	1	0	0	0	0	62.5	62
08:30 - 08:45	22	6	2	0	0	0	0	31.0	30	50	5	0	0	1	0	0	57.0	56
08:45 - 09:00	33	8	2	0	0	0	0	44.0	43	65	0	3	0	0	0	0	69.5	68
Hourly Total	115	27	12	0	0	2	0	161	156	248	10	6	0	1	0	0	269	265
09:00 - 09:15	36	9	2	0	0	0	0	48.0	47	72	2	0	0	0	0	0	74.0	74
09:15 - 09:30	32	3	2	0	0	0	0	38.0	37	52	5	0	0	0	0	0	57.0	57
09:30 - 09:45	40	7	0	0	0	0	0	47.0	47	36	2	1	0	1	0	0	41.5	40
09:45 - 10:00	46	4	3	0	0	0	0	54.5	53	42	1	1	1	0	0	0	46.8	45
Hourly Total	154	23	7	0	0	0	0	188	184	202	10	2	1	1	0	0	219	216
Session Total	364	72	25	1	0	6	1	479	469	628	29	13	1	3	0	0	685	674
16:00 - 16:15	38	5	1	0	0	0	0	44.5	44	45	2	1	0	0	0	0	48.5	48
16:15 - 16:30	26	6	0	0	0	0	0	32.0	32	60	2	0	0	1	0	0	64.0	63
16:30 - 16:45	33	3	0	0	0	0	0	36.0	36	56	2	0	0	0	0	0	58.0	58
16:45 - 17:00	24	1	0	0	0	0	0	25.0	25	55	0	0	0	2	0	0	59.0	57
Hourly Total	121	15	1	0	0	0	0	138	137	216	6	1	0	3	0	0	230	226
17:00 - 17:15	27	1	0	0	0	2	0	28.8	30	50	3	0	0	0	0	0	53.0	53
17:15 - 17:30	36	2	0	0	0	0	0	38.0	38	47	2	2	0	1	0	0	54.0	52
17:30 - 17:45	27	0	0	0	0	0	0	27.0	27	60	4	0	0	0	0	0	64.0	64
17:45 - 18:00	34	0	0	0	0	0	0	34.0	34	48	0	0	0	0	0	0	48.0	48
Hourly Total	124	3	0	0	0	2	0	128	129	205	9	2	0	1	0	0	219	217
18:00 - 18:15	29	0	1	0	0	0	0	30.5	30	61	2	0	0	0	0	0	63.0	63
18:15 - 18:30	22	1	1	0	0	0	0	24.5	24	50	1	0	0	0	0	0	51.0	51
18:30 - 18:45	23	2	1	0	0	0	0	26.5	26	52	2	0	0	0	0	0	54.0	54
18:45 - 19:00	22	2	0	0	0	0	0	24.0	24	50	5	0	0	0	0	0	55.0	55
Hourly Total	96	5	3	0	0	0	0	106	104	213	10	0	0	0	0	0	223	223
Session Total	341	23	4	0	0	2	0	372	370	634	25	3	0	4	0	0	672	666

	A to D									A to E								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	55	6	0	0	2	1	0	65.4	64	26	2	0	0	0	0	0	28.0	28
07:15 - 07:30	39	4	1	0	0	0	0	44.5	44	46	5	2	0	2	0	0	58.0	55
07:30 - 07:45	90	8	0	0	0	0	1	98.2	99	46	6	2	0	0	0	0	55.0	54
07:45 - 08:00	90	15	5	0	1	0	0	114.5	111	41	0	1	0	0	0	0	42.5	42
Hourly Total	274	33	6	0	3	1	1	322	318	159	13	5	0	2	0	0	184	179
08:00 - 08:15	78	11	0	0	1	0	0	91.0	90	46	6	4	0	0	0	1	58.2	57
08:15 - 08:30	79	8	0	0	0	0	0	87.0	87	46	1	2	0	0	0	1	50.2	50
08:30 - 08:45	65	7	1	0	0	0	0	73.5	73	57	3	0	0	0	0	0	60.0	60
08:45 - 09:00	54	5	0	0	1	0	0	61.0	60	32	5	3	0	0	0	0	41.5	40
Hourly Total	276	31	1	0	2	0	0	313	310	181	15	9	0	0	0	2	210	207
09:00 - 09:15	46	8	3	0	1	0	0	60.5	58	31	4	2	1	0	0	0	40.3	38
09:15 - 09:30	50	7	1	0	2	0	0	62.5	60	29	8	0	2	0	0	0	41.6	39
09:30 - 09:45	39	10	0	0	1	0	0	51.0	50	33	2	0	0	1	1	0	37.4	37
09:45 - 10:00	33	12	2	0	1	0	0	50.0	48	43	1	3	0	0	0	0	48.5	47
Hourly Total	168	37	6	0	5	0	0	224	216	136	15	5	3	1	1	0	168	161
Session Total	718	101	13	0	10	1	1	859	844	476	43	19	3	3	1	2	562	547
16:00 - 16:15	81	6	3	0	2	1	0	95.9	93	120	10	0	0	0	0	0	130.0	130
16:15 - 16:30	103	10	2	0	1	0	0	118.0	116	101	1	0	0	0	0	0	102.0	102
16:30 - 16:45	108	13	1	0	1	0	0	124.5	123	107	3	0	0	0	1	0	110.4	111
16:45 - 17:00	96	7	1	0	1	1	0	106.9	106	97	2	2	0	1	0	0	104.0	102
Hourly Total	388	36	7	0	5	2	0	446	438	425	16	2	0	1	1	0	446	445
17:00 - 17:15	93	3	0	0	1	0	0	98.0	97	135	5	0	1	1	0	0	144.3	142
17:15 - 17:30	125	5	0	0	0	0	1	130.2	131	136	5	0	1	1	0	0	145.3	143
17:30 - 17:45	94	2	0	0	2	0	0	100.0	98	103	2	0	0	1	0	0	107.0	106
17:45 - 18:00	93	3	1	1	1	0	0	101.8	99	68	2	0	0	0	2	1	71.0	73
Hourly Total	405	13	1	1	4	0	1	430	425	442	14	0	2	3	2	1	468	464
18:00 - 18:15	78	2	0	0	0	0	0	80.0	80	92	3	1	0	0	0	0	96.5	96
18:15 - 18:30	70	3	1	0	0	1	0	74.9	75	74	0	0	1	1	1	0	78.7	77
18:30 - 18:45	76	1	0	0	1	0	0	79.0	78	71	3	0	0	1	2	0	76.8	77
18:45 - 19:00	42	0	0	0	0	0	0	42.0	42	57	0	0	0	1	1	0	59.4	59
Hourly Total	266	6	1	0	1	1	0	276	275	294	6	1	1	3	4	0	312	309
Session Total	1059	55	9	1	10	3	1	1152	1138	1161	36	3	3	7	7	1	1226	1218

	A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	127	15	3	0	2	2	0	151.3	149	175	32	5	2	0	0	0	219.1	214
07:15 - 07:30	142	19	4	0	2	2	1	172.0	170	221	21	3	5	1	4	0	261.6	255
07:30 - 07:45	214	21	6	0	1	0	1	246.2	243	238	19	2	2	2	1	0	269.0	264
07:45 - 08:00	223	22	9	1	1	1	0	263.2	257	246	30	4	0	1	0	0	284.0	281
Hourly Total	706	77	22	1	6	5	2	832	819	880	102	14	9	4	5	0	1034	1014
08:00 - 08:15	223	25	10	0	1	1	1	265.6	261	242	31	7	1	2	1	0	290.2	284
08:15 - 08:30	219	19	7	0	0	1	1	249.1	247	222	17	9	0	1	4	1	256.3	254
08:30 - 08:45	194	21	3	0	1	0	0	221.5	219	219	24	2	0	1	0	0	248.0	246
08:45 - 09:00	184	18	8	0	1	0	0	216.0	211	227	27	4	0	1	0	0	262.0	259
Hourly Total	820	83	28	0	3	2	2	952	938	910	99	22	1	5	5	1	1056	1043
09:00 - 09:15	185	23	7	1	1	0	0	222.8	217	238	19	4	1	3	0	0	271.3	265
09:15 - 09:30	163	23	3	2	2	0	0	199.1	193	235	17	5	0	1	0	0	261.5	258
09:30 - 09:45	148	21	1	0	3	1	0	176.9	174	212	18	5	0	1	0	0	239.5	236
09:45 - 10:00	164	18	9	1	1	0	0	199.8	193	209	17	4	2	5	0	1	246.8	238
Hourly Total	660	85	20	4	7	1	0	798	777	894	71	18	3	10	0	1	1019	997
Session Total	2186	245	70	5	16	8	4	2582	2534	2684	272	54	13	19	10	2	3109	3054
16:00 - 16:15	284	23	5	0	2	1	0	318.9	315	250	16	0	0	1	0	0	268.0	267
16:15 - 16:30	290	19	2	0	2	0	0	316.0	313	238	16	0	0	4	1	0	262.4	259
16:30 - 16:45	304	21	1	0	1	1	0	328.9	328	256	11	0	1	4	1	0	277.7	273
16:45 - 17:00	272	10	3	0	4	1	0	294.9	290	228	11	1	2	1	1	2	247.9	246
Hourly Total	1150	73	11	0	9	3	0	1259	1246	972	54	1	3	10	3	2	1056	1045
17:00 - 17:15	305	12	0	1	2	2	0	324.1	322	215	11	1	0	0	2	0	228.3	229
17:15 - 17:30	344	14	2	1	2	0	1	367.5	364	280	9	0	0	2	2	1	294.0	294
17:30 - 17:45	284	8	0	0	3	0	0	298.0	295	239	6	1	0	2	2	0	251.3	250
17:45 - 18:00	243	5	1	1	1	2	1	254.8	254	216	8	0	0	1	1	1	226.6	227
Hourly Total	1176	39	3	3	8	4	2	1245	1235	950	34	2	0	5	7	2	1000	1000
18:00 - 18:15	260	7	2	0	0	0	0	270.0	269	220	10	0	0	0	0	0	230.0	230
18:15 - 18:30	216	5	2	1	1	2	0	229.1	227	212	7	0	1	3	0	0	227.3	223
18:30 - 18:45	222	8	1	0	2	2	0	236.3	235	190	7	1	0	1	1	3	201.5	203
18:45 - 19:00	171	7	0	0	1	1	0	180.4	180	185	5	1	0	1	0	0	193.5	192
Hourly Total	869	27	5	1	4	5	0	916	911	807	29	2	1	5	1	3	852	848
Session Total	3195	139	19	4	21	12	2	3420	3392	2729	117	5	4	20	11	7	2908	2893

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Hadfield Road / C - A4232 S Slips / D - (South) B4267 Leckwith Road / E - A4232 N Slips

Approach: B - Hadfield Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	2	2	2	1	0	0	0	9.3	7
07:15 - 07:30	3	2	1	1	0	0	0	8.8	7
07:30 - 07:45	4	3	3	0	0	0	0	11.5	10
07:45 - 08:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	14	7	6	2	0	0	0	35	29
08:00 - 08:15	4	4	3	0	0	0	0	12.5	11
08:15 - 08:30	6	1	1	0	0	0	0	8.5	8
08:30 - 08:45	6	2	0	0	0	0	0	8.0	8
08:45 - 09:00	12	6	3	1	0	1	0	25.2	23
Hourly Total	28	13	7	1	0	1	0	54	50
09:00 - 09:15	5	4	3	1	0	0	0	15.8	13
09:15 - 09:30	11	2	3	0	0	0	0	17.5	16
09:30 - 09:45	8	5	1	3	0	0	0	21.4	17
09:45 - 10:00	11	4	1	2	0	0	0	21.1	18
Hourly Total	35	15	8	6	0	0	0	76	64
Session Total	77	35	21	9	0	1	0	165	143
16:00 - 16:15	11	0	0	0	0	0	0	11.0	11
16:15 - 16:30	10	0	1	0	0	0	0	11.5	11
16:30 - 16:45	19	1	3	0	0	0	0	24.5	23
16:45 - 17:00	15	2	0	0	0	0	0	17.0	17
Hourly Total	55	3	4	0	0	0	0	64	62
17:00 - 17:15	18	1	1	0	0	0	0	20.5	20
17:15 - 17:30	7	2	1	0	0	0	0	10.5	10
17:30 - 17:45	8	0	1	0	0	0	0	9.5	9
17:45 - 18:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	40	4	3	0	0	0	0	49	47
18:00 - 18:15	11	1	0	0	0	0	0	12.0	12
18:15 - 18:30	5	0	1	0	0	0	0	6.5	6
18:30 - 18:45	9	0	0	0	0	0	0	9.0	9
18:45 - 19:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	31	1	1	0	0	0	0	34	33
Session Total	126	8	8	0	0	0	0	147	142

B to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	3	0	0	0	0	0	3.0	3
07:15 - 07:30	1	3	1	0	0	0	0	5.5	5
07:30 - 07:45	0	4	0	0	0	0	0	4.0	4
07:45 - 08:00	2	7	0	0	0	0	0	9.0	9
Hourly Total	3	17	1	0	0	0	0	22	21
08:00 - 08:15	1	5	1	0	0	0	0	7.5	7
08:15 - 08:30	0	2	0	0	0	0	0	2.0	2
08:30 - 08:45	2	3	1	0	0	0	0	6.5	6
08:45 - 09:00	5	4	0	0	0	0	0	9.0	9
Hourly Total	8	14	2	0	0	0	0	25	24
09:00 - 09:15	4	2	0	0	0	0	0	6.0	6
09:15 - 09:30	3	1	0	0	0	0	0	4.0	4
09:30 - 09:45	16	9	1	0	0	0	0	26.5	26
09:45 - 10:00	13	6	0	0	0	0	0	19.0	19
Hourly Total	36	18	1	0	0	0	0	56	55
Session Total	47	49	4	0	0	0	0	103	100
16:00 - 16:15	20	3	0	0	0	0	0	23.0	23
16:15 - 16:30	22	5	0	0	0	3	0	28.2	30
16:30 - 16:45	31	4	0	0	0	0	0	35.0	35
16:45 - 17:00	33	4	0	0	0	0	0	37.0	37
Hourly Total	106	16	0	0	0	3	0	123	125
17:00 - 17:15	23	1	0	0	0	0	0	24.0	24
17:15 - 17:30	24	1	0	0	0	0	0	25.0	25
17:30 - 17:45	22	4	0	0	0	1	0	26.4	27
17:45 - 18:00	21	1	0	0	0	0	0	22.0	22
Hourly Total	90	7	0	0	0	1	0	97	98
18:00 - 18:15	11	1	0	0	0	0	0	12.0	12
18:15 - 18:30	9	0	0	0	0	0	0	9.0	9
18:30 - 18:45	4	1	0	0	0	0	0	5.0	5
18:45 - 19:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	30	2	0	0	0	0	0	32	32
Session Total	226	25	0	0	0	4	0	252	255

B to E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	15	14	3	2	0	0	0	38.1	34
07:15 - 07:30	29	11	6	2	1	0	0	55.6	49
07:30 - 07:45	34	19	4	5	1	0	0	72.5	63
07:45 - 08:00	30	12	4	3	0	0	0	54.9	49
Hourly Total	108	56	17	12	2	0	0	222	195
08:00 - 08:15	37	16	6	2	0	0	0	66.6	61
08:15 - 08:30	47	17	4	1	0	0	0	72.3	69
08:30 - 08:45	27	19	6	4	0	0	0	64.2	56
08:45 - 09:00	24	18	6	7	0	0	0	67.1	55
Hourly Total	135	70	22	14	0	0	0	270	241
09:00 - 09:15	37	19	6	0	0	0	0	65.0	62
09:15 - 09:30	25	18	4	5	0	0	0	60.5	52
09:30 - 09:45	35	17	4	6	0	0	0	71.8	62
09:45 - 10:00	35	12	2	3	0	0	0	56.9	52
Hourly Total	132	66	16	14	0	0	0	254	228
Session Total	375	192	55	40	2	0	0	746	664
16:00 - 16:15	114	24	1	2	0	0	0	144.1	141
16:15 - 16:30	82	16	3	2	0	1	0	107.5	104
16:30 - 16:45	114	21	2	2	0	1	0	143.0	140
16:45 - 17:00	89	12	5	1	0	0	0	110.8	107
Hourly Total	399	73	11	7	0	2	0	506	492
17:00 - 17:15	115	15	3	1	0	2	0	137.6	136
17:15 - 17:30	108	11	4	1	1	2	0	130.1	127
17:30 - 17:45	95	13	2	1	0	0	0	113.3	111
17:45 - 18:00	82	8	0	1	0	0	0	92.3	91
Hourly Total	400	47	9	4	1	4	0	474	465
18:00 - 18:15	105	5	1	1	0	2	0	114.6	114
18:15 - 18:30	64	4	1	1	0	0	0	71.8	70
18:30 - 18:45	66	6	0	1	0	0	0	74.3	73
18:45 - 19:00	62	6	2	1	0	0	0	73.3	71
Hourly Total	297	21	4	4	0	2	0	334	328
Session Total	1096	141	24	15	1	8	0	1314	1285

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	8	3	1	0	0	0	0	12.5	12
07:15 - 07:30	1	5	2	2	0	3	0	14.8	13
07:30 - 07:45	5	2	1	2	0	0	0	13.1	10
07:45 - 08:00	2	4	3	0	0	0	0	10.5	9
Hourly Total	16	14	7	4	0	3	0	51	44
08:00 - 08:15	1	3	5	0	0	1	0	11.9	10
08:15 - 08:30	2	1	3	0	1	4	0	11.1	11
08:30 - 08:45	3	5	0	0	0	0	0	8.0	8
08:45 - 09:00	17	6	0	0	0	0	0	23.0	23
Hourly Total	23	15	8	0	1	5	0	54	52
09:00 - 09:15	16	1	0	0	0	0	0	17.0	17
09:15 - 09:30	18	3	0	0	0	0	0	21.0	21
09:30 - 09:45	20	1	1	0	0	0	0	22.5	22
09:45 - 10:00	35	2	2	0	0	0	0	40.0	39
Hourly Total	89	7	3	0	0	0	0	101	99
Session Total	128	36	18	4	1	8	0	206	195
16:00 - 16:15	36	4	0	0	0	0	0	40.0	40
16:15 - 16:30	8	0	0	0	0	1	0	8.4	9
16:30 - 16:45	30	2	0	0	0	0	0	32.0	32
16:45 - 17:00	20	3	0	0	0	0	0	23.0	23
Hourly Total	94	9	0	0	0	1	0	103	104
17:00 - 17:15	41	2	0	0	0	2	0	43.8	45
17:15 - 17:30	32	0	0	0	1	2	0	34.8	35
17:30 - 17:45	10	0	1	0	0	2	0	12.3	13
17:45 - 18:00	17	2	0	0	0	1	0	19.4	20
Hourly Total	100	4	1	0	1	7	0	111	113
18:00 - 18:15	48	1	0	0	0	0	0	49.0	49
18:15 - 18:30	15	0	0	0	0	0	0	15.0	15
18:30 - 18:45	13	1	0	0	1	0	0	16.0	15
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	78	2	0	0	1	0	0	82	81
Session Total	272	15	1	0	2	8	0	296	298

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	25	22	6	3	0	0	0	62.9	56
07:15 - 07:30	34	21	10	5	1	3	0	84.7	74
07:30 - 07:45	43	28	8	7	1	0	0	101.1	87
07:45 - 08:00	39	23	7	3	0	0	0	79.4	72
Hourly Total	141	94	31	18	2	3	0	328	289
08:00 - 08:15	43	28	15	2	0	1	0	98.5	89
08:15 - 08:30	55	21	8	1	1	4	0	93.9	90
08:30 - 08:45	38	29	7	4	0	0	0	86.7	78
08:45 - 09:00	58	34	9	8	0	1	0	124.3	110
Hourly Total	194	112	39	15	1	6	0	404	367
09:00 - 09:15	62	26	9	1	0	0	0	103.8	98
09:15 - 09:30	57	24	7	5	0	0	0	103.0	93
09:30 - 09:45	79	32	7	9	0	0	0	142.2	127
09:45 - 10:00	94	24	5	5	0	0	0	137.0	128
Hourly Total	292	106	28	20	0	0	0	486	446
Session Total	627	312	98	53	3	9	0	1218	1102
16:00 - 16:15	181	31	1	2	0	0	0	218.1	215
16:15 - 16:30	122	21	4	2	0	5	0	155.6	154
16:30 - 16:45	194	28	5	2	0	1	0	234.5	230
16:45 - 17:00	157	21	5	1	0	0	0	187.8	184
Hourly Total	654	101	15	7	0	6	0	796	783
17:00 - 17:15	197	19	4	1	0	4	0	225.9	225
17:15 - 17:30	171	14	5	1	2	4	0	200.4	197
17:30 - 17:45	135	17	4	1	0	3	0	161.5	160
17:45 - 18:00	127	12	0	1	0	1	0	141.7	141
Hourly Total	630	62	13	4	2	12	0	730	723
18:00 - 18:15	175	8	1	1	0	2	0	187.6	187
18:15 - 18:30	93	4	2	1	0	0	0	102.3	100
18:30 - 18:45	92	8	0	1	1	0	0	104.3	102
18:45 - 19:00	76	6	2	1	0	0	0	87.3	85
Hourly Total	436	26	5	4	1	2	0	482	474
Session Total	1720	189	33	15	3	20	0	2008	1980

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	120	34	10	5	0	1	0	180.9	170
07:15 - 07:30	157	51	10	1	0	2	1	226.3	222
07:30 - 07:45	166	37	6	6	0	1	0	226.2	216
07:45 - 08:00	207	43	14	7	0	2	0	287.9	273
Hourly Total	650	165	40	19	0	6	1	921	881
08:00 - 08:15	189	33	10	3	0	1	0	244.3	236
08:15 - 08:30	221	46	15	4	0	4	0	300.3	290
08:30 - 08:45	191	40	14	4	0	1	0	261.6	250
08:45 - 09:00	202	29	14	5	0	2	0	264.3	252
Hourly Total	803	148	53	16	0	8	0	1071	1028
09:00 - 09:15	168	43	13	4	0	2	0	240.5	230
09:15 - 09:30	141	29	10	6	0	0	0	198.8	186
09:30 - 09:45	138	46	12	2	0	1	0	207.0	199
09:45 - 10:00	128	36	12	4	0	0	0	191.2	180
Hourly Total	575	154	47	16	0	3	0	838	795
Session Total	2028	467	140	51	0	17	1	2830	2704
16:00 - 16:15	92	26	8	0	0	0	0	130.0	126
16:15 - 16:30	98	23	4	2	0	1	0	132.0	128
16:30 - 16:45	107	24	3	1	0	2	0	138.6	137
16:45 - 17:00	83	15	4	1	0	1	0	106.7	104
Hourly Total	380	88	19	4	0	4	0	508	495
17:00 - 17:15	108	16	2	1	0	2	0	130.1	129
17:15 - 17:30	111	11	2	1	0	0	0	127.3	125
17:30 - 17:45	116	10	5	0	1	0	0	135.5	132
17:45 - 18:00	105	9	3	2	0	1	0	123.5	120
Hourly Total	440	46	12	4	1	3	0	516	506
18:00 - 18:15	76	9	6	1	0	0	0	96.3	92
18:15 - 18:30	61	8	2	0	0	0	0	72.0	71
18:30 - 18:45	63	6	8	0	0	0	0	81.0	77
18:45 - 19:00	48	6	7	0	0	0	0	64.5	61
Hourly Total	248	29	23	1	0	0	0	314	301
Session Total	1068	163	54	9	1	7	0	1338	1302

Streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Hadfield Road / C - A4232 S Slips / D - (South) B4267 Leckwith Road / E - A4232 N Slips

Approach: C - A4232 S Slips

C to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	1	0	0	0	0	0	2.0	2
Hourly Total	6	1	0	0	0	0	0	7	7
08:00 - 08:15	8	1	0	0	0	0	0	9.0	9
08:15 - 08:30	1	1	0	0	0	0	0	2.0	2
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	4	2	0	0	0	0	0	6.0	6
Hourly Total	15	4	0	0	0	0	0	19	19
09:00 - 09:15	1	2	0	0	0	0	0	3.0	3
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	3	0	1	0	0	0	0	4.5	4
09:45 - 10:00	2	1	0	0	0	0	0	3.0	3
Hourly Total	6	3	1	0	0	0	0	11	10
Session Total	27	8	1	0	0	0	0	37	36
16:00 - 16:15	46	4	1	1	0	0	0	53.8	52
16:15 - 16:30	67	6	1	1	0	0	0	76.8	75
16:30 - 16:45	74	10	1	0	0	0	0	85.5	85
16:45 - 17:00	69	6	0	2	0	0	0	79.6	77
Hourly Total	256	26	3	4	0	0	0	296	289
17:00 - 17:15	63	3	0	0	0	0	0	66.0	66
17:15 - 17:30	58	4	0	0	0	1	0	62.4	63
17:30 - 17:45	63	4	0	0	0	0	0	67.0	67
17:45 - 18:00	49	2	0	0	0	0	0	51.0	51
Hourly Total	233	13	0	0	0	1	0	246	247
18:00 - 18:15	29	1	0	0	0	1	0	30.4	31
18:15 - 18:30	27	1	0	0	0	0	0	28.0	28
18:30 - 18:45	18	4	0	0	0	0	0	22.0	22
18:45 - 19:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	82	6	0	0	0	1	0	88	89
Session Total	571	45	3	4	0	2	0	630	625

C to E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	5	0	0	0	0	0	0	5	5
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	4	0	0	0	0	0	0	4	4
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	6	0	0	0	0	0	0	6	6

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	12	3	0	1	0	0	0	17.3	16
07:15 - 07:30	16	4	0	0	0	0	0	20.0	20
07:30 - 07:45	23	1	0	0	0	0	0	24.0	24
07:45 - 08:00	41	0	0	0	0	0	0	41.0	41
Hourly Total	92	8	0	1	0	0	0	102	101
08:00 - 08:15	22	6	1	0	0	0	0	29.5	29
08:15 - 08:30	31	2	2	0	0	0	0	36.0	35
08:30 - 08:45	29	6	0	0	0	0	0	35.0	35
08:45 - 09:00	19	2	0	0	0	0	0	21.0	21
Hourly Total	101	16	3	0	0	0	0	122	120
09:00 - 09:15	22	1	1	1	0	0	0	26.8	25
09:15 - 09:30	23	4	2	0	0	0	0	30.0	29
09:30 - 09:45	42	4	1	0	0	0	0	47.5	47
09:45 - 10:00	34	1	1	2	0	0	0	41.1	38
Hourly Total	121	10	5	3	0	0	0	146	139
Session Total	314	34	8	4	0	0	0	370	360
16:00 - 16:15	69	5	0	0	0	0	0	74.0	74
16:15 - 16:30	72	7	0	0	0	0	0	79.0	79
16:30 - 16:45	84	5	0	0	0	1	0	89.4	90
16:45 - 17:00	79	5	0	0	0	0	0	84.0	84
Hourly Total	304	22	0	0	0	1	0	326	327
17:00 - 17:15	48	4	0	0	0	0	0	52.0	52
17:15 - 17:30	77	2	0	0	0	0	0	79.0	79
17:30 - 17:45	90	0	0	0	0	0	0	90.0	90
17:45 - 18:00	65	1	0	0	0	0	0	66.0	66
Hourly Total	280	7	0	0	0	0	0	287	287
18:00 - 18:15	61	4	0	0	0	0	0	65.0	65
18:15 - 18:30	63	4	0	0	0	0	0	67.0	67
18:30 - 18:45	64	1	0	0	0	0	0	65.0	65
18:45 - 19:00	61	2	1	0	0	0	0	64.5	64
Hourly Total	249	11	1	0	0	0	0	262	261
Session Total	833	40	1	0	0	1	0	875	875

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	2	1	3	0	0	0	0	7.5	6
07:15 - 07:30	5	4	4	0	0	0	0	15.0	13
07:30 - 07:45	8	0	1	2	0	0	0	14.1	11
07:45 - 08:00	10	2	1	2	0	0	0	18.1	15
Hourly Total	25	7	9	4	0	0	0	55	45
08:00 - 08:15	13	1	1	0	0	0	0	15.5	15
08:15 - 08:30	12	5	4	1	0	0	0	25.3	22
08:30 - 08:45	14	4	4	0	0	0	0	24.0	22
08:45 - 09:00	7	2	3	0	0	0	0	13.5	12
Hourly Total	46	12	12	1	0	0	0	78	71
09:00 - 09:15	15	2	0	1	0	2	0	20.1	20
09:15 - 09:30	8	1	2	2	0	0	0	16.6	13
09:30 - 09:45	6	4	3	0	0	1	0	14.9	14
09:45 - 10:00	8	6	2	0	0	0	0	17.0	16
Hourly Total	37	13	7	3	0	3	0	69	63
Session Total	108	32	28	8	0	3	0	202	179
16:00 - 16:15	7	1	2	0	0	0	0	11.0	10
16:15 - 16:30	11	0	1	1	0	0	0	14.8	13
16:30 - 16:45	6	5	0	0	0	1	0	11.4	12
16:45 - 17:00	5	2	0	0	0	0	0	7.0	7
Hourly Total	29	8	3	1	0	1	0	44	42
17:00 - 17:15	5	2	0	0	0	0	0	7.0	7
17:15 - 17:30	7	2	1	0	0	0	0	10.5	10
17:30 - 17:45	7	1	0	0	0	0	0	8.0	8
17:45 - 18:00	3	2	1	1	0	0	0	8.8	7
Hourly Total	22	7	2	1	0	0	0	34	32
18:00 - 18:15	3	0	2	0	0	0	0	6.0	5
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	6	1	0	0	0	0	0	7.0	7
18:45 - 19:00	3	1	0	0	0	0	0	4.0	4
Hourly Total	14	2	2	0	0	0	0	19	18
Session Total	65	17	7	2	0	1	0	97	92

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	17	4	3	1	0	0	0	27.8	25
07:15 - 07:30	23	8	4	0	0	0	0	37.0	35
07:30 - 07:45	33	1	1	2	0	0	0	40.1	37
07:45 - 08:00	52	3	1	2	0	0	0	61.1	58
Hourly Total	125	16	9	5	0	0	0	167	155
08:00 - 08:15	44	8	2	0	0	0	0	55.0	54
08:15 - 08:30	45	8	6	1	0	0	0	64.3	60
08:30 - 08:45	45	10	4	0	0	0	0	61.0	59
08:45 - 09:00	30	6	3	0	0	0	0	40.5	39
Hourly Total	164	32	15	1	0	0	0	221	212
09:00 - 09:15	39	5	1	2	0	2	0	50.9	49
09:15 - 09:30	31	5	4	2	0	0	0	46.6	42
09:30 - 09:45	51	8	5	0	0	1	0	66.9	65
09:45 - 10:00	44	8	3	2	0	0	0	61.1	57
Hourly Total	165	26	13	6	0	3	0	226	213
Session Total	454	74	37	12	0	3	0	614	580
16:00 - 16:15	123	10	3	1	0	0	0	139.8	137
16:15 - 16:30	151	13	2	2	0	0	0	171.6	168
16:30 - 16:45	164	20	1	0	0	2	0	186.3	187
16:45 - 17:00	155	13	0	2	0	0	0	172.6	170
Hourly Total	593	56	6	5	0	2	0	671	662
17:00 - 17:15	116	9	0	0	0	0	0	125.0	125
17:15 - 17:30	142	8	1	0	0	1	0	151.9	152
17:30 - 17:45	161	5	0	0	0	0	0	166.0	166
17:45 - 18:00	117	5	1	1	0	0	0	125.8	124
Hourly Total	536	27	2	1	0	1	0	568	567
18:00 - 18:15	93	5	2	0	0	1	0	101.4	101
18:15 - 18:30	93	5	0	0	0	0	0	98.0	98
18:30 - 18:45	88	6	0	0	0	0	0	94.0	94
18:45 - 19:00	72	3	1	0	0	0	0	76.5	76
Hourly Total	346	19	3	0	0	1	0	370	369
Session Total	1475	102	11	6	0	4	0	1609	1598

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	58	6	4	1	0	0	0	72.3	69
07:15 - 07:30	77	14	1	1	0	0	0	94.8	93
07:30 - 07:45	107	9	8	0	1	0	0	130.0	125
07:45 - 08:00	114	6	2	0	0	0	0	123.0	122
Hourly Total	356	35	15	2	1	0	0	421	409
08:00 - 08:15	126	12	6	1	0	0	0	149.3	145
08:15 - 08:30	113	7	3	1	0	0	0	126.8	124
08:30 - 08:45	107	11	0	0	1	0	0	120.0	119
08:45 - 09:00	121	9	8	1	0	1	0	144.7	140
Hourly Total	467	39	17	3	1	1	0	541	528
09:00 - 09:15	106	8	3	2	0	0	0	123.1	119
09:15 - 09:30	89	8	3	0	0	1	0	101.9	101
09:30 - 09:45	66	9	2	3	1	0	0	86.9	81
09:45 - 10:00	66	5	6	3	0	0	0	86.9	80
Hourly Total	327	30	14	8	1	1	0	398	381
Session Total	1150	104	46	13	3	2	0	1360	1318
16:00 - 16:15	59	4	1	0	0	0	0	64.5	64
16:15 - 16:30	74	2	2	0	1	0	0	81.0	79
16:30 - 16:45	77	6	3	0	0	0	0	87.5	86
16:45 - 17:00	75	2	0	0	2	0	0	81.0	79
Hourly Total	285	14	6	0	3	0	0	314	308
17:00 - 17:15	71	5	1	0	0	0	0	77.5	77
17:15 - 17:30	57	6	3	0	1	0	0	69.5	67
17:30 - 17:45	73	4	2	0	0	0	0	80.0	79
17:45 - 18:00	58	1	0	0	0	0	0	59.0	59
Hourly Total	259	16	6	0	1	0	0	286	282
18:00 - 18:15	73	3	0	0	0	0	0	76.0	76
18:15 - 18:30	56	1	1	0	0	0	0	58.5	58
18:30 - 18:45	63	2	0	0	0	0	0	65.0	65
18:45 - 19:00	58	6	0	0	0	0	0	64.0	64
Hourly Total	250	12	1	0	0	0	0	264	263
Session Total	794	42	13	0	4	0	0	864	853

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Hadfield Road / C - A4232 S Slips / D - (South) B4267 Leckwith Road / E - A4232 N Slips

Approach: D - (South) B4267 Leckwith Road

D to E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	43	3	2	0	0	0	0	49.0	48
07:15 - 07:30	42	3	1	0	0	0	0	46.5	46
07:30 - 07:45	78	4	0	0	0	0	0	82.0	82
07:45 - 08:00	41	7	0	0	0	0	0	48.0	48
Hourly Total	204	17	3	0	0	0	0	226	224
08:00 - 08:15	49	6	0	0	0	0	0	55.0	55
08:15 - 08:30	46	3	0	0	0	0	0	49.0	49
08:30 - 08:45	45	3	0	0	0	0	0	48.0	48
08:45 - 09:00	38	3	1	0	0	0	0	42.5	42
Hourly Total	178	15	1	0	0	0	0	195	194
09:00 - 09:15	41	3	0	0	0	0	0	44.0	44
09:15 - 09:30	28	2	2	0	0	0	0	33.0	32
09:30 - 09:45	33	10	0	0	0	0	0	43.0	43
09:45 - 10:00	32	3	2	0	0	0	0	38.0	37
Hourly Total	134	18	4	0	0	0	0	158	156
Session Total	516	50	8	0	0	0	0	579	574
16:00 - 16:15	62	21	0	0	0	0	0	83.0	83
16:15 - 16:30	77	14	0	0	0	0	0	91.0	91
16:30 - 16:45	65	14	0	0	0	2	0	79.8	81
16:45 - 17:00	53	3	1	0	0	0	0	57.5	57
Hourly Total	257	52	1	0	0	2	0	312	312
17:00 - 17:15	50	5	0	0	0	0	0	55.0	55
17:15 - 17:30	42	2	1	1	0	0	0	47.8	46
17:30 - 17:45	34	4	0	0	0	0	0	38.0	38
17:45 - 18:00	29	2	0	0	0	0	0	31.0	31
Hourly Total	155	13	1	1	0	0	0	172	170
18:00 - 18:15	27	2	0	0	0	0	0	29.0	29
18:15 - 18:30	18	0	0	0	0	0	0	18.0	18
18:30 - 18:45	15	3	0	0	0	0	0	18.0	18
18:45 - 19:00	17	0	0	0	0	0	0	17.0	17
Hourly Total	77	5	0	0	0	0	0	82	82
Session Total	489	70	2	1	0	2	0	566	564

D to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	74	9	2	0	0	0	0	86.0	85
07:15 - 07:30	114	2	0	2	0	1	0	121.0	119
07:30 - 07:45	111	7	0	0	1	1	0	120.4	120
07:45 - 08:00	104	14	0	0	0	0	0	118.0	118
Hourly Total	403	32	2	2	1	2	0	446	442
08:00 - 08:15	124	7	0	0	2	0	0	135.0	133
08:15 - 08:30	89	6	0	0	0	0	1	95.2	96
08:30 - 08:45	90	5	1	0	1	0	0	98.5	97
08:45 - 09:00	102	10	0	0	0	0	0	112.0	112
Hourly Total	405	28	1	0	3	0	1	441	438
09:00 - 09:15	95	10	0	0	2	0	0	109.0	107
09:15 - 09:30	97	1	1	0	1	0	0	101.5	100
09:30 - 09:45	56	6	0	0	0	0	0	62.0	62
09:45 - 10:00	63	12	0	0	2	0	1	79.2	78
Hourly Total	311	29	1	0	5	0	1	352	347
Session Total	1119	89	4	2	9	2	2	1239	1227
16:00 - 16:15	65	1	0	0	1	0	0	68.0	67
16:15 - 16:30	81	6	0	0	1	0	0	89.0	88
16:30 - 16:45	79	2	0	1	2	0	0	87.3	84
16:45 - 17:00	60	1	1	1	1	1	2	67.6	67
Hourly Total	285	10	1	2	5	1	2	312	306
17:00 - 17:15	57	4	1	0	0	0	0	62.5	62
17:15 - 17:30	75	4	0	0	1	0	1	81.2	81
17:30 - 17:45	43	1	0	0	2	0	0	48.0	46
17:45 - 18:00	46	2	0	0	1	0	1	50.2	50
Hourly Total	221	11	1	0	4	0	2	242	239
18:00 - 18:15	40	2	0	0	0	0	0	42.0	42
18:15 - 18:30	45	2	0	0	2	0	0	51.0	49
18:30 - 18:45	47	2	0	0	0	1	1	49.6	51
18:45 - 19:00	46	2	0	0	0	0	0	48.0	48
Hourly Total	178	8	0	0	2	1	1	190	190
Session Total	684	29	2	2	11	2	5	744	735

D to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	8	1	0	0	0	0	0	9.0	9
07:15 - 07:30	26	12	4	0	0	0	0	44.0	42
07:30 - 07:45	21	2	4	0	0	1	0	29.4	28
07:45 - 08:00	18	3	4	0	0	1	0	27.4	26
Hourly Total	73	18	12	0	0	2	0	110	105
08:00 - 08:15	13	11	0	0	0	0	0	24.0	24
08:15 - 08:30	27	2	0	0	0	1	0	29.4	30
08:30 - 08:45	29	2	1	0	0	1	0	32.9	33
08:45 - 09:00	26	5	1	0	0	0	0	32.5	32
Hourly Total	95	20	2	0	0	2	0	119	119
09:00 - 09:15	18	4	2	0	0	0	0	25.0	24
09:15 - 09:30	16	7	0	0	0	0	0	23.0	23
09:30 - 09:45	12	0	0	0	0	0	0	12.0	12
09:45 - 10:00	5	2	0	0	0	0	0	7.0	7
Hourly Total	51	13	2	0	0	0	0	67	66
Session Total	219	51	16	0	0	4	0	296	290
16:00 - 16:15	2	4	0	0	0	0	0	6.0	6
16:15 - 16:30	7	0	1	0	0	1	0	8.9	9
16:30 - 16:45	4	0	0	0	0	1	0	4.4	5
16:45 - 17:00	3	1	0	0	0	0	0	4.0	4
Hourly Total	16	5	1	0	0	2	0	24	24
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	4	0	0	0	0	0	0	4.0	4
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	8	0	0	0	0	0	0	8	8
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	3	0	1	0	0	0	0	4.5	4
Hourly Total	7	0	1	0	0	0	0	9	8
Session Total	31	5	2	0	0	2	0	41	40

D to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	20	1	2	0	0	0	0	24.0	23
07:15 - 07:30	33	7	0	0	0	0	0	40.0	40
07:30 - 07:45	39	4	0	0	0	0	0	43.0	43
07:45 - 08:00	46	0	1	0	0	0	0	47.5	47
Hourly Total	138	12	3	0	0	0	0	155	153
08:00 - 08:15	43	0	1	0	0	0	0	44.5	44
08:15 - 08:30	42	2	1	0	0	0	0	45.5	45
08:30 - 08:45	47	4	0	0	0	0	0	51.0	51
08:45 - 09:00	38	0	2	0	0	0	0	41.0	40
Hourly Total	170	6	4	0	0	0	0	182	180
09:00 - 09:15	24	2	0	1	0	0	0	28.3	27
09:15 - 09:30	20	1	0	0	0	1	0	21.4	22
09:30 - 09:45	16	2	0	0	0	0	0	18.0	18
09:45 - 10:00	9	0	4	0	0	0	0	15.0	13
Hourly Total	69	5	4	1	0	1	0	82	80
Session Total	377	23	11	1	0	1	0	419	413
16:00 - 16:15	2	2	0	0	0	0	0	4.0	4
16:15 - 16:30	3	0	1	0	0	0	0	4.5	4
16:30 - 16:45	2	3	0	0	0	0	0	5.0	5
16:45 - 17:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	11	5	1	0	0	0	0	18	17
17:00 - 17:15	2	1	0	0	0	0	0	3.0	3
17:15 - 17:30	2	2	0	0	0	0	0	4.0	4
17:30 - 17:45	5	0	1	0	0	0	0	6.5	6
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	12	3	1	0	0	0	0	17	16
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	2	1	0	0	0	0	0	3.0	3
Hourly Total	5	1	0	0	0	0	0	6	6
Session Total	28	9	2	0	0	0	0	41	39

D to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	145	14	6	0	0	0	0	168.0	165
07:15 - 07:30	215	24	5	2	0	1	0	251.5	247
07:30 - 07:45	249	17	4	0	1	2	0	274.8	273
07:45 - 08:00	209	24	5	0	0	1	0	240.9	239
Hourly Total	818	79	20	2	1	4	0	936	924
08:00 - 08:15	229	24	1	0	2	0	0	258.5	256
08:15 - 08:30	204	13	1	0	0	1	1	219.1	220
08:30 - 08:45	211	14	2	0	1	1	0	230.4	229
08:45 - 09:00	204	18	4	0	0	0	0	228.0	226
Hourly Total	848	69	8	0	3	2	1	936	931
09:00 - 09:15	178	19	2	1	2	0	0	206.3	202
09:15 - 09:30	161	11	3	0	1	1	0	178.9	177
09:30 - 09:45	117	18	0	0	0	0	0	135.0	135
09:45 - 10:00	109	17	6	0	2	0	1	139.2	135
Hourly Total	565	65	11	1	5	1	1	659	649
Session Total	2231	213	39	3	9	7	2	2531	2504
16:00 - 16:15	131	28	0	0	1	0	0	161.0	160
16:15 - 16:30	168	20	2	0	1	1	0	193.4	192
16:30 - 16:45	150	19	0	1	2	3	0	176.5	175
16:45 - 17:00	120	5	2	1	1	1	2	133.1	132
Hourly Total	569	72	4	2	5	5	2	664	659
17:00 - 17:15	111	10	1	0	0	0	0	122.5	122
17:15 - 17:30	123	8	1	1	1	0	1	137.0	135
17:30 - 17:45	83	5	1	0	2	0	0	93.5	91
17:45 - 18:00	79	4	0	0	1	0	1	85.2	85
Hourly Total	396	27	3	1	4	0	2	438	433
18:00 - 18:15	70	4	0	0	0	0	0	74.0	74
18:15 - 18:30	64	2	0	0	2	0	0	70.0	68
18:30 - 18:45	65	5	0	0	0	1	1	70.6	72
18:45 - 19:00	68	3	1	0	0	0	0	72.5	72
Hourly Total	267	14	1	0	2	1	1	287	286
Session Total	1232	113	8	3	11	6	5	1389	1378

To D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	98	13	1	0	2	2	0	117.3	116
07:15 - 07:30	76	12	2	1	0	0	0	93.3	91
07:30 - 07:45	139	18	0	0	0	0	1	157.2	158
07:45 - 08:00	135	27	5	0	2	0	0	173.5	169
Hourly Total	448	70	8	1	4	2	1	541	534
08:00 - 08:15	123	18	1	0	1	0	0	144.5	143
08:15 - 08:30	122	13	1	0	0	0	0	136.5	136
08:30 - 08:45	104	13	2	0	0	0	0	120.0	119
08:45 - 09:00	96	12	0	0	1	0	0	110.0	109
Hourly Total	445	56	4	0	2	0	0	511	507
09:00 - 09:15	77	13	3	0	1	0	0	96.5	94
09:15 - 09:30	84	8	1	0	2	0	0	97.5	95
09:30 - 09:45	76	20	2	0	1	0	0	101.0	99
09:45 - 10:00	63	19	2	2	1	0	0	91.6	87
Hourly Total	300	60	8	2	5	0	0	387	375
Session Total	1193	186	20	3	11	2	1	1439	1416
16:00 - 16:15	169	13	6	1	2	1	0	197.7	192
16:15 - 16:30	225	24	3	1	1	3	0	259.0	257
16:30 - 16:45	253	28	2	0	1	0	0	286.0	284
16:45 - 17:00	251	19	1	2	1	1	0	278.5	275
Hourly Total	898	84	12	4	5	5	0	1021	1008
17:00 - 17:15	232	14	0	0	1	0	0	248.0	247
17:15 - 17:30	255	21	0	0	0	2	1	277.0	279
17:30 - 17:45	239	12	0	0	2	1	0	255.4	254
17:45 - 18:00	208	8	1	1	1	0	0	221.8	219
Hourly Total	934	55	1	1	4	3	1	1002	999
18:00 - 18:15	150	7	0	0	0	1	0	157.4	158
18:15 - 18:30	136	6	1	0	0	1	0	143.9	144
18:30 - 18:45	125	9	0	0	1	0	0	136.0	135
18:45 - 19:00	69	3	0	0	0	0	0	72.0	72
Hourly Total	480	25	1	0	1	2	0	510	509
Session Total	2312	164	14	5	10	10	1	2533	2516

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - Hadfield Road / C - A4232 S Slips / D - (South) B4267 Leckwith Road / E - A4232 N Slips

Approach: E - A4232 N Slips

E to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	81	17	2	1	0	0	0	103.3	101
07:15 - 07:30	90	10	1	1	1	0	0	105.8	103
07:30 - 07:45	99	9	1	0	1	0	0	111.5	110
07:45 - 08:00	99	12	1	0	1	0	0	114.5	113
Hourly Total	369	48	5	2	3	0	0	436	427
08:00 - 08:15	95	15	1	1	0	0	0	113.8	112
08:15 - 08:30	100	8	4	0	0	0	0	114.0	112
08:30 - 08:45	97	8	1	0	0	0	0	106.5	106
08:45 - 09:00	89	9	4	0	1	0	0	106.0	103
Hourly Total	381	40	10	1	1	0	0	440	433
09:00 - 09:15	105	7	3	0	1	0	0	118.5	116
09:15 - 09:30	97	9	2	0	0	0	0	109.0	108
09:30 - 09:45	94	7	3	0	1	0	0	107.5	105
09:45 - 10:00	77	2	1	0	3	0	0	86.5	83
Hourly Total	373	25	9	0	5	0	0	422	412
Session Total	1123	113	24	3	9	0	0	1298	1272
16:00 - 16:15	80	6	0	0	0	0	0	86.0	86
16:15 - 16:30	77	3	0	0	3	0	0	86.0	83
16:30 - 16:45	63	2	0	0	2	0	0	69.0	67
16:45 - 17:00	69	2	0	1	0	0	0	73.3	72
Hourly Total	289	13	0	1	5	0	0	314	308
17:00 - 17:15	69	1	0	0	0	0	0	70.0	70
17:15 - 17:30	96	3	0	0	0	0	0	99.0	99
17:30 - 17:45	96	5	0	0	0	0	0	101.0	101
17:45 - 18:00	88	3	0	0	0	0	0	91.0	91
Hourly Total	349	12	0	0	0	0	0	361	361
18:00 - 18:15	71	3	0	0	0	0	0	74.0	74
18:15 - 18:30	89	1	0	1	1	0	0	94.3	92
18:30 - 18:45	66	3	1	0	0	0	2	70.9	72
18:45 - 19:00	76	1	0	0	1	0	0	79.0	78
Hourly Total	302	8	1	1	2	0	2	318	316
Session Total	940	33	1	2	7	0	2	993	985

E to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	92	27	4	5	0	0	0	136.5	128
07:15 - 07:30	107	30	1	1	0	0	0	140.8	139
07:30 - 07:45	114	28	1	4	0	0	0	152.7	147
07:45 - 08:00	144	33	7	4	0	0	0	196.7	188
Hourly Total	457	118	13	14	0	0	0	627	602
08:00 - 08:15	139	15	5	3	0	0	0	168.4	162
08:15 - 08:30	146	32	7	3	0	2	0	196.2	190
08:30 - 08:45	126	28	7	4	0	0	0	173.7	165
08:45 - 09:00	136	14	8	5	0	2	0	174.3	165
Hourly Total	547	89	27	15	0	4	0	714	682
09:00 - 09:15	99	28	9	3	0	0	0	147.4	139
09:15 - 09:30	85	18	6	4	0	0	0	121.2	113
09:30 - 09:45	80	35	9	2	0	0	0	133.1	126
09:45 - 10:00	69	24	7	4	0	0	0	112.7	104
Hourly Total	333	105	31	13	0	0	0	515	482
Session Total	1337	312	71	42	0	4	0	1856	1766
16:00 - 16:15	45	16	5	0	0	0	0	68.5	66
16:15 - 16:30	54	17	2	1	0	0	0	76.3	74
16:30 - 16:45	64	16	3	1	0	0	0	86.8	84
16:45 - 17:00	51	11	4	1	0	1	0	70.7	68
Hourly Total	214	60	14	3	0	1	0	302	292
17:00 - 17:15	74	13	2	1	0	0	0	92.3	90
17:15 - 17:30	64	7	1	1	0	0	0	74.8	73
17:30 - 17:45	81	9	5	0	1	0	0	99.5	96
17:45 - 18:00	67	7	2	1	0	1	0	79.7	78
Hourly Total	286	36	10	3	1	1	0	346	337
18:00 - 18:15	42	9	3	1	0	0	0	57.8	55
18:15 - 18:30	36	7	1	0	0	0	0	44.5	44
18:30 - 18:45	33	3	7	0	0	0	0	46.5	43
18:45 - 19:00	20	3	6	0	0	0	0	32.0	29
Hourly Total	131	22	17	1	0	0	0	181	171
Session Total	631	118	41	7	1	2	0	829	800

E to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	8	1	0	0	0	0	0	9.0	9
07:15 - 07:30	3	0	0	0	0	0	0	3.0	3
07:30 - 07:45	9	2	1	0	0	0	0	12.5	12
07:45 - 08:00	6	4	0	0	0	0	0	10.0	10
Hourly Total	26	7	1	0	0	0	0	35	34
08:00 - 08:15	4	6	0	1	0	0	0	12.3	11
08:15 - 08:30	7	1	0	1	0	0	0	10.3	9
08:30 - 08:45	4	0	0	0	0	0	0	4.0	4
08:45 - 09:00	6	3	0	0	0	0	0	9.0	9
Hourly Total	21	10	0	2	0	0	0	36	33
09:00 - 09:15	5	0	0	0	0	0	0	5.0	5
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6
09:30 - 09:45	6	0	0	0	0	0	0	6.0	6
09:45 - 10:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	21	0	0	0	0	0	0	21	21
Session Total	68	17	1	2	0	0	0	92	88
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	3	0	0	0	0	0	0	3	3
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	6	0	0	0	0	0	0	6	6

E to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	41	4	1	0	0	1	0	46.9	47
07:15 - 07:30	35	5	0	1	0	0	0	42.3	41
07:30 - 07:45	47	6	0	0	0	0	0	53.0	53
07:45 - 08:00	42	4	0	0	1	0	0	48.0	47
Hourly Total	165	19	1	1	1	1	0	190	188
08:00 - 08:15	36	1	0	0	0	0	0	37.0	37
08:15 - 08:30	42	2	1	0	0	0	0	45.5	45
08:30 - 08:45	35	3	0	0	0	0	0	38.0	38
08:45 - 09:00	33	1	0	0	0	0	0	34.0	34
Hourly Total	146	7	1	0	0	0	0	155	154
09:00 - 09:15	26	1	0	0	0	0	0	27.0	27
09:15 - 09:30	31	0	0	0	0	0	0	31.0	31
09:30 - 09:45	18	1	0	0	0	0	0	19.0	19
09:45 - 10:00	15	0	0	2	0	0	0	19.6	17
Hourly Total	90	2	0	2	0	0	0	97	94
Session Total	401	28	2	3	1	1	0	442	436
16:00 - 16:15	22	0	2	0	0	0	0	25.0	24
16:15 - 16:30	33	3	0	0	0	0	0	36.0	36
16:30 - 16:45	40	1	0	0	0	0	0	41.0	41
16:45 - 17:00	53	2	0	0	0	0	0	55.0	55
Hourly Total	148	6	2	0	0	0	0	157	156
17:00 - 17:15	53	7	0	0	0	0	0	60.0	60
17:15 - 17:30	48	11	0	0	0	1	0	59.4	60
17:30 - 17:45	60	2	0	0	0	0	0	62.0	62
17:45 - 18:00	45	2	0	0	0	0	0	47.0	47
Hourly Total	206	22	0	0	0	1	0	228	229
18:00 - 18:15	32	3	0	0	0	0	0	35.0	35
18:15 - 18:30	30	2	0	0	0	0	0	32.0	32
18:30 - 18:45	27	3	0	0	0	0	0	30.0	30
18:45 - 19:00	13	3	0	0	0	0	0	16.0	16
Hourly Total	102	11	0	0	0	0	0	113	113
Session Total	456	39	2	0	0	1	0	498	498

E to E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	222	49	7	6	0	1	0	295.7	285
07:15 - 07:30	235	45	2	3	1	0	0	291.9	286
07:30 - 07:45	269	45	3	4	1	0	0	329.7	322
07:45 - 08:00	291	53	8	4	2	0	0	369.2	358
Hourly Total	1017	192	20	17	4	1	0	1286	1251
08:00 - 08:15	274	37	6	5	0	0	0	331.5	322
08:15 - 08:30	295	43	12	4	0	2	0	366.0	356
08:30 - 08:45	262	39	8	4	0	0	0	322.2	313
08:45 - 09:00	264	27	12	5	1	2	0	323.3	311
Hourly Total	1095	146	38	18	1	4	0	1343	1302
09:00 - 09:15	235	36	12	3	1	0	0	297.9	287
09:15 - 09:30	219	27	8	4	0	0	0	267.2	258
09:30 - 09:45	198	43	12	2	1	0	0	265.6	256
09:45 - 10:00	165	26	8	6	3	0	0	222.8	208
Hourly Total	817	132	40	15	5	0	0	1054	1009
Session Total	2929	470	98	50	10	5	0	3683	3562
16:00 - 16:15	148	22	7	0	0	0	0	180.5	177
16:15 - 16:30	165	23	2	1	3	0	0	199.3	194
16:30 - 16:45	167	19	3	1	2	0	0	196.8	192
16:45 - 17:00	174	15	4	2	0	1	0	200.0	196
Hourly Total	654	79	16	4	5	1	0	776	759
17:00 - 17:15	197	21	2	1	0	0	0	223.3	221
17:15 - 17:30	209	21	1	1	0	1	0	234.2	233
17:30 - 17:45	237	16	5	0	1	0	0	262.5	259
17:45 - 18:00	200	12	2	1	0	1	0	217.7	216
Hourly Total	843	70	10	3	1	2	0	938	929
18:00 - 18:15	145	15	3	1	0	0	0	166.8	164
18:15 - 18:30	156	10	1	1	1	0	0	171.8	169
18:30 - 18:45	126	9	8	0	0	0	2	147.4	145
18:45 - 19:00	109	7	6	0	1	0	0	127.0	123
Hourly Total	536	41	18	2	2	0	2	613	601
Session Total	2033	190	44	9	8	3	2	2327	2289

To E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	85	19	5	2	0	0	0	116.1	111
07:15 - 07:30	118	19	9	2	3	0	0	161.1	151
07:30 - 07:45	158	29	6	5	1	0	0	209.5	199
07:45 - 08:00	112	19	5	3	0	0	0	145.4	139
Hourly Total	473	86	25	12	4	0	0	633	600
08:00 - 08:15	133	28	10	2	0	0	1	180.8	174
08:15 - 08:30	140	21	6	1	0	0	1	172.5	169
08:30 - 08:45	129	25	6	4	0	0	0	172.2	164
08:45 - 09:00	94	26	10	7	0	0	0	151.1	137
Hourly Total	496	100	32	14	0	0	2	676	644
09:00 - 09:15	110	26	8	1	0	0	0	150.3	145
09:15 - 09:30	82	28	6	7	0	0	0	135.1	123
09:30 - 09:45	101	29	4	6	1	1	0	152.2	142
09:45 - 10:00	110	16	7	3	0	0	0	143.4	136
Hourly Total	403	99	25	17	1	1	0	581	546
Session Total	1372	285	82	43	5	1	2	1890	1790
16:00 - 16:15	297	55	1	2	0	0	0	358.1	355
16:15 - 16:30	261	31	3	2	0	1	0	301.5	298
16:30 - 16:45	286	38	2	2	0	4	0	333.2	332
16:45 - 17:00	241	17	8	1	1	0	0	274.3	268
Hourly Total	1085	141	14	7	1	5	0	1267	1253
17:00 - 17:15	300	25	3	2	1	2	0	336.9	333
17:15 - 17:30	286	18	5	3	2	2	0	323.2	316
17:30 - 17:45	233	19	2	1	1	0	0	259.3	256
17:45 - 18:00	179	12	0	1	0	2	1	194.3	195
Hourly Total	998	74	10	7	4	6	1	1113	1100
18:00 - 18:15	224	10	2	1	0	2	0	240.1	239
18:15 - 18:30	157	4	1	2	1	1	0	169.5	166
18:30 - 18:45	152	12	0	1	1	2	0	169.1	168
18:45 - 19:00	136	6	2	1	1	1	0	149.7	147
Hourly Total	669	32	5	5	3	6	0	729	720
Session Total	2752	247	29	19	8	17	1	3109	3073

Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) B4267 Leckwith Road / B - Hadfield Road / C - A4232 S Slips / D - (South) B4267 Leckwith Road / E - A4232 N Slips**

	A - (North) B4267 Leckwith Road			B - Hadfield Road		C - A4232 S Slips		D - (South) B4267 Leckwith Road		E - A4232 N Slips			
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	9	5	3	3	2	2	3	7	7	1	4	11	5
07:05 - 07:10	6	7	4	2	2	1	1	7	7	2	4	7	1
07:10 - 07:15	5	4	4	5	3	1	6	14	6	1	3	9	2
07:15 - 07:20	3	6	4	5	2	2	4	8	7	0	3	13	3
07:20 - 07:25	6	2	6	5	2	2	3	15	11	3	4	8	3
07:25 - 07:30	4	6	3	4	2	2	3	15	7	3	4	10	1
07:30 - 07:35	10	6	6	6	3	2	3	11	6	2	3	8	4
07:35 - 07:40	12	9	6	7	4	2	5	13	5	2	4	15	4
07:40 - 07:45	9	12	6	5	2	4	4	13	9	1	5	6	2
07:45 - 07:50	8	11	5	4	5	2	4	9	9	2	8	11	2
07:50 - 07:55	15	11	6	2	3	1	2	15	8	2	9	13	3
07:55 - 08:00	8	12	4	7	2	4	5	6	7	1	3	10	3
08:00 - 08:05	6	9	7	3	2	2	3	29	8	2	8	13	2
08:05 - 08:10	13	6	4	5	3	4	4	18	9	1	10	14	1
08:10 - 08:15	9	9	4	7	3	3	2	8	5	1	9	11	1
08:15 - 08:20	11	8	7	7	5	2	5	8	9	1	7	19	2
08:20 - 08:25	12	6	3	4	6	1	6	9	9	3	9	9	2
08:25 - 08:30	9	8	5	3	3	3	3	8	6	2	9	9	2
08:30 - 08:35	8	10	7	7	6	3	4	10	9	1	4	9	4
08:35 - 08:40	8	11	7	4	3	3	3	9	9	0	0	6	8
08:40 - 08:45	9	8	4	6	2	1	3	8	7	0	1	6	4
08:45 - 08:50	8	8	5	8	3	1	3	5	7	1	1	8	5
08:50 - 08:55	11	8	1	5	3	2	4	10	9	1	3	12	4
08:55 - 09:00	8	7	1	7	3	2	2	11	5	0	2	6	14
09:00 - 09:05	9	6	5	7	4	2	4	6	7	2	2	10	7
09:05 - 09:10	8	7	6	6	3	1	2	32	9	0	2	8	3
09:10 - 09:15	4	10	3	7	2	1	3	12	9	0	7	9	7
09:15 - 09:20	7	7	3	6	3	1	3	12	9	2	7	10	4
09:20 - 09:25	11	5	4	6	4	1	6	9	7	1	3	8	7
09:25 - 09:30	10	7	3	8	5	1	2	8	6	1	4	8	3
09:30 - 09:35	11	3	3	13	8	3	7	7	9	2	5	3	2
09:35 - 09:40	9	4	3	4	4	2	3	5	4	1	4	4	1
09:40 - 09:45	9	9	4	7	10	2	3	6	3	5	2	12	1
09:45 - 09:50	7	7	5	5	6	0	4	10	5	2	3	8	1
09:50 - 09:55	9	7	1	4	3	3	5	11	6	1	5	5	1
09:55 - 10:00	11	5	3	8	8	2	4	7	6	2	5	8	1
16:00 - 16:05	9	10	12	15	10	8	6	18	6	1	7	3	4
16:05 - 16:10	10	8	9	26	12	7	18	13	1	1	3	4	7
16:10 - 16:15	8	7	6	28	11	11	19	14	2	1	1	2	3
16:15 - 16:20	5	14	10	14	6	11	7	12	3	3	3	3	3
16:20 - 16:25	11	12	8	12	5	9	7	13	4	2	2	7	4
16:25 - 16:30	8	16	7	14	7	5	12	16	4	2	2	2	5
16:30 - 16:35	12	12	12	14	11	9	8	16	4	2	3	7	4
16:35 - 16:40	11	15	4	31	9	11	12	9	5	0	3	6	2
16:40 - 16:45	9	14	9	27	10	12	10	18	5	3	4	7	1
16:45 - 16:50	7	9	8	7	4	11	10	8	5	0	2	5	4
16:50 - 16:55	6	8	5	5	3	9	3	11	2	1	3	11	8
16:55 - 17:00	6	12	8	8	4	9	7	7	6	1	2	3	1
17:00 - 17:05	8	10	7	11	10	8	4	10	3	0	2	3	6
17:05 - 17:10	9	6	9	25	14	8	7	8	2	1	3	12	9
17:10 - 17:15	8	7	13	28	14	5	6	10	7	1	2	4	2
17:15 - 17:20	9	10	11	31	11	6	7	11	3	1	3	3	4
17:20 - 17:25	9	20	8	27	14	3	6	3	2	1	2	3	4
17:25 - 17:30	5	8	5	15	10	7	6	8	4	1	4	10	7
17:30 - 17:35	10	12	7	9	3	5	5	13	3	6	7	8	4
17:35 - 17:40	8	15	10	6	7	9	6	7	1	3	6	3	5
17:40 - 17:45	9	10	8	7	8	10	7	6	3	5	6	7	5
17:45 - 17:50	6	11	4	9	4	6	5	6	2	3	4	5	4
17:50 - 17:55	8	13	9	8	6	6	6	7	1	3	2	5	8
17:55 - 18:00	8	8	6	5	4	4	3	4	2	2	3	3	3
18:00 - 18:05	8	11	10	12	12	8	4	3	3	0	2	3	3
18:05 - 18:10	6	11	10	10	7	8	5	2	4	1	5	2	3
18:10 - 18:15	7	10	8	6	5	4	3	4	6	3	4	4	3
18:15 - 18:20	6	12	6	6	4	4	4	9	2	3	4	5	1
18:20 - 18:25	11	12	13	5	3	7	2	8	6	2	3	4	4
18:25 - 18:30	5	11	6	6	2	2	5	8	6	2	4	2	3
18:30 - 18:35	5	14	6	7	2	4	4	8	5	3	3	7	3
18:35 - 18:40	6	5	6	4	2	3	7	3	1	5	2	3	2
18:40 - 18:45	6	13	9	4	2	3	5	10	3	3	2	3	2
18:45 - 18:50	3	5	5	5	2	3	2	10	3	5	4	2	2
18:50 - 18:55	4	8	4	3	3	3	4	1	2	3	2	3	1
18:55 - 19:00	14	2	3	9	3	2	3	4	3	2	3	4	2

B4267 Leckwith Road / Access to Industrial Uses and Ely Trail junction (Junction 7)

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - (south) B4267 Leckwith Road / C - Access Road

Approach: A - (North) B4267 Leckwith Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	90	13	1	0	1	1	0	106.9	106
07:15 - 07:30	72	13	1	0	1	0	0	88.6	87
07:30 - 07:45	134	18	1	0	0	0	0	153.5	153
07:45 - 08:00	133	28	4	0	2	0	0	171.0	167
Hourly Total	**429**	**72**	**7**	**0**	**4**	**1**	**0**	**520**	**513**
08:00 - 08:15	127	16	0	0	1	0	0	147.9	146
08:15 - 08:30	120	13	0	0	0	0	0	133.0	133
08:30 - 08:45	104	13	1	0	0	0	0	118.5	118
08:45 - 09:00	95	12	0	0	1	0	0	109.0	108
Hourly Total	**446**	**54**	**1**	**0**	**2**	**0**	**0**	**508**	**505**
09:00 - 09:15	74	10	2	0	1	0	0	89.0	87
09:15 - 09:30	78	8	0	0	2	0	0	99.6	98
09:30 - 09:45	70	16	0	0	1	0	0	88.0	87
09:45 - 10:00	61	20	2	1	1	0	0	88.3	85
Hourly Total	**283**	**54**	**4**	**1**	**5**	**0**	**0**	**336**	**327**
Session Total	**1158**	**182**	**12**	**1**	**11**	**1**	**0**	**1365**	**1346**
10:00 - 10:15	166	13	3	0	1	1	0	185.9	184
10:15 - 10:30	219	25	1	0	1	3	0	248.7	249
10:30 - 10:45	244	27	1	1	1	0	0	276.8	274
10:45 - 11:00	240	20	1	2	1	2	0	269.5	266
Hourly Total	**869**	**85**	**6**	**3**	**4**	**6**	**0**	**980**	**973**
17:00 - 17:15	228	14	0	0	1	1	0	244.4	244
17:15 - 17:30	256	20	0	0	0	2	0	276.8	278
17:30 - 17:45	226	12	0	0	2	0	0	242.0	240
17:45 - 18:00	210	9	2	0	1	0	0	224.6	222
Hourly Total	**920**	**55**	**2**	**0**	**4**	**3**	**0**	**987**	**984**
18:00 - 18:15	145	5	0	0	1	1	0	152.4	152
18:15 - 18:30	138	6	1	0	0	1	0	148.9	146
18:30 - 18:45	119	7	0	0	1	0	0	128.0	127
18:45 - 19:00	66	2	0	0	0	0	0	68.9	68
Hourly Total	**468**	**20**	**1**	**0**	**2**	**2**	**0**	**496**	**493**
Session Total	**2257**	**160**	**9**	**3**	**10**	**11**	**0**	**2462**	**2450**

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	1	0	2.4	3
07:15 - 07:30	1	0	1	1	0	0	0	4.8	3
07:30 - 07:45	3	1	0	0	0	0	1	4.2	5
07:45 - 08:00	2	1	1	0	0	0	0	4.5	4
Hourly Total	**8**	**2**	**2**	**1**	**0**	**1**	**1**	**15**	**15**
08:00 - 08:15	0	1	1	0	0	0	0	2.5	2
08:15 - 08:30	1	0	1	0	0	0	0	2.5	2
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	0	1	0	0	0	0	2.5	2
Hourly Total	**2**	**1**	**3**	**0**	**0**	**0**	**0**	**5**	**6**
09:00 - 09:15	2	3	1	0	0	0	0	6.5	6
09:15 - 09:30	4	0	1	0	0	0	0	5.5	5
09:30 - 09:45	3	1	3	0	0	0	0	8.5	7
09:45 - 10:00	3	1	0	1	0	0	0	6.3	5
Hourly Total	**12**	**5**	**5**	**1**	**0**	**0**	**0**	**27**	**23**
Session Total	**22**	**8**	**10**	**2**	**0**	**1**	**1**	**50**	**44**
10:00 - 10:15	1	0	2	1	0	0	0	6.3	4
10:15 - 10:30	2	2	1	0	0	0	0	5.5	5
10:30 - 10:45	1	1	1	0	0	0	0	3.5	3
10:45 - 11:00	2	0	0	0	0	0	0	2.5	2
Hourly Total	**6**	**3**	**4**	**1**	**0**	**0**	**0**	**17**	**14**
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	0	0	0	0	0	0	1	5.0	1
17:30 - 17:45	2	0	0	0	0	0	0	2.0	2
17:45 - 18:00	0	0	0	1	0	0	0	2.3	1
Hourly Total	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**5**	**5**
18:00 - 18:15	3	1	0	0	0	0	0	4.0	4
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	2	0	0	0	0	0	2.0	2
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
Session Total	**13**	**6**	**4**	**2**	**0**	**0**	**1**	**29**	**26**

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	92	13	1	0	1	2	0	109.3	109
07:15 - 07:30	73	13	2	1	1	0	0	93.3	90
07:30 - 07:45	137	19	1	0	0	0	1	157.7	158
07:45 - 08:00	135	29	5	0	2	0	0	175.8	171
Hourly Total	**437**	**74**	**9**	**1**	**4**	**2**	**1**	**536**	**528**
08:00 - 08:15	127	15	1	0	1	0	0	149.0	148
08:15 - 08:30	121	13	1	0	0	0	0	133.0	136
08:30 - 08:45	104	13	1	0	0	0	0	118.5	118
08:45 - 09:00	96	12	1	0	1	0	0	111.2	110
Hourly Total	**448**	**37**	**4**	**0**	**2**	**0**	**0**	**512**	**511**
09:00 - 09:15	76	13	3	0	1	0	0	95.6	93
09:15 - 09:30	82	8	1	0	2	0	0	95.6	93
09:30 - 09:45	73	17	3	0	1	0	0	96.5	94
09:45 - 10:00	64	21	2	2	1	0	0	94.6	90
Hourly Total	**295**	**59**	**9**	**2**	**5**	**0**	**0**	**381**	**370**
Session Total	**1180**	**170**	**22**	**3**	**11**	**2**	**1**	**1429**	**1409**
10:00 - 10:15	167	13	5	1	1	1	0	192.2	188
10:15 - 10:30	224	27	2	0	1	3	0	257.2	257
10:30 - 10:45	245	28	2	1	1	0	0	280.3	277
10:45 - 11:00	242	20	1	2	1	2	0	270.0	268
Hourly Total	**878**	**88**	**10**	**4**	**4**	**6**	**0**	**1000**	**990**
17:00 - 17:15	229	14	0	0	1	1	0	245.4	245
17:15 - 17:30	256	20	0	0	0	2	1	277.0	279
17:30 - 17:45	238	12	0	0	2	0	0	244.0	242
17:45 - 18:00	210	9	2	1	1	0	0	226.3	223
Hourly Total	**923**	**55**	**2**	**1**	**4**	**3**	**1**	**992**	**989**
18:00 - 18:15	148	6	0	0	1	1	0	156.4	156
18:15 - 18:30	138	6	1	0	0	1	0	148.9	146
18:30 - 18:45	119	9	0	0	1	0	0	130.0	129
18:45 - 19:00	67	2	0	0	0	0	0	68.9	69
Hourly Total	**472**	**23**	**1**	**0**	**2**	**2**	**0**	**502**	**500**
Session Total	**2273**	**166**	**13**	**5**	**10**	**11**	**1**	**2494**	**2479**

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	143	20	6	0	0	0	0	172.0	169
07:15 - 07:30	229	23	5	2	1	1	0	266.5	261
07:30 - 07:45	252	16	4	0	0	2	0	274.8	274
07:45 - 08:00	204	23	5	0	0	1	0	234.9	233
Hourly Total	**828**	**82**	**20**	**2**	**1**	**4**	**0**	**948**	**937**
08:00 - 08:15	232	24	0	0	2	0	0	266.0	266
08:15 - 08:30	169	17	1	0	0	1	1	216.1	219
08:30 - 08:45	212	12	2	0	1	1	0	229.4	226
08:45 - 09:00	198	16	4	0	0	0	0	222.0	220
Hourly Total	**811**	**71**	**7**	**0**	**3**	**2**	**1**	**933**	**931**
09:00 - 09:15	183	15	2	1	2	0	0	207.3	203
09:15 - 09:30	170	11	3	0	1	1	0	187.9	186
09:30 - 09:45	109	16	0	0	0	0	0	125.0	125
09:45 - 10:00	112	20	6	0	2	0	1	148.2	146
Hourly Total	**574**	**62**	**11**	**1**	**5**	**1**	**1**	**668**	**660**
Session Total	**2213**	**215**	**38**	**3**	**9**	**7**	**2**	**2544**	**2517**
10:00 - 10:15	146	29	1	0	1	1	0	178.9	179
10:15 - 10:30	156	20	0	0	1	0	0	176.0	177
10:30 - 10:45	145	19	2	1	2	3	0	174.5	172
10:45 - 11:00	124	6	1	1	1	1	2	136.6	136
Hourly Total	**571**	**74**	**4**	**2**	**5**	**5**	**2**	**666**	**664**
17:00 - 17:15	116	9	1	0	0	0	0	126.5	126
17:15 - 17:30	112	8	1	1	1	0	2	126.2	123
17:30 - 17:45	88	6	1	0	2	0	0	99.5	97
17:45 - 18:00	82	3	1	0	1	0	1	89.7	88
Hourly Total	**398**	**26**	**4**	**1**	**4**	**0**	**3**	**441**	**434**
18:00 - 18:15	66	5	0	0	0	0	0	71.0	71
18:15 - 18:30	75	3	0	0	2	0	0	82.0	80
18:30 - 18:45	63	3	0	0	0	1	1	69.6	67
18:45 - 19:00	59	3	1	0	0	0	0	63.6	63
Hourly Total	**263**	**14**	**1**	**0**	**2**	**1**	**1**	**285**	**282**
Session Total	**1232**	**114**	**9**	**3**	**11**	**6**	**6**	**1392**	**1380**

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Leckwith Road / B - (south) B4267 Leckwith Road / C - Access Road

Approach: B - (south) B4267 Leckwith Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	1	0	0	0	0	0	2.0	2
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	1	1	0	0	0	0	1	2.2	3
09:15 - 09:30	1	1	0	0	0	0	0	2.0	2
09:30 - 09:45	1	0	1	0	0	0	0	2.5	2
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**2**	**1**	**0**	**0**	**0**	**1**	**8**	**8**
Session Total	**9**	**3**	**1**	**0**	**0**	**0**	**1**	**14**	**14**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	2	0	0	0	0	0	0	2.0	2
16:30 - 16:45	1	1	0	0	0	0	0	2.0	2
16:45 - 17:00	0	0	0	0	0	0	1	0.2	1
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**5**
17:00 - 17:15	0	0	0	0	0	0	1	0.2	1
17:15 - 17:30	0	0	0	0	0	0	1	0.2	1
17:30 - 17:45	1	0	0	0	0	0	3	1.6	4
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**2**	**6**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	0	0	0	0	0	1	1.2	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
Session Total	**5**	**1**	**0**	**0**	**0**	**0**	**7**	**7**	**13**

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	143	16	4	0	0	0	0	166.0	163
07:15 - 07:30	228	22	4	0	1	1	0	258.4	256
07:30 - 07:45	251	14	3	0	0	2	0	270.3	270
07:45 - 08:00	202	22	3	0	0	1	0	228.9	228
Hourly Total	**824**	**74**	**14**	**0**	**1**	**4**	**0**	**923**	**917**
08:00 - 08:15	232	23	0	0	2	0	0	259.0	257
08:15 - 08:30	198	17	0	0	0	1	1	215.6	217
08:30 - 08:45	210	12	2	0	1	1	0	227.4	226
08:45 - 09:00	199	19	1	0	0	0	0	217.5	217
Hourly Total	**839**	**70**	**3**	**0**	**3**	**2**	**1**	**919**	**917**
09:00 - 09:15	181	12	2	1	2	0	0	202.3	198
09:15 - 09:30	170	9	2	0	1	1	0	184.4	183
09:30 - 09:45	107	15	0	0	0	0	0	122.0	122
09:45 - 10:00	111	18	2	0	2	0	0	136.0	133
Hourly Total	**569**	**54**	**6**	**1**	**5**	**1**	**0**	**644**	**636**
Session Total	**2231**	**198**	**23**	**1**	**9**	**7**	**1**	**2487**	**2470**
16:00 - 16:15	145	27	0	0	1	1	0	174.4	174
16:15 - 16:30	151	19	0	0	1	0	0	172.0	171
16:30 - 16:45	144	18	2	1	2	3	0	172.5	170
16:45 - 17:00	115	5	0	1	1	1	0	134.7	133
Hourly Total	**555**	**69**	**2**	**2**	**5**	**5**	**0**	**644**	**638**
17:00 - 17:15	114	9	1	0	0	0	0	124.5	124
17:15 - 17:30	110	6	1	1	1	0	1	132.0	130
17:30 - 17:45	87	6	1	0	2	0	0	99.5	96
17:45 - 18:00	82	3	1	0	1	0	1	89.7	88
Hourly Total	**393**	**24**	**4**	**1**	**4**	**0**	**2**	**439**	**438**
18:00 - 18:15	65	5	0	0	0	0	0	70.0	70
18:15 - 18:30	73	3	0	0	2	0	0	80.0	78
18:30 - 18:45	60	2	0	0	0	0	1	62.2	63
18:45 - 19:00	57	3	1	0	0	0	0	61.5	61
Hourly Total	**255**	**13**	**1**	**0**	**2**	**0**	**1**	**274**	**272**
Session Total	**1203**	**106**	**7**	**3**	**11**	**5**	**3**	**1357**	**1338**

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	144	16	4	0	0	0	0	166.0	164
07:15 - 07:30	230	22	4	0	1	1	0	260.4	258
07:30 - 07:45	251	14	3	0	0	2	0	270.3	270
07:45 - 08:00	203	22	3	0	0	1	0	229.9	229
Hourly Total	**828**	**74**	**14**	**0**	**1**	**4**	**0**	**927**	**921**
08:00 - 08:15	232	23	0	0	2	0	0	259.0	257
08:15 - 08:30	198	17	0	0	0	1	1	215.6	217
08:30 - 08:45	210	12	2	0	1	1	0	227.4	226
08:45 - 09:00	199	19	1	0	0	0	0	219.5	219
Hourly Total	**839**	**71**	**3**	**0**	**3**	**2**	**1**	**922**	**919**
09:00 - 09:15	182	13	2	1	2	0	1	204.5	201
09:15 - 09:30	171	10	2	0	1	1	0	186.4	185
09:30 - 09:45	108	15	1	0	0	0	0	124.5	124
09:45 - 10:00	112	18	2	0	2	0	0	137.0	134
Hourly Total	**573**	**56**	**7**	**1**	**5**	**1**	**1**	**652**	**644**
Session Total	**2240**	**201**	**24**	**1**	**9**	**7**	**2**	**2501**	**2484**
16:00 - 16:15	145	27	0	0	1	1	0	174.4	174
16:15 - 16:30	153	19	0	0	1	0	0	174.0	173
16:30 - 16:45	145	19	2	1	2	3	0	174.5	172
16:45 - 17:00	115	5	0	1	1	1	1	134.3	134
Hourly Total	**598**	**70**	**2**	**2**	**5**	**5**	**1**	**646**	**643**
17:00 - 17:15	114	9	1	0	0	0	1	124.7	125
17:15 - 17:30	110	6	1	1	1	0	2	132.2	131
17:30 - 17:45	88	6	1	0	2	0	3	100.1	100
17:45 - 18:00	82	3	1	0	1	0	1	89.7	88
Hourly Total	**394**	**24**	**4**	**1**	**4**	**0**	**7**	**446**	**434**
18:00 - 18:15	65	5	0	0	0	0	0	70.0	70
18:15 - 18:30	74	3	0	0	2	0	1	81.2	80
18:30 - 18:45	60	2	0	0	0	0	1	62.2	63
18:45 - 19:00	57	3	1	0	0	0	0	61.5	61
Hourly Total	**256**	**13**	**1**	**0**	**2**	**0**	**2**	**275**	**274**
Session Total	**1268**	**107**	**7**	**3**	**11**	**5**	**10**	**1368**	**1351**

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	90	13	1	0	1	1	0	106.9	106
07:15 - 07:30	72	13	1	0	1	0	1	89.7	88
07:30 - 07:45	134	18	2	0	0	0	0	155.0	154
07:45 - 08:00	134	28	4	0	2	0	0	172.0	168
Hourly Total	**430**	**72**	**8**	**0**	**4**	**1**	**1**	**522**	**516**
08:00 - 08:15	127	10	0	0	1	0	2	147.4	146
08:15 - 08:30	120	14	0	0	0	0	2	134.4	136
08:30 - 08:45	104	13	2	0	0	0	1	128.2	129
08:45 - 09:00	95	12	0	0	1	0	2	108.6	110
Hourly Total	**446**	**87**	**2**	**0**	**2**	**0**	**7**	**511**	**514**
09:00 - 09:15	74	10	2	0	1	0	1	89.2	88
09:15 - 09:30	78	8	0	0	2	0	0	90.0	88
09:30 - 09:45	71	16	0	0	1	0	0	89.0	88
09:45 - 10:00	61	20	2	1	1	0	2	89.7	87
Hourly Total	**284**	**54**	**4**	**1**	**5**	**0**	**3**	**357**	**351**
Session Total	**1160**	**163**	**14**	**1**	**11**	**1**	**11**	**1390**	**1381**
16:00 - 16:15	167	14	3	0	1	1	1	188.1	187
16:15 - 16:30	219	25	1	0	1	3	0	246.7	249
16:30 - 16:45	244	27	1	1	1	0	1	277.0	276
16:45 - 17:00	243	20	1	2	1	2	1	272.5	270
Hourly Total	**873**	**86**	**6**	**3**	**4**	**6**	**3**	**984**	**981**
17:00 - 17:15	228	14	0	0	1	1	2	244.8	246
17:15 - 17:30	226	20	0	0	0	2	0	276.8	279
17:30 - 17:45	229	12	0	0	2	0	0	245.0	243
17:45 - 18:00	210	9	2	0	1	0	3	224.6	225
Hourly Total	**893**	**55**	**2**	**0**	**4**	**3**	**5**	**991**	**993**
18:00 - 18:15	147	5	0	0	1	1	0	154.4	154
18:15 - 18:30	138	6	1	0	0	1	1	146.1	147
18:30 - 18:45	120	7	0	0	1	0	0	129.9	128
18:45 - 19:00	66	2	0	0	0	0	0	69.0	68
Hourly Total	**471**	**20**	**1**	**0**	**2**	**2**	**1**	**499**	**497**
Session Total	**2287**	**161**	**9**	**3**	**10**	**11**	**9**	**2475**	**2470**

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) B4267 Lecklwith Road / B - (south) B4267 Leckwith Road / C - Access Road

Approach: C - Access Road

C to A

TIME	CAR	LGV	ODV1	ODV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	4	2	0	0	0	0	7.0	6
07:15 - 07:30	1	1	1	2	0	0	0	8.1	5
07:30 - 07:45	1	2	1	0	0	0	0	4.6	4
07:45 - 08:00	2	1	2	0	0	0	0	6.0	5
Hourly Total	**4**	**8**	**6**	**2**	**0**	**0**	**0**	**26**	**20**
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	1	0	1	0	0	0	0	2.0	2
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	0	0	3	0	0	0	0	4.5	3
Hourly Total	**3**	**1**	**4**	**0**	**0**	**0**	**0**	**10**	**8**
09:00 - 09:15	2	3	0	0	0	0	0	5.0	5
09:15 - 09:30	0	2	1	0	0	0	0	3.0	3
09:30 - 09:45	2	1	0	0	0	0	0	3.0	3
09:45 - 10:00	1	2	0	0	0	0	1	5.2	5
Hourly Total	**5**	**8**	**1**	**0**	**0**	**0**	**1**	**21**	**16**
Session Total	**12**	**17**	**10**	**2**	**0**	**0**	**1**	**57**	**47**
16:00 - 16:15	1	2	1	0	0	0	0	4.6	4
16:15 - 16:30	2	1	0	0	0	0	0	3.0	3
16:30 - 16:45	1	1	0	0	0	0	0	2.0	2
16:45 - 17:00	9	1	1	0	0	0	2	11.9	13
Hourly Total	**13**	**5**	**2**	**0**	**0**	**0**	**2**	**21**	**22**
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	2	2	0	0	0	0	1	4.2	5
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**5**	**2**	**0**	**0**	**0**	**0**	**1**	**7**	**8**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	3	1	0	0	1	0	0	4.4	5
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**8**	**1**	**0**	**0**	**1**	**0**	**0**	**9**	**10**
Session Total	**26**	**8**	**2**	**0**	**1**	**0**	**3**	**37**	**40**

C to B

TIME	CAR	LGV	ODV1	ODV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	1	0.2	1
07:30 - 07:45	0	0	1	0	0	0	0	1.0	1
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**2**
08:00 - 08:15	0	1	0	0	0	0	2	5.4	3
08:15 - 08:30	0	0	0	0	0	0	2	5.4	2
08:30 - 08:45	0	0	1	0	0	0	1	1.7	2
08:45 - 09:00	0	0	0	0	0	0	2	5.4	2
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**	**7**	**4**	**9**
09:00 - 09:15	0	0	0	0	0	0	1	0.2	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	2	5.4	2
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**7**	**4**
Session Total	**1**	**1**	**1**	**0**	**0**	**0**	**11**	**9**	**15**
16:00 - 16:15	1	1	0	0	0	0	1	2.2	3
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	1	0.2	1
16:45 - 17:00	3	0	0	0	0	0	1	3.2	4
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**3**	**5**	**8**
17:00 - 17:15	2	0	0	0	0	0	2	5.4	2
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**2**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**7**	**1**	**0**	**0**	**0**	**0**	**5**	**6**	**11**

C to C

TIME	CAR	LGV	ODV1	ODV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	CAR	LGV	ODV1	ODV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	4	2	0	0	0	0	7.0	6
07:15 - 07:30	1	1	1	2	0	0	1	8.3	6
07:30 - 07:45	1	2	2	0	0	0	0	6.0	5
07:45 - 08:00	3	1	2	0	0	0	0	7.0	6
Hourly Total	**5**	**8**	**7**	**2**	**0**	**0**	**1**	**29**	**23**
08:00 - 08:15	0	1	0	0	0	0	2	5.4	3
08:15 - 08:30	1	1	1	0	0	0	2	5.8	5
08:30 - 08:45	2	0	1	0	0	0	1	3.7	4
08:45 - 09:00	0	0	3	0	0	0	2	6.9	5
Hourly Total	**3**	**2**	**5**	**0**	**0**	**0**	**7**	**14**	**17**
09:00 - 09:15	2	3	0	0	0	0	1	5.2	6
09:15 - 09:30	0	2	1	0	0	0	0	3.0	3
09:30 - 09:45	3	1	0	0	0	0	0	4.0	4
09:45 - 10:00	1	3	4	0	0	0	3	9.9	10
Hourly Total	**6**	**9**	**5**	**0**	**0**	**0**	**4**	**22**	**23**
Session Total	**14**	**19**	**17**	**2**	**0**	**0**	**12**	**66**	**63**
16:00 - 16:15	2	3	1	0	0	0	1	6.7	7
16:15 - 16:30	2	1	0	0	0	0	0	3.0	3
16:30 - 16:45	1	1	0	0	0	0	1	2.2	3
16:45 - 17:00	12	1	1	0	0	0	3	16.1	17
Hourly Total	**17**	**6**	**2**	**0**	**0**	**0**	**5**	**27**	**30**
17:00 - 17:15	2	0	0	0	0	0	2	5.4	4
17:15 - 17:30	2	2	0	0	0	0	1	4.2	5
17:30 - 17:45	4	0	0	0	0	0	0	4.0	4
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**8**	**2**	**0**	**0**	**0**	**0**	**3**	**13**	**13**
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3
18:15 - 18:30	2	0	0	0	0	0	1	2.2	3
18:30 - 18:45	4	1	0	0	0	1	0	6.4	6
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**11**	**1**	**0**	**0**	**0**	**1**	**1**	**13**	**14**
Session Total	**36**	**9**	**2**	**0**	**0**	**1**	**12**	**66**	**60**

To C

TIME	CAR	LGV	ODV1	ODV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	3	0	0	0	0	0	1	3.4	4
07:15 - 07:30	3	0	1	1	0	0	0	5.4	5
07:30 - 07:45	3	1	0	0	0	0	1	4.2	5
07:45 - 08:00	3	1	1	0	0	0	0	5.0	5
Hourly Total	**12**	**2**	**2**	**1**	**0**	**0**	**1**	**19**	**19**
08:00 - 08:15	0	1	1	0	0	0	0	2.0	2
08:15 - 08:30	1	0	1	0	0	0	0	2.0	2
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	2	1	1	0	0	0	0	4.0	4
Hourly Total	**3**	**2**	**3**	**0**	**0**	**0**	**0**	**10**	**8**
09:00 - 09:15	3	4	1	0	0	0	1	5.7	9
09:15 - 09:30	3	1	1	0	0	0	0	3.0	5
09:30 - 09:45	4	1	4	0	0	0	0	11.0	9
09:45 - 10:00	4	1	0	1	0	0	0	7.0	6
Hourly Total	**14**	**7**	**6**	**1**	**0**	**0**	**1**	**34**	**31**
Session Total	**31**	**11**	**11**	**2**	**0**	**1**	**2**	**63**	**58**
16:00 - 16:15	4	2	1	0	0	0	0	4.3	4
16:15 - 16:30	6	2	1	0	0	0	0	5.3	7
16:30 - 16:45	2	2	1	0	0	0	0	5.0	5
16:45 - 17:00	2	0	0	0	0	0	1	2.2	3
Hourly Total	**9**	**6**	**4**	**1**	**0**	**0**	**1**	**21**	**19**
17:00 - 17:15	1	0	0	0	0	0	0	1.2	2
17:15 - 17:30	0	0	0	0	0	0	2	5.4	2
17:30 - 17:45	4	0	0	0	0	0	1	3.8	6
17:45 - 18:00	0	0	0	1	0	0	0	2.3	1
Hourly Total	**5**	**0**	**0**	**1**	**0**	**0**	**3**	**7**	**11**
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3
18:15 - 18:30	1	0	0	0	0	0	1	1.2	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**6**
Session Total	**19**	**7**	**4**	**2**	**0**	**0**	**4**	**39**	**39**

B4267 Leckwith Road / Pen-y-Turnpike Road junction (Junction 8)

streetwise

Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (East) B4267 Leckwith Road / B - Pen Y Turnpie Road / C - (West) B4267 Leckwith Road

Approach: A - (East) B4267 Leckwith Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
Session Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
10:00 - 10:15	21	2	0	0	0	0	0	23.0	23
10:15 - 10:30	13	0	0	0	0	0	0	13.0	13
10:30 - 10:45	16	2	0	0	0	1	0	18.4	19
10:45 - 11:00	20	2	0	0	0	0	0	22.0	22
Hourly Total	**70**	**6**	**0**	**0**	**0**	**1**	**0**	**76**	**77**
11:00 - 11:15	30	2	0	0	0	0	0	32.0	32
11:15 - 11:30	17	1	0	0	0	0	0	18.0	18
11:30 - 11:45	18	1	0	0	0	0	0	19.0	19
11:45 - 12:00	17	0	0	0	0	0	0	17.0	17
Hourly Total	**82**	**4**	**0**	**0**	**0**	**0**	**0**	**86**	**86**
12:00 - 12:15	7	0	0	0	0	0	0	7.0	7
12:15 - 12:30	7	0	0	0	0	0	0	7.0	7
12:30 - 12:45	4	0	0	0	0	0	0	4.0	4
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
Session Total	**173**	**10**	**0**	**0**	**0**	**1**	**0**	**183**	**184**

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	44	4	0	0	0	0	0	48.0	48
07:15 - 07:30	59	3	0	0	1	0	0	64.0	63
07:30 - 07:45	73	3	0	0	0	0	0	76.0	76
07:45 - 08:00	82	6	1	0	1	1	0	91.9	91
Hourly Total	**258**	**16**	**1**	**0**	**2**	**1**	**0**	**280**	**278**
08:00 - 08:15	55	1	1	0	2	1	0	61.0	60
08:15 - 08:30	54	4	1	0	0	0	0	59.5	59
08:30 - 08:45	32	6	0	0	1	0	1	40.2	40
08:45 - 09:00	42	6	0	0	2	0	0	52.0	50
Hourly Total	**183**	**17**	**2**	**0**	**5**	**1**	**1**	**213**	**209**
09:00 - 09:15	74	4	1	0	0	0	0	79.0	79
09:15 - 09:30	59	6	0	0	2	1	0	69.4	68
09:30 - 09:45	48	8	0	0	0	0	0	56.0	56
09:45 - 10:00	43	3	1	0	2	1	0	51.9	50
Hourly Total	**224**	**21**	**2**	**0**	**4**	**2**	**0**	**257**	**253**
Session Total	**665**	**54**	**5**	**0**	**11**	**4**	**1**	**750**	**740**
10:00 - 10:15	93	3	0	0	1	2	0	99.8	99
10:15 - 10:30	78	9	0	0	1	0	1	89.2	89
10:30 - 10:45	71	7	0	0	1	1	0	80.4	80
10:45 - 11:00	72	6	1	0	1	0	0	81.5	80
Hourly Total	**314**	**25**	**1**	**0**	**4**	**3**	**1**	**349**	**348**
11:00 - 11:15	103	2	0	0	0	0	0	106.0	105
11:15 - 11:30	101	3	0	0	2	0	0	109.0	108
11:30 - 11:45	93	3	0	0	1	0	0	99.0	94
11:45 - 12:00	55	2	0	0	1	2	0	59.6	60
Hourly Total	**352**	**10**	**0**	**0**	**4**	**2**	**0**	**368**	**367**
12:00 - 12:15	39	3	0	0	1	0	0	44.0	43
12:15 - 12:30	46	4	0	0	1	0	0	52.0	51
12:30 - 12:45	44	0	0	0	1	0	0	46.0	45
12:45 - 13:00	33	3	0	0	0	0	0	36.0	36
Hourly Total	**162**	**10**	**0**	**0**	**3**	**0**	**0**	**178**	**175**
Session Total	**768**	**45**	**1**	**0**	**11**	**5**	**1**	**896**	**849**

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	44	4	0	0	0	0	0	48.0	48
07:15 - 07:30	60	3	0	0	1	0	0	66.0	64
07:30 - 07:45	73	3	0	0	0	0	0	76.0	76
07:45 - 08:00	82	6	1	0	1	1	0	91.9	91
Hourly Total	**259**	**16**	**1**	**0**	**2**	**1**	**0**	**281**	**279**
08:00 - 08:15	56	1	1	0	2	1	0	62.5	61
08:15 - 08:30	54	4	1	0	0	0	0	59.5	59
08:30 - 08:45	33	6	0	0	1	0	1	41.2	41
08:45 - 09:00	42	7	0	0	2	0	0	53.0	51
Hourly Total	**185**	**18**	**2**	**0**	**5**	**1**	**1**	**216**	**212**
09:00 - 09:15	75	4	1	0	0	0	0	80.0	80
09:15 - 09:30	59	6	0	0	2	1	0	69.4	68
09:30 - 09:45	50	8	0	0	0	0	0	58.0	58
09:45 - 10:00	45	3	1	0	2	1	0	53.9	52
Hourly Total	**229**	**21**	**2**	**0**	**4**	**2**	**0**	**261**	**258**
Session Total	**673**	**55**	**5**	**0**	**11**	**4**	**1**	**758**	**749**
10:00 - 10:15	114	5	0	0	1	2	0	121.0	122
10:15 - 10:30	91	9	0	0	1	0	1	102.2	102
10:30 - 10:45	87	9	0	0	1	2	0	98.8	99
10:45 - 11:00	92	8	1	0	1	0	0	103.2	102
Hourly Total	**384**	**31**	**1**	**0**	**4**	**4**	**1**	**427**	**425**
11:00 - 11:15	133	4	0	0	0	0	0	137.0	137
11:15 - 11:30	118	4	0	0	2	0	0	126.0	124
11:30 - 11:45	68	4	0	0	1	0	0	74.0	73
11:45 - 12:00	72	2	0	0	1	2	0	76.6	77
Hourly Total	**391**	**14**	**0**	**0**	**4**	**2**	**0**	**414**	**411**
12:00 - 12:15	47	3	0	0	1	0	0	52.0	51
12:15 - 12:30	53	4	0	0	1	0	0	59.0	58
12:30 - 12:45	48	0	0	0	1	0	0	50.0	49
12:45 - 13:00	36	3	0	0	0	0	0	39.0	39
Hourly Total	**184**	**10**	**0**	**0**	**3**	**0**	**0**	**200**	**197**
Session Total	**959**	**55**	**1**	**0**	**11**	**6**	**1**	**1041**	**1033**

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	67	4	0	0	0	0	0	71.0	71
07:15 - 07:30	93	7	1	0	1	1	0	103.9	103
07:30 - 07:45	118	9	1	0	1	1	1	131.1	131
07:45 - 08:00	131	8	2	0	1	1	0	144.4	140
Hourly Total	**409**	**28**	**4**	**0**	**3**	**3**	**1**	**450**	**445**
08:00 - 08:15	147	3	0	0	2	1	0	154.4	153
08:15 - 08:30	116	5	0	0	0	0	0	121.0	121
08:30 - 08:45	114	6	1	0	2	0	0	126.5	123
08:45 - 09:00	109	8	0	0	0	0	0	117.0	117
Hourly Total	**486**	**22**	**1**	**0**	**4**	**1**	**0**	**519**	**514**
09:00 - 09:15	90	7	2	0	1	2	0	102.0	102
09:15 - 09:30	55	4	2	0	1	0	0	63.0	63
09:30 - 09:45	39	4	1	0	1	0	0	46.5	46
09:45 - 10:00	48	6	0	0	1	0	0	54.0	55
Hourly Total	**233**	**21**	**5**	**0**	**4**	**2**	**0**	**271**	**266**
Session Total	**1128**	**71**	**10**	**0**	**11**	**6**	**1**	**1239**	**1227**
10:00 - 10:15	51	2	0	0	2	0	0	57.0	55
10:15 - 10:30	66	8	0	0	0	0	1	74.2	75
10:30 - 10:45	65	7	1	0	2	1	0	77.9	76
10:45 - 11:00	61	5	0	0	0	0	0	66.0	66
Hourly Total	**243**	**22**	**1**	**0**	**4**	**1**	**1**	**275**	**272**
11:00 - 11:15	63	3	0	0	2	0	0	70.0	68
11:15 - 11:30	62	4	0	0	0	0	0	66.0	66
11:30 - 11:45	87	5	0	0	2	1	0	96.4	90
11:45 - 12:00	73	9	1	0	0	1	0	83.9	84
Hourly Total	**285**	**21**	**1**	**0**	**4**	**2**	**0**	**317**	**308**
12:00 - 12:15	63	3	1	0	1	0	0	69.0	68
12:15 - 12:30	63	4	0	0	1	2	0	69.8	70
12:30 - 12:45	46	2	0	0	0	1	0	49.4	49
12:45 - 13:00	40	1	0	0	1	1	0	43.4	43
Hourly Total	**212**	**10**	**1**	**0**	**3**	**4**	**0**	**232**	**230**
Session Total	**760**	**53**	**3**	**0**	**11**	**7**	**1**	**846**	**835**

streetwise

Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (East) B4267 Leckwith Road / B - Pen Y Turnpie Road / C - (West) B4267 Leckwith Road

Approach: B - Pen Y Turnpie Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	113	12	1	0	0	2	0	127.3	128
07:15 - 07:30	185	19	0	0	0	0	0	204.0	204
07:30 - 07:45	162	17	0	0	0	1	0	179.4	180
07:45 - 08:00	160	16	0	0	0	0	0	176.0	176
Hourly Total	**620**	**64**	**1**	**0**	**0**	**3**	**0**	**687**	**688**
08:00 - 08:15	153	15	0	0	0	0	0	168.0	168
08:15 - 08:30	139	10	0	0	1	1	0	149.6	151
08:30 - 08:45	126	12	0	0	0	2	0	138.8	140
08:45 - 09:00	105	12	0	0	0	0	0	117.0	117
Hourly Total	**523**	**49**	**0**	**0**	**0**	**3**	**1**	**573**	**576**
09:00 - 09:15	73	8	1	0	0	0	0	82.5	82
09:15 - 09:30	68	1	1	0	0	0	0	88.6	88
09:30 - 09:45	59	5	0	0	1	0	0	64.4	65
09:45 - 10:00	57	4	0	0	0	2	0	61.8	63
Hourly Total	**275**	**18**	**2**	**0**	**0**	**3**	**0**	**297**	**298**
Session Total	**1418**	**131**	**3**	**0**	**0**	**9**	**1**	**1557**	**1562**
10:00 - 10:15	48	12	0	0	0	0	0	60.0	60
10:15 - 10:30	50	13	0	0	0	0	0	63.0	63
10:30 - 10:45	38	9	0	0	0	0	0	47.0	47
10:45 - 11:00	39	7	0	0	0	0	0	46.0	46
Hourly Total	**175**	**41**	**0**	**0**	**0**	**0**	**0**	**216**	**216**
17:00 - 17:15	35	3	1	0	0	0	0	39.5	39
17:15 - 17:30	46	4	1	0	0	0	0	51.5	51
17:30 - 17:45	42	6	0	0	1	0	0	48.4	49
17:45 - 18:00	33	2	0	0	0	0	0	35.0	35
Hourly Total	**156**	**15**	**2**	**0**	**1**	**0**	**0**	**174**	**174**
18:00 - 18:15	36	3	0	0	0	0	0	39.0	39
18:15 - 18:30	32	0	0	0	0	0	0	32.0	32
18:30 - 18:45	25	2	0	0	0	0	0	27.0	27
18:45 - 19:00	21	0	0	0	0	0	0	21.0	21
Hourly Total	**114**	**5**	**0**	**0**	**0**	**0**	**0**	**119**	**119**
Session Total	**445**	**61**	**2**	**0**	**0**	**1**	**0**	**509**	**509**

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	1	0	0	0	0	0	6.0	6
07:15 - 07:30	24	1	0	0	0	0	0	25.0	25
07:30 - 07:45	33	3	0	0	0	0	0	36.0	36
07:45 - 08:00	24	0	0	0	0	0	0	24.0	24
Hourly Total	**86**	**5**	**0**	**0**	**0**	**0**	**0**	**91**	**91**
08:00 - 08:15	43	2	0	0	0	0	0	45.0	45
08:15 - 08:30	39	1	0	0	0	0	0	40.0	40
08:30 - 08:45	27	1	0	0	0	0	0	28.0	28
08:45 - 09:00	26	0	0	0	0	0	0	26.0	26
Hourly Total	**135**	**4**	**0**	**0**	**0**	**0**	**0**	**139**	**139**
09:00 - 09:15	24	0	0	0	0	0	0	24.0	24
09:15 - 09:30	14	1	0	0	0	0	0	15.0	15
09:30 - 09:45	6	0	0	0	0	0	0	6.0	6
09:45 - 10:00	6	1	0	0	0	0	0	7.0	7
Hourly Total	**50**	**2**	**0**	**0**	**0**	**0**	**0**	**52**	**52**
Session Total	**271**	**11**	**0**	**0**	**0**	**0**	**0**	**282**	**282**
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1
10:15 - 10:30	1	1	0	0	0	0	0	2.0	2
10:30 - 10:45	6	0	0	0	0	0	0	6.0	6
10:45 - 11:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
17:00 - 17:15	3	0	0	0	0	0	0	3.0	3
17:15 - 17:30	6	1	0	0	0	0	0	7.0	7
17:30 - 17:45	3	0	0	0	0	0	0	3.0	3
17:45 - 18:00	5	1	0	0	0	1	0	6.4	7
Hourly Total	**17**	**2**	**0**	**0**	**0**	**1**	**0**	**19**	**20**
18:00 - 18:15	5	0	0	0	0	0	0	5.0	5
18:15 - 18:30	2	0	0	0	0	1	0	2.4	3
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**10**	**0**	**0**	**0**	**0**	**1**	**0**	**10**	**11**
Session Total	**36**	**3**	**0**	**0**	**0**	**2**	**0**	**39**	**41**

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	118	13	1	0	0	2	0	133.3	134
07:15 - 07:30	209	20	0	0	0	0	0	229.0	229
07:30 - 07:45	195	20	0	0	0	1	0	215.4	216
07:45 - 08:00	184	16	0	0	0	0	0	200.0	200
Hourly Total	**706**	**69**	**1**	**0**	**0**	**3**	**0**	**778**	**779**
08:00 - 08:15	190	17	0	0	0	0	0	213.0	213
08:15 - 08:30	178	11	0	0	0	1	1	189.6	191
08:30 - 08:45	153	13	0	0	0	2	0	166.8	168
08:45 - 09:00	131	12	0	0	0	0	0	143.2	143
Hourly Total	**652**	**53**	**0**	**0**	**0**	**3**	**1**	**712**	**715**
09:00 - 09:15	97	8	1	0	0	0	0	106.5	106
09:15 - 09:30	100	2	1	0	0	0	0	103.0	103
09:30 - 09:45	65	5	0	0	0	1	0	70.4	71
09:45 - 10:00	63	5	0	0	0	2	0	68.8	70
Hourly Total	**325**	**20**	**2**	**0**	**0**	**3**	**0**	**349**	**350**
Session Total	**1683**	**142**	**3**	**0**	**0**	**9**	**1**	**1839**	**1844**
10:00 - 10:15	49	12	0	0	0	0	0	61.0	61
10:15 - 10:30	51	14	0	0	0	0	0	65.0	65
10:30 - 10:45	44	9	0	0	0	0	0	53.0	53
10:45 - 11:00	40	7	0	0	0	0	0	47.0	47
Hourly Total	**184**	**42**	**0**	**0**	**0**	**0**	**0**	**226**	**226**
17:00 - 17:15	38	3	1	0	0	0	0	42.5	42
17:15 - 17:30	52	5	1	0	0	0	0	58.5	58
17:30 - 17:45	45	6	0	0	0	1	0	51.4	52
17:45 - 18:00	38	3	0	0	0	1	0	41.4	42
Hourly Total	**173**	**17**	**2**	**0**	**0**	**2**	**0**	**194**	**194**
18:00 - 18:15	41	3	0	0	0	0	0	44.0	44
18:15 - 18:30	34	0	0	0	0	1	0	34.4	35
18:30 - 18:45	25	2	0	0	0	0	0	27.0	27
18:45 - 19:00	24	0	0	0	0	0	0	24.0	24
Hourly Total	**124**	**5**	**0**	**0**	**0**	**1**	**0**	**129**	**130**
Session Total	**481**	**64**	**2**	**0**	**0**	**3**	**0**	**549**	**550**

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	15	13	0	0	0	0	0	28.0	28
07:15 - 07:30	22	8	0	0	0	0	0	30.0	30
07:30 - 07:45	17	11	0	0	0	0	0	28.0	28
07:45 - 08:00	20	8	0	0	0	0	0	28.0	28
Hourly Total	**74**	**40**	**0**	**0**	**0**	**0**	**0**	**114**	**114**
08:00 - 08:15	21	6	0	0	0	0	0	25.0	25
08:15 - 08:30	23	10	0	0	0	0	0	33.0	33
08:30 - 08:45	17	5	0	0	0	0	0	22.0	22
08:45 - 09:00	21	10	0	0	0	0	0	31.0	31
Hourly Total	**82**	**30**	**0**	**0**	**0**	**0**	**0**	**110**	**110**
09:00 - 09:15	18	6	0	0	0	0	0	24.0	24
09:15 - 09:30	13	5	0	0	0	0	0	18.0	18
09:30 - 09:45	13	5	0	0	0	0	0	18.0	18
09:45 - 10:00	29	6	0	1	0	0	0	37.3	36
Hourly Total	**73**	**22**	**0**	**1**	**0**	**0**	**0**	**97**	**96**
Session Total	**229**	**92**	**0**	**1**	**0**	**0**	**0**	**326**	**320**
10:00 - 10:15	126	17	0	0	0	0	0	143.0	140
10:15 - 10:30	173	13	0	1	0	1	0	188.7	188
10:30 - 10:45	170	24	1	0	0	2	0	196.3	197
10:45 - 11:00	168	20	0	0	0	0	0	219.0	219
Hourly Total	**666**	**74**	**1**	**1**	**0**	**3**	**0**	**747**	**747**
17:00 - 17:15	202	16	2	0	0	4	0	222.6	224
17:15 - 17:30	158	16	1	0	0	1	0	173.9	174
17:30 - 17:45	206	14	0	0	0	1	0	220.4	221
17:45 - 18:00	130	7	1	0	0	1	0	138.9	139
Hourly Total	**696**	**53**	**4**	**0**	**0**	**7**	**0**	**756**	**758**
18:00 - 18:15	100	6	0	0	0	2	0	106.8	108
18:15 - 18:30	74	6	0	0	0	1	0	80.4	81
18:30 - 18:45	81	7	0	0	0	1	0	89.4	89
18:45 - 19:00	64	4	0	0	0	0	0	68.0	68
Hourly Total	**319**	**23**	**0**	**0**	**0**	**4**	**0**	**346**	**346**
Session Total	**1681**	**150**	**5**	**1**	**0**	**14**	**0**	**1647**	**1651**

streetwise

Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (East) B4267 Leckwith Road / B - Pen Y Turnpie Road / C - (West) B4267 Leckwith Road

Approach: C - (West) B4267 Leckwith Road

	C to A									C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	62	3	0	0	0	0	0	65.0	65	15	13	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	69	6	1	0	1	1	0	78.9	78	21	8	0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	85	6	1	0	1	1	1	95.1	95	17	11	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	107	8	2	0	1	1	0	120.4	119	20	8	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	**323**	**23**	**4**	**0**	**3**	**3**	**1**	**359**	**357**	**73**	**40**	**0**	**0**	**0**	**0**	**0**	**113**	**113**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	104	1	0	0	2	1	0	109.4	108	20	8	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	77	4	0	0	0	0	0	81.0	81	23	10	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	87	5	1	0	2	0	0	97.5	96	16	5	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	83	8	0	0	0	0	0	91.0	91	21	9	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0
Hourly Total	**351**	**18**	**1**	**0**	**4**	**1**	**0**	**379**	**376**	**80**	**32**	**0**	**0**	**0**	**0**	**0**	**112**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	66	7	2	0	1	2	0	78.8	78	17	6	0	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	42	3	2	0	1	0	0	50.0	48	13	5	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	33	4	1	0	1	0	0	40.5	39	11	5	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	42	5	0	0	1	0	0	49.0	48	27	6	0	1	0	0	0	35.3	34	0	0	0	0	0	0	0	0.0	0
Hourly Total	**183**	**19**	**5**	**0**	**4**	**2**	**0**	**218**	**213**	**68**	**22**	**0**	**1**	**0**	**0**	**0**	**92**	**91**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**857**	**60**	**10**	**0**	**11**	**6**	**1**	**957**	**946**	**229**	**94**	**0**	**1**	**0**	**0**	**0**	**317**	**316**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	59	2	0	0	2	0	0	66.0	64	105	15	0	0	0	0	0	120.0	120	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	65	7	0	0	0	0	1	72.2	73	160	13	0	1	0	1	0	175.7	175	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	59	7	1	0	2	1	0	71.9	70	154	22	1	0	0	1	0	177.9	178	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	60	5	0	0	0	0	0	65.0	65	179	18	0	0	0	0	0	197.0	197	0	0	0	0	0	0	0	0.0	0
Hourly Total	**234**	**21**	**1**	**0**	**4**	**1**	**1**	**265**	**262**	**598**	**68**	**1**	**1**	**0**	**2**	**0**	**671**	**670**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	60	3	0	0	2	0	0	67.0	65	172	14	2	0	0	4	0	190.6	192	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	78	3	0	0	0	0	0	79.0	79	139	15	1	0	0	1	0	159.9	159	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	84	5	0	0	2	1	0	93.4	92	188	13	0	0	0	1	0	201.4	202	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	68	8	1	0	0	0	0	77.5	77	113	7	1	0	0	1	0	121.9	122	0	0	0	0	0	0	0	0.0	0
Hourly Total	**290**	**19**	**1**	**0**	**4**	**1**	**0**	**317**	**313**	**612**	**49**	**4**	**0**	**0**	**7**	**0**	**673**	**672**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	57	3	1	0	1	0	0	63.5	62	93	6	0	0	0	2	0	99.8	101	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	61	4	0	0	1	1	0	67.4	67	67	6	0	0	0	1	0	73.4	74	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	46	2	0	0	1	1	0	49.4	49	77	7	0	0	0	1	0	84.4	85	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	37	1	0	0	1	1	0	40.4	40	61	4	0	0	0	0	0	65.0	65	0	0	0	0	0	0	0	0.0	0
Hourly Total	**201**	**10**	**1**	**0**	**3**	**3**	**0**	**220**	**218**	**298**	**23**	**0**	**0**	**0**	**4**	**0**	**323**	**325**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**723**	**50**	**3**	**0**	**11**	**5**	**1**	**802**	**793**	**1508**	**140**	**5**	**1**	**0**	**13**	**0**	**1664**	**1667**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	77	16	0	0	0	0	0	93.0	93	157	16	1	0	0	2	0	176.3	176
07:15 - 07:30	90	14	1	0	1	1	0	107.0	107	244	22	0	0	1	0	0	268.0	267
07:30 - 07:45	102	17	1	0	1	1	1	123.1	123	235	20	0	0	0	1	0	255.4	255
07:45 - 08:00	127	16	2	0	1	1	0	148.4	147	242	22	1	0	1	1	0	267.9	267
Hourly Total	**396**	**63**	**4**	**0**	**3**	**3**	**1**	**472**	**470**	**878**	**80**	**2**	**0**	**2**	**4**	**0**	**967**	**966**
08:00 - 08:15	134	9	0	0	2	1	0	137.4	136	209	16	1	0	2	1	0	229.9	228
08:15 - 08:30	100	14	0	0	0	0	0	114.0	114	193	14	1	0	0	1	1	209.1	210
08:30 - 08:45	103	10	1	0	2	0	0	116.5	116	158	18	0	0	1	2	1	179.0	180
08:45 - 09:00	104	17	0	0	0	0	0	121.0	121	147	15	0	0	2	0	0	169.0	167
Hourly Total	**441**	**50**	**1**	**0**	**4**	**1**	**0**	**491**	**487**	**706**	**63**	**2**	**0**	**5**	**4**	**2**	**787**	**785**
09:00 - 09:15	83	13	2	0	1	2	0	101.0	101	147	12	2	0	0	0	0	162.0	161
09:15 - 09:30	55	8	2	0	1	0	0	66.0	66	145	7	1	0	2	1	0	157.9	158
09:30 - 09:45	44	9	1	0	1	0	0	58.5	58	107	13	0	0	0	1	0	120.4	121
09:45 - 10:00	69	11	0	1	1	0	0	84.3	82	100	7	1	0	2	3	0	113.7	113
Hourly Total	**251**	**41**	**5**	**1**	**4**	**2**	**0**	**311**	**307**	**499**	**39**	**4**	**0**	**4**	**5**	**0**	**554**	**553**
Session Total	**1078**	**154**	**10**	**1**	**11**	**6**	**1**	**1279**	**1261**	**2083**	**186**	**8**	**0**	**11**	**13**	**2**	**2308**	**2304**
10:00 - 10:15	155	17	0	0	2	0	0	176.0	174	141	15	0	0	1	2	0	158.8	159
10:15 - 10:30	225	20	0	1	0	1	1	247.9	248	126	22	0	0	1	0	1	152.2	152
10:30 - 10:45	213	29	2	0	2	2	0	249.8	248	109	16	0	0	1	1	0	127.4	127
10:45 - 11:00	239	23	0	0	0	0	0	262.0	262	111	13	1	0	1	0	0	127.5	126
Hourly Total	**832**	**89**	**2**	**1**	**4**	**3**	**1**	**935**	**932**	**486**	**66**	**1**	**0**	**4**	**3**	**1**	**566**	**564**
11:00 - 11:15	232	17	2	0	2	4	0	257.6	257	138	5	1	0	0	0	0	144.5	144
11:15 - 11:30	210	18	1	0	0	1	0	234.0	235	147	7	1	0	2	0	0	159.5	157
11:30 - 11:45	272	18	0	0	2	2	0	294.5	294	92	9	0	0	1	1	0	103.4	103
11:45 - 12:00	181	15	2	0	0	1	0	199.4	199	88	4	0	0	1	2	0	94.8	95
Hourly Total	**895**	**68**	**5**	**0**	**4**	**8**	**0**	**987**	**985**	**465**	**25**	**2**	**0**	**4**	**3**	**0**	**502**	**499**
12:00 - 12:15	150	9	1	0	1	2	0	163.3	163	75	6	0	0	1	0	0	83.0	82
12:15 - 12:30	128	10	0	0	1	2	0	140.0	141	78	4	0	0	1	0	0	84.0	83
12:30 - 12:45	123	9	0	0	0	2	0	133.0	134	69	2	0	0	1	0	0	73.0	72
12:45 - 13:00	96	5	0	0	1	1	0	105.4	105	54	3	0	0	0	0	0	57.0	57
Hourly Total	**499**	**33**	**1**	**0**	**3**	**7**	**0**	**543**	**543**	**276**	**15**	**0**	**0**	**3**	**0**	**0**	**297**	**294**
Session Total	**2231**	**190**	**8**	**1**	**11**	**18**	**1**	**2465**	**2460**	**1230**	**106**	**3**	**0**	**11**	**6**	**1**	**1365**	**1357**

Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - (East) B4267 Leckwith Road / B - Pen Y Turnpie Road / C - (West) B4267 Leckwith Road**

	A - (East) B4267 Leckwith	B - Pen Y Turnpie Road		C - (West) B4267 Leckwith Road	
	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	8	1	0	1
07:05 - 07:10	0	6	0	0	0
07:10 - 07:15	0	8	1	0	1
07:15 - 07:20	0	14	1	0	1
07:20 - 07:25	0	21	1	0	2
07:25 - 07:30	1	21	1	0	1
07:30 - 07:35	0	10	1	0	1
07:35 - 07:40	0	14	1	0	1
07:40 - 07:45	0	9	1	0	1
07:45 - 07:50	0	18	1	0	1
07:50 - 07:55	0	14	1	0	1
07:55 - 08:00	0	12	1	0	1
08:00 - 08:05	0	9	1	0	1
08:05 - 08:10	1	13	1	0	1
08:10 - 08:15	0	18	1	0	3
08:15 - 08:20	0	17	1	0	3
08:20 - 08:25	0	19	1	0	2
08:25 - 08:30	0	13	1	0	1
08:30 - 08:35	0	13	1	0	0
08:35 - 08:40	0	13	1	0	2
08:40 - 08:45	0	4	1	0	1
08:45 - 08:50	1	6	1	0	1
08:50 - 08:55	0	5	1	0	1
08:55 - 09:00	0	8	1	0	1
09:00 - 09:05	0	3	1	0	1
09:05 - 09:10	0	9	1	0	1
09:10 - 09:15	1	4	1	0	1
09:15 - 09:20	0	9	1	0	1
09:20 - 09:25	0	3	1	0	1
09:25 - 09:30	0	8	1	0	1
09:30 - 09:35	0	2	1	0	2
09:35 - 09:40	1	8	1	0	1
09:40 - 09:45	0	8	1	0	1
09:45 - 09:50	0	3	1	0	2
09:50 - 09:55	1	9	1	0	3
09:55 - 10:00	0	5	1	0	2
16:00 - 16:05	1	1	0	0	6
16:05 - 16:10	1	1	0	0	10
16:10 - 16:15	1	3	1	0	5
16:15 - 16:20	1	5	1	0	7
16:20 - 16:25	1	4	0	0	14
16:25 - 16:30	1	3	1	0	8
16:30 - 16:35	1	2	0	0	4
16:35 - 16:40	1	4	1	0	15
16:40 - 16:45	1	3	1	0	16
16:45 - 16:50	1	2	1	0	15
16:50 - 16:55	1	4	0	0	17
16:55 - 17:00	1	1	0	0	16
17:00 - 17:05	2	0	0	0	18
17:05 - 17:10	1	2	0	0	16
17:10 - 17:15	1	9	1	0	18
17:15 - 17:20	1	1	1	0	19
17:20 - 17:25	1	3	1	0	6
17:25 - 17:30	2	2	1	0	15
17:30 - 17:35	1	3	0	0	17
17:35 - 17:40	2	3	1	0	10
17:40 - 17:45	1	1	0	0	16
17:45 - 17:50	2	2	1	0	10
17:50 - 17:55	1	4	1	0	10
17:55 - 18:00	1	1	1	0	5
18:00 - 18:05	1	2	1	0	3
18:05 - 18:10	1	1	1	0	9
18:10 - 18:15	1	1	1	0	8
18:15 - 18:20	1	2	0	0	2
18:20 - 18:25	1	2	0	0	2
18:25 - 18:30	1	2	1	0	2
18:30 - 18:35	1	1	0	0	3
18:35 - 18:40	1	3	0	0	2
18:40 - 18:45	1	0	0	0	1
18:45 - 18:50	1	1	1	0	1
18:50 - 18:55	0	0	0	0	1
18:55 - 19:00	1	0	0	0	1

B4267 Leckwith Road / UHL junction (Junction 9)

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Penlan Road / B - (South) Penlan Road / C - Hospital Access

Approach: A - (North) Penlan Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	14	1	0	0	0	0	0	16.0	16
07:15 - 07:30	11	1	0	0	0	1	0	12.4	13
07:30 - 07:45	23	10	1	0	0	0	0	34.0	34
07:45 - 08:00	42	13	4	0	0	0	0	61.0	59
Hourly Total	**90**	**25**	**5**	**0**	**0**	**1**	**0**	**123**	**121**
08:00 - 08:15	47	3	1	0	0	0	0	51.5	51
08:15 - 08:30	32	7	2	0	0	0	0	42.0	41
08:30 - 08:45	25	2	0	0	0	0	0	27.0	27
08:45 - 09:00	33	5	2	0	0	0	0	41.0	40
Hourly Total	**137**	**17**	**5**	**0**	**0**	**0**	**0**	**162**	**159**
09:00 - 09:15	29	2	0	0	0	0	0	31.0	31
09:15 - 09:30	25	1	0	1	0	0	0	29.3	27
09:30 - 09:45	20	4	0	0	0	0	0	24.0	24
09:45 - 10:00	22	6	1	0	0	0	0	29.5	29
Hourly Total	**96**	**13**	**1**	**1**	**0**	**0**	**0**	**115**	**111**
Session Total	**323**	**55**	**11**	**1**	**0**	**1**	**0**	**398**	**391**
10:00 - 10:15	26	3	0	0	0	0	0	29.0	29
10:15 - 10:30	54	10	0	0	0	3	0	68.2	67
10:30 - 10:45	47	3	1	0	0	0	0	51.5	51
10:45 - 11:00	44	5	0	0	0	1	0	49.4	50
Hourly Total	**171**	**21**	**1**	**0**	**0**	**4**	**0**	**196**	**197**
11:00 - 11:15	56	3	0	0	0	0	0	59.0	59
11:15 - 11:30	59	2	0	0	0	0	0	61.0	61
11:30 - 11:45	66	4	0	0	0	0	0	70.0	70
11:45 - 12:00	53	5	0	0	0	0	0	58.0	58
Hourly Total	**234**	**14**	**0**	**0**	**0**	**0**	**0**	**248**	**248**
12:00 - 12:15	34	3	0	0	0	0	0	37.0	37
12:15 - 12:30	37	3	1	0	0	0	0	41.5	41
12:30 - 12:45	28	1	0	0	0	1	0	29.2	30
12:45 - 13:00	30	0	0	0	0	0	0	30.0	30
Hourly Total	**129**	**7**	**1**	**0**	**0**	**1**	**0**	**138**	**138**
Session Total	**534**	**42**	**2**	**0**	**0**	**4**	**1**	**582**	**583**

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	45	2	0	0	0	0	0	47.0	47
07:15 - 07:30	52	2	0	0	0	0	0	54.0	54
07:30 - 07:45	76	7	0	0	0	0	1	83.2	84
07:45 - 08:00	76	3	0	0	0	0	1	81.2	82
Hourly Total	**249**	**14**	**0**	**0**	**0**	**0**	**2**	**265**	**267**
08:00 - 08:15	76	1	2	0	0	0	0	80.0	79
08:15 - 08:30	83	3	0	0	0	0	0	86.0	86
08:30 - 08:45	69	3	0	0	0	0	1	72.2	73
08:45 - 09:00	44	2	0	0	0	0	0	47.0	47
Hourly Total	**272**	**10**	**2**	**0**	**0**	**0**	**1**	**286**	**285**
09:00 - 09:15	33	3	1	0	0	0	0	37.5	37
09:15 - 09:30	31	4	1	1	0	0	0	36.8	37
09:30 - 09:45	30	4	0	0	0	0	1	34.2	36
09:45 - 10:00	32	6	0	0	0	0	0	38.0	38
Hourly Total	**126**	**17**	**2**	**1**	**0**	**0**	**1**	**146**	**147**
Session Total	**648**	**41**	**4**	**1**	**0**	**0**	**4**	**698**	**699**
10:00 - 10:15	8	1	1	0	0	0	0	10.5	10
10:15 - 10:30	9	1	0	0	0	0	0	10.0	10
10:30 - 10:45	12	2	0	0	0	0	0	14.0	14
10:45 - 11:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**37**	**4**	**1**	**0**	**0**	**0**	**0**	**42**	**42**
11:00 - 11:15	8	1	0	0	0	0	0	9.0	9
11:15 - 11:30	11	1	0	0	0	0	0	12.0	12
11:30 - 11:45	10	2	0	0	0	1	0	12.4	13
11:45 - 12:00	15	0	1	0	0	0	0	16.5	16
Hourly Total	**44**	**4**	**1**	**0**	**0**	**1**	**0**	**50**	**50**
12:00 - 12:15	12	0	1	0	0	0	0	13.5	13
12:15 - 12:30	14	0	0	0	0	0	0	14.0	14
12:30 - 12:45	18	0	0	0	0	0	0	18.0	18
12:45 - 13:00	15	0	0	0	0	0	0	15.0	15
Hourly Total	**59**	**0**	**1**	**0**	**0**	**0**	**0**	**61**	**60**
Session Total	**140**	**8**	**3**	**0**	**0**	**1**	**0**	**154**	**152**

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	59	3	0	0	0	0	0	62.0	62
07:15 - 07:30	63	3	0	0	0	1	0	66.4	67
07:30 - 07:45	99	17	1	0	0	0	1	117.7	118
07:45 - 08:00	120	16	4	0	0	0	1	142.2	141
Hourly Total	**341**	**39**	**5**	**0**	**0**	**1**	**2**	**388**	**388**
08:00 - 08:15	123	4	3	0	0	0	0	131.0	130
08:15 - 08:30	115	10	2	0	0	0	1	128.0	127
08:30 - 08:45	94	5	0	0	0	0	1	99.2	100
08:45 - 09:00	77	8	2	0	0	0	0	88.0	87
Hourly Total	**409**	**27**	**7**	**0**	**0**	**0**	**1**	**447**	**444**
09:00 - 09:15	62	5	1	0	0	0	0	68.5	69
09:15 - 09:30	58	5	1	2	0	0	0	67.1	64
09:30 - 09:45	50	8	0	0	0	1	0	58.2	59
09:45 - 10:00	54	12	1	0	0	0	0	67.5	67
Hourly Total	**222**	**30**	**3**	**2**	**0**	**1**	**0**	**261**	**259**
Session Total	**972**	**96**	**15**	**2**	**0**	**1**	**4**	**1097**	**1090**
10:00 - 10:15	34	4	1	0	0	0	0	39.0	39
10:15 - 10:30	63	11	0	0	0	3	0	76.2	77
10:30 - 10:45	59	5	1	0	0	0	0	65.5	65
10:45 - 11:00	52	5	0	0	0	1	0	57.4	58
Hourly Total	**208**	**25**	**2**	**0**	**0**	**4**	**0**	**238**	**239**
11:00 - 11:15	64	4	0	0	0	0	0	68.0	68
11:15 - 11:30	70	3	0	0	0	0	0	73.0	73
11:30 - 11:45	76	6	0	0	0	1	0	82.4	83
11:45 - 12:00	68	5	1	0	0	0	0	74.5	74
Hourly Total	**278**	**18**	**1**	**0**	**0**	**1**	**0**	**298**	**298**
12:00 - 12:15	46	3	1	0	0	0	0	50.5	50
12:15 - 12:30	51	3	1	0	0	0	0	55.5	55
12:30 - 12:45	46	1	0	0	0	0	1	47.2	48
12:45 - 13:00	45	0	0	0	0	0	0	45.0	45
Hourly Total	**188**	**7**	**2**	**0**	**0**	**0**	**1**	**198**	**198**
Session Total	**674**	**50**	**5**	**0**	**0**	**5**	**1**	**734**	**735**

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	46	1	0	0	0	0	0	47.0	47
07:15 - 07:30	70	7	1	0	1	1	0	89.9	90
07:30 - 07:45	107	8	0	0	0	1	0	115.4	116
07:45 - 08:00	82	6	1	0	1	0	0	91.0	90
Hourly Total	**305**	**22**	**2**	**0**	**2**	**2**	**0**	**343**	**343**
08:00 - 08:15	84	6	1	0	2	0	0	97.5	96
08:15 - 08:30	85	7	0	0	1	0	0	94.0	93
08:30 - 08:45	101	5	0	0	1	0	0	108.0	107
08:45 - 09:00	91	10	1	2	3	0	0	113.1	107
Hourly Total	**361**	**30**	**2**	**2**	**7**	**0**	**0**	**413**	**402**
09:00 - 09:15	84	8	1	0	0	0	0	93.5	93
09:15 - 09:30	78	11	0	0	1	0	0	91.0	90
09:30 - 09:45	42	8	1	0	0	0	0	51.5	51
09:45 - 10:00	66	9	0	0	2	0	1	79.2	79
Hourly Total	**270**	**36**	**2**	**0**	**3**	**0**	**1**	**315**	**313**
Session Total	**936**	**88**	**6**	**2**	**12**	**2**	**1**	**1043**	**1047**
10:00 - 10:15	145	10	0	0	2	1	1	159.6	159
10:15 - 10:30	107	11	1	0	2	0	0	123.5	121
10:30 - 10:45	119	9	2	0	1	4	0	134.6	135
10:45 - 11:00	105	8	0	0	2	0	0	117.0	115
Hourly Total	**476**	**38**	**3**	**0**	**7**	**5**	**1**	**535**	**530**
11:00 - 11:15	89	3	0	0	1	0	1	94.2	94
11:15 - 11:30	91	2	1	0	1	0	0	96.5	95
11:30 - 11:45	66	6	0	0	1	0	0	74.0	73
11:45 - 12:00	64	3	1	0	2	0	0	72.5	70
Hourly Total	**310**	**14**	**2**	**0**	**5**	**0**	**1**	**337**	**332**
12:00 - 12:15	46	4	0	0	1	0	0	52.0	51
12:15 - 12:30	47	1	1	0	1	0	0	51.5	50
12:30 - 12:45	41	1	1	0	1	0	0	45.5	44
12:45 - 13:00	33	3	0	0	1	0	0	38.0	37
Hourly Total	**167**	**9**	**2**	**0**	**4**	**0**	**0**	**187**	**182**
Session Total	**953**	**61**	**7**	**0**	**16**	**5**	**2**	**1059**	**1044**

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Penlan Road / B - (South) Penlan Road / C - Hospital Access

Approach: B - (South) Penlan Road

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	46	1	0	0	0	1	0	47.4	48
07:15 - 07:30	53	1	0	0	1	0	0	56.0	55
07:30 - 07:45	68	3	2	0	0	1	1	72.6	73
07:45 - 08:00	69	1	0	0	1	0	0	72.0	71
Hourly Total	**234**	**6**	**2**	**0**	**2**	**2**	**1**	**246**	**247**
08:00 - 08:15	80	2	1	0	1	0	0	85.5	84
08:15 - 08:30	77	1	1	0	1	0	0	81.5	80
08:30 - 08:45	88	2	2	0	2	0	0	97.0	94
08:45 - 09:00	73	1	0	0	1	0	0	76.0	75
Hourly Total	**318**	**6**	**4**	**0**	**5**	**0**	**0**	**340**	**333**
09:00 - 09:15	47	0	0	0	0	0	0	47.0	47
09:15 - 09:30	28	5	2	0	0	0	0	36.0	35
09:30 - 09:45	32	3	0	1	3	0	0	43.3	39
09:45 - 10:00	36	7	0	0	0	0	0	43.0	43
Hourly Total	**143**	**15**	**2**	**1**	**3**	**0**	**0**	**169**	**164**
Session Total	**695**	**27**	**8**	**1**	**10**	**2**	**1**	**757**	**744**
10:00 - 10:15	25	1	0	0	0	0	0	26.0	26
10:15 - 10:30	17	0	0	0	2	1	0	21.4	20
10:30 - 10:45	13	1	0	0	0	0	0	14.0	14
10:45 - 11:00	16	1	1	0	1	0	0	20.5	19
Hourly Total	**71**	**3**	**1**	**0**	**3**	**1**	**0**	**82**	**79**
11:00 - 11:15	15	1	1	0	0	0	0	17.5	17
11:15 - 11:30	14	1	0	0	2	0	0	19.5	17
11:30 - 11:45	20	1	0	0	2	0	0	25.0	23
11:45 - 12:00	26	0	0	0	0	0	0	26.0	26
Hourly Total	**75**	**3**	**1**	**0**	**4**	**0**	**0**	**88**	**83**
12:00 - 12:15	18	0	0	0	1	0	0	20.0	19
12:15 - 12:30	30	0	0	0	1	0	0	33.0	31
12:30 - 12:45	25	1	1	0	1	0	0	29.5	28
12:45 - 13:00	42	2	0	0	0	0	0	44.0	44
Hourly Total	**125**	**3**	**1**	**0**	**3**	**0**	**0**	**126**	**132**
Session Total	**271**	**9**	**3**	**0**	**10**	**1**	**0**	**306**	**294**

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	32	1	0	0	0	0	0	33.0	33
07:15 - 07:30	42	6	1	0	1	1	0	51.9	51
07:30 - 07:45	69	8	0	0	0	1	0	77.4	78
07:45 - 08:00	73	6	1	0	1	0	0	82.5	81
Hourly Total	**216**	**21**	**2**	**0**	**2**	**2**	**0**	**245**	**243**
08:00 - 08:15	73	6	1	0	1	0	0	82.5	81
08:15 - 08:30	73	5	0	0	1	0	0	80.0	79
08:30 - 08:45	83	3	0	0	1	0	0	86.0	87
08:45 - 09:00	80	6	0	2	1	0	0	96.6	92
Hourly Total	**310**	**20**	**1**	**2**	**4**	**0**	**0**	**347**	**339**
09:00 - 09:15	65	7	1	0	0	0	0	73.5	73
09:15 - 09:30	56	6	0	0	1	0	0	67.0	66
09:30 - 09:45	29	7	1	0	0	0	0	37.5	37
09:45 - 10:00	40	6	0	0	1	0	1	53.2	53
Hourly Total	**190**	**26**	**2**	**0**	**2**	**0**	**1**	**231**	**229**
Session Total	**722**	**70**	**5**	**2**	**8**	**2**	**1**	**823**	**811**
10:00 - 10:15	50	5	0	0	2	0	0	60.0	62
10:15 - 10:30	34	9	1	0	1	0	0	46.5	45
10:30 - 10:45	36	5	1	0	1	1	0	46.9	46
10:45 - 11:00	41	5	0	0	0	0	0	46.0	46
Hourly Total	**160**	**24**	**2**	**0**	**4**	**1**	**0**	**200**	**200**
11:00 - 11:15	28	2	0	0	1	0	0	32.0	31
11:15 - 11:30	27	1	0	0	0	0	0	28.0	28
11:30 - 11:45	35	2	0	0	1	0	0	39.0	38
11:45 - 12:00	38	3	0	0	1	0	0	43.0	42
Hourly Total	**128**	**8**	**0**	**0**	**3**	**0**	**0**	**142**	**139**
12:00 - 12:15	25	3	0	0	1	0	0	30.0	29
12:15 - 12:30	31	1	0	0	0	0	0	32.0	32
12:30 - 12:45	26	1	0	0	1	0	0	29.0	28
12:45 - 13:00	20	3	0	0	0	0	0	23.0	23
Hourly Total	**102**	**8**	**0**	**0**	**2**	**0**	**0**	**114**	**112**
Session Total	**390**	**40**	**2**	**0**	**9**	**1**	**0**	**460**	**451**

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	78	2	0	0	0	1	0	80.4	81
07:15 - 07:30	95	7	1	0	2	1	0	107.0	106
07:30 - 07:45	135	11	2	0	0	2	1	150.0	151
07:45 - 08:00	142	7	1	0	2	0	0	154.0	152
Hourly Total	**450**	**27**	**4**	**0**	**4**	**4**	**1**	**493**	**490**
08:00 - 08:15	153	8	2	0	2	0	0	168.0	165
08:15 - 08:30	150	6	1	0	2	0	0	161.0	159
08:30 - 08:45	171	5	2	0	3	0	0	185.0	181
08:45 - 09:00	156	7	0	2	2	0	0	171.6	167
Hourly Total	**630**	**26**	**5**	**2**	**9**	**0**	**0**	**687**	**672**
09:00 - 09:15	112	7	1	0	0	0	0	120.5	120
09:15 - 09:30	84	14	2	0	1	0	0	103.0	101
09:30 - 09:45	61	10	1	1	3	0	0	80.0	76
09:45 - 10:00	81	13	0	0	1	0	1	96.2	96
Hourly Total	**338**	**44**	**4**	**1**	**5**	**0**	**1**	**400**	**393**
Session Total	**1418**	**97**	**13**	**3**	**18**	**4**	**2**	**1580**	**1555**
10:00 - 10:15	81	6	0	0	2	0	0	91.0	89
10:15 - 10:30	51	9	1	0	3	1	0	67.9	65
10:30 - 10:45	51	6	1	0	1	1	0	60.9	60
10:45 - 11:00	57	6	1	0	1	0	0	66.5	65
Hourly Total	**240**	**27**	**3**	**0**	**7**	**2**	**0**	**287**	**279**
11:00 - 11:15	43	3	1	0	1	0	0	49.0	49
11:15 - 11:30	41	2	0	0	2	0	0	47.0	45
11:30 - 11:45	55	3	0	0	3	0	0	64.0	61
11:45 - 12:00	64	3	0	0	1	0	0	69.0	68
Hourly Total	**203**	**11**	**1**	**0**	**7**	**0**	**0**	**229**	**222**
12:00 - 12:15	43	3	0	0	2	0	0	50.0	48
12:15 - 12:30	61	1	0	0	1	0	0	64.0	63
12:30 - 12:45	61	2	1	0	2	0	0	68.0	66
12:45 - 13:00	62	5	0	0	0	0	0	67.0	67
Hourly Total	**227**	**11**	**1**	**0**	**5**	**0**	**0**	**250**	**244**
Session Total	**670**	**49**	**5**	**0**	**19**	**2**	**0**	**767**	**745**

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	28	1	0	0	0	0	0	29.0	29
07:15 - 07:30	32	3	1	0	2	1	0	49.9	39
07:30 - 07:45	60	12	2	0	1	0	0	77.0	75
07:45 - 08:00	60	14	5	0	0	0	0	81.0	79
Hourly Total	**180**	**30**	**8**	**0**	**3**	**1**	**0**	**228**	**222**
08:00 - 08:15	57	5	1	0	2	0	1	67.7	66
08:15 - 08:30	43	7	2	0	2	0	0	57.0	54
08:30 - 08:45	32	5	2	0	1	0	0	42.0	40
08:45 - 09:00	43	7	2	0	2	0	0	57.0	54
Hourly Total	**175**	**24**	**7**	**0**	**7**	**0**	**1**	**224**	**214**
09:00 - 09:15	56	5	1	0	0	0	0	62.5	62
09:15 - 09:30	40	1	1	1	2	0	0	46.8	45
09:30 - 09:45	52	10	2	0	3	0	0	71.0	67
09:45 - 10:00	48	9	3	1	1	0	0	66.0	62
Hourly Total	**196**	**25**	**7**	**2**	**6**	**0**	**0**	**246**	**236**
Session Total	**551**	**79**	**22**	**2**	**16**	**1**	**1**	**704**	**672**
10:00 - 10:15	100	4	0	0	1	0	0	106.0	105
10:15 - 10:30	103	10	0	0	2	3	0	118.2	116
10:30 - 10:45	121	5	1	0	1	0	1	129.7	129
10:45 - 11:00	110	3	0	0	2	2	1	126.0	120
Hourly Total	**434**	**24**	**1**	**0**	**6**	**5**	**2**	**479**	**470**
11:00 - 11:15	137	4	0	0	1	0	0	143.0	142
11:15 - 11:30	148	3	0	0	2	0	1	155.2	154
11:30 - 11:45	109	4	0	0	0	1	1	113.6	115
11:45 - 12:00	88	5	0	0	3	0	0	99.0	96
Hourly Total	**482**	**16**	**0**	**0**	**6**	**1**	**2**	**510**	**507**
12:00 - 12:15	65	3	0	0	1	0	0	70.0	69
12:15 - 12:30	69	3	1	0	2	0	1	76.7	75
12:30 - 12:45	51	1	0	0	1	0	1	54.2	54
12:45 - 13:00	44	0	0	0	1	1	0	46.4	46
Hourly Total	**228**	**7**	**1**	**0**	**5**	**1**	**2**	**247**	**244**
Session Total	**1144**	**47**	**2**	**0**	**17**	**7**	**6**	**1231**	**1223**

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Penlan Road / B - (South) Penlan Road / C - Hospital Access

Approach: C - Hospital Access

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	14	0	0	0	0	0	0	14.0	14
07:15 - 07:30	28	1	0	0	0	0	0	29.0	29
07:30 - 07:45	38	0	0	0	0	0	0	38.0	38
07:45 - 08:00	9	0	0	0	0	0	0	9.0	9
Hourly Total	**89**	**1**	**0**	**0**	**0**	**0**	**0**	**90**	**90**
08:00 - 08:15	11	2	0	0	1	0	0	15.0	14
08:15 - 08:30	12	2	0	0	0	0	0	14.0	14
08:30 - 08:45	18	2	0	0	0	0	0	20.0	20
08:45 - 09:00	8	4	1	0	2	0	0	17.5	15
Hourly Total	**49**	**10**	**1**	**0**	**3**	**0**	**0**	**67**	**63**
09:00 - 09:15	19	1	0	0	0	0	0	20.0	20
09:15 - 09:30	22	2	0	0	0	0	0	24.0	24
09:30 - 09:45	13	1	0	0	0	0	0	14.0	14
09:45 - 10:00	21	3	0	0	1	0	0	26.0	25
Hourly Total	**75**	**7**	**0**	**0**	**1**	**0**	**0**	**84**	**83**
Session Total	**213**	**18**	**1**	**0**	**4**	**0**	**0**	**241**	**236**
10:00 - 10:15	89	5	0	0	0	1	1	94.0	96
10:15 - 10:30	73	2	0	0	1	0	0	77.0	76
10:30 - 10:45	81	4	1	0	0	3	0	87.7	89
10:45 - 11:00	64	3	0	0	2	0	0	71.0	69
Hourly Total	**307**	**14**	**1**	**0**	**3**	**4**	**1**	**331**	**330**
17:00 - 17:15	61	1	0	0	0	0	1	63.2	63
17:15 - 17:30	64	1	1	0	1	0	0	68.5	67
17:30 - 17:45	31	4	0	0	0	0	0	35.0	35
17:45 - 18:00	26	0	1	0	1	0	0	29.5	28
Hourly Total	**182**	**6**	**2**	**0**	**2**	**0**	**1**	**196**	**193**
18:00 - 18:15	21	1	0	0	0	0	0	22.0	22
18:15 - 18:30	16	0	1	0	1	0	0	19.5	18
18:30 - 18:45	15	0	1	0	0	0	0	16.5	16
18:45 - 19:00	13	0	0	0	1	0	0	14.0	14
Hourly Total	**65**	**1**	**2**	**0**	**2**	**0**	**0**	**72**	**70**
Session Total	**554**	**21**	**5**	**0**	**7**	**4**	**2**	**599**	**593**

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	14	0	0	0	0	0	0	14.0	14
07:15 - 07:30	21	2	1	0	2	0	0	28.5	26
07:30 - 07:45	37	2	1	0	1	0	0	42.5	41
07:45 - 08:00	18	1	1	0	0	0	0	20.5	20
Hourly Total	**90**	**5**	**3**	**0**	**3**	**0**	**0**	**106**	**101**
08:00 - 08:15	10	2	0	0	2	0	1	16.2	15
08:15 - 08:30	11	0	0	0	2	0	0	15.0	13
08:30 - 08:45	7	3	2	0	1	0	0	15.0	13
08:45 - 09:00	10	2	0	0	2	0	0	16.0	14
Hourly Total	**38**	**7**	**2**	**0**	**7**	**0**	**1**	**62**	**55**
09:00 - 09:15	27	3	1	0	0	0	0	31.5	31
09:15 - 09:30	15	0	1	0	2	0	0	20.5	18
09:30 - 09:45	32	6	2	0	3	0	0	47.0	43
09:45 - 10:00	26	3	2	1	1	0	0	34.3	33
Hourly Total	**100**	**12**	**6**	**1**	**6**	**0**	**0**	**134**	**125**
Session Total	**228**	**24**	**11**	**1**	**16**	**0**	**1**	**303**	**281**
10:00 - 10:15	74	1	0	0	1	0	0	77.0	76
10:15 - 10:30	49	0	0	0	2	0	0	53.0	51
10:30 - 10:45	74	2	0	0	1	0	1	79.2	78
10:45 - 11:00	60	0	0	0	2	1	1	70.6	70
Hourly Total	**257**	**3**	**0**	**0**	**6**	**1**	**2**	**279**	**275**
17:00 - 17:15	81	1	0	0	1	0	0	84.0	83
17:15 - 17:30	89	1	0	0	2	0	1	94.2	93
17:30 - 17:45	43	0	0	0	0	1	1	45.6	45
17:45 - 18:00	35	0	0	0	3	0	0	41.0	38
Hourly Total	**248**	**2**	**0**	**0**	**6**	**1**	**2**	**266**	**259**
18:00 - 18:15	31	0	0	0	1	0	0	33.0	32
18:15 - 18:30	31	0	0	0	2	0	1	35.2	34
18:30 - 18:45	23	0	0	0	1	0	0	25.0	24
18:45 - 19:00	14	0	0	0	1	1	0	16.4	16
Hourly Total	**99**	**0**	**0**	**0**	**5**	**1**	**1**	**109**	**106**
Session Total	**610**	**5**	**0**	**0**	**17**	**3**	**5**	**649**	**640**

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	28	0	0	0	0	0	0	28.0	28
07:15 - 07:30	49	3	1	0	2	0	0	57.5	55
07:30 - 07:45	75	2	1	0	1	0	0	80.5	79
07:45 - 08:00	27	1	1	0	0	0	0	29.5	29
Hourly Total	**179**	**6**	**3**	**0**	**3**	**0**	**0**	**196**	**191**
08:00 - 08:15	21	4	0	0	3	0	1	31.2	29
08:15 - 08:30	23	2	0	0	2	0	0	29.0	27
08:30 - 08:45	25	5	2	0	1	0	0	35.0	33
08:45 - 09:00	18	6	1	0	4	0	0	33.5	29
Hourly Total	**87**	**17**	**3**	**0**	**10**	**0**	**1**	**129**	**118**
09:00 - 09:15	46	4	1	0	0	0	0	51.0	51
09:15 - 09:30	37	2	1	0	2	0	0	44.0	42
09:30 - 09:45	45	7	2	0	3	0	0	61.0	57
09:45 - 10:00	47	6	2	1	2	0	0	62.3	58
Hourly Total	**175**	**19**	**6**	**1**	**7**	**0**	**0**	**219**	**208**
Session Total	**441**	**42**	**12**	**1**	**20**	**0**	**1**	**544**	**517**
10:00 - 10:15	163	6	0	0	1	1	1	171.6	172
10:15 - 10:30	122	2	0	0	3	0	0	130.0	127
10:30 - 10:45	155	6	1	0	1	3	1	165.0	167
10:45 - 11:00	130	3	0	0	4	1	1	141.0	139
Hourly Total	**570**	**17**	**1**	**0**	**9**	**5**	**3**	**610**	**605**
17:00 - 17:15	142	2	0	0	1	0	1	146.2	146
17:15 - 17:30	153	2	1	0	3	0	1	162.7	160
17:30 - 17:45	74	4	0	0	0	1	1	79.6	80
17:45 - 18:00	61	0	1	0	4	0	0	70.5	66
Hourly Total	**430**	**8**	**2**	**0**	**8**	**1**	**3**	**459**	**452**
18:00 - 18:15	52	1	0	0	1	0	0	55.0	54
18:15 - 18:30	47	0	1	0	3	0	1	54.7	52
18:30 - 18:45	38	0	1	0	1	0	0	41.5	40
18:45 - 19:00	27	0	0	0	2	1	0	31.4	30
Hourly Total	**164**	**1**	**2**	**0**	**7**	**1**	**1**	**182**	**176**
Session Total	**1164**	**26**	**5**	**0**	**24**	**7**	**7**	**1250**	**1233**

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	91	3	0	0	0	1	0	94.4	95
07:15 - 07:30	105	3	0	0	1	0	0	116.0	109
07:30 - 07:45	142	10	2	0	0	1	2	153.8	157
07:45 - 08:00	147	4	0	0	1	0	1	153.2	153
Hourly Total	**485**	**20**	**2**	**0**	**2**	**2**	**3**	**514**	**514**
08:00 - 08:15	156	3	3	0	1	0	0	165.5	163
08:15 - 08:30	160	4	1	0	1	0	0	167.5	166
08:30 - 08:45	157	5	2	0	2	0	1	169.2	167
08:45 - 09:00	117	4	0	0	1	0	0	123.0	122
Hourly Total	**590**	**16**	**6**	**0**	**5**	**0**	**1**	**625**	**618**
09:00 - 09:15	80	3	1	0	0	0	0	84.5	84
09:15 - 09:30	68	0	3	1	0	0	0	74.0	72
09:30 - 09:45	62	7	0	1	3	0	1	77.5	74
09:45 - 10:00	68	13	0	0	0	0	0	91.0	91
Hourly Total	**268**	**32**	**4**	**2**	**3**	**0**	**1**	**316**	**311**
Session Total	**1344**	**68**	**12**	**2**	**10**	**2**	**5**	**1457**	**1440**
10:00 - 10:15	33	2	1	0	0	0	0	36.5	36
10:15 - 10:30	26	1	0	0	2	1	0	31.4	30
10:30 - 10:45	25	3	0	0	0	0	0	29.0	28
10:45 - 11:00	24	1	1	0	1	0	0	28.5	27
Hourly Total	**108**	**7**	**2**	**0**	**3**	**1**	**0**	**124**	**121**
17:00 - 17:15	23	2	1	0	0	0	0	26.5	26
17:15 - 17:30	22	2	0	0	2	0	0	31.0	29
17:30 - 17:45	30	3	0	0	2	1	0	37.4	36
17:45 - 18:00	41	0	1	0	0	0	0	42.5	42
Hourly Total	**116**	**7**	**2**	**0**	**4**	**1**	**0**	**137**	**133**
18:00 - 18:15	30	0	1	0	1	0	0	33.0	32
18:15 - 18:30	44	0	0	0	1	0	0	46.0	45
18:30 - 18:45	53	1	1	0	1	0	0	57.5	56
18:45 - 19:00	57	2	0	0	0	0	0	59.0	59
Hourly Total	**184**	**3**	**2**	**0**	**3**	**0**	**0**	**196**	**192**
Session Total	**411**	**17**	**4**	**0**	**10**	**2**	**0**	**457**	**446**

streetwise

Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - (North) Penlan Road / B - (South) Penlan Road / C - Hospital Access

	A - (North) Penlan Road		- (South) Penlan Roa	C - Hospital Access
	Lane 1	Lane 2	Lane 1	Lane 1
Survey Period	MAX	MAX	MAX	MAX
07:00 - 07:05	2	3	10	2
07:05 - 07:10	1	3	7	2
07:10 - 07:15	4	3	9	3
07:15 - 07:20	1	6	7	5
07:20 - 07:25	2	6	11	5
07:25 - 07:30	7	8	17	19
07:30 - 07:35	11	7	25	34
07:35 - 07:40	8	7	38	12
07:40 - 07:45	7	7	38	6
07:45 - 07:50	9	7	17	4
07:50 - 07:55	9	7	23	4
07:55 - 08:00	15	7	20	3
08:00 - 08:05	4	7	27	6
08:05 - 08:10	8	7	25	2
08:10 - 08:15	15	7	38	5
08:15 - 08:20	6	7	37	2
08:20 - 08:25	17	7	45	7
08:25 - 08:30	9	7	45	5
08:30 - 08:35	9	7	45	7
08:35 - 08:40	10	7	36	7
08:40 - 08:45	4	6	36	7
08:45 - 08:50	5	7	22	5
08:50 - 08:55	7	4	21	5
08:55 - 09:00	4	7	25	3
09:00 - 09:05	10	4	12	7
09:05 - 09:10	3	5	21	3
09:10 - 09:15	2	2	11	3
09:15 - 09:20	3	4	11	6
09:20 - 09:25	4	4	10	4
09:25 - 09:30	1	3	12	6
09:30 - 09:35	1	5	8	6
09:35 - 09:40	3	5	10	6
09:40 - 09:45	2	3	5	6
09:45 - 09:50	3	6	8	12
09:50 - 09:55	3	3	14	6
09:55 - 10:00	4	5	13	9
16:00 - 16:05	3	3	18	32
16:05 - 16:10	3	1	11	33
16:10 - 16:15	4	2	9	31
16:15 - 16:20	5	1	8	25
16:20 - 16:25	11	1	6	10
16:25 - 16:30	13	1	4	21
16:30 - 16:35	9	2	14	13
16:35 - 16:40	9	1	12	34
16:40 - 16:45	14	2	8	33
16:45 - 16:50	3	2	9	20
16:50 - 16:55	7	1	9	11
16:55 - 17:00	6	1	12	17
17:00 - 17:05	4	1	6	20
17:05 - 17:10	13	2	11	23
17:10 - 17:15	12	2	9	32
17:15 - 17:20	9	4	9	16
17:20 - 17:25	10	3	8	26
17:25 - 17:30	7	0	5	8
17:30 - 17:35	5	2	6	7
17:35 - 17:40	4	2	3	8
17:40 - 17:45	9	1	12	14
17:45 - 17:50	3	2	5	16
17:50 - 17:55	3	2	9	13
17:55 - 18:00	5	2	7	4
18:00 - 18:05	2	2	5	3
18:05 - 18:10	5	2	7	7
18:10 - 18:15	3	1	4	5
18:15 - 18:20	6	2	7	4
18:20 - 18:25	4	1	5	4
18:25 - 18:30	2	1	2	3
18:30 - 18:35	4	2	6	4
18:35 - 18:40	2	1	3	4
18:40 - 18:45	2	2	5	2
18:45 - 18:50	6	3	4	4
18:50 - 18:55	2	1	4	3
18:55 - 19:00	1	1	2	3

Merrie Harrier (Junction 10)

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

Approach: A - B4267 Penlan Road

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	15	3	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	14	2	1	0	0	0	1	17.7	18	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	19	1	1	0	0	0	2	21.9	23	0	2	0	0	0	0	0	2.0	2
07:45 - 08:00	17	2	1	0	0	0	0	20.5	20	0	0	0	0	0	0	0	0.0	0
Hourly Total	65	8	3	0	0	0	3	79	79	0	2	0	0	0	0	0	2	2
08:00 - 08:15	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	12	0	1	0	1	0	0	15.5	14	0	0	0	0	1	0	0	2.0	1
08:30 - 08:45	11	0	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	10	2	1	0	1	0	0	15.5	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	46	4	3	0	2	0	0	59	55	0	0	0	0	1	0	0	2	1
09:00 - 09:15	18	3	1	0	0	0	0	22.5	22	0	0	0	0	1	0	0	2.0	1
09:15 - 09:30	13	0	2	0	0	0	0	16.0	15	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	23	2	0	1	1	0	0	29.3	27	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	23	1	3	1	0	0	0	30.8	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	77	6	6	2	1	0	0	99	92	0	0	0	0	1	0	0	2	1
Session Total	188	18	12	2	3	0	3	237	226	0	2	0	0	2	0	0	6	4
16:00 - 16:15	56	2	0	0	0	0	0	58.0	58	0	0	0	0	1	0	0	2.0	1
16:15 - 16:30	39	1	1	0	0	0	0	41.5	41	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	32	3	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	50	1	0	0	1	1	0	53.4	53	1	0	0	0	0	0	0	1.0	1
Hourly Total	177	7	1	0	1	1	0	188	187	1	0	0	0	1	0	0	3	2
17:00 - 17:15	37	1	0	0	1	0	0	40.0	39	0	0	0	0	1	0	0	2.0	1
17:15 - 17:30	47	1	0	0	0	0	0	48.0	48	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	27	0	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	28	0	0	0	1	0	0	30.0	29	1	0	0	0	0	0	0	1.0	1
Hourly Total	139	2	0	0	2	0	0	145	143	1	0	0	0	1	0	0	3	2
18:00 - 18:15	24	0	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	21	0	0	0	0	1	0	21.4	22	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	27	1	0	0	1	0	0	30.0	29	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	24	0	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	96	1	0	0	1	1	0	99	99	0	0	0	0	0	0	0	0	0
Session Total	412	10	1	0	4	2	0	432	429	2	0	0	0	2	0	0	6	4

	A to D									A to E								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	0	0	0	8.0	8	14	0	0	0	0	0	0	14.0	14
07:15 - 07:30	9	1	0	0	0	0	0	10.0	10	14	0	0	0	2	0	0	18.0	16
07:30 - 07:45	23	7	1	0	0	0	0	31.5	31	25	2	0	0	1	0	0	29.0	28
07:45 - 08:00	35	4	2	0	0	0	0	42.0	41	19	4	0	0	0	0	0	23.0	23
Hourly Total	74	13	3	0	0	0	0	92	90	72	6	0	0	3	0	0	84	81
08:00 - 08:15	56	6	2	0	0	0	0	65.0	64	12	3	1	0	3	0	0	22.5	19
08:15 - 08:30	41	6	1	0	1	0	0	50.5	49	7	1	0	0	0	0	0	8.0	8
08:30 - 08:45	23	2	0	0	0	0	0	25.0	25	8	4	1	0	1	0	0	15.5	14
08:45 - 09:00	35	2	1	0	0	0	0	38.5	38	11	0	0	0	1	0	0	13.0	12
Hourly Total	155	16	4	0	1	0	0	179	176	38	8	2	0	5	0	0	59	53
09:00 - 09:15	33	0	0	0	0	0	0	33.0	33	18	2	0	0	0	0	0	20.0	20
09:15 - 09:30	20	3	0	0	1	0	0	25.0	24	18	0	0	0	1	0	0	20.0	19
09:30 - 09:45	24	3	0	0	1	0	0	29.0	28	20	5	1	0	1	0	0	28.5	27
09:45 - 10:00	18	3	0	0	0	0	0	21.0	21	15	5	1	0	1	0	0	23.5	22
Hourly Total	95	9	0	0	2	0	0	108	106	71	12	2	0	3	0	0	92	88
Session Total	0	2	0	0	2	0	0	379	372	324	38	7	0	3	0	0	235	222
16:00 - 16:15	48	4	0	0	0	1	0	52.4	53	25	2	0	0	1	0	0	29.0	28
16:15 - 16:30	43	6	0	0	1	0	0	51.0	50	20	1	1	0	1	0	0	24.5	23
16:30 - 16:45	56	6	1	0	1	0	0	65.5	64	31	1	0	0	1	0	0	34.0	33
16:45 - 17:00	49	3	0	0	1	1	1	54.6	55	22	1	0	0	0	0	0	23.0	23
Hourly Total	196	19	1	0	3	2	1	224	222	98	5	1	0	3	0	0	111	107
17:00 - 17:15	58	2	0	0	0	0	0	60.0	60	41	1	0	0	1	0	0	44.0	43
17:15 - 17:30	59	0	0	0	1	0	1	61.2	61	34	1	0	0	0	0	0	35.0	35
17:30 - 17:45	71	1	0	0	0	0	1	72.2	73	23	2	0	0	1	1	1	27.6	28
17:45 - 18:00	55	3	0	0	1	0	0	60.0	59	28	1	0	0	2	0	0	33.0	31
Hourly Total	243	6	0	0	2	0	2	253	253	126	5	0	0	4	1	1	139	137
18:00 - 18:15	36	4	0	0	1	0	0	42.0	41	25	0	0	0	0	0	0	25.0	25
18:15 - 18:30	36	2	0	0	0	0	1	38.2	39	19	2	1	0	2	0	0	26.5	24
18:30 - 18:45	29	0	0	0	0	0	1	29.2	30	14	0	0	0	0	0	0	14.0	14
18:45 - 19:00	26	0	0	0	0	0	0	26.0	26	15	1	0	0	1	0	0	18.0	17
Hourly Total	127	6	0	0	1	0	2	135	136	73	3	1	0	3	0	0	84	80
Session Total	566	31	1	0	6	2	5	612	611	297	13	2	0	10	1	1	334	324

	A to F									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	181	26	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
Session Total	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	36	4	0	0	0	0	0	40.0	40	79	3	1	0	0	0	1	83.7	84
07:15 - 07:30	37	3	1	0	2	0	1	45.7	44	102	8	1	0	2	1	0	115.9	114
07:30 - 07:45	67	12	2	0	1	0	2	84.4	84	146	10	2	0	0	2	1	160.0	161
07:45 - 08:00	71	10	3	0	0	0	0	85.5	84	153	12	2	0	3	0	0	174.0	170
Hourly Total	211	29	6	0	3	0	3	256	252	480	33	6	0	5	3	2	533	529
08:00 - 08:15	81	11	3	0	3	0	0	102.5	98	170	5	1	0	1	0	0	178.5	177
08:15 - 08:30	60	7	2	0	3	0	0	76.0	72	167	4	2	0	4	0	0	182.0	177
08:30 - 08:45	42	6	2	0	1	0	0	53.0	51	172	6	2	0	1	0	0	183.0	181
08:45 - 09:00	56	4	2	0	2	0	0	67.0	64	160	11	3	2	2	0	0	184.1	178
Hourly Total	239	28	9	0	9	0	0	299	285	669	26	8	2	8	0	0	728	713
09:00 - 09:15	69	5	1	0	1	0	0	77.5	76	116	10	2	0	0	0	0	129.0	128
09:15 - 09:30	51	3	2	0	2	0	0	61.0	58	88	13	2	0	1	0	0	106.0	104
09:30 - 09:45	67	10	1	1	3	0	0	86.8	82	80	10	3	0	2	0	1	98.7	96
09:45 - 10:00	56	9	4	1	1	0	0	75.3	71	87	14	0	0	1	0	0	103.0	102
Hourly Total	243	27	8	2	7	0	0	301	287	371	47	7	0	4	0	1	437	430
Session Total	693	84	23	2	19	0	3	856	824	1520	106	21	2	17	3	3	1698	1672
16:00 - 16:15	129	8	0	0	2	1	0	141.4	140	78	6	1	0	2	0	0	89.5	87
16:15 - 16:30	102	8	2	0	2	0	0	117.0	114	66	13	1	0	3	2	0	87.3	85
16:30 - 16:45	120	10	1	0	2	0	0	135.5	133	65	6	2	0	2	0	0	78.0	75
16:45 - 17:00	122	5	0	0	2	2	1	132.0	132	62	10	1	0	1	0	0	75.5	74
Hourly Total	473	31	3	0	8	3	1	526	519	271	35	5	0	8	2	0	331	321
17:00 - 17:15	136	4	0	0	3	0	0	146.0	143	57	3	1	0	1	0	0	63.5	62
17:15 - 17:30	140	2	0	0	1	0	1	144.2	144	62	3	0	0	2	0	1	69.2	68
17:30 - 17:45	122	3	0	0	1	1	2	127.8	129	64	4	0	0	3	0	0	74.0	71
17:45 - 18:00	112	4	0	0	4	0	0	124.0	120	88	3	0	0	1	0	0	93.0	92
Hourly Total	510	13	0	0	9	1	3	542	536	271	13	1	0	7	0	1	300	293
18:00 - 18:15	85	4	0	0	1	0	0	91.0	90	62	3	0	0	2	1	0	69.4	68
18:15 - 18:30	76	4	1	0	2	1	1	86.1	85	73	2	1	0	1	0	0	78.5	77
18:30 - 18:45	70	1	0	0	1	0	1	73.2	73	81	4	0	0	2	0	0	89.0	87
18:45 - 19:00	66	1	0	0	1	0	0	69.0	68	75	6	0	0	0	0	0	81.0	81
Hourly Total	297	10	1	0	5	1	2	319	316	291	15	1	0	5	1	0	318	313
Session Total	1280	54	4	0	22	5	6	1387	1371	833	63	7	0	20	3	1	949	927

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

Approach: B - A4055 Barry Road

	B to C									B to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	21	3	1	0	0	0	0	25.5	25
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	28	3	0	0	1	0	0	33.0	32
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	40	11	0	0	0	0	0	51.0	51
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	60	10	0	0	1	0	0	72.0	71
Hourly Total	0	0	0	0	0	0	0	0	0	149	27	1	0	2	0	0	182	179
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	72	6	0	0	1	0	0	80.0	79
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	56	8	5	0	0	0	0	71.5	69
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	38	3	3	0	0	0	1	45.7	45
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	38	7	0	0	0	0	0	45.0	45
Hourly Total	0	0	0	0	0	0	0	0	0	204	24	8	0	1	0	1	242	238
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	23	5	2	0	0	0	0	31.0	30
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	33	12	2	0	0	0	0	48.0	47
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	30	7	0	0	1	0	0	39.0	38
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	49	9	3	0	0	0	0	62.5	61
Hourly Total	0	0	0	0	0	0	0	0	0	135	33	7	0	1	0	0	181	176
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	605	593
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	104	5	1	0	0	0	0	110.5	110
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	84	7	1	0	1	0	0	94.5	93
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	90	11	1	0	0	1	0	102.9	103
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	93	9	3	0	0	0	1	106.7	106
Hourly Total	0	0	0	0	0	0	0	0	0	371	32	6	0	1	1	1	414	412
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	122	7	0	0	0	1	0	129.4	130
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	123	6	0	0	0	0	0	129.0	129
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	123	9	1	0	0	0	0	133.5	133
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	110	8	0	0	0	2	3	119.4	123
Hourly Total	0	0	0	0	0	0	0	0	0	478	30	1	0	0	3	3	512	515
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	89	3	0	0	0	1	0	92.4	93
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	98	1	0	0	0	1	0	99.4	100
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	79	4	0	0	0	0	0	83.0	83
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	100	4	0	0	0	0	0	104.0	104
Hourly Total	0	0	0	0	0	0	0	0	0	366	12	0	0	0	2	0	379	380
Session Total	0	0	0	0	0	0	0	0	0	1215	74	7	0	1	6	4	1305	1307

	B to E									B to F								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	43	11	5	0	2	0	1	65.7	62	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	58	20	0	3	2	0	0	88.9	83	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	54	19	4	2	1	0	0	85.6	80	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	65	13	4	3	2	0	0	94.9	87	0	0	0	0	0	0	0	0.0	0
Hourly Total	220	63	13	8	7	0	1	335	312	0	0	0	0	0	0	0	0	0
08:00 - 08:15	48	11	3	3	1	0	0	72.4	66	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	49	16	3	5	0	0	0	81.0	73	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	72	10	4	0	0	0	0	88.0	86	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	65	13	6	0	0	1	0	87.4	85	0	0	0	0	0	0	0	0.0	0
Hourly Total	234	50	16	8	1	1	0	328	310	0	0	0	0	0	0	0	0	0
09:00 - 09:15	40	10	7	2	0	0	0	65.1	59	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	51	15	5	2	0	1	0	78.5	74	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	56	15	5	3	0	0	0	85.4	79	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	57	17	2	3	0	0	0	83.9	79	0	0	0	0	0	0	0	0.0	0
Hourly Total	204	57	19	10	0	1	0	313	291	0	0	0	0	0	0	0	0	0
Session Total	488	84	16	0	4	0	1	976	913	658	170	48	26	8	2	1	0	0
16:00 - 16:15	90	5	3	1	0	0	1	102.0	100	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	101	5	3	0	0	4	2	112.5	115	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	121	10	0	0	0	3	2	132.6	136	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	98	11	0	1	1	1	1	113.9	113	0	0	0	0	0	0	0	0.0	0
Hourly Total	410	31	6	2	1	8	6	461	464	0	0	0	0	0	0	0	0	0
17:00 - 17:15	94	12	1	1	0	1	0	110.2	109	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	115	7	1	0	0	1	1	124.1	125	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	132	9	0	0	0	1	1	141.6	143	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	119	7	2	0	0	2	3	130.4	133	0	0	0	0	0	0	0	0.0	0
Hourly Total	460	35	4	1	0	5	5	506	510	0	0	0	0	0	0	0	0	0
18:00 - 18:15	129	7	0	0	0	1	1	136.6	138	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	131	7	1	0	0	0	1	139.7	140	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	132	7	0	0	0	0	1	139.2	140	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	115	6	0	0	0	2	1	122.0	124	0	0	0	0	0	0	0	0.0	0
Hourly Total	507	27	1	0	0	3	4	538	542	2	0	0	0	0	0	0	2	2
Session Total	1377	93	11	3	1	16	15	1505	1516	2	0	0	0	0	0	0	2	2

	B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	15	1	1	0	0	0	0	17.5	17	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	17	2	0	0	1	0	0	21.0	20	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	25	1	1	0	0	0	0	27.5	27	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	27	3	1	0	1	0	0	33.5	32	0	0	0	0	0	0	0	0.0	0
Hourly Total	84	7	3	0	2	0	0	100	96	0	0	0	0	0	0	0	0	0
08:00 - 08:15	43	1	1	0	0	0	0	45.5	45	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	52	1	1	0	1	0	0	56.5	55	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	33	3	2	0	0	0	0	39.0	38	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	44	2	0	2	0	0	0	50.6	48	0	0	0	0	0	0	0	0.0	0
Hourly Total	172	7	4	2	1	0	0	192	186	0	0	0	0	0	0	0	0	0
09:00 - 09:15	21	3	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	16	5	2	0	0	0	0	24.0	23	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	20	5	1	0	0	0	0	26.5	26	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	26	4	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0
Hourly Total	83	17	4	0	0	0	0	106	104	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	398	386	339	31	11	2	3	0	0	0	0
16:00 - 16:15	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	17	4	0	0	1	0	0	23.0	22	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	14	4	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	51	9	0	0	1	0	0	62	61	0	0	0	0	0	0	0	0	0
17:00 - 17:15	19	0	1	0	0	0	0	20.5	20	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	15	1	0	0	1	0	0	18.0	17	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	17	1	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	24	1	0	0	0	0	0	25.0	25	0	0	0	0	0	0	0	0.0	0
Hourly Total	75	3	1	0	1	0	0	82	80	0	0	0	0	0	0	0	0	0
18:00 - 18:15	17	0	0	0	0	1	0	17.4	18	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	25	1	0	0	1	0	0	28.0	27	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	25	1	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	26	2	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	93	4	0	0	1	1	0	99	99	0	0	0	0	0	0	0	0	0
Session Total	219	16	1	0	3	1	0	243	240	0	0	0	0	0	0	0	0	0

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	79	15	7	0	2	0	1	108.7	104	220	27	2	1	0	3	1	253.7	254
07:15 - 07:30	103	25	0	3	4	0	0	142.9	135	243	33	7	2	0	3	7	293.7	295
07:30 - 07:45	119	31	5	2	1	0	0	164.1	158	236	27	5	4	0	3	4	281.7	279
07:45 - 08:00	152	26	5	3	4	0	0	200.4	190	218	22	4	0	0	2	0	246.8	246
Hourly Total	453	97	17	8	11	0	1	616	587	917	109	18	7	0	11	12	1075	1074
08:00 - 08:15	163	18	4	3	2	0	0	197.9	190	193	11	5	0	0	1	2	212.3	212
08:15 - 08:30	157	25	9	5	1	0	0	209.0	197	187	14	4	1	2	0	3	213.9	211
08:30 - 08:45	143	16	9	0	0	0	1	172.7	169	206	19	5	4	2	2	1	246.7	239
08:45 - 09:00	147	22	6	2	0	1	0	183.0	178	199	17	7	3	1	1	0	235.8	228
Hourly Total	610	81	28	10	3	1	1	762	734	785	61	21	8	5	4	6	909	890
09:00 - 09:15	84	18	10	2	0	0	0	121.6	114	216	21	9	1	0	0	1	253.0	248
09:15 - 09:30	100	32	9	2	0	1	0	150.5	144	195	23	7	0	0	1	0	228.9	226
09:30 - 09:45	106	27	6	3	1	0	0	150.9	143	197	24	7	2	2	0	0	240.1	232
09:45 - 10:00	132	30	5	3	0	0	0	176.4	170	205	29	8	3	0	1	0	253.3	246
Hourly Total	422	107	30	10	1	1	0	599	571	813	97	31	6	2	2	1	976	952
Session Total	1485	285	75	28	15	2	2	1977	1892	2515	267	70	21	7	17	19	2960	2916
16:00 - 16:15	202	10	4	1	0	0	1	220.5	218	235	26	3	1	0	0	0	267.8	265
16:15 - 16:30	202	16	4	0	2	4	2	230.0	230	229	22	4	1	1	0	0	261.3	257
16:30 - 16:45	223	22	1	0	0	4	2	248.5	252	211	28	3	0	0	2	0	244.3	244
16:45 - 17:00	205	24	3	1	1	1	2	238.6	237	236	16	3	1	1	2	1	261.8	260
Hourly Total	832	72	12	2	3	9	7	938	937	911	92	13	3	2	4	1	1036	1026
17:00 - 17:15	235	19	2	1	0	2	0	260.1	259	184	19	2	0	2	1	1	210.6	209
17:15 - 17:30	253	14	1	0	1	1	1	271.1	271	234	14	1	0	0	0	0	249.5	249
17:30 - 17:45	272	19	1	0	0	1	1	293.1	294	199	12	2	0	0	0	0	214.0	213
17:45 - 18:00	253	16	2	0	0	4	6	274.8	281	186	14	0	0	2	0	0	204.0	202
Hourly Total	1013	68	6	1	1	8	8	1099	1105	803	59	5	0	4	1	1	878	873
18:00 - 18:15	236	10	0	0	0	3	1	247.4	250	182	11	0	1	2	1	0	199.7	197
18:15 - 18:30	254	9	1	0	1	1	1	267.1	267	171	11	2	0	1	1	0	187.4	186
18:30 - 18:45	237	12	0	0	0	0	1	249.2	250	180	7	0	0	2	1	1	191.6	191
18:45 - 19:00	241	12	0	0	0	2	1	254.0	256	174	6	0	0	3	0	0	186.0	183
Hourly Total	968	43	1	0	1	6	4	1018	1023	707	35	2	1	8	3	1	764	757
Session Total	2813	183	19	3	5	23	19	3055	3065	2421	186	20	4	14	8	3	2678	2656

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

Approach: C - Andrew Road

	C to D									C to E								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0

	C to F									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	0	2.0	2
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0	0	2.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1	0	0	0	0	1	0	0	2	1
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0	0	2.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1
Session Total	0	1	0	0	0	0	0	1	1	0	2	0	0	2	0	0	6	4
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0	0	2.0	1
16:15 - 16:30	0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	0	0	0	0	1	0	0	2	1	1	0	0	0	1	0	0	3	2
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0	0	2.0	1
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	2
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	1	0	0	2	1	2	0	0	0	2	0	0	6	4

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

Approach: D - B4267 Redlands Road

	D to E									D to F								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	6	2	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	9	2	0	0	0	0	1	11.2	12	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	9	0	0	0	1	0	1	11.2	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	32	6	0	0	1	0	2	40	41	0	0	0	0	0	0	0	0	0
08:00 - 08:15	17	1	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	18	2	0	0	0	0	1	20.2	21	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	24	1	0	0	1	0	0	27.0	26	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	26	2	2	0	2	0	0	35.0	32	0	0	0	0	0	0	0	0.0	0
Hourly Total	85	6	2	0	3	0	1	100	97	0	0	0	0	0	0	0	0	0
09:00 - 09:15	41	6	2	0	0	0	0	50.0	49	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	27	1	0	0	0	1	0	28.4	29	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	17	4	2	0	1	0	0	26.0	24	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	13	2	0	0	1	0	0	17.0	16	0	0	0	0	0	0	0	0.0	0
Hourly Total	98	13	4	0	2	1	0	121	118	1	0	0	0	0	0	0	1	1
Session Total	215	25	6	0	6	1	3	261	256	1	0	0	0	0	0	0	1	1
16:00 - 16:15	29	1	0	0	0	1	0	30.4	31	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	21	1	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	19	0	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	28	3	0	0	1	0	0	33.0	32	1	0	0	0	0	0	0	1.0	1
Hourly Total	97	5	0	0	1	1	0	104	104	1	0	0	0	0	0	0	1	1
17:00 - 17:15	18	4	0	0	0	0	1	22.2	23	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	28	2	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	16	3	0	0	0	0	1	19.2	20	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	10	0	0	0	1	0	0	12.0	11	1	0	0	0	0	0	0	1.0	1
Hourly Total	72	9	0	0	1	0	2	83	84	1	0	0	0	0	0	0	1	1
18:00 - 18:15	21	0	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	25	1	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	18	2	0	0	0	1	0	20.4	21	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	28	0	0	0	1	0	0	30.0	29	0	0	0	0	0	0	0	0.0	0
Hourly Total	92	3	0	0	1	1	0	97	97	0	0	0	0	0	0	0	0	0
Session Total	261	17	0	0	3	2	2	284	285	2	0	0	0	0	0	0	2	2

	D to A									D to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	32	1	0	0	0	0	1	33.2	34	82	10	2	0	0	0	1	95.2	95
07:15 - 07:30	52	5	1	0	0	1	0	58.9	59	112	11	1	2	0	0	3	129.7	129
07:30 - 07:45	91	7	1	0	0	2	1	100.5	102	122	6	1	0	0	1	0	129.9	130
07:45 - 08:00	87	4	1	0	0	0	0	92.5	92	98	13	0	0	0	1	0	111.4	112
Hourly Total	262	17	3	0	0	3	2	285	287	414	40	4	2	0	2	4	467	466
08:00 - 08:15	82	3	0	0	1	0	0	87.0	86	92	3	3	0	0	0	0	99.5	98
08:15 - 08:30	87	3	0	0	1	0	0	92.0	91	93	5	0	0	1	0	1	100.2	100
08:30 - 08:45	103	2	0	0	0	0	0	105.0	105	103	10	1	2	1	1	0	121.5	118
08:45 - 09:00	83	5	1	0	1	0	0	91.5	90	108	8	3	0	0	0	0	120.5	119
Hourly Total	355	13	1	0	3	0	0	376	372	396	26	7	2	2	1	1	442	435
09:00 - 09:15	63	6	0	0	0	0	0	69.0	69	98	5	3	0	0	0	0	107.5	106
09:15 - 09:30	50	6	0	0	0	0	0	56.0	56	111	9	2	0	0	1	0	123.4	123
09:30 - 09:45	31	5	2	0	1	0	1	41.2	40	60	8	0	1	1	0	0	72.3	70
09:45 - 10:00	28	8	0	0	0	0	0	36.0	36	84	9	3	0	0	1	0	97.9	97
Hourly Total	172	25	2	0	1	0	1	202	201	353	31	8	1	1	2	0	401	396
Session Total	789	55	6	0	4	3	3	863	860	1163	97	19	5	3	5	5	1310	1297
16:00 - 16:15	56	5	0	0	1	0	0	63.0	62	80	8	1	0	0	0	0	89.5	89
16:15 - 16:30	33	5	1	0	1	1	0	41.9	41	92	8	2	0	0	0	0	103.0	102
16:30 - 16:45	32	2	2	0	1	0	0	39.0	37	71	7	1	0	0	2	0	80.3	81
16:45 - 17:00	32	3	0	0	0	0	0	35.0	35	70	5	1	0	0	0	0	76.5	76
Hourly Total	153	15	3	0	3	1	0	179	175	313	28	5	0	0	2	0	350	348
17:00 - 17:15	25	2	0	0	0	0	0	27.0	27	54	6	1	0	0	1	1	62.1	63
17:15 - 17:30	23	2	0	0	1	0	1	27.2	27	70	2	0	0	0	0	0	72.0	72
17:30 - 17:45	31	1	0	0	1	0	0	34.0	33	67	5	0	0	0	0	0	72.0	72
17:45 - 18:00	39	2	0	0	1	0	0	43.0	42	64	2	0	0	1	0	0	68.0	67
Hourly Total	118	7	0	0	3	0	1	131	129	255	15	1	0	1	1	1	274	274
18:00 - 18:15	26	2	0	0	1	0	0	30.0	29	69	6	0	0	1	1	0	77.4	77
18:15 - 18:30	19	0	0	0	0	0	0	19.0	19	52	2	0	0	1	0	0	56.0	55
18:30 - 18:45	26	2	0	0	0	0	0	28.0	28	64	1	0	0	0	0	1	65.2	66
18:45 - 19:00	20	3	0	0	0	0	0	23.0	23	53	4	0	0	1	0	0	59.0	58
Hourly Total	91	7	0	0	1	0	0	100	99	238	13	0	0	3	1	1	257	256
Session Total	362	29	3	0	7	1	1	410	403	806	56	6	0	4	4	2	881	878

	D to C									D to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	120	13	2	0	0	0	2	136.4	137	34	4	1	0	0	0	0	39.5	39
07:15 - 07:30	173	18	2	2	0	1	4	199.8	200	46	4	0	0	1	0	1	52.2	52
07:30 - 07:45	221	15	2	0	0	3	1	240.4	242	79	20	2	0	3	0	0	108.0	104
07:45 - 08:00	194	17	1	0	1	1	1	215.1	215	113	16	2	0	1	0	0	134.0	132
Hourly Total	708	63	7	2	1	5	8	793	794	272	44	5	0	5	0	1	334	327
08:00 - 08:15	191	7	3	0	1	0	0	204.5	202	150	14	2	0	2	0	0	171.0	168
08:15 - 08:30	198	10	0	0	2	0	2	212.4	212	124	14	6	0	2	0	1	151.2	147
08:30 - 08:45	230	13	1	2	2	1	0	253.5	249	73	6	3	0	1	0	1	85.7	84
08:45 - 09:00	217	15	6	0	3	0	0	247.0	241	102	9	1	0	1	0	0	114.5	113
Hourly Total	836	45	10	2	8	1	2	917	904	449	43	12	0	6	0	2	522	512
09:00 - 09:15	202	17	5	0	0	0	0	226.5	224	87	13	3	0	0	0	1	104.7	104
09:15 - 09:30	188	16	2	0	0	2	0	207.8	208	73	15	2	1	1	0	0	95.3	92
09:30 - 09:45	109	17	4	1	3	0	1	140.5	135	74	11	0	0	2	0	0	89.0	87
09:45 - 10:00	125	19	3	0	1	1	0	150.9	149	87	12	3	0	2	0	0	107.5	104
Hourly Total	624	69	14	1	4	3	1	725	716	321	51	8	1	5	0	1	396	387
Session Total	2168	177	31	5	13	9	11	2435	2414	1042	138	25	1	16	0	4	1252	1226
16:00 - 16:15	165	14	1	0	1	1	0	182.9	182	177	11	1	0	0	1	0	189.9	190
16:15 - 16:30	146	14	3	0	1	1	0	166.9	165	154	16	1	0	3	0	0	177.5	174
16:30 - 16:45	122	9	3	0	1	2	0	138.3	137	169	17	3	0	1	1	0	192.9	191
16:45 - 17:00	131	11	1	0	1	0	0	145.5	144	168	13	3	0	2	1	3	190.5	190
Hourly Total	564	48	8	0	4	4	0	634	628	668	57	8	0	6	3	3	751	745
17:00 - 17:15	97	12	1	0	0	1	2	111.3	113	207	11	0	0	1	1	1	220.6	221
17:15 - 17:30	121	6	0	0	1	0	1	129.2	129	204	7	0	0	1	0	2	213.4	214
17:30 - 17:45	114	9	0	0	1	0	1	125.2	125	216	11	1	0	1	0	1	230.7	230
17:45 - 18:00	114	4	0	0	3	0	0	124.0	121	199	12	0	0	1	2	3	214.4	217
Hourly Total	446	31	1	0	5	1	4	490	488	826	41	1	0	4	3	7	879	882
18:00 - 18:15	116	8	0	0	2	1	0	128.4	127	144	7	0	0	2	1	0	155.4	154
18:15 - 18:30	96	3	0	0	1	0	0	101.0	100	167	3	0	0	0	1	1	170.6	172
18:30 - 18:45	108	5	0	0	0	1	1	113.6	115	138	4	0	0	0	0	1	142.2	143
18:45 - 19:00	101	7	0	0	2	0	0	112.0	110	154	5	0	0	0	1	0	159.4	160
Hourly Total	421	23	0	0	5	2	1	455	452	603	19	0	0	2	3	2	627	629
Session Total	1431	102	9	0	14	7	5	1579	1568	2097	117	9	0	12	9	12	2257	2256

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

Approach: E - A4055 Cardiff Road

	E to F								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	1	0	0	0	0	0	0	1	1

	E to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	32	1	0	0	0	0	0	33.0	33
07:15 - 07:30	33	1	0	0	1	0	0	36.0	35
07:30 - 07:45	30	2	0	0	0	0	0	32.0	32
07:45 - 08:00	39	5	0	0	2	0	0	48.0	46
Hourly Total	134	9	0	0	3	0	0	149	146
08:00 - 08:15	44	1	0	0	0	0	0	45.0	45
08:15 - 08:30	27	0	1	0	2	0	0	32.5	30
08:30 - 08:45	36	1	0	0	1	0	0	39.0	38
08:45 - 09:00	33	4	2	0	1	0	0	42.0	40
Hourly Total	140	6	3	0	4	0	0	159	153
09:00 - 09:15	32	1	1	0	0	0	0	34.5	34
09:15 - 09:30	22	2	0	0	1	0	0	26.0	25
09:30 - 09:45	28	0	0	0	1	0	0	30.0	29
09:45 - 10:00	33	2	0	0	1	0	0	37.0	36
Hourly Total	115	5	1	0	3	0	0	128	124
Session Total	389	20	4	0	10	0	0	436	423
16:00 - 16:15	14	1	1	0	1	0	0	18.5	17
16:15 - 16:30	16	4	0	0	1	1	0	22.4	22
16:30 - 16:45	21	3	0	0	1	0	0	26.0	25
16:45 - 17:00	15	3	1	0	1	0	0	21.5	20
Hourly Total	66	11	2	0	4	1	0	88	84
17:00 - 17:15	13	1	0	0	1	0	0	16.0	15
17:15 - 17:30	24	0	0	0	0	0	0	24.0	24
17:30 - 17:45	16	2	0	0	2	0	0	22.0	20
17:45 - 18:00	25	0	0	0	0	0	0	25.0	25
Hourly Total	78	3	0	0	3	0	0	87	84
18:00 - 18:15	18	1	0	0	1	0	0	21.0	20
18:15 - 18:30	29	1	1	0	0	0	0	31.5	31
18:30 - 18:45	29	1	0	0	2	0	0	34.0	32
18:45 - 19:00	29	1	0	0	0	0	0	30.0	30
Hourly Total	105	4	1	0	3	0	0	117	113
Session Total	249	18	3	0	10	1	0	292	281

	E to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	123	14	0	1	0	3	0	140.5	141
07:15 - 07:30	117	20	5	0	0	3	3	146.3	148
07:30 - 07:45	94	20	3	4	0	2	2	128.9	125
07:45 - 08:00	103	7	3	0	0	1	0	114.9	114
Hourly Total	437	61	11	5	0	9	5	532	528
08:00 - 08:15	88	6	2	0	0	1	2	97.8	99
08:15 - 08:30	82	9	3	1	0	0	2	98.2	97
08:30 - 08:45	92	9	3	2	1	1	1	112.7	109
08:45 - 09:00	81	7	3	3	0	1	0	99.8	95
Hourly Total	343	31	11	6	1	3	5	409	400
09:00 - 09:15	100	13	5	1	0	0	1	123.0	120
09:15 - 09:30	71	14	3	0	0	0	0	89.5	88
09:30 - 09:45	114	14	7	0	0	0	0	138.5	135
09:45 - 10:00	98	19	2	2	0	0	0	124.6	121
Hourly Total	383	60	17	3	0	0	1	476	464
Session Total	1163	152	39	14	1	12	11	1417	1392
16:00 - 16:15	99	16	2	1	0	0	0	120.3	118
16:15 - 16:30	98	13	1	1	1	0	0	116.8	114
16:30 - 16:45	108	18	2	0	0	0	0	129.0	128
16:45 - 17:00	116	10	2	1	0	1	1	131.9	131
Hourly Total	421	57	7	3	1	1	1	498	491
17:00 - 17:15	93	12	1	0	1	0	0	108.5	107
17:15 - 17:30	117	11	1	0	0	0	0	129.5	129
17:30 - 17:45	105	7	2	0	0	0	0	115.0	114
17:45 - 18:00	94	12	0	0	0	0	0	106.0	106
Hourly Total	409	42	4	0	1	0	0	459	456
18:00 - 18:15	89	5	0	1	1	0	0	98.3	96
18:15 - 18:30	97	9	2	0	0	0	0	109.0	108
18:30 - 18:45	89	5	0	0	1	1	0	96.4	96
18:45 - 19:00	96	2	0	0	2	0	0	102.0	100
Hourly Total	371	21	2	1	4	1	0	405	400
Session Total	1201	120	13	4	6	2	1	1362	1347

	E to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

	E to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	6	0	0	0	0	0	0	6.0	6
07:15 - 07:30	9	0	0	0	0	0	1	9.2	10
07:30 - 07:45	16	2	1	0	3	0	0	25.5	22
07:45 - 08:00	18	2	0	0	0	0	0	20.0	20
Hourly Total	49	4	1	0	3	0	1	61	58
08:00 - 08:15	21	1	0	0	1	0	0	24.0	23
08:15 - 08:30	25	0	0	0	1	0	1	27.2	27
08:30 - 08:45	12	1	0	0	1	0	0	15.0	14
08:45 - 09:00	29	0	0	0	1	0	0	31.0	30
Hourly Total	87	2	0	0	4	0	1	97	94
09:00 - 09:15	31	7	1	0	0	0	1	39.7	40
09:15 - 09:30	20	0	0	1	0	0	0	22.3	21
09:30 - 09:45	20	1	0	0	0	0	0	21.0	21
09:45 - 10:00	19	0	0	0	2	0	0	23.0	21
Hourly Total	90	8	1	1	2	0	1	106	103
Session Total	0	0	0	0	0	0	0	264	255
16:00 - 16:15	24	2	0	0	0	0	0	26.0	26
16:15 - 16:30	27	3	0	0	0	0	0	30.0	30
16:30 - 16:45	23	0	1	0	0	0	0	24.5	24
16:45 - 17:00	26	1	0	0	1	0	1	29.2	29
Hourly Total	100	6	1	0	1	0	1	110	109
17:00 - 17:15	27	2	0	0	1	0	1	31.2	31
17:15 - 17:30	22	1	0	0	0	0	1	23.2	24
17:30 - 17:45	22	1	0	0	1	0	0	25.0	24
17:45 - 18:00	34	1	0	0	0	0	0	35.0	35
Hourly Total	105	5	0	0	2	0	2	114	114
18:00 - 18:15	19	0	0	0	1	0	0	21.0	20
18:15 - 18:30	33	0	0	0	0	0	0	33.0	33
18:30 - 18:45	30	0	0	0	0	0	0	30.0	30
18:45 - 19:00	28	1	0	0	0	1	0	29.4	30
Hourly Total	110	1	0	0	1	1	0	113	113
Session Total	315	12	1	0	4	1	3	337	336

	E to E								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	226	14	2	1	9	0	3	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

	From E								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	161	15	0	1	0	3	0	179.5	180
07:15 - 07:30	159	21	5	0	1	3	4	191.5	193
07:30 - 07:45	140	24	4	4	3	2	2	186.4	179
07:45 - 08:00	160	14	3	0	2	1	0	182.9	180
Hourly Total	620	74	12	5	6	9	6	741	732
08:00 - 08:15	153	8	2	0	1	1	2	166.8	167
08:15 - 08:30	134	9	4	1	3	0	3	157.9	154
08:30 - 08:45	140	11	3	2	3	1	1	166.7	161
08:45 - 09:00	143	11	5	3	2	1	0	172.8	165
Hourly Total	570	39	14	6	9	3	6	664	647
09:00 - 09:15	163	21	7	1	0	0	2	197.2	194
09:15 - 09:30	113	16	3	1	1	0	0	137.8	134
09:30 - 09:45	162	15	7	0	1	0	0	189.5	185
09:45 - 10:00	150	21	2	2	3	0	0	184.6	178
Hourly Total	588	73	19	4	5	0	2	709	691
Session Total	1778	186	45	15	20	12	14	2114	2070
16:00 - 16:15	137	19	3	1	1	0	0	164.8	161
16:15 - 16:30	141	20	1	1	2	1	0	169.2	166
16:30 - 16:45	152	21	3	0	1	0	0	179.5	177
16:45 - 17:00	157	14	3	1	2	1	2	182.6	180
Hourly Total	587	74	10	3	6	2	2	696	684
17:00 - 17:15	133	15	1	0	3	0	1	155.7	153
17:15 - 17:30	163	12	1	0	0	0	1	176.7	177
17:30 - 17:45	143	10	2	0	3	0	0	162.0	158
17:45 - 18:00	153	13	0	0	0	0	0	166.0	166
Hourly Total	592	50	4	0	6	0	2	660	654
18:00 - 18:15	126	6	0	1	3	0	0	140.3	136
18:15 - 18:30	159	10	3	0	0	0	0	173.5	172
18:30 - 18:45	149	6	0	0	3	1	0	161.4	159
18:45 - 19:00	153	4	0	0	2	1	0	161.4	160
Hourly Total	587	26	3	1	8	2	0	637	627
Session Total	1766	150	17	4	20	4	4	1993	1965

	To E								
TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	63	13	5	0	2	0	1	87.7	84
07:15 - 07:30	81	22	0	3	4	0	1	118.1	111
07:30 - 07:45	87	23	4	2	2	0	0	124.6	118
07:45 - 08:00	93	17	4	3	3	0	1	129.1	121
Hourly Total	324	75	13	8	11	0	3	460	434
08:00 - 08:15	77	15	4	3	4	0	0	112.9	103
08:15 - 08:30	74	19	3	5	0	0	1	109.2	102
08:30 - 08:45	104	15	5	0	2	0	0	130.5	126
08:45 - 09:00	102	15	8	0	3	1	0	135.4	129
Hourly Total	357	64	20	8	9	1	1	487	460
09:00 - 09:15	99	18	9	2	0	0	0	135.1	128
09:15 - 09:30	96	16	5	2	1	2	0	126.9	122
09:30 - 09:45	93	24	8	3	2	0	0	139.9	130
09:45 - 10:00	85	24	3	3	2	0	0	124.4	117
Hourly Total	373	82	25	10	5	2	0	527	497
Session Total	1054	221	58	26	25	3	4	1474	1391
16:00 - 16:15	144	8	3	1	1	1	1	161.4	159
16:15 - 16:30	142	7	4	0	1	4	2	159.0	160
16:30 - 16:45	171	11	0	0	1	3	2	185.6	188
16:45 - 17:00	148	15	0	1	2	1	1	169.9	168
Hourly Total	605	41	7	2	5	9	6	677	675
17:00 - 17:15	153	17	1	1	1	1	1	176.4	175
17:15 - 17:30	177	10	1	0	0	1	1	189.1	190
17:30 - 17:45	171	14	0	0	1	2	3	188.4	191
17:45 - 18:00	157	8	2	0	3	2	3	175.4	175
Hourly Total	658	49	4	1	5	6	8	729	731
18:00 - 18:15	175	7	0	0	0	1	1	182.6	184
18:15 - 18:30	175	10	2	0	2	0	1	192.2	190
18:30 - 18:45	164	9	0	0	0	1	1	173.6	175
18:45 - 19:00	158	7	0	0	2	2	1	170.0	170
Hourly Total	672	33	2	0	4	4	4	719	719
Session Total	1935	123	13	3	14	19	18	2125	2125

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

Approach: F - Corbett Road

F to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	3	0	0	0	0	0	0	3	3
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
Session Total	3	0	0	0	0	0	0	3	3

F to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	1	0	0	0	0	0	0	1	1
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	2	2
Session Total	2	0	0	0	0	0	0	2	2

F to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

F to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
09:00 - 09:15	0	1	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	1	0	0	0	0	0	2	2
Session Total	0	0	0	0	0	0	0	5	5
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	1	0	0	0	0	0	0	1	1

F to E

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	4	1	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

F to F

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From F

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	3	0	0	0	0	0	0	3.0	3
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	5	0	0	0	0	0	0	5	5
09:00 - 09:15	0	1	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	2	1	0	0	0	0	0	3	3
Session Total	8	1	0	0	0	0	0	9	9
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	2	2
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	4	0	0	0	0	0	0	4	4
Session Total	6	0	0	0	0	0	0	6	6

To F

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
Session Total	1	0	0	0	0	0	0	1	1
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	2	2
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	2	2
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	4	0	0	0	0	0	0	4	4
Session Total	8	0	0	0	0	0	0	8	8

Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - B4267 Penlan Road / B - A4055 Barry Road / C - Andrew Road / D - B4267 Redlands Road / E - A4055 Cardiff Road / F - Corbett Road

	A - B4267 Penlan Road		B - A4055 Barry Road		C - Andrew Road	D - B4267 Redlands Road		E - A4055 Cardiff Road		F - Corbett Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	4	1	10	5	0	2	10	16	1	0
07:05 - 07:10	2	1	11	4	0	8	8	10	2	0
07:10 - 07:15	4	3	9	3	0	7	22	23	1	0
07:15 - 07:20	5	1	9	2	0	12	26	37	1	0
07:20 - 07:25	5	2	4	4	0	8	22	128	1	0
07:25 - 07:30	4	4	12	4	0	11	32	125	2	0
07:30 - 07:35	8	6	4	3	0	18	43	75	2	0
07:35 - 07:40	11	8	14	8	0	18	49	72	2	1
07:40 - 07:45	7	2	15	3	0	14	85	68	1	0
07:45 - 07:50	5	4	14	5	0	18	93	65	1	0
07:50 - 07:55	12	5	12	5	0	14	93	132	4	0
07:55 - 08:00	12	5	16	7	0	16	93	68	2	0
08:00 - 08:05	16	4	15	7	1	14	93	63	4	1
08:05 - 08:10	12	3	16	8	0	18	93	117	1	0
08:10 - 08:15	14	2	13	11	0	18	93	124	1	0
08:15 - 08:20	10	1	17	14	0	18	93	119	1	0
08:20 - 08:25	11	1	10	16	0	18	93	128	3	1
08:25 - 08:30	10	1	16	13	0	18	93	121	4	1
08:30 - 08:35	5	2	12	6	0	16	93	123	2	0
08:35 - 08:40	5	2	8	7	0	18	93	126	2	0
08:40 - 08:45	7	3	10	9	0	19	93	122	1	0
08:45 - 08:50	8	1	15	11	0	18	33	125	5	0
08:50 - 08:55	12	3	8	11	0	18	23	119	5	0
08:55 - 09:00	8	4	12	5	0	15	16	125	4	0
09:00 - 09:05	11	4	10	9	0	17	36	124	1	1
09:05 - 09:10	9	3	4	3	0	18	40	125	5	0
09:10 - 09:15	9	3	9	3	0	18	33	128	3	0
09:15 - 09:20	10	1	12	5	0	16	34	120	3	0
09:20 - 09:25	11	4	13	6	0	12	12	119	4	0
09:25 - 09:30	4	3	3	4	0	7	18	128	3	0
09:30 - 09:35	4	3	12	6	0	8	11	119	4	0
09:35 - 09:40	9	4	10	5	0	7	12	123	1	0
09:40 - 09:45	12	6	9	7	0	10	15	118	1	0
09:45 - 09:50	9	3	7	8	0	10	18	124	3	1
09:50 - 09:55	8	3	13	7	0	10	15	119	1	0
09:55 - 10:00	7	3	7	3	0	6	13	69	2	0
16:00 - 16:05	33	4	12	2	0	17	32	22	2	0
16:05 - 16:10	28	4	30	5	0	17	54	29	2	1
16:10 - 16:15	17	5	30	3	0	12	49	43	5	0
16:15 - 16:20	14	9	30	5	0	10	42	23	5	0
16:20 - 16:25	15	4	10	5	0	11	31	19	2	0
16:25 - 16:30	27	6	21	6	2	8	15	27	2	0
16:30 - 16:35	23	5	30	4	0	11	8	21	3	0
16:35 - 16:40	9	7	30	7	0	9	25	21	5	0
16:40 - 16:45	35	7	23	4	0	6	15	25	1	0
16:45 - 16:50	32	5	30	3	0	6	15	26	9	1
16:50 - 16:55	22	5	21	2	0	11	20	21	3	0
16:55 - 17:00	25	2	19	5	0	10	13	28	3	0
17:00 - 17:05	25	5	23	5	0	12	8	15	7	0
17:05 - 17:10	15	7	22	6	0	6	9	11	2	0
17:10 - 17:15	22	6	24	3	0	10	10	10	2	0
17:15 - 17:20	19	7	19	2	0	9	10	23	1	0
17:20 - 17:25	32	5	30	7	0	8	14	34	1	0
17:25 - 17:30	30	4	30	6	0	4	12	20	4	0
17:30 - 17:35	24	5	12	2	0	7	17	13	2	0
17:35 - 17:40	13	3	30	6	0	8	8	13	3	0
17:40 - 17:45	21	9	26	3	0	10	10	19	5	0
17:45 - 17:50	14	11	30	4	0	6	7	7	3	0
17:50 - 17:55	16	3	20	5	0	10	13	22	3	0
17:55 - 18:00	7	2	30	6	0	4	10	20	3	0
18:00 - 18:05	6	3	18	3	0	6	11	26	3	0
18:05 - 18:10	13	2	10	5	0	6	12	10	1	1
18:10 - 18:15	5	3	18	6	0	6	8	14	3	0
18:15 - 18:20	9	1	19	6	0	7	11	14	5	0
18:20 - 18:25	9	7	18	4	0	12	7	31	2	0
18:25 - 18:30	8	3	12	5	0	5	8	24	3	0
18:30 - 18:35	7	3	19	4	0	8	7	9	3	0
18:35 - 18:40	6	2	10	9	0	7	6	17	6	0
18:40 - 18:45	7	2	15	5	0	9	10	13	3	0
18:45 - 18:50	5	1	18	7	0	3	12	10	3	0
18:50 - 18:55	7	2	12	2	0	10	12	17	5	1
18:55 - 19:00	4	2	19	5	0	5	7	6	5	1

Barons Court (Junction 11)

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - A4160 Penarth Road / B - A4055 / C - AA4160 Cogan Hill / D - A4055 Barry Road

Approach: A - A4160 Penarth Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	13	6	0	0	0	1	0	19.4	20
07:15 - 07:30	18	5	3	1	0	0	0	29.8	27
07:30 - 07:45	28	7	1	0	0	0	0	36.5	36
07:45 - 08:00	23	3	0	0	0	0	0	26.0	26
Hourly Total	82	21	4	1	0	1	0	111	109
08:00 - 08:15	24	5	1	0	0	1	0	30.9	31
08:15 - 08:30	34	6	0	1	0	0	0	42.3	41
08:30 - 08:45	39	13	1	1	0	0	0	55.8	54
08:45 - 09:00	36	13	1	2	0	0	0	55.1	52
Hourly Total	133	37	3	4	0	1	0	184	178
09:00 - 09:15	44	11	3	3	0	1	0	66.8	62
09:15 - 09:30	24	8	1	0	0	1	0	33.9	34
09:30 - 09:45	24	7	1	2	0	0	0	37.1	34
09:45 - 10:00	18	10	4	2	0	0	0	38.6	34
Hourly Total	110	36	9	7	0	2	0	177	164
Session Total	325	94	16	12	0	4	0	472	451
16:00 - 16:15	55	8	1	0	0	0	0	64.5	64
16:15 - 16:30	21	4	1	0	0	1	0	26.9	27
16:30 - 16:45	40	8	1	1	0	0	0	51.8	50
16:45 - 17:00	31	2	0	0	0	4	0	34.6	37
Hourly Total	147	22	3	1	0	5	0	178	178
17:00 - 17:15	38	4	2	0	0	0	0	45.0	44
17:15 - 17:30	35	5	1	0	0	0	0	41.5	41
17:30 - 17:45	27	4	0	0	0	0	0	31.0	31
17:45 - 18:00	22	2	0	0	0	1	0	24.4	25
Hourly Total	122	15	3	0	0	1	0	142	141
18:00 - 18:15	24	3	0	0	0	0	0	27.0	27
18:15 - 18:30	27	5	0	0	0	0	0	32.0	32
18:30 - 18:45	18	1	0	0	0	0	0	19.0	19
18:45 - 19:00	19	0	1	0	0	0	0	20.5	20
Hourly Total	88	9	1	0	0	0	0	99	98
Session Total	357	46	7	1	0	6	0	419	417

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	8	3	0	0	1	1	1	13.6	14
07:15 - 07:30	14	8	1	0	2	0	0	27.5	25
07:30 - 07:45	19	4	1	0	2	0	0	28.5	26
07:45 - 08:00	28	8	2	0	1	0	0	41.0	39
Hourly Total	69	23	4	0	6	1	1	110	104
08:00 - 08:15	22	8	1	0	1	0	0	33.5	32
08:15 - 08:30	41	8	0	0	1	0	2	51.4	52
08:30 - 08:45	39	4	0	0	2	0	0	47.0	45
08:45 - 09:00	31	8	1	0	1	0	0	42.5	41
Hourly Total	133	28	2	0	5	0	2	174	170
09:00 - 09:15	29	3	1	0	1	0	0	35.5	34
09:15 - 09:30	36	7	0	0	3	0	0	49.0	46
09:30 - 09:45	25	8	0	0	1	1	0	35.4	35
09:45 - 10:00	32	5	2	0	2	1	0	44.4	42
Hourly Total	122	23	3	0	7	2	0	165	157
Session Total	324	74	9	0	18	3	3	449	431
16:00 - 16:15	54	8	0	0	2	0	1	66.2	65
16:15 - 16:30	71	9	1	0	1	1	0	83.9	83
16:30 - 16:45	56	11	1	0	1	0	0	70.5	69
16:45 - 17:00	66	5	0	0	2	3	0	76.2	76
Hourly Total	247	33	2	0	6	4	1	297	293
17:00 - 17:15	69	4	0	0	1	0	2	75.4	76
17:15 - 17:30	78	3	0	0	1	0	0	83.0	82
17:30 - 17:45	85	4	0	0	2	0	0	93.0	91
17:45 - 18:00	74	1	0	0	1	2	1	78.0	79
Hourly Total	306	12	0	0	5	2	3	330	328
18:00 - 18:15	68	6	0	0	2	0	0	78.0	76
18:15 - 18:30	66	6	0	0	1	0	0	74.0	73
18:30 - 18:45	50	1	0	0	2	1	0	55.4	54
18:45 - 19:00	37	2	0	0	1	1	0	41.4	41
Hourly Total	221	15	0	0	6	2	0	249	244
Session Total	774	60	2	0	17	8	4	876	865

A to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	6	2	0	0	2	0	1	12.2	11
07:15 - 07:30	11	5	0	0	3	0	0	22.0	19
07:30 - 07:45	18	8	4	0	1	0	0	34.0	31
07:45 - 08:00	38	5	1	1	0	0	0	46.8	45
Hourly Total	73	20	5	1	6	0	1	115	106
08:00 - 08:15	39	5	0	0	1	0	0	46.0	45
08:15 - 08:30	33	9	3	0	0	0	0	46.5	45
08:30 - 08:45	16	6	2	0	0	0	0	25.0	24
08:45 - 09:00	21	9	0	0	0	0	0	30.0	30
Hourly Total	109	29	5	0	1	0	0	148	144
09:00 - 09:15	19	4	2	0	0	0	0	26.0	25
09:15 - 09:30	20	9	1	0	0	0	0	30.5	30
09:30 - 09:45	16	6	1	0	0	0	0	23.5	23
09:45 - 10:00	23	12	1	1	0	0	0	38.8	37
Hourly Total	78	31	5	1	0	0	0	119	115
Session Total	260	80	15	2	7	0	1	382	365
16:00 - 16:15	47	2	1	0	0	0	0	50.5	50
16:15 - 16:30	53	4	1	0	0	0	1	58.7	59
16:30 - 16:45	72	9	0	0	0	2	1	82.0	84
16:45 - 17:00	51	7	1	0	0	1	1	60.1	61
Hourly Total	223	22	3	0	0	3	3	252	254
17:00 - 17:15	70	8	1	0	0	1	0	79.9	80
17:15 - 17:30	79	6	0	0	0	1	1	85.6	87
17:30 - 17:45	92	8	1	0	0	1	0	101.9	102
17:45 - 18:00	53	8	0	0	0	2	3	62.4	66
Hourly Total	294	30	2	0	0	5	4	330	335
18:00 - 18:15	67	3	0	0	0	0	0	70.0	70
18:15 - 18:30	56	4	0	0	0	0	1	60.2	61
18:30 - 18:45	42	3	0	0	0	0	0	45.0	45
18:45 - 19:00	41	3	0	0	0	0	0	44.0	44
Hourly Total	206	13	0	0	0	0	1	219	220
Session Total	723	65	5	0	0	8	8	801	809

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	27	11	0	0	3	2	2	45.2	45
07:15 - 07:30	43	18	4	1	5	0	0	79.3	71
07:30 - 07:45	65	19	6	0	3	0	0	99.0	93
07:45 - 08:00	89	16	3	1	1	0	0	113.8	110
Hourly Total	224	64	13	2	12	2	2	338	319
08:00 - 08:15	85	18	2	0	2	1	0	110.4	108
08:15 - 08:30	108	23	3	1	1	0	2	140.2	138
08:30 - 08:45	94	23	3	1	2	0	0	127.8	123
08:45 - 09:00	88	30	2	2	1	0	0	127.6	123
Hourly Total	375	94	10	4	6	1	2	505	492
09:00 - 09:15	92	18	6	3	1	1	0	128.3	121
09:15 - 09:30	80	24	2	0	3	1	0	113.4	110
09:30 - 09:45	65	21	2	2	1	1	0	96.0	92
09:45 - 10:00	73	27	7	3	2	1	0	121.8	113
Hourly Total	310	90	17	8	7	4	0	460	436
Session Total	909	248	40	14	25	7	4	1303	1247
16:00 - 16:15	156	18	2	0	2	0	1	181.2	179
16:15 - 16:30	145	17	3	0	1	2	1	169.5	169
16:30 - 16:45	168	28	2	1	1	2	1	204.3	203
16:45 - 17:00	148	14	1	0	2	8	1	170.9	174
Hourly Total	617	77	8	1	6	12	4	726	725
17:00 - 17:15	177	16	3	0	1	1	2	200.3	200
17:15 - 17:30	192	14	1	0	1	1	1	210.1	210
17:30 - 17:45	204	16	1	0	2	1	0	225.9	224
17:45 - 18:00	149	11	0	0	1	5	4	164.8	170
Hourly Total	722	57	5	0	5	8	7	801	804
18:00 - 18:15	159	12	0	0	2	0	0	175.0	173
18:15 - 18:30	149	15	0	0	1	0	1	166.2	166
18:30 - 18:45	110	5	0	0	2	1	0	119.4	118
18:45 - 19:00	97	5	1	0	1	1	0	105.9	105
Hourly Total	515	37	1	0	6	2	1	567	562
Session Total	1854	171	14	1	17	22	12	2094	2091

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	75	20	1	0	1	3	2	100.1	102
07:15 - 07:30	93	25	3	0	1	3	2	126.1	127
07:30 - 07:45	106	24	3	0	1	0	2	136.9	136
07:45 - 08:00	116	19	3	0	1	4	0	143.1	143
Hourly Total	390	88	10	0	4	10	6	506	508
08:00 - 08:15	133	12	3	3	2	0	0	160.4	153
08:15 - 08:30	144	17	1	1	3	1	0	171.2	167
08:30 - 08:45	144	16	2	1	1	1	0	167.7	165
08:45 - 09:00	116	14	4	0	3	1	1	142.6	139
Hourly Total	537	59	10	5	9	3	1	642	624
09:00 - 09:15	117	18	4	1	2	0	2	147.7	144
09:15 - 09:30	96	21	4	1	1	1	0	127.7	124
09:30 - 09:45	117	24	3	2	1	0	2	152.5	149
09:45 - 10:00	121	22	1	1	2	0	0	150.8	147
Hourly Total	451	85	12	5	6	1	4	579	564
Session Total	1378	232	32	10	19	14	11	1727	1696
16:00 - 16:15	106	17	3	1	2	0	1	134.0	130
16:15 - 16:30	98	17	1	1	2	0	0	122.8	119
16:30 - 16:45	95	15	3	1	1	0	0	118.8	115
16:45 - 17:00	100	13	2	0	2	1	1	120.6	119
Hourly Total	399	62	9	3	7	1	2	496	483
17:00 - 17:15	102	12	1	1	3	6	1	126.4	126
17:15 - 17:30	90	6	1	1	2	0	1	104.0	101
17:30 - 17:45	83	9	0	1	1	0	0	96.3	94
17:45 - 18:00	88	4	0	0	1	0	1	94.2	94
Hourly Total	363	31	2	3	7	6	3	421	415
18:00 - 18:15	92	7	0	1	2	0	0	105.3	102
18:15 - 18:30	83	10	1	0	3	0	0	100.5	97
18:30 - 18:45	85	5	1	0	2	0	2	95.9	95
18:45 - 19:00	67	4	0	0	5	1	0	81.4	77
Hourly Total	327	26	2	1	12	1	2	382	371
Session Total	1089	119	13	7	26	8	7	1299	1269

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - A4160 Penarth Road / B - A4055 / C - AA4160 Cogan Hill / D - A4055 Barry Road

Approach: B - A4055

B to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	45	7	1	0	0	1	0	53.9	54
07:15 - 07:30	69	9	1	0	0	0	0	79.5	79
07:30 - 07:45	100	30	2	0	1	0	0	135.0	133
07:45 - 08:00	153	18	2	2	1	0	0	180.6	176
Hourly Total	367	64	6	2	2	1	0	449	442
08:00 - 08:15	177	15	4	2	0	0	0	202.6	198
08:15 - 08:30	178	23	6	0	0	0	0	210.0	207
08:30 - 08:45	148	14	1	1	0	0	0	165.8	164
08:45 - 09:00	133	16	1	0	0	0	1	150.7	151
Hourly Total	636	68	12	3	0	0	1	729	720
09:00 - 09:15	110	19	2	1	0	0	0	134.3	132
09:15 - 09:30	109	19	0	0	1	0	0	130.0	129
09:30 - 09:45	103	11	1	1	0	0	0	117.8	116
09:45 - 10:00	76	19	2	2	0	0	0	102.6	99
Hourly Total	398	68	5	4	1	0	0	485	476
Session Total	1401	200	23	9	3	1	1	1663	1638
16:00 - 16:15	202	12	2	1	0	0	0	219.3	217
16:15 - 16:30	198	14	1	0	2	2	0	218.3	217
16:30 - 16:45	228	22	2	1	1	0	0	257.3	254
16:45 - 17:00	223	12	0	0	0	3	0	236.2	238
Hourly Total	851	60	5	2	3	5	0	932	926
17:00 - 17:15	248	11	1	0	0	0	0	260.5	260
17:15 - 17:30	235	13	0	0	0	0	0	248.0	248
17:30 - 17:45	243	7	0	0	1	1	0	252.4	252
17:45 - 18:00	235	9	1	0	0	0	0	245.5	245
Hourly Total	961	40	2	0	1	1	0	1006	1005
18:00 - 18:15	228	12	0	0	0	0	1	240.2	241
18:15 - 18:30	213	6	0	0	1	0	0	221.0	220
18:30 - 18:45	221	6	0	0	0	0	0	227.0	227
18:45 - 19:00	182	5	0	0	0	0	0	187.0	187
Hourly Total	844	29	0	0	1	0	1	875	875
Session Total	2656	129	7	2	5	6	1	2813	2806

B to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	69	14	7	0	0	0	0	93.5	90
07:15 - 07:30	89	17	0	4	2	0	0	119.2	112
07:30 - 07:45	73	24	4	1	0	0	0	105.3	102
07:45 - 08:00	71	12	3	2	3	0	0	98.1	91
Hourly Total	302	67	14	7	5	0	0	416	395
08:00 - 08:15	79	14	5	4	0	0	0	109.7	102
08:15 - 08:30	56	10	4	5	1	0	0	85.5	76
08:30 - 08:45	96	6	7	0	0	0	0	112.5	109
08:45 - 09:00	70	10	3	3	0	1	0	91.8	87
Hourly Total	301	40	19	12	1	1	0	400	374
09:00 - 09:15	56	16	8	1	0	0	0	86.3	81
09:15 - 09:30	47	15	6	2	0	1	0	76.0	71
09:30 - 09:45	82	17	5	4	1	0	0	117.7	109
09:45 - 10:00	73	13	4	3	1	0	0	100.9	94
Hourly Total	258	61	23	10	2	1	0	381	355
Session Total	861	168	56	29	8	2	0	1197	1124
16:00 - 16:15	115	6	1	1	0	0	0	124.8	123
16:15 - 16:30	136	9	3	0	1	1	0	151.9	150
16:30 - 16:45	118	10	1	0	0	2	1	130.5	132
16:45 - 17:00	128	16	2	1	1	0	0	151.3	148
Hourly Total	497	41	7	2	2	3	1	559	553
17:00 - 17:15	116	9	0	1	0	1	0	127.7	127
17:15 - 17:30	140	6	1	0	1	0	0	149.5	148
17:30 - 17:45	133	10	0	0	0	1	0	143.4	144
17:45 - 18:00	153	7	2	0	0	1	0	163.4	163
Hourly Total	542	32	3	1	1	3	0	584	582
18:00 - 18:15	127	5	0	0	0	3	0	133.2	135
18:15 - 18:30	167	3	1	0	1	1	0	173.9	173
18:30 - 18:45	151	8	0	0	0	0	0	159.0	159
18:45 - 19:00	150	7	0	0	0	1	0	157.4	158
Hourly Total	595	23	1	0	1	5	0	624	625
Session Total	1634	96	11	3	4	11	1	1767	1760

B to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	11	7	0	0	0	0	0	18.0	18
07:15 - 07:30	13	5	0	0	0	1	0	18.4	19
07:30 - 07:45	14	3	1	0	0	0	0	18.5	18
07:45 - 08:00	20	4	1	0	0	0	0	25.5	25
Hourly Total	58	19	2	0	0	1	0	80	80
08:00 - 08:15	18	2	1	1	0	0	0	23.8	22
08:15 - 08:30	10	4	0	1	0	0	0	16.3	15
08:30 - 08:45	19	2	0	0	0	0	0	21.0	21
08:45 - 09:00	8	1	2	0	0	0	0	12.0	11
Hourly Total	55	9	3	2	0	0	0	74	69
09:00 - 09:15	8	4	0	1	0	0	0	14.3	13
09:15 - 09:30	6	2	1	1	0	0	0	11.8	10
09:30 - 09:45	14	5	0	2	0	0	0	23.6	21
09:45 - 10:00	14	5	1	0	0	0	0	20.5	20
Hourly Total	42	16	2	4	0	0	0	70	64
Session Total	155	44	7	6	0	1	0	224	213
16:00 - 16:15	17	6	1	1	0	0	0	26.8	25
16:15 - 16:30	15	4	0	1	0	0	0	21.3	20
16:30 - 16:45	20	2	1	1	0	0	0	25.8	24
16:45 - 17:00	17	2	1	0	0	1	0	20.9	21
Hourly Total	69	14	3	3	0	1	0	95	90
17:00 - 17:15	17	3	0	1	0	3	0	23.5	24
17:15 - 17:30	9	1	0	1	0	0	0	12.3	11
17:30 - 17:45	9	3	0	1	0	0	0	14.3	13
17:45 - 18:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	42	7	0	3	0	3	0	57	55
18:00 - 18:15	12	3	0	1	0	0	0	17.3	16
18:15 - 18:30	10	3	0	0	0	0	0	13.0	13
18:30 - 18:45	9	3	1	0	0	0	0	13.5	13
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7
Hourly Total	38	9	1	1	0	0	0	51	49
Session Total	149	30	4	7	0	4	0	203	194

B to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	125	28	8	0	0	1	0	165.4	162
07:15 - 07:30	171	31	1	4	2	1	0	217.1	210
07:30 - 07:45	187	57	7	1	1	0	0	258.8	253
07:45 - 08:00	244	34	6	4	4	0	0	304.2	292
Hourly Total	727	150	22	9	7	2	0	946	917
08:00 - 08:15	274	31	10	7	0	0	0	336.1	322
08:15 - 08:30	244	37	10	6	1	0	0	311.8	298
08:30 - 08:45	263	22	8	1	0	0	0	299.3	294
08:45 - 09:00	211	27	6	3	0	1	1	254.5	249
Hourly Total	992	117	34	17	1	1	1	1201	1163
09:00 - 09:15	174	39	10	3	0	0	0	234.9	226
09:15 - 09:30	162	36	7	3	1	1	0	217.8	210
09:30 - 09:45	199	33	6	7	1	0	0	259.1	246
09:45 - 10:00	163	37	7	5	1	0	0	224.0	213
Hourly Total	698	145	30	18	3	1	0	935	895
Session Total	2417	412	86	44	11	4	1	3082	2975
16:00 - 16:15	334	24	4	3	0	0	0	370.9	365
16:15 - 16:30	349	27	4	1	3	3	0	391.5	387
16:30 - 16:45	366	34	4	2	1	2	1	413.6	410
16:45 - 17:00	368	30	3	1	1	4	0	408.4	407
Hourly Total	1417	115	15	7	5	9	1	1585	1569
17:00 - 17:15	381	23	1	2	0	4	0	411.7	411
17:15 - 17:30	384	20	1	1	1	0	0	409.8	407
17:30 - 17:45	385	20	0	1	1	2	0	410.1	409
17:45 - 18:00	395	16	3	0	0	1	0	415.9	415
Hourly Total	1545	79	5	4	2	7	0	1648	1642
18:00 - 18:15	367	20	0	1	0	3	1	390.7	392
18:15 - 18:30	390	12	1	0	2	1	0	407.9	406
18:30 - 18:45	381	17	1	0	0	0	0	399.5	399
18:45 - 19:00	339	12	0	0	0	1	0	351.4	352
Hourly Total	1477	61	2	1	2	5	1	1549	1549
Session Total	4439	255	22	12	9	21	2	4782	4760

To B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	325	47	1	1	0	1	0	376.2	375
07:15 - 07:30	390	44	8	3	0	0	0	452.9	445
07:30 - 07:45	413	37	4	2	0	3	0	461.8	459
07:45 - 08:00	390	29	3	1	0	3	0	427.0	426
Hourly Total	1518	157	16	7	0	7	0	1718	1705
08:00 - 08:15	399	28	4	0	1	4	0	436.6	436
08:15 - 08:30	376	22	3	1	1	0	2	407.2	405
08:30 - 08:45	401	31	9	5	3	1	0	463.4	450
08:45 - 09:00	393	32	4	5	1	1	0	444.9	436
Hourly Total	1569	113	20	11	6	6	2	1751	1727
09:00 - 09:15	380	28	9	3	0	1	0	428.8	421
09:15 - 09:30	327	31	10	1	0	1	0	375.7	370
09:30 - 09:45	313	40	8	7	3	0	0	387.1	371
09:45 - 10:00	265	31	12	4	0	2	0	324.0	314
Hourly Total	1285	130	39	15	3	4	0	1517	1476
Session Total	4372	400	75	33	9	17	2	4986	4908
16:00 - 16:15	341	50	7	2	0	1	0	406.5	401
16:15 - 16:30	316	29	6	1	1	1	0	358.7	354
16:30 - 16:45	316	37	4	1	0	3	0	362.5	361
16:45 - 17:00	295	29	4	2	2	5	0	340.6	337
Hourly Total	1268	145	21	6	3	10	0	1469	1453
17:00 - 17:15	303	17	3	0	0	0	0	324.5	323
17:15 - 17:30	337	18	3	0	0	0	0	359.5	358
17:30 - 17:45	281	20	2	0	2	0	0	308.0	305
17:45 - 18:00	265	11	0	0	2	2	0	280.8	280
Hourly Total	1186	66	8	0	4	2	0	1273	1266
18:00 - 18:15	284	12	0	1	1	2	0	301.1	300
18:15 - 18:30	250	14	1	0	0	1	0	265.9	266
18:30 - 18:45	211	10	0	0	1	1	0	223.4	223
18:45 - 19:00	208	7	1	0	0	0	0	216.5	216
Hourly Total	953	43	2	1	2	4	0	1007	1005
Session Total	3407	254	31	7	9	16	0	3749	3724

streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - A4160 Penarth Road / B - A4055 / C - AA4160 Cogan Hill / D - A4055 Barry Road

Approach: C - AA4160 Cogan Hill

C to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	5	3	0	0	0	0	0	8.0	8
07:15 - 07:30	13	1	0	0	0	0	0	14.0	14
07:30 - 07:45	22	1	2	0	0	0	0	26.0	25
07:45 - 08:00	42	5	0	0	1	0	0	49.0	48
Hourly Total	82	10	2	0	1	0	0	97	95
08:00 - 08:15	56	3	0	0	0	0	0	59.0	59
08:15 - 08:30	57	5	2	0	0	0	0	65.0	64
08:30 - 08:45	36	4	2	0	0	0	1	43.2	43
08:45 - 09:00	41	4	0	0	0	0	0	45.0	45
Hourly Total	190	16	4	0	0	0	1	212	211
09:00 - 09:15	22	1	2	0	0	0	0	26.0	25
09:15 - 09:30	26	5	2	0	1	0	0	36.0	34
09:30 - 09:45	21	5	0	0	0	0	0	26.0	26
09:45 - 10:00	34	2	1	0	0	0	0	37.5	37
Hourly Total	103	13	5	0	1	0	0	126	122
Session Total	375	39	11	0	2	0	1	435	428
16:00 - 16:15	36	0	2	0	0	0	0	39.0	38
16:15 - 16:30	23	1	0	0	0	0	0	24.0	24
16:30 - 16:45	34	2	0	0	0	0	0	36.0	36
16:45 - 17:00	30	5	0	0	0	0	0	35.0	35
Hourly Total	123	8	2	0	0	0	0	134	133
17:00 - 17:15	27	1	1	0	0	0	0	29.5	29
17:15 - 17:30	33	2	0	0	0	0	0	35.0	35
17:30 - 17:45	43	3	0	0	0	0	0	46.0	46
17:45 - 18:00	45	1	0	0	0	0	0	46.0	46
Hourly Total	148	7	1	0	0	0	0	157	156
18:00 - 18:15	35	0	0	0	0	0	0	35.0	35
18:15 - 18:30	38	2	0	0	0	0	0	40.0	40
18:30 - 18:45	38	6	0	0	0	0	0	44.0	44
18:45 - 19:00	45	0	0	0	0	0	0	45.0	45
Hourly Total	156	8	0	0	0	0	0	164	164
Session Total	427	23	3	0	0	0	0	455	453

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	19	4	0	0	1	0	1	25.2	25
07:15 - 07:30	42	11	1	0	1	0	1	56.7	56
07:30 - 07:45	57	13	0	0	1	0	0	72.0	71
07:45 - 08:00	65	6	0	0	1	1	0	73.4	73
Hourly Total	183	34	1	0	4	1	2	227	225
08:00 - 08:15	73	6	0	2	2	0	0	87.6	83
08:15 - 08:30	93	9	0	0	2	1	0	106.4	105
08:30 - 08:45	86	9	1	0	1	1	0	98.9	98
08:45 - 09:00	80	7	0	0	3	0	0	93.0	90
Hourly Total	332	31	1	2	8	2	0	387	376
09:00 - 09:15	70	7	1	0	2	0	1	82.7	81
09:15 - 09:30	59	12	2	0	1	0	0	76.0	74
09:30 - 09:45	44	7	0	0	1	0	2	53.4	54
09:45 - 10:00	53	6	0	0	2	0	0	63.0	61
Hourly Total	226	32	3	0	6	0	3	276	270
Session Total	741	97	5	2	18	3	5	890	871
16:00 - 16:15	55	7	1	0	2	0	1	67.7	66
16:15 - 16:30	45	7	1	0	2	0	0	57.5	55
16:30 - 16:45	39	7	1	0	1	0	0	49.5	48
16:45 - 17:00	46	7	0	0	2	0	0	57.0	55
Hourly Total	185	28	3	0	7	0	1	232	224
17:00 - 17:15	48	5	0	0	2	2	0	57.8	57
17:15 - 17:30	43	3	1	0	2	0	1	51.7	50
17:30 - 17:45	45	2	0	0	1	0	0	49.0	48
17:45 - 18:00	42	2	0	0	1	0	1	46.2	46
Hourly Total	178	12	1	0	6	2	2	205	201
18:00 - 18:15	47	0	0	0	1	0	0	49.0	48
18:15 - 18:30	49	4	0	0	2	0	0	57.0	55
18:30 - 18:45	33	1	0	0	1	0	0	36.0	35
18:45 - 19:00	31	2	0	0	2	1	0	37.4	36
Hourly Total	160	7	0	0	6	1	0	179	174
Session Total	523	47	4	0	19	3	3	616	599

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	136	16	1	0	0	0	0	153.5	153
07:15 - 07:30	190	18	0	0	0	0	0	208.0	208
07:30 - 07:45	208	16	1	0	0	1	0	225.9	226
07:45 - 08:00	219	9	1	0	0	2	0	230.3	231
Hourly Total	753	59	3	0	0	3	0	818	818
08:00 - 08:15	195	17	0	0	1	2	0	214.8	215
08:15 - 08:30	200	9	2	0	1	0	0	214.0	212
08:30 - 08:45	208	7	2	0	1	0	0	220.0	218
08:45 - 09:00	216	7	0	0	0	0	0	223.0	223
Hourly Total	819	40	4	0	3	2	0	872	868
09:00 - 09:15	190	7	2	0	0	0	0	200.0	199
09:15 - 09:30	178	12	3	0	0	0	0	194.5	193
09:30 - 09:45	110	11	1	3	1	0	0	131.4	126
09:45 - 10:00	105	6	1	0	0	1	0	112.9	113
Hourly Total	583	36	7	3	1	1	0	639	631
Session Total	2155	135	14	3	4	6	0	2329	2317
16:00 - 16:15	124	19	2	0	0	1	0	146.4	146
16:15 - 16:30	122	10	1	0	0	0	0	133.5	133
16:30 - 16:45	127	13	0	0	0	1	0	140.4	141
16:45 - 17:00	93	15	2	1	1	0	0	115.3	112
Hourly Total	466	57	5	1	1	2	0	536	532
17:00 - 17:15	136	2	0	0	0	0	0	138.0	138
17:15 - 17:30	132	7	1	0	0	0	0	140.5	140
17:30 - 17:45	111	5	0	0	2	0	0	120.0	118
17:45 - 18:00	113	1	0	0	0	1	0	114.4	115
Hourly Total	492	15	1	0	2	1	0	513	511
18:00 - 18:15	139	3	0	0	0	1	0	142.4	143
18:15 - 18:30	106	2	0	0	0	0	0	108.0	108
18:30 - 18:45	92	4	0	0	0	0	0	96.0	96
18:45 - 19:00	81	4	0	0	0	0	0	85.0	85
Hourly Total	418	13	0	0	0	1	0	431	432
Session Total	1376	85	6	1	3	4	0	1480	1475

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	160	23	1	0	1	0	1	186.7	186
07:15 - 07:30	245	30	1	0	1	0	1	278.7	278
07:30 - 07:45	287	30	3	0	1	1	0	323.9	322
07:45 - 08:00	326	20	1	0	2	3	0	352.7	352
Hourly Total	1018	103	6	0	5	4	2	1142	1138
08:00 - 08:15	324	26	0	2	3	2	0	361.4	357
08:15 - 08:30	350	23	4	0	3	1	0	385.4	381
08:30 - 08:45	330	20	5	0	2	1	1	362.1	359
08:45 - 09:00	337	18	0	0	3	0	0	361.0	358
Hourly Total	1341	87	9	2	11	4	1	1471	1455
09:00 - 09:15	282	15	5	0	2	0	1	308.7	305
09:15 - 09:30	263	29	7	0	2	0	0	306.5	301
09:30 - 09:45	175	23	1	3	2	0	2	210.8	206
09:45 - 10:00	192	14	2	0	2	1	0	213.4	211
Hourly Total	912	81	15	3	8	1	3	1040	1023
Session Total	3271	271	30	5	24	9	6	3653	3616
16:00 - 16:15	215	26	5	0	2	1	1	253.1	250
16:15 - 16:30	190	18	2	0	2	0	0	215.0	212
16:30 - 16:45	200	22	1	0	1	1	0	225.9	225
16:45 - 17:00	169	27	2	1	3	0	0	207.3	202
Hourly Total	774	93	10	1	8	2	1	901	889
17:00 - 17:15	211	8	1	0	2	2	0	225.3	224
17:15 - 17:30	208	12	2	0	2	0	1	227.2	225
17:30 - 17:45	199	10	0	0	3	0	0	215.0	212
17:45 - 18:00	200	4	0	0	1	1	1	206.6	207
Hourly Total	818	34	3	0	8	3	2	874	868
18:00 - 18:15	221	3	0	0	1	1	0	226.4	226
18:15 - 18:30	193	8	0	0	2	0	0	205.0	203
18:30 - 18:45	163	11	0	0	1	0	0	176.0	175
18:45 - 19:00	157	6	0	0	2	1	0	167.4	166
Hourly Total	734	28	0	0	6	2	0	775	770
Session Total	2326	155	13	1	22	7	3	2550	2527

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	68	11	1	0	1	2	1	83.5	84
07:15 - 07:30	90	17	3	0	2	0	0	115.5	112
07:30 - 07:45	128	37	3	0	3	0	0	175.5	171
07:45 - 08:00	192	27	4	2	2	0	0	233.6	227
Hourly Total	478	92	11	2	8	2	1	609	594
08:00 - 08:15	207	26	7	2	1	0	1	250.3	244
08:15 - 08:30	225	32	6	0	1	0	2	268.4	266
08:30 - 08:45	197	20	2	1	2	0	0	226.3	222
08:45 - 09:00	181	24	2	0	1	0	1	210.2	209
Hourly Total	810	102	17	3	5	0	4	956	941
09:00 - 09:15	151	23	3	1	1	0	1	183.0	180
09:15 - 09:30	160	26	0	0	4	0	0	194.0	190
09:30 - 09:45	157	19	1	1	1	1	0	182.2	180
09:45 - 10:00	132	29	5	2	2	1	0	177.5	171
Hourly Total	600	97	9	4	8	2	1	737	721
Session Total	1888	291	37	9	21	4	6	2302	2256
16:00 - 16:15	286	21	2	1	2	0	1	316.5	313
16:15 - 16:30	298	23	3	0	3	3	0	332.7	330
16:30 - 16:45	310	37	3	1	2	0	0	357.8	353
16:45 - 17:00	324	20	0	0	2	7	0	350.8	353
Hourly Total	1218	101	8	2	9	10	1	1358	1349
17:00 - 17:15	343	18	1	0	1	0	2	364.9	365
17:15 - 17:30	339	18	0	0	1	0	0	359.0	358
17:30 - 17:45	348	12	0	0	3	1	0	366.4	364
17:45 - 18:00	347	12	1	0	1	2	1	363.5	364
Hourly Total	1377	60	2	0	6	3	3	1454	1451
18:00 - 18:15	329	19	0	0	2	0	1	352.2	351
18:15 - 18:30	303	15	0	0	2	0	0	322.0	320
18:30 - 18:45	303	7	0	0	2	1	0	314.4	313
18:45 - 19:00	265	7	0	0	1	1	0	274.4	274
Hourly Total	1200	48	0	0	7	2	1	1263	1258
Session Total	3795	209	10	2	22	15	5	4075	4058

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: A - A4160 Penarth Road / B - A4055 / C - AA4160 Cogan Hill / D - A4055 Barry Road

Approach: D - A4055 Barry Road

D to A

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	45	9	1	0	0	3	1	56.9	59
07:15 - 07:30	38	9	2	0	0	2	1	51.0	52
07:30 - 07:45	35	8	2	0	0	0	2	46.4	47
07:45 - 08:00	31	9	2	0	0	3	0	44.2	45
Hourly Total	149	35	7	0	0	8	4	199	203
08:00 - 08:15	42	4	2	0	0	0	0	49.0	48
08:15 - 08:30	41	4	1	0	1	0	0	48.5	47
08:30 - 08:45	39	5	1	1	0	0	0	47.8	46
08:45 - 09:00	28	6	2	0	0	1	1	37.6	38
Hourly Total	150	19	6	1	1	1	1	182	179
09:00 - 09:15	39	7	3	0	0	0	1	50.7	50
09:15 - 09:30	31	7	1	0	0	1	0	39.9	40
09:30 - 09:45	59	12	3	0	0	0	0	75.5	74
09:45 - 10:00	54	11	0	1	0	0	0	67.3	66
Hourly Total	183	37	7	1	0	1	1	233	230
Session Total	482	91	20	2	1	10	6	614	612
16:00 - 16:15	34	4	1	0	0	0	0	39.5	39
16:15 - 16:30	38	6	0	0	0	0	0	44.0	44
16:30 - 16:45	36	6	1	0	0	0	0	43.5	43
16:45 - 17:00	37	4	1	0	0	0	1	42.7	43
Hourly Total	145	20	3	0	0	0	1	170	169
17:00 - 17:15	37	4	1	0	1	1	1	45.1	45
17:15 - 17:30	38	2	0	0	0	0	0	40.0	40
17:30 - 17:45	29	4	0	0	0	0	0	33.0	33
17:45 - 18:00	39	2	0	0	0	0	0	41.0	41
Hourly Total	143	12	1	0	1	1	1	159	159
18:00 - 18:15	33	4	0	0	1	0	0	39.0	38
18:15 - 18:30	24	3	1	0	1	0	0	30.5	29
18:30 - 18:45	43	1	0	0	1	0	2	46.4	47
18:45 - 19:00	29	2	0	0	3	0	0	37.0	34
Hourly Total	129	10	1	0	6	0	2	153	148
Session Total	417	42	5	0	7	1	4	482	476

D to B

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	176	25	0	1	0	0	0	203.3	202
07:15 - 07:30	182	21	5	2	0	0	0	215.1	210
07:30 - 07:45	177	14	2	2	0	2	0	199.4	197
07:45 - 08:00	148	17	2	1	0	1	0	170.7	169
Hourly Total	683	77	9	6	0	3	0	789	778
08:00 - 08:15	180	6	3	0	0	1	0	190.9	190
08:15 - 08:30	142	7	1	0	0	0	2	150.9	152
08:30 - 08:45	154	11	6	4	2	1	0	187.6	178
08:45 - 09:00	141	12	3	3	1	1	0	166.8	161
Hourly Total	617	36	13	7	3	3	2	696	681
09:00 - 09:15	146	10	4	0	0	0	0	162.0	160
09:15 - 09:30	125	11	6	1	0	0	0	147.3	143
09:30 - 09:45	179	22	6	2	2	0	0	218.6	211
09:45 - 10:00	142	15	7	2	0	1	0	172.5	167
Hourly Total	592	58	23	5	2	1	0	701	681
Session Total	1892	171	45	18	5	7	2	2186	2140
16:00 - 16:15	162	23	4	2	0	0	0	195.6	191
16:15 - 16:30	173	15	4	1	1	0	0	198.3	194
16:30 - 16:45	149	16	3	0	0	2	0	170.3	170
16:45 - 17:00	171	12	2	1	1	1	0	190.7	188
Hourly Total	655	66	13	4	2	3	0	755	743
17:00 - 17:15	129	11	1	0	0	0	0	141.5	141
17:15 - 17:30	170	6	1	0	0	0	0	177.5	177
17:30 - 17:45	143	11	2	0	0	0	0	157.0	156
17:45 - 18:00	130	8	0	0	2	0	0	142.0	140
Hourly Total	572	36	4	0	2	0	0	618	614
18:00 - 18:15	121	6	0	1	1	1	0	131.7	130
18:15 - 18:30	117	7	1	0	0	1	0	125.9	126
18:30 - 18:45	101	5	0	0	1	1	0	108.4	108
18:45 - 19:00	108	3	0	0	0	0	0	111.0	111
Hourly Total	447	21	1	1	2	3	0	477	475
Session Total	1674	123	18	5	6	6	0	1850	1832

D to C

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	15	1	0	0	0	0	0	16.0	16
07:15 - 07:30	7	0	1	0	0	0	0	8.5	8
07:30 - 07:45	9	3	0	0	0	0	0	12.0	12
07:45 - 08:00	11	1	0	0	0	0	0	12.0	12
Hourly Total	42	5	1	0	0	0	0	49	48
08:00 - 08:15	8	3	2	0	0	0	1	14.2	14
08:15 - 08:30	6	1	0	0	0	0	0	7.0	7
08:30 - 08:45	10	2	1	0	0	0	0	13.5	13
08:45 - 09:00	17	0	0	0	0	0	0	17.0	17
Hourly Total	41	6	3	0	0	0	1	52	51
09:00 - 09:15	12	1	0	0	0	0	1	13.2	14
09:15 - 09:30	15	0	0	0	0	0	0	15.0	15
09:30 - 09:45	29	0	0	0	0	0	0	29.0	29
09:45 - 10:00	24	5	1	0	0	0	0	30.5	30
Hourly Total	80	6	1	0	0	0	1	88	88
Session Total	163	17	5	0	0	0	2	189	187
16:00 - 16:15	30	1	0	0	0	0	0	31.0	31
16:15 - 16:30	29	0	1	0	0	0	0	30.5	30
16:30 - 16:45	26	4	0	0	0	0	0	30.0	30
16:45 - 17:00	35	3	0	0	0	1	0	38.4	39
Hourly Total	120	8	1	0	0	1	0	130	130
17:00 - 17:15	26	3	0	0	0	0	0	29.0	29
17:15 - 17:30	26	2	0	0	0	0	0	28.0	28
17:30 - 17:45	20	1	0	0	0	0	0	21.0	21
17:45 - 18:00	38	2	0	0	0	0	0	40.0	40
Hourly Total	110	8	0	0	0	0	0	118	118
18:00 - 18:15	33	1	0	0	0	0	0	34.0	34
18:15 - 18:30	24	3	0	0	0	0	0	27.0	27
18:30 - 18:45	32	0	0	0	0	0	0	32.0	32
18:45 - 19:00	46	0	0	0	0	0	0	46.0	46
Hourly Total	135	4	0	0	0	0	0	139	139
Session Total	365	20	1	0	0	1	0	387	387

D to D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	236	35	1	1	0	3	1	276.2	277
07:15 - 07:30	227	30	8	2	0	2	1	274.6	270
07:30 - 07:45	221	25	4	2	0	2	2	257.8	256
07:45 - 08:00	190	27	4	1	0	4	0	226.9	226
Hourly Total	874	117	17	6	0	11	4	1036	1029
08:00 - 08:15	230	13	7	0	0	1	1	254.1	252
08:15 - 08:30	189	12	2	0	1	0	2	206.4	206
08:30 - 08:45	203	18	8	5	2	1	0	248.9	237
08:45 - 09:00	186	18	5	3	1	2	1	221.4	216
Hourly Total	808	61	22	8	4	4	4	931	911
09:00 - 09:15	197	18	7	0	0	0	2	225.9	224
09:15 - 09:30	171	18	7	1	0	1	0	202.2	198
09:30 - 09:45	267	34	9	2	2	0	0	323.1	314
09:45 - 10:00	220	31	8	3	0	1	0	270.3	263
Hourly Total	855	101	31	6	2	2	2	1022	999
Session Total	2537	279	70	20	6	17	10	2989	2939
16:00 - 16:15	226	28	5	2	0	0	0	266.1	261
16:15 - 16:30	240	21	5	1	1	0	0	272.8	268
16:30 - 16:45	211	26	4	0	0	2	0	243.8	243
16:45 - 17:00	243	19	3	1	1	2	1	271.8	270
Hourly Total	920	94	17	4	2	4	1	1055	1042
17:00 - 17:15	192	18	2	0	1	1	1	215.6	215
17:15 - 17:30	234	10	1	0	0	0	0	245.5	245
17:30 - 17:45	192	16	2	0	0	0	0	211.0	210
17:45 - 18:00	207	12	0	0	2	0	0	223.0	221
Hourly Total	825	56	5	0	3	1	1	895	891
18:00 - 18:15	187	11	0	1	2	1	0	204.7	202
18:15 - 18:30	165	13	2	0	1	1	0	183.4	182
18:30 - 18:45	176	6	0	0	2	1	2	186.8	187
18:45 - 19:00	183	5	0	0	3	0	0	194.0	191
Hourly Total	711	35	2	1	8	3	2	768	762
Session Total	2456	185	24	5	13	8	4	2718	2696

To D

TIME	CAR	LGV	OGV1	OGV2	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	80	19	7	0	2	0	1	113.7	109
07:15 - 07:30	113	23	0	4	5	0	0	155.2	145
07:30 - 07:45	113	33	10	1	1	0	0	165.3	158
07:45 - 08:00	151	22	4	3	4	0	0	193.9	184
Hourly Total	457	97	21	8	12	0	1	628	596
08:00 - 08:15	174	22	5	4	1	0	0	214.7	206
08:15 - 08:30	146	24	9	5	1	0	0	197.0	185
08:30 - 08:45	148	16	11	0	0	0	1	180.7	176
08:45 - 09:00	132	23	3	3	0	1	0	166.8	162
Hourly Total	600	85	28	12	2	1	1	759	729
09:00 - 09:15	97	21	12	1	0	0	0	138.3	131
09:15 - 09:30	93	29	9	2	1	1	0	142.5	135
09:30 - 09:45	119	28	6	4	1	0	0	167.2	158
09:45 - 10:00	130	27	6	4	1	0	0	177.2	168
Hourly Total	439	105	33	11	3	1	0	625	592
Session Total	1496	287	82	31	17	2	2	2012	1917
16:00 - 16:15	198	8	4	1	0	0	0	214.3	211
16:15 - 16:30	212	14	4	0	1	1	1	234.6	233
16:30 - 16:45	224	21	1	0	0	4	2	248.5	252
16:45 - 17:00	209	28	3	1	1	1	1	246.4	244
Hourly Total	843	71	12	2	2	6	4	944	940
17:00 - 17:15	213	18	2	1	0	2	0	237.1	236
17:15 - 17:30	252	14	1	0	1	1	1	270.1	270
17:30 - 17:45	268	21	1	0	0	2	0	291.3	292
17:45 - 18:00	251	16	2	0	0	3	3	271.8	275
Hourly Total	984	69	6	1	1	8	4	1070	1073
18:00 - 18:15	229	8	0	0	0	3	0	238.2	240
18:15 - 18:30	261	9	1	0	1	1	1	274.1	274
18:30 - 18:45	231	17	0	0	0	0	0	248.0	248
18:45 - 19:00	236	10	0	0	0	1	0	246.4	247
Hourly Total	957	44	1	0	1	5	1	1007	1009
Session Total	2784	184	19	3	4	19	9	3021	3022

Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019

Produced by Streetwise Services Ltd.

Junction: **A - A4160 Penarth Road / B - A4055 / C - AA4160 Cogan Hill / D - A4055 Barry Road**

	A - A4160 Penarth Road			B - A4055				C - AA4160 Cogan Hill				D - A4055 Barry Road			
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	5	3	0	11	2	3	0	3	10	5	0	22	23	5
07:05 - 07:10	0	5	4	0	10	3	1	0	2	12	5	0	18	18	1
07:10 - 07:15	0	6	5	0	13	3	4	0	2	8	4	0	22	23	3
07:15 - 07:20	0	6	5	1	10	2	3	0	2	10	5	0	20	23	3
07:20 - 07:25	0	5	3	0	18	2	4	0	4	11	6	0	48	48	2
07:25 - 07:30	4	2	3	3	14	2	2	0	11	18	5	0	42	40	1
07:30 - 07:35	0	5	9	2	13	3	3	0	4	21	4	0	36	36	6
07:35 - 07:40	0	8	9	4	16	4	3	0	12	16	5	0	62	57	0
07:40 - 07:45	0	6	5	2	15	1	6	0	10	17	6	0	62	37	2
07:45 - 07:50	0	9	7	9	20	5	5	0	13	16	5	0	62	62	0
07:50 - 07:55	0	10	11	9	25	4	5	0	8	18	6	0	62	61	5
07:55 - 08:00	0	5	13	9	43	4	2	0	13	19	4	0	62	62	1
08:00 - 08:05	4	6	9	11	55	3	2	1	15	17	6	0	60	56	4
08:05 - 08:10	4	11	11	11	36	5	9	3	10	16	5	0	58	56	5
08:10 - 08:15	0	11	11	15	45	4	5	1	13	15	4	0	39	36	3
08:15 - 08:20	0	5	12	14	52	1	2	3	15	16	5	0	38	37	2
08:20 - 08:25	4	13	7	10	45	1	3	0	13	16	4	0	36	36	2
08:25 - 08:30	0	9	8	6	38	4	2	3	11	16	6	0	40	36	4
08:30 - 08:35	0	9	8	10	33	4	4	0	14	19	6	0	39	38	3
08:35 - 08:40	0	16	5	13	42	3	4	0	12	16	6	0	36	36	1
08:40 - 08:45	4	8	7	4	34	3	4	0	11	16	4	0	57	57	3
08:45 - 08:50	0	9	8	11	25	5	1	0	10	17	6	0	52	48	1
08:50 - 08:55	0	12	4	4	23	2	3	0	13	15	6	0	57	57	2
08:55 - 09:00	4	5	15	3	28	3	6	0	11	16	5	0	52	48	5
09:00 - 09:05	6	10	13	10	25	1	4	0	10	16	5	0	58	56	4
09:05 - 09:10	6	9	2	2	23	1	2	0	8	16	6	0	62	56	4
09:10 - 09:15	4	12	6	6	28	1	3	0	15	16	6	0	62	62	2
09:15 - 09:20	0	12	7	6	24	2	1	0	9	16	6	0	62	62	0
09:20 - 09:25	0	11	5	5	21	3	4	0	7	22	5	0	62	62	3
09:25 - 09:30	0	6	6	12	13	2	6	0	6	9	5	0	62	62	2
09:30 - 09:35	3	8	5	2	16	2	4	0	5	10	4	0	62	62	3
09:35 - 09:40	0	5	2	3	14	2	4	0	9	16	6	0	62	62	6
09:40 - 09:45	0	10	6	7	15	2	3	1	10	12	5	0	58	56	5
09:45 - 09:50	2	6	9	2	11	4	4	0	22	11	5	0	36	36	7
09:50 - 09:55	6	11	4	6	12	3	3	0	12	13	5	0	38	13	4
09:55 - 10:00	0	4	5	4	12	2	5	0	6	14	5	0	36	18	4
16:00 - 16:05	6	14	9	12	36	3	4	0	15	17	4	0	22	19	7
16:05 - 16:10	0	16	10	17	39	3	4	1	12	19	5	0	20	19	14
16:10 - 16:15	0	16	10	15	45	3	7	0	13	20	6	0	17	16	3
16:15 - 16:20	0	20	14	14	49	4	1	0	9	20	5	0	21	16	6
16:20 - 16:25	0	23	7	18	46	3	5	0	12	17	6	0	23	18	6
16:25 - 16:30	0	9	10	36	50	5	3	0	11	19	6	0	18	16	9
16:30 - 16:35	0	11	13	42	46	3	4	0	6	18	5	0	13	9	6
16:35 - 16:40	0	15	12	11	58	1	5	1	10	12	6	0	21	13	5
16:40 - 16:45	0	11	18	29	55	2	5	0	15	15	4	0	23	18	8
16:45 - 16:50	0	17	13	24	52	4	2	0	12	15	4	0	21	17	8
16:50 - 16:55	0	13	12	65	54	0	5	0	12	14	4	0	23	14	14
16:55 - 17:00	0	14	14	68	70	1	4	0	7	16	5	0	14	13	8
17:00 - 17:05	0	12	24	72	74	2	3	0	13	11	6	0	17	10	8
17:05 - 17:10	0	13	22	70	72	2	4	0	12	20	5	0	20	17	4
17:10 - 17:15	0	19	11	71	73	3	1	0	11	21	5	0	18	12	0
17:15 - 17:20	0	19	13	62	52	3	6	0	9	18	5	0	14	11	4
17:20 - 17:25	0	18	17	65	58	5	3	0	16	21	5	0	21	14	5
17:25 - 17:30	3	11	23	54	56	4	4	0	14	16	3	0	22	15	7
17:30 - 17:35	0	15	14	52	58	2	1	4	7	17	5	0	15	13	2
17:35 - 17:40	0	15	17	62	60	4	1	0	16	20	5	0	23	21	4
17:40 - 17:45	0	12	17	70	68	4	3	3	15	15	2	0	12	9	6
17:45 - 17:50	0	12	16	72	73	5	1	4	11	15	4	0	16	11	6
17:50 - 17:55	0	12	14	71	67	3	2	4	17	17	5	0	14	8	6
17:55 - 18:00	0	19	13	70	65	2	1	0	10	9	4	0	14	10	10
18:00 - 18:05	0	16	15	48	50	2	2	0	11	11	5	0	11	7	2
18:05 - 18:10	0	16	15	18	35	3	2	4	5	23	6	0	13	13	7
18:10 - 18:15	0	16	14	28	39	3	3	0	12	24	5	0	14	14	6
18:15 - 18:20	0	12	9	29	26	3	3	0	16	10	6	0	11	8	4
18:20 - 18:25	0	15	9	11	32	4	2	0	18	17	6	0	9	9	5
18:25 - 18:30	0	11	14	11	27	2	2	0	14	6	6	0	11	8	5
18:30 - 18:35	0	4	11	17	28	4	1	0	12	10	5	0	10	6	5
18:35 - 18:40	0	10	7	12	40	3	5	0	13	11	5	0	6	3	6
18:40 - 18:45	0	7	4	15	23	4	3	0	12	7	5	0	11	8	8
18:45 - 18:50	0	5	6	23	25	4	2	5	11	9	6	0	15	5	8
18:50 - 18:55	0	10	5	15	26	2	0	0	10	5	5	0	8	4	7
18:55 - 19:00	0	7	6	4	16	4	0	0	7	9	5	0	14	11	4

Derivation of Peak Hours

Traffic Data Analysis

Derivation of Peak Hours

15-Minute Intervals

Time		Junction										Total
		J1	J3	J4	J5	J6	J7	J8	J9	J10	J11	
AM	07:00-07:15	467	346	8	413	680	279	275	171	461	670	3,770
	07:15-07:30	570	419	11	500	812	354	400	228	572	829	4,695
	07:30-07:45	733	488	19	574	962	433	415	348	664	924	5,560
	07:45-08:00	707	545	20	624	984	406	438	322	669	980	5,695
	08:00-08:15	775	485	18	607	982	408	410	324	660	1,039	5,708
	08:15-08:30	792	450	24	520	973	357	364	313	638	1,023	5,454
	08:30-08:45	730	496	35	535	898	348	325	314	630	1,013	5,324
	08:45-09:00	767	447	29	587	897	334	315	283	648	946	5,253
	09:00-09:15	679	449	20	576	853	300	287	239	609	876	4,888
	09:15-09:30	677	452	28	576	763	281	237	207	544	819	4,584
	09:30-09:45	624	440	19	558	757	222	184	192	546	858	4,400
	09:45-10:00	628	424	14	566	721	234	204	221	569	800	4,381
PM	16:00-16:15	749	537	59	762	1,004	369	357	300	702	1,055	5,894
	16:15-16:30	786	540	56	744	1,021	433	415	269	676	1,036	5,976
	16:30-16:45	779	553	65	762	1,112	452	400	292	699	1,081	6,195
	16:45-17:00	775	570	67	732	972	409	411	262	694	1,053	5,945
	17:00-17:15	825	551	64	744	1,015	374	436	262	668	1,050	5,989
	17:15-17:30	778	559	76	809	1,081	405	417	278	721	1,087	6,211
	17:30-17:45	798	562	82	763	971	346	419	224	706	1,055	5,926
	17:45-18:00	802	557	110	673	820	314	318	208	688	1,013	5,503
	18:00-18:15	734	532	85	719	795	229	258	152	604	993	5,101
	18:15-18:30	655	557	79	637	662	229	234	170	625	957	4,805
	18:30-18:45	673	475	64	624	648	198	210	154	598	879	4,523
	18:45-19:00	571	492	58	585	536	132	168	142	595	814	4,093

Hourly Breakdown

Time		Junction										Total
		J1	J3	J4	J5	J6	J7	J8	J9	J10	J11	
AM	07:00-08:00	2,477	1,798	58	2,111	3,438	1,472	1,528	1,069	2,366	3,403	19,720
	07:15-08:15	2,785	1,937	68	2,305	3,740	1,601	1,663	1,222	2,565	3,772	21,658
	07:30-08:30	3,007	1,968	81	2,325	3,901	1,604	1,627	1,307	2,631	3,966	22,417
	07:45-08:45	3,004	1,976	97	2,286	3,837	1,519	1,537	1,273	2,597	4,055	22,181
	08:00-09:00	3,064	1,878	106	2,249	3,750	1,447	1,414	1,234	2,576	4,021	21,739
	08:15-09:15	2,968	1,842	108	2,218	3,621	1,339	1,291	1,149	2,525	3,858	20,919
	08:30-09:30	2,853	1,844	112	2,274	3,411	1,263	1,164	1,043	2,431	3,654	20,049
	08:45-09:45	2,747	1,788	96	2,297	3,270	1,137	1,023	921	2,347	3,499	19,125
	09:00-10:00	2,608	1,765	81	2,276	3,094	1,037	912	859	2,268	3,353	18,253
PM	16:00-17:00	3,089	2,200	247	3,000	4,109	1,663	1,583	1,123	2,771	4,225	24,010
	16:15-17:15	3,165	2,214	252	2,982	4,120	1,668	1,662	1,085	2,737	4,220	24,105
	16:30-17:30	3,157	2,233	272	3,047	4,180	1,640	1,664	1,094	2,782	4,271	24,340
	16:45-17:45	3,176	2,242	289	3,048	4,039	1,534	1,683	1,026	2,789	4,245	24,071
	17:00-18:00	3,203	2,229	332	2,989	3,887	1,439	1,590	972	2,783	4,205	23,629
	17:15-18:15	3,112	2,210	353	2,964	3,667	1,294	1,412	862	2,719	4,148	22,741
	17:30-18:30	2,989	2,208	356	2,792	3,248	1,118	1,229	754	2,623	4,018	21,335
	17:45-18:45	2,864	2,121	338	2,653	2,925	970	1,020	684	2,515	3,842	19,932
	18:00-19:00	2,633	2,056	286	2,565	2,641	788	870	618	2,422	3,643	18,522

Network peak hours are 07:30-08:30 and 16:30-17:30.