

The logo for acstro, featuring the word "acstro" in a bold, lowercase, blue sans-serif font. The background of the page is white with blue curved borders at the top and bottom.

# **Transport Statement**

**(Including Construction Traffic  
Management Plan)**

**Expansion of Existing AD Facility for  
Proposed Siting of Two Covered  
Storage Lagoons, Maturation Tank and  
Associated Infrastructure at**

**Crugmore Farm, Penparc, Cardigan**

**January 2025**

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**Revision History**

A	22 <sup>nd</sup> January 2025	First Issue

1796-ACS-ZZ-XX-RP-T-001-A Traffic Management Plan.docx

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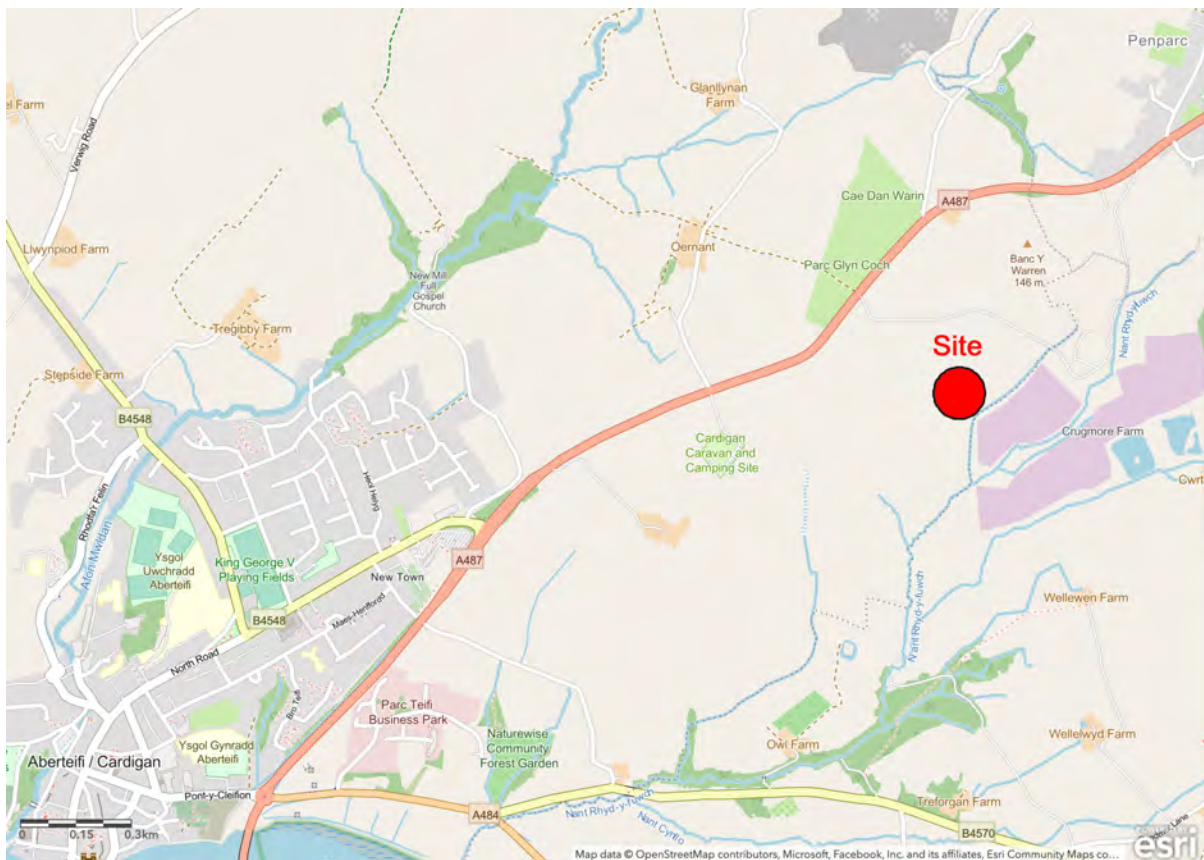
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## 1 Introduction

1.1 Acstro has been appointed to prepare a Transport Statement in support of a planning application for the proposed expansion of the existing Asgard Anaerobic Digestion Facility for the siting of two storage lagoons, maturation tank and associated construction access and drainage infrastructure on land adjacent to Asgard Renewables Ltd - Food Waste Recycling Plant in Penparc, Cardigan.

## 2 Existing Conditions

2.1 The site is located approximately 3km to the north east of Cardigans town centre and approximately 1km to the southwest of Penparc.



**Figure 1 Location Plan**

2.2 Asgard Renewables Limited operates an established anaerobic digestion facility producing biogas from food and agricultural wastes to fuel Combined Heat and Power (CHP) generators creating up to 1MW of electricity to the National Grid. The company employees 6 full-time staff at its facility in Penparc, Cardigan.

2.3 Anaerobic Digestion (AD) is a process in which biodegradable matter is broken down by naturally occurring micro-organisms to produce biogas – a source of renewable energy, and a by-product known as ‘digestate’. The ‘digestate’ is a nutrient-rich substance and serves as a bio-fertiliser that can be spread on agricultural land.

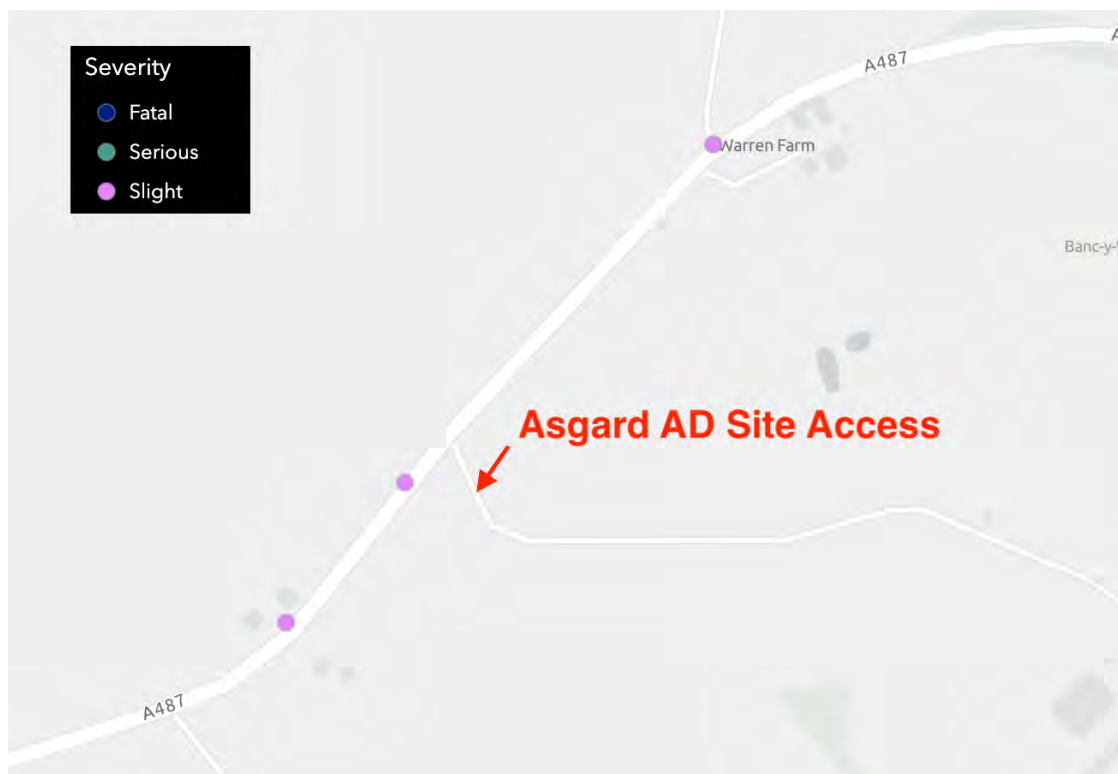
- 2.4 The operation of the AD plant itself requires a 'waste operations permit' from Natural Resources Wales (NRW) under the Environmental Permitting (England and Wales) Regulations 2010 (as amended). However, the digestate meeting the standards under British Standards Institution's BSI-PAS 110 is not classified as a waste product.
- 2.5 As part of the AD process, Asgard Renewables produces a BSI Certified 'PAS110' Biofertiliser product, which is utilised by local farmers as a cost-effective replacement to mineral based fertilisers. This biofertilizer is produced continually and, during winter months, stored at the site awaiting crop application during the growing season. The biofertiliser undergoes a pasteurisation stage prior to certification as 'PAS110' non-waste product and dispatch to agricultural land.
- 2.6 The addition of two lagoons will allow for sufficient digestate storage capacity to meet recently introduced Nitrate Vulnerable Zones (NVZ) regulations and to allow the conversion of the existing large tank (biofertiliser store) into a functioning digester tank in the future.
- 2.7 The proposed development will share the existing highway access to the AD facility from the A487. The A487 links Cardigan and Aberaeron and national speed limits apply in the vicinity of the site. This access also serves MD Recycling, a recycling facility for inert material.
- 2.8 We understand that the highway access was created and constructed in around 2014 in association with permitted development at Crugmore Farm. The design and layout of the access was approved by Welsh Government's Trunk Roads Department.
- 2.9 The layout of the existing access' junction with the A487 is shown in Appendix 1. The access is generously proportioned and has evidently been designed to accommodate the movements of HGV traffic associated with the AD plant that it serves. The concrete surfaced access is approximately 11m in width and has a 40m wide bellmouth at the A487 give-way line. 2.4m x 215m visibility is provided in both directions from the access, as is appropriate for junctions with national speed limit single carriageway roads.

*Appendix 1 Existing Highway Access*



**Figure 2 A487 Access**

- 2.10 The access has a good safety record. A review of injury collision records for this section of the A487 for the latest five-year period for which data is available (2019 to 2023 inclusive) shows that there have been 3 slight severity collisions. These are at dispirit locations on the absence of clustering and collisions of greater severity indicate that there are no significant safety issues. Not one of the 3 collisions recorded occurred at the access itself.



**Figure 3 Collision Records 2019 - 2023** (Source: DfT / MAVRIC)

2.11 A 7-day traffic survey, commencing Tuesday 25<sup>th</sup> February 2020, was undertaken to record the current volume of traffic using the access. Full details are provided in Appendix 1. The survey recorded that the volume of traffic movements to and from the access. This ranged from 15 on the Sunday to 170 on the Thursday. The average daily traffic volume over the course of the week was 97 and the average weekday figure (Mon to Friday) is 126. The use of the access is therefore comfortably below the 300 movements per day threshold that would trigger the need for a right turn storage lane (ghost-island) on the A487.

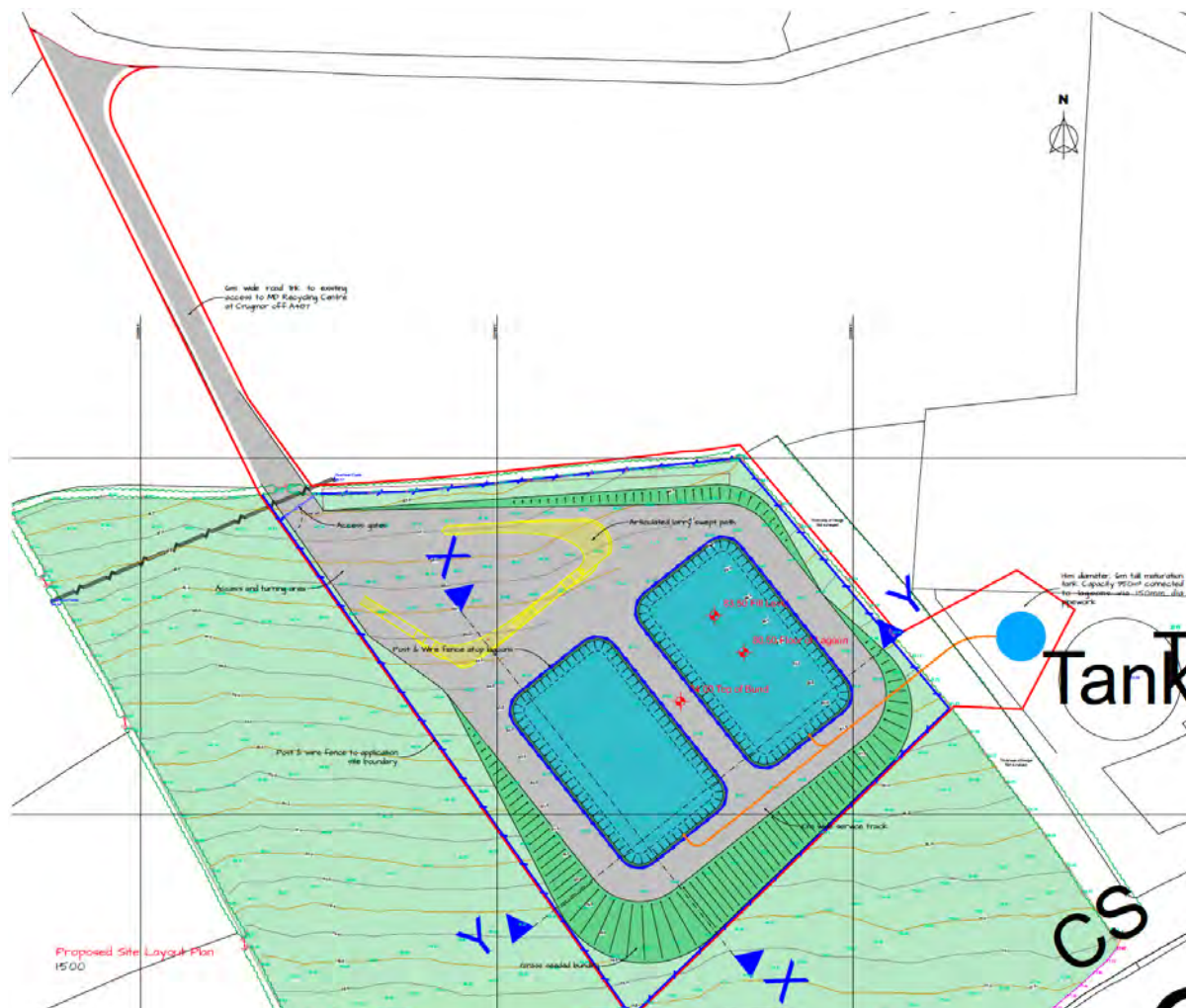
*Appendix 2 Traffic Survey Data*

Direction	Tue 25 <sup>th</sup> Feb	Wed 26 <sup>th</sup> Feb	Thu 27 <sup>th</sup> Feb	Fri 28 <sup>th</sup> Feb	Sat 29 <sup>th</sup> Feb	Sun 1 <sup>st</sup> Mar	Mon 2 <sup>nd</sup> Mar	7-Day Average	Weekday Average
Arrival	60	63	92	48	16	8	67	51	66
Departure	54	56	78	50	17	7	64	47	60
Two-Way	114	119	170	98	33	15	131	97	126

**Table 1 Crugmor Farm Access Traffic Survey Summary**

### 3 Proposed Development

- 3.1 The proposed development primarily consists of the siting of two covered and fully-lined lagoons to the south west of the Asgard AD Plant, for the storage of digestate before it is spread over nearby agricultural fields as a biofertiliser. The lagoons will connect to the infrastructure of the existing AD Plant through a proposed maturation tank sited adjacent to its digester tanks located on site.



**Figure 4 Proposed Development**

- 3.2 An access track will connect the lagoons to the existing access that serves the current AD facility, which connects to the A487 at the junction described in the previous chapter.
- 3.3 Each of the proposed lagoons are 60m in length, 35m in width, and a depth of 3m, with 500mm of 'freeboard' at the surface, providing a total of 12,900m<sup>3</sup> storage capacity to the existing AD Plant.
- 3.4 The requirement to input waste to the permitted capacity of the AD plant is primarily driven by the recent introduction of the Nitrate Vulnerable Zone (NVZ) legislation. This legislation introduces 'closed periods' for application of organic materials to land. Local liquid wastes typically destined for land spreading are not able to be spread for 4 months period between October – February. This creates a requirement for additional storage capacity of the biofertiliser.

- 3.5 It is estimated by the applicant that the availability of the proposed lagoons would generate up to an additional 8 HGV movements per day at the A487 junction. This is not considered to be significant and, added to the observed average of 126 weekday movements, the resulting 134 daily movements would remain comfortably below the 300 movements per day threshold that would trigger the need for a right turn storage lane (ghost-island) on the A487.

#### 4 Construction Traffic Management Plan

- 4.1 The purpose of this Construction Traffic Management Plan is to ensure that the impact of construction traffic on the workforce, the public highway network and its users is controlled and minimised.
- 4.2 This development is located approximately 300m to the south east of the nearest highway (A487) and therefore its impacts on the public highway and its users will be limited.
- 4.3 The construction of the lagoons will be undertaken by excavators with the material arising being used on site to create bunds and other landscaping areas. No excavated material will be exported from site via the public highway.

##### Construction Programme

- 4.4 The precise phasing of and programme for the works is not known at this stage. It is envisaged that working hours during construction will generally be 8am to 6pm, Mondays to Fridays and 8am to 1pm on Saturdays.
- 4.5 A condition of employment for the Main Contractor will be that Risk Assessments and Method Statements (RAMS) be developed, agreed and incorporated within the Construction Phase Plan (CPP) prior to works commencing on site. RAMS from the supply chain will be scrutinised for compliance with CTMP measures prior to their inclusion within the CPP.

##### Management of the Site

- 4.6 The general duties of the contractor in respect of traffic management are:
- Ensuring adequate planning of the work including traffic management arrangements on site
  - Ensuring subcontractors make adequate provision for the selection and supervision of drivers and for vehicle safety
  - Setting standards for driver competence, vehicle safety and maintenance, and ensuring control of authorised drivers
  - Ensuring co-ordination and co-operation between different subcontractors
  - Co-ordinating the views of workforce representatives
  - Ensuring all workers receive information, instruction and training in traffic management arrangements and site rules
  - Monitoring the implementation of traffic management arrangements on site
  - Reviewing the implementation of traffic management arrangements on site
- 4.7 Once the Main Contractor is appointed the contact details of the Site Manager, responsible for day to day operations and the general safety of the site, will be made available to the Local Authority. The Site Manager's responsibilities include:
- Ensure measures such as the use of pedestrian barriers, stop blocks, segregation of routes, signage, etc are implemented as required within the construction site in accordance with this document.
  - Ensure a suitable briefing on traffic management requirements is included in the site induction for new starters and communicated in the form of a toolbox talk to existing workers in accordance with the arrangements in this document.



- Ensure suitable steps are taken to co-ordinate traffic movements in the construction area by involving subcontractor supervisors in regular reviews of planned work activities, including deliveries, on a weekly basis in accordance with the arrangements in this document.
  - Investigate, take appropriate action and respond to reports from workers on deficiencies and faults in the implementation of the traffic management arrangements in accordance with this document.
- 4.8 The Site Manager may delegate particular elements of the requirements of the traffic management plan to other competent members of the site management team as required to ensure the requirements are met in an effective and efficient manner.

#### Site Set-up

- 4.9 On average, each year, about 7 workers die as a result of accidents involving vehicles or mobile plant on construction sites. A further 93 are seriously injured. The law requires that contractors must organise a construction site so that vehicles and pedestrians using site routes can move around safely. Construction site vehicle incidents can and should be prevented by the effective management of transport operations throughout the construction process.
- 4.10 A large area, that will ultimately provide the space for articulated lorry circulation once the lagoons are operational, is provided on the northern side of the lagoons. This provides ample space to accommodate workforce parking and for the unloading of deliveries and storage of materials.

#### Keeping Pedestrians and Vehicles Apart

- 4.11 The majority of construction transport accidents result from the inadequate separation of pedestrians and vehicles. The following actions will help keep pedestrians and vehicles apart:
- **Entrances and exits** - provide separate entry and exit gateways for pedestrians and vehicles;
  - **Walkways** - provide firm, level, well-drained pedestrian walkways that take a direct route where possible;
  - **Crossings** - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly;
  - **Visibility** – ensure that drivers driving out onto the public highway can see both ways along the footway before they move across it. Where this is not possible deploy vehicle marshalls to safely control movements;
  - **Obstructions** – avoid blocking walkways so that pedestrians have to step onto the vehicle route; and
  - **Barriers** - installing a barrier between the roadway and walkway.

#### Minimising vehicle movements

- 4.12 Good planning can help to minimise vehicle movement around a site. To limit the number of vehicles on site:
- provide car and van parking for the workforce and visitors away from the work area;
  - control entry to the work area; and

- plan storage areas so that delivery vehicles do not have to cross the site.

#### People on site

4.13 The Contractor shall ensure that all workers are fit and competent to operate the vehicles, machines and attachments they use on site. This will be achieved by, for example:

- Undertaking checks when recruiting drivers/operators or hiring contractors;
- training drivers and operators;
- managing the activities of visiting drivers.

#### Reversing Vehicles

4.14 The need for vehicles to reverse should be avoided where possible as reversing is a major cause of fatal accidents.

4.15 The ample room available to the north of the lagoons provides sufficient space for articulated lorries to turn without having to reverse. Nevertheless there may be instances where reversing is unavoidable and to manage the associated risks the following measures will be put in place:

- **All vehicles permitted onto site to have suitable driver aids** - mirrors, CCTV cameras or reversing alarms that can help drivers see movement all round the vehicle;
- **Plant and vehicle marshallers** - who can be appointed to control manoeuvres and who are trained in the task;
- **Lighting** - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather;
- **Clothing** - pedestrians on site must wear high-visibility clothing.

#### Signage

4.16 Appropriate signage will be provided to ensure that all drivers and pedestrians entering the site know and understand the correct routes and traffic rules on site. Standard road signs will be used wherever possible to ease the understanding.

4.17 Advanced warning signs will be placed on the approaches to the site entrance.

#### Construction Traffic Control Measures

4.18 Traffic generated throughout the construction period will be a typical mix of cars, vans, construction vehicles and lorries. The construction work is not expected to generate any abnormal indivisible load movements.

4.19 The volume of construction traffic at any period and the duration of construction traffic movements will be governed by the construction programme.

4.20 The following measures will be implemented to safely control construction traffic and minimise its impact on road users:

- a) No metal tracked vehicles will be permitted to travel on the public highway. Rubber wheeled / tracked vehicles only.
- b) No parking associated with the construction to occur on the public highway. All parking to be accommodated safely within the development.

- c) All materials to be stored within the site boundary. No material to be stored on the already constructed access road nor on the public highway.
- a) Deliveries to be rationalised wherever possible to avoid congestion and limit the number of individual delivery movements. Detailed instructions on delivery times and vehicle routing will be issued to all the site personnel, subcontractors and suppliers.
- b) The surface of the public highway near the site access to be regularly monitored and road sweeper deployed in the event that mud or debris from the construction site has been deposited on the highway.
- c) Damping down exposed excavations and transitional surfaces will be adopted as and when required to prevent mud / site debris from vehicles leaving the site contaminating the local highway network, whilst also helping to suppress dust during periods of dry weather.
- d) All drivers must report to the site office when arriving on site.
- e) All drivers must adhere to site signage and 10mph speed limit.
- f) Strictly no reversing without the presence of a trained banksman.
- g) All drivers must wear full PPE when leaving their vehicle.
- h) Any lifting equipment e.g. Hiab/Crane must have relevant certificate prior to use on-site & documents must be inspected by the Site Manager.
- i) Operatives must ensure that plant, machinery, cabins and containers are secured at the end of the working day and keys removed during meal breaks.
- j) All visitors must report to site office and be accompanied by the Site Manager or delegated, trained, operative if proceeding further into the construction site.

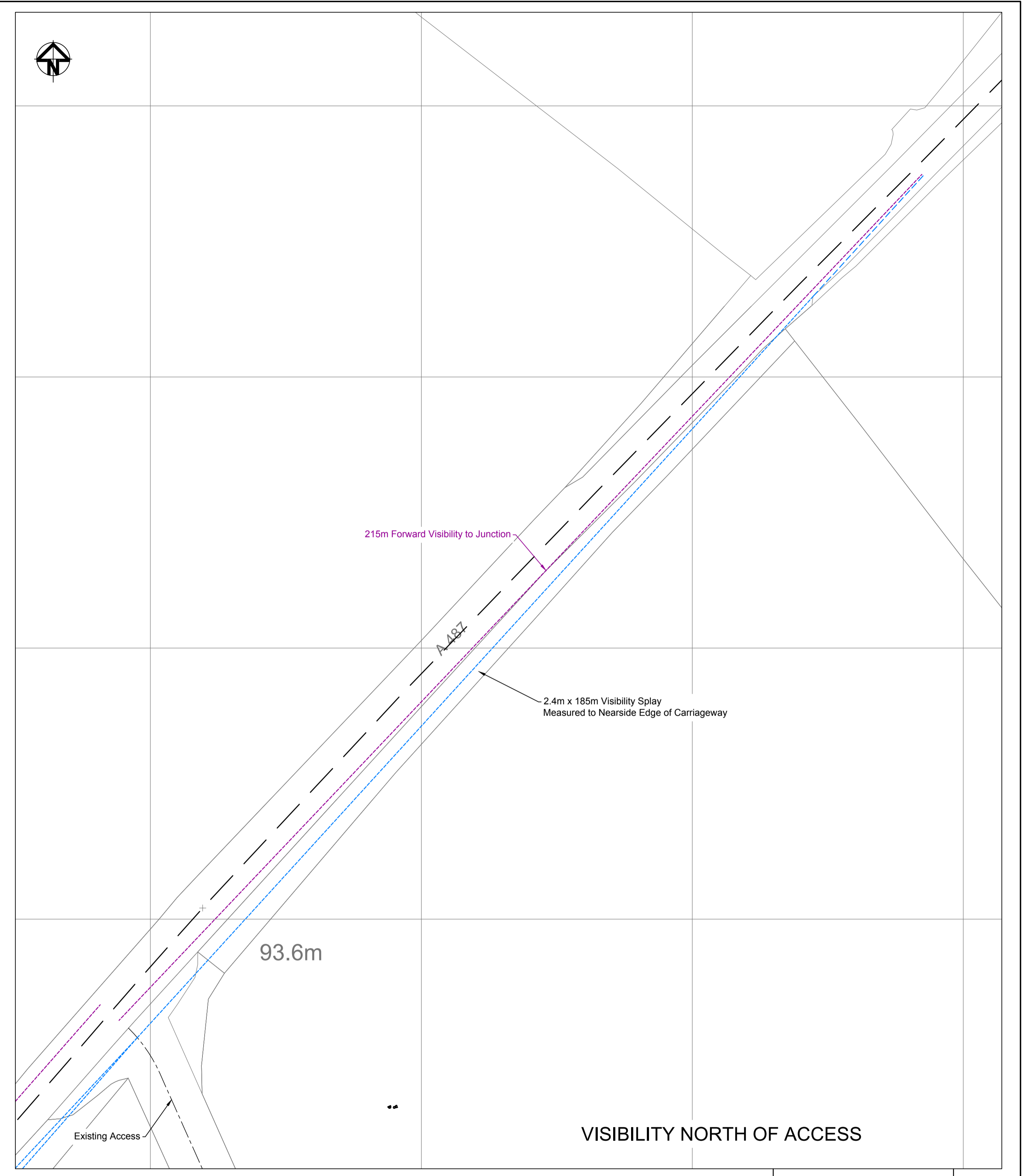
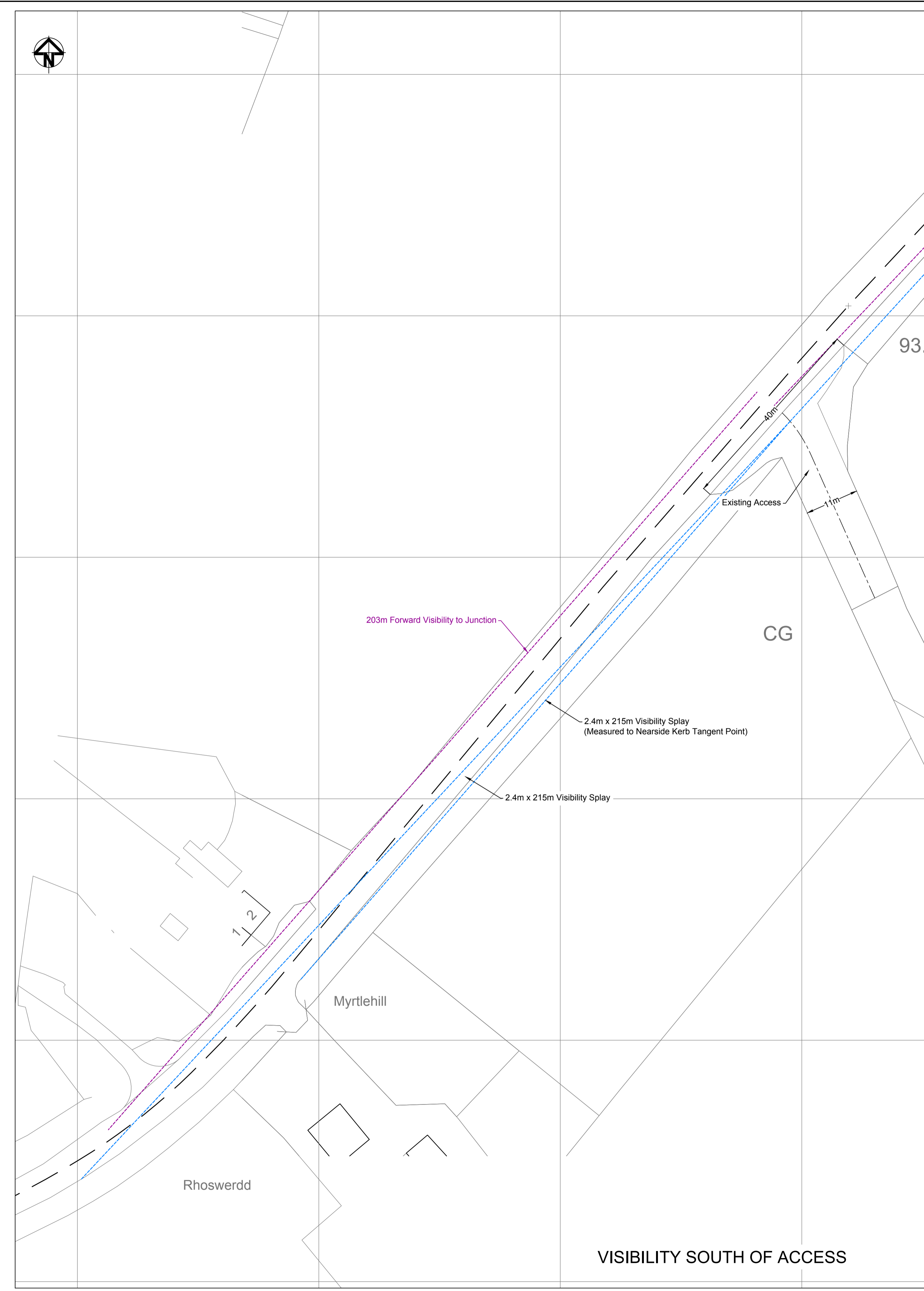
## 5 Summary & Conclusion

5.1 In summary this document has demonstrated the following:

- The planning application relates primarily to the construction of lagoons adjacent to the existing AD facility for the storage of biofertilizer material that is applied to agricultural land at optimal times of the year.
- The site is accessed indirectly from the A487 via an access that was newly created around 2014 in accordance with details agreed at that time with the Trunk road Highway Authority. The access is generously proportioned, provides good visibility and has a good safety record. It has been observed that the average weekday volume of traffic using the access is of the order of 126 vehicles, comfortably below the 300 movements per day threshold that would trigger the need for a right-turn storage lane.
- It is estimated that, upon completion of the development, the daily volume of traffic would increase by around 8 movements only. This is insignificant and within the capacity of the existing A487 access arrangement.
- A Construction Traffic Management Plan has been prepared and its implementation will ensure that the impact of construction traffic on the workforce, the public highway and its users will be controlled and minimised.

5.2 It is considered that the proposed development's impact on the operation of the public highway network is acceptable from a highway safety and capacity perspective and that there are no highway related grounds to prevent the development from proceeding.

## *Appendix 1 Existing Highway Access*



A	First Issue	07-11-19
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SITE AT CRUGMORE FARM		
A487 JUNCTION LAYOUT & VISIBILITY		
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## *Appendix 2 Traffic Survey Data*



<b>SITE / LOCATION:</b>	A487/ MD Recycling Access Road	<b>JOB NO:</b>	SS194	<b>DWG NO:</b>	1	<b>DRAWN:</b>	SH
<b>SURVEY DATE:</b>	Tuesday, 25 February 2020	<b>DWG TITLE:</b>	ATC Location				
<b>SURVEY TIMES:</b>	24 Hours	<b>JOB TITLE:</b>	SS194 Cardigan ACSTRO				





SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>25 February 2020</b>															
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0900	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
1000	2	0	0	1	0	0	1	0	0	0	0	0	0	0	
1100	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
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SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>26 February 2020</b>															
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0700	10	1	7	1	0	0	1	0	0	0	0	0	0	0	
0800	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
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<b>27 February 2020</b>															
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0700	8	1	5	1	0	0	1	0	0	0	0	0	0	0	
0800	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
0900	10	1	6	1	0	0	0	2	0	0	0	0	0	0	
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1100	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
1200	9	0	6	2	0	1	0	0	0	0	0	0	0	0	
1300	14	0	7	6	0	0	0	0	0	0	0	0	0	1	
1400	6	0	2	2	0	0	2	0	0	0	0	0	0	0	
1500	16	1	10	4	0	0	1	0	0	0	0	0	0	0	
1600	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
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2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	91	3	57	22	0	1	5	2	0	0	0	0	0	1	
06-22	92	3	58	22	0	1	5	2	0	0	0	0	0	1	
06-00	92	3	58	22	0	1	5	2	0	0	0	0	0	1	
00-00	92	3	58	22	0	1	5	2	0	0	0	0	0	1	

SS194 Cardigan ACSTRO					Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)							
25 February 2020		to			02 March 2020		Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>28 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0800	4	0	3	0	0	0	1	0	0	0	0	0	0	0	
0900	7	0	4	2	0	0	0	0	0	0	0	0	0	1	
1000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
1100	6	0	3	3	0	0	0	0	0	0	0	0	0	0	
1200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1400	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
1500	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
1600	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
1700	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	45	0	29	13	0	0	2	0	0	0	0	0	0	1	
06-22	48	0	31	13	0	0	3	0	0	0	0	0	0	1	
06-00	48	0	31	13	0	0	3	0	0	0	0	0	0	1	
00-00	48	0	31	13	0	0	3	0	0	0	0	0	0	1	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>29 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
1200	3	0	1	1	0	0	1	0	0	0	0	0	0	0	
1300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	16	0	11	4	0	0	1	0	0	0	0	0	0	0	
06-22	16	0	11	4	0	0	1	0	0	0	0	0	0	0	
06-00	16	0	11	4	0	0	1	0	0	0	0	0	0	0	
00-00	16	0	11	4	0	0	1	0	0	0	0	0	0	0	

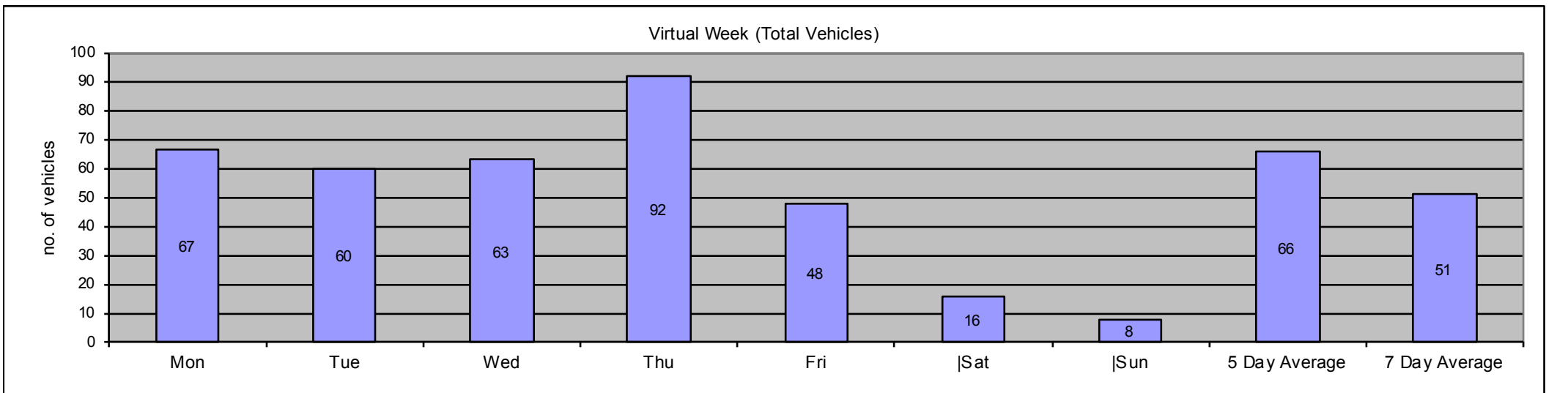
SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>01 March 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	
1100	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
1200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
1700	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	8	1	2	4	0	0	0	0	0	0	1	0	0	0	
06-22	8	1	2	4	0	0	0	0	0	0	1	0	0	0	
06-00	8	1	2	4	0	0	0	0	0	0	1	0	0	0	
00-00	8	1	2	4	0	0	0	0	0	0	1	0	0	0	

SS194 Cardigan ACSTRO					Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)							
25 February 2020		to			02 March 2020		Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>02 March 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0800	3	0	1	2	0	0	0	0	0	0	0	0	0	0	
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1000	6	1	1	3	0	1	0	0	0	0	0	0	0	0	
1100	6	0	3	2	0	0	1	0	0	0	0	0	0	0	
1200	8	0	4	4	0	0	0	0	0	0	0	0	0	0	
1300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
1400	3	0	1	1	0	0	1	0	0	0	0	0	0	0	
1500	8	0	4	3	0	1	0	0	0	0	0	0	0	0	
1600	14	0	9	3	0	0	2	0	0	0	0	0	0	0	
1700	11	1	5	3	0	0	1	0	0	1	0	0	0	0	
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	66	2	34	22	0	2	5	0	0	1	0	0	0	0	
06-22	67	2	35	22	0	2	5	0	0	1	0	0	0	0	
06-00	67	2	35	22	0	2	5	0	0	1	0	0	0	0	
00-00	67	2	35	22	0	2	5	0	0	1	0	0	0	0	



SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Northbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Average Day</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0700	4	0	3	0	0	0	0	0	0	0	0	0	0	0	
0800	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0900	4	0	2	1	0	0	0	0	0	0	0	0	0	0	
1000	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
1100	4	0	2	1	0	0	0	0	0	0	0	0	0	0	
1200	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
1300	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
1400	4	0	2	1	0	0	1	0	0	0	0	0	0	0	
1500	6	0	3	2	0	0	0	0	0	0	0	0	0	0	
1600	7	0	5	2	0	0	1	0	0	0	0	0	0	0	
1700	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
1800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	49	1	29	13	0	1	3	0	0	0	1	0	0	0	
06-22	50	1	30	13	0	1	4	0	0	0	1	0	0	0	
06-00	50	1	30	13	0	1	4	0	0	0	1	0	0	0	
00-00	51	1	30	13	0	1	4	0	0	0	1	0	0	0	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)					
25 February 2020		to		02 March 2020		Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Virtual Week</b>														
Mon	67	2	35	22	0	2	5	0	0	1	0	0	0	0
Tue	60	2	38	11	0	0	7	0	1	0	1	0	0	0
Wed	63	1	33	16	2	1	5	0	0	0	4	0	0	1
Thu	92	3	58	22	0	1	5	2	0	0	0	0	0	1
Fri	48	0	31	13	0	0	3	0	0	0	0	0	0	1
Sat	16	0	11	4	0	0	1	0	0	0	0	0	0	0
Sun	8	1	2	4	0	0	0	0	0	0	1	0	0	0
<b>5 Day Average</b>														
[-]	66	2	39	17	0	1	5	0	0	0	1	0	0	1
<b>7 Day Average</b>														
[-]	51	1	30	13	0	1	4	0	0	0	1	0	0	0
<b>Total Vehicles</b>														
[-]	354	9	208	92	2	4	26	2	1	1	6	0	0	3



SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020			to			02 March 2020			Direction Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>25 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	3	0	2	0	0	0	0	0	0	0	0	0	0	1	
0700	6	0	3	3	0	0	0	0	0	0	0	0	0	0	
0800	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
0900	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
1000	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
1100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
1200	4	0	3	0	0	0	0	0	1	0	0	0	0	0	
1300	8	1	5	0	0	0	0	0	0	1	0	0	0	1	
1400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
1500	8	0	5	2	0	0	0	1	0	0	0	0	0	0	
1600	7	0	5	0	0	0	0	1	0	0	0	1	0	0	
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	51	1	38	6	0	0	0	2	1	1	0	1	0	1	
06-22	54	1	40	6	0	0	0	2	1	1	0	1	0	2	
06-00	54	1	40	6	0	0	0	2	1	1	0	1	0	2	
00-00	54	1	40	6	0	0	0	2	1	1	0	1	0	2	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>26 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	3	0	1	1	0	0	1	0	0	0	0	0	0	0	
0700	7	0	6	0	0	0	1	0	0	0	0	0	0	0	
0800	5	0	4	0	0	0	0	0	1	0	0	0	0	0	
0900	4	0	3	0	0	0	0	0	0	0	0	0	0	1	
1000	7	1	4	1	0	0	1	0	0	0	0	0	0	0	
1100	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
1200	1	0	0	0	0	0	0	0	0	0	1	0	0	0	
1300	6	0	3	0	0	0	0	0	0	0	0	1	0	2	
1400	8	1	5	1	0	0	0	0	0	0	1	0	0	0	
1500	7	0	4	1	0	0	1	0	0	1	0	0	0	0	
1600	4	0	2	0	0	0	1	0	0	0	0	0	0	1	
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	52	2	33	3	0	0	4	0	1	1	2	1	0	5	
06-22	56	2	35	4	0	0	5	0	1	1	2	1	0	5	
06-00	56	2	35	4	0	0	5	0	1	1	2	1	0	5	
00-00	56	2	35	4	0	0	5	0	1	1	2	1	0	5	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>27 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	4	0	2	1	0	0	0	0	0	0	0	0	0	1	
0700	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0800	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0900	8	2	5	0	0	0	1	0	0	0	0	0	0	0	
1000	5	0	4	0	0	0	0	0	0	0	0	0	0	1	
1100	4	0	3	0	0	0	0	0	1	0	0	0	0	0	
1200	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
1300	10	0	8	0	0	1	1	0	0	0	0	0	0	0	
1400	7	0	6	0	0	0	1	0	0	0	0	0	0	0	
1500	13	0	13	0	0	0	0	0	0	0	0	0	0	0	
1600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	74	2	64	2	0	1	3	0	1	0	0	0	0	1	
06-22	78	2	66	3	0	1	3	0	1	0	0	0	0	2	
06-00	78	2	66	3	0	1	3	0	1	0	0	0	0	2	
00-00	78	2	66	3	0	1	3	0	1	0	0	0	0	2	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>28 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
0700	3	0	3	0	0	0	0	0	0	0	0	0	0	0	
0800	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0900	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
1000	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
1100	7	0	5	0	0	0	1	1	0	0	0	0	0	0	
1200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
1300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
1400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
1500	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
1600	5	0	5	0	0	0	0	0	0	0	0	0	0	0	
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	46	0	40	3	0	0	2	1	0	0	0	0	0	0	
06-22	50	0	42	5	0	0	2	1	0	0	0	0	0	0	
06-00	50	0	42	5	0	0	2	1	0	0	0	0	0	0	
00-00	50	0	42	5	0	0	2	1	0	0	0	0	0	0	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>29 February 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
0800	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1000	6	0	5	0	0	0	0	0	0	0	0	1	0	0	
1100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
1200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
1300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	17	0	14	1	0	0	1	0	0	0	0	1	0	0	
06-22	17	0	14	1	0	0	1	0	0	0	0	1	0	0	
06-00	17	0	14	1	0	0	1	0	0	0	0	1	0	0	
00-00	17	0	14	1	0	0	1	0	0	0	0	1	0	0	

SS194 Cardigan ACSTRO						Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)						
25 February 2020		to				02 March 2020		Direction	Southbound						
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>01 March 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0900	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1000	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
1100	2	0	0	0	0	0	0	1	0	0	0	1	0	0	
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	7	0	3	1	0	0	0	1	0	0	0	1	0	1	
06-22	7	0	3	1	0	0	0	1	0	0	0	1	0	1	
06-00	7	0	3	1	0	0	0	1	0	0	0	1	0	1	
00-00	7	0	3	1	0	0	0	1	0	0	0	1	0	1	

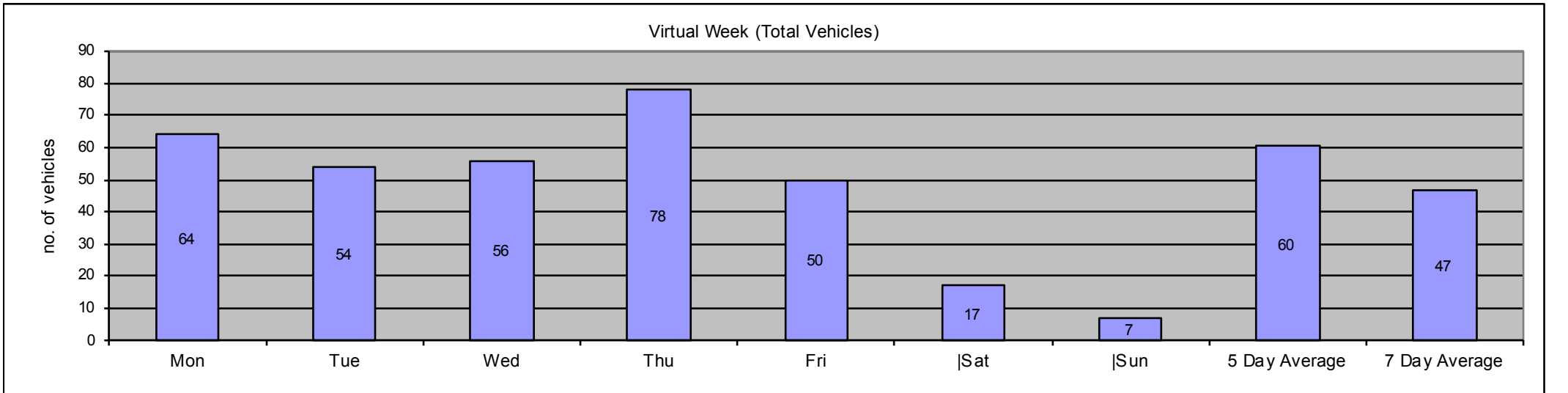


SS194 Cardigan ACSTRO					Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)							
25 February 2020		to			02 March 2020		Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>02 March 2020</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
0700	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
0800	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0900	7	2	5	0	0	0	0	0	0	0	0	0	0	0	
1000	4	1	1	1	0	0	0	0	0	0	0	1	0	0	
1100	7	0	3	1	0	0	3	0	0	0	0	0	0	0	
1200	6	0	3	3	0	0	0	0	0	0	0	0	0	0	
1300	7	0	4	1	0	0	2	0	0	0	0	0	0	0	
1400	3	0	2	0	0	0	1	0	0	0	0	0	0	0	
1500	4	0	2	2	0	0	0	0	0	0	0	0	0	0	
1600	11	0	8	0	0	0	0	0	0	0	0	1	0	2	
1700	5	0	4	0	0	0	0	0	0	0	0	1	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	62	3	37	11	0	0	6	0	0	0	0	3	0	2	
06-22	64	3	38	12	0	0	6	0	0	0	0	3	0	2	
06-00	64	3	38	12	0	0	6	0	0	0	0	3	0	2	
00-00	64	3	38	12	0	0	6	0	0	0	0	3	0	2	

SS194 Cardigan ACSTRO					Site	1	Location	A487/MD Recycling Access Road (N52.095234 W4.629762)							
25 February 2020		to			02 March 2020		Direction	Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
<b>Average Day</b>															
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
0700	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
0800	4	0	4	1	0	0	0	0	0	0	0	0	0	0	
0900	5	1	4	0	0	0	0	0	0	0	0	0	0	0	
1000	4	0	3	0	0	0	0	0	0	0	0	0	0	0	
1100	4	0	2	0	0	0	1	0	0	0	0	0	0	0	
1200	4	0	3	1	0	0	0	0	0	0	0	0	0	0	
1300	5	0	3	0	0	0	1	0	0	0	0	0	0	0	
1400	4	0	3	0	0	0	0	0	0	0	0	0	0	0	
1500	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
1600	5	0	4	0	0	0	0	0	0	0	0	0	0	0	
1700	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	44	1	33	4	0	0	2	1	0	0	0	1	0	1	
06-22	47	1	34	5	0	0	2	1	0	0	0	1	0	2	
06-00	47	1	34	5	0	0	2	1	0	0	0	1	0	2	
00-00	47	1	34	5	0	0	2	1	0	0	0	1	0	2	

SS194 Cardigan ACSTRO Site 1 Location A487/MD Recycling Access Road (N52.095234 W4.629762)  
 25 February 2020 to 02 March 2020 Direction Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
<b>Virtual Week</b>														
Mon	64	3	38	12	0	0	6	0	0	0	0	3	0	2
Tue	54	1	40	6	0	0	0	2	1	1	0	1	0	2
Wed	56	2	35	4	0	0	5	0	1	1	2	1	0	5
Thu	78	2	66	3	0	1	3	0	1	0	0	0	0	2
Fri	50	0	42	5	0	0	2	1	0	0	0	0	0	0
Sat	17	0	14	1	0	0	1	0	0	0	0	1	0	0
Sun	7	0	3	1	0	0	0	1	0	0	0	1	0	1
<b>5 Day Average</b>														
[--]	60	2	44	6	0	0	3	1	1	0	0	1	0	2
<b>7 Day Average</b>														
[--]	47	1	34	5	0	0	2	1	0	0	0	1	0	2
<b>Total Vehicles</b>														
[--]	326	8	238	32	0	1	17	4	3	2	2	7	0	12



# Classification Schemes

## Scheme F Classification Scheme (Non-metric)

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

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

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