The Abergelli Power Gas Fired Generating Station Order

6.2 Environmental Statement Appendices - Volume J Traffic

Planning Act 2008
The Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009

PINS Reference Number:	EN010069
Document Reference:	6.2
Regulation Number:	5(2)(a) & Infrastructure Planning (Environmental Impact Assessment) Regulations 2009
Author:	AECOM

Revision	Date	Description
0	May 2018	Submission Version

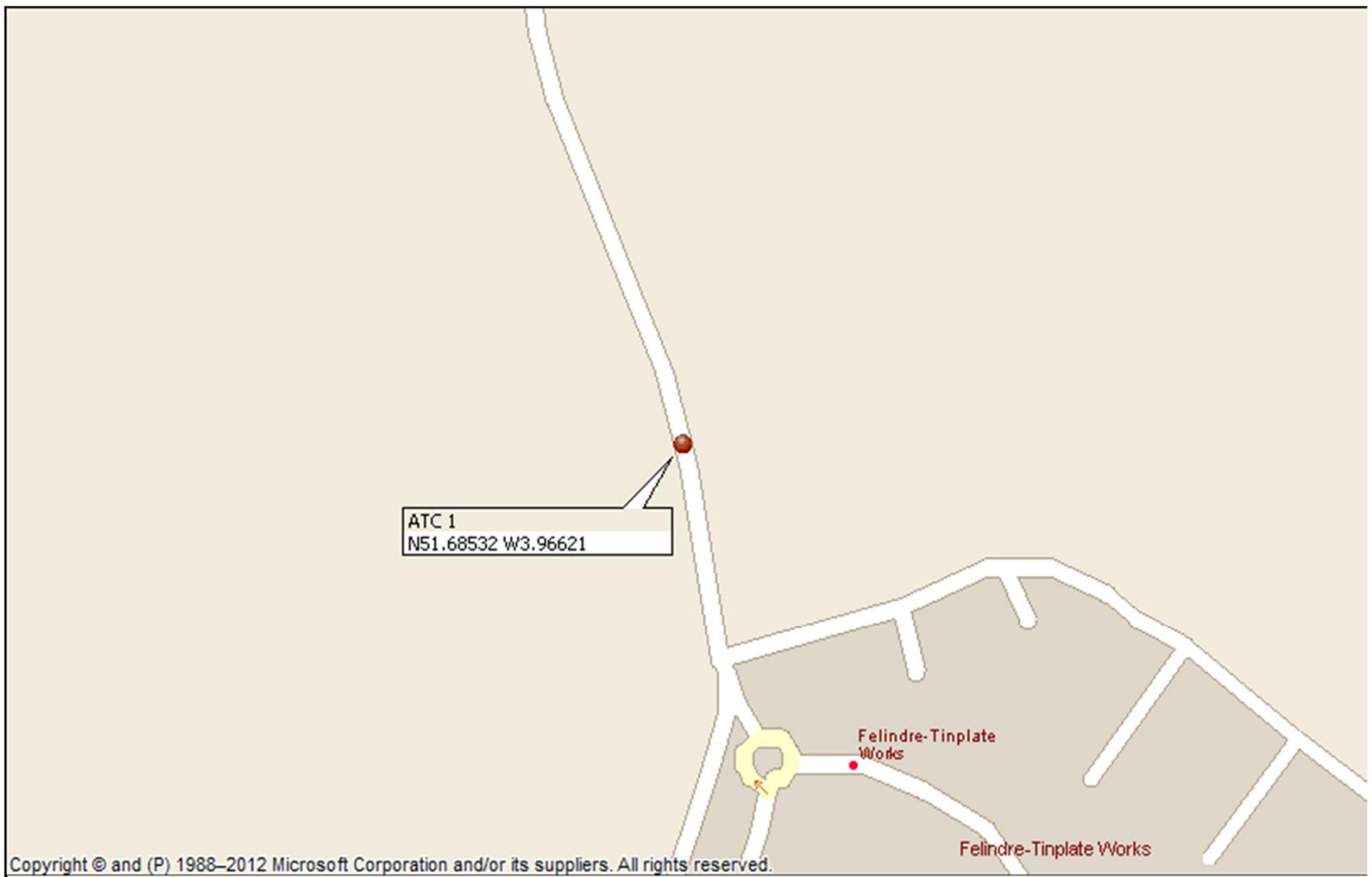
Appendix 12.1

Traffic Survey

Sky High
Count On Us

Client:	Parsons Brinkerhoff
Project:	Abergelli Power Station
Job Number	C0738
Start Date:	16-Oct-14
Site No.	1
Road	B4489
Location:	Felindre Tinplate works, Swansea
Directions	Northbound Southbound

1. B4489 - Felindre Tinplate works, Swansea

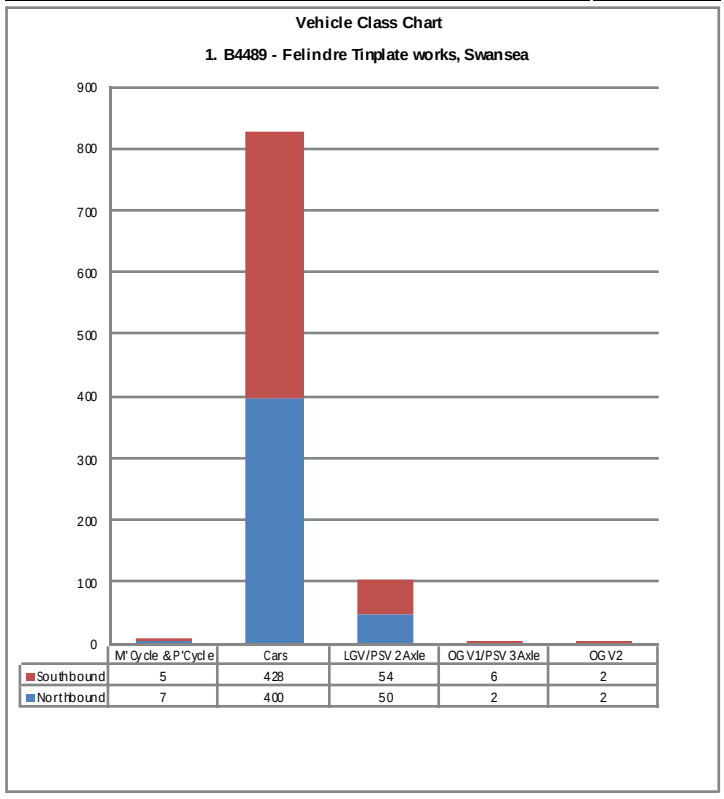


Sky High
Count On Us

Job Number	C0738
Client:	Parsons Brinkerhoff
Project:	Abergelli Power Station
Location:	Felindre Tinplate works, Swansea
Site No.	1
Road	B4489
Start Date	16-Oct-14
Direction	Northbound Southbound

Vehicle Class Summary

M'Cycle & P'Cycle	1%
Cars	87%
LGV	11%
OGV1 & PSV	1%
OGV2	0%



	Northbound						Southbound						Combined					
	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total	M'Cycle & P'Cycle	Cars	LGV/PSV 2Axle	OGV1/PSV 3Axle	OGV2	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
03:45	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	2
05:45	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1
06:00	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2
06:15	0	1	0	0	0	1	1	3	0	0	0	4	1	4	0	0	0	5
06:30	0	2	0	0	0	2	0	3	0	0	0	4	0	5	0	0	0	6
06:45	0	1	0	0	0	2	0	4	0	0	0	4	0	6	0	0	0	6
07:00	0	2	1	0	0	3	0	6	1	0	0	7	0	8	1	0	0	10
07:15	0	4	1	0	0	5	0	9	1	0	0	9	0	13	1	0	0	14
07:30	0	6	1	0	0	7	0	12	1	0	0	13	0	18	2	0	0	20
07:45	0	7	0	0	0	8	0	19	2	0	0	21	0	27	2	1	0	29
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08:15	0	10	1	0	0	12	0	22	0	0	0	23	0	32	1	0	0	34
08:30	0	12	1	0	0	13	0	16	1	1	0	18	0	28	2	1	0	31
08:45	0	7	1	0	0	8	0	17	0	0	0	17	0	24	1	0	0	26
09:00	0	5	2	0	0	6	0	9	2	0	0	10	0	13	3	0	0	17
09:15	0	5	2	0	0	7	0	7	1	0	0	8	0	12	3	0	0	15
09:30	0	4	1	0	0	5	0	5	1	0	0	6	0	9	2	0	0	12
09:45	0	4	0	0	0	5	0	7	1	0	0	9	0	12	2	0	0	14
10:00	0	4	1	0	0	5	0	6	1	0	0	7	0	10	2	0	0	12
10:15	0	5	1	0	0	6	0	6	1	0	0	7	0	11	2	0	0	13
10:30	0	4	2	0	0	5	0	6	1	0	0	8	0	10	3	0	0	13
10:45	0	4	2	0	0	6	0	4	1	0	0	5	0	8	3	0	0	11
11:00	0	6	2	0	0	8	0	4	1	0	0	5	0	10	3	0	0	14
11:15	0	6	1	0	0	7	0	5	1	0	0	6	0	11	2	0	0	13
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13:30	0	6	1	0	0	7	0	8	0	0	0	9	0	14	2	0	0	16
13:45	0	6	1	0	0	7	0	7	1	0	0	9	0	14	2	0	0	16
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14:30	1	8	1	0	0	9	0	5	2	0	0	7	1	13	3	0	0	16
14:45	1	9	0	0	0	10	0	6	1	0	0	8	1	15	1	0	0	17
15:00	1	10	1	0	0	12	0	10	1	0	0	12	1	20	3	0	0	24
15:15	0	9	1	0	0	10	0	15	1	0	0	16	0	24	2	0	0	26
15:30	0	8	2	0	0	10	0	12	2	0	0	15	0	21	4	0	0	25
15:45	0	9	2	0	0	11	0	6	3	0	0	9	0	15	5	0	0	20
16:00	0	7	0	0	0	8	0	9	1	0	0	10	1	16	1	0	0	18
16:15	0	8	1	0	0	10	0	7	2	0	0	9	0	16	3	0	0	19
16:30	0	13	1	0	0	14	0	8	0	0	0	9	0	21	1	0	0	23
16:45	0	14	0	0	0	14	0	8	1	0	0	9	0	22	1	0	0	23
17:00	0	13	0	0	0	13	0	5	1	0	0	6	0	18	1	0	0	19
17:15	0	11	1	0	0	11	0	5	0	0	0	6	1	16	1	0	0	17
17:30	0	11	0	0	0	12	0	6	0	0	0	6	0	17	0	0	0	18
17:45	0	10	0	0	0	11	0	5	0	0	0	5	0	15	1	0	0	16
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18:15	0	6	1	0	0	6	0	6	0	0	0	7	0	12	1	0	0	13
18:30	0	6	1	0	0	7	0	8	0	0	0	8	0	13	1	0	0	15
18:45	0	6	0	0	0	6	0	3	0	0	0	3	0	9	0	0	0	9
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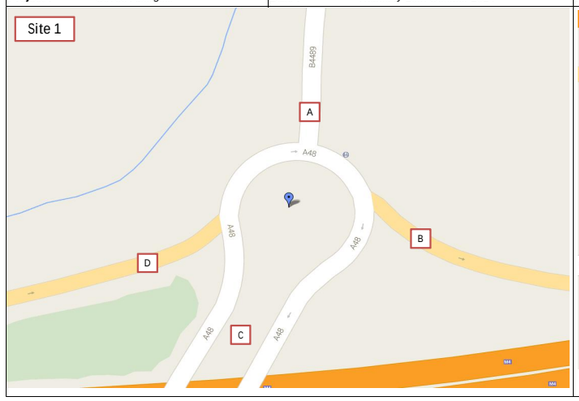
19:15	0	5	0	0	0	5	0	2	0	0	0	2	0	6	0	0	0	7
19:30	0	5	0	0	0	6	0	2	0	0	0	2	0	7	1	0	0	8
19:45	0	2	0	0	0	2	0	2	0	0	0	3	0	4	0	0	0	5
20:00	0	3	0	0	0	3	0	2	0	0	0	2	0	5	0	0	0	5
20:15	0	4	0	0	0	4	0	1	0	0	0	1	0	5	0	0	0	5
20:30	0	3	0	0	0	4	0	2	0	0	0	2	0	5	0	0	0	5
20:45	0	2	1	0	0	3	0	1	0	0	0	1	0	3	1	1	0	4
21:00	0	2	0	0	0	3	0	2	1	0	0	3	0	4	1	0	0	6
21:15	0	3	0	0	0	3	0	1	0	0	0	1	0	4	0	0	0	4
21:30	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2
21:45	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1
22:00	0	2	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	3
22:15	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2
22:30	0	2	0	0	0	2	0	1	0	0	0	1	0	3	0	0	0	3
22:45	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
23:00	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2
23:15	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
23:30	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	7	400	50	2	2	461	5	428	54	6	2	494	12	827	104	8	4	955

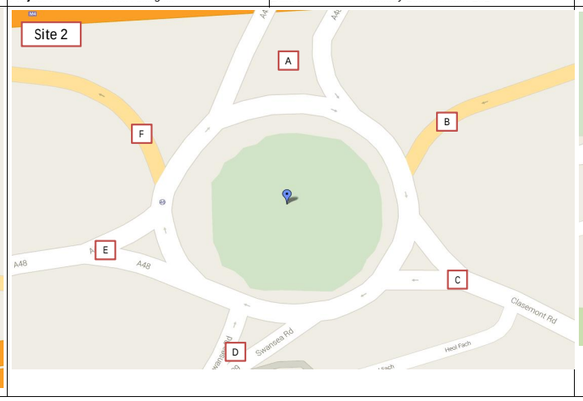
Sky High
Count On Us

Client :	Parsons Brinckerhoff	**Site plan for :**	1
Project :	C0738 Abergelli	**Date :**	Thursday 16th October 2014



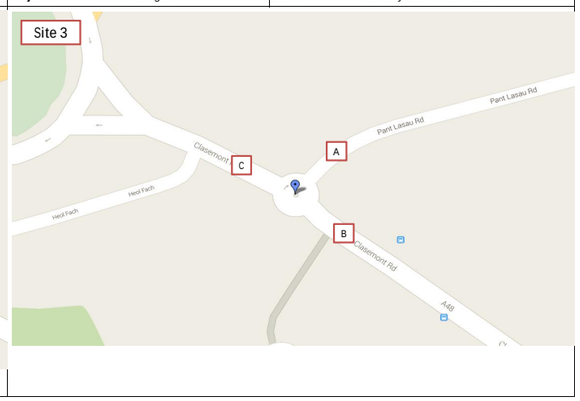
Sky High
Count On Us

Client :	Parsons Brinckerhoff	**Site plan for :**	2
Project :	C0738 Abergelli	**Date :**	Thursday 16th October 2014



Sky High
Count On Us

Client :	Parsons Brinckerhoff	**Site plan for :**	3
Project :	C0738 Abergelli	**Date :**	Thursday 16th October 2014



Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
Date: Thursday 16th October 2014

Entry : Arm A

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	0	0	0	0	0	0	0	4	2	0	0	0	0	6	3	0	0	0	2	0	5	0	0	0	0	0	0	0	11
07:15	0	0	0	0	0	0	0	5	1	0	0	0	0	6	4	0	0	0	1	0	5	0	0	0	0	0	0	0	11
07:30	0	0	0	0	0	0	0	2	2	0	0	0	0	4	12	1	0	0	2	0	15	0	0	0	0	0	0	0	19
07:45	0	0	0	0	0	0	0	6	1	0	0	0	0	7	10	3	1	0	1	0	15	0	0	0	0	0	0	0	22
1 Hr	0	0	0	0	0	0	0	17	6	0	0	0	0	23	29	4	1	0	6	0	40	0	0	0	0	0	0	0	63
08:00	0	0	0	0	0	0	0	6	3	0	0	0	0	9	26	4	0	0	2	0	32	0	0	0	0	0	0	0	41
08:15	0	0	0	0	0	0	0	7	0	0	0	0	0	7	25	4	1	0	1	0	31	0	0	0	0	0	0	0	38
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	2	0	21	0	0	0	0	0	0	0	21
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	1	16	1	0	0	1	0	18	0	0	0	0	0	0	0	19
1 Hr	0	0	0	0	0	0	0	14	3	0	0	0	0	17	85	10	1	0	6	0	102	0	0	0	0	0	0	0	119
09:00	0	0	0	0	0	0	0	3	1	0	0	0	0	4	5	4	0	0	2	0	11	0	0	0	0	0	0	0	15
09:15	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1	0	1	0	1	0	3	0	0	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3	2	0	0	2	0	7	0	0	0	0	0	0	0	10
09:45	0	0	0	0	0	0	0	3	1	1	0	0	0	5	3	0	1	0	2	0	6	0	0	0	0	0	0	0	11
1 Hr	0	0	0	0	0	0	0	9	3	2	0	0	0	14	12	6	2	0	7	0	27	0	0	0	0	0	0	0	41
10:00	0	0	0	0	0	0	0	3	1	0	0	0	0	4	7	0	3	0	1	0	11	0	0	0	0	0	0	0	15
10:15	0	0	0	0	0	0	0	6	0	1	0	0	0	7	4	0	0	0	0	0	4	0	0	0	0	0	0	0	11
10:30	0	0	0	0	0	0	0	1	1	1	0	0	0	3	6	4	0	0	0	0	10	0	0	0	0	0	0	0	13
10:45	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4	1	0	0	0	0	5	0	0	0	0	0	0	0	9
1 Hr	0	0	0	0	0	0	0	13	3	2	0	0	0	18	21	5	3	0	1	0	30	0	0	0	0	0	0	0	48
11:00	0	0	0	0	0	0	0	1	1	0	0	0	0	2	3	0	0	0	0	0	3	0	0	0	0	0	0	0	5
11:15	0	0	0	0	0	0	0	1	0	1	0	0	0	2	4	2	0	0	0	0	6	0	0	0	0	0	0	0	8
11:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5	2	0	0	0	0	7	0	0	0	0	0	0	0	8
11:45	0	0	0	0	0	0	0	6	0	1	1	0	0	8	3	2	1	0	0	0	6	0	0	0	0	0	0	0	14
1 Hr	0	0	0	0	0	0	0	9	1	2	1	0	0	13	15	6	1	0	0	0	22	0	0	0	0	0	0	0	35
12:00	0	0	0	0	0	0	0	1	3	1	0	0	0	5	2	0	0	1	0	0	3	0	0	0	0	0	0	0	8
12:15	0	0	0	0	0	0	0	3	2	0	0	0	0	5	7	0	0	0	0	0	7	0	0	0	0	0	0	0	12
12:30	0	0	0	0	0	0	0	4	2	0	0	0	0	6	9	1	0	0	0	0	10	0	0	0	0	0	0	0	16
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1 Hr	0	0	0	0	0	0	0	15	8	3	0	0	0	26	24	3	1	1	0	0	29	0	0	0	0	0	0	0	55
13:00	0	0	0	0	0	0	0	3	0	0	0	0	1	4	10	1	0	0	0	0	11	0	0	0	0	0	0	0	15
13:15	0	0	0	0	0	0	0	4	1	0	0	0	0	5	9	2	1	1	0	0	13	0	0	0	0	0	0	0	18
13:30	0	0	0	0	0	0	0	2	1	0	0	0	0	3	10	2	0	0	0	0	12	0	0	0	0	0	0	0	15
13:45	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3	4	0	0	2	0	9	0	0	0	0	0	0	0	11
1 Hr	0	0	0	0	0	0	0	11	2	0	0	0	1	14	32	9	1	1	2	0	45	0	0	0	0	0	0	0	59
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14:15	0	0	0	0	0	0	0	7	1	0	0	0	0	8	7	3	0	0	2	0	12	0	0	0	0	0	0	0	20
14:30	0	0	0	0	0	0	0	6	3	0	0	0	0	9	10	6	0	0	1	0	17	0	0	0	0	0	0	0	26
14:45	0	0	0	0	0	0	0	4	3	1	0	0	0	8	9	1	1	0	2	0	13	0	0	0	0	0	0	0	21
1 Hr	0	0	0	0	0	0	0	22	7	1	0	0	0	30	33	10	1	0	5	0	49	0	0	0	0	0	0	0	79
15:00	0	0	0	0	0	0	0	4	2	1	0	0	0	7	9	1	1	0	1	0	12	0	0	0	0	0	0	0	19
15:15	0	0	0	0	0	0	0	6	0	0	0	0	1	7	3	0	0	0	1	0	4	0	0	0	0	0	0	0	11
15:30	0	0	0	0	0	0	0	16	2	0	0	0	0	18	26	1	0	0	2	0	29	0	0	0	0	0	0	0	47
15:45	0	0	0	0	0	0	0	11	2	0	0	0	0	13	17	3	0	0	1	0	21	0	0	0	0	0	0	0	34

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
Date: Thursday 16th October 2014

1 Hr	0	0	0	0	0	0	0	37	6	1	0	0	1	45	55	5	1	0	5	0	66	0	0	0	0	0	0	0	111
16:00	0	0	0	0	0	0	0	14	1	1	0	0	0	16	13	5	0	0	2	0	20	0	0	0	0	0	0	0	36
16:15	0	0	0	0	0	0	0	11	0	0	0	0	0	11	8	2	1	0	0	0	11	0	0	0	0	0	0	0	22
16:30	0	0	0	0	0	0	0	13	0	0	0	0	0	13	23	3	0	0	2	0	28	0	0	0	0	0	0	0	41
16:45	0	0	0	0	0	0	0	21	0	0	0	0	0	21	11	1	0	0	1	0	13	0	0	0	0	0	0	0	34
1 Hr	0	0	0	0	0	0	0	59	1	1	0	0	0	61	55	11	1	0	5	0	72	0	0	0	0	0	0	0	133
17:00	0	0	0	0	0	0	0	27	2	0	0	0	0	29	21	5	0	0	2	0	28	0	0	0	0	0	0	0	57
17:15	0	0	0	0	0	0	0	11	0	0	0	0	0	11	15	2	0	0	1	1	19	0	0	0	0	0	0	0	30
17:30	0	0	0	0	0	0	0	11	1	0	0	0	0	12	11	3	0	0	1	0	15	0	0	0	0	0	0	0	27
17:45	0	0	0	0	0	0	0	18	1	0	0	0	0	19	25	0	0	0	2	0	27	0	0	0	0	0	0	0	46
1 Hr	0	0	0	0	0	0	0	67	4	0	0	0	0	71	72	10	0	0	6	1	89	0	0	0	0	0	0	0	160
18:00	0	0	0	0	0	0	0	8	0	0	0	0	0	8	22	1	0	0	1	0	24	0	0	0	0	0	0	0	32
18:15	0	0	0	0	0	0	0	7	0	0	0	0	0	7	18	0	0	0	1	0	19	0	0	0	0	0	0	0	26
18:30	0	0	0	0	0	0	0	6	0	0	0	0	0	6	11	1	0	0	1	0	13	0	0	0	0	0	0	0	19
18:45	0	0	0	0	0	0	0	5	0	0	0	0	0	5	21	2	0	0	0	0	23	0	0	0	0	0	0	0	28
1 Hr	0	0	0	0	0	0	0	26	0	0	0	0	0	26	72	4	0	0	3	0	79	0	0	0	0	0	0	0	105
Total	0	0	0	0	0	0	0	299	44	12	1	0	2	358	505	83	13	2	46	1	650	0	0	0	0	0	0	0	1008

Entry : Arm B

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Arm
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Totals
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
Date: Thursday 16th October 2014

12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Entry : Arm C

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	10	0	0	0	1	0	11	74	19	2	0	0	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106
07:15	16	2	0	0	1	0	19	58	18	2	0	0	1	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98
07:30	27	2	0	0	2	0	31	90	14	3	0	3	1	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142
07:45	43	2	0	0	1	0	46	76	12	5	2	1	1	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143
1 Hr	96	6	0	0	5	0	107	298	63	12	2	4	3	382	0	0	0	0	0	0	0	0	0	0	0	0	0	0	489
08:00	42	6	1	0	2	0	51	78	13	2	0	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144

Sky High
Count On Us

Client: Parsons Brinckerhoff
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08:15	29	2	1	0	1	0	33	73	4	4	1	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115
08:30	41	0	0	0	2	0	43	74	6	2	0	1	1	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127
08:45	30	2	1	0	2	0	35	58	6	2	0	3	0	69	1	0	0	0	0	0	1	0	0	0	0	0	0	0	105
1 Hr	142	10	3	0	7	0	162	283	29	10	1	4	1	328	1	0	0	0	0	0	1	0	0	0	0	0	0	0	491
09:00	13	4	1	0	1	0	19	41	6	0	0	1	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
09:15	13	3	0	0	2	0	18	36	10	4	2	1	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
09:30	20	3	1	0	1	0	25	38	7	0	0	1	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
09:45	13	1	0	0	2	0	16	49	10	3	2	5	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1 Hr	59	11	2	0	6	0	78	164	33	7	4	8	0	216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294
10:00	2	1	2	0	1	0	6	34	14	3	0	2	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
10:15	7	0	0	0	0	0	7	35	8	0	1	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
10:30	8	2	0	0	0	0	10	36	4	5	1	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
10:45	4	1	2	0	0	0	7	43	3	4	4	2	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
1 Hr	21	4	4	0	1	0	30	148	29	12	6	4	0	199	0	0	0	0	0	0	0	0	0	0	0	0	0	0	229
11:00	2	0	0	0	0	0	2	47	7	5	1	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
11:15	4	1	0	1	0	0	6	47	9	4	0	1	0	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
11:30	5	0	0	0	0	0	5	37	7	6	0	1	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56
11:45	5	2	0	0	0	0	7	44	11	7	1	1	1	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
1 Hr	16	3	0	1	0	0	20	175	34	22	2	3	1	237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257
12:00	6	2	1	0	0	0	9	49	6	3	1	0	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
12:15	6	1	0	1	0	1	9	58	7	2	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
12:30	8	2	0	0	0	0	10	60	8	3	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81
12:45	9	2	0	0	0	0	11	48	7	1	3	1	0	60	1	0	0	0	0	0	1	0	0	0	0	0	0	0	72
1 Hr	29	7	1	1	0	1	39	215	28	9	4	1	0	257	1	0	0	0	0	0	1	0	0	0	0	0	0	0	297
13:00	9	2	0	0	0	0	11	58	5	1	2	0	1	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
13:15	7	0	1	0	0	0	8	63	6	5	0	0	1	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83
13:30	2	2	0	0	0	0	4	59	6	3	0	1	0	69	0	1	0	0	0	0	1	0	0	0	0	0	0	0	74
13:45	8	6	1	0	0	0	15	35	11	7	2	2	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
1 Hr	26	10	2	0	0	0	38	215	28	16	4	3	2	268	0	1	0	0	0	0	1	0	0	0	0	0	0	0	307
14:00	2	0	0	0	1	0	3	68	10	3	1	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
14:15	7	0	0	0	1	0	8	78	10	8	1	0	0	97	1	0	0	0	0	0	1	0	0	0	0	0	0	0	106
14:30	11	3	0	0	1	0	15	92	14	2	0	0	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123
14:45	4	2	0	0	1	0	7	92	11	4	1	1	0	109	0	1	0	0	0	0	1	0	0	0	0	0	0	0	117
1 Hr	24	5	0	0	4	0	33	330	45	17	3	1	0	396	1	1	0	0	0	0	2	0	0	0	0	0	0	0	431
15:00	6	0	0	0	2	0	8	128	8	2	4	0	0	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150
15:15	8	3	0	1	1	0	13	143	12	2	0	0	0	157	1	0	0	0	0	0	1	0	0	0	0	0	0	0	171
15:30	4	1	0	0	2	0	7	152	9	3	2	3	0	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176
15:45	10	1	1	0	1	0	13	131	7	1	0	1	0	140	1	0	0	0	0	0	1	0	0	0	0	0	0	0	154
1 Hr	28	5	1	1	6	0	41	554	36	8	6	4	0	608	2	0	0	0	0	0	2	0	0	0	0	0	0	0	651
16:00	4	0	1	0	1	0	6	171	14	1	0	0	1	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193
16:15	7	1	0	0	1	0	9	140	13	3	1	0	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166
16:30	6	3	1	0	2	0	12	167	10	1	2	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192
16:45	5	4	0	0	1	0	10	152	13	2	1	1	0	169	0	1	0	0	0	0	1	0	0	0	0	0	0	0	180
1 Hr	22	8	2	0	5	0	37	630	50	7	4	1	1	693	0	1	0	0	0	0	1	0	0	0	0	0	0	0	731
17:00	9	2	0	0	1	0	12	168	14	0	1	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195
17:15	10	1	1	0	2	0	14	152	8	2	1	0	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177
17:30	7	2	0	0	1	0	10	134	8	2	0	0	0	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154
17:45	13	2	0	0	2	0	17	97	3	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
Date: Thursday 16th October 2014

1 Hr	39	7	1	0	6	0	53	551	33	4	2	0	0	590	0	0	0	0	0	0	0	0	0	0	0	0	643
18:00	13	1	0	0	3	0	17	80	3	1	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	0	101
18:15	11	0	0	0	1	1	13	93	7	1	1	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	115
18:30	8	1	0	0	1	0	10	59	7	2	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	0	78
18:45	3	1	0	0	0	0	4	48	1	0	2	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	55
1 Hr	35	3	0	0	5	1	44	280	18	4	3	0	0	305	0	0	0	0	0	0	0	0	0	0	0	0	349
Total	537	79	16	3	45	2	682	3843	426	128	41	33	8	4479	5	3	0	0	0	0	8	0	0	0	0	0	0	5169

Entry : Arm D

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Arm
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Totals
07:00	4	0	0	0	0	0	4	0	0	0	0	0	0	0	82	5	2	0	0	0	89	0	0	0	0	0	0	0	93
07:15	4	1	0	0	0	0	5	0	0	0	0	0	0	0	87	6	6	0	0	0	99	0	0	0	0	0	0	0	104
07:30	11	3	0	0	0	0	14	0	0	0	0	0	0	0	99	2	2	0	1	1	105	0	0	0	0	0	0	0	119
07:45	9	3	0	0	0	0	12	0	0	0	0	0	0	0	116	12	4	0	2	0	134	0	0	0	0	0	0	0	146
1 Hr	28	7	0	0	0	0	35	0	0	0	0	0	0	0	384	25	14	0	3	1	427	0	0	0	0	0	0	0	462
08:00	15	2	1	0	0	0	18	0	0	0	0	0	0	0	96	9	3	0	0	1	109	0	0	0	0	0	0	0	127
08:15	11	0	0	0	0	0	11	0	0	0	0	0	0	0	110	12	1	0	1	1	125	0	0	0	0	0	0	0	136
08:30	10	3	0	0	0	0	13	0	0	0	0	0	0	0	105	7	4	0	1	0	117	0	0	0	0	0	0	0	130
08:45	9	1	0	0	0	0	10	0	0	0	0	0	0	0	119	12	7	1	0	0	139	0	0	0	0	0	0	0	149
1 Hr	45	6	1	0	0	0	52	0	0	0	0	0	0	0	430	40	15	1	2	2	490	0	0	0	0	0	0	0	542
09:00	10	2	1	0	0	0	13	0	0	0	0	0	0	0	73	7	1	0	0	2	83	0	0	0	0	0	0	0	96
09:15	10	1	2	0	0	0	13	0	0	0	0	0	0	0	47	5	2	0	0	0	54	0	0	0	0	0	0	0	67
09:30	13	1	2	0	0	0	16	0	0	0	0	0	0	0	47	0	0	0	0	0	47	0	0	0	0	0	0	0	63
09:45	5	0	1	0	0	0	6	0	0	0	0	0	0	0	34	7	1	1	0	0	43	0	0	0	0	0	0	0	49
1 Hr	38	4	6	0	0	0	48	0	0	0	0	0	0	0	201	19	4	1	0	2	227	0	0	0	0	0	0	0	275
10:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0	39	7	2	0	0	0	48	0	0	0	0	0	0	0	51
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	4	1	0	0	0	43	0	0	0	0	0	0	0	43
10:30	2	2	0	0	0	0	4	0	0	0	0	0	0	0	38	5	5	0	0	0	48	0	0	0	0	0	0	0	52
10:45	0	0	1	0	0	0	1	0	0	0	0	0	0	0	26	6	1	0	0	0	33	0	0	0	0	0	0	0	34
1 Hr	5	2	1	0	0	0	8	0	0	0	0	0	0	0	141	22	9	0	0	0	172	0	0	0	0	0	0	0	180
11:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	38	8	1	0	0	0	47	0	0	0	0	0	0	0	48
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	4	4	0	0	1	41	0	0	0	0	0	0	0	41
11:30	3	3	3	0	0	0	9	0	0	0	0	0	0	0	27	4	0	1	0	0	32	0	0	0	0	0	0	0	41
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	6	3	0	0	0	41	0	0	0	0	0	0	0	41
1 Hr	3	3	4	0	0	0	10	0	0	0	0	0	0	0	129	22	8	1	0	1	161	0	0	0	0	0	0	0	171
12:00	0	1	0	1	0	0	2	0	0	0	0	0	0	0	40	7	1	0	0	0	48	0	0	0	0	0	0	0	50
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	0	0	0	0	32	0	0	0	0	0	0	0	32
12:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	46	4	2	0	0	0	52	0	0	0	0	0	0	0	53
12:45	5	1	0	0	0	0	6	0	0	0	0	0	0	0	31	2	2	0	0	0	35	0	0	0	0	0	0	0	41
1 Hr	6	2	0	1	0	0	9	0	0	0	0	0	0	0	145	17	5	0	0	0	167	0	0	0	0	0	0	0	176
13:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	34	8	1	0	0	0	43	0	0	0	0	0	0	0	44
13:15	2	1	0	0	0	0	3	0	0	0	0	0	0	0	43	5	1	0	0	0	49	0	0	0	0	0	0	0	52
13:30	4	0	0	0	0	0	4	0	0	0	0	0	0	0	38	5	2	0	0	0	45	0	0	0	0	0	0	0	49
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	12	2	0	0	0	49	0	0	0	0	0	0	0	49
1 Hr	7	1	0	0	0	0	8	0	0	0	0	0	0	0	150	30	6	0	0	0	186	0	0	0	0	0	0	0	194

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
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14:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	54	3	2	0	0	0	59	0	0	0	0	0	0	0	60
14:15	1	2	1	0	0	0	4	0	0	0	0	0	0	0	34	8	3	0	0	0	45	0	0	0	0	0	0	0	49
14:30	6	0	3	0	0	0	9	0	0	0	0	0	0	0	24	5	1	1	1	0	32	0	0	0	0	0	0	0	41
14:45	3	0	1	0	0	0	4	0	0	0	0	0	0	0	51	2	0	0	0	1	54	0	0	0	0	0	0	0	58
1 Hr	11	2	5	0	0	0	18	0	0	0	0	0	0	0	163	18	6	1	1	1	190	0	0	0	0	0	0	0	208
15:00	4	0	0	0	0	0	4	1	0	0	0	0	0	1	30	5	4	0	0	0	39	0	0	0	0	0	0	0	44
15:15	3	1	0	0	0	1	5	0	0	0	0	0	0	0	54	7	3	0	0	0	64	0	0	0	0	0	0	0	69
15:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	60	3	3	1	0	0	67	0	0	0	0	0	0	0	69
15:45	7	1	1	0	0	0	9	0	0	0	0	0	0	0	41	3	0	0	2	0	46	0	0	0	0	0	0	0	55
1 Hr	16	2	1	0	0	1	20	1	0	0	0	0	0	1	185	18	10	1	2	0	216	0	0	0	0	0	0	0	237
16:00	1	1	1	0	0	0	3	0	0	1	0	0	0	1	39	8	0	0	0	0	47	0	0	0	0	0	0	0	51
16:15	5	0	0	0	0	0	5	0	0	0	0	0	0	0	55	4	1	0	1	0	61	0	0	0	0	0	0	0	66
16:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	45	6	0	0	0	1	52	0	0	0	0	0	0	0	54
16:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0	57	10	1	0	1	0	69	0	0	0	0	0	0	0	71
1 Hr	10	1	1	0	0	0	12	0	0	1	0	0	0	1	196	28	2	0	2	1	229	0	0	0	0	0	0	0	242
17:00	5	1	0	0	0	0	6	0	0	0	0	0	0	0	72	12	2	0	0	0	86	0	0	0	0	0	0	0	92
17:15	0	1	0	0	0	0	1	0	0	0	0	0	0	0	80	11	1	0	0	0	92	0	0	0	0	0	0	0	93
17:30	1	1	0	0	0	0	2	1	0	0	0	0	0	1	66	6	1	0	0	0	73	0	0	0	0	0	0	0	76
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	9	1	0	0	0	75	0	0	0	0	0	0	0	75
1 Hr	6	3	0	0	0	0	9	1	0	0	0	0	0	1	283	38	5	0	0	0	326	0	0	0	0	0	0	0	336
18:00	3	1	0	0	0	0	4	0	0	0	0	0	0	0	64	10	3	0	0	0	77	0	0	0	0	0	0	0	81
18:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	59	5	2	0	0	0	66	0	0	0	0	0	0	0	67
18:30	4	0	0	0	0	0	4	0	0	0	0	0	0	0	44	6	1	0	0	0	51	0	0	0	0	0	0	0	55
18:45	2	2	0	0	0	0	4	0	0	0	0	0	0	0	52	2	0	0	0	0	54	0	0	0	0	0	0	0	58
1 Hr	10	3	0	0	0	0	13	0	0	0	0	0	0	0	219	23	6	0	0	0	248	0	0	0	0	0	0	0	261
Total	185	36	19	1	0	1	242	2	0	1	0	0	0	3	2626	300	90	5	10	8	3039	0	0	0	0	0	0	0	3284

ORIGIN SUMMARY

	Origin : Arm A							Origin : Arm B							Origin : Arm C							Origin : Arm D							Origin Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	7	2	0	0	2	0	11	0	0	0	0	0	0	0	84	19	2	0	1	0	106	86	5	2	0	0	0	93	210
07:15	9	1	0	0	1	0	11	0	0	0	0	0	0	0	74	20	2	0	1	1	98	91	7	6	0	0	0	104	213
07:30	14	3	0	0	2	0	19	0	0	0	0	0	0	0	117	16	3	0	5	1	142	110	5	2	0	1	1	119	280
07:45	16	4	1	0	1	0	22	0	0	0	0	0	0	0	119	14	5	2	2	1	143	125	15	4	0	2	0	146	311
1 Hr	46	10	1	0	6	0	63	0	0	0	0	0	0	0	394	69	12	2	9	3	489	412	32	14	0	3	1	462	1014
08:00	32	7	0	0	2	0	41	0	0	0	0	0	0	0	120	19	3	0	2	0	144	111	11	4	0	0	1	127	312
08:15	32	4	1	0	1	0	38	0	0	0	0	0	0	0	102	6	5	1	1	0	115	121	12	1	0	1	1	136	289
08:30	18	1	0	0	2	0	21	0	0	0	0	0	0	0	115	6	2	0	3	1	127	115	10	4	0	1	0	130	278
08:45	17	1	0	0	1	0	19	0	0	0	0	0	0	0	89	8	3	0	5	0	105	128	13	7	1	0	0	149	273
1 Hr	99	13	1	0	6	0	119	0	0	0	0	0	0	0	426	39	13	1	11	1	491	475	46	16	1	2	2	542	1152
09:00	8	5	0	0	2	0	15	0	0	0	0	0	0	0	54	10	1	0	2	0	67	83	9	2	0	0	2	96	178
09:15	2	1	1	0	1	0	5	0	0	0	0	0	0	0	49	13	4	2	3	0	71	57	6	4	0	0	0	67	143
09:30	5	2	1	0	2	0	10	0	0	0	0	0	0	0	58	10	1	0	2	0	71	60	1	2	0	0	0	63	144
09:45	6	1	2	0	2	0	11	0	0	0	0	0	0	0	62	11	3	2	7	0	85	39	7	2	1	0	0	49	145
1 Hr	21	9	4	0	7	0	41	0	0	0	0	0	0	0	223	44	9	4	14	0	294	239	23	10	1	0	2	275	610
10:00	10	1	3	0	1	0	15	0	0	0	0	0	0	0	36	15	5	0	3	0	59	42	7	2	0	0	0	51	125

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10:15	10	0	1	0	0	0	11	0	0	0	0	0	0	0	42	8	0	1	0	0	51	38	4	1	0	0	0	43	105
10:30	7	5	1	0	0	0	13	0	0	0	0	0	0	0	44	6	5	1	0	0	56	40	7	5	0	0	0	52	121
10:45	7	2	0	0	0	0	9	0	0	0	0	0	0	0	47	4	6	4	2	0	63	26	6	2	0	0	0	34	106
1 Hr	34	8	5	0	1	0	48	0	0	0	0	0	0	0	169	33	16	6	5	0	229	146	24	10	0	0	0	180	457
11:00	4	1	0	0	0	0	5	0	0	0	0	0	0	0	49	7	5	1	0	0	62	38	8	2	0	0	0	48	115
11:15	5	2	1	0	0	0	8	0	0	0	0	0	0	0	51	10	4	1	1	0	67	32	4	4	0	0	1	41	116
11:30	6	2	0	0	0	0	8	0	0	0	0	0	0	0	42	7	6	0	1	0	56	30	7	3	1	0	0	41	105
11:45	9	2	2	1	0	0	14	0	0	0	0	0	0	0	49	13	7	1	1	1	72	32	6	3	0	0	0	41	127
1 Hr	24	7	3	1	0	0	35	0	0	0	0	0	0	0	191	37	22	3	3	1	257	132	25	12	1	0	1	171	463
12:00	3	3	1	1	0	0	8	0	0	0	0	0	0	0	55	8	4	1	0	0	68	40	8	1	1	0	0	50	126
12:15	10	2	0	0	0	0	12	0	0	0	0	0	0	0	64	8	2	1	0	1	76	28	4	0	0	0	0	32	120
12:30	13	3	0	0	0	0	16	0	0	0	0	0	0	0	68	10	3	0	0	0	81	47	4	2	0	0	0	53	150
12:45	13	3	3	0	0	0	19	0	0	0	0	0	0	0	58	9	1	3	1	0	72	36	3	2	0	0	0	41	132
1 Hr	39	11	4	1	0	0	55	0	0	0	0	0	0	0	245	35	10	5	1	1	297	151	19	5	1	0	0	176	528
13:00	13	1	0	0	0	1	15	0	0	0	0	0	0	0	67	7	1	2	0	1	78	35	8	1	0	0	0	44	137
13:15	13	3	1	1	0	0	18	0	0	0	0	0	0	0	70	6	6	0	0	1	83	45	6	1	0	0	0	52	153
13:30	12	3	0	0	0	0	15	0	0	0	0	0	0	0	61	9	3	0	1	0	74	42	5	2	0	0	0	49	138
13:45	5	4	0	0	2	0	11	0	0	0	0	0	0	0	43	17	8	2	2	0	72	35	12	2	0	0	0	49	132
1 Hr	43	11	1	1	2	1	59	0	0	0	0	0	0	0	241	39	18	4	3	2	307	157	31	6	0	0	0	194	560
14:00	12	0	0	0	0	0	12	0	0	0	0	0	0	0	70	10	3	1	1	0	85	55	3	2	0	0	0	60	157
14:15	14	4	0	0	2	0	20	0	0	0	0	0	0	0	86	10	8	1	1	0	106	35	10	4	0	0	0	49	175
14:30	16	9	0	0	1	0	26	0	0	0	0	0	0	0	103	17	2	0	1	0	123	30	5	4	1	1	0	41	190
14:45	13	4	2	0	2	0	21	0	0	0	0	0	0	0	96	14	4	1	2	0	117	54	2	1	0	0	1	58	196
1 Hr	55	17	2	0	5	0	79	0	0	0	0	0	0	0	355	51	17	3	5	0	431	174	20	11	1	1	1	208	718
15:00	13	3	2	0	1	0	19	0	0	0	0	0	0	0	134	8	2	4	2	0	150	35	5	4	0	0	0	44	213
15:15	9	0	0	0	1	1	11	0	0	0	0	0	0	0	152	15	2	1	1	0	171	57	8	3	0	0	1	69	251
15:30	42	3	0	0	2	0	47	0	0	0	0	0	0	0	156	10	3	2	5	0	176	62	3	3	1	0	0	69	292
15:45	28	5	0	0	1	0	34	0	0	0	0	0	0	0	142	8	2	0	2	0	154	48	4	1	0	2	0	55	243
1 Hr	92	11	2	0	5	1	111	0	0	0	0	0	0	0	584	41	9	7	10	0	651	202	20	11	1	2	1	237	999
16:00	27	6	1	0	2	0	36	0	0	0	0	0	0	0	175	14	2	0	1	1	193	40	9	2	0	0	0	51	280
16:15	19	2	1	0	0	0	22	0	0	0	0	0	0	0	147	14	3	1	1	0	166	60	4	1	0	1	0	66	254
16:30	36	3	0	0	2	0	41	0	0	0	0	0	0	0	173	13	2	2	2	0	192	47	6	0	0	0	1	54	287
16:45	32	1	0	0	1	0	34	0	0	0	0	0	0	0	157	18	2	1	2	0	180	59	10	1	0	1	0	71	285
1 Hr	114	12	2	0	5	0	133	0	0	0	0	0	0	0	652	59	9	4	6	1	731	206	29	4	0	2	1	242	1106
17:00	48	7	0	0	2	0	57	0	0	0	0	0	0	0	177	16	0	1	1	0	195	77	13	2	0	0	0	92	344
17:15	26	2	0	0	1	1	30	0	0	0	0	0	0	0	162	9	3	1	2	0	177	80	12	1	0	0	0	93	300
17:30	22	4	0	0	1	0	27	0	0	0	0	0	0	0	141	10	2	0	1	0	154	68	7	1	0	0	0	76	257
17:45	43	1	0	0	2	0	46	0	0	0	0	0	0	0	110	5	0	0	2	0	117	65	9	1	0	0	0	75	238
1 Hr	139	14	0	0	6	1	160	0	0	0	0	0	0	0	590	40	5	2	6	0	643	290	41	5	0	0	0	336	1139
18:00	30	1	0	0	1	0	32	0	0	0	0	0	0	0	93	4	1	0	3	0	101	67	11	3	0	0	0	81	214
18:15	25	0	0	0	1	0	26	0	0	0	0	0	0	0	104	7	1	1	1	1	115	60	5	2	0	0	0	67	208
18:30	17	1	0	0	1	0	19	0	0	0	0	0	0	0	67	8	2	0	1	0	78	48	6	1	0	0	0	55	152
18:45	26	2	0	0	0	0	28	0	0	0	0	0	0	0	51	2	0	2	0	0	55	54	4	0	0	0	0	58	141
1 Hr	98	4	0	0	3	0	105	0	0	0	0	0	0	0	315	21	4	3	5	1	349	229	26	6	0	0	0	261	715
Total	804	127	25	3	46	3	1008	0	0	0	0	0	0	0	4385	508	144	44	78	10	5169	2813	336	110	6	10	9	3284	9461

DESTINATION SUMMARY

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
Date: Thursday 16th October 2014

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Dest
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Totals
07:00	14	0	0	0	1	0	15	78	21	2	0	0	0	101	85	5	2	0	2	0	94	0	0	0	0	0	0	0	210
07:15	20	3	0	0	1	0	24	63	19	2	0	0	1	85	91	6	6	0	1	0	104	0	0	0	0	0	0	0	213
07:30	38	5	0	0	2	0	45	92	16	3	0	3	1	115	111	3	2	0	3	1	120	0	0	0	0	0	0	0	280
07:45	52	5	0	0	1	0	58	82	13	5	2	1	1	104	126	15	5	0	3	0	149	0	0	0	0	0	0	0	311
1 Hr	124	13	0	0	5	0	142	315	69	12	2	4	3	405	413	29	15	0	9	1	467	0	0	0	0	0	0	0	1014
08:00	57	8	2	0	2	0	69	84	16	2	0	0	0	102	122	13	3	0	2	1	141	0	0	0	0	0	0	0	312
08:15	40	2	1	0	1	0	44	80	4	4	1	0	0	89	135	16	2	0	2	1	156	0	0	0	0	0	0	0	289
08:30	51	3	0	0	2	0	56	74	6	2	0	1	1	84	123	8	4	0	3	0	138	0	0	0	0	0	0	0	278
08:45	39	3	1	0	2	0	45	59	6	2	0	3	0	70	136	13	7	1	1	0	158	0	0	0	0	0	0	0	273
1 Hr	187	16	4	0	7	0	214	297	32	10	1	4	1	345	516	50	16	1	8	2	593	0	0	0	0	0	0	0	1152
09:00	23	6	2	0	1	0	32	44	7	0	0	1	0	52	78	11	1	0	2	2	94	0	0	0	0	0	0	0	178
09:15	23	4	2	0	2	0	31	37	11	4	2	1	0	55	48	5	3	0	1	0	57	0	0	0	0	0	0	0	143
09:30	33	4	3	0	1	0	41	40	7	1	0	1	0	49	50	2	0	0	2	0	54	0	0	0	0	0	0	0	144
09:45	18	1	1	0	2	0	22	52	11	4	2	5	0	74	37	7	2	1	2	0	49	0	0	0	0	0	0	0	145
1 Hr	97	15	8	0	6	0	126	173	36	9	4	8	0	230	213	25	6	1	7	2	254	0	0	0	0	0	0	0	610
10:00	5	1	2	0	1	0	9	37	15	3	0	2	0	57	46	7	5	0	1	0	59	0	0	0	0	0	0	0	125
10:15	7	0	0	0	0	0	7	41	8	1	1	0	0	51	42	4	1	0	0	0	47	0	0	0	0	0	0	0	105
10:30	10	4	0	0	0	0	14	37	5	6	1	0	0	49	44	9	5	0	0	0	58	0	0	0	0	0	0	0	121
10:45	4	1	3	0	0	0	8	46	4	4	4	2	0	60	30	7	1	0	0	0	38	0	0	0	0	0	0	0	106
1 Hr	26	6	5	0	1	0	38	161	32	14	6	4	0	217	162	27	12	0	1	0	202	0	0	0	0	0	0	0	457
11:00	2	0	1	0	0	0	3	48	8	5	1	0	0	62	41	8	1	0	0	0	50	0	0	0	0	0	0	0	115
11:15	4	1	0	1	0	0	6	48	9	5	0	1	0	63	36	6	4	0	0	1	47	0	0	0	0	0	0	0	116
11:30	8	3	3	0	0	0	14	38	7	6	0	1	0	52	32	6	0	1	0	0	39	0	0	0	0	0	0	0	105
11:45	5	2	0	0	0	0	7	50	11	8	2	1	1	73	35	8	4	0	0	0	47	0	0	0	0	0	0	0	127
1 Hr	19	6	4	1	0	0	30	184	35	24	3	3	1	250	144	28	9	1	0	1	183	0	0	0	0	0	0	0	463
12:00	6	3	1	1	0	0	11	50	9	4	1	0	0	64	42	7	1	1	0	0	51	0	0	0	0	0	0	0	126
12:15	6	1	0	1	0	1	9	61	9	2	0	0	0	72	35	4	0	0	0	0	39	0	0	0	0	0	0	0	120
12:30	9	2	0	0	0	0	11	64	10	3	0	0	0	77	55	5	2	0	0	0	62	0	0	0	0	0	0	0	150
12:45	14	3	0	0	0	0	17	55	8	3	3	1	0	70	38	4	3	0	0	0	45	0	0	0	0	0	0	0	132
1 Hr	35	9	1	2	0	1	48	230	36	12	4	1	0	283	170	20	6	1	0	0	197	0	0	0	0	0	0	0	528
13:00	10	2	0	0	0	0	12	61	5	1	2	0	2	71	44	9	1	0	0	0	54	0	0	0	0	0	0	0	137
13:15	9	1	1	0	0	0	11	67	7	5	0	0	1	80	52	7	2	1	0	0	62	0	0	0	0	0	0	0	153
13:30	6	2	0	0	0	0	8	61	7	3	0	1	0	72	48	8	2	0	0	0	58	0	0	0	0	0	0	0	138
13:45	8	6	1	0	0	0	15	37	11	7	2	2	0	59	38	16	2	0	2	0	58	0	0	0	0	0	0	0	132
1 Hr	33	11	2	0	0	0	46	226	30	16	4	3	3	282	182	40	7	1	2	0	232	0	0	0	0	0	0	0	560
14:00	3	0	0	0	1	0	4	73	10	3	1	0	0	87	61	3	2	0	0	0	66	0	0	0	0	0	0	0	157
14:15	8	2	1	0	1	0	12	85	11	8	1	0	0	105	42	11	3	0	2	0	58	0	0	0	0	0	0	0	175
14:30	17	3	3	0	1	0	24	98	17	2	0	0	0	117	34	11	1	1	2	0	49	0	0	0	0	0	0	0	190
14:45	7	2	1	0	1	0	11	96	14	5	1	1	0	117	60	4	1	0	2	1	68	0	0	0	0	0	0	0	196
1 Hr	35	7	5	0	4	0	51	352	52	18	3	1	0	426	197	29	7	1	6	1	241	0	0	0	0	0	0	0	718
15:00	10	0	0	0	2	0	12	133	10	3	4	0	0	150	39	6	5	0	1	0	51	0	0	0	0	0	0	0	213
15:15	11	4	0	1	1	1	18	149	12	2	0	0	1	164	58	7	3	0	1	0	69	0	0	0	0	0	0	0	251
15:30	6	1	0	0	2	0	9	168	11	3	2	3	0	187	86	4	3	1	2	0	96	0	0	0	0	0	0	0	292
15:45	17	2	2	0	1	0	22	142	9	1	0	1	0	153	59	6	0	0	3	0	68	0	0	0	0	0	0	0	243
1 Hr	44	7	2	1	6	1	61	592	42	9	6	4	1	654	242	23	11	1	7	0	284	0	0	0	0	0	0	0	999

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 1
Date: Thursday 16th October 2014

16:00	5	1	2	0	1	0	9	185	15	3	0	0	1	204	52	13	0	0	2	0	67	0	0	0	0	0	0	0	280
16:15	12	1	0	0	1	0	14	151	13	3	1	0	0	168	63	6	2	0	1	0	72	0	0	0	0	0	0	0	254
16:30	8	3	1	0	2	0	14	180	10	1	2	0	0	193	68	9	0	0	2	1	80	0	0	0	0	0	0	0	287
16:45	7	4	0	0	1	0	12	173	13	2	1	1	0	190	68	12	1	0	2	0	83	0	0	0	0	0	0	0	285
1 Hr	32	9	3	0	5	0	49	689	51	9	4	1	1	755	251	40	3	0	7	1	302	0	0	0	0	0	0	0	1106
17:00	14	3	0	0	1	0	18	195	16	0	1	0	0	212	93	17	2	0	2	0	114	0	0	0	0	0	0	0	344
17:15	10	2	1	0	2	0	15	163	8	2	1	0	0	174	95	13	1	0	1	1	111	0	0	0	0	0	0	0	300
17:30	8	3	0	0	1	0	12	146	9	2	0	0	0	157	77	9	1	0	1	0	88	0	0	0	0	0	0	0	257
17:45	13	2	0	0	2	0	17	115	4	0	0	0	0	119	90	9	1	0	2	0	102	0	0	0	0	0	0	0	238
1 Hr	45	10	1	0	6	0	62	619	37	4	2	0	0	662	355	48	5	0	6	1	415	0	0	0	0	0	0	0	1139
18:00	16	2	0	0	3	0	21	88	3	1	0	0	0	92	86	11	3	0	1	0	101	0	0	0	0	0	0	0	214
18:15	12	0	0	0	1	1	14	100	7	1	1	0	0	109	77	5	2	0	1	0	85	0	0	0	0	0	0	0	208
18:30	12	1	0	0	1	0	14	65	7	2	0	0	0	74	55	7	1	0	1	0	64	0	0	0	0	0	0	0	152
18:45	5	3	0	0	0	0	8	53	1	0	2	0	0	56	73	4	0	0	0	0	77	0	0	0	0	0	0	0	141
1 Hr	45	6	0	0	5	1	57	306	18	4	3	0	0	331	291	27	6	0	3	0	327	0	0	0	0	0	0	0	715
Total	722	115	35	4	45	3	924	4144	470	141	42	33	10	4840	3136	386	103	7	56	9	3697	0	0	0	0	0	0	0	9461

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 2
Date: Thursday 16th October 2014

Entry : Arm A

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Destination : Arm E							Destination : Arm F							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	4	0	0	2	0	84	7	1	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	3	5	0	1	0	96	4	2	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	2	2	0	3	1	101	18	1	0	0	0	0	19	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	121
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	8	5	0	1	0	121	16	5	0	0	2	0	23	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	146
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	365	17	12	0	7	1	402	45	9	3	0	2	0	59	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	464
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	9	2	0	2	2	126	14	1	0	0	0	0	15	4	0	1	0	0	0	5	2	0	0	0	0	0	0	2	148
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	7	2	0	1	1	133	14	9	0	0	0	0	23	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	158
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	2	4	0	3	0	118	12	5	0	0	0	0	17	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	136
08:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0	117	11	4	1	1	0	134	15	2	4	0	0	0	21	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	157
1 Hr	1	0	0	0	0	0	1	0	0	0	0	0	0	0	459	29	12	1	7	3	511	55	17	4	0	0	0	76	6	2	1	0	0	0	9	2	0	0	0	0	0	0	2	599
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	8	1	0	2	2	79	10	5	0	0	0	0	15	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	98
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	3	2	0	1	0	48	8	1	1	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
09:30	1	1	0	0	0	0	2	0	0	0	0	0	0	0	39	4	0	0	2	0	45	10	4	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	4	0	0	2	0	35	8	3	0	0	0	0	11	1	0	0	0	0	0	1	0	0	2	0	0	0	0	2	49
1 Hr	1	1	0	0	0	0	2	0	0	0	0	0	0	0	176	19	3	0	7	2	207	36	13	1	0	0	0	50	3	0	0	0	0	0	3	2	0	2	0	0	0	4	266
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	2	1	0	1	0	36	11	5	3	0	0	0	19	0	0	0	0	0	0	0	1	0	2	0	0	0	3	58
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	4	1	0	0	0	36	12	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	7	4	0	0	0	44	9	1	1	0	0	0	11	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	57
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	0	28	4	5	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	38
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	15	7	0	1	0	144	36	11	4	0	0	0	51	0	2	0	0	0	0	2	2	0	2	0	0	0	4	201
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4	1	0	0	0	33	11	4	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	4	2	0	0	0	32	11	3	1	0	0	0	15	1	0	1	0	0	1	3	0	0	0	0	0	0	0	0	50
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	1	0	1	27	5	3	0	0	0	0	8	1	1	0	0	0	0	2	3	0	0	0	0	0	3	0	40
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	3	4	0	0	0	36	4	4	0	0	0	0	8	0	0	0	0	0	0	0	1	3	0	0	0	0	4	0	48
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	12	7	1	0	1	128	31	14	1	0	0	0	46	2	1	1	0	0	1	5	4	3	0	0	0	0	7	186
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	5	1	1	0	0	41	8	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	0	29	6	1	0	0	0	0	7	0	1	0	0	0	0	1	3	0	0	0	0	0	3	0	40
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	4	2	0	0	0	54	10	1	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	3	1	0	0	0	34	6	0	0	0	0	0	6	0	0	1	0	0	0	1	3	1	1	0	0	0	5	0	46
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	14	4	1	0	0	158	30	3	0	0	0	0	33	0	1	1	0	0	0	2	6	1	1	0	0	0	8	201
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	5	1	0	0	0	39	10	4	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	5	2	0	0	0	39	14	1	0	0	0	0	15	1	0	0	0	0	0	1	6	0	0	0	0	0	6	0	61
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	7	1	0	0	0	45	8	0	1	0	0	0	9	3	0	0	0	0	0	3	2	0	0	0	0	0	2	0	59
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	7	2	0	2	0	49	7	5	0	0	0	0	12	1	0	0	0	0	0	1	1	2	0	0	0	0	3	0	65
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	24	6	0	2	0	172	39	10	1	0	0	0	50	5	0	0	0	0	0	5	9	2	0	0	0	0	11	238
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	2	0	0	0	48	7	2	0	0	0	0	9	3	0	0	0	0	0	3	3	2	0	0	0	0	5	65
14:15	0	2	0	0	0	0	2	0	0	0	0	0	0	0	34	8	1	0	2	0	45	2	0	0	0	0	0	2	2	0	2	0	0	0	4	2	2	0	0	0	0	4	57
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	3	1	0	2	0	34	5	4	0	0	0	0	9	0	0	0	0	0	0	0	2	2	0	1	0	0	5	48
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	1	0	0	2	1	52	14	1	0	0	0	0	15	1	0	0	0	0	0	1	0	0	1	0	0	0	1	69
1 Hr	0	2	0	0	0	0	2	0	0	0	0	0	0	0	156	12	4	0	6	1	179	28	7	0	0	0	0	35	6	0	2	0	0	0	8	7	6	1	1	0	0	15	239
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	4	2	0	1	0	32	7	1	1	0	0	0	9	3	0	1	0	0	0	4	2	1	0	0	0	0	3	48
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	3	3	0	1	0	53	18	3	0	0	0	0	21	1	0	0	0	0	0	1	0	0	0	0	0	0	0	75
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	2	3	0	2	0	67	19	1	0	1	0	0	21	4	1	0	0	0	0	5	1	0	0	0	0	0	1	94
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	3	0	0	1	0	49	12	0	0	0	2	0	14	2	0	0	0	0	0	2	2	1	0	0	0	0	3	68
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	12	8	0	5	0	201	56	5	1	1	2	0	65	10	1	1	0	0	0	12	5	2	0	0	0	0	7	285
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	2	0	41	9	5	0	0	0	0	14	3	1	0	0	0	0	4	6	1	0	0	0	0	7	66
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	3	2	0	1	0	51	18	4	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	7	0	0	2	0	48	24	2	0	0	0	1	27	1	0	0	0	0	0	1	2	1	0	0	0	0	3	79
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	8	0	0	1	0	60	15	4	1	0	1	0	21	1	0	0	0	0	0	1	2	0	0	0	0	0	2	84
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	22	2	0	6	0	200	66	15	1	0	1	1	84	5	1	0	0	0	0	6	10	2	0	0	0	0	12	302
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	9	0	0	2	0	76	19	7	2	0	0	0	28	1	0	0	0	0	0	1	10	0	0	0	0	0	10	115
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	8	0	0	1	1	69	29	4	1	0	0	0	34	1	0	0	0	0	0	1	6	1	0	0	0	0	7	111
17:30	0	0	1	0	0	0	1	0	0	0	0	0	0	0	55	3	0	0	1	0	59	12	3	0	0	0	0	15	3	1	0	0	0	0	4	7	3	0	0	0	0	10	89
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	5	1	0	2	0	62	22	0	0	0	0	0	22	6	5	0	0	0	0	11	6	0	0	0	0	0	6	101
1 Hr	0	0	1	0	0	0	1	0	0	0	0	0	0	0	233	25	1	0	6	1	266	82	14	3	0	0	0	99	11	6	0	0	0	0	17	29	4	0	0	0	0	33	416
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	6	1	0	2	0	68	26	4	2	0	0	0	32	4	0	0	0	0	0	4	0	0	0	0	0	0	0	104
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	4	1	0	1	0	58	22	1	1	0	0	0	24	3	0	0	0	0	0	3	2	0	0	0	0	0	2	87
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4	1	0	1	0	48	12	4	0	0	0	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	0	65
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	0	0	49	20	1	0	0	0	0	21	3	0	0	0	0	0	3	6	0	0	0	0	0	6	79
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	16	3	0	4	0	223	80	10	3	0	0	0	93	11	0	0	0	0	0	11	8	0	0	0	0	0	8	335
Total	2	3	1	0	0	0	6	0	0	0	0	0	0	0	2442	217	69	3	51	9	2791	584	128	22	1	5	1	741	61	15	6	0	0	1	83	84	20	6	1	0	0	111	3732

Entry : Arm B

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Destination : Arm E							Destination : Arm F							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	116	2	0	0	0	0	118	16	3	1	0	0	0	20	12	2	0	1	0	0	15	3	0	0	0	0	0	3	158
07:15	8	1	0	0	0	0	9	0	0	0	0	0	0	0	123	1	1	0	1	0	126	29	5	0	0	0	0	34	12	1	0	0	0	0	13	0	0	0	0	0	0	0	182

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 2
Date: Thursday 16th October 2014

07:30	12	2	0	0	0	0	14	0	0	0	0	0	0	0	102	5	1	0	3	1	112	41	16	2	1	1	0	61	21	1	0	0	0	0	22	0	0	0	0	0	0	0	209
07:45	14	2	0	0	0	0	16	0	0	0	0	0	0	0	70	8	3	0	2	0	83	43	7	1	0	0	0	51	19	10	2	1	1	0	33	0	0	0	0	0	0	0	183
1 Hr	36	5	0	0	0	0	41	0	0	0	0	0	0	0	411	16	5	0	6	1	439	129	31	4	1	1	0	166	64	14	2	2	1	0	83	3	0	0	0	0	0	3	732
08:00	22	0	0	0	0	0	22	0	0	0	0	0	0	0	77	3	2	0	0	0	82	56	6	3	1	1	0	67	37	4	0	0	0	0	41	0	0	0	0	0	0	0	212
08:15	18	0	0	0	0	0	18	0	0	0	0	0	0	0	82	0	0	0	0	0	82	29	4	1	0	2	0	36	33	3	2	0	0	0	38	0	0	0	0	0	0	0	174
08:30	28	1	0	0	0	0	29	0	0	0	0	0	0	0	93	8	1	0	1	0	103	33	10	2	0	0	0	45	43	7	1	2	0	0	53	0	1	0	0	0	0	1	231
08:45	15	1	0	0	0	0	16	0	0	0	0	0	0	0	76	4	0	0	2	0	82	32	6	0	0	0	0	38	38	8	2	2	0	0	50	2	0	0	0	0	0	2	188
1 Hr	83	2	0	0	0	0	85	0	0	0	0	0	0	0	328	15	3	0	3	0	349	150	26	6	1	3	0	186	151	22	5	4	0	0	182	2	1	0	0	0	0	3	805
09:00	9	0	1	0	0	0	10	0	0	0	0	0	0	0	77	3	4	0	0	0	84	44	4	1	0	0	0	49	20	4	1	1	0	0	26	0	0	0	0	0	0	0	169
09:15	3	3	0	0	0	0	6	0	0	0	0	0	0	0	51	6	5	0	0	0	62	18	2	2	0	1	0	23	14	0	0	1	1	0	16	2	0	0	0	0	0	2	109
09:30	9	2	1	0	0	0	12	0	0	0	0	0	0	0	35	5	1	0	1	0	42	29	0	2	0	0	0	31	6	4	1	1	0	0	12	0	0	0	0	0	0	0	97
09:45	5	0	1	0	0	0	6	0	0	0	0	0	0	0	28	3	3	0	0	0	34	11	3	2	0	0	0	16	5	5	2	1	0	0	13	1	0	0	0	0	0	1	70
1 Hr	26	5	3	0	0	0	34	0	0	0	0	0	0	0	191	17	13	0	1	0	222	102	9	7	0	1	0	119	45	13	4	4	1	0	67	3	0	0	0	0	0	3	445
10:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	21	4	3	0	0	0	28	6	3	1	0	2	0	12	1	0	2	0	0	0	3	0	0	0	0	0	0	0	44
10:15	4	0	0	0	0	0	4	0	0	0	0	0	0	0	20	4	1	0	0	0	25	21	4	2	0	0	0	27	3	3	0	2	0	0	8	1	0	0	0	0	0	1	65
10:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	30	5	5	0	1	0	41	18	8	1	0	0	0	27	6	1	3	2	0	0	12	0	0	0	0	0	0	0	81
10:45	0	1	2	0	0	0	3	0	0	0	0	0	0	0	24	3	2	0	0	0	29	11	5	1	1	0	0	18	4	1	1	2	0	0	8	1	0	0	0	0	0	1	59
1 Hr	5	1	3	0	0	0	9	0	0	0	0	0	0	0	95	16	11	0	1	0	123	56	20	5	1	2	0	84	14	5	6	6	0	0	31	2	0	0	0	0	0	2	249
11:00	1	1	0	0	0	0	2	0	0	0	0	0	0	0	25	1	3	0	0	1	30	9	2	2	0	1	0	14	4	0	1	1	0	0	6	0	0	0	0	0	0	0	52
11:15	3	0	0	0	0	0	3	0	0	0	0	0	0	0	19	2	1	0	0	0	22	14	6	1	1	0	0	22	5	0	1	0	0	0	6	1	0	0	0	0	0	1	54
11:30	5	0	0	0	0	0	5	0	0	0	0	0	0	0	24	2	3	0	1	0	30	19	6	1	0	0	0	26	6	0	2	0	0	0	8	0	0	0	0	0	0	0	69
11:45	2	1	0	0	0	0	3	0	0	0	0	0	0	0	37	2	1	0	1	0	41	19	2	0	0	0	0	21	2	1	0	0	0	0	3	0	2	0	1	0	0	3	71
1 Hr	11	2	0	0	0	0	13	0	0	0	0	0	0	0	105	7	8	0	2	1	123	61	16	4	1	1	0	83	17	1	4	1	0	0	23	1	2	0	1	0	0	4	246
12:00	4	1	1	0	0	0	6	0	0	0	0	0	0	0	36	1	0	0	0	0	37	26	4	2	2	0	0	34	4	0	0	1	0	0	5	3	0	0	0	0	0	3	85
12:15	5	1	0	0	0	0	6	0	0	0	0	0	0	0	27	8	2	1	0	0	38	19	3	0	2	0	0	24	7	3	2	2	0	0	14	0	0	0	0	0	0	0	82
12:30	3	1	0	0	0	0	4	0	0	0	0	0	0	0	28	3	0	0	1	0	32	21	5	1	0	0	0	27	6	0	3	0	0	0	9	1	0	0	0	0	0	1	73
12:45	5	0	0	0	0	0	5	0	0	0	0	0	0	0	22	2	2	1	0	0	27	25	6	0	0	0	0	31	3	0	1	0	0	0	4	1	0	0	0	0	0	1	68
1 Hr	17	3	1	0	0	0	21	0	0	0	0	0	0	0	113	14	4	2	1	0	134	91	18	3	4	0	0	116	20	3	6	3	0	0	32	5	0	0	0	0	0	5	308
13:00	2	1	0	0	0	0	3	0	0	0	0	0	0	0	41	3	2	0	0	0	46	21	1	3	2	0	0	27	4	0	2	1	0	0	7	0	0	1	1	0	0	2	85
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	6	2	0	0	0	52	18	5	3	0	0	0	26	5	3	2	0	0	0	10	0	0	1	0	0	0	1	89
13:30	0	1	1	0	0	0	2	0	0	0	0	0	0	0	31	5	4	0	1	0	41	23	6	2	0	0	0	31	9	0	2	0	0	0	11	1	0	0	0	0	0	1	86
13:45	0	6	1	0	0	0	7	0	0	0	0	0	0	0	36	5	2	1	0	0	44	27	9	3	0	0	0	39	14	4	2	1	0	0	21	3	0	0	0	0	0	3	114
1 Hr	2	8	2	0	0	0	12	0	0	0	0	0	0	0	152	19	10	1	1	0	183	89	21	11	2	0	0	123	32	7	8	2	0	0	49	4	0	2	1	0	0	7	374
14:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	44	1	0	0	0	0	45	19	4	0	1	0	0	24	3	1	0	0	0	0	4	1	0	0	0	0	0	1	75
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	4	0	0	0	1	44	32	3	1	0	3	1	40	3	2	0	2	0	0	7	0	0	0	0	0	0	0	91
14:30	4	0	0	0	0	0	4	0	0	0	0	0	0	0	28	0	5	0	1	0	34	26	6	4	0	0	0	36	8	1	0	1	0	0	10	0	2	0	0	0	0	2	86
14:45	3	1	0	0	0	0	4	0	0	0	0	0	0	0	31	6	0	0	0	0	37	30	4	0	0	2	0	36	12	0	1	3	0	0	16	0	0	0	0	0	0	0	93
1 Hr	7	2	0	0	0	0	9	0	0	0	0	0	0	0	142	11	5	0	1	1	160	107	17	5	1	5	1	136	26	4	1	6	0	0	37	1	2	0	0	0	0	3	345
15:00	3	1	0	0	0	0	4	0	0	0	0	0	0	0	40	3	1	0	0	0	44	22	7	0	0	1	0	30	8	2	1	0	0	0	11	0	0	0	0	0	0	0	89
15:15	3	2	0	0	0	0	5	0	0	0	0	0	0	0	28	4	1	0	1	0	34	21	5	0	0	0	0	26	4	1	0	0	0	0	5	0	0	0	0	0	0	0	70
15:30	3	1	0	0	0	0	4	0	0	0	0	0	0	0	29	1	1	0	1	0	32	36	3	1	0	0	0	40	3	0	1	0	0	0	4	3	0	0	0	0	0	3	83
15:45	4	0	0	0	0	0	4	0	0	0	0	0	0	0	36	5	2	0	1	0	44	24	4	0	0	0	0	28	12	2	2	2	0	0	18	0	1	0	0	0	0	1	95
1 Hr	13	4	0	0	0	0	17	0	0	0	0	0	0	0	133	13	5	0	3	0	154	103	19	1	0	1	0	124	27	5	4	2	0	0	38	3	1	0	0	0	0	4	337
16:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	32	2	3	0	5	0	42	37	7	0	0	0	0	44	14	4	2	2	0	0	22	0	0	0	0	0	0	0	110
16:15	4	1	0	0	0	0	5	0	0	0	0	0	0	0	36	2	0	0	0	0	38	33	4	0	0	0	0	37	16	0	2	1	0	0	19	2	0	0	0	0	0	2	101
16:30	6	0	0	0	0	0	6	0	0	0	0	0	0	0	45	4	0	0	1	0	50	38	8	2	0	0	0	48	25	4	0	2	0	0	31	3	0	0	0	0	0	3	138
16:45	2	1	0	0	0	0	3	0	0	0	0	0	0	0	37	5	0	0	0	1	43	40	12	1	0	0	2	55	30	7	0	1	0	0	38	0	0	0	0	0	0	0	139
1 Hr	14	2	0	0	0	0	16	0	0	0	0	0	0	0	150	13	3	0	6	1	173	148	31	3	0	0	2	184	85	15	4	6	0	0	110	5	0	0	0	0	0	5	488
17:00	5	1	0	0	0	0	6	0	0	0	0	0	0	0	36	5	1	0	0	0	42	44	8	1	0	0	0	53	26	1	1	1	0	0	29	0	0	0	0	0	0	0	130
17:15	5	1	0	0	0	0	6	0	0	0	0	0	0	0	37	5	1	0	0	0	43	45	11	3	1	0	0	60	30	7	0	1	0	0	38	0	0	0	0	0	0	0	147
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	2	2	0	0	0	50	53	6	2	1	0	0	62	28	3	1	1	0	0	33	0	0	2	0	0	0	2	147
17:45	1	1	0	0	0	0	2	0	0	0	0	0	0	0	34	0	1	0	0	0	35	38	5	0	0	0	0	43	17	1	0	0	0	0	18	0	0	0	0	0	0	0	98
1 Hr	11	3	0	0	0	0	14	0	0	0	0	0	0	0	153	12	5	0	0	0	170	180	30	6	2	0	0	218	101	12	2	3	0	0	118	0	0	2	0	0	0	2	522
18:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0	31	3	0	0	0	0	34	27	6	1	0	0	0	34	17	0	0	0	0	0	17	2	0	0	0	0	0	2	90
18:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	31	1	2	1	0	0	35	41	6	0	0	1	0	48	10	0	0	0	0	0	10	2	0	0	0	0	0	2	96
18:30	1	2	0	0	0	0	3	0	0	0	0	0	0	0	46	1	0	0	0	0	47	36	2	1	0	2	0	41	10	0	0	0	0	0	10	2	0	0	0	0	0	2	103
18:45	1	1	0	0	0	0	2	0	0	0	0	0	0	0	44	2	1	0	0	0	47	48	2	0	0	0	0	50	1	0	0	0	0	0	1	1	0	0	0	0	0	1	101
1 Hr	6	3	0	0	0	0	9	0	0	0	0	0	0	0	152	7	3	1	0	0	163	152	16	2	0	3	0	173	38	0	0	0	0	0	38	7	0	0	0	0	0	7	390
Total	231	40	9	0	0	0	280	0	0	0	0	0	0	0	2125	160	75	4	25	4	2393	1368	254	57	13	17	3	1712	620	101	46	39	2	0	808	36	6	4	2	0	0	48	5241

Entry : Arm C

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Destination : Arm E							Destination : Arm F							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	34	6	0	0	1	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	2	0	0	1	18	21	0	0	0	0	0	21	12	0	0	0	0	0	12	92
07:15	30	2	1	0	1	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	19	29	2	2	0	0	0	33	15	0	0	0	0	0	15	101
07:30	56	5	2	0	2	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	4	4	0	0	0	42	43	6	3	0	1	0	53	27	8	0	0	0	0	35	195
07:45	53	3	3	0	2	1	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	4	1	0	0	0	37	47	10	0	0	0	0	57	24	0	0	0	0	0	24	180
1 Hr	173	16	6	0	6	1	202	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	10	7	0	0	1	116	140	18	5	0	1	0	164	78	8	0	0	0	0	86	568
08:00	46	6	4	0	2	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	5	2	0	0	0	43	49	9	0	0	1	0	59	27	3	0	0	2	0	32	192
08:15	45	3	3	0	2	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	0	0	2	0	25	48	7	2	0	0	2	59	27	5	0	0	0	1	33	170
08:30	49	1	0	0	1	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	4	2	1	0	1	41	70	5	2	1	0	0	78	24	2	1	0	0	0	27	197

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 2
Date: Thursday 16th October 2014

08:45	38	2	2	0	4	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	4	0	0	0	30	47	8	1	0	0	0	56	20	6	0	0	0	0	26	158
1 Hr	178	12	9	0	9	0	208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	11	8	1	2	1	139	214	29	5	1	1	2	252	98	16	1	0	2	1	118	717
09:00	29	5	0	0	2	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	2	0	0	0	31	50	7	3	0	0	1	61	14	1	3	0	0	0	18	146
09:15	27	1	2	0	2	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	6	0	1	1	0	30	35	8	3	0	0	0	46	12	2	1	0	0	0	15	123
09:30	24	5	0	0	1	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	4	1	0	1	0	37	39	4	0	0	0	0	43	8	2	1	0	0	0	11	121
09:45	27	3	1	0	3	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	9	1	0	0	0	36	33	5	0	0	0	1	39	7	3	1	0	0	0	11	120
1 Hr	107	14	3	0	8	0	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	19	4	1	2	0	134	157	24	6	0	0	2	189	41	8	6	0	0	0	55	510
10:00	17	4	1	0	2	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	5	0	0	0	0	36	40	4	2	0	0	0	46	10	3	0	0	0	0	13	119
10:15	22	4	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	4	5	0	1	1	30	32	4	0	1	0	0	37	17	1	0	0	0	0	18	111
10:30	23	4	3	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	1	1	0	0	41	34	4	5	1	0	0	44	22	0	2	0	0	0	24	139
10:45	29	1	0	0	1	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2	3	0	1	0	31	46	5	0	0	0	0	51	17	3	2	0	0	0	22	135
1 Hr	91	13	4	0	3	0	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	12	9	1	2	1	138	152	17	7	2	0	0	178	66	7	4	0	0	0	77	504
11:00	28	4	4	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	2	1	0	0	0	33	46	5	4	0	0	0	55	21	3	2	0	0	0	26	150
11:15	28	3	1	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	4	1	0	1	0	42	46	3	2	0	0	1	52	17	1	1	0	0	0	19	145
11:30	19	2	2	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	1	0	0	0	0	41	41	1	0	1	0	0	43	20	0	1	0	0	0	21	128
11:45	24	3	3	0	1	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	3	0	0	0	0	41	42	5	2	0	1	0	50	21	1	1	0	0	0	23	145
1 Hr	99	12	10	0	1	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	10	2	0	1	0	157	175	14	8	1	1	1	200	79	5	5	0	0	0	89	568
12:00	32	3	2	1	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2	1	0	0	0	32	50	6	1	0	0	0	57	18	1	1	0	0	0	20	147
12:15	30	1	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	0	2	0	45	38	1	1	0	0	0	40	19	0	0	0	0	0	19	135
12:30	29	3	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	2	2	0	0	0	36	47	4	2	0	0	0	53	19	1	2	0	0	0	22	143
12:45	24	4	0	0	1	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1	2	0	0	0	26	41	7	3	0	0	0	51	12	0	0	0	0	0	12	118
1 Hr	115	11	2	1	1	0	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	5	5	0	2	0	139	176	18	7	0	0	0	201	68	2	3	0	0	0	73	543
13:00	37	7	0	0	0	1	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	5	4	0	0	0	39	52	0	0	0	0	0	52	24	1	2	1	0	0	28	164
13:15	38	3	1	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	5	1	0	1	0	44	49	4	1	0	0	0	54	15	1	1	0	0	0	17	157
13:30	37	2	1	0	1	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	0	29	36	6	2	0	0	0	44	17	2	2	0	0	0	21	135
13:45	26	3	1	1	1	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	6	1	0	0	0	22	45	8	1	1	0	0	55	18	1	0	0	0	0	19	128
1 Hr	138	15	3	1	2	1	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	19	6	0	1	0	134	182	18	4	1	0	0	205	74	5	5	1	0	0	85	584
14:00	31	5	1	0	1	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	5	0	0	0	0	30	40	7	1	0	0	1	49	14	1	3	0	1	0	19	136
14:15	42	5	6	0	2	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	4	0	0	2	0	42	52	6	2	0	0	0	60	22	2	1	1	0	0	26	183
14:30	64	6	1	1	1	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	5	1	0	0	0	39	51	6	1	0	0	2	60	23	2	0	0	0	0	25	197
14:45	54	3	1	0	2	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	4	1	0	0	0	40	66	9	1	0	0	0	76	33	2	2	0	0	0	37	213
1 Hr	191	19	9	1	6	0	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	18	2	0	2	0	151	209	28	5	0	0	3	245	92	7	6	1	1	0	107	729
15:00	96	3	2	0	2	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	6	0	0	0	1	53	86	2	0	0	0	1	89	32	3	1	0	0	0	36	281
15:15	104	5	2	0	1	1	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4	0	0	1	0	46	88	5	0	0	0	0	93	52	2	0	0	0	0	54	306
15:30	97	1	2	0	2	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	1	0	34	85	11	1	0	0	0	97	38	7	2	0	0	0	47	280
15:45	98	2	0	0	2	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	27	98	8	0	0	1	0	107	48	0	0	0	0	0	48	284
1 Hr	395	11	6	0	7	1	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	13	0	0	2	1	160	357	26	1	0	1	1	386	170	12	3	0	0	0	185	1151
16:00	106	1	1	0	1	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	5	1	0	0	0	41	101	3	1	0	1	0	106	51	3	0	0	0	0	54	310
16:15	84	4	0	0	1	0	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	2	1	0	1	0	47	108	7	1	0	0	0	116	61	0	0	0	0	1	62	314
16:30	95	5	1	0	2	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	2	1	0	0	0	27	100	3	1	0	0	0	104	63	8	0	0	0	0	71	305
16:45	94	5	2	0	2	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	1	0	0	0	39	107	4	0	0	2	1	114	39	3	2	0	0	0	44	300
1 Hr	379	15	4	0	6	0	404	0	0	0	0	0	0	0	0	0	0	0	0	0	0	138	11	4	0	1	0	154	416	17	3	0	3	1	440	214	14	2	0	0	1	231	1229
17:00	93	3	0	0	1	0	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	0	0	1	37	115	12	2	0	0	2	131	45	3	0	0	0	0	48	313
17:15	79	1	1	0	2	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	4	0	0	1	0	35	92	8	2	0	3	3	108	53	3	0	0	0	0	56	282
17:30	77	6	0	0	1	0	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2	1	0	0	0	31	101	2	0	0	0	0	103	38	0	0	0	0	0	38	256
17:45	58	1	0	0	3	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0	0	3	34	90	2	0	0	0	1	93	29	0	0	0	0	0	29	218
1 Hr	307	11	1	0	7	0	326	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	6	2	0	1	4	137	398	24	4	0	3	6	435	165	6	0	0	0	0	171	1069
18:00	46	1	1	0	1	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	4	0	0	1	0	36	68	5	0	0	0	0	73	27	2	0	0	0	0	29	187
18:15	45	2	1	0	2	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	4	0	27	60	3	1	0	1	0	65	21	0	0	0	0	1	22	164
18:30	36	1	0	1	1	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	1	0	0	2	0	48	44	3	0	0	0	0	47	22	3	0	0	0	0	25	159
18:45	24	3	0	0	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	20	41	2	0	0	0	0	43	22	2	0	0	0	0	24	115
1 Hr	151	7	2	1	5	0	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	5	1	0	7	0	131	213	13	1	0	1	0	228	92	7	0	0	0	1	100	625
Total	2324	156	59	4	61	3	2607	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1467	139	50	3	23	8	1690	2789	246	56	5	11	16	3123	1237	97	35	2	3	3	1377	8797

Entry : Arm D

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Destination : Arm E							Destination : Arm F							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	35	17	2	0	0	0	54	0	0	0	0	0	0	0	19	1	2	0	1	0	23	1	0	0	0	0	0	1	4	3	0	0	0	0	7	4	4	0	0	0	0	8	93
07:15	37	15	1	0	0	1	54	0	0	0	0	0	0	0	42	5	2	0	1	0	50	0	0	0	0	0	0	0	8	1	1	0	0	0	10	14	3	2	0	0	0	19	133
07:30	46	9	0	0	3	1	59	0	0	0	0	0	0	0	30	5	2	0	1	0	38	0	0	0	0	0	0	0	6	2	0	0	0	0	8	8	2	1	0	0	0	11	116
07:45	48	11	2	1	0	0	62	0	0	0	0	0	0	0	61	5	0	0	1	0	67	0	0	0	0	0	0	0	11	4	0	0	0	0	15	8	8	1	0	0	0	17	161
1 Hr	166	52	5	1	3	2	229	0	0	0	0	0	0	0	152	16	6	0	4	0	178	1	0	0	0	0	0	1	29	10	1	0	0	0	40	34	17	4	0	0	0	55	503
08:00	49	8	2	0	0	0	59	0	0	0	0	0	0	0	51	2	0	0	3	0	56	0	0	0	0	0	0	0	15	1	2	0	1	0	19	13	8	1	0	0	0	22	156
08:15	35	3	2	0	0	0	40	0	0	0	0	0	0	0	59	2	1	0	1	2	65	1	0	0	0	0	0	1	18	2	0	0	0	0	20	11	8	1	0	0	0	20	146
08:30	38	4	2	0	1	1	46	0	0	0	0	0	0	0	39	2	1	0	0	0	42	0	0	0	0	0	0	0	10	3	1	0	0	0	14	7	1	1	0	1	1	11	113
08:45	26	3	1	0	1	0	31	0	0	0	0	0	0	0	53	3	0	0	0	0	56	0	0	0	0	0	0	0	13	4	0	0	0	0	17	7	1	0	0	0	0	8	112
1 Hr	148	18	7	0	2	1	176	0	0	0	0	0	0	0	202	9	2	0	4	2	219	1	0	0	0	0	0	1	56	10	3	0	1	0	70	38	18	3	0	1	1	61	527
09:00	15	3	1	0	0	0	19	0	0	0	0	0	0	0	36	1	1	0	0	0	38	0	0	0	0	0	0	0	12	2	0	0	1	0	15	9	2	1	0	0	0	12	84
09:15	20	10	1	2	1	0	34	0	0	0	0	0	0	0	35	4	0	0	0	0	39	0	0	0	0	0	0	0	10	2	0	0	0	0	12	5	3	1	0	0	0	9	94
09:30	24	2	0	0	1	0	27	0	0	0	0	0	0	0	37	1	0	0	0	0	38	0	0	0	0	0	0	0	15	3	1	0	0	0	19	9	1	1	0	0	0	11	95
09:45	25	6	0	1	4	0	36	0	0	0	0	0	0	0	31	6	2	0	0	0	39	0	0	0	0	0	0	0	7	2	0	0	0	0	9	7	1	0	0	0	0	8	92

Client: Parsons Brinckerhoff
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1 Hr	84	21	2	3	6	0	116	0	0	0	0	0	0	0	139	12	3	0	0	0	154	0	0	0	0	0	0	0	44	9	1	0	1	0	55	30	7	3	0	0	0	40	365
10:00	17	10	4	0	1	0	32	0	0	0	0	0	0	0	22	2	0	0	0	0	24	0	0	0	0	0	0	0	8	0	0	0	0	0	8	6	2	0	1	0	0	9	73
10:15	12	5	1	1	0	0	19	0	0	0	0	0	0	0	29	1	2	0	0	0	32	0	0	0	0	0	0	0	7	4	0	0	0	0	11	3	1	1	0	0	0	5	67
10:30	14	3	2	0	0	0	19	0	0	0	0	0	0	0	24	4	0	0	0	0	28	0	0	0	0	0	0	0	8	1	0	0	1	0	10	5	3	1	0	0	0	9	66
10:45	13	3	3	0	1	0	20	0	0	0	0	0	0	0	27	2	3	0	0	0	32	0	0	0	0	0	0	0	11	0	0	0	0	0	11	5	1	1	0	0	0	7	70
1 Hr	56	21	10	1	2	0	90	0	0	0	0	0	0	0	102	9	5	0	0	0	116	0	0	0	0	0	0	0	34	5	0	0	1	0	40	19	7	3	1	0	0	30	276
11:00	19	2	0	0	0	0	21	0	0	0	0	0	0	0	23	2	2	0	0	0	27	0	0	0	0	0	0	0	4	1	1	0	1	0	7	4	1	0	0	0	0	5	60
11:15	18	5	2	1	0	0	26	0	0	0	0	0	0	0	41	2	0	0	0	0	43	0	0	0	0	0	0	0	5	5	2	0	0	0	12	6	0	0	0	0	0	6	87
11:30	14	5	2	0	1	0	22	0	0	0	0	0	0	0	26	1	2	0	0	0	29	0	0	0	0	0	0	0	16	1	0	1	0	0	18	5	2	0	0	0	0	7	76
11:45	26	8	2	0	0	1	37	0	0	0	0	0	0	0	28	1	0	0	0	0	29	0	0	0	0	0	0	0	11	1	0	0	0	0	12	8	3	0	0	0	1	12	90
1 Hr	77	20	6	1	1	1	106	0	0	0	0	0	0	0	118	6	4	0	0	0	128	0	0	0	0	0	0	0	36	8	3	1	1	0	49	23	6	0	0	0	1	30	313
12:00	20	3	0	0	0	0	23	0	0	0	0	0	0	0	24	1	3	0	0	0	28	0	0	0	0	0	0	0	6	1	1	0	0	0	8	6	2	0	0	0	0	8	67
12:15	22	7	1	1	0	0	31	0	0	0	0	0	0	0	31	1	1	0	0	0	33	0	0	0	0	0	0	0	12	1	2	0	1	0	16	5	2	0	0	0	0	7	87
12:30	31	4	1	0	0	0	36	0	0	0	0	0	0	0	31	2	1	0	1	0	35	0	0	0	0	0	0	0	8	0	2	1	0	0	11	5	1	0	0	0	0	6	88
12:45	23	3	0	2	0	0	28	0	0	0	0	0	0	0	27	3	3	0	0	0	33	0	0	0	0	0	0	0	8	0	0	0	0	0	8	3	0	0	0	0	0	3	72
1 Hr	96	17	2	3	0	0	118	0	0	0	0	0	0	0	113	7	8	0	1	0	129	0	0	0	0	0	0	0	34	2	5	1	1	0	43	19	5	0	0	0	0	24	314
13:00	26	1	1	1	0	0	29	0	0	0	0	0	0	0	39	6	0	0	0	0	45	0	0	0	0	0	0	0	13	2	0	0	0	0	15	5	4	0	0	0	0	9	98
13:15	21	2	3	0	0	0	26	0	0	0	0	0	0	0	51	2	0	0	0	0	53	0	0	0	0	0	0	0	16	0	0	1	0	0	17	5	2	1	1	0	0	9	105
13:30	18	4	1	0	0	0	23	0	0	0	0	0	0	0	26	2	1	0	0	0	29	0	0	0	0	0	0	0	9	1	0	0	0	0	10	7	0	0	0	0	0	7	69
13:45	22	4	2	1	1	0	30	0	0	0	0	0	0	0	29	1	2	0	0	0	32	0	0	0	0	0	0	0	19	1	1	0	0	0	21	4	1	0	0	0	0	5	88
1 Hr	87	11	7	2	1	0	108	0	0	0	0	0	0	0	145	11	3	0	0	0	159	0	0	0	0	0	0	0	57	4	1	1	0	0	63	21	7	1	1	0	0	30	360
14:00	25	7	2	0	0	0	34	0	0	0	0	0	0	0	29	2	1	0	0	0	32	0	0	0	0	0	0	0	11	1	1	0	1	0	14	5	1	0	0	0	0	6	86
14:15	28	5	0	1	0	0	34	0	0	0	0	0	0	0	40	1	0	0	0	0	41	0	0	0	0	0	0	0	16	1	1	0	0	0	18	6	3	0	0	0	0	9	102
14:30	29	7	1	0	0	0	37	0	0	0	0	0	0	0	36	2	2	0	0	0	40	0	0	0	0	0	0	0	10	2	1	0	1	0	14	11	1	1	0	0	0	13	104
14:45	30	5	3	0	0	0	38	0	0	0	0	0	0	0	38	5	1	0	0	0	44	0	0	0	0	0	0	0	14	0	1	0	1	0	16	11	1	0	0	0	0	12	110
1 Hr	112	24	6	1	0	0	143	0	0	0	0	0	0	0	143	10	4	0	0	0	157	0	0	0	0	0	0	0	51	4	4	0	3	0	62	33	6	1	0	0	0	40	402
15:00	32	1	0	0	0	0	33	0	0	0	0	0	0	0	20	2	0	0	0	1	23	0	0	0	0	0	0	0	24	4	0	0	0	0	28	13	1	1	0	0	0	15	99
15:15	29	9	0	0	0	0	38	0	0	0	0	0	0	0	35	0	1	0	0	0	36	0	0	0	0	0	0	0	19	3	0	0	0	0	22	13	0	1	0	0	0	14	110
15:30	44	8	0	2	3	0	57	0	0	0	0	0	0	0	45	2	0	0	2	0	49	0	0	0	0	0	0	0	16	4	0	0	0	0	20	16	2	0	0	0	0	18	144
15:45	31	4	1	0	0	0	36	0	0	0	0	0	0	0	29	2	0	0	0	0	31	0	0	0	0	0	0	0	29	1	1	0	2	0	33	22	1	1	0	0	0	24	124
1 Hr	136	22	1	2	3	0	164	0	0	0	0	0	0	0	129	6	1	0	2	1	139	0	0	0	0	0	0	0	88	12	1	0	2	0	103	64	4	3	0	0	0	71	477
16:00	42	13	2	0	0	0	57	0	0	0	0	0	0	0	30	1	0	0	0	0	31	0	0	0	0	0	0	0	17	0	0	0	0	0	17	12	1	0	0	0	1	14	119
16:15	44	10	1	0	0	0	55	0	0	0	0	0	0	0	27	5	1	0	0	0	33	0	0	0	0	0	0	0	28	4	0	0	0	0	32	15	1	0	0	0	0	16	136
16:30	58	7	0	1	0	0	66	0	0	0	0	0	0	0	32	3	1	0	0	0	36	0	0	0	0	0	0	0	19	1	0	0	0	0	20	19	4	2	1	0	0	26	148
16:45	42	12	1	0	0	0	55	0	0	0	0	0	0	0	23	4	1	1	0	0	29	0	0	0	0	0	0	0	12	2	0	0	0	0	14	16	4	0	0	0	0	20	118
1 Hr	186	42	4	1	0	0	233	0	0	0	0	0	0	0	112	13	3	1	0	0	129	0	0	0	0	0	0	0	76	7	0	0	0	0	83	62	10	2	1	0	1	76	521
17:00	47	14	0	1	0	0	62	0	0	0	0	0	0	0	34	1	0	0	1	0	36	0	0	0	0	0	0	0	21	4	2	0	0	0	27	15	1	1	0	1	0	18	143
17:15	53	4	1	0	0	0	58	0	0	0	0	0	0	0	25	4	0	0	0	1	30	0	0	0	0	0	0	0	20	0	2	0	0	0	22	18	1	0	0	0	0	19	129
17:30	53	4	1	0	0	0	58	0	0	0	0	0	0	0	19	2	0	0	0	1	22	0	0	0	0	0	0	0	19	1	0	0	0	0	20	15	2	0	0	0	0	17	117
17:45	40	3	0	0	0	0	43	0	0	0	0	0	0	0	33	1	1	0	1	0	36	0	0	0	0	0	0	0	15	3	0	0	0	0	18	19	0	0	0	0	0	19	116
1 Hr	193	25	2	1	0	0	221	0	0	0	0	0	0	0	111	8	1	0	2	2	124	0	0	0	0	0	0	0	75	8	4	0	0	0	87	67	4	1	0	1	0	73	505
18:00	26	4	0	0	0	0	30	0	0	0	0	0	0	0	29	1	0	0	0	0	30	0	0	0	0	0	0	0	18	2	0	0	0	0	20	15	0	2	0	0	0	17	97
18:15	45	5	0	0	0	0	50	0	0	0	0	0	0	0	26	1	0	0	0	0	27	0	0	0	0	0	0	0	16	1	0	0	0	3	20	10	0	0	0	0	0	10	107
18:30	26	7	0	1	0	0	34	0	0	0	0	0	0	0	35	0	1	0	0	0	36	0	0	0	0	0	0	0	11	0	0	0	0	0	11	12	1	0	0	0	0	13	94
18:45	16	0	0	0	0	0	16	0	0	0	0	0	0	0	60	2	1	0	0	0	63	0	0	0	0	0	0	0	12	0	0	0	0	0	12	7	2	1	0	0	0	10	101
1 Hr	113	16	0	1	0	0	130	0	0	0	0	0	0	0	150	4	2	0	0	0	156	0	0	0	0	0	0	0	57	3	0	0	0	3	63	44	3	3	0	0	0	50	399
Total	1454	289	52	17	18	4	1834	0	0	0	0	0	0	0	1616	111	42	1	13	5	1788	2	0	0	0	0	0	2	637	82	23	3	10	3	758	454	94	24	3	2	3	580	4962

Entry : Arm E

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Destination : Arm E							Destination : Arm F							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	7	1	0	0	0	0	8	0	0	0	0	0	0	0	37	2	0	0	0	0	39	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
07:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	55	3	1	0	0	1	60	5	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
07:30	4	1	2	0	0	0	7	0	0	0	0	0	0	0	63	3	2	0	1	1	70	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
07:45	4	0	1	1	0	0	6	0	0	0	0	0	0	0	78	0	1	0	2	1	82	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	93
1 Hr	17	2	3	1	0	0	23	0	0	0	0	0	0	0	233	8	4	0	3	3	251	14	2	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	1	291
08:00	3	5	0	0	0	0	8	0	0	0	0	0	0	0	55	1	1	0	0	0	57	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
08:15	2	0	0	1	0	0	3	0	0	0	0	0	0	0	90	4	1	0	1	0	96	6	0	1	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	0	0	1	107
08:30	2	1	0	0	0	0	3	0	0	0	0	0	0	0	73	8	1	0	1	2	85	2	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	1	91
08:45	1	1	0	0	0	0	2	0	0	0	0	0	0	0	66	9	1	0	0	2	78	5	1	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	1	87
1 Hr	8	7	0	1	0	0	16	0	0	0	0	0	0	0	284	22	4	0	2	4	316	17	1	2	0	0	0	20	0	0	0	0	0	0	0	2	1	0	0	0	0	3	355
09:00	3	1	0	0	0	0	4	0	0	0	0	0	0	0	64	5	0	0	0	0	69	2	2	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78
09:15	2	1	1	0	0	0	4	0	0	0	0	0	0	0	24	3	1	0	0	2	30	6	1	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
09:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0	51	5	2	0	0	0	58	5	0	0	0	0	0	5	0	0	1	0	0	0	1	0	1	1	0	0	0	2	67
09:45	3	2	2	1	0	0	8	0	0	0	0	0	0	0	25	2	1	0	0	0	28	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	2	41
1 Hr	9	4	3	1	0	0	17	0	0	0	0	0	0	0	164	15	4	0	0	2	185	14	5	1	0	0	0	20	0	0	1	0	0	0	1	0	2	1	1	0	0	4	227
10:00	0	4	0	0	0	0	4	0	0	0	0	0	0	0	30	1	0	0	1	1	33	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
10:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0	22	5	3	0	0	0	30	7	0	0	0	0	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	0	40
10:30	4	0	0	0	0	0	4	0	0	0	0	0	0	0	20	5	1	0	0	0	26	3	0	2	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	1	36
10:45	3	0	3	5	0	0	11	0	0	0	0	0	0	0	29	8	2	0	0	0	39	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
1 Hr	9	4	3	5	0	0	21	0	0	0	0	0	0	0	101	19	6	0	1	1	128	16	0	2	0	0	0	18	1	0	0	0	0	0	1	1	0	0	0	0	0	1	169

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 2
Date: Thursday 16th October 2014

11:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0	35	4	0	0	0	0	39	10	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
11:15	2	1	0	0	0	0	3	0	0	0	0	0	0	0	22	4	1	0	0	0	27	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	34
11:30	3	0	3	0	0	0	6	0	0	0	0	0	0	0	31	4	1	0	0	0	36	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	1	47
11:45	0	0	2	1	0	0	3	0	0	0	0	0	0	0	38	2	1	0	0	1	42	4	3	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
1 Hr	7	1	5	1	0	0	14	0	0	0	0	0	0	0	126	14	3	0	0	1	144	21	3	1	0	0	0	25	0	0	0	0	0	0	0	0	0	0	2	0	0	2	185
12:00	2	0	1	0	0	0	3	0	0	0	0	0	0	0	23	3	1	0	0	0	27	1	1	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
12:15	4	1	0	0	0	0	5	0	0	0	0	0	0	0	19	5	1	0	0	0	25	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
12:30	0	1	2	0	0	0	3	0	0	0	0	0	0	0	33	3	0	0	0	0	36	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
12:45	7	1	1	2	0	0	11	0	0	0	0	0	0	0	28	2	0	0	0	0	30	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
1 Hr	13	3	4	2	0	0	22	0	0	0	0	0	0	0	103	13	2	0	0	0	118	8	3	1	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153
13:00	8	0	0	1	0	0	9	0	0	0	0	0	0	0	30	3	3	0	0	0	36	3	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	2	50
13:15	6	0	1	0	0	0	7	0	0	0	0	0	0	0	26	1	1	0	0	0	28	4	1	1	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	1	42
13:30	3	1	0	0	0	0	4	0	0	0	0	0	0	0	25	4	2	0	0	0	31	3	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	1	39
13:45	0	3	4	0	0	0	7	0	0	0	0	0	0	0	30	1	0	0	0	0	31	9	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
1 Hr	17	4	5	1	0	0	27	0	0	0	0	0	0	0	111	9	6	0	0	0	126	19	1	1	0	0	0	21	0	0	0	0	0	0	0	3	0	1	0	0	0	4	178
14:00	10	0	0	1	0	0	11	0	0	0	0	0	0	0	39	7	0	0	0	1	47	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	61
14:15	12	0	2	0	0	0	14	0	0	0	0	0	0	0	27	4	0	0	0	0	31	10	2	0	0	1	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	1	59
14:30	5	0	0	0	0	0	5	0	0	0	0	0	0	0	36	3	2	0	0	0	41	6	2	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	0	0	1	55
14:45	4	1	0	0	0	0	5	0	0	0	0	0	0	0	41	4	0	0	0	0	45	3	1	0	0	0	0	4	0	0	0	0	0	0	0	1	2	1	0	0	0	4	58
1 Hr	31	1	2	1	0	0	35	0	0	0	0	0	0	0	143	18	2	0	0	1	164	20	6	0	0	1	0	27	0	0	0	0	0	0	0	3	2	2	0	0	0	7	233
15:00	9	2	0	5	0	0	16	0	0	0	0	0	0	0	32	1	0	0	0	0	33	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2	52
15:15	14	0	0	0	0	0	14	0	0	0	0	0	0	0	34	5	0	0	0	2	41	4	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	1	60
15:30	5	0	1	0	0	0	6	0	0	0	0	0	0	0	30	6	0	0	0	2	38	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49
15:45	5	1	0	0	0	0	6	0	0	0	0	0	0	0	25	3	3	0	0	0	31	7	0	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
1 Hr	33	3	1	5	0	0	42	0	0	0	0	0	0	0	121	15	3	0	0	4	143	16	0	2	0	0	0	18	0	0	0	0	0	0	0	2	2	0	0	0	0	4	207
16:00	21	0	0	0	0	0	21	0	0	0	0	0	0	0	26	3	0	0	0	0	29	4	3	0	0	1	0	8	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59
16:15	8	0	1	1	0	0	10	0	0	0	0	0	0	0	28	3	0	0	0	0	31	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	1	44
16:30	13	0	1	1	0	0	15	0	0	0	0	0	0	0	24	3	0	0	0	0	27	9	3	0	0	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	1	55
16:45	13	0	0	1	0	0	14	0	0	0	0	0	0	0	26	5	0	0	0	1	32	3	1	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	2	52
1 Hr	55	0	2	3	0	0	60	0	0	0	0	0	0	0	104	14	0	0	0	1	119	16	8	1	0	1	0	26	0	0	0	0	0	0	0	3	0	2	0	0	0	5	210
17:00	31	0	0	0	0	0	31	0	0	0	0	0	0	0	25	4	0	0	0	0	29	5	0	0	0	0	0	5	0	0	0	0	0	0	0	1	1	0	0	0	0	2	67
17:15	18	4	0	1	0	0	23	0	0	0	0	0	0	0	36	1	0	0	0	0	37	3	0	0	1	0	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	2	66
17:30	15	2	0	0	0	0	17	0	0	0	0	0	0	0	34	4	0	0	1	0	39	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	59
17:45	10	0	0	0	0	0	10	0	0	0	0	0	0	0	26	4	0	0	1	0	31	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
1 Hr	74	6	0	1	0	0	81	0	0	0	0	0	0	0	121	13	0	0	2	0	136	11	0	0	1	0	0	12	0	0	0	0	0	0	0	4	2	0	0	0	0	6	235
18:00	16	0	0	0	0	0	16	0	0	0	0	0	0	0	29	3	0	0	1	0	33	6	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	1	56
18:15	8	0	0	1	0	0	9	0	0	0	0	0	0	0	23	1	0	0	0	0	24	5	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	2	40
18:30	2	0	0	0	0	0	2	0	0	0	0	0	0	0	26	0	0	0	0	0	26	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
18:45	4	0	0	0	0	0	4	0	0	0	0	0	0	0	39	0	0	0	0	1	40	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
1 Hr	30	0	0	1	0	0	31	0	0	0	0	0	0	0	117	4	0	0	1	1	123	19	0	0	0	0	0	19	0	0	0	0	0	0	0	3	0	0	0	0	0	3	176
Total	303	35	28	23	0	0	389	0	0	0	0	0	0	0	1728	164	34	0	9	18	1953	191	29	11	1	2	1	235	1	0	1	0	0	0	2	21	9	6	4	0	0	40	2619

Entry : Arm F

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Destination : Arm D							Destination : Arm E							Destination : Arm F							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ORIGIN SUMMARY

	Origin : Arm A							Origin : Arm B							Origin : Arm C							Origin : Arm D							Origin : Arm E							Origin : Arm F							Origin Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	85	5	2	0	2	0	94	149	7	1	1	0	0	158	81	7	2	0	1	1	92	63	25	4	0	1	0	93	46	3	0	0	0	0	49	0	0	0	0	0	0	0	486
07:15	91	5	6	0	1	0	103	172	8	1	0	1	0	182	92	5	3	0	1	0	101	101	24	6	0	1	1	133	62	5	1	0	0	1	69	0	0	0	0	0	0	0	588
07:30	112	3	2	0	3	1	121	176	24	3	1	4	1	209	160	23	9	0	3	0	195	90	18	3	0	4	1	116	70	4	4	0	1	1	80	0	0	0	0	0	0	0	721
07:45	124	14	5	0	3	0	146	146	27	6	1	3	0	183	156	17	4	0	2	1	180	128	28	3	1	1	0	161	86	0	2	2	2	1	93	0	0	0	0	0	0	0	763
1 Hr	412	27	15	0	9	1	464	643	66	11	3	8	1	732	489	52	18	0	7	2	568	382	95	16	1	7	2	503	264	12	7	2	3	3	291	0	0	0	0	0	0	0	2558
08:00	131	10	3	0	2	2	148	192	13	5	1	1	0	212	158	23	6	0	5	0	192	128	19	5	0	4	0	156	62	6	2	0	0	0	70	0	0	0	0	0	0	0	778
08:15	137	17	2	0	1	1	158	162	7	3	0	2	0	174	142	16	5	0	4	3	170	124	15	4	0	1	2	146	99	4	2	1	1	0	107	0	0	0	0	0	0	0	755
08:30	121	8	4	0	3	0	136	197	27	4	2	1	0	231	176	12	5	2	1	1	197	94	10	5	0	2	2	113	78	9	1	0	1	2	91	0	0	0	0	0	0	0	768
08:45	134	13	8	1	1	0	157	163	19	2	2	2	0	188	130	17	7	0	4	0	158	99	11	1	0	1	0	112	72	12	1	0	0	2	87	0	0	0	0	0	0	0	702
1 Hr	523	48	17	1	7	3	599	714	66	14	5	6	0	805	606	68	23	2	14	4	717	445	55	15	0	8	4	527	311	31	6	1	2	4	355	0	0	0	0	0	0	0	3003
09:00	80	13	1	0	2	2	98	150	11	7	1	0	0	169	122	13	8	0	2	1	146	72	8	3	0	1	0	84	69	8	1	0	0	0	78	0	0	0	0	0	0	0	575
09:15	50	4	3	0	1	0	58	88	11	7	1	2	0	109	96	17	6	1	3	0	123	70	19	2	2	1	0	94	32	5	2	0	0	2	41	0	0	0	0	0	0	0	425
09:30	50	9	0	0	2	0	61	79	11	5	1	1	0	97	102	15	2	0	2	0	121	85	7	2	0	1	0	95	57	6	4	0	0	0	67	0	0	0	0	0	0	0	441
09:45	38	7	2	0	2	0	49	50	11	8	1	0	0	70	93	20	3	0	3	1	120	70	15	2	1	4	0	92	29	7	3	2	0	0	41	0	0	0	0	0	0	0	372
1 Hr	218	33	6	0	7	2	266	367	44	27	4	3	0	445	413	65	19	1	10	2	510	297	49	9	3	7	0	365	187	26	10	2	0	2	227	0	0	0	0	0	0	0	1813
10:00	44	7	6	0	1	0	58	28	7	7	0	2	0	44	98	16	3	0	2	0	119	53	14	4	1	1	0	73	33	5	0	0	1	1	40	0	0	0	0	0	0	0	334
10:15	43	4	1	0	0	0	48	49	11	3	2	0	0	65	90	13	5	1	1	1	111	51	11	4	1	0	0	67	32	5	3	0	0	0	40	0	0	0	0	0	0	0	331
10:30	42	10	5	0	0	0	57	55	14	9	2	1	0	81	117	9	11	2	0	0	139	51	11	3	0	1	0	66	28	5	3	0	0	0	36	0	0	0	0	0	0	0	379
10:45	30	7	1	0	0	0	38	40	10	6	3	0	0	59	117	11	5	0	2	0	135	56	6	7	0	1	0	70	35	8	5	5	0	0	53	0	0	0	0	0	0	0	355
1 Hr	159	28	13	0	1	0	201	172	42	25	7	3	0	249	422	49	24	3	5	1	504	211	42	18	2	3	0	276	128	23	11	5	1	1	169	0	0	0	0	0	0	0	1399
11:00	39	8	1	0	0	0	48	39	4	6	1	1	1	52	125	14	11	0	0	0	150	50	6	3	0	1	0	60	47	4	1	0	0	0	52	0	0	0	0	0	0	0	362
11:15	38	7	4	0	0	1	50	42	8	3	1	0	0	54	127	11	5	0	1	1	145	70	12	4	1	0	0	87	27	5	1	1	0	0	34	0	0	0	0	0	0	0	370
11:30	33	5	0	1	0	1	40	54	8	6	0	1	0	69	120	4	3	1	0	0	128	61	9	4	1	1	0	76	38	4	4	1	0	0	47	0	0	0	0	0	0	0	360
11:45	34	10	4	0	0	0	48	60	8	1	1	1	0	71	125	12	6	0	2	0	145	73	13	2	0	0	2	90	42	5	3	1	0	1	52	0	0	0	0	0	0	0	406
1 Hr	144	30	9	1	0	2	186	195	28	16	3	3	1	246	497	41	25	1	3	1	568	254	40	13	2	2	2	313	154	18	9	3	0	1	185	0	0	0	0	0	0	0	1498
12:00	42	6	1	1	0	0	50	73	6	3	3	0	0	85	129	12	5	1	0	0	147	56	7	4	0	0	0	67	26	4	2	0	0	1	33	0	0	0	0	0	0	0	382
12:15	36	4	0	0	0	0	40	58	15	4	5	0	0	82	130	2	1	0	2	0	135	70	11	4	1	1	0	87	26	6	2	0	0	0	34	0	0	0	0	0	0	0	378
12:30	58	5	2	0	0	0	65	59	9	4	0	1	0	73	127	10	6	0	0	0	143	75	7	4	1	1	0	88	36	5	2	0	0	0	43	0	0	0	0	0	0	0	412
12:45	39	4	3	0	0	0	46	56	8	3	1	0	0	68	100	12	5	0	1	0	118	61	6	3	2	0	0	72	36	4	1	2	0	0	43	0	0	0	0	0	0	0	347
1 Hr	175	19	6	1	0	0	201	246	38	14	9	1	0	308	486	36	17	1	3	0	543	262	31	15	4	2	0	314	124	19	7	2	0	1	153	0	0	0	0	0	0	0	1519
13:00	43	9	1	0	0	0	53	68	5	8	4	0	0	85	143	13	6	1	0	1	164	83	13	1	1	0	0	98	42	3	4	1	0	0	50	0	0	0	0	0	0	0	450
13:15	53	6	2	0	0	0	61	67	14	8	0	0	0	89	139	13	4	0	1	0	157	93	6	4	2	0	0	105	37	2	3	0	0	0	42	0	0	0	0	0	0	0	454

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 2
Date: Thursday 16th October 2014

	Arm A							Arm B							Arm C							Arm D							Arm E							Arm F							Dest Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
13:30	50	7	2	0	0	0	59	64	12	9	0	1	0	86	116	13	5	0	1	0	135	60	7	2	0	0	0	69	32	5	2	0	0	0	39	0	0	0	0	0	0	0	388
13:45	47	14	2	0	2	0	65	80	24	8	2	0	0	114	104	18	3	2	1	0	128	74	7	5	1	1	0	88	39	4	4	0	0	0	47	0	0	0	0	0	0	0	442
1 Hr	193	36	7	0	2	0	238	279	55	33	6	1	0	374	502	57	18	3	3	1	584	310	33	12	4	1	0	360	150	14	13	1	0	0	178	0	0	0	0	0	0	0	1734
14:00	59	4	2	0	0	0	65	67	7	0	1	0	0	75	110	18	5	0	2	1	136	70	11	4	0	1	0	86	50	8	1	1	0	1	61	0	0	0	0	0	0	0	423
14:15	40	12	3	0	2	0	57	74	9	1	2	3	2	91	152	17	9	1	4	0	183	90	10	1	1	0	0	102	50	6	2	0	1	0	59	0	0	0	0	0	0	0	492
14:30	35	9	1	1	2	0	48	66	9	9	1	1	0	86	171	19	3	1	1	2	197	86	12	5	0	1	0	104	48	5	2	0	0	0	55	0	0	0	0	0	0	0	490
14:45	63	2	1	0	2	1	69	76	11	1	3	2	0	93	188	18	5	0	2	0	213	93	11	5	0	1	0	110	49	8	1	0	0	0	58	0	0	0	0	0	0	0	543
1 Hr	197	27	7	1	6	1	239	283	36	11	7	6	2	345	621	72	22	2	9	3	729	339	44	15	1	3	0	402	197	27	6	1	1	1	233	0	0	0	0	0	0	0	1948
15:00	37	6	4	0	1	0	48	73	13	2	0	1	0	89	260	14	3	0	2	2	281	89	8	1	0	0	1	99	43	4	0	5	0	0	52	0	0	0	0	0	0	0	569
15:15	65	6	3	0	1	0	75	56	12	1	0	1	0	70	285	16	2	0	2	1	306	96	12	2	0	0	0	110	53	5	0	0	0	2	60	0	0	0	0	0	0	0	621
15:30	84	4	3	1	2	0	94	74	5	3	0	1	0	83	251	21	5	0	3	0	280	121	16	0	2	5	0	144	39	7	1	0	0	2	49	0	0	0	0	0	0	0	650
15:45	61	4	0	0	3	0	68	76	12	4	2	1	0	95	270	11	0	0	3	0	284	111	8	3	0	2	0	124	37	4	5	0	0	0	46	0	0	0	0	0	0	0	617
1 Hr	247	20	10	1	7	0	285	279	42	10	2	4	0	337	1066	62	10	0	10	3	1151	417	44	6	2	7	1	477	172	20	6	5	0	4	207	0	0	0	0	0	0	0	2457
16:00	53	11	0	0	2	0	66	85	13	5	2	5	0	110	293	12	3	0	2	0	310	101	15	2	0	0	1	119	51	6	1	0	1	0	59	0	0	0	0	0	0	0	664
16:15	63	7	2	0	1	0	73	91	7	2	1	0	0	101	296	13	2	0	2	1	314	114	20	2	0	0	0	136	36	4	3	1	0	0	44	0	0	0	0	0	0	0	668
16:30	66	10	0	0	2	1	79	117	16	2	2	1	0	138	282	18	3	0	2	0	305	128	15	3	2	0	0	148	47	6	1	1	0	0	55	0	0	0	0	0	0	0	725
16:45	69	12	1	0	2	0	84	109	25	1	1	0	3	139	276	14	5	0	4	1	300	93	22	2	1	0	0	118	44	6	0	1	0	1	52	0	0	0	0	0	0	0	693
1 Hr	251	40	3	0	7	1	302	402	61	10	6	6	3	488	1147	57	13	0	10	2	1229	436	72	9	3	0	1	521	178	22	5	3	1	1	210	0	0	0	0	0	0	0	2750
17:00	95	16	2	0	2	0	115	111	15	3	1	0	0	130	289	18	2	0	1	3	313	117	20	3	1	2	0	143	62	5	0	0	0	0	67	0	0	0	0	0	0	0	768
17:15	95	13	1	0	1	1	111	117	24	4	2	0	0	147	254	16	3	0	6	3	282	116	9	3	0	0	1	129	58	6	0	2	0	0	66	0	0	0	0	0	0	0	735
17:30	77	10	1	0	1	0	89	127	11	7	2	0	0	147	244	10	1	0	1	0	256	106	9	1	0	0	1	117	52	6	0	0	1	0	59	0	0	0	0	0	0	0	668
17:45	88	10	1	0	2	0	101	90	7	1	0	0	0	98	207	3	1	0	3	4	218	107	7	1	0	1	0	116	38	4	0	0	1	0	43	0	0	0	0	0	0	0	576
1 Hr	355	49	5	0	6	1	416	445	57	15	5	0	0	522	994	47	7	0	11	10	1069	446	45	8	1	3	2	505	210	21	0	2	2	0	235	0	0	0	0	0	0	0	2747
18:00	89	10	3	0	2	0	104	80	9	1	0	0	0	90	172	12	1	0	2	0	187	88	7	2	0	0	0	97	52	3	0	0	1	0	56	0	0	0	0	0	0	0	534
18:15	79	5	2	0	1	0	87	85	7	2	1	1	0	96	149	5	2	0	7	1	164	97	7	0	0	0	3	107	38	1	0	1	0	0	40	0	0	0	0	0	0	0	494
18:30	55	8	1	0	1	0	65	95	5	1	0	2	0	103	147	8	0	1	3	0	159	84	8	1	1	0	0	94	31	0	0	0	0	0	31	0	0	0	0	0	0	0	452
18:45	76	3	0	0	0	0	79	95	5	1	0	0	0	101	106	7	1	0	1	0	115	95	4	2	0	0	0	101	48	0	0	0	0	1	49	0	0	0	0	0	0	0	445
1 Hr	299	26	6	0	4	0	335	355	26	5	1	3	0	390	574	32	4	1	13	1	625	364	26	5	1	0	3	399	169	4	0	1	1	1	176	0	0	0	0	0	0	0	1925
Total	3173	383	104	5	56	11	3732	4380	561	191	58	44	7	5241	7817	638	200	14	98	30	8797	4163	576	141	24	43	15	4962	2244	237	80	28	11	19	2619	0	0	0	0	0	0	0	25351

DESTINATION SUMMARY

	Arm A							Arm B							Arm C							Arm D							Arm E							Arm F							Dest Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	78	24	2	0	1	0	105	0	0	0	0	0	0	0	250	9	2	0	3	0	264	40	5	5	0	0	1	51	37	5	0	1	0	0	43	19	4	0	0	0	0	23	486
07:15	77	18	2	0	1	1	99	0	0	0	0	0	0	0	307	12	9	0	3	1	332	56	10	1	0	0	0	67	49	4	3	0	0	0	56	29	3	2	0	0	0	34	588
07:30	118	17	4	0	5	1	145	0	0	0	0	0	0	0	288	15	7	0	8	3	321	96	21	6	1	1	0	125	71	9	3	0	1	0	84	35	10	1	0	0	0	46	721
07:45	119	16	6	2	2	1	146	0	0	0	0	0	0	0	316	21	9	0	6	1	353	95	16	2	0	2	0	115	78	25	2	1	1	0	107	32	8	1	1	0	0	42	763
1 Hr	392	75	14	2	9	3	495	0	0	0	0	0	0	0	1161	57	27	0	20	5	1270	287	52	14	1	3	1	358	235	43	8	2	2	0	290	115	25	4	1	0	0	145	2558
08:00	120	19	6	0	2	0	147	0	0	0	0	0	0	0	294	15	5	0	5	2	321	110	12	6	1	1	0	130	105	14	3	0	2	0	124	42	11	1	0	2	0	56	778
08:15	100	6	5	1	2	0	114	0	0	0	0	0	0	0	353	13	4	0	3	3	376	72	14	2	0	4	0	92	100	13	4	0	0	2	119	39	13	1	0	0	1	54	755
08:30	117	7	2	0	2	1	129	0	0	0	0	0	0	0	314	20	7	0	5	2	348	80	19	4	1	0	1	105	123	16	4	3	0	0	146	32	4	2	0	1	1	40	768
08:45	81	7	3	0	5	0	96	0	0	0	0	0	0	0	312	27	5	1	3	2	350	77	10	8	0	0	0	95	99	20	3	2	0	0	124	29	8	0	0	0	0	37	702
1 Hr	418	39	16	1	11	1	486	0	0	0	0	0	0	0	1273	75	21	1	16	9	1395	339	55	20	2	5	1	422	427	63	14	5	2	2	513	142	36	4	0	3	2	187	3003
09:00	56	9	2	0	2	0	69	0	0	0	0	0	0	0	243	17	6	0	2	2	270	85	11	4	0	0	0	100	84	13	4	1	1	1	104	25	3	4	0	0	0	32	575
09:15	52	15	4	2	3	0	76	0	0	0	0	0	0	0	152	16	8	0	1	2	179	54	10	3	1	2	0	70	59	10	3	1	1	0	74	19	5	2	0	0	0	26	425
09:30	59	10	1	0	2	0	72	0	0	0	0	0	0	0	162	15	3	0	3	0	183	75	8	3	0	1	0	87	60	11	3	1	0	0	75	17	4	3	0	0	0	24	441
09:45	60	11	4	2	7	0	84	0	0	0	0	0	0	0	113	15	6	0	2	0	136	46	17	3	0	0	0	66	46	12	2	1	0	1	62	15	5	3	1	0	0	24	372
1 Hr	227	45	11	4	14	0	301	0	0	0	0	0	0	0	670	63	23	0	8	4	768	260	46	13	1	3	0	323	249	46	12	4	2	2	315	76	17	12	1	0	0	106	1813
10:00	34	18	6	0	3	0	61	0	0	0	0	0	0	0	105	9	4	0	2	1	121	51	13	4	0	2	0	70	49	4	4	0	0	0	57	17	5	2	1	0	0	25	334
10:15	40	9	1	1	0	0	51	0	0	0	0	0	0	0	102	14	7	0	0	0	123	59	8	7	0	1	1	76	43	11	0	3	0	0	57	21	2	1	0	0	0	24	331
10:30	42	7	5	0	0	0	54	0	0	0	0	0	0	0	107	21	10	0	1	0	139	68	10	5	1	0	0	84	48	8	8	3	1	0	68	28	3	3	0	0	0	34	379
10:45	45	5	8	5	2	0	65	0	0	0	0	0	0	0	105	15	8	0	0	0	128	43	12	4	1	1	0	61	61	6	1	2	0	0	70	24	4	3	0	0	0	31	355
1 Hr	161	39	20	6	5	0	231	0	0	0	0	0	0	0	419	59	29	0	3	1	511	221	43	20	2	4	1	291	201	29	13	8	1	0	252	90	14	9	1	0	0	114	1399
11:00	50	7	4	0	0	0	61	0	0	0	0	0	0	0	111	11	6	0	0	1	129	60	8	4	0	1	0	73	54	6	6	1	1	0	68	25	4	2	0	0	0	31	362
11:15	51	9	3	1	0	0	64	0	0	0	0	0	0	0	108	12	4	0	0	0	124	64	13	3	1	1	0	82	57	8	6	0	0	2	73	24	1	1	1	0	0	27	370
11:30	41	7	7	0	1	0	56	0	0	0	0	0	0	0	105	8	6	1	1	1	122	68	10	1	0	0	0	79	64	3	2	2	0	0	71	28	2	1	1	0	0	32	360
11:45	52	12	7	1	1	1	74	0	0	0	0	0	0	0	132	8	6	0	1	1	148	65	12	0	0	0	0	77	55	7	2	0	1	0	65	30	9	1	1	0	1	42	406
1 Hr	194	35	21	2	2	1	255	0	0	0	0	0	0	0	456	39	22	1	2	3	523	257	43	8	1	2	0	311	230	24	16	3	2	2	277	107	16	5	3	0	1	132	1498
12:00	58	7	4	1	0	0	70	0	0	0	0	0	0	0	117	10	5	1	0	0	133	64	8	3	2	0	1	78	60	7	2	1	0	0	70	27	3	1	0	0	0	31	382
12:15	61	10	1	1	0	0	73	0	0	0	0	0	0	0	104	16	4	1	0	0	125	71	4	1	2	2	0	80	57	6	5	2	1	0	71	27	2	0	0	0	0	29	378
12:30	63	9	3	0	0	0	75	0	0	0	0	0	0	0	140	12	3	0	2	0	157	66	9	3	0	0	0	78	61	4	7	1	0	0	73	25	2	2	0	0	0	29	412
12:45	59	8	1	4	1	0	73	0	0	0	0	0	0	0	107	10	6	1	0	0	124	55	8	2	0	0	0	65	52	7	5	0	0	0	64	19	1	1	0	0	0	21	347
1 Hr	241	34	9	6	1	0	291	0	0	0	0	0	0	0	468	48	18	3	2	0	539	256	29	9	4	2	1	301	230	24	19	4	1	0	278	98	8	4	0	0	0	110	1519
13:00	73	9	1	2	0	1	86	0	0	0	0	0	0	0	143	17	6	0	0	0	166	64	10	7	2	0	0	83	69	2	2	1	0	0	74	30	5	4	2	0	0	41	450
13:15	65	5	5	0	0	0	75	0	0	0	0	0	0	0	153	14	5	0	0	0	172	73	12	5	0	1	0	91	71	7	3	1	0	0	82	27	3	3	1	0	0	34	454
13:30	58	8	3	0	1	0	70	0	0	0	0	0	0	0	119	18	8	0	1	0	146	60	9	3	0	0	0	72	57	7	4	0	0	0	68	28	2	2	0	0	0	32	388
13:45	48	16	8	2	2	0	76	0	0	0	0	0	0	0	133	14	6	1	2	0	156	58	20	4	0	0	0	82	79	13	4	2	0	0	98	26	4	0	0	0	0	30	442
1 Hr	244	38	17	4	3	1	307	0	0	0	0	0	0	0	548	63	25	1	3	0	640	255	51	19	2	1	0	328	276	29	13	4	0	0	322	111	14	9	3	0	0	137	1734
14:00	66	13	3	1	1	0	84	0	0	0	0	0	0	0	158	10	3	0	0	1	172	52	12	0	1	0	0	65	57	9	2	0	1	1	70	23	4	4	0	1	0	32	423
14:15	82	12	8	1	2	0	105	0	0	0	0	0	0	0	140	17	1	0	2	1	161	80	9	1	0	6	1	97	73	9	5	2	0	0	89	31	7	1	1	0	0	40	492
14:30	102	13	2	1	1	0	119	0	0	0	0	0	0	0	128	8	10	0	3	0	149	70	17	5	0	0	0	92	69	9	2	1	1	2	84	37	7	1	1	0	0	46	490

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 2
Date: Thursday 16th October 2014

14:45	91	10	4	0	2	0	107	0	0	0	0	0	0	0	158	16	1	0	2	1	178	82	10	1	0	2	0	95	93	9	3	3	1	0	109	45	5	4	0	0	0	54	543
1 Hr	341	48	17	3	6	0	415	0	0	0	0	0	0	0	584	51	15	0	7	3	660	284	48	7	1	8	1	349	292	36	12	6	3	3	352	136	23	10	2	1	0	172	1948
15:00	140	7	2	5	2	0	156	0	0	0	0	0	0	0	117	10	3	0	1	1	132	76	14	1	0	1	1	93	121	8	2	0	0	1	132	48	6	2	0	0	0	56	569
15:15	150	16	2	0	1	1	170	0	0	0	0	0	0	0	143	12	5	0	2	2	164	84	12	0	0	1	0	97	112	9	0	0	0	0	121	66	2	1	0	0	0	69	621
15:30	149	10	3	2	5	0	169	0	0	0	0	0	0	0	164	11	4	0	5	2	186	90	6	1	1	1	0	99	108	16	2	0	0	0	126	58	10	2	0	0	0	70	650
15:45	138	7	1	0	2	0	148	0	0	0	0	0	0	0	135	13	5	0	2	0	155	69	5	2	0	2	0	78	141	11	3	2	3	0	160	72	3	1	0	0	0	76	617
1 Hr	577	40	8	7	10	1	643	0	0	0	0	0	0	0	559	46	17	0	10	5	637	319	37	4	1	5	1	367	482	44	7	2	3	1	539	244	21	6	0	0	0	271	2457
16:00	171	14	3	0	1	0	189	0	0	0	0	0	0	0	123	10	3	0	7	0	143	85	20	1	0	1	0	107	135	8	3	2	1	0	149	69	5	1	0	0	1	76	664
16:15	140	15	2	1	1	0	159	0	0	0	0	0	0	0	136	13	3	0	1	0	153	94	11	2	0	1	0	108	152	11	3	1	0	0	167	78	1	1	0	0	1	81	668
16:30	172	12	2	2	2	0	190	0	0	0	0	0	0	0	140	17	1	0	3	0	161	95	15	3	0	0	1	114	145	8	1	2	0	0	156	88	13	2	1	0	0	104	725
16:45	151	18	3	1	2	0	175	0	0	0	0	0	0	0	137	22	1	1	1	2	164	94	19	3	0	1	2	119	150	13	0	1	2	1	167	59	7	2	0	0	0	68	693
1 Hr	634	59	10	4	6	0	713	0	0	0	0	0	0	0	536	62	8	1	12	2	621	368	65	9	0	3	3	448	582	40	7	6	3	1	639	294	26	6	1	0	2	329	2750
17:00	176	18	0	1	1	0	196	0	0	0	0	0	0	0	160	19	1	0	3	0	183	104	15	3	0	0	1	123	163	17	5	1	0	2	188	71	5	1	0	1	0	78	768
17:15	155	10	2	1	2	0	170	0	0	0	0	0	0	0	157	18	1	0	1	2	179	107	19	4	2	1	0	133	143	15	4	1	3	3	169	78	6	0	0	0	0	84	735
17:30	145	12	2	0	1	0	160	0	0	0	0	0	0	0	154	11	2	0	2	1	170	94	11	3	1	0	0	109	151	7	1	1	0	0	160	62	5	2	0	0	0	69	668
17:45	109	5	0	0	3	0	117	0	0	0	0	0	0	0	147	10	3	0	4	0	164	92	5	1	0	0	3	101	128	11	0	0	0	1	140	54	0	0	0	0	0	54	576
1 Hr	585	45	4	2	7	0	643	0	0	0	0	0	0	0	618	58	7	0	10	3	696	397	50	11	3	1	4	466	585	50	10	3	3	6	657	265	16	3	0	1	0	285	2747
18:00	91	5	1	0	1	0	98	0	0	0	0	0	0	0	148	13	1	0	3	0	165	90	14	3	0	1	0	108	107	7	0	0	0	0	114	45	2	2	0	0	0	49	534
18:15	99	7	1	1	2	0	110	0	0	0	0	0	0	0	132	7	3	1	1	0	144	91	7	1	0	5	0	104	89	4	1	0	1	3	98	37	0	0	0	0	1	38	494
18:30	65	10	0	2	1	0	78	0	0	0	0	0	0	0	149	5	2	0	1	0	157	96	7	1	0	4	0	108	66	3	0	0	0	0	69	36	4	0	0	0	0	40	452
18:45	45	4	0	0	1	0	50	0	0	0	0	0	0	0	190	6	2	0	0	1	199	92	3	1	0	0	0	96	57	2	0	0	0	0	59	36	4	1	0	0	0	41	445
1 Hr	300	26	2	3	5	0	336	0	0	0	0	0	0	0	619	31	8	1	5	1	665	369	31	6	0	10	0	416	319	16	1	0	1	3	340	154	10	3	0	0	1	168	1925
Total	4314	523	149	44	79	7	5116	0	0	0	0	0	0	0	7911	652	220	8	98	36	8925	3612	550	140	18	47	13	4380	4108	444	132	47	23	20	4774	1832	226	75	12	5	6	2156	25351

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 3
Date: Thursday 16th October 2014

Entry : Arm A

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	0	0	0	0	0	0	0	7	0	0	0	0	1	8	34	4	0	0	0	0	38	46
07:15	0	0	0	0	0	0	0	7	2	0	0	0	0	9	39	4	2	0	0	0	45	54
07:30	0	0	0	0	0	0	0	9	0	1	0	0	0	10	77	11	2	0	0	0	90	100
07:45	0	0	0	0	0	0	0	5	0	0	0	1	0	6	73	9	1	0	1	1	85	91
1 Hr	0	0	0	0	0	0	0	28	2	1	0	1	1	33	223	28	5	0	1	1	258	291
08:00	0	0	0	0	0	0	0	8	1	0	0	0	0	9	68	4	5	0	1	0	78	87
08:15	0	0	0	0	0	0	0	14	0	2	0	0	0	16	66	7	2	0	2	1	78	94
08:30	0	0	0	0	0	0	0	14	0	0	0	1	0	15	79	6	4	1	0	1	91	106
08:45	0	0	0	0	0	0	0	6	3	0	0	0	1	10	44	6	7	0	0	0	57	67
1 Hr	0	0	0	0	0	0	0	42	4	2	0	1	1	50	257	23	18	1	3	2	304	354
09:00	0	0	0	0	0	0	0	21	1	0	0	0	0	22	62	4	2	0	1	1	70	92
09:15	0	0	0	0	0	0	0	13	2	1	0	0	0	16	51	7	2	0	0	0	60	76
09:30	0	0	0	0	0	0	0	5	0	0	0	0	0	5	48	7	1	0	0	0	56	61
09:45	0	0	0	0	0	0	0	3	2	1	0	0	0	6	37	13	1	0	1	0	52	58
1 Hr	0	0	0	0	0	0	0	42	5	2	0	0	0	49	198	31	6	0	2	1	238	287
10:00	0	0	0	0	0	0	0	10	0	0	0	0	0	10	58	10	1	0	0	0	69	79
10:15	1	0	0	0	0	0	1	5	1	0	0	0	1	7	48	5	2	1	0	0	56	64
10:30	1	0	0	0	0	0	1	8	0	1	0	0	0	9	69	7	6	1	0	0	83	93
10:45	0	0	0	0	0	0	0	6	1	0	0	0	0	7	57	7	3	0	1	0	68	75
1 Hr	2	0	0	0	0	0	2	29	2	1	0	0	1	33	232	29	12	2	1	0	276	311
11:00	0	0	0	0	0	0	0	5	2	1	0	0	0	8	74	9	6	0	0	0	89	97
11:15	0	0	0	0	0	0	0	6	0	0	0	0	0	6	70	6	3	0	0	0	79	85
11:30	0	0	0	0	0	0	0	10	0	0	0	0	0	10	63	2	3	0	0	0	68	78
11:45	0	0	0	0	0	0	0	5	0	0	0	0	0	5	68	3	2	0	1	0	74	79
1 Hr	0	0	0	0	0	0	0	26	2	1	0	0	0	29	275	20	14	0	1	0	310	339
12:00	0	0	0	0	0	0	0	8	0	0	0	0	0	8	60	8	4	1	1	0	74	82
12:15	0	0	0	0	0	0	0	12	0	0	0	0	0	12	69	3	1	0	0	0	73	85
12:30	0	0	0	0	0	0	0	2	0	0	0	0	0	2	57	3	4	0	0	0	64	66
12:45	0	0	0	0	0	0	0	7	1	0	0	0	0	8	50	3	3	0	1	0	57	65
1 Hr	0	0	0	0	0	0	0	29	1	0	0	0	0	30	236	17	12	1	2	0	268	298
13:00	0	0	0	0	0	0	0	6	0	0	0	0	0	6	59	6	3	0	0	0	68	74
13:15	0	0	0	0	0	0	0	3	0	1	0	0	1	5	81	6	2	0	0	0	89	94
13:30	0	0	0	0	0	0	0	5	1	0	0	1	0	7	58	8	2	0	0	0	68	75
13:45	0	0	0	0	0	0	0	8	1	0	0	0	0	9	41	7	2	2	1	0	53	62
1 Hr	0	0	0	0	0	0	0	22	2	1	0	1	1	27	239	27	9	2	1	0	278	305
14:00	0	0	0	0	0	0	0	9	2	1	0	0	0	12	47	12	3	0	0	0	62	74
14:15	0	0	0	0	0	0	0	10	0	1	0	0	0	11	64	9	6	0	0	0	79	90

Sky High
Count On Us

Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 3
Date: Thursday 16th October 2014

14:30	0	0	0	0	0	0	0	11	2	0	0	0	0	13	90	12	2	0	0	1	105	118
14:45	0	0	0	0	0	0	0	7	2	0	0	0	0	9	87	7	3	0	1	0	98	107
1 Hr	0	0	0	0	0	0	0	37	6	2	0	0	0	45	288	40	14	0	1	1	344	389
15:00	0	0	0	0	0	0	0	13	1	1	0	0	0	15	135	8	3	0	0	0	146	161
15:15	0	0	0	0	0	0	0	17	0	0	0	0	0	17	101	5	1	0	0	0	107	124
15:30	0	0	0	0	0	0	0	12	1	0	0	1	0	14	119	6	4	0	0	0	129	143
15:45	0	0	0	0	0	0	0	13	0	0	0	0	0	13	112	4	0	0	1	0	117	130
1 Hr	0	0	0	0	0	0	0	55	2	1	0	1	0	59	467	23	8	0	1	0	499	558
16:00	0	0	0	0	0	0	0	14	0	0	0	1	0	15	172	9	3	0	1	0	185	200
16:15	0	0	0	0	0	0	0	9	2	0	0	0	0	11	140	8	0	0	0	0	148	159
16:30	0	0	0	0	0	0	0	5	1	0	0	1	0	7	112	10	2	0	0	0	124	131
16:45	0	0	0	0	0	0	0	6	0	0	0	0	0	6	89	6	2	0	1	0	98	104
1 Hr	0	0	0	0	0	0	0	34	3	0	0	2	0	39	513	33	7	0	2	0	555	594
17:00	0	0	0	0	0	0	0	8	0	0	0	0	0	8	153	7	0	0	0	3	163	171
17:15	0	0	0	0	0	0	0	12	0	0	0	0	0	12	106	4	0	0	1	0	111	123
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	89	2	1	0	0	0	92	93
17:45	0	0	0	0	0	0	0	9	0	0	0	0	0	9	82	0	1	0	0	0	83	92
1 Hr	0	0	0	0	0	0	0	30	0	0	0	0	0	30	430	13	2	0	1	3	449	479
18:00	0	0	0	0	0	0	0	9	0	0	0	0	0	9	76	5	1	0	1	0	83	92
18:15	0	0	0	0	0	0	0	12	0	0	0	0	0	12	70	1	2	0	4	0	77	89
18:30	0	0	0	0	0	0	0	4	0	0	0	0	0	4	74	2	0	0	2	0	78	82
18:45	0	0	0	0	0	0	0	7	0	0	0	0	0	7	50	3	0	0	0	0	53	60
1 Hr	0	0	0	0	0	0	0	32	0	0	0	0	0	32	270	11	3	0	7	0	291	323
Total	2	0	0	0	0	0	2	406	29	11	0	6	4	456	3628	295	110	6	23	8	4070	4528

Entry : Arm B

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	3	0	0	0	0	0	3	0	0	0	0	0	0	0	42	1	1	0	1	0	45	48
07:15	8	1	0	0	0	0	9	0	0	0	0	0	0	0	51	2	1	0	1	0	55	64
07:30	7	0	0	0	0	0	7	0	0	0	0	0	0	0	74	16	7	0	3	0	100	107
07:45	13	0	2	0	1	0	16	0	0	0	0	0	0	0	83	7	3	0	1	0	94	110
1 Hr	31	1	2	0	1	0	35	0	0	0	0	0	0	0	250	26	12	0	6	0	294	329
08:00	11	0	0	0	0	0	11	0	0	0	0	0	0	0	93	14	1	0	4	1	113	124
08:15	26	1	0	0	1	0	28	0	0	0	0	0	0	0	77	12	3	0	2	2	96	124
08:30	19	0	1	0	0	0	20	0	0	0	0	0	0	0	99	6	1	1	2	0	109	129
08:45	16	0	0	0	0	0	16	0	0	0	0	0	0	0	82	19	2	0	3	0	106	122
1 Hr	72	1	1	0	1	0	75	0	0	0	0	0	0	0	351	51	7	1	11	3	424	499
09:00	7	0	0	0	0	0	7	0	0	0	0	0	0	0	64	5	4	0	1	0	74	81

Sky High
Count On Us

Client: Parsons Brinckerhoff
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09:15	6	0	2	0	0	0	8	0	0	0	0	0	0	0	45	11	4	1	3	0	64	72
09:30	5	1	0	0	0	0	6	0	0	0	0	0	0	0	52	7	1	0	2	0	62	68
09:45	5	2	1	0	0	0	8	0	0	0	0	0	0	0	57	12	2	0	2	1	74	82
1 Hr	23	3	3	0	0	0	29	0	0	0	0	0	0	0	218	35	11	1	8	1	274	303
10:00	3	0	0	0	2	0	5	0	0	0	0	0	0	0	38	6	1	0	2	0	47	52
10:15	6	0	0	0	0	0	6	0	0	0	0	0	0	0	45	7	3	0	1	1	57	63
10:30	8	0	1	0	0	0	9	0	0	0	0	0	0	0	45	7	4	1	0	1	58	67
10:45	5	0	0	0	0	0	5	1	0	0	0	0	0	1	60	3	2	0	1	0	66	72
1 Hr	22	0	1	0	2	0	25	1	0	0	0	0	0	1	188	23	10	1	4	2	228	254
11:00	8	1	1	0	0	0	10	0	0	0	0	0	0	0	53	6	6	0	0	0	65	75
11:15	7	0	1	0	0	0	8	0	0	0	0	0	0	0	57	3	1	0	1	1	63	71
11:30	8	2	1	0	0	0	11	0	0	0	0	0	0	0	57	3	0	1	0	0	61	72
11:45	6	0	2	0	2	0	10	0	0	0	0	0	0	0	55	8	4	0	1	0	68	78
1 Hr	29	3	5	0	2	0	39	0	0	0	0	0	0	0	222	20	11	1	2	1	257	296
12:00	5	0	0	0	0	0	5	0	0	0	0	0	0	0	67	4	1	0	0	1	73	78
12:15	9	0	0	0	0	0	9	0	0	0	0	0	0	0	64	0	0	0	2	0	66	75
12:30	8	0	0	0	0	0	8	0	0	0	0	0	0	0	71	3	2	0	0	0	76	84
12:45	11	1	0	0	0	1	13	0	0	0	0	0	0	0	48	9	2	0	0	0	59	72
1 Hr	33	1	0	0	0	1	35	0	0	0	0	0	0	0	250	16	5	0	2	1	274	309
13:00	6	1	1	0	0	0	8	0	0	0	0	0	0	0	84	5	3	1	0	1	94	102
13:15	3	1	1	0	0	0	5	0	0	0	0	0	0	0	63	5	3	0	1	0	72	77
13:30	7	2	0	0	0	0	9	0	0	0	0	0	0	0	56	5	3	0	1	0	65	74
13:45	13	0	0	0	0	0	13	0	0	0	0	0	0	0	66	10	1	0	0	0	77	90
1 Hr	29	4	2	0	0	0	35	0	0	0	0	0	0	0	269	25	10	1	2	1	308	343
14:00	18	4	1	0	0	0	23	0	0	0	0	0	0	0	62	5	2	0	2	1	72	95
14:15	3	1	0	0	1	0	5	0	0	0	0	0	0	0	94	5	1	1	4	0	105	110
14:30	14	3	0	0	0	0	17	0	0	0	0	0	0	0	85	9	1	1	1	0	97	114
14:45	22	1	0	0	0	0	23	0	0	0	0	0	0	0	104	7	2	0	1	1	115	138
1 Hr	57	9	1	0	1	0	68	0	0	0	0	0	0	0	345	26	6	2	8	2	389	457
15:00	14	0	0	0	0	0	14	0	0	0	0	0	0	0	128	4	0	0	2	2	136	150
15:15	7	0	0	0	0	0	7	0	0	0	0	0	0	0	178	9	1	0	2	0	190	197
15:30	11	0	0	0	0	0	11	1	0	0	0	0	0	1	136	8	1	0	3	0	148	160
15:45	10	0	0	0	0	0	10	1	0	0	0	0	0	1	161	7	0	0	2	0	170	181
1 Hr	42	0	0	0	0	0	42	2	0	0	0	0	0	2	603	28	2	0	9	2	644	688
16:00	2	0	1	0	0	0	3	0	0	0	0	0	0	0	114	3	1	0	1	2	121	124
16:15	5	0	0	0	1	0	6	1	0	0	0	0	0	1	157	3	1	0	2	0	163	170
16:30	7	1	0	0	1	0	9	0	0	0	0	0	0	0	170	8	1	0	2	0	181	190
16:45	12	1	0	0	0	0	13	0	0	0	0	0	0	0	184	9	2	0	3	1	199	212
1 Hr	26	2	1	0	2	0	31	1	0	0	0	0	0	1	625	23	5	0	8	3	664	696
17:00	6	0	0	0	0	0	6	0	0	0	0	0	0	0	137	18	3	0	1	0	159	165
17:15	5	1	0	0	0	0	6	0	0	0	0	0	0	0	145	10	3	0	5	3	166	172

Sky High
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17:30	16	0	0	0	0	0	16	0	0	0	0	0	0	0	146	9	0	0	1	0	156	172
17:45	10	2	0	0	0	0	12	0	0	0	0	0	0	0	123	3	0	0	3	4	133	145
1 Hr	37	3	0	0	0	0	40	0	0	0	0	0	0	0	551	40	6	0	10	7	614	654
18:00	5	0	0	0	0	0	5	0	0	0	0	0	0	0	89	5	0	0	1	0	95	100
18:15	16	1	0	0	1	0	18	0	0	0	0	0	0	0	75	4	0	0	3	1	83	101
18:30	11	2	0	0	0	0	13	0	0	0	0	0	0	0	73	4	0	1	1	0	79	92
18:45	10	0	0	0	0	0	10	0	0	0	0	0	0	0	57	3	1	0	1	1	63	73
1 Hr	42	3	0	0	1	0	46	0	0	0	0	0	0	0	294	16	1	1	6	2	320	366
Total	443	30	16	0	10	1	500	4	0	0	0	0	0	4	4166	329	86	8	76	25	4690	5194

Entry : Arm C

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Arm Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	54	0	0	0	1	0	55	186	4	1	0	1	0	192	0	0	0	0	0	0	0	247
07:15	107	6	4	0	2	2	121	197	4	5	0	0	0	206	0	0	0	0	0	0	0	327
07:30	116	9	3	0	2	0	130	169	6	3	0	5	1	184	0	0	0	0	0	0	0	314
07:45	202	13	2	0	2	0	219	117	10	6	0	5	1	139	0	0	0	0	0	0	0	358
1 Hr	479	28	9	0	7	2	525	669	24	15	0	11	2	721	0	0	0	0	0	0	0	1246
08:00	151	7	5	0	2	0	165	138	7	2	0	2	2	151	0	0	0	0	0	0	0	316
08:15	208	5	3	0	1	2	219	144	8	1	0	3	1	157	0	0	0	0	0	0	0	376
08:30	179	10	1	0	0	1	191	129	10	4	0	4	5	152	0	0	0	0	0	0	0	343
08:45	158	11	2	0	1	0	172	147	14	3	1	2	2	169	0	0	0	0	0	0	0	341
1 Hr	696	33	11	0	4	3	747	558	39	10	1	11	10	629	0	0	0	0	0	0	0	1376
09:00	102	12	4	0	0	0	118	129	9	3	0	2	2	145	0	0	0	0	0	0	0	263
09:15	88	8	1	0	0	0	97	58	8	7	0	1	2	76	0	0	0	0	0	0	0	173
09:30	80	6	1	0	1	0	88	67	8	2	0	2	0	79	0	0	0	0	0	0	0	167
09:45	54	9	2	0	0	0	65	54	7	3	0	2	0	66	0	0	0	0	0	0	0	131
1 Hr	324	35	8	0	1	0	368	308	32	15	0	7	4	366	0	0	0	0	0	0	0	734
10:00	60	9	4	0	0	0	73	45	1	0	0	1	1	48	0	0	0	0	0	0	0	121
10:15	52	8	4	0	0	0	64	49	4	4	0	0	0	57	0	0	0	0	0	0	0	121
10:30	68	9	5	0	1	0	83	37	8	5	0	0	0	50	0	0	0	0	0	0	0	133
10:45	57	7	5	0	0	0	69	46	10	2	0	0	0	58	0	0	0	0	0	0	0	127
1 Hr	237	33	18	0	1	0	289	177	23	11	0	1	1	213	0	0	0	0	0	0	0	502
11:00	42	7	5	0	0	0	54	58	4	1	1	0	1	65	0	0	0	0	0	0	0	119
11:15	57	7	1	0	0	0	65	51	3	3	0	0	0	57	0	0	0	0	0	0	0	122
11:30	62	4	3	1	1	0	71	40	3	3	0	0	0	46	0	0	0	0	0	0	0	117
11:45	64	2	2	0	0	0	68	61	6	2	0	1	1	71	0	0	0	0	0	0	0	139
1 Hr	225	20	11	1	1	0	258	210	16	9	1	1	2	239	0	0	0	0	0	0	0	497
12:00	43	5	3	0	0	0	51	71	4	1	1	0	0	77	1	0	0	0	0	0	1	129

Sky High
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12:15	55	6	3	1	0	0	65	46	10	1	0	0	0	57	0	0	0	0	0	0	0	122
12:30	89	2	2	0	1	0	94	47	6	1	0	1	0	55	0	0	0	0	0	0	0	149
12:45	71	4	3	0	0	0	78	32	5	3	2	0	0	42	0	0	0	0	0	0	0	120
1 Hr	258	17	11	1	1	0	288	196	25	6	3	1	0	231	1	0	0	0	0	0	1	520
13:00	88	12	2	0	0	0	102	51	4	3	0	0	0	58	0	0	0	0	0	0	0	160
13:15	98	8	2	0	1	0	109	57	4	1	0	0	1	63	0	0	0	0	0	0	0	172
13:30	78	11	6	0	1	0	96	45	8	2	0	0	0	55	0	0	0	0	0	0	0	151
13:45	83	10	6	0	0	0	99	44	7	0	1	2	1	55	0	0	0	0	0	0	0	154
1 Hr	347	41	16	0	2	0	406	197	23	6	1	2	2	231	0	0	0	0	0	0	0	637
14:00	89	3	0	0	0	0	92	70	5	2	0	0	1	78	0	0	0	0	0	0	0	170
14:15	74	7	1	0	0	0	82	55	9	0	0	2	1	67	0	0	0	0	0	0	0	149
14:30	85	3	8	0	1	0	97	40	3	1	0	1	0	45	0	0	0	0	0	0	0	142
14:45	89	12	2	0	0	1	104	64	2	0	0	2	0	68	0	0	0	0	0	0	0	172
1 Hr	337	25	11	0	1	1	375	229	19	3	0	5	2	258	0	0	0	0	0	0	0	633
15:00	63	4	1	0	0	0	68	52	4	2	0	1	1	60	0	0	0	0	0	0	0	128
15:15	58	2	2	0	0	0	62	81	6	3	0	2	1	93	0	0	0	0	0	0	0	155
15:30	66	2	3	0	3	0	74	92	10	2	0	2	2	108	0	0	0	0	0	0	0	182
15:45	74	4	1	0	1	0	80	57	4	4	0	1	0	66	0	0	0	0	0	0	0	146
1 Hr	261	12	7	0	4	0	284	282	24	11	0	6	4	327	0	0	0	0	0	0	0	611
16:00	66	3	1	0	0	0	70	54	8	2	0	8	0	72	0	0	0	0	0	0	0	142
16:15	64	7	1	0	0	0	72	64	6	1	0	1	0	72	0	0	0	0	0	0	0	144
16:30	78	9	1	0	1	0	89	58	7	0	0	2	0	67	0	0	0	0	0	0	0	156
16:45	55	9	1	1	0	0	66	73	8	1	0	1	2	85	1	0	0	0	0	0	1	152
1 Hr	263	28	4	1	1	0	297	249	29	4	0	12	2	296	1	0	0	0	0	0	1	594
17:00	74	7	1	0	1	0	83	80	8	0	0	2	0	90	0	0	0	0	0	0	0	173
17:15	61	5	0	0	0	1	67	89	12	0	0	1	0	102	0	0	0	0	0	0	0	169
17:30	76	3	3	0	1	1	84	77	7	0	0	1	0	85	0	0	0	0	0	0	0	169
17:45	84	3	2	0	1	0	90	61	5	1	0	2	1	70	0	0	0	0	0	0	0	160
1 Hr	295	18	6	0	3	2	324	307	32	1	0	6	1	347	0	0	0	0	0	0	0	671
18:00	73	4	1	0	1	0	79	73	7	0	0	1	0	81	0	0	0	0	0	0	0	160
18:15	76	1	2	0	0	0	79	56	5	2	0	1	0	64	0	0	0	0	0	0	0	143
18:30	99	1	2	0	0	0	102	47	3	0	0	1	0	51	0	0	0	0	0	0	0	153
18:45	139	4	1	0	0	0	144	46	3	1	0	0	0	50	0	0	0	0	0	0	0	194
1 Hr	387	10	6	0	1	0	404	222	18	3	0	3	0	246	0	0	0	0	0	0	0	650
Total	4109	300	118	3	27	8	4565	3604	304	94	6	66	30	4104	2	0	0	0	0	0	2	8671

ORIGIN SUMMARY

Origin : Arm A							Origin : Arm B							Origin : Arm C							Origin Totals
Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	

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07:00	41	4	0	0	0	1	46	45	1	1	0	1	0	48	240	4	1	0	2	0	247	341
07:15	46	6	2	0	0	0	54	59	3	1	0	1	0	64	304	10	9	0	2	2	327	445
07:30	86	11	3	0	0	0	100	81	16	7	0	3	0	107	285	15	6	0	7	1	314	521
07:45	78	9	1	0	2	1	91	96	7	5	0	2	0	110	319	23	8	0	7	1	358	559
1 Hr	251	30	6	0	2	2	291	281	27	14	0	7	0	329	1148	52	24	0	18	4	1246	1866
08:00	76	5	5	0	1	0	87	104	14	1	0	4	1	124	289	14	7	0	4	2	316	527
08:15	80	7	4	0	2	1	94	103	13	3	0	3	2	124	352	13	4	0	4	3	376	594
08:30	93	6	4	1	1	1	106	118	6	2	1	2	0	129	308	20	5	0	4	6	343	578
08:45	50	9	7	0	0	1	67	98	19	2	0	3	0	122	305	25	5	1	3	2	341	530
1 Hr	299	27	20	1	4	3	354	423	52	8	1	12	3	499	1254	72	21	1	15	13	1376	2229
09:00	83	5	2	0	1	1	92	71	5	4	0	1	0	81	231	21	7	0	2	2	263	436
09:15	64	9	3	0	0	0	76	51	11	6	1	3	0	72	146	16	8	0	1	2	173	321
09:30	53	7	1	0	0	0	61	57	8	1	0	2	0	68	147	14	3	0	3	0	167	296
09:45	40	15	2	0	1	0	58	62	14	3	0	2	1	82	108	16	5	0	2	0	131	271
1 Hr	240	36	8	0	2	1	287	241	38	14	1	8	1	303	632	67	23	0	8	4	734	1324
10:00	68	10	1	0	0	0	79	41	6	1	0	4	0	52	105	10	4	0	1	1	121	252
10:15	54	6	2	1	0	1	64	51	7	3	0	1	1	63	101	12	8	0	0	0	121	248
10:30	78	7	7	1	0	0	93	53	7	5	1	0	1	67	105	17	10	0	1	0	133	293
10:45	63	8	3	0	1	0	75	66	3	2	0	1	0	72	103	17	7	0	0	0	127	274
1 Hr	263	31	13	2	1	1	311	211	23	11	1	6	2	254	414	56	29	0	2	1	502	1067
11:00	79	11	7	0	0	0	97	61	7	7	0	0	0	75	100	11	6	1	0	1	119	291
11:15	76	6	3	0	0	0	85	64	3	2	0	1	1	71	108	10	4	0	0	0	122	278
11:30	73	2	3	0	0	0	78	65	5	1	1	0	0	72	102	7	6	1	1	0	117	267
11:45	73	3	2	0	1	0	79	61	8	6	0	3	0	78	125	8	4	0	1	1	139	296
1 Hr	301	22	15	0	1	0	339	251	23	16	1	4	1	296	435	36	20	2	2	2	497	1132
12:00	68	8	4	1	1	0	82	72	4	1	0	0	1	78	115	9	4	1	0	0	129	289
12:15	81	3	1	0	0	0	85	73	0	0	0	2	0	75	101	16	4	1	0	0	122	282
12:30	59	3	4	0	0	0	66	79	3	2	0	0	0	84	136	8	3	0	2	0	149	299
12:45	57	4	3	0	1	0	65	59	10	2	0	0	1	72	103	9	6	2	0	0	120	257
1 Hr	265	18	12	1	2	0	298	283	17	5	0	2	2	309	455	42	17	4	2	0	520	1127
13:00	65	6	3	0	0	0	74	90	6	4	1	0	1	102	139	16	5	0	0	0	160	336
13:15	84	6	3	0	0	1	94	66	6	4	0	1	0	77	155	12	3	0	1	1	172	343
13:30	63	9	2	0	1	0	75	63	7	3	0	1	0	74	123	19	8	0	1	0	151	300
13:45	49	8	2	2	1	0	62	79	10	1	0	0	0	90	127	17	6	1	2	1	154	306
1 Hr	261	29	10	2	2	1	305	298	29	12	1	2	1	343	544	64	22	1	4	2	637	1285
14:00	56	14	4	0	0	0	74	80	9	3	0	2	1	95	159	8	2	0	0	1	170	339
14:15	74	9	7	0	0	0	90	97	6	1	1	5	0	110	129	16	1	0	2	1	149	349
14:30	101	14	2	0	0	1	118	99	12	1	1	1	0	114	125	6	9	0	2	0	142	374
14:45	94	9	3	0	1	0	107	126	8	2	0	1	1	138	153	14	2	0	2	1	172	417
1 Hr	325	46	16	0	1	1	389	402	35	7	2	9	2	457	566	44	14	0	6	3	633	1479
15:00	148	9	4	0	0	0	161	142	4	0	0	2	2	150	115	8	3	0	1	1	128	439

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15:15	118	5	1	0	0	0	124	185	9	1	0	2	0	197	139	8	5	0	2	1	155	476
15:30	131	7	4	0	1	0	143	148	8	1	0	3	0	160	158	12	5	0	5	2	182	485
15:45	125	4	0	0	1	0	130	172	7	0	0	2	0	181	131	8	5	0	2	0	146	457
1 Hr	522	25	9	0	2	0	558	647	28	2	0	9	2	688	543	36	18	0	10	4	611	1857
16:00	186	9	3	0	2	0	200	116	3	2	0	1	2	124	120	11	3	0	8	0	142	466
16:15	149	10	0	0	0	0	159	163	3	1	0	3	0	170	128	13	2	0	1	0	144	473
16:30	117	11	2	0	1	0	131	177	9	1	0	3	0	190	136	16	1	0	3	0	156	477
16:45	95	6	2	0	1	0	104	196	10	2	0	3	1	212	129	17	2	1	1	2	152	468
1 Hr	547	36	7	0	4	0	594	652	25	6	0	10	3	696	513	57	8	1	13	2	594	1884
17:00	161	7	0	0	0	3	171	143	18	3	0	1	0	165	154	15	1	0	3	0	173	509
17:15	118	4	0	0	1	0	123	150	11	3	0	5	3	172	150	17	0	0	1	1	169	464
17:30	90	2	1	0	0	0	93	162	9	0	0	1	0	172	153	10	3	0	2	1	169	434
17:45	91	0	1	0	0	0	92	133	5	0	0	3	4	145	145	8	3	0	3	1	160	397
1 Hr	460	13	2	0	1	3	479	588	43	6	0	10	7	654	602	50	7	0	9	3	671	1804
18:00	85	5	1	0	1	0	92	94	5	0	0	1	0	100	146	11	1	0	2	0	160	352
18:15	82	1	2	0	4	0	89	91	5	0	0	4	1	101	132	6	4	0	1	0	143	333
18:30	78	2	0	0	2	0	82	84	6	0	1	1	0	92	146	4	2	0	1	0	153	327
18:45	57	3	0	0	0	0	60	67	3	1	0	1	1	73	185	7	2	0	0	0	194	327
1 Hr	302	11	3	0	7	0	323	336	19	1	1	7	2	366	609	28	9	0	4	0	650	1339
Total	4036	324	121	6	29	12	4528	4613	359	102	8	86	26	5194	7715	604	212	9	93	38	8671	18393

DESTINATION SUMMARY

	Destination : Arm A							Destination : Arm B							Destination : Arm C							Dest Totals
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Total	
07:00	57	0	0	0	1	0	58	193	4	1	0	1	1	200	76	5	1	0	1	0	83	341
07:15	115	7	4	0	2	2	130	204	6	5	0	0	0	215	90	6	3	0	1	0	100	445
07:30	123	9	3	0	2	0	137	178	6	4	0	5	1	194	151	27	9	0	3	0	190	521
07:45	215	13	4	0	3	0	235	122	10	6	0	6	1	145	156	16	4	0	2	1	179	559
1 Hr	510	29	11	0	8	2	560	697	26	16	0	12	3	754	473	54	17	0	7	1	552	1866
08:00	162	7	5	0	2	0	176	146	8	2	0	2	2	160	161	18	6	0	5	1	191	527
08:15	234	6	3	0	2	2	247	158	8	3	0	3	1	173	143	19	5	0	4	3	174	594
08:30	198	10	2	0	0	1	211	143	10	4	0	5	5	167	178	12	5	2	2	1	200	578
08:45	174	11	2	0	1	0	188	153	17	3	1	2	3	179	126	25	9	0	3	0	163	530
1 Hr	768	34	12	0	5	3	822	600	43	12	1	12	11	679	608	74	25	2	14	5	728	2229
09:00	109	12	4	0	0	0	125	150	10	3	0	2	2	167	126	9	6	0	2	1	144	436
09:15	94	8	3	0	0	0	105	71	10	8	0	1	2	92	96	18	6	1	3	0	124	321
09:30	85	7	1	0	1	0	94	72	8	2	0	2	0	84	100	14	2	0	2	0	118	296
09:45	59	11	3	0	0	0	73	57	9	4	0	2	0	72	94	25	3	0	3	1	126	271
1 Hr	347	38	11	0	1	0	397	350	37	17	0	7	4	415	416	66	17	1	10	2	512	1324

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Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 3
Date: Thursday 16th October 2014

10:00	63	9	4	0	2	0	78	55	1	0	0	1	1	58	96	16	2	0	2	0	116	252
10:15	59	8	4	0	0	0	71	54	5	4	0	0	1	64	93	12	5	1	1	1	113	248
10:30	77	9	6	0	1	0	93	45	8	6	0	0	0	59	114	14	10	2	0	1	141	293
10:45	62	7	5	0	0	0	74	53	11	2	0	0	0	66	117	10	5	0	2	0	134	274
1 Hr	261	33	19	0	3	0	316	207	25	12	0	1	2	247	420	52	22	3	5	2	504	1067
11:00	50	8	6	0	0	0	64	63	6	2	1	0	1	73	127	15	12	0	0	0	154	291
11:15	64	7	2	0	0	0	73	57	3	3	0	0	0	63	127	9	4	0	1	1	142	278
11:30	70	6	4	1	1	0	82	50	3	3	0	0	0	56	120	5	3	1	0	0	129	267
11:45	70	2	4	0	2	0	78	66	6	2	0	1	1	76	123	11	6	0	2	0	142	296
1 Hr	254	23	16	1	3	0	297	236	18	10	1	1	2	268	497	40	25	1	3	1	567	1132
12:00	48	5	3	0	0	0	56	79	4	1	1	0	0	85	128	12	5	1	1	1	148	289
12:15	64	6	3	1	0	0	74	58	10	1	0	0	0	69	133	3	1	0	2	0	139	282
12:30	97	2	2	0	1	0	102	49	6	1	0	1	0	57	128	6	6	0	0	0	140	299
12:45	82	5	3	0	0	1	91	39	6	3	2	0	0	50	98	12	5	0	1	0	116	257
1 Hr	291	18	11	1	1	1	323	225	26	6	3	1	0	261	487	33	17	1	4	1	543	1127
13:00	94	13	3	0	0	0	110	57	4	3	0	0	0	64	143	11	6	1	0	1	162	336
13:15	101	9	3	0	1	0	114	60	4	2	0	0	2	68	144	11	5	0	1	0	161	343
13:30	85	13	6	0	1	0	105	50	9	2	0	1	0	62	114	13	5	0	1	0	133	300
13:45	96	10	6	0	0	0	112	52	8	0	1	2	1	64	107	17	3	2	1	0	130	306
1 Hr	376	45	18	0	2	0	441	219	25	7	1	3	3	258	508	52	19	3	3	1	586	1285
14:00	107	7	1	0	0	0	115	79	7	3	0	0	1	90	109	17	5	0	2	1	134	339
14:15	77	8	1	0	1	0	87	65	9	1	0	2	1	78	158	14	7	1	4	0	184	349
14:30	99	6	8	0	1	0	114	51	5	1	0	1	0	58	175	21	3	1	1	1	202	374
14:45	111	13	2	0	0	1	127	71	4	0	0	2	0	77	191	14	5	0	2	1	213	417
1 Hr	394	34	12	0	2	1	443	266	25	5	0	5	2	303	633	66	20	2	9	3	733	1479
15:00	77	4	1	0	0	0	82	65	5	3	0	1	1	75	263	12	3	0	2	2	282	439
15:15	65	2	2	0	0	0	69	98	6	3	0	2	1	110	279	14	2	0	2	0	297	476
15:30	77	2	3	0	3	0	85	105	11	2	0	3	2	123	255	14	5	0	3	0	277	485
15:45	84	4	1	0	1	0	90	71	4	4	0	1	0	80	273	11	0	0	3	0	287	457
1 Hr	303	12	7	0	4	0	326	339	26	12	0	7	4	388	1070	51	10	0	10	2	1143	1857
16:00	68	3	2	0	0	0	73	68	8	2	0	9	0	87	286	12	4	0	2	2	306	466
16:15	69	7	1	0	1	0	78	74	8	1	0	1	0	84	297	11	1	0	2	0	311	473
16:30	85	10	1	0	2	0	98	63	8	0	0	3	0	74	282	18	3	0	2	0	305	477
16:45	67	10	1	1	0	0	79	79	8	1	0	1	2	91	274	15	4	0	4	1	298	468
1 Hr	289	30	5	1	3	0	328	284	32	4	0	14	2	336	1139	56	12	0	10	3	1220	1884
17:00	80	7	1	0	1	0	89	88	8	0	0	2	0	98	290	25	3	0	1	3	322	509
17:15	66	6	0	0	0	1	73	101	12	0	0	1	0	114	251	14	3	0	6	3	277	464
17:30	92	3	3	0	1	1	100	78	7	0	0	1	0	86	235	11	1	0	1	0	248	434
17:45	94	5	2	0	1	0	102	70	5	1	0	2	1	79	205	3	1	0	3	4	216	397
1 Hr	332	21	6	0	3	2	364	337	32	1	0	6	1	377	981	53	8	0	11	10	1063	1804
18:00	78	4	1	0	1	0	84	82	7	0	0	1	0	90	165	10	1	0	2	0	178	352

Sky High
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Client: Parsons Brinckerhoff
Project: C0738 Abergelli
Site: 3
Date: Thursday 16th October 2014

18:15	92	2	2	0	1	0	97	68	5	2	0	1	0	76	145	5	2	0	7	1	160	333
18:30	110	3	2	0	0	0	115	51	3	0	0	1	0	55	147	6	0	1	3	0	157	327
18:45	149	4	1	0	0	0	154	53	3	1	0	0	0	57	107	6	1	0	1	1	116	327
1 Hr	429	13	6	0	2	0	450	254	18	3	0	3	0	278	564	27	4	1	13	2	611	1339
Total	4554	330	134	3	37	9	5067	4014	333	105	6	72	34	4564	7796	624	196	14	99	33	8762	18393

Appendix 12.2

Capacity Assessment Output Report

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk

Filename: Network Model.j9
Path: F:\$Development Planning\Abergelli Power Station, Swansea\Modelling
Report generation date: 30/11/2017 12:31:58

Summary of junction performance

	AM Peak Hour				PM Peak Hour			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2017 Base							
Junction 1 - Arm A	1.3	34.12		D	0.3	5.43		A
Junction 1 - Arm C	0.5	3.10		A	0.7	3.87		A
Junction 1 - Arm D	110.7	813.95		F	0.6	6.04		A
Junction 2 - Arm A	22.1	174.69		F	0.5	3.37		A
Junction 2 - Arm B	208.0	878.20		F	1.0	5.81		A
Junction 2 - Arm C	1.6	6.82		A	4.9	12.90		B
Junction 2 - Arm D	35.5	182.47		F	1.3	7.83		A
Junction 2 - Arm E	58.5	638.48		F	0.3	5.54		A
Junction 3 - Arm A	5.6	45.08		E	23.5	130.04		F
Junction 3 - Arm B	2.3	16.59		C	74.4	359.91		F
Junction 3 - Arm C	16.6	52.87		F	2.9	13.37		B
	[Lane Simulation] - 2022 Do Minimum							
Junction 1 - Arm A	1.6	35.48		E	0.3	5.67		A
Junction 1 - Arm C	0.5	3.12		A	0.9	3.92		A
Junction 1 - Arm D	158.1	1026.88		F	0.7	6.41		A
Junction 2 - Arm A	22.1	176.37		F	0.5	3.38		A
Junction 2 - Arm B	261.6	1038.45		F	1.1	6.33		A
Junction 2 - Arm C	1.8	7.40		A	4.8	13.66		B
Junction 2 - Arm D	59.0	297.89		F	1.6	8.86		A
Junction 2 - Arm E	84.2	874.71		F	0.4	5.71		A
Junction 3 - Arm A	7.3	54.91		F	44.1	229.30		F
Junction 3 - Arm B	3.2	19.39		C	110.3	548.72		F
Junction 3 - Arm C	16.6	52.76		F	3.6	14.40		B
	[Lane Simulation] - 2022 Do Something							
Junction 1 - Arm A	1.8	39.27		E	0.5	6.40		A
Junction 1 - Arm C	0.6	3.16		A	0.9	3.95		A
Junction 1 - Arm D	150.0	954.24		F	0.8	6.37		A
Junction 2 - Arm A	21.9	170.25		F	0.5	3.53		A
Junction 2 - Arm B	255.6	997.37		F	1.3	6.81		A
Junction 2 - Arm C	2.2	8.17		A	5.2	14.41		B
Junction 2 - Arm D	70.5	378.35		F	1.8	9.22		A
Junction 2 - Arm E	89.5	919.66		F	0.5	5.89		A
Junction 3 - Arm A	9.3	67.07		F	45.3	235.07		F
Junction 3 - Arm B	4.0	23.34		C	111.5	557.18		F
Junction 3 - Arm C	16.5	52.54		F	3.7	15.05		C
	[Lane Simulation] - 2022 Do Something + Cumulative Development							
Junction 1 - Arm A	4.0	60.44		F	0.8	7.39		A
Junction 1 - Arm C	0.8	3.29		A	1.1	4.27		A
Junction 1 - Arm D	196.2	1098.13		F	0.8	7.21		A
Junction 2 - Arm A	21.9	160.46		F	0.7	3.71		A
Junction 2 - Arm B	289.6	1106.92		F	2.2	9.49		A
Junction 2 - Arm C	2.2	8.59		A	6.6	18.83		C
Junction 2 - Arm D	139.1	703.20		F	2.9	13.06		B
Junction 2 - Arm E	102.2	1013.28		F	0.4	6.40		A
Junction 3 - Arm A	8.9	65.30		F	55.0	304.44		F
Junction 3 - Arm B	4.1	23.49		C	115.0	580.23		F
Junction 3 - Arm C	16.6	52.43		F	4.2	15.98		C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

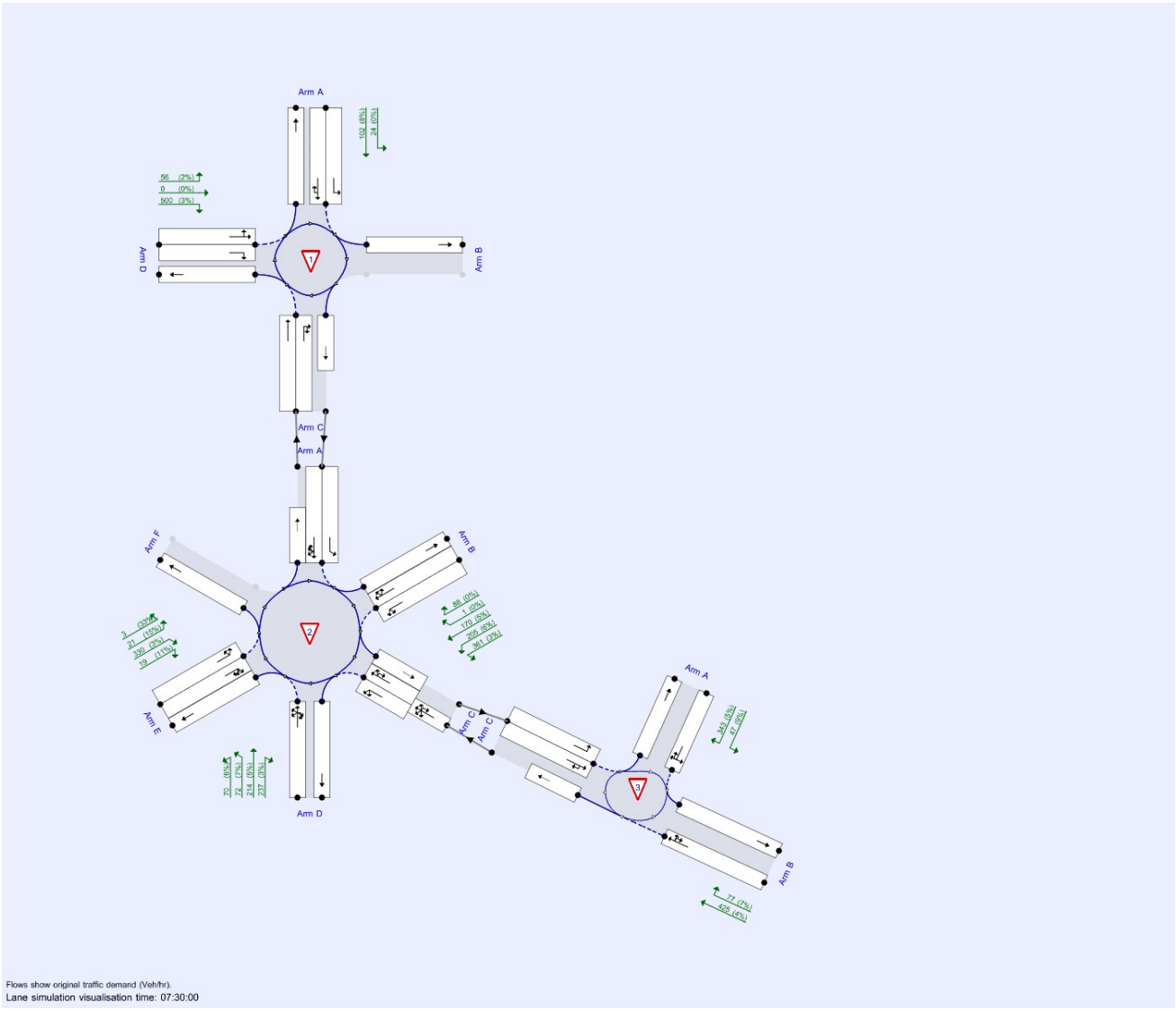
File summary

File Description

Title	M4 Junction 46 and A48/Pant Lasau Road Mini-Roundabout Network
Location	Swansea, Wales
Site number	
Date	30/11/2017
Version	
Status	
Identifier	
Client	Stag Energy
Jobnumber	60542910
Enumerator	EU\Matthew.Davies
Description	Geometric parameters for approach road half-width and entry width have been measured on-site. All other measurements are based on OS mapping.

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Lane Simulation options

Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Use crossings quick response	Last run random seed	Last run number of trials	Last run time taken (s)
1.00	100000	100000	-1	3	1	✓	1238323674	486	251.32

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Base	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓
D2	2017 Base	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓
D3	2022 Do Minimum	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓
D4	2022 Do Minimum	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓
D5	2022 Do Something	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓
D6	2022 Do Something	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓
D7	2022 Do Something + Cumulative Development	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓
D8	2022 Do Something + Cumulative Development	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	✓	100.000	100.000

2017 Base, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 1 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm A - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm E - Lane Simulation	Arm E: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 3 - Arm C - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Mini-roundabout	Junction 3	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	367.03	F
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	379.00	F
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	42.78	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Junction	Arm	Name	Description
1	A	B4489	
	B	M4 EB On-Slip	
	C	A48 Internal	
	D	M4 EB Off-Slip	
2	A	A48 Internal	
	B	M4 WB Off-Slip	
	C	A48 Southeast	
	D	B4489 South	
	E	A48 Southwest	
	F	M4 WB On-Slip	
3	A	Pant Lasau Road	
	B	A48 Southeast	
	C	A48 Northwest	

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	A	7.30	7.30	0.0	20.0	60.0	43.0	
	B							✓
	C	7.30	7.30	0.0	38.0	60.0	0.0	
	D	7.30	7.30	0.0	30.0	60.0	49.0	
2	A	6.90	9.85	10.0	19.0	97.0	46.0	
	B	7.45	7.45	0.0	27.0	97.0	32.0	
	C	4.00	8.35	15.0	40.0	97.0	31.0	
	D	3.85	6.05	10.5	19.0	97.0	45.0	
	E	6.45	8.10	5.0	20.0	97.0	38.0	
	F							✓

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
3	A	5.00	3.20	7.80	4.0	11.00	8.00	0.0	✓
	B	4.50	3.50	4.70	1.0	17.00	18.00	0.0	✓
	C	6.30	6.30	7.50	3.0	12.00	9.00	0.0	✓

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	868	20.00
	B	603	33.00
	C	0	50.00
	D	546	12.00
2	A	586	41.00
	B	1193	41.00
	C	576	26.00
	D	883	22.00
	E	965	22.00
	F	902	21.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	A	1.114	2737
	B		
	C	1.558	3256
	D	1.185	2819
2	A	1.029	3048
	B	0.896	2775
	C	0.938	2614
	D	0.736	2095
	E	0.896	2735
	F		
3	A	0.525	819
	B	0.619	1069
	C	0.626	1384

The slope and intercept shown above include any corrections and adjustments.

Lane Simulation: Arm options

Junction	Arm	Lane capacity source	Traffic Considering Secondary Lanes (%)
1	A	Evenly split	10.00
	B	Evenly split	10.00
	C	Evenly split	10.00
	D	Evenly split	10.00
2	A	Evenly split	10.00
	B	Evenly split	10.00
	C	Evenly split	10.00
	D	Evenly split	10.00
	E	Evenly split	10.00
	F	Evenly split	10.00
3	A	Evenly split	10.00
	B	Evenly split	10.00
	C	Evenly split	10.00

Lanes

Junction	Arm	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)
1	A	1 [Give-way line]	1	B		Infinity	0	99999
			2	A, C		Infinity	0	99999
	C	1 [Give-way line]	1	A	✓	21.00	0	99999
			2	B, C	✓	21.00	0	99999
	D	1 [Give-way line]	1	A, B		Infinity	0	99999
			2	C		Infinity	0	99999
2	A	1 [Give-way line]	1	C	✓	23.00	0	99999
			2	A, D, E, F	✓	23.00	0	99999
	B	1 [Give-way line]	1	C, D		Infinity	0	99999
			2	A, E, F		Infinity	0	99999
	C	1 [Give-way line]	1	D, E	✓	3.00	0	99999
			2	A, C, F	✓	3.00	0	99999
		2	1	(A, C, D, E, F)	✓	10.00		
	D	1 [Give-way line]	1	A, C, D, E, F		Infinity	0	99999
	E	1 [Give-way line]	1	A, F		Infinity	0	99999
			2	C, D, E		Infinity	0	99999
3	A	1 [Give-way line]	1	A, B, C		Infinity	0	99999
	B	1 [Give-way line]	1	A, B, C		Infinity	0	99999
	C	1 [Give-way line]	1	A	✓	13.00	0	99999
			2	B, C	✓	13.00	0	99999

Entry Lane slope and intercept

Junction	Arm	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	A	1 [Give-way line]	1	0.557	1368
			2	0.557	1368
	C	1 [Give-way line]	1	0.779	1628
			2	0.779	1628
	D	1 [Give-way line]	1	0.592	1409
			2	0.592	1409
2	A	1 [Give-way line]	1	0.514	1524
			2	0.514	1524
	B	1 [Give-way line]	1	0.448	1388
			2	0.448	1388
	C	1 [Give-way line]	1	0.469	1307
			2	0.469	1307
	D	1 [Give-way line]	1	0.736	2095
	E	1 [Give-way line]	1	0.448	1367
			2	0.448	1367
3	A	1 [Give-way line]	1	0.525	819
	B	1 [Give-way line]	1	0.619	1069
	C	1 [Give-way line]	1	0.313	692
			2	0.313	692

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm			
				A	B	C	D
1	A	1 [Give-way line]	1		✓		
			2	✓		✓	
	C	1 [Give-way line]	1	✓			
			2		✓	✓	
	D	1 [Give-way line]	1	✓	✓		
			2			✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm					
				A	B	C	D	E	F
2	A	1 [Give-way line]	1			✓			
			2	✓			✓	✓	✓
	B	1 [Give-way line]	1			✓	✓		
			2	✓				✓	✓
	C	1 [Give-way line]	1				✓	✓	
			2	✓		✓			✓
		2	1	✓		✓	✓	✓	✓
	D	1 [Give-way line]	1	✓		✓	✓	✓	✓
	E	1 [Give-way line]	1	✓					✓
			2			✓	✓	✓	

Lane Movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
3	A	1 [Give-way line]	1	✓	✓	✓
	B	1 [Give-way line]	1	✓	✓	✓
	C	1 [Give-way line]	1	✓		
			2		✓	✓

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Base	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	126	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	556	100.000
2	A	✓				
	B		ONE HOUR	✓	825	100.000
	C	✓				
	D		ONE HOUR	✓	593	100.000
	E		ONE HOUR	✓	373	100.000
	F					
3	A		ONE HOUR	✓	390	100.000
	B		ONE HOUR	✓	502	100.000
	C	✓				

Origin-Destination Data

Junction 1

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	24	102	0
	B	0	0	0	0
	C	178	367	0	0
	D	56	0	500	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	514	80	10	2
	B	88	0	361	205	170	1
	C	231	0	0	151	261	120
	D	214	0	237	0	70	72
	E	21	0	330	19	0	3
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

From \ To	A	B	C
A	0	47	343
B	77	0	425
C	819	618	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

From \ To	A	B	C	D
A	0	0	8	0
B	0	0	0	0
C	5	5	0	0
D	2	0	3	0

Junction 2

Heavy Vehicle Percentages

From \ To	A	B	C	D	E	F
A	0	0	4	3	10	0
B	0	0	3	6	5	0
C	8	0	0	5	2	3
D	5	0	3	0	6	7
E	15	0	3	11	0	33
F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	9	5
B	7	0	4
C	2	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	34.12	1.3	D	116	174
	B					
	C	3.10	0.5	A	507	760
	D	813.95	110.7	F	511	766
2	A	174.69	22.1	F	474	711
	B	878.20	208.0	F	760	1139
	C	6.82	1.6	A	704	1056
	D	182.47	35.5	F	542	813
	E	638.48	58.5	F	342	512
	F					
3	A	45.08	5.6	E	358	537
	B	16.59	2.3	C	461	691
	C	52.87	16.6	F	1126	1689

2017 Base, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 3 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	4.68	A
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	8.77	A
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	177.12	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Mini Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	1027	20.00
	B	400	33.00
	C	0	50.00
	D	768	12.00
2	A	290	41.00
	B	692	41.00
	C	555	26.00
	D	1290	22.00
	E	1143	22.00
	F	855	21.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017 Base	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	167	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	320	100.000
2	A	✓				
	B		ONE HOUR	✓	573	100.000
	C	✓				
	D		ONE HOUR	✓	556	100.000
	E		ONE HOUR	✓	192	100.000
	F					
3	A		ONE HOUR	✓	547	100.000
	B		ONE HOUR	✓	763	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

		To			
		A	B	C	D
From	A	0	76	91	0
	B	0	0	0	0
	C	50	718	0	0
	D	11	0	309	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	261	114	4	23
	B	22	0	184	223	141	3
	C	399	0	0	143	472	226
	D	249	0	135	0	86	86
	E	30	0	129	26	0	7
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	34	513
	B	35	0	728
	C	315	355	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	17	2	0	0
	D	0	0	2	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	2	5	0	0
	B	0	0	2	4	4	0
	C	3	0	0	2	2	1
	D	2	0	3	0	5	6
	E	14	0	0	4	0	0
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	3	0	3
	C	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	5.43	0.3	A	155	233
	B					
	C	3.87	0.7	A	639	958
	D	6.04	0.6	A	295	443
2	A	3.37	0.5	A	371	556
	B	5.81	1.0	A	525	788
	C	12.90	4.9	B	1123	1684
	D	7.83	1.3	A	513	769
	E	5.54	0.3	A	176	264
	F					
3	A	130.04	23.5	F	502	752
	B	359.91	74.4	F	705	1057
	C	13.37	2.9	B	652	977

2022 Do Minimum, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 1 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm A - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm E - Lane Simulation	Arm E: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 3 - Arm C - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Mini-roundabout	Junction 3	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	462.87	F
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	476.81	F
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	45.02	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Mini Roundabout Geometry
[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	921	20.00
	B	639	33.00
	C	0	50.00
	D	579	12.00
2	A	622	41.00
	B	1265	41.00
	C	611	26.00
	D	937	22.00
	E	1023	22.00
	F	957	21.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 Do Minimum	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	133	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	590	100.000
2	A	✓				
	B		ONE HOUR	✓	876	100.000
	C	✓				
	D		ONE HOUR	✓	630	100.000
	E		ONE HOUR	✓	395	100.000
	F					
3	A		ONE HOUR	✓	413	100.000
	B		ONE HOUR	✓	533	100.000
	C	✓				

Origin-Destination Data

Junction 1

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	25	108	0
	B	0	0	0	0
	C	189	390	0	0
	D	59	0	531	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	545	85	11	2
	B	93	0	383	218	181	1
	C	245	0	0	160	277	127
	D	227	0	252	0	74	77
	E	22	0	350	20	0	3
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	50	363
	B	82	0	451
	C	869	656	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	8	0
	B	0	0	0	0
	C	5	5	0	0
	D	2	0	3	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	4	3	10	0
	B	0	0	3	6	5	0
	C	8	0	0	5	2	3
	D	5	0	3	0	6	7
	E	15	0	3	11	0	33
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	5
	B	7	0	4
	C	2	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	35.48	1.6	E	122	184
	B					
	C	3.12	0.5	A	532	798
	D	1026.88	158.1	F	539	808
2	A	176.37	22.1	F	470	704
	B	1038.45	261.6	F	805	1207
	C	7.40	1.8	A	741	1112
	D	297.89	59.0	F	577	866
	E	874.71	84.2	F	360	540
	F					
3	A	54.91	7.3	F	378	567
	B	19.39	3.2	C	485	728
	C	52.76	16.6	F	1130	1695

2022 Do Minimum, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 3 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	4.85	A
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	9.34	A
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	275.70	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Mini Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	1088	20.00
	B	424	33.00
	C	0	50.00
	D	813	12.00
2	A	308	41.00
	B	733	41.00
	C	588	26.00
	D	1366	22.00
	E	1210	22.00
	F	905	21.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 Do Minimum	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	177	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	339	100.000
2	A	✓				
	B		ONE HOUR	✓	606	100.000
	C	✓				
	D		ONE HOUR	✓	589	100.000
	E		ONE HOUR	✓	204	100.000
	F					
3	A		ONE HOUR	✓	579	100.000
	B		ONE HOUR	✓	809	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

		To			
		A	B	C	D
From	A	0	81	96	0
	B	0	0	0	0
	C	53	761	0	0
	D	12	0	327	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	277	120	4	24
	B	23	0	195	236	149	3
	C	422	0	0	151	500	240
	D	264	0	143	0	91	91
	E	32	0	137	27	0	8
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	36	543
	B	37	0	772
	C	334	376	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	7	0
	B	0	0	0	0
	C	17	2	0	0
	D	0	0	2	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	2	5	0	0
	B	0	0	2	4	4	0
	C	3	0	0	2	2	1
	D	2	0	3	0	5	6
	E	14	0	0	4	0	0
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	3	0	3
	C	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	5.67	0.3	A	164	247
	B					
	C	3.92	0.9	A	662	993
	D	6.41	0.7	A	312	469
2	A	3.38	0.5	A	390	585
	B	6.33	1.1	A	554	831
	C	13.66	4.8	B	1152	1727
	D	8.86	1.6	A	540	811
	E	5.71	0.4	A	190	284
	F					
3	A	229.30	44.1	F	531	796
	B	548.72	110.3	F	742	1113
	C	14.40	3.6	B	689	1033

2022 Do Something, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 1 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm A - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm E - Lane Simulation	Arm E: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 3 - Arm C - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Mini-roundabout	Junction 3	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	415.48	F
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	484.17	F
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	48.13	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Mini Roundabout Geometry
[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	921	20.00
	B	647	33.00
	C	0	50.00
	D	635	12.00
2	A	622	41.00
	B	1273	41.00
	C	633	26.00
	D	980	22.00
	E	1085	22.00
	F	1012	21.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2022 Do Something	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	149	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	613	100.000
2	A	✓				
	B		ONE HOUR	✓	891	100.000
	C	✓				
	D		ONE HOUR	✓	648	100.000
	E		ONE HOUR	✓	397	100.000
	F					
3	A		ONE HOUR	✓	422	100.000
	B		ONE HOUR	✓	544	100.000
	C	✓				

Origin-Destination Data

Junction 1

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	33	116	0
	B	0	0	0	0
	C	245	390	0	0
	D	82	0	531	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	545	85	11	10
	B	108	0	383	218	181	1
	C	265	0	0	160	277	127
	D	245	0	252	0	74	77
	E	24	0	350	20	0	3
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	50	372
	B	82	0	462
	C	869	656	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	23	14	0
	B	0	0	0	0
	C	7	5	0	0
	D	11	0	3	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	4	3	10	77
	B	7	0	3	6	5	0
	C	7	0	0	5	2	3
	D	4	0	3	0	6	7
	E	14	0	3	11	0	33
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	5
	B	7	0	4
	C	2	5	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	39.27	1.8	E	136	205
	B					
	C	3.16	0.6	A	585	877
	D	954.24	150.0	F	559	839
2	A	170.25	21.9	F	485	727
	B	997.37	255.6	F	818	1227
	C	8.17	2.2	A	765	1147
	D	378.35	70.5	F	596	894
	E	919.66	89.5	F	364	547
	F					
3	A	67.07	9.3	F	388	582
	B	23.34	4.0	C	498	747
	C	52.54	16.5	F	1129	1693

2022 Do Something, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 3 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	5.06	A
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	9.74	A
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	278.15	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Mini Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	1088	20.00
	B	465	33.00
	C	0	50.00
	D	821	12.00
2	A	308	41.00
	B	775	41.00
	C	615	26.00
	D	1383	22.00
	E	1227	22.00
	F	913	21.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2022 Do Something	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	255	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	347	100.000
2	A	✓				
	B		ONE HOUR	✓	613	100.000
	C	✓				
	D		ONE HOUR	✓	589	100.000
	E		ONE HOUR	✓	204	100.000
	F					
3	A		ONE HOUR	✓	579	100.000
	B		ONE HOUR	✓	809	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

		To			
		A	B	C	D
From	A	0	117	138	0
	B	0	0	0	0
	C	60	761	0	0
	D	20	0	327	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	299	130	5	34
	B	30	0	195	236	149	3
	C	422	0	0	151	500	240
	D	264	0	143	0	91	91
	E	32	0	137	27	0	8
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	36	543
	B	37	0	772
	C	344	388	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	6	10	0
	B	0	0	0	0
	C	27	2	0	0
	D	38	0	2	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	2	4	0	22
	B	25	0	2	4	4	0
	C	3	0	0	2	2	1
	D	2	0	3	0	5	6
	E	14	0	0	4	0	0
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	3	0	3
	C	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	6.40	0.5	A	235	352
	B					
	C	3.95	0.9	A	667	1001
	D	6.37	0.8	A	316	475
2	A	3.53	0.5	A	426	639
	B	6.81	1.3	A	563	844
	C	14.41	5.2	B	1152	1729
	D	9.22	1.8	A	541	811
	E	5.89	0.5	A	187	280
	F					
3	A	235.07	45.3	F	531	797
	B	557.18	111.5	F	741	1111
	C	15.05	3.7	C	707	1061

2022 Do Something + Cumulative Development, AM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 1 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm A - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm D - Lane Simulation	Arm D: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 2 - Arm E - Lane Simulation	Arm E: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 3 - Arm C - Lane Simulation	Arm C: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Mini-roundabout	Junction 3	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms B and C have 83% of the total flow for the roundabout for one or more time segments]
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	447.64	F
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	595.35	F
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	47.71	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms
[same as above]

Roundabout Geometry
[same as above]

Mini Roundabout Geometry
[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	1024	20.00
	B	709	33.00
	C	0	50.00
	D	749	12.00
2	A	657	41.00
	B	1370	41.00
	C	705	26.00
	D	996	22.00
	E	1232	22.00
	F	1142	21.00

Slope / Intercept / Capacity
[same as above]

Lane Simulation: Arm options
[same as above]

Lanes
[same as above]

Entry Lane slope and intercept
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 Do Something + Cumulative Development	AM Peak Hour	ONE HOUR	07:30	09:00	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	214	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	632	100.000
2	A	✓				
	B		ONE HOUR	✓	939	100.000
	C	✓				
	D		ONE HOUR	✓	789	100.000
	E		ONE HOUR	✓	412	100.000
	F					
3	A		ONE HOUR	✓	428	100.000
	B		ONE HOUR	✓	552	100.000
	C	✓				

Origin-Destination Data

Junction 1

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	47	167	0
	B	0	0	0	0
	C	268	481	0	0
	D	90	0	542	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	588	104	12	10
	B	116	0	383	258	181	1
	C	273	0	0	166	277	127
	D	344	0	272	0	83	90
	E	24	0	362	23	0	3
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	50	378
	B	82	0	470
	C	912	688	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	20	10	0
	B	0	0	0	0
	C	7	4	0	0
	D	10	0	4	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	4	4	9	76
	B	9	0	3	5	5	0
	C	7	0	0	5	2	3
	D	4	0	3	0	5	8
	E	13	0	2	9	0	33
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	9	5
	B	7	0	4
	C	2	4	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	60.44	4.0	F	196	293
	B					
	C	3.29	0.8	A	666	999
	D	1098.13	196.2	F	579	868
2	A	160.46	21.9	F	508	762
	B	1106.92	289.6	F	858	1287
	C	8.59	2.2	A	775	1162
	D	703.20	139.1	F	724	1086
	E	1013.28	102.2	F	379	569
	F					
3	A	65.30	8.9	F	393	589
	B	23.49	4.1	C	505	758
	C	52.43	16.6	F	1134	1701

2022 Do Something + Cumulative Development, PM Peak Hour

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.
Last Run	Lane Simulation	Junction 3 - Arm A - Lane Simulation	Arm A: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Last Run	Lane Simulation	Junction 3 - Arm B - Lane Simulation	Arm B: Queue at end of modelled period is greater than 10 PCU. Delay is likely to have been underestimated.
Warning	Linked junction	Junction 1 - Arm C	Linked arm: Junction 1 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 2 - Arm A	Linked arm: Junction 2 Arm A has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Linked junction	Junction 3 - Arm C	Linked arm: Junction 3 Arm C has more than one lane at its upstream end. It is recommended that the upstream lane level for a linked arm should have only one lane (if necessary add a dummy lane level to do this)
Warning	Large Roundabout	Junction 1 - Arm C - Large roundabout data	Large Roundabout Circulating Flow is zero for one or more arms.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	M4 J46 Northern Dumbell Roundabout	Large Roundabout	A, B, C, D	5.69	A
2	M4 J46 Southern Dumbell Roundabout	Large Roundabout	A, B, C, D, E, F	12.55	B
3	A48/Pant Lasau Road Mini-Roundabout	Mini-roundabout	A, B, C	300.73	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

[same as above]

Roundabout Geometry

[same as above]

Mini Roundabout Geometry

[same as above]

Large Roundabout Data

Junction	Arm	Circulating flow (PCU/hr)	Entry-to-exit separation (m)
1	A	1185	20.00
	B	515	33.00
	C	0	50.00
	D	903	12.00
2	A	335	41.00
	B	852	41.00
	C	770	26.00
	D	1410	22.00
	E	1348	22.00
	F	1006	21.00

Slope / Intercept / Capacity

[same as above]

Lane Simulation: Arm options

[same as above]

Lanes

[same as above]

Entry Lane slope and intercept

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 Do Something + Cumulative Development	PM Peak Hour	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	C	2	A	Queue limited	Normal	0	100.00	21.00
2	A	1	C	Queue limited	Normal	0	100.00	23.00
	C	3	C	Queue limited	Normal	0	100.00	13.00
3	C	2	C	Queue limited	Normal	0	100.00	13.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	319	100.000
	B					
	C	✓				
	D		ONE HOUR	✓	364	100.000
2	A	✓				
	B		ONE HOUR	✓	728	100.000
	C	✓				
	D		ONE HOUR	✓	713	100.000
	E		ONE HOUR	✓	215	100.000
	F					
3	A		ONE HOUR	✓	579	100.000
	B		ONE HOUR	✓	809	100.000
	C	✓				

Origin-Destination Data

Junction 1

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	148	171	0
	B	0	0	0	0
	C	62	841	0	0
	D	20	0	344	0

Junction 2

Demand (Veh/hr)

		To					
		A	B	C	D	E	F
From	A	0	0	319	155	5	38
	B	32	0	195	349	149	3
	C	422	0	0	176	520	240
	D	344	0	159	0	102	108
	E	32	0	137	38	0	8
	F	0	0	0	0	0	0

Junction 3

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	36	543
	B	37	0	772
	C	344	388	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	7	8	0
	B	0	0	0	0
	C	29	2	0	0
	D	38	0	2	0

Junction 2

Heavy Vehicle Percentages

		To					
		A	B	C	D	E	F
From	A	0	0	2	4	0	21
	B	29	0	2	3	4	0
	C	3	0	0	2	2	1
	D	2	0	3	0	4	6
	E	14	0	0	3	0	0
	F	0	0	0	0	0	0

Junction 3

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	1
	B	3	0	3
	C	2	2	0

Results

Results Summary for whole modelled period

Junction	Arm	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	7.39	0.8	A	293	440
	B					
	C	4.27	1.1	A	726	1089
	D	7.21	0.8	A	333	500
2	A	3.71	0.7	A	473	709
	B	9.49	2.2	A	662	994
	C	18.83	6.6	C	1145	1717
	D	13.06	2.9	B	651	977
	E	6.40	0.4	A	196	294
	F					
3	A	304.44	55.0	F	532	798
	B	580.23	115.0	F	741	1111
	C	15.98	4.2	C	742	1112