

Leckwith Quays, Cardiff

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

Phil Worthing (instructed by Gareth Davies Project Services Ltd)

Project number: 60608933

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Quality information

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1. Introduction

1.1 Context

- 1.1.1 AECOM is working on behalf of Phil Worthing (instructed by Gareth Davies Project Services Ltd), herein referred to as the 'applicant', with regards to the redevelopment of an existing brownfield site for residential uses (circa 250 dwellings) at Leckwith Quays, Cardiff.
- 1.1.2 A planning application (Reference: 2020/01218/HYB) was submitted in October 2020 for the following:
 - "Hybrid planning application for residential development for up to 250 dwellings (submitted in OUTLINE), associated highway and bridge improvement / realignment works (submitted in FULL). Development involves the demolition of all buildings on site and of the existing B4267 Leckwith Road Bridge."
- 1.1.3 A Transport Assessment (TA) and Outline Travel Plan (OTP), both dated 24th March 2020, were prepared by AECOM and submitted with the planning application. AECOM also prepared the 'Highways and Transportation' chapter that was included in the Environmental Statement (ES), dated October 2020.
- 1.1.4 The preparation of these submissions followed extensive engagement with both the Vale of Glamorgan (VoG), as both the Local Planning Authority (LPA) and Local Highway Authority (LHA), and the City and County of Cardiff (CCC) (given part of the access arrangements and proposed new bridge fall within its administrative area). This included the following:
 - Submission of a formal TA Scoping Note as part of a request for a formal screening opinion for an ES, submitted in October 2019. Comments from the VoG and CCC were received on 5th December 2019 and 31st January 2020 respectively, and were referenced in the preparation of the submissions.
 - Submission of a draft planning application as part of the Pre-Application Consultation (PAC) process, undertaken from 20th May 2020 to 19th June 2020. The PAC submission included the TA, OTP and ES. Both the VoG and CCC were invited to comment on these submissions, although no responses were received.
- 1.1.5 The VoG has provided its response to the planning application on its 'Vale of Glamorgan Highway Authority Observation Sheet', dated 12th February 2020. CCC's comments, in response to those made by the VoG, are also included on this same document. The response is included at **Appendix A**. Whilst not referenced in the 'Vale of Glamorgan Highway Authority Observation Sheet', the applicant has been supplied separately with a 'Leckwith Quays Transport Assessment Review', dated 29th January 2020, prepared by a third-party consultant on behalf of the VoG. This is included at **Appendix B**.

1.2 Purpose and Structure of Technical Note

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

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

2.1 Introduction

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

2.2 Comment 1

Comment from VoG

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

Comment from CCC

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

Applicant Response

- 2.2.1 The toucan crossing has been proposed to provide a safe and improved amenity for pedestrians and cyclists using the Ely Trail. This will represent a significant betterment for cyclists and pedestrians over the existing provision, which currently comprises an uncontrolled, refuge crossing (and a footway of inadequate width on the northern side of the road).
- 2.2.2 Whilst it will be possible for cyclists to use the new junction to cross the road, this will require cyclists travelling along the Ely Trail to undertake a significant diversion, across the bridge and back, a movement they are highly unlikely to undertake. Cyclists will instead be more likely to attempt to cross the road at the proposed crossing location in any case, following the desire line of the route. Therefore, some form of crossing will be required whether controlled or uncontrolled. A controlled crossing was considered and proposed in order to allow priority to be given to crossing pedestrians and cyclists over the vehicular traffic, and hence to help promote active travel and the safe use of the Ely Trail, in line with national and local policy objectives.
- 2.2.3 It is, however, accepted that the new signalised crossing will likely need to be coordinated with the existing signals at both Leckwith Interchange and the proposed site access junction, so that queue lengths and capacity are safely managed. This has been recognised at paragraph 7.7.16 of the TA, which states the following:

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

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

- 2.2.4 The incorporation of appropriate features (such as queue detection) and integration of the site access junction and Leckwith Interchange through an appropriate signal specification / controller will be subject to consultation and agreement with / between the VoG and CCC at the detailed design stage.
- 2.2.5 It is therefore considered that the crossing in the proposed format and identified location is the most appropriate and safe form of provision that can also be designed to be fully managed in the future. If it is requested that it is removed from the proposals, it must be duly considered that pedestrians and cyclists will still be likely to continue to attempt to cross unaided at the desire line.

2.3 Comment 2

Comment from VoG

"With regard to the signalised junction arrangement:

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

Comment from CCC

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

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

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

2.4 Comment 3

Comment from VoG

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

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

Comment from CCC

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

Applicant Response

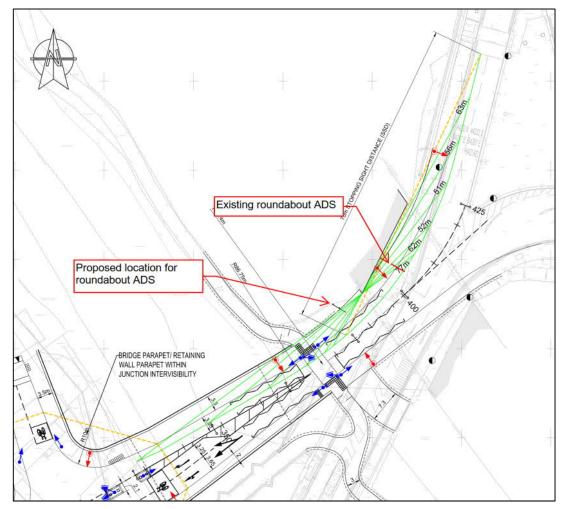
2.4.1 The comments have been responded to in turn as follows:

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

Existing ADS on roundabout approach



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



2.5 Comment 4

Comment from VoG

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

Comment from CCC

"We agree with point."

- 2.5.1 As discussed at Section 3.3 of the TA, the proposed arrangements include the following provision northeast of the junction:
 - A 3.5m shared footway / cycleway on the northern side of the carriageway, between the proposed site access junction and the Ely Trail, which will continue northeast to tie-in with provision at Leckwith Interchange; and
 - A 2m footway on the southern side, between the proposed site access junction and the Ely Trail. Northeast of this, the footway will widen to 3.5m to provide a shared footway / cycleway to tie-in with the existing provision at Leckwith Interchange.
- 2.5.2 The provision of the shared footway / cycleway lane on the northern parapet side of the bridge has been considered carefully. The position of the bridge is critical and is constrained to the south by the existing listed masonry bridge. The southern footway cannot therefore be widened (being already very close to the existing bridge) and therefore the whole alignment would need to move north to accommodate the southern footway. This in turn would exacerbate the Departure in Standard near side lane SSD already required for the proposed alignment on the approach to the roundabout, caused by the A4232 bridge abutment. The current alignment requires a Departure in SSD to 52m. This would be further reduced if the alignment were moved north to accommodate a wider footway / cycleway on the southern side of the bridge.
- 2.5.3 Furthermore, the arrangement suggested by the VoG / CCC is not considered conducive to facilitating efficient cycle movements, particularly those to / from the north-western development area. Under the arrangement suggested by VoG / CCC, cyclists routeing northeast would be required to cross at the site access junction to utilise the shared footway / cycleway on the southern side of the bridge, and continue towards the point at which the Ely Trail meets the B4267 Leckwith Road. For movements to the northern section of the Ely Trail, cyclists would then need to undertake a further crossing movement, resulting in two crossing movements within a distance of 60m; this is considered highly inefficient and inconveniences active travel, in contravention of national and local policy objectives. Whilst the suggested arrangement would provide a shared footway / cycleway between the site access junction and Leckwith Interchange, this would not be a betterment over the arrangement proposed (as a shared footway / cycleway between these points is already proposed), rather it would be a detriment by introducing a requirement for a crossing movement to be undertaken (that is not present in the proposed arrangement). The arrangement proposed is therefore considered to be the most appropriate in accommodating desire lines to / from the north-western development area in a balanced and efficient manner.
- 2.5.4 Whilst a shared footway / cycleway on the south side of the bridge would serve desire lines to / from the south-eastern development area, these are already accommodated via the off-carriageway pedestrian / cycle link that will utilise the existing listed bridge; this serves the heart of the south-eastern development area and provides convenient, off-carriageway connections. Through movements at the junction are accommodated via ASLs and dropped kerbs northeast / southwest of the junction (for access to the proposed shared footway / cycleways).
- 2.5.5 Overall, the proposed arrangements, as a comprehensive package, maximise opportunities for pedestrian / cyclist provision and connections within the constraints of the realignment and bridge construction, and will ensure that existing links between Leckwith Interchange and the Ely Trail are maintained and new provision is an improvement for cyclists and pedestrians, supporting national and local policy objectives.

2.6 Comment 5

Comment from VoG

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

Comment from CCC

"No comments to make."

Applicant Response

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

2.7 Comment 6

Comment from VoG

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

Comment from CCC

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

Applicant Response

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

2.8 Comment 7

Comment from VoG

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

- No immediate access to local bus services (the walk across the roundabout to the stops located by Asda is, I would consider, not very attractive);
- No pick up / drop off points for school transport (assuming catchment will be St Cyres for this estate

 where will pupils catch the bus? Similarly I assume Llandough Primary will be catchment primary school);
- With 250 dwellings we may require a lot of school transport as only Cardiff schools are in walking distance and all Vale schools would require school transport.
- Site could lend itself to an e-bike hire docking station this would help with AT journeys into Cardiff City Centre.

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

Comment from CCC

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

Applicant Response

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

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

2.9 Comment 8

Comment from VoG

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

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

Comment from CCC

"No comments to make."

Applicant Response

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

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

3.1 Introduction

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

3.2 Topic 1: Highway Operational Conditions

Recommended Action

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

Applicant Response

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

3.3 Topic 2: Road Safety

Recommended Action

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

- 3.3.1 The road safety analysis included in the TA was undertaken towards end of 2019 in preparation for the PAC submission in 2020. At that time, the current level of data was only available to the end of 2018. Given the timeframes involved in preparation and undertaking of assessments, and the lengthy period experienced for receiving the consultation responses, it is not unreasonable or indeed outside of normal practice for analysis to not reflect the latest available data at the time of planning submission. The analysis presented in the TA at planning submission in October 2020 is as per that presented in the PAC submission in May 2020. Neither the VoG nor CCC commented on this matter when presented with the analysis at PAC.
- 3.3.2 Notwithstanding the above, AECOM has undertaken a review of online-accessible data (using the 'Crashmap' resource) for 2019 and 2020, to identify whether there have been any additional Personal Injury Collisions (PICs) in the study area that could potentially have a material effect on the conclusions of the analysis undertaken in the TA. These have been assigned to the discrete 'sites' examined as part of the TA for consistency and ease of reference, and are summarised in **Table 3-1**.

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

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

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

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

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

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

3.4 Topic 3: Public Transport

Recommended Action

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

Applicant Response

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

3.5 Topic 4: Access Strategy

Recommended Action

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

Applicant Response

- 3.5.1 It would appear that the VoG's consultant has not fully understood what the proposals for the site access junction entail. It references the provision of signalised crossings at the junction itself together with a signalised crossing at the Ely Trail; this is not the proposed arrangement. The arrangement referenced by the VOG's consultant relates to the discussion on 'Site Access Options Assessment' at Section 7.7 of the TA (and the initial design at Appendix I of the TA). The final proposed arrangement is discussed at Section 3.3 (Access Strategy) of the TA (and the design at Appendix C of the TA); this entails uncontrolled crossings at the junction together with a signalised crossing at the Ely Trail.
- 3.5.2 Notwithstanding the above, we have reviewed the recommendation to increase capacity for right-turn movements from the B4267 Leckwith Road to the development areas, with reference to the proposed design (see Appendix C of the TA). As discussed in the response to the VoG / CCC at **Chapter 2** (Comment 2), the right-turn lane lengths have been designed to accommodate the queue lengths forecast by the junction capacity assessment included as part of the TA. As identified at paragraph 7.7.4 of the TA, the maximum level of demand for right-turn movements to the south-eastern and north-western site accesses is forecast to be 12 and 31 Passenger Car Units (PCUs) respectively. Based on a cycle time of 90 seconds (as modelled in the TA), there will be 40 cycles per hour. On this basis, the demand for right-turn movements to the south-eastern and north-western site accesses will not exceed 1 PCU per cycle. The storage capacity for right-turn movements on these arms is 11.5m (2 PCUs) and 18.5m (3 PCUs) respectively (not including for storage areas in front of the stop line). Therefore, the demand for right-turn movements will be accommodated by the proposed storage, with sufficient reserve capacity.
- 3.5.3 Road Safety Audits (RSAs) will be undertaken at the reserved matters stage and through the technical approval process.
- 3.5.4 Whilst not a recommendation, it is acknowledged that the VoG's consultant suggests an assessment of a scenario that considers the potential implications of the bridge not being replaced and resultant closure. This is a complex and extensive assessment, deemed far beyond the reasonable and justifiable requirements of this scale of the development. The applicant has considered an extensive network of junctions, more than typical for similar scale developments elsewhere, employing detailed assessments. What can be confirmed is that the junctions in the VoG which are of concern to the LHA, and that have been assessed in the TA, would all experience far more demand and detriment to capacity should the bridge be closed. This demand would far outweigh the limited impact forecast by the development.
- 3.5.5 The development is being continually reviewed in snapshot against the low impact on the network, but should be reviewed in the extent of the wider picture, with the provision of a new bridge structure or with one of the key routes to Cardiff potentially being severed in the near future. The identification of impacts from such a closure and the decision itself is for the VoG / CCC to consider, not the applicant.

3.6 Topic 5: Parking Provision

Recommended Action

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

Applicant Response

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

3.7 Topic 6: Planning Policy Review

Recommended Action

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

Applicant Response

- 3.7.1 The Future Wales: The National Plan 2040 (referred to as the 'National Development Framework' by the VoG's consultant) was published by the Welsh Government (WG) in February 2021. It sets out the direction for development in Wales to 2040. Key transport ambitions include making "a Wales" where people "live and work in connected, inclusive and healthy places", "live in places where travel is sustainable" and "live in places which are decarbonised and climate resilient".
- 3.7.2 Policy 12 relates to 'Regional Connectivity'. It makes reference to the following:

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

- 3.7.3 The proposed development places active travel at the heart of its access strategy, delivering improvements to walking and cycling for both existing and future users.
- 3.7.4 Other policies identified within the review relate to national infrastructure and specific growth areas and are not considered to be of significant relevance to the scale and location of the proposed development.
- 3.7.5 Notwithstanding the above review and evidence of compliance, it should be remembered that the scheme was subject to PAC in May 2020 and the planning application submitted in October 2020. The delays in consultation response times outside of the statutory requirements cannot be adequate justification for requests to include changes in policy formally issued after the submission date.

3.8 Topic 7: Vehicle Trip Generation

Recommended Action

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

- 3.8.1 The trip rates for assessment were presented to the VoG / CCC both within the TA Scoping Note (September 2019) and as part of the PAC submission (May 2020); no response to the trip rates was supplied by the VoG / CCC.
- 3.8.2 Section 5.2 of the TA provides a summary of the criteria applied for the TRICS analysis. The 'Houses Privately Owned' dataset has been utilised. This includes sites with no more than 25% affordable housing provision. Under VoG policies, affordable housing for the location of the proposed development is required at a level of 40% affordable housing. Affordable housing is typically a lower generator of vehicle trips when compared with private housing. No account has been taken of the higher level of affordable housing that would be required for the proposed development (when compared with TRICS sites), and therefore the use of the 'Houses Privately Owned' dataset is considered to be highly robust. Sites with a Travel Plan (TP) were omitted from analysis. The proposed development includes an OTP and therefore the effects of such mitigation are not included for in trip rates, which is considered appropriate (as this is applied in the 'Do-Something' scenarios).
- 3.8.3 The VoG's consultant has highlighted that no adjustments have been made to the population parameters within TRICS. It recommends that these be adjusted together with an expansion of the survey date range to ensure a suitable sample size. The VoG provides the resultant trip rates from its own analysis, based on inclusion of surveys dating back to 2000, but does not include details of the selections that have been applied with regards to the population parameters, so the applicant cannot consider these in detail at this time.

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

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

- 3.8.5 The expansion of the survey date range to some 21 years, and 13 years beyond the default best practice setting, is therefore not considered to be appropriate. The applicant has applied robust criteria with regards to the housing type and has not taken account of the potential effects of travel planning on trip rates as part of the selection (as these are applied in 'Do-Something' scenarios). A balanced approach has been taken to the site selection parameters, ensuring appropriate relaxations are applied to ensure a reasonable sample size.
- 3.8.6 Whilst the VoG's consultant has not supplied outputs from TRICS to enable a detailed review, it is considered that the two-way trip rates quoted by the VoG's consultant (of 0.634 for the weekday AM peak hour and 0.640 weekday PM peak hour) are considered highly excessive for the development location and characteristics. Furthermore, the rates utilised in the TA are themselves higher than those accepted by the VoG on neighbouring schemes, and these are discussed below.
- 3.8.7 A search of the planning portal has identified an outline planning application submitted for a scheme comprising 576 dwellings and a primary school on 'Land at Upper Cosmeston Farm' (Reference: 2020/01170/OUT), located around 6.5km to the south of the proposed development. The submission includes a TA (dated August 2020), appropriate reference to which has been made in this discussion. As per the proposed development, the site is located on the edge of an urban area, in this case Penarth. However, when compared to the proposed development, this is located significantly further from Cardiff (a key destination for employment and other trips), distances to which are likely to make active travel unattractive to many users. The proposed development is also in closer proximity to rail services (1.1km compared with 2.5km) and offers a similar level of accessibility to bus services. The proposed development benefits from a greater range of day-to-day facilities within walking distance.
- 3.8.8 Chapter 6 of the 'Land at Upper Cosmeston Farm' TA includes discussion on residential trip rates, presenting those derived from analysis of TRICS and 'local' trip rates derived from a survey of a neighbouring residential development. A comparison of these rates with those assessed in the TA for the proposed development is provided in **Table 3-3**

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

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

- 3.8.9 In all cases, it can be seen that the vehicle trip rates used in the assessment of the proposed development are higher than those used in the assessment of 'Land at Upper Cosmeston Farm'. It is recognised that the application for the scheme has not yet been consented but, from a review of the correspondence and consultation referenced within the corresponding TA, it appears that the trip rates used in the assessment have been accepted by the VoG.
- 3.8.10 Overall, the recommendation to prepare revised forecasts based on trip rates presented by the VoG's consultant is neither appropriate nor required. The vehicle trip rates presented in the TA are considered robust with reference to the characteristics of the development and when compared with the trip rates accepted by the VoG on neighbouring schemes. Furthermore, neither the VoG nor CCC raised issues with the trip rates when provided with the opportunity at both the scoping and PAC submission stages.

3.9 Topic 8: Modal Share

Recommended Action

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

Applicant Response

- 3.9.1 The use of data from the NTM / NTEM is just one of a number of acceptable industry practiced methods that can be used by professionals to derive multi-modal trip generation forecasts. Irrespective of the dataset used, any derived mode share and associated forecasts are ultimately for the purposes of informing an indicative baseline for setting of targets in the OTP, and will be subject to review and potential update following a baseline travel survey (as set out in Chapter 8 of the TA). The use of the dataset outlined bears no impact with regards to the traffic impact assessment or their conclusions.
- 3.9.2 Therefore, an update to the multi-modal forecasts and associated indicative mode share is not considered necessary. Furthermore, it is acknowledged that, in its commentary with regards to the Transport Implementation Strategy (TIS) (at Topic 13), the VoG's consultant has stated that the proposed mode share (which is based on the methodology at Chapter 8 of the TA) is acceptable.

3.10 Topic 9: Traffic Distribution

Recommended Action

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

Applicant Response

- 3.10.1 We can confirm that the data extracted from the 2011 Census for the two Middle Super Output Areas (MSOAs) was combined for the purposes of analysis, which is considered reasonable. This is as presented to the VoG / CCC at scoping and PAC submission.
- 3.10.2 Where necessary, owing to the size of the MSOA (i.e. where multiple origins / destinations within an MSOA were considered likely), a further breakdown of the MSOAs was undertaken to the Lower Super Output Area (LSOA) level. This analysis is included at Appendix F of the TA.

3.11 Topic 10: Football Match Days

Recommended Action

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

- 3.11.1 The recommendation of the VoG's consultant is in contradiction to its statement in the preceding paragraph of its response at paragraph 5.7, which states:
 - "It is accepted that the vehicular movements associated with the development are likely to have an immaterial proportional impact on the local highway network during match days compared to the background movements."
- 3.11.2 By its own admission, the VoG's consultant accepts that the proposed development is likely to have "an immaterial proportional impact" on match days. This is due to the fact that match days take place on weekends or evenings, outside of the nationally accepted weekday AM and PM peak hours assessed as part of residential developments.
- 3.11.3 The applicant has made its position on the requirement for a match day assessment clear during scoping discussions. Appropriate analysis was presented at PAC submission to respond to the request of the VoG / CCC to undertake an assessment, to which no response was supplied.

- 3.11.4 With reference to Section 5.3 of the TA, the vehicle trip generation of the proposed development during Saturday peak periods is forecast to be well below that of the weekday peak periods, ranging from around 50-75 fewer vehicle trips. Over the 12-hour period, the proposed development is forecast to generate 500 fewer vehicle trips on a Saturday than a weekday. The TA has considered the impact of the proposed development on the study area network during its peak hours of traffic generation, as is the industry normal practice, enabling Local Authorities to consider the worst-case traffic scenario. In this way, by default, the non-peak traffic impacts are considered acceptable. On football match days, the performance of the network and any capacity issues during associated hours is generally attributable to traffic to / from Cardiff City Football Club (CCFC), which will have been considered acceptable to the VoG and CCC in its decision to grant planning consent to the CCFC stadium. The stadium application would have been rigorously tested to ensure that such a large-scale development was situated, as required by local and national policy, in a highly sustainable location. There is an existing wide range of high-quality sustainable travel opportunities, with the stadium benefitting from a nearby train station, bus routes, and walking and cycling routes.
- 3.11.5 The traffic associated with the proposed development will account for a very small proportion of traffic on the network during these periods and will not result in a material change to conditions that are generally attributable to traffic to / from CCFC. This is considering a case where residents would continue to drive during match day conditions. Notwithstanding this immaterial level of traffic, the likely reality is that local residents will be aware of match days and plan their day-to-day needs accordingly. The local conditions on match days are such that residents may choose not to travel by car or select an alternative travel choice. This is in keeping with national and local policy to force a travel choice away from private car use, where driver convenience is no longer protected. The site is located adjacent to a sustainable travel network which will provide both match attendees and future residents with high quality alternatives to driving.
- 3.11.6 Further assessment of the impact of the proposed development on football match days is therefore neither appropriate, nor required.

3.12 Topic 11: Committed Development

Recommended Action

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

Applicant Response

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

3.13 Topic 12: Leckwith Road Junctions

Recommended Action

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

Applicant Response

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

- 3.13.2 With reference to Table 7.1 of the TA, it can be seen that, on the junctions on the B4267 Leckwith Road to the east of Leckwith Interchange (for which further assessment is sought), the proposed is forecast to result in increases of no more than 2% in terms total traffic entering each junction, and no more than 3% on any one arm. This does present an adequate level of assessment which concludes that the development does not have a material impact on the operation of junctions on the B4267 Leckwith Road corridor.
- 3.13.3 Further assessment of the impact of the proposed development at these junctions is therefore neither appropriate, nor required.

3.14 Topic 13: Pen Y Turnpike Lane Mitigation

Recommended Action

"It is therefore considered that as the proposed development is likely to intensify the situation at the junction and it is recommended that mitigation measures or a \$106 contribution to allow for mitigation measures should be put forward at this junction."

- 3.14.1 The recommended action is preceded by commentary on the appropriateness of the assessment undertaken. This includes the statement that queue surveys were undertaken on one occasion and that this may not be representative of day-to-day operations. The assessment of the junction has been undertaken in line with nationally accepted methods and, whilst not essential for use in traffic capacity modelling, has also commissioned and made use of queue surveys at the junction. This provides a further layer of validation into the junction model in order to finesse the future operational forecasts. Multiple day queue surveys are rarely undertaken by consultants and usually for more complex strategic modelling. We would consider that the extent of modelling undertaken, the collected evidence and the depth of the future year assessment are more than adequate for the scale of the development which is being proposed.
- 3.14.2 The effect of the proposed development on the junction in 2030 is not considered to be significant. It is recognised that there are forecasts of capacity issues at the junction in 2030, but it is essential to note that it is forecast that these will exist prior to the introduction of development traffic. The introduction of development traffic (a forecast of an additional 26 and 25 movements during the AM and PM peak hours respectively) does not result in a material change in operational performance.
- 3.14.3 As set out in earlier sections of this response, the VoG has a policy of requesting a sustainable travel contribution and this was made clear to the applicant in an initial screening response from the LHA in 2016. This sustainable travel contribution is clearly to be used to reduce traffic impact holistically, with local residents and future residents all benefiting from the spend of this contribution. It is not considered appropriate to request additional contribution requests for specific locational improvements in addition to the levy applied for sustainable travel and is essentially double funding. It is suggested that if there were a policy to improve the operation of local junctions, this would include both mitigation at the junction and at the source of traffic generation itself, i.e. by reducing the need to travel through the design of a high quality choice of travel alternatives. The sustainable travel contribution would, in this way, be made redundant and therefore also unfair in planning terms.
- 3.14.4 Notwithstanding the above additional justification, it should be clearly considered that the real assessment to be made by the LHA is: the contained level of development and the limited, in some cases immaterial impact upon local junctions with the provision of a multi-modal new bridge connection, versus, the closure of the existing bridge and the large scale reassignment of existing and future traffic converging at the junctions which have been continually promoted as essential and sensitive. The development would commit to the replacement of the current bridge, which is confirmed to be approaching closure, in lieu of, and far in excess of, any sustainable travel contribution calculations or requests for localise junction improvements. This multi-modal new connection will ensure that the areas within the VoG retain their sustainable travel choice across the Cardiff border and would also enhance the current level of provision.

3.15 Topic 14: Merrie Harrier

Recommended Action

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

Applicant Response

- 3.15.1 The preceding statement to the recommended action advises that this junction is a known congestion 'hotspot', with various studies undertaken to attempt to alleviate congestion. This would suggest that there is / has been funding available to study this route and to inform the cost of works to improve it, once an appropriate mitigation package has been determined. It is suggested that the works that are deemed required for this junction are part of the ongoing costs of operating the network and not as a consequence of this proposed development.
- 3.15.2 To clarify the likely impact, the proposed development is forecast to generate an additional seven twoway vehicle trips at the junction during the weekday AM and PM peak hours. As identified at Section 7.6 of the TA, the impact on the capacity of the junction is forecast to be immaterial. A financial contribution towards upgrades is therefore not appropriate and does not meet planning tests.
- 3.15.3 As set out in this TN, the VoG has a policy of sustainable travel contributions requests and in the case of the proposed development this levy will be far exceeded through the provision of a multi-modal bridge. This will ensure that existing travel options are maintained, and it will also enhance the level of provision for walking, cycling and access to public transport. The material consideration in all cases is that the decommissioning of the existing bridge would significantly increase demand at the remaining junctions into this area. This is likely to far exceed the capacity of this junction, which would in turn continue to have detrimental impact on the operation of junctions along the route, creating a wide area of reassigned impact.

3.16 Topic 15: Site Access

Recommended Action (Part A)

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

Recommended Action (Part B)

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

Applicant Response

- 3.16.1 With regards to Part A, this has been discussed in the response to the VoG / CCC at **Chapter 2** (Comment 1). The incorporation of appropriate features (such as queue detection) and integration of the site access junction and Leckwith Interchange through an appropriate signal specification / controller will be subject to consultation and agreement with / between the VoG and CCC at the detailed design stage.
- 3.16.2 With regards to Part B, this has discussed in the response to the recommendation at Topic 4 and in the response to the VoG / CCC at **Chapter 2** (Comment 2). This has demonstrated that the demand for right-turn movements will be accommodated by the proposed storage, with sufficient reserve capacity. The introduction of optimisation software will serve to further improve an already adequate junction design.

3.17 Topic 16: Transport Implementation Strategy

Recommended Action

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

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

Appendix A

Vale of Glamorgan Highway Authority Observation Sheet

Prepared for: Phil Worthing (instructed by Gareth Davies Project Services Ltd)



Vale of Glamorgan Highway Authority Observation Sheet

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

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

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

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

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

plahighways 1

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

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

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

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

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

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

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

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

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

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

We agree with point.

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

No comments to make.

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

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

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

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

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

No comments to make.

Appendix B

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



ASBRI TRANSPORT LIMITED LECKWITH QUAYS TRANSPORT ASSESSMENT REVIEW

29th January 2020

Project numberT20.103Project nameLeckwith Quays, CardiffContact/participantsVale of GlamorganNoted byAsbri Transport Limited

OVERVIEW

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

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

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

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

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

1. TA Scoping

- 1.1 The TA references at section 1.3 scoping discussion and correspondence with the local Highway Authority and this is included at Appendix B.
- 1.2 It is noted that the Technical Note scoping the TA provides considerable detail on the methodology to be deployed to produce the TA. Appendix B of the TA includes the Authority's response to the request for an ES scoping opinion.
- 1.3 The Highway Authority's comments were as follows:
 - <u>"Parking</u>: The transport section of the ES should refer to the Parking Standards SPG and 'indicate the availability of more sustainable modes of transport that could influence and reduce the use of the private car in order to justify the reduction of one space per dwelling';
 - <u>Traffic flows</u>: 'The information related to the traffic flows across the surveyed network needs to be provided in order for the Highway authority to agree the above AM and PM peak hours';
 - <u>Trip distribution</u>: The transport section of the ES should clearly explain how the Leckwith park-and-ride facility would reduce the proposal's overall traffic by 6%;
 - <u>Future traffic</u>: The transport section of the ES should account for the impact of the proposal until 2030;
 - <u>Local impact</u>: The transport section of the ES should assess the proposal's impact on the junction of the Merrie Harrier and Redlands Road:
 - <u>Appendices</u>: 'The Appendices have not been provided with the scoping note and [need] to be provided in order for the Highway authority consider the scoping note as a whole".



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

2. Existing Situation & Site Accessibility

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

Site Location and Local Highway Network

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

Highway Operational Conditions

- 2.3 The TA details the data collection methods used for identifying the existing traffic generation of the site and the existing highway operational conditions.
- These have included Junction Turning Count (JTC) and queue length surveys undertaken by an independent survey company, and JTC data supplied by CCC.

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

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

Walking and Cycling

- 2.6 Section 2.6 details the walking and cycling provision within the vicinity of the site. It is noted that there are several walking and cycling routes of a good standard linking the site to the surrounding area and the retail facilities within Leckwith.
- 2.7 Given the location of the site adjacent to Ely Trail it would be recommended that the potential incorporation of the development into the nextbike network be investigated.

Local Facilities

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

Road Safety

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

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



Public Transport

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

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

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

3. Development Proposals

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

Access Strategy

- 3.2 The TA details that access to the site will be achieved via a new bridge along the existing alignment of the B4267 linking the Merrie Harrier junction with the Leckwith Interchange.
- 3.3 Paragraph 3.3.3 of the TA states that non-provision of a replacement bridge and closure of this link to Leckwith Interchange would inevitably result in a significant reassignment of traffic across the network causing significant detrimental performance implications for other junctions in the VoG and CCC such as Merrier Harrier, Barons Court and Culverhouse Cross.
- 3.4 The potential reassignment of these movements has however not been assessed as part of the base year scenarios carried out within the capacity assessments of the TA. It is therefore considered that a further *Do Nothing* scenario should be included which looks at the potential implications, at the Merrie Harrier and Leckwith Interchange junctions as a minimum, of the bridge not being replaced in the 2030 forecast year when the bridge is likely to have surpassed its life cycle.
- 3.5 The right turn lanes providing access to the proposed development. It is highlighted as part of the review of the capacity assessment for the site access signal-controlled junction that it needs to be demonstrated that the right turn lanes provide sufficient capacity to ensure that vehicular queues do not block back from the junction causing a knock-on effect onto the A4232 slip road / Leckwith Interchange.
- 3.6 This is particularly considered relevant as right turn movements have to give-way to oncoming movements and as such may suffer from entry starvation dependent on the extent of the opposing movements.
- 3.7 The design of the access junction also includes for two signalised pedestrian crossings at the junction itself and at the Ely Trail. It is understood that this provides two crossings along the relevant desire lines. However,



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

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

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

Internal Site Layout

- 3.8 The internal layout includes long straight sections of carriageway which do look to curtail vehicular speeds. It is considered that regular build outs should be provided to ensure that there is deflection for vehicles travelling through the proposed development.
- 3.9 In addition, any shared surface environments would need to provide pedestrian safety strips and servicing strips in line with standards set out in Manual for Streets, TAN18 and the Welsh Government DQR Design Standards and Guidance.

Parking Provision

- 3.10 The TA details the required parking standards for both the VoG and CCC. It is noted that both counties operate different parking standards with CCC allowing for a reduced level of car parking in comparison to the VoG.
- 3.11 Due to the fact that the part of the site to be developed for residential purposes is within the administrative area of VoG, it is recommended that their standards are applied to the development and not those of CCC. The indicative layout provides for 300 car parking spaces which is a shortfall of 289 spaces in line with the VoG maximum standards.

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

4. Planning Policy Review

- 4.1 This section of the TA provides an overview of the national and local transport and policy and references relevant policy applicable in both the Vale of Glamorgan and the City and County of Cardiff.
- 4.2 The chapter references Planning Policy Wales (Edition 10) and the Wales Spatial Plan but does not reference the National Development Framework 2020-2040 which is due to replace the WSP. It is noted that the consultation draft NDF was published in August 2019, but that publication of the final NDF has been delayed.



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

5. Trip Generation & Distribution

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

Vehicle Trip Generation

- 5.2 Vehicular trips have been derived by interrogation of the TRICS database which is considered acceptable.
- 5.3 However, it is noted that no filtering of trip rates has been undertaken based on population. If these parameters are applied and, to ensure there is a wider pool of surveys available, the study period is extended to include surveys dating back to 2000 the below trip rates would be derived.

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

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

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

Modal Share

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

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

Traffic Distribution

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

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



Football Match Days

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

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

6. Assessment Scenarios

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

Tempro Growth Forecasts

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

Committed Development

- 6.3 A number of committed developments have been considered. These are primarily allocated sites which have been included in the LDP. As such, some double counting with Tempro Growth Factors may occur.
- 6.4 Although not relevant to the assessment it should be noted that the Appendix references are not correct in this location. In the text Appendix I should read Appendix G.

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

7. Traffic Impact Assessment

Percentage Impact Assessment

- 7.1 The percentage impact assessment states within the text that 'the percentage changes in traffic flows at the junctions between the 'Do-Minimum' and 'Do Nothing' scenarios have been assessed. However, table 7.1 refers to a change in traffic between 2025 'Do Minimum' and 2025 'Do-Something'.
- 7.2 It is however noted that the table does represent the figures as set out in the 'Do Nothing' scenario and therefore the percentage impact assessment is considered acceptable.

Leckwith Interchange

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



- 7.4 Furthermore, on the exit onto the surrounding local highway network two lanes merge into one yet no giveway parameters have been applied and the merge therefore allows free movement without any potential delay being applied. It is therefore recommended that a give-way parameter is applied to the merge.
- 7.5 It is also considered that the model should take into account the potential for the blocking back of the B4267 Leckwith Rd as a significant queue currently forms in the peak period from Sloper Road most of the way to the Leckwith Interchange.
- 7.6 This is likely to be intensified within future year scenarios and could result in a blocking back effect.

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

Pen Y Turnpike Lane Mitigation

- 7.7 The original Pen Y Turnpike Road model demonstrates that geometrically the junction currently operates overcapacity with significant queueing.
- 7.8 There is also a concern that queue surveys were carried out in isolation on one occasion. As such, there is no evidence that these queues are representative of the day to day operation of the junction.

It is therefore considered that as the proposed development is likely to intensify the situation at the junction and it is recommended that mitigation measures or a \$106 contribution to allow for mitigation measures should be put forward at this junction.

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

Merrie Harrier

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

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

Site Access

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



- 7.11 This is especially considered the case as a result of the possible blocking back of right turn movements which could cause additional queues and blocking back occurring on the Leckwith interchange circulatory carriageway.
- 7.12 In addition, due to the space constraints it is noted that the right turn lanes into the proposed development are short with a storage capacity of 2 3 PCU's. With the requirement for right turners to wait to turn within gaps there is therefore the potential for blocking back to occur onto the main throughput along the B4267 Leckwith Road which would quickly impact on the operation of Leckwith Interchange and the A4232 NB off-slip.

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

8. Transport Implementation Strategy

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

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

Drafted by:

Date 28/1/21

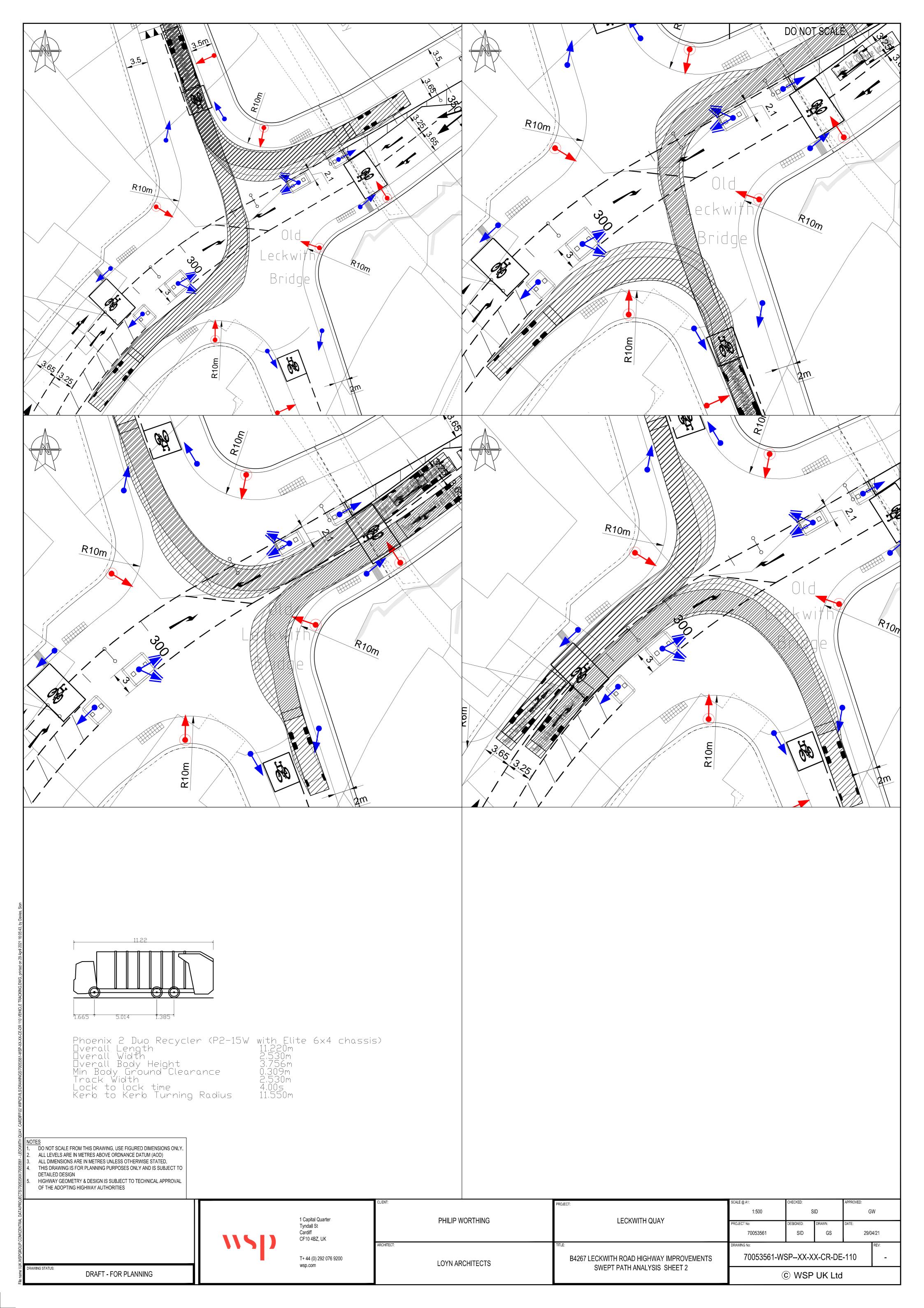
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Date 29/1/21

Appendix C

Proposed Site Access Junction – Swept Path Analysis

Prepared for: Phil Worthing (instructed by Gareth Davies Project Services Ltd)



Appendix D Traffic Survey Data

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

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\$\$ streetwise

Leckside, Card Annual Traffic Surger Trackley, 11 Amn 2019
Federal ty Industrial Surger Surge

TIME	GM	LOV	9811	0813	BUS.	MICHELE	PICYO.	PCU	TOTAL	CMR	LEV	ogw	0092	808	Michelle	MCHELE	PCU TO	ME CAN	Lav	osvi	0619	848	MOIGLE	PICYCLE	POU TOTAL	CMR	LEV	ogw	0013	848	MCAC'S	PICYCLE	PCU TOTA	TIME	CMR	LOV	ogen	0013	BUS.
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07:00 - 07:15	141	20		2	9	0		185.6	12%	129		3		2	-	-	116.6	Т
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2F30 - 0F45	201	u.	3		2	3		268.3	246	206	×	3		- 1		3	206.6	т
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26-30 - 06-65	202	u.	- 4	- 1		4	-	261.6	201	200			-	- 1		- 1	206.0	т
26-65 - 39-30	386	- 2	10	- 1	- 1	- 1		267.7	261	207	- 16			3	- 1		2864	т
Ready Test	863		- *	-	-	-	-	1044		g			_				100	
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39 15 - 39 30	386	- 14	4	- 1				269.3	266	100	- 26	4	3	3		3	236.0	т
20-30 - 00-65	1007	21	- 6		3			200.0	20F	139	34	4		4	3	- 1	306-0	т
39-45 - 10-30	w	21	7	- 1	4			206.8	220	186	21	7	-	- 1		- 1	2360	т
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Lackwith, Carlot* Assertal Traffic Survey Tuesday, 11 June 2019
Tensor by Tuesday, 11 June 201

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Bendon Total 16:00 - 16:16 16:00 - 16:16 16:16 - 16:30 16:30 - 16:45 16:46 - 17:30 16:46 - 17:30 17:46 - 17:30 17:46 - 17:46 17:46 - 16:30 18:46 - 17:46 17:46 - 16:30 18:46 - 16:30 18:46 - 16:30 18:46 - 16:30	100 07 60 40 40 40 50 50 50 50 50 50 50 50 50 50 50 50 50	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 1 1 2 1 6 1 1 0 0	0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 3 0 1	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	126.7 106.2 106.2 106.2 106.2 106.2 106.2 106.2 106.4 106.4 106.4	G1 100 00 00 00 00 00 00 00 00 00 00 00 0	790 116 156 150 160 160 160 160 160 160 160 160 160 16	04 11 15 17 19 19 19 19 19 19 19 19 19 19 19 19 19	38 2 1 1 3 2 0 1 1 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 1 0 2 3 0 0	3 0 1 0 1 2 3 2 1 1	064 0761 1074 1024 1034 1034 1034 1034 1034 1034	
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Peorly Telef Section Telef Sci 51 - 16-15 Sci 52 - 16-15 Sci 52 - 16-15 Sci 52 - 17-20 Peorly Telef Uran - 17-20 Uran - 17-26 Uran - 18-20 Peorly Telef Uran - 18-20 Peorly Telef Uran - 18-20 Peorly Telef Sci 51 - 18-20 Sci 52 - 18-35	100 107 107 108 108 108 108 108 108 108 108 108 108	100 100 100 100 100 100 100 100 100 100	20 1 1 2 3 1 1 4 1 1 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 2 2 3 0 1	1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0	1314 120.7 100.7 100.8 110.7 100.8 100.8 100.4 130.4 130.4 130.4 100.4	(107 (107 (108 (109 (109 (109 (109 (109 (109 (109 (109	790 114 114 114 114 114 114 114 114 114 11	11 15 15 15 15 15 15 15 15 15 15 15 15 1	2 1 1 2 2 2 1 1 2 2 2 2 2 2 1 1 1 2 2 2 2 2 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 1 0 0	2 0 1 0 2 3 0 0 1 1 2 2 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 1 1 2 2 1 1 1 2 2 1 1 2 2 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 1 1 1 2 2 2 2 1 1 1 2 2 2 2 1 1 1 2 2 2 2 2 1 1 1 2 2 2 2 2 2 1 1 1 2	964 CPL1 107.8 102.8 103.8 107.8 107.6 107.6 107.6 107.6 107.9	



Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

i		orth) B4267 Leckwith	Bend	B Plan	er Road	C (Paral) B436	Leckwick Road	D. Bress	id Street
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 · 07:05	10	3	0	2	5	9	4	6	8
07:05 - 07:10	10	6	1	4	6	13	5	9	11
07:10 - 07:15	7	4	2	5	8	11	5	10	6
07:15 - 07:20	11	3	0	2	8	18	7	8	6
07:20 - 07:25	15	9	0	4	12	15	9	5	5
07:25 · 07:30 07:30 · 07:35	13 15	7 12	0	5 8	11 12	27 15	9	6	11 12
07:35 - 07:40	15	8	0	14	14	21	8	11	11
07:40 - 07:45	12	10	0	12	11	20	8	12	18
07:45 - 07:50	14	7	1	9	13	21	11	12	20
07:50 - 07:55	13	12	0	7	12	25	5	13	18
07:55 - 08:00 08:00 - 08:05	13 20	12	0	9	14 23	14 25	4	6	18 16
08:05 - 08:10	13	10	1	26	23	25	10	13	17
08:10 - 08:15	13	11	1	28	15	23	8	13	16
08:15 - 08:20	17	10	1	24	12	25	15	13	16
08:20 - 08:25	18	10	2	23	12	26	17	13	17
08:25 - 08:30 08:30 - 08:35	14 15	10 6	0	29 22	15 13	25 26	12	12 12	15 21
08:30 - 08:35 08:35 - 08:40	15	5	1	14	13 15	26 26	13	12	21 17
08:40 - 08:45	16	9	1	13	16	28	6	13	19
08:45 - 08:50	12	9	1	16	8	29	6	6	10
08:50 - 08:55	13	7	1	13	7	25	6	7	17
08:55 - 09:00	13	12	1	10	7	20	9	7	10
09:00 - 09:05	14	10	0	12	9	22	10 8	11 6	18 15
09:10 - 09:15	13	6	0	13	15	24	6	8	15
09:15 - 09:20	19	5	1	8	12	26	11	6	18
09:20 - 09:25	12	6	1	10	15	20	7	4	19
09:25 - 09:30	13	6	0	7	5	22	12	13	20
09:30 - 09:35 09:35 - 09:40	19	7 4	1 0	9	7 5	26 22	10 14	7 8	12
09:35 - 09:40	13	8	0	9	6	8	2	9	15
09:45 - 09:50	14	6	0	6	7	17	4	7	7
09:50 - 09:55	13	3	1	10	9	25	4	12	16
09:55 - 10:00	13	6	0	12	11	20	6	8	6
16:00 - 16:05	21	10 7	1	10	9	15	8	9	13
16:05 - 16:10 16:10 - 16:15	13	8	0	14 25	16 20	24 24	10	9	21 19
16:15 - 16:20	26	10	0	24	19	30	7	9	10
16:20 - 16:25	18	11	1	25	8	30	8	7	14
16:25 - 16:30	18	9	1	26	16	18	11	11	7
16:30 · 16:35 16:35 · 16:40	18	5	0	17 19	16 27	30 24	6	8 12	11
16:35 - 16:40 16:40 - 16:45	13 21	6	1	19 27	27	24 31	10	12	13 19
16:45 - 16:50	17	10	1	28	20	20	8	6	16
16:50 - 16:55	13	10	1	27	27	23	10	6	18
16:55 - 17:00	18	10	0	29	27	25	6	12	20
17:00 · 17:05	13 26	6	0	29 30	20	29 28	7	5 8	9
17:05 - 17:10 17:10 - 17:15	26 21	11	1	30 29	21 26	28 26	12	7	14 15
17:15 - 17:20	26	10	0	29	21	28	8	8	17
17:20 - 17:25	19	11	0	30	23	28	7	6	18
17:25 - 17:30	16	8	1	28	28	30	6	7	21
17:30 · 17:35 17:35 · 17:40	25 25	10	0	27 30	27 22	21 25	6 12	11	20 24
17:40 · 17:45	25 25	7	0	30 28	27	25 29	12	13	24
17:45 - 17:50	24	11	1	29	26	27	8	13	22
17:50 - 17:55	19	8	0	26	16	23	7	12	23
17:55 - 18:00	19	11	2	16	12	23	10	12	15
18:00 - 18:05 18:05 - 18:10	18	7	1	26 27	12 8	12 26	7	7	9
18:05 - 18:10 18:10 - 18:15	13	6	0	27 26	13	26 32	6	11	12
18:10 - 18:15	18	8	0	24	13	21	3	9	9
18:20 - 18:25	14	8	0	24	10	8	3	9	9
18:25 - 18:30	13	9	1	13	10	10	5	8	10
18:30 - 18:35	13	10	1	22	5	10	2	6	11
18:35 - 18:40	13	7	1	24	12	2	0	8	13
18:40 - 18:45 18:45 - 18:50	12	7	0	9	5 10	10	3	9 8	9
18:50 - 18:55	11	4	0	10	8	9	2	6	10
18:55 - 19:00	13	5	0	9	5	7	3	7	8

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



Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019 Produced by Streenius Services 1st.

Junction: A - (North) 84267 Leckwith Road / B - Link Road / C - (South) 84267 Leckwith Road

Approach: A - (North) 84267 Leckwith Road

				-	Ass ill								Ano C								No A			
TIME	CAR	LOV	09/1	09/2	aus	MICYCLE	PICYCLE	PCU TOTA	CAR	LGV	ogvi	09/2	BUS	MCYCLE	PICYCLE	PCU TOTAL	CAR	LGV	own	0012	aus	MICYCLE	PICYCLE	PCU TOTAL
07:00 - 07:15	5	0	1		0	0	1	6.7 7	124	54	2	0	1	- 4		146.6 145	0			0	0	0	0	0.0 0
07:15 - 07:30	3	0	1			0	0	4.5 4	160	13	- 4	1	3	3	1	188.7 185	0		0	0	0	0	0	0.0 0
07:30 - 07:46	4	3		2	0	0	0	11.6 9	199	21	3	0	1	1	1	217.1 216	0			0	0	0	0	0.0 0
07:45 - 08:00	7	2			0	0	0	9.0 9	209	21	- 4	0	1	1	3	223.0 233	0		0	0	0	0	0	0.0 0
Hourty Total	19	5	2	2		0	1	32 29	676	69	13	1	- 6	9	s	794 779	0			0	٥	0	0	0 0
08:00 - 08:15	10	0			1	0	0	12.0 11	191	22	- 4	0	1	1	2	221.8 221	0			0	0	0		0.0 0
08:15 - 08:30	4	2	1			0	1	9.7 10	188	21	1	3	0	1		217.8 214	0			0	0	0	0	0.0 0
08:30 - 08:45	17	0				0	2	17.4 19	190	23	2	2	3	3	1	228.0 226	0	٠	۰	0	0	0	0	0.0 0
08:45 - 09:00	12					0	0	12.0 12	206	11	- 4	0	1	۰		224.0 221	0	۰	۰	٥	0	0	0	0.0 0
Hourly Total	45	2	1		1	0	3	52 52	776	77	11	5	5	5	3	993 990	ů.	•	٠	0	0	ů	0	0 0
09:00 - 09:15	4	0			1	0	0	6.0 5	198	24	5	0	1	- 1		221.9 229	0			0	0	0	0	0.0 0
09:15 - 09:30		0			1	0	0	10.0 9	164	17	2	1	1	2	۰	209.1 207	0			0	0	0		0.0 0
09:30 - 09:45	4	0				0	0	6.0 6	161	21	- 4	0	3			194.0 189	0			0	0	0	0	0.0 0
09:45 - 10:00	5	۰	۰	۰	2	٥	۰	9.0 7	169	24	s	2	٥	۰	٠	205.1 200	0	۰	۰	0	٥	0	٥	0.0 0
Hourty Total	23				4			21 27	712	86	16	3	5	3		840 825	0			0		0	_ •	0 0
Session Total	97	7	1	2	5		- 4	115 108	2962	232	40	9	16	17	-	2517 2484								0 0
									•															
16:00 - 16:15	10	0			1	0	0	12.0 11	210	17		0	2	1		243.4 238	0			0	0	0		0.0 0
16:15 - 16:30	9	0				0	0	9.0 9	223	18	2	0	2	1		248.4 246	0			0	0	0	0	0.0 0
16:30 - 16:45	15	0			1	0	0	17.0 16	211	14	2	0	0	1		228.4 228	0	٠	۰	0	0	0	0	0.0 0
16:45 - 17:00	14	0			1	0	0	16.0 15	210	17	0	0	1	2		229.8 230	0			0	0	0	0	0.0 0
Hourty Total	44		٠	٠	3	0		54 51	854	66	12		5	5	٠	950 942		٠	٠					0 0
17:00 - 17:15	13	0			2	0	0	17.0 15	297	54	- 1	0	0	3	2	254.1 257	0			0	0	0	0	0.0 0
17:15 - 17:30	13	1			1	0	- 1	16.2 16	221	11	- 1	0	2		۰	227.5 235	0			0	0	0	0	0.0 0
17:30 - 17:45	16	0				0	0	16.0 16	221		2	0	2	1		236.4 236	0			0	0	0	0	0.0 0
17:45 - 18:00	18	,	۰	۰	3	٥	۰	25.0 22	199	13	٥	2	٥	۰	٠	206.6 204	0	۰	۰	0	٥	0	٥	0.0 0
Hourty Total	60	2			- 6	0	- 1	74 69	868	46	4	2	4	4	2	935 930	0			0		0	0	0 0
18:00 - 18:15	14	0				0	0	14.0 14	189	10	1	0	3	2	0	207.3 205	0	۰	۰	0	0	0		0.0 0
18:15 - 18:30	20	2			1	0	0	26.0 23	210		2	1	0	1	1	223.9 223	0		۰	0	0	0		0.0 0
18:30 - 18:45	16	2				0	0	18.0 18	162		0	0	4	- 1	۰	173.4 130	0	۰	۰	0	0	0	0	0.0 0
18:45 - 19:00	7	0				0	0	7.0 7	183		0	0	1	1		193.4 193	0		۰	0	0	0		0.0 0
Hourty Total	57	4			1	0		63 62	766	29	3	1		- 5	,	798 791	0	•			0			0 0
Session Total	165				10	0	- 1	191 192	266	141	19	3	17	14	3	2683 2663							0	0 0

Column C		Г					Nors A								-	To A				
Section Sect	TIN	31	CAR	LOV	OSVI	0692	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGW	ogvi	0612	aus	MICYCLE	PICYCLE	PCU	TOTAL
Part	67:00	07:15	129	14	3	0	1	- 4	1	151.3	152	155	19	6	0	1	5	0	197.0	186
	07:15	07:30	163	13	5	- 1	3	3	1	193.2	189	195	24	4	0	- 1	- 1	0	227A	225
Marie Mari	07:30	07.45	193	24	3	2	1	1	1	229.7	225	226	19	- 1	4	2	2	0	260.5	254
Column C							1	1	3						4					292
No. 10.0 10.																				957
Section Sect							2	1	2						- 1			0	250.2	244
December 2015 Control Control															- 1					283
No. 10.0 1.0					2		3	3						2	- 1				234.5	232
Dec Column Colu																				195
Section Sect															3					
Decision Column															- 1					
Second Column C							-													
Manufact Manufact																				223
Section Sect																				
We will be seen from the control of the control o	Hourty	Total	735	86	16	3	,	3		271	852	721	20	29	4	12		1	220	853
No. 10	Sessio	a Total	2249	239	43	11	21	17	12	2630	2592	2300	261	41	15	26	29	3	2742	2694
No. 10	45.00	4045	200							100.0		000							240.4	043
No. 10 N							-													
Second Column C																				295
No. No.																				
00 00 00 00 00 00 00 0																				1216
																				242
10 10 10 10 10 10 10 10	17:16	17:30	234	12	1		2		- 1	253.7	251	234	13			- 2	1	0	253.4	251
Non-144 Non-	17:30 -	17.45	237		2	0	2	- 1	0	252.4	250	228		- 2	- 1	2	- 1	0	269.2	244
00 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17.45	18:00	207	14	0	2	3		0	221.6	226	229		- 1	0	3	0	0	265.5	242
10:10 00 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1					- 4		10													979
10-10 (1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	18:00	1815	203	10	1	0	3	2	0	221.3	219	225	17	0	2	2	2	0	251.4	248
1865-1920 195 B 0 0 1 1 1 0 2864 289 224 9 0 0 1 1 1 0 2864 289 1891 19 1 1 0 2864 289 1891 19 1 1 0 2864 289 1891 19 1 1 0 2864 289 1891 19 1 1 1 0 2864 289 1891 19 1 1 1 1 0 2864 289 1891 19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1815	18:30	230	10	2	1	1	1	1	247.9	246	233	15	0	0	5	2	0	259.8	255
Houry/rate 841 33 3 1 9 5 1 841 833 632 51 0 3 6 5 0 996 666	18:30	1845	178	5	0	0	4	1	0	191.4	198	230	10	0	0	0	0	0	260.0	240
								1	0											245
Session Total 2021 147 19 2 27 14 4 2025 200 277 142 14 2 20 14 2 2022 200	Hourty	Total	901	22	3	- 1	,	5	1	961	853	922	51		2		5	0	296	583
	Sessio	n Total	2621	197			27	14		2975	2845	2777	162	- 14		20	14		3012	2993



Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019 Produced by Streenius Services 1st.

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

Approach: B - Link Road

эндигини.	ar- care.																							
				-	B to C							-	i to A								10 B			
TIME	CAR	LGV	09/1	09/82	BUS	MICYCLE	PICYCLE	PCU TOTA	L CAR	LGV	ogvi	09/2	BUS	MCYCLE	PICYCLE	PCU TOTAL	CAR	LGV	own	0012	aus	MICYCLE	PICYCLE	PCU TOTAL
07:00 - 07:15	4	1	0	0		0	0	5.0 5	- 1	0	0	0	0			1.0 1	0	0		0	0	0	0	0.0 0
07:15 - 07:30	0	0	- 1			0	0	1.5 1	1	1	1	0	0			3.5 3	0		0	0	0	0	0	0.0 0
07:30 - 07:46	1	1	0	4		0	0	11.2 6	2	0	0	0	0			2.0 2	0	0		0	0	0	0	0.0 0
07:45 - 08:00	1	0	1	0		0	0	2.5 2	- 1	0	0	2	0			5.6 2	0	0	0	0	0	0	0	0.0 0
Hourly Total	- 4	2	2	- 4		6	0	20 14	5	1	1	2				13 9	0			0	٥	0	0	0 0
08:00 - 08:15	0	2			1	0	0	4.0 3	0	1	0	0	0			1.0 1	0			0	0	0	0	0.0 0
08:15 - 08:30	2	2				0	0	4.0 4	- 1	0	1	0	0			2.5 2	0			0	0	0	0	0.0 0
08:30 - 08:45	3	0	۰	۰		0	0	3.0 3	3	0	0	0	0	٠	٠	3.0 3	0		۰	0	0	0	0	0.0 0
08:45 - 09:00	3	0	1		1	0	0	6.5 5	5	0	0	0	0	۰	۰	5.0 5	0		۰	٥	0	0	0	0.0 0
Hourty Total		4	1		2	0		19 15	9	1	1	ė		•	•	12 11	ė	٠	٠	0	۰			0 0
09:00 - 09:15	0	1			1	0	0	2.0 2	- 1	0	0	0	0			1.0 1	0			0	0	0		0.0 0
09:15 - 09:30	5	1			1	0	0	8.0 7	- 1	0	0	0	0			1.0 1	0			0	0	0	0	0.0 0
09:30 - 09:46	3	0				0	0	3.0 3	4	0	0	0	0			40 4	0			0	0	0	0	0.0 0
09:45 - 10:00	3	1	1	۰	1	0	0	7.5 6	2	0	0	0	0	٠	٠	2.0 2	0		۰	0	0	0	0	0.0 0
Hourly Total	11	3	1	٠	3			22 18		0								٠	٠				•	0 0
Session Total	25		- 4	- 4	5			60 47	22	2	2	2				23 28								0 0
									•															
16:00 - 16:15	10	2			۰	0	0	12.0 12	- 4	0	0	0	0			4.0 4	0			0	0	0		0.0 0
16:15 - 16:30	12	0				0	0	12.0 12	2	0	0	0	2			7.0 5	0			0	0	0	0	0.0 0
16:30 - 16:46	17	1	۰	۰	1	0	0	20.0 19	٠	0	0	0	1	٠	٠	8.0 7	0		۰	0	0	0	0	0.0 0
16:45 - 17:00	14	1				0	0	15.0 15	4	0	0	0	1	۰	1	62 6	0		۰	٥	0	0	0	0.0 0
Hourly Total	53	4			1	6	6	59 58		6	0	ů.	4	•	1	25 22	ů.	•	٠	0	0	Ó	0	0 0
17:00 - 17:15	9	0	۰	۰	1	0	0	11.0 10		1	0	0	1		1	11.2 11	0			0	0	0		0.0 0
17:15 - 17:30	14	0	۰	۰	1	0	0	16.0 15	9	0	0	0	1			11.0 10	0			0	0	0	0	0.0 0
17:30 - 17:46	20	1				0	0	21.0 21	6	0	1	0	1			8.5 7	0			0	0	0	0	0.0 0
17:45 - 18:00	11	1	۰	۰		0	0	12.0 12		0	0	0	0			5.0 5	0			0	0	0		0.0 0
Hourly Total	sı	2			2			60 58		1	- 1	0	3		- 1	26 23	0			0			0	0 0
18:00 - 18:15	15	0			1	0	0	17.0 16		0	0	0	2	۰	۰	11.0 9	0		۰	0	0	0	0	0.0 0
18:15 - 18:30	7	0			1	0	0	9.0 8		0	0	0	2	۰	۰	8.0 6	0		۰	0	0	0	٥	0.0 0
18:30 - 18:45	3	1			٥	0	0	4.0 4		0	0	0	0	۰	۰	40 4	0		۰	0	0	0	٥	0.0 0
18:45 - 18:00	7	0			۰	0	0	7.0 7	- 4	- 1	0	0	0			5.0 5	0		۰	0	0	0		0.0 0
Hourty Total	32	1			2	0	0	27 25	19	1	0	0	4			28 24	0			0	0	6		0 0
Session Total	129	7			- 5			156 151	- 63	2	1		11		2	89 79								0 0

The content of the						P	on B									fo B				
State Stat	T	TIME	CAR	LOV	OSVI	06//2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	ogvi	OGV2	aus	MICYCLE	PICYCLE	PCU	TOTAL
Part	07:0	10 - 07:15	5	1	0	0				6.0	6			1	0	0	0	1	9.7	10
STATE STAT	CP:11	S- 07:30	1	- 1	2	0	0	0		5.0	4	- 6	1	- 1	0	0	0	0	9.5	
Marine M	67:30	0 - 07.45	2	1	0	- 4				13.2		5	3	0	- 4	0	0	0	17.2	12
Second C	67:40	S- 08:00	2	0	1	2	0	0		8.1	5	12	3	- 1	2	0	0	0	21.1	18
No. 100 1	Hou	rly Total	11	3	3	- 6				23	23	31	7	3	6			1	57	48
Second S	08:01	0 - 0R15		3	0	0	1	۰		5.0	4	16	۰	0	0	1	0	0	18.0	17
December 2	08:11	S- 08:30	2	2	1	0				6.5	6	24	2	1	0	0	1	1	28.1	29
Marie 10 1 1 1 1 1 1 1 1	08:30	10 - OR45		0	0	0	0	0		6.0	6	33	2	0	0	0	0	2	35.4	27
December 1	08:40	S- 09:00	8	0	1	0	1	0		11.5	10	26	0	0	0	1	0	0	27.0	26
Second S	Hou	rty Total	17	5	2		2			29	26	98	4	- 1		2	1	3	109	109
Second 7	08:01	0 - 0815	1	- 1	0	0	1	۰		4.0	3	16	1	0	0	1	0	0	19.0	18
Second S	09:11	5-0930	6	1	0	0	1			9.0		21	3	0	0	1	0	0	25.0	25
Manufact St.	09:30	0 - 09:45	7	0	0	0				7.0	7	13	1	1	0	0	0	0	15.5	15
Second	09:40	S- 1000	5	- 1	1	0	1	0		9.5		7	0	- 1	0	3	0	0	145	11
We will We w	Hou	uty Total	19	3	1	0	3			20	26	57	s	2	6	5	0	0	75	69
We will be w	_										-									226
No. 14 No. 15 N	3010	ion total	- 67	- 11	•	•	,			22	73	189	16			- 7		-	241	226
No. 10 20 1 4 5 5 2 1 4 5 5 5 5 5 5 5 5 5	16:0	0 - 1615	54	2	0	0				16.0	16	-64		0	0	1	0	0	46.0	- 65
Second S	19:11	5-1630	15	0	0	0	2	0		19.0	17	43	1	0	0	0	0	0	660	- 66
No. No.	19:30	0 - 1645	23	- 1	0	0	2			29.0	26	39		0	0	2	0	0	43.0	41
00 10 00 1 0 0 0 0 0	19:40	S- 17:00	19	- 1	0	0	1	0	- 1	21.2	21	52	1	0	0	1	0	0	55.0	54
10 10 10 10 10 10 10 10	Hou	rty Total	70	4			5		- 1	94	90	178	2	0		- 4	0		199	184
	17:0	0 - 17:15	17	- 1	0	0	2	۰	1	22.2	21	39	۰	0	0	3	0	0	45.0	42
The control of the	17:11	S- 17:30	23	0	0	0	2	0		27.0	25	54	1	- 1	0	- 1	0	1	58.7	58
Non-144 2	17:30	0 - 17.45	25	1	1	0	1			29.5	28	60	2	0	0	1	0	0	64.0	63
10 10 10 10 10 10 10 10	17:40	S- 1800	16	- 1	0	0	0	0		17.0	17	92	4	0	0	3	0	0	102.0	99
SECTION 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Hou	rly Total	85	3	1	0	5		- 1	96	91	245	7	- 1	0			1	270	262
18:-16 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	18:0	0-1815	22	0	0	0	3			29.0	25	61	1	0	0	1	0	0	64.0	63
11d-1200 11 1 0 0 0 0 0 0 12d 12 dd 2 0 0 0 0 0 0 0 0 18d	18:11	5-1830	11	0	0	0	3			17.0	54		2	0	0	2	0	0	72.0	71
NoviyTotal 51 3 0 0 6 8 8 6 65 50 232 7 0 0 3 0 0 365	18:30	0 - 1845	7	1	0	0				8.0		59	2	0	0	0	0	0	61.0	61
	18.40	S- 1800	11	1	0	0				12.0	12		2	0	0	0	0	0	47.0	47
Sension Total 200 9 1 9 16 9 2 265 239 655 16 1 9 15 9 1 700	Hou	rty Total	51	2			•	٠	٠	65	59	222	,		0	3	0		245	242
	Sarr	ion Total	960		-		- 16	-	-	1 145	238	465	- 16			- 45		-	703	688



Leckwith, Cardiff - Manual Traffic Survey: Thursday, 20 June 2019 Produced by Streenius Services 1st.

Junction: A - (North) 84267 Leckwith Road / B - Link Road / C - (South) 84267 Leckwith Road

Approach: C - (South) 84267 Leckwith Road

	- ,																							
					2 to A								E to B								to C			
TIME	CAR	LOV	09/1	09/82	aus	MICYCLE	PICYCLE	PCU TOTA	L CAR	LOV	ogvi	09/2	BUS	MCYCLE	PICYCLE	PCU TOT	L CAR	LGV	own	0992	aus	MICYCLE	PICYCLE	PCU TOTAL
07:00 - 07:15	154	19	- 6	0	1	5	0	196.0 195	2	0	0	0	0			3.0 3	0		0	0	0	0	0	0.0 0
07:15 - 07:30	194	23	3		1	- 1	0	223.9 223	3	- 1	0	0	0			4.0 4	0			0	0	0	0	0.0
07:30 - 07:46	224	19	1	4	2	2	0	258.5 253	- 1	0	0	2	0			5.6 3	0		0	0	0	0	0	0.0 0
07:45 - 08:00	250	27	5	2	2	3	0	294.3 285	5	- 1	1	2	0			12.1 9	0	0	0	0	0	0	0	0.0 0
Hourly Total	822	88	15	- 6	- 6	11	0	963 948		2	1	4				25 19	0			0			0	0 0
08:00 - 08:15	204	29	5	1	3	1	0	249.2 243		0	0	0	0			6.0 6	0			0	0	0	0	0.0 0
08:15 - 08:30	173	20	4	1		2	1	202.3 201	16	0	0	0	0	1		18.4 19	0			0	0	0	0	0.0 0
08:30 - 08:46	203	21	2	1	1	0	1	231.5 229	96	2	0	0	0	٠	٠	18.0 16	0	۰		0	0	0	0	0.0
08:45 - 09:00	163	21	- 4		2	0	0	1940 190	13	0	0	0	1	۰	۰	15.0 14	0			0	0		0	0.0
Hourly Total	740	91	15	3	•	3	ż	977 963		2	0	ů.	1	1	•	57 51	0		•	0			ů.	0 0
09:00 - 09:15	175	15	- 6	1	1	- 1	0	203.7 196		- 1	0	0	0			13.0 13				0	0	0	0	0.0 0
09:15 - 09:30	194	15	7	۰	- 4	2	0	218.3 213			0	0	0			16.0 16	0		۰	0	0	0	0	0.0 0
09:30 - 09:45	190	26	4	3	2	1	1	236.5 226		- 1	1	0	0			9.5 9	0			0	0	0	0	0.0 0
09:45 - 10:00	164	24	10	۰	S	2	0	213.8 200		0	1	0	1	۰	۰	5.5 4	٥	۰	۰	٥	۰	٥	0	0.0 0
Hourly Total	713	80	29	4	12	- 6	- 1	872 845	34	5	2	0	1			44 43							0	0 0
Session Total	2279	259	59	12	26	20	2	2712 269	39	9	1	- 4	2	1		126 11								0 0
									•								•	•						
16:00 - 16:15	228	7	2			1	0	238.4 236		0	0	0	0			34.0 34				0	0	0	0	0.0 0
16:15 - 16:30	214	12	2		3	2	0	235.8 233	36	1	0	0	0			35.0 31	0			0	0	0	0	0.0 0
16:30 - 16:46	237	14	1	۰	3	2	1	258.5 256	36	0	0	0	1	٠	٠	26.0 25	0	۰		0	0	0	0	0.0 0
16:45 - 17:00	240	17	3		1	1	0	266.9 265		- 1	0	0	0			29.0 21				0	0	0	0	0.0 0
Hourty Total	922	50		•	,	٠	1	1000 994		2	0		1	٠	٠	134 13		٠	٠	0				0 0
17:00 - 17:15	217	9	2	۰	2	- 1	0	223.4 221		0	0	0	1			29.0 21			۰	0	0	0	0	0.0 0
17:15 - 17:30	225	13	۰	۰	2	- 1	0	242.4 241		0	1	0	0			425 43			۰	0	0	0	0	0.0 0
17:30 - 17:46	223	9	2	1	1	1	0	239.7 233		2	0	0	1			49.0 41				0	0	0	0	0.0 0
17:45 - 18:00	224	9	1	۰	3	٥	0	248.5 233		3	٥	0	٥	۰	۰	77.0 71		۰	۰	٥	۰	٥	0	0.0 0
Hourly Total	223	40	5	1		3		956 966		5	- 1	0	2			196 19				0			0	0 0
18:00 - 18:15	218	17		2		2	0	248.4 239		- 1	0	0	- 1	۰	۰	50.0 41				0	0	0	0	0.0 0
18:15 - 18:30	229	15			3	2	0	258.9 249		0	0	0	1			49.0 41				0	0	0	0	0.0 0
18:30 - 18:45	226	10				0	0	236.0 236		0	0	0	0	۰	۰	43.0 43				0	0	0	0	0.0 0
18:45 - 18:00	230				1	1	0	248.4 240		2	0	0	0			40.0 40	0			0	0	0	0	0.0 0
Hourty Total	903	50		2	4	- 5		968 964	135	3	0		2			182 19				0			0	0 0
Session Total	2714	140	13	3	19	54	- 1	2924 290	490	10	1		5			512 50	0			0				0 0

				Fi	on C								,	9 C				
TIME	CAR	LOV	ogvi	0692	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	ogvi	OGV2	aus	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	167	19	- 6	0	1	5		189.0	188	129	15	2	0	1	- 4	0	149.6	150
07:15 - 07:30	197	26	3	0	1	1	0	227.9	226	160	13	5	1	3	3	1	190.2	186
07:30 - 07:45	225	19	1		2	2	۰	264.1	255	190	22	3	- 4		1	1	229.3	222
07:45 - 08:00	265	29	- 6	- 4	2	3	0	306.4	298	204	21	5	0	1	1	3	235.5	235
Hourty Total	934	90	16	10	- 6	11	0	987	967	682	71	15	5	- 6	9	5	805	793
08:00 - 08:15	210	29	5	1	3	1	0	255.2	249	191	24	- 4	0	2	1	2	225.8	224
08:15 - 08:30	191	20	4	1		3	1	220.7	220	190	23	1	3	0	1	0	221.8	218
08:30 - 08:45	219	23	2	1		۰	1	209.5	247	193	23	2	2	3	3	,	221.0	227
08:45 - 08:00	176	21	4	0	3		0	209.0	204	208	11	5	0	2	0	0	230.5	226
Hourly Total	796	92	15	3	,	4	ż	935	929	792	81	12	6	7	5	3	910	995
09:00 - 09:15	187	16	- 6	1	- 1	- 1	0	216.7	212	199	26	6	0	2	1	0	234.9	221
0815-0830	197	19	7	0	4	2	0	234.3	228	189	18	2	1	2	2	0	217.1	214
09:30 - 09:45	197	27	7	3	2	1	1	246.0	238	164	21	4	0	3	0	0	197.0	192
09:45 - 10:00	166	26	11	0		2	0	219.3	209	172	26		2	1	0	0	212.6	206
Hourly Total	747	15	21	4	13	•	- 1	994	897	723	29	17	3		3		862	843
Session Total	2277	268	62	17	26	21	- 1	2928	2774	2187	241	- 44	13	21	17		2577	2531
19:00 - 19:15	262	7	2	0		1	0	272.4	272	220	19		0	2	1	0	255.4	250
16:15 - 16:30	248	13	2		3	2		270.8	268	235	18	2	0	2	1	0	260.4	258
19:30 - 19:45	261	14	- 1	0	4	2	1	285.5	293	228	15	2	0	1	- 1	0	249.4	247
19:45 - 17:00	291	19	3	0	1	1	0	305.9	304	224	18	0	0	1	2	0	264.8	245
Hourly Total	1852	2				•	1	1134	1127	907	76	12		٠	5	ė	1009	1000
17:00 - 17:15	243	9	2	0	3	1	0	261.4	258	249	14	1	0	1	3	2	265.1	267
17:15 - 17:30	266	13	1	0	2		0	284.9	293	235	11	1	0	3	0	0	253.5	250
17:30 - 17:45	267	11	2	1	2	1		297.7	294	241	9	2	0	2	1	0	257.A	255
17:45 - 18:00	298	12	- 1	0	3		0	217.5	214	200	14	0	2	0	0	0	218.6	216
Hourty Total	1074	- 6	- 6	- 1	10	3	0	1151	1139	922	44	4	2	- 6	- 4	2	995	503
1800 - 1815	265	18	0	2	1	2	0	290.4	298	204	10	1	0	4	2	0	224.3	221
1815 - 1830	276	15	0	0	4	2	0	299.8	297	217		2	- 1	1	1	1	232.9	221
1830 - 1845	269	10	0	0			0	279.0	279	165	4	0	0	4	- 1	0	177.4	174
1845 - 1800	268	10	0	0	1	1	0	290.4	290	190		0	0	1	1	0	200.4	200
Hourly Total	1079	23		2	- 6	5	0	1150	1166	77%	20	3	- 1	10	5	1	835	926
Session Total	2204	150	14		24	14		3435	3410	2665	148	19	-	- 22	14		29.29	2014



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

Produced by Streetwise Services Ltd.

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

	A - (No	orth) B4267 Leckwit	h Poad		B - Link Road		1	C - (South) B426	7 Leckwith Road	
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	1	0	1	0	0	0	0	0	0
07:05 - 07:10	2	4	3	1	0	0	0	0	0	2
07:10 - 07:15	1	2	4	0	1	0	4	3	0	2
07:15 - 07:20	3	6	3	0	0	1	7	5	0	2
07:20 - 07:25	2	4	2	2	0	2	2	1	0	1
07:25 - 07:30	2	1	0	0	0	0	0	0	1	0
07:30 - 07:35	3	1	0	0	0	1	1	4	4	0
07:35 - 07:40	1	2	3	0	0	0	0	0	4	0
07:40 - 07:45	4	5	4	1	9	1	3	2	0	0
07:45 - 07:50	1	4	3	0	0	2	2	2	4	1
07:50 - 07:55	2	3	1	2	0	2	11	0	2	2
07:55 - 08:00	6	4	3	2	0	1	21	3	0	2
08:00 - 08:05	2	1	1	1	0	1	9	6	0	- 4
08:05 - 08:10	2	4								
08:10 - 08:15	2	1	3 2	0	0	0	10 16	3 15	3	0
08:10 - 08:15	4	5	2	1	0	1	16	15	0	2
	1									
08:20 - 08:25		7	6	2	0	0	13	18	1	3
08:25 - 08:30	6	3	2	1	0	2	17	19	1	3
08:30 - 08:35	4	6	5	1	0	1	20	14	0	3
08:35 - 08:40	1	3	2	0	0	1	25	22	0	3
08:40 - 08:45	3	3	1	1	2	0	18	18	2	4
08:45 - 08:50	3	5	2	0	2	3	10	3	2	3
08:50 - 08:55	4	4	0	1	0	2	3	2	0	5
08:55 - 09:00	7	4	0	1	0	2	1	0	0	2
09:00 - 09:05	7	5	0	0	0	1	4	0	2	1
09:05 - 09:10	2	3	1	2	0	0	1	0	1	2
09:10 - 09:15	4	3	1	0	0	0	1	1	1	4
09:15 - 09:20	8	2	2	1	0	1	6	1	1	8
09:20 - 09:25	10	2	3	1	0	0	2	0	0	1
09:25 - 09:30	3	5	3	2	0	0	7	2	1	0
09:30 - 09:35	5	4	1	1	0	1	6	3	1	2
09:35 - 09:40	3	8	1	0	0	1	9	3	0	2
09:40 - 09:45	4	3	0	0	0	0	0	0	3	0
09:45 - 09:50	3	5	1	1	0	0	4	1	1	0
09:50 - 09:55	5	5	1	0	1	1	6	2	2	0
09:55 - 10:00	5	4	1	2	1	0	4	1	0	2
16:00 - 16:05	6	7	2	2	1	- 1	18	14	3	2
16:05 - 16:10	7	8	3	2	1	2	19	17	3	2
16:10 - 16:15	5	4	3	0	1	3	17	17	3	4
16:15 - 16:20	5	4	2	2	1	2	15	19	4	1
16:20 - 16:25	6	5	3	2	1	0	17	17	4	6
16:25 - 16:30	7	8	2	1	0	1	23	19	7	0
16:30 - 16:35	5	3	5	2	1	2	19	20	3	3
16:35 - 16:40	7	8	3	3	1	3	22	18	5	1
16:40 - 16:45	1	2	2	2	1	1	18	21	3	2
16:45 - 16:50	5	5	3	2	1	2	18	19	7	5
16:50 - 16:55	5	4	1	2	1	2	17	17	3	1
16:55 - 17:00	6	8	2	1	0	1	20	17	3	2
17:00 - 17:05			1							1
	5	4	6	1 2	0	5	19	14 15	5	
	3	5	6		0	5	21 17	15 14	6	3
	5	5 7	3	0 2	0	5	17	14	5	2
							20 19			
17:20 - 17:25	3	4	2	2	0	2		22	3	3
17:25 - 17:30	7	6	5	1	0	1	17	16	6	7
17:30 - 17:35	6	4	2	2	3	3	19	15	4	4
17:35 - 17:40	7	4	2	4	2	3	20	17	3	7
17:40 - 17:45	9	9	2	4	0	1	20	19	2	7
17:45 - 17:50	4	7	1	1	0	1	22	16	5	6
17:50 - 17:55	5	6	6	3	1	2	18	14	5	8
17:55 - 18:00	9	6	2	2	0	3	15	18	7	10
18:00 - 18:05	5	4	3	2	1	3	18	14	3	6
18:05 - 18:10	7	5	2	3	0	2	20	21	2	5
18:10 - 18:15	9	7	4	2	0	2	14	9	4	3
18:15 - 18:20	7	3	3	3	0	1	18	5	5	7
18:20 - 18:25	10	6	6	0	0	1	14	5	3	5
18:25 - 18:30	2	3	3	1	1	3	16	4	4	4
18:30 - 18:35	9	3	2	0	0	1	6	4	3	5
18:35 - 18:40	7	3	1	2	0	1	9	5	5	3
18:40 - 18:45	5	3	0	0	0	1	11	4	4	3
18:45 - 18:50	5	3	0	2	1	0	13	5	4	4
18:50 - 18:55	7	4	1	0	1	1	10	5	5	4
18:55 - 19:00	7	7	2	1	1	4	9	5	2	1

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

\$\$ streetwise

Lackwink, Cardier Manusal Traffic Sarvey: Thursday, 20 Ame 2019
Parameter International American Ameri

Approach:	A - Nor	in OP & KEC																																															
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9815 - 9830			0	0				0.0 0								6.9	0 0			9	9	0	0		1.2 2								0.0 0	GB 15 - GB 30								13 2	3	1			0	0	0 40 4
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Section Control Mental Traffic Survey Thursday, 20 Ann 2019
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\$ streetwise

Lackwith, Carl H. Admaid Traffic Survey: Thursday, 20 Aine 2019
Trained by Institute herita III.

Auction: A - North CP & ECC, I = Cault Link Road (C - South CP) D - (Mort) Link Road
Approach:

C - South CP

C = 8

			-	m D					CMA							Ctv B							CtoC							Prem.C							Te C		
a	us.	LOV GOVI	OENS	BUS BYCYCLE	PICVO.E	POU TOTAL CA	t Lev	ogvi	ogva	BUS MC	OVELE NO	HOU POU	TOTAL CAR	rav	osw	0612	NUE MIC	NO.E PICK	FOLE POU 1	TOTAL CAR	LEV	oawi o	GKS BUS	MC/C/E	PICYCLE PCU	TIME	CM	LOV	ogwi i	DENS BUE	MOGRE	MCVCLE	PCU TOTAL	CM L	DV 00V	vi ogva	848	MCACYE	PICICLE
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Lecknith Cardill - Manual Traffic Survey Thursday, 20 Ame 2019
Federally Symbols Source 10.

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Agency D. (West) Link Read

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

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Leck	with, Cardit	ff - Manual T	affic Survey	r Tuesday, 1	1 June 2019																																																		
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Leckswith, Cardel ** Manual Tradit's Springs Tunoday 11 June 2019
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0716 - 0730		0	0		0	0	0 0		185		- 2			1	4		266.1	i0 6			- 1			0			63.5		0						0		0.0 0	-	F 16 - 0730 20		26	3		- 1	- 6		279	4 344 A	147				- 2	3		CITA CN
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Lackwith, Cardet - Manual Traffic Survey Turoday; 11 June 2019
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Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

	—	A (Newl) D426	7 Leckwith Road			B - Retail Access			C (Paul) B434	7 Leckwith Road		D. Asse	ss Road
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
,													
07:00 - 07:05	0	0	0	0	2	0	2	0	0	1	2	0	0
07:05 - 07:10	0	0	0	1 0	2	0	3	0	0	1	3	0	0
07:10 - 07:15	0	0	0	0	1	1	2	3	0	1	1	0	0
07:20 - 07:25	1	0	2	0	1	0	2	0	0	0	0	0	0
07:25 - 07:30	3	2	0	0	3	0	2	0	0	0	1	0	0
07:30 - 07:35	0	0	0	0	2	1	2	0	0	0	4	0	0
07:35 - 07:40	0	0	0	0	3	1	1	0	0	0	1	0	0
07:40 - 07:45	1	1	0	0	2	1	3	0	3	0	4	0	0
07:45 - 07:50	0	0	0	0	2	0	3	0	0	0	0	0	0
07:50 - 07:55 07:55 - 08:00	0	0	0	0	9	2	3	1	2	0	2	0	0
07:55 - 08:00 08:00 - 08:05	0	0	2	0	3	3	3 2	5 8	3	3	6 2	0	0
08:05 - 08:10	0	1	1	0	3	1	3	0	0	1	1	0	0
08:10 - 08:15	0	0	0	0	2	2	5	7	3	0	0	0	0
08:15 - 08:20	0	0	0	1	2	1	3	15	5	1	4	0	0
08:20 - 08:25	0	0	0	0	2	2	2	28	35	3	1	0	1
08:25 - 08:30	7	1	0	0	2	1	2	35	35	0	0	0	1
08:30 - 08:35	0	0	0	0	1	1	3	35	35	2	5	0	0
08:35 - 08:40 08:40 - 08:45	0 2	0	0	0	7	1 2	2	35 35	35 35	2	7	0	0
08:40 - 08:45	3	2	2	0	4	1	8	35 35	35 35	6	7	1	1
08:50 - 08:55	1	1	1	0	6	1	6	28	28	4	7	0	1
08:55 - 09:00	3	2	0	0	6	1	5	28	12	3	6	1	1
09:00 - 09:05	2	2	1	0	5	1	5	35	32	3	6	1	1
09:05 - 09:10	2	2	1	0	6	2	4	35	32	3	7	0	0
09:10 - 09:15	5	1	1	1	6	1	6	35	33	6	8	0	1
09:15 - 09:20	5	2	2	1	4	1	3	35	32	11	8	0	2
09:20 - 09:25 09:25 - 09:30	6 2	2	1	0	6	1 3	6	18 18	8 10	9	8 10	1	0
09:30 - 09:35	5	3	2	1	4	2	6	15	6	5	8	1	1
09:35 - 09:40	2	1	1	1	5	3	5	12	3	9	10	1	1
09:40 - 09:45	3	0	0	0	8	3	4	12	10	7	7	0	1
09:45 - 09:50	2	1	0	0	5	3	5	6	4	4	9	2	0
09:50 - 09:55	4	2	1	0	5	1	6	4	1	7	10	0	1
09:55 - 10:00		2	1	1	7	7	9	9	7	11	11	1	0
16:00 - 16:05		3	3	2	10	6	11	11	8	7	11	3	3
16:05 - 16:10		4	3	1	8	3	12 12	9	9	8	7	1	2
16:10 - 16:15 16:15 - 16:20	3 2	3 2	3	3	15 10	7	15	15 9	6	7 8	6	1	2
16:20 - 16:25	3	2	2	0	14	7	15	18	10	6	12	3	3
16:25 - 16:30		4	2	2	10	12	15	13	11	5	6	2	1
16:30 - 16:35	4	4	2	2	8	5	15	15	10	5	6	0	3
16:35 - 16:40	3	3	2	2	10	8	9	12	9	5	8	3	3
16:40 - 16:45	3	2	4	0	8	5	12	14	15	5	6	1	2
16:45 - 16:50	3	1	2	2	9	5	10	10	11	8	9	0	3
16:50 - 16:55 16:55 - 17:00	4 2	3	1 2	1 2	8 10	6	13 9	11 9	8 7	8 5	12	1 2	2
16:55 - 17:00 17:00 - 17:05	3	3	2	0	6	5	9	10	7	6	7	1	3
17:05 - 17:10	2	4	3	0	11	11	10	8	5	4	8	4	4
17:10 - 17:15	5	3	1	1	5	4	8	9	8	5	6	5	4
17:15 - 17:20	3	3	2	2	8	7	13	12	7	6	9	6	7
17:20 - 17:25	4	2	0	3	6	7	12	11	9	9	8	4	7
17:25 - 17:30	11	10	4	3	6	9	15	20	15	10	12	4	2
17:30 - 17:35 17:35 - 17:40	5	4	1	2	11	6	15 15	26 19	19 14	7	12	4	1
17:35 - 17:40 17:40 - 17:45	6 8	8 2	3	0	8 9	7	15	19	14	8 10	9	0	0
17:45 - 17:50		4	1	0	4	1	6	22	10	4	5	1	1
17:50 - 17:55	11	11	1	2	7	4	11	12	5	12	3	0	2
17:55 - 18:00	5	3	2	1	7	0	12	14	11	4	6	1	1
18:00 - 18:05	6	4	2	1	8	6	10	8	5	4	8	0	0
18:05 - 18:10	8	3	3	0	7	6	13	12	9	7	12	0	2
18:10 - 18:15	11	3	3	0	6	4	11	14	9	6	6	0	0
18:15 - 18:20	11	3	5	0	9	5	10	13	10	2	10	0	1
18:20 - 18:25 18:25 - 18:30	4 8	2	1 2	0	5 4	4 3	10	15 13	5 4	3	7	0	0
18:25 - 18:30 18:30 - 18:35	11	2	1	1	6	3	11	13 9	5	5	6	0	0
18:35 - 18:40	10	2	2	3	6	3	8	10	5	3	6	0	0
18:40 - 18:45	11	2	2	5	6	7	12	10	12	4	5	0	0
18:45 - 18:50	7	2	1	3	6	2	11	18	10	4	6	0	1
18:50 - 18:55	10	1	1	3	11	3	12	12	8	6	2	0	0
18:55 - 19:00	10	11	3	1	4	2	8	14	6	3	6	0	0

Leckwith Interchange (Junction 6)

Lectaria Cardini Alexand Fraffic Survey Flanday, 11 June 2019

Among Sandawa Andréa Survey Flanday, 11 June 2019

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680098-15	3	4		ì			-	****	100		ě.					•	****	180								***			-					414	-				٠	,				0000 - 08-4	214	-		,				891.6	* ***	- 24		,			-	
GR41. GR30	ě						-	****	10		2	,			,	•	106.0		,							***		,						46.6	-				٠	,				40-1-40-40	246		2			,		200.0	4 140	-		-			-	407 6
caso, saus	67			ì				196.6	196 196		24	7					012	186								40 4	# 26							20.0						٠		٠		1810.0645	262	- 10						M42 M1	B 136	26						407 4
DEAT. 10:00	M							195.6	130		į					٠		185							١	2		Í	•	Ī			İ	34.8	×	٠	٠			,		٠		5845. 9690	264	20	2		,			MAD IN	× is	26		,				401.0
Racin land	MAT.	-	-	Í	-			-	***				16			_	214	100		**		•	•				-	_	_	_		_		166	154					ì	_			Many line	1885	***	_	-	_	_	-	1000 100			-	-	_		_	676 60
0915, 3630	195	,		-	-	-	-	1984	100 10	_	a			_	-		161.6	100						-				_	-	_			_	414	er.	*								9900 9815 9815 9830	296	-	- 2		-	-	-	207.2 25	2 110	- 4		-	-	-	-	mail to
1975. 1010	107	-			,		-	100.0	100 10		-			_	-	-	1212	100						_				-	-	_	_					*								9815 - 9816 9830 - 9815		- 20	-	-				2012 20		in	-	_	-		-	mail to
Marie Water	**	,		_	-	-	-	1975	100	_				_		_	186.1	Talk						_	-			-	-	_				16.0	-									2000.000	198	- 11		-	-	-	-	MATE NO	4 101		-	-	-	-	-	902 0
Marie State			-	_	-	-		- MA.		_	-	-	-			-	101	180	-	-	-	-			_			-	-	_	_		_	166		-	-	-	-	-		-		Mark. You	100	- 0	-	-	-			7014 70	- 11	- 1			-	-	-	581 54
																																									•					•	•		•	•	•				_				_	
Senior line:	1123	119		•				1988	100			-		-		_	1955	1766	-					-	•		-	-	_	\rightarrow				-	***	•	•	•	•	•			•	demin law	200	474	-	-					100			-		_		400 (1
1000 - 1015									88 05					•			-							•		10			,					21.0						٠			** *	1866-1816	148		,					1866 12	9 361	- 44		,				MA1
1611.1630									89 60		2			•			76.0	- 14						•		10 1			-					***	-					٠			** *	1615.1630	185	- 20						****	261	- 11		-				and a
1650.1645	63	2			- 2			98.0	12 E		16						86.0	84								80 0				-				818	an.								40 0	1696-1645	167	- 10	a a		- 2			195.0 10	200	18	- 2	- 2				may P
1645. 1746	66	2						TAR	79 01		44						76.7	**	4							18 1	1 61	- 2		-				95.8	55								40 0	1645, 1746	176	16		- 2				205.0 10	M 201	17		- 1				E48 7
Ready Total	-							ana .	***					-		•		200					•	-	•	•			•	Ī				ē	104					•				Many law	464	- 74	- 14		٠			276 25		- 44	**	,		٠		w u
1760.1716	66							76.0	2w 2w		10	2					60.3	**	4	4	4					10	1 61							66.0										1766 - 1715	197	24						261.3 20	M 200	26	a a					Make 5
OH. 030	96							96.0	98 50		2						Na.	79	1	4	ė .	4				100		**		_				94.6		ė								ribes, chas	200	- 24			÷			216.2	266	18				à		802 1
1700.1745	96	6						191.0	101 01		*	6					mi	96	4	4	ė .	4				** *		,		_			_	62.0	102	è								1786, 1746	267	16	- 6		,			262.6 26	211	19						Max 20
Oat. 1866	88							91.8	8K 62		2	2					76.7	74		4	4					**	e ei							67.8	2									1746, 1846		- 0	- 1					202 in	K 176	12		- 1				1963 1
Rawy lend	-	u	•	-			-	inn	201 201	_	-	**	•			-		200				•	•		•		* ***		-	_				200	224				•	•	•			Anny law		- 74						***		- "	**	,				903 11
100.00	21		-			_	-	16.0	N 10	_			-	_		_	574	**						_	-			_	-	_				25.2	100									1860. 1816	126.	- 14		-		-	-	100.0		- 12		-	-		-	
900.00		-		-	-	-	-	76.0			,		-	_		-	85	**	-	-	-	-	-	_	-	14			-	_				20.0									11 1	1890, 1895	176	- 4		-	-	-	-	1014 10	e 10	- 1				-	-	200.0
900, 900	-		-	_		-		76.0	74 11			,	-	_		_	a.	**						_	-			_	-	_				25.0	-									1845, 1946				-		-	- 1	1974 19		12		-			-	107 1
1881. 1910	~							rice .		_							202	a										-						16.0								-		1886. 1986	120	-			_			1414 14	1.00							200 10
Fauly level	-			-	-	<u> </u>					22			_	-		- 10	101			•	•	•	_	•		1 100	- "						- 102	***			•	•	•				Auto take	· ·												-	•		
fernin les																													•	Ī	l			1	ŧ					i	•	•									•	2027	1	247		•	•			



Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

	A - (N	lorth) B4267 Leckwith	Road	B - Hadfi	eld Road	C - A423	2 S Slins	D - (South) B426	7 Leckwith Road		E - A423	2 N Slins	
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	9	5	3	3	2	2	3	7	7	1	4	11	5
07:05 - 07:10	6	7	4	2	2	1	1	7	7	2	4	7	1
07:10 - 07:15	5	4	4	5	3	1	6	14	6	1	3	9	2
07:15 - 07:20	3	6	4	5	2	2	4	8	7	0	3	13	3
07:20 - 07:25	6	2	6	5	2	2	3	15	11	3	4	8	3
07:25 - 07:30	4	6	3	4	2	2	3	15	7	3	4	10	1
07:30 - 07:35 07:35 - 07:40	10 12	6	6	6 7	3	2	3 5	11	6	2	3	8 15	4
07:40 - 07:45	9	12	6	5	2	4	4	13	9	1	5	6	2
07:45 - 07:50	8	11	5	4	5	2	4	9	9	2	8	11	2
07:50 - 07:55	15	11	6	2	3	1	2	15	8	2	9	13	3
07:55 - 08:00	8	12	4	7	2	4	5	6	7	1	3	10	3
08:00 - 08:05	6	9	7	3	2	2	3	29	8	2	8	13	2
08:05 - 08:10 08:10 - 08:15	13 9	6	4	7	3	3	2	18	9	1	10 9	14	1
08:10 - 08:15	11	8	7	7	5	2	5	8	9	1	7	11	1 2
08:20 - 08:25	12	6	3	4	6	1	6	9	9	3	9	9	2
08:25 - 08:30	9	8	5	3	3	3	3	8	6	2	9	9	2
08:30 - 08:35	8	10	7	7	6	3	4	10	9	1	4	9	4
08:35 - 08:40	8	11	7	4	3	3	3	9	9	0	0	6	8
08:40 - 08:45	9	8	4	6	2	1	3	8	7	0	1	6	4
08:45 - 08:50	8	8	5	8	3	1	3	5	7	1	1	8	5
08:50 - 08:55 08:55 - 09:00	11	8 7	1 1	7	3	2	2	10	9	1	3 2	12	4
08:55 - 09:00	9	6	5	7	3	2	4	11	7	0 2	2	6	14 7
09:00 - 09:05	8	7	6	6	3	1	2	32	9	0	2	8	3
09:10 - 09:15	4	10	3	7	2	1	3	12	9	0	7	9	7
09:15 - 09:20	7	7	3	6	3	1	3	12	9	2	7	10	4
09:20 - 09:25	11	5	4	6	4	1	6	9	7	1	3	8	7
09:25 - 09:30	10	7	3	8	5	1	2	8	6	1	4	8	3
09:30 - 09:35 09:35 - 09:40	11 9	3 4	3	13	8	3	7	7 5	9	2	5 4	3 4	2
09:40 - 09:45	9	9	4	7	10	2	3	6	3	5	2	12	1
09:45 - 09:50	7	7	5	5	6	0	4	10	5	2	3	8	1
09:50 - 09:55	9	7	1	4	3	3	5	11	6	1	5	5	1
09:55 - 10:00	11	5	3	8	8	2	4	7	6	2	5	8	1
16:00 - 16:05	9	10	12	15	10	8	6	18	6	1	7	3	4
16:05 - 16:10	10	8	9	26	12	7	18	13	1	1	3	4	7
16:10 - 16:15	8	7	6	28	11	11	19	14	2	1	1	2	3
16:15 - 16:20 16:20 - 16:25	5 11	14	10	14 12	6	11 9	7	12	3	3 2	3 2	3 7	3 4
16:25 - 16:30	8	16	7	14	7	5	12	16	4	2	2	2	5
16:30 - 16:35	12	12	12	14	11	9	8	16	4	2	3	7	4
16:35 - 16:40	11	15	4	31	9	11	12	9	5	0	3	6	2
16:40 - 16:45	9	14	9	27	10	12	10	18	5	3	4	7	1
16:45 - 16:50	7	9	8	7	4	11	10	8	5	0	2	5	4
16:50 - 16:55	6	8	5	5	3	9	7	11	2	1	3	11	8
16:55 - 17:00 17:00 - 17:05	6 8	12	8 7	8 11	10	9	7	7	6	0	2	3	1 6
17:05 - 17:10	9	6	9	25	14	8	7	8	2	1	3	12	9
17:10 - 17:15	8	7	13	28	14	5	6	10	7	1	2	4	2
17:15 - 17:20	9	10	11	31	11	6	7	11	3	1	3	3	4
17:20 · 17:25	9	20	8	27	14	3	6	3	2	1	2	3	4
17:25 - 17:30	5	8	5	15	10	7	6	8	4	1	4	10	7
17:30 · 17:35 17:35 · 17:40	10	12 15	7 10	9	3	5	5	13 7	3	6	7	8	4 5
17:35 - 17:40	8 9	15	10 8	6 7	7 8	10	6 7	6	3	3 5	6	7	5
17:45 - 17:50	6	10	4	9	4	6	5	6	2	3	4	5	4
17:50 - 17:55	8	13	9	8	6	6	6	7	1	3	2	5	8
17:55 - 18:00	8	8	6	5	4	4	3	4	2	2	3	3	3
18:00 - 18:05	8	11	10	12	12	8	4	3	3	0	2	3	3
18:05 - 18:10	6	11	10	10	7	8	5	2	4	1	5	2	3
18:10 - 18:15	7	10	8	6	5	4	3	4	6	3	4	4	3
18:15 - 18:20	6	12	6	6	4	7	4	9	2	3	4	5	1
18:20 - 18:25 18:25 - 18:30	11 5	12	13	5	3 2	7 2	5	8	6	2	3	2	4 3
18:25 · 18:30 18:30 · 18:35	5	11	6	7	2	4	4	8	5	3	3	7	3
18:35 - 18:40	6	5	6	4	2	3	7	3	1	5	2	3	2
18:40 - 18:45	6	13	9	4	2	3	5	10	3	3	2	3	2
18:45 - 18:50	3	5	5	5	2	3	2	10	3	5	4	2	2
18:50 - 18:55	4	8	4	3	3	3	4	1	2	3	2	3	1
18:55 - 19:00	14	2	3	9	3	2	3	4	3	2	3	4	2

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



Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

Junction: A - (North) 84267 Leckwith Road / B - (south) 84267 Leckwith Road / C - Access Road

Approach: A - (North) 8-Q67 Leckwith Road

				A	to B								10 C									10 A				\neg
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGW	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	90	13	1	0	1	1	0	106.9 106	2	0	0	0	0	- 1	0	2.4	3	۰		0	0	0	0	۰	60	0
07:15 - 07:30	72	13	1	0	- 1	0	0	00.5 07	- 1	0	- 1	1	0	0	0	4.0	3	0	٥	0	0	0	0	0	60	٥
07:30 - G7:45	134	10	1	0	0	0	0	153.5 153	3	- 1	0	0	0	0	- 1	4.2	5	۰		0	0	0	0	۰	60	0
07:45 - 08:00	133	20	4	0	2	0	0	171.0 167	2	- 1	1	0	0	0	0	45	4	۰		0	0	0	0	۰	60	0
Hourly Total	429	72	7	0	4	- 1		520 513		2	2	- 1		- 1	- 1	15	15			0						0
08:00 - 08:15	127	10	۰	0	1	0		147.0 146	0	- 1	1	0	۰		0	2.5	2		۰	0	0		0		60	
08:15 - 08:30	120	13	0	0	0	0		123.0 123	- 1	0	1	0	0			2.5	2		۰	0	0		0		60	
08:30 - 08:45	934	13	1	0	0	0	0	110.5 110	0	0	0	0			0	0.0		0		0	0	0	0	0	60	۰
08:45 - 09:00	20	12	0	0	- 1	0	0	109.0 100	- 1	0	- 1	0	0	0	0	2.5	2	0	٥	0	0	0	0	0	60	٥
Hourly Total	466	54	1	0	2	0		500 505	2	1	3	0			ō		- 6	٠		0	0			٠	0	0
09:00 - 09:15	74	10	2	0	- 1	0	0	89.0 87	2	3	1	0	0		0	6.5	6			0	0	0	0		60	0
09:15 - 09:30	79		۰	0	2	0		90.0 88	4	0	1	0	۰		0	SS	'n		۰	0	0		0		60	
09:30 - 09:45	70	16		0	- 1	0	0	88.0 87	3	- 1	3	0			0	8.5	7			0	0	0	0		60	
09:45 - 10:00	61	20	2	- 1	- 1	0		88.3 85	3	- 1	0	1	0		0	မ			۰	0	0		0		60	
Hourly Total	293	54	4	- 1	5	0		355 347	12	5	5	- 1			0	27	23			ō	ó		•		0	0
Session Total	1159	192	12		- 11	- 1		1363 1365	22	_	10	2			1 1	50	- 44									0
																_										
10:00 - 10:15	166	13	3	0	- 1	1	0	195.9 194	- 1	0	2	1	۰		0	63	4	۰	۰	0	0	0	0	۰	60	0
10:15 - 10:30	219	25	1	0	- 1	3	0	249.7 249	2	2	1	0	0		0	5.5	5	3		0	0	0	0		3.0	3
16:30 - 16:45	244	27	- 1	- 1	- 1	0	0	276.8 274	- 1	- 1	- 1	0			0	3.5	3			0	0	0	0		60	
16:45 - 17:00	240	20	- 1	2	1	2		260.9 266	2	0	0	0	۰		0	2.0	2		۰	0	0		0		60	
Hourly Total	969	ž.		3	4	•		990 973		3	4	1		٠	0	17	14	3		0	0			٠	,	3
17:00 - 17:15	228	14	۰	0	- 1	1	0	264.4 264	- 1	0	0	0	۰		0	1.0	- 1	۰	۰	0	0	0	0	۰	60	0
17:15 - 17:30	256	20	۰	0	0	2	0	276.8 278	0	0	0	0	۰		- 1	0.2	- 1	۰	۰	0	0	0	0	۰	60	٥
17:30 - 17:45	226	12		0	2	0	0	242.0 240	2	0	0	0			0	2.0	2	۰	۰	0	0	0	0	۰	60	0
17:45 - 18:00	210	9	2	0	- 1	0	0	224.0 222	0	0	0	1	0		0	2.3	1			0	0	0	0		60	0
Hourly Total	920	22	2	0	4	3		997 994	3	0		1		٠	1	5	ŝ	٠	٠	0	0			٠		0
10:00 - 10:15	145	5		0	- 1	- 1	0	152.4 152	3	- 1	0	0			0	4.0	4		۰	0	0	0	0		60	٥
19:15 - 19:30	138	6	- 1	0	0	1	0	145.9 146	0	0	0	0			0	0.0		۰	۰	0	0	0	0	۰	60	0
18:30 - 19:45	119	7		0	- 1	0	0	120.0 127	0	2	0	0			0	2.0	2			0	0	0	0		60	0
18:45 - 19:00	66	2		0	0	0	0	68.0 68	- 1	0	0	0			0	1.0	- 1	۰	۰	0	0	0	0	۰	60	۰
Hourly Total	460	20	1	0	2	2	- 0	425 493	4	,	9					7	7			0	0	- 0	- 0			0
Session Total	2257	160		- 1	10	- 11	0	2462 2450	13	- 6	-	2			1	29	26	- 1		0	0	0	- 0		3	3

				Fr	om A									o A				
TIME	CAR	LGV	09/1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	,
7:00 - 07:15	92	13	1	0	1	2		109.3	109	143	20	6	۰	0	0	0	172.0	Т
7:15 - 07:30	73	13	2	1	1	0	٥	93.3	90	229	23	5	2	1	1	0	266.5	đ
730 - 0745	137	19	1	0	0	0	- 1	157.7	158	252	16	- 4	۰	0	2	0	274.0	đ
7:45 - 08:00	135	29	5	0	2	0	0	175.5	171	204	23	5	0	0	- 1	0	234.9	đ
curlyTotal	407	74	9	- 1	4	2	- 1	536	529	629	62	20	2	- 1	4	0	949	
800 - 0815	127	19	1	۰	,	٥	۰	149.5	148	292	24	0	۰	2	۰	0	260.0	
8:15 - 08:30	121	13	1	0	0	0		125.5	135	199	17				-1	- 1	218.1	
0230 - 00:45	104	13	1	0			۰	119.5	118	212	12	2		1	-	0	229.4	ī
09:00	96	12	1	0	1	0	٥	111.5	110	198	10	- 4	0	0	0	0	222.0	7
curiyTetal	460	57	•	ō	2			515	511	841	71	7	٠	3	2	1	200	
19:00 - 09:15	76	13	3	0	- 1	0	۰	95.5	93	193	15	2	1	2	0	0	207.3	
9:15 - 09:30	82	•	1	۰	2	٥	۰	955	a	170	11	3	۰	1	-	0	197.9	
19:30 - 09:45	73	17	3	0	1	0		96.5	94	109	16	0			0	0	125.0	,
19:45 - 12:00	64	21	2	2	1		۰	34.6	90	112	20			2		- 1	162	ē
curtyTotal	26	59	9	2	5			393	379	574	62	- 11	1	5	1	- 1	665	
nesion Total	1190	190	- 22		- 11	2		1404	1409	2340	215	-	- 1	-	7		2544	
			•										•	•			_	-
600 - 1015	167	13	u	-	,	,	۰	192.2	100	146	29	,	۰	1	-	0	178.9	
615 - 1930	224	27	2	0	1	3		257.2	257	156	20	0		1	0	0	178.0	ī
630 - 1045	245	28	2	- 1	1		۰	290.3	277	145	19	2	- 1	2	3	0	174.5	ī
645 - 17:00	242	20	1	2	1	2	٥	270.9	268	124	6	1	1	1	1	2	136.6	ī
curiyTetal	676	8	10		4			1000	200	571	74	4	2	5	5	2	666	
7:00 - 17:15	229	14	0	0	- 1	- 1	۰	245.4	245	116	9	1	۰	۰	0	0	126.5	
7:15 - 17:30	256	20	۰	۰	0	2	1	277.0	12	112		,	1	1	۰	2	126.2	
7:30 - 17:45	228	12	0	0	2	0		244.0	242	80	6			2	0	0	99.5	r
7:45 - 12:00	210	9	2	- 1	1		۰	226.3	223	82	3	1		- 1	0	- 1	88.7	
curiyTetal	923	33	2	1	4	3	1	992	203	290	26	4	1	•	ō	3	461	
800 - 1815	140	6	0	0	- 1	- 1		156.4	156	66	5	0	۰	۰	٥	0	71.0	
815 - 1830	138	6	- 1	0	0	- 1	۰	145.9	146	75	3	0	۰	2	0	0	82.0	
830 - 1245	119	٠	۰	۰	,	٥	۰	120.0	129	8	3	0	۰	۰	-	-	66.6	
845 - 1900	9	2	0	0	0	0		69.0		59	3				0	0	63.5	
										263								



Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

Junction: A - (North) 84267 Leckwith Road / B - (south) 84267 Leckwith Road / C - Access Road

Approach: B - (south) 84267 Leckwith Road

					to C									to A									to B			_	_
TIME	CAR	LGV	OGV1	09/2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	ogvi	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	1	0	٥	0	0	0	0	1.0	- 1	140	16	- 4	0	0		0	165.0	163	0	۰	0	0	0	0	۰	60	0
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2	228	22	- 4	0	1	1	0	258.4	256		0	0	0	0	0	0	60	0
07:30 - 07:45		0		0	0	0	0	0.0	۰	251	14	3	0	0	2	0	2763	270			0	0	0			60	0
07:45 - 08:00	1	0	٥	0	0	0	0	1.0	- 1	202	22	3	0	0	- 1	0	228.9	229	0	۰	0	0	0	0	۰	60	0
Hourly Total	4	0		0	0	0	0	4		924	74	16	0	1	4	ō	923	917		٠	0	0	0		٠	0	•
08:00 - 08:15	0	0	۰	0	0	0	0	0.0	0	232	23	0	0	2	۰	0	253.0	257	۰	۰	0	0	0	0	۰	60	۰
08:15 - 08:30	0	0		0	0	0	0	0.0	0	198	17	0	0	0	1	1	215.6	217			0	0	0	0		60	۰
08:30 - 08:45		0		0	0	0	0	0.0	۰	210	12	2	0	1	1	0	227.4	226			0	0				60	۰
08:45 - 09:00	1	1	0	0	0	0	0	2.0	2	198	10	- 1	0	0	٥	0	217.5	217	0	0	0	0	0	0	0	60	۰
Hourly Total	1	1		0	0	0	0	2	2	939	70	3	0	3	2	1	920	917		٠	0	0	0		٠	0	•
09:00 - 09:15	1	1		0	0	0	1	2.2	3	101	12	2	1	2		0	202.3	198			0	0	0	0		60	۰
09:15 - 09:30	1	1		0	0	0	0	2.0	2	170	9	2	0	1	1	0	1044	183			0	0				60	۰
09:30 - 09:45	1	0	1	0	0	0	0	2.5	2	107	15	0	0			0	122.0	122			0	0	0	0		60	0
09:45 - 10:00	1	0		0	0	0	0	1.0	- 1	111	18	2	0	2	۰		1360	122			0	0	0			60	0
Hourly Total	4	2	1	0	0	0	1			500	sı	- 6	1	5	1	ō	666	636		٠	0	0	0		٠	0	•
Session Total								14	54	2221	100				-		2487	2479		-					-		
		_															-			_					_		_
16:00 - 16:15		0		0	0	0	0	0.0	۰	145	27	0	0	1	1	0	1744	174			0	0				60	۰
10:15 - 10:30	2	0		0	0	0	0	2.0	2	151	19	0	0	1	۰		1720	171			0	0	0			60	0
10:30 - 10:45	1	1		0	0	0	0	2.0	2	146	18	2	1	2	3		1725	170			0	0	0			60	0
16:45 - 17:00	0	0	0	0	0	0	- 1	0.2	- 1	115	5	0	- 1	1	1	0	1247	123	0	0	0	0	0	0	0	60	۰
Hourly Total	3	1		0	0	0	1	4	5	555	8	2	2	5	5	ō	666	639		٠	0	0	0		٠	0	•
17:00 - 17:15	0	0		0	0	0	1	0.2	- 1	114	9	1	0			0	1245	124			0	0	0	0		60	۰
17:15 - 17:30	٥	0	۰	0	٥	0	1	0.2	1	110	G	1	1	1	۰	-	122.0	120	۰	۰	0	0	0	٥	۰	60	۰
17:30 - 17:45	1	0		0	0	0	а	1.6	- 4	67	6	1	0	2		0	99.5	96			0	0	0	0		60	۰
17:45 - 19:00		0		0	0	0	0	0.0	۰	82	3	1	0	1	۰	- 1	89.7	80			0	0	0			60	0
Hourly Total	1	0		0	0	0	5	2	6	290	26	4	1	4		2	400	429		٠	0	0	0		٠	0	•
18:00 - 18:15	0	0	۰	0	0	0	0	0.0	0	65	5	0	0		۰	0	70.0	70		۰	0	0	0	0	۰	60	۰
19:15 - 19:30	1	0	۰		0	0	1	1.2	2	73	3	0	0	2	۰	0	80.0	70	۰	۰	0	0	0	0	۰	60	۰
19:30 - 19:45	٥	0		0	٥	0	0	0.0	٥	8	2	0	0	0	۰	-	62.2	ន		۰	0	٥	0	0	۰	60	۰
18:45 - 19:00		0		0	0	0	0	0.0	۰	57	3	1	0			0	61.5	61			0	0	0	0		60	0
Hourly Total	1			0			- 1	1	2	255	13	- 1	•	2		1	274	272			Ô	0	0			0	0
Session Total	- 5						7	7	13	1200	106	7	1 3	11			1351	1220	-								
																	_			_					_	-	_

				Fr	om B								,	0 B				
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	,
27:00 - 07:15	144	16	- 4	0	0	0		166.0	164	90	13	- 1		- 1	- 1	0	106.9	т
37:15 - 07:30	230	22	4	0	1	1	٥	260.4	258	72	13	1	٥	1	0	1	88.7	T
27:30 - 07:45	251	14	3	0	0	2		270.3	270	134	10	2			0	0	155.0	đ
2745 - 0800	203	22	3	0	0	1	0	229.9	229	134	28	- 4	0	2	0	0	172.0	
fourlyTotal	629	74	56	0	- 1	- 4		927	921	400	72			4	- 1	- 1	522	
21:00 - 00:05	202	23	۰	0	2		۰	259.0	257	127	18	0	۰	1	0	2	10.4	ī
00:45 - 00:30	198	17	۰	0	0	1	1	215.6	217	120	14		۰	۰	0	2	124.4	ī
28:30 - 08:45	210	12	2	0	- 1	1		227.A	226	104	13	2			0	1	120.2	r
00:45 - 09:00	199	19	1	0	0	0	٥	219.5	219	25	12	0	٥	1	0	2	122.4	ī
fourlyTotal	629	71	3	0	3	2	1	922	919	446	ສ	2		2	ō	7	511	
39:00 - 09:15	182	13	2	1	2	0	1	204.5	201	74	10	2		1	0	1	89.2	
00:45 - 09:30	171	10	2	0		1	۰	196.4	195	78		0	۰	2	0	0	90.0	٦
2930 - 0245	108	15	1	0	0		۰	126.5	124	71	16		۰	1	0	0	89.0	ī
19:45 - 12:00	112	10	2	0	2	0	0	137.0	134	61	20	2	- 1	- 1	0	2	99.7	
fourlyTotal	573	54	7	- 1	5	- 1	- 1	652	664	294	я	- 4	- 1	\$	0	3	257	
ession Total	2240	201	- 4			7		2561	2494	1160	193	- 4	_	11		- 11	1200	
		-							-									-
1600 - 1015	145	27	0	0	1	1		176.6	174	907	14	3		1	1	1	100.1	ī
16:15 - 16:30	153	19	0	0	1	0		174.0	173	219	25	- 1		- 1	3	0	246.7	ī
630 - 1645	145	19	2	- 1	2	3	0	174.5	172	264	27	- 1	- 1	- 1	0	- 1	277.0	ī
1645 - 1700	115	5	0	- 1	- 1	- 1	- 1	126.9	124	243	20	- 1	2	- 1	2	- 1	272.1	ı
fourlyTotal	556	76	2	2	5	5	- 1	649	643	673	66	- 6	3	4	- 6	3	966	-
17:00 - 17:15	114		- 1	0	0		- 1	126.7	125	229	14		۰	- 1	- 1	2	266.0	ī
17:15 - 17:30	110	6	1	1	1	0	2	122.2	121	24	20	0	٥	٥	2	0	276.8	ī
17:00 - 17:45	-	6	- 1	0	2	0	3	100.1	100	229	12	0		2	0	0	26.0	ī
1745 - 1800	82	3	- 1	0	- 1	0	- 1	99.7	60	210	9	2		- 1	0	3	224.6	ī
fourlyTotal	294	24	4	- 1	4		7	48	434	923	55	2		4	3	5	291	
18:00 - 18:15	Œ	5	0	0	0	0		70.0	70	147	5	0		1	-1	0	154.4	ī
10:15 - 10:30	74	3	0	0	2		- 1	81.2	80	138	9	1	۰	۰	- 1	1	146.1	ī
1030 - 1045	60	2	0	0	0	0	1	622	6	120	7	0	٥	1	0	0	129.0	ī
1845 - 1900	57	3	- 1	0	0	0		61.5	65	66	2	0			0	0	60.0	ī
	24	12						275	274	471	20						460	



Leckwith, Cardiff - Manual Traffic Survey Tuesday, 11 June 2019
Reades by Persone Security
Andreas A. Popular Sold Lincoln Read 15 - Fourty SOLD Leckwith Read C - Access Read
Approach: C - Access Read

Approach	C - PELLINE MUSIC																											
					No.A									to R									twc Dwc]
TME	CAR	LOV	0011	001/2	aus	MCACTE	PICYCLE	PCU	TABLE	CAR	LOW	00V1	06V2	BUS	MCYCLE	PICYCLE	PCU 1	DIM	CAR	LOV	00V1	0012	RUS	MCYCLE	PICYCLE	PCU	TOTAL	1
00 - 07:15		4	2	0	0	0	0	7.0		0	a	a	a		0	0	0.0		0	0	0	0	0	a	a	0.0	0	i
15 - 07:30	1	1	1	2	0	0	0	8.1	5	0		a	a		0	1	0.2	1	0	0	0	0	0	a	a	0.0	0	i
30 - 07:45		2	,	0	0	0	0	4.5	4	0	ď	- 1	· a	a	0	0	1.5	1	0	0	0	0	0	· a	· a	0.0		4
45 - 08:00	3	,	2	0	0	0	0	6.0	5	- 1	ď	a a	· a	a	0	0	1.0	1	0	0	0	0	0	· a	· a	0.0		4
urty Total	4			2				21		1		1		٠		1		3	0		۰						0	4
0 - 08:15			0	0	0	0		1.0	- 1	0	a a	a	a a		0	2		2	0	0	0	0	0	a a	· a	0.0		4
15 - 08:30	1	0		0	0			2.5	2	0		a	a a			2	1.4	3	0	0	0			a a	- 0	0.0		l l
00 - 08:45	2	0	0	0	0			2.0	2	0			a a					2	0	0	0			a a	- 0	0.0		l l
5 - 09:00		0	3	0	0	0	0	4.5	3	0		0			0	2		2	0	0	0	0	0		0	0.0		1
riy Turat	3						۰	10			,	,	•	٠		7		,			۰			•	٠		0	1
1 - 09:15	2	3	0	0	0		0	5.0	5		a a	g g	- 0	g g	0	1		1	0	0	0			- 0	g g	0.0		1
09:30		2		0	0		0	2.5	3	0	a a	a	- 0	g g	0	0		0	0	0	0			a a	· a	0.0		4
- 09:45	2		0	0	0	0		3.0	3	- 1	a a	a	a a		0	0		1	0	0	0	0	0	a a	· a	0.0		4
10:00	1	2	4	0	0		1	9.2		0		a	a a			2		2	0	0	0			a a	- 0	0.0		1
yTool	- 5		5				1	21	19	- 1						3	2	4										1
on Total	12	17	15	2		0	1	97	67	2	1	2	•	•	0	- 11	,	16	0	0		0	0	•	•	0	0	1
16:15	1	2	1	0	0	0	0	4.5	- 4	1	,	a a	- 4	- 4	0	- 1		3	0	0	0	0	0	- 4	a a	0.0	0	1
16:30	2		0	0	0			3.0	3	0		a	a a			0		0	0	0	0			a a	- 0	0.0		1
16:45	1	1	0	0	0	0	0	2.0	2	0	a	0	a a	0	0	1		1	0	0	0	0	0	a a		0.0		4
17:00		,	,				2	11.9	13	3		a	4			,		4						4	4	0.0		1
ytoot	13	5	2	0		0	2	21		4	1				0	3			0	0			0			۰	0	4
17.15	2	0	0	0	0	0		2.0	2	0	a a	a	a a		0	2		2	0	0	0	0	0	a a	· a	0.0		4
17:30	2	2	0	0	0	0	1	4.2	5	0	a a	a	a a		0	0		0	0	0	0	0	0	a a	· a	0.0		4
17746	1	0	0	0	0			1.0	- 1	3		a	a a			0		3	0	0	0			a a	- 0	0.0		1
18:00		0	0	0	0			0.0		0		a	a a					3	0	0	0			a a	- 0	0.0		1
yTust	5	2					-	7		1	٠	٠	•	٠				-			۰			•	٠		0	4
18:15		0	0	0	0			1.0	1	2	a a	a	a a		0	0		2	0	0	0	0	0	a a	· a	0.0		4
18:30	2	0	0	0	0			2.0	2	0	a a	a	a a		0			1	0	0	0	0		a a	· a	0.0		4
18:45	3	1	0	0	0	1	0	4.4	5	1	a	a	ď	· ·	0	0		1	0	0	0	0	0	ď	a a	0.0		4
5 - 19:00	2	0		0				2.0	2	0		a	a a			0		0	0	0	0			a a	- 0	0.0		4
		-	0	0		1		,	10	3	0				0	-	,	4	•	0							۰	H

				Fro	aw C								,	ec .				\neg
TME	CAR	LOV	00V1	00V2	803	MCYCLE	PICYCLE	PCU	TOTAL	CAR	LOV	0991	009/2	aus	MEYELE	PICYCLE	PCU	TOTAL
07:00 - 07:16		4	2		4			7.0		3	0		0		1		3.4	4
0715 - 0F30	1	1	1	2	4		,	8.3		3	0	,	1		0		6.8	5
0730 - 0745	1	2	2					6.0	5	3	,					,	4.2	5
07.65 - DE:00	3	,	2					7.0				,					2.2	5
Hourly Total			7	2	٠	٠	1	29	23	12	2	2	1	۰	1	,	19	19
08:00 - 08:15	0	1	0	a a	a	a a	2	1.4	3	0		1	0		0		2.5	2
0815 - 0830	1	1	1				2	3.9	- 5	1	0		0	0			2.5	2
0830 - 0845	2		1					3.7	4	0	0	0	0	0			0.0	0
08:45 - 09:00	0	0	3				2	4.9	- 5	2	1	1	0	0	0		4.5	4
Hourly Total	1	2		٠	٠	٠	7	14	17	3	2	3	۰	۰	۰		10	•
09/00 - 09/15	2	3						5.2	4		4		0				2.7	
0915 - 0930	0	2	- 1				0	3.5	3				0				7.5	7
09:30 - 09:45	3	- 1					0	4.0	4	4		- 4	0				11.0	
09:45 - 10:00	1	2	4	a a	a	a a	3	3.4	10	4		0	- 1		0		7.3	
Hourly Total							4	23	23	16	7		- 1				34	31
Seccion Your	14	58	57	2		•	12	66	63	31	11	11	2		- 1	2	63	58
16/02 - 16/15	2							4.7	,								6.3	
		- 1	- 1			-	- '			-		- 2						-
1615 - 1630	2	- 1		- 0	- 0	- 0	0	2.2	3	- 4	2	- 1		0		-	7.5 5.5	5
16:45 - 17:00	12		1				-	15.1	17	- 1						- 1	2.2	1
Hourty Total	17	-	-					27	30	- 1			- i		·		21	19
17.00 - 17.16	2					-	- 2	2.4	4	-						-	1.2	2
17.15 - 17.30	2	2					-	4.2	5		0					2	0.4	2
1730 - 1749	- 4			- 4	- 4	- 4		4.0	4		0		0	0		3	2.6	
17.45 - 18.00				- 4	- 4	- 4		9.6	2		0		1	0		- 4	2.3	1
Hourly Total		2					-	11	16	-			-				7	11
1800 - 1815	3	0	0	a a	a	a a	0	3.0	3	3	1	0	0	0	0		4.0	4
1815 - 1830	2	0	0				1	2.2	3	1	0	0	0	0	0	1	1.2	2
1830 - 1845	4	- 1	0	a a	g g	1	0	5.4	4	0	2	0	0	0	0		2.0	2
18:45 - 19:00	2	0	0	a a	g g	a a	0	2.0	2	1	0	0	0	0	0		1.0	- 1
Hourly Total	11	- 1				- 1	1	12	14	5	3	0		0		1		
Spession Your	21						12	50	60	- 11			_		_	_=	21	29
areaseri Killi	4	•	- 1		•		- a		9							_	- 24	- 44

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



Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019 Produced by Streetwise Services Ltd.

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

Approach: A - (East) 84267 Leckwith Road

TIME																										
	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	0	0	۰	0	0	0	0	0.0 0	44	4	0	0	0	0	0	43.0	40	0	0	0	0	0	0	۰	60	0
07:15 - 07:30	1	0	0	0	0	0	0	1.0 1	59	3	0	0	1	0	0	660	ຜ	0	0	0	0	0	0	0	60	٥
07:30 - 07:45	0	0	۰	0	0	0	0	0.0 0	73	3	0	0	0	0	0	76.0	76	0	0	0	0	0	0	۰	60	0
07:45 - 08:00	0	0	۰	0	0	0	0	0.0 0	82	6	- 1	0	1	- 1	0	91.9	91	0	0	0	0	0	0	۰	60	٥
Hourly Total	1			0	0			1 1	250	16	- 1		2	- 1		290	278								0	0
08:00 - 08:15	1	0		0	0			1.0 1	55	- 1	1	0	2	1	0	61.9	60	٥		0	0		0		60	0
08:15 - 08:30	0	0		0	0	0	0	0.0 0	54	4	1	0			0	59.5	59	0		0	0	0	0		60	
08:30 - 08:45	1	0	0	0	0	0	0	1.0 1	22	6	0	0	1		- 1	40.2	40	0		0	0	0	0	0	60	۰
08:45 - 09:00	0	1	0	0	0	0	0	1.0 1	42	6	0	0	2	0	0	52.0	50	0	0	0	0	0	0	٥	60	٥
Hourly Total	2	1	٠	0	0			3 3	160	17	2	۰	5	1	1	213	209	0		ō	ō		0	٠		0
09:00 - 09:15	1	0		0	0	0	0	1.0 1	74	4	1	0	0		0	79.5	79	0		0	0	0	0		60	0
09:15 - 09:30	0	0		0	0			0.0 0	59	6		0	2	1	0	62.6	60	٥		0	0		0		60	
09:30 - 09:45	2	0		0	0	0	0	2.0 2	40		0	0			0	56.0	56	0		0	0	0	0		60	
09:45 - 10:00	2	0		0	0			2.0 2	43	3	1	0	2	- 1	0	51.9	50	٥							60	
Hourly Total	5	0		ō	0			5 5	226	21	2		4	2	٥	227	253			0	0		0			0
Session Total		-1						9 9	665	54	- 5		- 11	-		750	742									0
																	Ì									
10:00 - 10:15	21	2	۰	٥	٥	۰	٥	23.0 23	93	3	٥	0	1	2	۰	90.0	39	٥	۰	۰	۰	۰	0	۰	60	0
16:15 - 16:30	13	0		0	0	0	0	13.0 13	78	9	0	0	1		1	89.2	89			0	0	0	0		60	0
10:30 - 10:45	16	2		0	0	1	0	18.4 19	71	7	0	0	- 1	1	0	90.4	80	0		0	0	0	0		60	
16:45 - 17:00	20	2		0	0			22.0 22	72	6	1	0	1		0	81.5	80	٥		0	0		0		60	
Hourly Total	76		٠	0	0	,		76 77	254	2			4	3	1	220	349	٠		0	0			٠		0
17:00 - 17:15	30	2	۰	0	0	0	0	32.0 32	103	2	0	0	۰		0	105.0	105			0	0	0	0	۰	60	0
17:15- 17:30	17	1	۰	0	0	0	0	18.0 19	101	3	0	0	2		0	100.0	106			0	0	0	0	۰	60	۰
17:30 - 17:45	10	1	۰	0	0	0	0	19.0 19	50	3	0	0	- 1		0	55.0	54	۰	۰	0	0	0	0	۰	60	0
17:45 - 10:00	17	0		0	0	0	0	17.0 17	55	2	0	0	1	2	0	59.0	60			0	0	0	0		60	0
Hourly Total	92	4	٠	0	0			66 66	200	10			4	2	0	229	225	٠		0	0			٠		0
18:00 - 18:15	7	0		0	0	0	0	7.0 7	29	3	0	0	- 1		0	44.0	40	1		0	0	0	0		1.0	1
19:15 - 19:30	7	0	۰	0	0	0	0	7.0 7	46	4	0	0	- 1		0	52.0	51	۰	۰	0	0	0	0	۰	60	0
10:30 - 10:45	4	0	۰	٥	٥	۰	٥	4.0 4	44	۰	٥	0	1	۰	۰	46.0	¥	٥	۰	۰	۰	۰	0	۰	60	0
18:45 - 19:00	3	0	۰	0	0	0	0	2.0 2	23	3	0	0			0	36.0	36	۰	۰	0	0	0	0	۰	60	0
Hourly Total	21	-		0	0	0	- 0	21 21	162	10	- 0		3			179	175	1	•			- 0			1	1
Session Total	173	10			0	1		193 164	765	- 6	1	0	- 11	5	- 1	956	949	- 1							1	-1

				Pi	om A								,	lo A				
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	ogv1	OGV2	BUS	MICYCLE	PICYCLE	PCU	ı
27:00 - 07:15	44	4		0	0	0	0	40.0	49	67	- 4	0	0		0	0	71.0	đ
37:15 - 07:30	8	3	٥	0		0	0	65.0	61	93	7	1	0	1	1	0	103.9	-
28/10 - 00/10	73	3	۰	0	0		0	76.0	×	118	9	1		- 1	- 1	- 1	121.1	d
2745 - 08:00	82	6	- 1	0	1	- 1	0	91.9	96	121		2	0	- 1	- 1	0	144.4	ī
fourlyTotal	29	16	1	0	2	1		291	279	409	28	4	٠	3	3	1	60	=
08:00 - 08:15	2	1	- 1	0	2	1		629	61	947	3	0	۰	2	- 1	0	154.4	
30:15 - 00:30	54	4	1	0	0	0		59.5	59	116	5	0			0	0	121.0	
29:30 - 00:45	22	6	۰	0	1		1	41.2	ħ	114	9	1		2	0	0	125.5	·
00:45 - 09:00	e	7	0	0	2	0	0	53.0	51	109		0	0		0	0	117.0	7
fourlyTotal	165	10	2	0	5		1	216	212	466	22	•	٠	4	1	0	518	
39:00 - 09:15	75	4	- 1	0	0	0	۰	80.5	90	90	7	2	۰	- 1	2	0	102.8	
39:15 - 09:30	8	6	0	0	2	1		69.4	GB	56	- 4	2	۰	- 1	0	0	65.0	
3930 - 0945	50		0	0	0	0		50.0	Sã	29	4	1		1	0	0	45.5	
29:45 - 12:00	-6	3	- 1	0	2	1	0	5339	13	40	9			1	0	0	55.0	ī
fourtyTotal	229	21	2	ō	4	2		262	250	203	21	5		4	2	ō	271	
ession Total	63	- 8			- 11		- 1	759	749	1120	71			- 11			1239	
																		_
1600 - 1615	114	u	0	0	1	2		121.0	122	51	2	0	۰	2	0	0	57.0	
16:15 - 19:30	91	9	0	0	1	0	1	102.2	102	66		0			0	1	76.2	
1630 - 1645	807	9	0	0	1	2		90.0	89	65	7			2	-1	0	77.9	
1645 - 1700	92		1	0	1			100.5	102	61	5	0		۰	0	0	66.0	٦
fourlyTotal	394	21	1	0	4	4	1	427	42	243	22	•	٠	4	1	1	275	
17:00 - 17:15	133	4	0	0	0	0	۰	137.0	137	63	3	0	۰	2	0	0	70.0	
17:15 - 17:30	118	4	٥	٥	2	٥	۰	126.0	124	82	4	0	۰	۰	۰	0	96.0	4
17:30 - 17:45	8	4	0	0	1	0	۰	74.0	73	87	5	0	۰	2	- 1	0	96.4	
17/45 - 18:00	72	2	0	0	1	2		76.0	77	73	9				-1	0	83.9	ī
fourtyTotal	291	14	ō	ō	4	2		414	411	366	21	1		4	2	0	227	
18:00 - 18:15	ø	3	0	0	- 1	0		52.0	58	8	3	- 1	۰	- 1	0	0	09.5	
18:15 - 19:30	23	4	0	0	- 1	0	۰	59.0	Sã .	63	4	0	۰	- 1	2	0	69.9	
1830 - 1845	ų	۰	٥	٥	5	٥	۰	50.0	8	46	2	0	۰	۰	-	0	42.4	4
1845 - 1900	26	3	0	0	0	0		29.0	29	40	1	0		1	-1	0	42.4	r
fourlyTotal	194	10	0	0	3	0		200	137	212	10	- 1		3	- 4		202	=



Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019 Produced by Streetwise Services Ltd.

Junction: A - (East) 84267 Leckwith Road / B - Pen Y Tumple Road / C - (West) 84267 Leckwith Road

Approach: B - Pen Y Turnple Road

					to C								-	10 A									to B				\neg	
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGWI	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	TIME
07:00 - G7:15	113	12	1	0	0	2	0	127.3	128	5	- 1	0	0	0		0	6.0	é			0	0	0	0	0	60	0	07:00 - 07:
07:15 - CF:30	195	19	0	0	0	0	0	204.0	204	24	- 1	0	0	0	٥	0	25.0	25	0	0	0	0	0	0	0	60	0	07:15 - 07:
07:30 - GT/45	162	17	0	0	0	1	0	179.4	100	22	3	0	0	0		0	36.0	36	0	0	0	0	0	0	0	60	0	07:30 - 07:
07:45 - 08:00	160	16	0	0	0	0	0	176.0	176	24	0	0	0	0		0	24.0	24	0	0	0	0	0	0	0	60	0	0745 - 08
Hourly Total	620	ä	1	۰	0	3	0	607		86	5	ō	•		٠	0	91	91			ō	0	•	0			0	HourlyTo
00:00 - 00:15	153	15	۰	0	0	0	0	160.0	168	43	2	0	0			0	45.0	8			0	0	0	0		60	0	00:00 - 00
08:15 - 08:30	139	10	۰	0	0	1	1	149.6	151	29	- 1	0	0	۰	۰	0	40.0	40	۰		0	0	0	0	۰	60	0	08:15 - 08
08:30 - 08:45	126	12		0	0	2	0	120.0	140	27	- 1	0	0			0	29.0	20			0	0	0	0		60	0	08:30 - 08
OE:45 - OP:00	105	12		0	0	0	0	117.0		26	0	0	0	۰	۰	0	26.0	26			٥	0	0	0	۰	00	0	0045 - 00
Hourly Total	523	- 6	٠	0	0	3	1	573		135		0	0		٠	0		129			0	0		0		۰	0	HourlyTo
09:00 - 09:15	73		- 1	0	0	0	0	82.5	82	24	0	0	۰	۰	۰	0	26.0	24	۰		0	0	0	0	۰	60	0	09:00 - 0
09:15- 09:30	86	- 1	- 1	0	0	0	0	2.00	88	54	- 1	0	0			0	15.0	15			0	0	0	0	۰	60	0	09:15 - 0
09:30 - 09:45	59	5	۰	0	0	1	0	64.4	65	6	0	0	0	۰	۰	0	6.0	6			0	0	0	0	۰	60	0	09:30 - 0
09:45 - 10:00	S7	- 4	۰	0	0	2	0	61.8	63	6	- 1	0	0		۰	0	7.0	7	۰		0	0	0	0		60	0	0945 - 1
Hourly Total	275	18	2	۰		3		297	290	50	2						- 52	52			0						0	HourlyTo
lession Total	1419	121	3			9	1	1557	1562	271	11					0	262	292			0	0					0	Session To
																	_										=	
10:00 - 10:15	48	12	۰	0	0	0	0	60.0	60	1	0	0	0	۰	۰	0	1.0	1			0	0	0	0	۰	60	0	1600 - 1
10:15 - 10:30	50	13		0	0	0	0	63.0	63	1	1	0	0	0		0	2.0	2			0	0	0	0	0	60	0	16:15 - 1
16:30 - 16:45	38	9		0	0	0	0	47.0	47	6	0	0	0			0	6.0	6			0	0	0	0		60	0	1630 - 1
16:45 - 17:00	29	7	0	0	0	0	0	46.0		- 1	0	0	0			0	1.0	1	0		0	0	0	0		60	0	1645 - 1
Hourly Total	175	45	٠	0	0	0	0	216		9	1	۰			٠	0	10			٠	0	0		0		٠	0	HourtyT
17:00 - 17:15	35	3		0	0	0	0	29.5	29	3							3.0	3			0	0	0	0	۰	60	0	17:00 - 1
											U	,	0	۰	۰	0												17:15 - 1
17:15 - 17:30	46	- 4	1	0	۰	0	0	51.5	51	6	- 1		0		0	0	7.0	7	0		0	0	0	0	۰	60		
17:30 - 17:45	- 0	- 6	0	0 0	0	1	0	48.4	49	9	1 0	0	0	0	0	0	7.0	7	ě		0	0	0	0		60	0	
17:30 - 17:45 17:45 - 18:00	42 23	6 2	0 0	0	0	1 0	0	48.4 35.0	49	3 5	1 0	0	0	0	0 0	0 0	7.0 2.0 6.4	7			0	0	0	0	0	60	0	17:45 - 1
17:30 - 17:45 17:45 - 18:00 HourlyTotal	42 23 196	6 2 15	0 0 2	0	0	1 0	0	48.4 35.0 174	49 35 174	3 5	1 0 1 2	0	0		0 0 1	0 0	7.0 2.0 6.4	7 20		0	0	0	0	0	0	60	0	17:45 - 1 HourlyT
17:30 - 17:45 17:45 - 18:00 HourlyTotal 18:00 - 18:15	42 23 156 36	6 2	0 0 2	0 0	0	1 0	0	48.4 25.0 174 29.0	49 35 174 29	3 5 17	1 0 1 2 0 0	0	0		۰	0	7.0 2.0 6.4 12 5.0	7 20 5	0	0	0	0	0	0	0 0	60 60 6	0 0	1745 - 1 HourlyT 1800 - 1
17:30 - 17:45 17:45 - 18:00 HourlyTotal 18:00 - 18:15 18:15 - 18:30	42 23 496 26 22	6 2 15 3		0 0	0	1 0 1 0 0	0	48.4 35.0 174 29.0 32.0	49 35 174 29	3 5 17 5	1 0 1 1 2 2 0 0 0	0 0	0	0	0 1	0	7.0 2.0 6.4 19 5.0 2.4	7 20 5	0	0	0	0	0	0	0	60 60 60	0 0 0	1745 - 1 HearlyT 1800 - 1 1815 - 1
17:30 - 17:45 17:45 - 18:00 HourlyTotal 18:00 - 18:15 18:15 - 18:30 18:30 - 18:45	42 20 496 36 22 25	6 2 15	0 0 0 0 0 0		0 0 0 0 0 0	1 0 1 0 0 0 0	0	48.4 35.0 174 29.0 32.0 27.0	49 35 174 29 22 27	3 5 17 5 2	1 0 1 2 2 0 0 0 0 0	0	0		۰	0	7.0 2.0 6.4 19 5.0 2.4	7 20 5 3 0	0	0	0	0	0			60 60 60 60 60	0 0 0 0 0	17/45 - 1 HourlyTo 18:00 - 1 18:15 - 1 18:20 - 1
17:30 - 17:45 17:45 - 18:00 HourlyTotal 18:00 - 18:15 18:15 - 18:20 18:30 - 18:45 18:45 - 19:00	42 23 42 36 22 25 21	6 2 15 3		0 0	0	1 0 1 0 0	0	48.4 25.0 174 29.0 22.0 27.0 21.0	49 35 174 39 32 27 27	3 5 17 5 2 0	1 0 1 1 2 2 0 0 0	0 0	0	0	0 1	0	7.0 2.0 6.4 19 5.0 2.4 0.0	7 20 5 3 0	0	0	0	0	0	0	0	60 60 60 60 60	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	17/45 - 1 HourlyTo 18:00 - 1 18:15 - 1 18:20 - 1
17:30 - 17:45 17:45 - 18:00 HourlyTotal 18:00 - 18:15 18:15 - 18:30 18:30 - 18:45	42 20 496 36 22 25	6 2 15 3		0 0	0 0 0 0 0 0	1 0 1 0 0 0 0	0	48.4 35.0 174 29.0 32.0 27.0	49 35 174 39 32 27 27	3 5 17 5 2	1 0 1 2 2 0 0 0 0 0	0 0	0	0	0 1	0	7.0 2.0 6.4 19 5.0 2.4	7 20 5 3 0	0	0	0	0	0	0	0	60 60 60 60 60	0 0 0 0 0	1730 - 1 1735 - 1 Hourly Is 1800 - 1 1815 - 1 1820 - 1 Hourly Is

				Fr	rom B								1	0 B				
TIME	CAR	LGV	ogv1	ogv2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	ogv1	OGV2	BUS	MICYCLE	PICYCLE	PCU	3
37:00 - 07:15	110	13	1	0	0	2	0	133.3	134	15	13	0			0	0	29.0	1
37:15 - 07:30	209	20	0	0	0	0	0	229.0	229	22	0	0	٥	٥	0	0	20.0	П
37:30 - 67:45	195	20		0	0	- 1	0	215.4	216	17	- 11	0			0	0	29.0	П
37:45 - 08:00	134	16	0	0	0	0	0	200.0	200	20		0	0	0	0	0	29.0	Ε
fourlyTotal	796	6	- 1	0		3		776	779	74	40					0	114	
0000 - 0015	196	17		0	0		۰	213.0	213	21		0	۰	۰	0	0	29.0	F
00:15 - 00:30	178	11		0	0	1	1	189.6	191	23	10		۰	۰		0	22.0	
00:30 - 00:45	153	13		0	0	2	۰	166.0	168	17	5	0	۰	۰	0	0	22.0	F
00:45 - 09:00	131	12	0	0	0	0	0	143.0	143	21	10	0	٥	٥	0	0	21.0	т
fourlyTotal	650	53		0	0	3	1	712	715	62	22	0			ō	0	115	
39:00 - 09:15	97		1	0	0	0		106.5	106	18	6	0			0	0	26.0	
09:15 - 09:30	100	2	1	0	0			100.5	103	13	5	0	۰	۰	0	0	12.0	F
29:30 - 09:45	R	5		0	0	1	0	70.4	×	13	5		۰	۰	0	0	12.0	Г
29:45 - 12:00	6	5	0	0	0	2	0	60.0	70	29	6	0	- 1		0	0	27.3	F
fourlyTotal	225	20	2	0	0	3		349	250	73	22	0	- 1		0	0	97	
ession Total	1999	142	_			-	_	1929	1944	229	8		_	_			226	_
			_									_						-
16:00 - 10:15	-60	12	0	0	0	0	0	61.0	66	126	17	0			0	0	143.0	,
16:15 - 16:30	51	14	0	0	0	0	0	65.0	65	173	13	0	- 1		- 1	0	198.7	ŗ
1630 - 1945	44	9	0	0	0	0	0	53.0	ລ	170	24	- 1			2	0	1963	ī
16:45 - 17:00	40	7	0	0	0	0	0	47.0	e	199	20	0			0	0	219.0	5
fourlyTotal	194	-62	0	0				226	226	664	74	- 1	- 1		3	0	747	-
17:00 - 17:15	36	3	- 1	0	0		0	425	ß	202	16	2	۰	۰		0	222.6	5
17:15 - 17:30	52	5	1	0	0	0	0	50.5	23	156	16	1			-1	0	172.9	r
17:00 - 17:45	-6	6	0	0	0	- 1	0	51.4	22	206	14	0			- 1	0	220.4	,
1745 - 1800	30	3	0	0	0	1	0	41.4	42	130	7	1			- 1	0	138.9	ř
fourlyTotal	173	17	2	0		2		194	194	64	si	4			7		754	
1800 - 1815	41	3	۰	٥	۰	٥	۰	44.0	-66	100		0	۰	۰	2	0	106.8	
18:15 - 18:30	34		0	0	0	1		34.4	×	74	6	0			-1	0	90.4	r
1830 - 1845	2	2	0	0	0	0	0	27.0	27	81	7	0			-1	0	00.4	Г
1845 - 1900	24		0	0	0	0	0	24.0	24	64	- 4	0			0	0	60.0	F
fourlyTotal	124							129	130	219	23						364	



Leckwith, Cardiff-Oucue Length Survey - Thursday, 20 June 2019
Producibly Stretched Service U.S.
Junction: A- (Batt) B-DBT Ledwith Road / 8 - Penty Turspin Road / C - (Went) B-DBT Ledwith Road

Approach: C - (West) 84267 Leckelth Road

					to A				T				to B								c	to C			_	\neg
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU TOTA	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGWI	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	62	3	0	0	0	0	0	65.0 65	15	13	0	0	0	0	0	29.0	20	0	۰	0	0	0	0	۰	60	0
07:15 - 07:30	69	6	1	0	1	- 1	0	79.9 78	21		0	0	0	0	0	29.0	29	0	0	0	0	0	0	0	60	٥
07:30 - G7:45	85	6	1	0	- 1	1	1	95.1 95	17	11	0	0	0	0	0	29.0	20	0	۰	0	0	0	0	۰	60	0
07:45 - 08:00	937		2	0	- 1	1	0	120.4 113	20		0	0	0	0	0	29.0	20	0	۰	0	0	0	0	۰	60	0
Hourly Total	223	23	4	0	3	3	- 1	359 257	73	40	0	0			ō	113	113		٠	0	ō			٠	0	0
08:00 - 08:15	134	1		0	2	1	0	109.4 100	20		0	0			0	29.0	20			0	0	0	0		60	0
08:15 - 08:30	77	4	0	0	0	0	0	81.0 81	23	10	0	0	0		0	22.0	22			0	0	0	0		60	0
08:30 - 08:45	87	5	- 1	0	2	0	0	97.5 95	16	5	0	0	۰		0	21.0	21			0	0	0	0		60	
08:45 - 09:00	83	0	0	0	0	0	0	91.0 91	21	9	0	0	0	0	0	30.0	20	0	0	0	0	0	0	0	60	٥
Hourly Total	351	19	1	0		1	0	279 275		22	0	0			ō	112	112		٠	0	ō			٠	0	0
09:00 - 09:15	66	7	2	0	1	2	0	78.0 70	17	6	0	0			0	23.0	23			0	0	0	0		60	0
09:15 - 09:30	42	3	2	0	1	0	0	50.0 40	13	5	0	0			0	12.0	10			0	0	0	0		60	
09:30 - 09:45	22	4	- 1	0	- 1	0	0	40.5 29	11	5	0	0			0	16.0	16			0	0	0	0		60	
09:45 - 10:00	42	5	0	0	- 1	0	0	49.0 49	27	6	0	1	0		0	35.3	34			0	0	0	0		60	
Hourly Total	193	19	5	0	4	2	•	219 213	- 60	22	0	- 1			0	92	91			0	0	0	•		0	0
Session Total	657	- 4	10	0	- 11	- 6	- 1	957 945	221	- 54		- 1				217	316			0						0
					•	•																				_
10:00 - 10:15	8	2	۰	0	2	0	0	56.0 54	105	15	0	0			0	1200	120		۰	0	0	0	0	۰	60	
10:15 - 10:30	65	7		0	0	0	1	72.2 73	160	13	0	1	۰	- 1	0	175.7	175		۰	0	0	0	0	۰	60	0
16:30 - 16:45	59	7	1	0	2	1	0	71.9 70	154	22	1	0		1	0	177.9	178			0	0	0	0		60	0
16:45 - 17:00	60	5	۰	0	0	0	0	65.0 65	179	13	0	0			0	197.0	197			0	0	0	0		60	
Hourly Total	234	21	1	0		1	1	265 263	599	60	1	1		2	0	671	60		٠	0	0	۰		٠		0
17:00 - 17:15	60	3	۰	0	2	0	0	67.0 65	172	14	2	0		4	0	190.6	192		۰	0	0	0	0	۰	60	0
17:15 - 17:30	76	3	۰	0	0	0	٥	79.0 79	139	15	1	0		- 1	۰	155.9	156		۰	٥	0	0	0	۰	60	0
17:30 - 17:45	84	5		0	2	1	0	93.4 92	100	13	0	0	۰	- 1	0	201.4	202		۰	0	0	0	0	۰	60	0
17:45 - 18:00	68		- 1	0	0	0	0	77.5 77	113	7	1	0		1	0	121.9	122			0	0	0	0		60	
Hourly Total	200	19	1	0		1		217 213	612	9	4			,	0	679	672		٠	0	0	۰		٠		0
18:00 - 18:15	S S	3	- 1	0	1	0	0	63.5 62	93	6	0	0		2	0	29.0	101			0	0	0	0		60	0
18:15 - 19:30	61	- 4	۰	0	- 1	1	0	67.4 67	67	6	0	0	۰	- 1	0	72.4	74		۰	0	0	0	0	۰	60	0
19:30 - 19:45	¥	2	۰	٥	0	1	٥	40.4 40	77	7	0	0	۰	1	۰	84.4	85	۰	۰	٥	0	0	0	۰	60	0
18:45 - 19:00	27	1		0	- 1	1	0	40.4 40	61	4	0	0	۰		0	65.0	65		۰	0	0	0	0	۰	60	0
Hourly Total	221	10	1	0	3	3	0	220 218	290	22	0	0		4	0	222	225			0	0		-			0
Session Total	723	- 50	3		- 11	5	- 1	802 793	1500	140	5	1		- 13		1664	1667									
																									-	$\overline{}$

				Fr	om C								1	% C				
TIME	CAR	LGV	ogvi	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	77	16	0	0	0	0		93.0	90	457	16	1			2	0	175.3	176
07:15 - 07:30	90	14	1	0	- 1	1		167.9	107	264	22	0		1	0	0	268.0	267
07:30 - 07:45	102	17	1	0	1	1	- 1	123.1	123	235	20	0			- 1	0	255.4	254
0745 - 08:00	127	16	2	0	1	1	۰	140.4	147	242	22	1	۰	1	- 1		267.9	267
HourlyTotal	296	6	4	ō	3	3	1	672	470	676	80	2	٠	2	4	0	967	966
0800 - 0815	124	9	۰	0	2	- 1	۰	137.4	136	208	16	- 1	۰	2	- 1	0	229.9	223
08:15 - 08:30	100	14	۰	0	0	0	۰	114.0	114	193	14	- 1	۰	۰	- 1	- 1	209.1	210
08:30 - 08:45	103	10	1	0	2	0	۰	110.5	116	158	10	0	۰	1	2	- 1	179.0	190
0845 - 0900	104	17		0			۰	121.0	121	147	18	0	۰	2	0	0	169.0	167
HourlyTotal	421	50	1	0	4	1	٠	491	497	766	ш	2	٠	\$	4	2	762	785
0900 - 0915	83	13	2	0	- 1	2		101.0	101	147	12	2			0	0	162.0	161
0915 - 0930	Œ.		2	0	- 1	0	۰	60.0	66	945	7	- 1	۰	2	- 1	0	157.9	156
09:30 - 09:45	44	9	1	0	- 1	0	۰	56.5	55	107	13	0	۰	۰	- 1	0	120.4	121
0945 - 1000	69	11	0	1	1	0		94.3	82	100	7	1		2	3	0	113.7	113
HourlyTotal	251	41	5	1	4	2		261	204	69	29	4		4	5	0	24	521
Session Total	1070	154	- 90		- 11			1274	1261	2003	185			11	1 10		2200	2302
1600 - 1615	155	17	0	0	2		۰	176.0	174	541	15	0	۰	1	2	0	150.0	159
16:15 - 19:30	225	20	0	- 1	0	1	1	267.9	248	128	22	0	۰	1	0	- 1	152.2	152
1630 - 1045	213	29	2	0	2	2		249.0	248	109	16	0		- 1	1	0	127.4	127
1645 - 1700	239	23	0	0	0	0	٥	262.0	262	111	13	- 1	٥	1	0	0	127.5	126
HourlyTotal	602	20	2	1	4	3	1	905	922	40	æ	- 1		4	3	1	564	564
17:00 - 17:15	232	17	2	0	2	4		257.6	257	138	5	1			0	0	144.5	144
17:15 - 17:30	215	10	- 1	0		1	۰	234.9	235	147	7	1	۰	2	0	0	159.5	157
17:30 - 17:45	272	18	0	0	2	2		294.0	294	92	9	0		1	- 1	0	103.4	103
1745 - 1800	101	15	2	0	0	- 1		129.4	139	80	- 4	0		- 1	2	0	SLB	25
HourlyTotal	900	- 60	5	0	- 4			997	965	465	25	2		4	3	0	502	69
18:00 - 18:15	150	٠	1	٥	,	2	۰	163.3	163	75	9	٥	۰	1	٥	۰	83.0	82
18:15 - 19:30	120	10	0	0	1	2		140.0	541	78	4	0		- 1	0	0	SLO	8
18:30 - 18:45	123	9	0	0	0	2		132.0	124	69	2	0		1	0	0	73.0	72
1845 - 1900	98	5	0	0	1	1	۰	105.4	105	54	3	0	۰	۰	0		57.0	13
HourlyTotal	400	23	1	0	3	7		50	50	276	15	0		3	0	0	297	294
Session Total	2231	190	_	- 1	11	- 10	- 1	1465	2460	1230	196			11		1 1	1365	1267
JOSEPH TOTAL	2231	180						2407	2400	12,00	700	-		- "			1343	1200



Leckwith, Cardiff: Queue Length Survey - Thursday, 20 June 2019 Produced by Streetwise Services Ltd.

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

A - (East	t) B4267 Leckwith	B - Pen Y T	urnpie Road	C - (West) B4267	Leckwith Road
Г	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	8	1	0	1
07:05 - 07:10	0	6	0	0	0
07:10 - 07:15	0	8	1	0	1
07:15 - 07:20	0	14	1	0	1
07:20 - 07:25	0	21	1	0	2
07:25 - 07:30	1	21	1	0	1
07:30 - 07:35	0	10	1	0	1
07:35 - 07:40	0	14	1	0	1
07:40 - 07:45 07:45 - 07:50	0	9	1	0	1 1
07:45 - 07:50	0	18	1	0	1
07:55 - 08:00	0	12	1	0	1
08:00 - 08:05	0	9	1	0	1
08:05 - 08:10	1	13	1	0	1
08:10 - 08:15	0	18	1	0	3
08:15 - 08:20	0	17	1	0	3
08:20 - 08:25	0	19	1	0	2
08:25 - 08:30	0	13	1	0	1
08:30 - 08:35	0	13	1	0	0
08:35 - 08:40	0	13	1	0	2
08:40 - 08:45	0	4	1	0	1
08:45 - 08:50	1	6	1	0	1
08:50 - 08:55 08:55 - 09:00	0	5 8	1	0	1
08:55 - 09:00	0	3	1	0	1
09:05 - 09:10	0	9	1	0	1
09:10 - 09:15	1	4	1	0	1
09:15 - 09:20	0	9	1	0	1
09:20 - 09:25	0	3	1	0	1
09:25 - 09:30	0	8	1	0	1
09:30 - 09:35	0	2	1	0	2
09:35 - 09:40	1	8	1	0	1
09:40 - 09:45	0	8	1	0	1
09:45 - 09:50	0	3	1	0	2
09:50 - 09:55	1	9	1	0	3
09:55 - 10:00	0	5	1	0	2
16:00 - 16:05	1	1	0	0	6
16:05 - 16:10 16:10 - 16:15	1	1	0	0	10
16:10 - 16:15 16:15 - 16:20	1	5	1	0	5 7
16:20 - 16:25	1	4	0	0	14
16:25 - 16:30	1	3	1	0	8
16:30 - 16:35	1	2	0	0	4
16:35 - 16:40	1	4	1	0	15
16:40 - 16:45	1	3	1	0	16
16:45 - 16:50	1	2	1	0	15
16:50 - 16:55	1	4	0	0	17
16:55 - 17:00	1	1	0	0	16
17:00 - 17:05	2	0	0	0	18
17:05 - 17:10	1	2	0	0	16
17:10 - 17:15	1	9	1	0	18
17:15 · 17:20 17:20 · 17:25	1	3	1	0	19 6
17:20 - 17:25 17:25 - 17:30	2	2	1	0	15
17:25 - 17:30	1	3	0	0	17
17:35 - 17:40	2	3	1	0	10
17:40 - 17:45	1	1	0	0	16
17:45 - 17:50	2	2	1	0	10
17:50 - 17:55	1	4	1	0	10
17:55 - 18:00	1	1	1	0	5
18:00 - 18:05	1	2	1	0	3
18:05 - 18:10	1	1	1	0	9
18:10 - 18:15	1	1	1	0	8
18:15 - 18:20	1	2	0	0	2
18:20 - 18:25	1	2	0	0	2
18:25 - 18:30	1	2	1	0	2
18:30 - 18:35	1	1	0	0	3
18:35 - 18:40	1	3	0	0	2
18:40 - 18:45	1	1	0	0	1
18:45 - 18:50 18:50 - 18:55	0	0	0	0	1
10.00	0				

B4267 Leckwith Road / UHL junction (Junction 9)



Streetwise

Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019
Producelly Stretaus Gerica 131.

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

Approach: A - (North) Penlan Road

				,	to B								-	to C								A	to A						
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	TIME	CAR
07:00 - 07:15	14	1		0	0	0	0	15.0	15	45	2	0	0	0	0	0	47.0	47	0	0	0	0	0	0	0	60	0	07:00 - 07:1	5 59
07:15 - 07:30	11	1	0	0	0	5	0	12.4	13	52	2	0	0	0	0	0	54.0	54	0		0	0	0	0		60	0	07:15 - 07:3	0 6
07:30 - 07:45	23	10	1	0	0	0	0	34.5	34	76	7	0	0	0	0	1	83.2	84	0	0	0	0	0	0	0	60	0	07:30 - 07:4	S 99
07:45 - 08:00	42	13	- 4	0	0	0	0	61.0	59	79	3	0	0	0	0	1	81.2	82	0	0	0	0	0	0	0	60	0	07/45 - 08:0	0 120
Hourly Total	90	2	5	0	0	1	0	123		251	54	0				2		267	٠		0	0	0	0			0	HourlyTota	
08:00 - 08:15	47	3	1	0	0	0	0	51.5	51	76	- 1	2	0			0	90.0		۰	۰	0	0	0	0	۰	60	0	0800 - 081	
08:15 - 08:30	32	7	2	0	0	0	0	42.0	41	83	3	0	0			0	96.0				0	0	0	0		60	0	08:15 - 08:3	
00:30 - 00:45	25	2	۰	0	0	0	0	27.0	27	69	3	0	0	٥	٥	1	72.2		۰	٥	0	0	0	0	٥	60	0	0830 - 084	
00:45 - 09:00	22	5	2	0	0	0	0	41.0	40	44	3	0	0	0		0	47.0		۰	۰	0	0	0	0	۰	60	0	0845 - 090	
HourlyTotal	137	17	5	0	0	0		162	159	272	10	2	0			1		285			0	0		0		٠	0	HourlyTota	
09:00 - 09:15	29	2		0	0	0	0	31.0	31	22	3	1	0			0	37.5		۰	۰	0	0	0	0	۰	60	0	09:00 - 09:1	
09:15 - 09:30	25	1	۰	- 1	0	0	0	29.3	27	31	- 4	- 1	1	٥		0	20.0		۰	۰	0	0	0	0	۰	60	0	09:15 - 09:3	
09:30 - 09:45	20	- 4		0	0	0	0	24.0	26	30	4	0	0	۰		- 1	34.2		۰	۰	0	0	0	0	۰	60	0	09:30 - 09:4	
09:45 - 10:00	22	6	1	0	0	0	0	29.5	29	32	6	0	0			0	38.0				0	0	0	0		60	0	0945 - 100	
Hourly Total	96	13	1	1	0			113	111	126	17	2	1			1	149	147			0	0				٠		HourlyTota	ii 222
Session Total	323	25	- 11	1	0	- 1		290	291	669	41	- 4	- 1			4	650	699			0						0	Session Total	al 972
							•		_					•															
16:00 - 16:15	26	3		0	0	0	0	29.0	29		- 1	1	0	۰		0	10.5		۰	۰	0	0	0	0	۰	60	0	16:00 - 16:1	
10:15 - 10:30	54	10		0	0	3	0	65.2	67	9	1	0	0			0	10.0	10			0	0	0	0		60	0	16:15 - 16:3	0 63
10:30 - 10:45	47	3	1	0	0	0	0	51.5	51	12	2	0	0			0	14.0				0	0	0	0		60	0	1630 - 194	
16:45 - 17:00	- 44	5		0	0	1	0	49.4	20		0	0	0	۰		0	8.0		۰	۰	0	0	0	0	۰	60	0	1645 - 17.0	
Hourly Total	171	21	1	0	0	4		196	197	37		1	0			0	43				0	0		0		٠	0	HourlyTota	
17:00 - 17:15	54	3		0	0	0	0	59.0	59		- 1	0	0	۰		0	9.0		۰	۰	0	0	0	0	۰	60	0	17:00 - 17:1	
17:15- 17:30	59	2	۰	0	0	0	0	61.0	61	11	- 1	0	0	٥		0	12.0		۰	۰	0	0	0	0	۰	60	0	17:15 - 17:3	
17:30 - 17:45	66	- 4		0	0	0	0	70.0	70	10	2	0	0	۰	1	0	12.6		۰	۰	0	0	0	0	۰	60	0	17:30 - 17:4	
17:45 - 19:00	S3	5		0	0	0	0	58.0	SB	15	0	1	0			0	16.5				0	0	0	0		60	0	1745 - 180	
Hourly Total	234	14	٠	0	0	0		249		44	4	1	0		1	0		20			0	0		0		٠		HourlyTota	
10:00 - 10:15	34	3	۰	0	0	0	0	27.0	27	12	0	- 1	0	٥		0	12.5		۰	۰	0	0	0	0	۰	60	0	1800 - 181	
19:15 - 19:30	37	3	1	0	0	0	0	41.5	41	54	0	0	0	۰		0	14.0		۰	۰	0	0	0	0		60	0	10:15 - 10:3	
10:30 - 10:45	28	1	۰	0	0	0	- 1	29.2	30	18	0	0	0	٥		0	12.0		۰	۰	0	0	0	0	۰	60	0	1830 - 184	
19:45 - 19:00	30	0		0	0	0	0	30.0	30	15	0	0	0	۰		0	15.0		۰	۰	0	0	0	0		60	0	1845 - 190	
HourlyTotal	129	7	- 1	0			1	120	130	29	0	- 1					61	8								۰	0	HourlyTota	190
Session Total	534	- 4	2				1 1	592	593	140	_	- 2					154	152										Session Total	의 674

				Pi	om A								1	lo A				
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	RICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	1
07:00 - 07:15	9	3		0	0	0	0	62.0	62	46	1	0			0	0	47.0	Ŧ
07:15 - 07:30	8	3	٥	0	0	1	0	66.4	e e	70	7	1	٥	1	1	0	90.9	đ
07:00 - 07:45	99	17	- 1	0	0	0	1	117.7	118	107		0			- 1	0	115.4	-
0745 - 0800	120	16	- 4	0	0	0	1	142.2	561	82	6	- 1	0	- 1	0	0	96.5	-
HourlyTotal	341	29	5	0		- 1	2	300	300	305	22	2		2	2	0	335	-
21:00 - 00:05	123	4	3	0				121.5	130	54		1	۰	2	0	0	97.5	ī
08:15 - 08:30	115	10	2	0	0	0		129.0	127	85	7	0		- 1	0	0	94.0	Ŧ
29:30 - 00:45	94	5	۰	0			1	99.2	100	101	5		۰	1	0	0	100.0	ī
0845 - 0900	77		2	0	0	0	0	0.00	67	91	10	1	2	3	0	0	113.1	ī
HourlyTotal	200	27	7	0	0		1	667	464	361	20	2	2	7	ō	0	413	
09:00 - 09:15	62	5	1	0	0	0		60.5	60	84		1			0	0	99.5	ł
09:15 - 09:30	56	5	1	2				67.1	S	78	11		۰	1	0	0	91.0	ī
39:30 - 02:45	50		0	0	0		1	50.2	8	42		1	۰	۰	0	0	51.5	
0945 - 1200	54	12	- 1	0	0		0	67.5	9	66	9		۰	2	0	- 1	79.2	Т
HourlyTotal	222	30	3	2	0		1	262	254	276	36	2		3	ō	1	215	
ession Total	972							1997	1090	106				- 2			1963	
	•																	-
1000 - 10:15	34	4	1	0				29.5	29	945	10		۰	2	-	1	159.6	ī
16:15 - 16:30	8	11	0	0	0	3		75.2	77	107	11	1		2	0	0	123.5	ī
1630 - 1645	59	5	- 1	0	0		0	655	ß	119	9	2	۰	1		0	134.6	ī
16/45 - 17:00	2	5	0	0	0	1	0	57.4	23	105	0	0	٥	2	0	0	117.0	7
HourlyTotal	200	2	2	0	0	4		220	239	a	39	3		7	5	1	535	
17:00 - 17:15	64	4	0	0	0	0		60.0	60	89	3	0		1	0	1	94.2	ł
17:15 - 17:30	70	3	٥	٥	0	٥	۰	73.0	73	91	2	,	۰	1	۰	0	96.5	
17:30 - 17:45	76	6	0	0	0	1		82.4	63	66	6	0		1	0	0	76.0	
1745 - 1800	60	5	- 1	0	0		0	74.5	×	64	3	1	۰	2	0		72.5	ī
HourlyTotal	276	19	- 1	ō	•	1		290	290	210	14	2	٠	5	0	1	227	
18:00 - 18:15	4	3	- 1	0	0	0	0	50.5	8	46	4	0		- 1	٥	0	22.0	
18:15 - 18:30	51	3	- 1	0	0	0	۰	55.5	55	47	- 1	- 1	۰	- 1	0	0	51.5	
1830 - 1845	¥	1	٥	٥	0	٥	1	47.2	8	41	,	,	۰	1	۰	0	45.5	
1845 - 1900	~		0	0	0	0		450	ß	22	3	0		- 1	0	0	30.0	r
HourlyTotal																		



Streetwise

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

Produced by Stretain Service 1st.

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

Approach: B - (South) Penlan Road

					to C				1			-	to A									to B			_	\neg
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU TOTA	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGWI	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	46	1	0	0	0	1	0	47.4 40	22	- 1	0	0	0	0	0	22.0	22	0	۰	0	0	0	0	۰	60	0
07:15 - 07:30	23	1	0	0	1	0	0	56.0 55	42	6	- 1	0	1	1	0	51.9	51	0	0	0	0	0	0	0	60	٥
07:30 - 07:45	66	3	2	0	0	1	1	72.6 73	69		0	0	0	- 1	0	77.A	70			0	0	0	0		60	
07:45 - 08:00	69	1	0	0	- 1	0	0	72.0 71	73	6	1	0	1	0	0	82.5	81	0	۰	0	0	0	0	۰	60	0
Hourly Total	234	-	2	0	2	2	- 1	249 247	216	21	2	0	2	2	ō	245	243		٠	0	ō			٠	0	0
08:00 - 08:15	80	2	1	0	1	0	0	85.5 84	73	6	1	0	1		0	82.5	81			0	0	0	0		60	0
08:15 - 08:30	77	1	1	0	1	0	0	81.5 80	73	5	0	0	1		0	90.0	79			0	0	0	0		60	0
08:30 - 08:45	99	2	2	0	2	0	0	97.0 94	83	3	0	0	1		0	88.0	87			0	0	0	0		60	
08:45 - 09:00	73	1	0	0	1	0	0	76.0 75	83	6	0	2	1	0	0	95.6	92	0	0	0	0	0	0	0	60	٥
Hourly Total	210	-	4	0	5	0	0	340 233	312	20	1	2	4		ō	367	229		٠	0	ō			٠	0	0
09:00 - 09:15	47	0	0	0	0	0	0	47.0 47	65	7	1	0	0		0	73.5	73			0	0	0	0		60	0
09:15 - 09:30	28	5	2	0	0	0	0	36.0 35	56	9	0	0	1		0	67.0	66			0	0	0	0		60	
09:30 - 09:45	32	3		- 1	3	0	0	43.3 29	29	7	1	0			0	37.5	27			0	0	0	0		60	
09:45 - 10:00	36	7	0	0	0	0	0	43.0 43	45	6	0	0	1		- 1	53.2	ລ			0		0	0		60	
Hourly Total	143	15	2	1	3	0	•	169 164	195	29	2	•	2		1	231	229			0	0	0	•		0	0
Session Total	685	20		1	10	2	- 1	757 744	723	76	5	2		2	1	823	611			0						0
					•	•																				_
10:00 - 10:15	25	- 1		0	0	0	0	26.0 26	54	5	0	0	2		0	65.0	ຍ			0	0	0	0		60	
10:15 - 10:30	17	0		0	2	1	0	21.4 20	34	9	1	0	- 1		0	46.5	¥		۰	0	0	0	0	۰	60	0
16:30 - 16:45	13	1	0	0	0	0	0	14.0 14	38	5	1	0	1	1	0	46.9	46			0	0	0	0		60	0
16:45 - 17:00	16		1	0	1	0	0	20.5 19	41	5	0	0			0	45.0	46			0	0	0	0		60	
Hourly Total	71	3	1		3	1		62 79	100	24	2	0	4	- 1	0	204	200			0	۰				0	
17:00 - 17:15	15	- 1	- 1	0	0	0	0	17.5 17	28	2	0	۰	1		0	22.0	31			0	0	0	0	۰	60	0
17:15 - 17:30	14	- 1		0	2	0	0	19.0 17	27	- 1	0	0		0	٥	22.0	20			0	0	0	0		60	٥
17:30 - 17:45	20	1		0	2	0	0	25.0 23	35	2	0	0	- 1		0	29.0	30		۰	0	0	0	0	۰	60	0
17:45 - 18:00	26	0	0	0	0	0	0	26.0 26	38	3	0	0	1		0	43.0	42			0	0	0	0		60	0
Hourly Total	75	3	1	0		0		60 63	129		0		3	٠	0	142	129		٠	0	0	۰		٠		0
10:00 - 10:15	18	0	۰	0	1	٥	٥	20.0 19	25	3	٥	0	1	۰	0	30.0	29		۰	٥	0	٥	٥		60	۰
18:15 - 19:30	30	0		0	1	0	0	32.0 31	31	- 1	0	0			0	22.0	32			0	0	0	0		60	0
19:30 - 19:45	z	- 1	- 1	0	1	0	0	29.5 28	26	- 1	0	0	1	0	0	23.0	20			0	0	0	0		60	٥
18:45 - 19:00	42	2		0		0	0	44.0 44	20	3	0	0	۰		0	23.0	23		۰	0	0	0	0	۰	60	0
Hourly Total	125	3	1	0	3	0	0	136 132	102		0		2		0	114	112			0	0	0	0			0
Session Total	271	9	3	0	10	- 1	0	306 294	299	40	2			1		400	451			0						0
																										_

				Fr	rom B								1	o B				
TIME	CAR	LGV	OGV1	ogv2	aus	MICYCLE	RICYCLE	PCU	TOTAL	CAR	LGV	ogvi	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	76	2		0	0	- 1		90.4	81	29	1	0			0	0	29.0	29
07:15 - 07:30	×	7	1	0	2	1	٥	107.9	106	32	3	1	٥	2	1	0	40.9	29
07:30 - 07:45	135	11	2	0	0	2	- 1	150.0	151	60	12	2		- 1	0	0	77.0	75
07:45 - 08:00	142	7	- 1	0	2	0		154.5	152	60	14	5			0	0	81.5	79
HourlyTotal	400	27	4	0	4	- 4	- 1	493	8	100	30			3	- 1	0	226	222
08:00 - 08:15	153		2	0	2	0	۰	160.0	165	57	5	1	۰	2	0	- 1	62.7	66
08:15 - 08:30	150	6	1	0	2	0		161.5	159	43	7	2		2	0	0	57.0	54
0830 - 0845	171	5	2	0	3		۰	185.0	191	32	5	2	۰	1	0	0	42.0	40
0845 - 0900	156	7		2	2	0		171.6	967	43	7	2		2	0	0	57.0	sı
HourtyTotal	8	26	5	2	9		٠	697	672	175	24	7	٠	,	0	1	224	254
09:00 - 09:15	112	7	- 1	0	0	0	۰	120.5	120	54	5	1	۰	۰	0	0	62.5	62
09:15 - 09:30	94	14	2	0	1	0	۰	160.0	101	40	- 1	1	- 1	2	0	0	40.0	٤
09:30 - 09:45	61	10	1	1	3	0		80.8	76	52	10	2		3	0	0	71.0	G.
0945 - 1200	81	13	0	0	1		1	962	96	48	9	3	1	1	0	0	65.0	8
HourlyTotal	200	- 44	4	1	5		1	400	292	196	25	7	2		0	0	249	236
Session Total	5499	97	9					1500	1555	551	79	22					701	672
										•				-			•	
1600 - 1015	81	٠	0	0	2		۰	91.0	8	100	4		۰	1	0	0	106.0	105
16:15 - 16:30	51	9	- 1	0	3	1	۰	67.9	65	103	10		۰	2	3	0	118.2	110
16:30 - 10:45	51	6	- 1	0	- 1	1		603	60	121	5	1		- 1	0	- 1	129.7	129
16:45 - 17:00	57	6	- 1	0	- 1	0		66.5	65	110	5	0		2	2	- 1	120.0	120
HourlyTotal	260	27	3	0	7	2		297	279	434	24	- 1			5	2	474	672
17:00 - 17:15	-0	3	1	0	1	0		49.5	40	137	4	0		1	0	0	143.0	142
17:15 - 17:30	41	2	0	0	2		۰	47.0	8	148	3		۰	2	0	1	155.2	154
17:30 - 17:45	25	3	0	0	3		۰	66.0	61	109	4		۰	۰	- 1	1	113.6	115
17:45 - 12:00	64	3	0	0	- 1	0	0	69.0	GG	88	5	0	0	3	0	0	99.0	96
HourlyTotal	203	11	- 1	0	7			230	222	492	16				- 1	2	510	567
1800 - 1815	q	3	٥	٥	2	٥	۰	50.0	9	8	3	٥	۰	1	٥	0	70.0	8
18:15 - 18:30	61	1	0	0	- 1	0		64.0	8	60	3	1		2	0	1	76.7	25
1830 - 1845	61	2	1	0	2	0		60.5	66	51	- 1	0		1	0	- 1	54.2	sı
1845 - 1900	8	5	0	0	0	0		67.0	e	44	0	0		- 1	- 1	0	45.4	46
HourlyTotal	227	11	- 1	0	5			250	266	229	7	- 1		5	- 1	2	267	264
Session Total	69	- 6			19	2		767	76	1544	- 0	2		17	-		1221	1222



Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

Approach: C - Hospital Access

					to A								to B								c	to C				\neg
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU TOTA	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL
07:00 - 07:15	14	0	0	0	0	0	0	14.0 14	54	0	0	0	0	0	0	14.0	14	0	۰	0	0	0	0	۰	60	
07:15 - 07:30	28	- 1	0	0	0	0	0	29.0 29	21	2	- 1	0	2	0	0	29.5	26	0	0	0	0	0	0	0	60	0
07:30 - G7:45	38	0	0	0	0	0	0	28.0 28	37	2	1	0	1	0	0	425	41	0	۰	0	0	0	0	۰	60	
07:45 - 08:00	9	0	0	0	0	0	0	2.0 9	18	1	1	0	0	0	0	20.5	20	0	۰	0	0	0	0	۰	60	0
Hourly Total		- 1					0	90 90	90	5	3		3			106	101								0	0
08:00 - 08:15	11	2	۰	0	1	0	0	15.0 14	10	2	0	0	2		- 1	16.2	15			0	0		0		60	
08:15 - 08:30	12	2	0	0	0	0	0	14.0 14	11	0	0	0	2		0	15.0	13			0	0		0		60	۰
08:30 - 08:45	10	2		0	0	0	0	20.0 20	7	3	2	0	1		0	15.0	13		0	0	0	0	0	0	60	0
08:45 - 09:00		- 4	1	0	2	0	0	17.5 15	10	2	0	0	2	0	0	16.0	14	0	0	0	0	0	0	0	60	0
Hourly Total	49	10	1	0	3	0	0	Ø 6	39	7	2	0	7		1	62	32		٠	ō	ō			٠	0	0
09:00 - 09:15	19	1	0	0	0	0	0	20.0 20	27	3	1	0	0		0	31.5	21			0	0	0	0		60	0
09:15 - 09:30	22	2	۰	0	0	0	0	24.0 24	15	0	1	0	2		0	20.5	10			0	0		0		60	۰
09:30 - 09:45	13	1		0	0	0	0	14.0 14	32	6	2	0	3		0	47.0	40			0	0	0	0		60	
09:45 - 10:00	21	3	0	0	- 1	0	0	26.0 25	26	3	2	1	- 1		0	26.3	22						0		60	۰
Hourly Total	75	7		0	1	0	•	84 83	100	12	- 6	- 1	·		٥	135	125			0	0		•			0
Session Total	213		1 1					241 236	220	24	111		16			200	281									-
_									•	•					•				•					•		
10:00 - 10:15	89	s	۰	٥	٥	1	1	Sec 30	74	1	٥	0	1	۰	۰	77.0	76	۰	۰	۰	۰	۰	0	۰	60	
10:15 - 10:30	73	2	0	0	- 1	0	0	77.0 76	49	0	0	0	2		0	53.0	51			0	0	0	0		60	0
16:30 - 16:45	81	- 4	- 1	0	0	3	0	87.7 89	74	2	0	0	- 1		- 1	79.2	79			0	0	0	0		60	
16:45 - 17:00	64	3	۰	0	2	0	0	71.0 69	66	0	0	0	2	1	- 1	20.6	70			0	0		0		60	۰
Hourly Total	207	14	1	0	3	4	1	231 230	263	3				1	2	279	275		٠	0	0			٠		۰
17:00 - 17:15	61	1	۰	0	0	0	- 1	62.2 63	81	- 1	0	0	- 1		0	84.0	83		۰	0	0	0	0	۰	60	0
17:15 - 17:30	и	1	- 1	0	- 1	0	0	68.5 67	89	- 1	0	0	2		- 1	94.2	93		۰	0	0	0	0	۰	60	0
17:30 - 17:45	31	- 4		0	0	0	0	35.0 35	43	0	0	0		- 1	- 1	43.6	¥		۰	0	0	0	0	۰	60	0
17:45 - 18:00	26	0	1	0	- 1	0	0	29.5 29	35	0	0	0	3		0	41.0	30			0	0	0	0		60	0
Hourly Total	192	-	2	0	2	0	1	195 193	240	2				1	2	262	229		٠	0	0			٠	÷	۰
18:00 - 18:15	21	1		0	0	0	0	22.0 22	31	0	0	0	- 1		0	22.0	22			0	0	0	0		60	۰
18:15 - 19:30	16	0	- 1	0	- 1	0	0	19.5 19	31	0	0	0	2		- 1	35.2	34		۰	0	0	0	0	۰	60	0
18:30 - 19:45	15	0	- 1	0	0	0	0	16.5 16	23	0	0	0	- 1		0	25.0	24			0	0	0	0		60	0
18:45 - 19:00	13	0		0	- 1	0	0	15.0 14	54	0	0	0	- 1	- 1	0	16.4	16		۰	0	0	0	0	۰	60	0
Hourly Total	æ	- 1	1	0	2	0	9	73 70	20		9		\$	1	-	109	106	•				- 0	- 0			0
Session Total	554	21	5	0	7	4	2	599 593	610	5	0		17	3	5	649	640					0				0

				Fe	om C								1	% C				
TIME	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	MICYCLE	PICYCLE	PCU	тот
07:00 - 07:15	29	0	0	0	0	0		28.0	29	94	3	0			- 1	0	91.4	2
07:15 - 07:30	-6	3	1	0	2	0	٥	27.5	ss	105	3	0	٥	1	0	0	110.0	10
07:30 - 07:45	75	2	1	0	1	0		80.5	79	142	10	2			- 1	2	155.0	15
0745 - 0800	27	1	1	0	0	0	0	29.5	29	147	- 4	0	0	- 1	0	- 1	153.2	15
HourlyTotal	179	·	3		3			196	191	465	20	2		2	2	3	514	51
08:00 - 08:15	21	4		0	3		1	21.2	29	156	3	3	۰	1	0	0	165.5	16
08:15 - 08:30	23	2	0		2		۰	29.0	27	160	4	1	۰	1			107.5	16
0830 - 0845	z	5	2	0	- 1	0		25.0	22	27	5	2		2	0	1	169.2	16
0845 - 0900	10	6	- 1	0	4	0	٥	22.5	29	117	4	0	٥	1	0	0	123.0	12
HourlyTotal	Ø	17	3	ō	10		1	129	118	590	16			5	ō	1	63	S
09:00 - 09:15	- 46	4	1	0	0	0		51.5	St	80	3	1			0	0	BLS	
09:15 - 09:30	20	2	- 1	0	2		۰	465	42	59	9	3	1	۰	0	0	76.0	7.
0930 - 0945	4	7	2	0	3		۰	61.0	13	62	7		1	3	0	- 1	77.5	2
0945 - 1200	40	6	2	- 1	2	0		623	23	60	13	0			0	0	81.0	
HourlyTotal	175	19	6	1	7			219	200	269	22	4	2	3	ō	1	210	ä
Session Total	661	- 42	- 2		20		_	544	517	1344		12		90			1457	166
												_		_		_		
1600 - 1615	163	6	0	0	- 1	1	1	171.6	172	22	2	1			0	0	36.5	×
16:15 - 19:30	122	2	0	0	3		۰	130.0	127	26	1		۰	2	- 1		25.4	×
1630 - 1645	155	6	1	0	1	3	- 1	165.9	167	25	3	0			0	0	29.0	2
1645 - 1700	130	3	0	0	4	1	1	141.6	129	24	1	1	٥	1	0	0	29.5	27
HourlyTotal	20	17	1	ō	9	5	3	610	605	100	7	2		3	1	0	124	12
17:00 - 17:15	142	2	0	0	1	0	1	146.2	146	23	2	1			0	0	26.5	20
17:15 - 17:30	153	2	- 1	0	3		1	162.7	160	25	2		۰	2	0	0	21.0	2
17:30 - 17:45	74	4	0	0	0	1	- 1	70.6	80	30	3	0		2	-1	0	27.4	×
17:45 - 18:00	61	0	- 1	0	- 4	0		70.5	66	41	0	1			0	0	42.5	-
HourlyTotal	400		2			- 1	3	450	452	119	7	2		4	- 1		137	13
18:00 - 18:15	2	1	٥	۰	,	٥	۰	55.0	sı	30	0	,	۰	1	۰	0	20.5	н
18:15 - 18:30	40		- 1	0	3	0	- 1	54.7	8	44	0	0		- 1	0	0	45.0	4
18:30 - 18:45	30	0	1	0	- 1	0		41.5	40	ຄ	- 1	1		1	0	0	23	2
1845 - 1900	27	0	0	0	2	- 1		21.4	20	57	2	0			0	0	59.0	5
HourlyTotal	164	- 1	2	0	7	- 1	- 1	192	17%	94	3	2		3	0	0	196	19
Session Total	1164	- 26			- 2	_=		120	1223	411	17			- 10			- 67	



Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

ļ.	Lane 1	Penlan Road Lane 2	- (South) Penlan Roa Lane 1	Lane 1
Survey Period	MAX	MAX	MAX	MAX
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09:35 - 09:40	3	5	10	6
09:40 - 09:45	2	3	5	6
09:45 - 09:50	3	6	8	12
09:50 - 09:55	3	3	14	6
09:55 - 10:00	4	5	13	9
16:00 - 16:05	3	3	18	32
16:05 - 16:10	3	1	11	33
16:10 - 16:15	4	2	9	31
16:15 - 16:20	5	1	8	25
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Locketh, Carlott - Manual Traffic Survey: Tursday, 11 June 2009
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Leokwith, Caroliff - Manual Traffic Survey: Tuesday, 11 June 201

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Leckwith, Cardiff - Manual Traffic Survey: Tuesday, 11 June 20:

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Leckwith, Cardiff: Oueue Length Survey - Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

	A - B4267 F	Penlan Road	B - A4055 I	Rarry Road	C - Andrew Road	D - B4267 Re	dlands Road	F - A4055 0	Cardiff Road	F- Corbett Road
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05 07:05 - 07:10	2	1	10	5	0	8	10	16	1 2	0
07:10 - 07:15	4	3	9	3	0	7	22	23	1	0
07:15 - 07:20	5	1	9	2	0	12	26	37	1	0
07:20 - 07:25	5	2	4	4	0	8	22	128	1	0
07:25 - 07:30	4	4	12	4	0	11	32	125	2	0
07:30 - 07:35	8	6	4	3	0	18	43	75	2	0
07:35 - 07:40 07:40 - 07:45	7	8 2	14 15	8 3	0	18 14	49 85	72 68	2	0
07:45 - 07:50	5	4	14	5	0	18	93	65	1	0
07:50 - 07:55	12	5	12	5	0	14	93	132	4	0
07:55 - 08:00	12	5	16	7	0	16	93	68	2	0
08:00 - 08:05	16	4	15	7	1	14	93	63	4	1
08:05 - 08:10	12	3	16	8	0	18	93	117	1	0
08:10 - 08:15	14	2	13	11	0	18	93	124	1	0
08:15 - 08:20	10	1	17	14	0	18	93	119	1	0
08:20 - 08:25 08:25 - 08:30	11	1 1	10 16	16 13	0	18 18	93 93	128 121	3 4	1
08:25 - 08:30	5	2	10	6	0	16	93	121	2	0
08:35 - 08:40	5	2	8	7	0	18	93	126	2	0
08:40 - 08:45	7	3	10	9	0	19	93	122	1	0
08:45 - 08:50	8	1	15	11	0	18	33	125	5	0
08:50 - 08:55	12	3	8	11	0	18	23	119	5	0
08:55 - 09:00	8	4	12	5	0	15	16	125	4	0
09:00 - 09:05	11	4	10	9	0	17	36	124	1 5	1
09:05 - 09:10 09:10 - 09:15	9	3	9	3	0	18 18	40 33	125 128	3	0
09:15 - 09:20	10	1	12	5	0	16	34	120	3	0
09:20 - 09:25	11	4	13	6	0	12	12	119	4	0
09:25 - 09:30	4	3	3	4	0	7	18	128	3	0
09:30 - 09:35	4	3	12	6	0	8	11	119	4	0
09:35 - 09:40	9	4	10	5	0	7	12	123	1	0
09:40 - 09:45 09:45 - 09:50	12	6	9	7 8	0	10	15	118 124	1	0
		3		7	0		18		3	
09:50 - 09:55 09:55 - 10:00	8 7	3	13	3	0	10	15 13	119 69	2	0
16:00 - 16:05	33	4	12	2	0	17	32	22	2	0
16:05 - 16:10	28	4	30	5	0	17	54	29	2	1
16:10 - 16:15	17	5	30	3	0	12	49	43	5	0
16:15 - 16:20	14	9	30	5	0	10	42	23	5	0
16:20 - 16:25	15	4	10	5	0	11	31	19	2	0
16:25 · 16:30 16:30 · 16:35	27 23	6 5	21 30	6	0	8 11	15 8	27	3	0
16:35 - 16:40	9	7	30	7	0	9	25	21	5	0
16:40 - 16:45	35	7	23	4	0	6	15	25	1	0
16:45 - 16:50	32	5	30	3	0	6	15	26	9	1
16:50 - 16:55	22	5	21	2	0	11	20	21	3	0
16:55 - 17:00	25	2	19	5	0	10	13	28	3	0
17:00 - 17:05	25	5	23	5	0	12	8	15	7	0
17:05 · 17:10	15 22	7	22	6	0	6	9	11	2	0
17:10 · 17:15	19	7	19	2	0	9	10	23	1	0
17:20 - 17:25	32	5	30	7	0	8	14	34	1	0
17:25 - 17:30	30	4	30	6	0	4	12	20	4	0
17:30 - 17:35	24	5	12	2	0	7	17	13	2	0
17:35 - 17:40	13	3	30	6	0	8	8	13	3	0
17:40 - 17:45	21	9	26	3	0	10	10	19	5	0
17:45 - 17:50	14	11	30 20	4 5	0	6	7	7 22	3	0
17:50 - 17:55 17:55 - 18:00	16 7	2	20 30	6	0	10	13	22	3	0
18:00 - 18:05	6	3	18	3	0	6	11	26	3	0
18:05 - 18:10	13	2	10	5	0	6	12	10	1	1
18:10 - 18:15	5	3	18	6	0	6	8	14	3	0
18:15 - 18:20	9	1	19	6	0	7	11	14	5	0
18:20 - 18:25	9	7	18	4	0	12	7	31	2	0
18:25 - 18:30	8	3	12	5	0	5	8	24	3	0
18:30 - 18:35	7	3	19	4	0	8	7	9	3	0
18:35 - 18:40	6	2	10	9	0	7	6	17	6	0
18:40 - 18:45	7	2	15	5	0	9	10	13	3	0
18:45 - 18:50 18:50 - 18:55	7	1 2	18 12	7 2	0	3 10	12 12	10 17	3 5	0
18:50 - 18:55 18:55 - 19:00	4	2	12	5	0	5	7	6	5	1
10.00 - 19:00	-		19			0	,	0	0	

Barons Court (Junction 11)

\$ streetwise

Lockwill, Carl Manual Traffic Survey: Tunday, 11 June 2019
Francis by Beneric Name 18 Traffic Survey: Tunday, 11 June 2019
Francisco:

A A 16 O Present Road
Approxit:

A A 16 O Present Road

Approxit:

A 4 16 O Present Road

TIME	CMI	LOV	9811	0013	BUS.	MICHOLE	MCVG.E	PCU 1	OTAL CAR	LOV	ogvi	ogva	848	MOVELE	MCHCLE	PCU	TOTAL	CAR	Lav	osvi	0012	Res.	MOGA	PICYCLE	POU 1	DFAL.	CMR	LEV	ogwi	0012	846	MICYGLE	PICYCLE	PCW TGTAL	TIME		GM	LOV	ogwi	0012	
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0715 - 0730	- 14		3.	- 1				28.8	27 14		- 1		- 3			27.6	26	- 11	4			3			21.0	16								0.0 0	an 16 - a	0730	4	u.	4	_	T
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0745 - 0600	23	3						36.0	26 26		3		-			61.0	20	38	4		- 1				46.8	4								0.0 0	0146 0	08-00	20	16	3	_	T
Heavily Texas		я								- 2						110		- 10	20		-	-			116			_		٠	•				Henry To		224	4	- 6	$\overline{}$	
09-00 - 08-10	34				0			38.0	31 22				1			35.6	30	38							46.0									0.0 0	06:00 - 0	3816	86		2		
0815 - 0830		6	0					63							2	85.4		33	٠	3	0				46.5		0		0	۰	0	0		0.0 0	9616 - 9		9	20	3		
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99.30 - 99.40		7		2				37.1										16	6						23.6									0.0 0	99.30 - 9		65	21	2	2	
0945 - 1040		10	4	2	0			38.6			2		2			66.4		29							38.6									0.0 0	00-65 - 1		73	27	7	3	
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1630 - 1640	- 40							BUA	80 56				-			79.8		72	٠						82.0	м								0.0 0	16:30 - 1	16-45	100	26	3		Т
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TIME	CMR	LOV	ggwi	9613	eus.	MICHELE	PICYCLE	PCU	TOTAL	CMR	LOW	oovi	ogva	868	MICHELE	PICKLE	PCU	то
07:00 - 07:15	27		0	0	3	2	3	46.2		76	20			-	3	2	106.1	,
GE 15 - GE 30	- 4	u.	4	- 1	4			79.3	21	10	- 2	3		-	3	3	1361	
0730 - 0746	- 66	10	- 6		3			MLO		106	34	3		-		3	6369	
07.65 - 08.00	20	N.	3	- 1	- 1			112.8	110	116		3		-	4		143.1	
Planty Test		-	- 13	,	9	,	,	1		350		- 10			19		504	ľ
08-00 - 08-15	86	- 4	2		2			110.4	106	133	0	3	3	2			100.4	
SE15 - SE30		26	3	-			,	149.3	136	166				3	-	0	171.3	Ī
95 OF 65	64	26	3	-	3			127.8	125	166	и	,		-	-	0	967.7	Ī
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	276	-	19	•	-	-	-	122		- 127	-	- 14			-		643	ď
09-00 - 09-15	40	- 4	- 6	3				126.3	121	117		4		2		2	147.7	
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99.00 - 09.65	46	21	,	3				BE-0		117	34	3		-	0	3	162.6	Ī
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R20 - IE-E	100		,	-				501.3	XI.			3		-	0	0	THE	Ī
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\$\$ streetwise

Lackcinity, Card'd F Adamsal Traffic Survey Tuesday, 11 June 2019
Protection between 18
A-A1450 Protection Board / B -A655 / C -AA4160 Coggn-R8 / D -A655 Berry Road
Approxim: B -A4055

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Approach: D - A4555 Berry Road

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Here B. S. I. S.	17-00 - 17-00 17-00 - 17-00 17-00 - 17-00 17-00 - 18-00 Mondy Tead	37 38 30 30 40 40 31	4 2 4 2 4 2 4 2 4	1 1 2 3 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	23.0 23 24.0 41 125 120 28.0 38	175 488 109 109 140 100 409	10 66 11 6 11 8	3 2 0 1 1 2 6 4	0	0 1 2 0 0 0 0 2 2 1	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	196.3 CS 196.7 CS 296. 3G 141.8 SH CTLS C7 162.9 SS 142.9 SS 142.9 SS 142.9 SS 142.9 SS 143.0 CS	38 110 33	4 3 3 3 2 1	0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1		100 100 100 100 100 100 100 100 100 100	0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 01 0 0 01 0	16:30 - 16:45 36:45 - 17:30 Heavily Twist 17:30 - 17:35 17:35 - 17:30 17:35 - 17:46 17:46 - 17:30 17:46 - 17:30 17:46 - 17:40 18:40 - 18:41	303 103 100 234 100 307 508	3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 2 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 1 2 1 0 0 2 2	2 2 4 1 0 0		291.8 27 1000 100 201.6 20 201.6 20 201.8 20 201.8 20 201.9 20 201.7 20	20 463 213 213 213 214 215 216 216 216 217 217 218	28 29 10 14 21 16 40
	17:00 - 17:16 17:16 - 17:30 17:30 - 17:46 17:46 - 18:30 Heady Tead 18:30 - 18:16 18:16 - 18:30	37 38 39 39 40 31 31	4 2 4 2 4 2 4 2 9	1 1 2 3 1 1 0 0 0 0 0 1 1 0 0 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 1 0 0 0 0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	23.0 23 4(.0 41 133 130 28.0 28 38.5 20	175 485 109 109 100 100 100 100 101	10 20 11 4 11 2 2 4 7	3 2 1 1 2 2 6	0 1 2 2 2 2 3 4 1	0 1 2 2 1 0 0	2 1 3 0 0 0	0 0 0 0 0 0 0	196.7 188 196.7 188 298 30 181.4 Mil 127.4 177 187.9 188 182.9 188 182.9 188 182.9 188 182.9 188 182.9 188 182.9 188	36 110 35	4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 0 0 0 0 0		100 X0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 01 0 0 0 01 0 0 0 01 0 0 0 01 0	16:30 - 16:45 16:45 - 17:50 - Paudy Twist 17:45 - 17:45 17:45 - 17:45 17:45 - 18:30 - Paudy Twist 18:40 - 16:45 18:40 - 16:45 18:40 - 16:45	201 102 100 224 100 207 100 100 100	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 3 1 7 2 1 1 2 2 0 0 4 0 0 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1 2 1 1 0 0 0 2 2 2 2 1 1	2 2 4 1 0 0	0 1 1 1 0 0 0	291.8 27 1000 100 201.6 20 201.6 20 201.8 20 201.8 20 201.7 20 100.4 10	20 20 20 20 20 20 20 20 20 20 20 20 20 2	28 29 10 14 21 16 40
	17:00 17:04 17:14 17:00 17:30 17:46 17:46 18:00 Mee/ly Table 18:00 18:16 18:16 18:30 18:30 18:46	30 30 30 30 31 31 31 31	4 29 4 2 4 2 4 2 4 3	1 1 2 3 1 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 0 0 0 0 0	0 1 1 1 0 0 0 0 0 0	23.0 23 4(.0 41 133 130 28.0 28 38.5 20	175 488 129 129 140 140 150 157 157	10 11 11 11 11 11 11 11 11 11 11 11 11 1	3 2 3 1 1 2 0 4 6	0 1 2 0 0 0 1	0 1 2 2 0 0 0 0 2 2 1 0 0 1 1	2 1 3 0 0 0 0	0 0 0 0 0 0 0	196.7 188 196.7 188 196.7 188 196.4 197 197.4 197 197.4 197 197.5 198 197.5	36 110 35	4 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 X0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 01 0 0 0 01 0 0 0 01 0 0 0 01 0	16:30 - 16:46 16:46 - 17:30 Pacely Traid 17:50 - 17:16 17:50 - 17:16 17:50 - 17:46 17:46 - 15:30 Pacely Traid 16:50 - 16:46 16:50 - 16:40	201 102 100 224 100 207 100 100 100	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 1 2 2 1 2 2 0 4 4 0 2 2 0 0 2 2 0 0	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 1 1 0 0 0 2 2 1 1 2 2 1 1 2 2	2 2 4 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 1 1 0 0 0 0 1 0	251.8 20 1008 1008 261.6 20 261.8 20 261.8 20 261.8 20 261.9 20 261.7 20 261.4 10 261.7 20 261.8 10	20 20 20 20 20 20 20 20 20 20 20 20 20 2	28 28 38 34 31 21 32 44 4 4
	17:00 17:04 17:14 17:00 17:30 17:46 17:46 18:00 Mee/ly Table 18:00 18:16 18:16 18:30 18:30 18:46	30 30 30 30 31 31 32 33	4 2 4 2 4 4 2 3 1 1 2 2	1 1 2 3 1 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0 0 0	0 0	23.0 23 4(.0 41 133 130 28.0 28 38.5 20	175 488 129 129 140 140 150 157 157	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2 1 1 1 2 4 4 6	0 1 4 0 0 0 0 0 0 1 1	0 1 2 2 0 0 0 0 2 2 1 1 0 0 1 1 0 0	2 1 1 2 2 0 0 0 0 0 0 0 0 1 1 1 1 0 0 0 0	0 0 0 0 0 0 0	196.7 188 196.7 188 196.7 188 196.4 197 197.4 197 197.4 197 197.5 198 197.5	36 110 35	2 1 2 2 1 1 2 2 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 X0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 01 0 0 0 01 0 0 0 01 0 0 0 01 0	16:30 - 16:46 16:46 - (7:30) 16:40 - (7:30) 17:30 - (7:36) 17:46 - (7:30) 17:46 - (6:30) 16:40 - (6:40) 16:40 - (6:40)	200 200 200 200 200 200 200 200 200 200	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 3 P 2 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1	0 1 2 1 0 0 2 2 3 2 1 1 2 3 1 1 1 2 1 1 1 1 1 1 1 1	2 2 2 4 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 1 1 1 0 0 0 0 0 0 0 0 0	251.8 20 1008 1008 261.6 20 261.8 20 261.8 20 261.8 20 261.9 20 261.7 20 261.4 10 261.7 20 261.8 10	20 20 20 20 20 20 20 20 20 20 20 20 20 2	28 28 38 34 31 21 32 44 4 4
	17:00 - 17:00 17:00 - 17:00 17:00 - 17:00 17:00 - 18:00 18:00 - 18:00 18:00 - 18:00 18:00 - 18:00 18:00 - 18:00	30 30 30 30 30 30 31 31 31 32 33	2 2 4 2 4 2 4 2 4 3 1 1	1 1 2 3 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	23.0 23 4(.0 41 133 130 28.0 28 38.5 20	175 488 129 129 140 140 150 157 157	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 1 2 0 0 0 1 1 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 1 3 0 0 0 0 0 1 1	0 0 0 0 0 0 0	196.7 188 196.7 188 196.7 188 196.4 197 197.4 197 197.4 197 197.5 198 197.5	36 110 35	4 3 3 3 3 2 1 1 2 2 1 1 3 3 0 0 0 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	100 X0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 04 0 0 04 0 0 0 0 0 0 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0 0 04 0	16:30 - 16:46 16:46 - (7:30) 16:40 - (7:30) 17:30 - (7:36) 17:46 - (7:30) 17:46 - (6:30) 16:40 - (6:40) 16:40 - (6:40)	200 200 200 200 200 200 200 200 200 200	30	4 3 17 2 1 1 2 2 1 1 2 2 2 1 1 2 2 2 2 2 2	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 2 4 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	251.8 20 1008 1008 261.6 20 261.8 20 261.8 20 261.8 20 261.9 20 261.7 20 261.4 10 261.7 20 261.8 10	20 20 20 20 20 20 20 20 20 20 20 20 20 2	28 29 38 34 22 36 4 4 21 36 4 4 5 5



Leckwith, Cardiff: Queue Length Survey - Tuesday, 11 June 2019 Produced by Streetwise Services Ltd.

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

ı		- A4160 Penarth Roa	ud.	ı	0.7	A4055		ı	C - AA416	0 Cogan Hill			D- A4055	Barry Road	
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	5	3	0	11	2	3	0	3	10	5	0	22	23	5
07:05 - 07:10	0	5	4	0	10	3	1	0	2	12	5	0	18	18	1
07:10 - 07:15	0	6	5	0	13	3	4	0	2	8	4	0	22	23	3
07:15 - 07:20	0	6	5	1	10	2	3	0	2	10	5	0	20	23	3
07:20 - 07:25 07:25 - 07:30	0 4	5 2	3	3	18 14	2	4 2	0	4	11	6	0	48 42	48 40	2
07:30 - 07:35	0	5	9	2	13	3	3	0	4	18	4	0	42 36	36	6
07:35 - 07:40	0	8	9	4	16	4	3	0	12	16	5	0	62	57	0
07:40 - 07:45	0	6	5	2	15	1	6	0	10	17	6	0	62	37	2
07:45 - 07:50	0	9	7	9	20	5	5	0	13	16	5	0	62	62	0
07:50 - 07:55 07:55 - 08:00	0	10	11	9	25 43	4	5 2	0	8	18 19	6	0	62 62	61	5
08:00 - 08:05	4	6	9	11	55	3	2	1	15	17	6	0	60	56	4
08:05 - 08:10	4	11	11	11	36	5	9	3	10	16	5	0	58	56	5
08:10 - 08:15	0	11	11	15	45	4	5	1	13	15	4	0	39	36	3
08:15 - 08:20	0	5	12	14	52	1	2	3	15	16	5	0	38	37	2
08:20 - 08:25 08:25 - 08:30	0	13	7 8	10 6	45 38	4	3 2	3	13	16 16	6	0	36 40	36 36	4
08:30 - 08:35	0	9	8	10	33	4	4	0	14	19	6	0	39	38	3
08:35 - 08:40	0	16	5	13	42	3	4	0	12	16	6	0	36	36	1
08:40 - 08:45	4	8	7	4	34	3	4	0	11	16	4	0	57	57	3
08:45 - 08:50 08:50 - 08:55	0	9 12	8	11	25 23	5	3	0	10	17 15	6	0	52 57	48 57	1 2
08:55 - 09:00	4	12	15	3	23	3	6	0	13	15	5	0	57	57 48	5
09:00 - 09:05	6	10	13	10	25	1	4	0	10	16	5	0	58	56	4
09:05 - 09:10	6	9	2	2	23	1	2	0	8	16	6	0	62	56	4
09:10 - 09:15	4	12	6	6	28	1	3	0	15	16	6	0	62	62	2
09:15 - 09:20 09:20 - 09:25	0	12	7 5	6	24	3	1 4	0	9 7	16 22	6	0	62 62	62 62	0 3
09:25 - 09:30	0	6	6	12	13	2	6	0	6	9	5	0	62	62	2
09:30 - 09:35	3	8	5	2	16	2	4	0	5	10	4	0	62	62	3
09:35 - 09:40	0	5	2	3	14	2	4	0	9	16	6	0	62	62	6
09:40 - 09:45	0	10	6	7	15	4	3	1	10	12	5	0	58	56	5 7
09:45 - 09:50 09:50 - 09:55	6	6 11	9	2 6	11 12	3	3	0	22 12	11	5	0	36 38	36 13	4
09:55 - 10:00	0	4	5	4	12	2	5	0	6	14	5	0	36	18	4
16:00 - 16:05	6	14	9	12	36	3	4	0	15	17	4	0	22	19	7
16:05 - 16:10	0	16	10	17	39	3	4	1	12	19	5	0	20	19	14
16:10 - 16:15 16:15 - 16:20	0	16 20	10 14	15 14	45 49	3 4	7	0	13	20 20	6	0	17 21	16 16	3 6
16:15 - 16:20	0	23	7	18	46	3	5	0	12	17	6	0	23	18	6
16:25 - 16:30	0	9	10	36	50	5	3	0	11	19	6	0	18	16	9
16:30 - 16:35	0	11	13	42	46	3	4	0	6	18	5	0	13	9	6
16:35 - 16:40	0	15	12	11	58	1	5	1	10	12	6	0	21	13	5
16:40 - 16:45 16:45 - 16:50	0	11	18	29 24	55 52	2	5 2	0	15 12	15 15	4	0	23 21	18	8
16:50 - 16:55	0	13	13	65	54	0	5	0	12	14	4	0	23	1/	14
16:55 - 17:00	0	14	14	68	70	11	4	0	7	16	5	0	14	13	8
17:00 - 17:05	0	12	24	72	74	2	3	0	13	11	6	0	17	10	8
17:05 · 17:10	0	13 19	22	70	72	3	4	0	12	20	5	0	20 18	17	0
17:10 - 17:15 17:15 - 17:20	0	19	11	71 62	73 52	3	6	0	9	21 18	5	0	18 14	12	4
17:20 - 17:25	0	18	17	65	58	5	3	0	16	21	5	0	21	14	5
17:25 - 17:30	3	11	23	54	56	4	4	0	14	16	3	0	22	15	7
17:30 - 17:35	0	15	14	52	58	2	1	4	7	17	5	0	15	13	2
17:35 - 17:40 17:40 - 17:45	0	15 12	17 17	62 70	60 68	4	1 3	3	16 15	20 15	5	0	23 12	21 9	4 6
17:40 · 17:45	0	12	17	70	73	5	1	4	15	15	4	0	12 16	11	6
17:50 - 17:55	0	12	14	71	67	3	2	4	17	17	5	0	14	8	6
17:55 - 18:00	0	19	13	70	65	2	1	0	10	9	4	0	14	10	10
18:00 - 18:05	0	16	15	48	50	2	2	0	11	11	5	0	11	7	2
18:05 - 18:10 18:10 - 18:15	0	16 16	15 14	18 28	35 39	3	3	4 0	5 12	23 24	6	0	13 14	13 14	7 6
18:10 · 18:15 18:15 · 18:20	0	16	9	28 29	39 26	3	3	0	12	10	6	0	14	8	4
18:20 - 18:25	0	15	9	11	32	4	2	0	18	17	6	0	9	9	5
18:25 - 18:30	0	11	14	11	27	2	2	0	14	6	6	0	11	8	5
18:30 - 18:35	0	4	11	17	28	4	1	0	12	10	5	0	10	6	5
18:35 - 18:40	0	10 7	7	12	40	3	5	0	13	7	5	0	6	3 8	6
18:40 - 18:45 18:45 - 18:50	0	5	6	15 23	23 25	4	2	5	12	9	6	0	11 15	5	8
18:50 - 18:55	0	10	5	15	26	2	0	0	10	5	5	0	8	4	7
18:55 - 19:00	0	7	6	4	16	4	0	0	7	9	5	0	14	11	4

Derivation of Peak Hours

Traffic Data Analysis

Derivation of Peak Hours

15-Minute Intervals

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

Hourly Breakdown

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

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

