



Appendix 3.10

Transport Technical Note (July, 2022)



TRANSPORT TECHNICAL NOTE

Biomass UK No. 2 Ltd

Barry Biomass Facility, Barry Docks

July 2022

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1 Introduction

- 1.1 Vectos is appointed by Biomass UK No. 2 Limited (the 'Appellant') to provide traffic and transport advice in relation to the Barry Biomass Facility in Barry Docks (the 'Development').
- 1.2 This Technical Note has been produced in line with the guidance provided in the document '*Guidelines for the Environmental Assessment of Road Traffic*', produced by the Institute of Environmental Assessment.
- 1.3 The Development gained planning consent in July 2015 (Ref No: 2015/00031/OUT) (the '2015 Permission'). The planning application was accompanied by a Transport Assessment was provided by Sunrise Renewables Limited (Ref: SRB-S) and was found to be acceptable by Vale of Glamorgan Council (VoGC).
- 1.4 The Development was constructed in 2016 and an Environmental Permit for the Facility was granted in February 2018 by Natural Resources Wales (NRW).
- 1.5 In January 2021 a Voluntary Environmental Statement (2021 VES) co-ordinated by Sol Environment, was submitted to Welsh Government.
- 1.6 On 17 September 2021, the VoGC issued an Enforcement Notice (Ref: ENF/2020/0230/M). The Council's reasons for taking enforcement action are set out in section 4 of the Notice and appear to distil down to two matters:
 - a) that the Renewable Energy Facility as-built did not comply with the 2015 Permission; and
 - b) that the development as-built may not be controlled by the conditions of the 2015 Permission which the Council claim risks "significant and irreversible adverse impact on the local environment and affect resident amenity and highway safety".
- 1.7 This Technical Note (TN) has been produced to support an Environmental Statement (ES) (dated July 2022) submitted to PEDW pursuant to an enforcement appeal. This TN considers the traffic effect of the as-built Development during both the construction and operational phases.
- 1.8 The remainder of this TN is set out as follows:
 - Section 2 – presents the baseline conditions
 - Section 3 – forecasts the construction and operational traffic generation
 - Section 4 – assesses the development traffic effect
 - Section 5 – considers the development effect on other receptors

2 Baseline Conditions

The Site

2.1 The site ('Site') is illustrated in **Figure 2.1**.

Figure 2.1 – Site Location



Vehicular Access

2.2 Vehicular access to the Site is from David Davies Road, which is a private industrial road. Access on to the local highway network is gained via Cory Way and Ffordd Y Mileniwm.

Relevant Highway Network

2.3 The following provides a brief overview of the highway links on the identified delivery route between the Site and the M4 Motorway, where all deliveries will arrive and depart by.

2.4 Cory Way provides access to the private access road, David Davies Road. It is a wide industrial estate road, connecting with Ffordd y Mileniwm via a roundabout junction. A footway and street

lighting are provided on the eastern side of the highway only as the western side has yet to be redeveloped.

- 2.5 Ffordd y Mileniwm is a wider distributor road with street lighting and an off-road footway / cycleway facility provided on the northern side of the highway only.
- 2.6 The A4055 (Cardiff Road) is a continuation of Ffordd y Mileniwm, routing traffic from Barry towards Sully and Dinas Powys. Street lighting is provided as well as pedestrian crossing facilities and right turn pockets for vehicles at busier junctions.
- 2.7 The A4231 is an important link road connecting Barry with the A4050, which connects to Culverhouse Cross in the north. Streetlighting is provided.
- 2.8 The A4050 connects Barry with Culverhouse Cross and a bus lane and off-road cycle route are provided between Wenvoe and the A4231 roundabout. Streetlighting is provided.
- 2.9 The A4232 is a two-lane dual carriageway connecting Cardiff Bay and the M4 Motorway.
- 2.10 All highways are suitable for the anticipated type and volumes of vehicles likely to visit the Site.

Public and Active Travel

- 2.11 The nearest bus stop to the Site is located on Ffordd y Mileniwm and is serviced by local bus route 88, providing hourly services (Monday to Saturday between Barry and Penarth. This stop is around a ten-minute walk from the Site.
- 2.12 The nearest railway station is Barry Docks, approximately a nine-minute walk from the Site. Two service per hour are provided to Aberdare and Merthyr Tydfil (via Cardiff), as well as hourly services to Barry Island and Bridgend.
- 2.13 An off-road cycle route is provided along Ffordd y Mileniwm, connecting Cadoxton in the east with the Barry Docks redevelopment in the west. This offers an excellent local cycle provision for future member of staff at the Development.

Travel Plan Review

- 2.14 Attached to the 2015 Permission was Condition 29 which required the developer to provide a Green Travel Plan (GTP), which is provided at **Appendix A**. A GTP was developed (Entran, December 2020) and was submitted to VoGC to discharge Condition 29 (Application ref: 2015/00031/5/CD). This condition has not yet been determined.
- 2.15 The Entran GTP:
 - Clearly sets out realistic targets for modal shift, reducing staff travel by single occupancy vehicles and increased travel by sustainable modes;
 - Sets out what the monitoring and reporting strategy will be;
 - Identifies that the developer will appoint a Travel Plan Co-ordinator (TPC);

- Outlines what measures and potential measures can be implemented to achieve the targets, notably;
 - Secure cycle parking;
 - Showers, lockers and changing facilities;
 - Cycle to work salary sacrifice scheme;
 - Staff induction to active travel;
 - Provision of public transport information;
 - Promotion of staff carpooling; and
 - Policy to state that all staff are expected to use public transport for work related journeys where this is a realistic option.
- Confirms funding is allocated for the implementation of the GTP;

2.16 The GTP includes all the steps necessary for the staff of the Facility to successfully implement a Travel Plan and help achieve the identified mode shift targets.

Traffic Surveys

- 2.17 Automatic Traffic Counter (ATC) surveys were undertaken on each highway on the identified route between the Site and the M4 Motorway during the survey period 2nd – 8th March 2022.
- 2.18 Site survey locations and the recorded survey data is included at **Appendix B**.
- 2.19 Traffic flow diagrams are included within **Appendix C**.

3 Development Traffic

Introduction

3.1 The following chapter provides a summary of the forecast trips associated with both the construction and operational phases of Development.

Construction Phase Traffic Generation

3.2 The construction of the Development took place substantially over a period 2 years, between 1/2/2016 and 9/1/2018, and over two distinct stages, firstly groundworks and then the build stage. The on-site parking capacity for LGVs was circa 50 spaces.

3.3 Whilst the peak staff on site remained consistent across the whole construction phase, the HGV traffic movements varied slightly between each stage, with a slightly higher number of HGV movements generated in the groundworks stage associated with muck shifting. It is anticipated that the breakdown of construction traffic across each stage was as follows:

- The groundworks stage experienced the highest number of traffic movements, with up to 50 HGV trips (100 two-way movements) per day. The peak demand of up to 130 staff on site is anticipated to have generated up to 50 LGVs trips (100 two-way movements) per day. Total vehicle movements for this stage were therefore 100 trips (200 two-way movements per day); and
- The build stage generated a maximum of 30 HGV trips (60 two-way movements) per day. The peak demand of up to 130 staff on site is anticipated to have generated up to 50 LGVs (100 two-way movements) per day. Total vehicle movements for this stage were therefore 80 trips (160 two-way movements per day)

3.4 **Table 3.1** provides a summary of construction phase traffic movements.

Table 3.1 – Summary of construction phase traffic

Vehicle	Groundworks Stage			Build Stage		
	Arrivals	Departures	Total	Arrivals	Departures	Total
HGVs	50	50	100	30	30	60
LGVs	50	50	100	50	50	100
Total	100	100	200	80	80	160

3.5 There were some abnormal HGV loads during the construction phase. Earth moving plant was brought to Site at the start and removed at the end of the groundworks stage. Staff welfare equipment was brought to site at the start and removed at the construction phase. Other abnormal HGV deliveries included cranes which were brought to site when needed and other large HGVs were

required to deliver some key operational biomass processing equipment during the build stage. These were one-off deliveries that occurred infrequently, and travel was restricted to off-peak periods. Irregular, abnormal HGV loads do not therefore form part of this assessment.

- 3.6 For the purposes of assessment, the traffic generation of the groundworks stage was used.

Operational Phase Traffic Generation

- 3.7 The operator of the Biomass Facility, PMCL, has supplied the following information which is used to forecast likely future traffic movements to and from the Site.

Input - Biomass

- 3.8 The facility has an annual biomass requirement of 86,400 t (including 20% moisture content), which is the equivalent of 72,000 t in dry weight. This quantum of biomass is conditioned in the 2015 Permission and the Environmental Permit.
- 3.9 The biomass product specification varies between 200 – 400 kg/m³. At higher densities it is possible to carry more tonnage of biomass per m³ which could mean less HGV delivery trips. However, for the purposes of assessment, the worst-case average density of 200 kg/m³ is used to calculate the volume requirements for transportation, which is 1 t of biomass equates to 5 m³ in volume.
- 3.10 The transportation of biomass to the Site will be undertaken by 44 t HGVs using moving floor trailers. The payload capacity of these trailers is 100 m³, meaning that each delivery can carry 20 t of biomass, in the worst-case scenario where the density is 200kg/m³. However, the trailer payload weight capacity is 30 t, meaning it could carry higher density biomass if available which could mean less HGV delivery trips. Using the least dense specification biomass, i.e. the most robust assumption, there will be up to 4,320 HGV deliveries of biomass per annum.
- 3.11 Biomass will be delivered between Monday and Saturday. This means there are 312 delivery days per annum (6 days per week x 52 weeks). On this basis, the number of typical HGV deliveries per operational day will be 14. However, there may be occasions when deliveries may be late or delayed, so for the purposes of assessment it is assumed that as a worst case, there may be occasions of up to 15 HGV biomass deliveries per day.
- 3.12 The 2015 Permission considered that up to 15 daily biomass HGV deliveries was acceptable.

Input - Hydrated Lime

- 3.13 The facility will require circa 688 t of hydrated lime per annum.
- 3.14 This product will be delivered by an artic bulk powder tanker HGV and delivery payloads are on average 20 t. On this basis there will be up to 35 HGV deliveries per annum.
- 3.15 Hydrated lime will be delivered between Monday and Friday only. This means there are 260 day per annum (5 days per week x 52 weeks) over which hydrated lime could be delivered, meaning that it will not be a daily operation. The number of HGV deliveries will be up to 1 per week.

Input - Urea Pill

- 3.16 The facility will require also require urea pill, which will be delivered by an artic bulk powder tanker HGV.
- 3.17 Urea pill will be delivered between Monday and Friday only. This means there are 260 day per annum (5 days per week x 52 weeks) over which urea pill could be delivered, meaning that it will not be a daily operation. The number of HGV deliveries for this product will be 1 every two weeks.

Output - Fly Ash

- 3.18 The biomass facility will generate approximately 2,610 t of fly ash as a by-product per annum.
- 3.19 The approximate density of fly ash is 760 kg/m³, meaning that 1 tonne of fly ash equates to 1.32 m³.
- 3.20 Transportation of fly ash from the facility will be via 32 t bulk tippers, which have a payload capacity of 34 m³ or 20 t. Water must be added to fly ash as a means of dust control, so approximately 18 t (around 24 m³) of dry fly ash equivalent is transport by each HGV. On this basis there will be up to 145 HGV visits for fly ash removal per annum.
- 3.21 Fly ash will be removed between Monday and Friday only. This means there are 260 day per annum (5 days per week x 52 weeks) over which fly ash could be collected, meaning that it will not be a daily operation. The number of HGVs required will be up between 2 and 3 per week, with no more than 1 visit on any one day.

Output - Air Pollution Control Residues

- 3.22 The biomass facility will generate approximately 1,700 t of Air Pollution Control Residue (APCR) as a by-product per annum.
- 3.23 The approximate density of APCR is 760 kg/m³, meaning that 1 tonne of APCR equates to 1.32 m³.
- 3.24 Transportation of APCR from the facility will be via 32 t bulk tippers, which have a payload capacity of 34 m³ or 20 t. Water must be added to APCR as a means of dust control, so approximately 18 t (around 24 m³) of dry APCR equivalent is transport by each HGV. On this basis there will be up to 94 HGV visits for APCR removal per annum.
- 3.25 APCR will be removed between Monday and Friday only. This means there are 260 day per annum (5 days per week x 52 weeks) over which APCR could be collected, meaning that it will not be a daily operation. The number of HGVs required will be 2 per week, with no more than 1 visit on any one day.

Staff

- 3.26 On the busiest days, there will be up to 12 staff on site per day Monday to Friday and 5 staff on site per day Saturday to Sunday. The 2011 Census journey to work data for Barry demonstrates that around 70% of the population travel to work by private motor car. On this basis, during a weekday around 8 of the 12 staff could travel to work by car, although the GTP will seek to reduce this over time. Annually, this equates to 3,640 staff per year or 2,392 cars per year.

3.27 For the purposes of this assessment, it is assumed there will be 8 car trips to the Site per day.

Traffic Generation Summary

3.28 Only the Biomass deliveries will be undertaken daily (across 6 days a week). All other deliveries will be between 1 and 3 deliveries per week. For the purposes of considering the worst-case scenario, whereby all HGV deliveries/removal trips converge on a singular day, the total daily HGV movements considered for this assessment is 19 (38 two-way movements). **Table 3.2** summarises the vehicle movements over a day and per annum.

Table 3.2 – Summary of operational traffic movements

Type	Daily HGVs (Worst-Case)	Annual HGVs	Daily Cars	Annual Cars
Biomass	15	4,320	-	-
Hydrated Lime	1	35	-	-
Urea Pill	1	26	-	-
Fly Ash	1	145	-	-
APCR	1	94	-	-
Staff	-	-	8	2,392
Total	19	4,620	8	2,392
Total (two-way movements)	38	9,240	16	4,784

Distribution of Construction Phase Traffic

3.29 All construction HGVs were routed from the Site to the M4 Motorway via:

- Cory Way;
- Ffordd Y Mileniwm;
- A4055 (Cardiff Road);
- A4231 (Barry Docks Link Road);
- A4050 (Port Road); and
- A4232 (north of Culverhouse Cross).

3.30 To assess a reasonable worst-case scenario, all LGVs trips were assigned to this route also.

Distribution of Operational Phase Traffic

3.31 All operational HGVs will travel to the Site from the M4 Motorway, following the same route as that detailed for the construction traffic.

3.32 To assess a reasonable worst-case scenario, all staff car trips were assigned to this route also.

4 Assessment

Establishing Baseline Conditions

- 4.1 The Development traffic effect has been considered in the assumed opening year of 2022. Baseline traffic conditions have been established by undertaking traffic surveys in March 2022.
- 4.2 Traffic associated with local committed and planned development traffic was included or discounted based on the current planning / construction status and proximity to the Site. **Table 4.1** provides a summary of the schemes considered. Where schemes were included, traffic flow data was extracted from the relevant supporting transport reports.

Table 4.1 – Committed development sites

Planning ref & link to application	Vectos Notes
2021/00379/FUL Land at Barry Waterfront	Not included. Catchment area does not include our network.
2019/01393/RES East Quay, Barry Waterfront, Barry	Included
2019/01386/RES Development land at East Quay, Barry Waterfront (to East of Cory Way)	Included
2019/01385/RES Development parcel of East Quay, Barry Waterfront (land to West of Cory Way, South of the Graving Dock)	Included
2019/01384/RES Land known as East Quay, Barry Waterfront, Barry	Included
2019/01371/RES East Quay Public Open Space, Barry Waterfront	Included
2019/00406/FUL Windmill Park, Hayes Road, Barry	Not included. Small employment unit with no trip generation or distribution analysis. Unlikely to impact on the assessed network.
2018/01317/FUL Spider Camp, Hayes Lane, Sully	Included
2017/00726/FUL Former LME UK Ltd Site, Tank Farm Way, Sully	Included
2019/00111/RES Land to the South of Cog Road, Sully	Included
2021/00378/RG3 Land at Hayes Wood, The Bendricks, Sully	Included
2019/00603/FUL Land at Hayes Road, Barry	Included
2018/01108/FUL Land at Subway Road, Barry	Not included. Built and occupied and any traffic will be included within the baseline traffic surveys.
2019/01061/FUL Sea View Labour Club, Dock View Road, Barry	Not included. Small residential with no trip generation or distribution analysis. Unlikely to impact on the assessed network.
2019/01060/FUL The Windsor, 166-170, Holton Road, Barry	Not included. Small residential with no trip generation or distribution analysis. Unlikely to impact on the assessed network.
2019/01062/FUL Castle Hotel, 44, Jewel Street, Barry	Not included. Small residential with no trip generation or distribution analysis.

Planning ref & link to application	Vectos Notes
	Unlikely to impact on the assessed network.
2020/01170/OUT Land at Upper Cosmeston Farm, Lavernock Road, Penarth	Included
2016/01520/OUT Land West of Swanbridge Road, Sully	Included
2021/01123/FUL Land to the South and West of The Goodsheds, Barry	Not included. Small residential with no trip generation or distribution analysis. Unlikely to impact on the assessed network.
2020/00775/OUT Former Railway Sidings, Ffordd y Mileniwm, Barry	Included
2019/00871/OUT Land at Model Farm, Port Road, Rhoose	Included
2020/01218/HYB Leckwith Quay, Leckwith Road, Leckwith	Not included. No impact on our network.
Barry Docks Transport Interchange (VoG)	Not included. In very early stages of planning.

4.3 Pre-construction flows taken from the 2015 TA for the purposes of comparison to the 2022 baseline position.

Assessment Scenarios, Scope and Guidelines

4.4 A daily period is used for assessment purposes.

4.5 The flow for each highway link has been assessed, with and without Development traffic, in order to determine the anticipated change in traffic, per link. The changes in traffic per link are analysed for their environmental effect.

4.6 The IEA guidelines state that ‘Assessments will be undertaken in the year of opening as this is when the perceived environmental impact is at its greatest’.

4.7 In line with the IEA guidelines the chosen assessment year is 2021, the anticipated year of opening. This is when the Development will generate the most traffic and will therefore have the largest traffic effect.

4.8 The following scenarios have been assessed:

- 2022 Base Year; and
- 2022 Base Year + Development.

4.9 To determine the potential environmental effects of traffic movement, the IEA guidelines were applied within this assessment. The IEA guidelines state that when considering the impact of development traffic, it is only generally necessary to consider ‘*highway links where traffic flows will increase by more than 30%*’. It further states that ‘as a starting point, a 30% change in traffic flow represents a reasonable threshold for including a highway link within the assessment. Where there are major

changes in the composition of the traffic flow, say a much greater flow of HGVs, a lower threshold may be appropriate'. This is particularly applicable to areas with sensitive environmental conditions where a lower threshold of change in road traffic (or % in Heavy Goods Vehicles (HGVs)) is typically assessed.

- 4.10 The IEA guidelines provide two 'broad rules of thumb' on which to base an assessment of traffic effect:
- Rule 1 – include highway links where:
 - traffic flows will increase by more than 30 %; or
 - the number of HGVs will increase by 30 %.
 - Rule 2 – include any other specifically sensitive areas where traffic flows have increased by 10 % or more.
- 4.11 No environmentally sensitive areas were identified along the route between the Site and the M4 Motorway, therefore Rule 2 is not applicable to this assessment.
- 4.12 Changes in traffic flows or the volume of HGVs amounting to less than 30% of the baseline traffic flows will be considered negligible in terms of magnitude.

Pre-Construction Traffic

- 4.13 For the purposes of comparison, pre-construction traffic volumes (taken from the 2015 Transport Assessment) have been compared to the most recent 2022 traffic survey data. The only highway link that is shared from the 2015 survey and the 2022 survey is Fford Y Mileniwm. **Table 4.2** presents a summary of the 12hr (07:00-19:00) traffic volumes recorded on Fford Y Mileniwm in 2008 and 2022.

Table 4.2 – Summary of traffic flow volumes on Fford Y Mileniwm

12hr Weekday (0700-1900)	September 2008	March 2022	Difference
Total Vehicles	15,541	15,654	+ 113
HGVs	459	2,012	+1,553

- 4.14 **Table 4.2** demonstrates that total traffic volumes on Fford Y Mileniwm, during the same 12-hour survey period, has not changed significantly over the fourteen-year period between traffic surveys. However, there is a notable increase in HGV movements, with an increase of over 1,500 HGV movements on this part of the highway network. Whilst the exact reason for this increase in HGV movements is unknown, it may be related to the substantial redevelopment of Barry Docks.

Receptor Sensitivity

- 4.15 The significance criteria within the IEA guidelines provide definitions of environmentally sensitive receptors, as well as affected groups and special interests. It further advises that the traffic effects from development are considered in respect of these receptors.
- (Negligible) - Receptors with low sensitivity to traffic flows and those sufficiently distant from affected roads and junctions;
 - (Low) - Receptors with some sensitivity to traffic flow: places of worship, public open space, tourist attractions and residential areas with adequate footway provision;
 - (Medium) - Traffic flows sensitive receptors: congested junctions / links, doctor's surgeries, hospitals, shopping area with roadside frontage, roads with narrow footways, recreation facilities; and
 - (High) - Receptors of greatest sensitivity to traffic flows: schools, colleges, playgrounds, accident clusters, retirement homes, roads without footways that are used by pedestrians.
- 4.16 All highway links that form the route between the Site and the M4 Motorway have been assessed as either low or negligible in terms of sensitivity.

Magnitude of Effects

- 4.17 Each development traffic effect is determined as the predicted deviation from the baseline conditions. The IEA guidelines advise that changes in traffic flow can be categorised by the magnitude of change and categorised as a level of significance accordingly.
- 4.18 The changes in traffic flow can also be categorised as either Beneficial or Adverse in the following categories:
- (Negligible) +/- 30 %;
 - (Minor) +/- 30 – 60 %;
 - (Moderate) + / - 60 – 90 %; and
 - (Major) > 90 %.

Significance Criteria

- 4.19 The magnitude of change and the sensitivity of the receptor are considered further to determine the significance of the effect. This is summarised in **Table 4.3**.

Table 4.3 – Significance criteria

Sensitivity of Receptor	Magnitude of Impact			
	Major	Moderate	Minor	Negligible
High	Major	Major	Moderate	Negligible
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Negligible	Minor	Negligible	Negligible	Negligible

Construction Traffic Effect

- 4.20 The worst-case development daily construction traffic effect is summarised for each highway link in **Tables 4.4** and **4.5**. Detailed in these tables is the percentage change in traffic flows and the corresponding magnitude category.
- 4.21 In line with IEA rule 1, development traffic effect is considered in terms of total traffic and HGV traffic movements. As such, **Table 4.4** presents the Development effect in terms of total construction traffic movements. **Table 4.5** presents the Development effect in terms of construction HGV movements only.
- 4.22 Traffic flow diagrams illustrating these link flows are contained in **Appendix B**.

Table 4.4 – Summary of construction traffic effect (total vehicles)

Link - AADT (Vehicles)	2022 Baseline	Construction Traffic	Total Traffic	Effect	Magnitude	Sensitivity	Significance
Cory Way	2,839	200	3,039	7.0%	Negligible	Low	Negligible
Ffordd Y Mileniwm	19,511	200	19,711	1.0%	Negligible	Low	Negligible
A4055 Cardiff Road	24,497	200	24,697	0.8%	Negligible	Low	Negligible
A4231 Barry Docks Link Road	15,024	200	15,224	1.3%	Negligible	Negligible	Negligible
A4050 Port Road	26,778	200	26,978	0.7%	Negligible	Low	Negligible
A4232 - North of Culverhouse Cross	73,473	200	73,673	0.3%	Negligible	Negligible	Negligible

Table 4.5 – Summary of construction traffic effect (HGVs)

Link - AADT (Vehicles)	2022 Baseline	Construction Traffic	Total Traffic	Effect	Magnitude	Sensitivity	Significance
Cory Way	456	100	556	0.0%	Negligible	Low	Negligible
Ffordd Y Mileniwm	1,986	100	2,086	0.0%	Negligible	Low	Negligible
A4055 Cardiff Road	2,157	100	2,257	0.0%	Negligible	Low	Negligible
A4231 Barry Docks Link Road	1,609	100	1,709	0.0%	Negligible	Negligible	Negligible
A4050 Port Road	2,990	100	3,090	0.0%	Negligible	Low	Negligible
A4232 - North of Culverhouse Cross	3,007	100	3,107	3.3%	Negligible	Negligible	Negligible

4.23 **Tables 4.4** and **4.5** demonstrate that the traffic effect of the construction vehicles was not above 30% for either total vehicles or HGVs and is therefore considered to be negligible.

Operational Traffic Effect

4.24 The worst-case Development daily operational traffic effect is summarised for each highway link in **Tables 4.6** and **4.7**. Detailed in these tables is the percentage change in traffic flows and the corresponding magnitude category.

4.25 In line with IEA rule 1, Development traffic effect is considered in terms of total traffic and HGV traffic movements. As such, **Table 4.6** presents the Development effect in terms of total operational traffic movements. **Table 4.7** presents the Development effect in terms of operational HGV movements only.

4.26 Traffic flow diagrams illustrating these link flows are contained in **Appendix B**.

Table 4.6 – Summary of operational traffic effect (total vehicles)

Link - AADT (Vehicles)	2022 Baseline	Operational Traffic	Total Traffic	Effect	Magnitude	Sensitivity	Significance
Cory Way	2,839	54	2,893	1.9%	Negligible	Low	Negligible
Ffordd Y Mileniwm	19,511	54	19,565	0.3%	Negligible	Low	Negligible
A4055 Cardiff Road	24,497	54	24,551	0.2%	Negligible	Low	Negligible
A4231 Barry Docks Link Road	15,024	54	15,078	0.4%	Negligible	Negligible	Negligible
A4050 Port Road	26,778	54	26,832	0.2%	Negligible	Low	Negligible
A4232 - North of Culverhouse Cross	73,473	54	73,527	0.1%	Negligible	Negligible	Negligible

Table 4.7 – Summary of operational traffic effect (HGVs)

Link - AADT (Vehicles)	2022 Baseline	Operational Traffic	Total Traffic	Effect	Magnitude	Sensitivity	Significance
Cory Way	456	38	494	0.0%	Negligible	Low	Negligible
Ffordd Y Mileniwm	1,986	38	2,024	0.0%	Negligible	Low	Negligible
A4055 Cardiff Road	2,157	38	2,195	0.0%	Negligible	Low	Negligible
A4231 Barry Docks Link Road	1,609	38	1,647	0.0%	Negligible	Negligible	Negligible
A4050 Port Road	2,990	38	3,028	0.0%	Negligible	Low	Negligible
A4232 - North of Culverhouse Cross	3,007	38	3,045	1.3%	Negligible	Negligible	Negligible

4.27 **Tables 4.6** and **4.7** demonstrate that the traffic effect of the operational vehicles will not be above 30% for either total vehicles or HGVs and is therefore considered to be negligible.

5 Other Receptors

Severance

- 5.1 Severance is considered using the same criteria as traffic effect in the previous chapter. All traffic and HGV proportional changes are significantly below the 30% change threshold.
- 5.2 Construction and operational traffic effect on severance – **negligible**.

Pedestrian and Cyclist Amenity

- 5.3 Pedestrian and cyclist amenity are broadly defined as the relative pleasantness of a journey, which can be affected by the volume of traffic passing on the adjacent highway, composition of traffic and the footway / cycleway provision itself.
- 5.4 The IEA Guidelines suggest a tentative threshold for judging the significance of changes in pedestrian and cyclist amenity to be where the traffic flow is halved or doubled.
- 5.5 Construction and operational traffic effect on pedestrian and cyclist amenity – **negligible**.

Pedestrian and Cyclist Delay

- 5.6 IEA guidelines suggest that the volume, composition or speed of traffic can potentially affect the ability of pedestrians and cyclists, who are riding off-road, to crossroads, particularly at uncontrolled crossings or where no crossings exist.
- 5.7 The suggested lower delay threshold is a two-way hourly flow of 1,400 vehicles, which equates to a pedestrian delay of 10 seconds, for a highway link with no formal crossing facilities.
- 5.8 Construction and operational traffic effect on pedestrian and cyclist delay – **negligible**.

Pedestrian Fear and Intimidation

- 5.9 Pedestrian fear and intimidation are related to the effects of traffic and can be related to the volume of traffic, HGV composition, proximity to pedestrians or lack of protection.
- 5.10 In the absence of commonly agreed thresholds for judging the significance of likely fear and intimidation effects, the IEA guidelines suggest thresholds summarised in **Table 5.1**.

Table 5.1 Criteria for Pedestrian fear and Intimidation

Degree of Hazard	Average Flow	Total HGV	Average Speed
Extreme	1,800+ vehicles/hour	3,000+	20+
Great	1,200 – 1,800 vehicles/hour	2,000 – 3,000	15 – 20
Moderate	600 – 1,200 vehicles/hour	1,000 – 2,000	10 - 15

5.11 Construction and operational traffic effect on pedestrian fear and intimidation – **negligible**.

Driver Delay

5.12 In the absence of any guidance relating to delay thresholds, professional judgement is used to determine the likely significance of traffic effects from the Development.

5.13 Almost all traffic movements will take place outside of the busier commuter peak periods and as such will not have an impact upon existing congestion levels.

5.14 Construction and operational traffic effect on driver delay – **negligible**.

Accidents and Safety

5.15 Professional judgement was applied to historic accident data records for the local and strategic highway network to consider the likely significant effects of the Development.

5.16 The Crashmap data website was reviewed for accident hotspots along the route between the Site and the M4 Motorway. There were no locations identified that required detailed investigation.

5.17 Construction and operational traffic effect on accidents and safety – **negligible**.

6 Conclusion

- 6.1 This Technical Note has considered the traffic effect of the Development during its construction and operational phases in line with guidelines provided by the IEA.
- 6.2 The worst-case forecasts for total traffic and HGV movements represent a negligible impact on the surround local and strategic highways. In addition, the implementation of the Green Travel Plan and its associated initiatives to reduce staff dependence on private vehicles over time means that there would be no significant effects on transport. As such, it is reasonable to scope out transport related effects from the Appeal ES.

Appendix A



Barry Biomass Renewable Energy Facility

GREEN TRAVEL PLAN

(Including route management strategy)

Prepared by: Entran Ltd

On behalf of: Biomass UK No.2 Ltd

DATE: December 2020



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Barry Biomass Renewable Energy Facility

GREEN TRAVEL PLAN

(Including route management strategy)

Revision	Date	Notes	Author	Checked	Approved
V1	10/2020	1 st Draft	RAF	RLF	RGW
V2	12/2020	Revised draft	RAF	RLF	RGW

**Entran Limited
Titan House
Lewis Road
Cardiff
CF24 5BS**

Tel: 0292 167 6365



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1. INTRODUCTION

- 1.1. In 2015 Vale of Glamorgan Council (VoGC) granted planning permission for a wood fired renewable energy plant at David Davies Road, Woodham Road, Barry (2015/00031/OUT). Permission was granted subject to a number of planning conditions. Condition 29 stated:

“Prior to the first beneficial use of the development hereby approved, a Green Travel Plan (which will include details relating to proposals for minimising the use of staff car journeys to and from the site) and measure to control the plan along with agreed haul routes for the delivery of waste wood feed stock and the removal of ash from the site shall be submitted to and agreed in writing by the Local Planning Authority and the development shall be operated in accordance with the agreed details.”
- 1.2. This Green Travel Plan (GTP) has therefore been prepared as a two-part Transport Implementation Strategy (TIS); the first part is a Travel Plan to regulate and manage staff journeys, and the second is a Route Management Strategy to control the movement of goods and materials to and from the Site.
- 1.3. Full details of the development are contained in section 4 of this report.
- 1.4. Planning Policy Wales, Technical Advice Note 18: Transport (TAN18) sets out the requirements for TIS and Travel Plans in Section 9 entitled ‘Assessing Impacts and Managing Implementation’. Freight is addressed in Section 8.
- 1.5. The VoGC Local Transport Plan 2015-2030 references the Active Travel (Wales) Act 2013 and states the local objective to promote active travel choices, particularly for shorter journeys to work.
- 1.6. The VoGC Local Development Plan 2011-2026 was adopted in 2017. Policy MD2 ‘Design of new development’ states that proposals should:
- 1.7. ***“Provide a safe and accessible environment for all users, giving priority to pedestrians, cyclists and public transport users” and “Have no unacceptable impact on highway safety nor cause or exacerbate existing traffic congestion to an unacceptable degree”.***
- 1.8. An earlier GTP was prepared by Biomass UK No.2 Ltd and submitted to VoGC to discharge Condition 29. The Council requested that a revised GTP should be submitted with greater emphasis on measures and mode share targets. This GTP has therefore been prepared taking full account of national and local policy and guidance as well as feedback from VoGC.



DATE: December 2020

3. SITE LOCATION AND DESCRIPTION

- 3.1. The site is located to the east of Barry, on existing industrial land at the Port of Barry, located on Woodham Road and David Davies Road.
- 3.2. The site is occupied by Biomass UK No 2 Limited under the terms of a lease with the landowner, Associated British Ports (ABP). The Site takes access from David Davies Road, a private industrial road which in turn takes access from Cory Way, a public highway industrial access road, subject to a 30mph speed limit. .
- 3.3. Location and site plans are included as Figure 2.1 and Figure 2.2.

Figure 2.1 – Site location

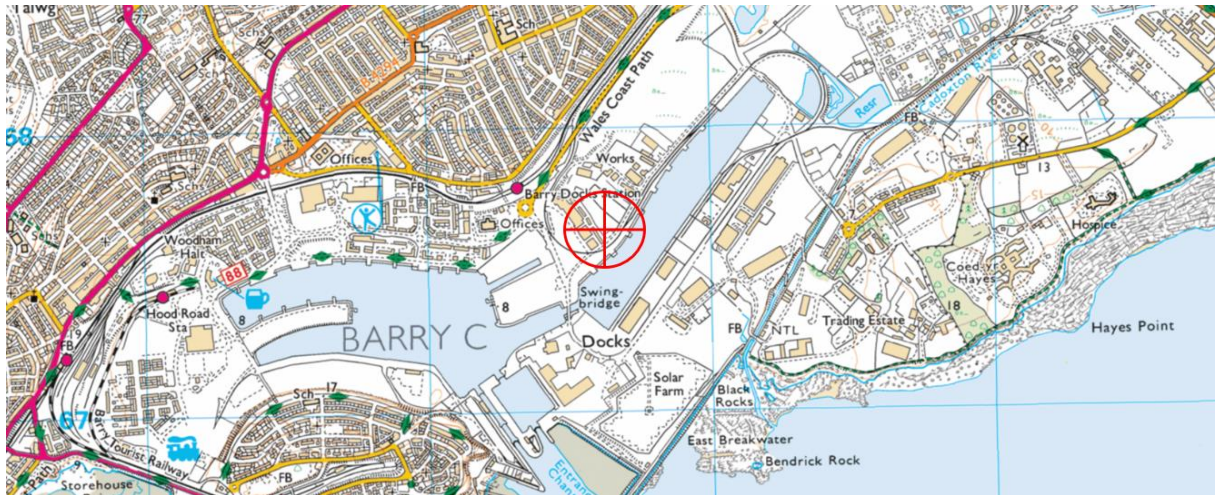
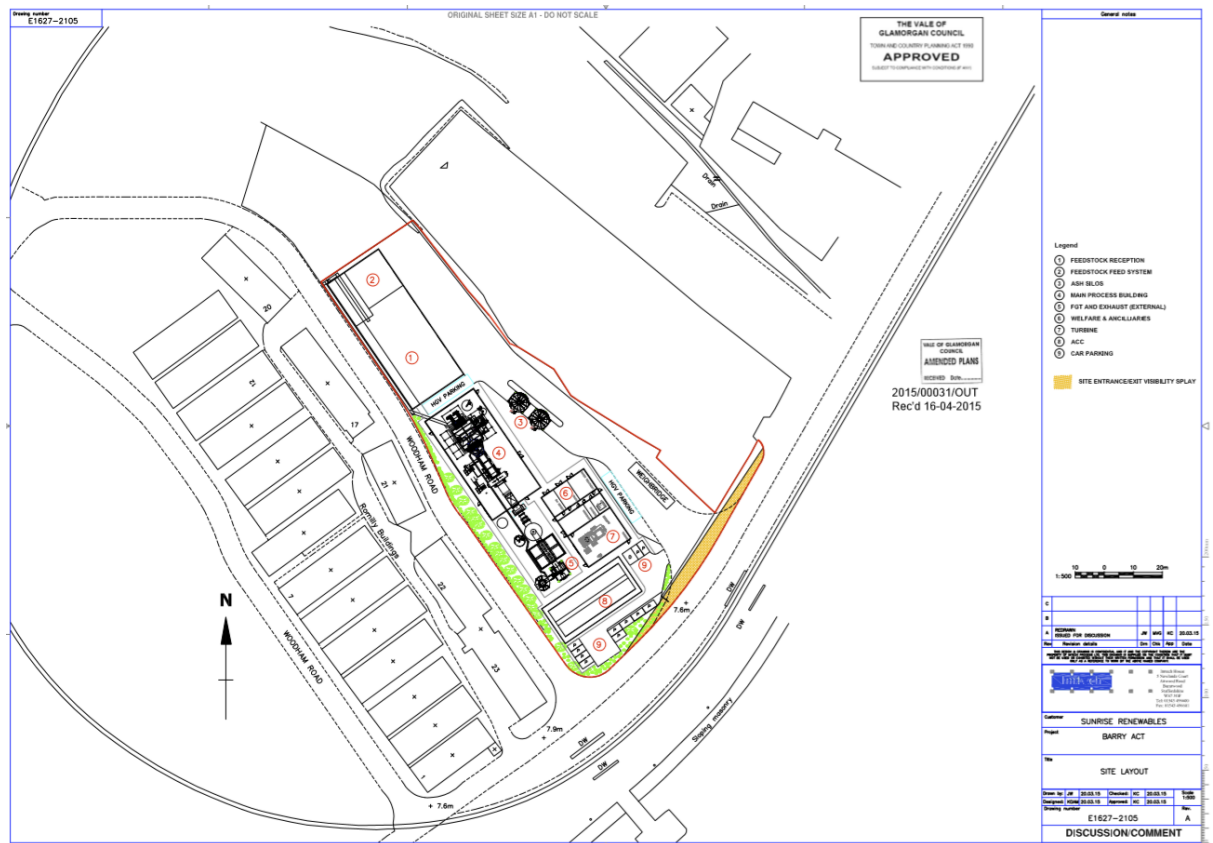


Figure 2.2 – Site plan



4. LOCAL TRANSPORT NETWORK

General

- 4.1. The Site has an existing gated access directly onto David Davies Road. This private industrial road has traffic calming (speed restraint) in the form of a series of speed humps and raised tables.
- 4.2. Cory Way is public highway at its northern end, with a comprehensive system of street lighting, paved margins on both sides, and subject to a 30mph speed limit. At its southern end, Cory Way is a private industrial access road with a posted speed limit of 10mph.
- 4.3. Cory Way joins Fford Y Mileniwm by means of a four-arm compact roundabout junction. Fford Y Mileniwm is a Principle Distributor Road for Barry Docks and joins the A4055 at both ends. The A4055 is part of the strategic road network linking Barry to Cardiff, as well as providing a direct route to the A4232 and the M4 motorway (J33).

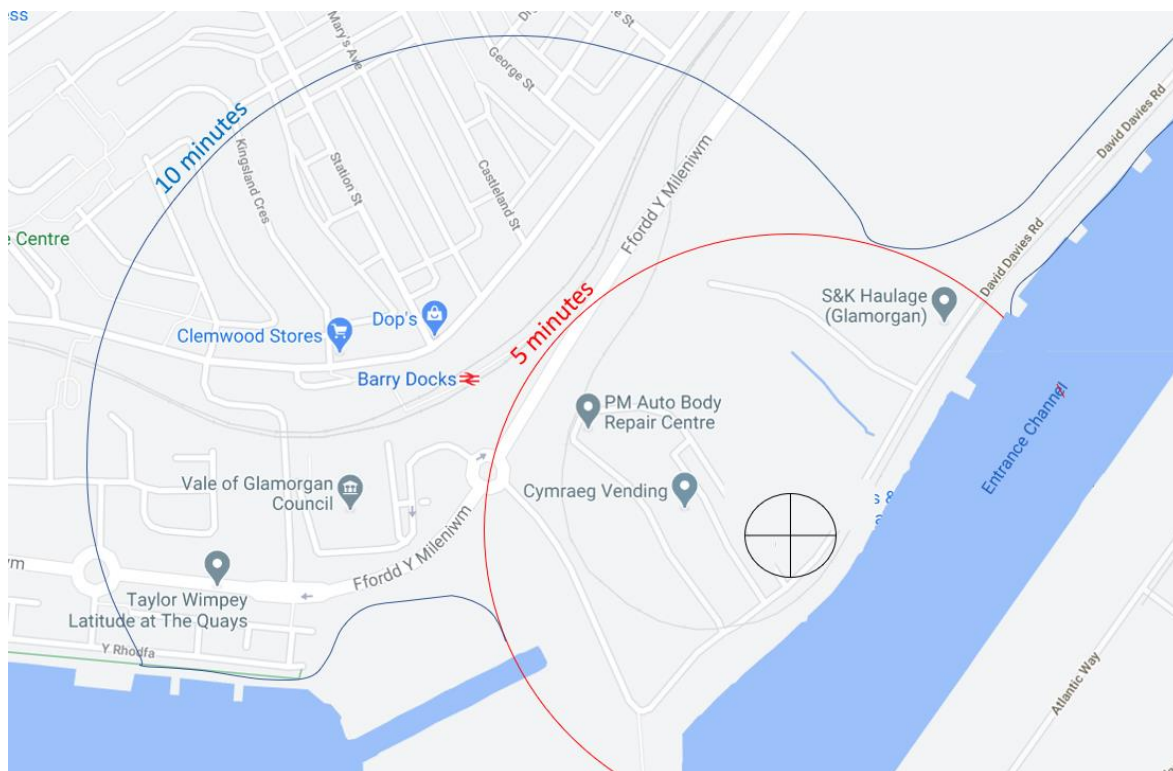
On street parking

- 4.4. There are no waiting restrictions on David Davies Way or Cory Way.

Pedestrians

- 4.5. Acceptable journey distances on foot vary depending on the purpose of the journey, the environment in which the journey is taking place and of course the individual walking. The VoCG LTP suggests that a significant proportion of journeys to work are less than 5km and that many of those could be undertaken on foot or by bike. The IHT guide 'Providing for Journeys on Foot' suggests that for journeys to work a desirable walking distance would be 500m, an acceptable walking distance would be 1km and the preferred maximum walking distance would be 2km.
- 4.6. Figure 3.1 shows walking isochrones from the site. This indicates that there is a large residential catchment within a 10-minute walk of the site.
- 4.7. Fford Y Mileniwm forms part of the Wales Coast Path long distance walking route.

Figure 3.1 – Pedestrian isochrones.

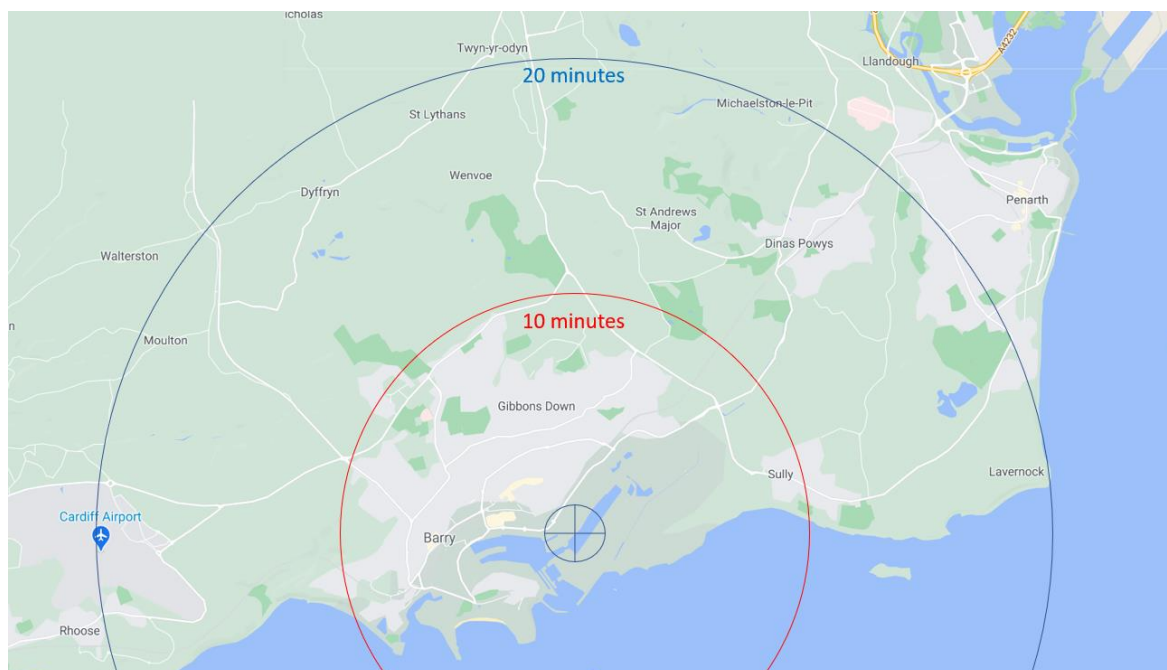


- 4.8. An audit of pedestrian facilities around the site shows that the Fford Y Mileniwm roundabout has safe pedestrian crossings on three arms, each with flush dropped kerbs and central refusers. The crossing over the northern arm also incorporates tactile paving. Cory Way has a footway down its eastern side, but David Davies Way has no footways.

Cycle

- 4.9. There are no segregated cycle facilities close to the Site, but Figure 3.2 illustrates that a wide residential area can be reached within easy cycling distance of the Site.

Figure 3.2 – Cycle isochrones.



Bus

- 4.10. The nearest bus stop served is on Fford Y Mileniwm near its junction with Subway Road, approximately 750m (8-9 minutes' walk) from the Site. The bus stop is served by Easyway Service 88 which runs hourly between Penarth and Barry, Monday to Saturday (daytime).
- 4.11. A number of alternative local bus services (i.e. Cardiff Bus Services 93, 94, 95, 96, 97, 97A, and 98, as well as N.A.T. Group Service 304) can be accessed from the bus stop adjacent to Morrisons Store on Ffordd-Y-Mileniwm, which is an approximate 15 minute walk from site.
- 4.12. Timetables are available from the operators' own websites www.cardiffbus.com, www.easywayminicoachhire.co.uk and www.natgroup.co.uk or www.traveline.cymru.

Train

- 4.13. The nearest rail station is Barry Docks which is only 300m from the Site as the crow flies and is accessible from pedestrian entrances on both Dock View Road (i.e. northern side) and the Dock Office car park (i.e. southern side).
- 4.14. Trains from Barry Docks Station provide direct access through to Aberdare, Barry Island, Bridgend, Cardiff Central, Pontypridd and Merthyr Tydfil via all stations on route and beyond via mainline services serving Cardiff Central and Bridgend Stations.

Accessibility audit summary

- 4.15. It is clear that opportunities exist to travel to and from the site by foot, by bike, by bus or using local and national rail services. The site is clearly well placed to promote travel by sustainable modes of transport for all staff.



5. RENEWABLE ENERGY PLANT

- 5.1. Biomass UK No.2 Ltd operates a renewable energy plant based on advanced conversion technology (ACT). The process involves involve off-site pre-processing of wood waste by the feedstock supplier for delivery in a chipped state ready for processing by the plant. This in turn removes the need to store and remove large volumes of contamination such as ferrous, non-ferrous metals, plastics and fines on-site.
- 5.2. Ash is a by-product of the gasification process and the majority of it can be used for building products such as block manufacture. It will be removed from site in separate contained loads by the feedstock supplier for recycling. Backloading is not possible due to the need to avoid contamination of incoming feedstock. However, there is a substantial reduction (over 94%) between the weight of wood fuel processed and the weight of ash requiring removal from the site. Therefore, the total amount of ash removed from the site per annum will not exceed 2200 tonnes.

Means of access

- 5.3. The site access has been designed around the swept path of a 16.5m long articulated HGV, being the largest vehicle likely to visit the site. The access has been designed such that all vehicles can enter and leave in a forward gear with ample stacking capacity within the site so that no queuing will occur within the public highway. In practice, the predicted frequency of vehicle movements is sufficiently light that it is unlikely that more than one vehicle will arrive at any one time, but the layout allows for such an eventuality.
- 5.4. Access is via the main vehicular gate to the site and there is separate access and exit points for vehicles and pedestrians, including wheelchair access. These are clearly marked.
- 5.5. Segregation areas and route markings for vehicles and pedestrians around the site are clearly marked using, road markings, physical barriers and signs as required.
- 5.6. Where pedestrians need to cross traffic routes these are clearly signed and marked as defined crossing points.
- 5.7. As stated in Section 3, Cory Way has footways on one or both sides along its entire length, but these do not continue into David Davies Way. It should be noted that David Davies Way is a private road with comprehensive traffic calming and a 10mph speed limit. All pedestrians walking to the existing Woodham Road or dockside industrial premises currently walk in the carriageway. There are limited opportunities to provide any new footway provision due to third-party ownership rights; however, the new facility will fund the introduction of a new road sign at the southern end of Cory Way to advise drivers that they might encounter pedestrians in the carriageway (Traffic Signs and General Directions Diag 544.1).



- 5.8. The site access route and internal surfaces provide sufficient access and suitability for emergency services, who are provided with updated emergency and access plans and contact numbers on a regular, route basis.



Vehicle Parking

- 5.9. The parking and access areas are flat and the parking area for staff and visitors' vehicles has dedicated parking spaces for disabled drivers. These are close to the main site gate, negating the need for unnecessary vehicle movements across the site.
- 5.10. All parking areas, as with all aspects of vehicle and pedestrian routes, will be maintained to a suitable level, so as to ensure the safe use and movement of vehicles, and the protection and safety of pedestrians.
- 5.11. The vehicle parking area and turning facility have been constructed of porous material, or provision made for direct run-off water from the area to a permeable or porous surface within the curtilage of the site, this is in the interest of minimising the amount of water entering the drainage system.
- 5.12. At no time shall any part of the vehicle parking, servicing, or manoeuvring areas be used for the open storage of goods in order, as to maintain the availability of these area for their intended use.

Cycle Parking

- 5.13. In order to promote the use of bicycles and powered two wheelers (motor bikes and scooters) secure cycle and motorcycle parking is provided for staff and visitors. Figure 4.1 below shows two secure, covered cycle parking spaces. The site has also been designed to provide secure changing, showering and storage facilities for the benefit of staff who walk, cycle or motorcycle to work.

Figure 4.1 – Secure, covered cycle parking





6. OBJECTIVES, TARGETS AND MONITORING

- 6.1. As stated in the introduction, this GTP has been developed to seek to influence modes of travel to the Site rather than merely predicting travel patterns and providing mitigation.
- 6.2. The movement of goods and materials associated with the renewable energy plant will clearly require transportation by road. This GTP therefore also includes a Route Management Strategy for freight; however, the facility will be operated by a range of staff for whom a Travel Plan will be appropriate.
- 6.3. This Travel Plan has been prepared Biomass UK No.2 Ltd with assistance from Entran Ltd.
- 6.4. The facility will generally employ the equivalent of 12 full-time employees, and a small number of visitors, of who up to 10 will be on site at any one time (with two clerical staff off-site). A total of 10 staff will therefore travel to and from the Site each day equating to 20 multi-modal staff movements per day.
- 6.5. The facility provides appropriate infrastructure to encourage sustainable travel and the GTP will also provide information and incentives where practicable.
- 6.6. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through suggested linkages to climate change. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers.
- 6.7. Travel planning must be realistic and should not expect to remove car usage altogether. Instead, an effective travel plan will maximise the use of sustainable travel to achieve more sensible and appropriate use of the private car. If every car commuter used an alternative to the car on just one day a week, car usage levels for commuting would be reduced by as much as 20% immediately, with commuter parking requirements also reduced by up to 20%.

Surveys

- 6.8. The effectiveness of the staff Travel Plan and the measures proposed will need to be monitored and reviewed in partnership with the local authorities. This review process will identify the most effective measures and key motivators influencing people's travel choices. A sample questionnaire, obtained from iBase Systems Ltd and compatible with iTrace, is included as **Appendix A** to this report.
- 6.9. Identifying these 'key motivators' is very important as it will allow the Travel Plan Co-ordinator (TPC) to focus funds and resources on those areas most likely to affect people's travel choices. For example, there is no benefit in providing excessive cycle storage or discounted bus travel if the early surveys show that such very expensive measures would have little or no influence on employees' desire to cycle or use the bus. Instead, the measures should be tailored to the findings of the surveys and needs of staff. Welsh Government guidance is clear that Travel Plans and their measures must not be based on a 'one size fits all' approach. Of course, if such measures score highly in future surveys then they will need to be included in the TPC's regular reviews of targets and measures as set out below.





- 6.10. It will be the responsibility of the TPC to conduct surveys of staff travel patterns. The surveys will aim to establish:
- Current modal split
 - Modes used occasionally
 - Reasons for modal choice
 - Attitudes to more sustainable modes
 - What measures would persuade people to change to more sustainable modes
- 6.11. A number of suggestions for improvements could be included within the travel survey. The list need not be exhaustive but should provide an insight into the type of measures that would be required to cause worthwhile modal shift towards each of the more sustainable modes of transport.
- 6.12. The schedule of monitoring and review will be as follows:

Table 5.1 –Schedule of surveys and reviews

Survey	Review / report
1. Within 3 months of GTP approval by VoGC	<ul style="list-style-type: none"> • Include questions about current travel and intended travel in the future. • Review survey findings and report to local authority within 1 month of survey. • Feedback findings to staff within 1 month of local authority review. • TPC to implement review outcomes prior to Survey 2.
2. Three years after survey 1.	<ul style="list-style-type: none"> • Identify actions from Review 1 • Review survey 2 findings, and report to local authority within 1 month of survey. • Feedback findings to staff within 1 month of local authority review. • TPC to implement review outcomes prior to Survey 3
3. Five years after survey 1.	<ul style="list-style-type: none"> • Identify actions from Review 2 • Review survey 3 findings, and report to local authority within 1 month of survey. • Feedback findings to staff within 1 month of local authority review. • TPC to implement review outcomes

- 6.13. The schedule of monitoring and review could be augmented by interim spot counts to review progress throughout the year if required.



Objectives

- 6.14. In line with Central Government policies and guidance, the primary objectives of the TP are to:
- Remove travel as a barrier to social inclusion;
 - Discourage the use of unsustainable modes of transport and enable staff to make travel choices that benefit themselves and their community;
 - Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes;
 - Minimise single car occupancy and total staff vehicle kilometres.
- 6.15. In addition to these over-arching objectives, Biomass UK No.2 Ltd also has the following site-specific objectives:
- Zero transport accidents on the Site;
 - Create a positive effect on local traffic volumes;
 - Create a positive effect on the local environment, particularly in terms of vehicle kilometres and vehicle emissions.

Targets

- 6.16. The facility will only have up to 10 staff, and a small number of visitors on site at any one time. There are no equivalent sites in the TRICS database. For this reason, it is not appropriate to set mode share targets for the facility until the GTP objectives and measures have been agreed with the Council, and the first travel survey has been carried out. This will be within three months of the GTP being signed-off. However, whereas the initial travel survey is required in order to set a baseline, it is possible to set provisional targets for modal shift, whatever that baseline may show.
- 6.17. Table 5.2 below shows provisional modal shift targets for each mode for three and five years after occupation. The baseline mode share will be derived from the first travel survey at which time these modal shift targets can be assessed and adjusted if necessary.

Table 5.2 – target mode shift

	Driver	Car pass [']	Walk	Cycle	Bus	LUL	Rail
Baseline	TBC	TBC	TBC	TBC	TBC	TBC	TBC
3 years	-5%	-2%	+2%	+1%	+2%	+1%	+1%
5 years	-10%	-5%	+5%	+2%	+4%	+2%	+2%

- 6.18. It is possible, subject to survey findings, that the target for car passengers may in fact be an increase rather than a decrease if car sharing is shown to be a significant factor in reducing single-occupancy car journeys (and associated vehicle kilometres).
- 6.19. The TPC will identify mode share percentages from the travel surveys and report these to the local authorities and staff in accordance with the schedule of surveys and reviews. It is important to note that with such a small number of staff a single journey to work can have a 10-15% impact on the mode share results.

TP Co-ordinator

- 6.20. A Travel Plan Co-ordinator (TPC) will be appointed for the facility. As the end occupiers are not known at this stage it is not possible to specify who this person will be; however, as the facility will have management and administrative staff on-site it is likely that a senior member of staff will be given the role of TPC. The TPC will be a named person whose contact details will be provided to all staff. The TPC will not be a full-time position but the named TPC will be available full-time. The TPC will have responsibility for provision of information to staff and for carrying out travel surveys and reporting their results to the planning authority.
- 6.21. With such a small staff presence it will not be necessary to introduce measures such as marketing or travel plan websites, but travel planning will be a standard agenda item at all team/staff meetings.

Measures

- 6.22. For a development of this kind and scale travel planning measures will comprise infrastructure, information, and incentives. Those measures specified as *Secured* will be delivered as part of the capital expenditure of the development. Those measures referred to as *Potential* are available for the TPC to consider as part of the year 3 and year 5 review process. The Potential measures are available to the TPC if the mode share targets have not been met. These additional measures must be carefully matched against the 'key motivators' identified in the staff surveys. Potential measures will be funded by the operator. The action plan is therefore as illustrated in Table 5.3 below:

Table 5.3 – Action Plan

Timescale	Measures	Delivery
Development	Secured	Developer
Year 3	Potential (as required)	Operator
Year 5	Potential (as required)	Operator

- 6.23. Table 5.4 below summarise those measures secured as part of the development as well as potential future measures at the disposal of the TPC:

Table 5.4 – Staff Travel Plan measures

Measures to encourage walking	
Secured	Potential
<ul style="list-style-type: none"> High quality pedestrian provision including internal footways; Changing facilities and lockers; Showers; Drying area for clothes; Staff kitchen; Staff induction to include Active Travel; New road sign. 	<ul style="list-style-type: none"> Additional pedestrian signage; Financial incentives for walkers; Free or subsidised wet weather/high vis clothing; Walking clubs; Events to encourage walking (walkers' breakfast first Wednesday of the month etc.) Personalised travel planning;



Measures to encourage cycling	
Secured	Potential
<ul style="list-style-type: none"> • Secure, lit, covered cycle parking close to entrances; • Good on-site lighting; • Lockers for staff; • Showers and changing facilities; • Staff kitchen; • Staff induction to include Active Travel; • Salary sacrifice tax-free cycle purchase scheme for staff (cycle2work). 	<ul style="list-style-type: none"> • Financial incentives for cyclists (e.g. mileage rate for work related journeys); • Free or subsidised wet weather/high vis clothing; • Bicycle user group (BUG); • Training for those who are not confident cyclists; • Provision of, or payment for, bike maintenance (possibly on site as part of course); • Negotiated discount with local bike shop – additional special rate for folding bikes; • Interest free bike loan for staff; • Facilities for e-bike charging (subject to demand); • Events to encourage cycling (cyclists' breakfast first Wednesday of the month etc.)
Measures to encourage use of public transport	
Secured	Potential
<ul style="list-style-type: none"> • Policy to state that all staff are expected to use public transport for work related journeys where this is a realistic option; • Marketing – promoting the use of public transport in all written and electronic material; • Bus routes and timetable information available to all staff. 	<ul style="list-style-type: none"> • Financial incentives for bus/train users (e.g. mileage rate for work related journeys); • Interest free season ticket loans for annual season tickets for staff; • Discount on bus/train season tickets; • Travel pack (including bus routes and bus/train timetable info) • Personalised travel planning;

cont.



Measures to reduce impact of car travel	
Secured	Potential
<ul style="list-style-type: none"> • Active promotion of car share; • Restricted on-site car parking provision; • On-site parking for disabled drivers; • On-site parking provision for powered two-wheelers; • Policy to state that all staff are expected to use public transport for work related journeys where this is a realistic option; • Marketing – promoting the use of sustainable transport in all written and electronic material; 	<ul style="list-style-type: none"> • Permits issued on basis of need; • Financial incentives for sustainable transport users (e.g. preferential mileage rate for work related journeys); • Guaranteed taxi home (if required) for car sharers; • Reduced rate at local car-hire company. • Personalised travel planning;

Securing and enforcement

- 6.24. This TP has been secured by Grampian style planning condition requiring the document to be approved by the planning authority prior and for the facility to be operated in accordance with the agreed details.
- 6.25. The schedule of monitoring and review will be the responsibility of the TPC and will ensure an on-going partnership between the Council and the site operators. Any enforcement of the planning condition will fall within the jurisdiction of the local planning authority.

Funding

- 6.26. As stated earlier the initial Active Travel infrastructure has been provided as part of the capital expenditure of the scheme. The operator will have a responsibility to appoint the TPC. At that time, the operator will also need to agree a protocol for funding the on-going management and maintenance of the Travel Plan. This information will be included with the first travel survey.





7. HGV ROUTE MANAGEMENT

- 7.1. The nature of the renewable energy facility means that during the operational phase all material brought to, and taken from the site will be by prior arrangement under contract. No material will be accepted from vehicles arriving speculatively.
- 7.2. All commercial vehicles entering and leaving the site report to the site reception. Details of every vehicle will be recorded, including driver, vehicle registration number and time of arrival and departure.
- 7.3. Given the above, every HGV driver arriving at the facility will do so under the control of a contract between the developer/operator and the haulage firm or contractor. This ensures that the HGV Route Management Scheme can be communicated to every driver prior to them travelling to the facility for the first time.
- 7.4. The haulage contract also provides an appropriate mechanism for the operator to enforce the HGV Route Management Strategy. Any driver failing to comply with the requirements of the strategy can be easily identified by cross-referencing with the entry log. A first offence will result in a verbal warning to the driver, a second offence from the same driver (or provider) will result in a written warning to the driver and their employer. Any repeat offences will result in a two-week suspension for the driver, and the operator reserves the right to cancel the contract with that provider.

Communication.

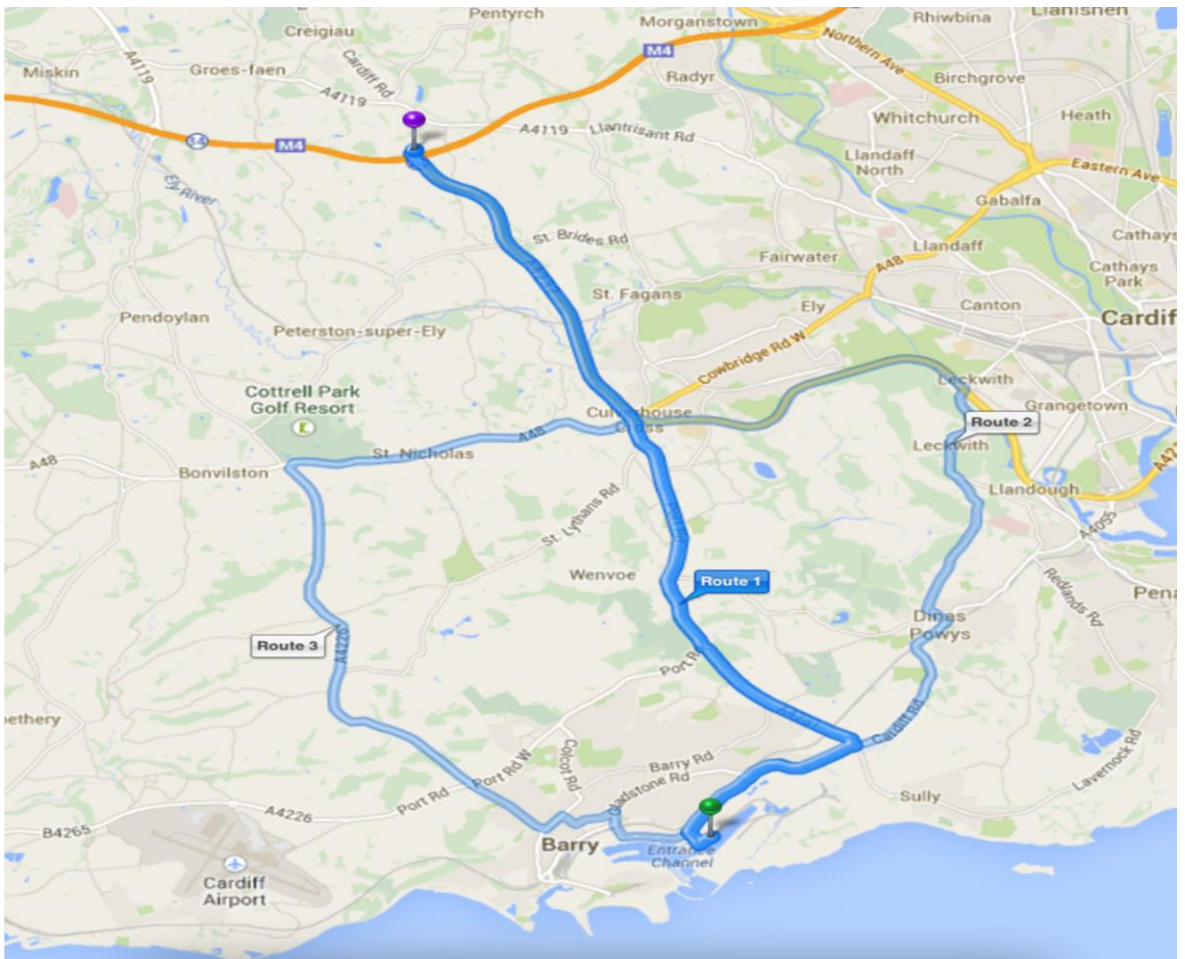
- 7.5. During the operational phase, the operator will provide a copy of the HGV Route Management Scheme to each and every provider and/or haulage contractor prior to them delivering to (or collecting from) the site for the first time. The contract between the operator and provider will require the provider to make the Route Management Scheme available to every driver.

Strategy

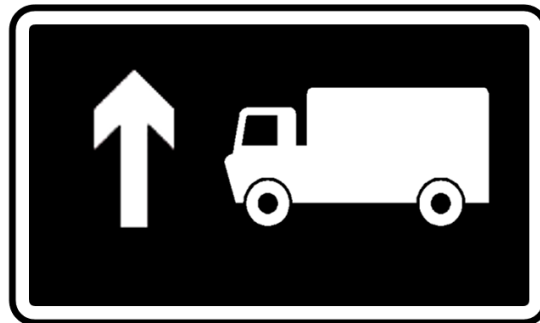
- 7.6. All delivery and collection vehicles will enter the site from the existing private industrial roads of Woodham Road and David Davies Road, and will not affect any other business users. The site access location has been chosen to ensure that it does not impose upon the adjacent users which ensures that the plan will not be obtrusive.
- 7.7. Vehicle swept paths are included as **Appendix B**.
- 7.8. Fuel deliveries to the site, and all other external operations, shall not take place outside the hours of 07.00 to 19.00 Monday to Saturday and 08.00 to 16.00 on Sundays, Bank and Public Holidays.
- 7.9. The site gates will be closed to vehicular access outside these hours with only authorised personnel on site to open the gates for emergency and regulatory access. Such physical restriction will therefore naturally enforce the time limits on HGV drivers visiting the site.
- 7.10. The site will be staffed at all times when it is open to effectively supervise the reception of deliveries and the removal of waste.
- 7.11. Vehicle marshalling will be in place as required.
- 7.12. Deposits of mud or litter onto the access roads or highway is unlikely, however if it does occur it will be cleared using a road sweeper or hand-picked in the case of litter.
- 7.13. All drivers delivering feedstock by road will be advised to follow the course of Route 1 shown in the plan below where practicable.



Figure 7.1 – HGV Routing Plan (avoiding residential and rural roads)



7.14. This will be monitored by the operator via TACO information, mileage logs and periodic, random visual surveillance. The operator will maintain a complaints and communication procedure to record any breaches of the HGV Route Management scheme.





Appendix A

Staff Travel Survey

STAFF TRAVEL SURVEY

All staff are being surveyed on the way that they travel to work. The data will be used exclusively to develop and promote measures to improve the journey to work for all employees and visitors.

Please take five minutes to complete the questionnaire and return it to the main office in the envelope provided.

Company Name : Location/Site :

Journey to Work Details

1. Home Postcode (required for mapping purposes only)

2. How do you normally travel to work?(Please tick appropriate box)

- Car (Driver)
- Car (Passenger)
- Bus
- Train
- Motorcycle
- Cycle
- Walk
- Other

3. If you normally travel to work by car do you ever use public transport? (Please tick one box)

Yes No

If yes, how often do you use public transport to travel to work? (Please tick one box)

- One or two times a week
- Once a week
- Once a fortnight
- Less frequently

4. Does your journey to or from work include a school (or other) drop off or pick up? (Please tick one box)

Yes No

5. How far do you travel to work? Km's

miles

6. How long does it normally take you to travel to work, door to door? mins

7. Where do you usually park if you drive to work? (Please tick appropriate box)

- Company car park
- Public Car Park
- On-Street paid parking
- On-street free

8. Do you usually pay to park? (Please tick one box)

Yes No

If you usually pay to park, how much do you normally pay?

Cost(pence)

9. Do you currently give a colleague a lift to or from work? (Please tick one box)

Most Days Occasionally Never

Personal Transport Options

10. How often is a car available to you for commuting to work? (Please tick one box)

- Most days
- Occasionally
- Never

11. How often is a bicycle available to you for commuting to work? (Please tick one box)

- Most days
- Occasionally
- Never

12. If you drive to work is the car that you use a company car? (Please tick one box) Yes No

13. Why do you normally travel to work the way you do? *(Please tick up to three boxes)*

- No alternative
- No public transport nearby
- Cheapest way
- Quickest way
- Gives me flexibility
- Reliable
- Health reasons
- Need car for work in the day
- Other

14. Which of the following would encourage you to use the bus or train more for your journey to work? *(Please tick up to three boxes)*

- More direct bus routes
- More frequent bus services
- Better facilities at bus shelters
- Discount tickets/passes from work
- More convenient bus drop-off points
- More frequent rail services
- Better connections from work to rail
- Better bus/rail information at work
- Nothing
- Other

15. Which of the following changes would encourage you to cycle to work more? *(Please tick up to three boxes)*

- Improved cycle paths
- Improved cycle parking at work
- Improved changing/showering facilities
- More lockers at work
- Arrangements to buy bicycles at a discount
- Nothing
- Other

16. Have your patterns of travel to work changed in the last twelve months? *(Please tick one box)*

Yes No

If yes which of the following is applicable? *(Please tick one box)*

- Drive more
- Use public transport more
- Walk/cycle more

- Drive less
- Use public transport less
- Walk/cycle less

17. Would you be prepared to car share? *(Please tick one box)*

Yes No

If yes then what would be most likely to encourage you to car share? *(Please tick more than one box)*

- Help in finding sharers
- Free taxi travel home if let down by sharer
- Reserved parking for car sharers
- Reduced parking charges for car sharers
- Other

Work Details

18. Job Title :

19. What hours do you normally work? Start time Finish time

20. Do you work flexi-time? *(Please tick one box)* Yes No

21. Do you use a vehicle in the course of your work? *(Please tick one box)* Yes No

Personal Details

Male Female

Age *(Please tick relevant box)*

Under 24 25 - 34 35 - 44 45 - 54 Over 55

Miscellaneous

Do you have any general comments about your journey to work that you would like to make, or are there any particular issues that you feel could be addressed in the development of the company travel plan.

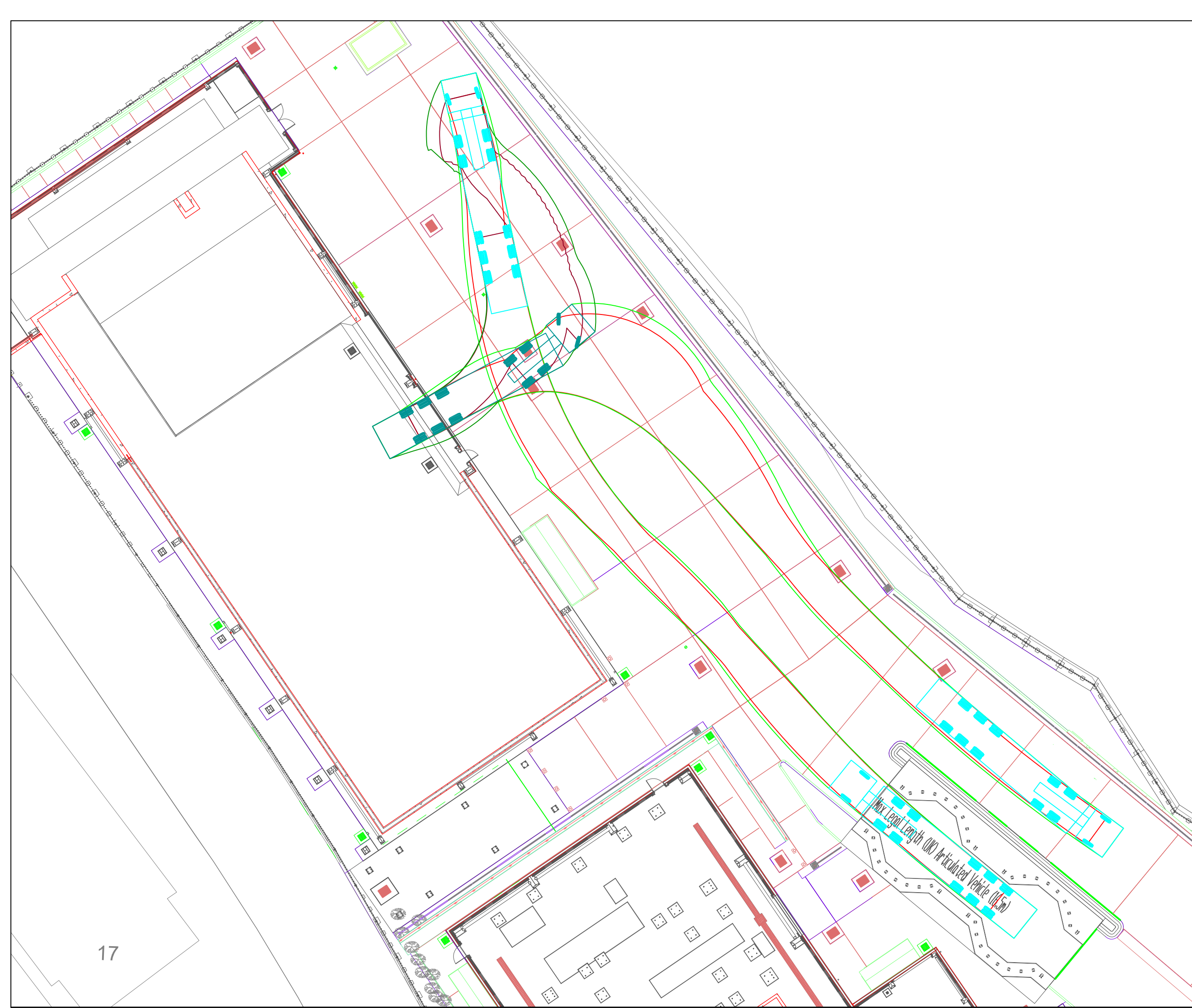
Thank You for your cooperation.

We would like to ensure you that all of your answers will remain confidential and will only be used to assist in the development of a company travel plan. Please return your completed form to the main office.



Appendix B

Swept path analyses



REV	DATE	REVISION DETAILS	BY
A	8/20	Updated Swept Paths	LL



7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL
 TELEPHONE : 0117 937 4077

PROJECT TITLE
**BIOMASSUK PLANT
 DAVID DAVIES ROAD**

DRAWING TITLE
**SPA HG
 OPTION 1**

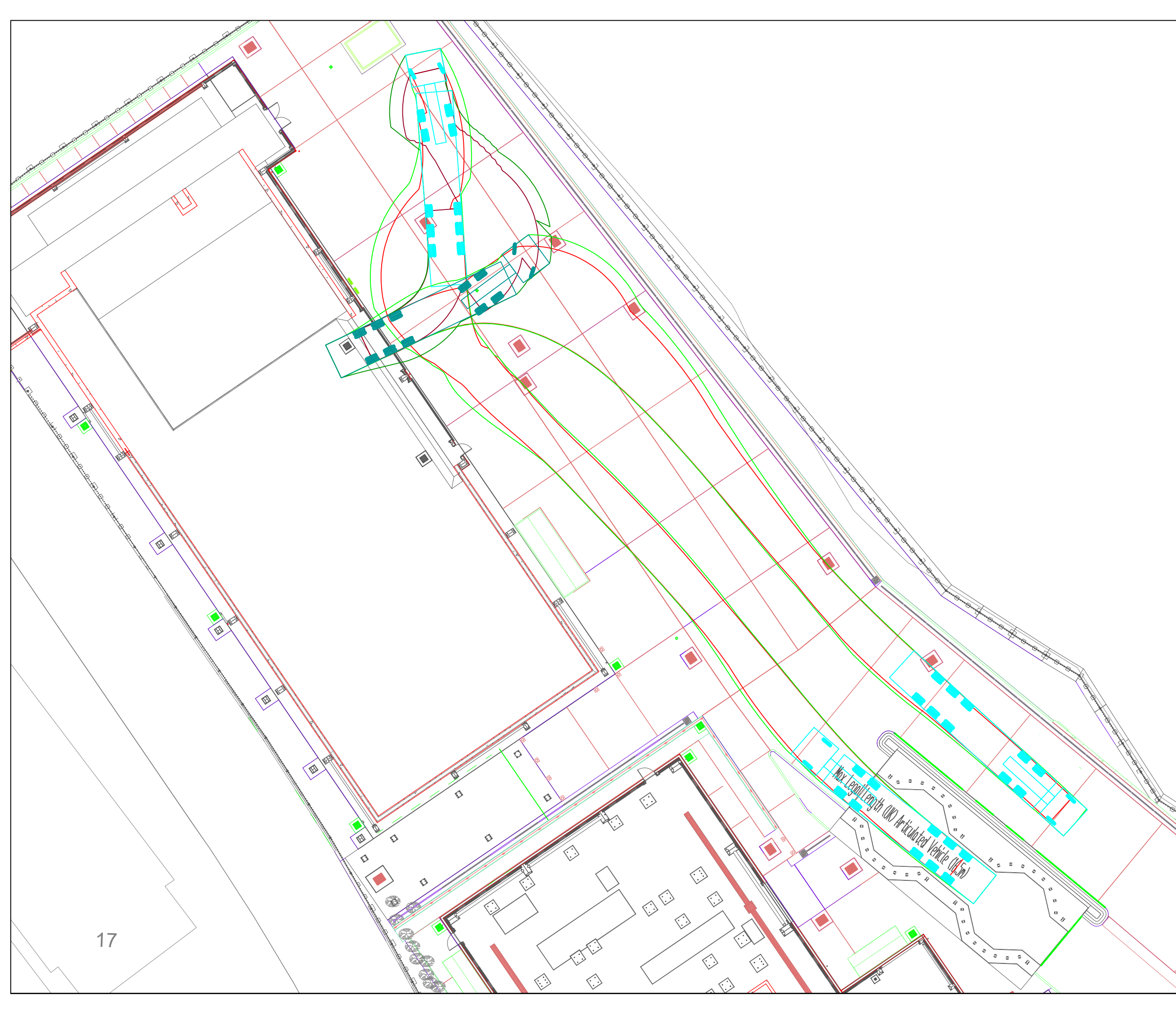
CLIENT / ARCHITECT

STATUS

SCALE 1:250	AT A3	DRAWN LL
CHECKED RF		APPROVED

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	08/2020	SK01	A

17



17

REV	DATE	REVISION DETAILS	BY



7 Greenway Farm | Bath Road | Wick | Bristol | BS30 5RL
TELEPHONE : 0117 937 4077

PROJECT TITLE
BIOMASSUK PLANT
DAVID DAVIES ROAD

DRAWING TITLE
SPA HGV
OPTION 2

CLIENT / ARCHITECT

STATUS

SCALE 1:250	AT A3	DRAWN LL
CHECKED RF		APPROVED

DRG SIZE A3	DATE 08/2020	DRAWING NUMBER SK02	REV -
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Appendix B

Barry ATC, A4050



Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	30	39	72	113	89	31	47	62
01:00	0	23	27	58	54	30	25	26	36
02:00	0	25	22	29	46	24	20	23	28
03:00	0	29	31	32	47	56	24	35	37
04:00	0	75	96	65	47	103	99	93	81
05:00	0	255	238	164	84	313	266	268	220
06:00	0	657	647	236	181	734	756	699	535
07:00	0	1087	1014	410	183	1046	1180	1082	820
08:00	0	1095	982	566	367	1145	1141	1091	883
09:00	0	863	951	699	628	851	785	863	796
10:00	0	759	811	868	795	782	660	753	779
11:00	0	801	819	929	897	712	700	758	810
12:00	0	762	738	947	887	658	748	727	790
13:00	732	765	824	968	923	697	847	773	822
14:00	806	810	905	916	843	806	817	829	843
15:00	864	915	998	910	828	880	910	913	901
16:00	856	843	904	1028	774	878	954	887	891
17:00	695	689	775	980	679	825	793	755	777
18:00	624	580	701	779	580	572	585	612	632
19:00	332	453	469	468	425	356	393	401	414
20:00	235	308	368	307	239	296	281	298	291
21:00	202	206	256	200	203	214	195	215	211
22:00	128	141	170	218	107	118	145	140	147
23:00	52	73	116	144	65	56	71	74	82
Total	4577	9969	10422	10000	8384	9852	10120	8988	9046
12H(7-19)	5346	11593	12162	11211	9432	11452	11745	10460	10420
18H(6-24)	5526	11807	12448	11573	9604	11626	11961	10674	10649
24H(0-24)	5526	12244	12901	11993	9995	12241	12426	11068	11047
AM Peak	00:00 0	08:00 1095	07:00 1014	11:00 929	11:00 897	08:00 1145	07:00 1180	08:00 1091	08:00 883
PM Peak	15:00 864	15:00 915	15:00 998	16:00 1028	13:00 923	15:00 880	16:00 954	15:00 913	16:00 901

360 TSL Ltd

Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	43	55	104	130	52	53	51	73
01:00	0	22	37	52	60	32	30	30	39
02:00	0	21	20	54	43	11	24	19	29
03:00	0	41	31	54	37	22	34	32	37
04:00	0	41	44	58	62	44	72	50	54
05:00	0	152	154	106	98	218	174	175	150
06:00	0	453	438	183	122	477	491	465	361
07:00	0	808	865	276	147	993	963	907	675
08:00	0	860	862	410	190	919	897	885	690
09:00	0	674	746	575	369	725	785	733	646
10:00	0	718	797	823	626	765	794	769	754
11:00	0	754	936	922	845	811	823	831	849
12:00	0	816	996	1061	1042	854	822	872	932
13:00	814	808	1065	1048	1013	822	809	864	911
14:00	856	923	1147	1086	1003	936	973	967	989
15:00	1053	981	1068	1011	898	1039	1030	1034	1011
16:00	1154	1113	1117	907	842	1185	1184	1151	1072
17:00	969	1106	1116	870	691	1157	1126	1095	1005
18:00	859	845	896	755	597	866	850	863	810
19:00	584	581	686	513	454	578	598	605	571
20:00	343	431	416	312	336	358	355	381	364
21:00	275	284	288	252	243	288	256	278	269
22:00	203	194	271	230	154	174	182	205	201
23:00	103	102	181	198	104	115	107	122	130
Total	5705	10406	11611	9744	8263	11072	11056	9970	9694
12H(7-19)	6907	12155	13439	11004	9418	12773	12756	11606	11207
18H(6-24)	7213	12451	13891	11432	9676	13062	13045	11932	11539
24H(0-24)	7213	12771	14232	11860	10106	13441	13432	12218	11865
AM Peak	00:00 0	08:00 860	07:00 936	11:00 922	11:00 845	07:00 993	07:00 963	07:00 907	07:00 849
PM Peak	16:00 1154	16:00 1113	14:00 1147	14:00 1086	12:00 1042	16:00 1185	16:00 1184	16:00 1151	16:00 1072

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	73	94	176	243	141	84	98	135
01:00	0	45	64	110	114	62	55	57	75
02:00	0	46	42	83	89	35	44	42	57
03:00	0	70	62	86	84	78	58	67	73
04:00	0	116	140	123	109	147	171	144	134
05:00	0	407	392	270	182	531	440	443	370
06:00	0	1110	1085	419	303	1211	1247	1163	896
07:00	0	1895	1879	686	330	2039	2143	1989	1495
08:00	0	1955	1844	976	557	2064	2038	1975	1572
09:00	0	1537	1697	1274	997	1576	1570	1595	1442
10:00	0	1477	1608	1691	1421	1547	1454	1522	1533
11:00	0	1555	1755	1851	1742	1523	1523	1589	1658
12:00	0	1578	1734	2008	1929	1512	1570	1599	1722
13:00	1546	1573	1889	2016	1936	1519	1656	1637	1734
14:00	1662	1733	2052	2002	1846	1742	1790	1796	1832
15:00	1917	1896	2066	1921	1726	1919	1940	1948	1912
16:00	1604	1956	2021	1935	1616	2063	2138	2038	1963
17:00	1664	1795	1891	1850	1370	1982	1919	1850	1782
18:00	1483	1425	1597	1534	1177	1438	1435	1476	1441
19:00	916	1034	1155	981	879	934	991	1006	984
20:00	578	739	784	619	575	654	636	678	655
21:00	477	490	544	452	446	502	451	493	480
22:00	331	335	441	448	261	292	327	345	348
23:00	155	175	297	342	169	171	178	195	212
Total	10282	20375	22033	19744	16647	20924	21176	18958	18740
12H(7-19)	12253	23748	25601	22215	18850	24225	24501	22066	21628
18H(6-24)	12739	24258	26339	23005	19280	24688	25006	22606	22188
24H(0-24)	12739	25015	27133	23853	20101	25682	25858	23285	22912
AM Peak	00:00 0	08:00 1955	07:00 1879	11:00 1851	11:00 1742	08:00 2064	07:00 2143	07:00 1989	07:00 1658
PM Peak	16:00 2010	16:00 1956	15:00 2066	13:00 2016	13:00 1936	16:00 2063	16:00 2138	16:00 2038	16:00 1963

360 TSL Ltd

Barry ATC, A4050



Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	4	8	8	10	20	8	10	10
01:00	0	2	6	13	12	4	10	6	8
02:00	0	9	6	6	9	6	6	7	7
03:00	0	7	7	5	7	22	9	11	10
04:00	0	18	23	18	8	35	30	27	22
05:00	0	58	54	35	16	70	52	59	48
06:00	0	154	155	40	25	181	154	161	118
07:00	0	217	200	91	35	214	181	203	156
08:00	0	134	183	103	69	155	138	153	130
09:00	0	159	158	126	69	171	144	158	138
10:00	0	144	149	99	90	161	137	148	130
11:00	0	178	152	91	83	144	163	159	135
12:00	0	170	122	81	75	146	151	147	124
13:00	123	143	137	59	65	117	162	136	115
14:00	144	155	152	73	67	163	155	154	130
15:00	133	168	111	73	79	152	165	146	126
16:00	133	138	95	88	63	113	116	119	107
17:00	46	79	70	59	87	83	59	67	69
18:00	67	82	74	65	61	89	57	74	71
19:00	39	50	59	47	60	55	59	52	53
20:00	21	39	45	37	30	38	35	36	35
21:00	24	29	32	25	22	20	26	26	25
22:00	18	23	28	26	10	14	12	19	19
23:00	10	13	12	11	8	8	11	11	10
Total									
12H(7-19)	646	1767	1603	1008	843	1708	1628	1470	1315
16H(6-22)	730	2039	1894	1157	980	2002	1902	1713	1529
18H(6-24)	758	2075	1934	1194	998	2024	1925	1743	1558
24H(0-24)	758	2173	2038	1279	1060	2181	2040	1838	1647
AM Peak	00:00	07:00	07:00	09:00	10:00	07:00	07:00	07:00	07:00
	0	217	200	126	90	214	181	203	156
PM Peak	14:00	12:00	14:00	16:00	17:00	14:00	15:00	14:00	14:00
	144	170	152	88	87	163	165	154	130

360 TSL Ltd

Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	8	7	9	9	2	6	6	7
01:00	0	5	5	7	4	5	4	5	5
02:00	0	2	3	5	3	4	4	3	4
03:00	0	12	9	8	2	5	3	7	7
04:00	0	13	8	12	1	4	10	9	8
05:00	0	27	22	13	8	16	15	20	17
06:00	0	63	65	30	8	32	26	47	37
07:00	0	122	159	37	25	97	75	113	86
08:00	0	131	151	48	31	76	71	107	85
09:00	0	129	106	57	32	97	81	103	84
10:00	0	134	130	74	20	102	115	120	96
11:00	0	132	127	65	41	92	96	112	92
12:00	0	114	131	64	45	106	96	112	93
13:00	144	131	132	62	41	94	95	119	100
14:00	149	134	103	48	53	83	93	112	95
15:00	136	117	89	49	39	95	81	104	87
16:00	137	121	72	38	33	107	96	107	86
17:00	61	98	79	35	28	78	62	76	63
18:00	59	57	54	24	17	35	39	49	41
19:00	35	49	40	12	9	21	23	34	27
20:00	22	34	14	10	15	13	11	19	17
21:00	21	21	20	9	6	6	5	15	13
22:00	18	13	9	6	10	12	4	11	10
23:00	4	13	8	8	17	7	2	7	8
Total									
12H(7-19)	686	1420	1333	601	405	1062	1000	1100	930
16H(6-22)	764	1587	1472	662	443	1134	1065	1204	1018
18H(6-24)	786	1613	1489	676	470	1153	1071	1222	1037
24H(0-24)	786	1680	1543	730	497	1189	1113	1262	1077
AM Peak	00:00	10:00	07:00	10:00	11:00	10:00	10:00	10:00	10:00
	0	134	159	74	41	102	115	120	96
PM Peak	14:00	14:00	13:00	12:00	14:00	16:00	12:00	13:00	13:00
	149	134	132	64	53	107	96	119	100

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	12	15	17	19	22	14	16	17
01:00	0	7	11	20	16	9	14	10	13
02:00	0	11	9	11	12	10	10	10	11
03:00	0	19	16	13	9	27	12	19	16
04:00	0	31	31	30	9	39	40	35	30
05:00	0	85	76	48	24	86	67	79	64
06:00	0	217	220	70	33	311	180	208	156
07:00	0	339	359	128	60	311	256	316	242
08:00	0	265	334	151	100	231	209	260	215
09:00	0	288	264	183	101	268	225	261	222
10:00	0	278	279	173	110	263	252	268	226
11:00	0	310	279	156	124	236	259	271	227
12:00	0	284	253	145	120	252	247	259	217
13:00	267	274	269	121	106	211	257	256	215
14:00	293	289	255	121	120	246	248	266	225
15:00	269	285	200	122	118	247	246	249	212
16:00	270	259	167	126	96	220	212	226	193
17:00	107	177	149	94	115	161	121	143	132
18:00	126	139	128	89	78	124	96	123	111
19:00	74	99	99	59	69	76	82	86	80
20:00	43	73	59	47	45	51	46	54	52
21:00	45	50	52	34	28	26	31	41	38
22:00	36	36	37	32	20	26	16	30	29
23:00	14	26	20	19	25	15	13	18	19
Total									
12H(7-19)	1332	3187	2936	1609	1248	2770	2628	2571	2244
16H(6-22)	1494	3626	3366	1819	1423	3136	2967	2918	2547
18H(6-24)	1544	3688	3423	1870	1468	3177	2996	2966	2595
24H(0-24)	1544	3853	3581	2009	1557	3370	3153	3100	2724
AM Peak	00:00	07:00	07:00	09:00	11:00	07:00	07:00	07:00	07:00
	0	339	359	183	124	311	259	316	242
PM Peak	14:00	14:00	13:00	12:00	12:00	12:00	13:00	14:00	14:00
	293	289	269	145	120	252	257	266	225

360 TSL Ltd

Barry ATC, A4050

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	5526	4768	652	65	41
Thu 3 Mar 2022	12244	10071	1896	142	135
Fri 4 Mar 2022	12901	10863	1783	156	99
Sat 5 Mar 2022	11993	10714	1182	50	47
Sun 6 Mar 2022	9995	8935	987	47	26
Mon 7 Mar 2022	12241	10060	1856	217	108
Tue 8 Mar 2022	12426	10386	1743	175	122
5 Day Ave.	12453	10345	1820	173	116
7 Day Ave.	12888	10966	1683	142	96

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	7213	6427	652	80	54
Thu 3 Mar 2022	12771	11091	1443	140	97
Fri 4 Mar 2022	14232	12689	1323	141	79
Sat 5 Mar 2022	11860	11130	638	61	31
Sun 6 Mar 2022	10106	9609	441	38	18
Mon 7 Mar 2022	13441	12252	1067	66	56
Tue 8 Mar 2022	13432	12319	1013	55	45
5 Day Ave.	13469	12088	1212	101	69
7 Day Ave.	13843	12586	1096	97	63

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	12739	11195	1304	145	95
Thu 3 Mar 2022	25015	21162	3339	282	232
Fri 4 Mar 2022	27133	23552	3106	297	178
Sat 5 Mar 2022	23853	21844	1820	111	78
Sun 6 Mar 2022	20101	18544	1428	85	44
Mon 7 Mar 2022	25682	22312	2923	283	164
Tue 8 Mar 2022	25858	22705	2756	230	167
5 Day Ave.	25922	22433	3031	273	185
7 Day Ave.	26730	23552	2779	239	160

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	86.3%	11.8%	1.2%	0.7%
Thu 3 Mar 2022	100.0%	82.3%	15.5%	1.2%	1.1%
Fri 4 Mar 2022	100.0%	84.2%	13.8%	1.2%	0.8%
Sat 5 Mar 2022	100.0%	89.3%	9.9%	0.4%	0.4%
Sun 6 Mar 2022	100.0%	89.4%	9.9%	0.5%	0.3%
Mon 7 Mar 2022	100.0%	82.2%	15.2%	1.8%	0.9%
Tue 8 Mar 2022	100.0%	83.6%	14.0%	1.4%	1.0%
5 Day Ave.	100.0%	83.1%	14.6%	1.4%	0.9%
7 Day Ave.	100.0%	85.1%	13.1%	1.1%	0.7%

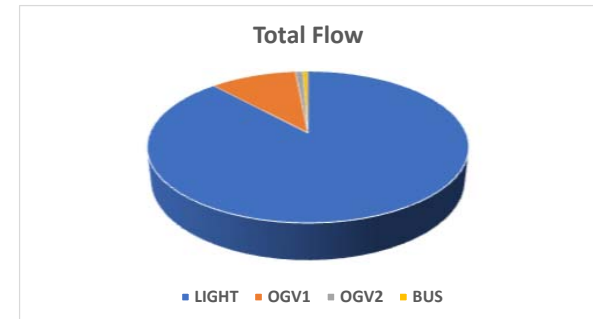
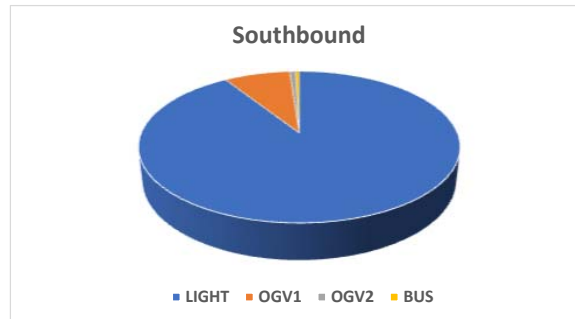
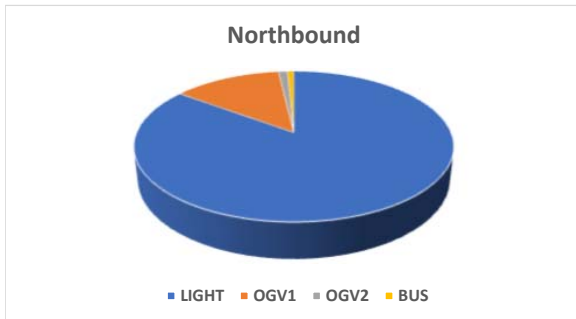
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	89.1%	9.0%	1.1%	0.7%
Thu 3 Mar 2022	100.0%	86.8%	11.3%	1.1%	0.8%
Fri 4 Mar 2022	100.0%	89.2%	9.3%	1.0%	0.6%
Sat 5 Mar 2022	100.0%	93.8%	5.4%	0.5%	0.3%
Sun 6 Mar 2022	100.0%	95.1%	4.4%	0.4%	0.2%
Mon 7 Mar 2022	100.0%	91.2%	7.9%	0.5%	0.4%
Tue 8 Mar 2022	100.0%	91.7%	7.5%	0.4%	0.3%
5 Day Ave.	100.0%	89.7%	9.0%	0.7%	0.5%
7 Day Ave.	100.0%	90.9%	7.9%	0.7%	0.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	87.9%	10.2%	1.1%	0.7%
Thu 3 Mar 2022	100.0%	84.6%	13.3%	1.1%	0.9%
Fri 4 Mar 2022	100.0%	86.8%	11.4%	1.1%	0.7%
Sat 5 Mar 2022	100.0%	91.6%	7.6%	0.5%	0.3%
Sun 6 Mar 2022	100.0%	92.3%	7.1%	0.4%	0.2%
Mon 7 Mar 2022	100.0%	86.9%	11.4%	1.1%	0.6%
Tue 8 Mar 2022	100.0%	87.8%	10.7%	0.9%	0.6%
5 Day Ave.	100.0%	86.5%	11.7%	1.1%	0.7%
7 Day Ave.	100.0%	88.1%	10.4%	0.9%	0.6%

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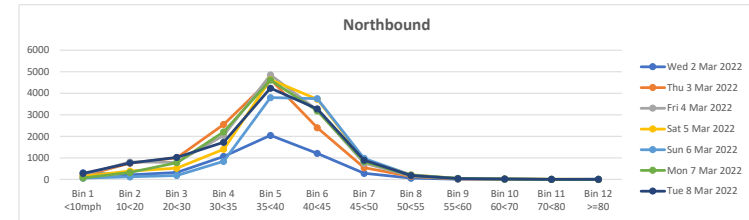


Barry ATC, A4050

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	5526	45.3	35.2	9.7	309	207	324	1068	2045	1208	281	59	10	7	1	7
Thu 3 Mar 2022	12244	44.0	35.3	8.4	164	753	1006	2554	4649	2397	541	135	25	17	1	2
Fri 4 Mar 2022	12901	45.2	36.2	8.7	212	809	786	2048	4856	3215	752	159	41	19	2	2
Sat 5 Mar 2022	11993	46.0	38.0	7.7	141	384	520	1402	4631	3720	914	213	44	16	8	0
Sun 6 Mar 2022	9995	46.2	39.7	6.2	60	118	180	838	3798	3750	979	203	48	16	4	1
Mon 7 Mar 2022	12241	44.8	37.4	7.2	66	318	775	2209	4614	3183	828	182	45	18	3	0
Tue 8 Mar 2022	12426	45.6	36.1	9.2	279	760	1020	1725	4239	3277	892	179	35	17	1	2
5 Day Ave.	12453	44.9	36.2	8.4	180	660	897	2134	4590	3018	753	164	37	18	2	2
7 Day Ave.	12888	52.8	43.0	9.5	205	558	769	1974	4805	3458	865	188	41	18	3	2

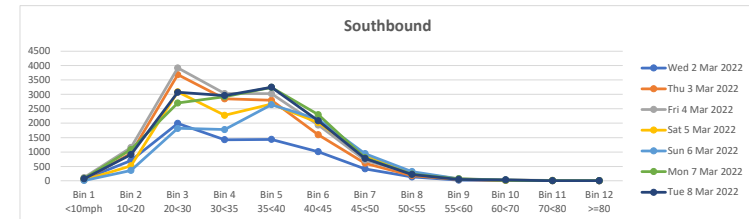
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Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	7213	42.4	32.3	9.7	52	702	1994	1428	1438	1012	414	134	23	13	3	0
Thu 3 Mar 2022	12771	41.6	32.4	8.9	39	952	3686	2847	2794	1602	610	180	48	13	0	0
Fri 4 Mar 2022	14232	42.3	32.6	9.4	112	1152	3918	3026	3023	1933	717	256	53	30	12	0
Sat 5 Mar 2022	11860	43.9	34.4	9.1	24	518	3087	2270	2664	2018	897	274	71	23	9	5
Sun 6 Mar 2022	10106	45.3	36.2	8.8	9	361	1819	1778	2643	2131	943	319	70	31	1	1
Mon 7 Mar 2022	13441	43.5	33.8	9.3	80	1085	2699	2918	3244	2293	798	232	66	19	2	5
Tue 8 Mar 2022	13432	43.0	33.6	9.1	72	912	3075	2959	3250	2082	776	222	49	29	2	4
5 Day Ave.	13469	42.6	33.1	9.2	76	1025	3345	2938	3078	1978	725	223	54	23	4	2
7 Day Ave.	13843	50.3	39.2	10.7	65	947	3380	2871	3176	2179	859	270	63	26	5	3

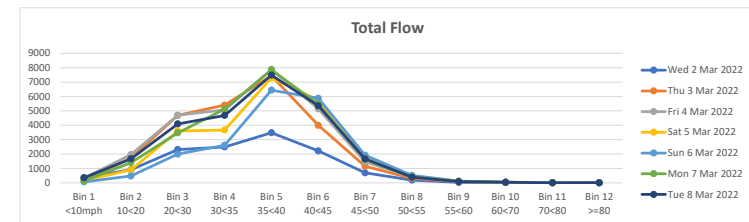
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	12739	43.7	33.6	9.8	361	909	2318	2496	3483	2220	695	193	33	20	4	7
Thu 3 Mar 2022	25015	42.9	33.8	8.8	203	1705	4692	5401	7443	3999	1151	315	73	30	1	2
Fri 4 Mar 2022	27133	43.9	34.3	9.3	324	1961	4704	5074	7879	5148	1469	415	94	49	14	2
Sat 5 Mar 2022	23853	45.1	36.2	8.6	165	902	3607	3672	7295	5738	1811	487	115	39	17	5
Sun 6 Mar 2022	20101	46.1	38.0	7.8	69	479	1999	2616	6441	5881	1922	522	118	47	5	2
Mon 7 Mar 2022	25682	44.4	35.5	8.6	146	1403	3474	5127	7858	5476	1626	414	111	37	5	5
Tue 8 Mar 2022	25858	44.4	34.8	9.2	351	1672	4095	4684	7489	5359	1668	401	84	46	3	6
5 Day Ave.	25922	43.9	34.6	9.0	256	1685	4241	5072	7667	4996	1479	386	91	41	6	4
7 Day Ave.	26730	51.7	41.0	10.3	270	1505	4148	4845	7981	5637	1724	458	105	45	8	5

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Barry ATC, A4055



Direction: Southwestbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	72	95	170	188	80	61	77	111
01:00	0	35	31	77	95	39	38	36	53
02:00	0	29	34	61	77	26	36	31	44
03:00	0	37	44	65	52	43	43	42	47
04:00	0	43	54	39	41	35	44	44	43
05:00	0	102	106	91	79	119	95	106	99
06:00	0	282	279	191	133	267	282	278	239
07:00	0	537	528	255	159	513	527	526	420
08:00	0	768	802	454	220	749	750	767	624
09:00	0	820	946	645	354	835	855	864	744
10:00	0	686	821	886	654	659	680	712	731
11:00	0	742	854	948	789	769	758	781	810
12:00	0	765	966	1050	841	773	750	814	858
13:00	869	843	1048	1052	867	868	800	886	907
14:00	850	908	1007	1109	793	815	941	904	918
15:00	1041	996	1034	1010	758	1059	1035	1033	990
16:00	1072	1046	1122	917	687	1078	1004	1064	989
17:00	1119	1100	1023	816	661	1119	1125	1097	995
18:00	803	819	811	634	482	784	838	811	739
19:00	551	580	668	498	383	519	599	583	543
20:00	407	461	470	355	291	408	447	411	411
21:00	337	332	377	296	239	355	337	348	325
22:00	226	283	339	291	227	221	274	269	266
23:00	158	165	286	286	229	156	168	187	207
Total									
12H(7-19)	5754	10030	10962	9776	7275	10021	10063	9366	9126
16H(6-22)	7049	11685	12756	11116	8321	11570	11769	10966	10609
18H(6-24)	7433	12133	13381	11693	8777	11947	12211	11421	11082
24H(0-24)	7433	12451	13745	12196	9309	12289	12528	11689	11422
AM Peak	00:00	09:00	09:00	11:00	11:00	09:00	09:00	09:00	11:00
	0	820	946	948	789	835	855	864	810
PM Peak	17:00	17:00	16:00	14:00	13:00	17:00	17:00	17:00	17:00
	1119	1100	1122	1109	867	1119	1125	1097	995

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Direction: Northeastbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	39	37	102	110	42	46	41	63
01:00	0	23	14	56	57	20	25	21	33
02:00	0	22	21	46	52	25	26	24	32
03:00	0	21	34	38	44	20	15	23	29
04:00	0	52	65	56	40	49	50	54	52
05:00	0	157	162	75	75	156	147	156	129
06:00	0	474	458	218	156	488	449	467	374
07:00	0	853	840	310	175	880	865	860	654
08:00	0	988	923	526	286	983	955	972	784
09:00	0	784	824	698	498	804	802	804	735
10:00	0	707	858	816	647	695	696	739	737
11:00	0	740	810	900	785	762	751	766	791
12:00	0	763	832	908	879	778	746	780	818
13:00	747	704	772	835	887	847	767	679	746
14:00	734	772	835	831	727	735	760	767	771
15:00	787	771	820	798	778	785	758	784	785
16:00	702	756	763	874	621	682	739	728	734
17:00	694	652	756	824	629	669	675	689	700
18:00	578	647	739	647	517	569	667	640	623
19:00	389	437	491	471	350	425	428	434	427
20:00	277	299	356	299	243	291	318	308	298
21:00	201	216	246	205	163	193	214	214	205
22:00	143	160	190	193	159	134	161	158	163
23:00	74	99	149	164	128	83	88	99	112
Total									
12H(7-19)	4242	9137	9835	9019	7389	9109	9133	8291	8266
16H(6-22)	5109	10563	11386	10212	10506	10542	10542	9621	9517
18H(6-24)	5326	10822	11725	10569	8588	10723	10791	9877	9792
24H(0-24)	5326	11136	12058	10942	8966	11035	11100	10131	10080
AM Peak	00:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	11:00
	0	988	923	900	785	983	955	972	791
PM Peak	15:00	14:00	13:00	12:00	15:00	14:00	14:00	15:00	12:00
	787	772	835	908	879	785	760	784	818

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	111	132	272	298	122	107	118	174
01:00	0	58	45	133	153	59	63	56	85
02:00	0	51	55	107	129	51	62	55	76
03:00	0	58	78	103	96	63	58	64	76
04:00	0	95	119	95	81	84	94	94	95
05:00	0	259	268	166	154	275	242	261	227
06:00	0	756	737	409	289	755	731	745	613
07:00	0	1390	1368	565	334	1393	1392	1386	1074
08:00	0	1756	1725	980	506	1732	1745	1740	1407
09:00	0	1604	1770	1343	862	1639	1657	1668	1479
10:00	0	1393	1679	1702	1301	1354	1376	1451	1468
11:00	0	1482	1664	1848	1574	1531	1509	1547	1601
12:00	0	1528	1798	1958	1720	1551	1496	1593	1675
13:00	1616	1547	1883	1939	1714	1635	1479	1632	1688
14:00	1584	1680	1842	1940	1520	1550	1701	1671	1688
15:00	1828	1767	1854	1808	1536	1844	1793	1817	1776
16:00	1774	1802	1885	1791	1308	1760	1743	1793	1723
17:00	1813	1752	1779	1640	1290	1788	1800	1786	1695
18:00	1381	1466	1550	1281	999	1353	1505	1451	1362
19:00	940	1017	1159	969	733	944	1027	1017	970
20:00	684	760	826	654	534	699	806	755	709
21:00	538	548	623	501	402	548	551	562	530
22:00	369	443	529	484	386	355	435	426	429
23:00	232	264	435	450	357	239	256	285	319
Total									
12H(7-19)	9996	19167	20797	18795	14664	19130	19196	17657	17392
16H(6-22)	12158	22248	24142	21328	16622	22076	22311	20587	20126
18H(6-24)	12759	22955	25106	22262	17365	22670	23002	21298	20874
24H(0-24)	12759	23587	25803	23138	18275	23324	23628	21820	21502
AM Peak	00:00	08:00	09:00	11:00	11:00	08:00	08:00	08:00	11:00
	0	1756	1770	1848	1574	1732	1745	1740	1601
PM Peak	15:00	16:00	16:00	12:00	12:00	15:00	17:00	15:00	15:00
	1828	1802	1885	1958	1720	1844	1800	1817	1776

360 TSL Ltd

Barry ATC, A4055



Direction: Southwestbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	4	4	5	16	3	3	4	6
01:00	0	4	3	8	5	3	4	4	5
02:00	0	3	3	2	8	3	4	3	4
03:00	0	7	7	8	6	7	8	7	7
04:00	0	13	9	9	5	11	13	12	10
05:00	0	17	16	15	8	23	14	18	16
06:00	0	32	30	21	11	26	42	33	27
07:00	0	73	66	38	12	76	79	74	57
08:00	0	90	79	56	31	99	91	90	74
09:00	0	93	109	50	38	94	98	99	80
10:00	0	109	105	66	25	93	97	101	83
11:00	0	119	103	73	29	122	123	117	95
12:00	0	78	110	56	39	82	76	87	74
13:00	89	89	104	40	36	84	81	89	75
14:00	95	106	101	56	35	98	114	103	86
15:00	106	101	80	52	34	101	110	100	83
16:00	109	88	79	56	26	96	90	92	78
17:00	81	54	57	34	26	83	53	66	55
18:00	52	38	46	40	28	53	41	46	43
19:00	28	28	31	24	20	33	26	29	27
20:00	28	31	19	16	16	34	36	30	26
21:00	21	22	25	13	9	26	25	24	20
22:00	13	14	16	13	11	8	15	13	13
23:00	7	9	10	13	7	9	13	10	10
Total	532	1038	1039	617	359	1081	1053	949	817
12H(7-19)	609	1151	1144	691	415	1200	1182	1057	913
16H(6-22)	629	1174	1170	717	433	1217	1210	1080	936
24H(0-24)	629	1222	1212	764	481	1267	1256	1117	976
AM Peak	00:00	11:00	09:00	11:00	09:00	11:00	11:00	11:00	11:00
	0	119	109	73	38	122	123	117	95
PM Peak	16:00	14:00	12:00	12:00	15:00	14:00	14:00	14:00	14:00
	109	106	110	56	39	101	114	103	86

360 TSL Ltd

Direction: Northeastbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	3	3	5	11	3	3	3	5
01:00	0	3	2	6	5	3	4	3	4
02:00	0	7	4	5	7	8	9	7	7
03:00	0	1	4	4	6	1	1	2	3
04:00	0	9	9	9	9	8	7	8	9
05:00	0	17	12	4	14	21	13	16	14
06:00	0	53	61	21	13	64	46	56	43
07:00	0	117	112	39	24	115	111	114	86
08:00	0	124	136	70	34	135	115	128	102
09:00	0	122	119	65	41	123	120	121	98
10:00	0	126	96	59	48	117	132	118	96
11:00	0	112	104	57	50	110	96	106	88
12:00	0	93	100	52	50	92	97	96	81
13:00	96	94	84	42	45	91	85	90	77
14:00	115	106	85	39	54	107	111	105	88
15:00	76	76	81	41	41	91	81	81	70
16:00	60	50	44	47	38	57	56	53	50
17:00	47	29	39	46	34	35	33	37	38
18:00	42	40	40	24	20	44	40	41	36
19:00	39	34	27	29	26	41	31	34	32
20:00	20	27	25	17	12	26	31	26	23
21:00	12	21	11	10	8	22	23	18	15
22:00	14	13	21	9	8	11	13	14	13
23:00	5	3	12	11	9	4	3	5	7
Total	436	1089	1040	581	479	1117	1077	952	831
12H(7-19)	507	1224	1164	658	538	1270	1208	1075	938
16H(6-22)	526	1240	1197	678	555	1285	1224	1094	958
24H(0-24)	526	1280	1231	711	607	1329	1261	1125	992
AM Peak	00:00	10:00	08:00	08:00	11:00	08:00	10:00	08:00	08:00
	0	126	136	70	50	135	132	128	102
PM Peak	14:00	14:00	12:00	12:00	14:00	14:00	14:00	14:00	14:00
	115	106	100	52	54	107	111	105	88

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	7	7	10	27	6	6	7	11
01:00	0	7	5	14	10	6	8	7	8
02:00	0	10	7	7	15	11	13	10	11
03:00	0	8	11	12	12	8	9	9	10
04:00	0	22	18	18	14	19	20	20	19
05:00	0	34	28	19	22	44	27	33	29
06:00	0	85	91	42	24	90	88	89	70
07:00	0	190	178	77	36	191	190	187	144
08:00	0	214	215	126	65	234	206	217	177
09:00	0	215	228	115	79	217	218	220	179
10:00	0	235	201	125	73	210	229	219	179
11:00	0	231	207	130	79	232	219	222	183
12:00	0	171	210	108	89	174	173	182	154
13:00	185	183	188	82	81	175	166	179	151
14:00	210	212	186	95	89	205	225	208	175
15:00	182	177	161	93	75	192	191	181	153
16:00	169	138	123	103	64	153	146	146	128
17:00	128	83	96	80	60	118	86	102	93
18:00	94	78	86	64	48	97	81	87	78
19:00	67	62	58	53	46	74	57	64	60
20:00	48	58	44	33	28	60	67	55	48
21:00	33	43	36	23	17	48	48	42	35
22:00	27	27	37	22	19	19	28	28	26
23:00	12	12	22	24	16	13	16	15	16
Total	968	2127	2079	1198	838	2198	2130	1900	1648
12H(7-19)	1116	2375	2308	1349	953	2470	2390	2132	1852
16H(6-22)	1155	2414	2367	1395	988	2502	2434	2174	1894
24H(0-24)	1155	2502	2443	1475	1088	2596	2517	2243	1968
AM Peak	00:00	10:00	09:00	11:00	09:00	10:00	11:00	11:00	11:00
	0	235	228	130	79	234	229	222	183
PM Peak	14:00	14:00	12:00	12:00	12:00	14:00	14:00	14:00	14:00
	210	212	210	108	89	205	225	208	175

360 TSL Ltd

Barry ATC, A4055

Direction: Southwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	7433	6804	538	44	47
Thu 3 Mar 2022	12451	11229	1056	76	90
Fri 4 Mar 2022	13745	12533	1013	104	95
Sat 5 Mar 2022	12196	11432	649	40	75
Sun 6 Mar 2022	9309	8828	413	24	44
Mon 7 Mar 2022	12289	11022	1078	78	111
Tue 8 Mar 2022	12528	11272	1082	81	93
5 Day Ave.	12753	11514	1057	85	97
7 Day Ave.	13325	12187	972	75	93

Direction: Northeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	5326	4800	444	30	52
Thu 3 Mar 2022	11136	9856	1105	66	109
Fri 4 Mar 2022	12058	10827	1054	76	101
Sat 5 Mar 2022	10942	10231	628	20	63
Sun 6 Mar 2022	8966	8359	517	37	53
Mon 7 Mar 2022	11035	9706	1135	66	128
Tue 8 Mar 2022	11100	9839	1086	66	109
5 Day Ave.	11332	10057	1095	69	112
7 Day Ave.	11761	10603	995	60	103

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	12759	11604	982	74	99
Thu 3 Mar 2022	23587	21085	2161	142	199
Fri 4 Mar 2022	25803	23360	2067	180	196
Sat 5 Mar 2022	23138	21663	1277	60	138
Sun 6 Mar 2022	18275	17187	930	61	97
Mon 7 Mar 2022	23324	20728	2213	144	239
Tue 8 Mar 2022	23628	21111	2168	147	202
5 Day Ave.	24086	21571	2152	153	209
7 Day Ave.	25086	22790	1966	135	195

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	91.5%	7.2%	0.6%	0.6%
Thu 3 Mar 2022	100.0%	90.2%	8.5%	0.6%	0.7%
Fri 4 Mar 2022	100.0%	91.2%	7.4%	0.8%	0.7%
Sat 5 Mar 2022	100.0%	93.7%	5.3%	0.3%	0.6%
Sun 6 Mar 2022	100.0%	94.8%	4.4%	0.3%	0.5%
Mon 7 Mar 2022	100.0%	89.7%	8.8%	0.6%	0.9%
Tue 8 Mar 2022	100.0%	90.0%	8.6%	0.6%	0.7%
5 Day Ave.	100.0%	90.3%	8.3%	0.7%	0.8%
7 Day Ave.	100.0%	91.5%	7.3%	0.6%	0.7%

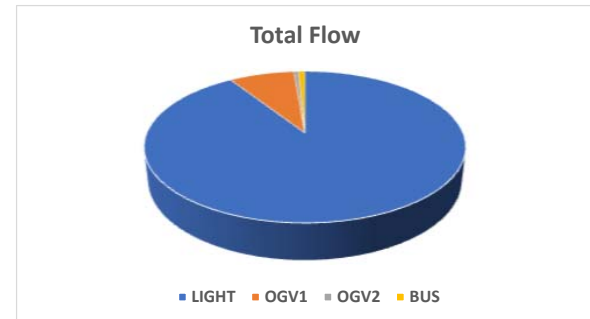
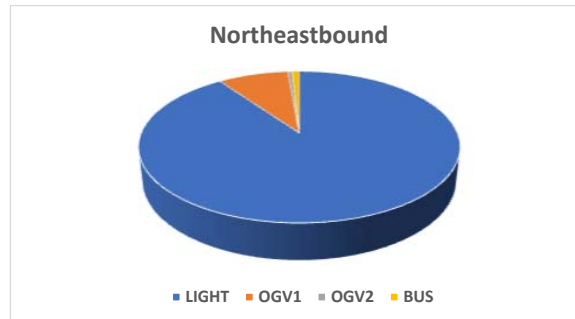
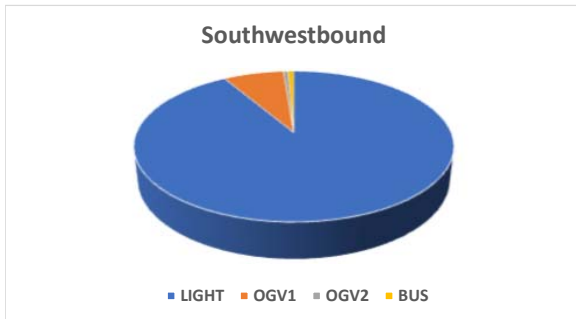
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	90.1%	8.3%	0.6%	1.0%
Thu 3 Mar 2022	100.0%	88.5%	9.9%	0.6%	1.0%
Fri 4 Mar 2022	100.0%	89.8%	8.7%	0.6%	0.8%
Sat 5 Mar 2022	100.0%	93.5%	5.7%	0.2%	0.6%
Sun 6 Mar 2022	100.0%	93.2%	5.8%	0.4%	0.6%
Mon 7 Mar 2022	100.0%	88.0%	10.3%	0.6%	1.2%
Tue 8 Mar 2022	100.0%	88.6%	9.8%	0.6%	1.0%
5 Day Ave.	100.0%	88.7%	9.7%	0.6%	1.0%
7 Day Ave.	100.0%	90.2%	8.5%	0.5%	0.9%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	90.9%	7.7%	0.6%	0.8%
Thu 3 Mar 2022	100.0%	89.4%	9.2%	0.6%	0.8%
Fri 4 Mar 2022	100.0%	90.5%	8.0%	0.7%	0.8%
Sat 5 Mar 2022	100.0%	93.6%	5.5%	0.3%	0.6%
Sun 6 Mar 2022	100.0%	94.0%	5.1%	0.3%	0.5%
Mon 7 Mar 2022	100.0%	88.9%	9.5%	0.6%	1.0%
Tue 8 Mar 2022	100.0%	89.3%	9.2%	0.6%	0.9%
5 Day Ave.	100.0%	89.6%	8.9%	0.6%	0.9%
7 Day Ave.	100.0%	90.8%	7.8%	0.5%	0.8%

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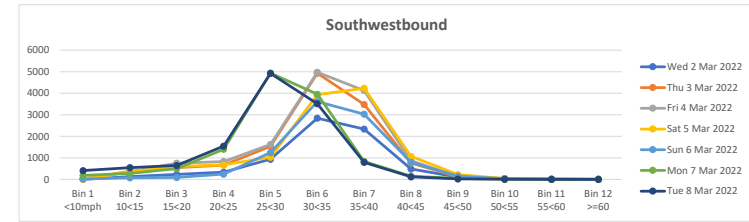


Barry ATC, A4055

Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 2 Mar 2022	7433	39.8	33.1	6.4	4	128	229	332	935	2844	2336	483	106	27	8	1
Thu 3 Mar 2022	12451	39.4	32.3	6.9	15	377	541	665	1530	4928	3481	761	118	25	7	3
Fri 4 Mar 2022	13745	39.7	32.3	7.1	9	352	754	828	1626	4979	4132	870	129	43	13	10
Sat 5 Mar 2022	12196	40.8	33.2	7.4	15	359	596	677	1029	3937	4233	1069	224	39	12	6
Sun 6 Mar 2022	9309	40.1	34.1	5.8	17	72	90	244	1241	3614	3031	797	149	32	18	4
Mon 7 Mar 2022	12289	34.7	28.5	6.0	184	279	496	1400	4939	3955	834	147	46	8	0	1
Tue 8 Mar 2022	12528	34.4	27.3	6.9	408	547	647	1547	4925	3512	793	117	22	7	2	1
5 Day Ave.	12753	37.1	30.1	6.7	154	389	610	1110	3255	4344	2310	474	79	21	6	4
7 Day Ave.	13325	44.8	36.8	7.7	109	352	559	949	2704	4628	3140	707	132	30	10	4

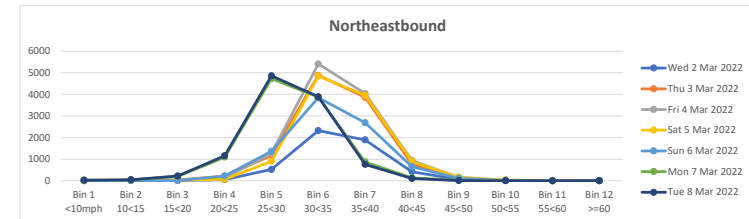
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Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 2 Mar 2022	5326	39.5	34.7	4.6	2	5	14	56	527	2324	1893	420	63	15	6	1
Thu 3 Mar 2022	11136	39.3	34.3	4.8	6	30	44	219	1173	4885	3866	770	113	20	7	3
Fri 4 Mar 2022	12058	39.4	34.5	4.7	10	19	34	140	1271	5411	4036	943	157	25	9	3
Sat 5 Mar 2022	10942	39.8	34.9	4.7	7	18	27	68	900	4851	3957	893	162	39	10	10
Sun 6 Mar 2022	8966	39.2	34.0	5.0	3	9	15	224	1368	3845	2690	658	118	22	5	9
Mon 7 Mar 2022	11035	34.6	29.5	4.9	34	43	206	1093	4729	3878	872	139	28	8	1	4
Tue 8 Mar 2022	11100	34.2	29.3	4.7	29	47	223	1159	4864	3892	758	107	13	4	1	3
5 Day Ave.	11332	36.9	31.9	4.8	20	35	127	653	3009	4517	2383	490	78	14	5	3
7 Day Ave.	11761	44.3	38.5	5.6	15	29	94	493	2472	4848	3012	655	109	22	7	6

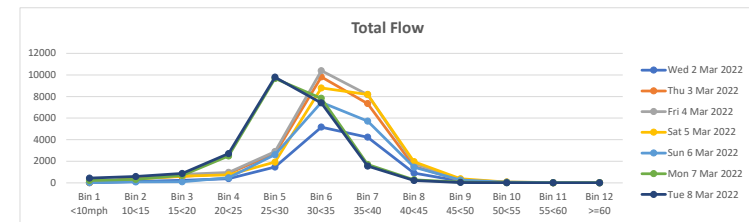
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 2 Mar 2022	12759	39.8	33.8	5.8	6	133	243	388	1462	5168	4229	903	169	42	14	2
Thu 3 Mar 2022	23587	39.5	33.2	6.1	21	407	585	884	2703	9813	7347	1531	231	45	14	6
Fri 4 Mar 2022	25803	39.8	33.3	6.2	19	371	788	968	2897	10390	8168	1813	286	68	22	13
Sat 5 Mar 2022	23138	40.5	34.0	6.3	22	377	623	745	1929	8788	8190	1962	386	78	22	16
Sun 6 Mar 2022	18275	39.6	34.0	5.4	20	81	105	468	2609	7459	5721	1455	267	54	23	13
Mon 7 Mar 2022	23324	34.7	29.0	5.5	218	322	702	2493	9668	7833	1706	286	74	16	1	5
Tue 8 Mar 2022	23628	34.5	28.2	6.0	437	594	870	2706	9789	7404	1551	224	35	11	3	4
5 Day Ave.	24086	37.1	30.9	6.0	174	424	736	1763	6264	8860	4693	964	157	35	10	7
7 Day Ave.	25086	44.7	37.6	6.9	124	381	653	1442	5176	9476	6152	1362	241	52	17	10

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Barry ATC, A4231



Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	34	39	76	92	39	40	38	53
01:00	0	18	29	46	41	19	17	21	28
02:00	0	10	16	38	49	16	11	13	23
03:00	0	14	21	26	30	20	15	18	21
04:00	0	29	34	30	32	35	38	34	33
05:00	0	72	76	35	38	78	67	73	61
06:00	0	158	138	97	74	176	126	150	128
07:00	0	235	214	125	90	223	209	220	183
08:00	0	425	350	255	126	277	477	382	318
09:00	0	294	538	299	220	333	484	412	361
10:00	0	321	595	522	338	333	511	440	437
11:00	0	580	616	650	559	337	528	515	546
12:00	0	535	672	695	614	388	646	560	592
13:00	571	561	699	706	618	375	643	570	596
14:00	700	724	751	653	628	479	656	662	656
15:00	809	745	665	684	583	538	733	698	680
16:00	701	709	765	694	548	584	759	704	680
17:00	653	623	662	671	406	714	702	671	633
18:00	527	360	605	515	397	527	587	521	503
19:00	209	249	362	333	296	367	353	308	310
20:00	203	240	223	250	175	254	260	236	229
21:00	157	190	157	173	131	206	190	180	172
22:00	106	153	184	177	86	111	130	137	135
23:00	65	72	111	156	67	59	78	77	87
Total									
12H(7-19)	3961	6112	7132	6469	5127	5108	6935	5850	5835
16H(6-22)	4530	6949	8012	7322	5803	6111	7864	6693	6656
18H(6-24)	4701	7174	8307	7655	5956	6281	8072	6907	6878
24H(0-24)	4701	7351	8522	7906	6238	6488	8260	7064	7067
AM Peak	00:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
	0	580	616	650	559	337	528	515	545
PM Peak	15:00	15:00	16:00	13:00	14:00	17:00	16:00	16:00	16:00
	809	745	765	706	628	714	759	704	680

360 TSL Ltd

Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	2	0	1	74	0	0	1	13
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0
05:00	0	4	2	0	0	4	3	3	2
06:00	0	18	23	0	2	26	34	25	17
07:00	0	115	93	8	0	122	125	114	77
08:00	0	454	267	43	2	128	566	354	243
09:00	0	149	521	74	33	129	433	308	223
10:00	0	89	560	471	120	115	573	334	321
11:00	0	508	596	652	539	95	569	442	493
12:00	0	488	615	724	646	190	591	471	542
13:00	600	595	630	750	664	208	601	527	578
14:00	589	539	689	678	598	291	637	549	574
15:00	578	577	502	653	502	277	511	489	514
16:00	616	591	636	565	442	203	530	515	512
17:00	606	571	567	528	423	532	533	562	537
18:00	398	91	497	477	339	451	422	372	382
19:00	33	41	228	308	235	317	314	187	211
20:00	12	19	15	190	32	205	200	90	96
21:00	4	5	1	156	4	100	147	51	60
22:00	2	2	10	146	2	2	92	22	37
23:00	0	0	5	118	1	2	55	12	26
Total									
12H(7-19)	3387	4767	6173	5623	4308	2741	6091	4632	4727
16H(6-22)	3436	4850	6440	6277	4581	3389	6786	4980	5108
18H(6-24)	3438	4852	6455	6541	4584	3393	6933	5014	5171
24H(0-24)	3438	4858	6457	6542	4659	3397	6936	5017	5184
AM Peak	00:00	11:00	11:00	11:00	11:00	09:00	10:00	11:00	11:00
	0	508	596	652	539	129	573	442	493
PM Peak	16:00	13:00	14:00	13:00	13:00	17:00	14:00	17:00	13:00
	616	595	689	750	664	532	637	562	578

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	36	39	77	166	39	40	39	66
01:00	0	18	29	46	41	19	17	21	28
02:00	0	10	16	38	49	16	11	13	23
03:00	0	14	21	26	30	20	15	18	21
04:00	0	29	34	30	32	35	38	34	33
05:00	0	76	78	35	38	82	70	77	63
06:00	0	176	161	97	76	202	160	175	145
07:00	0	350	307	133	90	345	334	334	260
08:00	0	879	617	298	128	405	1043	736	562
09:00	0	443	1059	373	253	462	917	720	585
10:00	0	410	1155	993	458	448	1084	774	758
11:00	0	1088	1212	1302	1098	432	1097	957	1038
12:00	0	1023	1287	1419	1260	578	1237	1031	1134
13:00	1171	1156	1329	1456	1282	583	1244	1097	1174
14:00	1289	1263	1440	1331	1226	770	1293	1211	1230
15:00	1387	1322	1167	1337	1085	815	1244	1187	1194
16:00	1317	1300	1401	1259	990	787	1289	1219	1192
17:00	1259	1194	1229	1199	829	1246	1235	1233	1170
18:00	925	451	1102	992	736	978	1009	893	885
19:00	242	290	590	641	531	684	667	495	521
20:00	215	259	238	440	207	459	460	326	325
21:00	161	195	158	329	135	306	337	231	232
22:00	108	155	194	323	88	113	222	158	172
23:00	65	72	116	274	68	61	133	89	113
Total									
12H(7-19)	7348	10879	13305	12092	9435	7849	13026	10481	10562
16H(6-22)	7966	11799	14452	13599	10384	9500	14650	11673	11764
18H(6-24)	8139	12026	14762	14196	10540	9674	15005	11921	12049
24H(0-24)	8139	12209	14979	14448	10897	9885	15196	12082	12250
AM Peak	00:00	11:00	11:00	11:00	11:00	09:00	10:00	11:00	11:00
	0	1088	1212	1302	1098	462	1097	957	1038
PM Peak	15:00	15:00	14:00	13:00	13:00	17:00	14:00	17:00	14:00
	1387	1322	1440	1456	1282	1246	1293	1233	1230

360 TSL Ltd

Barry ATC, A4231



Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	2	2	1	4	3	0	2	2
01:00	0	2	3	4	3	4	5	4	4
02:00	0	4	2	5	3	3	1	3	3
03:00	0	3	5	1	0	9	4	5	4
04:00	0	10	12	6	3	7	12	10	8
05:00	0	15	21	4	4	22	17	19	14
06:00	0	29	22	10	8	40	23	29	22
07:00	0	49	38	22	13	41	39	42	34
08:00	0	77	58	36	13	59	76	68	53
09:00	0	59	100	36	12	65	87	78	60
10:00	0	60	97	40	17	58	101	79	62
11:00	0	104	106	47	39	56	102	92	76
12:00	0	90	94	32	32	64	104	88	69
13:00	95	91	89	30	26	54	110	88	71
14:00	103	97	110	37	29	72	95	95	78
15:00	122	102	55	36	17	67	85	86	69
16:00	91	66	65	32	32	66	78	73	61
17:00	52	46	49	29	14	46	59	50	42
18:00	40	30	24	20	15	33	33	32	28
19:00	12	14	18	15	14	25	27	19	18
20:00	8	13	18	6	8	12	13	11	11
21:00	10	14	5	9	6	7	13	10	9
22:00	5	11	16	12	7	6	8	9	9
23:00	5	6	5	2	2	4	5	5	4
Total									
12H(7-19)	503	871	885	397	259	681	969	782	652
16H(6-22)	533	941	948	437	295	765	1044	846	709
18H(6-24)	543	958	969	451	304	775	1057	860	722
24H(0-24)	543	994	1014	472	321	823	1096	894	752
AM Peak	00:00	11:00	11:00	11:00	09:00	11:00	11:00	11:00	11:00
	0	104	106	47	39	65	102	92	76
PM Peak	15:00	15:00	14:00	14:00	12:00	14:00	13:00	14:00	14:00
	122	102	110	37	32	72	110	95	78

360 TSL Ltd

Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	7	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0
08:00	0	55	26	1	0	0	77	40	27
09:00	0	6	93	0	0	0	69	42	28
10:00	0	3	115	55	3	0	129	62	51
11:00	0	103	114	85	53	0	111	82	78
12:00	0	70	115	71	59	13	146	86	79
13:00	85	96	89	65	75	16	116	80	77
14:00	114	98	115	59	62	34	122	97	86
15:00	96	97	57	73	44	30	84	73	69
16:00	106	105	85	44	47	3	89	78	68
17:00	74	63	62	45	39	67	66	66	59
18:00	42	2	31	45	26	52	42	34	34
19:00	0	0	17	21	9	27	38	16	16
20:00	0	0	0	18	1	18	23	8	9
21:00	0	0	0	15	0	14	16	6	6
22:00	0	0	0	7	0	0	4	1	2
23:00	0	0	0	10	0	0	5	1	2
Total									
12H(7-19)	517	698	902	543	408	215	1051	677	619
16H(6-22)	517	698	919	597	418	274	1128	707	650
18H(6-24)	517	698	919	614	418	274	1137	709	654
24H(0-24)	517	698	919	614	425	274	1137	709	655
AM Peak	00:00	11:00	10:00	11:00	11:00	00:00	10:00	11:00	11:00
	0	103	115	85	53	0	129	82	78
PM Peak	14:00	16:00	12:00	15:00	13:00	17:00	12:00	14:00	14:00
	114	105	115	73	75	67	146	97	86

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	2	2	1	11	3	0	2	3
01:00	0	2	3	4	3	4	5	4	4
02:00	0	4	2	5	3	3	1	3	3
03:00	0	3	5	1	0	9	4	5	4
04:00	0	10	12	6	3	7	12	10	8
05:00	0	15	21	4	4	22	17	19	14
06:00	0	29	22	10	8	40	23	29	22
07:00	0	49	38	22	13	41	39	42	34
08:00	0	132	84	37	13	59	153	107	80
09:00	0	65	193	36	12	65	156	120	88
10:00	0	63	212	95	20	58	230	141	113
11:00	0	207	220	132	92	56	213	174	153
12:00	0	160	209	103	91	77	250	174	148
13:00	180	187	178	95	101	70	226	168	148
14:00	217	195	225	96	91	106	217	192	164
15:00	218	199	112	109	61	97	169	159	138
16:00	197	171	150	76	79	69	167	151	130
17:00	126	109	111	74	53	113	125	117	102
18:00	82	32	55	65	41	85	75	66	62
19:00	12	14	35	36	23	52	65	36	34
20:00	8	13	18	24	9	30	35	21	20
21:00	10	14	5	24	6	21	29	16	16
22:00	5	11	16	19	7	6	12	10	11
23:00	5	6	5	12	2	4	10	6	6
Total									
12H(7-19)	1020	1569	1787	940	667	896	2020	1458	1271
16H(6-22)	1050	1639	1867	1034	713	1039	2172	1553	1359
18H(6-24)	1060	1656	1888	1065	722	1049	2194	1569	1376
24H(0-24)	1060	1692	1933	1086	746	1097	2233	1603	1407
AM Peak	00:00	11:00	11:00	11:00	11:00	09:00	10:00	11:00	11:00
	0	207	220	132	92	65	230	174	153
PM Peak	15:00	15:00	14:00	15:00	13:00	17:00	12:00	14:00	14:00
	218	199	225	109	101	113	250	192	164

360 TSL Ltd

Barry ATC, A4231

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	4701	4158	459	58	26
Thu 3 Mar 2022	7351	6357	819	111	64
Fri 4 Mar 2022	8522	7508	838	125	51
Sat 5 Mar 2022	7906	7434	406	48	18
Sun 6 Mar 2022	6238	5917	268	45	8
Mon 7 Mar 2022	6488	5665	632	144	47
Tue 8 Mar 2022	8260	7164	887	137	72
5 Day Ave.	7655	6674	794	129	59
7 Day Ave.	8244	7367	718	111	48

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	3438	2921	441	44	32
Thu 3 Mar 2022	4858	4160	619	48	31
Fri 4 Mar 2022	6457	5538	808	69	42
Sat 5 Mar 2022	6542	5928	582	22	10
Sun 6 Mar 2022	4659	4234	415	7	3
Mon 7 Mar 2022	3397	3123	251	12	11
Tue 8 Mar 2022	6936	5799	986	87	64
5 Day Ave.	5412	4655	666	54	37
7 Day Ave.	6048	5284	684	48	32

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	8139	7079	900	102	58
Thu 3 Mar 2022	12209	10517	1438	159	95
Fri 4 Mar 2022	14979	13046	1646	194	93
Sat 5 Mar 2022	14448	13362	988	70	28
Sun 6 Mar 2022	10897	10151	683	52	11
Mon 7 Mar 2022	9885	8788	883	156	58
Tue 8 Mar 2022	15196	12963	1873	224	136
5 Day Ave.	13067	11329	1460	183	96
7 Day Ave.	14292	12651	1402	160	80

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	88.4%	9.8%	1.2%	0.6%
Thu 3 Mar 2022	100.0%	86.5%	11.1%	1.5%	0.9%
Fri 4 Mar 2022	100.0%	88.1%	9.8%	1.5%	0.6%
Sat 5 Mar 2022	100.0%	94.0%	5.1%	0.6%	0.2%
Sun 6 Mar 2022	100.0%	94.9%	4.3%	0.7%	0.1%
Mon 7 Mar 2022	100.0%	87.3%	9.7%	2.2%	0.7%
Tue 8 Mar 2022	100.0%	86.7%	10.7%	1.7%	0.9%
5 Day Ave.	100.0%	87.2%	10.4%	1.7%	0.8%
7 Day Ave.	100.0%	89.4%	8.7%	1.4%	0.6%

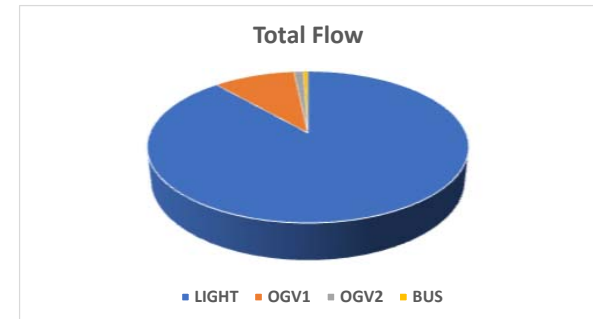
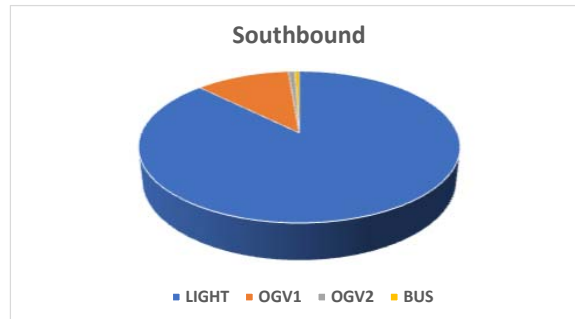
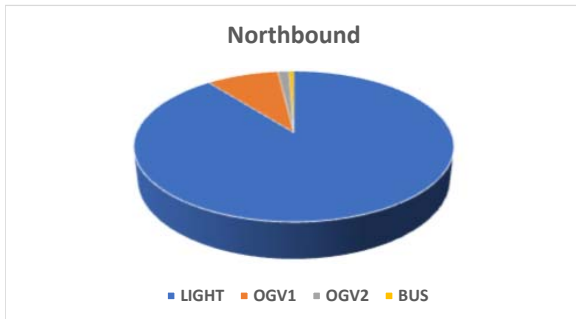
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	85.0%	12.8%	1.3%	0.9%
Thu 3 Mar 2022	100.0%	85.6%	12.7%	1.0%	0.6%
Fri 4 Mar 2022	100.0%	85.8%	12.5%	1.1%	0.7%
Sat 5 Mar 2022	100.0%	90.6%	8.9%	0.3%	0.2%
Sun 6 Mar 2022	100.0%	90.9%	8.9%	0.2%	0.1%
Mon 7 Mar 2022	100.0%	91.9%	7.4%	0.4%	0.3%
Tue 8 Mar 2022	100.0%	83.6%	14.2%	1.3%	0.9%
5 Day Ave.	100.0%	86.0%	12.3%	1.0%	0.7%
7 Day Ave.	100.0%	87.4%	11.3%	0.8%	0.5%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	87.0%	11.1%	1.3%	0.7%
Thu 3 Mar 2022	100.0%	86.1%	11.8%	1.3%	0.8%
Fri 4 Mar 2022	100.0%	87.1%	11.0%	1.3%	0.6%
Sat 5 Mar 2022	100.0%	92.5%	6.8%	0.5%	0.2%
Sun 6 Mar 2022	100.0%	93.2%	6.3%	0.5%	0.1%
Mon 7 Mar 2022	100.0%	88.9%	8.9%	1.6%	0.6%
Tue 8 Mar 2022	100.0%	85.3%	12.3%	1.5%	0.9%
5 Day Ave.	100.0%	86.7%	11.2%	1.4%	0.7%
7 Day Ave.	100.0%	88.5%	9.8%	1.1%	0.6%

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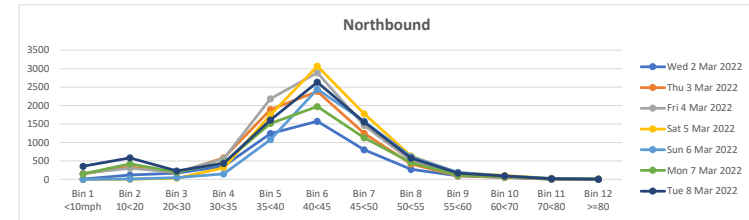


Barry ATC, A4231

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	4701	49.6	41.1	8.2	9	119	168	356	1242	1574	803	273	94	54	4	5
Thu 3 Mar 2022	7351	49.8	39.8	9.6	150	337	179	584	1892	2384	1251	415	95	58	5	1
Fri 4 Mar 2022	8522	50.2	40.5	9.4	164	302	194	560	2186	2889	1464	512	158	73	14	6
Sat 5 Mar 2022	7906	50.4	43.7	6.5	0	5	32	313	1750	3068	1779	635	177	107	24	16
Sun 6 Mar 2022	6238	51.4	44.5	6.7	0	11	47	148	1077	2442	1576	615	190	92	28	12
Mon 7 Mar 2022	6488	50.9	39.7	10.7	147	421	195	452	1516	1973	1128	454	109	69	19	5
Tue 8 Mar 2022	8260	51.6	39.4	11.8	356	583	229	434	1609	2635	1554	576	171	93	16	4
5 Day Ave.	7655	50.6	39.9	10.4	204	411	199	508	1801	2470	1349	489	133	73	14	4
7 Day Ave.	8244	59.0	48.1	10.5	138	296	174	475	1879	2828	1593	580	166	91	18	8

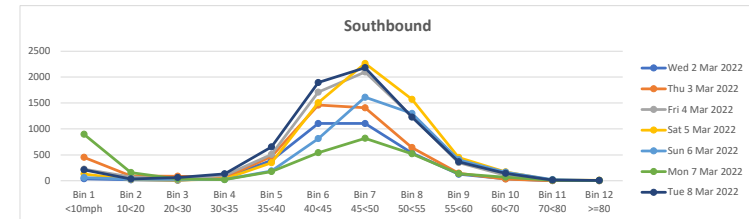
360 TSL Ltd



Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	3438	52.8	45.2	7.4	38	19	9	64	393	1105	1105	536	127	38	3	1
Thu 3 Mar 2022	4858	54.5	41.2	12.8	452	93	87	65	469	1460	1409	641	146	34	2	0
Fri 4 Mar 2022	6457	55.4	45.1	9.9	224	75	30	105	508	1710	2099	1238	350	107	8	3
Sat 5 Mar 2022	6542	56.1	47.3	8.6	131	23	13	37	348	1506	2264	1571	451	173	15	10
Sun 6 Mar 2022	4659	57.1	48.3	8.5	64	30	26	25	190	813	1612	1300	406	165	24	4
Mon 7 Mar 2022	3397	55.0	35.6	18.8	897	159	35	22	177	543	821	522	137	69	10	5
Tue 8 Mar 2022	6936	55.1	45.2	9.6	212	36	63	135	653	1897	2182	1227	366	144	14	7
5 Day Ave.	5412	55.0	41.8	12.8	446	91	54	82	452	1403	1628	907	250	89	9	4
7 Day Ave.	6048	64.4	51.3	12.6	336	73	44	76	456	1506	1915	1173	331	122	13	5

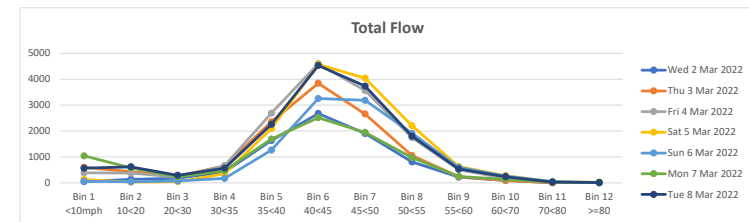
360 TSL Ltd



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	8139	51.3	42.8	8.1	47	138	177	420	1635	2679	1908	809	221	92	7	6
Thu 3 Mar 2022	12209	51.8	40.4	11.0	602	430	266	649	2361	3844	2660	1056	241	92	7	1
Fri 4 Mar 2022	14979	52.7	42.5	9.9	388	377	224	665	2694	4599	3563	1750	508	180	22	9
Sat 5 Mar 2022	14448	53.3	45.3	7.7	131	28	45	350	2098	4574	4043	2206	628	280	39	26
Sun 6 Mar 2022	10897	54.2	46.1	7.8	64	41	73	173	1267	3255	3188	1915	596	257	52	16
Mon 7 Mar 2022	9885	53.0	38.3	14.2	1044	580	230	474	1693	2516	1949	976	246	138	29	10
Tue 8 Mar 2022	15196	53.6	42.0	11.2	568	619	292	569	2262	4532	3736	1803	537	237	30	11
5 Day Ave.	13067	52.8	40.8	11.6	651	502	253	589	2253	3873	2977	1396	383	162	22	8
7 Day Ave.	14292	61.6	49.6	11.6	474	369	218	550	2335	4333	3508	1753	496	213	31	13

360 TSL Ltd



Barry ATC, Cory Way



Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	2	3	1	2	1	1	2	2
01:00	0	0	0	1	0	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	4	3	1	1	2	1	3	2
04:00	0	1	0	0	3	5	1	2	2
05:00	0	0	3	0	2	4	2	2	2
06:00	0	4	5	2	1	9	8	7	5
07:00	0	25	33	6	5	35	38	33	24
08:00	0	53	47	11	2	68	39	52	37
09:00	0	51	71	37	2	79	65	67	51
10:00	0	69	81	26	5	74	59	71	52
11:00	0	75	66	32	8	64	63	67	51
12:00	0	73	79	35	14	81	71	76	59
13:00	72	68	61	25	19	87	63	70	56
14:00	69	59	86	27	16	63	80	71	57
15:00	79	51	99	20	11	72	88	78	60
16:00	91	99	81	16	14	99	82	90	69
17:00	47	59	38	8	4	56	57	51	38
18:00	30	22	38	7	6	36	33	32	25
19:00	10	4	6	6	3	9	6	7	6
20:00	5	6	7	1	5	2	3	5	4
21:00	3	5	2	2	1	1	0	2	2
22:00	3	1	0	1	0	0	4	2	1
23:00	0	2	1	0	1	0	2	1	1
Total									
12H(7-19)	388	704	780	250	106	814	738	685	540
16H(6-22)	406	723	800	261	116	835	755	704	557
18H(6-24)	409	726	801	262	117	835	761	706	559
24H(0-24)	409	733	810	265	125	847	767	713	565
AM Peak	00:00	11:00	10:00	09:00	11:00	09:00	09:00	10:00	10:00
	0	75	81	37	8	79	65	71	52
PM Peak	16:00	16:00	15:00	12:00	13:00	16:00	15:00	16:00	16:00
	91	99	99	35	19	99	88	90	69

360 TSL Ltd

Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	1	2	2	2	0	1	1	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	1	1	0	0	0	0	1	0
03:00	0	1	2	1	2	0	1	1	1
04:00	0	1	1	0	2	5	1	2	2
05:00	0	0	0	0	1	3	3	2	1
06:00	0	23	25	8	5	31	29	27	20
07:00	0	110	112	24	3	144	110	119	84
08:00	0	84	85	23	2	82	75	82	59
09:00	0	70	77	44	5	97	69	78	60
10:00	0	62	96	34	2	79	72	77	58
11:00	0	74	55	31	13	77	69	69	53
12:00	0	70	75	23	12	74	74	73	55
13:00	71	80	73	18	19	92	68	77	60
14:00	65	52	64	17	15	56	66	61	48
15:00	51	49	64	11	7	57	54	55	42
16:00	38	46	36	8	9	35	35	38	30
17:00	25	17	17	5	5	23	14	19	15
18:00	12	6	10	6	6	12	11	10	9
19:00	4	3	8	5	3	6	5	5	5
20:00	3	5	4	2	6	3	2	3	4
21:00	3	4	1	3	1	1	2	2	2
22:00	2	1	1	0	0	1	2	1	1
23:00	1	2	0	1	2	1	2	1	1
Total									
12H(7-19)	262	720	764	244	98	828	717	658	519
16H(6-22)	272	755	802	262	113	869	755	691	547
18H(6-24)	275	758	803	263	115	871	759	693	549
24H(0-24)	275	762	809	266	122	879	765	698	554
AM Peak	00:00	07:00	07:00	09:00	11:00	07:00	07:00	07:00	07:00
	0	110	112	44	13	144	110	119	84
PM Peak	13:00	13:00	12:00	12:00	13:00	13:00	12:00	13:00	13:00
	71	80	75	23	19	92	74	77	60

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	3	5	3	4	1	2	3	3
01:00	0	0	0	1	0	0	1	0	0
02:00	0	1	1	0	0	0	0	1	0
03:00	0	5	5	2	3	2	2	4	3
04:00	0	2	1	0	5	10	2	4	3
05:00	0	0	3	0	3	7	5	4	3
06:00	0	27	30	10	6	40	37	34	25
07:00	0	135	145	30	8	179	148	152	108
08:00	0	137	132	34	4	150	114	133	95
09:00	0	121	148	81	7	176	134	145	111
10:00	0	131	177	60	7	153	131	148	110
11:00	0	149	121	63	21	141	132	136	105
12:00	0	143	154	58	26	155	145	149	114
13:00	143	148	134	43	38	179	131	147	117
14:00	134	111	150	44	31	119	146	132	105
15:00	130	100	163	31	18	129	142	133	102
16:00	129	145	117	24	23	134	117	128	98
17:00	72	76	55	13	9	79	71	71	54
18:00	42	28	48	13	12	48	44	42	34
19:00	14	7	14	11	6	15	11	12	11
20:00	8	11	11	3	11	5	8	8	8
21:00	6	9	3	5	2	2	2	4	4
22:00	5	2	1	1	0	1	6	3	2
23:00	1	4	1	1	3	1	4	2	2
Total									
12H(7-19)	650	1424	1544	494	204	1642	1455	1343	1059
16H(6-22)	678	1478	1602	523	229	1704	1510	1394	1103
18H(6-24)	684	1484	1604	525	232	1706	1520	1400	1108
24H(0-24)	684	1495	1619	531	247	1726	1532	1411	1119
AM Peak	00:00	11:00	10:00	09:00	11:00	07:00	07:00	07:00	09:00
	0	149	177	81	21	179	148	152	111
PM Peak	13:00	13:00	15:00	12:00	13:00	13:00	14:00	12:00	13:00
	143	148	163	58	38	179	146	149	117

360 TSL Ltd

Barry ATC, Cory Way



Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	2	0	1	1
04:00	0	1	0	0	2	2	0	1	1
05:00	0	0	3	0	2	4	2	2	2
06:00	0	2	2	0	1	8	5	4	3
07:00	0	17	15	2	2	24	28	21	15
08:00	0	28	29	6	2	42	23	31	22
09:00	0	17	29	14	1	34	25	26	20
10:00	0	29	37	12	2	32	27	31	23
11:00	0	29	26	11	5	30	26	28	21
12:00	0	26	27	10	2	35	16	26	19
13:00	25	22	13	8	7	32	23	23	19
14:00	27	25	27	5	1	25	31	27	20
15:00	29	12	29	6	3	23	35	26	20
16:00	25	22	22	4	4	33	25	25	19
17:00	10	14	6	2	0	13	16	12	9
18:00	4	6	8	1	1	6	8	6	5
19:00	2	0	1	1	1	1	1	1	1
20:00	1	2	3	0	0	1	1	1	1
21:00	0	2	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	1	0	0
23:00	0	0	1	0	0	0	0	0	0
Total									
12H(7-19)	120	247	268	81	30	329	283	249	194
16H(6-22)	123	253	274	82	32	338	290	256	199
18H(6-24)	123	253	275	82	32	338	291	256	199
24H(0-24)	123	256	278	82	36	346	294	259	202
AM Peak	00:00	10:00	10:00	09:00	11:00	08:00	07:00	10:00	10:00
	0	29	37	14	5	42	28	31	23
PM Peak	15:00	12:00	15:00	12:00	13:00	12:00	15:00	14:00	14:00
	29	26	29	10	7	35	35	27	20

360 TSL Ltd

Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0
04:00	0	1	0	0	1	1	0	1	1
05:00	0	0	0	0	0	1	1	1	1
06:00	0	7	10	1	1	10	11	10	7
07:00	0	37	30	7	2	54	40	40	28
08:00	0	27	32	11	2	27	29	29	21
09:00	0	26	32	16	2	39	27	31	24
10:00	0	20	42	15	1	31	37	33	24
11:00	0	23	25	10	5	30	20	25	19
12:00	0	33	31	10	4	32	28	31	23
13:00	23	27	22	6	2	29	23	25	19
14:00	31	19	29	4	2	21	33	27	20
15:00	18	20	17	5	0	27	21	21	15
16:00	16	12	14	2	3	16	12	14	11
17:00	6	8	3	1	0	10	7	7	5
18:00	2	2	0	0	2	4	1	2	2
19:00	1	1	5	1	1	1	2	2	2
20:00	1	1	2	0	1	0	1	1	1
21:00	0	0	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	0	0	0
23:00	0	0	0	1	0	0	0	0	0
Total									
12H(7-19)	96	254	277	87	25	320	278	245	191
16H(6-22)	98	263	294	89	28	331	291	255	199
18H(6-24)	98	263	295	90	28	331	291	256	199
24H(0-24)	98	264	295	90	30	333	292	256	200
AM Peak	00:00	07:00	10:00	09:00	11:00	07:00	07:00	07:00	07:00
	0	37	42	16	5	54	40	40	28
PM Peak	14:00	12:00	12:00	12:00	12:00	12:00	14:00	12:00	12:00
	31	33	31	10	4	32	33	31	23

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	1	2	0	1	1
04:00	0	2	0	0	3	3	0	1	1
05:00	0	0	3	0	2	5	3	3	2
06:00	0	9	12	1	2	18	16	14	10
07:00	0	54	45	9	4	78	68	61	43
08:00	0	55	61	17	4	69	52	59	43
09:00	0	43	61	30	3	73	52	57	44
10:00	0	49	79	27	3	63	64	64	48
11:00	0	52	51	21	10	60	46	52	40
12:00	0	59	58	20	6	67	44	57	42
13:00	48	49	35	14	9	61	46	48	37
14:00	58	44	56	9	3	46	64	54	40
15:00	47	32	46	11	3	50	56	46	35
16:00	41	34	36	6	7	49	37	39	30
17:00	16	22	9	3	0	23	23	19	14
18:00	6	8	8	1	3	10	9	8	6
19:00	3	1	6	2	2	2	3	3	3
20:00	2	3	5	0	1	0	2	2	2
21:00	0	2	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	1	0	0
23:00	0	0	1	1	0	0	0	0	0
Total									
12H(7-19)	216	501	545	168	55	649	561	494	385
16H(6-22)	221	516	568	171	60	669	581	511	398
18H(6-24)	221	516	570	172	60	669	582	512	399
24H(0-24)	221	520	573	172	66	679	586	516	402
AM Peak	00:00	08:00	10:00	09:00	11:00	07:00	07:00	10:00	10:00
	0	55	79	30	10	78	68	64	48
PM Peak	14:00	12:00	12:00	12:00	13:00	12:00	14:00	12:00	12:00
	58	59	58	20	9	67	64	57	42

360 TSL Ltd

Barry ATC, Cory Way

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	409	286	104	15	4
Thu 3 Mar 2022	733	477	215	32	9
Fri 4 Mar 2022	810	532	231	36	11
Sat 5 Mar 2022	265	183	70	10	2
Sun 6 Mar 2022	125	89	22	14	0
Mon 7 Mar 2022	847	501	284	55	7
Tue 8 Mar 2022	767	473	240	44	10
5 Day Ave.	789	496	243	42	9
7 Day Ave.	659	424	194	34	7

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	275	177	79	14	5
Thu 3 Mar 2022	762	498	231	25	8
Fri 4 Mar 2022	809	514	247	39	9
Sat 5 Mar 2022	266	176	69	19	2
Sun 6 Mar 2022	122	92	24	6	0
Mon 7 Mar 2022	879	546	285	41	7
Tue 8 Mar 2022	765	473	254	28	10
5 Day Ave.	804	508	254	33	9
7 Day Ave.	646	413	198	29	7

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	684	463	183	29	9
Thu 3 Mar 2022	1495	975	446	57	17
Fri 4 Mar 2022	1619	1046	478	75	20
Sat 5 Mar 2022	531	359	139	29	4
Sun 6 Mar 2022	247	181	46	20	0
Mon 7 Mar 2022	1726	1047	569	96	14
Tue 8 Mar 2022	1532	946	494	72	20
5 Day Ave.	1593	1004	497	75	18
7 Day Ave.	1306	836	393	63	14

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	69.9%	25.4%	3.7%	1.0%
Thu 3 Mar 2022	100.0%	65.1%	29.3%	4.4%	1.2%
Fri 4 Mar 2022	100.0%	65.7%	28.5%	4.4%	1.4%
Sat 5 Mar 2022	100.0%	69.1%	26.4%	3.8%	0.8%
Sun 6 Mar 2022	100.0%	71.2%	17.6%	11.2%	0.0%
Mon 7 Mar 2022	100.0%	59.1%	33.5%	6.5%	0.8%
Tue 8 Mar 2022	100.0%	61.7%	31.3%	5.7%	1.3%
5 Day Ave.	100.0%	62.8%	30.7%	5.3%	1.2%
7 Day Ave.	100.0%	64.2%	29.5%	5.2%	1.1%

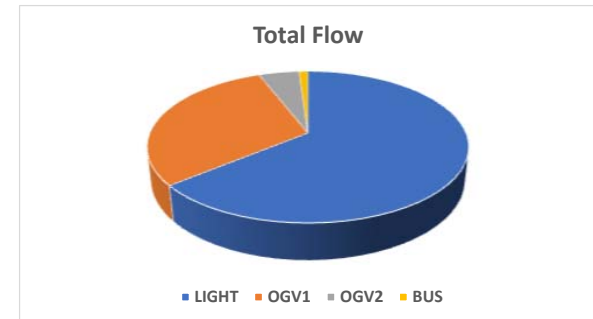
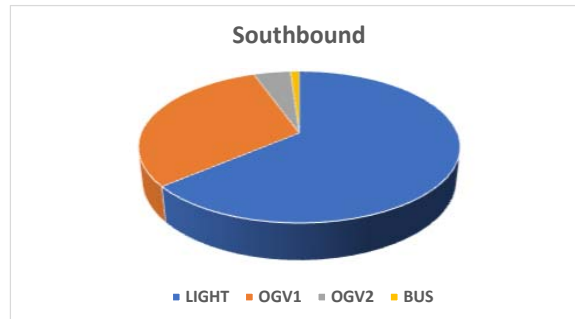
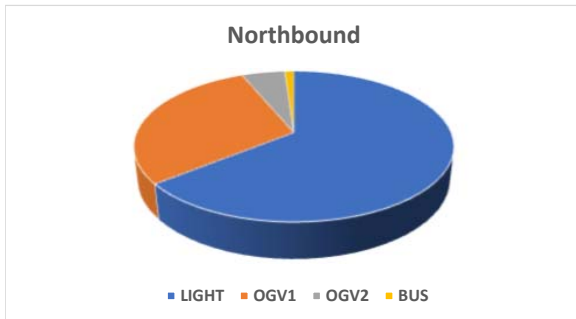
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	64.4%	28.7%	5.1%	1.8%
Thu 3 Mar 2022	100.0%	65.4%	30.3%	3.3%	1.0%
Fri 4 Mar 2022	100.0%	63.5%	30.5%	4.8%	1.1%
Sat 5 Mar 2022	100.0%	66.2%	25.9%	7.1%	0.8%
Sun 6 Mar 2022	100.0%	75.4%	19.7%	4.9%	0.0%
Mon 7 Mar 2022	100.0%	62.1%	32.4%	4.7%	0.8%
Tue 8 Mar 2022	100.0%	61.8%	33.2%	3.7%	1.3%
5 Day Ave.	100.0%	63.2%	31.6%	4.1%	1.1%
7 Day Ave.	100.0%	63.8%	30.7%	4.4%	1.1%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	67.7%	26.8%	4.2%	1.3%
Thu 3 Mar 2022	100.0%	65.2%	29.8%	3.8%	1.1%
Fri 4 Mar 2022	100.0%	64.6%	29.5%	4.6%	1.2%
Sat 5 Mar 2022	100.0%	67.6%	26.2%	5.5%	0.8%
Sun 6 Mar 2022	100.0%	73.3%	18.6%	8.1%	0.0%
Mon 7 Mar 2022	100.0%	60.7%	33.0%	5.6%	0.8%
Tue 8 Mar 2022	100.0%	61.7%	32.2%	4.7%	1.3%
5 Day Ave.	100.0%	63.0%	31.2%	4.7%	1.1%
7 Day Ave.	100.0%	64.0%	30.1%	4.8%	1.1%

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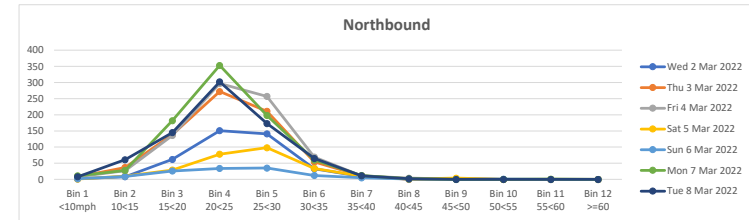


Barry ATC, Cory Way

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 2 Mar 2022	409	30.0	24.5	5.3	2	8	62	151	141	33	9	1	2	0	0	0
Thu 3 Mar 2022	733	29.0	23.3	5.5	8	37	139	272	211	54	11	0	1	0	0	0
Fri 4 Mar 2022	810	29.6	24.0	5.5	8	27	136	297	257	69	11	4	1	0	0	0
Sat 5 Mar 2022	265	32.1	25.7	6.2	1	10	29	78	98	34	10	1	4	0	0	0
Sun 6 Mar 2022	125	31.2	23.9	7.1	2	9	26	34	35	12	5	1	0	1	0	0
Mon 7 Mar 2022	847	28.7	23.1	5.4	11	28	182	353	198	60	12	2	0	0	1	0
Tue 8 Mar 2022	767	28.8	22.9	5.8	8	61	145	302	173	65	11	2	0	0	0	0
5 Day Ave.	789	29.0	23.3	5.5	9	38	151	306	210	62	11	2	1	0	0	0
7 Day Ave.	659	34.9	27.9	6.8	7	30	120	248	186	55	12	2	1	0	0	0

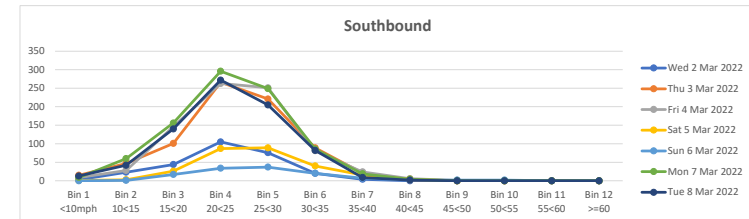
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Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 2 Mar 2022	275	28.9	23.0	5.7	3	23	44	105	76	20	4	0	0	0	0	0
Thu 3 Mar 2022	762	30.4	24.0	6.1	15	47	101	266	221	89	21	2	0	0	0	0
Fri 4 Mar 2022	809	30.4	24.3	6.0	9	28	146	263	251	81	24	6	1	0	0	0
Sat 5 Mar 2022	266	32.2	26.2	5.8	1	3	26	87	89	40	16	4	0	0	0	0
Sun 6 Mar 2022	122	34.5	27.0	7.3	0	1	17	34	37	20	7	2	2	2	0	0
Mon 7 Mar 2022	879	29.8	23.6	6.0	9	60	156	296	249	86	19	4	0	0	0	0
Tue 8 Mar 2022	765	29.5	23.4	5.8	13	42	140	272	205	82	9	2	0	0	0	0
5 Day Ave.	804	30.0	23.8	6.0	12	44	136	274	232	85	18	4	0	0	0	0
7 Day Ave.	646	36.0	28.6	7.1	8	34	105	221	188	70	17	3	1	0	0	0

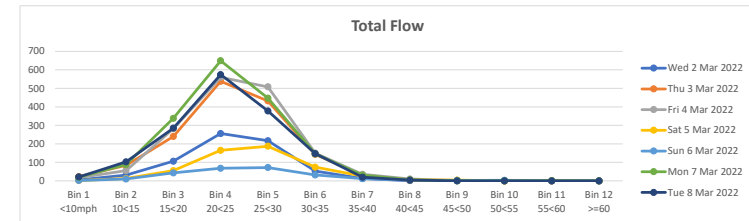
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 2 Mar 2022	684	29.6	23.9	5.5	5	31	106	256	217	53	13	1	2	0	0	0
Thu 3 Mar 2022	1495	29.7	23.7	5.8	23	84	240	538	432	143	32	2	1	0	0	0
Fri 4 Mar 2022	1619	30.0	24.1	5.7	17	55	282	560	508	150	35	10	2	0	0	0
Sat 5 Mar 2022	531	32.2	25.9	6.0	2	13	55	165	187	74	26	5	4	0	0	0
Sun 6 Mar 2022	247	33.0	25.4	7.3	2	10	43	68	72	32	12	3	2	3	0	0
Mon 7 Mar 2022	1726	29.3	23.3	5.7	20	88	338	649	447	146	31	6	0	0	1	0
Tue 8 Mar 2022	1532	29.1	23.1	5.8	21	103	285	574	378	147	20	4	0	0	0	0
5 Day Ave.	1593	29.5	23.6	5.8	20	83	286	580	441	147	30	6	1	0	0	0
7 Day Ave.	1306	35.5	28.3	7.0	15	64	225	468	374	124	28	5	2	1	0	0

360 TSL Ltd



Barry ATC, Ffordd Y Mileniwm



Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	25	43	81	90	26	32	32	50
01:00	0	20	20	33	46	24	19	21	27
02:00	0	14	13	36	38	9	13	12	21
03:00	0	18	17	24	33	10	12	14	19
04:00	0	16	19	18	31	18	17	18	20
05:00	0	24	31	26	29	33	39	32	30
06:00	0	107	118	96	63	119	129	118	105
07:00	0	290	331	168	71	294	332	312	248
08:00	0	537	548	322	149	514	497	524	428
09:00	0	554	678	485	303	581	544	589	524
10:00	0	511	661	736	535	560	495	557	583
11:00	0	573	667	807	655	599	669	627	662
12:00	0	605	716	867	653	678	659	665	696
13:00	590	607	777	819	673	606	603	637	668
14:00	607	645	704	750	668	670	647	655	670
15:00	707	705	860	759	581	739	718	746	724
16:00	789	809	832	692	444	827	787	809	740
17:00	787	756	732	603	387	797	805	775	695
18:00	541	564	586	424	337	585	572	570	516
19:00	340	363	438	329	281	400	372	383	360
20:00	260	259	275	220	197	251	221	253	240
21:00	202	203	218	178	134	167	186	195	184
22:00	111	151	160	161	82	94	120	127	126
23:00	72	78	141	135	50	69	57	83	86
Total									
12H(7-19)	4021	7156	8092	7432	5456	7450	7328	6809	6705
16H(6-22)	4823	8088	9141	8255	6131	8387	8236	7735	7580
18H(6-24)	5006	8317	9442	8551	6263	8550	8413	7946	7792
24H(0-24)	5006	8434	9585	8769	6530	8670	8545	8048	7934
AM Peak	00:00	11:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00
	0	573	678	807	655	599	669	627	662
PM Peak	16:00	16:00	15:00	12:00	13:00	16:00	17:00	16:00	16:00
	789	809	860	867	673	827	805	809	740

360 TSL Ltd

Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	22	29	79	78	26	26	26	43
01:00	0	22	26	45	52	14	19	20	30
02:00	0	21	14	38	39	16	18	17	24
03:00	0	20	25	21	38	21	20	22	24
04:00	0	39	39	32	27	49	47	44	39
05:00	0	113	130	61	64	118	123	103	93
06:00	0	317	336	122	89	352	369	344	264
07:00	0	678	718	215	108	681	721	700	520
08:00	0	818	769	389	217	795	768	788	626
09:00	0	628	704	593	328	616	610	640	580
10:00	0	574	743	699	579	661	640	655	649
11:00	0	600	720	786	652	675	654	662	681
12:00	0	698	768	886	800	749	735	738	773
13:00	650	677	760	865	780	732	708	705	739
14:00	664	705	839	840	697	691	749	730	741
15:00	656	676	809	808	682	707	712	712	721
16:00	653	664	760	859	565	707	637	684	692
17:00	622	637	703	760	404	660	604	645	627
18:00	469	524	601	555	334	539	531	533	508
19:00	337	375	410	400	275	373	367	372	362
20:00	254	237	265	252	189	260	206	244	238
21:00	164	184	194	176	128	165	156	173	167
22:00	101	124	157	152	82	109	125	123	121
23:00	49	61	116	144	56	59	49	67	76
Total									
12H(7-19)	3714	7879	8894	8255	6146	8213	8069	7354	7310
16H(6-22)	4469	8992	10099	9205	6827	9363	9167	8418	8303
18H(6-24)	4619	9177	10372	9501	6965	9531	9341	8608	8501
24H(0-24)	4619	9414	10635	9777	7263	9789	9589	8809	8727
AM Peak	00:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	11:00
	0	818	769	786	652	795	768	788	681
PM Peak	14:00	14:00	14:00	12:00	12:00	12:00	14:00	12:00	12:00
	664	705	839	886	800	749	749	738	773

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	47	72	160	168	52	58	57	93
01:00	0	42	46	78	98	38	38	41	57
02:00	0	35	27	74	77	25	31	30	45
03:00	0	38	42	45	71	31	32	36	43
04:00	0	55	58	50	58	67	64	61	59
05:00	0	137	161	87	93	165	157	155	133
06:00	0	424	454	218	152	471	498	462	370
07:00	0	968	1049	383	179	975	1053	1011	768
08:00	0	1355	1317	711	366	1309	1265	1312	1054
09:00	0	1182	1382	1078	631	1197	1154	1229	1104
10:00	0	1085	1404	1435	1114	1221	1135	1211	1232
11:00	0	1173	1387	1593	1307	1274	1323	1289	1343
12:00	0	1303	1484	1753	1453	1427	1394	1402	1469
13:00	1240	1284	1537	1684	1453	1338	1311	1342	1407
14:00	1271	1350	1543	1590	1365	1361	1396	1384	1411
15:00	1363	1381	1669	1567	1263	1446	1430	1458	1446
16:00	1442	1473	1592	1551	1009	1534	1424	1493	1432
17:00	1409	1393	1435	1363	791	1457	1409	1421	1322
18:00	1010	1088	1187	979	671	1124	1103	1102	1023
19:00	677	738	848	729	556	773	739	755	723
20:00	514	496	540	472	386	511	427	498	478
21:00	366	387	412	354	262	332	342	368	351
22:00	212	275	317	313	164	203	245	250	247
23:00	121	139	257	279	106	128	106	150	162
Total									
12H(7-19)	7735	15035	16986	15687	11602	15663	15397	14163	14015
16H(6-22)	9292	17080	19240	17460	12958	17750	17403	16153	15883
18H(6-24)	9625	17494	19814	18052	13228	18081	17754	16554	16293
24H(0-24)	9625	17848	20220	18546	13793	18459	18134	16857	16661
AM Peak	00:00	08:00	10:00	11:00	11:00	08:00	11:00	08:00	11:00
	0	1355	1404	1593	1307	1309	1323	1312	1343
PM Peak	16:00	16:00	15:00	12:00	12:00	16:00	15:00	16:00	12:00
	1442	1473	1669	1753	1453	1534	1430	1493	1469

360 TSL Ltd

Barry ATC, Ffordd Y Mileniwm



Direction: Southbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	2	6	12	11	1	5	4	6
01:00	0	6	6	8	5	4	1	4	5
02:00	0	1	2	3	8	0	3	2	3
03:00	0	5	3	8	8	3	3	4	5
04:00	0	6	5	6	4	5	4	5	5
05:00	0	4	7	6	6	12	11	9	8
06:00	0	26	31	14	6	20	27	26	21
07:00	0	92	98	41	9	90	92	93	70
08:00	0	106	99	53	31	96	88	97	79
09:00	0	125	134	77	36	120	111	123	101
10:00	0	100	128	95	56	86	105	105	95
11:00	0	119	124	83	59	104	126	118	103
12:00	0	92	117	85	62	128	130	117	102
13:00	96	103	112	81	56	108	78	99	91
14:00	88	97	109	71	71	98	111	101	92
15:00	90	102	108	77	51	97	89	97	88
16:00	128	111	98	65	39	112	128	115	97
17:00	91	81	74	51	34	79	93	84	72
18:00	58	62	69	40	25	62	43	59	51
19:00	45	37	35	25	28	41	40	40	36
20:00	25	33	28	21	19	22	12	24	23
21:00	20	20	21	11	12	16	20	19	17
22:00	11	12	12	16	9	5	16	11	12
23:00	8	9	16	14	4	5	1	8	8
Total									
12H(7-19)	551	1190	1270	819	529	1180	1194	1077	962
16H(6-22)	641	1306	1385	890	594	1279	1293	1181	1055
18H(6-24)	660	1327	1413	920	607	1289	1310	1200	1075
24H(0-24)	660	1351	1442	963	649	1314	1337	1221	1102
AM Peak	00:00	09:00	09:00	10:00	11:00	09:00	11:00	09:00	11:00
	0	125	134	95	59	120	126	123	103
PM Peak	16:00	16:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00
	128	111	117	85	71	128	130	117	102

360 TSL Ltd

Direction: Northbound

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	1	4	4	3	1	1	2	2
01:00	0	1	3	2	1	1	4	2	2
02:00	0	5	3	2	5	0	3	3	3
03:00	0	1	2	3	9	4	2	2	4
04:00	0	4	5	7	4	4	5	5	5
05:00	0	10	13	6	13	24	15	16	14
06:00	0	27	31	14	10	40	40	35	27
07:00	0	66	86	28	9	79	81	78	58
08:00	0	97	92	41	18	102	89	95	73
09:00	0	71	84	44	26	81	92	82	66
10:00	0	81	95	55	23	69	67	78	65
11:00	0	67	103	43	33	76	96	86	70
12:00	0	64	78	45	34	73	64	70	60
13:00	59	67	80	43	36	78	74	72	62
14:00	74	69	71	28	35	70	76	72	60
15:00	58	57	76	39	23	64	68	65	55
16:00	50	47	63	40	23	65	45	54	48
17:00	39	33	28	30	16	32	34	33	30
18:00	19	24	27	17	19	36	32	28	25
19:00	17	19	13	17	15	21	17	17	17
20:00	9	17	14	8	8	4	7	10	10
21:00	8	17	7	4	5	7	7	9	8
22:00	9	10	8	7	4	9	9	9	8
23:00	1	1	9	6	5	5	1	3	4
Total									
12H(7-19)	299	743	883	453	295	825	818	714	617
16H(6-22)	333	823	948	496	333	897	889	778	674
18H(6-24)	343	834	965	509	342	911	899	790	686
24H(0-24)	343	856	995	533	377	945	929	814	711
AM Peak	00:00	08:00	11:00	10:00	11:00	08:00	11:00	08:00	08:00
	0	97	103	55	33	102	96	95	73
PM Peak	14:00	14:00	13:00	12:00	13:00	13:00	14:00	14:00	13:00
	74	69	80	45	36	78	76	72	62

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Wed 02/03/2022	Thu 03/03/2022	Fri 04/03/2022	Sat 05/03/2022	Sun 06/03/2022	Mon 07/03/2022	Tue 08/03/2022	5-Day Ave.	7-Day Ave.
00:00	0	3	10	16	14	2	6	5	9
01:00	0	7	9	10	6	5	5	7	7
02:00	0	6	5	5	13	0	6	4	6
03:00	0	6	5	11	17	7	5	6	9
04:00	0	10	10	13	8	9	9	10	10
05:00	0	14	20	12	19	36	26	24	21
06:00	0	53	62	28	16	60	67	61	48
07:00	0	158	184	69	18	169	173	171	129
08:00	0	203	191	94	49	198	177	192	152
09:00	0	196	218	121	62	201	203	205	167
10:00	0	181	223	150	79	155	172	183	160
11:00	0	186	227	126	92	180	222	204	172
12:00	0	156	195	130	96	201	194	187	162
13:00	155	170	192	124	92	186	152	171	153
14:00	162	166	180	99	106	168	187	173	153
15:00	148	159	184	116	74	161	157	162	143
16:00	178	158	161	105	62	177	173	169	145
17:00	130	114	102	81	50	111	127	117	102
18:00	77	86	96	57	44	98	75	86	76
19:00	62	56	48	42	43	62	57	57	53
20:00	34	50	42	29	27	26	19	34	32
21:00	28	37	28	15	17	23	27	29	25
22:00	20	22	20	23	13	14	25	20	20
23:00	9	10	25	20	9	10	2	11	12
Total									
12H(7-19)	850	1933	2153	1272	824	2005	2012	1791	1578
16H(6-22)	974	2129	2333	1386	927	2176	2182	1959	1730
18H(6-24)	1003	2161	2378	1429	949	2200	2209	1990	1761
24H(0-24)	1003	2207	2437	1496	1026	2259	2266	2034	1813
AM Peak	00:00	08:00	11:00	10:00	11:00	08:00	11:00	09:00	11:00
	0	203	227	150	92	201	222	205	172
PM Peak	16:00	13:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00
	178	170	195	130	106	201	194	187	162

360 TSL Ltd

Barry ATC, Ffordd Y Mileniwm

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	5006	4346	609	24	27
Thu 3 Mar 2022	8434	7083	1243	43	65
Fri 4 Mar 2022	9585	8143	1346	45	51
Sat 5 Mar 2022	8769	7806	913	26	24
Sun 6 Mar 2022	6530	5881	630	8	11
Mon 7 Mar 2022	8670	7356	1227	34	53
Tue 8 Mar 2022	8545	7208	1260	24	53
5 Day Ave.	8809	7448	1269	37	56
7 Day Ave.	9257	7971	1205	34	47

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	4619	4276	310	21	12
Thu 3 Mar 2022	9414	8558	784	39	33
Fri 4 Mar 2022	10635	9640	906	45	44
Sat 5 Mar 2022	9777	9244	493	27	13
Sun 6 Mar 2022	7263	6886	330	30	17
Mon 7 Mar 2022	9789	8844	853	65	27
Tue 8 Mar 2022	9589	8660	852	42	35
5 Day Ave.	9857	8926	849	48	35
7 Day Ave.	10181	9351	755	45	30

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	9625	8622	919	45	39
Thu 3 Mar 2022	17848	15641	2027	82	98
Fri 4 Mar 2022	20220	17783	2252	90	95
Sat 5 Mar 2022	18546	17050	1406	53	37
Sun 6 Mar 2022	13793	12767	960	38	28
Mon 7 Mar 2022	18459	16200	2080	99	80
Tue 8 Mar 2022	18134	15868	2112	66	88
5 Day Ave.	18665	16373	2118	84	90
7 Day Ave.	19438	17322	1959	79	78

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	86.8%	12.2%	0.5%	0.5%
Thu 3 Mar 2022	100.0%	84.0%	14.7%	0.5%	0.8%
Fri 4 Mar 2022	100.0%	85.0%	14.0%	0.5%	0.5%
Sat 5 Mar 2022	100.0%	89.0%	10.4%	0.3%	0.3%
Sun 6 Mar 2022	100.0%	90.1%	9.6%	0.1%	0.2%
Mon 7 Mar 2022	100.0%	84.8%	14.2%	0.4%	0.6%
Tue 8 Mar 2022	100.0%	84.4%	14.7%	0.3%	0.6%
5 Day Ave.	100.0%	84.5%	14.4%	0.4%	0.6%
7 Day Ave.	100.0%	86.1%	13.0%	0.4%	0.5%

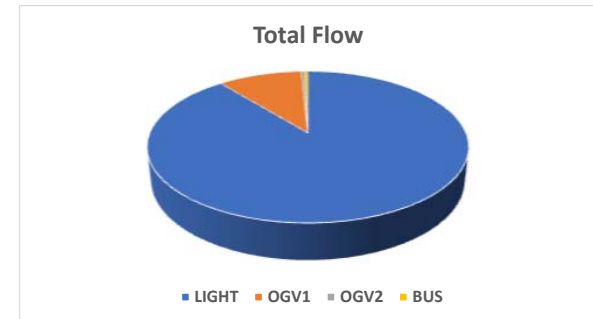
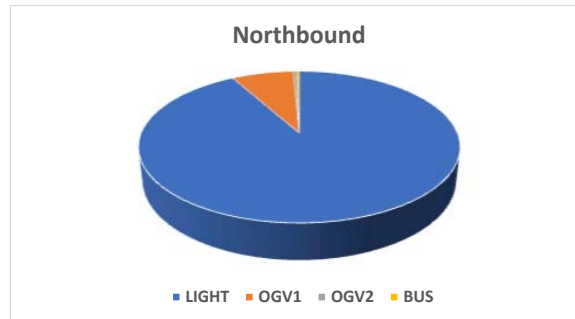
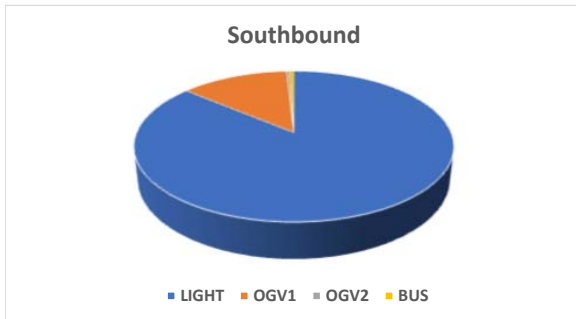
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	92.6%	6.7%	0.5%	0.3%
Thu 3 Mar 2022	100.0%	90.9%	8.3%	0.4%	0.4%
Fri 4 Mar 2022	100.0%	90.6%	8.5%	0.4%	0.4%
Sat 5 Mar 2022	100.0%	94.5%	5.0%	0.3%	0.1%
Sun 6 Mar 2022	100.0%	94.8%	4.5%	0.4%	0.2%
Mon 7 Mar 2022	100.0%	90.3%	8.7%	0.7%	0.3%
Tue 8 Mar 2022	100.0%	90.3%	8.9%	0.4%	0.4%
5 Day Ave.	100.0%	90.6%	8.6%	0.5%	0.4%
7 Day Ave.	100.0%	91.9%	7.4%	0.4%	0.3%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 2 Mar 2022	100.0%	89.6%	9.5%	0.5%	0.4%
Thu 3 Mar 2022	100.0%	87.6%	11.4%	0.5%	0.5%
Fri 4 Mar 2022	100.0%	87.9%	11.1%	0.4%	0.5%
Sat 5 Mar 2022	100.0%	91.9%	7.6%	0.3%	0.2%
Sun 6 Mar 2022	100.0%	92.6%	7.0%	0.3%	0.2%
Mon 7 Mar 2022	100.0%	87.8%	11.3%	0.5%	0.4%
Tue 8 Mar 2022	100.0%	87.5%	11.6%	0.4%	0.5%
5 Day Ave.	100.0%	87.7%	11.3%	0.5%	0.5%
7 Day Ave.	100.0%	89.1%	10.1%	0.4%	0.4%

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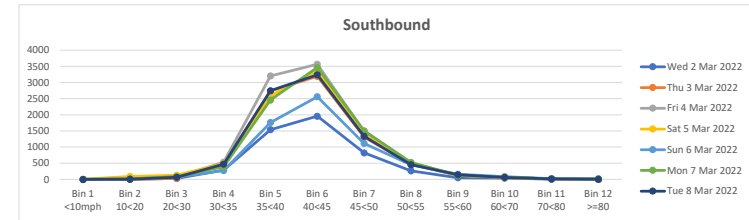


Barry ATC, Ffordd Y Mileniwm

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	5006	48.0	42.0	5.7	0	1	32	290	1538	1958	823	264	52	39	8	1
Thu 3 Mar 2022	8434	48.2	42.0	5.9	1	3	28	488	2736	3192	1311	471	122	59	16	7
Fri 4 Mar 2022	9585	48.0	41.8	6.0	2	28	64	534	3206	3566	1483	492	120	71	12	7
Sat 5 Mar 2022	8769	48.8	41.8	6.8	3	91	130	490	2590	3362	1374	510	129	59	21	10
Sun 6 Mar 2022	6530	50.1	42.9	6.9	0	14	69	274	1762	2559	1113	453	160	83	22	21
Mon 7 Mar 2022	8670	48.7	42.4	6.1	0	14	88	394	2459	3464	1507	526	127	71	14	6
Tue 8 Mar 2022	8545	48.2	42.0	6.0	0	8	66	472	2746	3238	1337	455	142	61	15	5
5 Day Ave.	8809	48.3	42.0	6.0	1	13	62	472	2787	3365	1410	486	128	66	14	6
7 Day Ave.	9257	56.7	49.1	7.2	1	27	80	490	2840	3557	1491	529	142	74	18	10

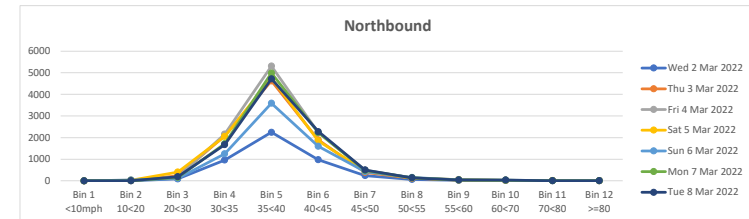
360 TSL Ltd



Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	4619	43.9	38.3	5.4	0	1	90	958	2246	975	241	61	23	16	2	6
Thu 3 Mar 2022	9414	43.0	37.8	5.0	0	4	236	2082	4625	1898	387	125	37	16	2	2
Fri 4 Mar 2022	10635	43.5	38.1	5.2	0	32	184	2159	5310	2229	493	148	49	22	6	3
Sat 5 Mar 2022	9777	43.5	37.7	5.6	0	26	405	2055	4763	1851	455	128	54	28	10	2
Sun 6 Mar 2022	7263	44.6	38.7	5.7	0	32	118	1251	3592	1599	424	155	50	32	6	4
Mon 7 Mar 2022	9789	43.7	38.4	5.1	1	3	163	1715	4988	2229	478	141	34	24	7	6
Tue 8 Mar 2022	9589	43.9	38.5	5.2	0	4	193	1675	4720	2277	498	140	41	34	4	3
5 Day Ave.	9857	43.5	38.2	5.1	0	11	194	1908	4911	2158	464	139	40	24	5	4
7 Day Ave.	10181	51.0	44.6	6.2	0	17	232	1983	5041	2176	496	150	48	29	6	4

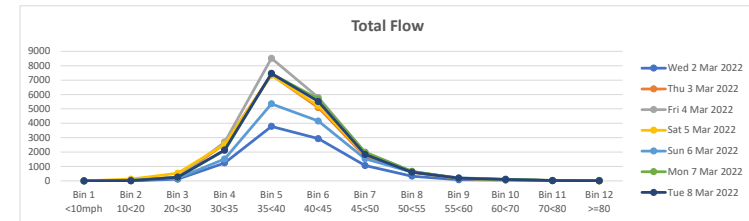
360 TSL Ltd



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Wed 2 Mar 2022	9625	46.3	40.2	5.9	0	2	122	1248	3784	2933	1064	325	75	55	10	7
Thu 3 Mar 2022	17848	45.9	39.8	5.9	1	7	264	2570	7361	5090	1698	596	159	75	18	9
Fri 4 Mar 2022	20220	45.9	39.8	5.9	2	60	248	2693	8516	5795	1976	640	169	93	18	10
Sat 5 Mar 2022	18546	46.4	39.6	6.5	3	117	535	2545	7353	5213	1829	638	183	87	31	12
Sun 6 Mar 2022	13793	47.6	40.7	6.7	0	46	187	1525	5354	4158	1537	608	210	115	28	25
Mon 7 Mar 2022	18459	46.4	40.3	5.9	1	17	251	2109	7447	5693	1985	667	161	95	21	12
Tue 8 Mar 2022	18134	46.2	40.1	5.8	0	12	259	2147	7466	5515	1835	595	183	95	19	8
5 Day Ave.	18665	46.1	40.0	5.9	1	24	256	2380	7698	5523	1874	625	168	90	19	10
7 Day Ave.	19438	54.1	46.8	7.1	1	44	311	2473	7880	5733	1987	678	190	103	24	14

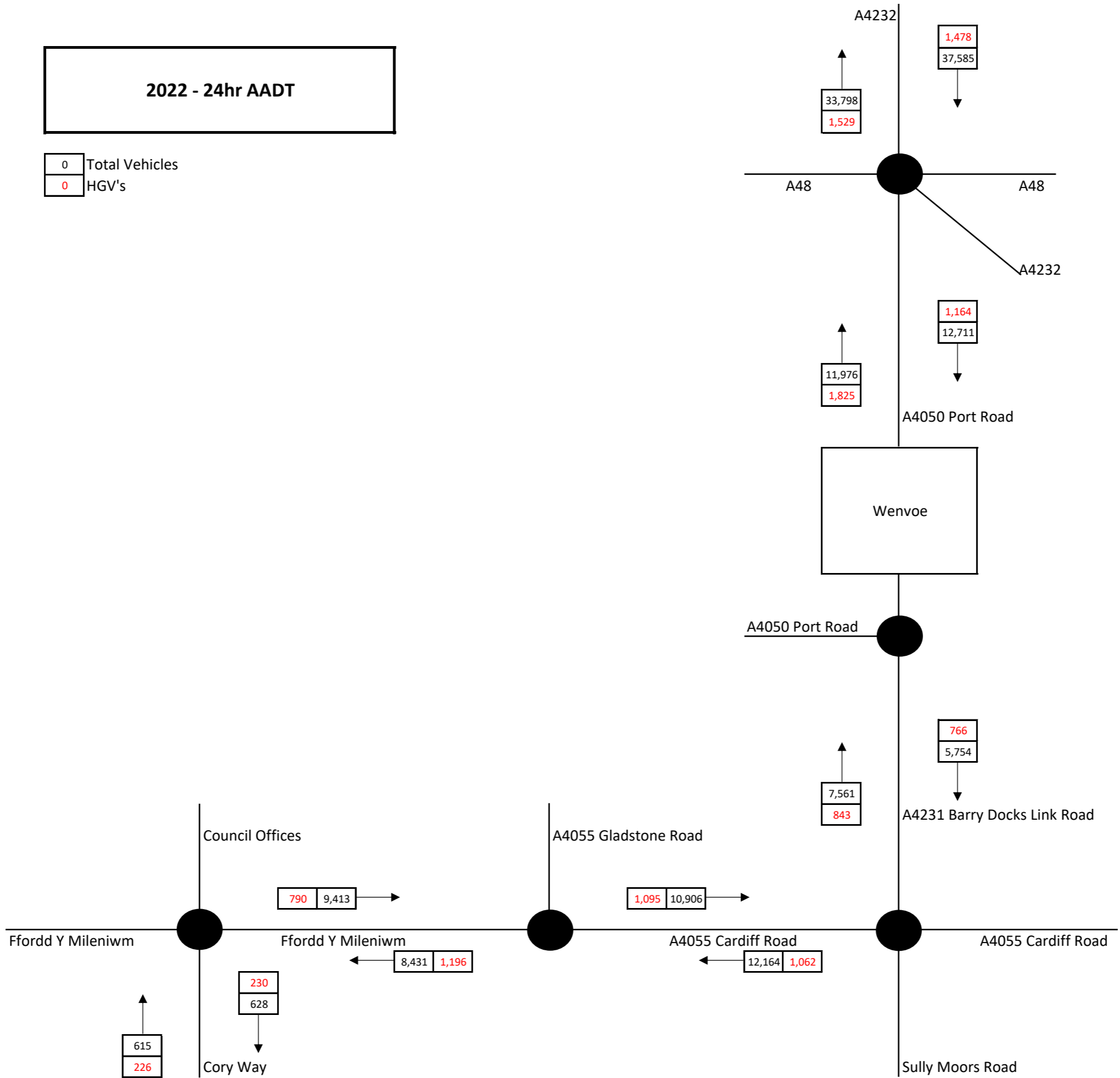
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Appendix C

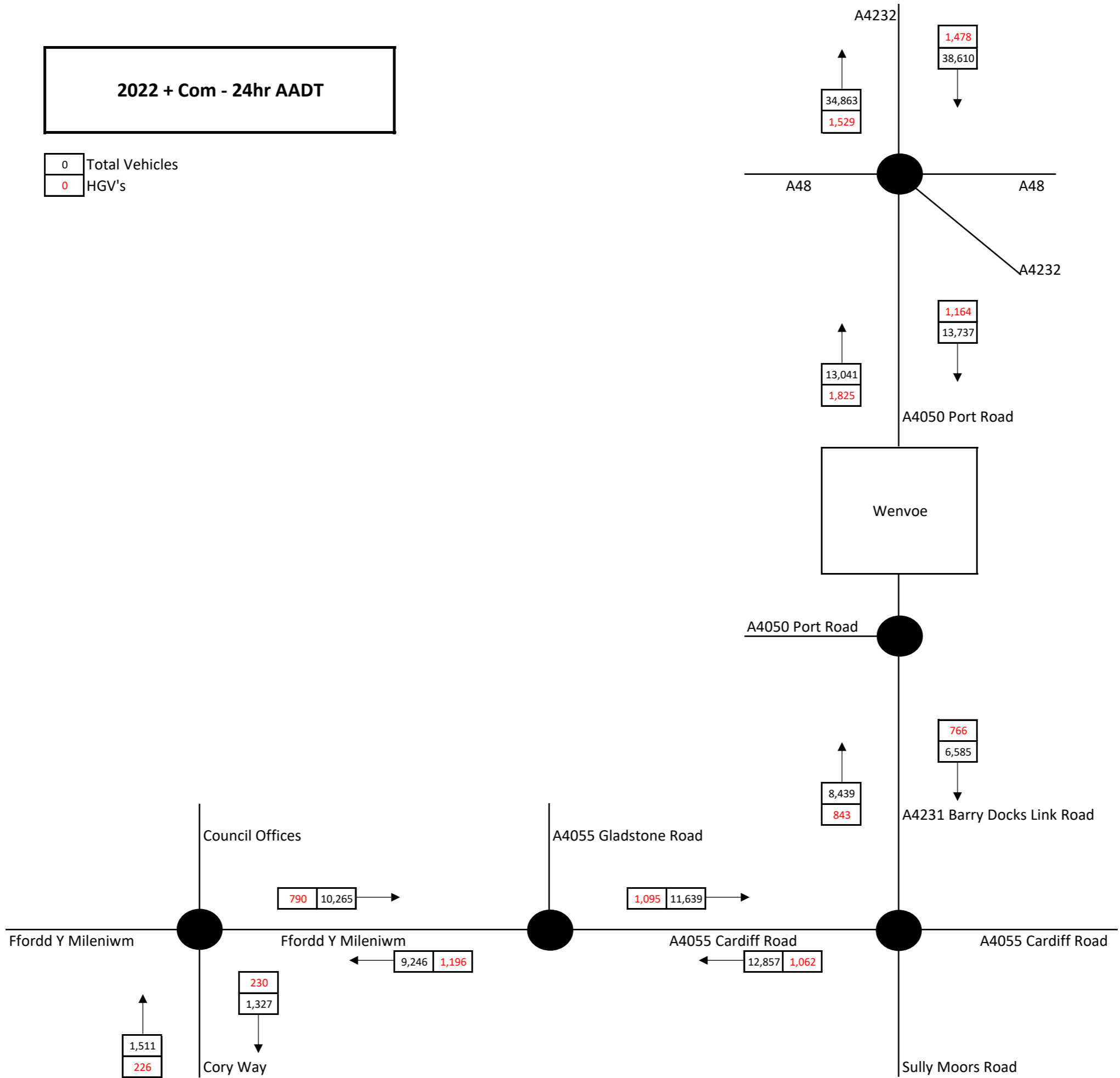
2022 - 24hr AADT

0 Total Vehicles
0 HGV's



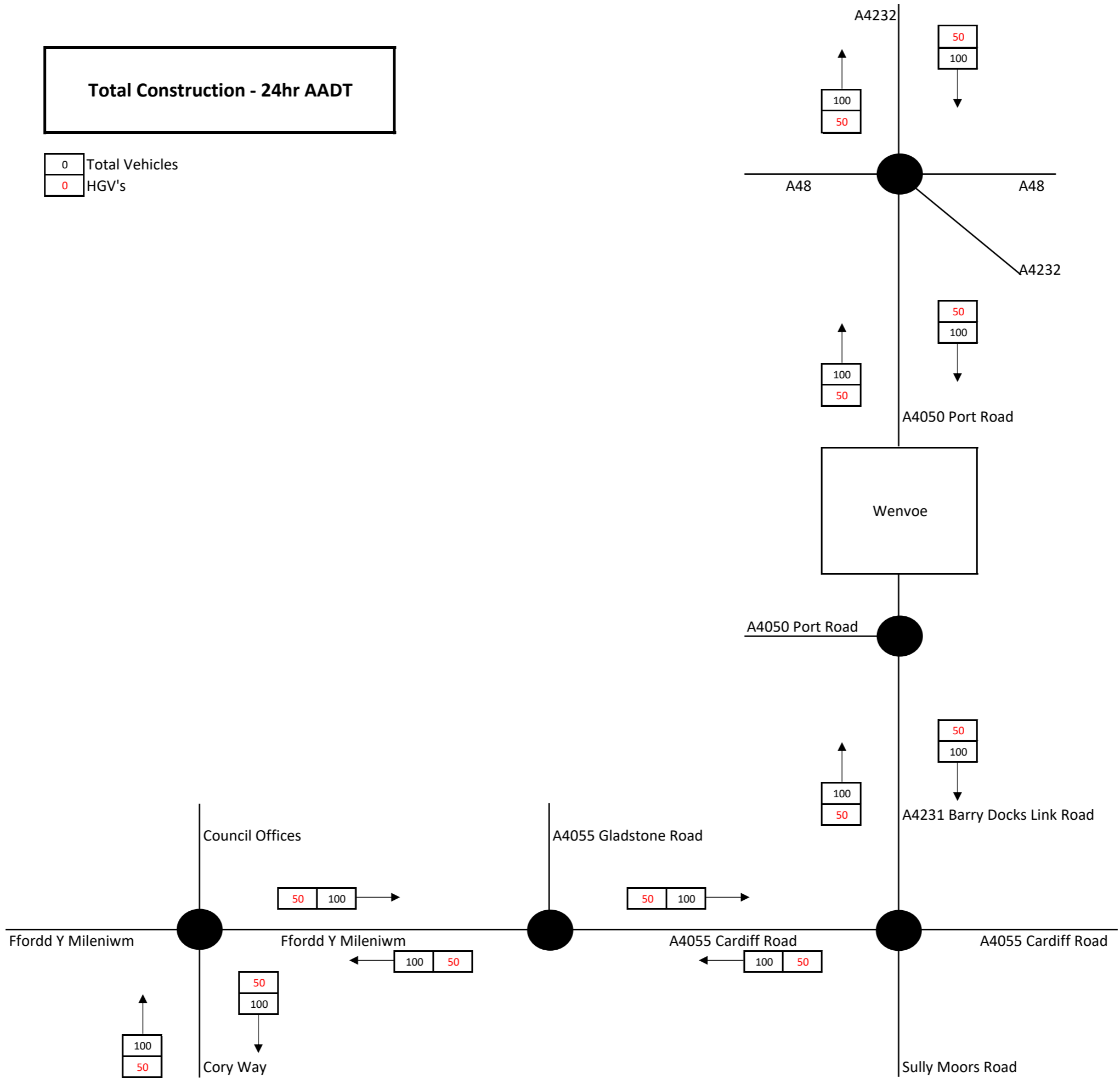
2022 + Com - 24hr AADT

0 Total Vehicles
0 HGV's



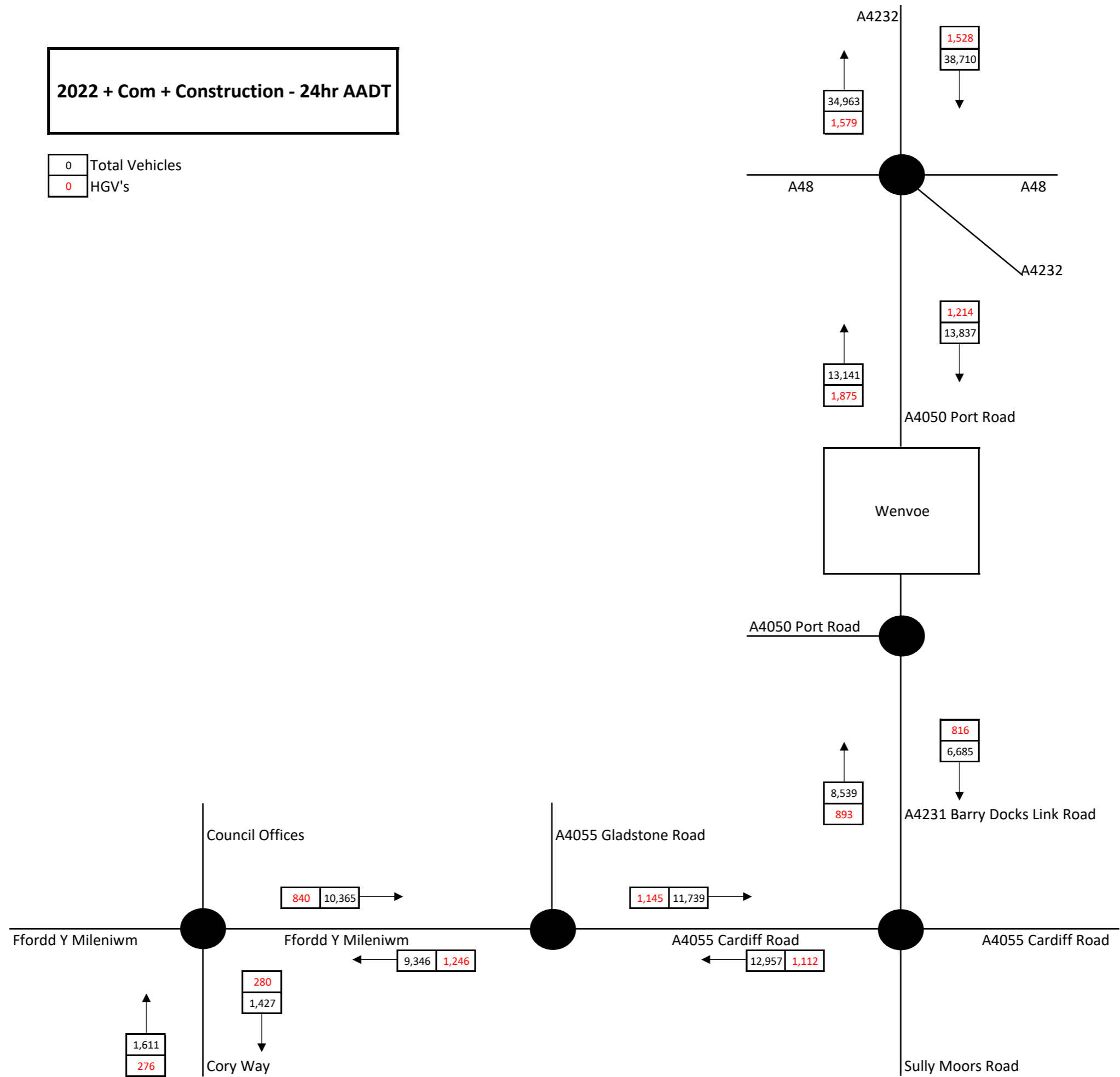
Total Construction - 24hr AADT

0	Total Vehicles
0	HGV's



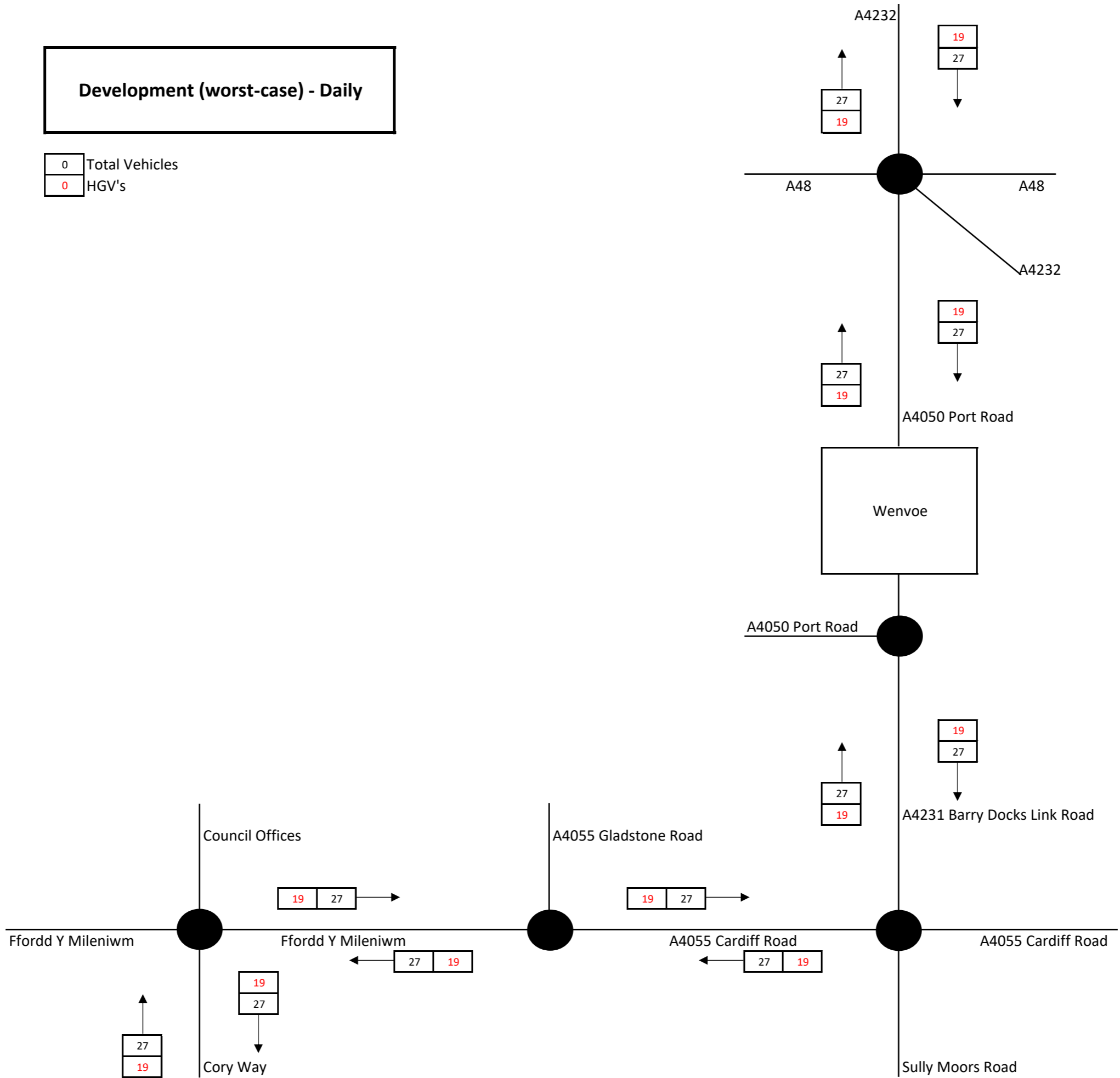
2022 + Com + Construction - 24hr AADT

0	Total Vehicles
0	HGV's



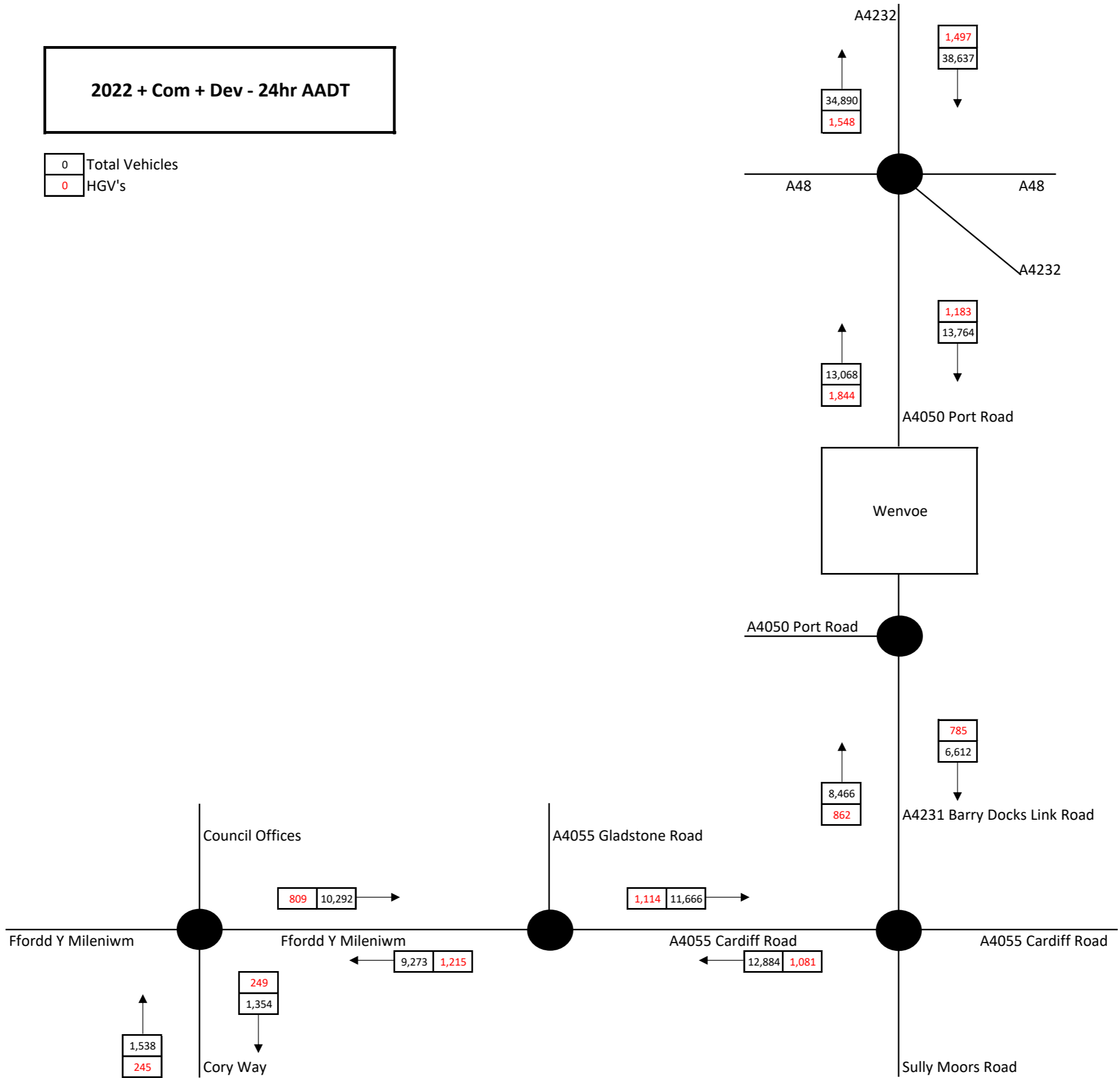
Development (worst-case) - Daily

0	Total Vehicles
0	HGV's



2022 + Com + Dev - 24hr AADT

0 Total Vehicles
0 HGV's



Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661