

Coleg Sir Gar
Mixed Use Development
Pibwrlwyd, Carmarthen

Transport Assessment
May 2023

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CONTENTS

1	Introduction	5
2	Policy Review	7
3	Existing Situation.....	15
4	Sustainable Accessibility	26
5	Development Proposals.....	36
6	Trip Generation.....	41
7	Impact Analysis	48
8	Junction modelling.....	58
9	Conclusion.....	78

FIGURES

Figure 3.1	Site Location and Local Highway Network
Figure 3.2	Existing Access Locations – Llys Y Deri
Figure 3.3	Traffic Count Survey Locations
Figure 3.4	A484 north of Morrisons Roundabout Weekday Average Traffic Flows
Figure 3.5	A484 south of Morrisons Roundabout Weekday Average Traffic Flows
Figure 3.6	Observed 2 Way Weekday Average Traffic Flows
Figure 3.7	Personal Injury Collision Locations
Figure 4.1	Local amenities within close proximity of the site
Figure 4.2	NCN Network within close proximity of the Site
Figure 4.3	Active Travel Network Map (ATNM) – in the vicinity of the Site
Figure 4.4	Public Transport Infrastructure
Figure 4.5	Carmarthen Station Layout Plan
Figure 8.1	AM Peak Average Traffic Delay – Googlemaps
Figure 8.2	PM Peak Average Traffic Delay - Googlemaps

APPENDICES

Appendix A	Automatic Traffic Count Raw Data
Appendix B	Junction Turning Count Raw Data
Appendix C	2023 Base Traffic Flows
Appendix D	Proposed Site Layout
Appendix E	Swept Path Analysis
Appendix F	Proposed Extant Trics Output
Appendix G	Residential Trics Output
Appendix H	Office (B1) Trics Output
Appendix I	Incubator Units Trics Output
Appendix J	Discount Foodstore Trics Output
Appendix K	2027 & 2037 Base Peak Hour Traffic Flows
Appendix L	Development Trip Distribution and Assignment - Retail
Appendix M	Development Trip Distribution and Assignment – Employment
Appendix N	Development Trip Distribution and Assignment – Discount Foodstore
Appendix O	Total Development Trip Distribution and Assignment

Appendix P	2027 & 2037 Base + Development Peak Hour Traffic Flows
Appendix Q	Site Access Junction PICADY Output
Appendix R	A40/A48/A484 Pensarn Roundabout Linsig Output
Appendix S	A484 Morrison's Roundabout ARCADY Output
Appendix T	A484 Pibwrlwyd Roundabout ARCADY Output

1 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Limited have been appointed by Coleg Sir Gar to produce a Transport Assessment to accompany a candidate site submission to the Local Development Plan process for a mixed-use development.

1.1.2 The candidate site is located to the east of the A484 local distributor road on the southern periphery of Carmarthen.

1.1.3 For the purposes of this Transport Assessment the following mix of land uses has been assessed:

- 4.9 hectares residential (c. 171 dwellings)
- 3.8 hectares Reserved Land – Residential (c. 135 dwellings)
- 5.9 acres Incubator Retail Park (15 Units + Office)

1.1.4 The residential and employment elements of the proposed development will have separate access points:

- Residential – via a new priority junction on the A484 located to the south of the Morrisons Roundabout
- Employment – via extensions of the existing Llys Y Deri and accessed via the A484 Morrisons roundabout

1.2 Structure of the Report

1.2.1 Following this introductory section, the report is structured as follows:

- **Section 2** reviews the development proposals in relation to national and local planning policies;
- **Section 3** details the existing situation and outlines existing highway safety within the vicinity of the site;

- **Section 4** of the report describes the accessibility of the site to sustainable and active travel modes.
- **Section 5** details the development proposals;
- **Section 6** considers the likely travel demand generated by the proposed development on the surrounding highway network;
- **Section 7** assesses the impact of the development on the performance of the local road network and public transport services;
- **Section 8** provides an assessment of the operational junction capacity within the study network; and
- **Section 9** provides the conclusions of the report.

2 POLICY REVIEW

2.1 Llwybr Newydd: The Wales Transport Strategy 2021

2.1.1 Llwybr Newydd, the Wales Transport Strategy sets out a vision for how our transport system can deliver priorities for Wales, helping to put us on a pathway to creating a more prosperous, green and equal society. The national Wales Transport Strategy was published in March 2021.

2.1.2 The Transport Strategy aims to bring services to people in order to reduce the need to travel and notes that ‘if more people can walk and cycle for everyday trips, we will reduce our dependency on cars.’

2.1.3 It sets a long-term direction and three urgent and immediate priorities:

- **Priority 1:** – Bring services to people in order to reduce the need to travel;
- **Priority 2:** Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and,
- **Priority 3:** Encourage people to make the change to more sustainable transport

2.1.4 The thrust of Llwybr Newydd is to achieve a shift away from private car use to more sustainable transport modes for the majority of journeys. Investment will be promoted into low-carbon, accessible, efficient and sustainable transport services and infrastructure that enable more people to walk, cycle and use public transport, and low-emissions vehicles.

2.1.5 Where there is a need for new transport infrastructure, the sustainable transport hierarchy should be considered to give priority to meeting the demand for travel by walking, cycling and public transport ahead of private motor vehicles.

2.1.6 The transport planning recommendation detailed in this report have been informed by the content of Llwybr Newydd and in particular the three headline priorities of the Wales National Transport Strategy.

2.2 Future Wales: the national plan 2040

- 2.2.1 Future Wales is the national development framework for Wales which sets out the direction for development in Wales up to 2040. Future Wales will aim to promote development that enhances wellbeing and quality of life.
- 2.2.2 Future Wales pledges to shape growth around sustainable forms of transport and places that make people and the environment healthier. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.
- 2.2.3 Policy 12: Regional Connectivity of Future Wales outlines the following with regard to car parking at future developments:
- 2.2.4 “Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.”

2.3 Planning Policy Wales (edition 11, 2021)

- 2.3.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government (the Assembly Government). It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.
- 2.3.2 Edition 11 was published in February 2021. PPW states at Section 4.1 that:
- ‘The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:
- Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;

- Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and,
- Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.’

2.3.3 The overarching goal of The Welsh Government is to reduce reliance on single occupancy vehicles and support a modal shift to walking, cycling and public transport.

2.3.4 The Assembly Government aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: enabling more sustainable travel choices, manage both the current and future transport network effectively and minimising the need to travel via single-occupancy private vehicles. This will be achieved through the integration:

- Within and between different types of transport;
- Between transport measures and land use planning;
- Between transport measures and policies to protect and improve the environment; and,
- Between transport measures and policies for education, health, social inclusion and wealth creation.

2.3.5 PPW states that:

‘The planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- Are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- Are designed in a way which integrates them with existing land uses and neighbourhoods: and;
- Make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.’

Promoting Walking and Cycling

2.3.6 PPW details the Welsh Government's objective of promoting active travel and references the Active Travel (Wales) Act 2013.

2.3.7 This Act is referenced at para, 4.1.27 where PPW 11 states:

'The Active Travel Act (Wales) 2013 makes walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or in order to access health, leisure or other services or facilities. The Active Travel Act requires local authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.'

2.3.8 PPW also states that:

'The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.'

2.3.9 PPW includes at Figure 9 the following Sustainable Transport Hierarchy for Planning:



2.3.10 In relation to the sustainable transport hierarchy, PPW states that:

‘The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport. The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.’

Parking

2.3.11 In relation to parking, PPW details:

‘Car parking provision is a major influence on how people choose to travel and the pattern of development...Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.’

2.3.12 Additionally, PPW states:

‘Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.’

2.3.13 PPW notes that Local authorities are required to develop an integrated parking strategy which complies with the overall transport and locational policies of the development plan. Additionally, maximum levels of parking for broad classes of development should be established in conjunction with a threshold size of development above which such levels will apply.

2.3.14 Technical Advice Note 18 also details national planning policy on parking matters and this is described in sub-section 2.6.

2.4 One Wales: Connecting the Nation

2.4.1 National transport policy for Wales is specified within the Wales Transport Strategy, One Wales: Connecting the Nation, which is supplemented by a series of Technical Advice Notes (TANs).

2.4.2 The goal of One Wales: Connecting the Nation is to:

‘Promote sustainable transport networks that safeguard the environment while strengthening our country’s economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery. The One Wales programme is working to achieve a nation with access for all, where travelling between communities and accessing services, jobs and facilities in different parts of Wales is both easy and sustainable, and which support the growth of our economy.’

2.5 Technical Advice Note 18: Transport (TAN18)

2.5.1 TAN 18 identifies that Planning Policy Wales and the Wales Transport Strategy both aim to secure the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.

2.5.2 To achieve this and the core objectives, the following initiatives relevant to the proposed development are:

- Reducing the need to travel;
- Promoting walking and cycling;
- Managing parking provision; and,
- Encouraging the location of development near other related uses to encourage multi-purpose trips.

2.5.3 Section 3.4 to 3.6 of TAN 18 references ‘Accessible Housing Development’, which in summary, seeks to ensure that housing development is sustainable in transport and movement terms including maximising the opportunity for residents to walk and cycle to local facilities and public transport stops.

- 2.5.4 TAN 18 notes that where larger housing development applications require a Transport Assessment information on measures to encourage sustainable travel, (as detailed in TAN 18) shall be incorporated in the TA.

2.6 Active Travel Act 2013 (Wales)

- 2.6.1 The Active Travel Act places a requirement on local authorities to continuously improve facilities for those who walk and cycle and to prepare information, such as maps, that identify current and potential future routes for their use.

- 2.6.2 The Act also requires highway authorities to have regard in the construction and improvement of highways to enhance provision for cyclists and pedestrians. The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in a local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvements in the range and quality of active travel routes and related facilities; and,
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

2.7 Transport Implementation Strategy and conclusion to Policy Review

- 2.7.1 It is considered that the proposed development is fully in compliance with all relevant national and local planning and transport related planning policy guidance.

- 2.7.2 A Travel Plan will be prepared for the development which will detail measures and objectives to encourage and facilitate sustainable travel to and from the proposed development both by residents and their visitors. The Travel Plan encompasses the

principal objective and component of the Transport Implementation Strategy as required by guidance detailed in Planning Policy Wales Technical Advice Note 18: Transport.

2.7.3 Paragraph 9.7 of TAN 18 states:

‘TIS resulting from the TA process are intended to incorporate all components of a Travel Plan and ensure these are integrated with design elements of new development.’

2.7.4 In conclusion, it is considered that in transport and planning policy terms the planning application proposes ‘accessible housing development’ as defined in paragraphs 3.4 to 3.6 in Planning Policy Wales Technical Advice Note 18: Transport.

3 EXISTING SITUATION

3.1 Site Location

3.1.1 The application site is located to the east of the A484 local distributor road on the southern Periphery of Carmarthen.

3.1.2 The site is located within a triangular triangle of land, which is bound to the east and west by the A48 Trunk Road and the A484 respectively. The Parc Pensarn Retail Park is located immediately to the north of the proposed development site, with the Pibwrlwyd campus of Coleg Sir Gar and some residential properties along Pibwrlwyd Lane located immediately to the south.

3.1.3 The location of the proposed development in the context of the local highway network is shown in **Figure 3.1**.



Figure 3.1 Site Location & Local Highway Network

3.2 Existing Access via Llys Y Deri and the A484 Morrisons Roundabout

3.2.1 Llys Deri is an existing Industrial Estate access road which serves a number of existing commercial units and connects with the A484 via the four arm Morrison's roundabout to the west.

3.2.2 There are two access stubs have been maintained which would facilitate access to the proposed employment land, which are shown in **Figure 3.2**.

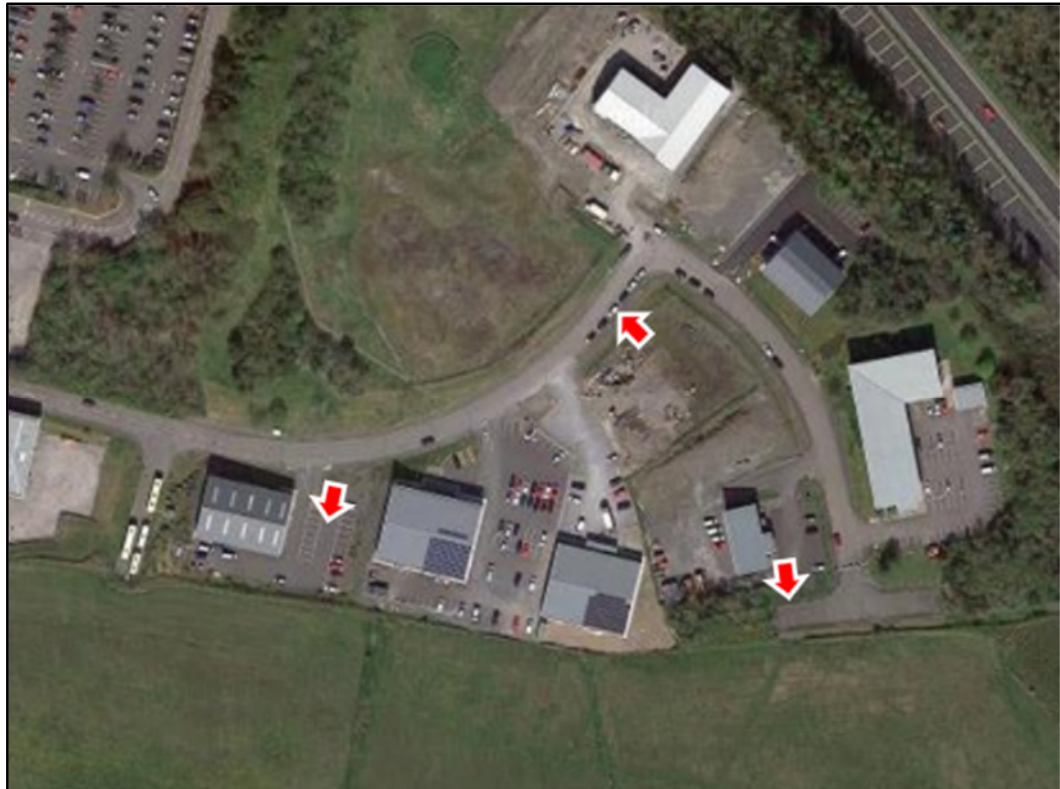


Figure 3.2 Existing Access Locations – Llys Y Deri

3.3 Local Highway Network

3.3.1 The local highway network surrounding the proposed development is shown in **Figure 3.3**, below.



Figure 3.3 Local highway network

A484

- 3.3.2 The A484 is a key regional distributor road within Carmarthenshire providing a direct connection between Carmarthen and the A40 / A48 to the north and Kidwelly, Pembrey and Llanelli to the south.
- 3.3.3 Within the immediate vicinity of the site the A484 is well lit with a carriageway width of around 7.5 metres. There is generally no direct frontage on either side of the carriageway.
- 3.3.4 On the western side of the carriageway there is a 3-metre-wide shared use walking and cycling path which is designated as National Cycle Network Route 4. This cycling route runs along the alignment of the A484 providing direct connections between the site, Carmarthen, Llanelli and beyond.

Llys Deri

- 3.3.5 Llys Deri is currently a minor industrial estate road serving limited commercial properties some of which form part of the Parc Pensarn Retail Park.
- 3.3.6 The carriageway is around 7 metres wide and well lit. There is limited frontage along the road with all businesses benefiting from dedicated parking provision.
- 3.3.7 Initially, on entry to Llys Deri from the A484, there is only a 2-metre-wide footway provided on the southern side of the carriageway. However, on entry to the site around 150 metres to the east of the A484, 2-metre-wide footways are provided on both sides of the carriageway.
- 3.3.8 Access spurs and priority junctions into the proposed employment development are already provided as has been set out in the previous section of this TA.

Pibwrlwyd Lane

- 3.3.9 Pibwrlwyd Lane is a rural lane providing access to the Pibwrlwyd campus of Coleg Sir Gar, some agricultural land uses and residential properties, which connects with the A484 at the 4-arm Pibwrlwyd Roundabout.
- 3.3.10 Within the vicinity of the A484 and the access / egress arrangement to / from Coleg Sir Gar the lane is around 6 metres wide with double yellow line 'no parking or waiting at any time' restrictions in place. Along this stretch of carriageway, the lane is also well lit and surfaced to a high standard.
- 3.3.11 Following the egress arrangement to Coleg Sir Gar the lane narrows to a rural residential access lane around 4 metres in width.

A48 / A40

- 3.3.12 The A48 / A40 are two of the major strategic routes within the region. They connect with the A484 via Pensarn Roundabout on the north-western periphery of the site.
- 3.3.13 The A48 trunk road provides a direct connection between Carmarthen and the M4 motorway around 19km to the south-east of the site.

- 3.3.14 The A40 trunk road provides direct connections between Carmarthen to West Wales including Haverfordwest and to the east to Brecon and Abergavenny and continues to until it reaches the M40 at High Wycombe.
- 3.3.15 Within the immediate vicinity of the site both roads are dual carriageways subject to the national speed limit.
- 3.3.16 As part of scoping discussions, the Welsh Government has raised concerns with regard to the capacity of the Pensarn Roundabout which connects the A40, A48 and the A484. This will be reviewed as part of section 6 of this TA.

3.4 Existing Traffic Flows

- 3.4.1 In order to obtain the most recent traffic flows on the local highway network, Automatic Traffic Counts (ATC) and classified Junction Turning Counts (JTC) were undertaken at the locations listed below and shown in **Figure 3.4**:

Automatic Traffic Counts (ATC)

- Site 1: A484 north of Morrisons Roundabout; and
- Site 2: A484 north of Morrisons Roundabout.

Junction Turning Counts (JTC)

- Site 1: Pensarn Roundabout;
- Site 2: Morrisons Roundabout
- Site 3: Pibwrlwyd Roundabout



Figure 3.4 Traffic Count Survey Locations

Automatic Traffic Counts

3.4.2 The Automatic Traffic Counts were undertaken over a 7-day period covering Thursday 16 March 2023 to Wednesday 22 March 2023. The raw data collected is provided in full in **Appendix A**.

3.4.3 **Table 3.1** summarises the average weekday traffic flows at both sites, in terms of direction and time of day. The daily traffic flow profiles for each count site for the weekday average flows are shown in **Figure 3.4** and **Figure 3.5**, with a comparison of the 2-way daily profiles being shown in **Figure 3.6**.

3.4.4 This data shows as expected that the flows on the A484 decrease to the south of the Morrisons roundabout by 48%, which demonstrates the attraction of Morrisons in particular as well as the retail and business units along Llys Y Deri.

Hour	Site 1			Site 2		
	NB	SB	2 Way	NB	SB	2 Way
00:00	15	20	35	8	12	20
01:00	10	13	23	5	8	13
02:00	9	9	18	5	5	9
03:00	12	11	23	7	6	13
04:00	29	24	53	25	8	34
05:00	101	88	189	79	25	103
06:00	318	252	570	245	77	321
07:00	710	577	1287	585	251	836
08:00	1190	1058	2248	910	597	1506
09:00	808	773	1581	501	349	850
10:00	761	770	1531	408	315	723
11:00	861	865	1726	392	343	735
12:00	949	980	1929	405	417	822
13:00	884	931	1815	367	420	787
14:00	854	891	1745	394	449	843
15:00	982	1112	2094	516	643	1159
16:00	989	1211	2200	473	762	1235
17:00	942	1098	2040	416	675	1091
18:00	696	754	1450	306	368	675
19:00	461	498	958	190	234	424
20:00	313	344	657	129	161	290
21:00	200	231	431	87	113	200
22:00	116	139	255	46	66	112
23:00	48	65	112	23	37	59
AM Peak (8-9)	1190	1058	2248	910	597	1506
PM Peak (16-17)	989	1211	2200	473	762	1235
12 Hour Total (7-19)	10627	11020	21647	5674	5589	11264
24 Hour Total	12258	12712	24971	6522	6341	12863

Table 3.1 Observed Average Weekday Traffic Flows

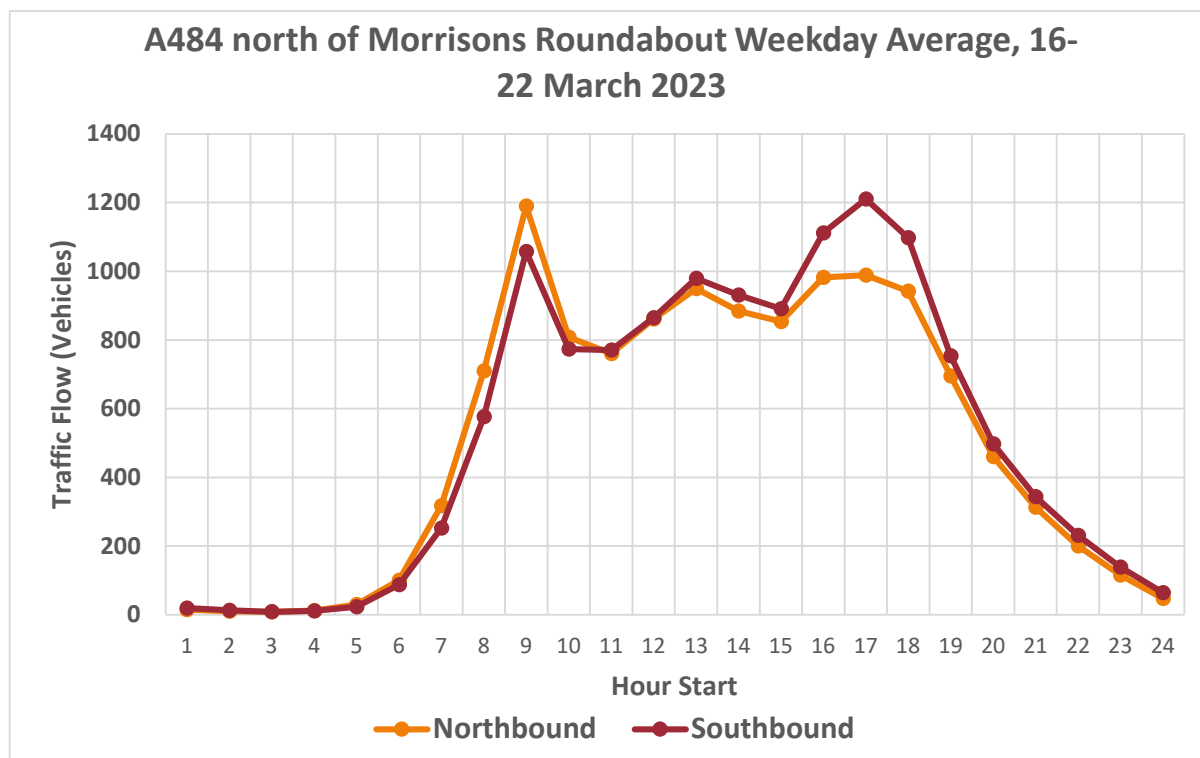


Figure 3.5 A484 north of the Morrisons Roundabout Weekday Average Traffic Flows (Vehicles)

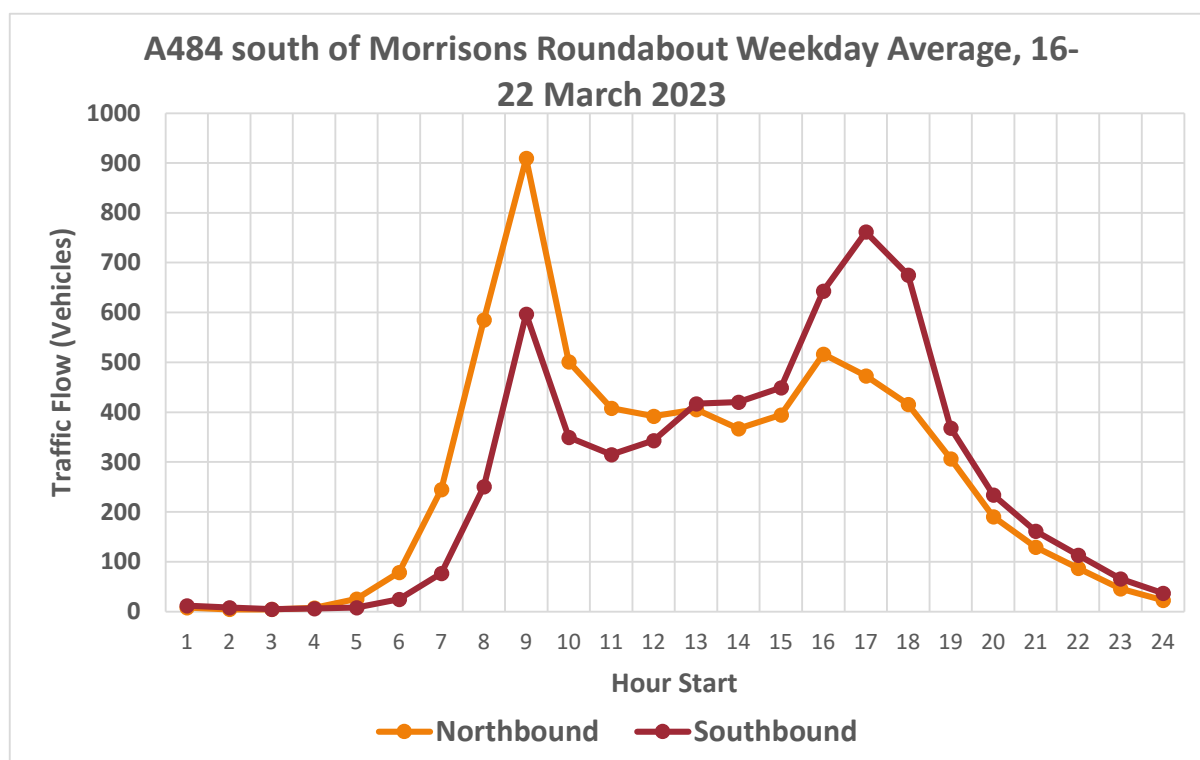


Figure 3.6 A484 south of the Morrisons Roundabout Weekday Average Traffic Flows (Vehicles)

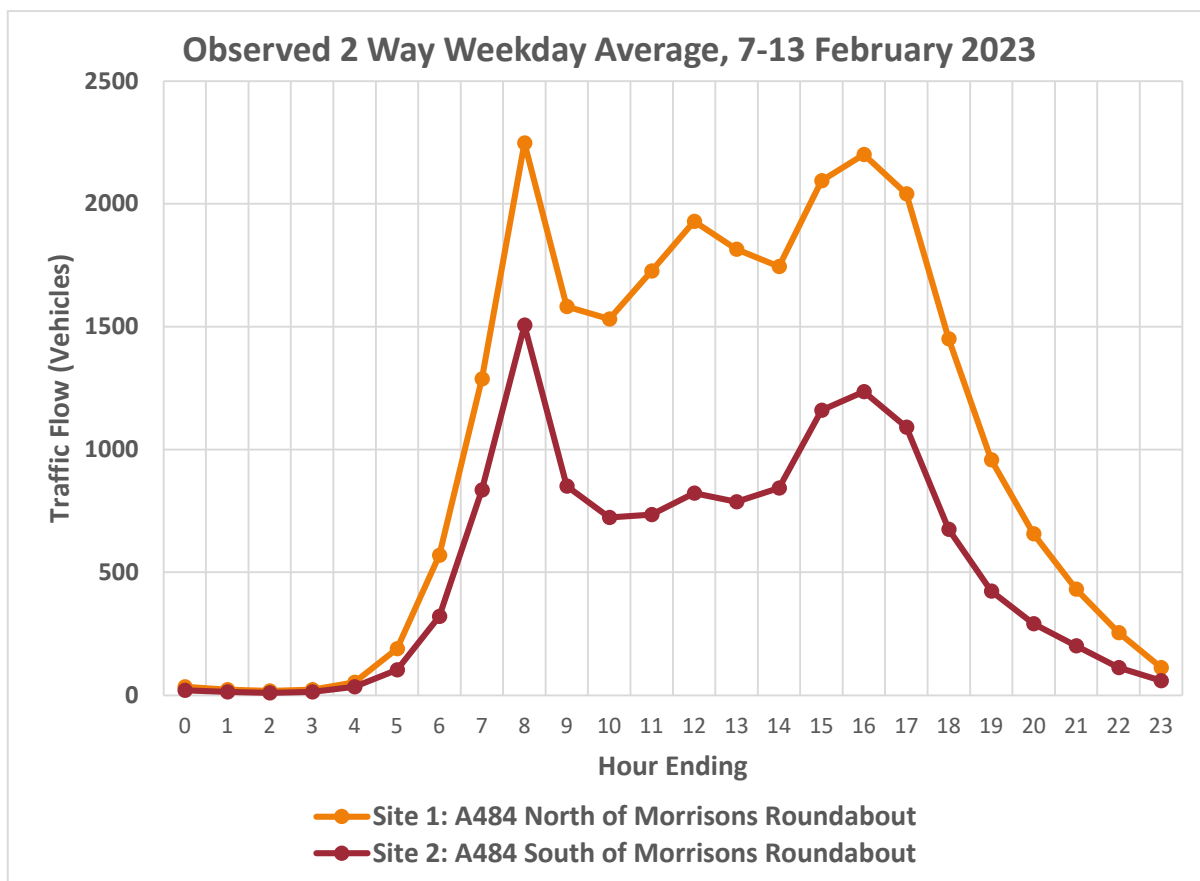


Figure 3.7 Observed 2 Way Weekday Average Traffic Flows (Vehicles)

Junction Turning Counts

3.4.5 Classified junction turning counts were undertaken at the three locations shown on Thursday 16 March 2023 for the following periods:

- AM: 07:00-10:00; and
- PM: 15:00-19:00.

3.4.6 The data was analysed in 15-minute periods with the peak period hourly traffic flows in passenger car units (PCU's). The data demonstrated that the peak hours across the 2 junctions are shown below, which represent the start and end of the school day:

- AM: 08:00-09:00; and
- PM: 14:30-15:30.

3.4.7 The raw survey data is included in **Appendix B**, with the observed peak hour flows in passenger car units (PCU's) shown schematically in **Appendix C**.

3.5 Highway Safety

3.5.1 An assessment has been made of the highway surrounding the development site for the latest 5-year period available (2017-2021). Data has been obtained from the Stats Wales database and is summarised in **Table 3.2** and shown in **Figure 3.7**.

Year	No. Personal Injury Collisions				Pedestrians	Cyclists	Vehicles	Casualties
	Fatal	Serious	Slight	Total				
2017	0	0	4	4	0	0	11	6
2018	0	0	6	6	1	0	13	6
2019	0	0	1	1	0	0	4	1
2020	0	0	3	3	0	0	8	3
2021	0	1	2	3	0	0	7	7
Total	0	1	16	17	1	0	43	23

Table 3.2 Summary of personal injury accident data

3.5.2 As part of the analysis the collisions have been broken down to reflect their location at or on approach to specific junctions.

3.5.3 For the latest 5-year period, there has been a total of 17 collisions occurring within the study area. Of these collisions, all are slight with the exception of 1 serious collision occurring at A40 northern arm of the Pensarn roundabout.

3.5.4 The serious collision involved 0 pedestrians or cyclists and caused 4 casualties with the involvement of 3 vehicles.

3.5.5 Over the 5-year period, the 17 collisions have involved a total of 1 pedestrian, 0 cyclists and 43 vehicles. The collisions caused a total of 23 casualties.

3.5.6 There is a collision cluster evident at the A48 arm of the Pensarn roundabout.

3.5.7 Based on the analysis carried out there is therefore no obvious highway safety pattern or problem within the study area which it is considered could be exacerbated by the proposed development.

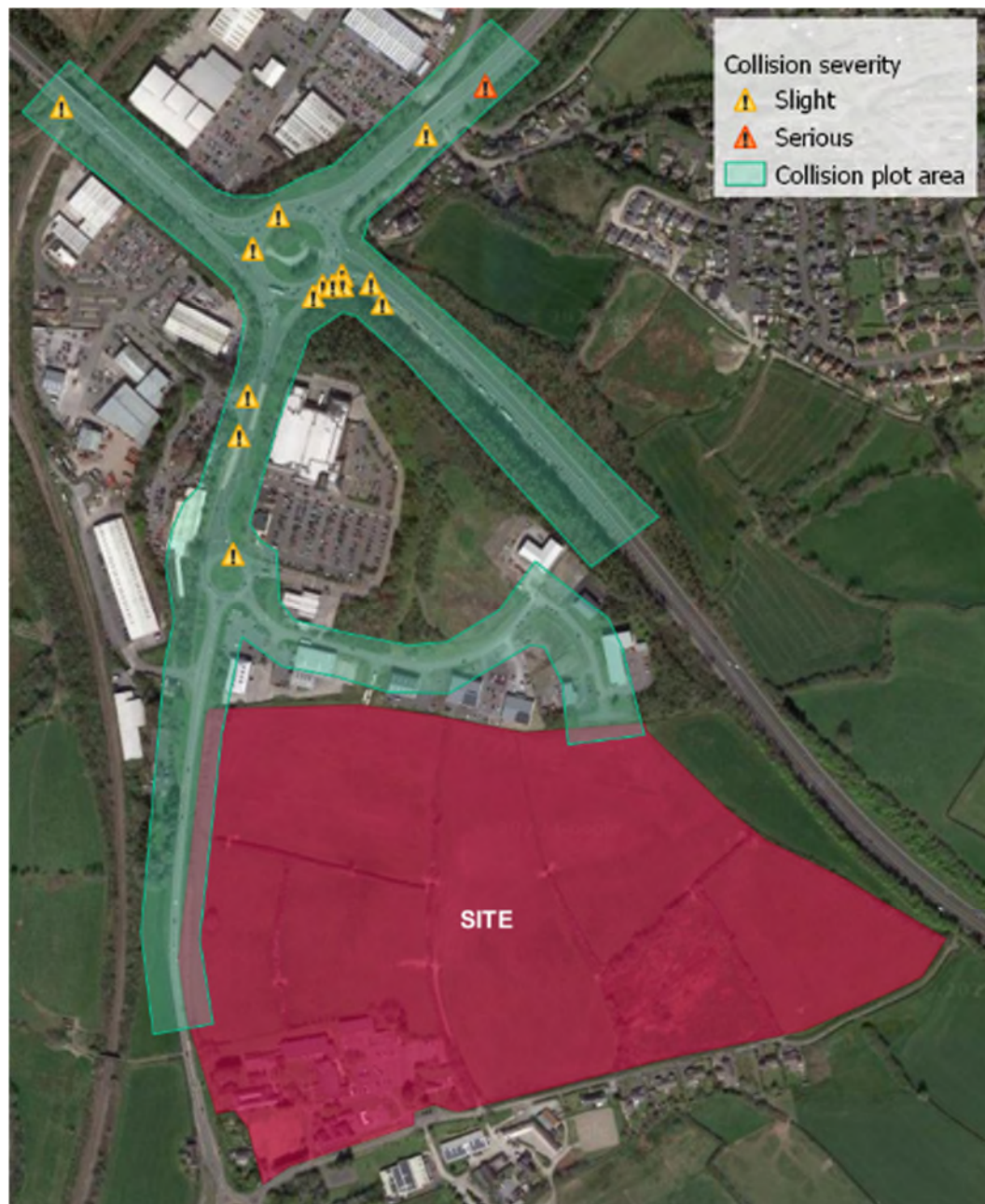


Figure 3.8 Personal Injury Accident Locations

4 SUSTAINABLE ACCESSIBILITY

4.1 Local Facilities and Amenities

4.1.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows. While the TA 91/05 has been superseded by CD 143 and by National acidity Appendices, these statements are still valid.

- *walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)*
- *Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)*
- *Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)*
- *Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)*
- *80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).*
- *Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)*
- *for commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will*

*often be prepared to cycle longer distances for whatever journey purpose
(Paragraph 1.5.1, LTN02/08, DfT)*

4.1.2 Therefore, for the purposes of this TA, journeys of up to 3.2km have been considered as a reasonable and appropriate distance.

4.1.3 The local facilities and amenities as set out in **Table 3.1** have therefore been identified to be within appropriate walking and cycling distance from the site.

4.1.4 The walking and cycling times have been calculated based on 80 metres per minute (4.8kph) as set out in the CIHT guidance document 'Providing for Journeys on Foot' and the 320 (12mph) metres per minute based on DfT guidance set out in LTN2/08.

Facility / Amenity	Distance (m)	Walking Time (mins)	Cycling Time (mins)
Morrisons	250	3	2
Bus Stop	350	4	3
Coleg Sir Gar	350	4	3
Pensarn Retail Park (South of A40)	600	7	5
Pensarn Retail Park (North of A40)	900	11	7
Royal Mail Sorting Office	1,000	12	8
Llangunnor School	1,300	16	10
Carmarthen Rail Station	1,500	18	12
Morfa Lane Surgery	1,800	22	14
Tesco Extra	1,900	23	15
Dentist	2,100	25	17
Carmarthen Town Centre	2,100	25	17
Carmarthen Leisure Centre	2,800	34	22
Queen Elizabeth High School	2,800	34	22
University of Wales Trinity St Davids	3,100	37	25
St Davids Hospital	3,300	40	26
Glangwili Hospital	3,600	43	29

Table 4.1 Local Facilities and Amenities within walking distance

4.1.5 This data demonstrates that there are a large number of local facilities within the immediate vicinity of the site which are well within the 2-mile distance (3.2km) identified by the active travel act as a reasonable distance up to which walking predominates.

4.1.6 In addition, a large number of these local facilities and amenities including a retail park, educational establishments, rail station and a post office are within the 1-mile threshold

which is identified by planning for walking (CIHT) as a distance at which 80% of movements are solely made on foot.

- 4.1.7 There are also two bus stops located within 400 metres walking distance of the centre of the proposed development site. This is identified as the desirable walking distance within CIHT guidance set out in providing for journeys on foot.

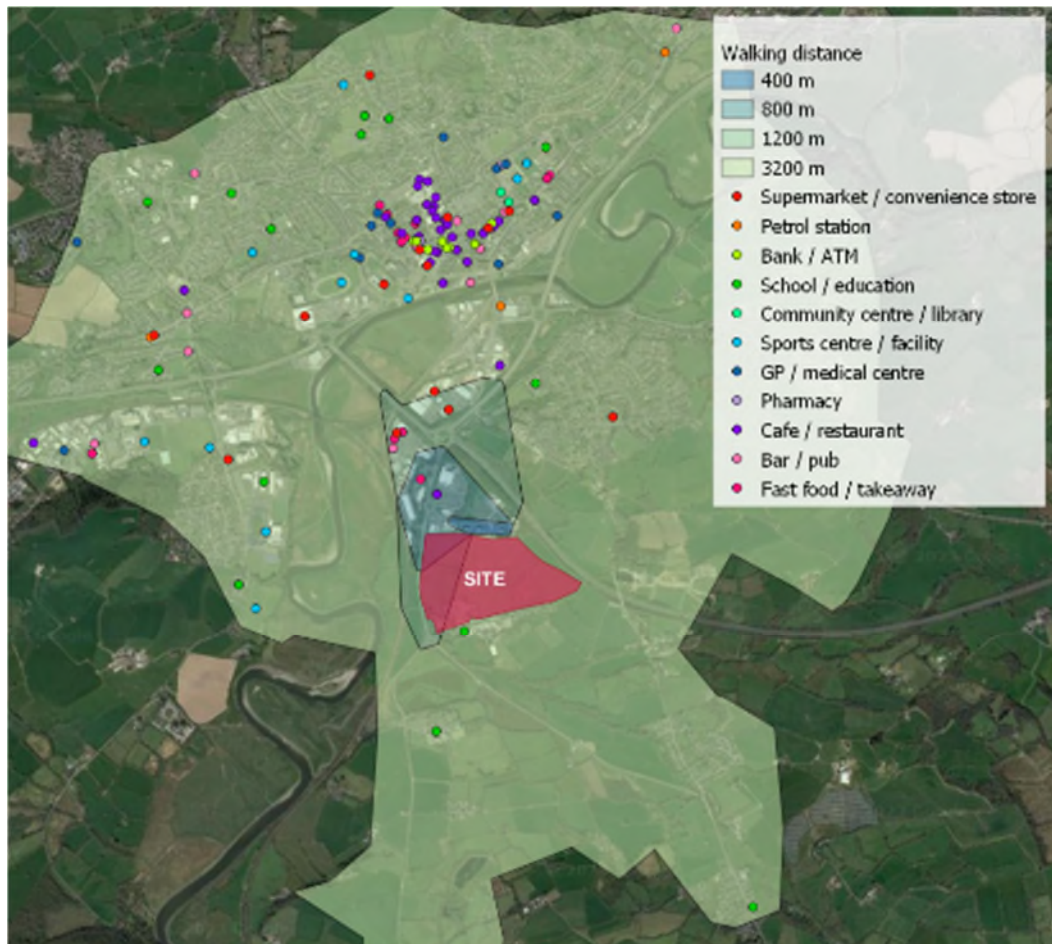


Figure 4.1 Local amenities within close proximity of the site

- 4.1.8 This data demonstrates that there are a large number of local facilities within the immediate vicinity of the site which are well within the 2-mile distance (3.2km) identified by the active travel act as a reasonable distance up to which walking predominates.
- 4.1.9 In addition, a large number of these local facilities and amenities including a retail park, educational establishments, rail station and a post office are within the 1-mile threshold which is identified by planning for walking (CIHT) as a distance at which 80% of movements are solely made on foot.

- 4.1.10 There are also two bus stops located within 400 metres walking distance of the centre of the proposed development site. This is identified as the desirable walking distance within CIHT guidance set out in providing for journeys on foot.
- 4.1.11 It should also be noted that as part of the Carmarthenshire Active Travel Integrated Network Map proposals that a walking and cycling route (ref: C15) is being sought to link infrastructure along the A484 with Johnstown.
- 4.1.12 This would reduce the distance required for future residents at the proposed development site to access local facilities and amenities including the Carmarthen Leisure Centre and the Queen Elizabeth High School.

4.2 Active Travel

Pedestrian Infrastructure and Routes

- 4.2.1 There is a well-established network of pedestrian infrastructure within the immediate vicinity of the development site.
- 4.2.2 Along the A484 there is a continuous 3-metre-wide shared use walking and cycling route along the western side of the A484 on the site frontage. This forms part of the National Cycle Network Route 4 as set out in the next section of this report.
- 4.2.3 Although there is no infrastructure provision on the eastern side of the A484 at present there is a verge which can accommodate pedestrian movements should this be required to facilitate pedestrian movements associated with the proposed development.
- 4.2.4 The walking and cycling infrastructure and the adjacent verge along the A484 on the site frontage are both shown in **Photograph 4.1**. Pedestrian movements between the walking and cycling infrastructure along the A484 is also facilitated via a 2-metre-wide footway on the southern side of Llys Y Deri as shown in **Photograph 4.2**.



Photograph 4.1 A484 Pedestrian Infrastructure



Photograph 4.2 Llys Y Deri Pedestrian Infrastructure

- 4.2.5 This footway infrastructure will seamlessly connect with walking and cycling routes within the development to ensure that there is a high degree of sustainable accessibility for pedestrians accessing individual residential properties within the proposed development site.
- 4.2.6 Footway infrastructure along the A484 (NCN4) continues to the north connecting the development site with various local facilities and amenities located in and around Carmarthen. Between the development and the wider area of Carmarthen the alignment of the A48 and A40 trunk roads does however result in a severance effect. This severance is however reduced by the presence of an underpass bypassing the Pensarn Roundabout as well as a shared use walking and cycling route along the eastern side of the A484.
- 4.2.7 Likewise, the alignment of the rail line and river Towy also separate the proposed development from the Johnstown area of Carmarthen. However, as previously mentioned proposals are currently being investigated as part of the integrated network map to provide a dedicated walking and cycling between these two areas and this reducing the severance effect currently experienced by both the rail line and the river.

Cycling Infrastructure and Routes

- 4.2.8 National cycle network route 4 runs along the A484 directly adjacent to the site. NCN route 4 is a long-distance cycle route from London to Fishguard. Locally, the route provides connections to Llanelli and Swansea. At Carmarthen town centre in the north, NCN route 4 connects to NCN route 47.
- 4.2.9 On the western side the A484 carriageway there is a 3-metre-wide shared use walking and cycling route. To the north this provides a direct route to Carmarthen Town Centre and Rail Station and to the south it provides a connection to Kidwelly.
- 4.2.10 The route within the immediate vicinity of the site is shown in **Figure 4.2**.



Figure 4.2 NCN routes within close proximity of the site

Active Travel Future Proposals

- 4.2.11 The Welsh Government Active Travel Network Map shows future potential walking and cycling routes within proximity of the development site, as shown in **Figure 4.3**.
- 4.2.12 From 20th February, to 2nd April 2023, an 'Active Travel Carmarthen' public consultation will run for the community to view proposals and give feedback on the proposals.

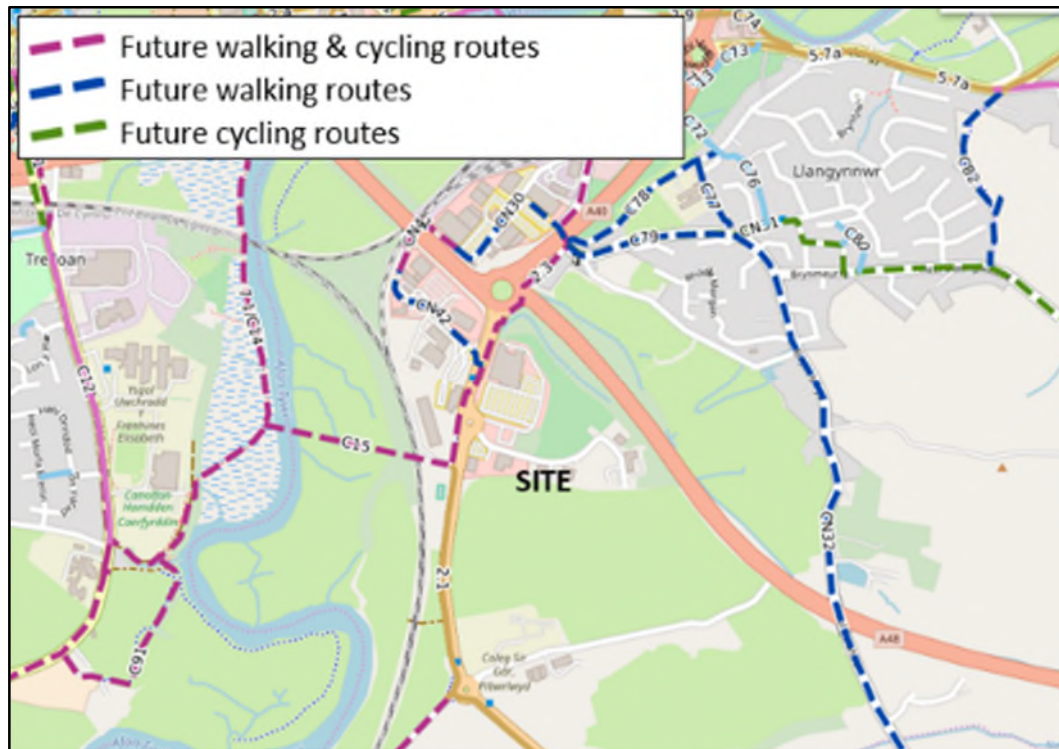


Figure 4.3 Welsh Government Active Travel Network Map

4.3 Public Transport

4.3.1 Public transport infrastructure within proximity of the development site is shown in **Figure 4.4**.

Bus

4.3.2 There are two bus stops located along the A484 within close proximity of the site frontage. These are shown in **Figure 4.4** and are located adjacent to the Morrisons supermarket and Coleg Sir Gar and which bound the northern and southern periphery of the site respectively.

4.3.3 The Morrison's and Coleg Sir Gar bus stops both benefit from lay-bys on both sides of the carriageway, shelters, seating, timetable information and raised kerbs.

4.3.4 Both of these bus stops are linked to the proposed development via existing footway linkages adjacent to the surrounding local highway network. The services which operate from these stops are summarised in **Table 4.2.**



Figure 4.4 Public Transport Infrastructure

Route No.	Destination	Frequency
195	Carmarthen - Llanelli	Mon-Sat: ~ every 2 hours from 07:18-18:48
	Llanelli - Carmarthen	Mon-Sat: ~ every 2 hours from 07:02-18:32
197	Carmarthen - Llanelli	Mon-Sat: Every 2 hrs from 08:23-18:13
	Llanelli - Carmarthen	Mon-Sat: Every 2 hrs from 08:06-16:06
198	Four Roads - Carmarthen	Mon-Sat: 08:38, 10:44, 14:58 & 17:51
	Carmarthen - Four Roads	Mon-Sat: 08:58, 13:13, 16:13 & 18:03
215	Carmarthen - Llanpumpsaint circular	Mon-Sat: 09:48 & 13:10
B13	Carmarthen - Tregynnnwr - Carmarthen	Mon-Sat: 10:18 & 13:03
X11	Swansea - Carmarthen	Mon-Sat: ~ half hourly from 08:06-19:20
	Carmarthen - Swansea	Mon-Sat: ~ half hourly from 06:48-17:48

Table 4.2 Bus services within proximity

Rail

4.3.5 Carmarthen Rail Station is located within 2.6km walking and cycling distance of the site and is easily accessible by bus from the site as has previously been set out.

4.3.6 The following facilities are present at the station:

- 8 cycle parking stands
- 85 space Car Park
- Plusbus
- Taxi rank
- Ticket Office/Shops/Toilets

4.3.7 A plan of the station environment is shown in **Figure 4.5**.

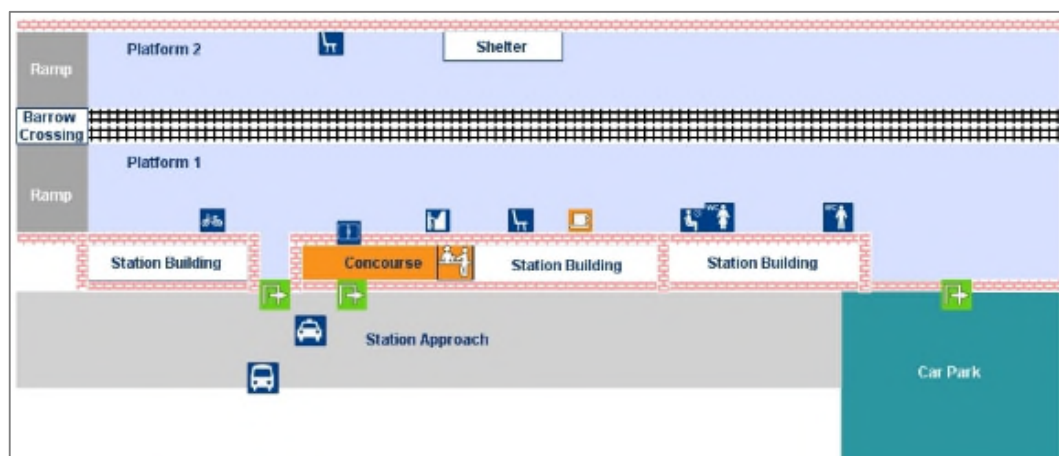


Figure 4.5 Carmarthen Station Layout Plan

4.3.8 Carmarthen Rail Station is Located along the West Wales Line with direct services to Manchester (Hourly), Milford Haven (2 Hourly), Pembroke Dock (2 Hourly), Swansea (Hourly) and Cardiff.

4.3.9 The location of the site therefore offers good connectivity to not only the local and regional environment but also the wider national area.

5 DEVELOPMENT PROPOSALS

5.1 Overview

5.1.1 The latest development proposals for the site are listed below with the site layout shown in **Appendix D**:

- 4.9 hectares residential: 171 dwellings at 35 per ha.
- 3.8 hectares Reserved Land – Residential: 135 dwellings at 35 per ha.
- 5.9 acres Incubator Retail Park (15 Units + Office)

5.1.2 The site has previously been included in the Local Development Plan (site ref:GA1/MU2). This states the following:

‘Due to the strategic location and the prominence of the site, any development on the site must be of high quality. Acceptable uses on the site include:

- *B1 Business: Offices not within A2. Research and Development, studios, laboratories, high tech, light industry.*
- *B2 General Industrial: Appropriate uses that don’t have an adverse impact on neighbouring uses.*
- *B8 Storage or Distribution: Wholesale warehouse, distribution centres, repositories.*
- *D1 Non-residential Institutions: non-residential education and training centres – relating to the extension of the Coleg Sir Gâr campus.*
- *Other suitable uses may include, subject to amenity considerations:*
 - *Car showrooms and sales (sui generis);*
 - *Hotel (C1);*

Use Classes B1, B2 and B8 will be restricted to 15.5ha of the overall site. for the development of 15.5ha of B1 / B2 / B8 land uses.’

5.2 Access

Vehicular

5.2.1 The residential and employment elements of the proposed development will have separate access points:

- Residential – via a new priority junction on the A484 located to the south of the Morrisons Roundabout, providing access to a new residential access road. Each of the 3 plots being accessed via dedicated priority junctions off this new access road.
- Employment – via extensions of the existing Llys Y Deri accessed via the A484 Morrisons roundabout

5.2.2 If the reserved plots are to be developed as residential units the western plot would be accessed via the proposed new residential access road from the A484, with the eastern plot being accessed from the south via Pibwrlwyd Lane.

5.2.3 Swept Path analysis into the proposed residential and employment areas has been undertaken and is shown in **Appendix E**.

Walking and Cycling

5.2.4 Walking and Cycling access will be achieved from the shared use path along the A484 with internal infrastructure designed to allow for integration of the internal active travel network to the surrounding existing and proposed active travel network.

Public Transport

5.2.5 As part of the development proposals the provision of bus services accessing the site will be investigated with the council and the local bus operators.

5.2.6 This would facilitate improved accessibility to the site by public transport.

5.2.7 This could be achieved through the provision of a dedicated bus route through the site running parallel to the A484 with bus gate provision access / egress to the wider development site from Pibwrlwyd Lane.

5.3 Internal Layout

5.3.1 The internal layout will be designed in accordance with guidance set out in the 2018 Carmarthenshire County Council Highways Design Guide and Manual for Streets.

5.4 Car Parking

5.4.1 Car parking on the site will be provided in line with CSS Wales car parking standards as adopted in 2014 and set out in the 2018 Carmarthenshire Highways Design Guide.

5.4.2 The exact level of parking provided on site will be subject to the accommodation schedule which will be confirmed as part of any forthcoming planning application.

5.4.3 The guidance suggests that for the individual site uses proposed on site the maximum car parking provision as set out in **Table 5.1** be provided.

Land Use	Car Parking Standard
C3 Residential	Residents: One space per bedroom (max 3) Visitors: one space per 5 units
Care Village	Residents: 1 space per 2 – 4 units Visitors: 1 space per 4 units
B1 Offices	One space per 20sqm
B2 / B8	One per 20 – 140 sqm and operational space as per requirements
Hotel	1 commercial space and 1 space per 3 non-resident staff and 1 space per bedroom
College	1 commercial space and 1 space per each member of teaching staff, 1 space per 2 ancillary staff, 1 space per 3 students and 5 visitor spaces.

Table 5.1 Car Parking Standards by Land Use

5.5 Cycle Parking

5.5.1 Cycle parking at the proposed development will be provided in accordance with CSS Wales adopted parking standards.

5.5.2 The exact quantum will be dependent on the accommodation schedule associated with the development which will be confirmed as part of any forthcoming planning application for the site.

5.5.3 The guidance suggests that for the individual site uses proposed on site the minimum cycle parking provision as set out in **Table 5.2** be provided.

Land Use	Car Parking Standard
C3 Residential	Within curtilage of individual dwellings 1 stand per 5 bedrooms for apartments
Care Village	Long Stay: 1 stand per 20 bed spaces Short Stay: 1 stand per 20 bed spaces
B1 Offices	Long Stay: 1 stand per 200sqm Short Stay: 1 stand per 1000sqm
B2 / B8	Long Stay: 1 stand per 500sqm Short Stay: 1 stand per 1000sqm (excluding storage uses)
Hotel	Long Stay: 1 stand per 5 bedrooms Short Stay: 1 stand per 40sqm of public floor space
College	Long Stay: 1 stand per 5 staff and 1 stand per 6 students of age 17+ Short Stay: 1 stand per 100 students

Table 5.2 Cycle Parking Standards by Land Use

5.6 Construction Impact

5.6.1 It is considered that as part of any planning application being granted on the site that this would need to be accompanied by an appropriately worded condition to secure a Construction Traffic Management Plan (CTMP) prior to the commencement of the works on site.

5.6.2 The purpose of a CTMP is to ensure that the effect of construction traffic is mitigated against and any air quality issues and seeks to control, the timings, routing and volume of traffic entering / leaving the site during this period.

5.6.3 Measures would be adopted during the construction of the site to minimise the impact of construction traffic movements with potential measures set out as follows.

- The production of a plan detailing measures to reduce the contract duration and the number of trips made
- Techniques and measures will be implemented, where practical, to assist in minimising construction freight trips on the local highway network, particularly during peak network and school times (such as a vehicle booking system)
- All construction worker vehicles would be accommodated on the site
- Measures will be set out to encourage construction staff to reduce car use to the site, particularly through car sharing and also where feasible by public transport, walking and cycling

- Wheel washing and dust sheeting will be undertaken to reduce the impact of mud, dust and dirt on the local highway network

6 TRIP GENERATION

6.1 Introduction

6.1.1 In order to assess the impact of the site on the existing transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the proposed mixed-use development on the site.

6.1.2 This section of the report outlines the methodology used to predict traffic generation for the proposed development, and provides an estimate of future trips to/from the development site.

6.1.3 To ensure a robust assessment it has been assumed that there is no existing use on site at this time.

6.2 Existing Allocation

6.2.1 It is understood that based on the allocation within the LDP the site has previously been put forward to accommodate around 15.5 hectares of B1 / B2 / B8 land use.

6.2.2 The South Wales and Mid Wales Traffic and Transport Model takes into account that this allocation could generate 1,502 by 2027 (50% build out) and 3,004 jobs by 2043 (100% build out).

6.2.3 The level of trips which could have been generated by the proposed development taking into account the site area has been calculated based on the TRICS 7.7.4 database.

6.2.4 The following parameters have been applied to identify directly comparable sites within the database:

- Sites within the TRICS category 02 – Employment; D – Industrial Estate
- Sites in England and Wales (excluding London)
- Surveys carried out on weekdays (Monday – Friday)
- Sites comprising of a site area of between 2 and 10 hectares
- Surveys carried out from January 2000

- Sites in Edge of Town locations
- Sites with a population of up to 15,000 within 1 mile and 100,000 within 5 miles

6.2.5 The average of the total vehicle trip generation is summarised in **Table 6.1** and the full TRICS output is included in **Appendix F**.

Peak Period	Trip Rate (per ha)			Vehicular Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.271	0.091	0.362	814	273	1087
PM Peak (1700-1800)	0.066	0.25	0.316	198	751	949

Table 6.1 Trip Generation Extant Allocation

6.2.6 This data demonstrates that the employment element of the site could generate a total of up to around 1,087 two-way vehicular movements during the network peak hours.

6.2.7 In addition, some of these vehicular movements are likely to be HGV's accessing the individual units which will be proposed on site. As per the trip rates this generally equates to around 13% of all vehicular movements.

6.2.8 It is therefore considered that this represents the extant position with regard to the allocation of the site.

6.3 Proposed Use

Residential – Plots 1-3

6.3.1 To ensure a robust assessment it has been considered that all proposed 171 residential units proposed on site will be privately owned.

6.3.2 The total vehicular trip generation rates for the 171 privately owned dwellings have been obtained from the TRICS 7.9.2 trip generation database. Sites have been selected on the basis of the following parameters:

- Sites within the TRICS category 03 – Residential; A – Houses Privately Owned
- Sites in England, Scotland and Wales (excluding London)
- Surveys carried out on weekdays (Monday – Friday)
- Sites containing between 50 and 500 dwellings

- Surveys carried out from January 1 2014
- Sites in Edge of Town and Suburban locations
- Sites with a population of up to 20,000 within 1 mile and 100,000 within 5 miles

6.3.3 The calculated vehicular trip generation rates and resultant trip generation for 171 dwelling is summarised in **Table 6.2** with the full TRICS output included in **Appendix H**.

Peak Period	Trip Rate (per dwelling)			Vehicular Trips (171 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.140	0.397	0.537	24	68	92
PM Peak (1700-1800)	0.363	0.184	0.547	62	31	94

Table 6.2 Total Vehicular Trip Generation – Houses Privately Owned

6.3.4 This data demonstrates that the dedicated residential element of the site could generate a total of up to around 94 two-way vehicular movements during the network peak hours.

Residential – Reserved Land

6.3.5 Using the trip rates derived above, the forecast trip generation of the 2 plots of reserved land for a residential land use of 135 dwellings summarised in **Table 6.3**.

Peak Period	Trip Rate (per dwelling)			Vehicular Trips (135 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.140	0.397	0.537	19	54	72
PM Peak (1700-1800)	0.363	0.184	0.547	49	25	74

Table 6.3 Total Vehicular Trip Generation – Houses Privately Owned

6.3.6 This data demonstrates that the reserved land element of the site, if subject to residential land use could generate a total of up to around 74 two-way vehicular movements during the network peak hours.

Office (B1)

6.3.7 Trip generation rates for the 2,412m² of Office use has been derived from the TRICS 7.9.2 trip generation database.

6.3.8 Sites have been selected on the basis of the following parameters:

- Sites within the TRICS category 02/A – Employment/Office

- Sites in England, Scotland and Wales (excluding London)
- Surveys carried out on weekdays (Monday – Friday)
- Sites with a Gross Floor Area (GFA) of between 500 and 5,000 m².
- Surveys carried out from January 1 2014
- Sites in Edge of Town locations
- Sites with a population of up to 15,000 within 1 mile and 100,000 within 5 miles

6.3.9 The application of these parameters identified two directly comparable sites.

6.3.10 The average of the trip generation rates is summarised in **Table 6.4** and the full TRICS output is included in **Appendix H**.

Peak Period	Trip Rate (per m ²)			Vehicular Trips (2,412m ²)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.927	0.328	1.255	22	8	30
PM Peak (1700-1800)	0.054	1.275	1.329	1	31	32

Table 6.4 Vehicular Trip Generation - Office

6.3.11 This data demonstrates that the hotel proposed on site could generate around 30 vehicular movements during the AM and 32 two-way vehicular movements during the PM peak.

Incubator Units

6.3.12 Trip generation rates for the 3285 m² of land allocated Employment Incubator Units have been derived from the TRICS 7.9.2 trip generation database.

6.3.13 Sites have been selected on the basis of the following parameters:

- Sites within the TRICS category 02/C: Employment/Industrial Unit
- Sites in England, Scotland and Wales (excluding London)
- Surveys carried out on weekdays (Monday – Friday)
- Sites with a site area of between 2950-8000m²

- Surveys carried out from January 1 2014
- Sites in Edge of Town locations
- Sites with a population of up to 25,000 within 1 mile and 50,000 within 5 miles

6.3.14 The application of these parameters identified two directly comparable sites.

6.3.15 The average of the trip generation rates is summarised in **Table 6.5** and the full TRICS output is included in **Appendix I**.

Peak Period	Trip Rate (per ha)			Vehicular Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.155	0.073	0.228	5	2	7
PM Peak (1700-1800)	0.018	0.165	0.183	1	5	6

Table 6.5 Vehicular Trip Generation – Employment Incubator Units

6.3.16 This data demonstrates that the Employment Incubator Units proposed on site could generate around 7 two-way vehicular movements during the AM and 6 two-way vehicular movements during the PM peak.

Committed Development - Discount Food Store

6.3.17 It is proposed to construct a Discount Food Store adjacent to the eastern side of the A484 and to the south of the existing Halfords Store, which would use the same new access road as the proposed residential development. The trip generation rates for the proposed 2,300m² ALDI store has again been derived from the TRICS 7.9.2 trip generation database.

6.3.18 Sites within the database have been selected on the basis of the following parameters:

- Sites within the TRICS category 01/C: Retail/Discount Food Stores
- Sites in England, Scotland and Wales (excluding London)
- Surveys carried out on weekdays (Monday – Friday)

Surveys carried out from January 1 2014

- Sites in Edge of Town locations

- Sites with a population of up to 25,000 within 1 mile and 100,000 within 5 miles

6.3.19 The application of these parameters identified twelve directly comparable sites.

6.3.20 The average of the trip generation rates is summarised in **Table 6.6** and the full TRICS output is included in **Appendix J**.

Peak Period	Trip Rate (per ha)			Vehicular Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	2.37	1.61	3.99	55	37	92
PM Peak (1700-1800)	4.31	4.39	8.70	99	101	200

Table 6.6 Vehicular Trip Generation – Discount Food Store

6.3.21 This data demonstrates that a 2,300m² Discount Food Store could result in the generation of around 92 two-way vehicular movements during the AM and 200 two-way vehicular movements during the PM peak.

6.4 Trip Generation Scenarios

6.4.1 At this relatively early stage in the development process there are a number of potential future year scenarios that could be developed. For the purposes of this analysis a number of future year development scenarios have been defined:

1. Residential, Plots 1-3 and employment (Incubator Units and Office)
2. Residential, Plots 1-3 & Reserve Land and employment (Incubator Units and Office)
3. Committed Development – with regards to the proposed Discount Foodstore adjacent to the proposed development site.
4. Residential, Plots 1-3 and employment (Incubator Units and Office) and Discount Food Store
5. Residential, Plots 1-3 & Reserve Land and employment (Incubator Units and Office) and Discount Food Store

6.5 Total Trip Generation

6.5.1 A summary of the total trip generation which could be associated with the site for the various development scenarios is set out in **Table 6.7**.

6.5.2 It should be noted that this does not account for any linked or diverted trips and is therefore considered a robust assessment.

Period	Pibrlwyd - Total Trip Generation		
	IN	OUT	TOTAL
1. Residential Plots 1-3 & Employment			
AM (08:00)	51	78	130
PM (16:30-17:30)	64	68	132
2. Residential Plot 1-3 & Reserved & Employment			
AM (08:00)	70	132	202
PM (16:30-17:30)	113	92	205
3. Committed/Foodstore			
AM (08:00)	55	37	92
PM (16:30-17:30)	99	101	200
4. Residential Plot 1-3 & Employment & Discount Food Store			
AM (08:00)	106	115	221
PM (16:30-17:30)	163	169	332
5. Residential Plots 1-3 & Reserved & Employment & Discount Food Store			
AM (08:00)	125	169	294
PM (16:30-17:30)	212	193	405

Table 6.4 Total Vehicular Trip Generation

6.5.3 As can be seen from this data there is a wide range of potential trip generation between approximately 130 2-way peak hour trips with development trip Scenario 1, which excludes the reserved land and the committed development, to 300-400 2-way trips for development scenario 4, including the reserved land as residential and the committed development of the Discount Food Store.

6.5.4 The highest level of forecast trip generation is provided by development scenario 5 (Residential, Plots1-3 & Reserved Alnd, Employment and Committed) is lower than the overall extant trip generation for the local plan development site.

7 IMPACT ANALYSIS

7.1 Future Year Base Traffic Flows

- 7.1.1 Future year assessments have been carried out at the anticipated year of opening 2027 and forecast future design year of 2037.
- 7.1.2 Growth rates to allow for background growth on the local highway network have been calculated using TEMPro v72 which extrapolates data from the National Trip End Model (NTEM) dataset.
- 7.1.3 TEMPro growth factors make allowances for growth forecasts included in the NTM and NTEM datasets. As such, this allows for all future development sites included in the Carmarthenshire Local Development Plan as adopted in December 2018.
- 7.1.4 These growth rates and the associated NTM/NTEM inputs include for allocated sites within the Carmarthen LDP. As such, these growth rates allow for the previously allocated site.
- 7.1.5 The factors to be applied to the 2023 baseline surveyed flows are shown in **Table 7.1**.
- 7.1.6 The relevant Traffic Flow Diagrams for the 2027 and 2037 Forecast Base Scenarios are included in **Appendix K**.

Carmarthenshire 008: W02000149 (Carmarthen South & Llangynnwr)	
TEMPro Flow Profiles 2023 - 2027	
AM Weekday Peak (0700-0959)	1.0353
PM Weekday Peak (1600-1859)	1.0347
TEMPro Flow Profiles 2023 - 2037	
AM Weekday Peak (1600-1859)	1.1236
PM Weekday Peak (1600-1859)	1.1227

Table 7.1 NTM Growth Factors

7.2 Distribution

7.3 Proposed Development

Residential

7.3.1 Traffic distribution associated with the residential element of the proposed development has again been distributed using a mixture of observed turning proportions at the study area junctions and Census data. The census data used is from Table WU03EW of the 2011 Census 'Location of Usual Residence and Place of Work by Method of Travel to Work (MSOA Level)'.

7.3.2 However, to reflect the residential nature of the proposed development the location of usual residence has been set as MSOA Carmarthenshire 008. This allows for distribution to work from a residential location on site.

7.3.3 The traffic distribution and associated assignment is shown in the traffic flow diagrams included in **Appendix L**.

Employment – Office and Incubator Units

7.3.4 Traffic distribution associated with the employment element on site has been carried out using the observed turning proportions initially for the Llys Y Deri arm of the Morrisons roundabout with the relevant turning proportions at subsequent junctions.

7.3.5 The associated assignment is included in the Traffic Flow Diagrams included in **Appendix M**.

Discount Foodstore

7.3.6 Traffic distribution associated with the employment element on site has been carried out using the observed turning proportions initially for the Morrisons arm of the Morrisons roundabout with the relevant turning proportions at subsequent junctions.

7.3.7 This distribution analysis and associated assignment is shown in the traffic flow diagrams included in **Appendix N**.

Total Development Trip Generation and Assignment

- 7.3.8 The resultant total forecast trip generation as assigned to the survey network is shown for each of the 5 specified development scenarios in **Appendix O**.

Future Year Forecast Trip Generation and Assignment

- 7.3.9 The Forecast trip generation assignment flows for each development scenario have been added to the future year 2027 and 2037 base traffic flows to provide the future year base resultant total forecast trip generation as assigned to the survey network are shown in **Appendix P**.

7.4 Percentage Impact Assessments

- 7.4.1 For the purposes of this analysis the impact of development scenarios 1 to 5 have been calculated in order to provide the range of impact over all scenarios.
- 7.4.2 A percentage impact assessment has been undertaken at the individual junctions within the study area to establish the forecast change in traffic flows for the 2027 future year for each of the 5 defined development scenarios.
- 7.4.3 As the development flows will be the same in both 2027 and 2037 the 2037 percentage impact will necessarily be less than for 2027. Therefore, for the purposes of this analysis only the 2027 traffic flows have been used to assess the percentage impact at each junction.
- 7.4.4 With regards to the forecast impact of increased traffic flows at junctions with respect to development traffic the normally applied industry standard is that operational capacity analysis is required if the proposed development has over a 5% impact on a minimum of one arm of a junction.
- 7.4.5 The increase in overall junction traffic flows for each of the development scenarios are summarised in **Table 7.2**. This data shows that for the committed development the forecast increase in traffic flows for the existing junctions, ranges between 1% for the Pensarn and Pibwrlwyd roundabouts for the AM peak hour to 7% for the Morrison's roundabout during the AM peak hour.

7.4.6 This data shows that for the proposed new site access junction on the A484 that the forecast traffic flow increase ranges between 5% during the AM peak hour for development scenario 1 and 21% during the PM peak hour for development scenario 5.

7.4.7 The overall impact on the existing junctions ranges between 1% for the Pibwrlwyd roundabout for development scenarios 1 and 2 to 15% for the Morrisons roundabout for development scenario 5.

Junction		Development Scenario									
		1: Residential Plots 1-3 & Employment		2: Residential Plots 1-3, Reserved Land & Employment		3: Committed Discount Foodstore		4: Residential Plots 1-3 & Employment & Committed		5: Residential Plots 1-3, Reserved Land & Employment & Committed	
AM											
1	A484/Site Access	100	6%	173	10%	92	5%	192	11%	265	15%
2	A40/A48 Pensarn Roundabout	102	2%	148	3%	45	1%	147	3%	204	4%
3	A484/Morrisons Roundabout	121	5%	187	8%	64	3%	185	8%	251	11%
4	A484/Pibrlwyd Roundabout	17	1%	23	1%	28	1%	44	2%	51	3%
PM											
1	A484/Site Access	67	5%	114	9%	154	12%	222	17%	268	21%
2	A40/A48 Pensarn Roundabout	99	2%	124	2%	91	2%	190	4%	245	5%
3	A484/Morrisons Roundabout	123	6%	190	9%	148	7%	271	12%	339	15%
4	A484/Pibrlwyd Roundabout	17	1%	24	2%	52	4%	69	5%	75	6%

Table 7.2: 2027 Percentage Impact Assessment

7.4.8 The traffic impact of the proposed residential and employment developments without the committed foodstore development as defined in Scenario 1 and Scenario 2 (addition of reserved Land) is summarised in **Table 7.3** and **Table 7.4** respectively, for 2027 for the junctions as a whole and for individual arms.

7.4.9 The traffic impact of the proposed committed foodstore development as defined in Scenario 3 is summarised in **Table 7.5** for 2027 for the junctions as a whole and for individual arms.

7.4.10 The traffic impact of the proposed residential and employment developments with the committed foodstore development as defined in Scenario 4 and Scenario 5 (addition of reserved Land) is summarised in **Table 7.6** and **Table 7.7** respectively, for 2027 for the junctions as a whole and for individual arms.

- 7.4.11 With regards to development scenarios 1 and 2, without the committed development, the proposed site access junction as well as the Pensarn and Morrisons roundabouts exceed the 5% impact threshold for at least 1 arm, with the Pibwrlwyd roundabout impact ranging between 0.7% and 2.4%.
- 7.4.12 With regards to development scenarios 4 and 5, with the committed development, the proposed site access junction as well as the Pensarn and Morrisons roundabouts exceed the 5% impact threshold for at least 1 arm. For the Pibwrlwyd roundabout the impact exceeds the 5% impact threshold for the A484 arms of the roundabout.
- 7.4.13 For the purposes of this analysis each of the 4 junctions included in the study area network will be modelled for the traffic flows involved with development scenarios 1 and 5. This will provide an appraisal of the range of forecast development trip generation and subsequent traffic impact.
- 7.4.14 The development proposals include mode shift targets away from the use of the private car, with Active Travel, Car Share, and Public Transport initiatives. The changing patterns of trip movements as a result of an increase in homeworking following the Covid pandemic have also not been taken into consideration.
- 7.4.15 In the trip generation and distribution calculations no account has been taken of the potential for pass-by and linked trips with regards the different existing and proposed land uses.
- 7.4.16 The forecast development flows as used in this analysis for development scenario 5 can be seen to represent the worst-case scenario in terms of forecast trip generation.

2027							
Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
AM							
1	A484/Site Access						
	A484 North	1722	684	1822	5.8%	708	3.5%
	Site Access		0			68	-
	A484 South		1037			1046	0.8%
2	A40/A48 Pensarn Roundabout						
	A40 North	5102	1378	5204	2.0%	1382	0.3%
	A48		831			850	2.2%
	A484		1690			1707	1.0%
	A40 West		1203			1264	5.1%
3	A484/Morrisons Roundabout						
	A484 North	2392	1055	2513	5.1%	1095	3.8%
	Morrisons		259			261	1.0%
	Llys Y Deri		40			51	26.1%
	A484 South		1037			1105	6.6%
4	A484/Pibrlwyd Roundabout						
	A484 North	1853	672	1870	0.9%	680	1.3%
	Pibrlwyd Lane		41			42	0.5%
	A484 South		850			858	0.9%
	Ysgol Bro Myrddin		290			290	0.1%
PM							
1	A484/Site Access						
	A484 North	1303	817	1370	5.2%	847	3.7%
	Site Access		0			31	-
	A484 South		485			491	1.2%
2	A40/A48 Pensarn Roundabout						
	A40 North	5006	1808	5105	2.0%	1813	0.3%
	A48		1065			1085	1.9%
	A484		1143			1165	1.9%
	A40 West		990			1042	5.2%
3	A484/Morrisons Roundabout						
	A484 North	2216	1202	2340	5.6%	1249	3.9%
	Morrisons		390			399	2.4%
	Llys Y Deri		139			176	27.2%
	A484 South		485			514	6.0%
4	A484/Pibrlwyd Roundabout						
	A484 North	1289	797	1306	1.3%	808	1.4%
	Pibrlwyd Lane		66			67	0.8%
	A484 South		346			350	1.4%
	Ysgol Bro Mvrddin		81			81	0.7%

Table 7.3: 2027 Percentage Impact Assessment - Development Scenario 1

2027							
Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
AM							
1	A484/Site Access						
	A484 North	1722	684	1895	10.0%	726	6.0%
	Site Access		0			121	-
	A484 South		1037			1047	1.0%
2	A40/A48 Pensarn Roundabout						
	A40 North	5102	1378	5250	2.9%	1384	0.4%
	A48		831			856	3.0%
	A484		1690			1714	1.4%
	A40 West		1203			1295	7.7%
3	A484/Morrisons Roundabout						
	A484 North	2392	1055	2579	7.8%	1111	5.3%
	Morrisons		259			263	1.6%
	Llys Y Deri		40			51	26.6%
	A484 South		1037			1154	11.3%
4	A484/Pibrlwyd Roundabout						
	A484 North	1853	672	1877	1.3%	685	2.0%
	Pibrlwyd Lane		41			42	0.9%
	A484 South		850			859	1.1%
	Ysgol Bro Myrddin		290			290	0.1%
PM							
1	A484/Site Access						
	A484 North	1303	817	1417	8.7%	865	5.8%
	Site Access		0			56	-
	A484 South		485			496	2.1%
2	A40/A48 Pensarn Roundabout						
	A40 North	5006	1808	5130	2.5%	1817	0.5%
	A48		1065			1101	3.4%
	A484		1143			1181	3.3%
	A40 West		990			1031	4.1%
3	A484/Morrisons Roundabout						
	A484 North	2216	1202	2407	8.6%	1285	6.9%
	Morrisons		390			407	4.3%
	Llys Y Deri		139			178	28.0%
	A484 South		485			537	10.6%
4	A484/Pibrlwyd Roundabout						
	A484 North	1289	797	1313	1.8%	810	1.7%
	Pibrlwyd Lane		66			67	1.5%
	A484 South		346			354	2.4%
	Ysgol Bro Myrddin		81			82	1.2%

Table 7.4 2027 Percentage Impact Assessment - Development Scenario 2

2027							
Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
AM							
1	A484/Site Access						
	A484 North	1722	684	1813	5.3%	721	5.3%
	Site Access		0			37	-
	A484 South		1037			1056	1.8%
2	A40/A48 Pensarn Roundabout						
	A40 North	5102	1378	5147	0.9%	1393	1.1%
	A48		831			842	1.3%
	A484		1690			1696	0.4%
	A40 West		1203			1215	1.0%
3	A484/Morrisons Roundabout						
	A484 North	2392	1055	2456	2.7%	1087	3.1%
	Morrisons		259			262	1.3%
	Llys Y Deri		40			41	1.0%
	A484 South		1037			1065	2.7%
4	A484/Pibrlwyd Roundabout						
	A484 North	1853	672	1881	1.5%	681	1.4%
	Pibrlwyd Lane		41			42	1.5%
	A484 South		850			863	1.6%
	Ysgol Bro Myrddin		290			294	1.5%
PM							
1	A484/Site Access						
	A484 North	1303	817	1457	11.8%	854	4.4%
	Site Access		0			101	-
	A484 South		485			502	3.5%
2	A40/A48 Pensarn Roundabout						
	A40 North	5006	1808	5097	1.8%	1844	2.0%
	A48		1065			1086	2.0%
	A484		1143			1152	0.7%
	A40 West		990			1015	2.5%
3	A484/Morrisons Roundabout						
	A484 North	2216	1202	2365	6.7%	1269	5.5%
	Morrisons		390			404	3.5%
	Llys Y Deri		139			141	1.6%
	A484 South		485			551	13.6%
4	A484/Pibrlwyd Roundabout						
	A484 North	1289	797	1341	4.0%	831	4.3%
	Pibrlwyd Lane		66			68	3.0%
	A484 South		346			358	3.6%
	Ysgol Bro Mvrddin		81			83	3.4%

Table 7.5 2027 Percentage Impact Assessment - Development Scenario 3

Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
AM							
1	A484/Site Access						
	A484 North	1722	684	1914	11.2%	745	8.8%
	Site Access		0			105	-
	A484 South		1037			1064	2.6%
2	A40/A48 Pensarn Roundabout						
	A40 North	5102	1378	5249	2.9%	1397	1.4%
	A48		831			861	3.5%
	A484		1690			1714	1.4%
	A40 West		1203			1277	6.1%
3	A484/Morrisons Roundabout						
	A484 North	2392	1055	2577	7.8%	1128	6.9%
	Morrisons		259			265	2.4%
	Llys Y Deri		40			51	27.1%
	A484 South		1037			1133	9.2%
4	A484/Pibrlwyd Roundabout						
	A484 North	1853	672	1898	2.4%	690	2.6%
	Pibrlwyd Lane		41			42	2.0%
	A484 South		850			871	2.5%
	Ysgol Bro Myrddin		290			294	1.6%
PM							
1	A484/Site Access						
	A484 North	1303	817	1524	17.0%	884	8.1%
	Site Access		0			132	-
	A484 South		485			508	4.7%
2	A40/A48 Pensarn Roundabout						
	A40 North	5006	1808	5196	3.8%	1849	2.3%
	A48		1065			1107	3.9%
	A484		1143			1173	2.6%
	A40 West		990			1066	7.7%
3	A484/Morrisons Roundabout						
	A484 North	2216	1202	2488	12.2%	1316	9.4%
	Morrisons		390			413	5.9%
	Llys Y Deri		139			179	28.8%
	A484 South		485			580	19.6%
4	A484/Pibrlwyd Roundabout						
	A484 North	1289	797	1358	5.3%	842	5.7%
	Pibrlwyd Lane		66			69	3.8%
	A484 South		346			363	5.0%
	Ysgol Bro Mvrddin		81			84	4.1%

Table 7.6 2027 Percentage Impact Assessment - Development Scenario 4

2027							
Junction		Base		Base + Development			
		Junction Total	Arm Total	Junction Total		Arm Total	
				Flow	% Increase	Flow	% Increase
AM							
1	A484/Site Access						
	A484 North	1722	684	1986	15.4%	762	11.3%
	Site Access		0			159	-
	A484 South		1037			1066	2.7%
2	A40/A48 Pensarn Roundabout						
	A40 North	5102	1378	5306	4.0%	1399	1.5%
	A48		831			867	4.3%
	A484		1690			1721	1.8%
	A40 West		1203			1319	9.7%
3	A484/Morrisons Roundabout						
	A484 North	2392	1055	2643	10.5%	1143	8.3%
	Morrisons		259			267	3.0%
	Llys Y Deri		40			51	27.5%
	A484 South		1037			1182	13.9%
4	A484/Pibrlwyd Roundabout						
	A484 North	1853	672	1904	2.7%	694	3.4%
	Pibrlwyd Lane		41			42	2.4%
	A484 South		850			873	2.7%
	Ysgol Bro Myrddin		290			295	1.6%
PM							
1	A484/Site Access						
	A484 North	1303	817	1571	20.6%	901	10.2%
	Site Access		0			157	-
	A484 South		485			513	5.7%
2	A40/A48 Pensarn Roundabout						
	A40 North	5006	1808	5251	4.9%	1853	2.5%
	A48		1065			1122	5.4%
	A484		1143			1190	4.0%
	A40 West		990			1086	9.6%
3	A484/Morrisons Roundabout						
	A484 North	2216	1202	2555	15.3%	1352	12.4%
	Morrisons		390			420	7.8%
	Llys Y Deri		139			180	29.6%
	A484 South		485			603	24.3%
4	A484/Pibrlwyd Roundabout						
	A484 North	1289	797	1365	5.8%	845	6.0%
	Pibrlwyd Lane		66			69	4.5%
	A484 South		346			366	6.0%
	Ysgol Bro Myrddin		81			84	4.6%

Table 7.7 2027 Percentage Impact Assessment - Development Scenario 5

8 JUNCTION MODELLING

8.1 Overview

- 8.1.1 Modelling for all junctions has been undertaken using passenger car units (PCUs) with a value of two PCU's being applied to all bus and HGV movements. All other movements, including motorcycles have been assumed as one PCU.

8.2 Software

- 8.2.1 The capacity assessments of the three roundabout junctions have been carried out using TRL software package, Junctions 9. The modelling of the Pen Y Pound/Old Hereford Road/Avenue Road traffic signals junction has been undertaken using the industry standard LinSig software.
- 8.2.2 The modelling has been based on geometric measurements using OS map data supplemented with on-site measurements, where feasible.

8.3 Model Reporting Outputs

Junctions 9

- 8.3.1 The outputs of Junctions 9 provide a number of measurements to ascertain information of a junction's operation. The key measurements which are considered in this assessment are:
- 'Ratio of Flow to Capacity' (RFC),
 - Maximum queue length in PCUs,
 - Delay in seconds per vehicle
 - Level of Service indicated by a letter between A (well within capacity) and F (at or over capacity)
- 8.3.2 The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause

a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1.

- 8.3.3 Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. Changes in queue lengths provide a useful indicator as to a development's impact on the operation of a junction.

LinSig

- 8.3.4 The outputs of LinSig provide a number of measurements to ascertain information of a junction's operation. The key measurements which are considered in this assessment are:

- 'Degree of Saturation' (DoS),
- Mean Maximum queue length in PCUs,
- Average Delay in seconds per PCU
- Practical Reserve Capacity (PRC)

- 8.3.5 The main indicators of the performance of a junction are given by the DoS for each traffic movement at the junction as well as the PRC for a measure of the overall performance of the junction. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the DoS attains a value of 1.

- 8.3.6 The PRC is a measure of the overall junction performance. The junction is modelled to achieve the best overall result balancing the opposing traffic flows to provide the optimal traffic signal timings and operation. A positive PRC shows there is reserve capacity at a junction while a negative PRC indicates a junction is over capacity.

8.4 Assessment Results Summary

- 8.4.1 All junction capacity modelling reports are included in the Appendices referenced below as with the results being discussed and summarised by junction as follows.

8.5 Junction 1: A484/Site Access

2027 & 2037 Future Years

8.5.1 Capacity assessments of the proposed A484/Site Access priority T-junction been undertaken using the Junctions 9 software in priority junction mode (PICADY), with the modelling report included in **Appendix Q**.

8.5.2 The results of the Base and the Base + Development scenarios for 2027 and 2037 are shown in **Table 8.1** for development scenario 1 and **Table 8.2** for development scenario 5.

A484/Site Access Junction Development Scenario 1 Capacity Assessment Results								
Movement	2027							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Site access left	0	0	0	A	0	8.83	0.02	A
Site access right	0	0	0	A	0.4	21.35	0.29	C
A484 south ahead & right	0	0	0	A	0	3.37	0.01	A
PM Peak (16:30-17:30)								
Site access left	0	0	0	A	0	8.9	0.01	A
Site access right	0	0	0	A	0.1	13.38	0.1	B
A484 south ahead & right	0	0	0	A	0	4.83	0.02	A
Movement	2037							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Site access left	0	0	0	A	0	9.37	0.02	A
Site access right	0	0	0	A	0.5	26.98	0.34	D
A484 south ahead & right	0	0	0	A	0	3.25	0.02	A
PM Peak (16:30-17:30)								
Site access left	0	0	0	A	0	9.32	0.01	A
Site access right	0	0	0	A	0.1	15.03	0.12	C
A484 south ahead & right	0	0	0	A	0	4.75	0.02	A

Table 8.1: A484/Site Access Junction Development Scenario 1 Capacity Assessment Results – 2027 & 2037

A484/Site Access Junction Development Scenario 5 Capacity Assessment Results								
Movement	2027							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Site access left	-	-	-	-	0.1	15.38	0.09	C
Site access right	-	-	-	-	2.1	52.32	0.69	F
A484 south ahead & right	-	-	-	-	0.4	3.58	0.15	A
PM Peak (16:30-17:30)								
Site access left	-	-	-	-	0.1	11.58	0.12	B
Site access right	-	-	-	-	0.9	24.75	0.47	C
A484 south ahead & right	-	-	-	-	0.2	5.10	0.10	A
Movement	2037							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
Site access left	-	-	-	-	0.2	34.82	0.18	D
Site access right	-	-	-	-	3.7	95.79	0.83	F
A484 south ahead & right	-	-	-	-	0.6	3.47	0.19	A
PM Peak (16:30-17:30)								
Site access left	-	-	-	-	0.2	12.92	0.14	B
Site access right	-	-	-	-	1.1	30.76	0.53	D
A484 south ahead & right	-	-	-	-	0.3	5.02	0.11	A

Table 8.2: A484/Site Access Junction Development Scenario 5 Capacity Assessment Results – 2027 & 2037

- 8.5.3 It is evident from these results that a simple priority T-Junction to access the proposed residential and discount foodstore developments may not be sufficient to deal with the forecast trip generation.
- 8.5.4 Particularly during the AM peak right turning traffic out of the development onto the A484 northbound have difficulty making this movement, even with the 2027 development scenario 1.
- 8.5.5 While the modelled RFC for this movement is low the delay per vehicle is relatively high with a low Level of Service, C in 2027 during the AM peak for development scenario 1 and F in 2037 AM peak for development scenarios 1 and 5.
- 8.5.6 Such results would potentially provide a restriction upon the quantum development feasible for this site with a simple priority T-Junction. Consideration would need to be given to designing this proposed access junction as a roundabout or as traffic signals in

order to provide minor road priority, thereby releasing additional capacity and future proofing the junction with regards to potential future year unrestricted development of the site.

8.6 Junction 2: A40/A48/A484 Pensarn Roundabout

2023 Base

- 8.6.1 Capacity assessments of the A40/A48/A484 Pensarn roundabout have been undertaken using the LinSig software, with the modelling report included in **Appendix R**. The results for the 2023 base year scenario are summarised in **Table 8.3**.
- 8.6.2 The validation of the model has been sought through a comparison of the modelled and observed congestion and delay during the AM and PM peak hours from on-site observations, survey video footage and Google Maps average delay mapping. The average peak period network traffic delays as calculated by Google Maps for the study area are shown in **Figure 8.1** and **Figure 8.2** for the AM and PM peaks respectively.
- 8.6.3 For both the AM and PM peak periods it is evident that there are moderate levels of delay on each arm of the junction. During the AM peak hour, the highest Degrees of Saturation are modelled for the A48 and A484 arms at 77%. This reflects the highest inbound flows and associated capacity at the junction during the AM peak hour, which are westbound on the A48 and the A484 northbound towards Carmarthen.
- 8.6.4 During the PM peak the highest Degrees of Saturation are modelled for the A484 arm at 76%. This reflects the highest inbound flows and associated capacity at the junction during the PM peak hour, which are on the A484 northbound towards Carmarthen.
- 8.6.5 The highest circulatory movement degrees of saturation are 69% for the A48 westbound ahead only movement to the A40 west during the AM peak hour and 76% for the A40 eastbound right turn movement to the A484 southbound during the PM peak hour, which does experience a heavy demand.
- 8.6.6 For both peak periods there is spare capacity with practical reserved capacities of 16.6% and 18.6% for the AM and PM peak hours respectively. The validation exercise demonstrates that the observed and modelled delays are broadly similar. As such, it is

considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing roundabout.

A40/A48/A484 Pensarn Roundabout Capacity Assessment Results – 2023				
Arm	Base			
	Q	Delay	DoS	PRC
AM Peak (08:00-09:00)				
A484 Left (1/2+1/1)	9.1	25.1	76.9%	16.6%
A484 Ahead (1/3+1/4)	5.5	20.6	54.0%	
A40 West Left & Ahead (2/2+2/1)	4.3	13.0	51.8%	
A40 West Ahead (2/3+2/4)	6.1	14.0	59.1%	
A40 North Left & Ahead (3/2+3/1)	4.0	19.3	50.5%	
A40 North Ahead (3/3)	5.1	20.6	45.6%	
A48 Left & Ahead (4/2+4/1)	12.0	19.4	77.2%	
A48 Ahead (4/3)	13.0	20.6	76.1%	
Circulatory South Ahead (6/1)	4.3	9.1	69.3%	
Circulatory South Ahead & Right (6/2)	6.8	11.5	66.2%	
Circulatory South Right (6/3)	0.6	4.8	28.1%	
Circulatory West Ahead (8/1)	2.2	10.7	50.3%	
Circulatory West Ahead & Right (8/2)	6.1	21.6	46.5%	
Circulatory West Right (8/3)	0.2	5.8	13.7%	
Circulatory North Ahead (10/1)	0.8	5.0	32.6%	
Circulatory North Ahead (10/2)	2.3	8.1	32.3%	
Circulatory North Right (10/3)	0.4	4.5	16.9%	
Circulatory North Right (10/4)	0.7	5.0	26.4%	
Circulatory East Ahead (12/1)	4.5	16.1	58.2%	
Circulatory East Ahead & Right (12/2)	6.0	21.1	49.3%	
Circulatory East Right (12/3)	0.5	6.4	29.0%	
PM Peak (16:30-17:30)				
A484 Left (1/2+1/1)	4.1	23.0	75.9%	18.6%
A484 Ahead (1/3+1/4)	7.4	25.4	75.9%	
A40 West Left & Ahead (2/2+2/1)	10.3	15.9	51.5%	
A40 West Ahead (2/3+2/4)	12.6	17.4	62.5%	
A40 North Left & Ahead (3/2+3/1)	6.1	25.5	68.8%	
A40 North Ahead (3/3)	8.8	28.4	74.4%	
A48 Left & Ahead (4/2+4/1)	7.5	14.0	65.8%	
A48 Ahead (4/3)	6.0	13.2	64.6%	
Circulatory South Ahead (6/1)	3.8	6.9	53.1%	
Circulatory South Ahead & Right (6/2)	11.0	13.5	52.3%	
Circulatory South Right (6/3)	0.3	4.1	14.2%	
Circulatory West Ahead (8/1)	2.0	12.5	40.1%	
Circulatory West Ahead & Right (8/2)	3.9	20.1	41.8%	
Circulatory West Right (8/3)	0.4	6.6	24.4%	
Circulatory North Ahead (10/1)	3.3	6.0	51.7%	
Circulatory North Ahead (10/2)	3.9	9.2	39.8%	
Circulatory North Right (10/3)	0.7	4.5	23.2%	
Circulatory North Right (10/4)	1.2	5.3	33.0%	
Circulatory East Ahead (12/1)	11.9	26.8	75.9%	
Circulatory East Ahead & Right (12/2)	11.0	30.2	70.2%	
Circulatory East Right (12/3)	0.8	7.6	41.7%	

Table 8.3: A40/A48/A484 Pensarn Roundabout Capacity Assessment Results – 2023

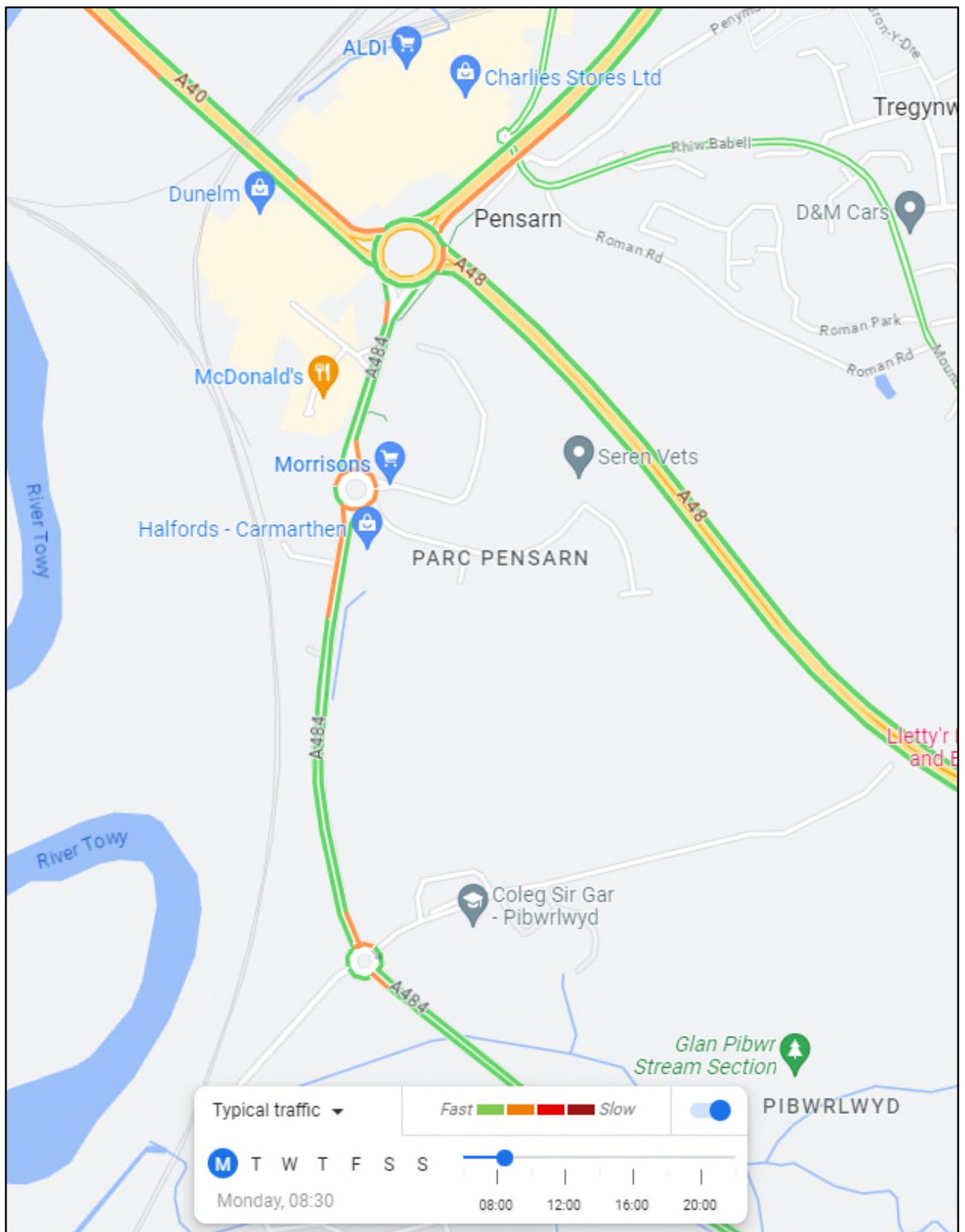


Figure 8.1 Average Weekday Traffic Conditions – AM Peak Hour (Google Maps)

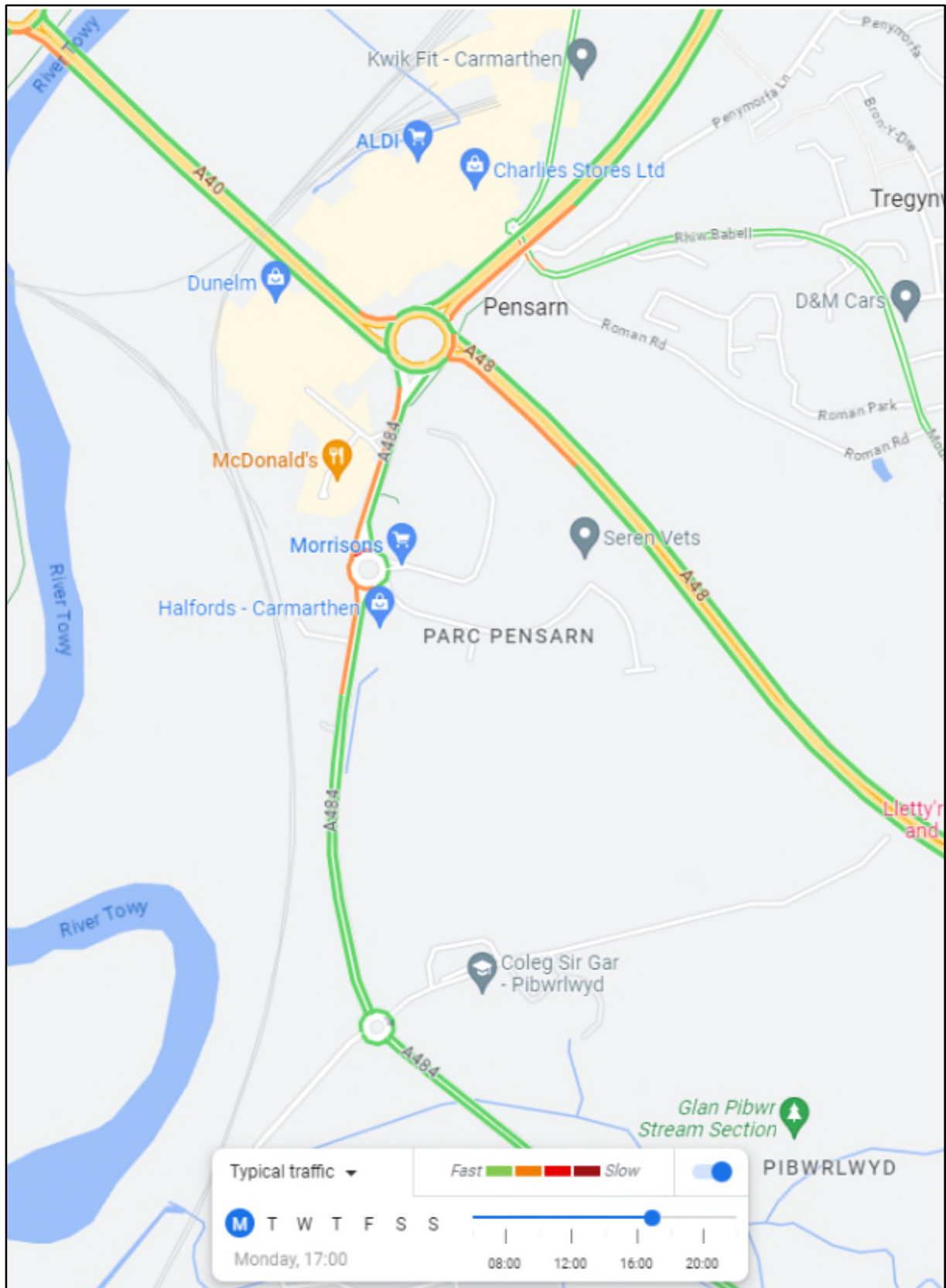


Figure 8.2 Average Weekday Traffic Conditions – PM Peak Hour (Google Maps)

2027 & 2037 Future Years

- 8.6.7 The forecast background and development traffic flows have been added to the models for the future years with the results of the Base and the Base + Development scenarios for development scenarios 1 and 5 for 2027 and 2037. The summary of the Practical Reserve Capacity (PRC) is shown in **Table 8.4**.
- 8.6.8 These results show that for the 2027 and 2037 base year scenarios that there is still a degree of spare capacity at the junction.
- 8.6.9 With the addition of the development traffic there is still some spare capacity, even though the junction is modelled to be close to capacity for development scenario 5 in 2037, particularly for the AM peak hour.
- 8.6.10 It should be noted though that as the proposed development site is a Strategic Carmarthenshire Council LDP site that a certain amount of the forecast trip generation will be included within the TEMPRO background growth forecasts.
- 8.6.11 Also, no account has been taken of pass-by or joint trips on the local road network and in relation to the various existing and proposed land uses present. The encouragement of sustainable transport and mode shift away from the private car as detailed in the accompanying draft travel plan has not been taken into consideration, nor the related fundamental change in working practices with the significant increase in working from home as a result of the covid pandemic.
- 8.6.12 Therefore, there is a degree of double counting involved in the trip generation calculations reported upon here. The forecast trip generation derived for the purposes of this analysis should be taken as very much a worst-case scenario, particularly with regards to development scenario 5.
- 8.6.13 These results provide the maximum range of the forecasts with a degree of double counting involved, which in reality would lead to a lesser impact upon the junction.

Period		Practical Reserve Capacity (PRC)		
		Base	Development Scenario	
			1	5
2023	AM	16.6%	-	-
	PM	18.6%	-	-
2027	AM	12.7%	11.5%	9.9%
	PM	16.2%	14.3%	10.3%
2037	AM	2.9%	1.7%	0.6%
	PM	8.9%	5.5%	1.8%

Table 8.4: A484 Pensarn Roundabout Capacity Assessment Results

- 8.6.14 A more detailed summary of the model results for each movement represented in the model for the future year Base and the Base + Development scenarios for development scenario 1 for 2027 and 2037 are shown in **Table 8.5** and **Table 8.6** respectively and for development scenario 5 in **Table 8.7** and **Table 8.8** for 2027 and 2037 respectively.
- 8.6.15 For the 2027 base scenario the highest degree of saturation of 79.8% is experienced on the A484 left turn to the A40 westbound during the AM peak hour, increasing slightly to 80.7% for development scenario 1.
- 8.6.16 For the 2037 base scenario the highest degree of saturation of 86.4% is experienced on the A48 westbound ahead and left movement to the A40 westbound during the AM peak hour, increasing slightly to 89.5% for development scenario 5.
- 8.6.17 There are a number of other movements with a degree of saturation of over 80%. This indicates that while the junction is approaching capacity there is still a small amount of spare capacity. As mentioned above these 2037 development scenario 5 results are likely to represent the worst-case scenario in terms of forecast development flows for the average weekday operation of the junction.
- 8.6.18 The forecast future year capacity at the Pensarn Roundabout is deemed to be sufficient to accommodate the proposed maximum quantum of development at the site and not lead to any restrictions in number of dwelling and employment space in addition to background traffic and committed developments.

Development Scenario 1								
Arm	2027 Base				2027 Base + Development			
	Q (pcu)	Delay (s/pcu)	DoS	PRC	Q (pcu)	Delay (s/pcu)	DoS	PRC
AM Peak (08:00-09:00)								
A484 Left	10.0	26.6	79.8%	12.7%	10.2	27.0	80.7%	11.5%
A484 Ahead	5.9	20.9	55.8%		6.8	21.8	61.6%	
A40 West Left & Ahead	4.5	13.2	54.1%		4.5	13.3	54.6%	
A40 West Ahead	6.6	14.3	60.9%		6.8	14.3	61.1%	
A40 North Left & Ahead	4.2	19.6	52.3%		4.3	19.7	53.5%	
A40 North Ahead	5.3	20.9	47.3%		5.5	21.1	48.5%	
A48 Left & Ahead	12.9	20.5	79.8%		13.3	20.8	80.6%	
A48 Ahead	14.1	21.9	79.0%		14.2	22.0	79.3%	
Circulatory South Ahead	4.4	9.4	71.4%		4.4	9.3	70.9%	
Circulatory South Ahead & Right	7.4	11.9	68.3%		7.4	12.0	68.4%	
Circulatory South Right	0.7	4.8	29.8%		0.7	4.9	30.2%	
Circulatory West Ahead	2.2	10.6	52.3%		2.2	10.6	54.5%	
Circulatory West Ahead & Right	6.5	22.1	48.0%		6.6	22.0	49.6%	
Circulatory West Right	0.2	5.8	14.1%		0.3	6.0	17.6%	
Circulatory North Ahead	0.8	5.1	34.4%		1.3	5.1	35.0%	
Circulatory North Ahead	2.4	8.1	32.8%		2.9	8.8	34.8%	
Circulatory North Right	0.4	4.6	17.4%		0.4	4.6	17.4%	
Circulatory North Right	0.8	5.1	27.5%		0.8	5.0	27.7%	
Circulatory East Ahead	4.7	16.4	60.0%		5.1	16.5	61.5%	
Circulatory East Ahead & Right	6.4	21.4	50.8%		6.5	21.4	52.1%	
Circulatory East Right	0.6	6.5	30.5%		0.6	6.5	30.7%	
PM Peak (16:30-17:30)								
A484 Left	4.3	23.3	53.2%	16.2%	4.2	22.4	52.3%	14.3%
A484 Ahead	7.9	26.0	64.7%		8.8	25.9	67.8%	
A40 West Left & Ahead	11.4	16.6	71.6%		12.1	18.0	73.7%	
A40 West Ahead	13.8	18.3	76.8%		14.6	19.8	78.8%	
A40 North Left & Ahead	6.7	26.1	68.2%		6.7	25.1	67.6%	
A40 North Ahead	9.4	29.3	67.3%		9.3	27.8	65.5%	
A48 Left & Ahead	8.2	14.4	57.7%		8.8	15.4	60.7%	
A48 Ahead	6.3	13.3	42.4%		6.4	14.1	43.3%	
Circulatory South Ahead	3.8	6.9	54.8%		3.8	7.1	55.8%	
Circulatory South Ahead & Right	11.6	14.1	54.0%		11.8	14.9	55.5%	
Circulatory South Right	0.3	4.1	15.1%		0.3	4.2	15.4%	
Circulatory West Ahead	2.0	12.2	42.3%		2.0	11.7	42.0%	
Circulatory West Ahead & Right	4.2	20.7	42.5%		4.2	19.5	43.4%	
Circulatory West Right	0.4	6.6	25.2%		0.5	6.5	27.0%	
Circulatory North Ahead	3.3	6.2	53.9%		3.4	6.5	55.9%	
Circulatory North Ahead	4.0	9.3	40.9%		5.1	10.2	43.2%	
Circulatory North Right	0.7	4.6	23.7%		0.7	4.7	23.9%	
Circulatory North Right	1.3	5.4	34.6%		1.3	5.6	36.2%	
Circulatory East Ahead	12.3	27.5	77.5%		12.4	25.7	76.2%	
Circulatory East Ahead & Right	11.4	31.1	72.6%		11.7	30.0	71.2%	
Circulatory East Right	0.9	7.8	44.2%		0.9	7.5	43.3%	

Table 8.5: A40/A48 Pensarn Roundabout Development Scenario 1 Capacity Assessment Results – 2027

Development Scenario 1								
Arm	2037 Base				2037 Base + Development			
	Q (pcu)	Delay (s/pcu)	DoS	PRC	Q (pcu)	Delay (s/pcu)	DoS	PRC
AM Peak (08:00-09:00)								
A484 Left	13.1	32.7	87.5%	2.9%	12.8	31.7	86.8%	1.7%
A484 Ahead	6.8	21.8	60.7%		7.9	23.1	66.6%	
A40 West Left & Ahead	5.2	13.9	60.0%		6.1	14.5	63.8%	
A40 West Ahead	7.8	15.1	65.4%		7.7	15.0	63.7%	
A40 North Left & Ahead	4.5	20.0	55.5%		4.3	19.8	54.5%	
A40 North Ahead	6.1	21.7	52.5%		6.6	22.3	55.3%	
A48 Left & Ahead	16.1	25.0	86.4%		17.5	27.7	88.5%	
A48 Ahead	17.1	26.5	86.1%		17.4	27.4	86.9%	
Circulatory South Ahead	4.4	11.1	77.2%		3.3	10.3	75.1%	
Circulatory South Ahead & Right	8.9	13.3	74.5%		8.3	12.8	70.3%	
Circulatory South Right	0.8	5.0	32.1%		0.9	5.3	38.3%	
Circulatory West Ahead	2.4	11.0	56.3%		3.2	9.0	55.6%	
Circulatory West Ahead & Right	7.1	22.1	52.5%		8.2	24.8	57.4%	
Circulatory West Right	0.3	5.9	15.4%		0.3	6.0	18.4%	
Circulatory North Ahead	1.9	5.3	38.6%		3.1	5.6	42.8%	
Circulatory North Ahead	2.6	8.2	34.5%		2.9	9.0	33.1%	
Circulatory North Right	0.5	4.7	19.3%		0.6	4.8	21.5%	
Circulatory North Right	0.8	5.1	29.4%		0.7	4.9	27.6%	
Circulatory East Ahead	8.1	17.6	64.6%		9.2	19.2	67.4%	
Circulatory East Ahead & Right	7.2	21.6	56.0%		6.6	20.6	54.7%	
Circulatory East Right	0.6	6.6	32.8%		0.7	6.7	34.4%	
PM Peak (16:30-17:30)								
A484 Left	5.0	24.0	57.9%	8.9%	4.9	23.0	56.7%	5.5%
A484 Ahead	9.0	27.5	70.1%		10.2	27.8	73.3%	
A40 West Left & Ahead	14.4	19.4	78.9%		16.7	22.9	83.4%	
A40 West Ahead	16.8	21.1	82.6%		17.5	22.9	84.1%	
A40 North Left & Ahead	8.3	28.1	74.4%		7.4	25.8	70.5%	
A40 North Ahead	10.7	31.3	72.8%		11.1	30.8	73.7%	
A48 Left & Ahead	9.9	15.6	63.7%		8.2	15.0	59.3%	
A48 Ahead	6.8	13.6	44.9%		8.5	15.5	53.3%	
Circulatory South Ahead	3.9	6.9	58.8%		3.9	8.0	58.0%	
Circulatory South Ahead & Right	12.9	15.4	58.3%		11.2	13.6	57.1%	
Circulatory South Right	0.4	4.1	17.1%		0.5	4.4	22.2%	
Circulatory West Ahead	2.1	11.8	46.2%		1.2	8.9	49.6%	
Circulatory West Ahead & Right	4.8	21.9	45.5%		5.8	25.1	43.6%	
Circulatory West Right	0.5	6.8	27.7%		0.5	6.6	28.5%	
Circulatory North Ahead	2.4	6.6	59.4%		2.3	7.3	63.3%	
Circulatory North Ahead	4.6	9.5	43.5%		6.2	10.3	44.2%	
Circulatory North Right	0.7	4.6	24.6%		1.0	5.1	29.7%	
Circulatory North Right	1.5	5.5	38.7%		1.2	5.4	35.6%	
Circulatory East Ahead	13.7	30.1	82.5%		15.2	33.9	85.3%	
Circulatory East Ahead & Right	12.9	34.0	77.7%		13.6	31.0	80.2%	
Circulatory East Right	1.1	8.5	50.6%		0.8	7.4	41.3%	

Table 8.6: A40/A48/A484 Pensarn Roundabout Development Scenario 1 Capacity Assessment Results – 2037

Development Scenario 5								
Arm	2027 Base				2027 Base + Development			
	Q (pcu)	Delay (s/pcu)	DoS	PRC	Q (pcu)	Delay (s/pcu)	DoS	PRC
AM Peak (08:00-09:00)								
A484 Left	10.0	26.6	79.8%	12.7%	10.6	27.5	81.8%	9.9%
A484 Ahead	5.9	20.9	55.8%		7.9	23.0	66.8%	
A40 West Left & Ahead	4.5	13.2	54.1%		5.2	13.9	59.5%	
A40 West Ahead	6.6	14.3	60.9%		7.1	14.5	60.0%	
A40 North Left & Ahead	4.2	19.6	52.3%		4.1	19.4	51.7%	
A40 North Ahead	5.3	20.9	47.3%		6.0	21.6	52.0%	
A48 Left & Ahead	12.9	20.5	79.8%		13.8	21.7	81.9%	
A48 Ahead	14.1	21.9	79.0%		14.3	22.2	79.8%	
Circulatory South Ahead	4.4	9.4	71.4%		2.7	8.6	68.6%	
Circulatory South Ahead & Right	7.4	11.9	68.3%		7.5	12.0	66.0%	
Circulatory South Right	0.7	4.8	29.8%		0.8	5.0	34.7%	
Circulatory West Ahead	2.2	10.6	52.3%		3.3	9.3	56.3%	
Circulatory West Ahead & Right	6.5	22.1	48.0%		7.3	24.3	51.5%	
Circulatory West Right	0.2	5.8	14.1%		0.4	6.1	20.2%	
Circulatory North Ahead	0.8	5.1	34.4%		2.6	5.4	40.0%	
Circulatory North Ahead	2.4	8.1	32.8%		3.2	9.6	32.1%	
Circulatory North Right	0.4	4.6	17.4%		0.5	4.7	20.5%	
Circulatory North Right	0.8	5.1	27.5%		0.7	5.0	26.3%	
Circulatory East Ahead	4.7	16.4	60.0%		8.5	18.4	64.6%	
Circulatory East Ahead & Right	6.4	21.4	50.8%		6.1	20.5	51.2%	
Circulatory East Right	0.6	6.5	30.5%		0.6	6.6	32.9%	
PM Peak (16:30-17:30)								
A484 Left	4.3	23.3	53.2%	16.2%	4.4	21.8	53.9%	10.3%
A484 Ahead	7.9	26.0	64.7%		9.6	25.9	70.6%	
A40 West Left & Ahead	11.4	16.6	71.6%		15.3	22.2	81.1%	
A40 West Ahead	13.8	18.3	76.8%		16.1	22.4	81.6%	
A40 North Left & Ahead	6.7	26.1	68.2%		6.1	23.6	65.1%	
A40 North Ahead	9.4	29.3	67.3%		10.1	27.7	68.1%	
A48 Left & Ahead	8.2	14.4	57.7%		7.4	15.2	57.6%	
A48 Ahead	6.3	13.3	42.4%		7.8	15.7	50.5%	
Circulatory South Ahead	3.8	6.9	54.8%		3.8	8.1	54.8%	
Circulatory South Ahead & Right	11.6	14.1	54.0%		10.0	13.6	54.4%	
Circulatory South Right	0.3	4.1	15.1%		0.5	4.5	20.5%	
Circulatory West Ahead	2.0	12.2	42.3%		1.2	8.4	44.8%	
Circulatory West Ahead & Right	4.2	20.7	42.5%		5.3	22.7	41.4%	
Circulatory West Right	0.4	6.6	25.2%		0.5	6.4	28.4%	
Circulatory North Ahead	3.3	6.2	53.9%		2.5	7.3	62.2%	
Circulatory North Ahead	4.0	9.3	40.9%		6.2	11.5	41.3%	
Circulatory North Right	0.7	4.6	23.7%		1.0	5.4	29.9%	
Circulatory North Right	1.3	5.4	34.6%		1.1	5.4	35.5%	
Circulatory East Ahead	12.3	27.5	77.5%		14.2	29.8	81.2%	
Circulatory East Ahead & Right	11.4	31.1	72.6%		13.2	28.1	76.7%	
Circulatory East Right	0.9	7.8	44.2%		0.7	6.8	36.5%	

Table 8.7: A40/A48 Pensarn Roundabout Development Scenario 5 Capacity Assessment Results – 2027

Development Scenario 5								
Arm	2037 Base				2037 Base + Development			
	Q (pcu)	Delay (s/pcu)	DoS	PRC	Q (pcu)	Delay (s/pcu)	DoS	PRC
AM Peak (08:00-09:00)								
A484 Left	13.1	32.7	87.5%	2.9%	13.9	34.1	88.9%	0.6%
A484 Ahead	6.8	21.8	60.7%		9.0	24.5	71.7%	
A40 West Left & Ahead	5.2	13.9	60.0%		6.8	14.9	65.7%	
A40 West Ahead	7.8	15.1	65.4%		8.0	15.3	64.6%	
A40 North Left & Ahead	4.5	20.0	55.5%		4.4	19.9	55.2%	
A40 North Ahead	6.1	21.7	52.5%		6.8	22.6	57.1%	
A48 Left & Ahead	16.1	25.0	86.4%		18.2	29.0	89.5%	
A48 Ahead	17.1	26.5	86.1%		18.0	28.1	87.6%	
Circulatory South Ahead	4.4	11.1	77.2%		3.4	10.4	74.9%	
Circulatory South Ahead & Right	8.9	13.3	74.5%		8.2	12.6	69.9%	
Circulatory South Right	0.8	5.0	32.1%		1.0	5.4	38.8%	
Circulatory West Ahead	2.4	11.0	56.3%		2.2	9.2	57.6%	
Circulatory West Ahead & Right	7.1	22.1	52.5%		8.4	24.8	59.3%	
Circulatory West Right	0.3	5.9	15.4%		0.4	6.1	20.7%	
Circulatory North Ahead	1.9	5.3	38.6%		2.1	5.7	44.5%	
Circulatory North Ahead	2.6	8.2	34.5%		3.2	9.4	33.4%	
Circulatory North Right	0.5	4.7	19.3%		0.7	5.0	22.4%	
Circulatory North Right	0.8	5.1	29.4%		0.7	4.8	28.2%	
Circulatory East Ahead	8.1	17.6	64.6%		9.5	20.0	69.3%	
Circulatory East Ahead & Right	7.2	21.6	56.0%		7.1	20.5	57.8%	
Circulatory East Right	0.6	6.6	32.8%		0.6	6.7	33.7%	
PM Peak (16:30-17:30)								
A484 Left	5.0	24.0	57.9%	8.9%	5.3	22.4	58.2%	1.8%
A484 Ahead	9.0	27.5	70.1%		10.9	27.4	75.2%	
A40 West Left & Ahead	14.4	19.4	78.9%		19.4	27.8	88.1%	
A40 West Ahead	16.8	21.1	82.6%		19.9	27.8	88.4%	
A40 North Left & Ahead	8.3	28.1	74.4%		7.4	24.7	69.4%	
A40 North Ahead	10.7	31.3	72.8%		11.7	30.3	74.7%	
A48 Left & Ahead	9.9	15.6	63.7%		8.7	16.1	62.3%	
A48 Ahead	6.8	13.6	44.9%		8.9	16.4	54.8%	
Circulatory South Ahead	3.9	6.9	58.8%		3.9	8.2	58.9%	
Circulatory South Ahead & Right	12.9	15.4	58.3%		11.3	14.3	58.7%	
Circulatory South Right	0.4	4.1	17.1%		0.5	4.5	23.1%	
Circulatory West Ahead	2.1	11.8	46.2%		1.1	8.3	48.3%	
Circulatory West Ahead & Right	4.8	21.9	45.5%		5.9	24.2	43.4%	
Circulatory West Right	0.5	6.8	27.7%		0.6	6.6	31.6%	
Circulatory North Ahead	2.4	6.6	59.4%		2.2	7.7	66.2%	
Circulatory North Ahead	4.6	9.5	43.5%		7.0	12.0	45.7%	
Circulatory North Right	0.7	4.6	24.6%		0.9	5.1	32.6%	
Circulatory North Right	1.5	5.5	38.7%		1.4	5.9	38.1%	
Circulatory East Ahead	13.7	30.1	82.5%		16.2	34.7	86.8%	
Circulatory East Ahead & Right	12.9	34.0	77.7%		14.9	31.3	82.4%	
Circulatory East Right	1.1	8.5	50.6%		0.8	7.2	40.5%	

Table 8.8: A40/A48/A484 Pensarn Roundabout Development Scenario 5 Capacity Assessment Results – 2037

8.7 Junction 3: A484/Morrisons Roundabout

2023 Base

- 8.7.1 Capacity assessments of the A484 Morrison's roundabout have been undertaken using the Junctions 9 software in roundabout mode (ARCADY), with the modelling report included in **Appendix S**. The results for the 2023 base year scenario are summarised in **Table 8.9**.

Arm	2023			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
A484 North	1.5	5.00	0.60	A
Morrisons	0.3	3.95	0.23	A
Llys Y Deri	0.1	6.09	0.07	A
A484 South	2.3	7.48	0.69	A
PM Peak (16:30-17:30)				
A484 North	2.1	5.93	0.68	A
Morrisons	0.6	4.88	0.36	A
Llys Y Deri	0.4	9.58	0.28	A
A484 South	0.6	3.90	0.36	A

Table 8.6: A484 Morrison's Roundabout Capacity Assessment Results – 2023

- 8.7.2 The validation of the model has been sought through a comparison of the modelled and observed congestion and delay during the AM and PM peak periods from on-site observations, survey video footage and Google Maps average delay mapping.
- 8.7.3 During both the peak hours it is evident that there is a moderate level of delay on the A484 arms with the maximum RFC experienced on the A484 northbound approach of 0.69 during the AM peak hour. This demonstrates that there is a degree of spare capacity at the junction in the base year weekday average scenario.
- 8.7.4 The validation exercise demonstrates that the observed and modelled delays are broadly similar. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing roundabout.

2027 & 2037 Future Years

- 8.7.5 The results for the future year Base and the Base + Development scenarios for 2027 and 2037 are shown in **Table 8.10** for development scenario 1 and **Table 8.11** for development scenario 5.
- 8.7.6 These results show that in both future years the base flow scenarios show a degree of spare capacity with a maximum RFC in 2027 of 0.72 on the A484 northbound approach during the AM peak hour, increasing to 0.79 for 2037.
- 8.7.7 Adding the traffic for development scenario 1 increases this maximum RFC to 0.77 in 2027 and 0.88 in 2037. For development scenario 5 the maximum RFC'S are again for the southern A484 arm of the roundabout with 0.82 and 0.90 for 2027 and 2037 respectively.

A484 Morrison's Roundabouts Development Scenario 1 Capacity Assessment Results								
Movement	2027							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	1.7	5.31	0.63	A	1.9	5.76	0.65	A
Morrisons	0.3	4.07	0.24	A	0.3	4.23	0.25	A
Llys Y Deri	0.1	6.28	0.07	A	0.1	6.51	0.09	A
A484 South	2.6	8.27	0.72	A	3.3	10.09	0.77	B
PM Peak (16:30-17:30)								
A484 North	2.3	6.42	0.7	A	2.7	7.12	0.73	A
Morrisons	0.6	5.11	0.38	A	0.7	5.43	0.4	A
Llys Y Deri	0.4	10.26	0.3	B	0.7	12.47	0.4	B
A484 South	0.6	4.04	0.37	A	0.7	4.28	0.4	A
Movement	2037							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	2.2	6.29	0.68	A	2.5	6.93	0.71	A
Morrisons	0.4	4.42	0.27	A	0.4	4.6	0.28	A
Llys Y Deri	0.1	6.79	0.08	A	0.1	7.07	0.1	A
A484 South	3.8	11.23	0.79	B	5.2	14.78	0.84	B
PM Peak (16:30-17:30)								
A484 North	3.2	8.1	0.76	A	3.7	9.24	0.79	A
Morrisons	0.8	5.84	0.43	A	0.8	6.25	0.45	A
Llys Y Deri	0.6	12.49	0.36	B	0.9	15.93	0.47	C
A484 South	0.7	4.42	0.41	A	0.8	4.72	0.44	A

Table 8.10: A484 Morrison's Roundabouts Development Scenario 1 Capacity Assessment Results – 2027 & 2037

8.7.8 While this would indicate that the roundabout is forecast to be close to or at capacity in 2037, as mentioned above the forecast trip generation used in this analysis is very much a worst-case scenario with the likely average weekday levels of congestion and delay to be less than those modelled.

8.7.9 The forecast future year capacity at the Pensarn Roundabout is deemed to be sufficient to accommodate the proposed maximum quantum of development at the site and not lead to any restrictions in number of dwelling and employment space in addition to background traffic and committed developments.

A484 Morrison's Roundabouts Development Scenario 5 Capacity Assessment								
Movement	2027							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	1.7	5.31	0.63	A	2.2	6.36	0.69	A
Morrisons	0.3	4.07	0.24	A	0.4	4.41	0.26	A
Llys Y Deri	0.1	6.28	0.07	A	0.1	6.8	0.09	A
A484 South	2.6	8.27	0.72	A	4.6	13.07	0.82	B
PM Peak (16:30-17:30)								
A484 North	2.3	6.42	0.7	A	3.8	9.33	0.79	A
Morrisons	0.6	5.11	0.38	A	0.8	6.28	0.45	A
Llys Y Deri	0.4	10.26	0.3	B	0.8	15.23	0.45	C
A484 South	0.6	4.04	0.37	A	0.9	4.84	0.47	A
Movement	2037							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	2.2	6.29	0.68	A	2.9	7.8	0.74	A
Morrisons	0.4	4.42	0.27	A	0.4	4.82	0.29	A
Llys Y Deri	0.1	6.79	0.08	A	0.1	7.4	0.11	A
A484 South	3.8	11.23	0.79	B	8	21.69	0.9	C
PM Peak (16:30-17:30)								
A484 North	3.2	8.1	0.76	A	5.7	13.28	0.86	B
Morrisons	0.8	5.84	0.43	A	1	7.4	0.51	A
Llys Y Deri	0.6	12.49	0.36	B	1.2	20.68	0.54	C
A484 South	0.7	4.42	0.41	A	1.1	5.4	0.51	A

Table 8.11: A484 Morrison's Roundabouts Development Scenario 5 Capacity Assessment Results – 2027 & 2037

8.8 Junction 4: A484/Pibwrlwyd Roundabout

2023 Base

- 8.8.1 Capacity assessments of the A40/A48 Pensarn roundabout have been undertaken using the Junctions 9 software in roundabout mode (ARCADY), with the modelling report included in **Appendix T**. The results for the 2023 base year scenario are summarised in **Table 8.12**.

Arm	2023			
	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)				
A484 north	0.9	4.59	0.47	A
Pibwrlwyd Lane	0.0	2.86	0.03	A
A484 south	1.1	4.42	0.52	A
Ysgol Bro Myrddin	0.3	3.60	0.23	A
PM Peak (16:30-17:30)				
A484 north	1.2	5.27	0.55	A
Pibwrlwyd Lane	0.1	3.26	0.06	A
A484 south	0.2	2.39	0.19	A
Ysgol Bro Myrddin	0.1	2.33	0.05	A

Table 8.12: A484 Pibwrlwyd Roundabout Capacity Assessment Results – 2023

- 8.8.2 The validation of the model has been sought through a comparison of the modelled and observed congestion and delay during the AM and PM peak periods from on-site observations, survey video footage and Google Maps average delay mapping.
- 8.8.3 During both the peak hours it is evident that there is a low level of delay at the junctions with the maximum RFC experienced on the A484 southbound approach of 0.55 during the PM peak hour. This demonstrates that there is a degree of spare capacity at the junction in the base year weekday average scenario.
- 8.8.4 The validation exercise demonstrates that the observed and modelled delays are broadly similar. As such, it is considered that the baseline junction modelled has been validated as a realistic representation of the operation of the existing roundabout.

2027 & 2037 Future Years

- 8.8.5 The results for the future year Base and the Base + Development scenarios for 2027 and 2037 are shown in **Table 8.13** for development scenario 1 and **Table 8.14** for development scenario 5.
- 8.8.6 These results show that in both future years the base flow scenarios show an ample degree of spare capacity with a maximum RFC in 2027 of 0.57 on the A484 southbound approach during the AM peak hour, increasing to 0.62 for 2037.
- 8.8.7 Adding the traffic for development scenario 1 increases this maximum RFC to 0.58 in 2027 and 0.63 in 2037. For development scenario 5 the maximum RFC'S are again for the southern A484 arm of the roundabout with 0.60 and 0.65 for 2027 and 2037 respectively.

A484 Pibwrlwyd Roundabout Development Scenario 1 Capacity Assessment Results								
Movement	2027							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	1	4.75	0.49	A	1	4.81	0.5	A
Coleg Sirgar	0	2.9	0.04	A	0	2.91	0.04	A
Llys Y Deri	1.2	4.64	0.54	A	1.2	4.69	0.55	A
Ysgol Bro Myrddin	0.3	3.71	0.25	A	0.3	3.74	0.25	A
PM Peak (16:30-17:30)								
A484 North	1.3	5.51	0.57	A	1.4	5.61	0.58	A
Coleg Sirgar	0.1	3.32	0.06	A	0.1	3.35	0.06	A
Llys Y Deri	0.3	2.41	0.2	A	0.3	2.42	0.2	A
Ysgol Bro Myrddin	0.1	2.35	0.05	A	0.1	2.35	0.06	A
Movement	2037							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	1.2	5.2	0.53	A	1.2	5.27	0.54	A
Coleg Sirgar	0	3	0.04	A	0	3.01	0.04	A
Llys Y Deri	1.5	5.3	0.59	A	1.5	5.38	0.6	A
Ysgol Bro Myrddin	0.4	4.04	0.28	A	0.4	4.07	0.28	A
PM Peak (16:30-17:30)								
A484 North	1.6	6.22	0.62	A	1.7	6.35	0.63	A
Coleg Sirgar	0.1	3.49	0.07	A	0.1	3.51	0.07	A
Llys Y Deri	0.3	2.48	0.22	A	0.3	2.49	0.22	A
Ysgol Bro Myrddin	0.1	2.4	0.06	A	0.1	2.4	0.06	A

Table 8.13: A484 Pibwrlwyd Roundabout Development Scenario 1 Capacity Assessment Results – 2027 & 2037

8.8.8 This analysis indicates that the roundabout will have ample spare capacity even with the maximum quantum for forecast rip generation, with development scenario 5 in 2037. This will not lead to any restrictions in number of dwelling and employment space in addition to background traffic and committed developments.

A484 Pibwrlwyd Roundabout Development Scenario 5 Capacity Assessment Results								
Movement	2027							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	1	4.75	0.49	A	1	4.91	0.51	A
Coleg Sirgar	0	2.9	0.04	A	0	2.93	0.04	A
Llys Y Deri	1.2	4.64	0.54	A	1.3	4.82	0.56	A
Ysgol Bro Myrddin	0.3	3.71	0.25	A	0.3	3.8	0.25	A
PM Peak (16:30-17:30)								
A484 North	1.3	5.51	0.57	A	1.5	5.99	0.6	A
Coleg Sirgar	0.1	3.32	0.06	A	0.1	3.43	0.07	A
Llys Y Deri	0.3	2.41	0.2	A	0.3	2.46	0.21	A
Ysgol Bro Myrddin	0.1	2.35	0.05	A	0.1	2.38	0.06	A
Movement	2037							
	Base				Base + Development			
	Q	Delay	RFC	LOS	Q	Delay	RFC	LOS
AM Peak (08:00-09:00)								
A484 North	1.2	5.2	0.53	A	1.2	5.39	0.55	A
Coleg Sirgar	0	3	0.04	A	0	3.04	0.04	A
Llys Y Deri	1.5	5.3	0.59	A	1.6	5.54	0.61	A
Ysgol Bro Myrddin	0.4	4.04	0.28	A	0.4	4.15	0.29	A
PM Peak (16:30-17:30)								
A484 North	1.6	6.22	0.62	A	1.9	6.83	0.65	A
Coleg Sirgar	0.1	3.49	0.07	A	0.1	3.6	0.07	A
Llys Y Deri	0.3	2.48	0.22	A	0.3	2.53	0.23	A
Ysgol Bro Myrddin	0.1	2.4	0.06	A	0.1	2.43	0.06	A

Table 8.14: A484 Pibwrlwyd Roundabout Development Scenario 5 Capacity Assessment Results – 2027 & 2037

9 CONCLUSION

9.1 Summary

- 9.1.1 Asbri Transport has been appointed by Coleg Sir Gar to produce a Transport Assessment to accompany a submission to the Local Development Plan process for a mixed-use development located to the east of the A484 local distributor road on the southern periphery of Carmarthen.
- 9.1.2 The site is situated within close proximity to public transport infrastructure, including two bus stops located along the A484 within close proximity of the site frontage, with regular bus services providing access to Carmarthen Town centre, Llanelli and Swansea. In addition, the site is ideally located in terms of pedestrian and cycle infrastructure with NCN route 4 running along the A484 directly adjacent to the site.
- 9.1.3 On the western side of the A484 carriageway there is a three-metre-wide shared use walking and cycling route. To the north this provides a direct route to Carmarthen Town Centre and Rail Station and to the south it provides a connection to Kidwelly.
- 9.1.4 Vehicular access to the proposed development is intended via two main access points connecting with the local road network:
- Residential: via proposed new priority T-junction between the Morrison's and Pibwrlwyd Roundabouts; and
 - Employment: via the existing Llys Y Deri arm of the Morrison's Roundabout.
- 9.1.5 Walking and Cycling access will be achieved from the shared use path along the A484 with internal infrastructure designed to allow for integration of the internal active travel network to the surrounding existing and proposed active travel network.
- 9.1.6 As part of the development proposals the provision of bus services accessing the site will be investigated with the council and the local bus operators.
- 9.1.7 Trip generation for the proposed development has been derived for the TRICS 7.9.2 trip generation database. It is predicted that the proposed development as a whole is likely to generate 130 vehicles two-way in the AM peak hour and 132 vehicles two-way in the

PM peak hour with the minimum quantum of development (Scenario 1 – Residential Plots 1-3 & employment).

- 9.1.8 The upper range of the forecast trip generation for the full possible development with the proposed committed development (Scenario 5 – Residential Plots 1-3 & Reserved Land, Employment & Committed) 294 vehicles two-way in the AM peak period and 405 vehicles two-way in the PM peak period.
- 9.1.9 This higher level of forecast trip generation is lower than the overall extant trip generation for the local plan development site.
- 9.1.10 The proposed development traffic has been assigned to the local highway network from a hybrid methodology with the origin/destination information contained within the 2011 census data for Carmarthenshire 008 mid layer super output area in conjunction with existing turning proportions at the study area network junctions.
- 9.1.11 Junction capacity analysis has been undertaken at the proposed site access as well as the Pensarn, Morrison's and Pibwrlwyd Roundabouts. The analysis indicates that the existing junctions are forecast to operate within theoretical capacity with the additional development traffic.
- 9.1.12 The proposed site access though in its current indicative form as a simple priority T-junction is forecast to provide a restriction on the overall quantum of development to be serviced as the right turn movement out of the development site proves problematic in 2037, particularly with regards to development scenario 5.
- 9.1.13 It is suggested that at a later stage in the design and planning process that consideration is given to the provision of a roundabout or a traffic signals junction as the site access in or to provide sufficient priority to the minor arm right turners.
- 9.1.14 It should also be noted that the 2027 and 2037 future year base scenarios includes both committed development flows and a TEMPro growth factor and it is considered that this may result in overestimating the traffic growth in these future assessment years.
- 9.1.15 Also, no account has been taken of pass-by or joint trips on the local road network and in relation to the various existing and proposed land uses present. The encouragement of sustainable transport and mode shift away from the private car as detailed in the

accompanying draft travel plan has not been taken into consideration, nor the related fundamental change in working practices with the significant increase in working from home as a result of the covid pandemic.

- 9.1.16 Therefore, there is a degree of double counting involved in the trip generation calculations reported upon here. The forecast trip generation derived for the purposes of this analysis should be taken as very much a worst-case scenario, particularly with regards to development scenario 5.

9.2 Conclusion

- 9.2.1 It is considered that the development is appropriate and acceptable in traffic and transport terms and that the traffic movements associated with the development proposals could be accommodated on the highway network.

- 9.2.2 The proposed development site is located with good access to public transport services operating on the A484, with frequent services running from bus stops within the site's vicinity. The site is also situated within walking distance of a number of amenities/facilities, reducing the need for private car-borne trips.

Appendices

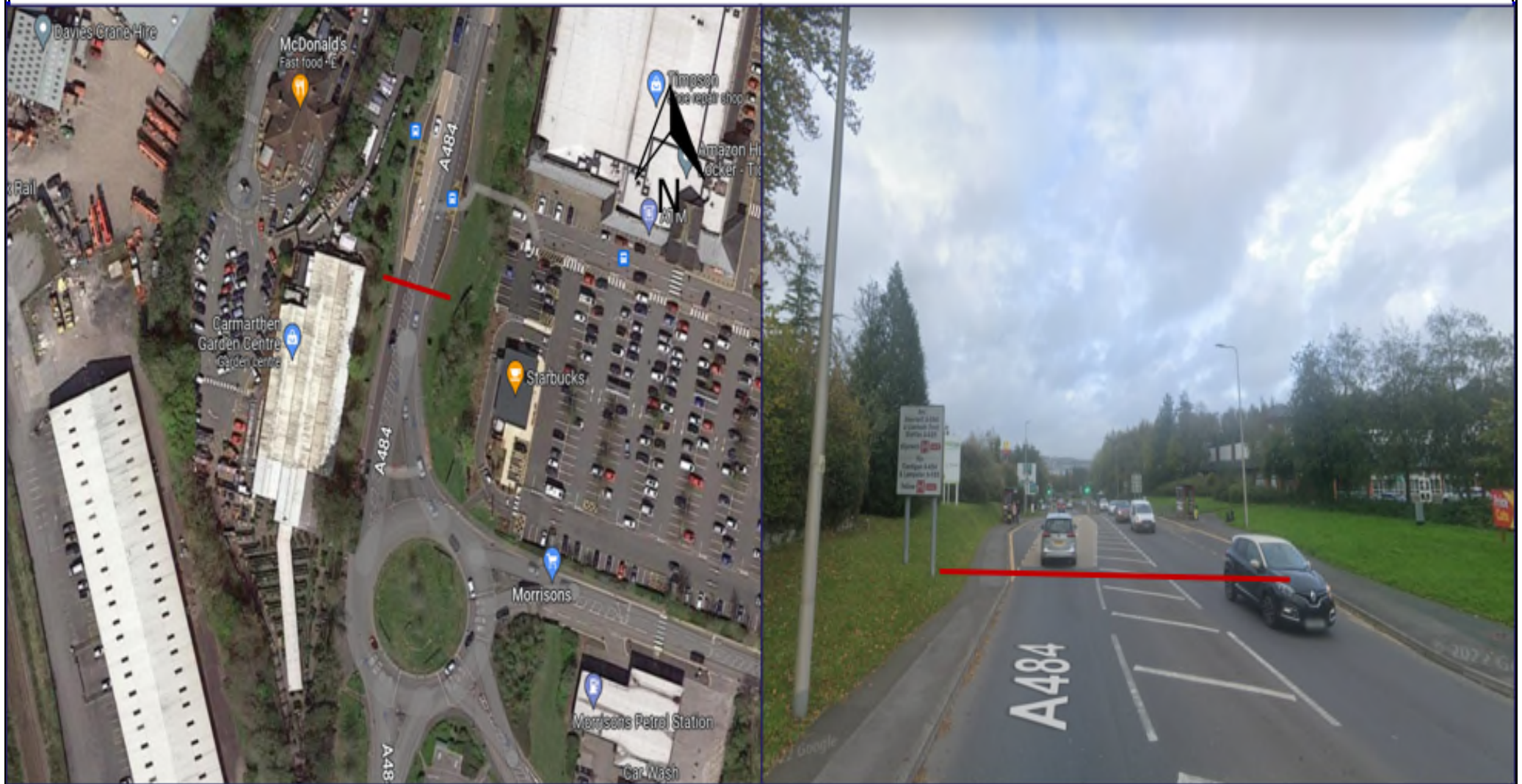
Appendix A

Job Number & Title: **SS**

Site Location: **SS1040 Parc Pensarn**

Survey Date: **Site 1 A484**

Site Location Plan



SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
16 March 2023		to	22 March 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
16 March 2023															
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0200	9	0	5	0	1	0	1	0	2	0	0	0	0	0	0
0300	10	0	6	0	0	0	2	0	1	0	0	0	0	0	1
0400	31	1	26	0	0	0	0	0	2	0	0	1	0	0	1
0500	95	0	74	1	0	0	7	2	8	0	0	1	0	0	2
0600	312	0	261	5	2	0	13	4	13	1	1	3	0	0	9
0700	721	18	603	13	1	2	40	1	10	0	1	4	2	0	26
0800	1263	40	1058	56	5	4	45	1	10	3	7	7	10	0	17
0900	827	41	689	22	3	4	27	0	10	1	5	8	3	0	14
1000	747	24	615	21	0	2	44	2	4	3	5	9	3	0	15
1100	809	40	666	40	2	1	22	0	4	2	12	7	1	0	12
1200	918	24	772	33	2	1	34	0	5	3	11	10	7	0	16
1300	889	56	727	28	1	3	37	0	7	0	7	6	4	0	13
1400	809	50	665	18	1	3	30	0	8	4	6	2	3	0	19
1500	952	58	798	27	1	3	26	0	8	0	5	7	5	0	14
1600	919	61	744	25	2	1	39	0	4	4	6	8	6	0	19
1700	879	57	717	17	2	2	45	2	2	1	3	5	6	0	20
1800	705	21	603	18	1	1	37	0	4	0	5	4	3	0	8
1900	440	13	380	10	0	1	28	0	1	0	2	1	1	0	3
2000	338	4	300	9	1	0	21	0	1	0	1	1	0	0	0
2100	192	1	169	5	0	0	12	0	3	0	1	1	0	0	0
2200	112	0	107	2	0	1	1	0	1	0	0	0	0	0	0
2300	39	0	36	1	0	0	0	1	1	0	0	0	0	0	0
07-19	10438	490	8657	318	21	27	426	6	76	21	73	77	53	0	193
06-22	11720	508	9767	347	24	28	500	10	94	22	78	83	54	0	205
06-00	11871	508	9910	350	24	29	501	11	96	22	78	83	54	0	205
00-00	12031	509	10035	352	25	29	511	13	109	22	78	85	54	0	209

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
16 March 2023		to				22 March 2023		Direction	Northbound						
			CARS OR			TWO		FOUR OR	FOUR OR		SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
TIME	TOTAL	MOTOR-	CAR-	LIGHT		AXLE, SIX	THREE	MORE	LESS	FIVE	MORE	LESS	AXLE	AXLE	
PERIOD	VEHICLES	CYCLES	BASED	GOODS	BUSES	TYRE, RIGID	AXLE RIGID	AXLE RIGID	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	AXLE ARTIC	TRAILER ARTIC	TRAILER ARTIC	
17 March 2023															
0000	21	0	19	1	0	0	1	0	0	0	0	0	0	0	
0100	11	0	9	0	0	0	2	0	0	0	0	0	0	0	
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	
0300	17	0	14	0	1	0	0	0	2	0	0	0	0	0	
0400	32	0	25	1	0	0	2	0	4	0	0	0	0	0	
0500	105	1	84	6	0	2	6	0	3	0	0	1	0	2	
0600	333	0	272	19	2	0	17	1	8	1	2	4	1	6	
0700	680	35	530	34	1	1	38	1	8	0	2	7	2	21	
0800	1122	56	921	35	4	4	50	1	5	1	6	13	4	22	
0900	794	24	665	34	0	1	42	1	3	1	2	2	3	16	
1000	853	51	693	25	1	2	48	1	2	1	4	10	1	14	
1100	961	30	807	38	1	1	47	0	4	1	6	7	3	16	
1200	1015	29	860	35	0	1	47	0	5	1	6	7	7	17	
1300	1036	56	874	26	1	0	36	0	7	1	10	7	5	13	
1400	960	31	812	29	1	4	46	1	8	0	1	17	3	7	
1500	1065	50	909	38	1	3	26	2	12	2	2	7	4	9	
1600	1105	62	925	33	1	1	44	0	7	3	8	3	5	13	
1700	1010	62	851	31	2	0	27	0	6	3	6	6	5	11	
1800	772	37	661	13	0	0	30	0	3	3	4	1	3	17	
1900	568	19	485	15	1	0	32	1	2	0	1	1	4	7	
2000	350	10	303	7	0	0	19	0	4	0	1	0	2	4	
2100	246	0	213	3	0	0	21	1	0	0	2	1	0	5	
2200	179	6	148	0	0	0	17	2	2	0	1	1	1	1	
2300	77	5	66	0	0	0	5	0	1	0	0	0	0	0	
07-19	11373	523	9508	371	13	18	481	7	70	17	57	87	45	176	
06-22	12870	552	10781	415	16	18	570	10	84	18	63	93	52	198	
06-00	13126	563	10995	415	16	18	592	12	87	18	64	94	53	199	
00-00	13319	564	11153	423	17	20	603	12	96	18	64	95	53	201	

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to 22 March 2023				Direction	Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			TWO AXLE, SIX TYRE, RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
18 March 2023																			
0000	39	0	33	0	1	0	2	2	1	0	0	0	0	0	0	0	0	0	
0100	14	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200	10	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
0300	10	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0400	23	0	18	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	
0500	47	0	40	0	1	2	2	0	0	0	0	0	0	0	0	0	0	2	
0600	170	0	137	8	2	0	13	1	2	0	2	2	2	0	3				
0700	254	2	217	13	1	1	11	1	5	0	0	0	1	2	8				
0800	516	12	426	15	1	0	36	1	5	1	5	3	1	10					
0900	737	29	609	18	1	1	58	0	5	0	4	2	2	8					
1000	935	59	763	24	1	1	42	0	6	1	5	5	8	20					
1100	1081	39	932	24	0	3	45	0	3	2	5	9	5	14					
1200	1155	43	995	46	0	1	28	1	8	0	4	8	3	18					
1300	1072	34	926	33	0	3	42	0	8	0	6	10	3	7					
1400	985	38	815	30	1	1	55	1	9	4	7	4	4	16					
1500	797	45	667	23	1	2	38	0	5	1	3	2	2	8					
1600	714	46	586	18	0	0	42	0	4	0	4	5	2	7					
1700	647	25	546	18	1	2	39	0	1	0	4	2	2	7					
1800	507	18	427	16	0	2	36	0	1	0	2	0	0	5					
1900	399	7	349	4	0	0	31	1	2	0	1	1	1	2					
2000	282	2	247	5	0	0	25	0	1	0	1	0	1	0					
2100	233	2	191	7	0	0	22	1	5	1	1	1	1	1					
2200	153	0	133	7	0	0	11	1	0	0	1	0	0	0					
2300	103	2	84	2	0	0	14	0	1	0	0	0	0	0					
07-19	9400	390	7909	278	7	17	472	4	60	9	49	50	33	122					
06-22	10484	401	8833	302	9	17	563	7	70	10	54	54	36	128					
06-00	10740	403	9050	311	9	17	588	8	71	10	55	54	36	128					
00-00	10883	403	9172	313	11	20	594	11	74	10	55	54	36	130					

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)							
16 March 2023		to				22 March 2023		Direction	Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES				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
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES											
19 March 2023																
0000	47	0	44	1	0	0	1	0	0	0	1	0	0	0	0	
0100	35	1	27	2	0	0	5	0	0	0	0	0	0	0	0	
0200	26	0	23	1	0	0	2	0	0	0	0	0	0	0	0	
0300	33	0	27	1	0	0	5	0	0	0	0	0	0	0	0	
0400	21	0	19	1	0	0	0	0	0	0	1	0	0	0	0	
0500	30	1	26	0	0	0	2	0	0	1	0	0	0	0	0	
0600	93	0	80	2	0	0	5	1	1	0	0	0	0	4		
0700	149	0	125	7	2	0	9	1	4	0	1	0	0	0		
0800	247	4	214	8	0	0	14	0	4	0	2	0	0	1		
0900	407	9	353	14	0	0	18	0	1	0	4	0	1	7		
1000	758	44	628	18	0	1	41	0	1	1	6	3	6	9		
1100	971	42	813	33	0	1	46	1	4	2	6	5	2	16		
1200	1030	46	884	22	0	0	42	0	6	0	5	8	4	13		
1300	929	54	764	30	1	0	49	0	1	0	4	5	2	19		
1400	832	49	676	19	1	1	50	0	7	2	10	4	3	10		
1500	750	37	630	15	0	0	40	2	8	0	4	2	2	10		
1600	631	40	499	21	0	0	55	0	0	1	2	3	1	9		
1700	504	13	436	14	0	1	33	0	1	0	2	1	0	3		
1800	418	11	354	18	0	0	25	0	1	0	1	0	0	8		
1900	299	6	248	12	0	0	24	1	1	0	1	2	0	4		
2000	215	0	182	7	0	0	21	0	1	0	1	1	0	2		
2100	122	0	109	1	1	0	9	0	0	0	1	1	0	0		
2200	80	0	66	1	0	0	8	0	1	0	1	1	0	2		
2300	27	0	19	1	0	0	6	0	1	0	0	0	0	0		
07-19	7626	349	6376	219	4	4	422	4	38	6	47	31	21	105		
06-22	8355	355	6995	241	5	4	481	6	41	6	50	35	21	115		
06-00	8462	355	7080	243	5	4	495	6	43	6	51	36	21	117		
00-00	8654	357	7246	249	5	4	510	6	43	7	53	36	21	117		

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to 22 March 2023				Direction	Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			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
20 March 2023																			
0000	14	1	8	2	0	0	2	0	0	0	0	0	1	0	0				
0100	9	0	8	0	0	0	0	0	0	1	0	0	0	0	0				
0200	15	0	13	0	1	0	0	0	0	1	0	0	0	0	0				
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0				
0400	28	0	24	1	0	0	0	0	0	3	0	0	0	0	0				
0500	95	1	72	3	0	1	12	1	3	0	1	1	1	0	0				
0600	305	2	263	12	3	0	12	1	5	0	3	2	2	0	2				
0700	723	23	582	36	1	2	50	3	6	0	2	3	1	14					
0800	1134	46	962	40	3	4	44	1	3	0	6	6	6	13					
0900	760	30	610	36	5	5	42	0	6	0	5	6	1	14					
1000	738	29	604	32	0	4	37	0	1	2	4	3	7	15					
1100	865	33	713	44	2	6	39	1	2	1	8	7	0	9					
1200	918	24	774	40	2	5	35	0	8	0	9	7	2	12					
1300	843	34	699	39	1	2	30	0	6	2	7	13	3	7					
1400	821	32	680	38	1	3	35	0	8	1	7	2	0	14					
1500	970	59	808	27	4	4	32	0	7	1	4	4	5	15					
1600	956	63	794	25	1	1	30	1	9	0	5	8	5	14					
1700	879	80	721	5	0	1	36	0	1	2	6	7	7	13					
1800	659	44	535	13	0	0	36	1	6	4	4	6	2	8					
1900	464	15	394	8	0	1	28	0	5	1	1	2	0	9					
2000	345	14	291	2	0	0	27	0	4	0	1	1	1	4					
2100	223	5	197	4	0	0	10	1	1	0	2	2	0	1					
2200	103	2	84	6	0	1	8	1	0	0	0	0	0	1					
2300	39	1	32	0	0	0	2	1	2	0	0	0	0	1					
07-19	10266	497	8482	375	20	37	446	7	63	13	67	72	39	148					
06-22	11603	533	9627	401	23	38	523	9	78	14	74	79	40	164					
06-00	11745	536	9743	407	23	39	533	11	80	14	74	79	40	166					
00-00	11912	538	9873	414	24	40	547	12	88	14	75	81	40	166					

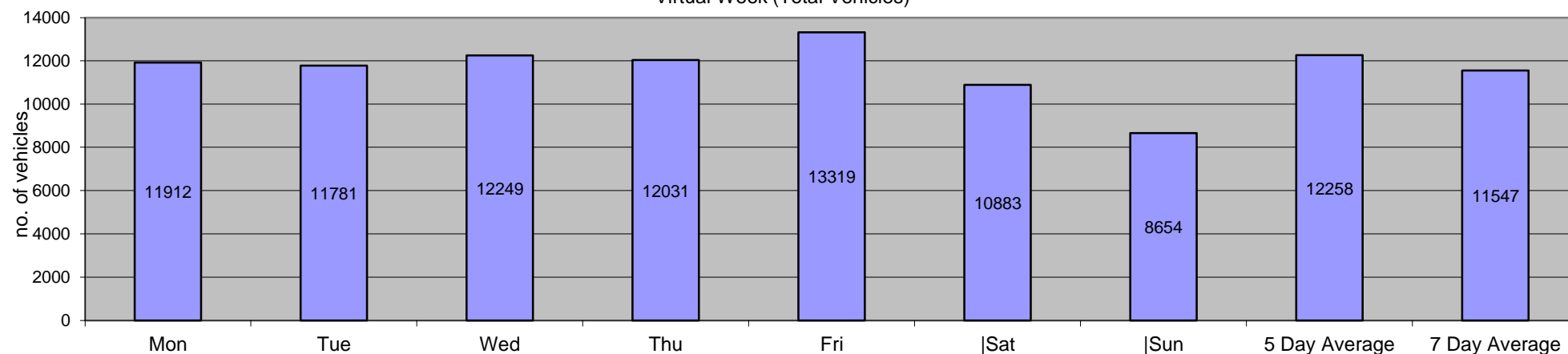
SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
16 March 2023		to 22 March 2023				Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
21 March 2023															
0000	15	1	12	0	0	0	2	0	0	0	0	0	0	0	
0100	10	0	8	0	0	0	1	0	1	0	0	0	0	0	
0200	8	0	5	1	1	0	0	1	0	0	0	0	0	0	
0300	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0400	31	1	23	1	0	0	0	0	6	0	0	0	0	0	
0500	109	2	91	2	0	0	5	0	6	0	0	1	0	2	
0600	322	6	260	14	1	1	18	2	6	0	1	6	0	7	
0700	707	19	570	31	0	1	34	0	5	0	10	8	3	26	
0800	1162	38	967	33	7	5	55	1	15	1	7	2	5	26	
0900	803	22	667	35	3	1	38	0	5	2	5	3	3	19	
1000	728	30	564	41	1	4	50	0	2	2	4	9	1	20	
1100	799	21	662	45	1	2	35	0	3	0	10	6	2	12	
1200	931	24	797	36	0	6	33	0	6	2	2	5	3	17	
1300	818	28	691	39	0	3	30	0	3	1	7	7	2	7	
1400	843	34	697	42	0	2	39	0	3	3	5	3	4	11	
1500	914	50	767	23	3	5	30	0	5	1	5	7	3	15	
1600	1006	72	814	25	2	0	44	0	8	2	4	8	9	18	
1700	950	60	795	18	0	3	39	0	4	1	4	5	3	18	
1800	671	39	567	14	0	1	32	1	2	1	3	3	1	7	
1900	389	17	342	1	0	0	10	1	5	2	3	2	2	4	
2000	261	10	216	4	1	0	9	2	12	2	2	0	0	3	
2100	173	2	157	2	0	0	9	1	1	0	0	1	0	0	
2200	98	2	86	2	0	0	3	0	3	0	1	0	0	1	
2300	25	0	22	0	0	0	0	1	2	0	0	0	0	0	
07-19	10332	437	8558	382	17	33	459	2	61	16	66	66	39	196	
06-22	11477	472	9533	403	19	34	505	8	85	20	72	75	41	210	
06-00	11600	474	9641	405	19	34	508	9	90	20	73	75	41	211	
00-00	11781	478	9787	410	20	34	516	10	103	20	73	76	41	213	

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to		22 March 2023		Direction	Northbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES				TWO AXLE, SIX TYRE, RIGID		THREE AXLE RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX OR MORE AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
			CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES														
22 March 2023																			
0000	15	0	13	0	0	0	1	0	1	0	0	0	0	0	0				
0100	14	0	11	0	0	1	1	0	0	0	0	1	0	0					
0200	4	0	2	0	0	0	1	0	0	0	0	0	0	1					
0300	18	0	11	0	0	0	2	1	3	0	0	0	0	1					
0400	25	0	19	1	0	0	1	1	2	0	0	0	0	1					
0500	101	0	84	1	1	0	0	1	7	0	0	2	0	5					
0600	317	6	261	16	2	1	15	1	4	0	0	2	0	9					
0700	721	15	589	38	0	0	42	1	5	2	5	8	1	15					
0800	1271	50	1053	59	8	5	47	2	9	2	6	7	4	19					
0900	856	33	695	49	2	4	40	1	6	1	1	6	4	14					
1000	738	22	628	22	1	3	30	1	4	0	8	3	2	14					
1100	871	32	725	39	2	1	43	0	3	2	10	4	0	10					
1200	965	37	800	29	1	3	58	0	8	1	5	4	2	17					
1300	834	28	688	48	1	2	40	0	5	1	5	7	2	7					
1400	836	28	687	41	4	2	44	2	7	0	3	2	6	10					
1500	1010	49	862	17	5	4	37	1	10	1	0	14	5	5					
1600	960	46	803	36	2	1	21	0	5	2	7	9	9	19					
1700	993	83	807	21	1	0	35	1	2	3	6	6	12	16					
1800	671	41	558	15	0	0	37	0	1	1	2	4	3	9					
1900	442	16	381	8	1	0	25	1	2	0	0	2	0	6					
2000	272	9	236	3	0	0	20	0	2	1	1	0	0	0					
2100	168	6	147	3	0	0	8	1	2	0	0	0	0	1					
2200	88	4	72	1	0	0	5	2	3	0	0	0	0	1					
2300	59	2	49	2	0	0	5	0	1	0	0	0	0	0					
07-19	10726	464	8895	414	27	25	474	9	65	16	58	74	50	155					
06-22	11925	501	9920	444	30	26	542	12	75	17	59	78	50	171					
06-00	12072	507	10041	447	30	26	552	14	79	17	59	78	50	172					
00-00	12249	507	10181	449	31	27	558	17	92	17	59	81	50	180					

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)							
						Direction	Northbound									
												FIVE OR LESS				
						CARS OR			FOUR OR	FOUR OR			SIX OR	AXLE	SEVEN OR	
						CAR-	LIGHT	TWO	THREE	MORE	LESS	SIX OR		AXLE	SIX AXLE	SEVEN OR
						BASED	GOODS	AXLE, SIX	AXLE	AXLE	AXLE	FIVE	AXLE	TRAILER	TRAILER	AXLE
						LGV	VEHICLES	TYRE, RIGID	RIGID	RIGID	ARTIC	AXLE	ARTIC	ARTIC	ARTIC	ARTIC
						BUSES										
Average Day																
0000	23	0	20	1	0	0	1	0	0	0	0	0	0	0	0	0
0100	14	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0
0200	11	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0
0300	15	0	11	0	0	0	1	0	1	0	0	0	0	0	0	0
0400	27	0	22	1	0	0	1	0	3	0	0	0	0	0	0	0
0500	83	1	67	2	0	1	5	1	4	0	0	1	0	0	2	
0600	265	2	219	11	2	0	13	2	6	0	1	3	0	6		
0700	565	16	459	25	1	1	32	1	6	0	3	4	1	15		
0800	959	35	800	35	4	3	42	1	7	1	6	5	4	15		
0900	741	27	613	30	2	2	38	0	5	1	4	4	2	13		
1000	785	37	642	26	1	2	42	1	3	1	5	6	4	15		
1100	908	34	760	38	1	2	40	0	3	1	8	6	2	13		
1200	990	32	840	34	1	2	40	0	7	1	6	7	4	16		
1300	917	41	767	35	1	2	38	0	5	1	7	8	3	10		
1400	869	37	719	31	1	2	43	1	7	2	6	5	3	12		
1500	923	50	777	24	2	3	33	1	8	1	3	6	4	11		
1600	899	56	738	26	1	1	39	0	5	2	5	6	5	14		
1700	837	54	696	18	1	1	36	0	2	1	4	5	5	13		
1800	629	30	529	15	0	1	33	0	3	1	3	3	2	9		
1900	429	13	368	8	0	0	25	1	3	0	1	2	1	5		
2000	295	7	254	5	0	0	20	0	4	0	1	0	1	2		
2100	194	2	169	4	0	0	13	1	2	0	1	1	0	1		
2200	116	2	99	3	0	0	8	1	1	0	1	0	0	1		
2300	53	1	44	1	0	0	5	0	1	0	0	0	0	0		
07-19	10023	450	8341	337	16	23	454	6	62	14	60	65	40	156		
06-22	11205	475	9351	365	18	24	526	9	75	15	64	71	42	170		
06-00	11374	478	9494	368	18	24	538	10	78	15	65	71	42	171		
00-00	11547	479	9635	373	19	25	548	12	86	15	65	73	42	174		

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
16 March 2023		to	22 March 2023			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	
Virtual Week															
Mon	11912	538	9873	414	24	40	547	12	88	14	75	81	40	166	
Tue	11781	478	9787	410	20	34	516	10	103	20	73	76	41	213	
Wed	12249	507	10181	449	31	27	558	17	92	17	59	81	50	180	
Thu	12031	509	10035	352	25	29	511	13	109	22	78	85	54	209	
Fri	13319	564	11153	423	17	20	603	12	96	18	64	95	53	201	
Sat	10883	403	9172	313	11	20	594	11	74	10	55	54	36	130	
Sun	8654	357	7246	249	5	4	510	6	43	7	53	36	21	117	
5 Day Average															
[--]	12258	519	10206	410	23	30	547	13	98	18	70	84	48	194	
7 Day Average															
[--]	11547	479	9635	373	19	25	548	12	86	15	65	73	42	174	
Total Vehicles															
[--]	80829	3356	67447	2610	133	174	3839	81	605	108	457	508	295	1216	

Virtual Week (Total Vehicles)



SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
16 March 2023		to	22 March 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
16 March 2023															
0000	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0
0100	12	0	9	3	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	4	0	1	0	0	0	0	0	0	1	0	0	0
0300	10	0	7	1	0	0	0	0	0	0	1	1	0	0	0
0400	23	1	18	3	0	0	0	0	0	1	0	0	0	0	0
0500	88	0	70	10	0	2	4	0	2	0	0	0	0	0	0
0600	242	0	195	32	3	5	2	1	4	0	0	0	0	0	0
0700	578	1	503	50	3	7	4	0	5	0	2	3	0	0	0
0800	1057	2	964	53	9	4	5	5	8	1	3	2	0	1	1
0900	783	4	697	54	4	3	9	1	7	0	1	2	0	1	1
1000	725	3	637	60	2	3	7	2	8	0	1	0	1	1	1
1100	807	2	720	63	2	5	2	5	4	0	1	3	0	0	0
1200	952	1	859	67	2	5	8	2	5	1	2	0	0	0	0
1300	906	1	810	71	4	1	7	2	6	1	2	1	0	0	0
1400	851	2	750	71	3	6	4	1	10	0	0	2	1	1	1
1500	1111	5	1012	58	3	7	7	5	8	0	3	3	0	0	0
1600	1193	2	1081	79	3	3	5	6	10	0	1	1	0	2	2
1700	1086	0	985	53	0	4	9	14	13	0	4	4	0	0	0
1800	726	3	672	30	0	1	4	1	8	0	1	1	0	5	5
1900	509	1	466	31	0	0	4	2	3	0	0	1	0	1	1
2000	359	2	334	19	1	0	1	1	0	0	1	0	0	0	0
2100	244	2	221	14	0	1	2	2	2	0	0	0	0	0	0
2200	149	0	136	11	1	1	0	0	0	0	0	0	0	0	0
2300	64	0	60	4	0	0	0	0	0	0	0	0	0	0	0
07-19	10775	26	9690	709	35	49	71	44	92	3	21	22	2	11	11
06-22	12129	31	10906	805	39	55	80	50	101	3	22	23	2	12	12
06-00	12342	31	11102	820	40	56	80	50	101	3	22	23	2	12	12
00-00	12500	32	11229	837	41	58	84	50	103	4	23	25	2	12	12

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to 22 March 2023				Direction	Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			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
17 March 2023																			
0000	25	0	24	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	11	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0200	13	0	11	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
0300	15	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	30	0	26	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	
0500	89	2	70	9	1	2	2	0	2	0	1	0	0	0	0	0	0	0	
0600	277	1	227	34	0	5	5	0	4	0	1	0	0	0	0	0	0	0	
0700	561	1	489	52	1	6	4	2	5	0	1	0	0	0	0	0	0	0	
0800	1070	3	973	54	6	3	9	4	10	1	3	2	1	1	1	1	1	1	
0900	790	2	695	64	3	8	4	2	9	0	1	2	0	0	0	0	0	0	
1000	863	3	767	61	2	5	5	4	11	0	2	2	1	0	0	0	0	0	
1100	912	2	841	45	0	1	3	1	7	1	6	3	0	0	0	0	0	0	
1200	1065	3	961	69	0	3	8	4	8	0	7	1	0	0	0	0	0	0	
1300	1036	3	938	72	2	0	6	3	5	0	4	2	0	0	0	0	0	0	
1400	979	5	883	62	1	2	3	5	9	0	3	4	0	0	0	0	0	0	
1500	1158	2	1067	62	2	2	5	4	6	1	2	3	0	0	0	0	0	0	
1600	1264	5	1152	71	2	1	12	7	8	0	3	0	0	0	0	0	0	0	
1700	1075	2	995	59	0	0	3	3	6	0	4	1	1	1	1	1	1	1	
1800	823	0	765	39	0	1	5	3	4	0	3	2	0	0	0	0	0	0	
1900	632	1	598	29	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
2000	446	1	428	16	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
2100	300	0	279	15	0	1	2	0	1	0	1	0	0	0	0	0	0	0	
2200	198	1	190	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
2300	122	0	117	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	11596	31	10526	710	19	32	67	42	88	3	39	22	3	14	14	14	14	14	
06-22	13251	34	12058	804	19	38	74	42	97	3	41	22	3	16	16	16	16	16	
06-00	13571	35	12365	815	19	38	75	42	97	3	41	22	3	16	16	16	16	16	
00-00	13754	37	12519	827	22	41	79	42	100	3	42	23	3	16	16	16	16	16	

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)									
16 March 2023		to 22 March 2023				Direction	Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			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
18 March 2023																		
0000	38	1	34	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	22	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	15	0	14	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	12	1	8	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0
0400	24	0	21	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
0500	35	0	28	4	1	2	0	0	0	0	0	0	0	0	0	0	0	0
0600	157	1	134	14	3	2	2	0	1	0	0	0	0	0	0	0	0	0
0700	260	0	220	34	0	5	0	0	0	0	0	0	0	0	0	0	0	1
0800	467	0	425	29	1	3	1	2	3	1	0	1	0	1	0	0	0	1
0900	726	0	665	40	2	2	4	5	7	0	1	0	0	0	0	0	0	0
1000	938	1	841	69	0	0	9	3	4	2	5	3	0	1	0	0	0	1
1100	1092	2	1011	49	0	0	7	8	5	1	5	2	1	1	0	0	0	1
1200	1187	3	1128	37	0	0	5	1	7	0	3	3	0	0	0	0	0	0
1300	1067	3	998	38	2	2	7	1	11	1	2	1	1	1	0	0	0	0
1400	926	2	885	26	1	1	2	3	2	0	0	3	0	0	0	0	0	1
1500	818	2	768	39	0	0	2	1	6	0	0	0	0	0	0	0	0	0
1600	786	2	728	44	0	1	4	3	4	0	0	0	0	0	0	0	0	0
1700	757	1	716	30	0	1	1	2	4	0	2	0	0	0	0	0	0	0
1800	534	1	492	30	0	1	3	1	3	0	2	0	0	0	0	0	0	1
1900	457	0	441	12	0	0	4	0	0	0	0	0	0	0	0	0	0	0
2000	340	0	322	17	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2100	267	1	259	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2200	193	0	181	11	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2300	127	1	118	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-19	9558	17	8877	465	6	16	45	30	56	5	20	13	2	6				
06-22	10779	19	10033	513	10	18	53	30	57	5	20	13	2	6				
06-00	11099	20	10332	532	10	18	53	30	57	5	21	13	2	6				
00-00	11245	22	10458	542	11	22	55	30	57	5	21	14	2	6				

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to 22 March 2023				Direction	Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			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
19 March 2023																			
0000	65	0	61	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	51	0	43	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0200	33	0	31	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	40	1	35	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	
0400	37	1	29	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
0500	28	1	23	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0600	66	0	58	5	0	0	2	0	0	1	0	0	0	0	0	0	0	0	
0700	150	0	133	15	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
0800	284	5	256	21	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
0900	489	9	448	27	0	0	1	0	4	0	0	0	0	0	0	0	0	0	
1000	803	4	747	38	0	2	3	1	5	0	2	1	0	0	0	0	0	0	
1100	930	5	872	32	0	0	8	5	6	0	2	0	0	0	0	0	0	0	
1200	985	8	909	38	0	0	8	2	14	0	3	2	0	0	0	0	0	1	
1300	941	2	874	42	1	0	5	3	8	0	1	2	0	0	0	0	0	3	
1400	900	6	837	39	0	0	1	4	10	0	0	1	0	0	0	0	0	2	
1500	803	2	757	28	0	2	1	2	9	0	2	0	0	0	0	0	0	0	
1600	659	2	632	17	1	0	1	2	3	0	0	1	0	0	0	0	0	0	
1700	580	0	546	27	1	1	1	2	0	1	0	1	0	0	0	0	0	0	
1800	441	2	416	15	1	1	2	0	1	0	1	2	0	0	0	0	0	0	
1900	392	1	372	17	0	0	0	0	0	0	0	2	0	0	0	0	0	0	
2000	302	0	287	10	1	1	1	0	2	0	0	0	0	0	0	0	0	0	
2100	148	0	139	8	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
2200	93	1	84	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
2300	35	0	32	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	
07-19	7965	45	7427	339	5	6	32	21	61	1	11	11	0	0	0	0	0	6	
06-22	8873	46	8283	379	6	7	35	21	63	2	12	13	0	0	0	0	0	6	
06-00	9001	47	8399	387	7	7	35	21	64	2	13	13	0	0	0	0	0	6	
00-00	9255	50	8621	411	7	7	37	22	64	3	14	13	0	0	0	0	0	6	

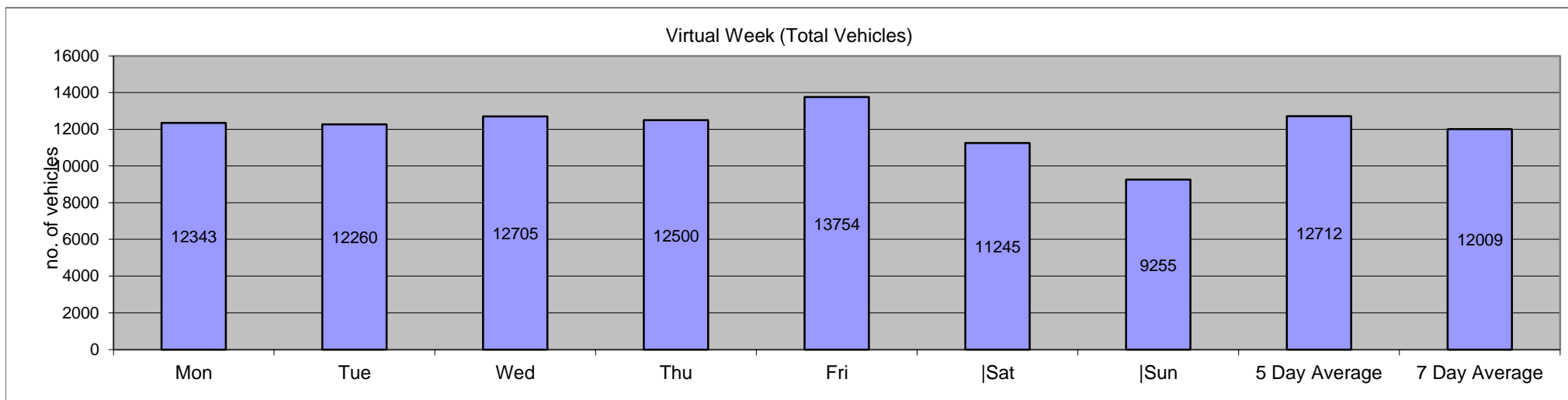
SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to 22 March 2023				Direction	Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			BUSES	TWO AXLE, SIX TYRE, RIGID		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
20 March 2023																			
0000	13	0	12	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
0100	13	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	0		
0200	11	1	7	1	0	1	0	0	0	0	0	0	0	0	0	0	1		
0300	12	1	10	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
0400	27	1	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0		
0500	78	1	61	8	2	2	1	0	0	0	0	3	0	0	0	0	0		
0600	235	0	195	24	1	2	8	1	3	0	0	1	0	0	0	0	0		
0700	583	1	498	62	4	4	7	2	3	1	1	0	0	0	0	0	0		
0800	1045	10	942	55	2	5	13	4	5	1	6	2	0	0	0	0	0		
0900	752	2	640	75	3	1	6	4	13	0	3	1	0	0	4	0	4		
1000	783	1	690	62	4	4	6	2	8	1	2	3	0	0	0	0	0		
1100	913	2	831	56	0	0	5	6	8	0	2	1	0	0	2	0	2		
1200	914	1	823	59	2	2	7	3	10	1	2	3	0	0	1	0	1		
1300	903	2	805	59	2	3	10	6	6	1	4	3	0	0	2	0	2		
1400	804	3	714	67	0	2	8	0	2	0	3	2	0	0	3	0	3		
1500	1113	7	1022	58	3	3	7	3	4	1	2	1	0	0	2	0	2		
1600	1252	11	1126	66	1	1	15	5	15	0	2	7	1	0	2	0	2		
1700	1120	1	1006	78	1	3	10	4	9	1	3	4	0	0	0	0	0		
1800	686	0	627	36	0	2	2	7	6	1	3	2	0	0	0	0	0		
1900	445	0	413	25	0	0	2	0	1	0	3	1	0	0	0	0	0		
2000	297	0	281	10	1	0	1	1	2	0	0	1	0	0	0	0	0		
2100	189	2	176	8	0	1	2	0	0	0	0	0	0	0	0	0	0		
2200	106	0	94	10	0	1	0	1	0	0	0	0	0	0	0	0	0		
2300	49	1	45	1	1	0	1	0	0	0	0	0	0	0	0	0	0		
07-19	10868	41	9724	733	22	30	96	46	89	8	33	29	1	0	16	0	16		
06-22	12034	43	10789	800	24	33	109	48	95	8	36	32	1	0	16	0	16		
06-00	12189	44	10928	811	25	34	110	49	95	8	36	32	1	0	16	0	16		
00-00	12343	48	11050	826	27	38	111	49	95	9	39	33	1	0	17	0	17		

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to		22 March 2023		Direction	Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			TWO AXLE, SIX TYRE, RIGID		FOUR OR MORE AXLE RIGID		FOUR OR LESS AXLE ARTIC		SIX OR MORE AXLE ARTIC		FIVE OR LESS AXLE MULTI-TRAILER ARTIC		SIX AXLE MULTI-TRAILER ARTIC		SEVEN OR MORE AXLE ARTIC	
21 March 2023																			
0000	21	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100	13	0	12	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0200	5	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	9	0	5	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
0400	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	98	0	80	9	2	3	0	1	1	0	1	1	1	0	0	0	0	0	
0600	257	1	207	30	2	4	7	1	1	1	1	1	2	0	0	0	0	0	
0700	589	0	508	63	3	5	2	0	7	0	0	1	0	0	0	0	0	0	
0800	1033	3	916	70	10	2	7	6	11	0	3	3	0	2	2	2	2	2	
0900	751	4	658	62	3	2	4	2	5	0	4	4	0	3	3	3	3	3	
1000	690	3	599	69	2	2	6	4	1	0	1	2	0	1	1	1	1	1	
1100	792	4	691	75	1	2	3	3	8	1	2	2	0	0	0	0	0	0	
1200	946	2	864	55	3	3	4	3	8	0	3	1	0	0	0	0	0	0	
1300	881	6	790	60	1	1	5	3	7	1	2	4	0	1	1	1	1	1	
1400	919	2	824	68	3	2	7	1	4	1	3	3	0	1	1	1	1	1	
1500	1066	7	944	81	2	4	6	4	10	1	1	3	0	3	3	3	3	3	
1600	1175	7	1069	63	4	1	5	5	11	0	4	3	0	3	3	3	3	3	
1700	1151	5	1050	61	1	1	7	7	9	1	7	2	0	0	0	0	0	0	
1800	760	2	700	44	1	1	2	2	7	0	0	0	0	0	0	0	0	1	
1900	423	0	393	19	2	0	1	3	2	0	2	0	0	0	0	0	0	1	
2000	321	1	303	14	1	0	0	0	0	0	0	2	0	0	0	0	0	0	
2100	211	1	202	6	0	0	0	0	1	0	0	1	0	0	0	0	0	0	
2200	101	2	92	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	29	0	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	10753	45	9613	771	34	26	58	40	88	5	30	28	0	15	15	15	15	15	
06-22	11965	48	10718	840	39	30	66	44	92	6	33	33	0	16	16	16	16	16	
06-00	12095	50	10838	848	39	30	66	44	92	6	33	33	0	16	16	16	16	16	
00-00	12260	51	10978	860	42	34	66	45	93	6	34	35	0	16	16	16	16	16	

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)										
16 March 2023		to 22 March 2023				Direction	Southbound												
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			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
22 March 2023																			
0000	21	0	17	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
0100	14	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
0200	11	0	6	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	
0300	10	1	6	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
0400	19	0	17	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
0500	87	1	73	7	1	2	3	0	0	0	0	0	0	0	0	0	0	0	
0600	251	0	217	22	1	4	3	0	4	0	0	0	0	0	0	0	0	0	
0700	574	4	499	55	3	3	5	1	2	1	0	0	0	0	0	0	1	1	
0800	1083	3	979	62	8	4	5	1	12	0	2	4	0	3	3	3	3	3	
0900	791	3	695	61	1	5	10	1	8	1	0	5	0	1	1	1	1	1	
1000	791	4	697	71	2	3	6	0	4	1	2	1	0	0	0	0	0	0	
1100	902	3	785	86	1	3	3	4	9	1	2	5	0	0	0	0	0	0	
1200	1021	5	933	54	2	3	6	0	11	0	2	4	0	1	1	1	1	1	
1300	928	3	815	72	1	1	8	1	20	0	2	4	0	0	0	0	0	0	
1400	901	1	808	61	1	2	11	3	12	0	2	0	0	0	0	0	0	0	
1500	1112	3	1025	55	5	4	3	4	9	1	0	1	0	0	0	0	0	0	
1600	1171	4	1060	70	2	2	10	6	11	0	3	2	0	1	1	1	1	1	
1700	1057	4	966	62	2	2	1	6	5	0	6	2	0	0	0	0	0	0	
1800	776	2	725	33	0	0	5	0	7	0	0	2	0	0	0	0	0	0	
1900	479	1	440	27	0	0	2	1	3	1	2	1	0	0	0	0	0	0	
2000	297	0	286	8	1	0	1	0	1	0	0	0	0	0	0	0	0	0	
2100	210	1	198	9	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
2200	140	0	127	11	0	1	0	0	0	0	0	1	0	0	0	0	0	0	
2300	59	0	56	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	11107	39	9987	742	28	32	73	27	110	5	21	30	0	13	13	13	13	13	
06-22	12344	41	11128	808	30	36	80	28	119	6	23	31	0	14	14	14	14	14	
06-00	12543	41	11311	821	31	37	80	28	119	6	23	32	0	14	14	14	14	14	
00-00	12705	43	11441	838	33	40	84	28	119	7	24	34	0	14	14	14	14	14	

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)							
						Direction	Southbound									
												FIVE OR LESS				
						CARS OR			FOUR OR	FOUR OR			SIX OR	AXLE	SEVEN OR	
						CAR-	LIGHT	TWO	THREE	MORE	LESS	FIVE	MORE	MULTI-	SIX AXLE	MORE
						BASED	GOODS	AXLE, SIX	AXLE	AXLE	AXLE	AXLE	AXLE	TRAILER	TRAILER	AXLE
						LGV	VEHICLES	TYRE, RIGID	RIGID	RIGID	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC	ARTIC
						BUSES										
Average Day																
0000	29	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0
0100	19	0	16	2	0	1	0	0	0	0	0	0	0	0	0	0
0200	13	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0
0300	15	1	12	1	0	0	0	0	0	0	0	0	1	0	0	0
0400	26	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0
0500	72	1	58	7	1	2	2	0	1	0	1	0	0	0	0	0
0600	212	0	176	23	1	3	4	0	2	0	0	0	0	0	0	0
0700	471	1	407	47	2	4	3	1	3	0	1	1	0	0	0	0
0800	863	4	779	49	5	3	6	3	7	1	2	2	0	1	1	1
0900	726	3	643	55	2	3	5	2	8	0	1	2	0	1	1	1
1000	799	3	711	61	2	3	6	2	6	1	2	2	0	0	0	0
1100	907	3	822	58	1	2	4	5	7	1	3	2	0	1	1	1
1200	1010	3	925	54	1	2	7	2	9	0	3	2	0	1	1	1
1300	952	3	861	59	2	1	7	3	9	1	2	2	0	1	1	1
1400	897	3	814	56	1	2	5	2	7	0	2	2	0	1	1	1
1500	1026	4	942	54	2	3	4	3	7	1	1	2	0	1	1	1
1600	1071	5	978	59	2	1	7	5	9	0	2	2	0	2	2	2
1700	975	2	895	53	1	2	5	5	7	0	4	2	0	0	0	0
1800	678	1	628	32	0	1	3	2	5	0	1	1	0	1	1	1
1900	477	1	446	23	0	0	2	1	2	0	1	1	0	1	1	1
2000	337	1	320	13	1	0	1	0	1	0	0	0	0	0	0	0
2100	224	1	211	9	0	0	1	0	1	0	0	0	0	0	0	0
2200	140	1	129	9	0	0	0	0	0	0	0	0	0	0	0	0
2300	69	0	65	3	0	0	0	0	0	0	0	0	0	0	0	0
07-19	10375	35	9406	638	21	27	63	36	83	4	25	22	1	12	12	12
06-22	11625	37	10559	707	24	31	71	38	89	5	27	24	1	12	12	12
06-00	11834	38	10754	719	24	31	71	38	89	5	27	24	1	12	12	12
00-00	12009	40	10899	734	26	34	74	38	90	5	28	25	1	12	12	12

SS1040 Parc Pensarn						Site	1	Location	A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)					
16 March 2023		to	22 March 2023			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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
												AXLE MULTI-TRAILER ARTIC		
Virtual Week														
Mon	12343	48	11050	826	27	38	111	49	95	9	39	33	1	17
Tue	12260	51	10978	860	42	34	66	45	93	6	34	35	0	16
Wed	12705	43	11441	838	33	40	84	28	119	7	24	34	0	14
Thu	12500	32	11229	837	41	58	84	50	103	4	23	25	2	12
Fri	13754	37	12519	827	22	41	79	42	100	3	42	23	3	16
Sat	11245	22	10458	542	11	22	55	30	57	5	21	14	2	6
Sun	9255	50	8621	411	7	7	37	22	64	3	14	13	0	6
5 Day Average														
[--]	12712	42	11443	838	33	42	85	43	102	6	32	30	1	15
7 Day Average														
[--]	12009	40	10899	734	26	34	74	38	90	5	28	25	1	12
Total Vehicles														
[--]	84062	283	76296	5141	183	240	516	266	631	37	197	177	8	87



SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
16 March 2023														
0000	28	0	28	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	14	4	0	0	0	0	0	0	0	0	0	0
0200	15	0	9	0	2	0	1	0	2	0	0	1	0	0
0300	20	0	13	1	0	0	2	0	1	0	1	1	0	1
0400	54	2	44	3	0	0	0	0	2	1	0	1	0	1
0500	183	0	144	11	0	2	11	2	10	0	0	1	0	2
0600	554	0	456	37	5	5	15	5	17	1	1	3	0	9
0700	1299	19	1106	63	4	9	44	1	15	0	3	7	2	26
0800	2320	42	2022	109	14	8	50	6	18	4	10	9	10	18
0900	1610	45	1386	76	7	7	36	1	17	1	6	10	3	15
1000	1472	27	1252	81	2	5	51	4	12	3	6	9	4	16
1100	1616	42	1386	103	4	6	24	5	8	2	13	10	1	12
1200	1870	25	1631	100	4	6	42	2	10	4	13	10	7	16
1300	1795	57	1537	99	5	4	44	2	13	1	9	7	4	13
1400	1660	52	1415	89	4	9	34	1	18	4	6	4	4	20
1500	2063	63	1810	85	4	10	33	5	16	0	8	10	5	14
1600	2112	63	1825	104	5	4	44	6	14	4	7	9	6	21
1700	1965	57	1702	70	2	6	54	16	15	1	7	9	6	20
1800	1431	24	1275	48	1	2	41	1	12	0	6	5	3	13
1900	949	14	846	41	0	1	32	2	4	0	2	2	1	4
2000	697	6	634	28	2	0	22	1	1	0	2	1	0	0
2100	436	3	390	19	0	1	14	2	5	0	1	1	0	0
2200	261	0	243	13	1	2	1	0	1	0	0	0	0	0
2300	103	0	96	5	0	0	0	1	1	0	0	0	0	0
07-19	21213	516	18347	1027	56	76	497	50	168	24	94	99	55	204
06-22	23849	539	20673	1152	63	83	580	60	195	25	100	106	56	217
06-00	24213	539	21012	1170	64	85	581	61	197	25	100	106	56	217
00-00	24531	541	21264	1189	66	87	595	63	212	26	101	110	56	221

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
17 March 2023														
0000	46	0	43	1	0	0	2	0	0	0	0	0	0	0
0100	22	0	18	1	0	1	2	0	0	0	0	0	0	0
0200	20	0	18	1	0	0	0	0	0	0	0	1	0	0
0300	32	0	28	0	2	0	0	0	2	0	0	0	0	0
0400	62	0	51	2	1	0	3	0	5	0	0	0	0	0
0500	194	3	154	15	1	4	8	0	5	0	1	1	0	2
0600	610	1	499	53	2	5	22	1	12	1	3	4	1	6
0700	1241	36	1019	86	2	7	42	3	13	0	3	7	2	21
0800	2192	59	1894	89	10	7	59	5	15	2	9	15	5	23
0900	1584	26	1360	98	3	9	46	3	12	1	3	4	3	16
1000	1716	54	1460	86	3	7	53	5	13	1	6	12	2	14
1100	1873	32	1648	83	1	2	50	1	11	2	12	10	3	18
1200	2080	32	1821	104	0	4	55	4	13	1	13	8	7	18
1300	2072	59	1812	98	3	0	42	3	12	1	14	9	5	14
1400	1939	36	1695	91	2	6	49	6	17	0	4	21	3	9
1500	2223	52	1976	100	3	5	31	6	18	3	4	10	4	11
1600	2369	67	2077	104	3	2	56	7	15	3	11	3	5	16
1700	2085	64	1846	90	2	0	30	3	12	3	10	7	6	12
1800	1595	37	1426	52	0	1	35	3	7	3	7	3	3	18
1900	1200	20	1083	44	1	0	32	1	5	0	1	1	4	8
2000	796	11	731	23	0	0	19	0	5	0	1	0	2	4
2100	546	0	492	18	0	1	23	1	1	0	3	1	0	6
2200	377	7	338	6	0	0	18	2	2	0	1	1	1	1
2300	199	5	183	5	0	0	5	0	1	0	0	0	0	0
07-19	22969	554	20034	1081	32	50	548	49	158	20	96	109	48	190
06-22	26121	586	22839	1219	35	56	644	52	181	21	104	115	55	214
06-00	26697	598	23360	1230	35	56	667	54	184	21	105	116	56	215
00-00	27073	601	23672	1250	39	61	682	54	196	21	106	118	56	217

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
18 March 2023														
0000	77	1	67	3	1	0	2	2	1	0	0	0	0	0
0100	36	0	34	2	0	0	0	0	0	0	0	0	0	0
0200	25	0	23	0	0	1	0	1	0	0	0	0	0	0
0300	22	1	17	1	0	2	0	0	0	0	0	1	0	0
0400	47	0	39	2	0	0	4	0	2	0	0	0	0	0
0500	82	0	68	4	2	4	2	0	0	0	0	0	0	2
0600	327	1	271	22	5	2	15	1	3	0	2	2	0	3
0700	514	2	437	47	1	6	11	1	5	0	0	0	1	3
0800	983	12	851	44	2	3	37	3	8	2	5	4	1	11
0900	1463	29	1274	58	3	3	62	5	12	0	5	2	2	8
1000	1873	60	1604	93	1	1	51	3	10	3	10	8	8	21
1100	2173	41	1943	73	0	3	52	8	8	3	10	11	6	15
1200	2342	46	2123	83	0	1	33	2	15	0	7	11	3	18
1300	2139	37	1924	71	2	5	49	1	19	1	8	11	4	7
1400	1911	40	1700	56	2	2	57	4	11	4	7	7	4	17
1500	1615	47	1435	62	1	2	40	1	11	1	3	2	2	8
1600	1500	48	1314	62	0	1	46	3	8	0	4	5	2	7
1700	1404	26	1262	48	1	3	40	2	5	0	6	2	2	7
1800	1041	19	919	46	0	3	39	1	4	0	4	0	0	6
1900	856	7	790	16	0	0	35	1	2	0	1	1	1	2
2000	622	2	569	22	0	0	26	0	1	0	1	0	1	0
2100	500	3	450	12	1	0	23	1	5	1	1	1	1	1
2200	346	0	314	18	0	0	11	1	0	0	2	0	0	0
2300	230	3	202	10	0	0	14	0	1	0	0	0	0	0
07-19	18958	407	16786	743	13	33	517	34	116	14	69	63	35	128
06-22	21263	420	18866	815	19	35	616	37	127	15	74	67	38	134
06-00	21839	423	19382	843	19	35	641	38	128	15	76	67	38	134
00-00	22128	425	19630	855	22	42	649	41	131	15	76	68	38	136

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
19 March 2023														
0000	112	0	105	5	0	0	1	0	0	0	1	0	0	0
0100	86	1	70	9	0	0	6	0	0	0	0	0	0	0
0200	59	0	54	3	0	0	2	0	0	0	0	0	0	0
0300	73	1	62	3	0	0	5	0	0	1	1	0	0	0
0400	58	1	48	7	0	0	0	1	0	0	1	0	0	0
0500	58	2	49	3	0	0	3	0	0	1	0	0	0	0
0600	159	0	138	7	0	0	7	1	1	1	0	0	0	4
0700	299	0	258	22	3	0	10	1	4	0	1	0	0	0
0800	531	9	470	29	0	0	14	0	5	0	2	1	0	1
0900	896	18	801	41	0	0	19	0	5	0	4	0	1	7
1000	1561	48	1375	56	0	3	44	1	6	1	8	4	6	9
1100	1901	47	1685	65	0	1	54	6	10	2	8	5	2	16
1200	2015	54	1793	60	0	0	50	2	20	0	8	10	4	14
1300	1870	56	1638	72	2	0	54	3	9	0	5	7	2	22
1400	1732	55	1513	58	1	1	51	4	17	2	10	5	3	12
1500	1553	39	1387	43	0	2	41	4	17	0	6	2	2	10
1600	1290	42	1131	38	1	0	56	2	3	1	2	4	1	9
1700	1084	13	982	41	1	2	34	2	1	1	2	2	0	3
1800	859	13	770	33	1	1	27	0	2	0	2	2	0	8
1900	691	7	620	29	0	0	24	1	1	0	1	4	0	4
2000	517	0	469	17	1	1	22	0	3	0	1	1	0	2
2100	270	0	248	9	1	0	9	0	0	0	2	1	0	0
2200	173	1	150	8	0	0	8	0	2	0	1	1	0	2
2300	62	0	51	2	1	0	6	0	1	0	1	0	0	0
07-19	15591	394	13803	558	9	10	454	25	99	7	58	42	21	111
06-22	17228	401	15278	620	11	11	516	27	104	8	62	48	21	121
06-00	17463	402	15479	630	12	11	530	27	107	8	64	49	21	123
00-00	17909	407	15867	660	12	11	547	28	107	10	67	49	21	123

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
20 March 2023														
0000	27	1	20	2	0	0	2	0	0	0	0	2	0	0
0100	22	0	18	2	0	1	0	0	1	0	0	0	0	0
0200	26	1	20	1	1	1	0	0	1	0	0	0	0	1
0300	18	1	15	1	0	0	0	0	0	1	0	0	0	0
0400	55	1	46	5	0	0	0	0	3	0	0	0	0	0
0500	173	2	133	11	2	3	13	1	3	0	4	1	0	0
0600	540	2	458	36	4	2	20	2	8	0	3	3	0	2
0700	1306	24	1080	98	5	6	57	5	9	1	3	3	1	14
0800	2179	56	1904	95	5	9	57	5	8	1	12	8	6	13
0900	1512	32	1250	111	8	6	48	4	19	0	8	7	1	18
1000	1521	30	1294	94	4	8	43	2	9	3	6	6	7	15
1100	1778	35	1544	100	2	6	44	7	10	1	10	8	0	11
1200	1832	25	1597	99	4	7	42	3	18	1	11	10	2	13
1300	1746	36	1504	98	3	5	40	6	12	3	11	16	3	9
1400	1625	35	1394	105	1	5	43	0	10	1	10	4	0	17
1500	2083	66	1830	85	7	7	39	3	11	2	6	5	5	17
1600	2208	74	1920	91	2	2	45	6	24	0	7	15	6	16
1700	1999	81	1727	83	1	4	46	4	10	3	9	11	7	13
1800	1345	44	1162	49	0	2	38	8	12	5	7	8	2	8
1900	909	15	807	33	0	1	30	0	6	1	4	3	0	9
2000	642	14	572	12	1	0	28	1	6	0	1	2	1	4
2100	412	7	373	12	0	1	12	1	1	0	2	2	0	1
2200	209	2	178	16	0	2	8	2	0	0	0	0	0	1
2300	88	2	77	1	1	0	3	1	2	0	0	0	0	1
07-19	21134	538	18206	1108	42	67	542	53	152	21	100	101	40	164
06-22	23637	576	20416	1201	47	71	632	57	173	22	110	111	41	180
06-00	23934	580	20671	1218	48	73	643	60	175	22	110	111	41	182
00-00	24255	586	20923	1240	51	78	658	61	183	23	114	114	41	183

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
21 March 2023														
0000	36	2	32	0	0	0	2	0	0	0	0	0	0	0
0100	23	0	20	0	0	1	1	0	1	0	0	0	0	0
0200	13	0	9	1	2	0	0	1	0	0	0	0	0	0
0300	17	0	12	4	0	0	0	0	0	0	0	1	0	0
0400	50	1	42	1	0	0	0	0	6	0	0	0	0	0
0500	207	2	171	11	2	3	5	1	7	0	1	2	0	2
0600	579	7	467	44	3	5	25	3	7	1	2	8	0	7
0700	1296	19	1078	94	3	6	36	0	12	0	10	9	3	26
0800	2195	41	1883	103	17	7	62	7	26	1	10	5	5	28
0900	1554	26	1325	97	6	3	42	2	10	2	9	7	3	22
1000	1418	33	1163	110	3	6	56	4	3	2	5	11	1	21
1100	1591	25	1353	120	2	4	38	3	11	1	12	8	2	12
1200	1877	26	1661	91	3	9	37	3	14	2	5	6	3	17
1300	1699	34	1481	99	1	4	35	3	10	2	9	11	2	8
1400	1762	36	1521	110	3	4	46	1	7	4	8	6	4	12
1500	1980	57	1711	104	5	9	36	4	15	2	6	10	3	18
1600	2181	79	1883	88	6	1	49	5	19	2	8	11	9	21
1700	2101	65	1845	79	1	4	46	7	13	2	11	7	3	18
1800	1431	41	1267	58	1	2	34	3	9	1	3	3	1	8
1900	812	17	735	20	2	0	11	4	7	2	5	2	2	5
2000	582	11	519	18	2	0	9	2	12	2	2	2	0	3
2100	384	3	359	8	0	0	9	1	2	0	0	2	0	0
2200	199	4	178	9	0	0	3	0	3	0	1	0	0	1
2300	54	0	50	1	0	0	0	1	2	0	0	0	0	0
07-19	21085	482	18171	1153	51	59	517	42	149	21	96	94	39	211
06-22	23442	520	20251	1243	58	64	571	52	177	26	105	108	41	226
06-00	23695	524	20479	1253	58	64	574	53	182	26	106	108	41	227
00-00	24041	529	20765	1270	62	68	582	55	196	26	107	111	41	229

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
22 March 2023														
0000	36	0	30	3	0	0	2	0	1	0	0	0	0	0
0100	28	0	22	2	0	2	1	0	0	0	0	1	0	0
0200	15	0	8	2	1	0	1	0	0	0	1	1	0	1
0300	28	1	17	2	0	0	2	1	3	0	0	1	0	1
0400	44	0	36	2	0	0	1	1	2	1	0	0	0	1
0500	188	1	157	8	2	2	3	1	7	0	0	2	0	5
0600	568	6	478	38	3	5	18	1	8	0	0	2	0	9
0700	1295	19	1088	93	3	3	47	2	7	3	5	8	1	16
0800	2354	53	2032	121	16	9	52	3	21	2	8	11	4	22
0900	1647	36	1390	110	3	9	50	2	14	2	1	11	4	15
1000	1529	26	1325	93	3	6	36	1	8	1	10	4	2	14
1100	1773	35	1510	125	3	4	46	4	12	3	12	9	0	10
1200	1986	42	1733	83	3	6	64	0	19	1	7	8	2	18
1300	1762	31	1503	120	2	3	48	1	25	1	7	11	2	8
1400	1737	29	1495	102	5	4	55	5	19	0	5	2	6	10
1500	2122	52	1887	72	10	8	40	5	19	2	0	15	5	7
1600	2131	50	1863	106	4	3	31	6	16	2	10	11	9	20
1700	2050	87	1773	83	3	2	36	7	7	3	12	8	12	17
1800	1447	43	1283	48	0	0	42	0	8	1	2	6	3	11
1900	921	17	821	35	1	0	27	2	5	1	2	3	0	7
2000	569	9	522	11	1	0	21	0	3	1	1	0	0	0
2100	378	7	345	12	0	0	9	1	3	0	0	0	0	1
2200	228	4	199	12	0	1	5	2	3	0	0	1	0	1
2300	118	2	105	4	1	0	5	0	1	0	0	0	0	0
07-19	21833	503	18882	1156	55	57	547	36	175	21	79	104	50	168
06-22	24269	542	21048	1252	60	62	622	40	194	23	82	109	50	185
06-00	24615	548	21352	1268	61	63	632	42	198	23	82	110	50	186
00-00	24954	550	21622	1287	64	67	642	45	211	24	83	115	50	194

SS1040 Parc Pensarn 16 March 2023 to 22 March 2023						Site Direction	1 Two-Way	Location A484 just to the south of the bus stops adjacent to Morrisons (51.845865, -4.309092)						
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
Average Day														
0000	52	1	46	2	0	0	2	0	0	0	0	0	0	0
0100	34	0	28	3	0	1	1	0	0	0	0	0	0	0
0200	25	0	20	1	1	0	1	0	0	0	0	0	0	0
0300	30	1	23	2	0	0	1	0	1	0	0	1	0	0
0400	53	1	44	3	0	0	1	0	3	0	0	0	0	0
0500	155	1	125	9	1	3	6	1	5	0	1	1	0	2
0600	477	2	395	34	3	3	17	2	8	1	2	3	0	6
0700	1036	17	867	72	3	5	35	2	9	1	4	5	1	15
0800	1822	39	1579	84	9	6	47	4	14	2	8	8	4	17
0900	1467	30	1255	84	4	5	43	2	13	1	5	6	2	14
1000	1584	40	1353	88	2	5	48	3	9	2	7	8	4	16
1100	1815	37	1581	96	2	4	44	5	10	2	11	9	2	13
1200	2000	36	1766	89	2	5	46	2	16	1	9	9	4	16
1300	1869	44	1628	94	3	3	45	3	14	1	9	10	3	12
1400	1767	40	1533	87	3	4	48	3	14	2	7	7	3	14
1500	1948	54	1719	79	4	6	37	4	15	1	5	8	4	12
1600	1970	60	1716	85	3	2	47	5	14	2	7	8	5	16
1700	1813	56	1591	71	2	3	41	6	9	2	8	7	5	13
1800	1307	32	1157	48	0	2	37	2	8	1	4	4	2	10
1900	905	14	815	31	1	0	27	2	4	1	2	2	1	6
2000	632	8	574	19	1	0	21	1	4	0	1	1	1	2
2100	418	3	380	13	0	0	14	1	2	0	1	1	0	1
2200	256	3	229	12	0	1	8	1	2	0	1	0	0	1
2300	122	2	109	4	0	0	5	0	1	0	0	0	0	0
07-19	20398	485	17747	975	37	50	517	41	145	18	85	87	41	168
06-22	22830	512	19910	1072	42	55	597	46	164	20	91	95	43	182
06-00	23208	516	20248	1087	42	55	610	48	167	20	92	95	43	183
00-00	23556	520	20535	1107	45	59	622	50	177	21	93	98	43	186

SS1040 Parc Pensarn

16 March 2023

to

22 March 2023

Site

1

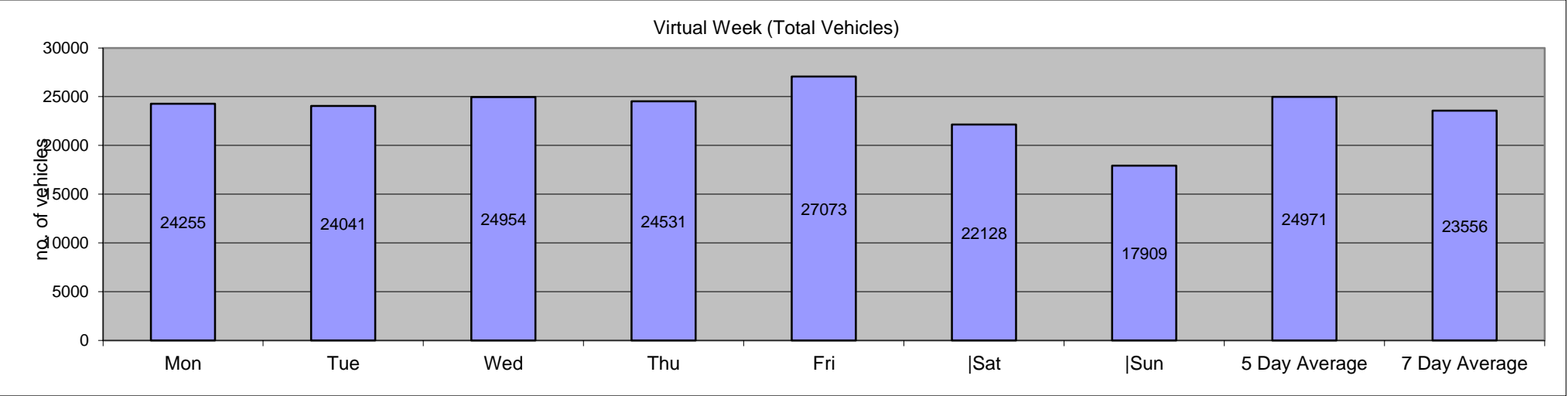
Location

A484 just to the south of the bus stops adjacent to Morrisons
(51.845865, -4.309092)

Direction

Two-Way

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
Virtual Week														
Mon	24255	586	20923	1240	51	78	658	61	183	23	114	114	41	183
Tue	24041	529	20765	1270	62	68	582	55	196	26	107	111	41	229
Wed	24954	550	21622	1287	64	67	642	45	211	24	83	115	50	194
Thu	24531	541	21264	1189	66	87	595	63	212	26	101	110	56	221
Fri	27073	601	23672	1250	39	61	682	54	196	21	106	118	56	217
Sat	22128	425	19630	855	22	42	649	41	131	15	76	68	38	136
Sun	17909	407	15867	660	12	11	547	28	107	10	67	49	21	123
5 Day Average														
[--]	24971	561	21649	1247	56	72	632	56	200	24	102	114	49	209
7 Day Average														
[--]	23556	520	20535	1107	45	59	622	50	177	21	93	98	43	186
Total Vehicles														
[--]	164891	3639	143743	7751	316	414	4355	347	1236	145	654	685	303	1303



SS1040 Parc Pensarn

MARCH 2023

Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	A484 just to the south of the bus stops adjacent to Morrisons	51.845865, -4.309092	Northbound	16 March 2023	22 March 2023	40	80829	12258	11547	813	1.0	355	0.4	205	0.3	26.8	31.1
			Southbound	16 March 2023	22 March 2023		84062	12712	12009	102	0.1	81	0.1	60	0.1	23.1	26.6
			Two-Way	16 March 2023	22 March 2023		164891	24971	23556	915	1	436	0	265	0	25	29



Job Number & Title: SS1040 Parc Pensarn

Site Location: Site 2 A484

Survey Date: 16/03/2023

Site Location Plan



SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)										
16 March 2023			to			22 March 2023			Direction	Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV			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
16 March 2023																			
0000	4	0	3	1	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	0	0	0	0	
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400	24	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500	79	0	69	9	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
0600	244	0	199	38	1	1	1	0	2	1	0	1	0	1	0	0	0	0	
0700	578	0	475	92	0	0	1	1	7	0	2	0	0	0	0	0	0	0	
0800	950	0	823	73	10	10	4	1	27	0	1	1	0	1	0	0	0	0	
0900	515	1	428	64	7	1	5	0	8	0	1	0	0	0	0	0	0	0	
1000	404	0	329	56	0	8	4	0	5	0	1	0	0	0	0	0	1	1	
1100	395	2	301	66	1	6	7	0	8	0	0	2	0	0	2	0	2	2	
1200	395	1	320	51	3	4	3	1	9	0	1	2	0	0	0	0	0	0	
1300	368	1	308	44	3	3	4	0	5	0	0	0	0	0	0	0	0	0	
1400	391	2	316	55	1	5	4	0	5	0	2	0	0	0	0	0	1	1	
1500	493	0	428	36	6	7	3	0	11	0	1	1	0	1	0	0	0	0	
1600	408	0	359	38	5	2	1	0	2	0	0	0	0	0	0	0	1	1	
1700	415	0	369	33	4	3	1	0	4	0	0	1	0	0	0	0	0	0	
1800	345	0	308	27	1	2	1	0	6	0	0	0	0	0	0	0	0	0	
1900	173	1	147	20	1	1	2	0	1	0	0	0	0	0	0	0	0	0	
2000	142	0	128	13	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
2100	69	0	64	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
2200	46	0	44	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07-19	5657	7	4764	635	41	51	38	3	97	0	9	7	0	5	5	5	5	5	
06-22	6285	8	5302	710	43	53	41	3	102	1	9	8	0	5	5	5	5	5	
06-00	6350	8	5363	714	43	53	41	3	102	1	9	8	0	5	5	5	5	5	
00-00	6468	9	5464	729	43	53	41	3	102	2	9	8	0	5	5	5	5	5	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			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	
17 March 2023															
0000	10	0	7	2	0	0	0	0	0	1	0	0	0	0	
0100	6	0	4	1	0	0	1	0	0	0	0	0	0	0	
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0300	12	0	11	1	0	0	0	0	0	0	0	0	0	0	
0400	31	0	26	4	0	0	0	0	1	0	0	0	0	0	
0500	82	1	66	13	1	0	0	0	0	0	0	1	0	0	
0600	245	0	206	35	0	0	0	0	1	1	1	1	0	0	
0700	545	1	439	96	1	2	1	0	4	0	1	0	0	0	
0800	825	2	712	67	12	8	5	0	14	0	2	3	0	0	
0900	511	0	422	74	2	4	1	0	3	1	0	3	0	1	
1000	422	0	352	53	0	6	2	0	7	0	2	0	0	0	
1100	401	0	332	57	3	1	3	1	3	0	0	1	0	0	
1200	427	1	362	53	1	3	1	1	4	0	0	1	0	0	
1300	400	2	350	37	1	4	0	0	4	0	0	2	0	0	
1400	429	2	372	42	0	4	2	0	4	2	0	1	0	0	
1500	536	0	479	31	7	8	4	0	5	0	0	2	0	0	
1600	471	1	400	52	5	4	4	0	4	0	1	0	0	0	
1700	415	0	373	28	2	2	5	0	3	0	0	1	0	1	
1800	304	0	271	23	1	4	2	0	3	0	0	0	0	0	
1900	203	0	186	13	1	1	0	0	2	0	0	0	0	0	
2000	90	0	84	6	0	0	0	0	0	0	0	0	0	0	
2100	90	0	84	5	0	0	1	0	0	0	0	0	0	0	
2200	77	0	73	4	0	0	0	0	0	0	0	0	0	0	
2300	34	0	32	0	0	0	0	0	0	0	2	0	0	0	
07-19	5686	9	4864	613	35	50	30	2	58	3	6	14	0	2	
06-22	6314	9	5424	672	36	51	31	2	61	4	7	15	0	2	
06-00	6425	9	5529	676	36	51	31	2	61	4	9	15	0	2	
00-00	6569	10	5645	698	37	51	32	2	62	5	9	16	0	2	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to 22 March 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE	SIX OR	FIVE OR	SIX	SEVEN OR	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID		AXLE RIGID	MORE AXLE RIGID		LESS AXLE ARTIC	AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MORE
18 March 2023															
0000	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
0100	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	0	6	1	0	0	1	0	0	0	0	0	0	0	0
0300	9	0	6	2	0	1	0	0	0	0	0	0	0	0	0
0400	19	0	17	2	0	0	0	0	0	0	0	0	0	0	0
0500	33	0	30	2	0	0	0	0	0	0	1	0	0	0	0
0600	121	0	100	17	1	1	0	1	0	0	1	0	0	0	0
0700	169	0	149	20	0	0	0	0	0	0	0	0	0	0	0
0800	349	1	299	34	1	5	3	1	5	0	0	0	0	0	0
0900	418	1	360	48	1	1	1	1	4	0	0	0	1	0	0
1000	401	0	358	31	1	4	4	0	3	0	0	0	0	0	0
1100	457	2	404	41	0	2	0	1	6	0	0	1	0	0	0
1200	391	2	344	36	1	1	1	1	3	0	1	1	0	0	0
1300	400	2	361	27	0	1	0	0	7	0	0	1	0	0	1
1400	400	4	346	31	1	3	4	0	10	0	1	0	0	0	0
1500	307	2	276	24	0	4	0	0	1	0	0	0	0	0	0
1600	273	0	240	25	2	1	2	0	3	0	0	0	0	0	0
1700	272	3	237	25	1	4	0	0	2	0	0	0	0	0	0
1800	193	0	169	19	1	3	1	0	0	0	0	0	0	0	0
1900	153	1	142	7	1	2	0	0	0	0	0	0	0	0	0
2000	111	0	100	11	0	0	0	0	0	0	0	0	0	0	0
2100	93	0	82	7	0	0	2	0	1	0	1	0	0	0	0
2200	60	0	56	3	0	0	1	0	0	0	0	0	0	0	0
2300	54	0	50	3	0	0	0	0	1	0	0	0	0	0	0
07-19	4030	17	3543	361	9	29	16	4	44	0	2	3	1	1	1
06-22	4508	18	3967	403	11	32	18	5	45	0	4	3	1	1	1
06-00	4622	18	4073	409	11	32	19	5	46	0	4	3	1	1	1
00-00	4720	18	4159	418	11	33	20	5	46	0	5	3	1	1	1

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		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	
19 March 2023															
0000	30	0	28	2	0	0	0	0	0	0	0	0	0	0	
0100	24	1	17	5	0	1	0	0	0	0	0	0	0	0	
0200	16	0	15	1	0	0	0	0	0	0	0	0	0	0	
0300	22	0	20	2	0	0	0	0	0	0	0	0	0	0	
0400	17	0	17	0	0	0	0	0	0	0	0	0	0	0	
0500	21	1	20	0	0	0	0	0	0	0	0	0	0	0	
0600	72	0	67	4	0	0	0	0	0	1	0	0	0	0	
0700	107	0	98	6	0	1	1	0	0	0	0	1	0	0	
0800	120	0	101	16	0	0	1	0	1	1	0	0	0	0	
0900	263	5	231	24	0	0	0	0	2	0	0	1	0	0	
1000	364	1	330	27	0	0	0	0	4	1	0	0	0	1	
1100	445	4	400	34	1	1	3	0	2	0	0	0	0	0	
1200	431	6	384	34	0	0	3	0	3	0	1	0	0	0	
1300	408	6	359	36	1	0	2	0	3	0	1	0	0	0	
1400	333	8	295	20	0	2	5	0	3	0	0	0	0	0	
1500	303	1	265	28	0	1	2	0	5	0	1	0	0	0	
1600	296	4	261	26	0	0	2	0	2	1	0	0	0	0	
1700	247	1	223	21	1	0	0	0	1	0	0	0	0	0	
1800	212	0	190	19	0	0	2	0	1	0	0	0	0	0	
1900	127	0	112	13	0	0	1	0	0	0	0	1	0	0	
2000	89	0	79	8	0	0	2	0	0	0	0	0	0	0	
2100	58	0	51	4	1	0	2	0	0	0	0	0	0	0	
2200	34	0	30	3	0	0	0	0	1	0	0	0	0	0	
2300	15	0	14	1	0	0	0	0	0	0	0	0	0	0	
07-19	3529	36	3137	291	3	5	21	0	27	3	3	2	0	1	
06-22	3875	36	3446	320	4	5	26	0	27	4	3	3	0	1	
06-00	3924	36	3490	324	4	5	26	0	28	4	3	3	0	1	
00-00	4054	38	3607	334	4	6	26	0	28	4	3	3	0	1	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
20 March 2023															
0000	11	1	6	4	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
0400	24	0	20	4	0	0	0	0	0	0	0	0	0	0	0
0500	70	0	59	10	0	0	0	0	1	0	0	0	0	0	0
0600	240	0	200	35	1	0	1	1	1	0	1	0	0	0	0
0700	600	3	480	108	0	1	4	0	3	0	1	0	0	0	0
0800	892	1	774	72	13	7	5	1	17	0	1	1	0	0	0
0900	465	0	391	56	4	6	2	0	3	1	1	1	0	0	0
1000	383	0	324	42	0	4	3	2	6	0	1	1	0	0	0
1100	375	1	311	52	4	3	0	0	2	0	2	0	0	0	0
1200	381	0	322	54	1	1	1	0	1	0	0	1	0	0	0
1300	345	0	284	46	2	1	5	0	3	1	0	3	0	0	0
1400	345	2	281	53	0	2	3	0	3	0	1	0	0	0	0
1500	527	0	453	45	8	6	2	0	10	0	1	1	0	0	1
1600	479	0	420	45	2	2	3	0	7	0	0	0	0	0	0
1700	408	1	364	31	2	3	2	0	5	0	0	0	0	0	0
1800	326	1	293	21	0	4	0	1	5	0	0	1	0	0	0
1900	226	1	203	19	1	2	0	0	0	0	0	0	0	0	0
2000	191	0	180	10	0	0	0	0	1	0	0	0	0	0	0
2100	145	0	131	11	0	0	2	0	0	0	0	1	0	0	0
2200	37	0	31	5	0	0	1	0	0	0	0	0	0	0	0
2300	13	0	12	1	0	0	0	0	0	0	0	0	0	0	0
07-19	5526	9	4697	625	36	40	30	4	65	2	8	9	0	1	1
06-22	6328	10	5411	700	38	42	33	5	67	2	9	10	0	1	1
06-00	6378	10	5454	706	38	42	34	5	67	2	9	10	0	1	1
00-00	6499	11	5552	727	38	42	34	5	68	2	9	10	0	1	1

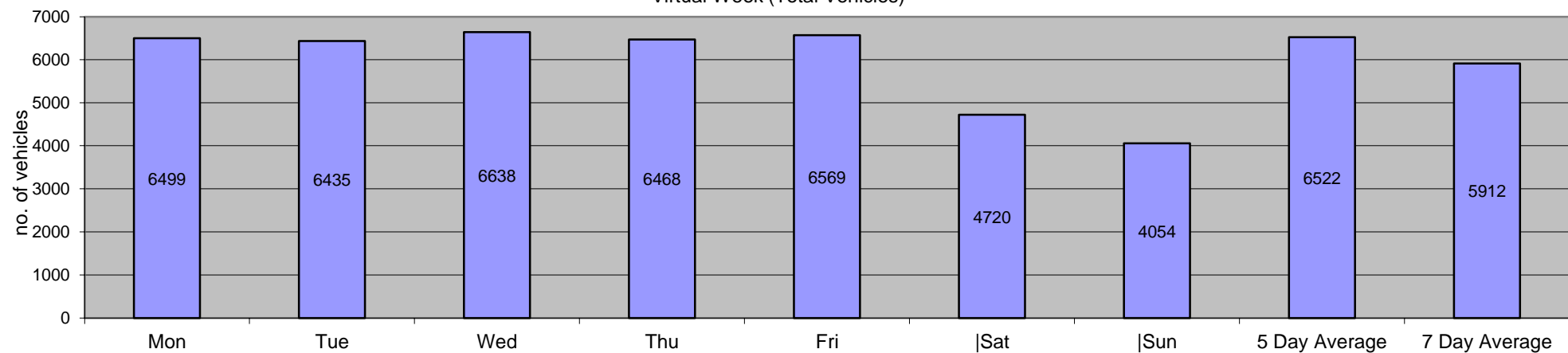
SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
21 March 2023															
0000	8	1	4	2	0	0	0	0	0	1	0	0	0	0	
0100	4	0	3	0	0	0	0	0	1	0	0	0	0	0	
0200	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	
0400	25	0	22	3	0	0	0	0	0	0	0	0	0	0	
0500	85	0	73	12	0	0	0	0	0	0	0	0	0	0	
0600	249	0	205	38	1	0	0	1	3	0	0	1	0	0	
0700	594	4	481	100	0	0	4	1	3	0	1	0	0	0	
0800	906	0	788	65	8	7	5	1	27	0	1	3	0	1	
0900	504	0	429	63	1	3	1	0	6	1	0	0	0	0	
1000	415	1	330	67	1	3	3	0	5	0	4	1	0	0	
1100	394	0	326	57	2	3	1	0	1	0	2	2	0	0	
1200	426	3	352	47	4	7	4	0	7	0	0	1	0	1	
1300	361	2	304	45	2	2	0	0	2	1	1	2	0	0	
1400	384	0	326	45	0	4	4	0	2	1	0	2	0	0	
1500	495	2	422	51	7	5	2	0	5	0	1	0	0	0	
1600	529	1	459	55	4	3	3	0	4	0	0	0	0	0	
1700	395	2	349	32	2	3	2	0	5	0	0	0	0	0	
1800	262	0	233	24	0	2	1	0	1	0	0	1	0	0	
1900	160	0	145	13	1	1	0	0	0	0	0	0	0	0	
2000	104	0	94	9	0	0	0	0	0	1	0	0	0	0	
2100	72	0	69	3	0	0	0	0	0	0	0	0	0	0	
2200	38	1	36	1	0	0	0	0	0	0	0	0	0	0	
2300	18	0	13	5	0	0	0	0	0	0	0	0	0	0	
07-19	5665	15	4799	651	31	42	30	2	68	3	10	12	0	2	
06-22	6250	15	5312	714	33	43	30	3	71	4	10	13	0	2	
06-00	6306	16	5361	720	33	43	30	3	71	4	10	13	0	2	
00-00	6435	17	5467	740	33	43	30	3	72	5	10	13	0	2	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			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	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
22 March 2023															
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0100	7	0	3	3	0	0	0	0	1	0	0	0	0	0	
0200	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
0300	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
0400	23	0	20	2	0	0	0	0	0	0	0	1	0	0	
0500	77	0	65	10	1	0	1	0	0	0	0	0	0	0	
0600	245	2	199	38	0	2	1	0	1	1	0	1	0	0	
0700	609	1	509	86	0	1	6	0	5	0	1	0	0	0	
0800	975	1	854	74	9	3	6	0	25	0	0	1	0	2	
0900	510	1	418	71	6	3	6	0	5	0	0	0	0	0	
1000	416	0	356	44	1	5	4	0	6	0	0	0	0	0	
1100	395	3	313	63	0	5	2	1	6	0	2	0	0	0	
1200	397	2	331	49	2	4	2	0	6	0	1	0	0	0	
1300	361	3	295	50	1	1	5	0	5	0	0	1	0	0	
1400	423	0	350	56	0	4	3	0	7	0	2	1	0	0	
1500	531	3	456	44	3	5	6	0	13	0	0	1	0	0	
1600	478	0	421	42	0	2	4	0	8	0	1	0	0	0	
1700	447	1	397	42	2	1	0	0	4	0	0	0	0	0	
1800	295	1	263	26	0	2	1	0	1	0	1	0	0	0	
1900	188	2	170	14	0	0	2	0	0	0	0	0	0	0	
2000	118	0	109	8	0	0	1	0	0	0	0	0	0	0	
2100	60	0	49	6	0	0	5	0	0	0	0	0	0	0	
2200	32	1	30	0	0	0	1	0	0	0	0	0	0	0	
2300	30	1	22	3	0	0	4	0	0	0	0	0	0	0	
07-19	5837	16	4963	647	24	36	45	1	91	0	8	4	0	2	
06-22	6448	20	5490	713	24	38	54	1	92	1	8	5	0	2	
06-00	6510	22	5542	716	24	38	59	1	92	1	8	5	0	2	
00-00	6638	22	5646	736	25	38	60	1	93	1	8	6	0	2	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
Average Day															
0000	13	0	10	2	0	0	0	0	0	0	0	0	0	0	0
0100	8	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	5	1	0	0	0	0	0	0	0	0	0	0	0
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
0400	23	0	20	3	0	0	0	0	0	0	0	0	0	0	0
0500	64	0	55	8	0	0	0	0	0	0	0	0	0	0	0
0600	202	0	168	29	1	1	0	0	1	1	0	1	0	0	0
0700	457	1	376	73	0	1	2	0	3	0	1	0	0	0	0
0800	717	1	622	57	8	6	4	1	17	0	1	1	0	0	0
0900	455	1	383	57	3	3	2	0	4	0	0	1	0	0	0
1000	401	0	340	46	0	4	3	0	5	0	1	0	0	0	0
1100	409	2	341	53	2	3	2	0	4	0	1	1	0	0	0
1200	407	2	345	46	2	3	2	0	5	0	1	1	0	0	0
1300	378	2	323	41	1	2	2	0	4	0	0	1	0	0	0
1400	386	3	327	43	0	3	4	0	5	0	1	1	0	0	0
1500	456	1	397	37	4	5	3	0	7	0	1	1	0	0	0
1600	419	1	366	40	3	2	3	0	4	0	0	0	0	0	0
1700	371	1	330	30	2	2	1	0	3	0	0	0	0	0	0
1800	277	0	247	23	0	2	1	0	2	0	0	0	0	0	0
1900	176	1	158	14	1	1	1	0	0	0	0	0	0	0	0
2000	121	0	111	9	0	0	0	0	0	0	0	0	0	0	0
2100	84	0	76	6	0	0	2	0	0	0	0	0	0	0	0
2200	46	0	43	3	0	0	0	0	0	0	0	0	0	0	0
2300	26	0	23	2	0	0	1	0	0	0	0	0	0	0	0
07-19	5133	16	4395	546	26	36	30	2	64	2	7	7	0	2	2
06-22	5715	17	4907	605	27	38	33	3	66	2	7	8	0	2	2
06-00	5788	17	4973	609	27	38	34	3	67	2	7	8	0	2	2
00-00	5912	18	5077	626	27	38	35	3	67	3	8	8	0	2	2

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			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	
Virtual Week															
Mon	6499	11	5552	727	38	42	34	5	68	2	9	10	0	1	
Tue	6435	17	5467	740	33	43	30	3	72	5	10	13	0	2	
Wed	6638	22	5646	736	25	38	60	1	93	1	8	6	0	2	
Thu	6468	9	5464	729	43	53	41	3	102	2	9	8	0	5	
Fri	6569	10	5645	698	37	51	32	2	62	5	9	16	0	2	
Sat	4720	18	4159	418	11	33	20	5	46	0	5	3	1	1	
Sun	4054	38	3607	334	4	6	26	0	28	4	3	3	0	1	
5 Day Average															
[--]	6522	14	5555	726	35	45	39	3	79	3	9	11	0	2	
7 Day Average															
[--]	5912	18	5077	626	27	38	35	3	67	3	8	8	0	2	
Total Vehicles															
[--]	41383	125	35540	4382	191	266	243	19	471	19	53	59	1	14	

Virtual Week (Total Vehicles)



SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
16 March 2023															
0000	14	0	14	0	0	0	0	0	0	0	0	0	0	0	
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	
0400	7	1	4	1	0	0	0	0	1	0	0	0	0	0	
0500	25	0	21	2	0	1	1	0	0	0	0	0	0	0	
0600	72	0	57	9	0	1	2	0	1	1	1	0	0	0	
0700	260	0	216	26	3	6	6	0	2	0	1	0	0	0	
0800	592	1	535	33	3	12	3	0	1	0	0	3	0	1	
0900	360	1	313	32	3	0	7	0	2	0	0	1	0	1	
1000	322	0	276	28	1	6	5	0	3	0	0	3	0	0	
1100	313	0	270	37	0	2	2	0	0	0	1	0	0	1	
1200	406	1	360	31	1	3	8	0	2	0	0	0	0	0	
1300	409	0	352	39	1	4	11	0	1	0	0	1	0	0	
1400	433	0	387	31	0	1	9	0	1	0	2	1	0	1	
1500	667	1	598	47	5	7	4	0	1	0	1	2	0	1	
1600	747	3	686	44	1	3	7	0	3	0	0	0	0	0	
1700	660	1	614	37	1	3	3	0	0	0	0	1	0	0	
1800	373	2	339	25	0	2	5	0	0	0	0	0	0	0	
1900	223	1	206	14	0	0	2	0	0	0	0	0	0	0	
2000	172	1	163	6	0	0	2	0	0	0	0	0	0	0	
2100	133	1	123	6	0	1	1	0	0	0	0	1	0	0	
2200	68	0	59	7	0	0	2	0	0	0	0	0	0	0	
2300	32	0	29	3	0	0	0	0	0	0	0	0	0	0	
07-19	5542	10	4946	410	19	49	70	0	16	0	5	12	0	5	
06-22	6142	13	5495	445	19	51	77	0	17	1	6	13	0	5	
06-00	6242	13	5583	455	19	51	79	0	17	1	6	13	0	5	
00-00	6304	14	5636	460	19	52	80	0	18	1	6	13	0	5	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to 22 March 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE	SIX OR	FIVE OR	SIX	SEVEN OR	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID		AXLE RIGID	MORE AXLE RIGID		LESS AXLE ARTIC	MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE ARTIC
17 March 2023															
0000	13	0	12	0	0	0	1	0	0	0	0	0	0	0	
0100	8	0	7	1	0	0	0	0	0	0	0	0	0	0	
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
0300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	
0400	10	0	8	0	1	0	0	0	1	0	0	0	0	0	
0500	26	0	23	2	0	0	1	0	0	0	0	0	0	0	
0600	78	1	59	10	0	3	3	0	2	0	0	0	0	0	
0700	228	0	189	23	1	7	5	1	1	0	1	0	0	0	
0800	593	1	532	34	6	13	4	0	2	0	1	0	0	0	
0900	347	1	302	33	1	3	5	0	1	0	0	1	0	0	
1000	313	2	268	36	0	3	0	0	3	0	0	1	0	0	
1100	354	2	317	24	0	3	3	1	3	0	0	1	0	0	
1200	457	2	404	39	0	3	4	1	3	1	0	0	0	0	
1300	462	0	413	37	2	3	4	0	2	0	0	1	0	0	
1400	506	3	442	49	1	5	2	0	1	1	1	0	0	1	
1500	633	0	555	61	3	6	3	0	4	0	1	0	0	0	
1600	694	2	635	44	1	4	6	1	0	0	0	0	0	1	
1700	569	2	522	33	0	0	11	0	1	0	0	0	0	0	
1800	389	0	367	17	1	1	3	0	0	0	0	0	0	0	
1900	270	0	256	11	0	0	2	0	1	0	0	0	0	0	
2000	157	0	152	4	0	0	1	0	0	0	0	0	0	0	
2100	128	0	119	7	0	0	1	0	1	0	0	0	0	0	
2200	89	0	87	2	0	0	0	0	0	0	0	0	0	0	
2300	71	0	68	3	0	0	0	0	0	0	0	0	0	0	
07-19	5545	15	4946	430	16	51	50	4	21	2	4	4	0	2	
06-22	6178	16	5532	462	16	54	57	4	25	2	4	4	0	2	
06-00	6338	16	5687	467	16	54	57	4	25	2	4	4	0	2	
00-00	6412	16	5753	471	17	54	59	4	26	2	4	4	0	2	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
18 March 2023															
0000	15	0	12	2	0	0	1	0	0	0	0	0	0	0	0
0100	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0
0200	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0
0300	8	1	4	1	0	1	0	0	0	0	0	1	0	0	0
0400	10	0	9	0	0	0	0	0	1	0	0	0	0	0	0
0500	11	0	10	0	0	1	0	0	0	0	0	0	0	0	0
0600	40	0	31	6	1	1	0	0	1	0	0	0	0	0	0
0700	93	1	69	17	0	4	2	0	0	0	0	0	0	0	0
0800	141	1	124	8	1	4	2	0	0	0	1	0	0	0	0
0900	257	0	244	10	1	2	0	0	0	0	0	0	0	0	0
1000	337	0	298	29	1	3	5	1	0	0	0	0	0	0	0
1100	393	2	365	19	0	1	3	0	2	0	1	0	0	0	0
1200	495	1	465	19	1	2	5	0	1	0	0	1	0	0	0
1300	423	4	393	22	1	1	1	0	0	0	1	0	0	0	0
1400	365	1	347	11	1	2	2	0	1	0	0	0	0	0	0
1500	337	1	320	15	0	1	0	0	0	0	0	0	0	0	0
1600	359	0	336	17	0	2	3	0	1	0	0	0	0	0	0
1700	337	0	320	13	0	3	0	0	0	0	1	0	0	0	0
1800	236	1	217	11	1	2	4	0	0	0	0	0	0	0	0
1900	164	1	156	5	0	0	1	0	0	0	0	1	0	0	0
2000	148	0	140	7	0	0	1	0	0	0	0	0	0	0	0
2100	115	0	112	0	0	0	3	0	0	0	0	0	0	0	0
2200	84	1	77	4	0	0	2	0	0	0	0	0	0	0	0
2300	70	0	66	3	0	0	0	0	1	0	0	0	0	0	0
07-19	3773	12	3498	191	7	27	27	1	5	0	4	1	0	0	0
06-22	4240	13	3937	209	8	28	32	1	6	0	4	2	0	0	0
06-00	4394	14	4080	216	8	28	34	1	7	0	4	2	0	0	0
00-00	4469	15	4146	219	8	30	35	1	8	0	4	3	0	0	0

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		AXLE MORE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
19 March 2023															
0000	44	0	44	0	0	0	0	0	0	0	0	0	0	0	0
0100	31	0	27	3	0	0	1	0	0	0	0	0	0	0	0
0200	26	0	23	2	0	0	1	0	0	0	0	0	0	0	0
0300	26	2	23	0	0	0	0	0	0	1	0	0	0	0	0
0400	25	1	20	1	0	0	2	1	0	0	0	0	0	0	0
0500	15	0	14	1	0	0	0	0	0	0	0	0	0	0	0
0600	25	0	22	2	0	0	1	0	0	0	0	0	0	0	0
0700	61	1	50	9	0	0	1	0	0	0	0	0	0	0	0
0800	115	4	104	6	0	0	0	0	1	0	0	0	0	0	0
0900	151	1	134	16	0	0	0	0	0	0	0	0	0	0	0
1000	295	2	272	15	0	2	2	0	1	0	0	1	0	0	0
1100	364	5	338	13	0	0	5	0	2	0	1	0	0	0	0
1200	400	8	363	24	0	0	4	0	0	0	1	0	0	0	0
1300	376	2	351	18	0	1	2	0	0	0	0	1	0	1	1
1400	386	6	363	13	0	0	2	0	2	0	0	0	0	0	0
1500	391	4	373	12	0	1	1	0	0	0	0	0	0	0	0
1600	347	4	330	9	1	0	0	0	3	0	0	0	0	0	0
1700	264	4	250	5	0	1	2	0	1	0	1	0	0	0	0
1800	224	2	210	8	0	1	3	0	0	0	0	0	0	0	0
1900	188	1	181	3	0	0	2	0	0	0	0	1	0	0	0
2000	136	0	129	6	0	0	1	0	0	0	0	0	0	0	0
2100	62	0	60	2	0	0	0	0	0	0	0	0	0	0	0
2200	43	0	40	3	0	0	0	0	0	0	0	0	0	0	0
2300	23	0	23	0	0	0	0	0	0	0	0	0	0	0	0
07-19	3374	43	3138	148	1	6	22	0	10	0	3	2	0	1	1
06-22	3785	44	3530	161	1	6	26	0	10	0	3	3	0	1	1
06-00	3851	44	3593	164	1	6	26	0	10	0	3	3	0	1	1
00-00	4018	47	3744	171	1	6	30	1	10	1	3	3	0	1	1

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			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	
20 March 2023															
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	
0100	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
0200	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
0300	7	2	4	0	0	0	0	0	1	0	0	0	0	0	
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0	
0500	26	0	21	2	0	0	2	0	0	0	1	0	0	0	
0600	65	0	53	6	1	1	1	1	1	0	1	0	0	0	
0700	238	0	195	29	2	6	2	1	0	1	2	0	0	0	
0800	614	1	560	32	4	7	7	0	2	0	1	0	0	0	
0900	330	0	279	35	1	3	5	1	4	1	0	1	0	0	
1000	315	0	260	36	2	7	5	0	2	1	1	1	0	0	
1100	348	3	304	33	0	0	2	0	3	0	1	1	0	1	
1200	358	0	324	21	1	1	4	2	2	0	1	2	0	0	
1300	389	0	338	41	0	2	4	1	2	1	0	0	0	0	
1400	399	2	356	28	0	4	5	0	3	0	0	1	0	0	
1500	611	1	555	34	3	5	8	1	3	0	1	0	0	0	
1600	875	3	813	42	1	3	9	1	2	0	1	0	0	0	
1700	753	0	683	50	0	3	12	1	3	0	1	0	0	0	
1800	335	0	308	11	0	0	14	0	1	0	0	0	0	1	
1900	218	0	206	8	0	0	2	0	1	0	0	1	0	0	
2000	169	0	161	7	0	0	1	0	0	0	0	0	0	0	
2100	96	0	89	5	0	0	2	0	0	0	0	0	0	0	
2200	48	0	45	1	0	0	2	0	0	0	0	0	0	0	
2300	30	0	28	1	0	0	0	0	1	0	0	0	0	0	
07-19	5565	10	4975	392	14	41	77	8	27	4	9	6	0	2	
06-22	6113	10	5484	418	15	42	83	9	29	4	10	7	0	2	
06-00	6191	10	5557	420	15	42	85	9	30	4	10	7	0	2	
00-00	6251	13	5605	425	15	42	87	9	31	4	11	7	0	2	

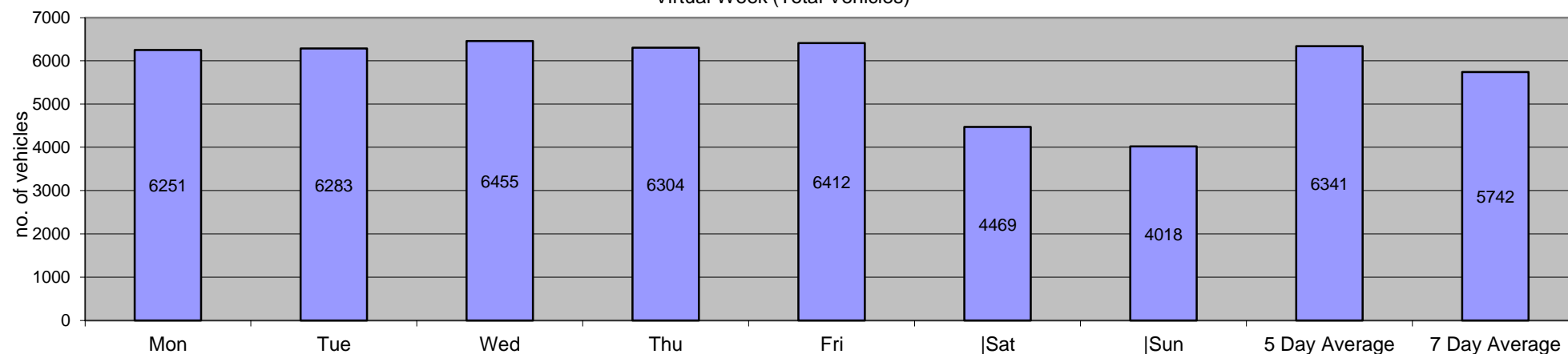
SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
21 March 2023															
0000	14	1	11	0	0	0	2	0	0	0	0	0	0	0	0
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	0	0	0	0	0	1	0	0	0	0	0	0
0500	24	0	21	2	0	1	0	0	0	0	0	0	0	0	0
0600	87	0	70	9	1	1	3	0	1	1	1	0	0	0	0
0700	249	0	214	26	2	5	1	0	0	0	0	1	0	0	0
0800	587	3	525	40	3	8	6	0	2	0	0	0	0	0	0
0900	358	0	317	29	1	2	3	0	2	0	2	0	0	0	2
1000	288	1	235	35	0	5	6	1	4	0	1	0	0	0	0
1100	305	2	256	37	0	1	3	0	4	0	0	2	0	0	0
1200	411	7	360	30	0	5	6	0	3	0	0	0	0	0	0
1300	409	1	354	45	0	3	4	0	2	0	0	0	0	0	0
1400	468	1	410	38	1	5	7	0	5	0	0	1	0	0	0
1500	666	2	580	57	4	13	3	0	3	0	0	3	0	1	0
1600	733	6	668	46	3	3	4	0	3	0	0	0	0	0	0
1700	720	1	666	44	0	2	5	0	1	0	1	0	0	0	0
1800	372	0	341	27	1	0	3	0	0	0	0	0	0	0	0
1900	229	0	216	10	0	0	2	0	1	0	0	0	0	0	0
2000	166	0	157	8	0	0	1	0	0	0	0	0	0	0	0
2100	106	0	104	2	0	0	0	0	0	0	0	0	0	0	0
2200	50	0	49	1	0	0	0	0	0	0	0	0	0	0	0
2300	19	0	18	1	0	0	0	0	0	0	0	0	0	0	0
07-19	5566	24	4926	454	15	52	51	1	29	0	4	7	0	3	0
06-22	6154	24	5473	483	16	53	57	1	31	1	5	7	0	3	0
06-00	6223	24	5540	485	16	53	57	1	31	1	5	7	0	3	0
00-00	6283	25	5591	489	16	54	59	1	32	1	5	7	0	3	0

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		AXLE MORE ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MULTI-TRAILER ARTIC	AXLE MORE ARTIC	
22 March 2023															
0000	13	0	10	2	0	0	1	0	0	0	0	0	0	0	0
0100	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	5	2	0	0	0	0	0	0	0	0	0	0	0
0300	7	2	3	2	0	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	0	0	0	1	0	1	0	0	0	0	0	0
0500	22	0	20	2	0	0	0	0	0	0	0	0	0	0	0
0600	82	0	66	9	1	2	2	0	2	0	0	0	0	0	0
0700	278	0	241	27	2	3	3	0	1	0	1	0	0	0	0
0800	597	5	532	38	2	14	2	0	3	1	0	0	0	0	0
0900	352	0	309	29	1	3	7	0	2	0	0	1	0	0	0
1000	337	1	289	34	0	5	3	0	4	0	0	0	0	0	1
1100	396	2	337	42	0	5	3	0	5	0	0	2	0	0	0
1200	454	3	412	31	2	2	2	0	1	0	0	1	0	0	0
1300	433	1	381	39	1	2	3	0	4	0	0	1	0	0	1
1400	439	1	386	36	1	3	8	1	1	1	0	1	0	0	0
1500	638	3	572	36	3	14	2	0	5	0	2	0	0	0	1
1600	760	3	693	55	1	6	1	0	1	0	0	0	0	0	0
1700	673	2	616	31	0	0	23	0	1	0	0	0	0	0	0
1800	372	2	340	22	0	2	2	0	3	0	1	0	0	0	0
1900	229	0	205	11	0	0	11	0	1	0	0	0	0	0	1
2000	143	0	127	5	0	0	9	1	1	0	0	0	0	0	0
2100	103	0	102	1	0	0	0	0	0	0	0	0	0	0	0
2200	74	0	70	4	0	0	0	0	0	0	0	0	0	0	0
2300	31	0	29	1	0	0	1	0	0	0	0	0	0	0	0
07-19	5729	23	5108	420	13	59	59	1	31	2	4	6	0	3	3
06-22	6286	23	5608	446	14	61	81	2	35	2	4	6	0	4	4
06-00	6391	23	5707	451	14	61	82	2	35	2	4	6	0	4	4
00-00	6455	25	5756	461	14	61	84	2	36	2	4	6	0	4	4

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR			TWO		FOUR OR		FOUR OR		FIVE OR		SEVEN OR	
			CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	MORE AXLE RIGID	LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC		
Average Day															
0000	17	0	16	1	0	0	1	0	0	0	0	0	0	0	
0100	13	0	11	1	0	0	0	0	0	0	0	0	0	0	
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0	
0300	9	1	7	1	0	0	0	0	0	0	0	0	0	0	
0400	11	0	9	0	0	0	0	0	1	0	0	0	0	0	
0500	21	0	19	2	0	0	1	0	0	0	0	0	0	0	
0600	64	0	51	7	1	1	2	0	1	0	0	0	0	0	
0700	201	0	168	22	1	4	3	0	1	0	1	0	0	0	
0800	463	2	416	27	3	8	3	0	2	0	0	0	0	0	
0900	308	0	271	26	1	2	4	0	2	0	0	1	0	0	
1000	315	1	271	30	1	4	4	0	2	0	0	1	0	0	
1100	353	2	312	29	0	2	3	0	3	0	1	1	0	0	
1200	426	3	384	28	1	2	5	0	2	0	0	1	0	0	
1300	414	1	369	34	1	2	4	0	2	0	0	1	0	0	
1400	428	2	384	29	1	3	5	0	2	0	0	1	0	0	
1500	563	2	508	37	3	7	3	0	2	0	1	1	0	0	
1600	645	3	594	37	1	3	4	0	2	0	0	0	0	0	
1700	568	1	524	30	0	2	8	0	1	0	1	0	0	0	
1800	329	1	303	17	0	1	5	0	1	0	0	0	0	0	
1900	217	0	204	9	0	0	3	0	1	0	0	0	0	0	
2000	156	0	147	6	0	0	2	0	0	0	0	0	0	0	
2100	106	0	101	3	0	0	1	0	0	0	0	0	0	0	
2200	65	0	61	3	0	0	1	0	0	0	0	0	0	0	
2300	39	0	37	2	0	0	0	0	0	0	0	0	0	0	
07-19	5013	20	4505	349	12	41	51	2	20	1	5	5	0	2	
06-22	5557	20	5008	375	13	42	59	2	22	1	5	6	0	2	
06-00	5661	21	5107	380	13	42	60	2	22	1	5	6	0	2	
00-00	5742	22	5176	385	13	43	62	3	23	2	5	6	0	2	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			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	
Virtual Week															
Mon	6251	13	5605	425	15	42	87	9	31	4	11	7	0	2	
Tue	6283	25	5591	489	16	54	59	1	32	1	5	7	0	3	
Wed	6455	25	5756	461	14	61	84	2	36	2	4	6	0	4	
Thu	6304	14	5636	460	19	52	80	0	18	1	6	13	0	5	
Fri	6412	16	5753	471	17	54	59	4	26	2	4	4	0	2	
Sat	4469	15	4146	219	8	30	35	1	8	0	4	3	0	0	
Sun	4018	47	3744	171	1	6	30	1	10	1	3	3	0	1	
5 Day Average															
[--]	6341	19	5668	461	16	53	74	3	29	2	6	7	0	3	
7 Day Average															
[--]	5742	22	5176	385	13	43	62	3	23	2	5	6	0	2	
Total Vehicles															
[--]	40192	155	36231	2696	90	299	434	18	161	11	37	43	0	17	

Virtual Week (Total Vehicles)



SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
16 March 2023															
0000	18	0	17	1	0	0	0	0	0	0	0	0	0	0	0
0100	9	0	8	1	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
0300	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0
0400	31	2	24	4	0	0	0	0	1	0	0	0	0	0	0
0500	104	0	90	11	0	1	1	0	0	1	0	0	0	0	0
0600	316	0	256	47	1	2	3	0	3	2	1	1	0	0	0
0700	838	0	691	118	3	6	7	1	9	0	3	0	0	0	0
0800	1542	1	1358	106	13	22	7	1	28	0	1	4	0	1	1
0900	875	2	741	96	10	1	12	0	10	0	1	1	0	1	1
1000	726	0	605	84	1	14	9	0	8	0	1	3	0	1	1
1100	708	2	571	103	1	8	9	0	8	0	1	2	0	3	3
1200	801	2	680	82	4	7	11	1	11	0	1	2	0	0	0
1300	777	1	660	83	4	7	15	0	6	0	0	1	0	0	0
1400	824	2	703	86	1	6	13	0	6	0	4	1	0	2	2
1500	1160	1	1026	83	11	14	7	0	12	0	2	3	0	1	1
1600	1155	3	1045	82	6	5	8	0	5	0	0	0	0	1	1
1700	1075	1	983	70	5	6	4	0	4	0	0	2	0	0	0
1800	718	2	647	52	1	4	6	0	6	0	0	0	0	0	0
1900	396	2	353	34	1	1	4	0	1	0	0	0	0	0	0
2000	314	1	291	19	0	0	2	0	1	0	0	0	0	0	0
2100	202	1	187	10	0	1	1	0	1	0	0	1	0	0	0
2200	114	0	103	9	0	0	2	0	0	0	0	0	0	0	0
2300	51	0	46	5	0	0	0	0	0	0	0	0	0	0	0
07-19	11199	17	9710	1045	60	100	108	3	113	0	14	19	0	10	10
06-22	12427	21	10797	1155	62	104	118	3	119	2	15	21	0	10	10
06-00	12592	21	10946	1169	62	104	120	3	119	2	15	21	0	10	10
00-00	12772	23	11100	1189	62	105	121	3	120	3	15	21	0	10	10

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR LESS	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
17 March 2023															
0000	23	0	19	2	0	0	1	0	0	1	0	0	0	0	
0100	14	0	11	2	0	0	1	0	0	0	0	0	0	0	
0200	12	0	10	2	0	0	0	0	0	0	0	0	0	0	
0300	20	0	19	1	0	0	0	0	0	0	0	0	0	0	
0400	41	0	34	4	1	0	0	0	2	0	0	0	0	0	
0500	108	1	89	15	1	0	1	0	0	0	0	1	0	0	
0600	323	1	265	45	0	3	3	0	3	1	1	1	0	0	
0700	773	1	628	119	2	9	6	1	5	0	2	0	0	0	
0800	1418	3	1244	101	18	21	9	0	16	0	3	3	0	0	
0900	858	1	724	107	3	7	6	0	4	1	0	4	0	1	
1000	735	2	620	89	0	9	2	0	10	0	2	1	0	0	
1100	755	2	649	81	3	4	6	2	6	0	0	2	0	0	
1200	884	3	766	92	1	6	5	2	7	1	0	1	0	0	
1300	862	2	763	74	3	7	4	0	6	0	0	3	0	0	
1400	935	5	814	91	1	9	4	0	5	3	1	1	0	1	
1500	1169	0	1034	92	10	14	7	0	9	0	1	2	0	0	
1600	1165	3	1035	96	6	8	10	1	4	0	1	0	0	1	
1700	984	2	895	61	2	2	16	0	4	0	0	1	0	1	
1800	693	0	638	40	2	5	5	0	3	0	0	0	0	0	
1900	473	0	442	24	1	1	2	0	3	0	0	0	0	0	
2000	247	0	236	10	0	0	1	0	0	0	0	0	0	0	
2100	218	0	203	12	0	0	2	0	1	0	0	0	0	0	
2200	166	0	160	6	0	0	0	0	0	0	0	0	0	0	
2300	105	0	100	3	0	0	0	0	0	0	2	0	0	0	
07-19	11231	24	9810	1043	51	101	80	6	79	5	10	18	0	4	
06-22	12492	25	10956	1134	52	105	88	6	86	6	11	19	0	4	
06-00	12763	25	11216	1143	52	105	88	6	86	6	13	19	0	4	
00-00	12981	26	11398	1169	54	105	91	6	88	7	13	20	0	4	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
18 March 2023															
0000	34	0	29	4	0	0	1	0	0	0	0	0	0	0	
0100	28	0	28	0	0	0	0	0	0	0	0	0	0	0	
0200	21	0	19	1	0	0	1	0	0	0	0	0	0	0	
0300	17	1	10	3	0	2	0	0	0	0	0	1	0	0	
0400	29	0	26	2	0	0	0	0	1	0	0	0	0	0	
0500	44	0	40	2	0	1	0	0	0	0	1	0	0	0	
0600	161	0	131	23	2	2	0	1	1	0	1	0	0	0	
0700	262	1	218	37	0	4	2	0	0	0	0	0	0	0	
0800	490	2	423	42	2	9	5	1	5	0	1	0	0	0	
0900	675	1	604	58	2	3	1	1	4	0	0	0	1	0	
1000	738	0	656	60	2	7	9	1	3	0	0	0	0	0	
1100	850	4	769	60	0	3	3	1	8	0	1	1	0	0	
1200	886	3	809	55	2	3	6	1	4	0	1	2	0	0	
1300	823	6	754	49	1	2	1	0	7	0	1	1	0	1	
1400	765	5	693	42	2	5	6	0	11	0	1	0	0	0	
1500	644	3	596	39	0	5	0	0	1	0	0	0	0	0	
1600	632	0	576	42	2	3	5	0	4	0	0	0	0	0	
1700	609	3	557	38	1	7	0	0	2	0	1	0	0	0	
1800	429	1	386	30	2	5	5	0	0	0	0	0	0	0	
1900	317	2	298	12	1	2	1	0	0	0	0	1	0	0	
2000	259	0	240	18	0	0	1	0	0	0	0	0	0	0	
2100	208	0	194	7	0	0	5	0	1	0	1	0	0	0	
2200	144	1	133	7	0	0	3	0	0	0	0	0	0	0	
2300	124	0	116	6	0	0	0	0	2	0	0	0	0	0	
07-19	7803	29	7041	552	16	56	43	5	49	0	6	4	1	1	
06-22	8748	31	7904	612	19	60	50	6	51	0	8	5	1	1	
06-00	9016	32	8153	625	19	60	53	6	53	0	8	5	1	1	
00-00	9189	33	8305	637	19	63	55	6	54	0	9	6	1	1	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT	BUSES	TWO	THREE	FOUR OR	FOUR OR	FIVE	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV	GOODS VEHICLES		AXLE, SIX TYRE, RIGID						AXLE RIGID			MORE AXLE RIGID
19 March 2023															
0000	74	0	72	2	0	0	0	0	0	0	0	0	0	0	
0100	55	1	44	8	0	1	1	0	0	0	0	0	0	0	
0200	42	0	38	3	0	0	1	0	0	0	0	0	0	0	
0300	48	2	43	2	0	0	0	0	0	1	0	0	0	0	
0400	42	1	37	1	0	0	2	1	0	0	0	0	0	0	
0500	36	1	34	1	0	0	0	0	0	0	0	0	0	0	
0600	97	0	89	6	0	0	1	0	0	1	0	0	0	0	
0700	168	1	148	15	0	1	2	0	0	0	0	1	0	0	
0800	235	4	205	22	0	0	1	0	2	1	0	0	0	0	
0900	414	6	365	40	0	0	0	0	2	0	0	1	0	0	
1000	659	3	602	42	0	2	2	0	5	1	0	1	0	1	
1100	809	9	738	47	1	1	8	0	4	0	1	0	0	0	
1200	831	14	747	58	0	0	7	0	3	0	2	0	0	0	
1300	784	8	710	54	1	1	4	0	3	0	1	1	0	1	
1400	719	14	658	33	0	2	7	0	5	0	0	0	0	0	
1500	694	5	638	40	0	2	3	0	5	0	1	0	0	0	
1600	643	8	591	35	1	0	2	0	5	1	0	0	0	0	
1700	511	5	473	26	1	1	2	0	2	0	1	0	0	0	
1800	436	2	400	27	0	1	5	0	1	0	0	0	0	0	
1900	315	1	293	16	0	0	3	0	0	0	0	2	0	0	
2000	225	0	208	14	0	0	3	0	0	0	0	0	0	0	
2100	120	0	111	6	1	0	2	0	0	0	0	0	0	0	
2200	77	0	70	6	0	0	0	0	1	0	0	0	0	0	
2300	38	0	37	1	0	0	0	0	0	0	0	0	0	0	
07-19	6903	79	6275	439	4	11	43	0	37	3	6	4	0	2	
06-22	7660	80	6976	481	5	11	52	0	37	4	6	6	0	2	
06-00	7775	80	7083	488	5	11	52	0	38	4	6	6	0	2	
00-00	8072	85	7351	505	5	12	56	1	38	5	6	6	0	2	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
20 March 2023															
0000	17	1	12	4	0	0	0	0	0	0	0	0	0	0	0
0100	18	0	15	3	0	0	0	0	0	0	0	0	0	0	0
0200	9	1	7	1	0	0	0	0	0	0	0	0	0	0	0
0300	10	2	6	1	0	0	0	0	1	0	0	0	0	0	0
0400	31	0	26	5	0	0	0	0	0	0	0	0	0	0	0
0500	96	0	80	12	0	0	2	0	1	0	1	0	0	0	0
0600	305	0	253	41	2	1	2	2	2	0	2	0	0	0	0
0700	838	3	675	137	2	7	6	1	3	1	3	0	0	0	0
0800	1506	2	1334	104	17	14	12	1	19	0	2	1	0	0	0
0900	795	0	670	91	5	9	7	1	7	2	1	2	0	0	0
1000	698	0	584	78	2	11	8	2	8	1	2	2	0	0	0
1100	723	4	615	85	4	3	2	0	5	0	3	1	0	0	1
1200	739	0	646	75	2	2	5	2	3	0	1	3	0	0	0
1300	734	0	622	87	2	3	9	1	5	2	0	3	0	0	0
1400	744	4	637	81	0	6	8	0	6	0	1	1	0	0	0
1500	1138	1	1008	79	11	11	10	1	13	0	2	1	0	0	1
1600	1354	3	1233	87	3	5	12	1	9	0	1	0	0	0	0
1700	1161	1	1047	81	2	6	14	1	8	0	1	0	0	0	0
1800	661	1	601	32	0	4	14	1	6	0	0	1	0	0	1
1900	444	1	409	27	1	2	2	0	1	0	0	1	0	0	0
2000	360	0	341	17	0	0	1	0	1	0	0	0	0	0	0
2100	241	0	220	16	0	0	4	0	0	0	0	1	0	0	0
2200	85	0	76	6	0	0	3	0	0	0	0	0	0	0	0
2300	43	0	40	2	0	0	0	0	1	0	0	0	0	0	0
07-19	11091	19	9672	1017	50	81	107	12	92	6	17	15	0	0	3
06-22	12441	20	10895	1118	53	84	116	14	96	6	19	17	0	0	3
06-00	12569	20	11011	1126	53	84	119	14	97	6	19	17	0	0	3
00-00	12750	24	11157	1152	53	84	121	14	99	6	20	17	0	0	3

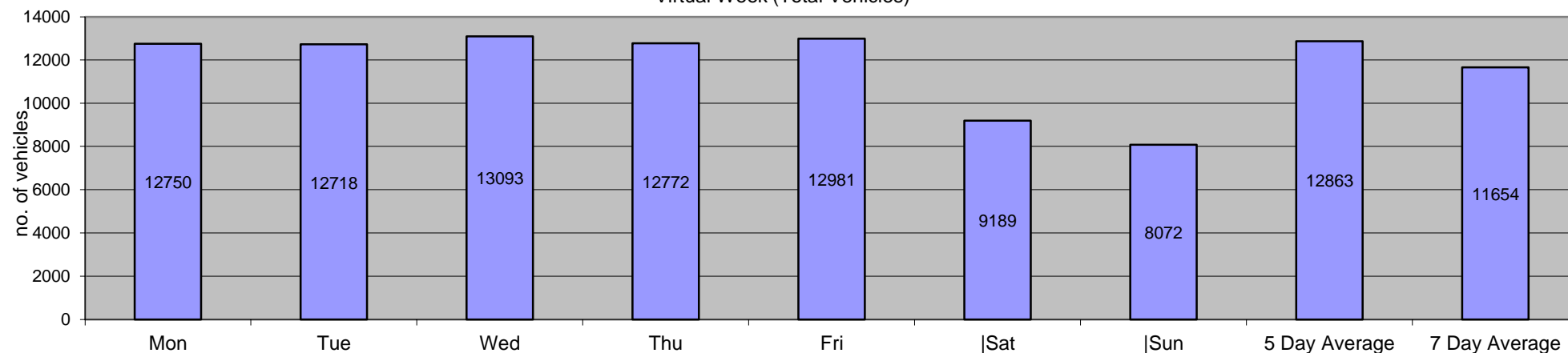
SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
21 March 2023															
0000	22	2	15	2	0	0	2	0	0	1	0	0	0	0	
0100	11	0	10	0	0	0	0	0	1	0	0	0	0	0	
0200	9	0	7	2	0	0	0	0	0	0	0	0	0	0	
0300	6	0	3	3	0	0	0	0	0	0	0	0	0	0	
0400	32	0	28	3	0	0	0	0	1	0	0	0	0	0	
0500	109	0	94	14	0	1	0	0	0	0	0	0	0	0	
0600	336	0	275	47	2	1	3	1	4	1	1	1	0	0	
0700	843	4	695	126	2	5	5	1	3	0	1	1	0	0	
0800	1493	3	1313	105	11	15	11	1	29	0	1	3	0	1	
0900	862	0	746	92	2	5	4	0	8	1	2	0	0	2	
1000	703	2	565	102	1	8	9	1	9	0	5	1	0	0	
1100	699	2	582	94	2	4	4	0	5	0	2	4	0	0	
1200	837	10	712	77	4	12	10	0	10	0	0	1	0	1	
1300	770	3	658	90	2	5	4	0	4	1	1	2	0	0	
1400	852	1	736	83	1	9	11	0	7	1	0	3	0	0	
1500	1161	4	1002	108	11	18	5	0	8	0	1	3	0	1	
1600	1262	7	1127	101	7	6	7	0	7	0	0	0	0	0	
1700	1115	3	1015	76	2	5	7	0	6	0	1	0	0	0	
1800	634	0	574	51	1	2	4	0	1	0	0	1	0	0	
1900	389	0	361	23	1	1	2	0	1	0	0	0	0	0	
2000	270	0	251	17	0	0	1	0	0	1	0	0	0	0	
2100	178	0	173	5	0	0	0	0	0	0	0	0	0	0	
2200	88	1	85	2	0	0	0	0	0	0	0	0	0	0	
2300	37	0	31	6	0	0	0	0	0	0	0	0	0	0	
07-19	11231	39	9725	1105	46	94	81	3	97	3	14	19	0	5	
06-22	12404	39	10785	1197	49	96	87	4	102	5	15	20	0	5	
06-00	12529	40	10901	1205	49	96	87	4	102	5	15	20	0	5	
00-00	12718	42	11058	1229	49	97	89	4	104	6	15	20	0	5	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023		to	22 March 2023			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
22 March 2023															
0000	19	0	16	2	0	0	1	0	0	0	0	0	0	0	
0100	12	0	6	5	0	0	0	0	1	0	0	0	0	0	
0200	10	0	5	5	0	0	0	0	0	0	0	0	0	0	
0300	19	2	13	4	0	0	0	0	0	0	0	0	0	0	
0400	33	0	28	2	0	0	1	0	1	0	0	1	0	0	
0500	99	0	85	12	1	0	1	0	0	0	0	0	0	0	
0600	327	2	265	47	1	4	3	0	3	1	0	1	0	0	
0700	887	1	750	113	2	4	9	0	6	0	2	0	0	0	
0800	1572	6	1386	112	11	17	8	0	28	1	0	1	0	2	
0900	862	1	727	100	7	6	13	0	7	0	0	1	0	0	
1000	753	1	645	78	1	10	7	0	10	0	0	0	0	1	
1100	791	5	650	105	0	10	5	1	11	0	2	2	0	0	
1200	851	5	743	80	4	6	4	0	7	0	1	1	0	0	
1300	794	4	676	89	2	3	8	0	9	0	0	2	0	1	
1400	862	1	736	92	1	7	11	1	8	1	2	2	0	0	
1500	1169	6	1028	80	6	19	8	0	18	0	2	1	0	1	
1600	1238	3	1114	97	1	8	5	0	9	0	1	0	0	0	
1700	1120	3	1013	73	2	1	23	0	5	0	0	0	0	0	
1800	667	3	603	48	0	4	3	0	4	0	2	0	0	0	
1900	417	2	375	25	0	0	13	0	1	0	0	0	0	1	
2000	261	0	236	13	0	0	10	1	1	0	0	0	0	0	
2100	163	0	151	7	0	0	5	0	0	0	0	0	0	0	
2200	106	1	100	4	0	0	1	0	0	0	0	0	0	0	
2300	61	1	51	4	0	0	5	0	0	0	0	0	0	0	
07-19	11566	39	10071	1067	37	95	104	2	122	2	12	10	0	5	
06-22	12734	43	11098	1159	38	99	135	3	127	3	12	11	0	6	
06-00	12901	45	11249	1167	38	99	141	3	127	3	12	11	0	6	
00-00	13093	47	11402	1197	39	99	144	3	129	3	12	12	0	6	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to	22 March 2023		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR	LIGHT GOODS VEHICLES	BUSES	TWO	THREE AXLE RIGID	FOUR OR	FOUR OR	FIVE AXLE ARTIC	SIX OR	FIVE OR	SIX AXLE	SEVEN OR	
			CAR-BASED LGV			AXLE, SIX TYRE, RIGID		MORE AXLE RIGID	LESS AXLE ARTIC		MORE AXLE ARTIC	LESS AXLE MULTI-TRAILER ARTIC	MULTI-TRAILER ARTIC	MORE AXLE ARTIC	
Average Day															
0000	30	0	26	2	0	0	1	0	0	0	0	0	0	0	
0100	21	0	17	3	0	0	0	0	0	0	0	0	0	0	
0200	16	0	13	2	0	0	0	0	0	0	0	0	0	0	
0300	19	1	15	2	0	0	0	0	0	0	0	0	0	0	
0400	34	0	29	3	0	0	0	0	1	0	0	0	0	0	
0500	85	0	73	10	0	0	1	0	0	0	0	0	0	0	
0600	266	0	219	37	1	2	2	1	2	1	1	1	0	0	
0700	658	2	544	95	2	5	5	1	4	0	2	0	0	0	
0800	1179	3	1038	85	10	14	8	1	18	0	1	2	0	1	
0900	763	2	654	83	4	4	6	0	6	1	1	1	0	1	
1000	716	1	611	76	1	9	7	1	8	0	1	1	0	0	
1100	762	4	653	82	2	5	5	1	7	0	1	2	0	1	
1200	833	5	729	74	2	5	7	1	6	0	1	1	0	0	
1300	792	3	692	75	2	4	6	0	6	0	0	2	0	0	
1400	814	5	711	73	1	6	9	0	7	1	1	1	0	0	
1500	1019	3	905	74	7	12	6	0	9	0	1	1	0	1	
1600	1064	4	960	77	4	5	7	0	6	0	0	0	0	0	
1700	939	3	855	61	2	4	9	0	4	0	1	0	0	0	
1800	605	1	550	40	1	4	6	0	3	0	0	0	0	0	
1900	393	1	362	23	1	1	4	0	1	0	0	1	0	0	
2000	277	0	258	15	0	0	3	0	0	0	0	0	0	0	
2100	190	0	177	9	0	0	3	0	0	0	0	0	0	0	
2200	111	0	104	6	0	0	1	0	0	0	0	0	0	0	
2300	66	0	60	4	0	0	1	0	0	0	0	0	0	0	
07-19	10146	35	8901	895	38	77	81	4	84	3	11	13	0	4	
06-22	11272	37	9916	979	40	80	92	5	88	4	12	14	0	4	
06-00	11449	38	10080	989	40	80	94	5	89	4	13	14	0	4	
00-00	11654	40	10253	1011	40	81	97	5	90	4	13	15	0	4	

SS1040 Parc Pensarn						Site	2	Location	A484 south of Morrisons Rounabout (51.843691, -4.309498)						
16 March 2023			to			22 March 2023			Direction	Two-Way					
												FIVE OR LESS			
						CARS OR						SIX OR		SEVEN OR	
						CAR-		TWO		FOUR OR		FOUR OR		SIX OR	
						BASED		AXLE, SIX		MORE		LESS		MORE	
						LGV		TYRE, RIGID		AXLE		AXLE		AXLE	
						VEHICLES		THREE		ARTIC		FIVE		ARTIC	
						BUSES		AXLE		ARTIC		ARTIC		ARTIC	
								RIGID		RIGID		ARTIC		ARTIC	
								RIGID		RIGID		ARTIC		ARTIC	
								RIGID		RIGID		ARTIC		ARTIC	
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								RIGID		RIGID		ARTIC		ARTIC	
								RIGID		RIGID		ARTIC		ARTIC	

Virtual Week (Total Vehicles)



SS1040 Parc Pensarn

Mar-23

Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
2	A484 south of Morrisons Rounabout	51.843691, -4.309498	Northbound	16 March 2023	22 March 2023	40	41383	6522	5912	3706	9.0	655	1.6	79	0.2	33.4	38.4
			Southbound	16 March 2023	22 March 2023		40192	6341	5742	7123	17.7	873	2.2	61	0.2	36.2	40.5
			Two-Way	16 March 2023	22 March 2023		81575	12863	11654	10829	13	1528	2	140	0	35	40



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					

Appendix B



THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

Head Office: 73 Porth-Y-Castell, Barry, Vale of Glam CF62 6QE
Office: Unit 17, Atlantic Business Park, Hayes Lane, Barry, Vale of Glam
CF64 5XU
Severnside Transportation Data Collection is registered Ltd Company
Company Registration Number: 11503589
VAT Number: 306 4112 48

Survey Overview

Job No'/Job Name	SS1040 Parc Pensarn
Date	Thursday 16th March 2023
Time	07:00 - 10:00 & 15:00-1900
Survey Type	Classified JTC and Queue Lengths
Weather Conditions	

Overview Map



Comments



THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th March 2023
07:00 - 10:00 & 15:00-1900
Site 1

Site 1.1

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th March 2023
07:00 - 10:00 & 15:00-1900
Site 1

Site 1.2

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th March 2023
07:00 - 10:00 & 15:00-1900
Site 1

Site 1.3

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th March 2023
07:00 - 10:00 & 15:00-1900
Site 1

Site 1.4

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th March 2023
07:00 - 10:00 & 15:00-1900
Site 1

Site 1.5

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00-19:00
Site 1

Site 1.6

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00-19:00
Site 1

Site 1.8

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00-19:00
Site 2

Site 1.9

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00-19:00
Site 2

Site 2.1

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn

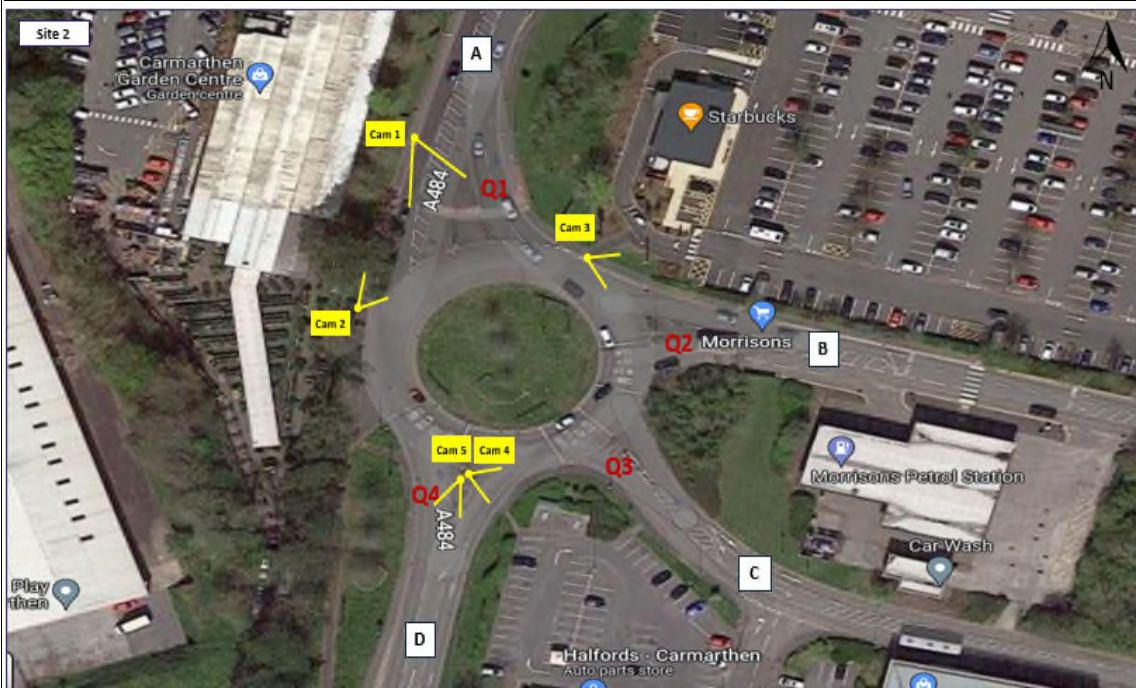
Thursday 16th march 2023

07:00 - 10:00 & 15:00 - 19:00

Site 2

Site 2.2

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00 - 19:00
Site 2

Site 2.3

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn

Thursday 16th march 2023

07:00 - 10:00 & 15:00 - 19:00

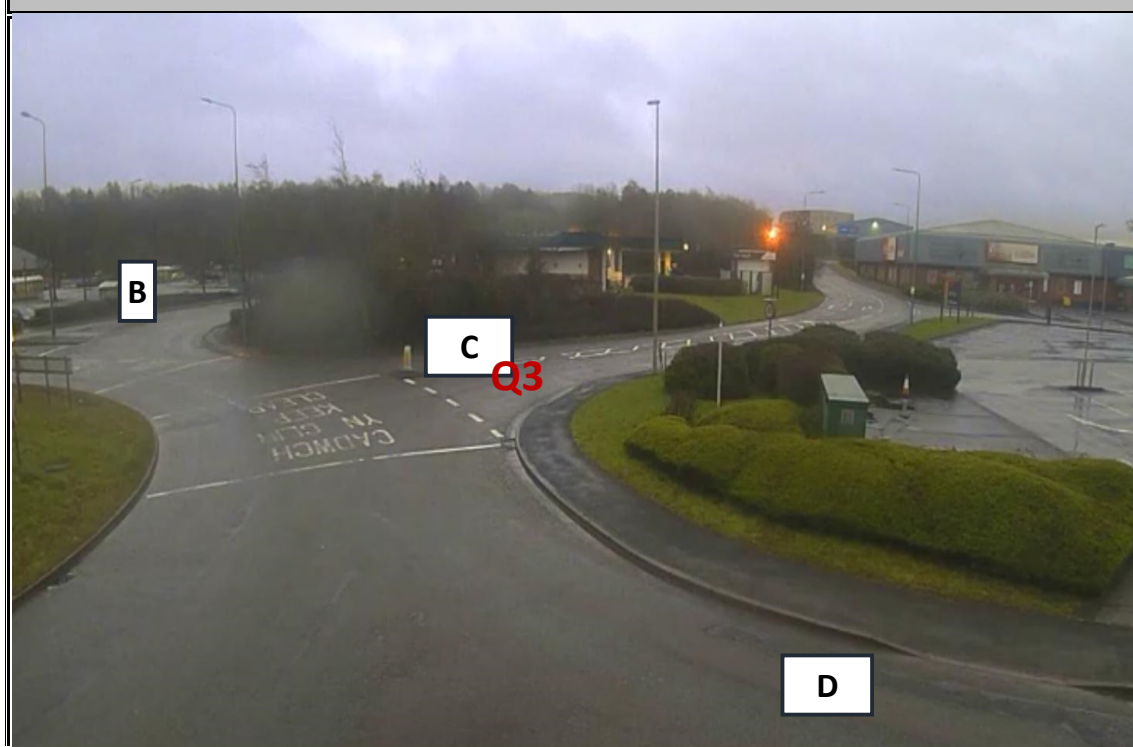
Site 2

Site 2.4

Overview



Streetview



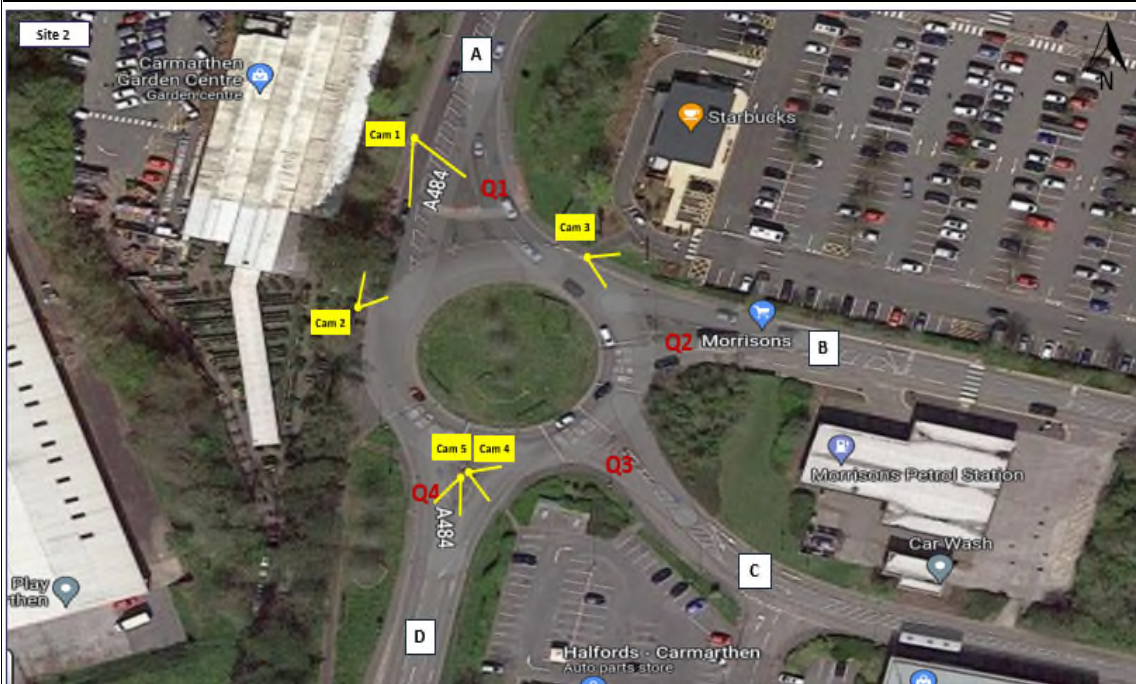


THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00 - 19:00
Site 3

Site 2.5

Overview



Streetview



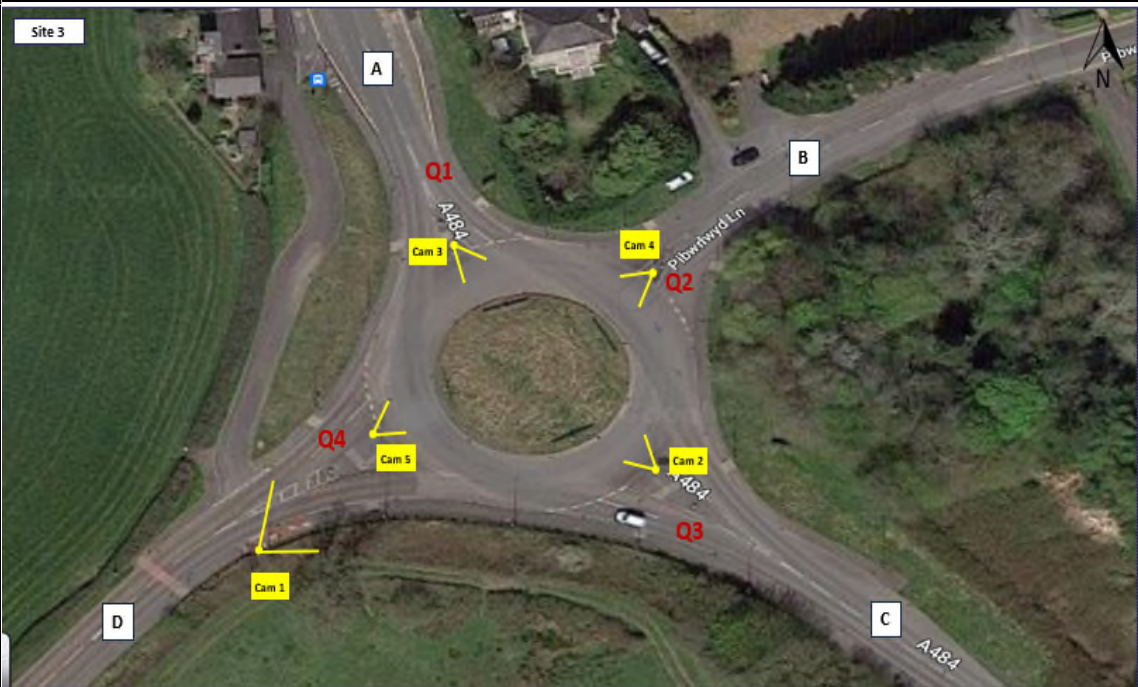


THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

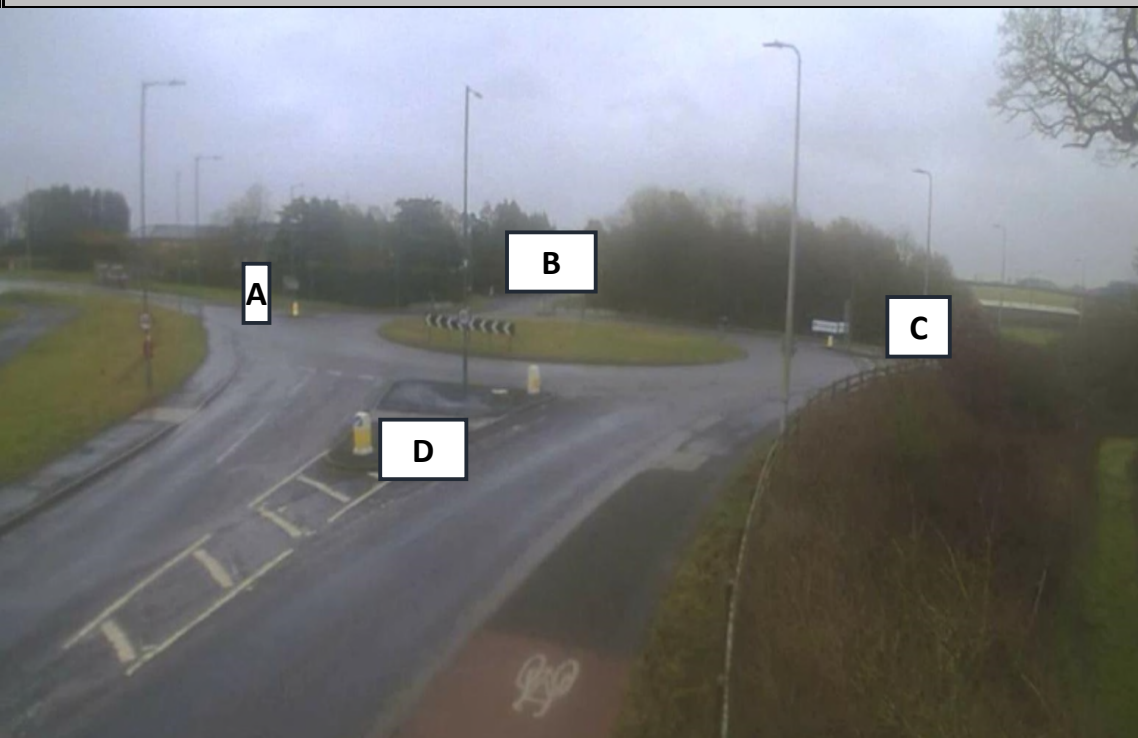
SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00 - 19:00
Site 3

Site 3.1

Overview



Streetview



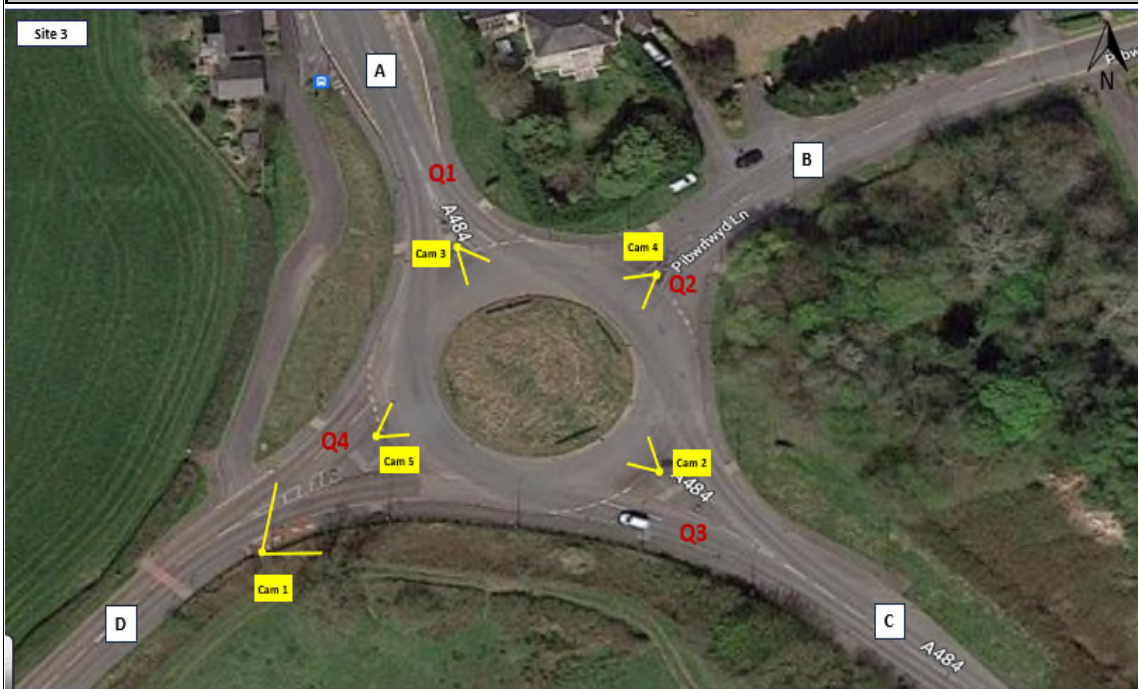


THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00 - 19:00
Site 3

Site 3.2

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn

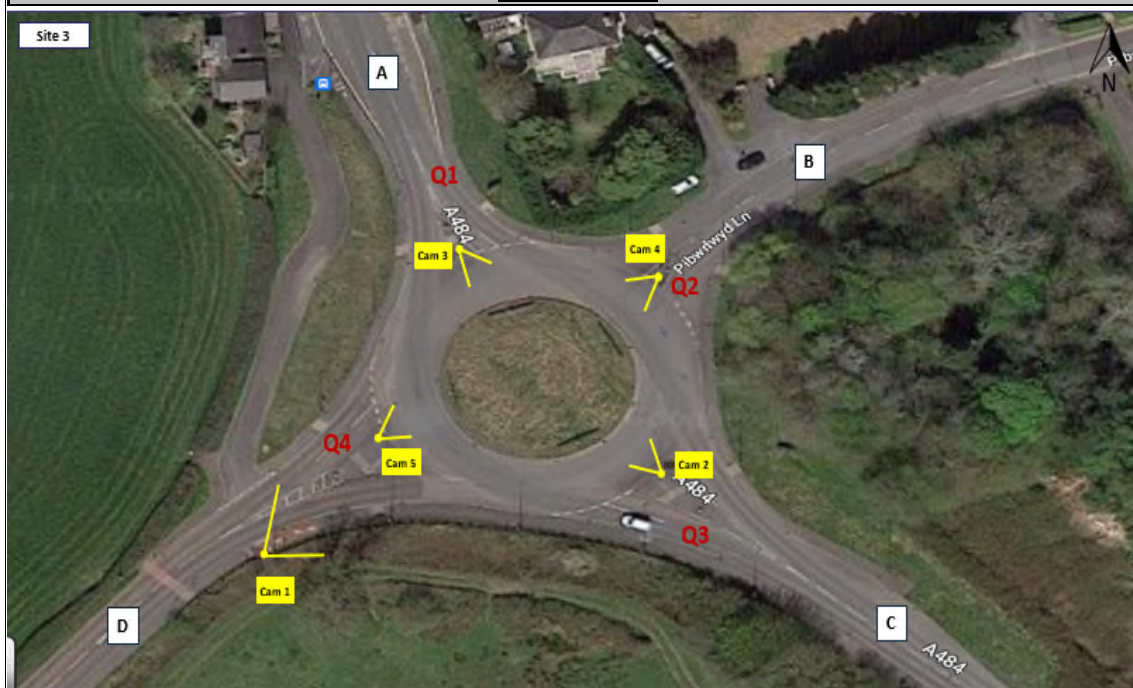
Thursday 16th march 2023

07:00 - 10:00 & 15:00 - 19:00

Site 3

Site 3.3

Overview



Streetview



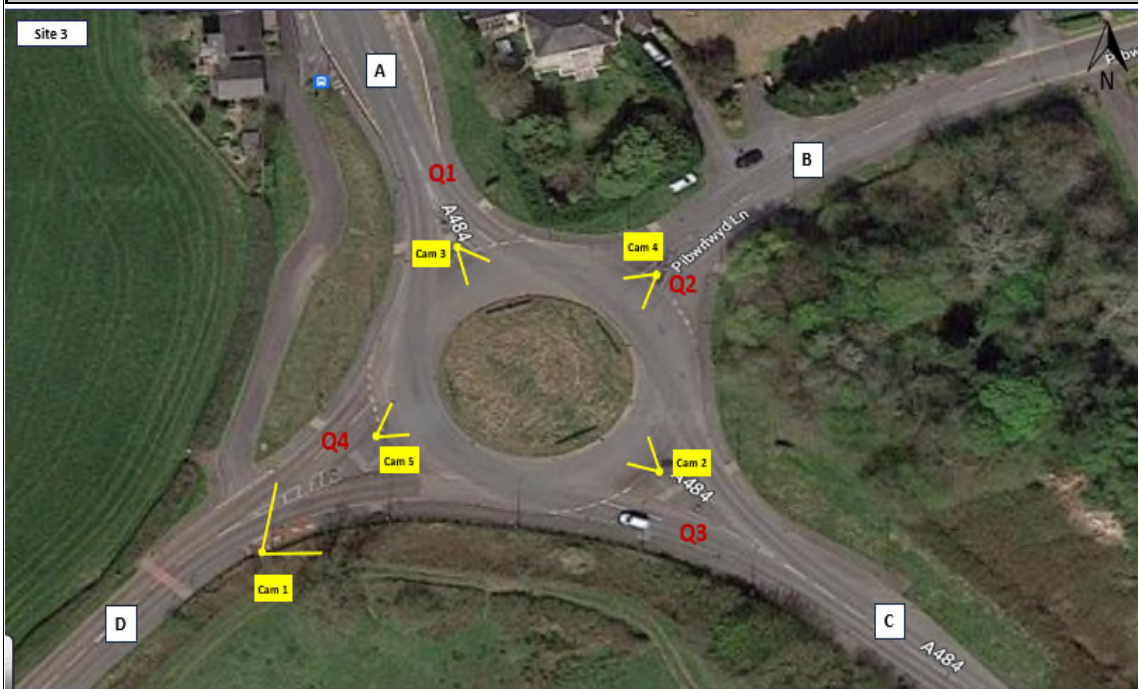


THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

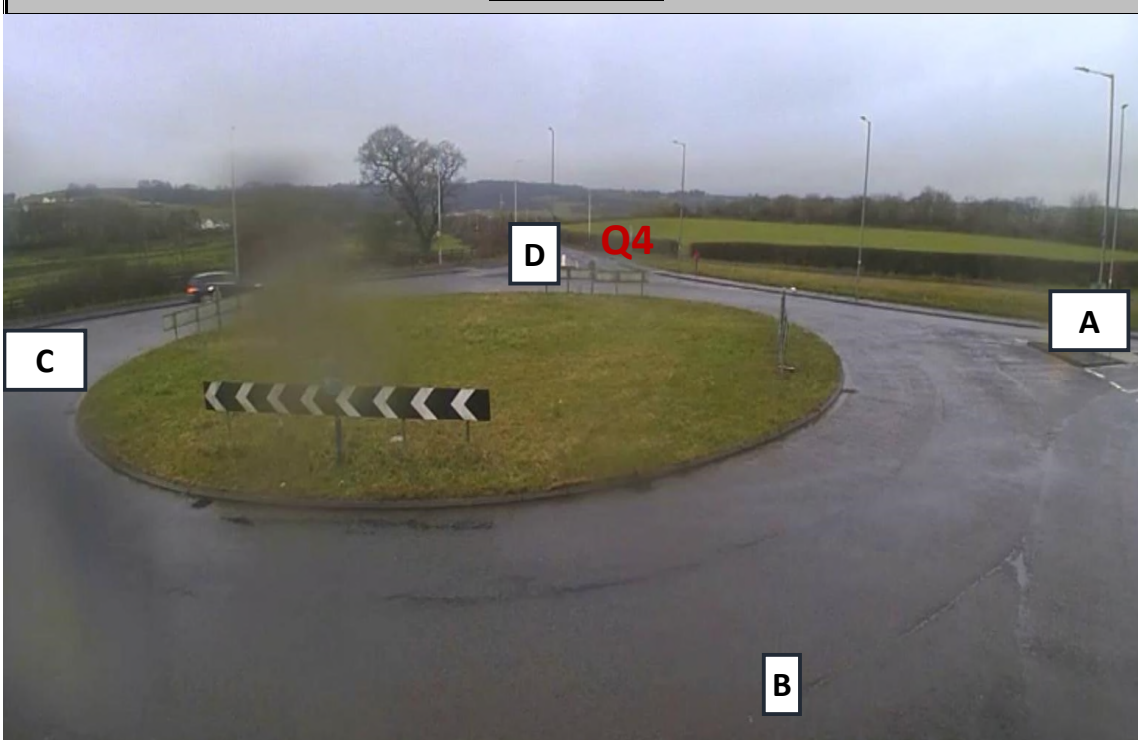
SS1040 Parc Pensarn
Thursday 16th march 2023
07:00 - 10:00 & 15:00 - 19:00
Site 3

Site 3.4

Overview



Streetview





THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

SS1040 Parc Pensarn

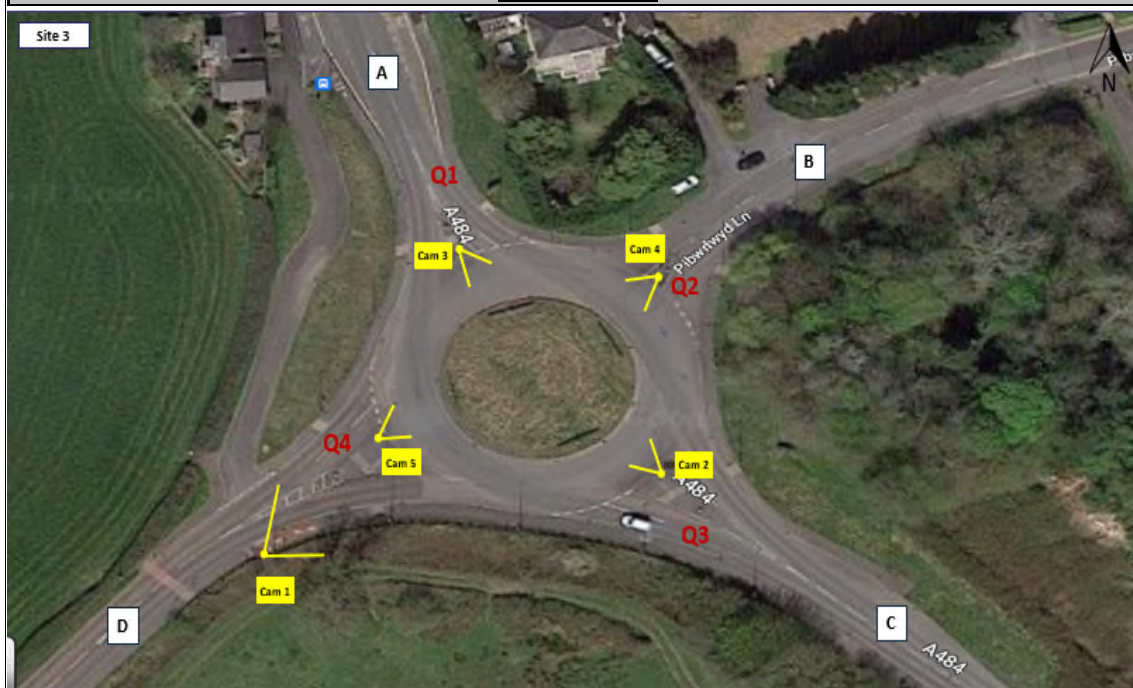
Thursday 16th march 2023

07:00 - 10:00 & 15:00 - 19:00

Site 3

Site 3.5

Overview



Streetview



Arm A - Arm A									Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total	
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total			
0700-0715	0	0	0	0	0	0	0	0	10	3	2	1	2	0	0	18	83	19	5	8	0	0	0	115	30	8	1	0	2	0	0	41	174	
0715-0730	0	0	0	0	0	0	0	0	25	6	2	1	2	0	0	36	85	18	6	7	0	1	0	117	37	14	0	1	3	0	0	55	208	
0730-0745	0	0	0	0	0	0	0	0	28	10	1	2	5	0	0	46	90	21	3	12	1	0	0	127	34	16	1	0	2	0	0	53	226	
0745-0800	0	0	0	0	0	0	0	0	44	11	5	2	2	0	0	64	90	32	0	11	0	0	0	133	42	9	3	1	5	0	0	60	257	
Hourly Total	0	0	0	0	0	0	0	0	107	30	10	6	11	0	0	164	348	90	14	38	1	1	0	492	143	47	5	2	12	0	0	209	865	
0800-0815	0	0	0	0	0	0	0	0	58	13	7	2	2	0	0	82	97	22	9	12	1	0	0	141	75	9	2	2	0	0	0	88	311	
0815-0830	0	0	0	0	0	0	0	0	53	14	0	2	0	0	0	69	86	22	4	7	0	1	0	120	95	10	0	0	5	0	0	110	299	
0830-0845	0	0	0	0	0	0	0	0	48	9	4	2	0	0	0	63	112	13	5	11	0	0	0	141	81	8	1	0	9	0	0	99	303	
0845-0900	0	0	0	0	0	0	0	0	50	8	3	2	0	0	0	63	77	19	6	11	3	0	0	116	97	18	2	1	3	0	0	121	300	
Hourly Total	0	0	0	0	0	0	0	0	209	44	14	8	2	0	0	277	372	76	24	41	4	1	0	518	348	45	5	3	17	0	0	418	1213	
0900-0915	0	0	0	0	0	0	0	0	44	6	3	3	0	0	0	56	93	25	6	11	1	0	0	136	67	9	6	1	1	1	0	85	277	
0915-0930	0	0	0	0	0	0	0	0	42	12	2	3	0	0	0	59	96	27	7	14	0	0	0	144	73	11	0	1	3	0	0	88	291	
0930-0945	0	0	0	0	0	0	0	0	32	7	0	2	0	0	0	41	75	23	7	20	2	0	0	127	62	10	4	0	0	0	0	76	244	
0945-1000	0	1	0	0	0	0	0	1	27	4	0	5	0	0	0	36	80	24	10	16	2	0	0	132	65	11	2	0	2	0	0	80	249	
Hourly Total	0	1	0	0	0	0	0	1	145	29	5	13	0	0	0	192	344	99	30	61	5	0	0	539	267	41	12	2	6	1	0	329	1061	
3 Hour Totals (am)	0	1	0	0	0	0	0	1	461	103	29	27	13	0	0	633	1064	265	68	140	10	2	0	1549	758	133	22	7	35	1	0	956	3139	
1500-1515	0	0	0	0	0	0	0	0	36	6	0	2	0	0	0	44	84	23	6	12	1	0	0	126	84	16	2	4	4	1	0	111	281	
1515-1530	0	0	0	0	0	0	0	0	45	4	4	1	0	0	0	54	126	41	11	11	0	0	0	189	94	13	2	0	4	1	0	114	357	
1530-1545	0	0	0	0	0	0	0	0	35	7	3	4	0	0	0	49	119	49	9	13	0	0	0	190	119	8	3	0	0	0	0	130	369	
1545-1600	0	0	0	0	0	0	0	0	38	9	1	6	3	0	0	57	150	58	2	13	0	0	0	223	131	16	2	0	11	0	0	160	440	
Hourly Total	0	0	0	0	0	0	0	0	154	26	8	13	3	0	0	204	479	171	28	49	1	0	0	728	428	53	9	4	19	2	0	0	515	1447
1600-1615	0	0	0	0	0	0	0	0	46	9	1	4	1	0	0	61	169	65	7	9	0	0	0	250	135	23	1	1	2	0	0	162	473	
1615-1630	0	0	0	0	0	0	0	0	48	15	0	5	0	0	0	68	117	39	10	4	0	0	0	170	111	21	2	0	2	0	0	136	374	
1630-1645	0	0	0	0	0	0	0	0	59	8	3	6	1	0	0	77	139	52	3	10	0	0	0	204	136	22	1	0	1	1	0	161	442	
1645-1700	0	0	0	0	0	0	0	0	47	14	2	1	0	0	0	64	161	43	8	7	3	0	0	222	119	17	2	0	1	1	0	140	426	
Hourly Total	0	0	0	0	0	0	0	0	200	46	6	16	2	0	0	270	586	199	28	30	3	0	0	846	501	83	6	1	6	2	0	0	599	1715
1700-1715	0	0	0	0	0	0	0	0	58	12	0	1	0	0	0	71	143	51	5	3	0	0	0	202	155	19	2	0	0	0	0	176	449	
1715-1730	0	0	0	0	0	0	0	0	44	3	2	2	0	0	0	51	132	40	8	3	1	0	0	184	97	20	0	0	1	0	0	118	353	
1730-1745	0	0	0	0	0	0	0	0	43	10	1	0	0	0	0	54	121	35	1	7	1	0	0	165	107	12	1	0	0	0	0	120	339	
1745-1800	0	0	0	0	0	0	0	0	25	9	0	0	0	0	0	34	95	29	5	8	0	0	0	137	101	10	1	1	2	0	0	115	286	
Hourly Total	0	0	0	0	0	0	0	0	170	34	3	3	0	0	0	210	491	155	19	21	2	0	0	688	460	61	4	1	3	0	0	529	1427	
1800-1815	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38	96	39	0	4	0	0	0	139	98	14	0	1	2	0	0	115	292	
1815-1830	0	0	0	0	0	0	0	0	31	3	1	1	1	0	0	37	74	22	4	9	0	0	0	109	86	8	0	0	0	0	0	94	240	
1830-1845	0	0	0	0	0	0	0	0	39	2	0	0	0	0	0	41	70	20	2	4	0	0	0	96	60	3	0	0	0	0	0	63	200	
1845-1900	0	0	0	0	0	0	0	0	23	1	0	1	0	0	0	25	78	10	1	2	0	0	0	91	77	3	1	0	1	0	0	82	198	
Hourly Total	0	0	0	0	0	0	0	0	127	10	1	2	1	0	0	141	318	91	7	19	0	0	0	435	321	28	1	1	3	0	0	354	930	
4 Hour Totals (pm)	0	0	0	0	0	0	0	0	651	116	18	34	6	0	0	825	1874	616	82	119	6	0	0	2697	1710	225	20	7	31	4	0	1997	5519	
Day Total	0	1	0	0	0	0	0	1	1112	219	47	61	19	0	0	1458	2938	881	150	259	16	2	0	4246	2468	358	42	14	66	5	0	2953	8658	

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
0700-0715	16	9	3	2	0	0	0	30	0	0	0	0	0	0	0	0	30	10	1	1	0	0	0	0	42	18	2	0	1	0	0	0	21	93
0715-0730	25	16	0	2	0	0	0	43	0	0	0	0	0	0	0	0	0	47	11	2	2	0	0	0	62	28	10	0	0	0	0	0	38	143
0730-0745	31	7	1	2	0	0	0	41	2	0	0	0	0	0	0	2	47	8	1	1	0	0	0	0	57	40	7	0	0	0	0	0	47	147
0745-0800	30	9	2	3	1	0	0	45	0	0	0	0	0	0	0	0	35	11	4	1	0	0	0	0	51	43	4	2	1	0	0	0	50	146
Hourly Total	102	41	6	9	1	0	0	159	2	0	0	0	0	0	0	2	159	40	8	5	0	0	0	0	212	129	23	2	2	0	0	0	156	529
0800-0815	58	16	2	1	0	0	0	77	0	0	0	0	0	0	0	0	49	5	1	0	1	0	0	0	56	34	3	1	0	0	0	0	38	171
0815-0830	50	8	0	1	1	1	0	61	0	0	0	0	0	0	0	0	45	6	4	3	0	0	0	0	58	66	7	2	0	4	0	0	79	198
0830-0845	53	8	2	0	2	0	0	65	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	0	32	91	8	1	0	5	0	0	105	202
0845-0900	45	9	1	0	2	0	0	57	0	0	0	0	0	0	0	0	38	7	2	1	0	0	0	0	48	82	6	0	0	1	0	0	89	194
Hourly Total	206	41	5	2	5	1	0	260	0	0	0	0	0	0	0	0	161	21	7	4	1	0	0	0	194	273	24	4	0	10	0	0	311	765
0900-0915	35	14	1	1	0	0	0	51	0	0	0	0	0	0	0	0	38	8	1	3	1	0	0	0	51	62	7	2	0	0	0	0	71	173
0915-0930	34	7	6	3	2	0	0	52	0	0	0	0	0	0	0	0	27	10	5	3	1	0	0	0	46	46	8	3	0	0	0	0	57	155
0930-0945	35	10	3	2	0	0	0	50	0	0	0	0	0	0	0	0	29	14	2	1	1	0	0	0	47	59	6	1	1	1	0	0	68	165
0945-1000	33	11	2	1	1	0	0	48	0	0	0	0	0	0	0	0	40	11	4	2	1	0	0	0	58	46	1	2	1	0	0	0	50	156

Hourly Total	137	42	12	7	3	0	0	201	0	0	0	0	0	0	0	0	0	134	43	12	9	4	0	0	202	213	22	8	2	1	0	0	246	649	
3 Hour Totals (am)	445	124	23	18	9	1	0	620	2	0	0	0	0	0	0	0	2	454	104	27	18	5	0	0	608	615	69	14	4	11	0	0	713	1943	
1500-1515	54	5	2	0	0	0	0	61	0	0	0	0	0	0	0	0	0	45	16	2	0	0	2	0	65	79	3	1	1	1	0	0	85	211	
1515-1530	39	15	3	1	2	0	0	60	0	0	0	0	0	0	0	0	0	43	10	2	1	0	0	0	56	80	7	1	3	0	0	0	91	207	
1530-1545	55	5	1	3	1	0	0	65	1	1	0	0	0	0	0	0	2	40	11	2	1	0	0	0	54	83	13	4	0	1	0	0	101	222	
1545-1600	34	4	4	2	1	0	0	45	4	0	0	0	0	0	0	0	4	57	20	6	1	0	0	0	84	74	8	1	0	0	0	0	83	216	
Hourly Total	182	29	10	6	4	0	0	231	5	1	0	0	0	0	0	0	6	185	57	12	3	0	2	0	259	316	31	7	4	2	0	0	360	856	
1600-1615	48	7	0	2	1	0	0	58	0	0	0	0	0	0	0	0	0	71	26	3	1	0	0	0	101	81	9	0	0	0	0	0	90	249	
1615-1630	41	4	1	2	3	0	0	51	0	0	0	0	0	0	0	0	0	51	13	0	1	0	0	0	65	96	9	1	0	0	0	0	106	222	
1630-1645	64	11	1	0	3	0	0	79	0	0	0	0	0	0	0	0	0	58	20	4	1	0	0	0	83	55	10	0	0	1	0	0	66	228	
1645-1700	72	13	0	1	5	0	0	91	0	0	0	0	0	0	0	0	0	48	17	1	1	0	0	0	67	88	7	0	0	0	0	0	95	253	
Hourly Total	225	35	2	5	12	0	0	279	0	0	0	0	0	0	0	0	0	228	76	8	4	0	0	0	316	320	35	1	0	1	0	0	0	357	952
1700-1715	85	6	1	2	2	0	0	96	0	0	0	0	0	0	0	0	0	77	8	0	1	0	0	0	86	96	5	0	0	1	0	0	102	284	
1715-1730	66	13	2	0	1	0	0	82	0	0	0	0	0	0	0	0	0	51	8	1	1	0	0	0	61	75	8	3	1	0	0	0	87	230	
1730-1745	52	7	1	0	0	0	0	60	0	0	0	0	0	0	0	0	0	37	6	2	3	0	0	0	48	81	5	1	0	0	0	0	87	195	
1745-1800	46	5	2	2	1	0	0	56	0	0	0	0	0	0	0	0	0	32	6	0	1	0	0	0	39	60	2	0	0	0	0	0	62	157	
Hourly Total	249	31	6	4	4	0	0	294	0	0	0	0	0	0	0	0	0	197	28	3	6	0	0	0	234	312	20	4	1	1	0	0	0	338	866
1800-1815	47	10	1	0	0	0	0	58	0	0	0	0	0	0	0	0	0	48	9	3	1	0	0	0	61	58	4	0	0	0	0	0	62	181	
1815-1830	31	3	2	0	1	0	0	37	0	0	0	0	0	0	0	0	0	31	0	1	1	0	0	0	33	54	3	0	0	0	0	0	57	127	
1830-1845	36	5	1	3	1	0	0	46	1	0	0	0	0	0	0	0	1	17	4	2	1	0	0	0	24	38	4	1	0	0	0	0	43	114	
1845-1900	41	2	1	2	0	0	0	46	0	0	0	0	0	0	0	0	0	24	5	0	1	1	0	0	31	32	2	0	0	0	0	0	34	111	
Hourly Total	155	20	5	5	2	0	0	187	1	0	0	0	0	0	0	0	1	120	18	6	4	1	0	0	149	182	13	1	0	0	0	0	0	196	533
4 Hour Totals (pm)	811	115	23	20	22	0	0	991	6	1	0	0	0	0	0	0	7	730	179	29	17	1	2	0	958	1130	99	13	5	4	0	0	1251	3207	
Day Total	1256	239	46	38	31	1	0	1611	8	1	0	0	0	0	0	0	9	1184	283	56	35	6	2	0	1566	1745	168	27	9	15	0	0	1964	5150	
	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								Arm Total		
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total			
	0700-0715	74	53	16	9	3	0	155	37	11	5	1	0	0	0	54	0	0	0	0	0	0	0	0	0	13	7	0	0	0	0	0	0	20	229
	0715-0730	82	86	12	8	1	0	189	38	19	8	2	0	0	0	67	0	0	0	0	0	0	0	0	0	16	5	1	0	0	0	0	0	22	278
	0730-0745	100	77	9	11	0	0	197	51	17	2	0	0	0	0	70	0	0	0	0	0	0	0	0	0	15	8	1	0	0	0	0	0	24	291
	0745-0800	123	73	12	10	0	0	218	67	15	2	0	0	0	0	84	0	0	0	0	0	0	0	0	0	14	9	1	0	0	0	0	0	24	326
	Hourly Total	379	289	49	38	4	0	759	193	62	17	3	0	0	0	275	0	0	0	0	0	0	0	0	0	58	29	3	0	0	0	0	0	90	1124
	0800-0815	131	57	12	4	0	0	204	51	14	3	2	1	0	0	71	0	0	0	0	0	0	0	0	0	33	7	3	2	0	0	0	0	45	320
	0815-0830	187	69	9	10	0	0	275	73	16	6	3	0	0	0	98	0	0	0	0	0	0	0	0	0	46	8	3	0	0	0	0	0	57	430
	0830-0845	179	77	17	6	3	0	282	60	26	3	2	0	0	0	91	0	0	0	0	0	0	0	0	0	26	9	2	1	0	0	0	0	38	411
	0845-0900	122	59	17	13	0	0	211	51	22	5	1	0	0	0	7																			

1800-1815	120	17	2	10	1	0	0	150
1815-1830	135	12	2	9	0	1	0	159
1830-1845	116	13	2	8	1	1	0	141
1845-1900	68	5	2	8	1	0	0	84
Hourly Total	439	47	8	35	3	2	0	534

4 Hour Totals (µm)	1949	293	53	111	8	5	0	2419
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Day Total	3357	1058	203	230	19	5	0	4872
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36	2	0	0	0	0	0	0	38
39	4	0	0	0	0	0	0	43
38	0	0	0	0	0	0	0	38
30	4	0	2	0	0	0	0	36
143	10	0	2	0	0	0	0	155

593	81	15	15	3	0	0	0	707
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1160	283	66	30	4	0	0	0	1543
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0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	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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0	0	0	0	0	0	0	0	0
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19	2	1	1	0	0	0	23
26	3	0	0	1	0	0	30
11	1	1	0	0	0	0	13
10	2	0	0	0	0	0	12
66	8	2	1	1	0	0	78

408	40	11	5	2	0	0	466
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675	138	24	10	3	0	0	850
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	Arm D - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	0700-0715	35	17	3	2	3	0	60
	0715-0730	55	15	2	2	0	0	74
	0730-0745	77	27	1	1	1	0	108
	0745-0800	100	36	5	2	1	0	144
	Hourly Total	267	95	11	7	5	1	386
	0800-0815	118	26	4	2	3	0	153
	0815-0830	151	25	2	0	1	0	180
	0830-0845	142	18	4	1	10	0	175
	0845-0900	136	23	0	1	8	0	168
	Hourly Total	547	92	10	4	22	1	676
	0900-0915	108	19	1	0	3	0	131
	0915-0930	83	20	3	2	1	0	109
	0930-0945	88	11	3	0	1	0	103
	0945-1000	75	14	2	0	1	0	92
	Hourly Total	354	64	9	2	6	0	435

3 Hour Totals (am)	1168	251	30	13	33	2	0	1497
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1500-1515	88	8	3	2	1	0	0	102
1515-1530	100	4	0	0	1	0	0	105
1530-1545	98	8	2	1	4	0	0	113
1545-1600	122	6	1	0	5	0	0	134
Hourly Total	408	26	6	3	11	0	0	454
1600-1615	93	11	0	0	2	0	0	106
1615-1630	85	9	1	1	3	0	0	99
1630-1645	100	4	0	0	2	0	0	106
1645-1700	86	13	1	0	1	0	0	101
Hourly Total	364	37	2	1	8	0	0	412
1700-1715	95	11	0	0	2	0	0	108
1715-1730	111	7	0	1	2	0	0	121
1730-1745	104	2	0	0	1	0	0	107
1745-1800	92	5	0	0	2	0	0	99
Hourly Total	402	25	0	1	7	0	0	435
1800-1815	79	6	0	0	0	0	0	85
1815-1830	84	13	0	0	1	0	0	98
1830-1845	85	6	1	0	2	1	0	95
1845-1900	85	0	0	1	1	0	0	87
Hourly Total	333	25	1	1	4	1	0	365

4 Hour Totals (µm)	1507	113	9	6	30	1	0	1666
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Day Total	2675	364	39	19	63	3	0	3163
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684	103	17	5	4	0	0	0	813
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53	12	0	1	0	0	0	0	66
42	2	2	0	1	0	0	0	47
77	6	1	0	3	0	0	0	87
64	5	0	1	7	0	0	0	77
236	25	3	2	11	0	0	0	277
59	6	0	0	0	0	0	0	65
66	4	3	0	0	0	0	0	73
69	6	5	0	0	0	0	0	80
76	3	0	0	0	0	0	0	79
270	19	8	0	0	0	0	0	297
66	5	0	0	0	0	0	0	71
80	3	0	0	1	0	0	0	84
69	1	0	1	0	0	0	0	71
65	2	0	0	0	0	0	0	67
280	11	0	1	1	0	0	0	293
60	4	0	0	0	0	0	0	64
46	2	0	0	0	0	0	0	48
73	3	0	1	0	0	0	0	77
55	2	0	0	0	0	0	0	57
234	11	0	1	0	0	0	0	246

1020	66	11	4	12	0	0	0	1113
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1704	169	28	9	16	0	0	0	1926
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188	42	14	5	2	0	0	0	251
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26	7	0	0	0	0	0	0	33
15	3	1	1	1	0	0	0	21
20	7	1	0	0	0	0	0	28
43	6	3	0	0	0	0	0	52
104	23	5	1	1	0	0	0	134
29	5	0	0	0	0	0	0	34
22	12	0	1	0	0	0	0	35
31	3	0	0	0	0	0	0	34
32	11	0	1	1	0	0	0	45
114	31	0	2	1	0	0	0	148
35	5	0	1	0	0	0	0	41
31	9	0	0	0	0	0	0	40
34	8	1	0	0	0	0	0	43
30	2	0	0	0	0	0	0	32
130	24	1	1	0	0	0	0	156
27	2	1	0	0	0	0	0	30
16	2	0	0	0	0	0	0	18
20	0	0	0	0	0	0	0	20
12	0	0	0	0	0	0	0	12
75	4	1	0	0	0	0	0	80

423	82	7	4	2	0	0	0	518
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611	124	21	9	4	0	0	0	769
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24	5	1	0	1	0	0	0	31
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5	1	0	0	0	0	0	0	6
5	0	0	0	0	0	1	0	6
1	4	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	3
14	5	0	0	0	0	1	0	20
5	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	2
7	0	0	0	0	0	0	0	7
6	1	0	0	0	0	0	0	7
20	1	0	0	0	0	0	0	21
9	3	0	0	0	0	0	0	12
3	0	0	0	0	0	0	0	3
3	0	0	0	0	0	0	0	3
5	0	0	0	0	0	0	0	5
20	3	0	0	0	0	0	0	23
3	0	0	0	0	0	0	0	3
8	0	0	0	0	0	0	0	8
2	1	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0	2
15	1	0	0	0	0	0	0	16

69	10	0	0	0	1	0	0	80
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93	15	1	0	1	1	0	0	111
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	Origin - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
	0700-0715	123	30	8	9	4	0	174
	0715-0730	147	38	8	9	5	1	208
	0730-0745	152	47	5	14	8	0	226
	0745-0800	176	52	8	14	7	0	257
	Hourly Total	598	167	29	46	24	1	865
	0800-0815	230	44	18	16	3	0	311
	0815-0830	234	46	4	9	5	1	299

Origin - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
64	21	4	4	0	0	0	93
100	37	2	4	0	0	0	143
120	22	2	3	0	0	0	147
108	24	8	5	1	0	0	146
392	104	16	16	1	0	0	529
141	24	4	1	1	0	0	171
161	21	6	4	5	1	0	198

Origin - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
124	71	21	10	3	0	0	229
136	110	21	10	1	0	0	278
166	102	12	11	0	0	0	291
204	97	15	10	0	0	0	326
630	380	69	41	4	0	0	1124
215	78	18	8	1	0	0	320
306	93	18	13	0	0	0	430

Origin - Arm D							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
64	25	6	2	3	0	0	100
111	28	2	2	0	0	0	143
152	44	1	3	1	1	0	202
191	48	9	4	1	0	0	253
518	145	18	11	5	1	0	698
193	35	5	2	3	0	0	238
237	35	8	1	2	1	0	284

0830-0845	241	30	10	13	9	0	0	303
0845-0900	224	45	11	14	6	0	0	300
Hourly Total	929	165	43	52	23	1	0	1213
0900-0915	204	40	15	15	2	1	0	277
0915-0930	211	50	9	18	3	0	0	291
0930-0945	169	40	11	22	2	0	0	244
0945-1000	172	40	12	21	4	0	0	249
Hourly Total	756	170	47	76	11	1	0	1061

3 Hour Totals (am)	2283	502	119	174	58	3	0	3139
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1500-1515	204	45	8	18	5	1	0	281
1515-1530	265	58	17	12	4	1	0	357
1530-1545	273	64	15	17	0	0	0	369
1545-1600	319	83	5	19	14	0	0	440
Hourly Total	1061	250	45	66	23	2	0	1447
1600-1615	350	97	9	14	3	0	0	473
1615-1630	276	75	12	9	2	0	0	374
1630-1645	334	82	7	16	2	1	0	442
1645-1700	327	74	12	8	4	1	0	426
Hourly Total	1287	328	40	47	11	2	0	1715
1700-1715	356	82	7	4	0	0	0	449
1715-1730	273	63	10	5	2	0	0	353
1730-1745	271	57	3	7	1	0	0	339
1745-1800	221	48	6	9	2	0	0	286
Hourly Total	1121	250	26	25	5	0	0	1427
1800-1815	228	57	0	5	2	0	0	292
1815-1830	191	33	5	10	1	0	0	240
1830-1845	169	25	2	4	0	0	0	200
1845-1900	178	14	2	3	1	0	0	198
Hourly Total	766	129	9	22	4	0	0	930

4 Hour Totals (pm)	4235	957	120	160	43	4	0	5519
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Day Total	6518	1459	239	334	101	7	0	8658
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	125	79	22	13	6	0	0	245
0715-0730	162	117	14	12	1	0	0	306
0730-0745	208	111	11	14	1	1	0	346
0745-0800	253	118	19	15	2	0	0	407
Hourly Total	748	425	66	54	10	1	0	1304
0800-0815	307	99	18	7	3	0	0	434
0815-0830	388	102	11	11	2	2	0	516
0830-0845	374	103	23	7	15	0	0	522
0845-0900	303	91	18	14	10	0	0	436
Hourly Total	1372	395	70	39	30	2	0	1908
0900-0915	265	78	17	13	4	0	0	377
0915-0930	222	91	16	17	3	0	0	349
0930-0945	224	73	22	17	3	0	0	339
0945-1000	190	79	12	10	3	0	0	294
Hourly Total	901	321	67	57	13	0	0	1359

3 Hour Totals (am)	3021	1141	203	150	53	3	0	4571
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1500-1515	233	29	12	9	1	0	0	284
1515-1530	265	39	10	10	3	1	0	328
1530-1545	240	27	7	12	6	0	0	292
1545-1600	276	36	9	5	6	0	0	332
Hourly Total	1014	131	38	36	16	1	0	1236
1600-1615	258	45	3	10	4	1	0	321
1615-1630	219	30	4	8	6	0	0	267
1630-1645	311	45	3	3	6	0	0	368
1645-1700	278	40	2	7	6	1	0	334

173	19	3	0	7	0	0	202
165	22	3	1	3	0	0	194
640	86	16	6	16	1	0	765
135	29	4	4	1	0	0	173
107	25	14	6	3	0	0	155
123	30	6	4	2	0	0	165
119	23	8	4	2	0	0	156
484	107	32	18	8	0	0	649

1516	297	64	40	25	1	0	1943
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178	24	5	1	1	2	0	211
162	32	6	5	2	0	0	207
179	30	7	4	2	0	0	222
169	32	11	3	1	0	0	216
688	118	29	13	6	2	0	856
200	42	3	3	1	0	0	249
188	26	2	3	3	0	0	222
177	41	5	1	4	0	0	228
208	37	1	2	5	0	0	253
773	146	11	9	13	0	0	952
258	19	1	3	3	0	0	284
192	29	6	2	1	0	0	230
170	18	4	3	0	0	0	195
138	13	2	3	1	0	0	157
758	79	13	11	5	0	0	866
153	23	4	1	0	0	0	181
116	6	3	1	1	0	0	127
92	13	4	4	1	0	0	114
97	9	1	3	1	0	0	111
458	51	12	9	3	0	0	533

2677	394	65	42	27	2	0	3207
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4193	691	129	82	52	3	0	5150
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Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
70	22	7	2	2	0	0	103
106	30	10	3	2	0	0	151
140	34	3	3	5	0	0	185
187	34	8	3	2	0	0	234
503	120	28	11	11	0	0	673
163	33	11	4	3	0	0	214
194	38	11	5	0	0	0	248
180	43	11	4	2	0	0	240
187	44	8	3	2	0	0	244
724	158	41	16	7	0	0	946
151	32	12	6	0	0	0	201
122	35	10	4	0	0	0	171
119	34	2	5	0	0	0	160
95	29	4	5	0	0	0	133
487	130	28	20	0	0	0	665

1714	408	97	47	18	0	0	2284
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121	22	0	3	0	0	0	146
118	11	8	3	1	0	0	141
150	18	7	4	3	0	0	182
144	20	1	10	10	0	0	185
533	71	16	20	14	0	0	654
150	17	2	5	1	0	0	175
145	27	3	6	0	0	0	181
177	21	12	7	1	0	0	218
164	28	3	3	2	0	0	200

265	112	22	9	3	0	0	411
206	97	22	15	1	0	0	341
992	380	80	45	5	0	0	1502
195	66	21	14	1	0	0	297
151	90	14	14	0	0	0	269
147	75	19	16	2	0	0	259
127	74	11	9	1	0	0	222
620	305	65	53	4	0	0	1047

2242	1065	214	139	13	0	0	3673
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142	24	7	7	0	0	0	180
184	26	11	12	0	1	0	234
155	22	8	8	1	0	0	194
186	33	4	6	0	0	0	229
667	105	30	33	1	1	0	837
196	32	5	10	1	1	0	245
147	28	3	6	0	0	0	184
226	42	7	5	1	0	0	281
189	29	3	9	2	1	0	233
758	131	18	30	4	2	0	943
223	28	6	7	1	0	0	265
221	28	7	8	3	0	0	267
215	26	4	6	0	0	0	251
218	31	4	9	0	0	0	262
877	113	21	30	4	0	0	1045
175	21	3	11	1	0	0	211
200	19	2	9	1	1	0	232
165	14	3	8	1	1	0	192
108	11	2	10	1	0	0	132
648	65	10	38	4	2	0	767

2950	414	79	131	13	5	0	3592
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5192	1479	293	270	26	5	0	7265
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Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
119	29	8	9	0	0	0	165
144	37	8	9	0	1	0	199
151	38	4	14	1	0	0	208
138	47	7	13	0	0	0	205
552	151	27	45	1	1	0	777
167	29	10	12	2	0	0	220
146	30	9	11	1	1	0	198
157	21	7	11	0	0	0	196
138	27	8	12	3	0	0	188
608	107	34	46	6	1	0	802
148	37	7	14	3	0	0	209
136	41	16	19	1	0	0	213
126	38	11	21	3	0	0	199
136	37	14	18	3	0	0	208
546	153	48	72	10	0	0	829

1706	411	109	163	17	2	0	2408
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155	46	8	12	1	2	0	224
184	54	14	13	1	0	0	266
179	67	12	14	0	0	0	272
250	84	11	14	0	0	0	359
768	251	45	53	2	2	0	1121
269	96	10	10	0	0	0	385
190	64	10	6	0	0	0	270
228	75	7	11	0	0	0	321
241	71	9	9	4	0	0	334

231	31	10	1	13	0	0	286
249	38	0	1	10	0	0	298
910	139	23	5	28	1	0	1106
192	35	4	1	4	0	0	236
147	33	9	4	1	0	0	194
161	24	5	2	1	0	0	193
136	25	3	0	1	0	0	165
636	117	21	7	7	0	0	788

2064	401	62	23	40	2	0	2592
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Hourly Total	1066	160	12	28	22	2	0	1290
1700-1715	328	36	6	9	4	0	0	383
1715-1730	328	44	9	9	5	0	0	395
1730-1745	311	27	2	4	1	0	0	345
1745-1800	293	31	4	10	3	0	0	341
Hourly Total	1260	138	21	32	13	0	0	1464
1800-1815	246	33	3	10	1	0	0	293
1815-1830	250	28	4	9	2	1	0	294
1830-1845	237	24	4	11	4	2	0	282
1845-1900	194	7	3	11	2	0	0	217
Hourly Total	927	92	14	41	9	3	0	1086
4 Hour Totals (pm)	4267	521	85	137	60	6	0	5076
Day Total	7288	1662	288	287	113	9	0	9647

636	93	20	21	4	0	0	774
170	26	0	1	0	0	0	197
162	8	2	2	2	0	0	176
141	16	3	3	0	0	0	163
123	19	2	1	0	0	0	145
596	69	7	7	2	0	0	681
130	10	0	0	0	0	0	140
116	9	1	1	1	0	0	128
151	5	0	1	0	0	0	157
108	7	0	3	0	0	0	118
505	31	1	5	1	0	0	543
2270	264	44	53	21	0	0	2652
3984	672	141	100	39	0	0	4936

928	306	36	36	4	0	0	1310
255	64	5	5	0	0	0	329
214	57	9	4	1	0	0	285
192	49	4	10	1	0	0	256
157	37	5	9	0	0	0	208
818	207	23	28	2	0	0	1078
171	50	4	5	0	0	0	230
121	24	5	10	0	0	0	160
107	24	4	5	0	0	0	140
114	15	1	3	1	0	0	134
513	113	14	23	1	0	0	664
3027	877	118	140	9	2	0	4173
4733	1288	227	303	26	4	0	6581

956	134	11	4	7	2	0	1114
289	27	3	0	2	0	0	321
207	30	3	1	1	0	0	242
222	20	3	0	0	0	0	245
196	14	1	1	2	0	0	214
914	91	10	2	5	0	0	1022
178	20	1	2	2	0	0	203
174	14	0	0	1	0	0	189
111	9	2	0	0	0	0	122
121	7	1	0	1	0	0	130
584	50	4	2	4	0	0	644
3317	374	44	17	37	5	0	3794
4981	679	94	33	85	6	0	5878

4488
1230
1098
1009
908
4245
866
771
701
599
2937
15695
27042

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	13	4	0	0	0	0	0	17	18	6	0	0	0	0	0	24	2	1	0	0	0	0	0	3	28	7	2	1	2	0	0	40	84
0715-0730	13	5	1	0	0	0	0	19	26	12	0	0	0	0	0	38	5	2	0	0	0	0	0	7	40	8	0	1	3	0	0	52	116
0730-0745	13	8	2	0	0	0	0	23	33	7	0	0	0	0	0	40	3	0	0	0	0	0	0	3	46	17	1	0	2	0	0	66	132
0745-0800	18	2	0	0	0	0	0	20	24	6	0	1	0	0	0	31	8	3	0	0	0	0	0	11	51	8	6	1	3	0	0	69	131
Hourly Total	57	19	3	0	0	0	0	79	101	31	0	1	0	0	0	133	18	6	0	0	0	0	0	24	165	40	9	3	10	0	0	227	463
0800-0815	18	7	1	0	0	0	0	26	30	8	0	2	0	0	0	40	13	2	1	0	0	0	0	16	86	9	3	2	0	0	0	100	182
0815-0830	34	3	2	0	0	0	0	39	49	8	3	0	0	0	0	60	17	3	0	0	0	0	0	20	107	13	1	0	9	0	0	130	249
0830-0845	21	3	0	1	0	0	0	25	39	14	0	0	0	0	0	53	16	0	1	0	0	0	0	17	137	10	3	0	14	0	0	164	259
0845-0900	27	8	0	0	0	0	0	35	43	15	0	0	0	0	0	58	19	5	0	0	2	0	0	26	139	12	2	2	3	0	0	158	277
Hourly Total	100	21	3	1	0	0	0	125	161	45	3	2	0	0	0	211	65	10	2	0	2	0	0	79	469	44	9	4	26	0	0	552	967
0900-0915	29	1	1	0	0	0	0	31	48	7	1	0	0	0	0	56	14	2	0	0	0	0	0	16	76	13	6	1	1	1	0	98	201
0915-0930	26	6	1	1	0	0	0	34	47	8	0	0	0	0	0	55	15	3	1	0	0	0	0	19	59	13	1	1	3	0	0	77	185
0930-0945	26	4	0	0	0	0	0	30	49	3	1	0	0	0	0	53	6	7	1	0	1	0	0	15	50	16	5	2	0	0	0	73	171
0945-1000	29	3	0	0	1	0	0	33	54	6	0	0	0	0	0	60	13	2	1	0	0	0	0	16	41	6	3	1	1	0	0	52	161
Hourly Total	110	14	2	1	1	0	0	128	198	24	2	0	0	0	0	224	48	14	3	0	1	0	0	66	226	48	15	5	5	1	0	300	718
3 Hour Totals (am)	267	54	8	2	1	0	0	332	460	100	5	3	0	0	0	568	131	30	5	0	3	0	0	169	860	132	33	12	41	1	0	1079	2148
1500-1515	43	4	2	1	0	0	0	50	50	6	0	0	0	1	0	57	9	1	0	2	0	0	0	12	86	16	2	1	4	0	0	109	228
1515-1530	23	5	0	0	0	1	0	29	63	5	1	0	0	0	0	69	14	2	0	0	0	0	0	16	108	10	4	4	5	0	0	131	245
1530-1545	42	3	2	0	0	0	0	47	66	10	2	0	0	0	0	78	11	3	0	0	0	0	0	14	119	13	3	0	1	1	0	137	276
1545-1600	42	2	1	0	0	0	0	45	57	6	0	0	0	0	0	63	16	0	0	0	0	0	0	16	134	17	2	0	11	0	0	164	288
Hourly Total	150	14	5	1	0	1	0	171	236	27	3	0	0	1	0	267	50	6	0	2	0	0	0	58	447	56	11	5	21	1	0	541	1037
1600-1615	34	2	1	0	0	0	0	37	64	7	0	0	0	0	0	71	15	0	0	0	0	0	0	15	142	24	1	2	2	0	0	171	294
1615-1630	40	5	1	0	0	0	0	46	59	5	0	0	0	0	0	64	16	4	0	0	0	0	0	20	124	18	3	0	2	0	0	147	277
1630-1645	55	3	0	0	0	0	0	58	46	10	0	0	0	0	0	56	4	6	1	0	0	0	0	11	128	22	1	1	1	1	0	154	279
1645-1700	37	6	1	0	0	0	0	44	67	7	0	0	0	0	0	74	16	1	0	0	0	0	0	17	122	17	2	1	2	1	0	145	280
Hourly Total	166	16	3	0	0	0	0	185	236	29	0	0	0	0	0	265	51	11	1	0	0	0	0	63	516	81	7	4	7	2	0	617	1130
1700-1715	48	2	0	0	0	0	0	50	72	8	0	0	0	0	0	80	15	0	0	0	0	0	0	15	165	16	3	0	1	0	0	185	330
1715-1730	41	2	1	0	1	0	0	45	48	7	1	0	0	0	0	56	10	4	0	1	0	0	0	15	113	22	1	0	1	0	0	137	253
1730-1745	64	3	1	0	0	0	0	68	49	4	0	0	0	0	0	53	6	0	0	0	0	0	0	6	93	14	2	0	0	0	0	109	236
1745-1800	41	2	0	0	0	0	0	43	52	3	0	0	0	0	0	55	14	0	0	0	0	0	0	14	96	8	1	1	2	0	0	108	220
Hourly Total	194	9	2	0	1	0	0	206	221	22	1	0	0	0	0	244	45	4	0	1	0	0	0	50	467	60	7	1	4	0	0	539	1039
1800-1815	48	1	0	1	0	0	0	50	45	7	0	0	0	0	0	52	6	0	0	0	0	0	0	6	81	9	1	1	2	0	0	94	202
1815-1830	46	2	0	0	0	0	0	48	44	4	1	0	0	0	0	49	10	1	0	0	0	0	0	11	77	6	0	0	0	0	0	83	191
1830-1845	33	4	0	0	0	0	0	37	28	3	0	0	0	0	0	31	5	0	0	0	0	0	0	5	57	3	2	0	1	0	0	63	136
1845-1900	36	1	0	0	0	0	0	37	28	1	0	0	0	0	0	29	9	0	1	0	0	0	0	10	49	6	0	0	1	0	0	56	132
Hourly Total	163	8	0	1	0	0	0	172	145	15	1	0	0	0	0	161	30	1	1	0	0	0	0	32	264	24	3	1	4	0	0	296	661
4 Hour Totals (pm)	673	47	10	2	1	1	0	734	838	93	5	0	0	1	0	937	176	22	2	3	0	0	0	203	1694	221	28	11	36	3	0	1993	3867
Day Total	940	101	18	4	2	1	0	1066	1298	193	10	3	0	1	0	1505	307	52	7	3	3	0	0	372	2554	353	61	23	77	4	0	3072	6015

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	15	4	0	0	1	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	25
0715-0730	16	6	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	6	1	0	0	0	0	0	7	31
0730-0745	41	12	0	0	0	1	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	0	4	58
0745-0800	35	3	0	0	0	0	0	38	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	9	3	0	1	0	0	0	13	55
Hourly Total	107	25	0	0	1	1	0	134	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	22	6	0	1	0	0	0	29	169
0800-0815	25	5	0	0	0	0	0	30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	3	0	0	0	0	0	10	41
0815-0830	29	9	2	1	0	0	0	41	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	14	0	0	0	0	0	0	14	57
0830-0845	31	11	1	1	0	0	0	44	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	23	2	0	0	0	0	0	25	72
0845-0900	45	9	0	0	0	0	0	54	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	12	2	0	0	0	0	0	14	75
Hourly Total	130	34	3	2	0	0	0	169	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	56	7	0	0	0	0	0	63	245
0900-0915	47	11	0	0	0	0	0	58	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	15	0	0	0	0	0	0	15	76
0915-0930	43	12	1	0	0	0	0	56	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	12	2	0	0	0	0	0	14	73
0930-0945	48	8	1	0	0	0	0	57	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	10	1	0	0	0	0	0	11	73
0945-1000	35	14	0	0	0	0	0	49	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	13	0	0	0	0	0	0	13	64

Hourly Total	173	45	2	0	0	0	0	220	1	0	0	0	0	0	0	1	8	3	1	0	0	0	0	12	50	3	0	0	0	0	0	53	286	
3 Hour Totals (am)	410	104	5	2	1	1	0	523	1	0	0	0	0	0	0	1	25	5	1	0	0	0	0	31	128	16	0	1	0	0	0	145	700	
1500-1515	48	5	2	0	0	0	0	55	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	20	2	1	0	0	0	0	23	82	
1515-1530	46	1	1	0	0	0	0	48	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	29	2	0	0	0	0	0	31	83	
1530-1545	44	8	0	0	0	0	0	52	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	26	5	0	0	0	0	0	31	87	
1545-1600	52	4	0	0	0	0	0	56	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	4	27	1	1	0	0	0	0	29	89	
Hourly Total	190	18	3	0	0	0	0	211	1	0	0	0	0	0	0	1	11	3	1	0	0	0	0	15	102	10	2	0	0	0	0	114	341	
1600-1615	49	3	0	0	0	0	0	52	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	27	6	0	0	0	0	0	33	93	
1615-1630	44	11	1	0	0	0	0	56	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	21	2	0	0	0	0	0	23	84	
1630-1645	57	3	1	0	0	0	0	61	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	4	26	1	0	0	0	0	0	27	92	
1645-1700	51	5	0	0	0	0	0	56	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	23	6	0	0	0	0	0	29	87	
Hourly Total	201	22	2	0	0	0	0	225	1	0	0	0	0	0	0	1	17	1	0	0	0	0	0	18	97	15	0	0	0	0	0	112	356	
1700-1715	43	4	0	0	1	0	0	48	1	0	0	0	0	0	0	1	3	1	0	0	0	0	4	39	4	0	0	0	0	0	0	43	96	
1715-1730	60	6	0	0	0	0	0	66	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	29	2	0	0	0	0	0	0	31	100	
1730-1745	53	2	0	0	0	0	0	55	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	23	1	0	0	0	0	0	0	24	80	
1745-1800	44	2	0	0	0	0	0	46	0	0	0	0	0	0	0	0	5	4	0	1	0	0	0	5	20	2	0	0	0	0	0	22	73	
Hourly Total	200	14	0	0	1	0	0	215	1	0	0	0	0	0	0	1	11	1	1	0	0	0	0	13	111	9	0	0	0	0	0	0	120	349
1800-1815	50	5	0	0	0	0	0	55	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	14	1	0	0	0	0	0	0	15	72	
1815-1830	41	5	0	0	0	0	0	46	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	24	1	0	0	0	0	0	0	25	72	
1830-1845	38	3	0	0	0	0	0	41	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	18	1	0	0	0	0	0	0	19	62	
1845-1900	38	1	0	0	0	0	0	39	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	18	1	0	0	0	0	0	0	19	60	
Hourly Total	167	14	0	0	0	0	0	181	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	74	4	0	0	0	0	0	0	78	266	
4 Hour Totals (pm)	758	68	5	0	1	0	0	832	3	0	0	0	0	0	0	3	46	5	2	0	0	0	0	53	384	38	2	0	0	0	0	424	1312	
Day Total	1168	172	10	2	2	1	0	1355	4	0	0	0	0	0	0	4	71	10	3	0	0	0	0	84	512	54	2	1	0	0	0	569	2012	
	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
	0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
	0715-0730	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
	0730-0745	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3		
	0745-0800	2	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	2		
	Hourly Total	2	3	0	0	0	0	5	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	4	3	0	1	0	0	0	0	4		
	0800-0815	3	1	0	0	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	0815-0830	3	1	1	0	0	0	5	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2		
	0830-0845	1	4	0	0	0	0	5	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	2		
	0845-0900	6	2	0	0	2	0	10	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	2	0	0	0	0	0	3		
	Hourly Total	13	8	1	0	3	0	25	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	3	4	0	0	0	0	0	7		
0900-0915	8	3	1	0	0	0	12	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	2		
0915-0930	2	1	2	0	0	0	5	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
0930-0945	12	3	2	0	0	0	17</																											

1800-1815	14	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	20
1815-1830	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7
1830-1845	9	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	14
1845-1900	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
Hourly Total	32	2	0	0	0	1	0	35	5	0	0	0	0	0	0	0	0	5	9	0	0	0	0	0	0	9	49

4 Hour Totals (pm)	215	28	3	3	1	1	0	251	39	3	0	0	0	0	0	0	42	1	0	0	0	0	0	0	1	62	9	0	0	5	0	0	76	370
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Day Total	260	50	9	3	4	1	0	327	49	5	0	0	0	0	0	0	54	1	0	0	0	0	0	0	1	75	17	1	0	5	0	0	98	480
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	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	47	19	3	2	2	0	0	73	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	
0715-0730	89	20	1	2	0	0	0	112	12	2	0	0	0	0	0	14	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	128	
0730-0745	110	24	0	3	1	0	0	138	26	3	0	0	0	1	0	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	171	
0745-0800	138	36	6	4	1	0	0	185	16	3	0	0	0	0	0	19	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	212	
Hourly Total	384	99	10	11	4	0	0	508	62	9	0	0	0	1	0	72	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	593	
0800-0815	159	25	3	2	3	0	0	192	14	2	0	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	
0815-0830	187	22	3	0	1	1	0	214	16	4	1	0	0	0	0	21	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	238	
0830-0845	173	16	9	0	13	0	0	211	32	0	0	0	0	0	0	32	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	247	
0845-0900	180	19	1	1	8	0	0	209	35	5	0	0	0	0	0	40	9	0	0	0	1	0	0	0	0	0	0	0	0	0	0	259	
Hourly Total	699	82	16	3	25	1	0	826	97	11	1	0	0	0	0	109	13	1	1	0	3	0	0	0	0	0	0	0	0	0	0	953	
0900-0915	120	25	1	1	4	0	0	151	25	1	0	0	0	0	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	
0915-0930	77	14	3	3	1	0	0	98	23	1	0	0	0	0	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	
0930-0945	80	8	2	2	1	0	0	93	9	6	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	
0945-1000	62	17	2	0	0	0	0	81	13	4	0	0	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	
Hourly Total	339	64	8	6	6	0	0	423	70	12	0	0	0	0	0	82	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	514	

3 Hour Totals (am)	1422	245	34	20	35	1	0	1757	229	32	1	0	0	1	0	263	28	8	1	0	3	0	0	0	40	0	0	0	0	0	0	0	2060
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1500-1515	65	12	1	2	0	0	0	80	11	0	0	0	0	0	0	11	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	93
1515-1530	78	2	0	0	3	0	0	83	7	1	0	0	0	0	0	8	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	92
1530-1545	107	8	2	1	11	0	0	129	16	0	0	0	0	0	0	16	4	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0	150
1545-1600	140	5	3	1	8	0	0	157	14	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	176
Hourly Total	390	27	6	4	22	0	0	449	48	1	0	0	0	0	0	49	9	0	0	0	2	0	0	0	11	2	0	0	0	0	0	2	511
1600-1615	77	14	1	0	1	0	0	93	8	1	0	0	0	0	0	9	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	103
1615-1630	68	9	1	1	3	0	0	82	17	1	1	0	0	0	0	19	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	103
1630-1645	77	5	1	0	2	0	0	85	13	1	0	0	0	0	0	14	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	101
1645-1700	79	13	0	1	2	0	0	95	14	0	0	0	0	0	0	14	1	0	1	0	0	0	0	0	2	0	0	0	1	0	0	3	114
Hourly Total	301	41	3	2	8	0	0	355	52	3	1	0	0	0	0	56	4	2	1	0	0	0	0	0	7	2	0	0	1	0	0	3	421
1700-1715	82	13	0	1	2	0	0	98	13	1	0	0	0	0	0	14	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	113
1715-1730	98	10	0	0	2	0	0	110	14	2	0	0	0	0	0	16	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	128
1730-1745	77	4	1	1	2	0	0	85	13	1	0	0	0	0	0	14	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	101
1745-1800	70	3	0	0	1	0	0	74	12	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	88
Hourly Total	327	30	1	2	7	0	0	367	52	4	0	0	0	0	0	56	7	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	430
1800-1815	61	7	0	0	0	0	0	68	11	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	81
1815-1830	65	8	0	1	1	0	0	75	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	94
1830-1845	93	2	1	0	2	0	0	98	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	114
1845-1900	57	2	0	1	1	0	0	61	14	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	77
Hourly Total	276	19	1	2	4	0	0	302	55	2	0	0	0	0	0	57	4	0	0	0	0	0	0	0	4	3	0	0	0	0	0	3	366

4 Hour Totals (pm)	1294	117	11	10	41	0	0	1473	207	10	1	0	0	0	0	218	24	2	1	0	2	0	0	0	29	7	0	0	0	1	0	0	8	1728
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Day Total	2716	362	45	30	76	1	0	3230	436	42	2	0	0	1	0	481	52	10	2	0	5	0	0	0	69	7	0	0	0	1	0	0	8	3788
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	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	61	18	2	1	2	0	0	84	20	4	0	0	1	0	0	25	1	0	0	0	0	0	0	1	55	20	3	2	2	0	0	82	192
0715-0730	84	27	1	1	3	0	0	116	23	8	0	0	0	0	0	31	1	1	0	0	0	0	0	2	101	24	1	2	0	0	0	128	277
0730-0745	95	32	3	0	2	0	0	132	43	14	0	0	0	1	0	58	1	2	0	0	0	0	0	3	136	30	0	3	1	1	0	171	364
0745-0800	101	19	6	2	3	0	0	131	48	6	0	1	0	0	0	55	3	1	1	0	0	0	0	5	160	41	6	4	1	0	0	212	403
Hourly Total	341	96	12	4	10	0	0	463	134	32	0	1	1	1	0	169	6	4	1	0	0	0	0	11	452	115	10	11	4	1	0	593	1236
0800-0815	147	26	5	4	0	0	0	182	33	8	0	0	0	0	0	41	3	1	0	0	1	0	0	5	174	27	3	2	3	0	0	209	437
0815-0830	207	27	6	0	9	0	0	249	45	9	2	1	0	0	0	57	5	2	1	0	0	0	0	8	204	27	5	0	1	1	0	238	552

0830-0845	213	27	4	1	14	0	0	259
0845-0900	228	40	2	2	5	0	0	277
Hourly Total	795	120	17	7	28	0	0	967
0900-0915	167	23	8	1	1	1	0	201
0915-0930	147	30	3	2	3	0	0	185
0930-0945	131	30	7	2	1	0	0	171
0945-1000	137	17	4	1	2	0	0	161
Hourly Total	582	100	22	6	7	1	0	718

3 Hour Totals (am)	1718	316	51	17	45	1	0	2148
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1500-1515	188	27	4	4	4	1	0	228
1515-1530	208	22	5	4	5	1	0	245
1530-1545	238	29	7	0	1	1	0	276
1545-1600	249	25	3	0	11	0	0	288
Hourly Total	883	103	19	8	21	3	0	1037
1600-1615	255	33	2	2	2	0	0	294
1615-1630	239	32	4	0	2	0	0	277
1630-1645	233	41	2	1	1	1	0	279
1645-1700	242	31	3	1	2	1	0	280
Hourly Total	969	137	11	4	7	2	0	1130
1700-1715	300	26	3	0	1	0	0	330
1715-1730	212	35	3	1	2	0	0	253
1730-1745	212	21	3	0	0	0	0	236
1745-1800	203	13	1	1	2	0	0	220
Hourly Total	927	95	10	2	5	0	0	1039
1800-1815	180	17	1	2	2	0	0	202
1815-1830	177	13	1	0	0	0	0	191
1830-1845	123	10	2	0	1	0	0	136
1845-1900	122	8	1	0	1	0	0	132
Hourly Total	602	48	5	2	4	0	0	661

4 Hour Totals (pm)	3381	383	45	16	37	5	0	3867
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Day Total	5099	699	96	33	82	6	0	6015
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	75	27	3	2	3	0	0	110
0715-0730	118	32	2	2	0	0	0	154
0730-0745	164	46	2	3	1	1	0	217
0745-0800	193	41	6	4	1	0	0	245
Hourly Total	550	146	13	11	5	1	0	726
0800-0815	205	38	4	2	4	0	0	253
0815-0830	253	35	8	1	1	1	0	299
0830-0845	226	34	10	2	13	0	0	285
0845-0900	258	38	1	1	10	0	0	308
Hourly Total	942	145	23	6	28	1	0	1145
0900-0915	204	40	3	1	4	0	0	252
0915-0930	148	33	7	4	1	0	0	193
0930-0945	166	23	5	2	1	0	0	197
0945-1000	134	38	2	0	1	0	0	175
Hourly Total	652	134	17	7	7	0	0	817

3 Hour Totals (am)	2144	425	53	24	40	2	0	2688
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1500-1515	170	22	5	3	1	0	0	201
1515-1530	156	12	2	1	3	1	0	175
1530-1545	201	19	4	1	11	0	0	236
1545-1600	244	13	4	1	8	0	0	270
Hourly Total	771	66	15	6	23	1	0	882
1600-1615	175	23	2	0	1	0	0	201
1615-1630	168	28	3	2	3	0	0	204
1630-1645	212	14	2	0	2	0	0	230
1645-1700	185	27	2	2	2	0	0	218

57	13	1	1	0	0	0	72
63	12	0	0	0	0	0	75
198	42	3	2	0	0	0	245
64	12	0	0	0	0	0	76
57	15	1	0	0	0	0	73
62	10	1	0	0	0	0	73
49	14	1	0	0	0	0	64
232	51	3	0	0	0	0	286

564	125	6	3	1	1	0	700
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70	8	4	0	0	0	0	82
79	3	1	0	0	0	0	83
74	13	0	0	0	0	0	87
81	7	1	0	0	0	0	89
304	31	6	0	0	0	0	341
84	9	0	0	0	0	0	93
70	13	1	0	0	0	0	84
86	5	1	0	0	0	0	92
76	11	0	0	0	0	0	87
316	38	2	0	0	0	0	356
86	9	0	0	1	0	0	96
92	8	0	0	0	0	0	100
77	3	0	0	0	0	0	80
68	4	1	0	0	0	0	73
323	24	1	0	1	0	0	349
66	6	0	0	0	0	0	72
66	6	0	0	0	0	0	72
58	4	0	0	0	0	0	62
58	2	0	0	0	0	0	60
248	18	0	0	0	0	0	266

1191	111	9	0	1	0	0	1312
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1755	236	15	3	2	1	0	2012
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Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
26	7	0	0	0	0	0	33
38	14	0	0	0	0	0	52
60	10	0	0	0	1	0	71
40	10	0	1	0	0	0	51
164	41	0	1	0	1	0	207
44	10	0	2	0	0	0	56
66	12	4	0	0	0	0	82
72	14	0	0	0	0	0	86
79	20	0	0	0	0	0	99
261	56	4	2	0	0	0	323
74	8	1	0	0	0	0	83
75	9	0	0	0	0	0	84
58	9	1	0	0	0	0	68
68	11	0	0	0	0	0	79
275	37	2	0	0	0	0	314

700	134	6	3	0	1	0	844
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61	7	0	0	0	1	0	69
71	6	1	0	0	0	0	78
86	10	2	0	0	0	0	98
73	8	0	0	0	0	0	81
291	31	3	0	0	1	0	326
75	8	0	0	0	0	0	83
80	6	1	0	0	0	0	87
63	11	0	0	0	0	0	74
85	7	0	0	0	0	0	92

3	5	0	0	0	0	0	8
8	4	0	0	2	0	0	14
19	12	1	0	3	0	0	35
10	4	1	0	0	0	0	15
8	1	2	0	0	0	0	11
12	4	2	0	0	0	0	18
13	7	0	0	0	0	0	20
43	16	5	0	0	0	0	64

68	32	7	0	3	0	0	110
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19	3	0	0	5	0	0	27
15	4	1	1	1	0	0	22
12	0	0	0	0	0	0	12
17	6	0	0	0	0	0	23
63	13	1	1	6	0	0	84
26	5	0	0	0	0	0	31
22	4	0	1	0	0	0	27
31	3	0	0	0	0	0	34
26	5	1	1	0	0	0	33
105	17	1	2	0	0	0	125
28	3	1	0	0	0	0	32
31	1	0	0	0	0	0	32
24	2	0	0	0	0	0	26
20	2	0	0	0	0	0	22
103	8	1	0	0	0	0	112
20	0	0	0	0	0	0	20
6	1	0	0	0	0	0	7
13	0	0	0	0	1	0	14
7	1	0	0	0	0	0	8
46	2	0	0	0	1	0	49

317	40	3	3	6	1	0	370
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385	72	10	3	9	1	0	480
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Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
2	1	0	0	0	0	0	3
6	5	0	0	0	0	0	11
3	3	0	0	0	0	0	6
18	5	0	0	0	0	0	23
29	14	0	0	0	0	0	43
15	2	1	0	0	0	0	18
20	4	1	0	0	0	0	25
21	0	1	0	2	0	0	24
34	6	0	0	3	0	0	43
90	12	3	0	5	0	0	110
18	3	0	0	0	0	0	21
18	4	1	0	0	0	0	23
12	8	1	0	1	0	0	22
17	2	2	0	0	0	0	21
65	17	4	0	1	0	0	87

184	43	7	0	6	0	0	240
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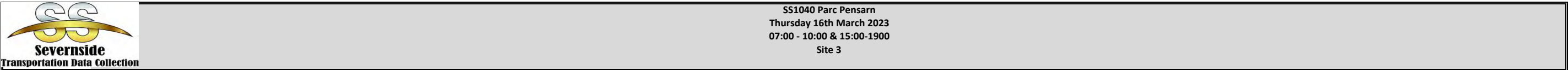
12	2	1	2	1	0	0	18
19	2	0	0	0	0	0	21
18	3	0	0	1	0	0	22
21	2	0	0	0	0	0	23
70	9	1	2	2	0	0	84
23	1	0	0	0	0	0	24
23	4	0	0	0	0	0	27
8	8	1	0	0	0	0	17
19	1	1	0	0	0	0	21

207	16	9	0	15	0	0	247
224	24	1	1	9	0	0	259
809	94	18	3	28	1	0	953
147	26	1	1	4	0	0	179
102	15	3	3	1	0	0	124
91	14	2	2	1	0	0	110
78	21	2	0	0	0	0	101
418	76	8	6	6	0	0	514

1679	285	36	20	38	2	0	2060
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77	12	1	2	1	0	0	93
86	3	0	0	3	0	0	92
127	8	2	1	12	0	0	150
159	5	3	1	8	0	0	176
449	28	6	4	24	0	0	511
85	16	1	0	1	0	0	103
87	10	2	1	3	0	0	103
91	7	1	0	2	0	0	101
96	13	1	1	3	0	0	114
359	46	5	2	9	0	0	421
96	14	0	1	2	0	0	113
114	12	0	0	2	0	0	128
92	5	1	1	2	0	0	101
84	3	0	0	1	0	0	88
386	34	1	2	7	0	0	430
74	7	0	0	0	0	0	81
82	10	0	1	1	0	0	94
109	2	1	0	2	0	0	114
73	2	0	1	1	0	0	77
338	21	1	2	4	0	0	366

Hourly Total	740	92	9	4	8	0	0	853	303	32	1	0	0	0	0	0	336	73	14	2	0	0	0	0	0	89	633	100	7	4	8	2	0	754	2032									
1700-1715	193	22	1	1	3	0	0	220	90	9	0	0	0	0	0	0	99	19	1	0	0	0	0	0	0	20	208	20	3	0	1	0	0	232	571									
1715-1730	221	19	1	0	3	0	0	244	64	9	1	0	0	0	0	0	74	15	4	0	1	0	0	0	0	20	149	24	1	0	1	0	0	175	513									
1730-1745	207	9	2	1	2	0	0	221	67	5	0	0	0	0	0	0	72	9	0	0	0	0	0	0	0	9	122	17	2	0	0	0	0	141	443									
1745-1800	170	9	0	0	1	0	0	180	67	3	0	0	0	0	0	0	70	20	0	1	0	0	0	0	0	21	118	10	1	1	2	0	0	132	403									
Hourly Total	791	59	4	2	9	0	0	865	288	26	1	0	0	0	0	0	315	63	5	1	1	0	0	0	0	70	597	71	7	1	4	0	0	680	1930									
1800-1815	173	13	0	1	0	0	0	187	59	7	0	0	0	0	0	0	66	10	0	0	0	0	0	0	0	10	98	10	1	1	2	0	0	112	375									
1815-1830	157	16	0	1	1	0	0	175	59	6	1	0	0	0	0	0	66	11	1	0	0	0	0	0	0	12	104	7	0	0	0	0	0	111	364									
1830-1845	173	9	1	0	2	1	0	186	45	3	0	0	0	0	0	0	48	7	0	0	0	0	0	0	0	7	78	4	2	0	1	0	0	85	326									
1845-1900	135	5	0	1	1	0	0	142	42	1	0	0	0	0	0	0	43	13	0	1	0	0	0	0	0	14	70	7	0	0	1	0	0	78	277									
Hourly Total	638	43	1	3	4	1	0	690	205	17	1	0	0	0	0	0	223	41	1	1	0	0	0	0	0	43	350	28	3	1	4	0	0	386	1342									
4 Hour Totals (pm)	2940	260	29	15	44	2	0	3290	1087	106	6	0	0	1	0	1200	247	29	5	3	2	0	0	0	0	286	2147	268	30	11	42	3	0	2501	7277									
Day Total	5084	685	82	39	84	4	0	5978	1787	240	12	3	0	2	0	2044	431	72	12	3	8	0	0	0	0	526	3148	424	64	24	83	4	0	3747	12295									



Hourly Total	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	3	0	0	1	0	0	4	29	
3 Hour Totals (am)	51	7	1	0	0	0	0	59	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	1	3	0	0	1	0	0	5	72	
1500-1515	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	13	
1515-1530	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	
1530-1545	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6	6	
1545-1600	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	1	5	2	0	0	0	0	0	0	2	12	12	
Hourly Total	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	9	0	0	0	0	1	10	3	0	0	0	0	0	0	3	33	33	
1600-1615	20	1	0	0	0	0	0	21	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	0	0	0	0	0	0	0	0	29	29	
1615-1630	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	9	1	0	0	0	0	10	0	0	0	0	0	0	0	0	26	26	
1630-1645	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	15	15	
1645-1700	12	0	0	1	0	0	0	13	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	16	16	
Hourly Total	60	1	0	1	0	0	0	62	0	0	0	0	0	0	0	0	22	2	0	0	0	0	24	0	0	0	0	0	0	0	0	86	86	
1700-1715	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	18	18	
1715-1730	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	13	13	
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745-1800	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Hourly Total	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	0	0	0	0	0	0	0	0	32	32	
1800-1815	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
1815-1830	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
1830-1845	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
1845-1900	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	
Hourly Total	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	10	10	
4 Hour Totals (pm)	112	4	0	1	0	0	0	117	0	0	0	0	0	0	0	0	37	2	1	0	0	1	41	3	0	0	0	0	0	0	3	161	161	
Day Total	163	11	1	1	0	0	0	176	0	0	0	0	0	0	0	0	44	3	1	0	0	1	49	4	3	0	0	1	0	0	8	233	233	
	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
	0700-0715	52	21	3	2	2	0	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		80
	0715-0730	88	22	1	2	0	0	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		113
	0730-0745	135	27	0	3	1	1	167	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168		
	0745-0800	145	36	6	3	1	0	191	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0	0	0	198		
	Hourly Total	420	106	10	10	4	1	551	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3		559
	0800-0815	148	25	2	2	3	0	180	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	0	186		
	0815-0830	162	23	5	0	0	1	191	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	9	0	0	0	0	0	0	0	202		
	0830-0845	157	14	7	0	5	0	183	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	25	1	0	0	1	0	0	27	212		
	0845-0900	139	23	1	2	1	0	166	15	0	0	0	0	0	0	0	15	0	0	0	0	0	0	9	0	0	0	1	0	0	10	191		
	Hourly Total	606	85	15	4	9	1	720	20	0	0	0	0	0	0	0	20	0	0	0	0	0	0	48	1	0	0	2	0	0	51	791		
	0900-0915	97	19	1	1	3	0	121	8	2	0	0	0	0	0	0	10	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2		133
	0915-0930	93	13	3	2	1	0	112	0																									

1800-1815	48	7	0	0	0	0	0	55	0	0	0	0	0	0	0	0	0	55
1815-1830	51	7	0	1	1	0	0	60	0	0	0	0	0	0	0	0	0	62
1830-1845	59	1	1	0	2	0	0	63	0	0	0	0	0	0	0	0	0	63
1845-1900	51	2	0	1	1	0	0	55	0	0	0	0	0	0	0	0	0	55
Hourly Total	209	17	1	2	4	0	0	233	0	0	0	0	0	0	0	0	0	235
4 Hour Totals (pm)	978	106	13	9	26	0	0	1132	21	0	0	0	0	0	0	0	0	1193
Day Total	2333	356	46	28	44	2	0	2809	54	3	0	0	0	0	0	0	0	2964

	Arm D - Arm A									Arm D - Arm B									Arm D - Arm C									Arm D - Arm D									
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		Arm Total
0700-0715	2	0	0	0	0	0	0	2		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		2
0715-0730	8	1	0	0	0	0	0	9		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		9
0730-0745	4	2	0	1	0	0	0	7		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		7
0745-0800	8	5	0	0	0	0	0	13		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		14
Hourly Total	22	8	0	1	0	0	0	31		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		32
0800-0815	29	1	1	0	0	0	0	31		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		31
0815-0830	39	4	0	0	1	0	0	44		0	0	0	0	0	0	0	0		5	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0		50
0830-0845	47	0	1	0	11	0	0	59		1	0	0	0	0	0	0	1		17	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		77
0845-0900	78	2	0	0	6	0	0	86		0	0	0	0	1	0	0	1		14	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		101
Hourly Total	193	7	2	0	18	0	0	220		1	0	0	0	1	0	0	2		36	1	0	0	0	0	0	0		0	0	0	0	0	0	0	0		259
0900-0915	21	1	0	0	1	0	0	23		0	0	0	0	0	0	0	0		3	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		26
0915-0930	8	3	0	0	0	0	0	11		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	0		1	0	0	0	0	0	1	0		13
0930-0945	14	1	0	0	0	0	0	15		0	0	0	0	0	0	0	0		1	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		16
0945-1000	7	2	0	0	0	0	0	9		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		9
Hourly Total	50	7	0	0	1	0	0	58		0	0	0	0	0	0	0	0		5	0	0	0	0	0	0	0		1	0	0	0	0	0	0	1		64

3 Hour Totals (am)	265	22	2	1	19	0	0	309	1	0	0	0	1	0	0	0	2	42	1	0	0	0	0	0	0	0	43	1	0	0	0	0	0	0	1	355
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1500-1515	7	4	0	0	0	0	0	11	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	13
1515-1530	27	0	0	0	1	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
1530-1545	59	2	0	0	10	0	0	71	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	83	
1545-1600	66	1	0	0	6	0	0	73	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	89	
Hourly Total	159	7	0	0	17	0	0	183	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	214	
1600-1615	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
1615-1630	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
1630-1645	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
1645-1700	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	
Hourly Total	51	1	0	0	0	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	
1700-1715	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
1715-1730	17	4	0	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
1730-1745	22	1	0	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
1745-1800	19	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	
Hourly Total	77	6	0	0	0	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	
1800-1815	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	
1815-1830	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	
1830-1845	48	0	0	0	0	0	0	48	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	
1845-1900	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
Hourly Total	104	3	0	0	0	0	0	107	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	119	

4 Hour Totals (pm)	391	17	0	0	17	0	0	425	2	0	0	0	0	0	0	0	2	52	1	0	0	2	0	0	0	0	55	1	0	0	0	0	0	0	1	483
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Day Total	656	39	2	1	36	0	0	734	3	0	0	0	1	0	0	0	4	94	2	0	0	2	0	0	0	0	98	2	0	0	0	0	0	0	2	838
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	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
0700-0715	32	8	2	1	2	0	0	45	0	0	0	0	0	0	0	0	52	21	3	2	2	0	0	0	80	2	0	0	0	0	0	0	2	127
0715-0730	46	8	0	1	3	0	0	58	1	0	0	0	0	0	0	0	88	22	1	2	0	0	0	0	113	8	1	0	0	0	0	0	9	181
0730-0745	47	18	1	0	2	0	0	68	1	0	0	0	0	0	0	0	136	27	0	3	1	1	0	0	168	4	2	0	1	0	0	0	7	244
0745-0800	59	12	7	2	3	0	0	83	2	0	0	0	0	0	0	0	151	37	6	3	1	0	0	0	198	9	5	0	0	0	0	0	14	297
Hourly Total	184	46	10	4	10	0	0	254	4	0	0	0	0	0	0	0	427	107	10	10	4	1	0	0	559	23	8	0	1	0	0	0	32	849
0800-0815	88	11	3	1	0	0	0	103	5	0	0	0	0	0	0	0	154	25	2	2	3	0	0	0	186	29	1	1	0	0	0	0	31	325
0815-0830	114	14	1	1	9	0	0	139	4	1	0	0	0	0	0	0	173	23	5	0	0	1	0	0	202	44	5	0	0	1	0	0	50	396

0830-0845	162	14	3	0	13	0	0	192
0845-0900	154	16	2	2	3	0	0	177
Hourly Total	518	55	9	4	25	0	0	611
0900-0915	94	13	6	1	2	1	0	117
0915-0930	71	13	1	1	3	0	0	89
0930-0945	61	18	5	2	0	0	0	86
0945-1000	55	8	3	1	1	0	0	68
Hourly Total	281	52	15	5	6	1	0	360

3 Hour Totals (am)	983	153	34	13	41	1	0	1225
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1500-1515	122	19	3	1	8	0	0	153
1515-1530	128	12	4	4	6	0	0	154
1530-1545	145	18	3	0	1	1	0	168
1545-1600	161	18	2	0	11	0	0	192
Hourly Total	556	67	12	5	26	1	0	667
1600-1615	182	27	2	1	2	0	0	214
1615-1630	141	24	3	1	2	0	0	171
1630-1645	160	24	1	1	1	1	0	188
1645-1700	153	22	1	1	3	1	0	181
Hourly Total	636	97	7	4	8	2	0	754
1700-1715	200	21	4	0	1	0	0	226
1715-1730	134	24	1	0	1	0	0	160
1730-1745	124	18	2	0	0	0	0	144
1745-1800	117	9	1	1	2	0	0	130
Hourly Total	575	72	8	1	4	0	0	660
1800-1815	95	11	1	1	2	0	0	110
1815-1830	95	8	0	0	0	0	0	103
1830-1845	83	4	2	0	1	0	0	90
1845-1900	67	7	0	0	1	0	0	75
Hourly Total	340	30	3	1	4	0	0	378

4 Hour Totals (pm)	2107	266	30	11	42	3	0	2459
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Day Total	3090	419	64	24	83	4	0	3684
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	54	21	3	2	2	0	0	82
0715-0730	98	23	1	2	0	0	0	124
0730-0745	140	29	0	4	1	1	0	175
0745-0800	155	41	6	3	1	0	0	206
Hourly Total	447	114	10	11	4	1	0	587
0800-0815	182	26	3	2	3	0	0	216
0815-0830	204	28	5	0	1	1	0	239
0830-0845	210	15	9	0	16	0	0	250
0845-0900	235	26	1	2	8	0	0	272
Hourly Total	831	95	18	4	28	1	0	977
0900-0915	129	23	1	1	4	0	0	158
0915-0930	104	16	3	2	1	0	0	126
0930-0945	92	12	2	2	1	0	0	109
0945-1000	71	21	2	0	0	0	0	94
Hourly Total	396	72	8	5	6	0	0	487

3 Hour Totals (am)	1674	281	36	20	38	2	0	2051
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1500-1515	79	11	1	2	2	0	0	95
1515-1530	94	5	0	0	3	0	0	102
1530-1545	136	6	2	1	11	0	0	156
1545-1600	136	5	3	1	8	0	0	153
Hourly Total	445	27	6	4	24	0	0	506
1600-1615	89	15	1	0	1	0	0	106
1615-1630	87	10	2	1	3	0	0	103
1630-1645	83	7	1	0	2	0	0	93
1645-1700	91	13	1	1	3	0	0	109

8	1	1	0	0	0	0	10
18	1	0	0	0	0	0	19
35	3	1	0	0	0	0	39
14	3	0	0	1	0	0	18
3	1	0	0	0	0	0	4
2	1	0	0	0	0	0	3
1	3	0	0	0	0	0	4
20	8	0	0	1	0	0	29

59	11	1	0	1	0	0	72
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13	0	0	0	0	0	0	13
2	0	0	0	0	0	0	2
6	0	0	0	0	0	0	6
10	1	0	0	0	1	0	12
31	1	0	0	0	1	0	33
28	1	0	0	0	0	0	29
25	1	0	0	0	0	0	26
14	1	0	0	0	0	0	15
15	0	0	1	0	0	0	16
82	3	0	1	0	0	0	86
15	2	1	0	0	0	0	18
13	0	0	0	0	0	0	13
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
29	2	1	0	0	0	0	32
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
3	0	0	0	0	0	0	3
10	0	0	0	0	0	0	10

152	6	1	1	0	1	0	161
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211	17	2	1	1	1	0	233
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Destination - Arm B							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2
2	0	0	0	0	0	0	2
9	1	0	0	0	0	0	10
14	2	0	0	0	0	0	16
8	0	0	0	0	0	0	8
13	0	0	0	0	0	0	13
19	2	1	0	0	0	0	22
47	0	0	0	1	0	0	48
87	2	1	0	1	0	0	91
38	4	0	0	0	0	0	42
5	2	0	0	0	0	0	7
4	3	0	0	0	0	0	7
6	2	0	0	0	0	0	8
53	11	0	0	0	0	0	64

154	15	1	0	1	0	0	171
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10	1	0	0	0	0	0	11
5	0	0	0	0	0	0	5
5	0	0	0	0	0	0	5
2	0	0	0	0	0	0	2
22	1	0	0	0	0	0	23
12	0	0	0	0	0	0	12
11	0	0	0	0	0	0	11
10	0	0	0	0	0	0	10
4	0	0	1	0	0	0	5

184	15	7	0	6	0	0	212
163	23	1	2	2	0	0	191
674	86	15	4	11	1	0	791
107	21	1	1	3	0	0	133
95	13	3	2	1	0	0	114
76	9	2	2	1	0	0	90
64	18	2	0	0	0	0	84
342	61	8	5	5	0	0	421

1443	254	33	19	20	2	0	1771
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63	7	1	2	2	0	0	75
68	5	0	0	2	0	0	75
88	4	2	1	1	0	0	96
71	3	3	1	2	0	0	80
290	19	6	4	7	0	0	326
63	14	1	0	1	1	0	80
61	10	2	1	3	0	0	77
65	6	1	0	2	0	0	74
65	13	1	0	2	0	0	81
254	43	5	1	8	1	0	312
72	11	0	1	2	0	0	86
72	8	0	0	2	0	0	82
74	4	1	1	2	0	0	82
65	4	0	0	1	0	0	70
283	27	1	2	7	0	0	320
48	7	0	0	0	0	0	55
53	7	0	1	1	0	0	62
59	1	1	0	2	0	0	63
51	2	0	1	1	0	0	55
211	17	1	2	4	0	0	235

1038	106	13	9	26	1	0	1193
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2481	360	46	28	46	3	0	2964
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Destination - Arm C							
Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
31	7	2	1	2	0	0	43
38	7	0	1	3	0	0	49
45	17	1	0	2	0	0	65
50	10	6	2	3	0	0	71
164	41	9	4	10	0	0	228
59	10	3	1	0	0	0	73
62	12	1	1	5	0	0	81
74	11	2	0	2	0	0	89
71	16	2	2	1	0	0	92
266	49	8	4	8	0	0	335
51	9	6	1	2	1	0	70
45	10	1	1	3	0	0	60
47	11	5	2	0	0	0	65
45	6	3	1	1	0	0	56
188	36	15	5	6	1	0	251

618	126	32	13	24	1	0	814
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91	16	3	1	3	0	0	114
79	10	4	4	2	0	0	99
97	18	3	0	1	1	0	120
123	16	2	0	4	1	0	146
390	60	12	5	10	2	0	479
150	25	2	1	2	1	0	181
118	23	3	1	2	0	0	147
140	23	1	1	1	1	0	167
139	21	1	0	2	1	0	164

65	0	1	0	11	0	0	77
92	2	0	0	7	0	0	101
230	8	2	0	19	0	0	259
24	1	0	0	1	0	0	26
10	3	0	0	0	0	0	13
15	1	0	0	0	0	0	16
7	2	0	0	0	0	0	9
56	7	0	0	1	0	0	64

309	23	2	1	20	0	0	355
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9	4	0	0	0	0	0	13
28	0	0	0	1	0	0	29
70	2	0	0	11	0	0	83
81	1	0	0	7	0	0	89
188	7	0	0	19	0	0	214
12	0	0	0	0	0	0	12
12	0	0	0	0	0	0	12
14	1	0	0	0	0	0	15
18	0	0	0	0	0	0	18
56	1	0	0	0	0	0	57
20	1	0	0	0	0	0	

Hourly Total	350	45	5	2	9	0	0	411
1700-1715	102	14	0	1	2	0	0	119
1715-1730	100	12	0	0	2	0	0	114
1730-1745	91	5	1	1	2	0	0	100
1745-1800	79	4	0	0	1	0	0	84
Hourly Total	372	35	1	2	7	0	0	417
1800-1815	67	8	0	0	0	0	0	75
1815-1830	78	9	0	1	1	0	0	89
1830-1845	110	1	1	0	2	0	0	114
1845-1900	68	2	0	1	1	0	0	72
Hourly Total	323	20	1	2	4	0	0	350
4 Hour Totals (pm)	1490	127	13	10	44	0	0	1684
Day Total	3164	408	49	30	82	2	0	3735

37	0	0	1	0	0	0	38
9	0	1	0	0	0	0	10
2	0	0	0	0	0	0	2
8	0	0	0	0	0	0	8
13	0	0	0	0	0	0	13
32	0	1	0	0	0	0	33
1	0	0	0	0	0	0	1
5	0	0	0	0	0	0	5
4	0	0	0	0	0	0	4
0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	10

547	92	7	3	7	3	0	659
188	20	4	0	1	0	0	213
127	24	1	0	1	0	0	153
113	17	2	0	0	0	0	132
111	9	1	1	2	0	0	124
539	70	8	1	4	0	0	622
88	11	1	1	2	0	0	103
90	8	0	0	0	0	0	98
72	4	2	0	0	0	0	78
62	7	0	0	1	0	0	70
312	30	3	1	3	0	0	349

94	7	0	0	0	0	0	101
8	1	0	0	0	0	0	9
9	1	0	0	0	0	0	10
10	1	0	0	0	0	0	11
3	0	0	0	0	0	0	3
30	3	0	0	0	0	0	33
8	0	0	0	0	0	0	8
5	0	0	0	0	0	0	5
12	0	0	0	1	0	0	13
7	0	0	0	0	0	0	7
32	0	0	0	1	0	0	33

1209
351
279
251
224
1105
187
197
209
149
742

364	16	0	0	19	0	0	399
4296							

712	35	1	0	38	0	0	786
7719							

	Q1				Q2			Q3			Q4				Q5				Q6			Q7			Q8		
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
0700-0705	1	4	2	2	1	1	2	3	6	7	2	1	2	1	0	0	0	0	3	0	0	0	1	0	0	1	0
0705-0710	1	5	4	3	5	4	3	1	7	7	4	2	5	1	1	1	0	0	2	4	0	1	0	0	4	1	0
0710-0715	2	5	5	5	1	1	2	2	7	7	2	3	3	1	0	0	0	0	2	0	0	1	1	0	1	1	0
0715-0720	2	8	9	3	7	1	6	2	8	8	4	1	4	0	2	1	1	0	3	0	1	1	1	1	3	1	1
0720-0725	3	4	3	6	3	6	3	3	10	15	2	4	4	1	2	0	1	0	3	1	0	1	1	0	0	2	0
0725-0730	3	5	1	5	4	5	2	2	12	12	4	5	6	3	0	1	0	0	5	2	0	1	1	0	2	5	0
0730-0735	3	9	5	9	5	2	2	2	11	11	5	4	6	1	1	2	1	0	4	1	0	1	1	0	3	1	0
0735-0740	2	4	3	3	4	5	2	2	7	12	6	5	3	5	1	1	1	0	3	2	0	1	1	0	6	1	0
0740-0745	3	9	6	5	4	3	4	1	6	11	5	4	8	3	1	2	0	0	3	4	0	1	3	0	1	2	1
0745-0750	3	12	4	4	4	3	2	1	7	10	5	4	6	4	1	1	0	0	2	0	0	3	1	0	3	2	0
0750-0755	9	15	4	7	4	5	9	2	9	17	7	11	17	1	1	1	1	0	5	3	0	2	3	0	4	5	0
0755-0800	8	8	5	7	7	4	3	1	9	14	5	5	9	0	0	0	0	0	5	2	0	2	2	0	7	2	0
0800-0805	4	5	7	4	5	5	5	3	9	13	5	5	8	0	1	1	0	0	4	3	0	5	2	0	5	1	0
0805-0810	6	13	6	7	3	5	6	3	7	13	7	5	11	1	0	0	1	0	6	5	0	5	2	0	7	7	1
0810-0815	5	8	7	5	7	3	4	3	11	8	5	10	6	3	1	2	1	0	5	4	0	2	3	0	2	2	1
0815-0820	6	9	6	7	7	5	7	4	11	18	6	7	10	1	1	0	1	0	4	1	0	6	2	0	3	2	1
0820-0825	4	6	4	7	4	14	7	2	14	14	7	8	9	1	0	0	1	0	7	5	0	2	6	0	3	2	0
0825-0830	10	4	3	12	4	4	8	4	16	20	6	17	9	3	0	0	1	0	6	3	0	1	2	0	5	1	0
0830-0835	3	10	5	6	4	9	11	3	18	22	5	7	13	4	1	3	3	0	6	3	0	2	5	0	5	1	0
0835-0840	5	8	4	12	5	6	5	3	10	17	8	15	11	1	0	0	0	0	5	5	0	6	2	0	4	3	0
0840-0845	5	8	4	6	3	23	8	2	13	15	5	25	7	1	1	1	2	0	6	4	0	2	4	0	4	3	0
0845-0850	5	7	3	10	5	14	7	3	15	15	6	19	20	1	0	0	4	0	5	6	0	2	6	0	4	7	0
0850-0855	5	7	5	12	4	9	3	5	10	7	7	15	19	0	0	0	0	0	5	4	0	3	2	0	2	2	0
0855-0900	3	6	3	9	5	5	5	3	8	7	6	9	11	1	0	1	1	0	5	5	0	3	7	0	4	2	0
0900-0905	4	6	4	6	4	10	9	2	16	18	7	16	10	2	0	1	1	0	6	5	0	4	2	0	4	4	0
0905-0910	5	7	5	4	5	8	6	3	8	10	5	6	6	1	0	1	1	0	5	3	0	3	2	0	3	1	0
0910-0915	4	9	5	5	4	4	3	2	12	9	3	6	5	2	1	1	1	0	3	4	1	1	0	1	2	3	0
0915-0920	5	16	6	19	4	5	7	3	11	8	5	4	3	2	1	0	1	0	5	4	1	1	5	0	3	2	0
0920-0925	6	16	6	6	4	7	6	2	11	8	6	3	8	1	0	0	3	0	6	5	1	2	2	0	2	3	0
0925-0930	5	13	4	13	5	4	5	2	10	9	4	2	11	4	0	2	2	0	3	4	0	3	2	1	4	2	0
0930-0935	3	7	7	3	6	3	2	1	17	17	2	7	5	1	2	2	0	0	2	3	0	2	1	0	3	1	0
0935-0940	3	14	7	5	4	8	5	2	17	12	7	2	6	2	1	1	1	1	4	3	0	2	1	0	1	3	0
0940-0945	4	16	4	6	7	4	5	2	14	9	3	4	5	1	0	1	1	0	4	2	0	1	2	0	2	3	0
0945-0950	4	9	3	7	5	8	5	3	9	6	4	4	8	2	1	0	2	1	6	3	0	1	3	0	2	2	0
0950-0955	3	6	5	4	4	5	2	1	7	4	5	4	5	2	1	2	0	0	4	3	0	1	0	0	3	1	0
0955-1000	3	8	6	7	4	5	4	3	12	9	4	2	4	1	1	0	0	0	3	2	0	0	1	0	2	3	0

	Q1				Q2			Q3			Q4				Q5				Q6			Q7			Q8		
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
1500-1505	2	8	5	7	8	12	4	1	6	4	4	5	5	3	1	1	1	2	6	4	0	0	1	0	1	1	0
1505-1510	2	8	3	5	4	10	5	2	5	5	3	3	4	2	1	1	4	1	4	3	0	0	3	0	1	3	0
1510-1515	3	4	3	8	7	5	4	2	6	5	4	3	10	4	2	1	4	0	6	4	0	0	1	0	2	2	0
1515-1520	5	8	5	16	6	10	4	2	7	3	3	5	7	2	0	2	2	1	6	4	0	1	2	0	1	2	0
1520-1525	3	11	6	6	6	7	6	2	10	7	3	4	3	3	1	3	1	0	4	3	0	0	2	0	2	1	0
1525-1530	5	15	7	6	4	16	7	2	8	9	3	4	8	1	0	0	2	0	6	3	0	2	2	0	2	2	0
1530-1535	3	13	8	5	6	10	3	3	7	7	3	4	10	1	0	1	1	1	7	2	0	0	0	0	4	1	0
1535-1540	6	10	5	7	6	8	7	4	7	6	4	4	6	2	1	2	1	0	6	3	0	0	0	0	2	2	0
1540-1545	1	9	6	16	7	10	8	5	9	5	6	8	12	1	1	1	0	0	6	1	0	1	2	0	3	3	0
1545-1550	6	10	13	22	8	13	9	2	7	10	6	17	15	3	2	1	1	0	6	4	0	1	1	0	4	3	0
1550-1555	4	15	9	15	8	11	5	3	8	7	5	12	19	4	3	2	2	0	6	4	0	0	1	0	4	1	0
1555-1600	6	10	8	17	8	12	4	2	11	13	7	3	13	1	2	3	11	1	7	3	0	0	0	0	5	2	0
1600-1605	2	19+	7	21	8	11	6	5	10	11	5	3	6	3	1	2	3	0	7	4	1	0	0	0	4	3	0
1605-1610	5	10	6	11	8	21	18	4	13	12	6	6	5	3	0	2	1	1	5	3	0	1	1	0	4	3	0
1610-1615	4	12	16	5	8	20	10	1	8	10	6	8	9	3	1	4	1	1	5	1	1	3	0	0	4	1	1
1615-1620	6	16	7	8	8	16	7	3	5	7	7	6	12	4	1	3	1	0	7	3	0	0	0	0	2	3	0
1620-1625	4	12	7	15	3	6	7	3	8	4	4	4	11	3	0	4	1	1	6	1	0	0	2	1	4	0	1
1625-1630	6	7	6	12	8	11	7	2	7	14	3	3	4	1	1	0	0	2	6	3	0	2	2	0	4	2	0
1630-1635	7	17	4	11	5	12	9	4	17	8	5	7	9	4	2	3	6	2	5	3	0	0	0	0	3	2	0
1635-1640	2	16	8	12	8	10	6	4	16	23	3	4	11	2	2	3	3	0	7	6	0	0	0	0	5	2	0
1640-1645	5	17	6	15	8	14	4	5	17	19	5	5	10	3	1	3	4	0	6	5	0	0	0	0	4	4	0
1645-1650	5	11	8	9	8	11	7	2	13	12	6	8	4	2	0	3	1	1	7	5	0	0	1	0	6	3	0
1650-1655	3	12	3	9	6	12	9	2	8	7	4	5	22	1	1	2	3	0	6	2	0	0	0	0	4	2	0
1655-1700	4	15	4	14	8	12	6	3	6	10	4	8	24	5	2	6	2	2	6	4	0	0	0	0	4	3	0
1700-1705	4	6	3	16	8	14	9	2	17	14	2	6	19	4	1	1	3	1	6	5	0	0	0	0	2	4	0
1705-1710	4	7	4	25	8	19	16	1	15	10	6	11	12	2	1	4	1	2	8	6	0	1	2	0	3	3	0
1710-1715	4	12	9	19	8	20	15	3	9	12	5	4	8	2	1	2	2	1	7	5	0	0	0	0	5	2	0
1715-1720	2	9	6	6	8	13	11	5	8	9	4	4	9	1	3	1	0	0	6	3	0	1	2	0	4	1	0
1720-1725	4	12	15	5	6	12	7	2	9	10	6	2	10	2	1	1	1	0	6	2	0	0	2	0	4	1	0
1725-1730	2	9	6	12	3	6	5	2	8	13	3	2	7	3	1	2	0	0	5	3	0	1	3	0	2	1	0
1730-1735	5	18+	14	8	7	8	8	2	8	9	4	4	6	3	1	2	2	0	5	5	0	0	0	0	1	2	0
1735-1740	5	6	5	7	4	5	6	4	7	10	3	6	10	2	1	3	0	0	7	4	0	1	5	0	2	0	0
1740-1745	5	7	5	5	7	6	5	4	10	5	5	3	10	2	0	1	3	0	5	2	1	1	2	0	2	1	0
1745-1750	4	12	8	8	6	7	6	2	9	9	4	5	9	3	1	1	1	1	4	6	0	2	2	0	4	2	1
1750-1755	3	7	6	14	3	4	8	4	6	6	4	2	8	1	1	0	1	0	7	4	0	1	0	0	2	2	0
1755-1800	2	5	2	6	4	4	4	4	6	14	3	4	11	2	0	2	3	2	6	3	0	2	1	0	2	1	0
1800-1805	3	7	6	8	7	4	3	2	6	13	7	3	5	2	1	1	0	0	4	4	0	2	4	0	1	1	0
1805-1810	3	5	3	5	3	2	3	2	7	5	3	3	6	2	0	0	0	0	4	1	0	0	1	0	3	1	0
1810-1815	4	6	4	8	9	5	2	2	7	8	4	5	4	3	1	1	2	1	4	4	0	1	1	0	2	1	0
1815-1820	4	10	3	5	3	4	2	2	12	6	5	2	3	1	0	1	1	0	4	3	0	3	2	0	1	0	0
1820-1825	2	7	5	4	4	4	3	2	7	13	3	4	5	1	1	1	2	0	5	2	0	1	0	0	5	2	0
1825-1830	4	7	5	7	3	6	2	5	6	5	4	3	5	1	0	0	1	0	3	3	0	0	1	0	2	1	0
1830-1835	2	4	2	3	3	2	5	2	7	11	4	6	6	2	0	1	1	1	3	2	0	0	0	0	3	3	0
1835-1840	4	4	2	4	1	2	2	1	6	8	4	3	9	1	1	1	0	1	3	3	0	1	2	0	2	0	0
1840-1845	4	5	3	4	2	4	3	1	8	11	5	3	7	1	0	2	0	0	1	2	0	0	3	0	2	1	0
1845-1850	2	4	1	9	3	4	2	1	5	8	4	2	7	0	0	0	0	0	1	1	0	1	1	0	2	1	0
1850-1855	2	6	4	5	1	4	2	1	5	2	3	3	5	1	0	0	0	0	2	1	0	0	4	0	1	1	0
1855-1900	1	3	3	6	3	2	6	0	5	7	3	2	4	1	0	0	0	0	2	2	0	1	0	0	1	2	0

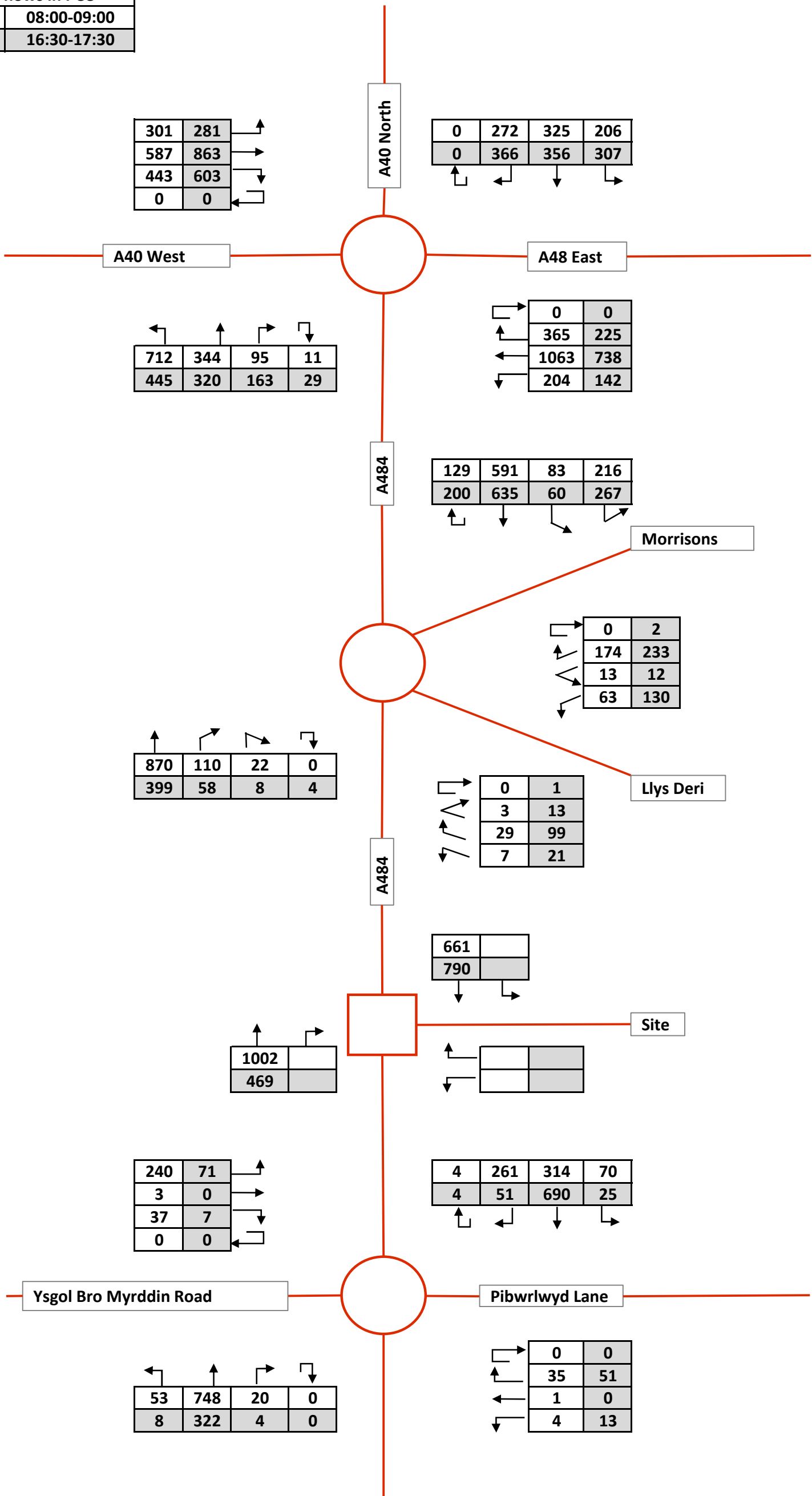
	Q1		Q2		Q3		Q4			Q1		Q2		Q3		Q4	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2		Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
0700-0705	0	0	0	2	0	0	1	0	1500-1505	0	0	1	2	5	0	6	1
0705-0710	0	0	0	0	0	0	3	0	1505-1510	0	1	2	7	3	0	3	0
0710-0715	0	0	0	1	0	0	0	0	1510-1515	0	1	2	2	1	0	4	0
0715-0720	0	0	0	0	0	0	3	0	1515-1520	1	1	2	3	1	0	3	0
0720-0725	0	0	1	0	0	0	3	0	1520-1525	0	0	3	3	2	0	1	0
0725-0730	1	1	0	0	0	0	2	0	1525-1530	0	0	4	4	1	0	2	0
0730-0735	1	3	1	2	1	0	3	0	1530-1535	1	0	2	1	1	0	4	0
0735-0740	0	0	0	3	0	0	3	0	1535-1540	0	1	2	3	3	0	5	1
0740-0745	0	0	1	3	0	0	3	2	1540-1545	0	4	2	3	0	0	11	0
0745-0750	0	0	1	1	0	0	1	1	1545-1550	0	13	3	4	1	1	9	0
0750-0755	0	0	1	2	0	0	3	1	1550-1555	0	1	4	7	1	1	12	1
0755-0800	0	0	1	1	1	0	4	0	1555-1600	0	0	2	3	0	0	2	0
0																	
0800-0805	0	0	0	1	0	0	3	1	1600-1605	0	0	1	2	4	0	2	2
0805-0810	0	3	1	2	1	0	4	0	1605-1610	1	0	2	2	1	0	2	1
0810-0815	0	3	1	2	0	0	4	0	1610-1615	0	0	4	3	2	0	2	2
0815-0820	0	0	1	3	0	0	17	1	1615-1620	0	0	1	3	2	0	5	2
0820-0825	2	0	1	3	1	0	9	1	1620-1625	1	0	1	3	1	0	9	1
0825-0830	0	0	1	4	0	0	10	1	1625-1630	0	3	3	3	4	0	4	3
0830-0835	0	0	3	3	1	0	3	2	1630-1635	0	2	2	4	2	0	5	2
0835-0840	0	4	3	2	1	0	5	2	1635-1640	0	4	3	3	2	0	5	3
0840-0845	0	6	1	3	1	0	12	1	1640-1645	0	1	3	4	1	0	6	2
0845-0850	2	2	2	3	2	0	15	2	1645-1650	1	1	1	4	2	0	6	2
0850-0855	1	1	2	3	1	0	4	2	1650-1655	3	0	3	4	3	1	1	2
0855-0900	1	2	3	2	1	0	7	2	1655-1700	1	2	2	2	1	0	3	1
0900-0905	0	1	0	1	2	0	18	2	1700-1705	0	0	3	3	2	0	3	1
0905-0910	1	0	1	3	0	0	5	1	1705-1710	0	0	4	7	2	0	10	1
0910-0915	2	1	1	3	0	0	5	3	1710-1715	0	0	5	3	5	0	6	2
0915-0920	0	3	1	2	1	0	5	2	1715-1720	1	0	2	3	6	0	4	2
0920-0925	1	0	1	3	1	0	7	2	1720-1725	0	2	2	4	3	0	7	1
0925-0930	0	0	0	2	2	0	6	1	1725-1730	0	0	2	3	1	1	5	1
0930-0935	2	0	1	2	1	0	8	0	1730-1735	0	0	0	4	1	0	4	2
0935-0940	0	0	1	2	3	0	2	1	1735-1740	0	2	0	2	2	1	2	2
0940-0945	1	0	1	2	1	0	3	1	1740-1745	0	0	3	3	5	0	6	2
0945-0950	1	0	1	4	1	0	3	1	1745-1750	0	0	1	2	1	0	2	1
0950-0955	0	0	1	2	2	0	2	2	1750-1755	0	0	1	3	2	0	2	0
0955-1000	0	0	1	3	1	0	4	1	1755-1800	1	0	2	3	2	0	6	0
									1800-1805	0	0	1	3	0	0	3	1
									1805-1810	0	1	1	1	1	0	2	2
									1810-1815	0	0	1	2	2	0	4	1
									1815-1820	0	0	3	3	2	0	3	1
									1820-1825	0	0	0	2	0	0	0	0
									1825-1830	0	1	1	3	1	0	1	1
									1830-1835	1	3	1	1	1	0	1	1
									1835-1840	1	0	0	1	2	0	6	1
									1840-1845	0	0	0	1	1	0	1	0
									1845-1850	0	0	1	1	1	0	0	0
									1850-1855	1	0	1	1	0	0	2	1
									1855-1900	1	0	0	1	0	0	0	0

	Q1		Q2		Q3		Q4			Q1		Q2		Q3		Q4	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2		Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
0700-0705	0	0	0	0	0	0	0	0	1500-1505	0	0	0	1	3	0	0	0
0705-0710	0	0	0	0	0	0	0	0	1505-1510	0	0	0	1	0	0	1	0
0710-0715	0	0	0	0	0	0	0	0	1510-1515	0	0	0	1	0	0	0	0
0715-0720	0	0	0	0	0	0	1	0	1515-1520	0	0	0	1	0	0	1	0
0720-0725	0	0	0	0	0	0	0	0	1520-1525	0	0	0	0	0	0	1	0
0725-0730	0	0	0	0	0	0	1	0	1525-1530	0	0	0	0	1	0	1	0
0730-0735	0	0	0	0	0	0	0	0	1530-1535	0	0	0	0	0	1	0	0
0735-0740	0	0	0	0	0	0	1	0	1535-1540	0	2	1	0	2	0	4	0
0740-0745	0	0	0	0	0	0	0	0	1540-1545	0	1	0	1	3	0	2	0
0745-0750	0	0	0	0	1	0	0	0	1545-1550	1	1	1	2	2	0	3	1
0750-0755	0	0	0	0	0	0	1	0	1550-1555	1	3	0	1	0	0	1	1
0755-0800	0	0	0	0	0	0	0	0	1555-1600	0	0	0	1	0	0	1	0
0800-0805	0	0	0	0	0	0	1	0	1600-1605	0	0	1	1	1	0	0	0
0805-0810	1	0	0	0	2	0	0	0	1605-1610	0	0	1	1	0	0	1	0
0810-0815	0	0	0	0	2	0	1	0	1610-1615	0	0	1	2	1	1	1	0
0815-0820	0	0	0	0	5	0	3	0	1615-1620	0	0	1	2	1	0	0	0
0820-0825	0	0	0	0	9	1	1	0	1620-1625	3	0	0	0	0	0	0	0
0825-0830	0	0	0	1	5	1	1	0	1625-1630	0	0	0	1	2	0	1	0
0830-0835	0	3	0	1	11	0	2	1	1630-1635	0	0	1	2	1	0	0	0
0835-0840	1	6	0	1	10	0	3	1	1635-1640	0	0	0	1	0	1	1	0
0840-0845	0	3	0	2	8	1	3	2	1640-1645	0	0	0	1	1	1	0	0
0845-0850	2	4	0	0	5	3	6	2	1645-1650	0	0	1	2	0	0	0	0
0850-0855	0	0	0	0	5	2	5	1	1650-1655	0	0	0	1	3	1	1	0
0855-0900	0	0	0	2	11	0	4	1	1655-1700	0	0	1	0	0	0	0	0
0900-0905	1	0	1	0	1	0	1	0	1700-1705	0	0	1	1	0	0	1	0
0905-0910	0	0	0	1	0	1	1	0	1705-1710	0	0	0	1	0	0	0	0
0910-0915	0	0	0	1	1	0	1	0	1710-1715	0	0	0	1	0	0	1	0
0915-0920	0	0	0	0	0	0	0	1	1715-1720	0	0	1	1	2	0	1	0
0920-0925	0	0	0	0	2	0	0	1	1720-1725	0	0	0	0	0	0	0	0
0925-0930	0	0	0	0	0	0	1	0	1725-1730	0	0	0	0	0	0	0	0
0930-0935	0	0	0	1	0	0	1	0	1730-1735	0	0	0	0	0	0	1	0
0935-0940	0	0	0	0	0	0	0	0	1735-1740	0	0	0	0	0	0	0	0
0940-0945	0	0	0	0	0	0	0	0	1740-1745	1	0	0	0	0	0	1	0
0945-0950	0	0	0	0	0	0	0	0	1745-1750	0	0	0	0	0	0	1	0
0950-0955	0	0	0	0	0	0	0	0	1750-1755	0	0	0	0	1	0	1	0
0955-1000	0	0	0	0	0	0	0	0	1755-1800	0	0	0	0	0	0	1	0
1800-1805	0	0	0	0	0	0	0	0	1800-1805	0	0	0	0	0	0	0	0
1805-1810	0	0	0	0	0	0	0	0	1805-1810	0	0	0	0	0	0	1	0
1810-1815	0	0	0	0	0	0	0	0	1810-1815	0	0	0	0	0	0	0	0
1815-1820	0	0	0	0	0	0	0	0	1815-1820	0	0	0	0	0	0	1	0
1820-1825	0	0	0	0	0	0	0	1	1820-1825	0	0	0	1	0	0	0	0
1825-1830	3	0	0	0	0	0	0	0	1825-1830	3	0	0	0	0	0	0	0
1830-1835	0	0	0	0	0	0	0	0	1830-1835	0	0	0	0	0	0	2	0
1835-1840	0	0	0	0	0	0	0	0	1835-1840	0	0	0	0	0	0	0	0
1840-1845	0	0	0	0	0	0	0	0	1840-1845	0	0	0	0	0	0	1	0
1845-1850	0	0	0	0	0	0	0	0	1845-1850	0	0	0	0	0	0	0	0
1850-1855	0	0	0	0	0	0	0	0	1850-1855	0	0	0	0	0	0	0	0
1855-1900	0	0	0	0	0	0	0	0	1855-1900	0	0	0	0	0	0	0	0

Appendix C

Appendix C: Weekday 2023 Base Flows (PCU)

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:30



Appendix D

Appendix E

Appendix F

Calculation Reference: AUDIT-317901-210301-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : D - INDUSTRIAL ESTATE
 TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
ST	STAFFORDSHIRE	1 days
WK	WARWICKSHIRE	1 days
WO	WORCESTERSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Employees
 Actual Range: 1124 to 1665 (units:)
 Range Selected by User: 1000 to 4000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 04/09/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	3
--------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known	1 days
B1	1 days
B8	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

1 days

75,001 to 100,000

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5

3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

Not Known

1 days

No

2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present

3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ST-02-D-04	INDUSTRIAL ESTATE	STAFFORDSHIRE
	BURTON OLD ROAD		
	LICHFIELD		
	BOLEY PARK		
	Edge of Town		
	Industrial Zone		
	Total No of Employees:	1124	
	Survey date: FRIDAY	08/09/00	Survey Type: MANUAL
2	WK-02-D-02	INDUSTRIAL ESTATE	WARWICKSHIRE
	OVERVIEW WAY		
	RUGBY		
	Edge of Town		
	Industrial Zone		
	Total No of Employees:	1665	
	Survey date: WEDNESDAY	27/06/18	Survey Type: MANUAL
3	WO-02-D-03	INDUSTRIAL ESTATE	WORCESTERSHIRE
	MILLENNIUM WAY		
	EVESHAM		
	Edge of Town		
	Out of Town		
	Total No of Employees:	1499	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

TOTAL VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1429	0.190	3	1429	0.060	3	1429	0.250
08:00 - 09:00	3	1429	0.271	3	1429	0.091	3	1429	0.362
09:00 - 10:00	3	1429	0.184	3	1429	0.109	3	1429	0.293
10:00 - 11:00	3	1429	0.142	3	1429	0.112	3	1429	0.254
11:00 - 12:00	3	1429	0.134	3	1429	0.117	3	1429	0.251
12:00 - 13:00	3	1429	0.148	3	1429	0.164	3	1429	0.312
13:00 - 14:00	3	1429	0.182	3	1429	0.161	3	1429	0.343
14:00 - 15:00	3	1429	0.117	3	1429	0.172	3	1429	0.289
15:00 - 16:00	3	1429	0.107	3	1429	0.183	3	1429	0.290
16:00 - 17:00	3	1429	0.091	3	1429	0.185	3	1429	0.276
17:00 - 18:00	3	1429	0.066	3	1429	0.250	3	1429	0.316
18:00 - 19:00	3	1429	0.047	3	1429	0.089	3	1429	0.136
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.679			1.693			3.372	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1124 - 1665 (units:)
Survey date date range:	01/01/00 - 04/09/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix G

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	50-500 DWELLS	
Actual Trip Rate Calculation Parameter Range	50-456 DWELLS	
Date Range	Minimum: 01/01/14	Maximum: 29/09/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	6
	Tuesday	6
	Wednesday	10
	Thursday	7
	Friday	5
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	7
	Edge of Town	27
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	21 - Selected
	Servicing vehicles Excluded	59 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	9
	5,001 to 10,000	9
	10,001 to 15,000	13
	15,001 to 20,000	3
Population <5 Mile ranges selected	5,001 to 25,000	17
	25,001 to 50,000	5
	50,001 to 75,000	6
	75,001 to 100,000	6
Car Ownership <5 Mile ranges selected	0.6 to 1.0	6
	1.1 to 1.5	26
	1.6 to 2.0	2
PTAL Rating	No PTAL Present	34

Calculation Reference: AUDIT-317901-230301-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	8 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
13	MUNSTER	
	WA WATERFORD	1 days
14	LEINSTER	
	WC WICKLOW	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 days
	DE DERRY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 50 to 456 (units:)
 Range Selected by User: 50 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 29/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	6 days
Wednesday	10 days
Thursday	7 days
Friday	5 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	29 days
Directional ATC Count	5 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	27

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	27
No Sub Category	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	21 days - Selected
Servicing vehicles Excluded	59 days - Selected

Secondary Filtering selection:

Use Class:

C3	34 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	9 days
5,001 to 10,000	9 days
10,001 to 15,000	13 days
15,001 to 20,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	17 days
25,001 to 50,000	5 days
50,001 to 75,000	6 days
75,001 to 100,000	6 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	26 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	16 days
No	18 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	34 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	AN-03-A-09	Site area:	9.48 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	151
Location:	CARRICKFERGUS	Housing density:	18
Postcode:	BT38 8FW	Total Bedrooms:	459
Main Location Type:	Edge of Town	Survey Date:	12/10/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	457
Site(2):	AS-03-A-02	Site area:	5.30 hect
Development Name:	MIXED HOUSES	No of Dwellings:	131
Location:	STONEHAVEN	Housing density:	28
Postcode:	AB39 2XZ	Total Bedrooms:	363
Main Location Type:	Edge of Town	Survey Date:	20/04/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	232
Site(3):	CV-03-A-02	Site area:	47.00 hect
Development Name:	DETACHED & SEMI DETACHED	No of Dwellings:	80
Location:	CAVAN	Housing density:	2
Postcode:		Total Bedrooms:	295
Main Location Type:	Edge of Town	Survey Date:	22/05/17
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	278
Site(4):	DC-03-A-09	Site area:	1.65 hect
Development Name:	MIXED HOUSES	No of Dwellings:	50
Location:	SHAFTESBURY	Housing density:	31
Postcode:	SP7 8TU	Total Bedrooms:	166
Main Location Type:	Edge of Town	Survey Date:	19/11/21
Sub-Location Type:	No Sub Category	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	134
Site(5):	DE-03-A-05	Site area:	1.93 hect
Development Name:	SEMI-DETACHED & TERRACED	No of Dwellings:	51
Location:	COLERAINE	Housing density:	32
Postcode:	BT52 2RG	Total Bedrooms:	158
Main Location Type:	Edge of Town	Survey Date:	20/05/22
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	155
Site(6):	DH-03-A-01	Site area:	0.90 hect
Development Name:	SEMI DETACHED	No of Dwellings:	50
Location:	BISHOP AUCKLAND	Housing density:	94
Postcode:	DL14 6RH	Total Bedrooms:	150
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/03/17
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	87
Site(7):	DL-03-A-10	Site area:	2.90 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	65
Location:	MALAHIDE	Housing density:	28
Postcode:	K36 P798	Total Bedrooms:	219
Main Location Type:	Edge of Town	Survey Date:	20/06/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	213
Site(8):	DN-03-A-03	Site area:	3.20 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	50
Location:	LETTERKENNY	Housing density:	17
Postcode:		Total Bedrooms:	200
Main Location Type:	Edge of Town	Survey Date:	01/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	125
Site(9):	DN-03-A-04	Site area:	4.15 hect
Development Name:	SEMI-DETACHED	No of Dwellings:	83
Location:	LETTERKENNY	Housing density:	22
Postcode:		Total Bedrooms:	257
Main Location Type:	Edge of Town	Survey Date:	26/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	182

LIST OF SITES relevant to selection parameters (Cont.)

Site(10):	DN-03-A-05	Site area:	7.24 hect
Development Name:	DETACHED/SEMI-DETACHED	No of Dwellings:	146
Location:	LETTERKENNY	Housing density:	23
Postcode:		Total Bedrooms:	472
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/09/14
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	309
Site(11):	DV-03-A-02	Site area:	4.04 hect
Development Name:	HOUSES & BUNGALOWS	No of Dwellings:	116
Location:	HONITON	Housing density:	44
Postcode:	EX14 1JB	Total Bedrooms:	306
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	261
Site(12):	DV-03-A-03	Site area:	2.02 hect
Development Name:	TERRACED & SEMI DETACHED	No of Dwellings:	70
Location:	HONITON	Housing density:	50
Postcode:	EX14 2DF	Total Bedrooms:	208
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	28/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	116
Site(13):	ES-03-A-07	Site area:	3.49 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	91
Location:	HAILSHAM	Housing density:	35
Postcode:	BN27 4FR	Total Bedrooms:	256
Main Location Type:	Edge of Town	Survey Date:	07/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	246
Site(14):	HC-03-A-23	Site area:	1.40 hect
Development Name:	HOUSES & FLATS	No of Dwellings:	62
Location:	LIPHOOK	Housing density:	46
Postcode:	GU30 7TG	Total Bedrooms:	205
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	136
Site(15):	HC-03-A-27	Site area:	2.50 hect
Development Name:	MIXED HOUSES	No of Dwellings:	73
Location:	ANDOVER	Housing density:	30
Postcode:	SP11 6ZQ	Total Bedrooms:	205
Main Location Type:	Edge of Town	Survey Date:	16/11/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	170
Site(16):	HC-03-A-29	Site area:	6.20 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	195
Location:	RINGWOOD	Housing density:	39
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	30/06/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	493
Site(17):	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	No of Dwellings:	160
Location:	BUNTINGFORD	Housing density:	32
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/19
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	632
Site(18):	KC-03-A-03	Site area:	1.38 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	51
Location:	ASHFORD	Housing density:	66
Postcode:	TN24 0FR	Total Bedrooms:	157
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	110

LIST OF SITES relevant to selection parameters (Cont.)

Site(19):	KC-03-A-07	Site area:	9.46 hect
Development Name:	MIXED HOUSES	No of Dwellings:	288
Location:	HERNE BAY	Housing density:	40
Postcode:	CT6 6HZ	Total Bedrooms:	934
Main Location Type:	Edge of Town	Survey Date:	27/09/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	891
Site(20):	LT-03-A-01	Site area:	4.48 hect
Development Name:	SEMI-DETACHED & DETACHED	No of Dwellings:	90
Location:	CARRICK-ON-SHANNON	Housing density:	23
Postcode:		Total Bedrooms:	342
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	24/04/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	186
Site(21):	NE-03-A-02	Site area:	12.00 hect
Development Name:	SEMI DETACHED & DETACHED	No of Dwellings:	432
Location:	SCUNTHORPE	Housing density:	133
Postcode:	DN15 8GS	Total Bedrooms:	1174
Main Location Type:	Edge of Town	Survey Date:	12/05/14
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	432
Site(22):	NF-03-A-16	Site area:	6.54 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	138
Location:	WYMONDHAM	Housing density:	31
Postcode:	NR18 0UE	Total Bedrooms:	392
Main Location Type:	Edge of Town	Survey Date:	20/10/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	278
Site(23):	NF-03-A-29	Site area:	15.41 hect
Development Name:	MIXED HOUSES	No of Dwellings:	456
Location:	GREAT YARMOUTH	Housing density:	37
Postcode:	NR31 9FT	Total Bedrooms:	1234
Main Location Type:	Edge of Town	Survey Date:	22/09/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	1144
Site(24):	NF-03-A-31	Site area:	16.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	321
Location:	SWAFFHAM	Housing density:	24
Postcode:	PE37 8JE	Total Bedrooms:	883
Main Location Type:	Edge of Town	Survey Date:	22/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	919
Site(25):	NF-03-A-32	Site area:	7.30 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	164
Location:	HUNSTANTON	Housing density:	28
Postcode:	PE36 5PS	Total Bedrooms:	461
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	396
Site(26):	NF-03-A-33	Site area:	4.78 hect
Development Name:	MIXED HOUSES	No of Dwellings:	143
Location:	ATTLEBOROUGH	Housing density:	39
Postcode:	NR17 1FF	Total Bedrooms:	358
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	326
Site(27):	NF-03-A-36	Site area:	3.20 hect
Development Name:	MIXED HOUSES	No of Dwellings:	75
Location:	WYMONDHAM	Housing density:	23
Postcode:	NR18 9GH	Total Bedrooms:	216
Main Location Type:	Edge of Town	Survey Date:	29/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	213

LIST OF SITES relevant to selection parameters (Cont.)

Site(28):	NF-03-A-39	Site area:	7.84 hect
Development Name:	MIXED HOUSES	No of Dwellings:	212
Location:	HOLT	Housing density:	32
Postcode:	NR25 6GA	Total Bedrooms:	570
Main Location Type:	Edge of Town	Survey Date:	27/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	490
Site(29):	NF-03-A-47	Site area:	13.05 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	300
Location:	AYLSHAM	Housing density:	28
Postcode:	NR11 6FN	Total Bedrooms:	956
Main Location Type:	Edge of Town	Survey Date:	21/09/22
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	723
Site(30):	ST-03-A-07	Site area:	9.00 hect
Development Name:	DETACHED & SEMI-DETACHED	No of Dwellings:	248
Location:	STAFFORD	Housing density:	173
Postcode:	ST16 1GZ	Total Bedrooms:	821
Main Location Type:	Edge of Town	Survey Date:	22/11/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	881
Site(31):	WA-03-A-04	Site area:	28.59 hect
Development Name:	DETACHED	No of Dwellings:	280
Location:	WATERFORD	Housing density:	12
Postcode:		Total Bedrooms:	1130
Main Location Type:	Edge of Town	Survey Date:	24/06/14
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	982
Site(32):	WC-03-A-01	Site area:	2.44 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	50
Location:	WICKLOW	Housing density:	25
Postcode:		Total Bedrooms:	182
Main Location Type:	Edge of Town	Survey Date:	28/05/18
Sub-Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a	Parking Spaces:	180
Site(33):	WS-03-A-04	Site area:	5.45 hect
Development Name:	MIXED HOUSES	No of Dwellings:	151
Location:	HORSHAM	Housing density:	46
Postcode:	RH12 1EP	Total Bedrooms:	465
Main Location Type:	Edge of Town	Survey Date:	11/12/14
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	345
Site(34):	WS-03-A-14	Site area:	2.83 hect
Development Name:	MIXED HOUSES	No of Dwellings:	117
Location:	LITTLEHAMPTON	Housing density:	43
Postcode:	BN17 7PL	Total Bedrooms:	371
Main Location Type:	Edge of Town	Survey Date:	20/10/21
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	284

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.140	0.397	0.537
1700-1800	0.363	0.184	0.547

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	34	151	0.064	34	151	0.255	34	151	0.319
08:00 - 09:00	34	151	0.140	34	151	0.397	34	151	0.537
09:00 - 10:00	34	151	0.152	34	151	0.180	34	151	0.332
10:00 - 11:00	34	151	0.135	34	151	0.163	34	151	0.298
11:00 - 12:00	34	151	0.137	34	151	0.154	34	151	0.291
12:00 - 13:00	34	151	0.180	34	151	0.160	34	151	0.340
13:00 - 14:00	34	151	0.170	34	151	0.176	34	151	0.346
14:00 - 15:00	34	151	0.200	34	151	0.209	34	151	0.409
15:00 - 16:00	34	151	0.283	34	151	0.185	34	151	0.468
16:00 - 17:00	34	151	0.285	34	151	0.182	34	151	0.467
17:00 - 18:00	34	151	0.363	34	151	0.184	34	151	0.547
18:00 - 19:00	34	151	0.279	34	151	0.191	34	151	0.470
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.388			2.436			4.824

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	50 - 456 (units:)
Survey date range:	01/01/14 - 29/09/22
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	23
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix H

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	500-5000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	2500-3000 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 17/05/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	2
Main Location Types selected	Edge of Town	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	3 - Selected
	Servicing vehicles Excluded	8 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	10,001 to 15,000	2
Population <5 Mile ranges selected	25,001 to 50,000	1
	50,001 to 75,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	1
PTAL Rating	No PTAL Present	2
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-317901-230301-0307

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	2500 to 3000 (units: sqm)
Range Selected by User:	500 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 17/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
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This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

Not Known

2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000

2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000

1 days

50,001 to 75,000

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 days

1.1 to 1.5

1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

2 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions

Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	EC-02-A-04	Gross floor area:	3000 sqm
Development Name:	OFFICES		
Location:	MACCLESFIELD	No of Employees:	79
Postcode:	SK11 0LP	Survey Date:	04/05/21
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub-Location Type:	Commercial Zone	Parking Spaces:	77
PTAL:	n/a		
Site(2):	WL-02-A-01	Gross floor area:	2500 sqm
Development Name:	PET INSURANCE COMPANY		
Location:	AMESBURY	No of Employees:	223
Postcode:	SP4 7QA	Survey Date:	18/09/18
Main Location Type:	Edge of Town	Survey Day:	Tuesday
Sub-Location Type:	Development Zone	Parking Spaces:	121
PTAL:	n/a		

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	2750	0.018	2	2750	0.000	2	2750	0.018
07:30 - 08:00	2	2750	0.073	2	2750	0.109	2	2750	0.182
08:00 - 08:30	2	2750	0.345	2	2750	0.055	2	2750	0.400
08:30 - 09:00	2	2750	0.582	2	2750	0.055	2	2750	0.637
09:00 - 09:30	2	2750	1.436	2	2750	0.036	2	2750	1.472
09:30 - 10:00	2	2750	0.345	2	2750	0.036	2	2750	0.381
10:00 - 10:30	2	2750	0.418	2	2750	0.091	2	2750	0.509
10:30 - 11:00	2	2750	0.091	2	2750	0.036	2	2750	0.127
11:00 - 11:30	2	2750	0.036	2	2750	0.036	2	2750	0.072
11:30 - 12:00	2	2750	0.055	2	2750	0.000	2	2750	0.055
12:00 - 12:30	2	2750	0.036	2	2750	0.055	2	2750	0.091
12:30 - 13:00	2	2750	0.036	2	2750	0.164	2	2750	0.200
13:00 - 13:30	2	2750	0.055	2	2750	0.255	2	2750	0.310
13:30 - 14:00	2	2750	0.273	2	2750	0.127	2	2750	0.400
14:00 - 14:30	2	2750	0.236	2	2750	0.200	2	2750	0.436
14:30 - 15:00	2	2750	0.200	2	2750	0.127	2	2750	0.327
15:00 - 15:30	2	2750	0.127	2	2750	0.055	2	2750	0.182
15:30 - 16:00	2	2750	0.073	2	2750	0.200	2	2750	0.273
16:00 - 16:30	2	2750	0.073	2	2750	0.164	2	2750	0.237
16:30 - 17:00	2	2750	0.036	2	2750	0.273	2	2750	0.309
17:00 - 17:30	2	2750	0.018	2	2750	1.473	2	2750	1.491
17:30 - 18:00	2	2750	0.073	2	2750	0.309	2	2750	0.382
18:00 - 18:30	2	2750	0.036	2	2750	0.709	2	2750	0.745
18:30 - 19:00	2	2750	0.036	2	2750	0.073	2	2750	0.109
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.707			4.638			9.345

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2500 - 3000 (units: sqm)
Survey date date range:	01/01/14 - 17/05/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix I

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	775-10200 sqm GFA	
Actual Trip Rate Calculation Parameter Range	2950-8000 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 30/06/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
Main Location Types selected	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	3 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	5,001 to 10,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
Car Ownership <5 Mile ranges selected	1.1 to 1.5	1
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	2
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-317901-230313-0351

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2950 to 8000 (units: sqm)
 Range Selected by User: 775 to 10200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 30/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days

5,001 to 10,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000 1 days

25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 1 days

1.6 to 2.0 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

Site(1):	CB-02-C-01	Site area:	0.79 hect
Development Name:	DOMINO'S PIZZA	Gross floor area:	2950 sqm
Location:	PENRITH	Parking spaces:	48
Postcode:	CA11 9BN	No of Employees:	70
Main Location Type:	Edge of Town	Survey Date:	10/06/14
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(2):	HC-02-C-02	Site area:	2.10 hect
Development Name:	GIN DISTILLERY	Gross floor area:	8000 sqm
Location:	LAVERSTOKE	Parking spaces:	126
Postcode:	RG28 7NR	No of Employees:	75
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/05/18
Sub-Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	2950	0.000	1	2950	0.000	1	2950	0.000
05:30 - 06:00	1	2950	0.102	1	2950	0.000	1	2950	0.102
06:00 - 06:30	1	2950	0.034	1	2950	0.000	1	2950	0.034
06:30 - 07:00	1	2950	0.102	1	2950	0.034	1	2950	0.136
07:00 - 07:30	2	5475	0.046	2	5475	0.009	2	5475	0.055
07:30 - 08:00	2	5475	0.073	2	5475	0.027	2	5475	0.100
08:00 - 08:30	2	5475	0.055	2	5475	0.046	2	5475	0.101
08:30 - 09:00	2	5475	0.100	2	5475	0.027	2	5475	0.127
09:00 - 09:30	2	5475	0.055	2	5475	0.037	2	5475	0.092
09:30 - 10:00	2	5475	0.192	2	5475	0.073	2	5475	0.265
10:00 - 10:30	2	5475	0.164	2	5475	0.064	2	5475	0.228
10:30 - 11:00	2	5475	0.137	2	5475	0.046	2	5475	0.183
11:00 - 11:30	2	5475	0.082	2	5475	0.055	2	5475	0.137
11:30 - 12:00	2	5475	0.027	2	5475	0.009	2	5475	0.036
12:00 - 12:30	2	5475	0.046	2	5475	0.037	2	5475	0.083
12:30 - 13:00	2	5475	0.055	2	5475	0.128	2	5475	0.183
13:00 - 13:30	2	5475	0.064	2	5475	0.210	2	5475	0.274
13:30 - 14:00	2	5475	0.064	2	5475	0.119	2	5475	0.183
14:00 - 14:30	2	5475	0.027	2	5475	0.037	2	5475	0.064
14:30 - 15:00	2	5475	0.082	2	5475	0.046	2	5475	0.128
15:00 - 15:30	2	5475	0.046	2	5475	0.082	2	5475	0.128
15:30 - 16:00	2	5475	0.000	2	5475	0.018	2	5475	0.018
16:00 - 16:30	2	5475	0.027	2	5475	0.046	2	5475	0.073
16:30 - 17:00	2	5475	0.009	2	5475	0.128	2	5475	0.137
17:00 - 17:30	2	5475	0.009	2	5475	0.037	2	5475	0.046
17:30 - 18:00	2	5475	0.064	2	5475	0.027	2	5475	0.091
18:00 - 18:30	2	5475	0.046	2	5475	0.055	2	5475	0.101
18:30 - 19:00	2	5475	0.046	2	5475	0.037	2	5475	0.083
19:00 - 19:30	2	5475	0.046	2	5475	0.027	2	5475	0.073
19:30 - 20:00	2	5475	0.027	2	5475	0.037	2	5475	0.064
20:00 - 20:30	2	5475	0.018	2	5475	0.119	2	5475	0.137
20:30 - 21:00	2	5475	0.018	2	5475	0.046	2	5475	0.064
21:00 - 21:30	1	8000	0.000	1	8000	0.000	1	8000	0.000
21:30 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.863			1.663			3.526

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2950 - 8000 (units: sqm)
Survey date date range:	01/01/14 - 30/06/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix J

Asbri Transport Mulberry Drive Cardiff

Licence No: 317901

Filtering Summary

Land Use	01/C	RETAIL/DISCOUNT FOOD STORES
Selected Trip Rate Calculation Parameter Range	570-2703 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1023-2624 sqm GFA	
Date Range	Minimum: 01/01/14	Maximum: 22/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Tuesday	5
	Thursday	4
	Friday	3
Main Location Types selected	Edge of Town Centre	7
	Edge of Town	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	8 - Selected
	Servicing vehicles Excluded	11 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	4
	10,001 to 15,000	3
	15,001 to 20,000	1
	20,001 to 25,000	2
Population <5 Mile ranges selected	5,001 to 25,000	3
	25,001 to 50,000	2
	50,001 to 75,000	3
	75,001 to 100,000	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
	1.1 to 1.5	8
PTAL Rating	No PTAL Present	12

Calculation Reference: AUDIT-317901-230313-0327

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1023 to 2624 (units: sqm)
 Range Selected by User: 570 to 2703 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/09/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	5 days
Thursday	4 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	7
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	2
Residential Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	12 days
------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	12 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	CA-01-C-01	Gross floor area:	1466 sqm
Development Name:	LIDL	Retail floor area:	913 sqm
Location:	WISBECH	Parking spaces:	96
Postcode:	PE14 0RG	No of Employees:	19
Main Location Type:	Edge of Town	Survey Date:	21/10/16
Sub-Location Type:	Retail Zone	Survey Day:	Friday
PTAL:	n/a		
Site(2):	DH-01-C-01	Gross floor area:	1023 sqm
Development Name:	ALDI	Retail floor area:	953 sqm
Location:	BISHOP AUCKLAND	Parking spaces:	72
Postcode:	DL14 9AU	No of Employees:	31
Main Location Type:	Edge of Town	Survey Date:	06/04/17
Sub-Location Type:	Retail Zone	Survey Day:	Thursday
PTAL:	n/a		
Site(3):	HI-01-C-02	Gross floor area:	1300 sqm
Development Name:	LIDL	Retail floor area:	1075 sqm
Location:	FORT WILLIAM	Parking spaces:	89
Postcode:	PH33 6AN	No of Employees:	13
Main Location Type:	Edge of Town Centre	Survey Date:	17/06/14
Sub-Location Type:	Retail Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(4):	LN-01-C-01	Gross floor area:	2398 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	SKEGNESS	Parking spaces:	106
Postcode:	PE25 3PQ	No of Employees:	35
Main Location Type:	Edge of Town Centre	Survey Date:	19/07/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(5):	NN-01-C-04	Gross floor area:	2624 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	RUSHDEN	Parking spaces:	105
Postcode:	NN10 0HD	No of Employees:	35
Main Location Type:	Edge of Town Centre	Survey Date:	19/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(6):	NT-01-C-01	Gross floor area:	2440 sqm
Development Name:	LIDL	Retail floor area:	1424 sqm
Location:	BINGHAM	Parking spaces:	164
Postcode:	NG13 8GF	No of Employees:	23
Main Location Type:	Edge of Town	Survey Date:	15/07/16
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		
Site(7):	NY-01-C-03	Gross floor area:	1551 sqm
Development Name:	ALDI	Retail floor area:	1068 sqm
Location:	RIPON	Parking spaces:	79
Postcode:	HG4 1LH	No of Employees:	25
Main Location Type:	Edge of Town Centre	Survey Date:	20/05/22
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a		
Site(8):	PK-01-C-02	Gross floor area:	1450 sqm
Development Name:	ALDI	Retail floor area:	1000 sqm
Location:	PERTH	Parking spaces:	71
Postcode:	PH2 0NZ	No of Employees:	27
Main Location Type:	Edge of Town Centre	Survey Date:	17/06/14
Sub-Location Type:	Built-Up Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site(9):	SM-01-C-01	Gross floor area:	2247 sqm
Development Name:	LIDL	Retail floor area:	1407 sqm
Location:	MINEHEAD	Parking spaces:	101
Postcode:	TA24 5BY	No of Employees:	22
Main Location Type:	Edge of Town	Survey Date:	22/06/17
Sub-Location Type:	No Sub Category	Survey Day:	Thursday
PTAL:	n/a		

LIST OF SITES relevant to selection parameters (Cont.)

Site(10): SR-01-C-01
 Development Name: LIDL
 Location: STIRLING
 Postcode: FK7 7SH
 Main Location Type: Edge of Town Centre
 Sub-Location Type: Built-Up Zone
 PTAL: n/a

Gross floor area: 2442 sqm
 Retail floor area: 1424 sqm
 Parking spaces: 128
 No of Employees: 28
 Survey Date: 01/06/17
 Survey Day: Thursday

Site(11): WO-01-C-02
 Development Name: LIDL
 Location: MALVERN
 Postcode: WR14 1AG
 Main Location Type: Edge of Town Centre
 Sub-Location Type: Residential Zone
 PTAL: n/a

Gross floor area: 1471 sqm
 Retail floor area: 900 sqm
 Parking spaces: 53
 No of Employees: 30
 Survey Date: 26/06/18
 Survey Day: Tuesday

Site(12): WS-01-C-03
 Development Name: LIDL
 Location: BOGNOR REGIS
 Postcode: PO22 9RP
 Main Location Type: Edge of Town
 Sub-Location Type: Industrial Zone
 PTAL: n/a

Gross floor area: 2125 sqm
 Retail floor area: 1410 sqm
 Parking spaces: 159
 No of Employees: 32
 Survey Date: 23/09/21
 Survey Day: Thursday

Trip Rates for Key Periods		Trips per 100 sqm GFA	
Period	Inbound	Outbound	Total
0800-0900	2.374	1.611	3.985
1700-1800	4.104	4.340	8.444

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	12	1878	0.506	12	1878	0.186	12	1878	0.692
08:00 - 09:00	12	1878	2.374	12	1878	1.611	12	1878	3.985
09:00 - 10:00	12	1878	3.665	12	1878	3.013	12	1878	6.678
10:00 - 11:00	12	1878	4.291	12	1878	3.754	12	1878	8.045
11:00 - 12:00	12	1878	4.712	12	1878	4.699	12	1878	9.411
12:00 - 13:00	12	1878	4.482	12	1878	4.553	12	1878	9.035
13:00 - 14:00	12	1878	4.388	12	1878	4.663	12	1878	9.051
14:00 - 15:00	12	1878	4.610	12	1878	4.433	12	1878	9.043
15:00 - 16:00	12	1878	4.637	12	1878	4.721	12	1878	9.358
16:00 - 17:00	12	1878	4.517	12	1878	4.734	12	1878	9.251
17:00 - 18:00	12	1878	4.104	12	1878	4.340	12	1878	8.444
18:00 - 19:00	12	1878	3.155	12	1878	3.465	12	1878	6.620
19:00 - 20:00	12	1878	2.356	12	1878	2.711	12	1878	5.067
20:00 - 21:00	11	1931	1.427	11	1931	2.025	11	1931	3.452
21:00 - 22:00	11	1931	0.504	11	1931	0.899	11	1931	1.403
22:00 - 23:00	9	2035	0.044	9	2035	0.240	9	2035	0.284
23:00 - 24:00									
Total Rates:			49.931			50.087			100.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

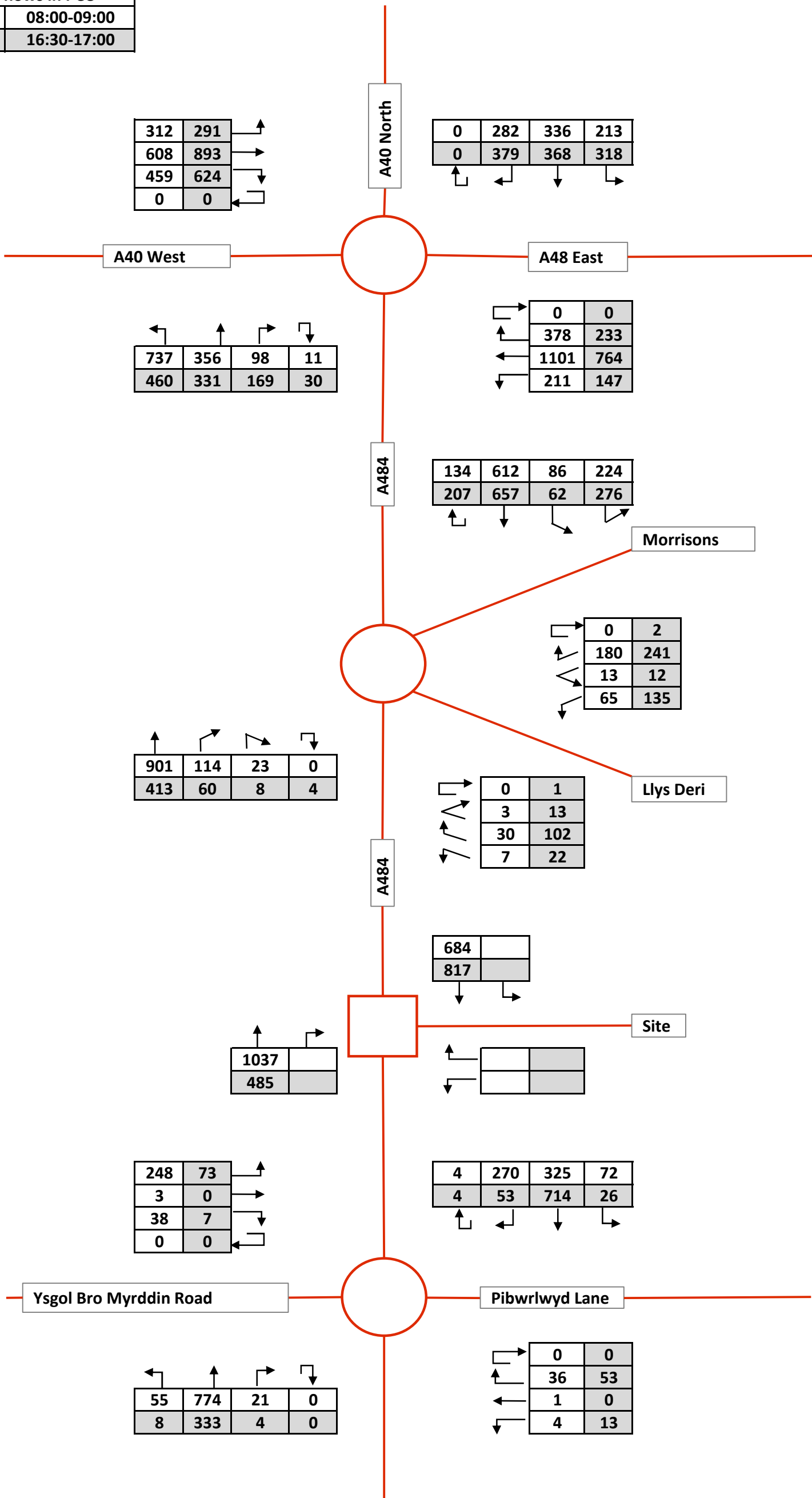
Trip rate parameter range selected:	1023 - 2624 (units: sqm)
Survey date range:	01/01/14 - 22/09/22
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix K

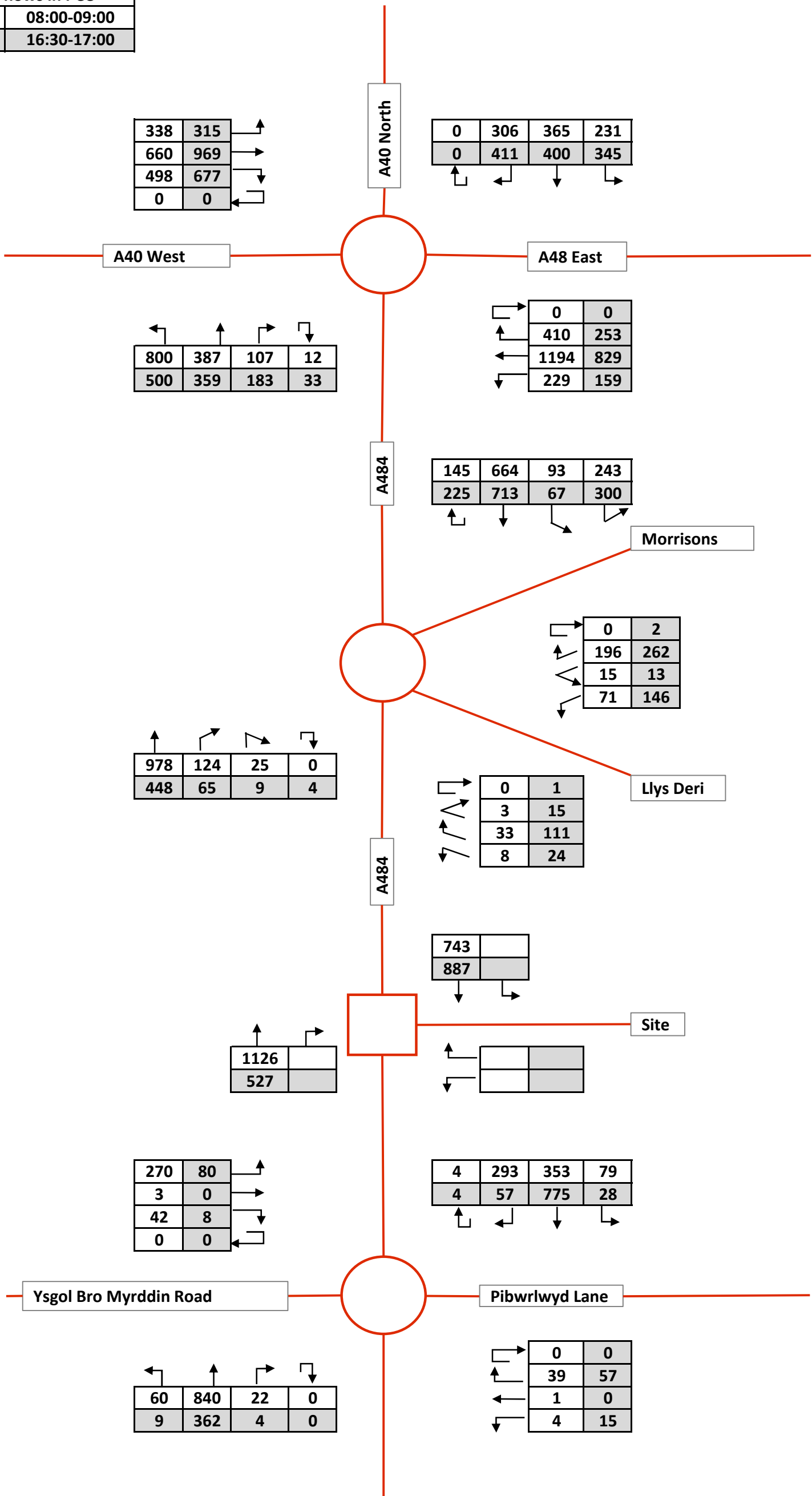
Appendix K1: Weekday 2027 Base Peak Hour Flows (PCU)

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



Appendix K2: Weekday 2037 Base Peak Hour Flows (PCU)

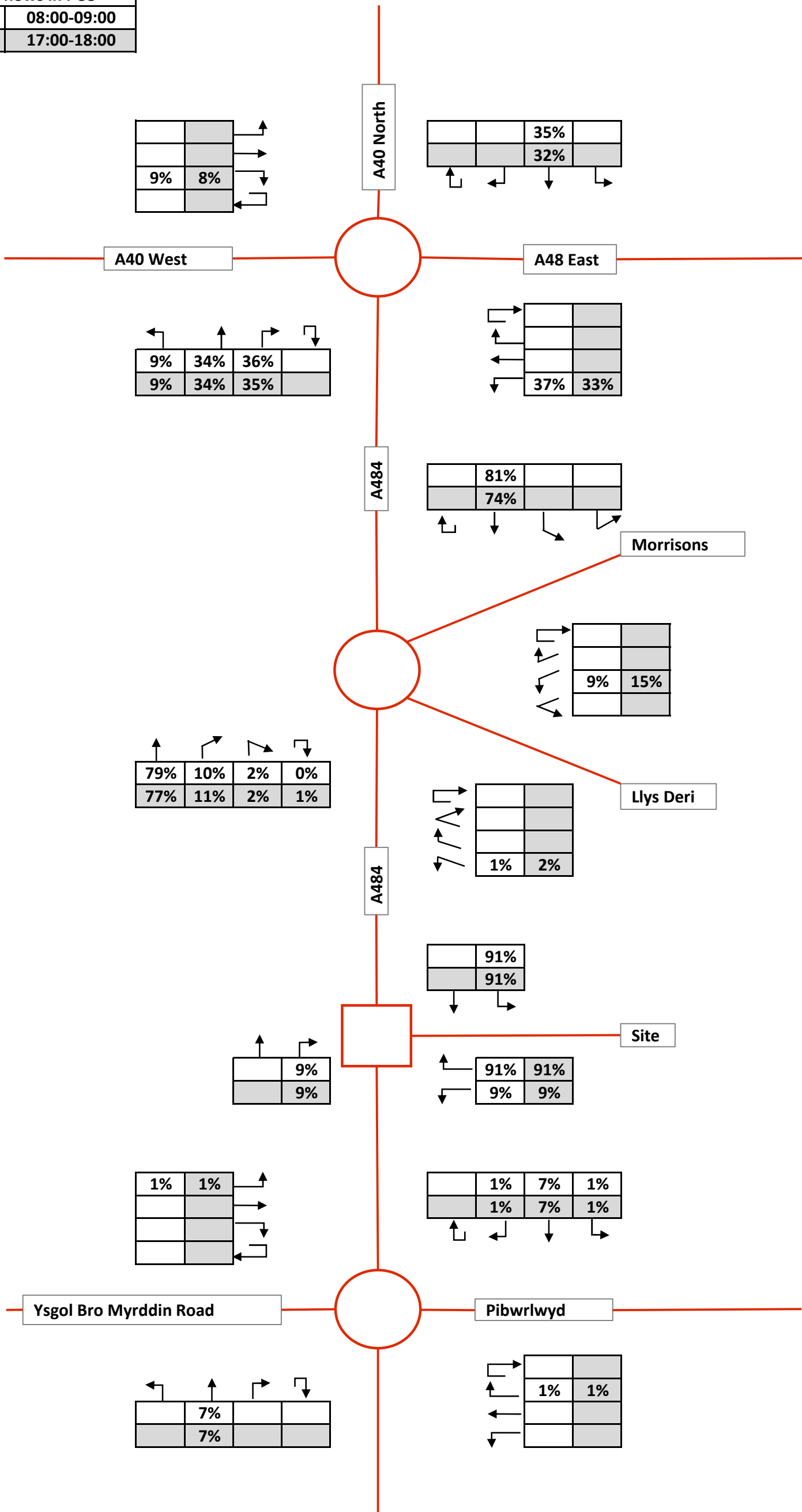
All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



Appendix L

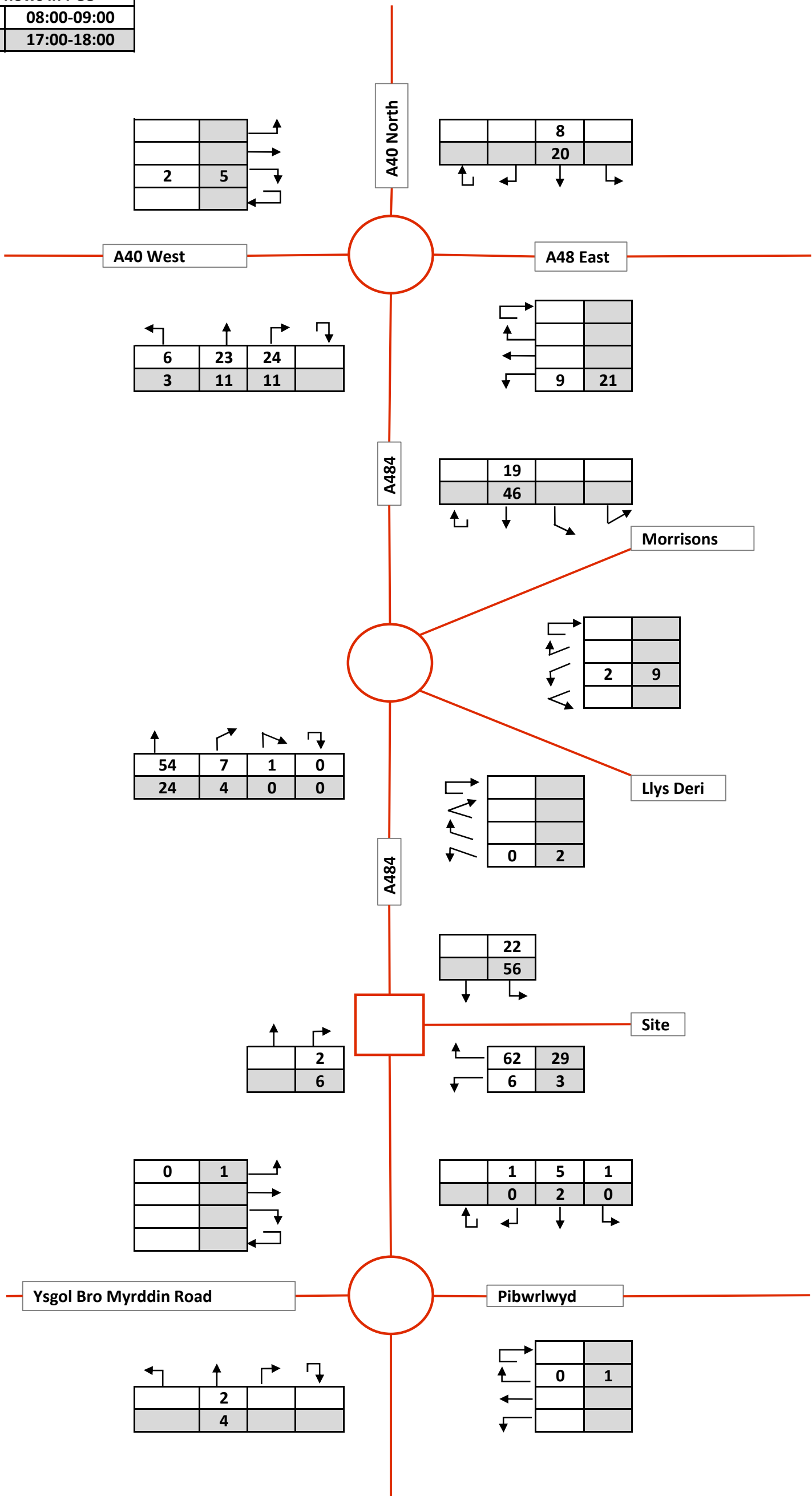
Appendix L1: Residential Development Trip Distribution

All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



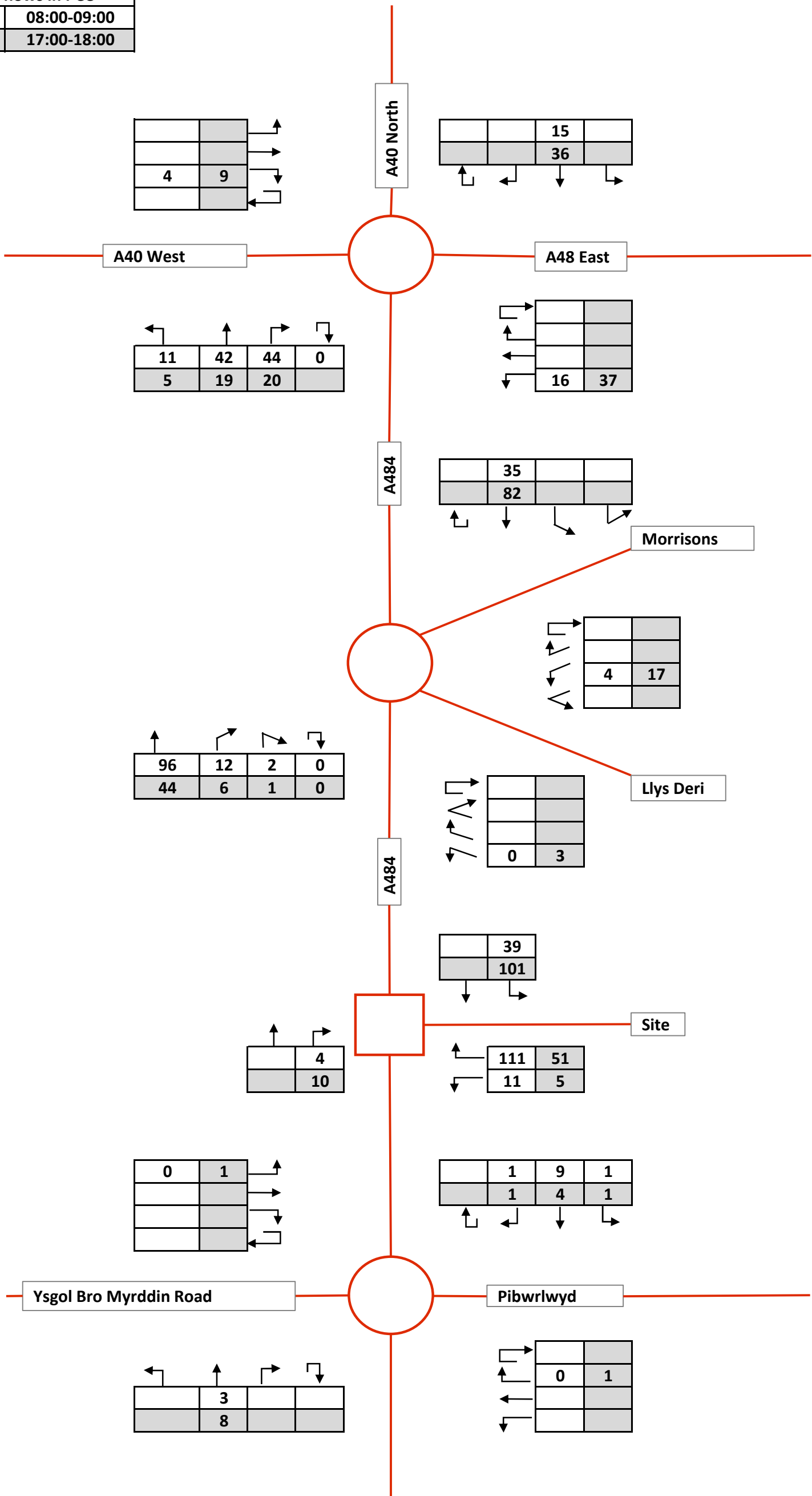
Appendix L2: Residential Development Trip Assignment Scenarios 1&4

All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



Appendix L3: Residential Development Trip Assignment Scenarios 2&5

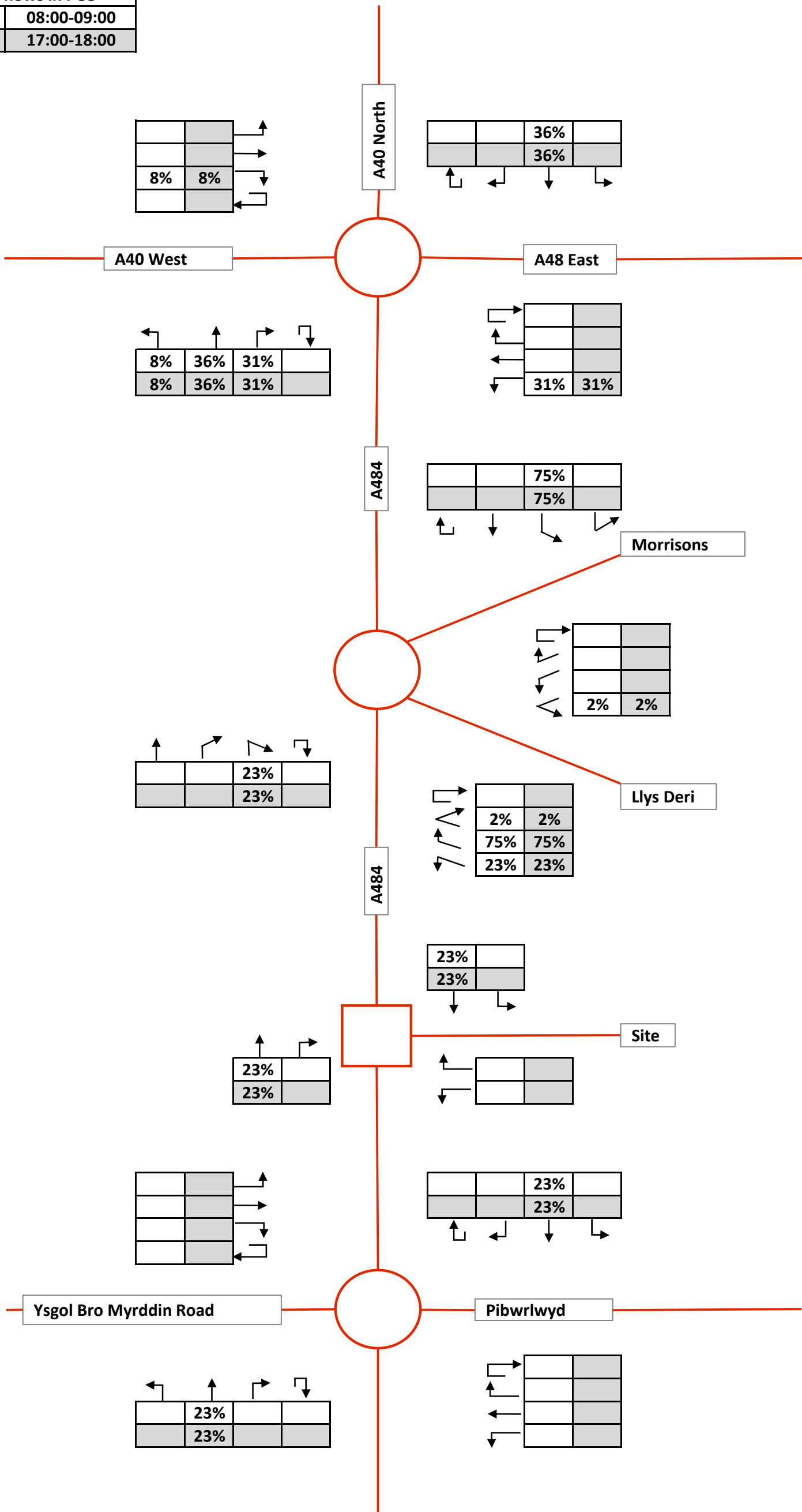
All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



Appendix M

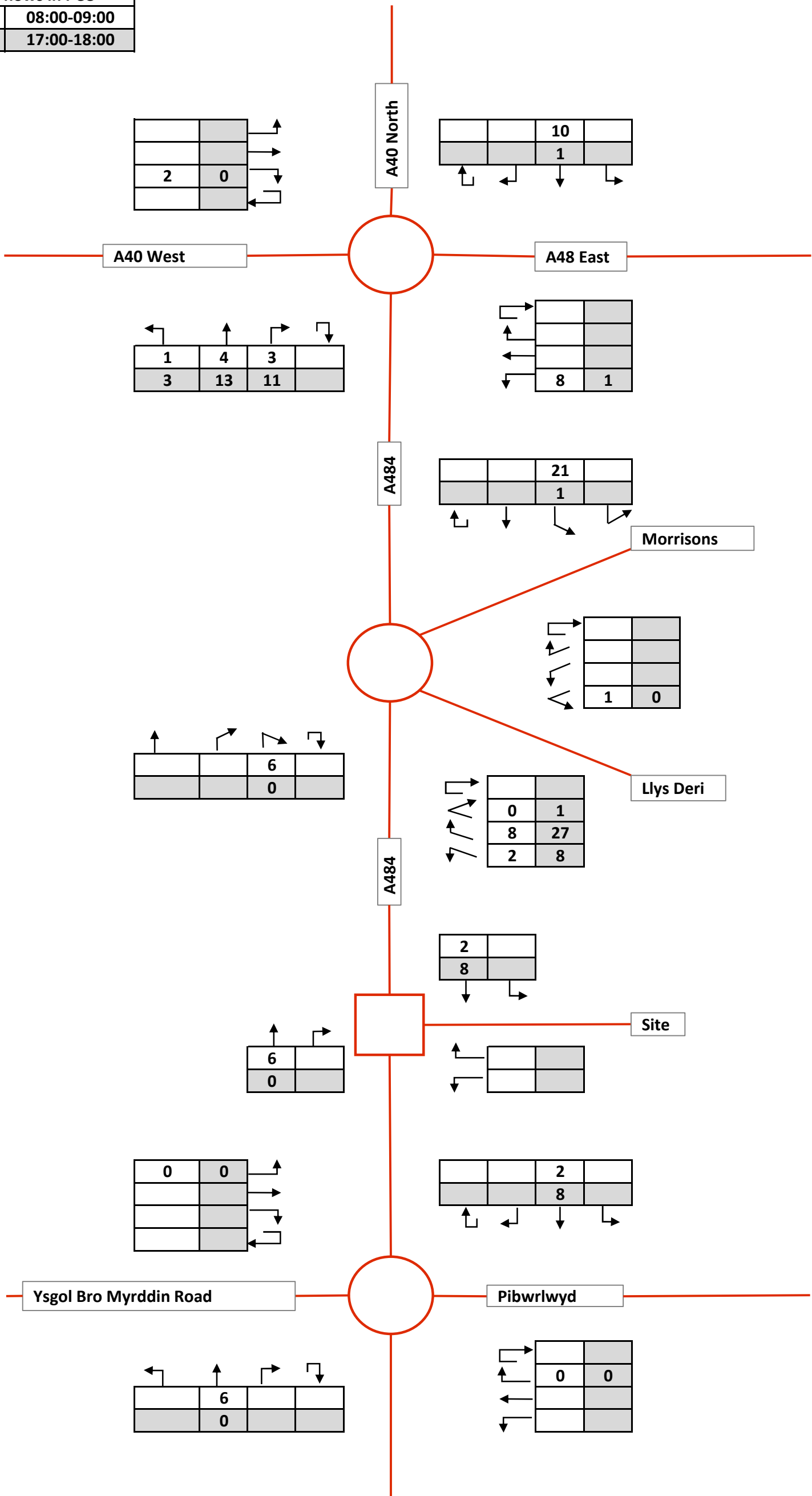
Appendix M1: Employment Development Trip Distribution

All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



Appendix M2: Employment Development Trip Assignment

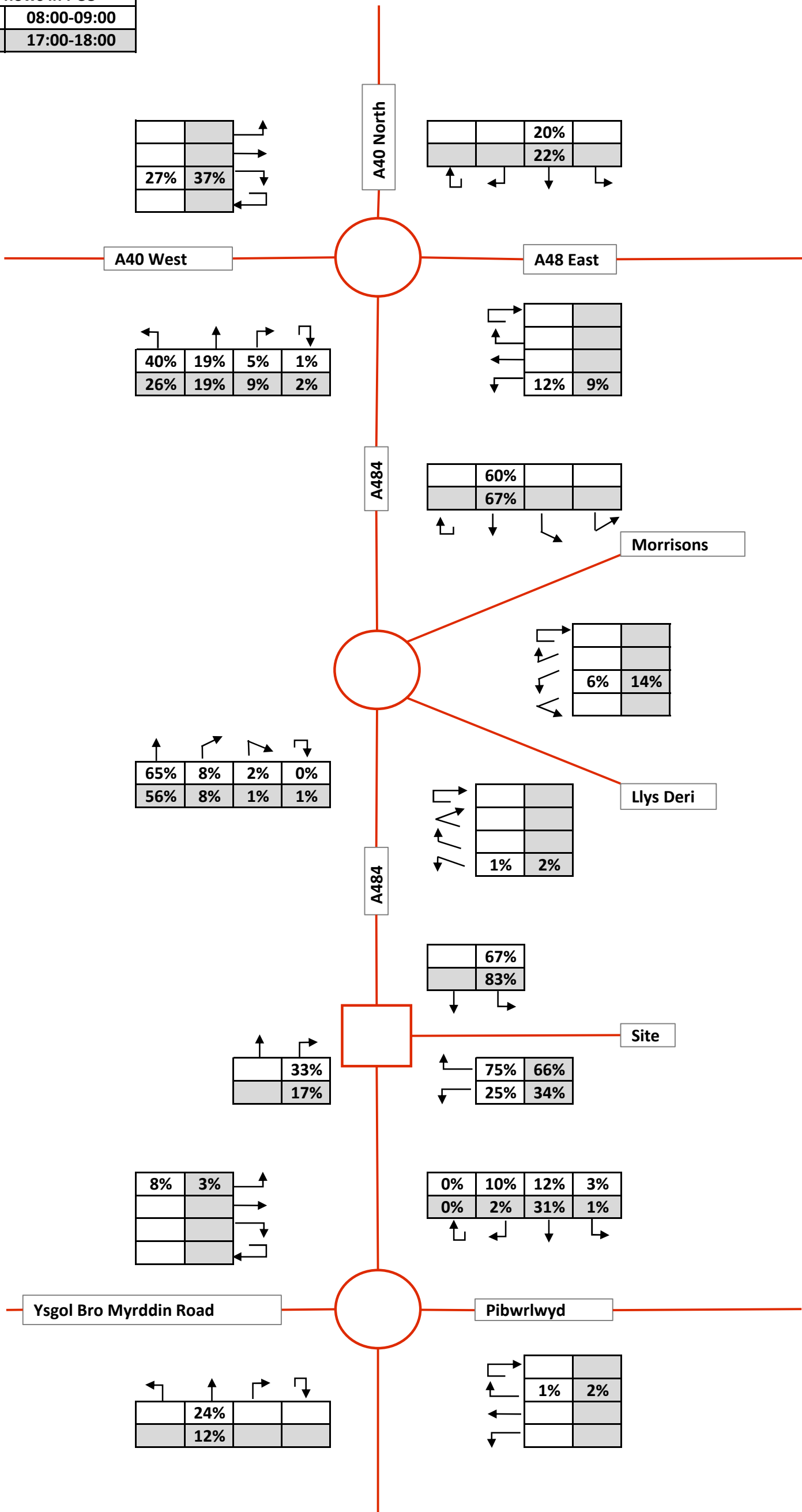
All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



Appendix N

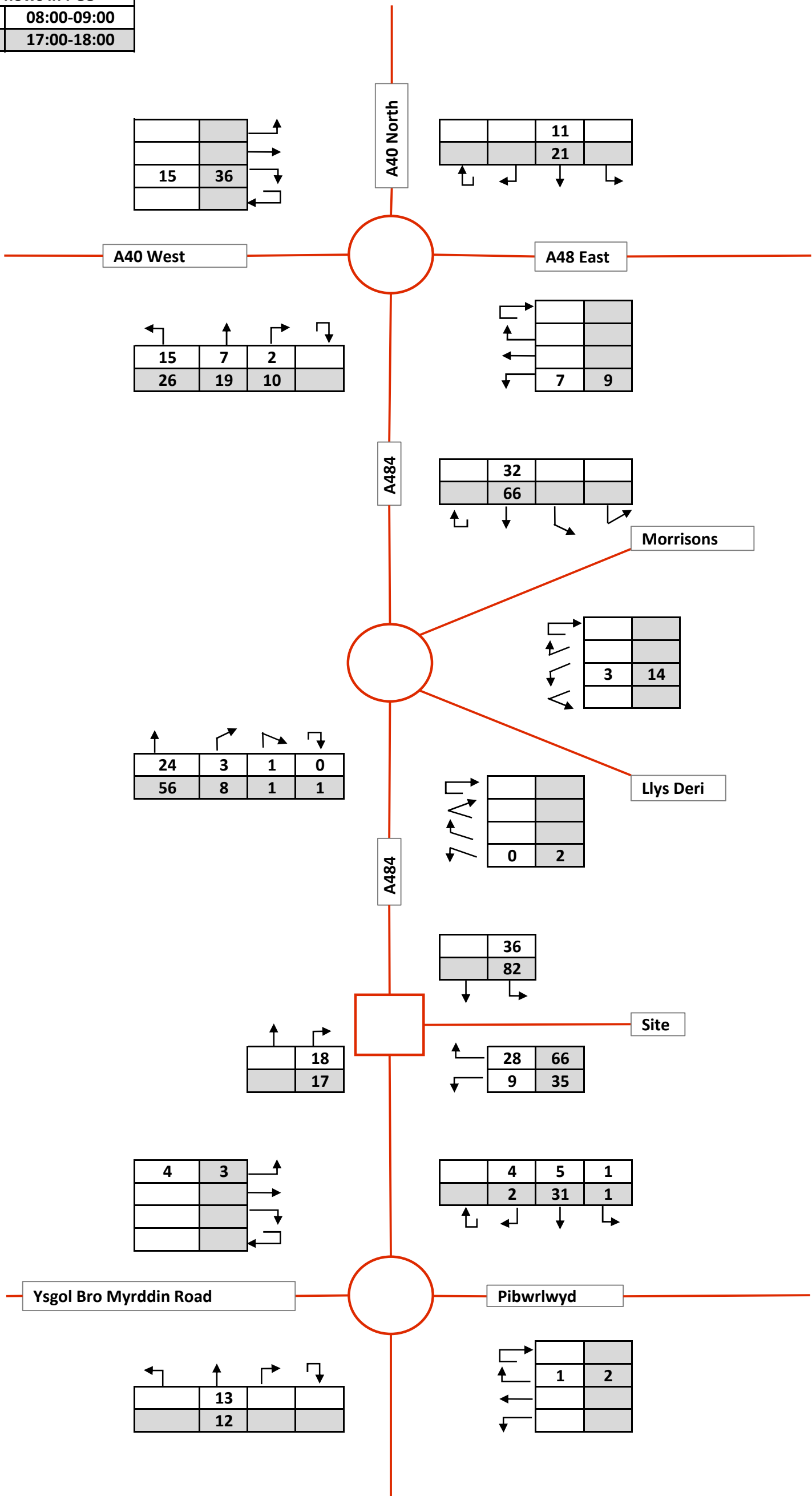
Appendix N1: Discount Foodstore Development Trip Distribution

All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



Appendix N2: Discount Foodstore Development Trip Assignment

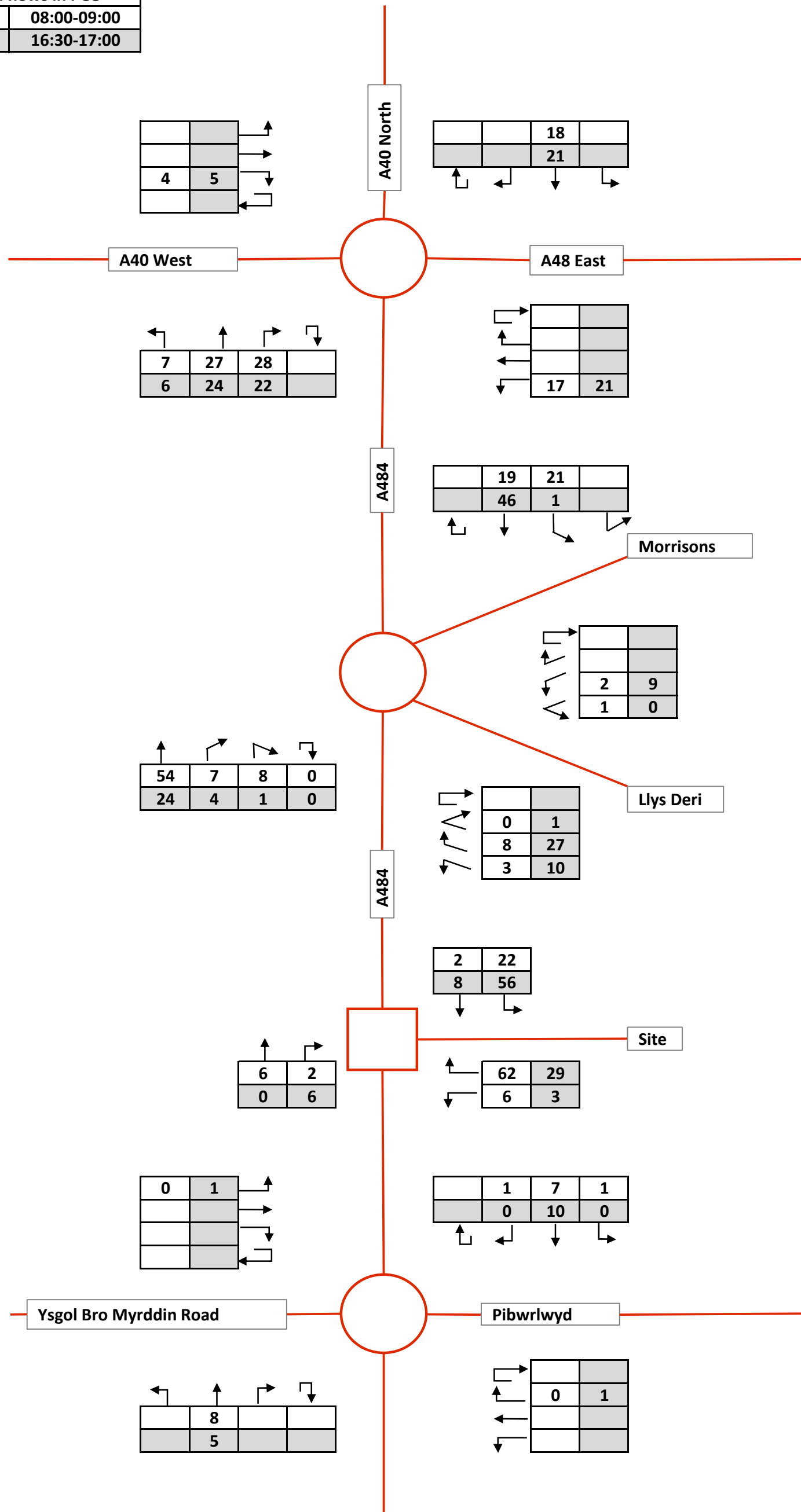
All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



Appendix O

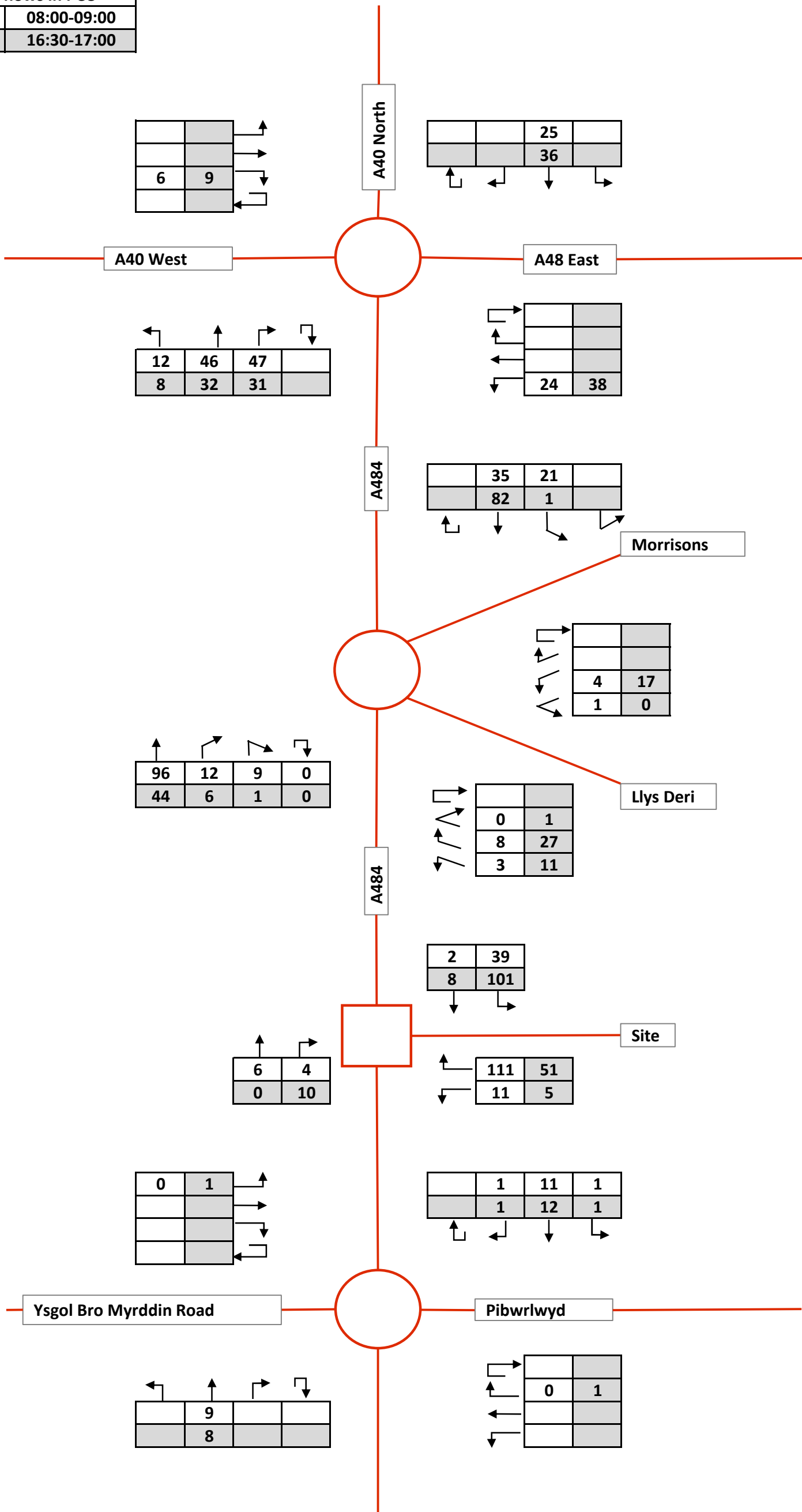
Appendix O1: Total Development Flows Scenario 1

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



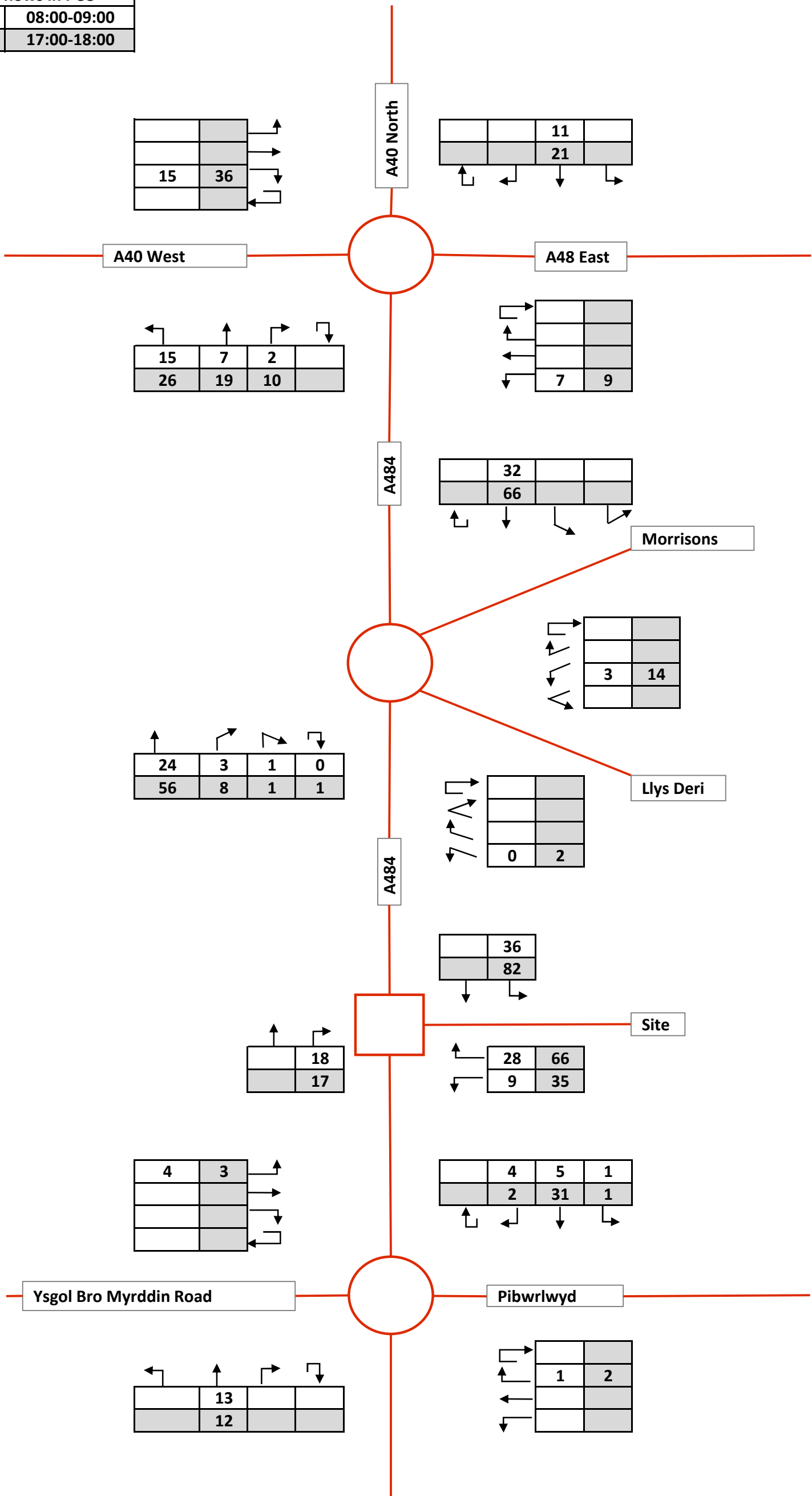
Appendix O2: Total Development Flows Scenario 2

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



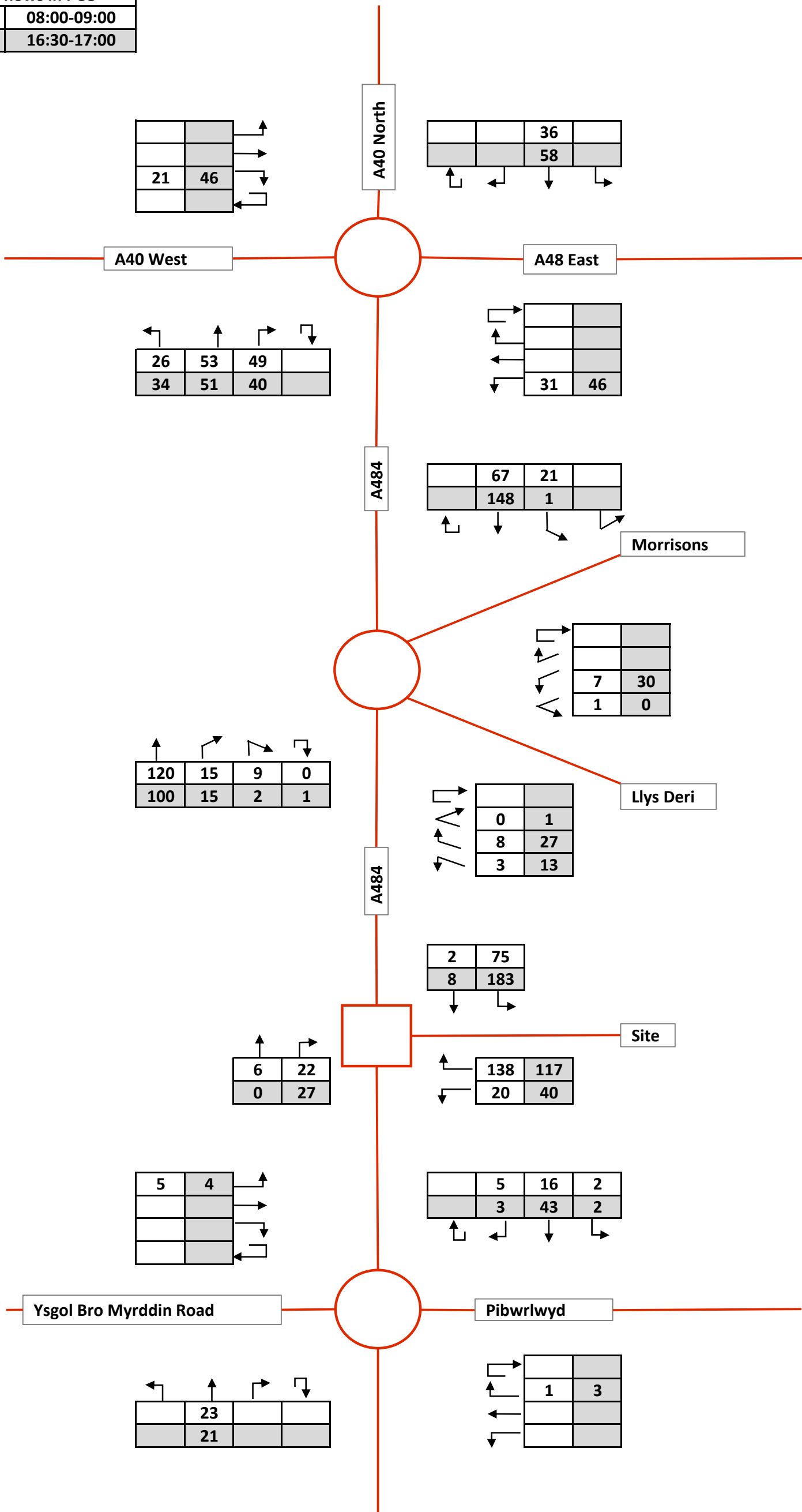
Appendix O3: Total Development Flows Scenario 3

All flows in PCU	
AM	08:00-09:00
PM	17:00-18:00



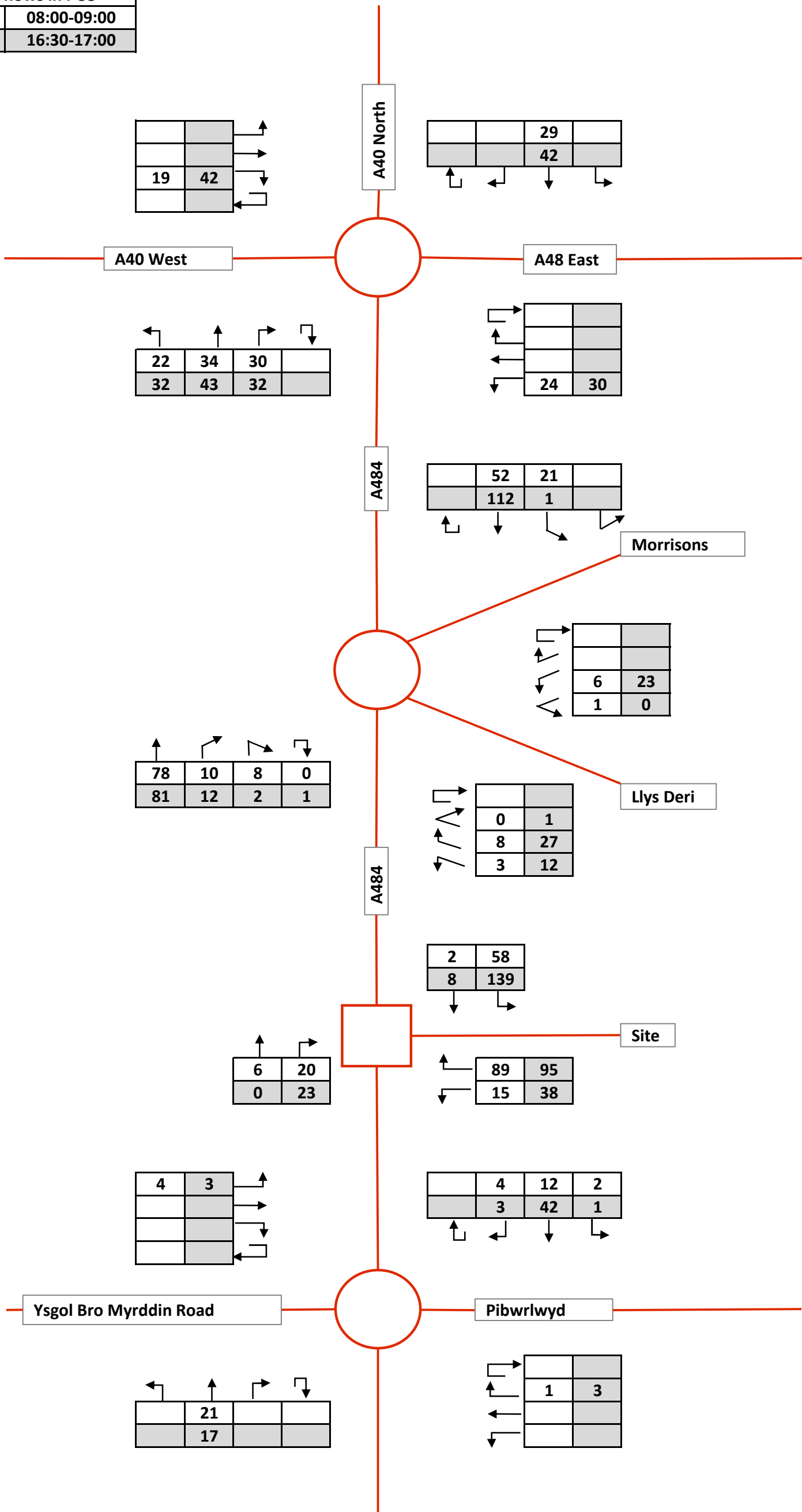
Appendix O5: Total Development Flows Scenario 5

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



Appendix O4: Total Development Flows Scenario 4

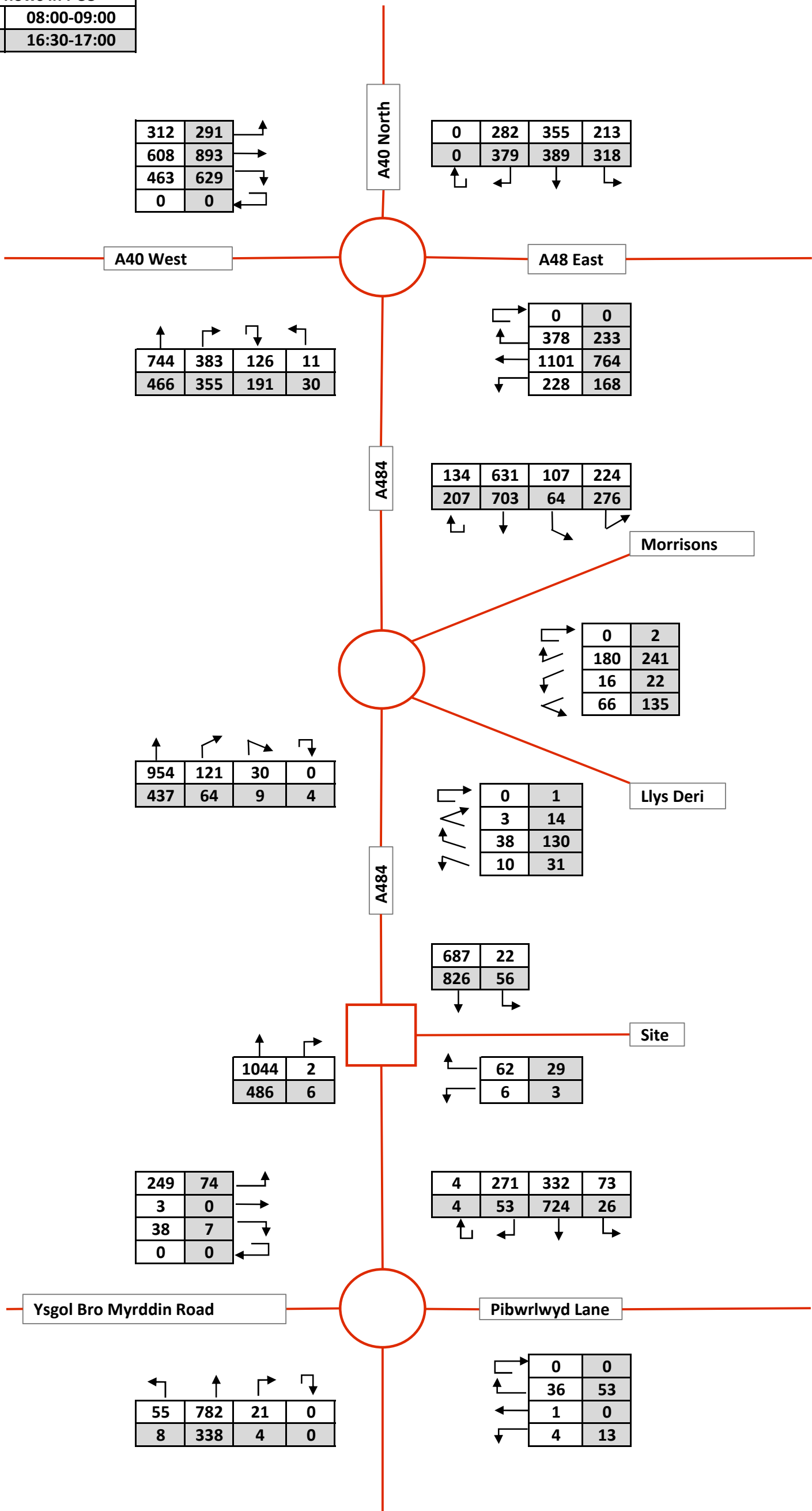
All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



Appendix P

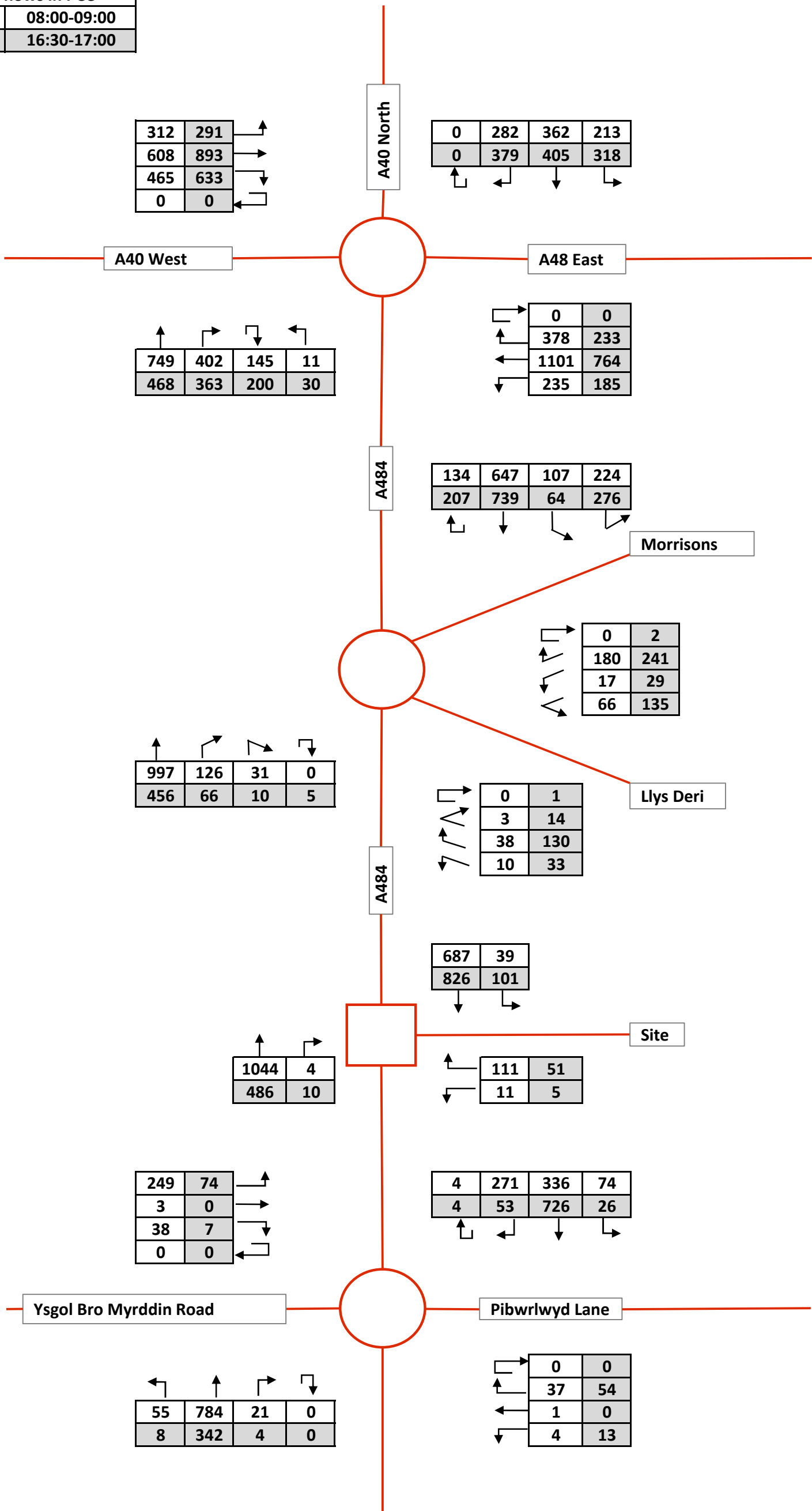
Appendix P1: 2027 Base + Development Flows Scenario 1

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



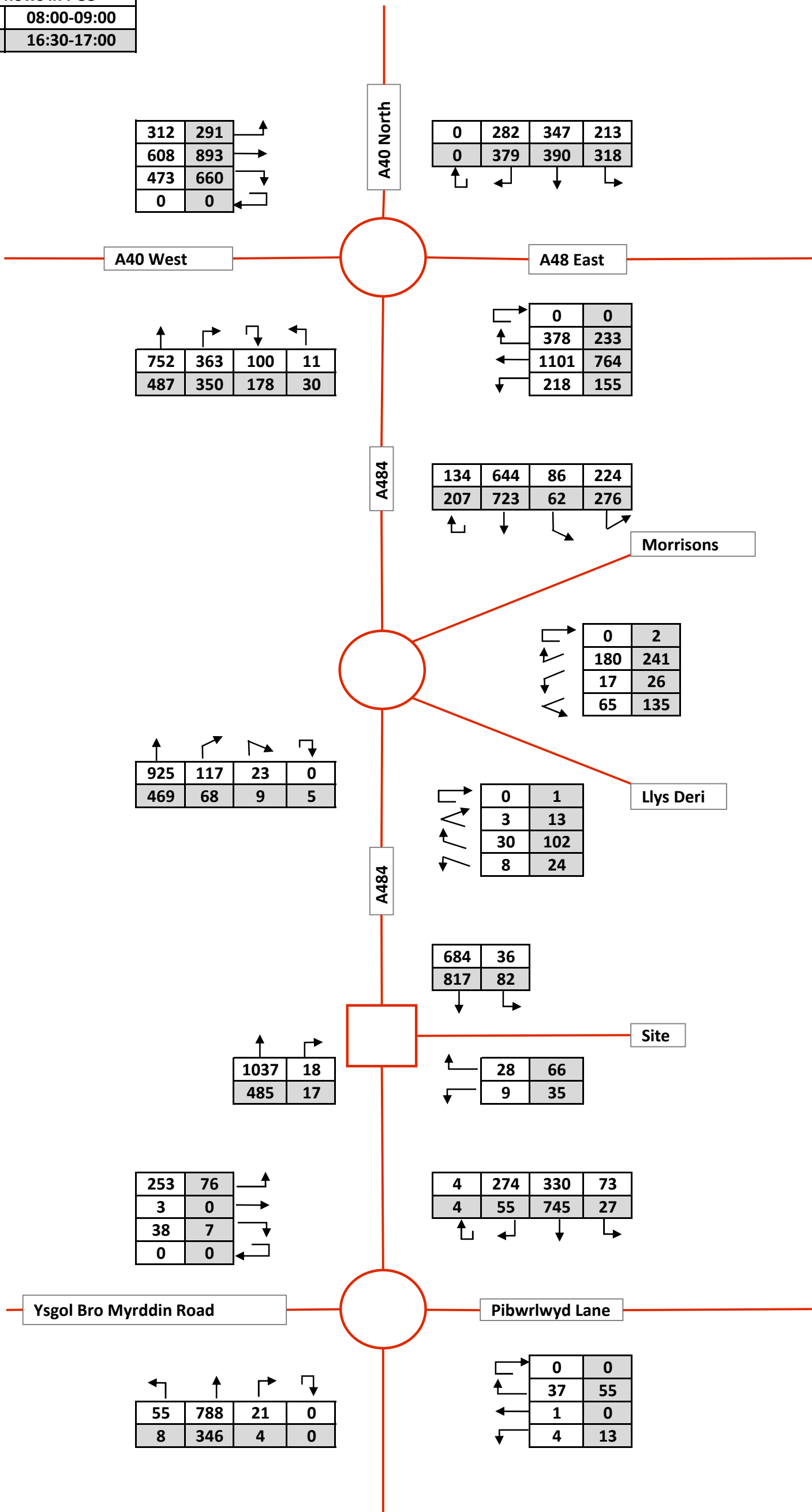
Appendix P2: 2027 Base + Development Flows Scenario 2

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



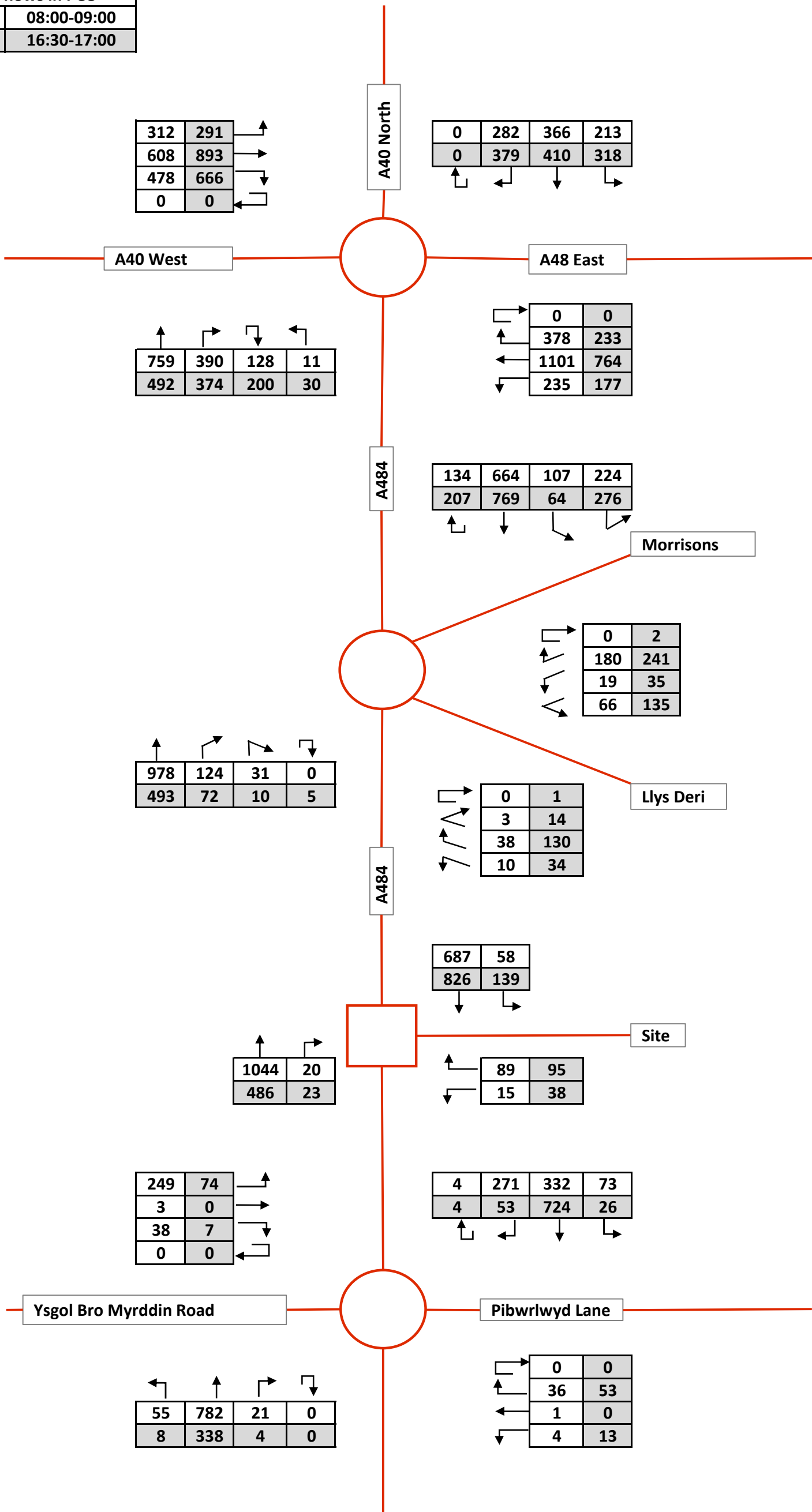
Appendix P3: 2027 Base + Development Flows Scenario 3

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



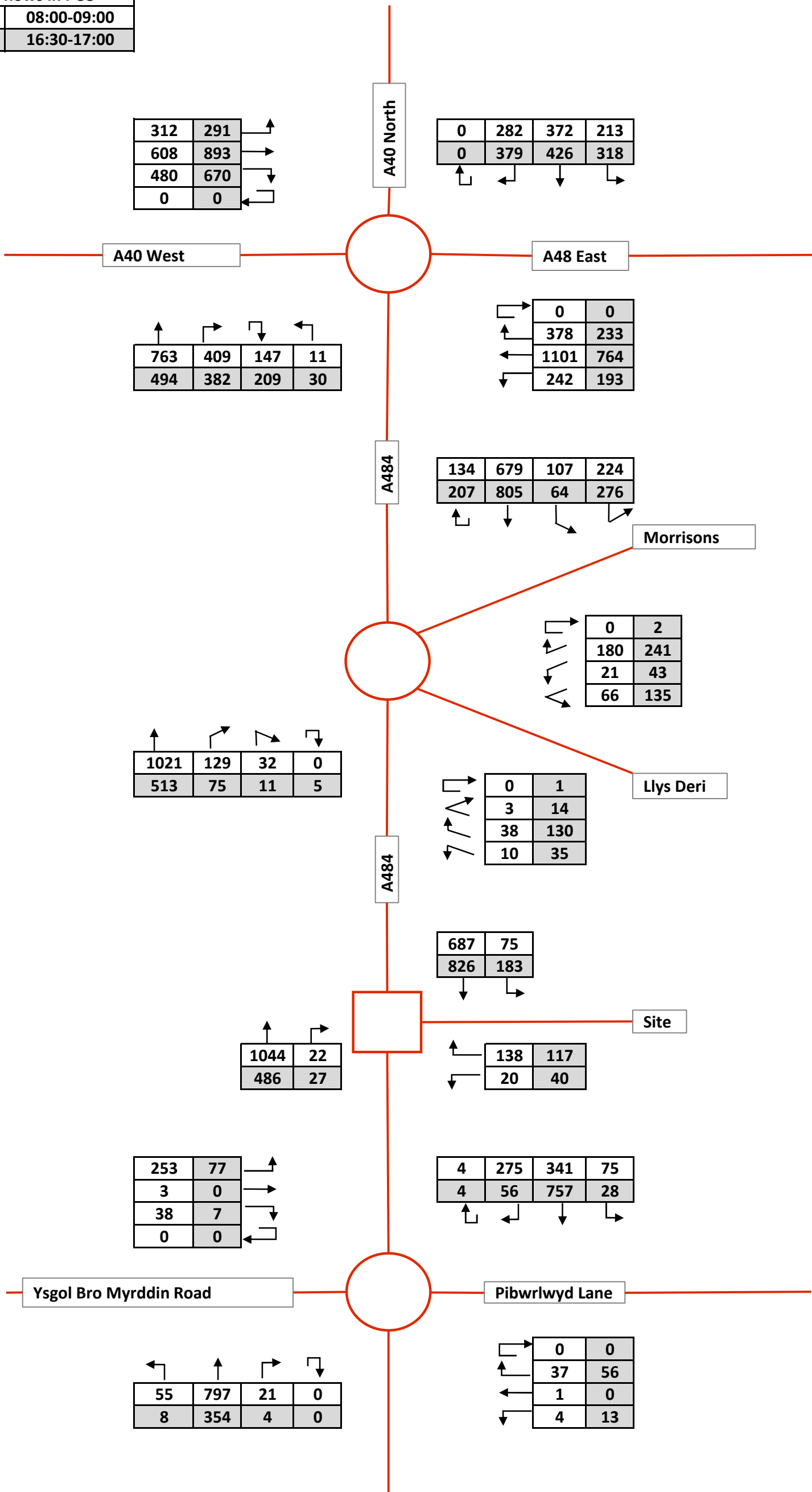
Appendix P4: 2027 Base + Development Flows Scenario 4

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



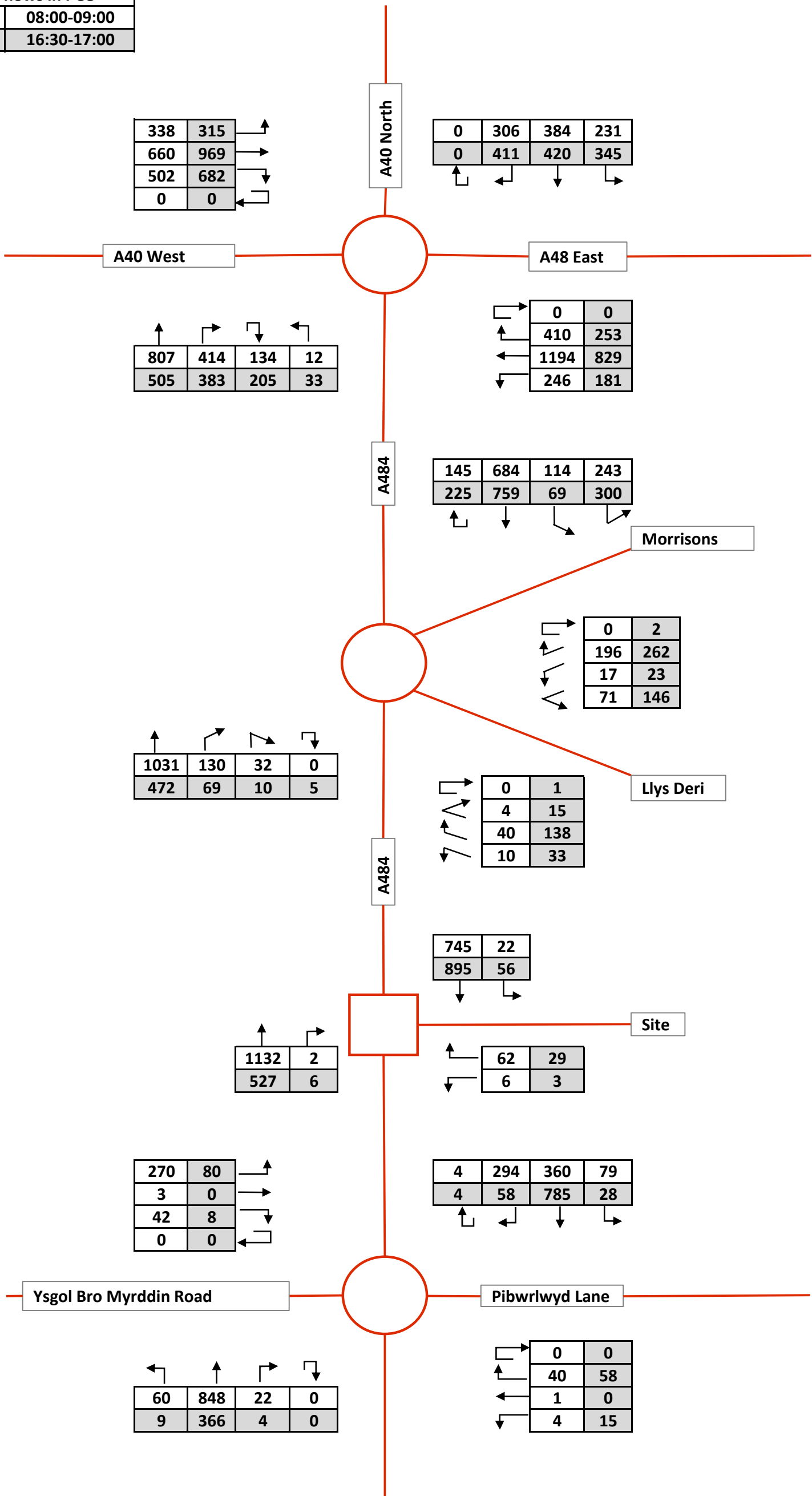
Appendix P5: 2027 Base + Development Flows Scenario 5

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



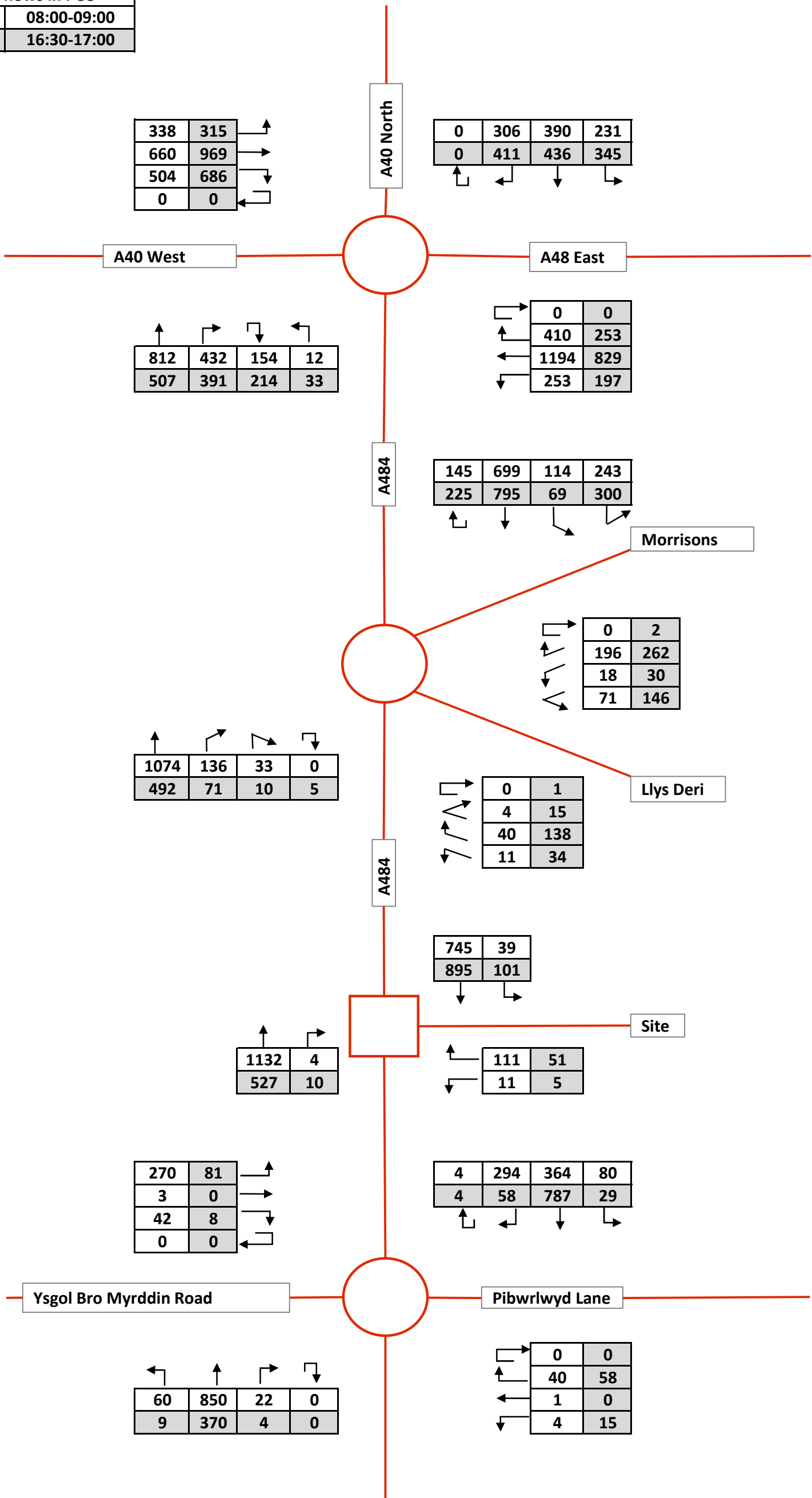
Appendix P6: 2037 Base + Development Flows Scenario 1

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



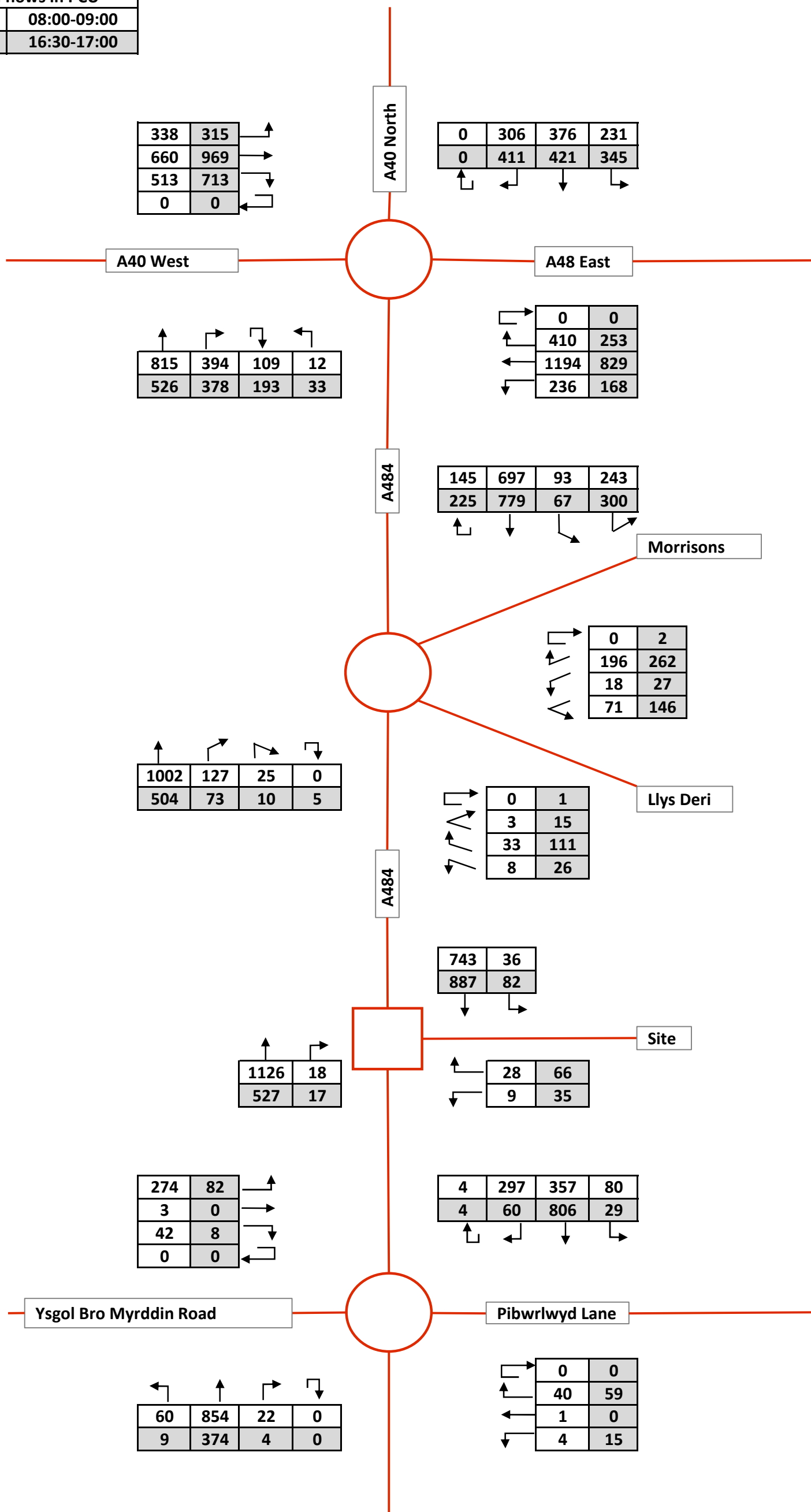
Appendix P7: 2037 Base + Development Flows Scenario 2

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



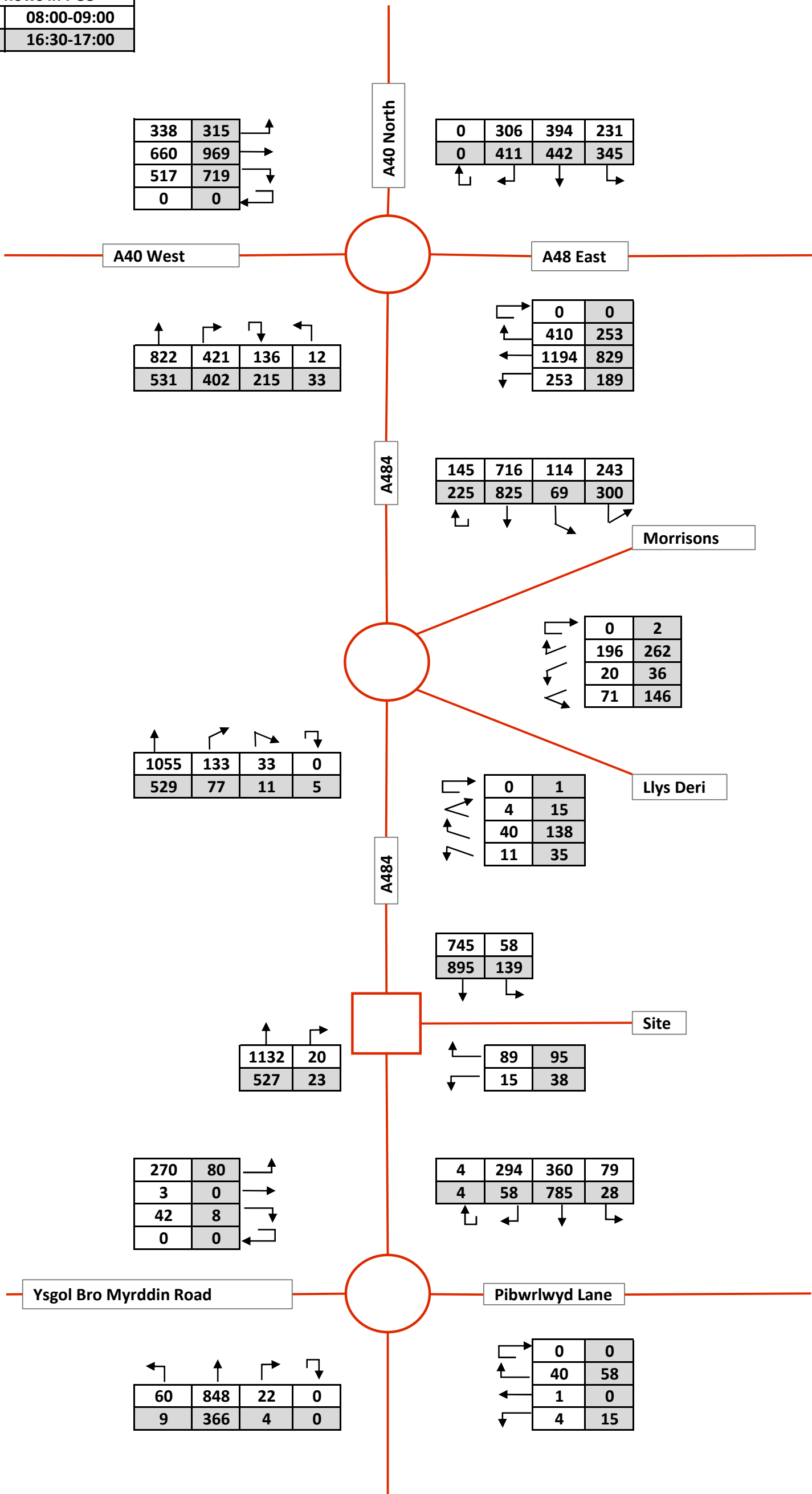
Appendix P8: 2037 Base + Development Flows Scenario 3

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



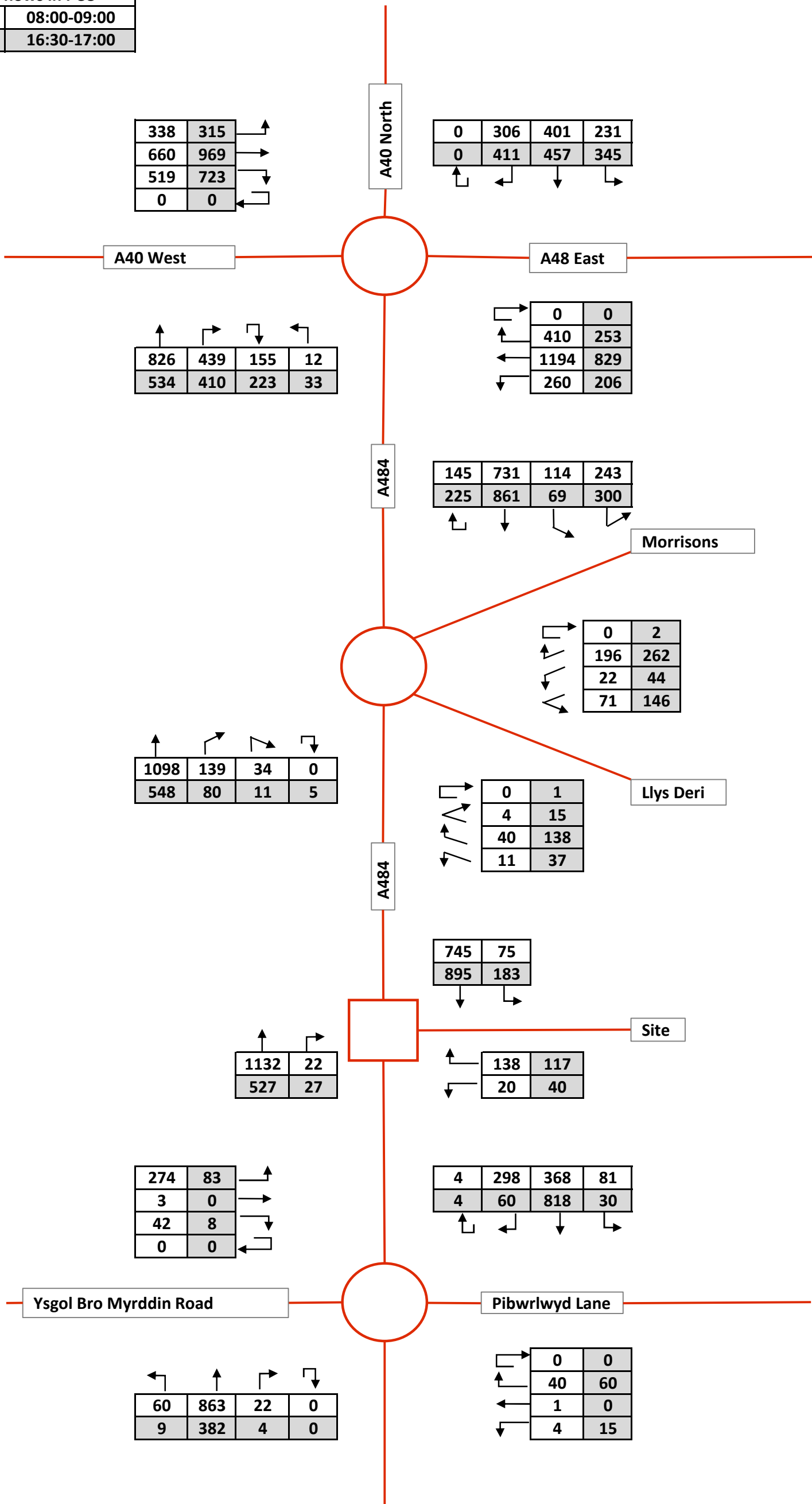
Appendix P9: 2037 Base + Development Flows Scenario 4

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



Appendix P10: 2037 Base + Development Flows Scenario 5

All flows in PCU	
AM	08:00-09:00
PM	16:30-17:00



Appendix Q

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Site access junction.j9

Path: K:\T23\Jobs\T23.107 Pibwrlwyd\Analysis\Modelling\JUNCTIONS9\PICADY

Report generation date: 27/04/2023 16:06:27

«2023, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2037									
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	S1 2027 B+D									
Stream B-C	D7	0.0	8.83	0.02	A	D8	0.0	8.90	0.01	A
Stream B-A		0.4	21.35	0.29	C		0.1	13.38	0.10	B
Stream C-AB		0.0	3.37	0.01	A		0.0	4.83	0.02	A
	S1 2037 B+D									
Stream B-C	D9	0.0	9.37	0.02	A	D10	0.0	9.32	0.01	A
Stream B-A		0.5	26.98	0.34	D		0.1	15.03	0.12	C
Stream C-AB		0.0	3.25	0.02	A		0.0	4.75	0.02	A
	S5 2027 B+D									
Stream B-C	D11	0.1	15.38	0.09	C	D12	0.1	11.58	0.12	B
Stream B-A		2.1	52.32	0.69	F		0.9	24.75	0.47	C
Stream C-AB		0.4	3.58	0.15	A		0.2	5.10	0.10	A
	S5 2037 B+D									
Stream B-C	D13	0.2	34.82	0.18	D	D14	0.2	12.92	0.14	B
Stream B-A		3.7	95.79	0.83	F		1.1	30.76	0.53	D
Stream C-AB		0.6	3.47	0.19	A		0.3	5.02	0.11	A

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.

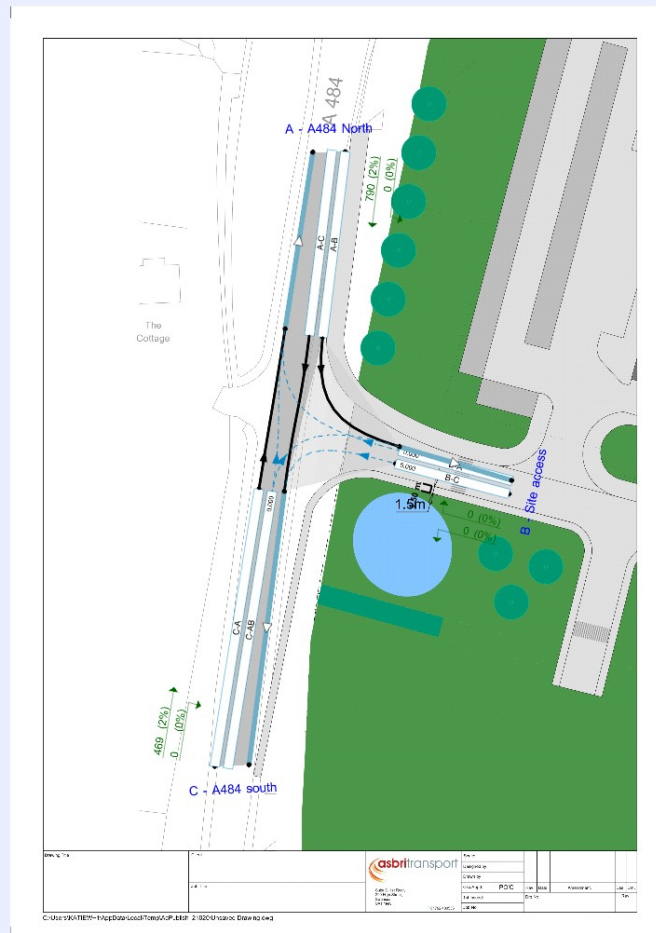
File summary

File Description

Title	
Location	
Site number	
Date	12/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\KatieWilliams
Description	

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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (%)

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

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	2023	PM	ONE HOUR	16:15	17:45	15	✓

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site access	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A484 North		Major
B	Site access		Minor
C	A484 south		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A484 south	7.60			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site access	One lane plus flare	10.00	7.60	5.11	4.47	4.21		1.50	100	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	583	0.099	0.250	0.157	0.357
B-C	714	0.102	0.257	-	-
C-B	632	0.228	0.228	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A484 North		ONE HOUR	✓	790	100.000
B - Site access		ONE HOUR	✓	0	100.000
C - A484 south		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A484 North	B - Site access	C - A484 south
From	A - A484 North	0	0	790
	B - Site access	0	0	0
	C - A484 south	469	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A484 North	B - Site access	C - A484 south
From	A - A484 North	0	0	2
	B - Site access	0	0	0
	C - A484 south	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					430	646
A-B					0	0
A-C					725	1087

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	561	0.000	0	0.0	0.0	0.000	A
B-A	0	0	379	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	496	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
A-B	0	0			0				
A-C	595	149			595				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	531	0.000	0	0.0	0.0	0.000	A
B-A	0	0	339	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	470	0.000	0	0.0	0.0	0.000	A
C-A	422	105			422				
A-B	0	0			0				
A-C	710	178			710				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	490	0.000	0	0.0	0.0	0.000	A
B-A	0	0	285	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	434	0.000	0	0.0	0.0	0.000	A
C-A	516	129			516				
A-B	0	0			0				
A-C	870	217			870				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	490	0.000	0	0.0	0.0	0.000	A
B-A	0	0	285	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	434	0.000	0	0.0	0.0	0.000	A
C-A	516	129			516				
A-B	0	0			0				
A-C	870	217			870				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	531	0.000	0	0.0	0.0	0.000	A
B-A	0	0	339	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	470	0.000	0	0.0	0.0	0.000	A
C-A	422	105			422				
A-B	0	0			0				
A-C	710	178			710				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	561	0.000	0	0.0	0.0	0.000	A
B-A	0	0	379	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	496	0.000	0	0.0	0.0	0.000	A
C-A	353	88			353				
A-B	0	0			0				
A-C	595	149			595				

Appendix R

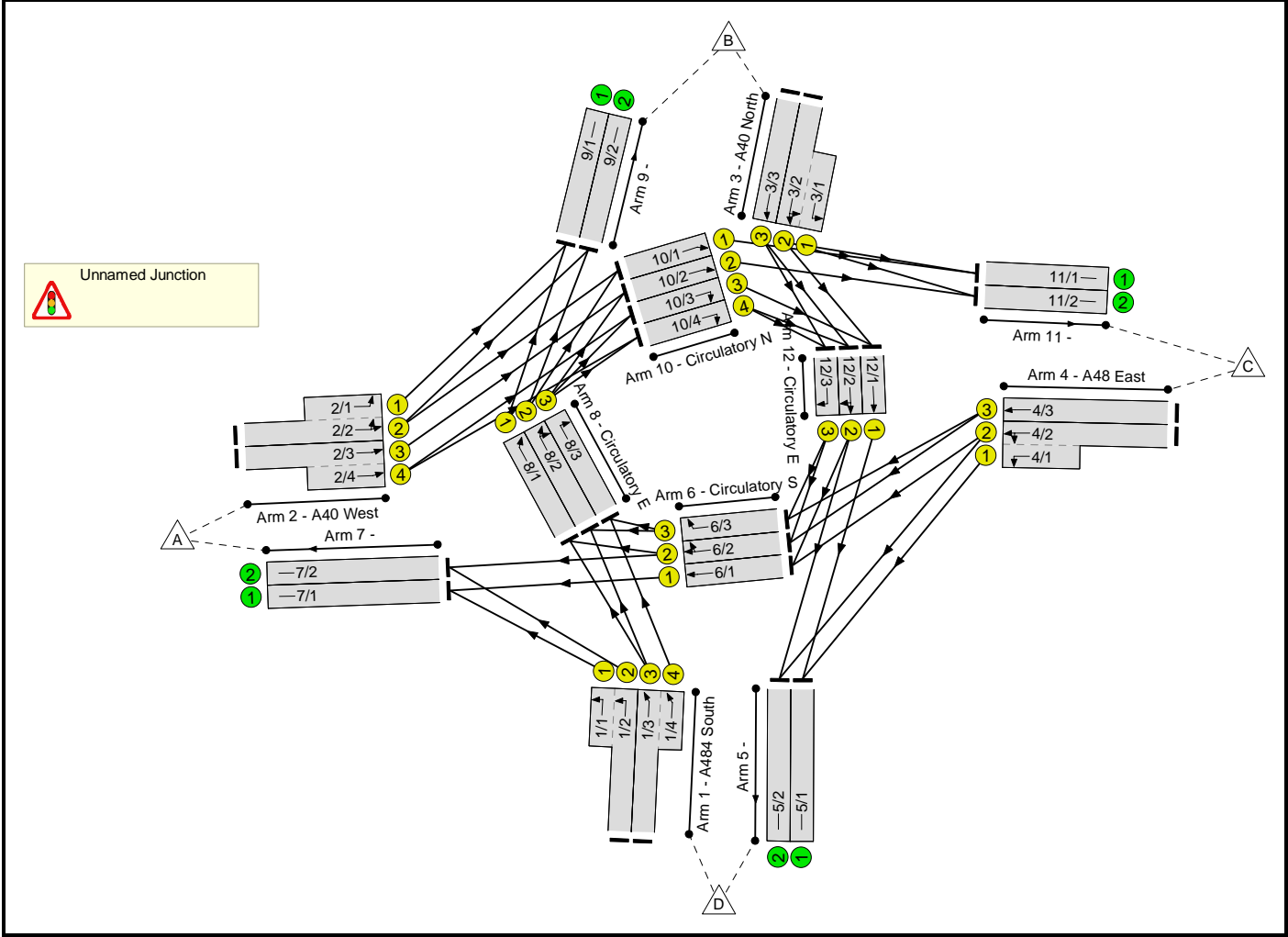
Full Input Data And Results

Full Input Data And Results

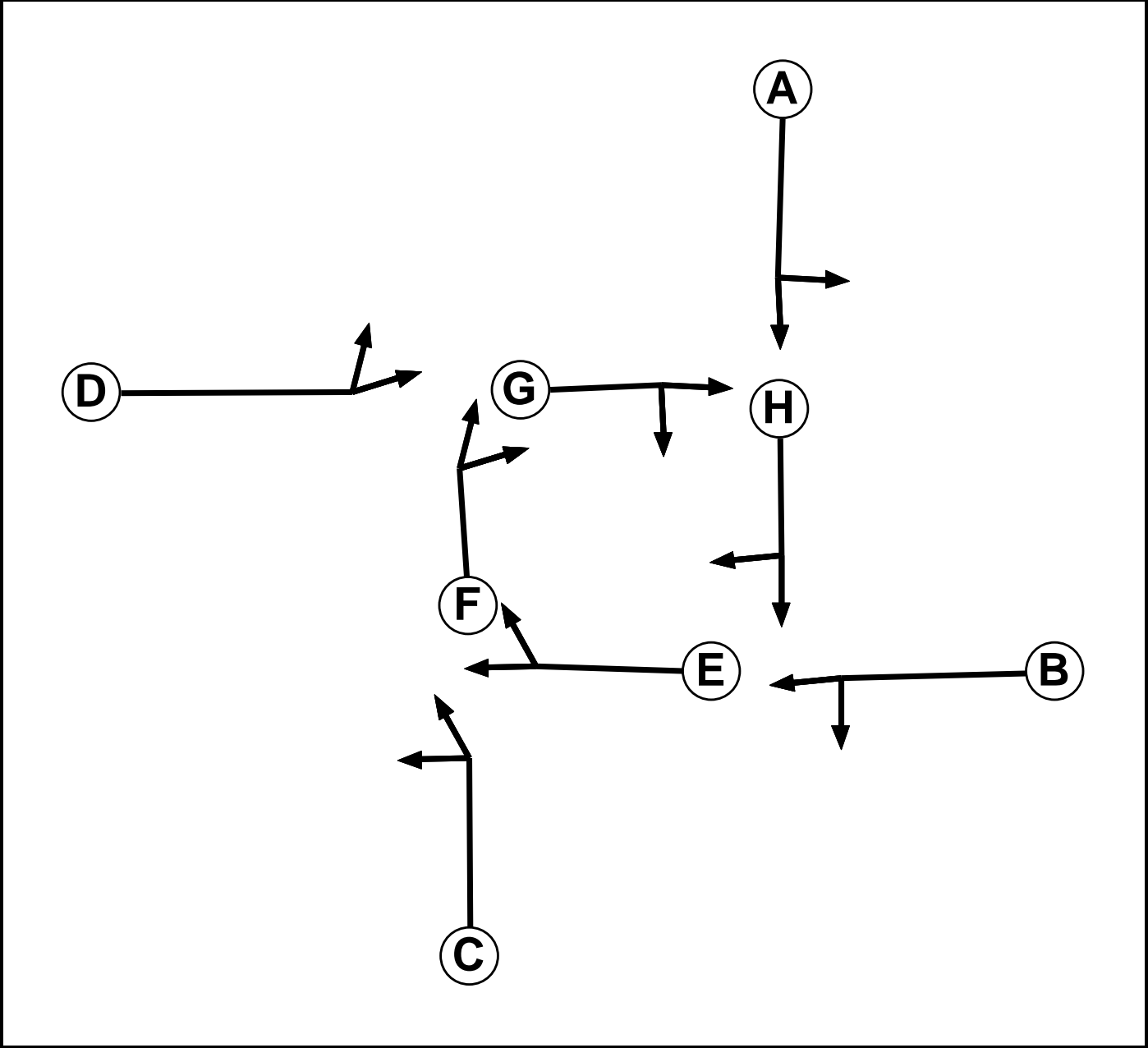
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Pensarn Linsig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Traffic		7	7
H	Traffic		7	7

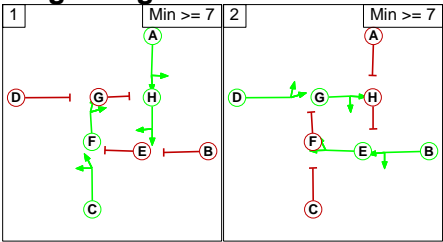
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		6	-	6	4	-	4	-
	B	6		6	-	-	4	-	4
	C	-	6		6	4	-	4	-
	D	6	-	6		-	4	-	4
	E	4	-	4	-		4	-	4
	F	-	4	-	4	4		-	-
	G	4	-	4	-	-	-		4
	H	-	4	-	4	4	-	4	

Phases in Stage

Stage No.	Phases in Stage
1	A C F H
2	B D E G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Gaining absolute	2	2
1	2	G	Gaining absolute	2	2
2	1	F	Gaining absolute	2	2
2	1	H	Gaining absolute	2	2

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	6
2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A484 South)	U	C	2	3	3.8	Geom	-	3.50	0.00	Y	Arm 7 Left	90.00
1/2 (A484 South)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 7 Left	90.00
1/3 (A484 South)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
1/4 (A484 South)	U	C	2	3	3.8	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/1 (A40 West)	U	D	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 9 Left	45.00
2/2 (A40 West)	U	D	2	3	60.0	Geom	-	3.50	0.00	N	Arm 9 Left Arm 10 Ahead	45.00 Inf
2/3 (A40 West)	U	D	2	3	60.0	Geom	-	3.50	0.00	N	Arm 10 Ahead	Inf
2/4 (A40 West)	U	D	2	3	5.0	Geom	-	3.50	0.00	N	Arm 10 Ahead	Inf
3/1 (A40 North)	U	A	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 11 Left	35.00
3/2 (A40 North)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 11 Left	40.00
											Arm 12 Ahead	Inf
3/3 (A40 North)	U	A	2	3	60.0	Geom	-	3.50	0.00	N	Arm 12 Ahead	Inf
4/1 (A48 East)	U	B	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 5 Left	50.00
4/2 (A48 East)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 5 Left Arm 6 Ahead	55.00 Inf
4/3 (A48 East)	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Circulatory S)	U	E	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 7 Ahead	40.00
6/2 (Circulatory S)	U	E	2	3	6.0	Geom	-	3.25	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	40.00

Full Input Data And Results

6/3 (Circulatory S)	U	E	2	3	6.0	Geom	-	3.25	0.00	N	Arm 8 Right	40.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/2	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Circulatory E)	U	F	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	40.00
8/2 (Circulatory E)	U	F	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 9 Ahead	Inf
											Arm 10 Right	40.00
8/3 (Circulatory E)	U	F	2	3	5.0	Geom	-	3.25	0.00	N	Arm 10 Right	40.00
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (Circulatory N)	U	G	2	3	10.0	Geom	-	3.25	0.00	Y	Arm 11 Ahead	Inf
10/2 (Circulatory N)	U	G	2	3	9.0	Geom	-	3.25	0.00	N	Arm 11 Ahead	Inf
10/3 (Circulatory N)	U	G	2	3	7.0	Geom	-	3.25	0.00	N	Arm 12 Right	40.00
10/4 (Circulatory N)	U	G	2	3	7.0	Geom	-	3.25	0.00	N	Arm 12 Right	40.00
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (Circulatory E)	U	H	2	3	5.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
12/2 (Circulatory E)	U	H	2	3	5.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	40.00
12/3 (Circulatory E)	U	H	2	3	5.0	Geom	-	3.25	0.00	N	Arm 6 Right	40.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM'	08:00	09:00	01:00	
2: '2023 PM'	16:30	17:30	01:00	
3: '2027 AM'	08:00	09:00	01:00	
4: '2027 PM'	16:30	17:30	01:00	
5: '2037 AM'	08:00	09:00	01:00	
6: '2037 PM'	16:30	17:30	01:00	
7: 'S1 2027 AM + D'	08:00	09:00	01:00	
8: 'S1 2027 PM + D'	16:30	17:30	01:00	
9: 'S1 2037 AM + D'	08:00	09:00	01:00	
10: 'S1 2037 PM + D'	16:30	17:30	01:00	
11: 'S5 2027 AM + D'	08:00	09:00	01:00	
12: 'S5 2027 PM + D'	16:30	17:30	01:00	
13: 'S5 2037 AM + D'	08:00	09:00	01:00	
14: 'S5 2037 PM + D'	16:30	17:30	01:00	

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	301	587	443	1331
	B	272	0	206	325	803
	C	1063	365	0	204	1632
	D	712	344	95	11	1162
	Tot.	2047	1010	888	983	4928

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 AM
Junction: Unnamed Junction	
1/1 (short)	329
1/2 (with short)	712(In) 383(Out)
1/3 (with short)	450(In) 344(Out)
1/4 (short)	106
2/1 (short)	289
2/2 (with short)	632(In) 343(Out)
2/3 (with short)	699(In) 256(Out)
2/4 (short)	443
3/1 (short)	199
3/2 (with short)	463(In) 264(Out)
3/3	340
4/1 (short)	204
4/2 (with short)	843(In) 639(Out)
4/3	789
5/1	638
5/2	345
6/1	687
6/2	718
6/3	295
7/1	1016
7/2	1031
8/1	362
8/2	347
8/3	106
9/1	651
9/2	359
10/1	331
10/2	351
10/3	177
10/4	277
11/1	530
11/2	358
12/1	434
12/2	393

Full Input Data And Results

12/3	224
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	3.5 %	2103	2103
				Arm 10 Ahead	Inf	96.5 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	2.7 %	2103	2103
				Arm 12 Ahead	Inf	97.3 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	90.3 %	2072	2072
				Arm 8 Right	40.00	9.7 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Right	40.00	0.0 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	87.8 %	2071	2071
				Arm 6 Right	40.00	12.2 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 2: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	281	863	603	1747
	B	366	0	307	356	1029
	C	738	225	0	142	1105
	D	445	320	163	29	957
	Tot.	1549	826	1333	1130	4838

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 PM
Junction: Unnamed Junction	
1/1 (short)	215
1/2 (with short)	445(In) 230(Out)
1/3 (with short)	512(In) 336(Out)
1/4 (short)	176
2/1 (short)	280
2/2 (with short)	827(In) 547(Out)
2/3 (with short)	920(In) 317(Out)
2/4 (short)	603
3/1 (short)	269
3/2 (with short)	576(In) 307(Out)
3/3	453
4/1 (short)	142
4/2 (with short)	640(In) 498(Out)
4/3	465
5/1	672
5/2	458
6/1	563
6/2	607
6/3	159
7/1	778
7/2	771
8/1	270
8/2	291
8/3	176
9/1	550
9/2	276
10/1	562
10/2	464
10/3	261
10/4	371
11/1	831
11/2	502
12/1	530
12/2	523

Full Input Data And Results

12/3	301
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	0.2 %	2105	2105
				Arm 10 Ahead	Inf	99.8 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	12.4 %	2095	2095
				Arm 12 Ahead	Inf	87.6 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	89.1 %	2072	2072
				Arm 8 Right	40.00	10.9 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	94.5 %	1936	1936
				Arm 10 Right	40.00	5.5 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	87.6 %	2070	2070
				Arm 6 Right	40.00	12.4 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 3: '2027 AM' (FG3: '2027 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	312	608	459	1379
	B	282	0	213	336	831
	C	1101	378	0	211	1690
	D	737	356	98	11	1202
	Tot.	2120	1046	919	1017	5102

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2027 AM
Junction: Unnamed Junction	
1/1 (short)	338
1/2 (with short)	737(In) 399(Out)
1/3 (with short)	465(In) 356(Out)
1/4 (short)	109
2/1 (short)	303
2/2 (with short)	661(In) 358(Out)
2/3 (with short)	718(In) 259(Out)
2/4 (short)	459
3/1 (short)	205
3/2 (with short)	479(In) 274(Out)
3/3	352
4/1 (short)	211
4/2 (with short)	871(In) 660(Out)
4/3	819
5/1	659
5/2	358
6/1	707
6/2	741
6/3	313
7/1	1045
7/2	1075
8/1	376
8/2	358
8/3	109
9/1	679
9/2	367
10/1	349
10/2	357
10/3	182
10/4	288
11/1	554
11/2	365
12/1	448
12/2	405

Full Input Data And Results

12/3	235
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	2.5 %	2103	2103
				Arm 10 Ahead	Inf	97.5 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	2.9 %	2103	2103
				Arm 12 Ahead	Inf	97.1 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	91.2 %	2073	2073
				Arm 8 Right	40.00	8.8 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Right	40.00	0.0 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	88.4 %	2071	2071
				Arm 6 Right	40.00	11.6 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 4: '2027 PM' (FG4: '2027 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	291	893	624	1808
	B	379	0	318	368	1065
	C	764	233	0	147	1144
	D	460	331	169	30	990
	Tot.	1603	855	1380	1169	5007

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2027 PM
Junction: Unnamed Junction	
1/1 (short)	222
1/2 (with short)	460(In) 238(Out)
1/3 (with short)	530(In) 348(Out)
1/4 (short)	182
2/1 (short)	290
2/2 (with short)	860(In) 570(Out)
2/3 (with short)	948(In) 324(Out)
2/4 (short)	624
3/1 (short)	273
3/2 (with short)	593(In) 320(Out)
3/3	472
4/1 (short)	147
4/2 (with short)	668(In) 521(Out)
4/3	476
5/1	688
5/2	481
6/1	581
6/2	626
6/3	169
7/1	803
7/2	800
8/1	285
8/2	296
8/3	182
9/1	575
9/2	280
10/1	586
10/2	476
10/3	266
10/4	388
11/1	859
11/2	521
12/1	541
12/2	541

Full Input Data And Results

12/3	319
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	0.2 %	2105	2105
				Arm 10 Ahead	Inf	99.8 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	14.1 %	2094	2094
				Arm 12 Ahead	Inf	85.9 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	89.8 %	2072	2072
				Arm 8 Right	40.00	10.2 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	94.3 %	1936	1936
				Arm 10 Right	40.00	5.7 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	88.9 %	2071	2071
				Arm 6 Right	40.00	11.1 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 5: '2037 AM' (FG5: '2037 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	338	660	498	1496
	B	306	0	231	365	902
	C	1194	410	0	229	1833
	D	800	387	107	12	1306
	Tot.	2300	1135	998	1104	5537

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2037 AM
Junction: Unnamed Junction	
1/1 (short)	357
1/2 (with short)	800(In) 443(Out)
1/3 (with short)	506(In) 387(Out)
1/4 (short)	119
2/1 (short)	331
2/2 (with short)	730(In) 399(Out)
2/3 (with short)	766(In) 268(Out)
2/4 (short)	498
3/1 (short)	222
3/2 (with short)	511(In) 289(Out)
3/3	391
4/1 (short)	222
4/2 (with short)	941(In) 719(Out)
4/3	892
5/1	704
5/2	400
6/1	765
6/2	808
6/3	337
7/1	1122
7/2	1178
8/1	405
8/2	392
8/3	119
9/1	736
9/2	399
10/1	392
10/2	375
10/3	202
10/4	308
11/1	614
11/2	384
12/1	482
12/2	446

Full Input Data And Results

12/3	253
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	1.8 %	2104	2104
				Arm 10 Ahead	Inf	98.2 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	3.1 %	2103	2103
				Arm 12 Ahead	Inf	96.9 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	1.0 %	2104	2104
				Arm 6 Ahead	Inf	99.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	91.0 %	2073	2073
				Arm 8 Right	40.00	9.0 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	100.0 %	1940	1940
				Arm 10 Right	40.00	0.0 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	88.1 %	2071	2071
				Arm 6 Right	40.00	11.9 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 6: '2037 PM' (FG6: '2037 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	315	969	677	1961
	B	411	0	345	400	1156
	C	829	253	0	159	1241
	D	500	359	183	33	1075
	Tot.	1740	927	1497	1269	5433

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2037 PM
Junction: Unnamed Junction	
1/1 (short)	241
1/2 (with short)	500(In) 259(Out)
1/3 (with short)	575(In) 375(Out)
1/4 (short)	200
2/1 (short)	307
2/2 (with short)	944(In) 637(Out)
2/3 (with short)	1017(In) 340(Out)
2/4 (short)	677
3/1 (short)	295
3/2 (with short)	645(In) 350(Out)
3/3	511
4/1 (short)	159
4/2 (with short)	737(In) 578(Out)
4/3	504
5/1	735
5/2	534
6/1	624
6/2	677
6/3	192
7/1	865
7/2	875
8/1	311
8/2	317
8/3	200
9/1	618
9/2	309
10/1	645
10/2	507
10/3	276
10/4	434
11/1	940
11/2	557
12/1	576
12/2	580

Full Input Data And Results

12/3	365
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Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	1.3 %	2104	2104
				Arm 10 Ahead	Inf	98.7 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	14.3 %	2094	2094
				Arm 12 Ahead	Inf	85.7 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	91.0 %	2073	2073
				Arm 8 Right	40.00	9.0 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	95.0 %	1936	1936
				Arm 10 Right	40.00	5.0 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	92.1 %	2074	2074
				Arm 6 Right	40.00	7.9 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 7: 'S1 2027 AM B+D' (FG7: 'S1 2027 AM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	312	608	463	1383
	B	282	0	213	355	850
	C	1101	378	0	228	1707
	D	744	383	126	11	1264
	Tot.	2127	1073	947	1057	5204

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: S1 2027 AM B+D
Junction: Unnamed Junction	
1/1 (short)	340
1/2 (with short)	744(In) 404(Out)
1/3 (with short)	520(In) 384(Out)
1/4 (short)	136
2/1 (short)	305
2/2 (with short)	666(In) 361(Out)
2/3 (with short)	717(In) 254(Out)
2/4 (short)	463
3/1 (short)	208
3/2 (with short)	489(In) 281(Out)
3/3	361
4/1 (short)	228
4/2 (with short)	885(In) 657(Out)
4/3	822
5/1	687
5/2	370
6/1	702
6/2	742
6/3	317
7/1	1042
7/2	1085
8/1	392
8/2	370
8/3	136
9/1	697
9/2	376
10/1	355
10/2	379
10/3	183
10/4	291
11/1	563
11/2	384
12/1	459

Full Input Data And Results

12/2	415
12/3	237

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	1.9 %	2104	2104
				Arm 10 Ahead	Inf	98.1 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	1.8 %	2104	2104
				Arm 12 Ahead	Inf	98.2 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	91.8 %	2074	2074
				Arm 8 Right	40.00	8.2 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	99.7 %	1940	1940
				Arm 10 Right	40.00	0.3 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	89.2 %	2072	2072
				Arm 6 Right	40.00	10.8 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 8: 'S1 2027 PM B+D' (FG8: 'S1 2027 PM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	291	893	629	1813
	B	379	0	318	389	1086
	C	764	233	0	168	1165
	D	466	355	191	30	1042
	Tot.	1609	879	1402	1216	5106

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: S1 2027 PM B+D
Junction: Unnamed Junction	
1/1 (short)	225
1/2 (with short)	466(In) 241(Out)
1/3 (with short)	576(In) 374(Out)
1/4 (short)	202
2/1 (short)	290
2/2 (with short)	865(In) 575(Out)
2/3 (with short)	948(In) 319(Out)
2/4 (short)	629
3/1 (short)	282
3/2 (with short)	608(In) 326(Out)
3/3	478
4/1 (short)	168
4/2 (with short)	691(In) 523(Out)
4/3	474
5/1	720
5/2	496
6/1	578
6/2	629
6/3	169
7/1	803
7/2	806
8/1	293
8/2	314
8/3	202
9/1	583
9/2	296
10/1	593
10/2	491
10/3	262
10/4	397
11/1	875
11/2	527
12/1	552

Full Input Data And Results

12/2	551
12/3	324

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	0.2 %	2105	2105
				Arm 10 Ahead	Inf	99.8 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	11.0 %	2096	2096
				Arm 12 Ahead	Inf	89.0 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	89.8 %	2072	2072
				Arm 8 Right	40.00	10.2 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	93.9 %	1936	1936
				Arm 10 Right	40.00	6.1 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	90.0 %	2072	2072
				Arm 6 Right	40.00	10.0 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 9: 'S1 2037 AM B+D' (FG9: 'S1 2037 AM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	338	660	502	1500
	B	306	0	231	384	921
	C	1194	410	0	246	1850
	D	807	414	134	12	1367
	Tot.	2307	1162	1025	1144	5638

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: S1 2037 AM B+D
Junction: Unnamed Junction	
1/1 (short)	378
1/2 (with short)	807(In) 429(Out)
1/3 (with short)	560(In) 418(Out)
1/4 (short)	142
2/1 (short)	336
2/2 (with short)	768(In) 432(Out)
2/3 (with short)	732(In) 230(Out)
2/4 (short)	502
3/1 (short)	229
3/2 (with short)	509(In) 280(Out)
3/3	412
4/1 (short)	183
4/2 (with short)	949(In) 766(Out)
4/3	901
5/1	686
5/2	458
6/1	744
6/2	764
6/3	402
7/1	1122
7/2	1185
8/1	400
8/2	428
8/3	142
9/1	736
9/2	426
10/1	434
10/2	360
10/3	225
10/4	289
11/1	663
11/2	362
12/1	503

Full Input Data And Results

12/2	436
12/3	265

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	0.5 %	2105	2105
				Arm 10 Ahead	Inf	99.5 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	0.7 %	2104	2104
				Arm 12 Ahead	Inf	99.3 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	8.2 %	2100	2100
				Arm 6 Ahead	Inf	91.8 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	99.0 %	2079	2079
				Arm 8 Right	40.00	1.0 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	99.1 %	1939	1939
				Arm 10 Right	40.00	0.9 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	90.6 %	2073	2073
				Arm 6 Right	40.00	9.4 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 10: 'S1 2037 PM B+D' (FG10: 'S1 2037 PM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	315	969	682	1966
	B	411	0	345	420	1176
	C	829	253	0	181	1263
	D	505	383	205	33	1126
	Tot.	1745	951	1519	1316	5531

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: S1 2037 PM B+D
Junction: Unnamed Junction	
1/1 (short)	244
1/2 (with short)	505(In) 261(Out)
1/3 (with short)	621(In) 408(Out)
1/4 (short)	213
2/1 (short)	274
2/2 (with short)	961(In) 687(Out)
2/3 (with short)	1005(In) 323(Out)
2/4 (short)	682
3/1 (short)	301
3/2 (with short)	638(In) 337(Out)
3/3	538
4/1 (short)	181
4/2 (with short)	680(In) 499(Out)
4/3	583
5/1	799
5/2	517
6/1	601
6/2	649
6/3	243
7/1	845
7/2	900
8/1	346
8/2	315
8/3	213
9/1	620
9/2	331
10/1	671
10/2	503
10/3	325
10/4	390
11/1	972
11/2	547
12/1	618

Full Input Data And Results

12/2	619
12/3	309

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	6.0 %	2101	2101
				Arm 10 Ahead	Inf	94.0 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	13.1 %	2095	2095
				Arm 12 Ahead	Inf	86.9 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	98.5 %	2079	2079
				Arm 8 Right	40.00	1.5 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	92.1 %	1934	1934
				Arm 10 Right	40.00	7.9 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	83.5 %	2067	2067
				Arm 6 Right	40.00	16.5 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 11: 'S5 2027 AM B+D' (FG11: 'S5 2027 AM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	312	608	480	1400
	B	282	0	213	372	867
	C	1101	378	0	242	1721
	D	763	409	147	11	1330
	Tot.	2146	1099	968	1105	5318

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: S5 2027 AM B+D
Junction: Unnamed Junction	
1/1 (short)	362
1/2 (with short)	763(In) 401(Out)
1/3 (with short)	567(In) 411(Out)
1/4 (short)	156
2/1 (short)	312
2/2 (with short)	716(In) 404(Out)
2/3 (with short)	684(In) 204(Out)
2/4 (short)	480
3/1 (short)	213
3/2 (with short)	480(In) 267(Out)
3/3	387
4/1 (short)	216
4/2 (with short)	894(In) 678(Out)
4/3	827
5/1	698
5/2	407
6/1	680
6/2	717
6/3	364
7/1	1042
7/2	1104
8/1	405
8/2	384
8/3	156
9/1	717
9/2	382
10/1	406
10/2	349
10/3	215
10/4	276
11/1	619
11/2	349
12/1	482

Full Input Data And Results

12/2	409
12/3	254

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	0.0 %	2105	2105
				Arm 10 Ahead	Inf	100.0 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	0.0 %	2105	2105
				Arm 12 Ahead	Inf	100.0 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	3.8 %	2103	2103
				Arm 6 Ahead	Inf	96.2 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	98.0 %	2078	2078
				Arm 8 Right	40.00	2.0 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	99.5 %	1940	1940
				Arm 10 Right	40.00	0.5 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	93.2 %	2075	2075
				Arm 6 Right	40.00	6.8 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 12: 'S5 2027 PM B+D' (FG12: 'S5 2027 PM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	291	893	670	1854
	B	379	0	318	426	1123
	C	764	233	0	193	1190
	D	494	382	209	30	1115
	Tot.	1637	906	1420	1319	5282

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: S5 2027 PM B+D
Junction: Unnamed Junction	
1/1 (short)	239
1/2 (with short)	494(In) 255(Out)
1/3 (with short)	621(In) 401(Out)
1/4 (short)	220
2/1 (short)	271
2/2 (with short)	916(In) 645(Out)
2/3 (with short)	938(In) 268(Out)
2/4 (short)	670
3/1 (short)	287
3/2 (with short)	607(In) 320(Out)
3/3	516
4/1 (short)	193
4/2 (with short)	651(In) 458(Out)
4/3	539
5/1	802
5/2	517
6/1	554
6/2	603
6/3	219
7/1	793
7/2	844
8/1	324
8/2	310
8/3	220
9/1	595
9/2	311
10/1	644
10/2	458
10/3	320
10/4	380
11/1	931
11/2	489
12/1	609

Full Input Data And Results

12/2	613
12/3	283

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	3.1 %	2103	2103
				Arm 10 Ahead	Inf	96.9 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	9.7 %	2097	2097
				Arm 12 Ahead	Inf	90.3 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	97.7 %	2078	2078
				Arm 8 Right	40.00	2.3 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	93.9 %	1936	1936
				Arm 10 Right	40.00	6.1 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	84.3 %	2068	2068
				Arm 6 Right	40.00	15.7 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 13: 'S5 2037 AM B+D' (FG13: 'S5 2037 AM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	338	660	519	1517
	B	306	0	231	401	938
	C	1194	410	0	260	1864
	D	826	439	155	12	1432
	Tot.	2326	1187	1046	1192	5751

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: S5 2037 AM B+D
Junction: Unnamed Junction	
1/1 (short)	387
1/2 (with short)	826(In) 439(Out)
1/3 (with short)	606(In) 446(Out)
1/4 (short)	160
2/1 (short)	331
2/2 (with short)	783(In) 452(Out)
2/3 (with short)	734(In) 215(Out)
2/4 (short)	519
3/1 (short)	228
3/2 (with short)	513(In) 285(Out)
3/3	425
4/1 (short)	176
4/2 (with short)	956(In) 780(Out)
4/3	908
5/1	693
5/2	499
6/1	742
6/2	761
6/3	407
7/1	1129
7/2	1197
8/1	414
8/2	442
8/3	160
9/1	745
9/2	442
10/1	452
10/2	363
10/3	235
10/4	296
11/1	680
11/2	366
12/1	517

Full Input Data And Results

12/2	461
12/3	260

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	1.5 %	2104	2104
				Arm 10 Ahead	Inf	98.5 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	1.1 %	2104	2104
				Arm 12 Ahead	Inf	98.9 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	10.8 %	2099	2099
				Arm 6 Ahead	Inf	89.2 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	99.6 %	2080	2080
				Arm 8 Right	40.00	0.4 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	98.4 %	1939	1939
				Arm 10 Right	40.00	1.6 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	90.0 %	2072	2072
				Arm 6 Right	40.00	10.0 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 14: 'S5 2037 PM B+D' (FG14: 'S5 2037 PM + D', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	315	969	723	2007
	B	411	0	345	457	1213
	C	829	253	0	206	1288
	D	534	410	223	33	1200
	Tot.	1774	978	1537	1419	5708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: S5 2037 PM B+D
Junction: Unnamed Junction	
1/1 (short)	258
1/2 (with short)	534(In) 276(Out)
1/3 (with short)	666(In) 421(Out)
1/4 (short)	245
2/1 (short)	277
2/2 (with short)	989(In) 712(Out)
2/3 (with short)	1018(In) 295(Out)
2/4 (short)	723
3/1 (short)	305
3/2 (with short)	647(In) 342(Out)
3/3	566
4/1 (short)	206
4/2 (with short)	704(In) 498(Out)
4/3	584
5/1	857
5/2	562
6/1	595
6/2	651
6/3	247
7/1	853
7/2	921
8/1	349
8/2	325
8/3	245
9/1	626
9/2	352
10/1	685
10/2	507
10/3	349
10/4	407
11/1	990
11/2	547
12/1	651

Full Input Data And Results

12/2	659
12/3	314

Lane Saturation Flows

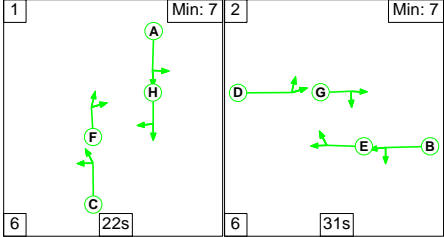
Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A484 South)	3.50	0.00	Y	Arm 7 Left	90.00	100.0 %	1933	1933
1/2 (A484 South)	3.50	0.00	N	Arm 7 Left	90.00	100.0 %	2070	2070
1/3 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
1/4 (A484 South)	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/1 (A40 West)	3.50	0.00	Y	Arm 9 Left	45.00	100.0 %	1902	1902
2/2 (A40 West)	3.50	0.00	N	Arm 9 Left	45.00	5.3 %	2101	2101
				Arm 10 Ahead	Inf	94.7 %		
2/3 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
2/4 (A40 West)	3.50	0.00	N	Arm 10 Ahead	Inf	100.0 %	2105	2105
3/1 (A40 North)	3.50	0.00	Y	Arm 11 Left	35.00	100.0 %	1884	1884
3/2 (A40 North)	3.50	0.00	N	Arm 11 Left	40.00	11.7 %	2096	2096
				Arm 12 Ahead	Inf	88.3 %		
3/3 (A40 North)	3.50	0.00	N	Arm 12 Ahead	Inf	100.0 %	2105	2105
4/1 (A48 East)	3.50	0.00	Y	Arm 5 Left	50.00	100.0 %	1908	1908
4/2 (A48 East)	3.50	0.00	N	Arm 5 Left	55.00	0.0 %	2105	2105
				Arm 6 Ahead	Inf	100.0 %		
4/3 (A48 East)	3.50	0.00	N	Arm 6 Ahead	Inf	100.0 %	2105	2105
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1 (Circulatory S)	3.50	0.00	Y	Arm 7 Ahead	40.00	100.0 %	1894	1894
6/2 (Circulatory S)	3.25	0.00	N	Arm 7 Ahead	Inf	99.1 %	2079	2079
				Arm 8 Right	40.00	0.9 %		
6/3 (Circulatory S)	3.25	0.00	N	Arm 8 Right	40.00	100.0 %	2005	2005
7/1	Infinite Saturation Flow						Inf	Inf
7/2	Infinite Saturation Flow						Inf	Inf
8/1 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	40.00	100.0 %	1870	1870
8/2 (Circulatory E)	3.25	0.00	Y	Arm 9 Ahead	Inf	96.6 %	1938	1938
				Arm 10 Right	40.00	3.4 %		

Full Input Data And Results

8/3 (Circulatory E)	3.25	0.00	N	Arm 10 Right	40.00	100.0 %	2005	2005
9/1	Infinite Saturation Flow						Inf	Inf
9/2	Infinite Saturation Flow						Inf	Inf
10/1 (Circulatory N)	3.25	0.00	Y	Arm 11 Ahead	Inf	100.0 %	1940	1940
10/2 (Circulatory N)	3.25	0.00	N	Arm 11 Ahead	Inf	100.0 %	2080	2080
10/3 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
10/4 (Circulatory N)	3.25	0.00	N	Arm 12 Right	40.00	100.0 %	2005	2005
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (Circulatory E)	3.25	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1940	1940
12/2 (Circulatory E)	3.25	0.00	N	Arm 5 Ahead	Inf	85.3 %	2069	2069
				Arm 6 Right	40.00	14.7 %		
12/3 (Circulatory E)	3.25	0.00	N	Arm 6 Right	40.00	100.0 %	2005	2005

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

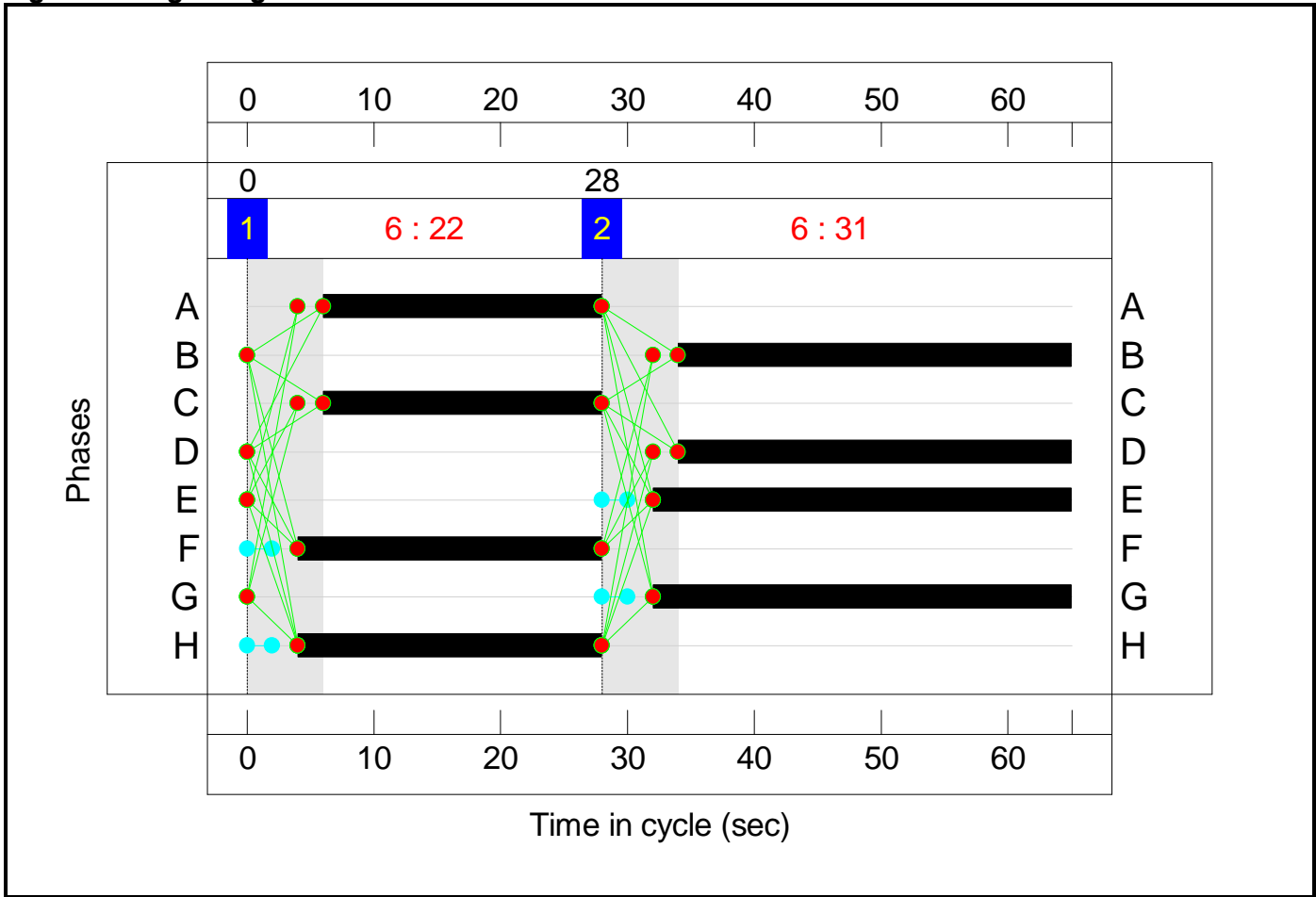
Stage Sequence Diagram

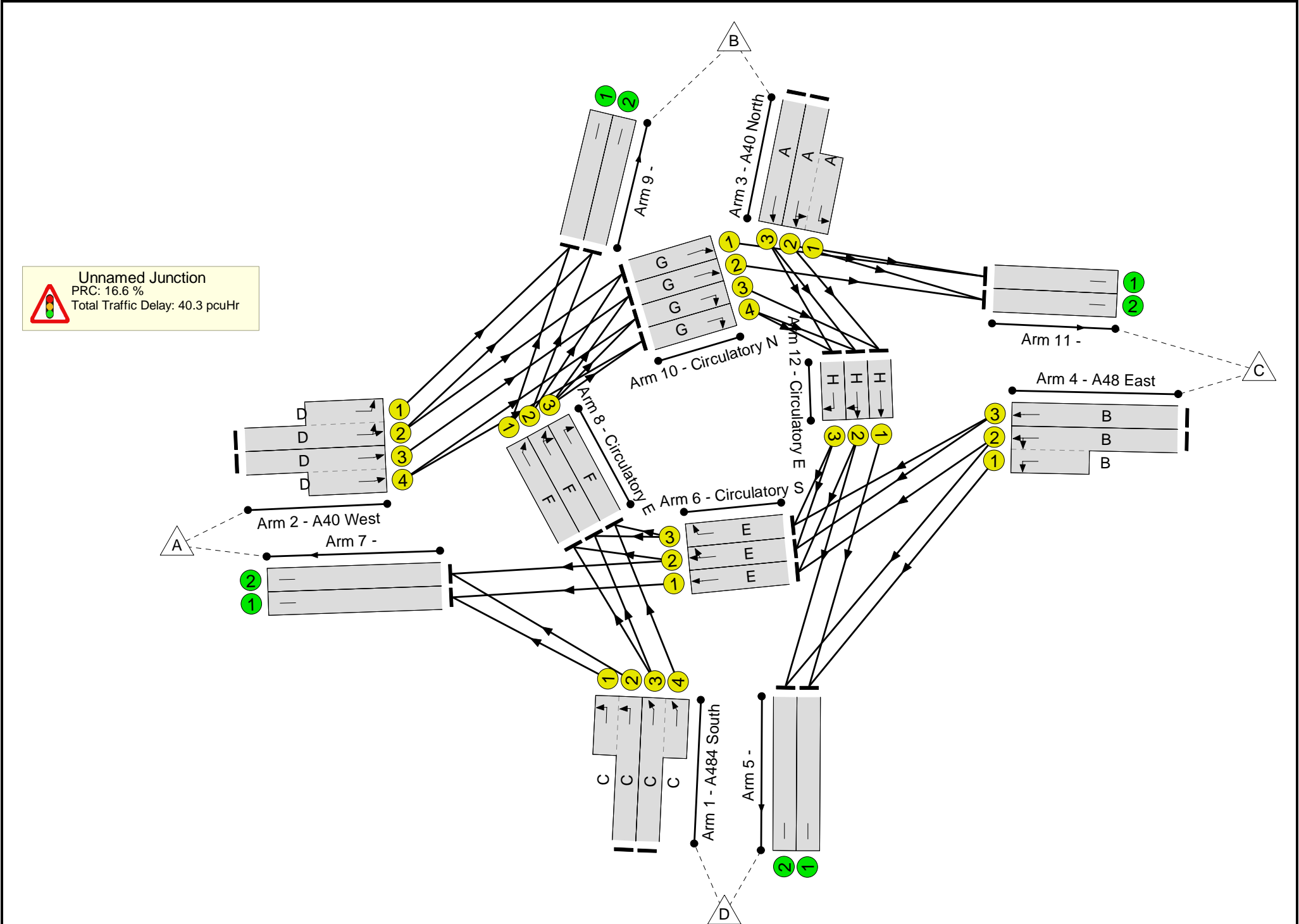


Stage Timings

Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	712	2070:1933	498+428	76.9 : 76.9%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	450	2105:2105	637+196	54.0 : 54.0%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	632	2103:1902	662+558	51.8 : 51.8%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	699	2105:2105	433+749	59.1 : 59.1%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	463	2103:1884	523+394	50.5 : 50.5%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	340	2105	745	45.6%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	843	2105:1908	828+264	77.2 : 77.2%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	789	2105	1036	76.1%
5/1		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	687	1894	991	69.3%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	718	2072	1084	66.2%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	295	2005	1049	28.1%
7/1		U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	362	1870	719	50.3%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	347	1940	746	46.5%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	106	2005	771	13.7%
9/1		U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	331	1940	1015	32.6%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	351	2080	1088	32.3%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	177	2005	1049	16.9%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	277	2005	1049	26.4%
11/1		U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	434	1940	746	58.2%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	393	2071	797	49.3%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	224	2005	771	29.0%

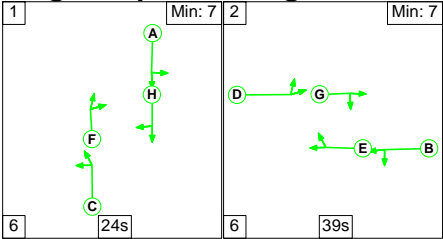
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	27.2	13.1	0.0	40.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	27.2	13.1	0.0	40.3	-	-	-	-
1/2+1/1	712	712	-	-	-	3.3	1.6	-	5.0	25.1	7.4	1.6	9.1
1/3+1/4	450	450	-	-	-	2.0	0.6	-	2.6	20.6	5.0	0.6	5.5
2/2+2/1	632	632	-	-	-	1.7	0.5	-	2.3	13.0	3.7	0.5	4.3
2/3+2/4	699	699	-	-	-	2.0	0.7	-	2.7	14.0	5.4	0.7	6.1
3/2+3/1	463	463	-	-	-	2.0	0.5	-	2.5	19.3	3.5	0.5	4.0
3/3	340	340	-	-	-	1.5	0.4	-	1.9	20.6	4.7	0.4	5.1
4/2+4/1	843	843	-	-	-	2.9	1.7	-	4.5	19.4	10.3	1.7	12.0
4/3	789	789	-	-	-	2.9	1.6	-	4.5	20.6	11.4	1.6	13.0
5/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	687	687	-	-	-	0.6	1.1	-	1.7	9.1	3.2	1.1	4.3
6/2	718	718	-	-	-	1.3	1.0	-	2.3	11.5	5.8	1.0	6.8
6/3	295	295	-	-	-	0.2	0.2	-	0.4	4.8	0.4	0.2	0.6
7/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1031	1031	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	362	362	-	-	-	0.6	0.5	-	1.1	10.7	1.7	0.5	2.2
8/2	347	347	-	-	-	1.6	0.4	-	2.1	21.6	5.6	0.4	6.1
8/3	106	106	-	-	-	0.1	0.1	-	0.2	5.8	0.2	0.1	0.2
9/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	331	331	-	-	-	0.2	0.2	-	0.5	5.0	0.5	0.2	0.8
10/2	351	351	-	-	-	0.5	0.2	-	0.8	8.1	2.1	0.2	2.3
10/3	177	177	-	-	-	0.1	0.1	-	0.2	4.5	0.3	0.1	0.4
10/4	277	277	-	-	-	0.2	0.2	-	0.4	5.0	0.6	0.2	0.7

Full Input Data And Results

11/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	434	434	-	-	-	1.3	0.7	-	1.9	16.1	3.8	0.7	4.5
12/2	393	393	-	-	-	1.8	0.5	-	2.3	21.1	5.5	0.5	6.0
12/3	224	224	-	-	-	0.2	0.2	-	0.4	6.4	0.3	0.2	0.5
<div>C1 PRC for Signalised Lanes (%): 16.6 Total Delay for Signalised Lanes (pcuHr): 40.27 Cycle Time (s): 65</div> <div>PRC Over All Lanes (%): 16.6 Total Delay Over All Lanes(pcuHr): 40.27</div>													

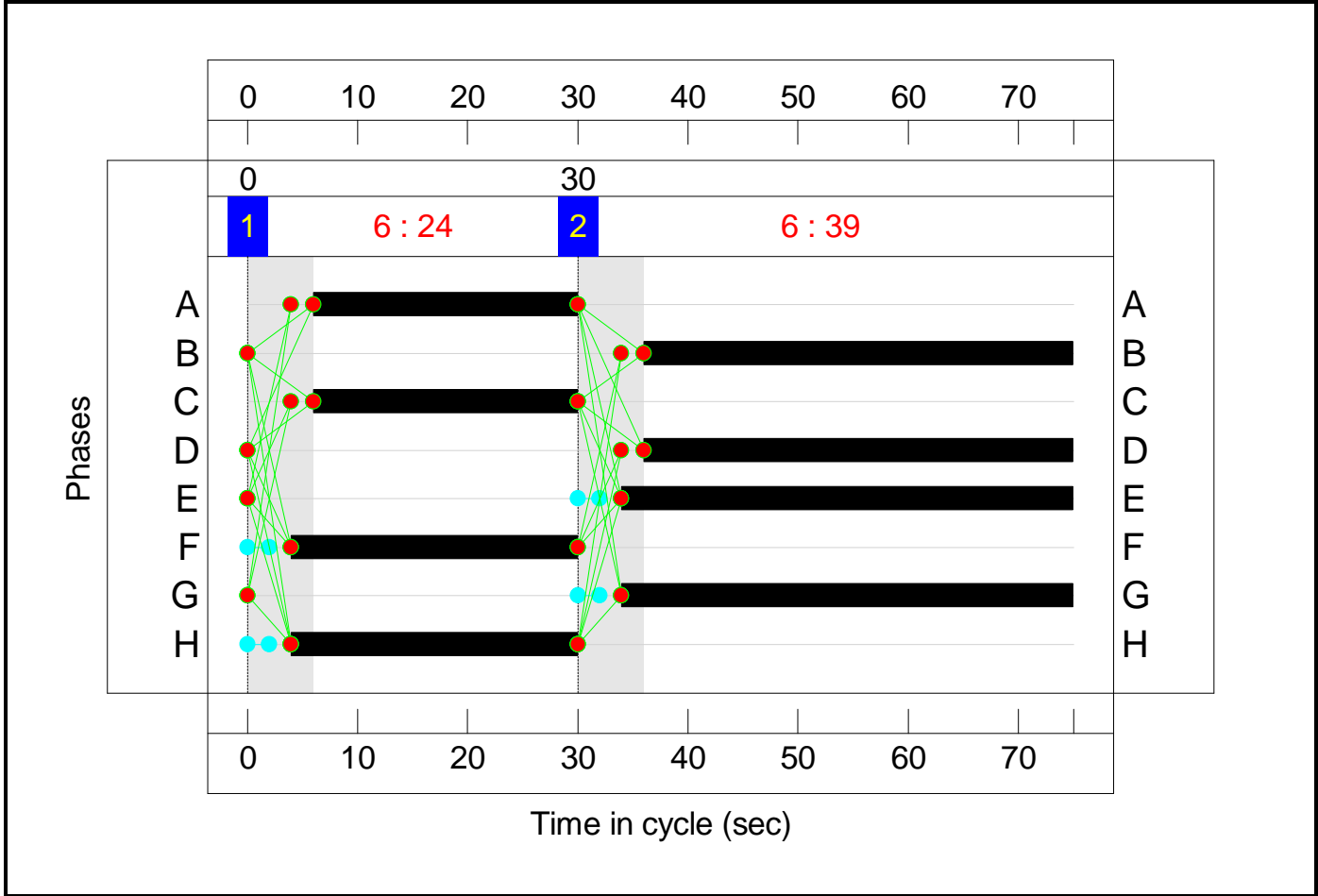
Stage Sequence Diagram

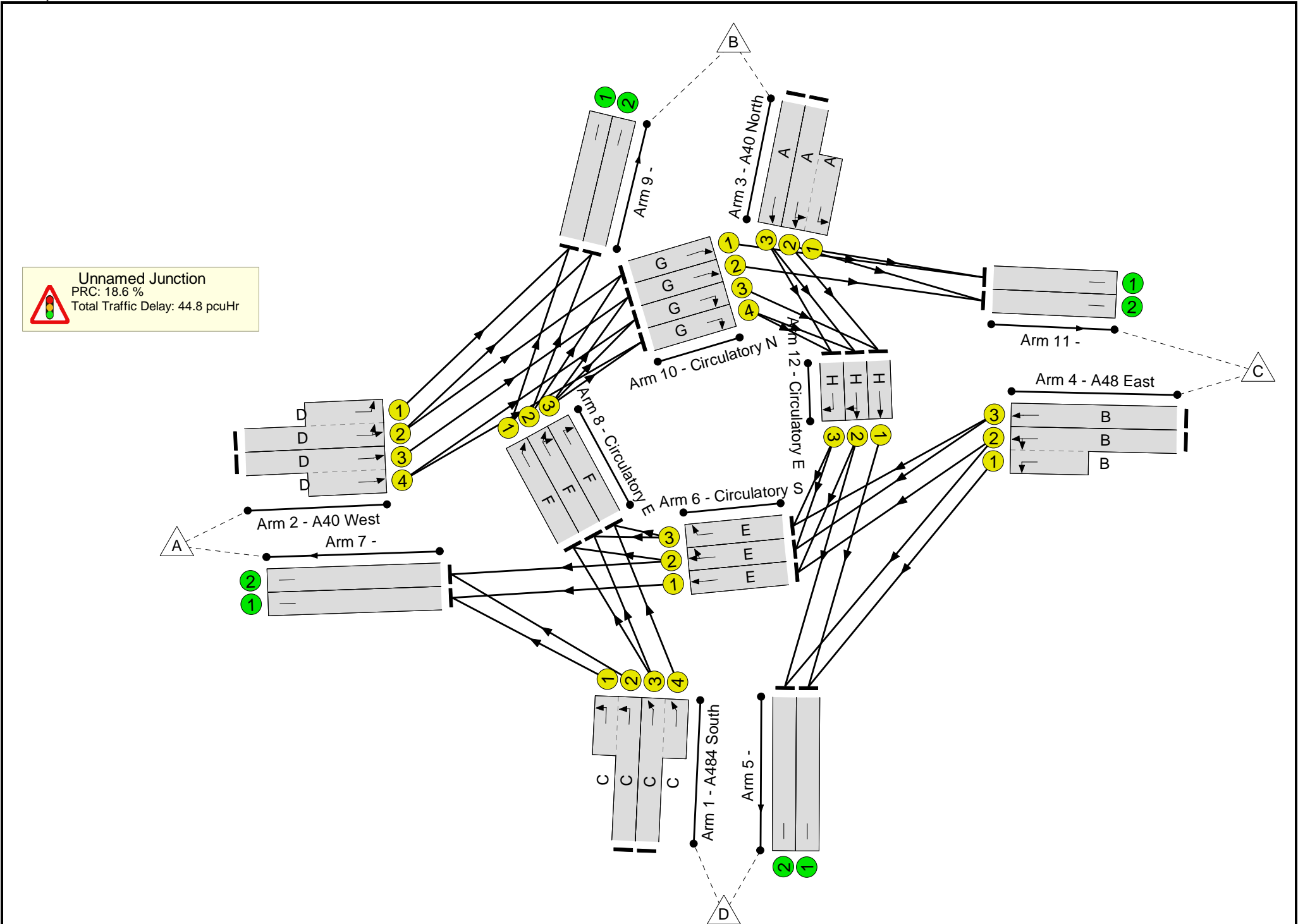


Stage Timings

Stage	1	2
Duration	24	39
Change Point	0	30

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	24	-	445	2070:1933	447+417	51.5 : 51.5%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	24	-	512	2105:2105	537+282	62.5 : 62.5%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	39	-	827	2105:1902	795+407	68.8 : 68.8%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	39	-	920	2105:2105	426+810	74.4 : 74.4%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	24	-	576	2095:1884	466+409	65.8 : 65.8%
3/3	A40 North Ahead	U	N/A	N/A	A		1	24	-	453	2105	702	64.6%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	39	-	640	2105:1908	902+257	55.2 : 55.2%
4/3	A48 East Ahead	U	N/A	N/A	B		1	39	-	465	2105	1123	41.4%
5/1		U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	41	-	563	1894	1061	53.1%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	41	-	607	2072	1160	52.3%
6/3	Circulatory S Right	U	N/A	N/A	E		1	41	-	159	2005	1123	14.2%
7/1		U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	771	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	26	-	270	1870	673	40.1%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	26	-	291	1936	697	41.8%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	26	-	176	2005	722	24.4%
9/1		U	N/A	N/A	-		-	-	-	550	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	41	-	562	1940	1086	51.7%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	41	-	464	2080	1165	39.8%
10/3	Circulatory N Right	U	N/A	N/A	G		1	41	-	261	2005	1123	23.2%
10/4	Circulatory N Right	U	N/A	N/A	G		1	41	-	371	2005	1123	33.0%
11/1		U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	502	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	26	-	530	1940	698	75.9%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	26	-	523	2070	745	70.2%
12/3	Circulatory E Right	U	N/A	N/A	H		1	26	-	301	2005	722	41.7%

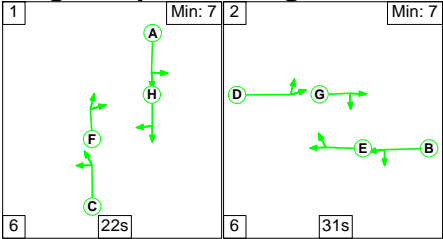
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	31.7	13.1	0.0	44.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	31.7	13.1	0.0	44.8	-	-	-	-
1/2+1/1	445	445	-	-	-	2.3	0.5	-	2.8	23.0	3.6	0.5	4.1
1/3+1/4	512	512	-	-	-	2.8	0.8	-	3.6	25.4	6.5	0.8	7.4
2/2+2/1	827	827	-	-	-	2.6	1.1	-	3.7	15.9	9.2	1.1	10.3
2/3+2/4	920	920	-	-	-	3.0	1.4	-	4.5	17.4	11.2	1.4	12.6
3/2+3/1	576	576	-	-	-	3.1	1.0	-	4.1	25.5	5.2	1.0	6.1
3/3	453	453	-	-	-	2.7	0.9	-	3.6	28.4	7.9	0.9	8.8
4/2+4/1	640	640	-	-	-	1.9	0.6	-	2.5	14.0	6.9	0.6	7.5
4/3	465	465	-	-	-	1.4	0.4	-	1.7	13.2	5.7	0.4	6.0
5/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	563	563	-	-	-	0.5	0.6	-	1.1	6.9	3.2	0.6	3.8
6/2	607	607	-	-	-	1.7	0.5	-	2.3	13.5	10.5	0.5	11.0
6/3	159	159	-	-	-	0.1	0.1	-	0.2	4.1	0.2	0.1	0.3
7/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	270	270	-	-	-	0.6	0.3	-	0.9	12.5	1.7	0.3	2.0
8/2	291	291	-	-	-	1.3	0.4	-	1.6	20.1	3.5	0.4	3.9
8/3	176	176	-	-	-	0.2	0.2	-	0.3	6.6	0.3	0.2	0.4
9/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	562	562	-	-	-	0.4	0.5	-	0.9	6.0	2.7	0.5	3.3
10/2	464	464	-	-	-	0.9	0.3	-	1.2	9.2	3.5	0.3	3.9
10/3	261	261	-	-	-	0.2	0.2	-	0.3	4.5	0.5	0.2	0.7
10/4	371	371	-	-	-	0.3	0.2	-	0.5	5.3	1.0	0.2	1.2

Full Input Data And Results

11/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	502	502	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	530	530	-	-	-	2.4	1.5	-	3.9	26.8	10.4	1.5	11.9
12/2	523	523	-	-	-	3.2	1.2	-	4.4	30.2	9.8	1.2	11.0
12/3	301	301	-	-	-	0.3	0.4	-	0.6	7.6	0.5	0.4	0.8
<div>C1 PRC for Signalised Lanes (%): 18.6 Total Delay for Signalised Lanes (pcuHr): 44.81 Cycle Time (s): 75</div> <div>PRC Over All Lanes (%): 18.6 Total Delay Over All Lanes(pcuHr): 44.81</div>													

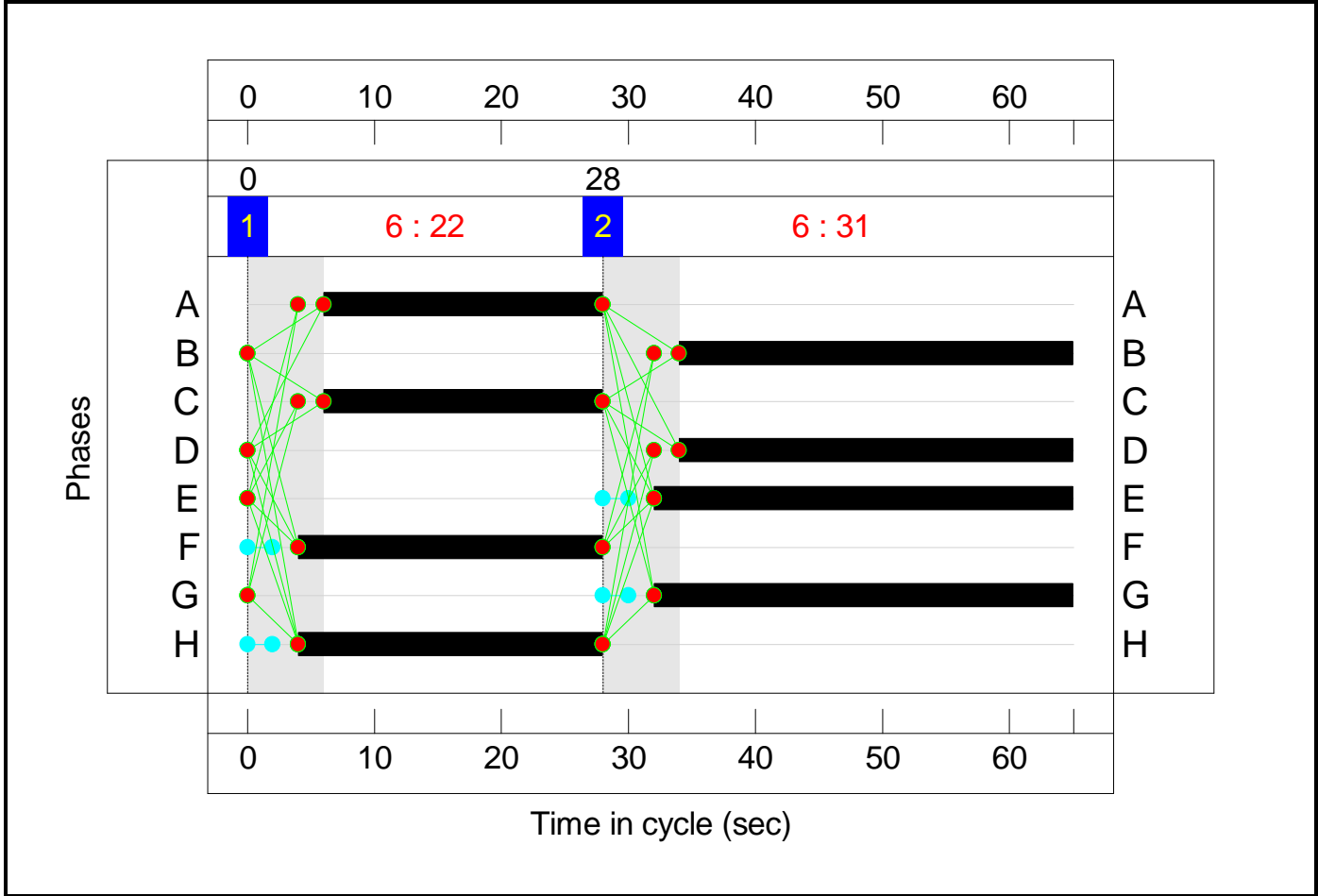
Stage Sequence Diagram

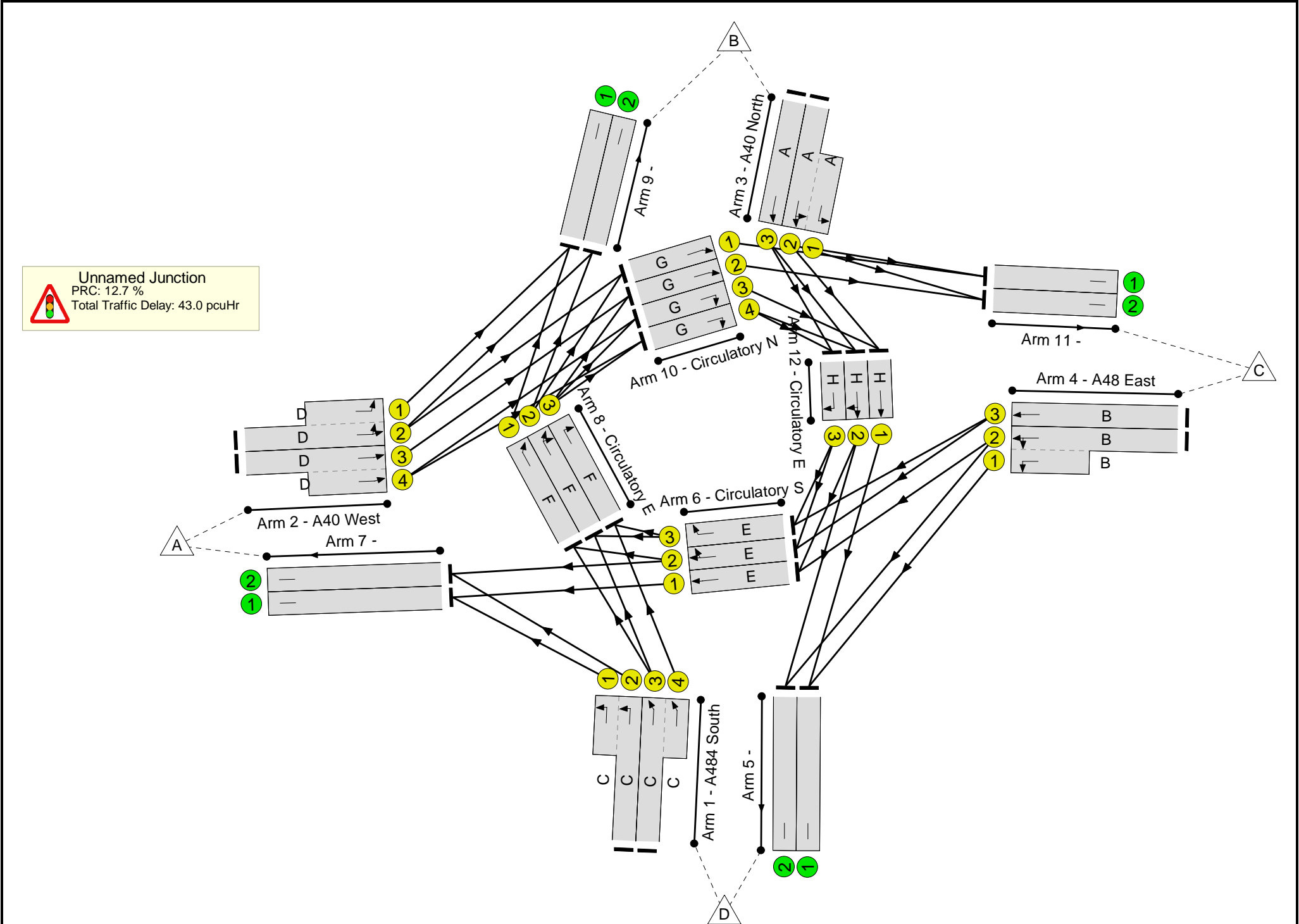


Stage Timings

Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	737	2070:1933	500+423	79.8 : 79.8%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	465	2105:2105	638+195	55.8 : 55.8%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	661	2103:1902	661+560	54.1 : 54.1%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	718	2105:2105	425+753	60.9 : 60.9%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	479	2103:1884	524+392	52.3 : 52.3%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	352	2105	745	47.3%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	871	2105:1908	828+265	79.8 : 79.8%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	819	2105	1036	79.0%
5/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	707	1894	991	71.4%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	741	2073	1084	68.3%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	313	2005	1049	29.8%
7/1		U	N/A	N/A	-		-	-	-	1045	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	376	1870	719	52.3%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	358	1940	746	48.0%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	109	2005	771	14.1%
9/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	349	1940	1015	34.4%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	357	2080	1088	32.8%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	182	2005	1049	17.4%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	288	2005	1049	27.5%
11/1		U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	448	1940	746	60.0%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	405	2071	797	50.8%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	235	2005	771	30.5%

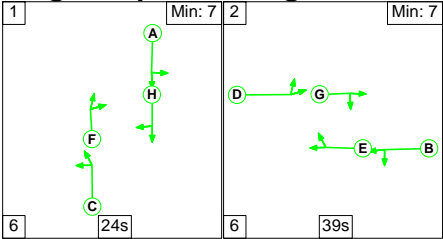
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	28.4	14.6	0.0	43.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	28.4	14.6	0.0	43.0	-	-	-	-
1/2+1/1	737	737	-	-	-	3.5	1.9	-	5.4	26.6	8.0	1.9	10.0
1/3+1/4	465	465	-	-	-	2.1	0.6	-	2.7	20.9	5.3	0.6	5.9
2/2+2/1	661	661	-	-	-	1.8	0.6	-	2.4	13.2	3.9	0.6	4.5
2/3+2/4	718	718	-	-	-	2.1	0.8	-	2.8	14.3	5.8	0.8	6.6
3/2+3/1	479	479	-	-	-	2.1	0.5	-	2.6	19.6	3.7	0.5	4.2
3/3	352	352	-	-	-	1.6	0.4	-	2.0	20.9	4.9	0.4	5.3
4/2+4/1	871	871	-	-	-	3.0	1.9	-	5.0	20.5	11.0	1.9	12.9
4/3	819	819	-	-	-	3.1	1.9	-	5.0	21.9	12.3	1.9	14.1
5/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	707	707	-	-	-	0.6	1.2	-	1.9	9.4	3.2	1.2	4.4
6/2	741	741	-	-	-	1.4	1.1	-	2.5	11.9	6.3	1.1	7.4
6/3	313	313	-	-	-	0.2	0.2	-	0.4	4.8	0.5	0.2	0.7
7/1	1045	1045	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	376	376	-	-	-	0.6	0.5	-	1.1	10.6	1.6	0.5	2.2
8/2	358	358	-	-	-	1.7	0.5	-	2.2	22.1	6.0	0.5	6.5
8/3	109	109	-	-	-	0.1	0.1	-	0.2	5.8	0.2	0.1	0.2
9/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	349	349	-	-	-	0.2	0.3	-	0.5	5.1	0.5	0.3	0.8
10/2	357	357	-	-	-	0.6	0.2	-	0.8	8.1	2.1	0.2	2.4
10/3	182	182	-	-	-	0.1	0.1	-	0.2	4.6	0.3	0.1	0.4
10/4	288	288	-	-	-	0.2	0.2	-	0.4	5.1	0.6	0.2	0.8

Full Input Data And Results

11/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	448	448	-	-	-	1.3	0.7	-	2.0	16.4	3.9	0.7	4.7
12/2	405	405	-	-	-	1.9	0.5	-	2.4	21.4	5.9	0.5	6.4
12/3	235	235	-	-	-	0.2	0.2	-	0.4	6.5	0.4	0.2	0.6
C1 PRC for Signalised Lanes (%): 12.7 Total Delay for Signalised Lanes (pcuHr): 43.01 Cycle Time (s): 65 PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 43.01													

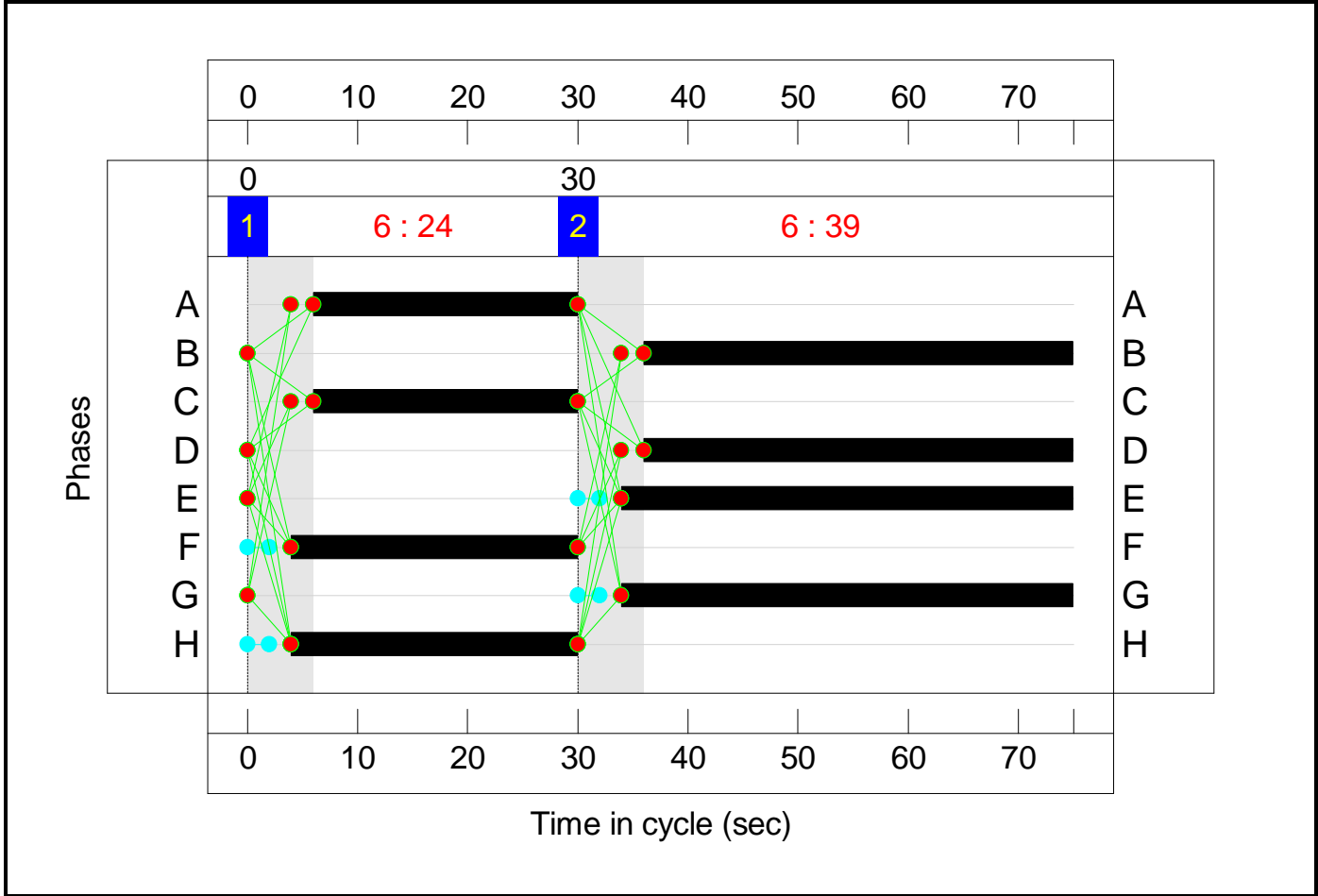
Stage Sequence Diagram



Stage Timings

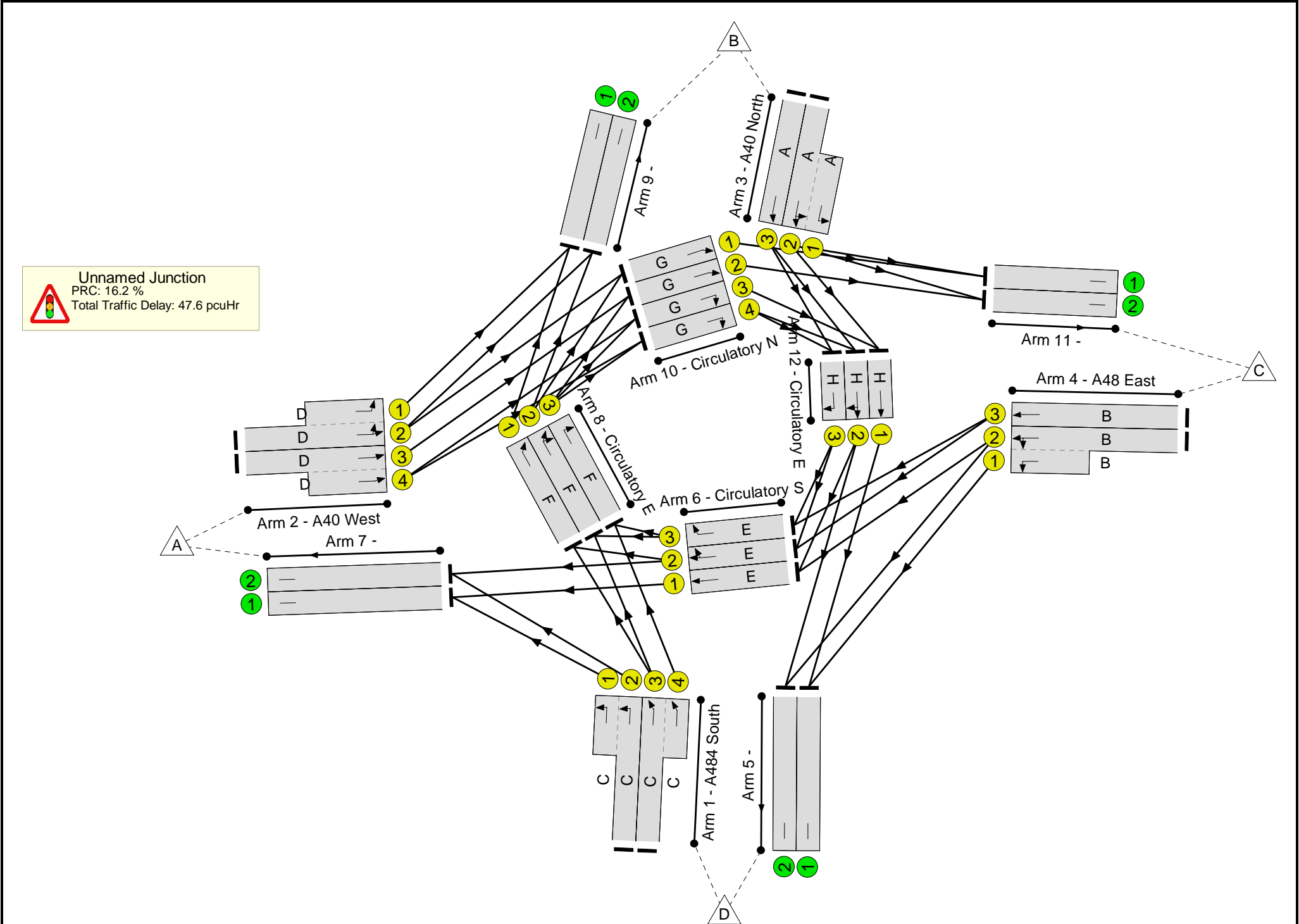
Stage	1	2
Duration	24	39
Change Point	0	30

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	77.5%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	24	-	460	2070:1933	447+417	53.2 : 53.2%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	24	-	530	2105:2105	538+281	64.7 : 64.7%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	39	-	860	2105:1902	797+405	71.6 : 71.6%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	39	-	948	2105:2105	422+813	76.8 : 76.8%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	24	-	593	2094:1884	469+400	68.2 : 68.2%
3/3	A40 North Ahead	U	N/A	N/A	A		1	24	-	472	2105	702	67.3%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	39	-	668	2105:1908	904+255	57.7 : 57.7%
4/3	A48 East Ahead	U	N/A	N/A	B		1	39	-	476	2105	1123	42.4%
5/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	41	-	581	1894	1061	54.8%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	41	-	626	2072	1160	54.0%
6/3	Circulatory S Right	U	N/A	N/A	E		1	41	-	169	2005	1123	15.1%
7/1		U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	26	-	285	1870	673	42.3%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	26	-	296	1936	697	42.5%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	26	-	182	2005	722	25.2%
9/1		U	N/A	N/A	-		-	-	-	575	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	41	-	586	1940	1086	53.9%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	41	-	476	2080	1165	40.9%
10/3	Circulatory N Right	U	N/A	N/A	G		1	41	-	266	2005	1123	23.7%
10/4	Circulatory N Right	U	N/A	N/A	G		1	41	-	388	2005	1123	34.6%
11/1		U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	26	-	541	1940	698	77.5%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	26	-	541	2071	746	72.6%
12/3	Circulatory E Right	U	N/A	N/A	H		1	26	-	319	2005	722	44.2%

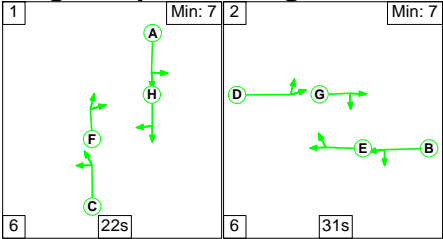
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	33.1	14.4	0.0	47.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	33.1	14.4	0.0	47.6	-	-	-	-
1/2+1/1	460	460	-	-	-	2.4	0.6	-	3.0	23.3	3.7	0.6	4.3
1/3+1/4	530	530	-	-	-	2.9	0.9	-	3.8	26.0	7.0	0.9	7.9
2/2+2/1	860	860	-	-	-	2.7	1.2	-	4.0	16.6	10.1	1.2	11.4
2/3+2/4	948	948	-	-	-	3.2	1.6	-	4.8	18.3	12.2	1.6	13.8
3/2+3/1	593	593	-	-	-	3.2	1.1	-	4.3	26.1	5.7	1.1	6.7
3/3	472	472	-	-	-	2.8	1.0	-	3.8	29.3	8.4	1.0	9.4
4/2+4/1	668	668	-	-	-	2.0	0.7	-	2.7	14.4	7.5	0.7	8.2
4/3	476	476	-	-	-	1.4	0.4	-	1.8	13.3	5.9	0.4	6.3
5/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	581	581	-	-	-	0.5	0.6	-	1.1	6.9	3.2	0.6	3.8
6/2	626	626	-	-	-	1.9	0.6	-	2.4	14.1	11.0	0.6	11.6
6/3	169	169	-	-	-	0.1	0.1	-	0.2	4.1	0.3	0.1	0.3
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	285	285	-	-	-	0.6	0.4	-	1.0	12.2	1.7	0.4	2.0
8/2	296	296	-	-	-	1.3	0.4	-	1.7	20.7	3.8	0.4	4.2
8/3	182	182	-	-	-	0.2	0.2	-	0.3	6.6	0.3	0.2	0.4
9/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	586	586	-	-	-	0.4	0.6	-	1.0	6.2	2.7	0.6	3.3
10/2	476	476	-	-	-	0.9	0.3	-	1.2	9.3	3.6	0.3	4.0
10/3	266	266	-	-	-	0.2	0.2	-	0.3	4.6	0.5	0.2	0.7
10/4	388	388	-	-	-	0.3	0.3	-	0.6	5.4	1.0	0.3	1.3

Full Input Data And Results

11/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	541	541	-	-	-	2.4	1.7	-	4.1	27.5	10.6	1.7	12.3
12/2	541	541	-	-	-	3.4	1.3	-	4.7	31.1	10.1	1.3	11.4
12/3	319	319	-	-	-	0.3	0.4	-	0.7	7.8	0.5	0.4	0.9
<div>C1 PRC for Signalised Lanes (%): 16.2 Total Delay for Signalised Lanes (pcuHr): 47.55 Cycle Time (s): 75</div> <div>PRC Over All Lanes (%): 16.2 Total Delay Over All Lanes(pcuHr): 47.55</div>													

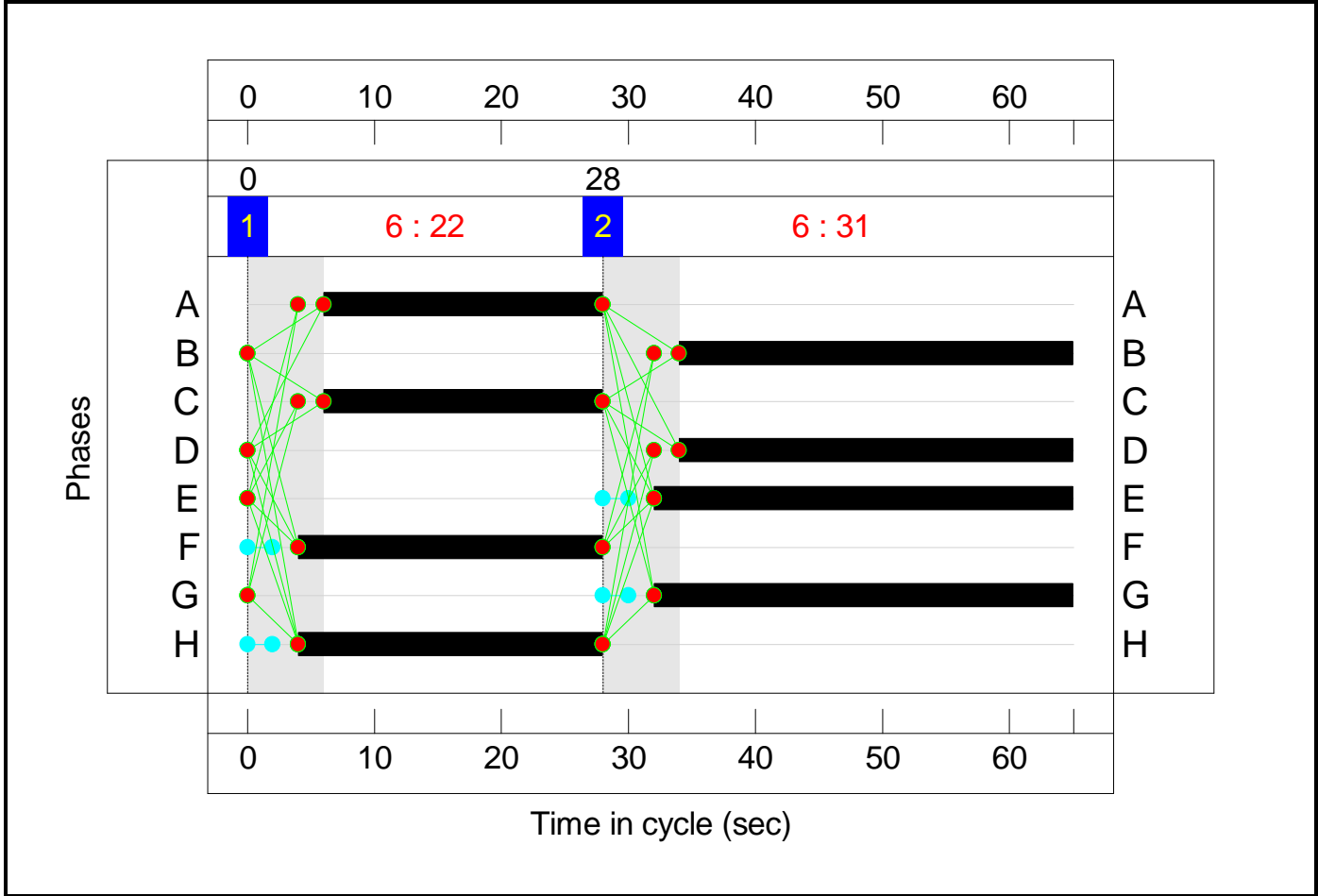
Stage Sequence Diagram



Stage Timings

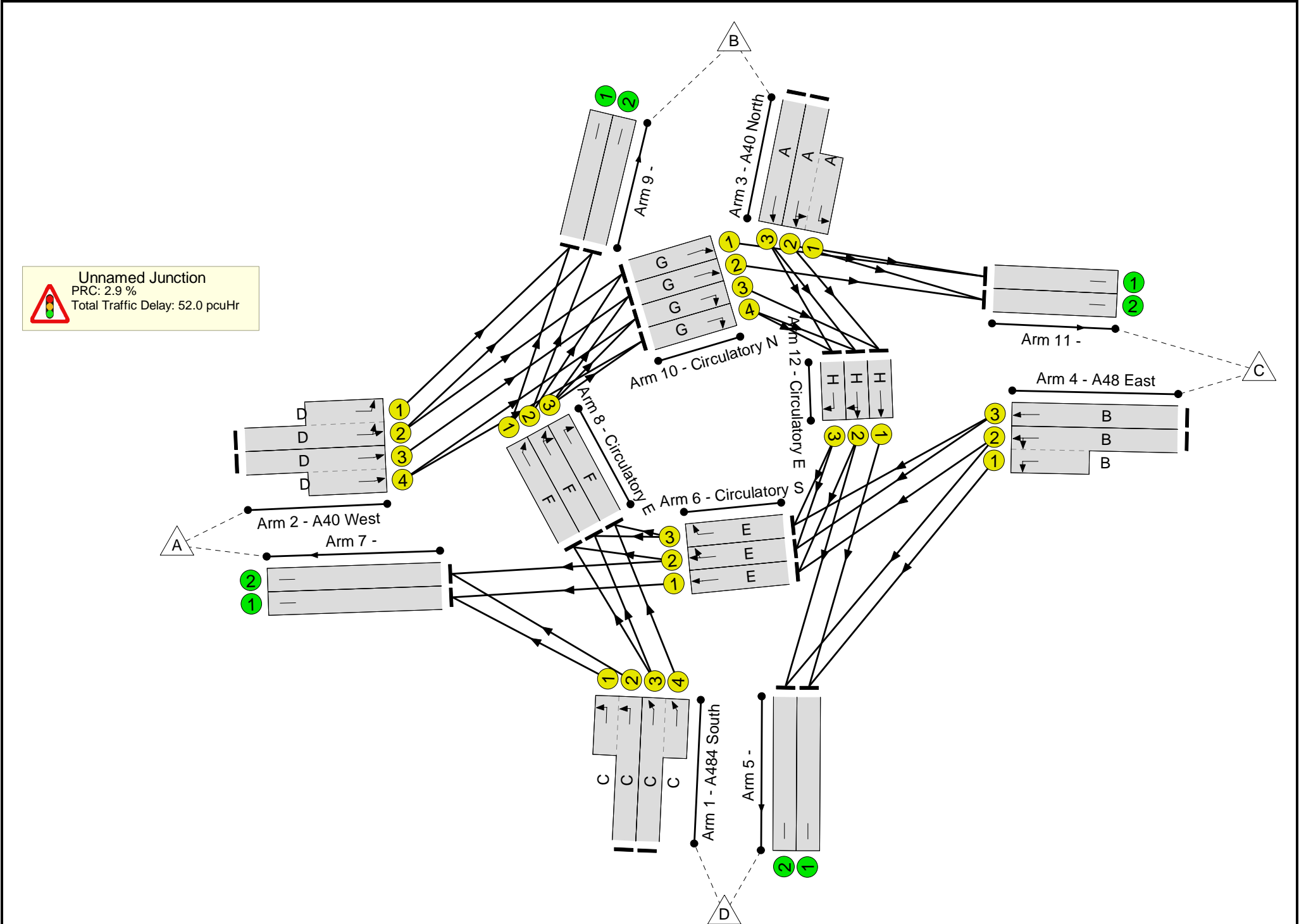
Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	87.5%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	800	2070:1933	506+408	87.5 : 87.5%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	506	2105:2105	638+196	60.7 : 60.7%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	730	2104:1902	665+552	60.0 : 60.0%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	766	2105:2105	410+761	65.4 : 65.4%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	511	2103:1884	521+400	55.5 : 55.5%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	391	2105	745	52.5%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	941	2104:1908	832+257	86.4 : 86.4%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	892	2105	1036	86.1%
5/1		U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	765	1894	991	77.2%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	808	2073	1084	74.5%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	337	2005	1049	32.1%
7/1		U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1178	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	405	1870	719	56.3%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	392	1940	746	52.5%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	119	2005	771	15.4%
9/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	392	1940	1015	38.6%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	375	2080	1088	34.5%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	202	2005	1049	19.3%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	308	2005	1049	29.4%
11/1		U	N/A	N/A	-		-	-	-	614	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	482	1940	746	64.6%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	446	2071	797	56.0%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	253	2005	771	32.8%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	31.7	20.3	0.0	52.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	31.7	20.3	0.0	52.0	-	-	-	-
1/2+1/1	800	800	-	-	-	4.0	3.3	-	7.3	32.7	9.8	3.3	13.1
1/3+1/4	506	506	-	-	-	2.3	0.8	-	3.1	21.8	6.0	0.8	6.8
2/2+2/1	730	730	-	-	-	2.1	0.7	-	2.8	13.9	4.4	0.7	5.2
2/3+2/4	766	766	-	-	-	2.3	0.9	-	3.2	15.1	6.9	0.9	7.8
3/2+3/1	511	511	-	-	-	2.2	0.6	-	2.8	20.0	3.9	0.6	4.5
3/3	391	391	-	-	-	1.8	0.6	-	2.4	21.7	5.5	0.6	6.1
4/2+4/1	941	941	-	-	-	3.5	3.0	-	6.5	25.0	13.1	3.0	16.1
4/3	892	892	-	-	-	3.6	3.0	-	6.6	26.5	14.1	3.0	17.1
5/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	765	765	-	-	-	0.7	1.7	-	2.4	11.1	2.7	1.7	4.4
6/2	808	808	-	-	-	1.5	1.4	-	3.0	13.3	7.5	1.4	8.9
6/3	337	337	-	-	-	0.2	0.2	-	0.5	5.0	0.5	0.2	0.8
7/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1178	1178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	405	405	-	-	-	0.6	0.6	-	1.2	11.0	1.8	0.6	2.4
8/2	392	392	-	-	-	1.9	0.6	-	2.4	22.1	6.6	0.6	7.1
8/3	119	119	-	-	-	0.1	0.1	-	0.2	5.9	0.2	0.1	0.3
9/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	392	392	-	-	-	0.3	0.3	-	0.6	5.3	1.6	0.3	1.9
10/2	375	375	-	-	-	0.6	0.3	-	0.9	8.2	2.3	0.3	2.6
10/3	202	202	-	-	-	0.1	0.1	-	0.3	4.7	0.4	0.1	0.5
10/4	308	308	-	-	-	0.2	0.2	-	0.4	5.1	0.6	0.2	0.8

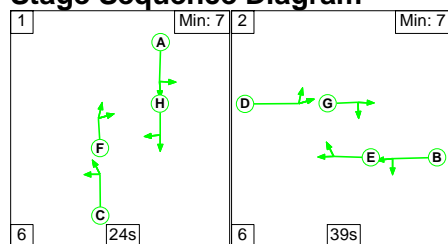
Full Input Data And Results

11/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	482	482	-	-	-	1.5	0.9	-	2.4	17.6	7.2	0.9	8.1
12/2	446	446	-	-	-	2.0	0.6	-	2.7	21.6	6.5	0.6	7.2
12/3	253	253	-	-	-	0.2	0.2	-	0.5	6.6	0.4	0.2	0.6
C1			PRC for Signalised Lanes (%): PRC Over All Lanes (%):			2.9 2.9	Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			51.96 51.96	Cycle Time (s):	65	

Full Input Data And Results

Scenario 6: '2037 PM' (FG6: '2037 PM', Plan 1: 'Network Control Plan 1')

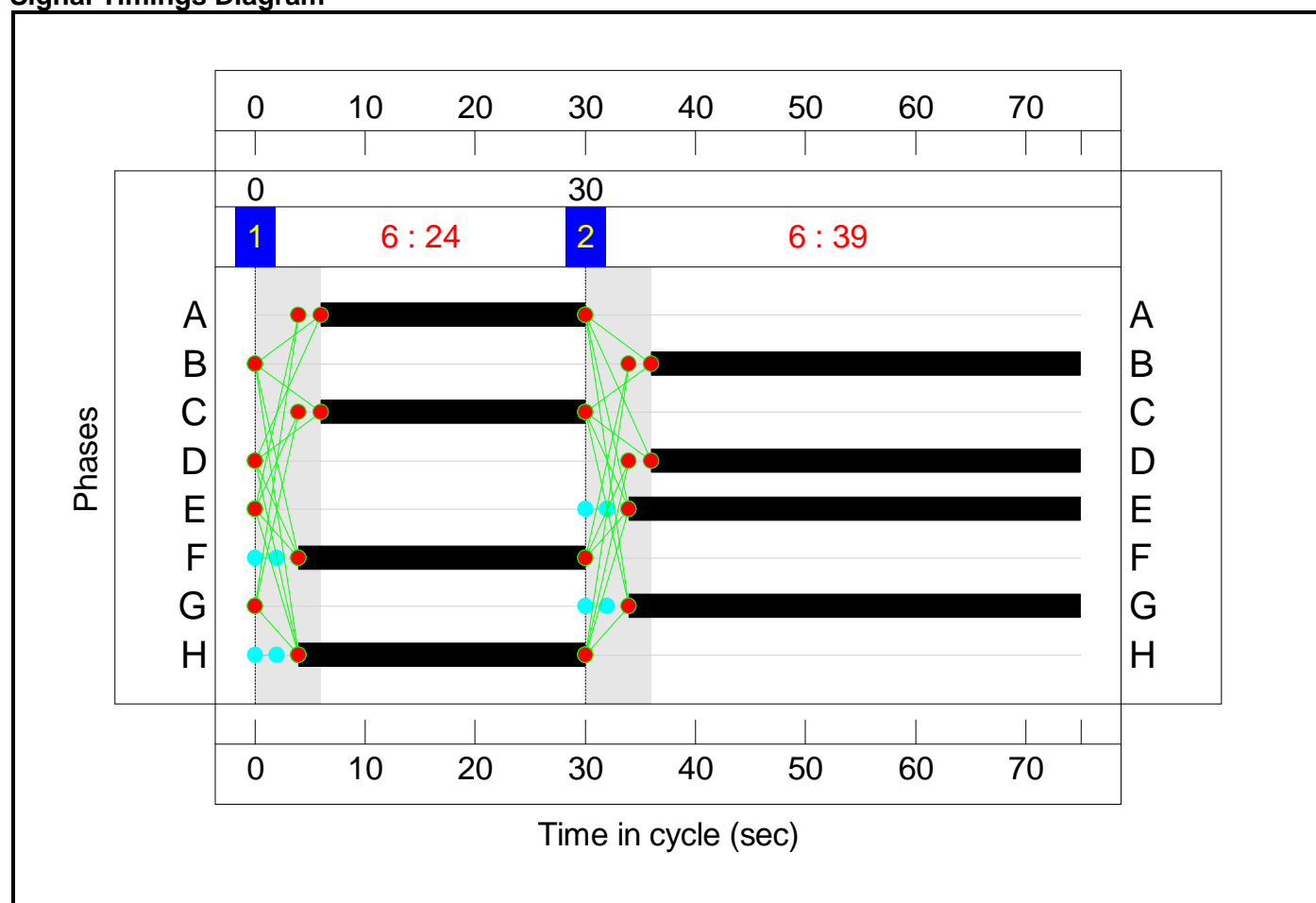
Stage Sequence Diagram

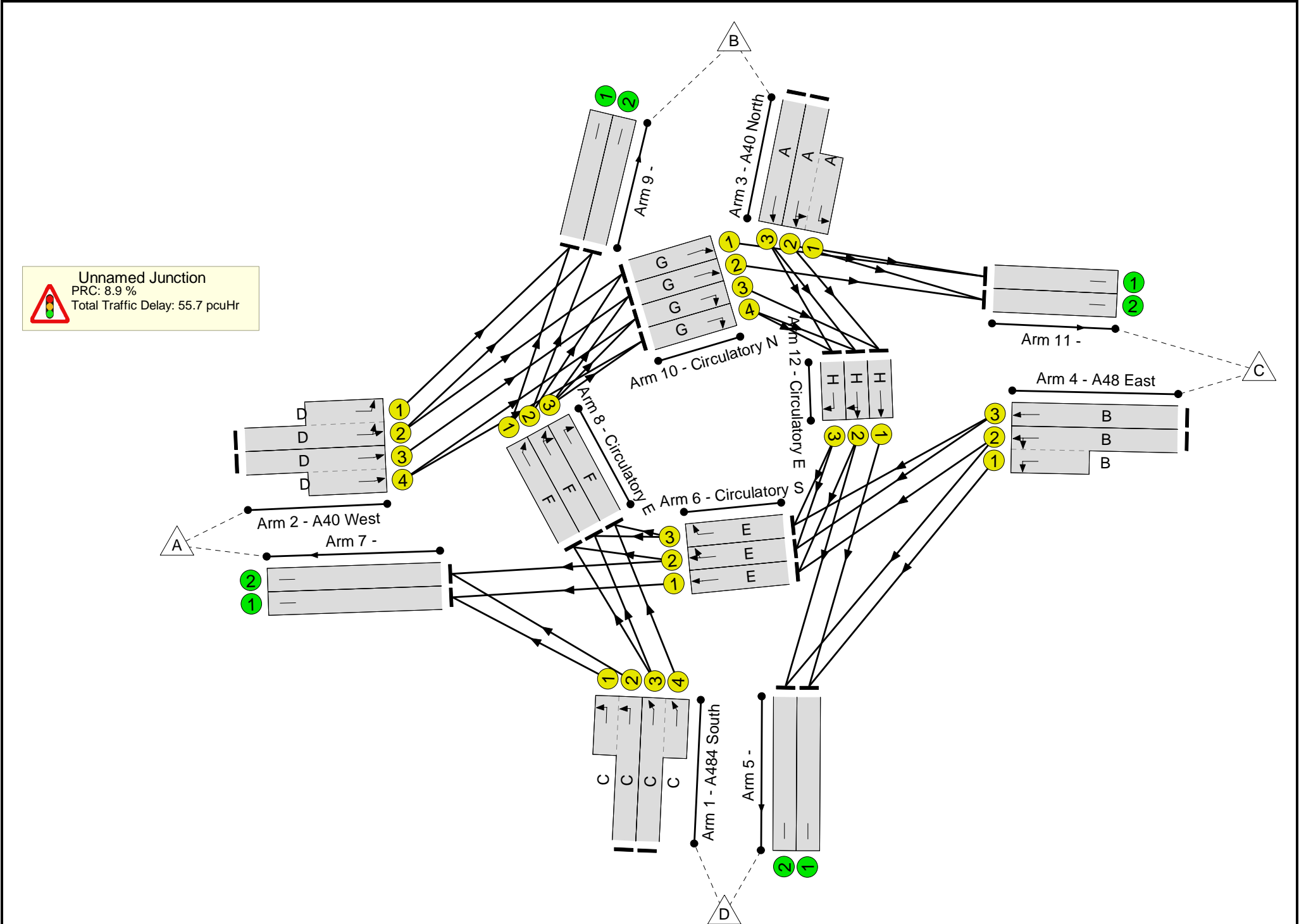


Stage Timings

Stage	1	2
Duration	24	39
Change Point	0	30

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	82.6%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	24	-	500	2070:1933	448+417	57.9 : 57.9%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	24	-	575	2105:2105	535+285	70.1 : 70.1%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	39	-	944	2104:1902	807+389	78.9 : 78.9%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	39	-	1017	2105:2105	411+819	82.6 : 82.6%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	24	-	645	2094:1884	471+397	74.4 : 74.4%
3/3	A40 North Ahead	U	N/A	N/A	A		1	24	-	511	2105	702	72.8%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	39	-	737	2105:1908	907+250	63.7 : 63.7%
4/3	A48 East Ahead	U	N/A	N/A	B		1	39	-	504	2105	1123	44.9%
5/1		U	N/A	N/A	-		-	-	-	735	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	41	-	624	1894	1061	58.8%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	41	-	677	2073	1161	58.3%
6/3	Circulatory S Right	U	N/A	N/A	E		1	41	-	192	2005	1123	17.1%
7/1		U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	26	-	311	1870	673	46.2%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	26	-	317	1936	697	45.5%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	26	-	200	2005	722	27.7%
9/1		U	N/A	N/A	-		-	-	-	618	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	41	-	645	1940	1086	59.4%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	41	-	507	2080	1165	43.5%
10/3	Circulatory N Right	U	N/A	N/A	G		1	41	-	276	2005	1123	24.6%
10/4	Circulatory N Right	U	N/A	N/A	G		1	41	-	434	2005	1123	38.7%
11/1		U	N/A	N/A	-		-	-	-	940	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	26	-	576	1940	698	82.5%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	26	-	580	2074	747	77.7%
12/3	Circulatory E Right	U	N/A	N/A	H		1	26	-	365	2005	722	50.6%

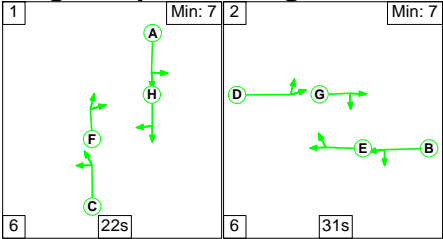
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	37.0	18.7	0.0	55.7	-	-	-	-
Unnamed Junction	-	-	0	0	0	37.0	18.7	0.0	55.7	-	-	-	-
1/2+1/1	500	500	-	-	-	2.6	0.7	-	3.3	24.0	4.4	0.7	5.0
1/3+1/4	575	575	-	-	-	3.2	1.2	-	4.4	27.5	7.9	1.2	9.0
2/2+2/1	944	944	-	-	-	3.2	1.8	-	5.1	19.4	12.5	1.8	14.4
2/3+2/4	1017	1017	-	-	-	3.6	2.3	-	6.0	21.1	14.4	2.3	16.8
3/2+3/1	645	645	-	-	-	3.6	1.4	-	5.0	28.1	6.9	1.4	8.3
3/3	511	511	-	-	-	3.1	1.3	-	4.4	31.3	9.4	1.3	10.7
4/2+4/1	737	737	-	-	-	2.3	0.9	-	3.2	15.6	9.1	0.9	9.9
4/3	504	504	-	-	-	1.5	0.4	-	1.9	13.6	6.4	0.4	6.8
5/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	624	624	-	-	-	0.5	0.7	-	1.2	6.9	3.2	0.7	3.9
6/2	677	677	-	-	-	2.2	0.7	-	2.9	15.4	12.2	0.7	12.9
6/3	192	192	-	-	-	0.1	0.1	-	0.2	4.1	0.3	0.1	0.4
7/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	311	311	-	-	-	0.6	0.4	-	1.0	11.8	1.6	0.4	2.1
8/2	317	317	-	-	-	1.5	0.4	-	1.9	21.9	4.4	0.4	4.8
8/3	200	200	-	-	-	0.2	0.2	-	0.4	6.8	0.3	0.2	0.5
9/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	645	645	-	-	-	0.5	0.7	-	1.2	6.6	1.7	0.7	2.4
10/2	507	507	-	-	-	1.0	0.4	-	1.3	9.5	4.2	0.4	4.6
10/3	276	276	-	-	-	0.2	0.2	-	0.4	4.6	0.5	0.2	0.7
10/4	434	434	-	-	-	0.3	0.3	-	0.7	5.5	1.1	0.3	1.5

Full Input Data And Results

11/1	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	576	576	-	-	-	2.5	2.3	-	4.8	30.1	11.4	2.3	13.7
12/2	580	580	-	-	-	3.8	1.7	-	5.5	34.0	11.2	1.7	12.9
12/3	365	365	-	-	-	0.4	0.5	-	0.9	8.5	0.6	0.5	1.1
C1 PRC for Signalised Lanes (%): 8.9 Total Delay for Signalised Lanes (pcuHr): 55.67 Cycle Time (s): 75 PRC Over All Lanes (%): 8.9 Total Delay Over All Lanes(pcuHr): 55.67													

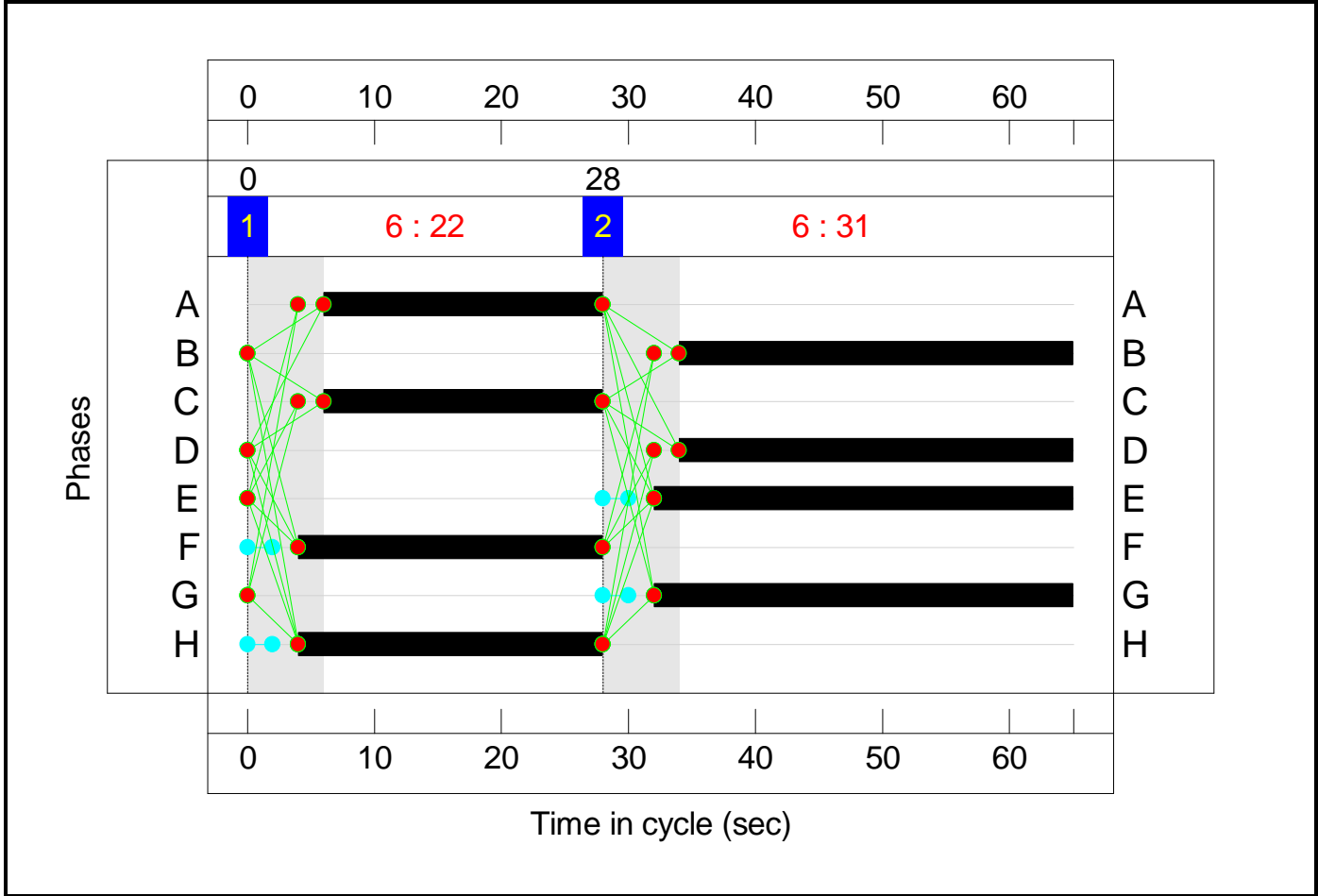
Stage Sequence Diagram



Stage Timings

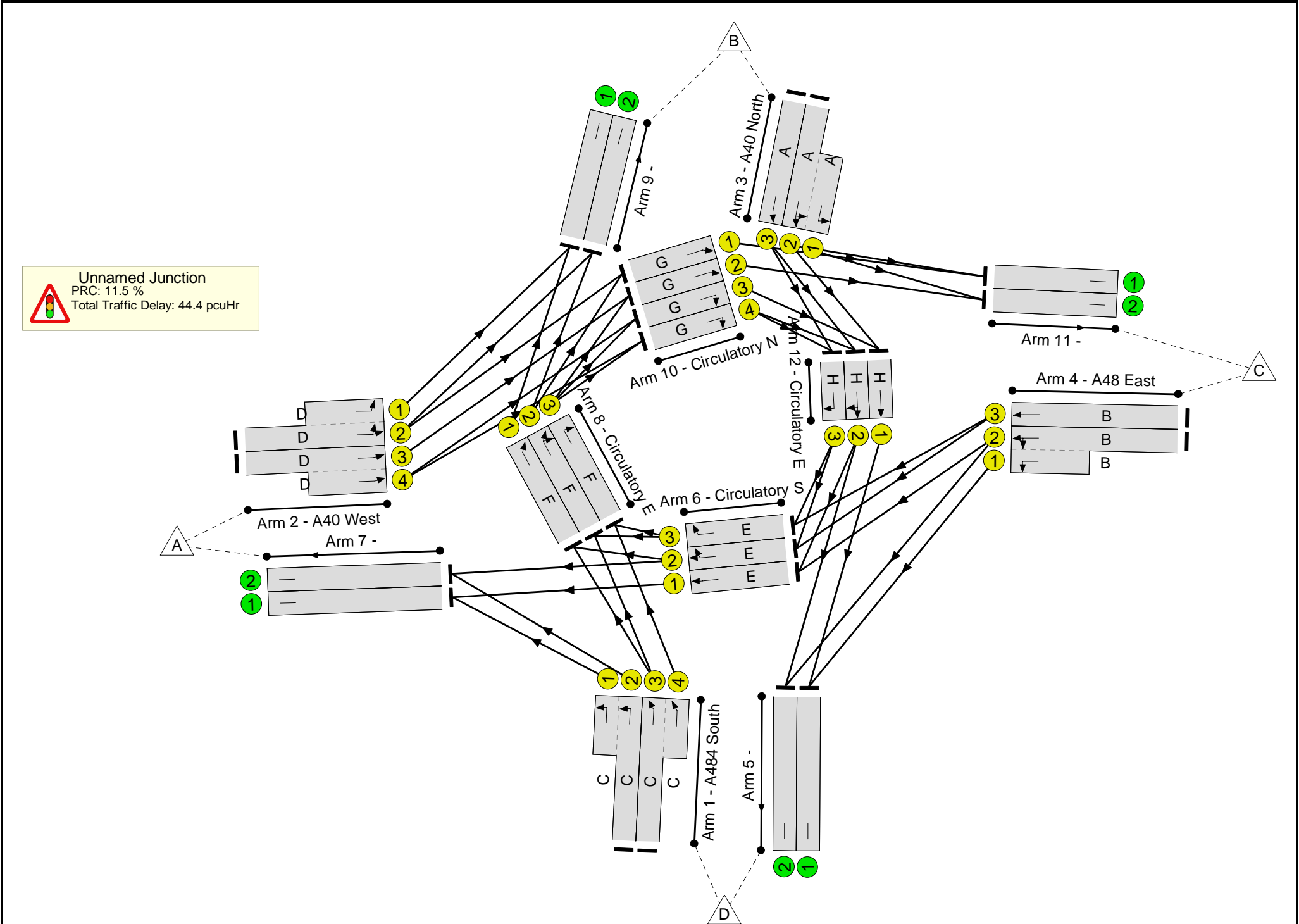
Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	744	2070:1933	501+421	80.7 : 80.7%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	520	2105:2105	623+221	61.6 : 61.6%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	666	2104:1902	662+559	54.6 : 54.6%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	717	2105:2105	416+758	61.1 : 61.1%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	489	2104:1884	525+389	53.5 : 53.5%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	361	2105	745	48.5%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	885	2105:1908	816+283	80.6 : 80.6%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	822	2105	1036	79.3%
5/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	702	1894	991	70.9%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	742	2074	1085	68.4%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	317	2005	1049	30.2%
7/1		U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1085	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	392	1870	719	54.5%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	370	1940	746	49.6%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	136	2005	771	17.6%
9/1		U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	355	1940	1015	35.0%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	379	2080	1088	34.8%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	183	2005	1049	17.4%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	291	2005	1049	27.7%
11/1		U	N/A	N/A	-		-	-	-	563	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	459	1940	746	61.5%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	415	2072	797	52.1%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	237	2005	771	30.7%

Full Input Data And Results

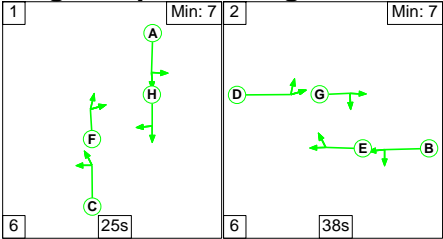
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	29.1	15.3	0.0	44.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	29.1	15.3	0.0	44.4	-	-	-	-
1/2+1/1	744	744	-	-	-	3.5	2.0	-	5.6	27.0	8.2	2.0	10.2
1/3+1/4	520	520	-	-	-	2.4	0.8	-	3.2	21.8	6.0	0.8	6.8
2/2+2/1	666	666	-	-	-	1.9	0.6	-	2.5	13.3	3.9	0.6	4.5
2/3+2/4	717	717	-	-	-	2.1	0.8	-	2.9	14.3	6.0	0.8	6.8
3/2+3/1	489	489	-	-	-	2.1	0.6	-	2.7	19.7	3.7	0.6	4.3
3/3	361	361	-	-	-	1.6	0.5	-	2.1	21.1	5.0	0.5	5.5
4/2+4/1	885	885	-	-	-	3.1	2.0	-	5.1	20.8	11.3	2.0	13.3
4/3	822	822	-	-	-	3.1	1.9	-	5.0	22.0	12.3	1.9	14.2
5/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	702	702	-	-	-	0.6	1.2	-	1.8	9.3	3.2	1.2	4.4
6/2	742	742	-	-	-	1.4	1.1	-	2.5	12.0	6.4	1.1	7.4
6/3	317	317	-	-	-	0.2	0.2	-	0.4	4.9	0.5	0.2	0.7
7/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	392	392	-	-	-	0.6	0.6	-	1.2	10.6	1.6	0.6	2.2
8/2	370	370	-	-	-	1.8	0.5	-	2.3	22.0	6.1	0.5	6.6
8/3	136	136	-	-	-	0.1	0.1	-	0.2	6.0	0.2	0.1	0.3
9/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	355	355	-	-	-	0.2	0.3	-	0.5	5.1	1.1	0.3	1.3
10/2	379	379	-	-	-	0.7	0.3	-	0.9	8.8	2.6	0.3	2.9
10/3	183	183	-	-	-	0.1	0.1	-	0.2	4.6	0.3	0.1	0.4
10/4	291	291	-	-	-	0.2	0.2	-	0.4	5.0	0.6	0.2	0.8

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 8: 'S1 2027 PM B+D' (FG8: 'S1 2027 PM + D', Plan 1: 'Network Control Plan 1')

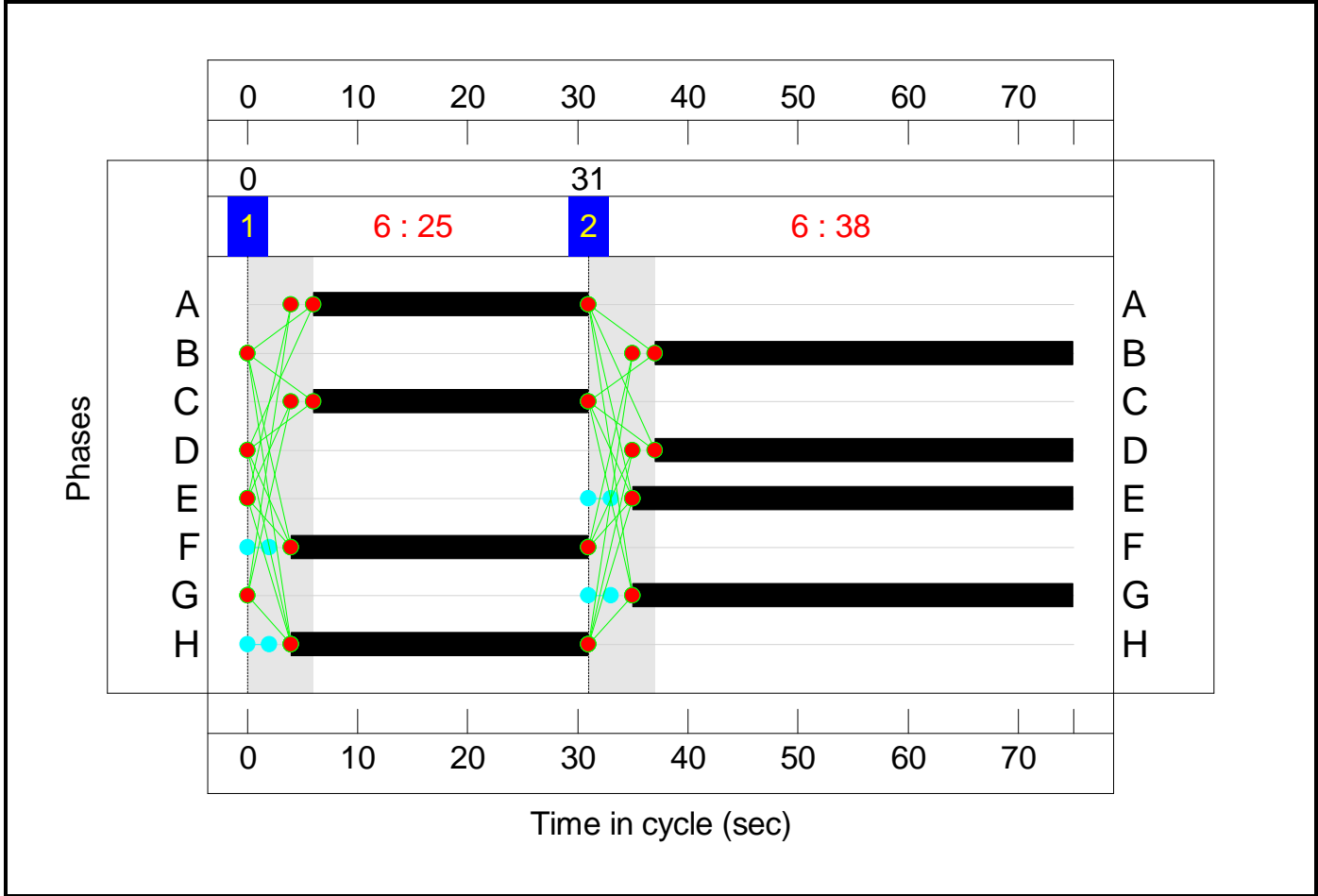
Stage Sequence Diagram

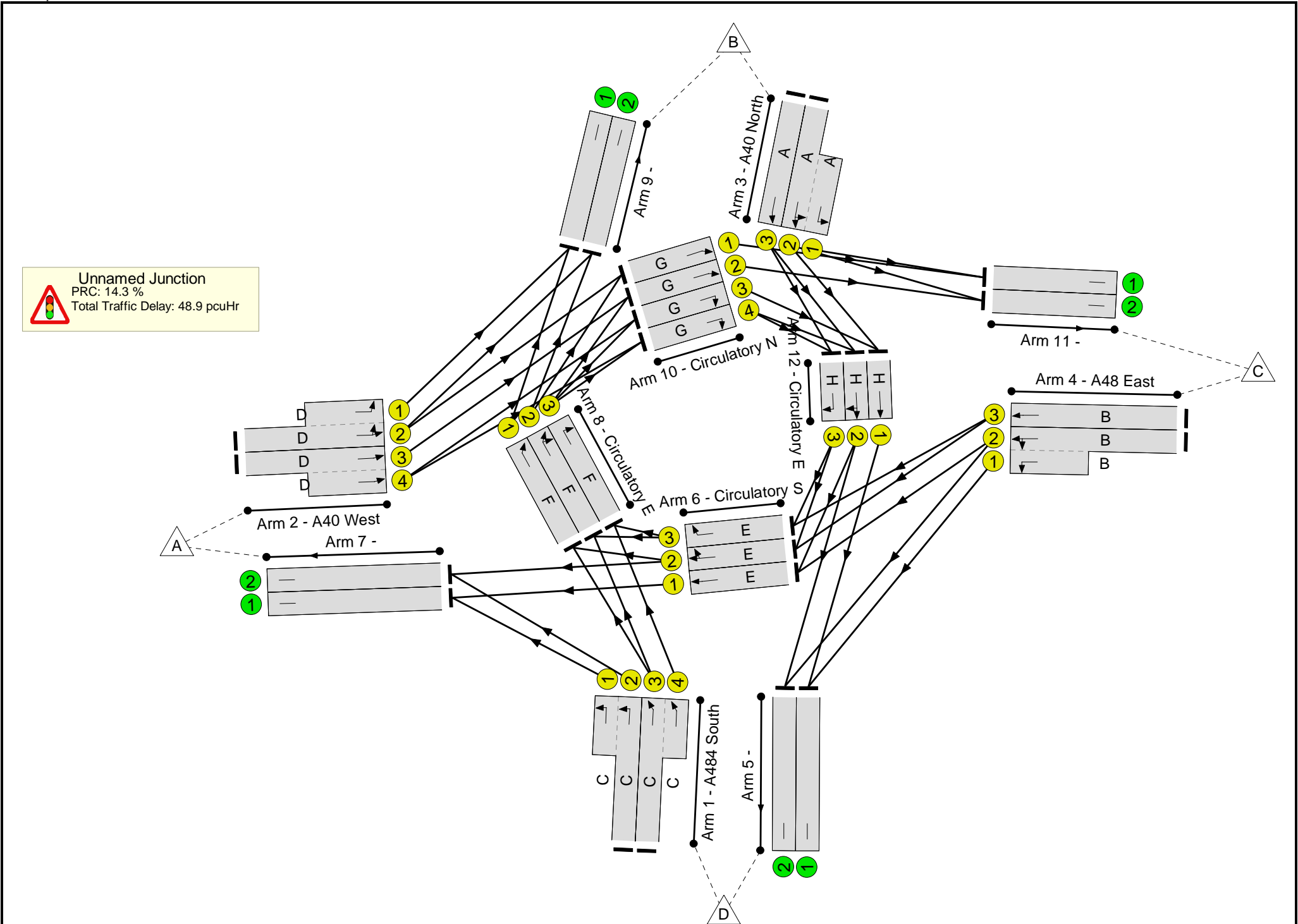


Stage Timings

Stage	1	2
Duration	25	38
Change Point	0	31

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	25	-	466	2070:1933	461+430	52.3 : 52.3%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	25	-	576	2105:2105	552+298	67.8 : 67.8%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	38	-	865	2105:1902	780+394	73.7 : 73.7%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	38	-	948	2105:2105	405+799	78.8 : 78.8%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	25	-	608	2096:1884	482+417	67.6 : 67.6%
3/3	A40 North Ahead	U	N/A	N/A	A		1	25	-	478	2105	730	65.5%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	38	-	691	2105:1908	862+277	60.7 : 60.7%
4/3	A48 East Ahead	U	N/A	N/A	B		1	38	-	474	2105	1095	43.3%
5/1		U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	496	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	40	-	578	1894	1035	55.8%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	40	-	629	2072	1133	55.5%
6/3	Circulatory S Right	U	N/A	N/A	E		1	40	-	169	2005	1096	15.4%
7/1		U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	806	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	27	-	293	1870	698	42.0%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	27	-	314	1936	723	43.4%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	27	-	202	2005	749	27.0%
9/1		U	N/A	N/A	-		-	-	-	583	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	40	-	593	1940	1061	55.9%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	40	-	491	2080	1137	43.2%
10/3	Circulatory N Right	U	N/A	N/A	G		1	40	-	262	2005	1096	23.9%
10/4	Circulatory N Right	U	N/A	N/A	G		1	40	-	397	2005	1096	36.2%
11/1		U	N/A	N/A	-		-	-	-	875	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	27	-	552	1940	724	76.2%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	27	-	551	2072	774	71.2%
12/3	Circulatory E Right	U	N/A	N/A	H		1	27	-	324	2005	749	43.3%

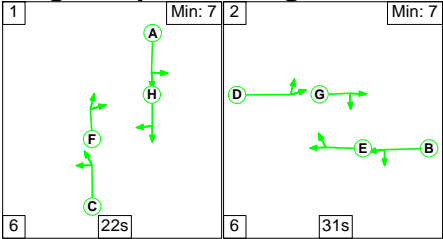
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	34.1	14.8	0.0	48.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	34.1	14.8	0.0	48.9	-	-	-	-
1/2+1/1	466	466	-	-	-	2.3	0.5	-	2.9	22.4	3.7	0.5	4.2
1/3+1/4	576	576	-	-	-	3.1	1.0	-	4.1	25.9	7.7	1.0	8.8
2/2+2/1	865	865	-	-	-	2.9	1.4	-	4.3	18.0	10.7	1.4	12.1
2/3+2/4	948	948	-	-	-	3.4	1.8	-	5.2	19.8	12.7	1.8	14.6
3/2+3/1	608	608	-	-	-	3.2	1.0	-	4.2	25.1	5.7	1.0	6.7
3/3	478	478	-	-	-	2.8	0.9	-	3.7	27.8	8.4	0.9	9.3
4/2+4/1	691	691	-	-	-	2.2	0.8	-	3.0	15.4	8.0	0.8	8.8
4/3	474	474	-	-	-	1.5	0.4	-	1.9	14.1	6.1	0.4	6.4
5/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	578	578	-	-	-	0.5	0.6	-	1.1	7.1	3.2	0.6	3.8
6/2	629	629	-	-	-	2.0	0.6	-	2.6	14.9	11.1	0.6	11.8
6/3	169	169	-	-	-	0.1	0.1	-	0.2	4.2	0.3	0.1	0.3
7/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	293	293	-	-	-	0.6	0.4	-	0.9	11.7	1.7	0.4	2.0
8/2	314	314	-	-	-	1.3	0.4	-	1.7	19.5	3.8	0.4	4.2
8/3	202	202	-	-	-	0.2	0.2	-	0.4	6.5	0.3	0.2	0.5
9/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	593	593	-	-	-	0.4	0.6	-	1.1	6.5	2.7	0.6	3.4
10/2	491	491	-	-	-	1.0	0.4	-	1.4	10.2	4.7	0.4	5.1
10/3	262	262	-	-	-	0.2	0.2	-	0.3	4.7	0.5	0.2	0.7
10/4	397	397	-	-	-	0.3	0.3	-	0.6	5.6	1.0	0.3	1.3

Full Input Data And Results

11/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	552	552	-	-	-	2.4	1.6	-	3.9	25.7	10.8	1.6	12.4
12/2	551	551	-	-	-	3.4	1.2	-	4.6	30.0	10.5	1.2	11.7
12/3	324	324	-	-	-	0.3	0.4	-	0.7	7.5	0.5	0.4	0.9
C1 PRC for Signalised Lanes (%): 14.3 Total Delay for Signalised Lanes (pcuHr): 48.91 Cycle Time (s): 75 PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 48.91													

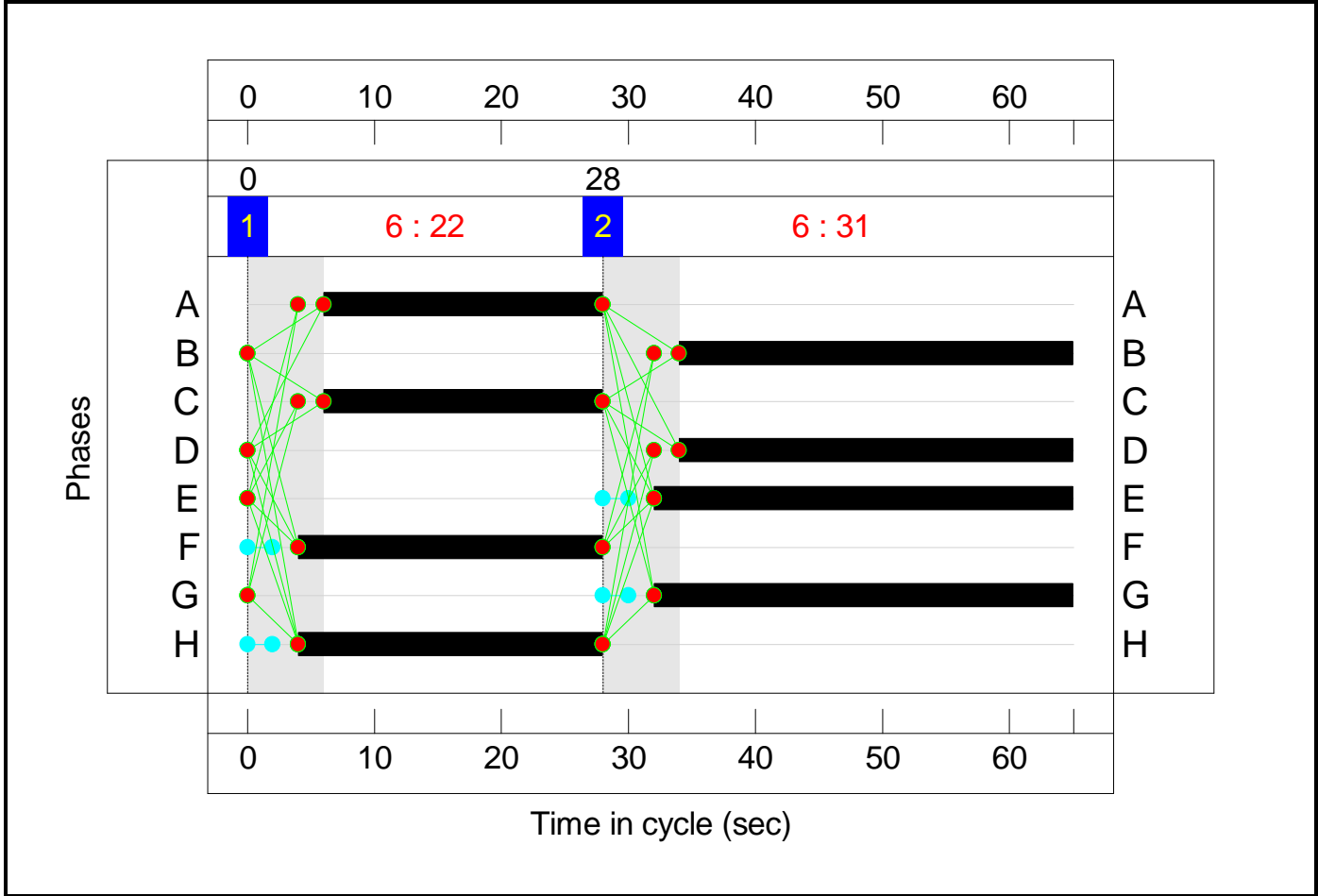
Stage Sequence Diagram

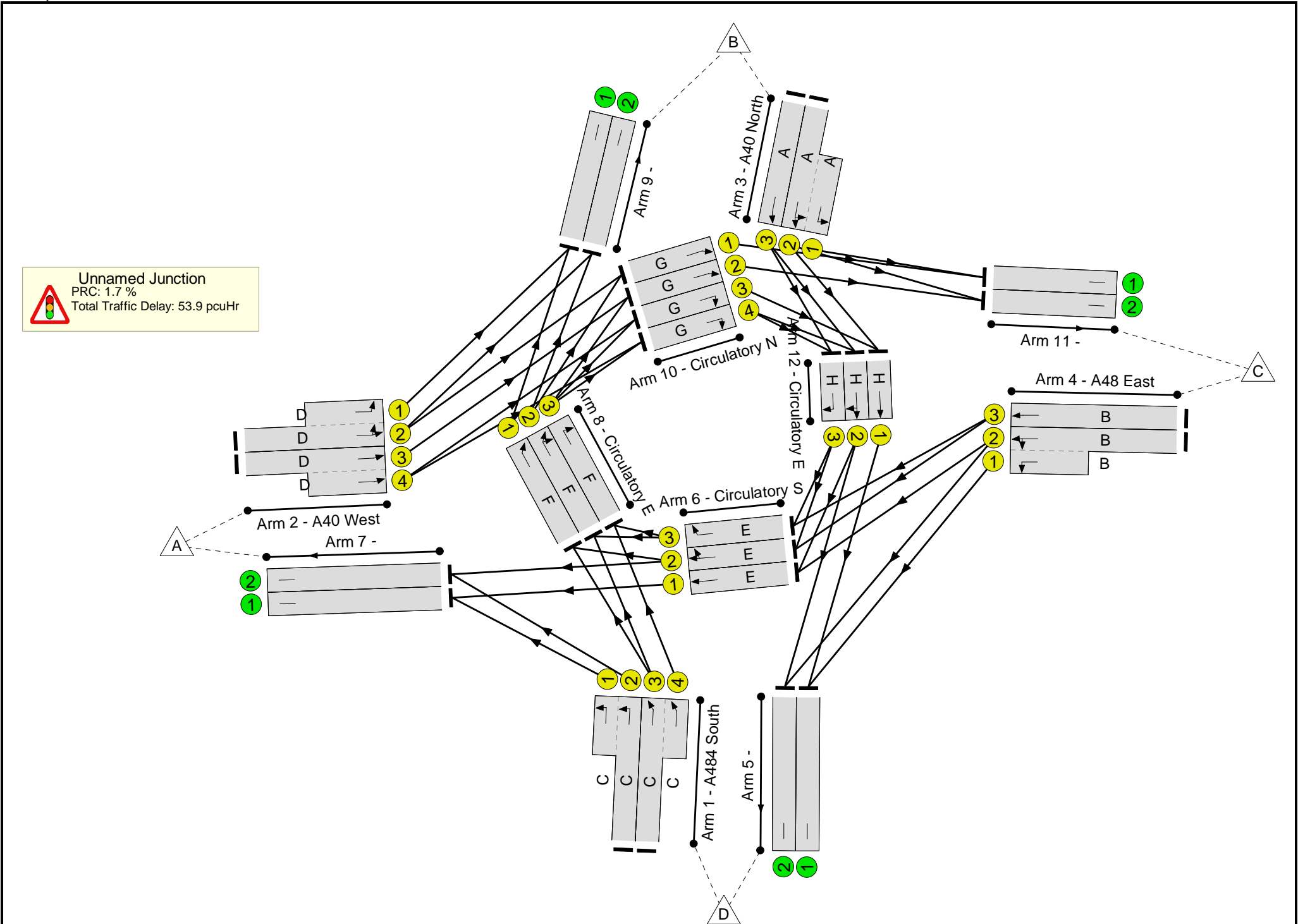


Stage Timings

Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.5%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	807	2070:1933	494+435	86.8 : 86.8%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	560	2105:2105	627+213	66.6 : 66.6%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	768	2105:1902	677+527	63.8 : 63.8%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	732	2105:2105	361+788	63.7 : 63.7%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	509	2104:1884	514+420	54.5 : 54.5%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	412	2105	745	55.3%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	949	2100:1908	865+207	88.5 : 88.5%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	901	2105	1036	86.9%
5/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	744	1894	991	75.1%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	764	2079	1087	70.3%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	402	2005	1049	38.3%
7/1		U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1185	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	400	1870	719	55.6%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	428	1939	746	57.4%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	142	2005	771	18.4%
9/1		U	N/A	N/A	-		-	-	-	736	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	434	1940	1015	42.8%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	360	2080	1088	33.1%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	225	2005	1049	21.5%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	289	2005	1049	27.6%
11/1		U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	503	1940	746	67.4%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	436	2073	797	54.7%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	265	2005	771	34.4%

Full Input Data And Results

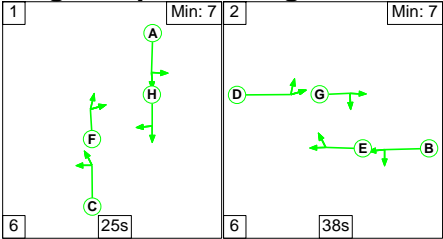
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	32.8	21.1	0.0	53.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	32.8	21.1	0.0	53.9	-	-	-	-
1/2+1/1	807	807	-	-	-	4.0	3.1	-	7.1	31.7	9.7	3.1	12.8
1/3+1/4	560	560	-	-	-	2.6	1.0	-	3.6	23.1	7.0	1.0	7.9
2/2+2/1	768	768	-	-	-	2.2	0.9	-	3.1	14.5	5.2	0.9	6.1
2/3+2/4	732	732	-	-	-	2.2	0.9	-	3.1	15.0	6.9	0.9	7.7
3/2+3/1	509	509	-	-	-	2.2	0.6	-	2.8	19.8	3.7	0.6	4.3
3/3	412	412	-	-	-	1.9	0.6	-	2.5	22.3	6.0	0.6	6.6
4/2+4/1	949	949	-	-	-	3.7	3.6	-	7.3	27.7	13.8	3.6	17.5
4/3	901	901	-	-	-	3.7	3.2	-	6.8	27.4	14.3	3.2	17.4
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	744	744	-	-	-	0.6	1.5	-	2.1	10.3	1.8	1.5	3.3
6/2	764	764	-	-	-	1.5	1.2	-	2.7	12.8	7.1	1.2	8.3
6/3	402	402	-	-	-	0.3	0.3	-	0.6	5.3	0.6	0.3	0.9
7/1	1122	1122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1185	1185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	400	400	-	-	-	0.4	0.6	-	1.0	9.0	2.6	0.6	3.2
8/2	428	428	-	-	-	2.3	0.7	-	2.9	24.8	7.5	0.7	8.2
8/3	142	142	-	-	-	0.1	0.1	-	0.2	6.0	0.2	0.1	0.3
9/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	434	434	-	-	-	0.3	0.4	-	0.7	5.6	2.7	0.4	3.1
10/2	360	360	-	-	-	0.6	0.2	-	0.9	9.0	2.7	0.2	2.9
10/3	225	225	-	-	-	0.2	0.1	-	0.3	4.8	0.4	0.1	0.6
10/4	289	289	-	-	-	0.2	0.2	-	0.4	4.9	0.5	0.2	0.7

Full Input Data And Results

11/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	503	503	-	-	-	1.7	1.0	-	2.7	19.2	8.1	1.0	9.2
12/2	436	436	-	-	-	1.9	0.6	-	2.5	20.6	6.0	0.6	6.6
12/3	265	265	-	-	-	0.2	0.3	-	0.5	6.7	0.4	0.3	0.7
<div>C1</div> <div>PRC for Signalised Lanes (%): 1.7 Total Delay for Signalised Lanes (pcuHr): 53.90 Cycle Time (s): 65</div> <div>PRC Over All Lanes (%): 1.7 Total Delay Over All Lanes(pcuHr): 53.90</div>													

Full Input Data And Results
Scenario 10: 'S1 2037 PM B+D' (FG10: 'S1 2037 PM + D', Plan 1: 'Network Control Plan 1')

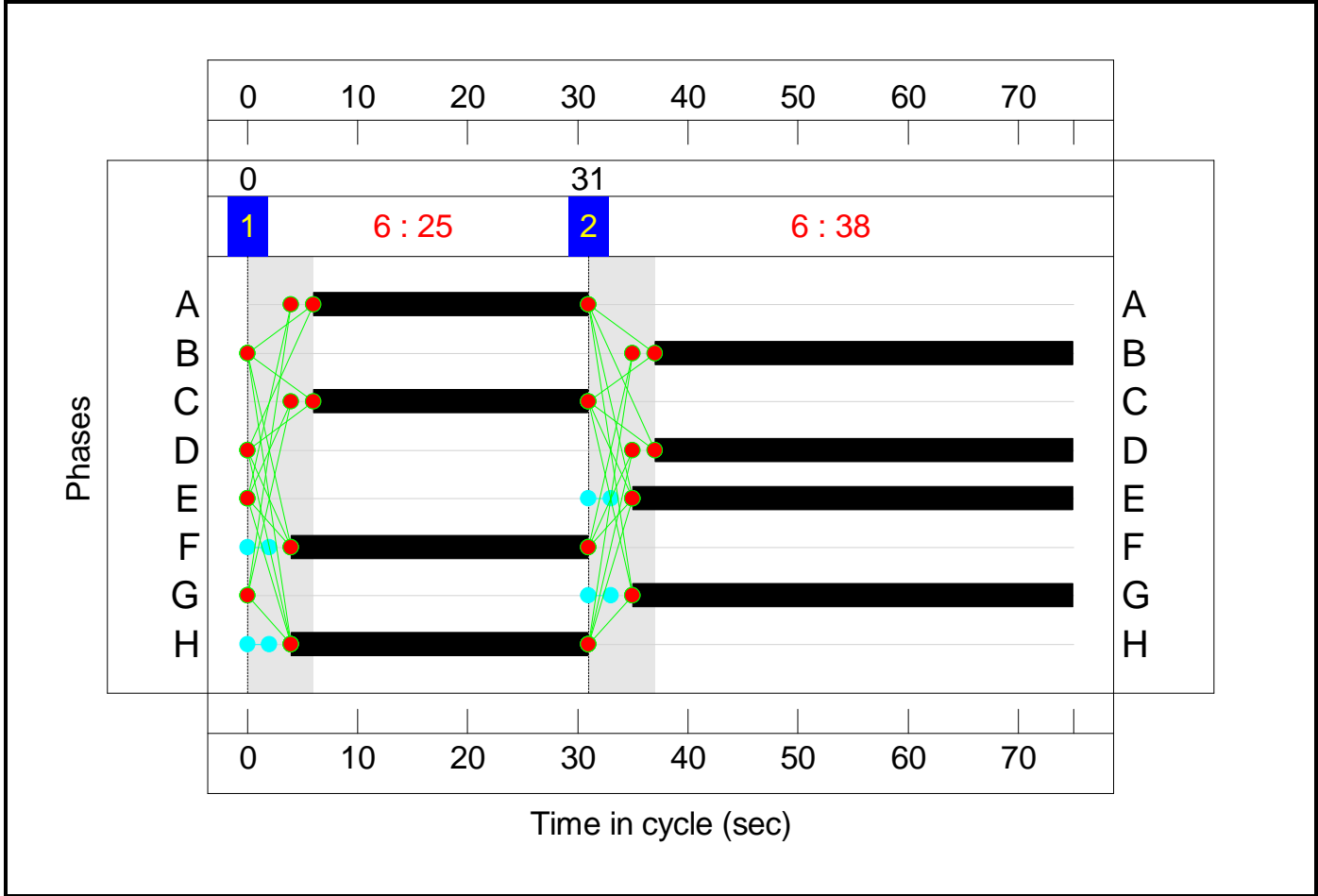
Stage Sequence Diagram



Stage Timings

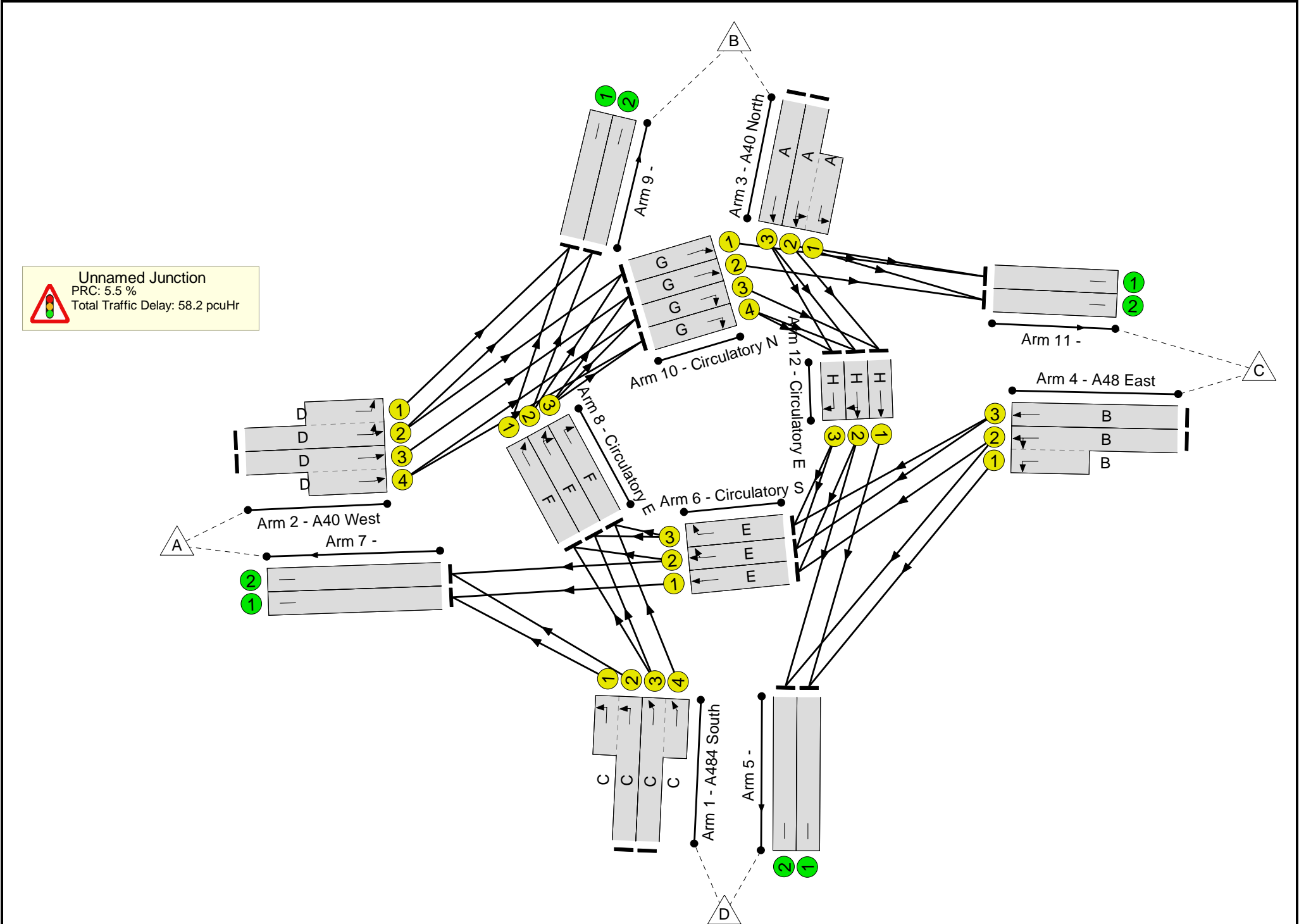
Stage	1	2
Duration	25	38
Change Point	0	31

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	85.3%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	25	-	505	2070:1933	460+430	56.7 : 56.7%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	25	-	621	2105:2105	556+290	73.3 : 73.3%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	38	-	961	2101:1902	823+328	83.4 : 83.4%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	38	-	1005	2105:2105	384+811	84.1 : 84.1%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	25	-	638	2095:1884	478+427	70.5 : 70.5%
3/3	A40 North Ahead	U	N/A	N/A	A		1	25	-	538	2105	730	73.7%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	38	-	680	2105:1908	841+305	59.3 : 59.3%
4/3	A48 East Ahead	U	N/A	N/A	B		1	38	-	583	2105	1095	53.3%
5/1		U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	40	-	601	1894	1035	58.0%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	40	-	649	2079	1137	57.1%
6/3	Circulatory S Right	U	N/A	N/A	E		1	40	-	243	2005	1096	22.2%
7/1		U	N/A	N/A	-		-	-	-	845	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	27	-	346	1870	698	49.6%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	27	-	315	1934	722	43.6%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	27	-	213	2005	749	28.5%
9/1		U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	40	-	671	1940	1061	63.3%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	40	-	503	2080	1137	44.2%
10/3	Circulatory N Right	U	N/A	N/A	G		1	40	-	325	2005	1096	29.7%
10/4	Circulatory N Right	U	N/A	N/A	G		1	40	-	390	2005	1096	35.6%
11/1		U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	27	-	618	1940	724	85.3%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	27	-	619	2067	772	80.2%
12/3	Circulatory E Right	U	N/A	N/A	H		1	27	-	309	2005	749	41.3%

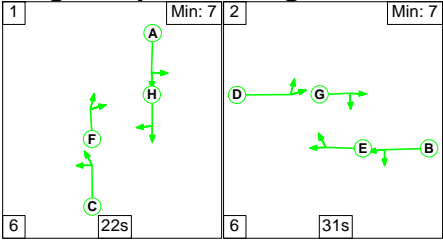
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	37.9	20.3	0.0	58.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	37.9	20.3	0.0	58.2	-	-	-	-
1/2+1/1	505	505	-	-	-	2.6	0.7	-	3.2	23.0	4.2	0.7	4.9
1/3+1/4	621	621	-	-	-	3.4	1.4	-	4.8	27.8	8.9	1.4	10.2
2/2+2/1	961	961	-	-	-	3.7	2.5	-	6.1	22.9	14.3	2.5	16.7
2/3+2/4	1005	1005	-	-	-	3.8	2.6	-	6.4	22.9	14.9	2.6	17.5
3/2+3/1	638	638	-	-	-	3.4	1.2	-	4.6	25.8	6.2	1.2	7.4
3/3	538	538	-	-	-	3.2	1.4	-	4.6	30.8	9.7	1.4	11.1
4/2+4/1	680	680	-	-	-	2.1	0.7	-	2.8	15.0	7.4	0.7	8.2
4/3	583	583	-	-	-	1.9	0.6	-	2.5	15.5	7.9	0.6	8.5
5/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	601	601	-	-	-	0.6	0.7	-	1.3	8.0	3.2	0.7	3.9
6/2	649	649	-	-	-	1.8	0.7	-	2.5	13.6	10.6	0.7	11.2
6/3	243	243	-	-	-	0.2	0.1	-	0.3	4.4	0.4	0.1	0.5
7/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	346	346	-	-	-	0.4	0.5	-	0.9	8.9	0.7	0.5	1.2
8/2	315	315	-	-	-	1.8	0.4	-	2.2	25.1	5.5	0.4	5.8
8/3	213	213	-	-	-	0.2	0.2	-	0.4	6.6	0.3	0.2	0.5
9/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	671	671	-	-	-	0.5	0.9	-	1.4	7.3	1.5	0.9	2.3
10/2	503	503	-	-	-	1.0	0.4	-	1.4	10.3	5.8	0.4	6.2
10/3	325	325	-	-	-	0.3	0.2	-	0.5	5.1	0.8	0.2	1.0
10/4	390	390	-	-	-	0.3	0.3	-	0.6	5.4	0.9	0.3	1.2

Full Input Data And Results

11/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	618	618	-	-	-	3.1	2.8	-	5.8	33.9	12.5	2.8	15.2
12/2	619	619	-	-	-	3.3	2.0	-	5.3	31.0	11.6	2.0	13.6
12/3	309	309	-	-	-	0.3	0.4	-	0.6	7.4	0.5	0.4	0.8
C1 PRC for Signalised Lanes (%): 5.5 Total Delay for Signalised Lanes (pcuHr): 58.21 Cycle Time (s): 75 PRC Over All Lanes (%): 5.5 Total Delay Over All Lanes(pcuHr): 58.21													

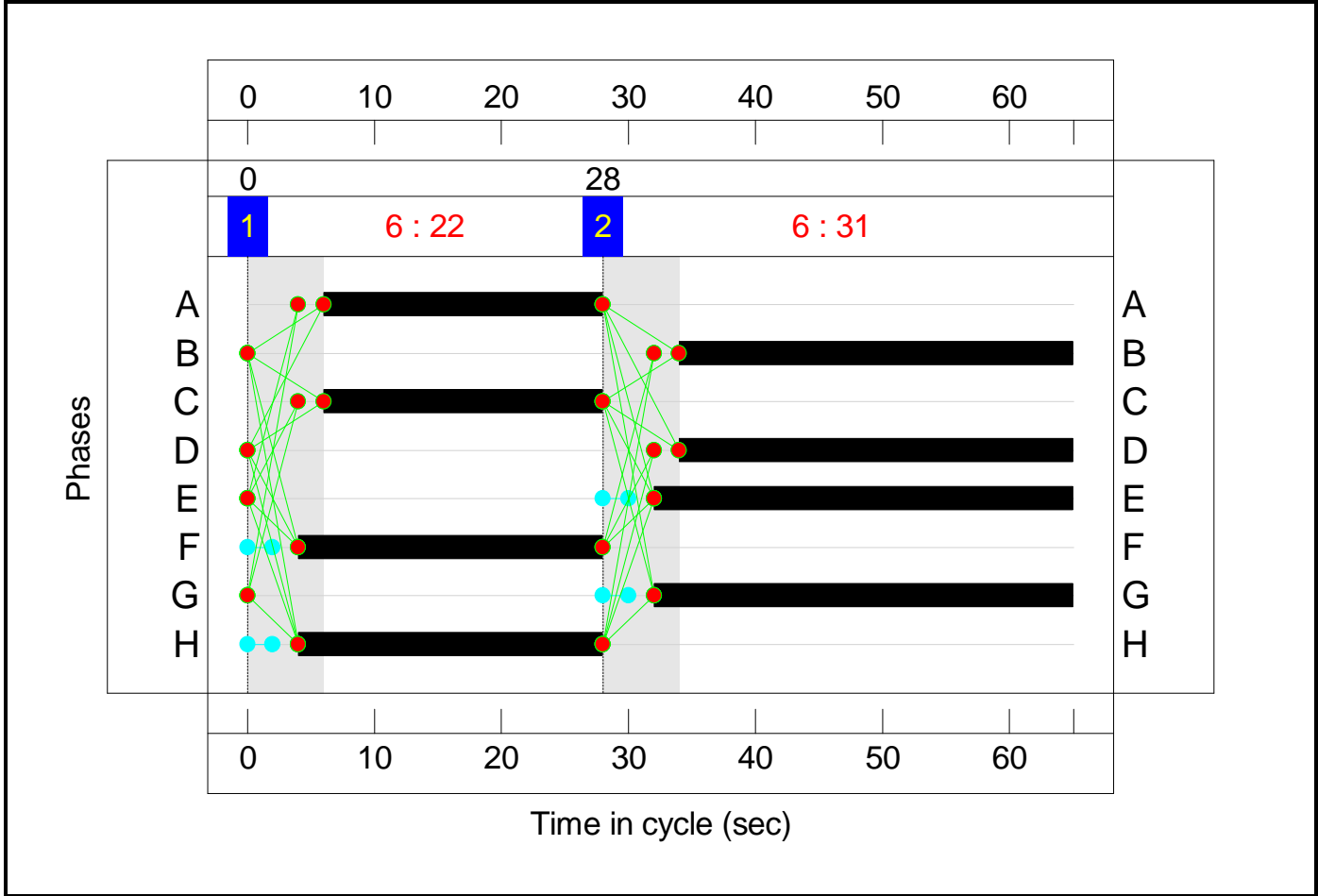
Stage Sequence Diagram



Stage Timings

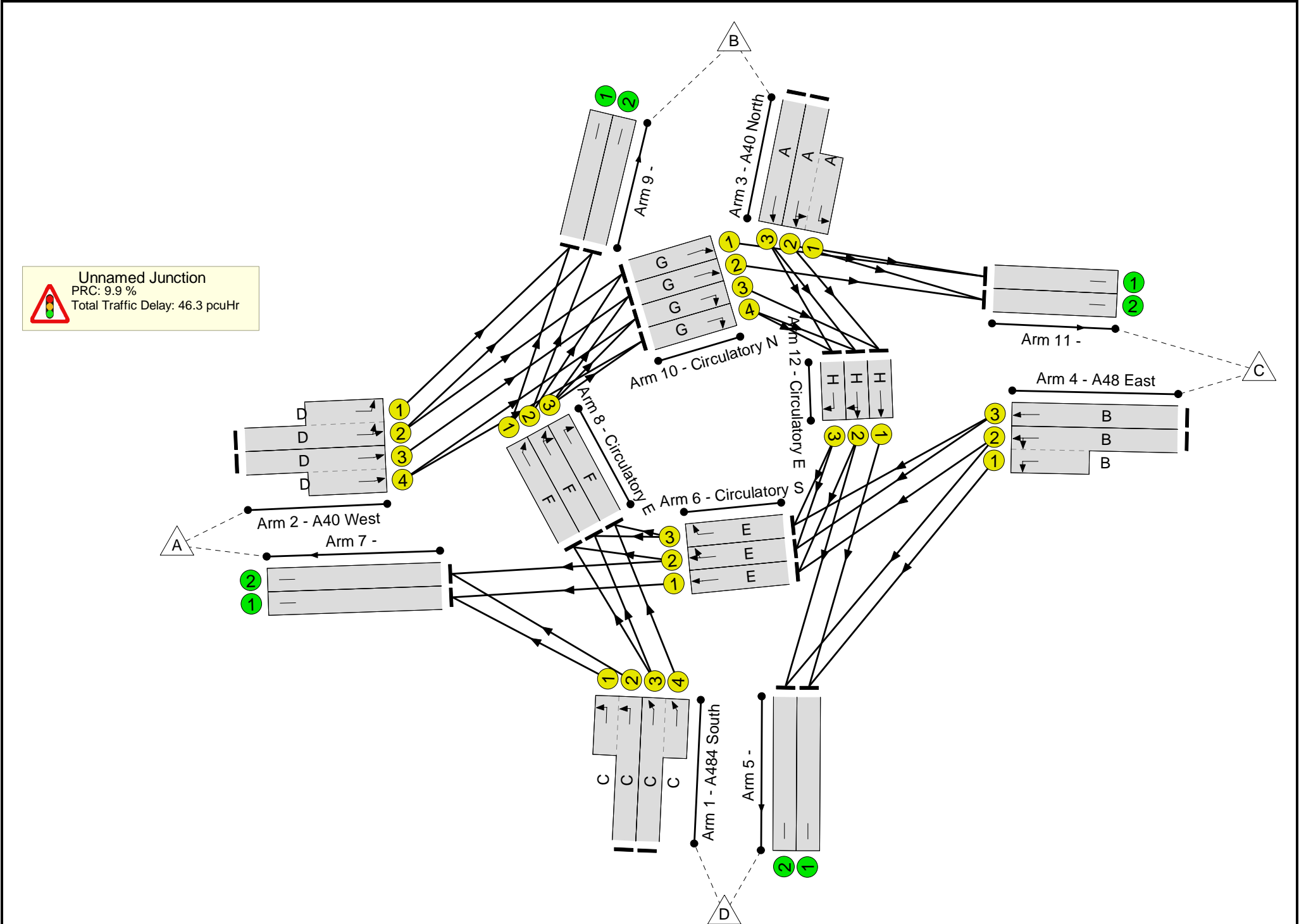
Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.9%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	763	2070:1933	490+443	81.8 : 81.8%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	567	2105:2105	616+234	66.8 : 66.8%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	716	2105:1902	679+524	59.5 : 59.5%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	684	2105:2105	340+800	60.0 : 60.0%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	480	2105:1884	517+412	51.7 : 51.7%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	387	2105	745	52.0%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	894	2103:1908	828+264	81.9 : 81.9%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	827	2105	1036	79.8%
5/1		U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	680	1894	991	68.6%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	717	2078	1087	66.0%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	364	2005	1049	34.7%
7/1		U	N/A	N/A	-		-	-	-	1042	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1104	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	405	1870	719	56.3%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	384	1940	746	51.5%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	156	2005	771	20.2%
9/1		U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	406	1940	1015	40.0%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	349	2080	1088	32.1%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	215	2005	1049	20.5%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	276	2005	1049	26.3%
11/1		U	N/A	N/A	-		-	-	-	619	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	482	1940	746	64.6%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	409	2075	798	51.2%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	254	2005	771	32.9%

Full Input Data And Results

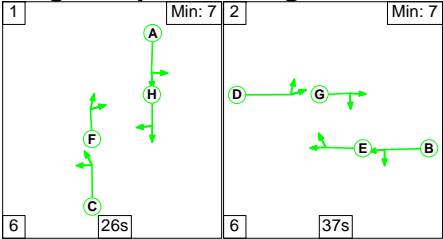
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	30.2	16.1	0.0	46.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	30.2	16.1	0.0	46.3	-	-	-	-
1/2+1/1	763	763	-	-	-	3.6	2.2	-	5.8	27.5	8.4	2.2	10.6
1/3+1/4	567	567	-	-	-	2.6	1.0	-	3.6	23.0	6.9	1.0	7.9
2/2+2/1	716	716	-	-	-	2.0	0.7	-	2.8	13.9	4.5	0.7	5.2
2/3+2/4	684	684	-	-	-	2.0	0.7	-	2.7	14.5	6.3	0.7	7.1
3/2+3/1	480	480	-	-	-	2.1	0.5	-	2.6	19.4	3.6	0.5	4.1
3/3	387	387	-	-	-	1.8	0.5	-	2.3	21.6	5.5	0.5	6.0
4/2+4/1	894	894	-	-	-	3.2	2.2	-	5.4	21.7	11.6	2.2	13.8
4/3	827	827	-	-	-	3.2	1.9	-	5.1	22.2	12.4	1.9	14.3
5/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	680	680	-	-	-	0.5	1.1	-	1.6	8.6	1.6	1.1	2.7
6/2	717	717	-	-	-	1.4	1.0	-	2.4	12.0	6.5	1.0	7.5
6/3	364	364	-	-	-	0.2	0.3	-	0.5	5.0	0.6	0.3	0.8
7/1	1042	1042	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	405	405	-	-	-	0.4	0.6	-	1.0	9.3	2.6	0.6	3.3
8/2	384	384	-	-	-	2.1	0.5	-	2.6	24.3	6.7	0.5	7.3
8/3	156	156	-	-	-	0.1	0.1	-	0.3	6.1	0.2	0.1	0.4
9/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	406	406	-	-	-	0.3	0.3	-	0.6	5.4	2.2	0.3	2.6
10/2	349	349	-	-	-	0.7	0.2	-	0.9	9.6	2.9	0.2	3.2
10/3	215	215	-	-	-	0.1	0.1	-	0.3	4.7	0.4	0.1	0.5
10/4	276	276	-	-	-	0.2	0.2	-	0.4	5.0	0.5	0.2	0.7

Full Input Data And Results

11/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	482	482	-	-	-	1.6	0.9	-	2.5	18.4	7.6	0.9	8.5
12/2	409	409	-	-	-	1.8	0.5	-	2.3	20.5	5.6	0.5	6.1
12/3	254	254	-	-	-	0.2	0.2	-	0.5	6.6	0.4	0.2	0.6
<div> <div>C1</div> <div> <div>PRC for Signalised Lanes (%): 9.9</div> <div>PRC Over All Lanes (%): 9.9</div> </div> <div> <div>Total Delay for Signalised Lanes (pcuHr): 46.27</div> <div>Total Delay Over All Lanes(pcuHr): 46.27</div> </div> <div>Cycle Time (s): 65</div> </div>													

Full Input Data And Results
Scenario 12: 'S5 2027 PM B+D' (FG12: 'S5 2027 PM + D', Plan 1: 'Network Control Plan 1')

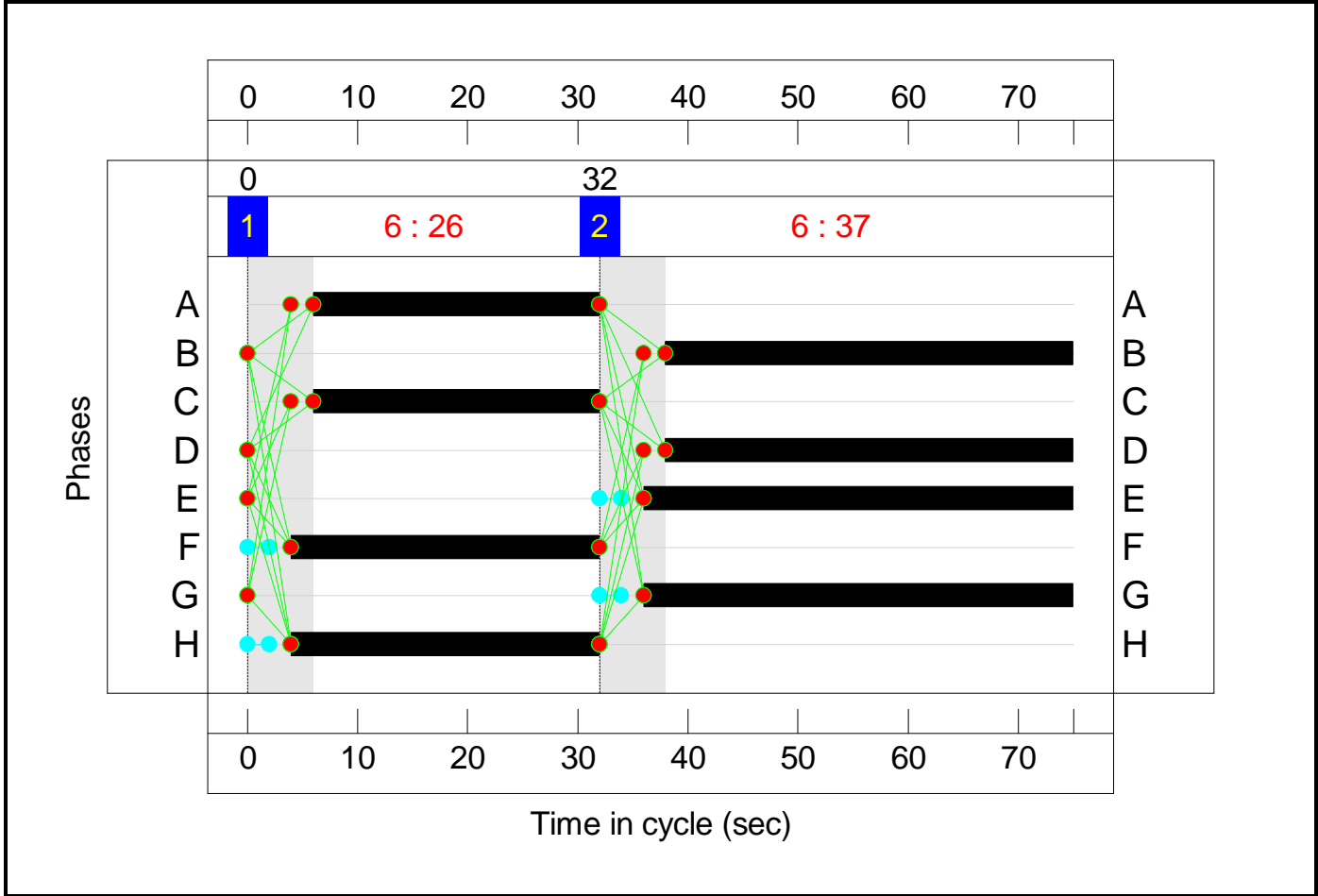
Stage Sequence Diagram



Stage Timings

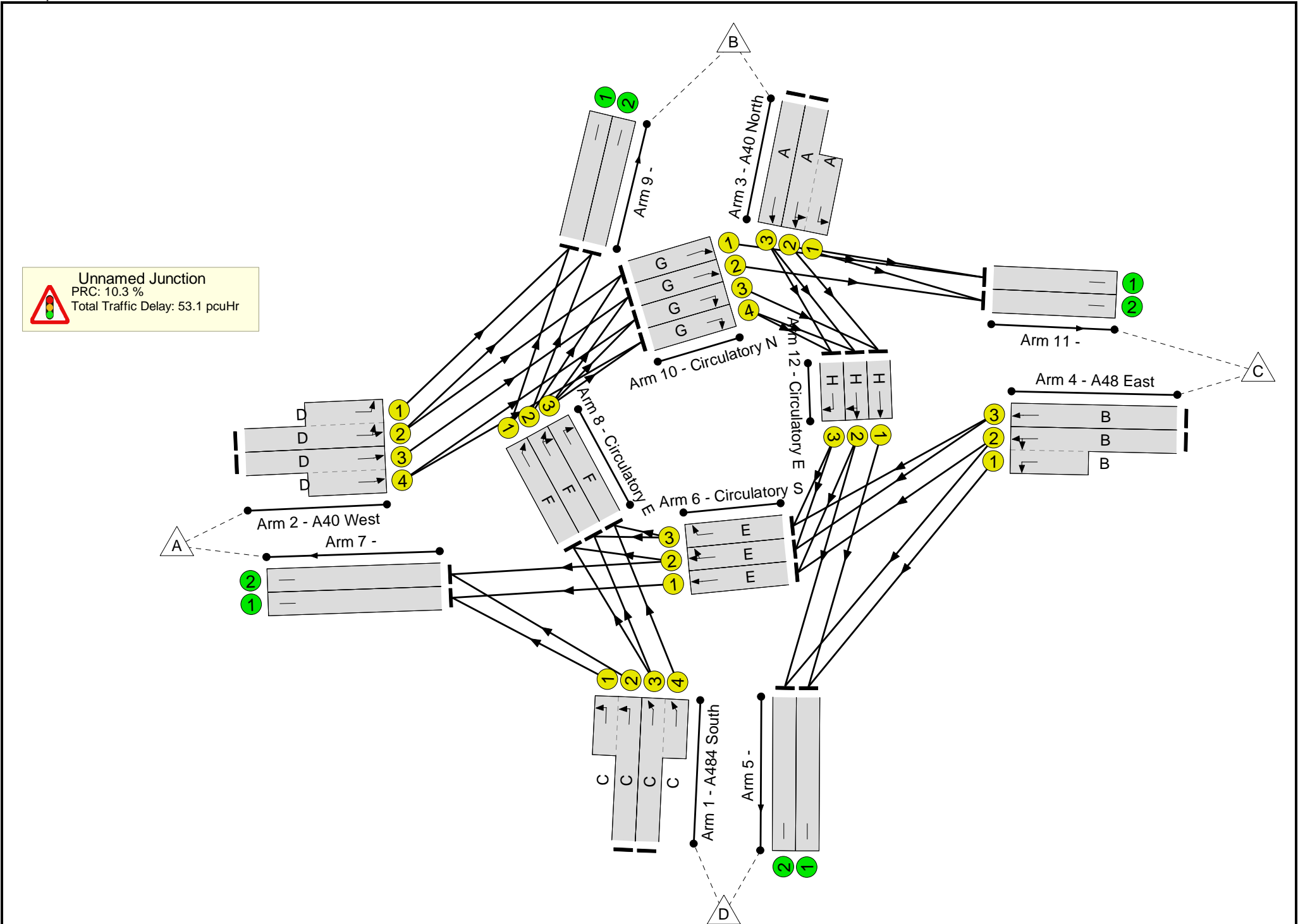
Stage	1	2
Duration	26	37
Change Point	0	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	81.6%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	26	-	494	2070:1933	473+444	53.9 : 53.9%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	26	-	621	2105:2105	568+312	70.6 : 70.6%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	37	-	916	2103:1902	795+334	81.1 : 81.1%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	37	-	938	2105:2105	329+821	81.6 : 81.6%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	26	-	607	2097:1884	492+441	65.1 : 65.1%
3/3	A40 North Ahead	U	N/A	N/A	A		1	26	-	516	2105	758	68.1%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	37	-	651	2105:1908	796+335	57.6 : 57.6%
4/3	A48 East Ahead	U	N/A	N/A	B		1	37	-	539	2105	1067	50.5%
5/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	39	-	554	1894	1010	54.8%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	39	-	603	2078	1108	54.4%
6/3	Circulatory S Right	U	N/A	N/A	E		1	39	-	219	2005	1069	20.5%
7/1		U	N/A	N/A	-		-	-	-	793	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	28	-	324	1870	723	44.8%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	28	-	310	1936	749	41.4%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	28	-	220	2005	775	28.4%
9/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	311	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	39	-	644	1940	1035	62.2%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	39	-	458	2080	1109	41.3%
10/3	Circulatory N Right	U	N/A	N/A	G		1	39	-	320	2005	1069	29.9%
10/4	Circulatory N Right	U	N/A	N/A	G		1	39	-	380	2005	1069	35.5%
11/1		U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	28	-	609	1940	750	81.2%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	28	-	613	2068	800	76.7%
12/3	Circulatory E Right	U	N/A	N/A	H		1	28	-	283	2005	775	36.5%

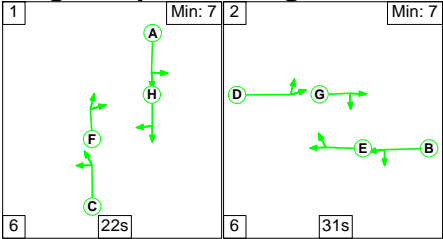
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	35.9	17.2	0.0	53.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	35.9	17.2	0.0	53.1	-	-	-	-
1/2+1/1	494	494	-	-	-	2.4	0.6	-	3.0	21.8	3.8	0.6	4.4
1/3+1/4	621	621	-	-	-	3.3	1.2	-	4.5	25.9	8.4	1.2	9.6
2/2+2/1	916	916	-	-	-	3.5	2.1	-	5.6	22.2	13.2	2.1	15.3
2/3+2/4	938	938	-	-	-	3.7	2.2	-	5.8	22.4	13.9	2.2	16.1
3/2+3/1	607	607	-	-	-	3.1	0.9	-	4.0	23.6	5.2	0.9	6.1
3/3	516	516	-	-	-	2.9	1.1	-	4.0	27.7	9.0	1.1	10.1
4/2+4/1	651	651	-	-	-	2.1	0.7	-	2.7	15.2	6.8	0.7	7.4
4/3	539	539	-	-	-	1.8	0.5	-	2.3	15.7	7.3	0.5	7.8
5/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	554	554	-	-	-	0.6	0.6	-	1.2	8.1	3.2	0.6	3.8
6/2	603	603	-	-	-	1.7	0.6	-	2.3	13.6	9.4	0.6	10.0
6/3	219	219	-	-	-	0.1	0.1	-	0.3	4.5	0.3	0.1	0.5
7/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	324	324	-	-	-	0.4	0.4	-	0.8	8.4	0.8	0.4	1.2
8/2	310	310	-	-	-	1.6	0.4	-	2.0	22.7	4.9	0.4	5.3
8/3	220	220	-	-	-	0.2	0.2	-	0.4	6.4	0.3	0.2	0.5
9/1	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	644	644	-	-	-	0.5	0.8	-	1.3	7.3	1.7	0.8	2.5
10/2	458	458	-	-	-	1.1	0.4	-	1.5	11.5	5.8	0.4	6.2
10/3	320	320	-	-	-	0.3	0.2	-	0.5	5.4	0.8	0.2	1.0
10/4	380	380	-	-	-	0.3	0.3	-	0.6	5.4	0.8	0.3	1.1

Full Input Data And Results

11/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	609	609	-	-	-	3.0	2.1	-	5.0	29.8	12.1	2.1	14.2
12/2	613	613	-	-	-	3.2	1.6	-	4.8	28.1	11.6	1.6	13.2
12/3	283	283	-	-	-	0.2	0.3	-	0.5	6.8	0.4	0.3	0.7
C1 PRC for Signalled Lanes (%): 10.3 Total Delay for Signalled Lanes (pcuHr): 53.07 Cycle Time (s): 75 PRC Over All Lanes (%): 10.3 Total Delay Over All Lanes(pcuHr): 53.07													

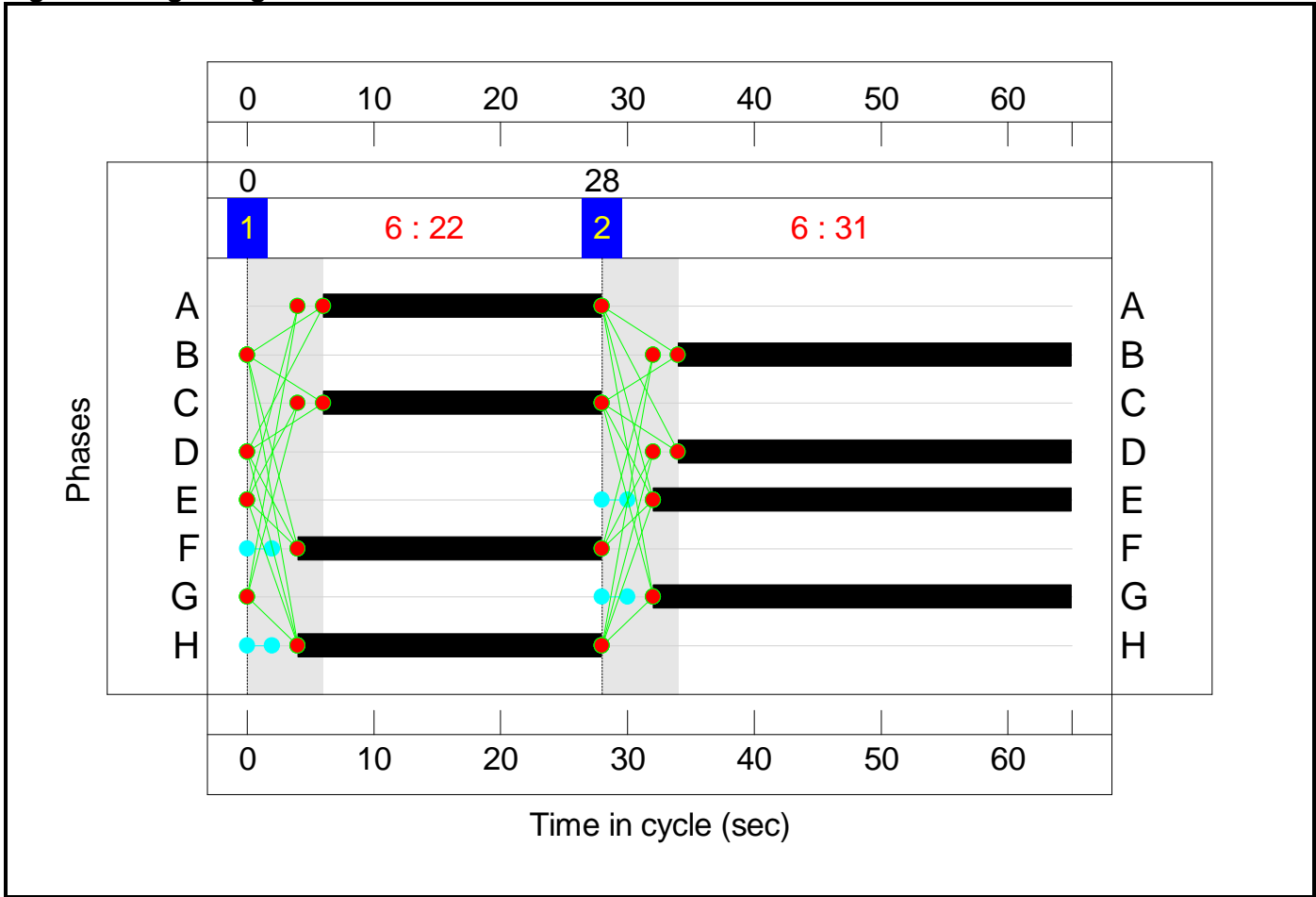
Stage Sequence Diagram

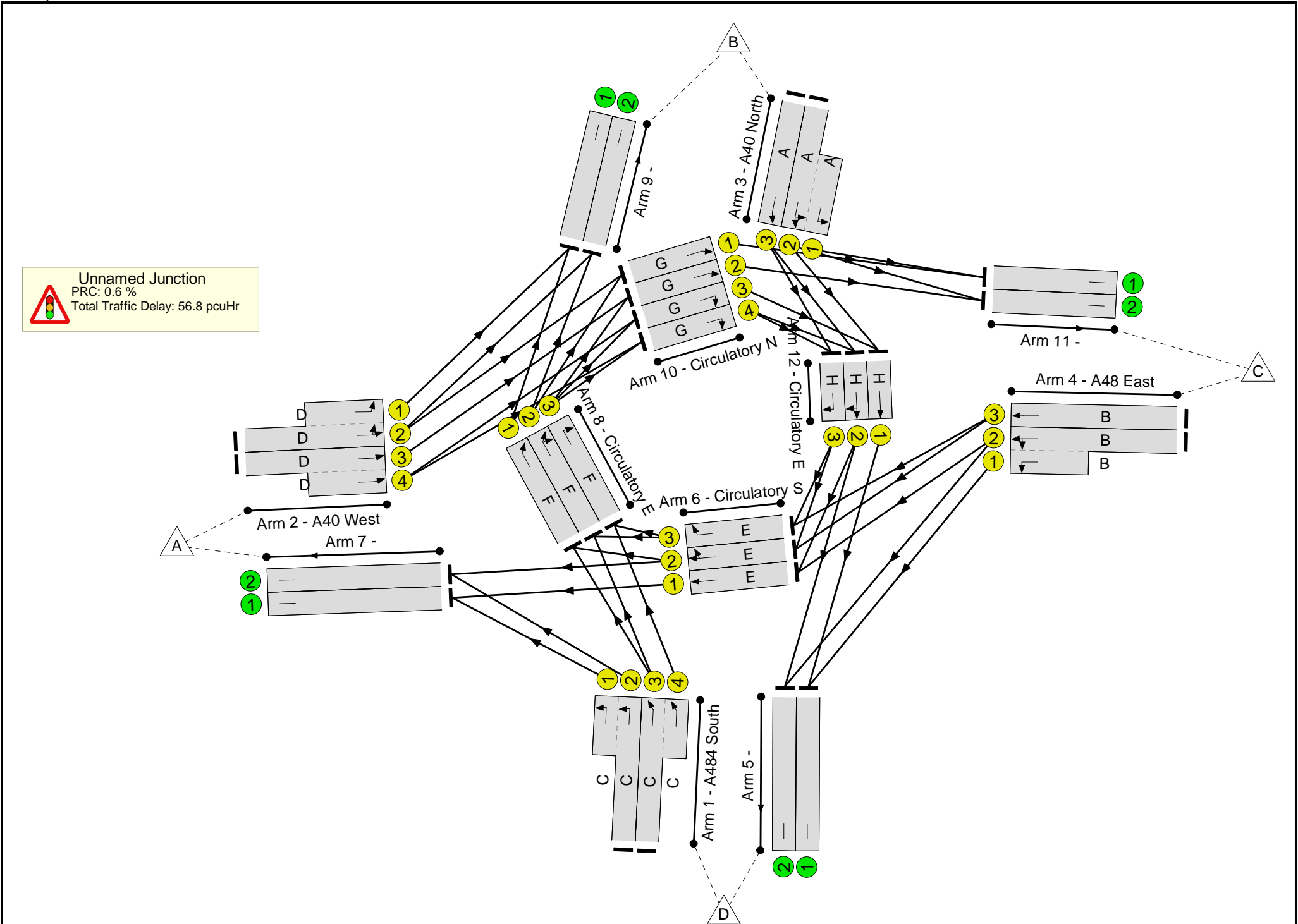


Stage Timings

Stage	1	2
Duration	22	31
Change Point	0	28

Signal Timings Diagram





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.5%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	22	-	826	2070:1933	494+436	88.9 : 88.9%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	22	-	606	2105:2105	622+223	71.7 : 71.7%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	31	-	783	2104:1902	688+504	65.7 : 65.7%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	31	-	734	2105:2105	333+804	64.6 : 64.6%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	22	-	513	2104:1884	516+413	55.2 : 55.2%
3/3	A40 North Ahead	U	N/A	N/A	A		1	22	-	425	2105	745	57.1%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	31	-	956	2099:1908	872+197	89.5 : 89.5%
4/3	A48 East Ahead	U	N/A	N/A	B		1	31	-	908	2105	1036	87.6%
5/1		U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	33	-	742	1894	991	74.9%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	33	-	761	2080	1088	69.9%
6/3	Circulatory S Right	U	N/A	N/A	E		1	33	-	407	2005	1049	38.8%
7/1		U	N/A	N/A	-		-	-	-	1129	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	1197	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	24	-	414	1870	719	57.6%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	24	-	442	1939	746	59.3%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	24	-	160	2005	771	20.7%
9/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	442	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	452	1940	1015	44.5%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	33	-	363	2080	1088	33.4%
10/3	Circulatory N Right	U	N/A	N/A	G		1	33	-	235	2005	1049	22.4%
10/4	Circulatory N Right	U	N/A	N/A	G		1	33	-	296	2005	1049	28.2%
11/1		U	N/A	N/A	-		-	-	-	680	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	366	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	24	-	517	1940	746	69.3%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	24	-	461	2072	797	57.8%
12/3	Circulatory E Right	U	N/A	N/A	H		1	24	-	260	2005	771	33.7%

Full Input Data And Results

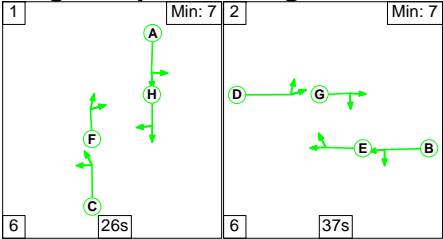
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	33.8	23.0	0.0	56.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	33.8	23.0	0.0	56.8	-	-	-	-
1/2+1/1	826	826	-	-	-	4.1	3.7	-	7.8	34.1	10.2	3.7	13.9
1/3+1/4	606	606	-	-	-	2.9	1.3	-	4.1	24.5	7.7	1.3	9.0
2/2+2/1	783	783	-	-	-	2.3	1.0	-	3.2	14.9	5.9	1.0	6.8
2/3+2/4	734	734	-	-	-	2.2	0.9	-	3.1	15.3	7.1	0.9	8.0
3/2+3/1	513	513	-	-	-	2.2	0.6	-	2.8	19.9	3.8	0.6	4.4
3/3	425	425	-	-	-	2.0	0.7	-	2.7	22.6	6.1	0.7	6.8
4/2+4/1	956	956	-	-	-	3.7	4.0	-	7.7	29.0	14.3	4.0	18.2
4/3	908	908	-	-	-	3.7	3.4	-	7.1	28.1	14.6	3.4	18.0
5/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	742	742	-	-	-	0.7	1.5	-	2.1	10.4	1.9	1.5	3.4
6/2	761	761	-	-	-	1.5	1.2	-	2.7	12.6	7.0	1.2	8.2
6/3	407	407	-	-	-	0.3	0.3	-	0.6	5.4	0.7	0.3	1.0
7/1	1129	1129	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	1197	1197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	414	414	-	-	-	0.4	0.7	-	1.1	9.2	1.6	0.7	2.2
8/2	442	442	-	-	-	2.3	0.7	-	3.0	24.8	7.7	0.7	8.4
8/3	160	160	-	-	-	0.1	0.1	-	0.3	6.1	0.2	0.1	0.4
9/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	452	452	-	-	-	0.3	0.4	-	0.7	5.7	1.7	0.4	2.1
10/2	363	363	-	-	-	0.7	0.3	-	1.0	9.4	3.0	0.3	3.2
10/3	235	235	-	-	-	0.2	0.1	-	0.3	5.0	0.5	0.1	0.7
10/4	296	296	-	-	-	0.2	0.2	-	0.4	4.8	0.5	0.2	0.7

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 14: 'S5 2037 PM B+D' (FG14: 'S5 2037 PM + D', Plan 1: 'Network Control Plan 1')

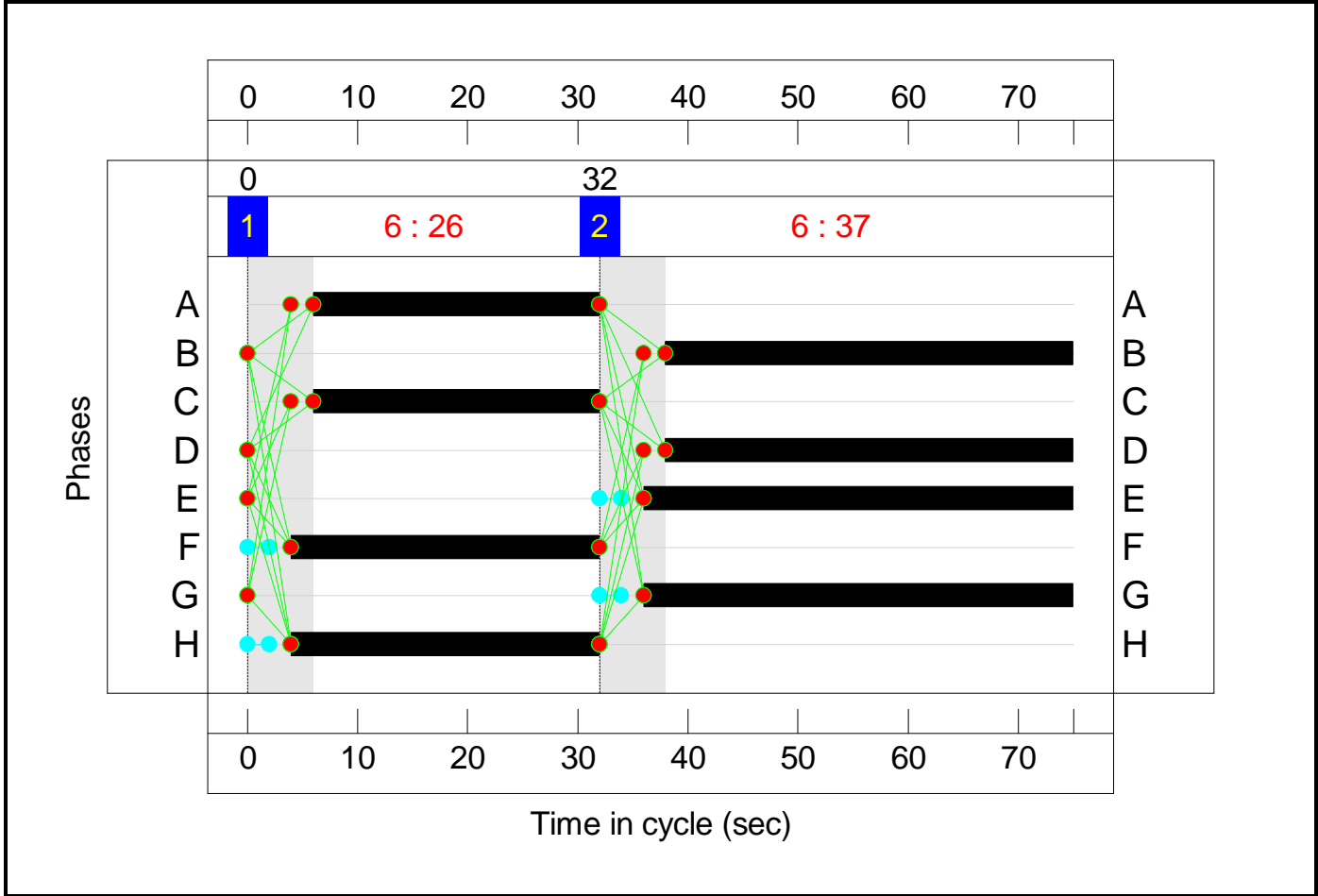
Stage Sequence Diagram



Stage Timings

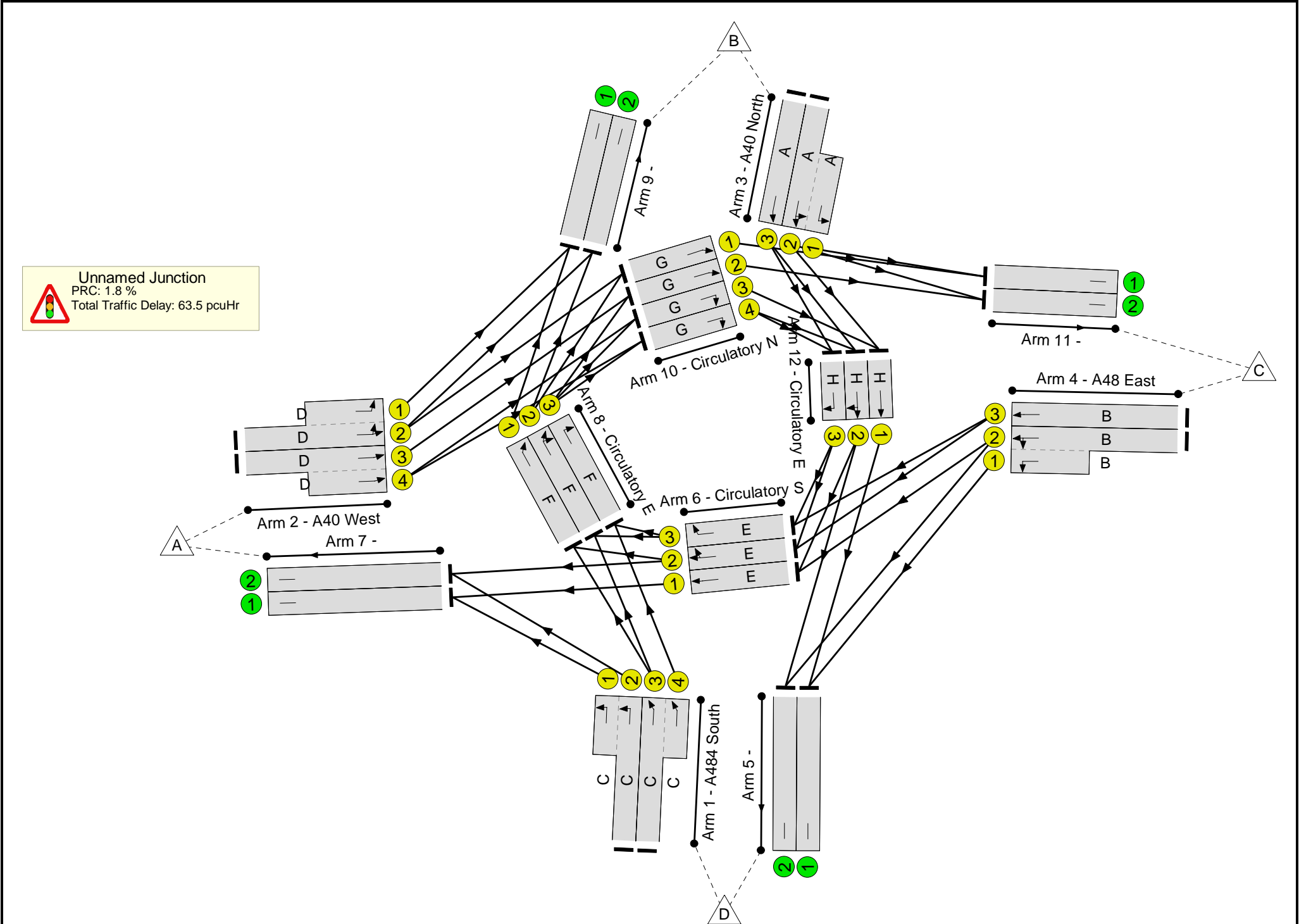
Stage	1	2
Duration	26	37
Change Point	0	32

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
1/2+1/1	A484 South Left	U	N/A	N/A	C		1	26	-	534	2070:1933	474+443	58.2 : 58.2%
1/3+1/4	A484 South Ahead	U	N/A	N/A	C		1	26	-	666	2105:2105	560+326	75.2 : 75.2%
2/2+2/1	A40 West Left Ahead	U	N/A	N/A	D		1	37	-	989	2101:1902	808+314	88.1 : 88.1%
2/3+2/4	A40 West Ahead	U	N/A	N/A	D		1	37	-	1018	2105:2105	334+818	88.4 : 88.4%
3/2+3/1	A40 North Left Ahead	U	N/A	N/A	A		1	26	-	647	2096:1884	493+439	69.4 : 69.4%
3/3	A40 North Ahead	U	N/A	N/A	A		1	26	-	566	2105	758	74.7%
4/2+4/1	A48 East Left Ahead	U	N/A	N/A	B		1	37	-	704	2105:1908	799+330	62.3 : 62.3%
4/3	A48 East Ahead	U	N/A	N/A	B		1	37	-	584	2105	1067	54.8%
5/1		U	N/A	N/A	-		-	-	-	857	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	562	Inf	Inf	0.0%
6/1	Circulatory S Ahead	U	N/A	N/A	E		1	39	-	595	1894	1010	58.9%
6/2	Circulatory S Ahead Right	U	N/A	N/A	E		1	39	-	651	2079	1109	58.7%
6/3	Circulatory S Right	U	N/A	N/A	E		1	39	-	247	2005	1069	23.1%
7/1		U	N/A	N/A	-		-	-	-	853	Inf	Inf	0.0%
7/2		U	N/A	N/A	-		-	-	-	921	Inf	Inf	0.0%
8/1	Circulatory E Ahead	U	N/A	N/A	F		1	28	-	349	1870	723	48.3%
8/2	Circulatory E Ahead Right	U	N/A	N/A	F		1	28	-	325	1938	749	43.4%

Full Input Data And Results

8/3	Circulatory E Right	U	N/A	N/A	F		1	28	-	245	2005	775	31.6%
9/1		U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
9/2		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
10/1	Circulatory N Ahead	U	N/A	N/A	G		1	39	-	685	1940	1035	66.2%
10/2	Circulatory N Ahead	U	N/A	N/A	G		1	39	-	507	2080	1109	45.7%
10/3	Circulatory N Right	U	N/A	N/A	G		1	39	-	349	2005	1069	32.6%
10/4	Circulatory N Right	U	N/A	N/A	G		1	39	-	407	2005	1069	38.1%
11/1		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
12/1	Circulatory E Ahead	U	N/A	N/A	H		1	28	-	651	1940	750	86.8%
12/2	Circulatory E Ahead Right	U	N/A	N/A	H		1	28	-	659	2069	800	82.4%
12/3	Circulatory E Right	U	N/A	N/A	H		1	28	-	314	2005	775	40.5%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	39.9	23.6	0.0	63.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	39.9	23.6	0.0	63.5	-	-	-	-
1/2+1/1	534	534	-	-	-	2.6	0.7	-	3.3	22.4	4.6	0.7	5.3
1/3+1/4	666	666	-	-	-	3.6	1.5	-	5.1	27.4	9.4	1.5	10.9
2/2+2/1	989	989	-	-	-	4.1	3.5	-	7.6	27.8	15.9	3.5	19.4
2/3+2/4	1018	1018	-	-	-	4.3	3.6	-	7.9	27.8	16.3	3.6	19.9
3/2+3/1	647	647	-	-	-	3.3	1.1	-	4.4	24.7	6.3	1.1	7.4
3/3	566	566	-	-	-	3.3	1.5	-	4.8	30.3	10.2	1.5	11.7
4/2+4/1	704	704	-	-	-	2.3	0.8	-	3.1	16.1	7.9	0.8	8.7
4/3	584	584	-	-	-	2.0	0.6	-	2.7	16.4	8.3	0.6	8.9
5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	595	595	-	-	-	0.6	0.7	-	1.4	8.2	3.2	0.7	3.9
6/2	651	651	-	-	-	1.9	0.7	-	2.6	14.3	10.6	0.7	11.3
6/3	247	247	-	-	-	0.2	0.2	-	0.3	4.5	0.4	0.2	0.5
7/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/2	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	349	349	-	-	-	0.3	0.5	-	0.8	8.3	0.6	0.5	1.1
8/2	325	325	-	-	-	1.8	0.4	-	2.2	24.2	5.6	0.4	5.9
8/3	245	245	-	-	-	0.2	0.2	-	0.4	6.6	0.4	0.2	0.6
9/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	685	685	-	-	-	0.5	1.0	-	1.5	7.7	1.3	1.0	2.2
10/2	507	507	-	-	-	1.3	0.4	-	1.7	12.0	6.6	0.4	7.0
10/3	349	349	-	-	-	0.3	0.2	-	0.5	5.1	0.7	0.2	0.9
10/4	407	407	-	-	-	0.4	0.3	-	0.7	5.9	1.1	0.3	1.4

Full Input Data And Results

11/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	651	651	-	-	-	3.2	3.1	-	6.3	34.7	13.1	3.1	16.2
12/2	659	659	-	-	-	3.5	2.3	-	5.7	31.3	12.7	2.3	14.9
12/3	314	314	-	-	-	0.3	0.3	-	0.6	7.2	0.5	0.3	0.8
<div> <div>C1</div> <div> <div>PRC for Signalised Lanes (%): 1.8</div> <div>PRC Over All Lanes (%): 1.8</div> </div> <div> <div>Total Delay for Signalised Lanes (pcuHr): 63.53</div> <div>Total Delay Over All Lanes(pcuHr): 63.53</div> </div> <div> <div>Cycle Time (s): 75</div> </div> </div>													

Appendix S

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Morrisons Roundabout.j9

Path: K:\T23\Jobs\T23.107 Pibwrlwyd\Analysis\Modelling\JUNCTIONS9\ARCADY

Report generation date: 27/04/2023 15:55:36

«2023, AM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
A - A484 north	D1	1.5	5.00	0.60	A	D2	2.1	5.93	0.68	A
B - Morrisons		0.3	3.95	0.23	A		0.6	4.88	0.36	A
C - Lllys Deri		0.1	6.09	0.07	A		0.4	9.58	0.28	A
D - A484 south		2.3	7.48	0.69	A		0.6	3.90	0.36	A
	2027									
A - A484 north	D3	1.7	5.31	0.63	A	D4	2.3	6.42	0.70	A
B - Morrisons		0.3	4.07	0.24	A		0.6	5.11	0.38	A
C - Lllys Deri		0.1	6.28	0.07	A		0.4	10.26	0.30	B
D - A484 south		2.6	8.27	0.72	A		0.6	4.04	0.37	A
	2037									
A - A484 north	D5	2.2	6.29	0.68	A	D6	3.2	8.10	0.76	A
B - Morrisons		0.4	4.42	0.27	A		0.8	5.84	0.43	A
C - Lllys Deri		0.1	6.79	0.08	A		0.6	12.49	0.36	B
D - A484 south		3.8	11.23	0.79	B		0.7	4.42	0.41	A
	S1 2027 B+D									
A - A484 north	D7	1.9	5.76	0.65	A	D8	2.7	7.12	0.73	A
B - Morrisons		0.3	4.23	0.25	A		0.7	5.43	0.40	A
C - Lllys Deri		0.1	6.51	0.09	A		0.7	12.47	0.40	B
D - A484 south		3.3	10.09	0.77	B		0.7	4.28	0.40	A
	S1 2037 B+D									
A - A484 north	D9	2.5	6.93	0.71	A	D10	3.7	9.24	0.79	A
B - Morrisons		0.4	4.60	0.28	A		0.8	6.25	0.45	A
C - Lllys Deri		0.1	7.07	0.10	A		0.9	15.93	0.47	C
D - A484 south		5.2	14.78	0.84	B		0.8	4.72	0.44	A
	S5 2027 B+D									
A - A484 north	D11	2.2	6.36	0.69	A	D12	3.8	9.33	0.79	A
B - Morrisons		0.4	4.41	0.26	A		0.8	6.28	0.45	A
C - Lllys Deri		0.1	6.80	0.09	A		0.8	15.23	0.45	C
D - A484 south		4.6	13.07	0.82	B		0.9	4.84	0.47	A
	S5 2037 B+D									
A - A484 north	D13	2.9	7.80	0.74	A	D14	5.7	13.28	0.86	B
B - Morrisons		0.4	4.82	0.29	A		1.0	7.40	0.51	A
C - Lllys Deri		0.1	7.40	0.11	A		1.2	20.68	0.54	C
D - A484 south		8.0	21.69	0.90	C		1.1	5.40	0.51	A

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.

File summary

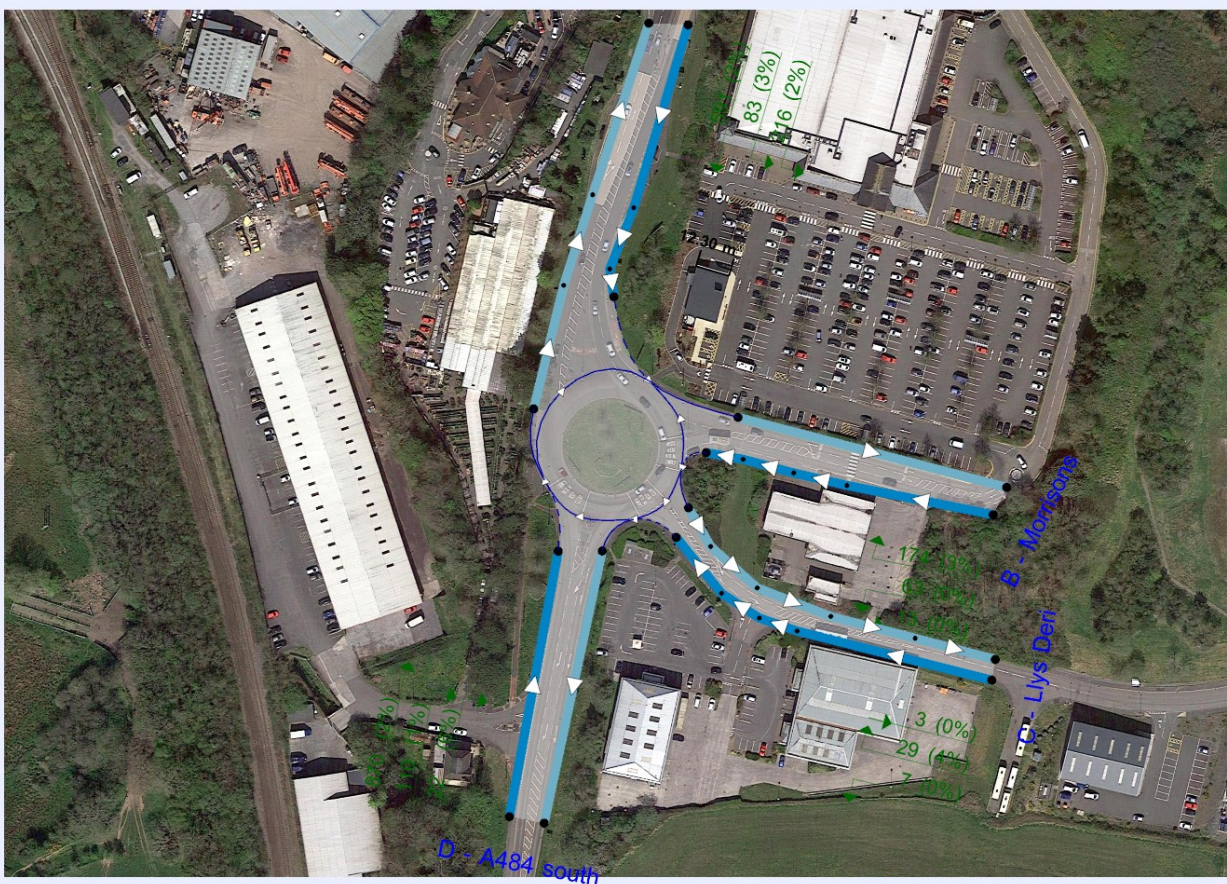
File Description

Title	P
Location	
Site number	
Date	11/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\KatieWilliams
Description	

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	PCU	PCU	perHour	s	-Min	perMin

A - A484 north



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

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	2023	AM	ONE HOUR	07:45	09:15	15	✓

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	A - A484 north - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Morrisons Roundabout	Standard Roundabout		A, B, C, D	5.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A484 north	
B	Morrisons	
C	Llys Deri	
D	A484 south	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A484 north	4.21	7.00	32.9	53.1	55.0	37.3	
B - Morrisons	3.22	7.34	27.1	12.5	55.0	34.9	
C - Llys Deri	3.47	7.03	3.3	14.6	55.0	64.8	
D - A484 south	3.73	7.20	15.2	56.6	55.0	25.1	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A484 north	0.632	1951
B - Morrisons	0.577	1730
C - Llys Deri	0.440	1114
D - A484 south	0.620	1822

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A484 north		ONE HOUR	✓	1019	100.000
B - Morrisons		ONE HOUR	✓	250	100.000
C - Lllys Deri		ONE HOUR	✓	39	100.000
D - A484 south		ONE HOUR	✓	1002	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A484 north	B - Morrisons	C - Lllys Deri	D - A484 south
From	A - A484 north	129	216	83	591
	B - Morrisons	174	0	13	63
	C - Lllys Deri	29	3	0	7
	D - A484 south	870	110	22	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A484 north	B - Morrisons	C - Lllys Deri	D - A484 south
From	A - A484 north	3	2	3	2
	B - Morrisons	3	0	0	0
	C - Lllys Deri	4	0	0	0
	D - A484 south	2	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A484 north	0.60	5.00	1.5	A	935	1403
B - Morrisons	0.23	3.95	0.3	A	229	344
C - Lllys Deri	0.07	6.09	0.1	A	36	54
D - A484 south	0.69	7.48	2.3	A	919	1379

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	767	192	101	1887	0.407	764	901	0.0	0.7	3.269	A
B - Morrisons	188	47	619	1373	0.137	188	247	0.0	0.2	3.098	A
C - Lllys Deri	29	7	718	798	0.037	29	89	0.0	0.0	4.816	A
D - A484 south	754	189	251	1666	0.453	751	496	0.0	0.8	3.997	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	916	229	121	1874	0.489	915	1079	0.7	1.0	3.832	A
B - Morrisons	225	56	741	1303	0.173	225	295	0.2	0.2	3.408	A
C - Lllys Deri	35	9	859	736	0.048	35	106	0.0	0.1	5.284	A
D - A484 south	901	225	301	1636	0.551	899	594	0.8	1.2	4.974	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	1122	280	148	1857	0.604	1120	1319	1.0	1.5	4.972	A
B - Morrisons	275	69	906	1207	0.228	275	361	0.2	0.3	3.941	A
C - Lllys Deri	43	11	1052	652	0.066	43	130	0.1	0.1	6.086	A
D - A484 south	1103	276	368	1594	0.692	1099	726	1.2	2.2	7.363	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	1122	280	149	1857	0.604	1122	1323	1.5	1.5	5.004	A
B - Morrisons	275	69	908	1206	0.228	275	362	0.3	0.3	3.948	A
C - Lllys Deri	43	11	1054	651	0.066	43	130	0.1	0.1	6.095	A
D - A484 south	1103	276	369	1593	0.692	1103	728	2.2	2.3	7.482	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	916	229	122	1874	0.489	918	1085	1.5	1.0	3.858	A
B - Morrisons	225	56	744	1301	0.173	225	297	0.3	0.2	3.415	A
C - Lllys Deri	35	9	862	735	0.048	35	106	0.1	0.1	5.295	A
D - A484 south	901	225	302	1635	0.551	905	596	2.3	1.3	5.056	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	767	192	102	1887	0.407	768	907	1.0	0.7	3.295	A
B - Morrisons	188	47	622	1371	0.137	188	248	0.2	0.2	3.106	A
C - Lllys Deri	29	7	721	797	0.037	29	89	0.1	0.0	4.828	A
D - A484 south	754	189	253	1665	0.453	756	498	1.3	0.9	4.045	A

Appendix T

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Pibwrlwyd roundabout.j9

Path: K:\T23\Jobs\T23.107 Pibwrlwyd\Analysis\Modelling\JUNCTIONS9\ARCADY

Report generation date: 27/04/2023 16:05:23

-
- «S5 2037 B+D, PM
 - »Junction Network
 - »Arms
 - »Traffic Demand
 - »Origin-Destination Data
 - »Vehicle Mix
 - »Results

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
A - A484 north	D1	0.9	4.59	0.47	A	D2	1.2	5.27	0.55	A
B - Pibwrlwyd Lane		0.0	2.86	0.03	A		0.1	3.26	0.06	A
C - A484 south		1.1	4.42	0.52	A		0.2	2.39	0.19	A
D - Ysgol Bro Myrddin		0.3	3.60	0.23	A		0.1	2.33	0.05	A
	2027									
A - A484 north	D3	1.0	4.75	0.49	A	D4	1.3	5.51	0.57	A
B - Pibwrlwyd Lane		0.0	2.90	0.04	A		0.1	3.32	0.06	A
C - A484 south		1.2	4.64	0.54	A		0.3	2.41	0.20	A
D - Ysgol Bro Myrddin		0.3	3.71	0.25	A		0.1	2.35	0.05	A
	2037									
A - A484 north	D5	1.2	5.20	0.53	A	D6	1.6	6.22	0.62	A
B - Pibwrlwyd Lane		0.0	3.00	0.04	A		0.1	3.49	0.07	A
C - A484 south		1.5	5.30	0.59	A		0.3	2.48	0.22	A
D - Ysgol Bro Myrddin		0.4	4.04	0.28	A		0.1	2.40	0.06	A
	S1 2027 B+D									
A - A484 north	D7	1.0	4.81	0.50	A	D8	1.4	5.61	0.58	A
B - Pibwrlwyd Lane		0.0	2.91	0.04	A		0.1	3.35	0.06	A
C - A484 south		1.2	4.69	0.55	A		0.3	2.42	0.20	A
D - Ysgol Bro Myrddin		0.3	3.74	0.25	A		0.1	2.35	0.06	A
	S1 2037 B+D									
A - A484 north	D9	1.2	5.27	0.54	A	D10	1.7	6.35	0.63	A
B - Pibwrlwyd Lane		0.0	3.01	0.04	A		0.1	3.51	0.07	A
C - A484 south		1.5	5.38	0.60	A		0.3	2.49	0.22	A
D - Ysgol Bro Myrddin		0.4	4.07	0.28	A		0.1	2.40	0.06	A
	S5 2027 B+D									
A - A484 north	D11	1.0	4.91	0.51	A	D12	1.5	5.99	0.60	A
B - Pibwrlwyd Lane		0.0	2.93	0.04	A		0.1	3.43	0.07	A
C - A484 south		1.3	4.82	0.56	A		0.3	2.46	0.21	A
D - Ysgol Bro Myrddin		0.3	3.80	0.25	A		0.1	2.38	0.06	A
	S5 2037 B+D									
A - A484 north	D13	1.2	5.39	0.55	A	D14	1.9	6.83	0.65	A
B - Pibwrlwyd Lane		0.0	3.04	0.04	A		0.1	3.60	0.07	A
C - A484 south		1.6	5.54	0.61	A		0.3	2.53	0.23	A
D - Ysgol Bro Myrddin		0.4	4.15	0.29	A		0.1	2.43	0.06	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

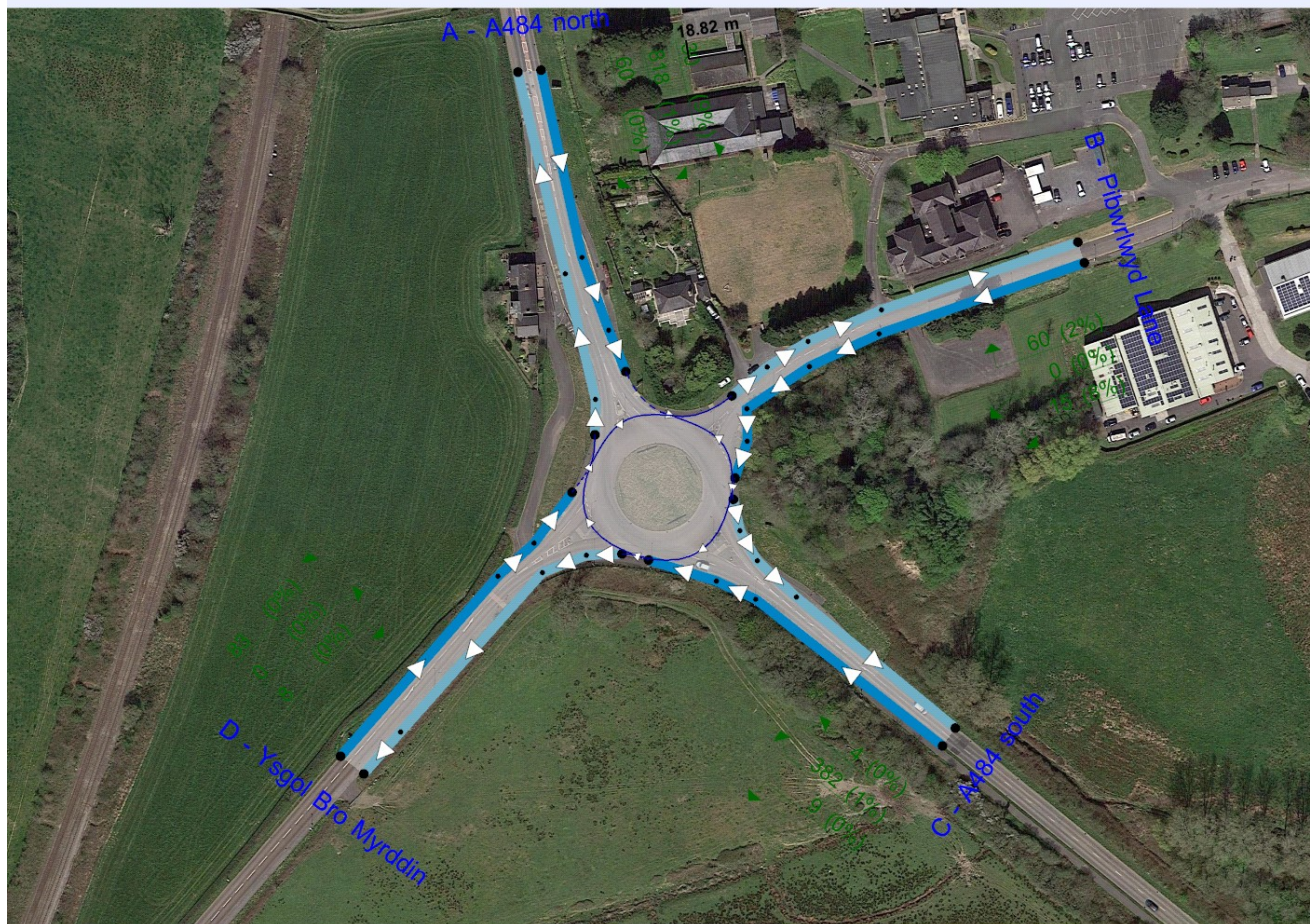
File summary

File Description

Title	
Location	
Site number	
Date	11/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ATRANS\KatieWilliams
Description	

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	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Analysis Set Details

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

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
D14	S5 2037 B+D	PM	ONE HOUR	16:15	17:45	15	✓

S5 2037 B+D, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	5.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A484 north	
B	Pibwrlwyd Lane	
C	A484 south	
D	Ysgol Bro Myrddin	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A484 north	3.26	6.24	15.4	22.4	50.0	31.3	
B - Pibwrlwyd Lane	3.51	6.13	21.9	38.7	50.0	20.7	
C - A484 south	4.10	7.25	14.0	76.5	50.0	13.2	
D - Ysgol Bro Myrddin	3.52	8.03	15.8	53.7	50.0	17.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A484 north	0.580	1545
B - Pibwrlwyd Lane	0.630	1729
C - A484 south	0.686	1968
D - Ysgol Bro Myrddin	0.671	1914

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A484 north		ONE HOUR	✓	912	100.000
B - Pibwrlwyd Lane		ONE HOUR	✓	75	100.000
C - A484 south		ONE HOUR	✓	396	100.000
D - Ysgol Bro Myrddin		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - A484 north	B - Pibwrlwyd Lane	C - A484 south	D - Ysgol Bro Myrddin
From	A - A484 north	4	30	818	60
	B - Pibwrlwyd Lane	60	0	15	0
	C - A484 south	382	4	0	9
	D - Ysgol Bro Myrddin	83	0	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - A484 north	B - Pibwrlwyd Lane	C - A484 south	D - Ysgol Bro Myrddin
From	A - A484 north	0	9	1	0
	B - Pibwrlwyd Lane	2	0	8	0
	C - A484 south	1	0	0	0
	D - Ysgol Bro Myrddin	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A484 north	0.65	6.83	1.9	A	837	1256
B - Pibwrlwyd Lane	0.07	3.60	0.1	A	69	103
C - A484 south	0.23	2.53	0.3	A	363	545
D - Ysgol Bro Myrddin	0.06	2.43	0.1	A	84	126

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	687	172	9	1540	0.446	684	398	0.0	0.8	4.236	A
B - Pibwrlwyd Lane	56	14	667	1309	0.043	56	26	0.0	0.0	2.962	A
C - A484 south	298	74	94	1904	0.156	297	630	0.0	0.2	2.260	A
D - Ysgol Bro Myrddin	69	17	339	1686	0.041	69	52	0.0	0.0	2.225	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	820	205	11	1539	0.533	819	477	0.8	1.1	5.048	A
B - Pibwrlwyd Lane	67	17	799	1226	0.055	67	31	0.0	0.1	3.203	A
C - A484 south	356	89	112	1892	0.188	356	754	0.2	0.2	2.366	A
D - Ysgol Bro Myrddin	82	21	406	1642	0.050	82	62	0.0	0.1	2.308	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	1004	251	14	1538	0.653	1002	584	1.1	1.9	6.759	A
B - Pibwrlwyd Lane	82	21	978	1113	0.074	82	38	0.1	0.1	3.599	A
C - A484 south	436	109	137	1874	0.232	435	923	0.2	0.3	2.526	A
D - Ysgol Bro Myrddin	101	25	497	1580	0.064	100	76	0.1	0.1	2.432	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	1004	251	14	1538	0.653	1004	584	1.9	1.9	6.829	A
B - Pibwrlwyd Lane	82	21	980	1112	0.074	82	38	0.1	0.1	3.605	A
C - A484 south	436	109	137	1874	0.232	436	925	0.3	0.3	2.526	A
D - Ysgol Bro Myrddin	101	25	497	1580	0.064	101	76	0.1	0.1	2.432	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	820	205	11	1539	0.533	823	477	1.9	1.2	5.106	A
B - Pibwrlwyd Lane	67	17	803	1223	0.055	67	31	0.1	0.1	3.210	A
C - A484 south	356	89	112	1891	0.188	356	758	0.3	0.2	2.367	A
D - Ysgol Bro Myrddin	82	21	406	1641	0.050	82	62	0.1	0.1	2.308	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A484 north	687	172	9	1540	0.446	688	400	1.2	0.8	4.282	A
B - Pibwrlwyd Lane	56	14	672	1306	0.043	56	26	0.1	0.0	2.971	A
C - A484 south	298	74	94	1904	0.156	298	634	0.2	0.2	2.265	A
D - Ysgol Bro Myrddin	69	17	340	1685	0.041	69	52	0.1	0.0	2.226	A