

Response to Council Highways Comments in relation to the proposed Burger King at Cyfarthfa Retail Park

1. This Note which has been prepared by TTP Consulting provides responses to the comments raised by the Council Highways Department in relation to the proposals to construct a Burger King with drive-thru facilities in the over-flow car park opposite the B&Q at Cyfarthfa Retail Park.

As a general note, it is ok to submit a document like this in order to get comments from the highway authority. The applicant will still need to update all the documents that have been previously submitted to show any additional or revised information.

TTP Response: The request for updated documents can be considered once all technical points have been agreed

Highways Comment: The applicant needs to provide swept paths turning left out of drive thru and turning right into the drive-thru.

TTP Response: Swept path assessments are included at **ANNEX A**.

MTCBC Response: This is acceptable

Highways Comment: The design shows no pedestrian route into/through the site. Also, there are no pedestrian crossings provided within the site. There must also be a clear link between the building and the pedestrian bridge access.

TTP Response: The drawing in **ANNEX B** shows a link to the footway that runs to the north and east of the car park providing a connection to the B&Q in the west and the footbridge in the south-east.

MTCBC Response: if this is the link through the site, then fencing or guardrail will need to be installed to prevent pedestrians walking into the car park when travelling north from the pedestrian bridge. Within the sketch below, the extent of the fencing/boundary treatment is shown in blue.

Additionally, to prevent pedestrians cutting through the car park, an additional crossing point should be provided for pedestrian access, as shown in the sketch below. Red is footway and yellow is tactile paving, this will result in the loss of 2no vehicle spaces.



TTP Response: It is not considered necessary to provide a second connection in the location shown, something that has been discussed and agreed with the Planning Department, with the proposed route not materially longer taking into account the location of the door.

Highways Comment: The applicant needs to submit details on how much staff is associated with the site.

TTP Response: There will be approximately 18 FTE job opportunities.

MTCBC Response: the number of vehicle parking spaces provided is acceptable and in accordance with the Wales Parking Standards 2014.

Highways Comment: The applicant has included information relating to the southern car park. I'm not sure why they have done this as our site is located on the northern car park, so we don't need this information.

TTP Response: We made a brief reference to the overall number of spaces across the wider park albeit focused on the northern car park for the application.

MTCBC Response: including information regarding the southern car park is not necessary and convolutes the report so it needs to be removed. You have referenced the number of spaces available as a whole when there's no need to.

TTP Response: The request remove reference to the southern car park can be considered once all technical points have been.

Highway Comments: No EV charging bays have been shown, these will need to be added.

TTP Response: The applicant, which owns the wider Cyfarthfa Retail Park, intends to provide EV charging on its wider estate, better located to retail facilities where dwell times (and thus potential charging time) is greater than the proposed drive-thru.

MTCBC Response: this is acceptable.

Highways Comment: The applicant needs to submit a Delivery Management Plan.

TTP Response: The Applicant is willing to accept a condition to implement a Delivery Management Plan. We would however question the need to implement a DMP given the location and anticipated number of deliveries.

MTCBC Response: Deliveries can have an effect on highway design and car park usability so the highway authority needs to review the delivery management plan at this stage. This is to ensure that the layout of the car park/proposals is suitable for what is proposed within the delivery management plan.

TTP Response: The Applicant is willing to accept a condition to submit and implement a Delivery Management Plan as agreed with the Planning Department.

Highways Comment: The highway authority raise concerns to the stacking within the site. The current layout out of the site means that when there is a queue for the drive-thru then vehicles will not be able to enter/exit the parking bays.

TTP Response: The operator is satisfied with the design with the approach common at drive-thru restaurants throughout the UK. The design incorporates a double order point which along with the two large order bays at the end of the DT lane assists to reduce the queues. The design is not dissimilar to that at the McDonalds to the south where there is an in-line double order point where any queuing external to the DT lane would block spaces, with the side by side order point considered preferable.

MTCBC Response: the maximum number of cars coming into the site at peak periods appears to be 1 vehicle per minute, so the applicant must prove to the highway authority how the cars stacking within the site will not have an effect on the movement throughout the site. The applicant needs to provide evidence showing the number of cars parking and how many are expected to use the drive-thru. The applicant also needs to provide details on the time it takes to go through the drive-thru process

(order, pay, collect). We have concerns as vehicles who want to park at the eastern spaces, they would have to queue through the drive-thru queue to get to these spaces, which increases the number of cars stacking.

TTP Response: The number of vehicles using the drive-thru lane will vary throughout the day albeit typically we would expect about 50% of drivers to use the drive-thru lane with the other 50% parking up and entering the restaurant. This would suggest 30 – 35 cars using the drive-thru lane during the peak periods on the Saturday afternoon, i.e. one car entering every 2 minutes on average.

The time in the Drive-thru lane will depend on the size of the order along with a number of other factors, with the drive-thru lane having large order bays at the end to ensure that queues are managed. The drive-thru lane can accommodate up to 11 cars without impacting on the car park, with a minimum of 25 spaces likely to be completely accessible should the queue reach 15 cars, with other spaces accessible subject to drivers giving way. It should also be borne in mind that drivers would have the opportunity to park in the main car park should they see queues within the BK car park when they approach the turn.

The design of the car park and drive-thru lane has been prepared by Burger King who operate numerous restaurants throughout the UK; they are satisfied that the design would not compromise the operation during typical trading conditions.

Highways Comment: In addition to the above point, there is potential for vehicles to queue/stack back onto the roundabout because there's a queue at the drive thru.

TTP Response: This is highly unlikely to occur with the distance between the DT lane entrance and main access road approximately 60m; this compares to the entrance for the KFC DT lane which is probably no more than 10m from the adopted highway.



MTCBC Response: the situation at KFC is the opposite of what we have at the proposed site for Burger King. At KFC vehicles are not queuing back onto the adopted highway, they are queuing within private land. Additionally, the vehicle movements on this roundabout are considerably less than what is on the main B and Q roundabout. Therefore, the original comment made by MTCBC still stands.

TTP Response: We have undertaken a PICADY assessment of the access to the car park which demonstrates that long queues would not form at the entrance to the Burger King car park with a copy of the output included at **ANNEX F**.

Highways Comment: The parking area should be surfaced in a consolidated material (not loose stone or chipping) and marked clearly.

TTP Response: The surface is existing and considered better in drainage terms, with the spaces clearly marked as shown on the photos in **ANNEX C**.

MTCBC Response: this is currently an overspill car park, with less cars parking than the proposed use of the site. The area should be tarmacked to prevent any debris spilling onto the existing highway. The spaces must also be clearly marked.

TTP Response: the Applicant will resurface the parking spaces with an appropriate material along with providing clearly marked spaces as requested.

Highways Comment: Whilst it is acceptable to use TRICS the parameters used were unacceptable. The applicant should only be using data from sites after 2021. They should not be using sites in London, Scotland and Northern Ireland. The applicant needs to use at least 5 sites for the TRICS data.

TTP Response: The TRICS exercise only considered surveys from restaurants in Wales which revealed 3 weekday and 2 Saturday surveys, with one further survey conducted when COVID-19 restrictions were in place. These are included at **ANNEX D** for completeness. A revised assessment has been conducted to consider surveys from sites in Wales and England outside of London undertaken since January 2022 which revealed 10 weekday, 3 Saturday and 1 Sunday surveys. The TRICS output is included at **ANNEX E** with a comparison of the resultant flows from both set out below.

MTCBC Response: This is not clear. You have carried out extra TRICS data but where is the comparison of the of the old and new data provided as stated above.

TTP Response: As the original assessment only considered surveys from sites in Wales, a revised assessment was undertaken also considering sites in England excluding London as requested, with the comparison included on page 6 of this response (page 4 of the original response).

Highways Comment: The application states that there is no existing traffic issues in the area, but MTCBC are aware of excessive queuing at the roundabout and its capacity and this does not seem to be shown in the transport assessment. The PCUs and queue lengths suggested that the roundabout was not at capacity

TTP Response: The ARCADY modelling shows the average queues rather than the maximum, with the results of the modelling demonstrating that the proposed development would not result in any noticeable change in traffic conditions as a result; the report does not say that there is or is not traffic congestion, albeit does include overserved average and maximum queue lengths which allude to relatively busy periods.

MTCBC Response: the document should also show us the network peak period queues/flows for AM and PM. By providing us an average figure can convolute the data as we could have excessive queuing at peak and free flow of traffic off peak.

TTP Response: Table 2.2 of the Transport Statement set out the average and maximum queues for the peak hours and peak periods. The ARCADY modelling output as presented in the Transport Statement provides summaries of the potential changes in the average queues as a result of the proposed development. We have rerun the same models with the updated results included at **ANNEX G** including the 95th percentile queues, with the results demonstrating that the proposed development would not result in any material changes in traffic conditions.

Table 2:2: Average and Maximum Queues (Site Access Roundabout)

	Swansea Rd (East App)			Southern Approach			Swansea Rd (West App)			Northern Approach		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Peak Hr Avg.	0.4	2.2	4.1	1.6	6.4	1.0	0.3	0.4	8.6	0.3	0.4	2.4
Peak Hr Max	2	12	11	9	21	6	3	3	17	3	2	6
Period Avg.	0.2	1.4	2.1	0.6	2.6	1.1	0.6	0.2	3.2	0.1	0.2	1.1
Period Max	2	12	22	9	21	16	8	3	26	3	2	6

Highways Comment: No details on how vehicles trying to turn right into the site blocking movement and how it will affect the roundabout – can they explain why they haven't considered a right turn lane

TTP Response: There is stacking for approximately 12 cars back to the roundabout with the opposing traffic movements exiting the car park relatively low and likely to be travelling at relatively low speeds such that there would be sufficient gaps for cars to turn right. Furthermore, it is likely that drivers exiting the car park would "create" gaps and let drivers turn right, a common practice on roads throughout the UK.

MTCBC Response: this is not acceptable, no evidence has been submitted to show at site peak periods to suggest that a right turn lane is not necessary.

TTP Response: We have undertaken a PICADY assessment of the access to the car park which demonstrates that long queues would not form at the entrance to the Burger King car park with a copy of the output included at **ANNEX F**.

TRICS COMPARISON

- Table 1 sets out the trip rates and resultant flows as presented in the submitted Transport Statement.
- Table 2 sets out the trip rates and resultant flows based on those included at **ANNEX E**. The exercise demonstrates that adopted approach is robust notwithstanding that some of the data is older.

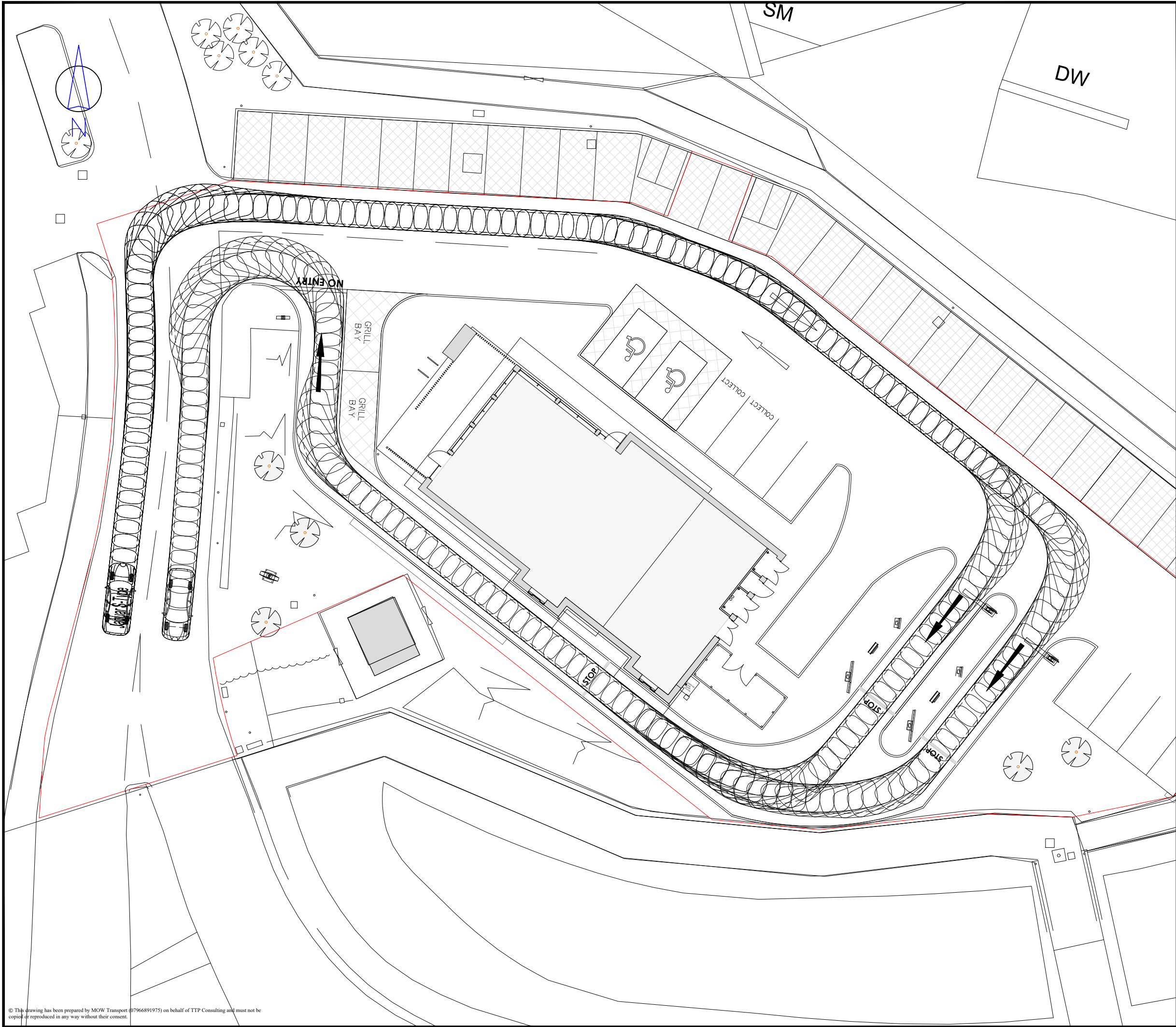
Table 1: Trip Rates & Resultant Flows (as per Table 3.1 of TS)					
		Trip Rates		Flows*	
		Arrive	Depart	Arrive	Depart
Weekday	0700 - 0800	19.877	17.055	46	40
	0800 - 0900	26.135	24.663	61	57
	0900 - 1000	24.172	24.785	56	58
	1600 - 1700	16.828	17.974	39	42
	1700 - 1800	19.471	18.062	45	42
	1800 - 1900	17.269	17.885	40	41
Saturday	1000 - 1100	15.051	15.485	35	36
	1100 - 1200	20.260	16.787	47	39
	1200 - 1300	28.509	26.339	66	61
	1300 - 1400	27.062	29.522	63	68
	1400 - 1500	25.036	22.287	58	52
Peak Hours	0815 - 0915	25.644	24.694	59	57
	1600 - 1700	16.828	17.974	39	42
	1245 - 1345	28.147	27.135	65	63

*based on 232sqm

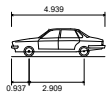
Table 2: Trip Rates & Resultant Flows (Based on ANNEX E TRICS data)					
		Trip Rates		Flows*	
		Arrive	Depart	Arrive	Depart
Weekday	0700 - 0800	10.31	8.992	24	21
	0800 - 0900	13.178	12.946	31	30
	0900 - 1000	9.335	9.072	22	21
	1600 - 1700	13.745	13.586	32	32
	1700 - 1800	17.055	16.314	40	38
	1800 - 1900	16.923	17.638	39	41
Saturday	1000 - 1100	16.153	15.783	37	37
	1100 - 1200	19.174	17.448	44	40
	1200 - 1300	25.462	24.723	59	57
	1300 - 1400	25.092	24.723	58	57
	1400 - 1500	22.01	22.256	51	52
Peak Hours	0815 - 0915	12.217	11.978	28	28
	1600 - 1700	13.745	13.586	32	32
	1245 - 1345	25.185	24.723	58	57

*based on 232sqm

ANNEX A



Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	AM	25.03.26



Jaguar S-Type	
Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	6.000m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client	-
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Project	Cyfartha
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Drawing Title	Swept Path Analysis using a Large Car
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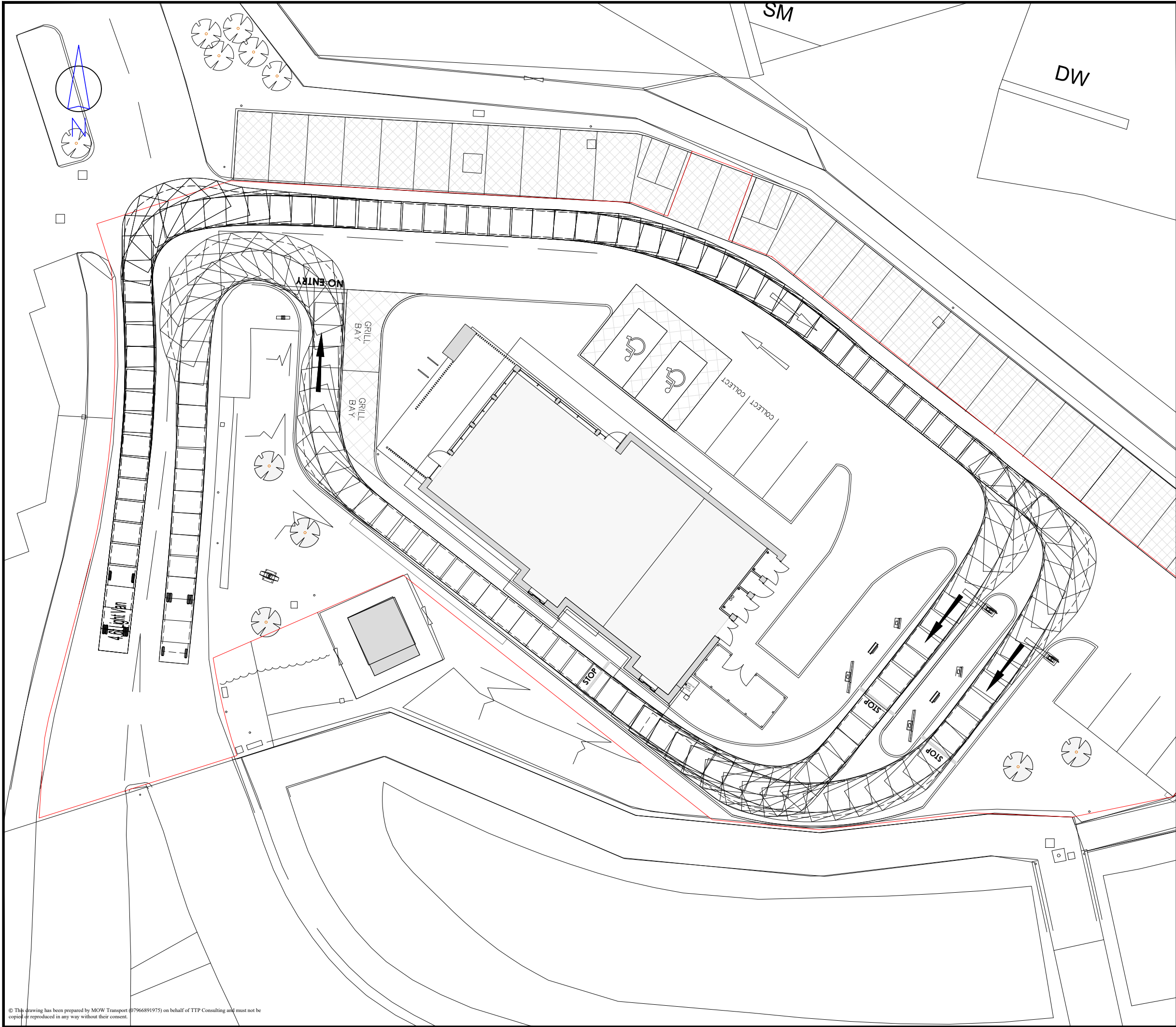
Scale	1:250 at A3
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Drawn	MW	05.02.26
Checked	AM	05.02.26

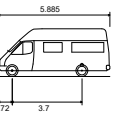


27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	2026-5600-AT-103	Rev	A
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	AM	25.03.26

	
4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
Cyfartha

Drawing Title
Swept Path Analysis Using a 4.6t Panel Van

Scale
1:250 at A3

Drawn	MW	05.02.26
Checked	AM	05.02.26

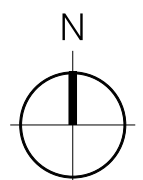
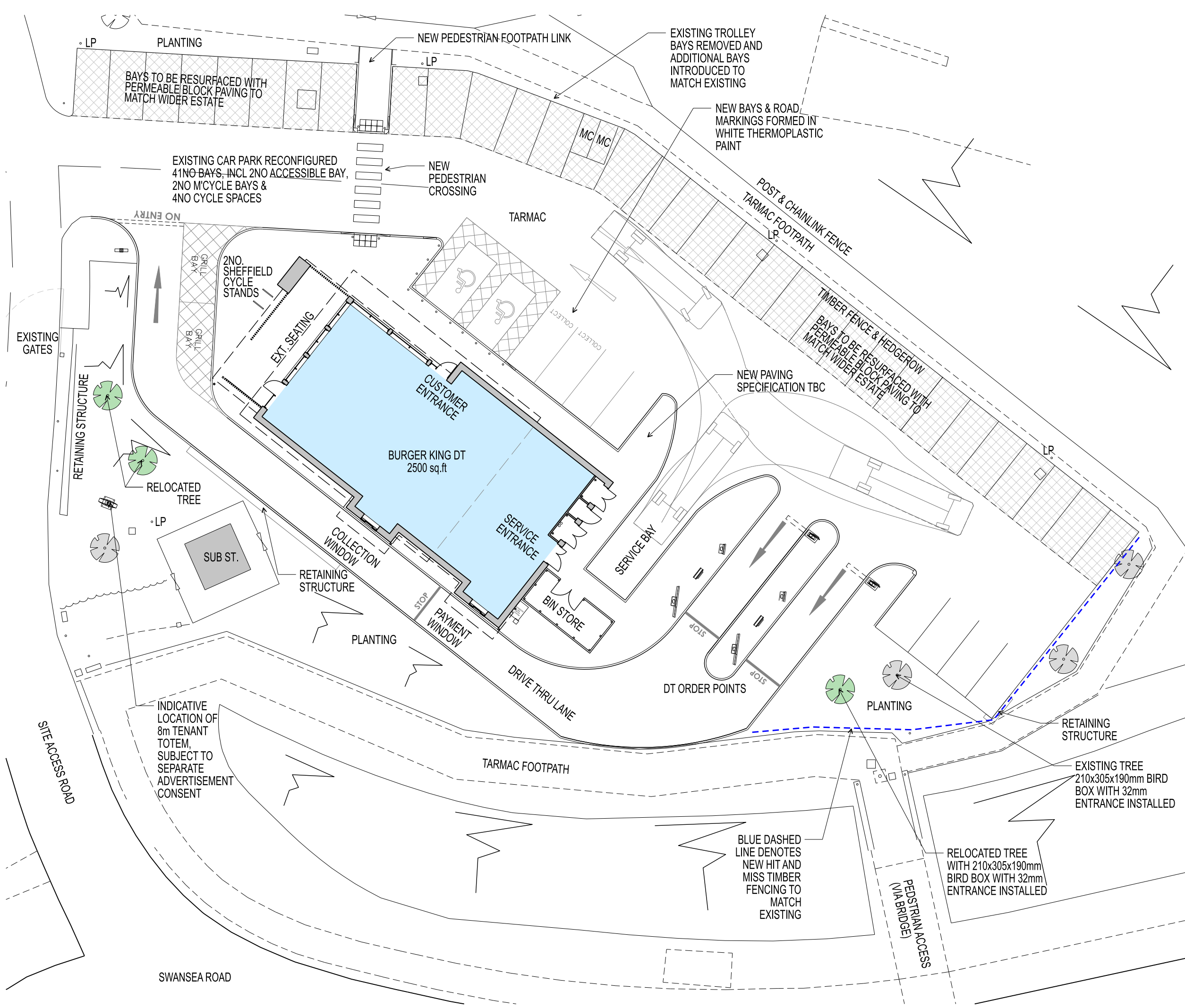


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Drawing Number	Rev
2026-5600-AT-104	A

ANNEX B

chris.gallerson
22/09/2026 16:27:50 P:\00001100011800-11899\11892-1-Sheets\Planning\11862-PL-L02.dgn



SCALE 1:250
0m 2.5 5 7.5 10 12.5 15

ORDNANCE SURVEY LICENCE
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G	22/09/26	FENCE ADDED. NOTES AMENDED.	CMP
F	25.08.26	NOTES UPDATED	CMP
E	25.08.26	PEDESTRIAN LINK ADDED.	CMP
D	24.03.26	NOTE UPDATED	AM
C	23.03.26	UPDATED TO CLIENT COMMENTS	RG
B	20.03.26	DRAWING UPDATED	AM
A	16.03.26	UPDATED TO CLIENT COMMENTS	RG
REV.	DATE	NOTES	INIT.

CLIENT / PROJECT
BRITISH LAND
BURGER KING DT
MERTHYR TYDFIL
DRAWING TITLE
PROPOSED SITE PLAN

STATUS		PLANNING		
DATE	DRAWN	SCALE @ A3		
MAR 2026	CMP	1:250		
PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
DRAWING NO.				
11862	PL	L02	G	
Site Location Plans	L	GA Plans	P	Elevations
Sections	S	Details	D	Prefix: Colour
Prefix: Colour	C			

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ANNEX C



ANNEX D

Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

10	WALES		
	CE	CEREDIGION	1 day
	NW	NEWPORT	1 day

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

Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

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:	GFA
Actual Range:	210 to 800 (units:sqm)
Range Selected by User:	210 to 800 (units:sqm)
Parking Spaces Range:	9 - 98

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/08/10 to 24/06/25

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:

Saturday	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
Direction ATC Count	0

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 days
--------------	--------

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:

Retail Zone	2 days
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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 Vehicle Counts:

Servicing vehicles Unknown	2 days
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Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

Secondary Filtering Selection:

Use Class:

Not Known	2 surveys
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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:

45 - 4890

Population within 1 mile:

10,001 to 15,000	2 surveys
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This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys

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 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

Petrol filling station:

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:

No 2 surveys

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 surveys

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.

COVID-19 Restrictions:

No



Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

1 FFORDD PARC Y LLYN ABERYSTWYTH Edge of Town Retail Zone Gross floor area: 350 sqm Survey date:	CE-06-D-01	MCDONALD'S	CEREDIGION	Survey Type: Unknown
2 SPYTTY ROAD NEWPORT Edge of Town Retail Zone Gross floor area: 341 sqm Survey date:	NW-06-D-01	KFC	NEWPORT	Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AK-06-D-01 26-04-2025	26-04-2025	Outside of Wales
AR-06-D-01 07-10-2023	07-10-2023	Outside of Wales
BK-06-D-01 12-09-2020	12-09-2020	Outside of Wales
CR-06-D-01 15-12-2012	15-12-2012	Outside of Wales
DL-06-D-02 15-09-2012	15-09-2012	Outside of Wales
DN-06-D-02 01-12-2012	01-12-2012	Outside of Wales
DY-06-D-01 26-07-2015	26-07-2015	Outside of Wales
ES-06-D-02 24-03-2024	24-03-2024	Outside of Wales
EX-06-D-01 09-07-2016	09-07-2016	Outside of Wales
GS-06-D-01 24-04-2021	24-04-2021	Outside of Wales
KS-06-D-01 20-05-2017	20-05-2017	Outside of Wales
NF-06-D-01 23-11-2024	23-11-2024	Outside of Wales
TB-06-D-01 30-03-2019	30-03-2019	Outside of Wales
TV-06-D-02 21-05-2022	21-05-2022	Outside of Wales
TW-06-D-01 14-11-2015	14-11-2015	Outside of Wales
WM-06-D-02 08-11-2015	08-11-2015	Outside of Wales

Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	350	1.429	0.857	2.286
06:00-07:00	1	350	7.714	5.143	12.857
07:00-08:00	1	350	9.143	6.857	16.000
08:00-09:00	2	346	7.959	7.381	15.340
09:00-10:00	2	346	15.051	12.880	27.931
10:00-11:00	2	346	15.051	15.485	30.536
11:00-12:00	2	346	20.260	16.787	37.047
12:00-13:00	2	346	28.509	26.339	54.848
13:00-14:00	2	346	27.062	29.522	56.584
14:00-15:00	2	346	25.036	22.287	47.323
15:00-16:00	2	346	20.405	22.865	43.270
16:00-17:00	2	346	18.958	20.116	39.074
17:00-18:00	2	346	16.208	16.787	32.995
18:00-19:00	2	346	21.418	20.550	41.968
19:00-20:00	2	346	18.379	19.971	38.350
20:00-21:00	2	346	11.577	12.446	24.023
21:00-22:00	2	346	11.577	11.722	23.299
22:00-23:00	2	346	7.959	9.986	17.945
23:00-00:00	1	350	12.571	14.000	26.571
Total Rates:			296.266	291.981	588.247

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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Audit Code: d83c05f1-b8a8-476b-8d40-9b797ed117a4

Parameter Summary:

Trip rate parameter range selected:	210 - 800 (units: sqm)
Survey date date range:	16/10/2010 - 09/05/2015
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	16
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.

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

10	WALES		
	CO	CONWY	1 day
	PE	PEMBROKESHIRE	1 day
	VG	VALE OF GLAMORGAN	1 day

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

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

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:	GFA
Actual Range:	210 to 800 (units:sqm)
Range Selected by User:	210 to 800 (units:sqm)
Parking Spaces Range:	9 - 98

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/08/10 to 24/06/25

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:

Friday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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 days
Edge of Town Centre	1 days

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 days
Out of Town	1 days
Retail Zone	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

Secondary Filtering Selection:

Use Class:

Not Known	3 surveys
-----------	-----------

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:

0 - 7000

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	2 surveys

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 surveys
------------	-----------

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.

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

Petrol filling station:

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:

No 3 surveys

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 surveys

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.

COVID-19 Restrictions:

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

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

1	CO-06-D-01	MCDONALD'S	CONWY
RHUDDLAN ROAD ABERGELE Edge of Town Out of Town Gross floor area: 410 sqm Survey date: Friday 21/10/2011			
			Survey Type: Manual
2	PE-06-D-01	KFC	PEMBROKESHIRE
LONDON ROAD PEMBROKE DOCK WATERLOO Edge of Town Centre Retail Zone Gross floor area: 320 sqm Survey date: Thursday 16/11/2023			
			Survey Type: Manual
3	VG-06-D-01	MCDONALD'S	VALE OF GLAMORGAN
CARDIFF ROAD BARRY Edge of Town Industrial Zone Gross floor area: 405 sqm Survey date: Thursday 24/09/2020			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-06-D-01 19-11-2019	19-11-2019	Outside of Wales
AD-06-D-02 22-11-2019	22-11-2019	Outside of Wales
AK-06-D-01 25-04-2025	25-04-2025	Outside of Wales
AR-06-D-01 06-10-2023	06-10-2023	Outside of Wales
AR-06-D-02 18-10-2023	18-10-2023	Outside of Wales
BR-06-D-01 21-09-2015	21-09-2015	Outside of Wales
BY-06-D-02 08-09-2020	08-09-2020	Outside of Wales
CA-06-D-01 19-10-2011	19-10-2011	Outside of Wales
CA-06-D-02 19-09-2017	19-09-2017	Outside of Wales
CS-06-D-01 21-09-2010	21-09-2010	Outside of Wales
DE-06-D-01 21-06-2012	21-06-2012	Outside of Wales
DL-06-D-01 28-09-2011	28-09-2011	Outside of Wales
DN-06-D-01 30-11-2011	30-11-2011	Outside of Wales
EG-06-D-01 11-05-2012	11-05-2012	Outside of Wales
FI-06-D-02 22-03-2016	22-03-2016	Outside of Wales
HC-06-D-02 20-10-2010	20-10-2010	Outside of Wales
HC-06-D-03 23-05-2023	23-05-2023	Outside of Wales
HO-06-D-01 07-12-2012	07-12-2012	Outside of Wales
IW-06-D-01 22-05-2023	22-05-2023	Outside of Wales
KD-06-D-01 19-10-2010	19-10-2010	Outside of Wales
KK-06-D-01 04-10-2019	04-10-2019	Outside of Wales
LE-06-D-01 22-06-2022	22-06-2022	Outside of Wales
LN-06-D-01 28-06-2019	28-06-2019	Outside of Wales
LN-06-D-02 13-10-2021	13-10-2021	Outside of Wales
LT-06-D-01 21-10-2022	21-10-2022	Outside of Wales

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

Site Ref	Survey Date	Reason for Deselection
LU-06-D-01 14-11-2012	14-11-2012	Outside of Wales
MS-06-D-01 16-04-2021	16-04-2021	Outside of Wales
NN-06-D-01 16-06-2022	16-06-2022	Outside of Wales
NS-06-D-01 15-09-2022	15-09-2022	Outside of Wales
SO-06-D-01 21-11-2012	21-11-2012	Outside of Wales
ST-06-D-01 24-06-2025	24-06-2025	Outside of Wales
TE-06-D-01 11-09-2024	11-09-2024	Outside of Wales
TV-06-D-01 04-09-2020	04-09-2020	Outside of Wales
WF-06-D-01 01-12-2017	01-12-2017	Outside of Wales
WM-06-D-03 26-11-2021	26-11-2021	Outside of Wales
WM-06-D-04 19-10-2022	19-10-2022	Outside of Wales
WO-06-D-01 02-10-2020	02-10-2020	Outside of Wales
WS-06-D-02 25-05-2023	25-05-2023	Outside of Wales

Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	408	7.239	5.153	12.392
07:00-08:00	2	408	19.877	17.055	36.932
08:00-09:00	2	408	26.135	24.663	50.798
09:00-10:00	2	408	24.172	24.785	48.957
10:00-11:00	3	378	14.449	15.419	29.868
11:00-12:00	3	378	15.683	13.392	29.075
12:00-13:00	3	378	21.498	21.233	42.731
13:00-14:00	3	378	21.674	21.762	43.436
14:00-15:00	3	378	15.066	18.767	33.833
15:00-16:00	3	378	19.736	17.445	37.181
16:00-17:00	3	378	16.828	17.974	34.802
17:00-18:00	3	378	19.471	18.062	37.533
18:00-19:00	3	378	17.269	17.885	35.154
19:00-20:00	3	378	15.066	17.181	32.247
20:00-21:00	3	378	13.392	13.216	26.608
21:00-22:00	3	378	10.749	10.132	20.881
22:00-23:00	3	378	8.811	11.278	20.089
23:00-00:00	2	362	4.138	4.276	8.414
Total Rates:			291.253	289.678	580.931

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 54cdf9a1-d2ed-4c14-973e-a33be0999658

Parameter Summary:

Trip rate parameter range selected:	210 - 800 (units: sqm)
Survey date date range:	21/10/2011 - 16/11/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	38
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.

ANNEX E

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	IW	ISLE OF WIGHT 1 day
	WS	WEST SUSSEX 1 day
03	SOUTH WEST	
	NS	NORTH SOMERSET 1 day
05	EAST MIDLANDS	
	LE	LEICESTERSHIRE 1 day
	NN	NORTH NORTHAMPTONSHIRE 1 day
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 day
	TE	TELFORD & WREKIN 1 day
	WM	WEST MIDLANDS 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK	WAKEFIELD 1 day
10	WALES	
	PE	PEMBROKESHIRE 1 day

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

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

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:	GFA
Actual Range:	230 to 690 (units:sqm)
Range Selected by User:	230 to 690 (units:sqm)
Parking Spaces Range:	0 - 151

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	11/08/89 to 25/11/25

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	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	4 days
Friday	1 days

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

Selected survey types:	
Manual count	10
Direction ATC Count	0

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	3 days
Suburban Area	3 days
Edge of Town	2 days
Neighbourhood Centre	1 days
Free Standing	1 days

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:	
Built-Up Zone	2 days
Development Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days
Out of Town	1 days
Retail Zone	4 days

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 Vehicle Counts:	
Servicing vehicles Included	7 days
Servicing vehicles Unknown	3 days

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Secondary Filtering Selection:

Use Class:

Not Known

10 surveys

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:

0 - 4890

Population within 1 mile:

1,000 or Less	1 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	3 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

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

Population within 5 miles:

25,001 to 50,000	2 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	1 surveys
100,001 to 125,000	3 surveys
125,001 to 250,000	1 surveys
250,001 to 500,000	1 surveys
500,001 or More	1 surveys

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 surveys
1.1 to 1.5	9 surveys

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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Petrol filling station:

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:

No 10 surveys

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 10 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

1 LEEDS ROAD WAKEFIELD OUTWOOD Neighbourhood Centre Built-Up Zone Gross floor area: 560.00 sqm Survey date: Friday 25/04/2025	AK-06-D-01	WETHERBY WHALER	WAKEFIELD Survey Type: Manual
2 FURRLONGS NEWPORT Edge of Town Centre Built-Up Zone Gross floor area: 310.00 sqm Survey date: Monday 22/05/2023	IW-06-D-01	KFC	ISLE OF WIGHT Survey Type: Manual
3 MELTON ROAD NEAR MKT HARBOROUGH WEST LANGTON Free Standing Out of Town Gross floor area: 370.00 sqm Survey date: Wednesday 22/06/2022	LE-06-D-01	MCDONALD'S	LEICESTERSHIRE Survey Type: Manual
4 LITTLE COLLIERS FIELD CORBY GREAT OAKLEY Edge of Town Development Zone Gross floor area: 690.00 sqm Survey date: Thursday 16/06/2022	NN-06-D-01	MCDONALD'S	NORTH NORTHAMPTONSHIRE Survey Type: Manual
5 MARCHFIELDS WAY WESTON-SUPER-MARE Suburban Area No Sub Category Gross floor area: 230.00 sqm Survey date: Thursday 15/09/2022	NS-06-D-01	KFC	NORTH SOMERSET Survey Type: Manual
6 LONDON ROAD PEMBROKE DOCK WATERLOO Edge of Town Centre Retail Zone Gross floor area: 320.00 sqm Survey date: Thursday 16/11/2023	PE-06-D-01	KFC	PEMBROKESHIRE Survey Type: Manual
7 RIVERWAY STAFFORD Suburban Area Retail Zone Gross floor area: 258.00 sqm Survey date: Tuesday 24/06/2025	ST-06-D-01	KFC	STAFFORDSHIRE Survey Type: Manual

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

8	TE-06-D-01	BURGER KING	TELFORD & WREKIN
RAMPART WAY TELFORD Edge of Town Centre Retail Zone Gross floor area: 348.00 sqm Survey date: Wednesday 11/09/2024			
			Survey Type: Manual
9	WM-06-D-04	BIG JOHN'S	WEST MIDLANDS
LANGDON STREET BIRMINGHAM BORDESLEY GREEN Suburban Area Industrial Zone Gross floor area: 360.00 sqm Survey date: Wednesday 19/10/2022			
			Survey Type: Manual
10	WS-06-D-02	KFC	WEST SUSSEX
ROWAN WAY BOGNOR REGIS Edge of Town Retail Zone Gross floor area: 330.00 sqm Survey date: Thursday 25/05/2023			
			Survey Type: Manual

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	5.194	4.186	9.380
07:00-08:00	3	430	10.310	8.992	19.302
08:00-09:00	3	430	13.178	12.946	26.124
09:00-10:00	5	379	9.335	9.072	18.407
10:00-11:00	10	378	5.959	5.429	11.388
11:00-12:00	10	378	8.528	7.150	15.678
12:00-13:00	10	378	13.559	12.738	26.297
13:00-14:00	10	378	14.725	14.963	29.688
14:00-15:00	10	378	11.017	11.600	22.617
15:00-16:00	10	378	11.732	11.785	23.517
16:00-17:00	10	378	13.745	13.586	27.331
17:00-18:00	10	378	17.055	16.314	33.369
18:00-19:00	10	378	16.923	17.638	34.561
19:00-20:00	10	378	12.897	13.506	26.403
20:00-21:00	10	378	11.176	11.811	22.987
21:00-22:00	10	378	7.336	7.865	15.201
22:00-23:00	9	357	4.757	5.224	9.981
23:00-00:00	9	357	2.270	2.892	5.162
Total Rates:			189.696	187.697	377.393

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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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 24/06/2025
Number of weekdays (Monday-Friday):	10
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	0.000	0.000	0.000
07:00-08:00	3	430	0.155	0.078	0.233
08:00-09:00	3	430	0.078	0.000	0.078
09:00-10:00	5	379	0.000	0.053	0.053
10:00-11:00	10	378	0.053	0.000	0.053
11:00-12:00	10	378	0.053	0.053	0.106
12:00-13:00	10	378	0.079	0.053	0.132
13:00-14:00	10	378	0.053	0.026	0.079
14:00-15:00	10	378	0.106	0.106	0.212
15:00-16:00	10	378	0.026	0.000	0.026
16:00-17:00	10	378	0.079	0.159	0.238
17:00-18:00	10	378	0.079	0.132	0.211
18:00-19:00	10	378	0.132	0.132	0.264
19:00-20:00	10	378	0.185	0.185	0.370
20:00-21:00	10	378	0.053	0.000	0.053
21:00-22:00	10	378	0.000	0.053	0.053
22:00-23:00	9	357	0.000	0.000	0.000
23:00-00:00	9	357	0.031	0.062	0.093
Total Rates:			1.162	1.092	2.254

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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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 11/09/2024
Number of weekdays (Monday-Friday):	7
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	0.000	0.000	0.000
07:00-08:00	3	430	0.000	0.000	0.000
08:00-09:00	3	430	0.000	0.000	0.000
09:00-10:00	5	379	0.000	0.000	0.000
10:00-11:00	10	378	0.000	0.000	0.000
11:00-12:00	10	378	0.000	0.000	0.000
12:00-13:00	10	378	0.000	0.000	0.000
13:00-14:00	10	378	0.000	0.000	0.000
14:00-15:00	10	378	0.000	0.000	0.000
15:00-16:00	10	378	0.000	0.000	0.000
16:00-17:00	10	378	0.000	0.000	0.000
17:00-18:00	10	378	0.000	0.000	0.000
18:00-19:00	10	378	0.000	0.000	0.000
19:00-20:00	10	378	0.000	0.000	0.000
20:00-21:00	10	378	0.000	0.000	0.000
21:00-22:00	10	378	0.000	0.000	0.000
22:00-23:00	9	357	0.000	0.000	0.000
23:00-00:00	9	357	0.000	0.000	0.000
Total Rates:			0.000	0.000	0.000

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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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	0.000	0.000	0.000
07:00-08:00	3	430	0.310	0.155	0.465
08:00-09:00	3	430	0.155	0.310	0.465
09:00-10:00	5	379	0.000	0.000	0.000
10:00-11:00	10	378	0.079	0.079	0.158
11:00-12:00	10	378	0.106	0.106	0.212
12:00-13:00	10	378	0.159	0.132	0.291
13:00-14:00	10	378	0.106	0.079	0.185
14:00-15:00	10	378	0.000	0.053	0.053
15:00-16:00	10	378	0.053	0.000	0.053
16:00-17:00	10	378	0.000	0.000	0.000
17:00-18:00	10	378	0.026	0.026	0.052
18:00-19:00	10	378	0.053	0.079	0.132
19:00-20:00	10	378	0.000	0.026	0.026
20:00-21:00	10	378	0.026	0.026	0.052
21:00-22:00	10	378	0.026	0.026	0.052
22:00-23:00	9	357	0.000	0.000	0.000
23:00-00:00	9	357	0.000	0.000	0.000
Total Rates:			1.099	1.097	2.196

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 25/04/2025
Number of weekdays (Monday-Friday):	8
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	0.078	0.078	0.156
07:00-08:00	3	430	0.000	0.000	0.000
08:00-09:00	3	430	0.078	0.078	0.156
09:00-10:00	5	379	0.053	0.000	0.053
10:00-11:00	10	378	0.106	0.106	0.212
11:00-12:00	10	378	0.106	0.106	0.212
12:00-13:00	10	378	0.079	0.106	0.185
13:00-14:00	10	378	0.106	0.106	0.212
14:00-15:00	10	378	0.106	0.079	0.185
15:00-16:00	10	378	0.106	0.132	0.238
16:00-17:00	10	378	0.079	0.079	0.158
17:00-18:00	10	378	0.185	0.106	0.291
18:00-19:00	10	378	0.079	0.132	0.211
19:00-20:00	10	378	0.079	0.079	0.158
20:00-21:00	10	378	0.053	0.053	0.106
21:00-22:00	10	378	0.026	0.026	0.052
22:00-23:00	9	357	0.031	0.000	0.031
23:00-00:00	9	357	0.031	0.062	0.093
Total Rates:			1.381	1.328	2.709

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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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 24/06/2025
Number of weekdays (Monday-Friday):	7
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	3.876	3.101	6.977
07:00-08:00	3	430	8.372	7.287	15.659
08:00-09:00	3	430	10.078	10.155	20.233
09:00-10:00	5	379	8.017	7.964	15.981
10:00-11:00	10	378	4.290	3.708	7.998
11:00-12:00	10	378	6.594	5.694	12.288
12:00-13:00	10	378	11.229	10.461	21.690
13:00-14:00	10	378	12.553	12.738	25.291
14:00-15:00	10	378	9.110	9.269	18.379
15:00-16:00	10	378	10.037	10.064	20.101
16:00-17:00	10	378	12.235	12.023	24.258
17:00-18:00	10	378	15.546	14.751	30.297
18:00-19:00	10	378	15.704	16.314	32.018
19:00-20:00	10	378	11.917	12.447	24.364
20:00-21:00	10	378	10.328	10.990	21.318
21:00-22:00	10	378	6.594	7.150	13.744
22:00-23:00	9	357	4.509	4.851	9.360
23:00-00:00	9	357	2.052	2.674	4.726
Total Rates:			163.041	161.641	324.682

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.

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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 24/06/2025
Number of weekdays (Monday-Friday):	10
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	1.240	1.008	2.248
07:00-08:00	3	430	1.628	1.550	3.178
08:00-09:00	3	430	2.713	2.326	5.039
09:00-10:00	5	379	1.266	1.055	2.321
10:00-11:00	10	378	1.404	1.457	2.861
11:00-12:00	10	378	1.483	1.059	2.542
12:00-13:00	10	378	1.854	1.880	3.734
13:00-14:00	10	378	1.562	1.721	3.283
14:00-15:00	10	378	1.536	1.774	3.310
15:00-16:00	10	378	1.483	1.536	3.019
16:00-17:00	10	378	1.218	1.298	2.516
17:00-18:00	10	378	1.218	1.324	2.542
18:00-19:00	10	378	0.953	0.980	1.933
19:00-20:00	10	378	0.689	0.768	1.457
20:00-21:00	10	378	0.556	0.477	1.033
21:00-22:00	10	378	0.530	0.503	1.033
22:00-23:00	9	357	0.155	0.280	0.435
23:00-00:00	9	357	0.155	0.124	0.279
Total Rates:			21.643	21.120	42.763

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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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 24/06/2025
Number of weekdays (Monday-Friday):	10
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.

Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	3	430	0.000	0.000	0.000
07:00-08:00	3	430	0.000	0.000	0.000
08:00-09:00	3	430	0.155	0.078	0.233
09:00-10:00	5	379	0.000	0.053	0.053
10:00-11:00	10	378	0.079	0.079	0.158
11:00-12:00	10	378	0.238	0.185	0.423
12:00-13:00	10	378	0.238	0.159	0.397
13:00-14:00	10	378	0.397	0.318	0.715
14:00-15:00	10	378	0.265	0.424	0.689
15:00-16:00	10	378	0.053	0.053	0.106
16:00-17:00	10	378	0.212	0.185	0.397
17:00-18:00	10	378	0.079	0.106	0.185
18:00-19:00	10	378	0.132	0.132	0.264
19:00-20:00	10	378	0.212	0.185	0.397
20:00-21:00	10	378	0.212	0.265	0.477
21:00-22:00	10	378	0.159	0.159	0.318
22:00-23:00	9	357	0.062	0.093	0.155
23:00-00:00	9	357	0.031	0.031	0.062
Total Rates:			2.524	2.505	5.029

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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Audit Code: 1be02835-41e3-44aa-9cd6-e1664c76d328

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	16/06/2022 - 24/06/2025
Number of weekdays (Monday-Friday):	8
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: D - FAST FOOD - DRIVE THROUGH

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day
09	NORTH		
	TV	TEES VALLEY	1 day

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

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

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:	GFA
Actual Range:	230 to 690 (units:sqm)
Range Selected by User:	230 to 690 (units:sqm)
Parking Spaces Range:	0 - 151

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	11/08/89 to 25/11/25

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:	
Saturday	3 days
Sunday	1 days

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

Selected survey types:	
Manual count	4
Direction ATC Count	0

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	1 days
Edge of Town	1 days
Neighbourhood Centre	1 days
Free Standing	1 days

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:	
Built-Up Zone	1 days
Commercial Zone	2 days
Out of Town	1 days

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 Vehicle Counts:	
Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Secondary Filtering Selection:

Use Class:

Not Known	4 surveys
-----------	-----------

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:

45 - 4890

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	3 surveys
250,001 to 500,000	1 surveys

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	2 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Petrol filling station:

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:

No 4 surveys

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 4 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No



Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

1 LEEDS ROAD WAKEFIELD OUTWOOD Neighbourhood Centre Built-Up Zone Gross floor area: 560.00 sqm Survey date: Saturday 26/04/2025	AK-06-D-01	WETHERBY WHALER	WAKEFIELD Survey Type: Manual
2 LOTTBRIDGE DROVE EASTBOURNE Suburban Area Commercial Zone Gross floor area: 302.00 sqm Survey date: Sunday 24/03/2024	ES-06-D-02	KFC	EAST SUSSEX Survey Type: Manual
3 WINTERTON WAY NORWICH POSTWICK Edge of Town Commercial Zone Gross floor area: 390.00 sqm Survey date: Saturday 23/11/2024	NF-06-D-01	MCDONALD'S	NORFOLK Survey Type: Manual
4 COAL LANE BILLINGHAM WOLVISTON Free Standing Out of Town Gross floor area: 370.00 sqm Survey date: Saturday 21/05/2022	TV-06-D-02	MCDONALD'S	TEES VALLEY Survey Type: Manual

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	1.538	1.538	3.076
06:00-07:00	2	380	10.263	9.605	19.868
07:00-08:00	2	380	17.105	14.737	31.842
08:00-09:00	2	380	22.237	21.053	43.290
09:00-10:00	2	380	31.184	29.079	60.263
10:00-11:00	4	406	16.153	15.783	31.936
11:00-12:00	4	406	19.174	17.448	36.622
12:00-13:00	4	406	25.462	24.723	50.185
13:00-14:00	4	406	25.092	24.723	49.815
14:00-15:00	4	406	22.010	22.256	44.266
15:00-16:00	4	406	17.016	17.879	34.895
16:00-17:00	4	406	16.954	17.694	34.648
17:00-18:00	4	406	21.887	19.359	41.246
18:00-19:00	4	406	19.174	21.085	40.259
19:00-20:00	4	406	14.365	14.303	28.668
20:00-21:00	4	406	11.776	13.933	25.709
21:00-22:00	4	406	9.679	10.543	20.222
22:00-23:00	3	354	10.264	12.241	22.505
23:00-00:00	2	380	11.579	12.500	24.079
Total Rates:			322.912	320.482	643.394

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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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 26/04/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	0.256	0.000	0.256
06:00-07:00	2	380	0.000	0.000	0.000
07:00-08:00	2	380	0.000	0.000	0.000
08:00-09:00	2	380	0.000	0.000	0.000
09:00-10:00	2	380	0.000	0.000	0.000
10:00-11:00	4	406	0.000	0.062	0.062
11:00-12:00	4	406	0.123	0.062	0.185
12:00-13:00	4	406	0.185	0.062	0.247
13:00-14:00	4	406	0.123	0.247	0.370
14:00-15:00	4	406	0.123	0.123	0.246
15:00-16:00	4	406	0.000	0.062	0.062
16:00-17:00	4	406	0.000	0.000	0.000
17:00-18:00	4	406	0.493	0.432	0.925
18:00-19:00	4	406	0.000	0.062	0.062
19:00-20:00	4	406	0.000	0.000	0.000
20:00-21:00	4	406	0.000	0.000	0.000
21:00-22:00	4	406	0.000	0.000	0.000
22:00-23:00	3	354	0.000	0.000	0.000
23:00-00:00	2	380	0.000	0.000	0.000
Total Rates:			1.303	1.112	2.415

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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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 23/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	1
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	0.000	0.000	0.000
06:00-07:00	2	380	0.000	0.000	0.000
07:00-08:00	2	380	0.000	0.000	0.000
08:00-09:00	2	380	0.000	0.000	0.000
09:00-10:00	2	380	0.000	0.000	0.000
10:00-11:00	4	406	0.000	0.000	0.000
11:00-12:00	4	406	0.123	0.062	0.185
12:00-13:00	4	406	0.000	0.062	0.062
13:00-14:00	4	406	0.062	0.000	0.062
14:00-15:00	4	406	0.000	0.062	0.062
15:00-16:00	4	406	0.000	0.000	0.000
16:00-17:00	4	406	0.000	0.000	0.000
17:00-18:00	4	406	0.000	0.000	0.000
18:00-19:00	4	406	0.000	0.000	0.000
19:00-20:00	4	406	0.000	0.000	0.000
20:00-21:00	4	406	0.000	0.000	0.000
21:00-22:00	4	406	0.000	0.000	0.000
22:00-23:00	3	354	0.000	0.000	0.000
23:00-00:00	2	380	0.000	0.000	0.000
Total Rates:			0.185	0.186	0.371

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.

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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 23/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	0.000	0.000	0.000
06:00-07:00	2	380	0.526	0.263	0.789
07:00-08:00	2	380	0.000	0.132	0.132
08:00-09:00	2	380	0.395	0.395	0.790
09:00-10:00	2	380	0.000	0.000	0.000
10:00-11:00	4	406	0.000	0.062	0.062
11:00-12:00	4	406	0.000	0.000	0.000
12:00-13:00	4	406	0.062	0.000	0.062
13:00-14:00	4	406	0.000	0.062	0.062
14:00-15:00	4	406	0.000	0.000	0.000
15:00-16:00	4	406	0.000	0.000	0.000
16:00-17:00	4	406	0.000	0.000	0.000
17:00-18:00	4	406	0.123	0.123	0.246
18:00-19:00	4	406	0.000	0.000	0.000
19:00-20:00	4	406	0.062	0.062	0.124
20:00-21:00	4	406	0.000	0.000	0.000
21:00-22:00	4	406	0.000	0.000	0.000
22:00-23:00	3	354	0.000	0.000	0.000
23:00-00:00	2	380	0.000	0.000	0.000
Total Rates:			1.168	1.099	2.267

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.

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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 26/04/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	0.000	0.000	0.000
06:00-07:00	2	380	0.000	0.000	0.000
07:00-08:00	2	380	0.132	0.132	0.264
08:00-09:00	2	380	0.263	0.263	0.526
09:00-10:00	2	380	0.000	0.000	0.000
10:00-11:00	4	406	0.123	0.123	0.246
11:00-12:00	4	406	0.370	0.308	0.678
12:00-13:00	4	406	0.123	0.185	0.308
13:00-14:00	4	406	0.062	0.000	0.062
14:00-15:00	4	406	0.123	0.123	0.246
15:00-16:00	4	406	0.123	0.062	0.185
16:00-17:00	4	406	0.000	0.123	0.123
17:00-18:00	4	406	0.062	0.062	0.124
18:00-19:00	4	406	0.062	0.062	0.124
19:00-20:00	4	406	0.000	0.000	0.000
20:00-21:00	4	406	0.062	0.062	0.124
21:00-22:00	4	406	0.062	0.062	0.124
22:00-23:00	3	354	0.000	0.000	0.000
23:00-00:00	2	380	0.000	0.000	0.000
Total Rates:			1.567	1.567	3.134

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.

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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 26/04/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	1.282	1.282	2.564
06:00-07:00	2	380	7.105	6.579	13.684
07:00-08:00	2	380	13.553	12.105	25.658
08:00-09:00	2	380	19.079	16.711	35.790
09:00-10:00	2	380	27.763	26.447	54.210
10:00-11:00	4	406	14.180	13.933	28.113
11:00-12:00	4	406	17.016	15.660	32.676
12:00-13:00	4	406	23.243	22.195	45.438
13:00-14:00	4	406	23.120	22.750	45.870
14:00-15:00	4	406	19.605	20.469	40.074
15:00-16:00	4	406	15.783	16.030	31.813
16:00-17:00	4	406	15.906	16.461	32.367
17:00-18:00	4	406	20.037	17.756	37.793
18:00-19:00	4	406	18.434	20.530	38.964
19:00-20:00	4	406	13.564	13.317	26.881
20:00-21:00	4	406	11.221	13.070	24.291
21:00-22:00	4	406	9.309	9.988	19.297
22:00-23:00	3	354	8.945	11.205	20.150
23:00-00:00	2	380	11.316	11.579	22.895
Total Rates:			290.461	288.067	578.528

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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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 26/04/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	0.256	0.256	0.512
06:00-07:00	2	380	2.632	2.763	5.395
07:00-08:00	2	380	3.158	2.237	5.395
08:00-09:00	2	380	2.500	3.553	6.053
09:00-10:00	2	380	3.158	2.500	5.658
10:00-11:00	4	406	1.788	1.603	3.391
11:00-12:00	4	406	1.418	1.233	2.651
12:00-13:00	4	406	1.356	1.850	3.206
13:00-14:00	4	406	1.788	1.541	3.329
14:00-15:00	4	406	1.911	1.541	3.452
15:00-16:00	4	406	0.925	1.418	2.343
16:00-17:00	4	406	0.925	0.925	1.850
17:00-18:00	4	406	1.295	1.110	2.405
18:00-19:00	4	406	0.617	0.370	0.987
19:00-20:00	4	406	0.678	0.863	1.541
20:00-21:00	4	406	0.370	0.740	1.110
21:00-22:00	4	406	0.308	0.370	0.678
22:00-23:00	3	354	0.942	0.847	1.789
23:00-00:00	2	380	0.263	0.526	0.789
Total Rates:			26.288	26.246	52.534

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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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 26/04/2025
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
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.

Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	390	0.000	0.000	0.000
06:00-07:00	2	380	0.000	0.000	0.000
07:00-08:00	2	380	0.263	0.132	0.395
08:00-09:00	2	380	0.000	0.132	0.132
09:00-10:00	2	380	0.263	0.132	0.395
10:00-11:00	4	406	0.062	0.062	0.124
11:00-12:00	4	406	0.247	0.185	0.432
12:00-13:00	4	406	0.678	0.432	1.110
13:00-14:00	4	406	0.062	0.370	0.432
14:00-15:00	4	406	0.370	0.062	0.432
15:00-16:00	4	406	0.185	0.370	0.555
16:00-17:00	4	406	0.123	0.185	0.308
17:00-18:00	4	406	0.370	0.308	0.678
18:00-19:00	4	406	0.062	0.123	0.185
19:00-20:00	4	406	0.062	0.062	0.124
20:00-21:00	4	406	0.123	0.062	0.185
21:00-22:00	4	406	0.000	0.123	0.123
22:00-23:00	3	354	0.377	0.188	0.565
23:00-00:00	2	380	0.000	0.395	0.395
Total Rates:			3.247	3.323	6.570

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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Audit Code: 6cbca147-94a3-4789-889b-257f50abc57c

Parameter Summary:

Trip rate parameter range selected:	230 - 690 (units: sqm)
Survey date date range:	21/05/2022 - 23/11/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	1
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.

ANNEX F

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.1.2424											
© Copyright TRL Software Limited, 2026											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
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: M02-KM-Cyfarthfa Retail Park (260904).j11

Path: C:\Users\KarlMamphey\TTP Consulting\Staff Site - Projects\2026\5600 - Cyfartha BK DT\Modelling

Report generation date: 04/09/2026 15:54:07

»D1 - || AM
»D2 - || PM
»D3 - || SAT

Summary of junction performance

	AM				PM				SAT			
	Set ID	Queue (PCU)	RFC	LOS	Set ID	Queue (PCU)	RFC	LOS	Set ID	Queue (PCU)	RFC	LOS
Stream B-AC	D1	0.1	0.09	A	D2	0.1	0.07	A	D3	0.1	0.11	A
Stream C-AB		0.2	0.12	A		0.1	0.08	A		0.3	0.15	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	04/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\KarlMamphey
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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	ONE HOUR	08:00	09:30	15	✓
D2	PM	ONE HOUR	15:45	17:15	15	✓
D3	SAT	ONE HOUR	12:30	14:00	15	✓

Analysis Set Details

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

D1 - || AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Priority Access Junction	T-Junction	Two-way	Two-way	Two-way	3.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.09	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cyfarthfa Retail Park (N)		Major
B	Burger King Access		Minor
C	Cyfarthfa Retail Park (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Cyfarthfa Retail Park (S)	8.00			50.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Burger King Access	One lane	3.50	50	50

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	544	0.091	0.229	0.144	0.327
B-C	688	0.096	0.243	-	-
C-B	603	0.213	0.213	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

Demand Set Details

ID	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park (N)		ONE HOUR	✓	62	100.000
B - Burger King Access		ONE HOUR	✓	58	100.000
C - Cyfarthfa Retail Park (S)		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Cyfarthfa Retail Park (N)	B - Burger King Access	C - Cyfarthfa Retail Park (S)
A - Cyfarthfa Retail Park (N)		0	0	62
B - Burger King Access		0	0	58
C - Cyfarthfa Retail Park (S)		81	59	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A - Cyfarthfa Retail Park (N)	B - Burger King Access	C - Cyfarthfa Retail Park (S)
A - Cyfarthfa Retail Park (N)		5	5	5
B - Burger King Access		5	5	5
C - Cyfarthfa Retail Park (S)		5	5	5

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-AC	0.09	6.21	0.1	A	53	79
C-AB	0.12	6.60	0.2	A	62	93
C-A					67	100
A-B					0	0
A-C					57	85

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	677	0.064	43	0.0	0.1	5.960	A
C-AB	50	12	0.00	634	0.078	49	0.0	0.1	6.460	A
C-A	56	14	0.00			56				
A-B	0	0	0.00			0				
A-C	47	12	0.00			47				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	675	0.077	52	0.1	0.1	6.067	A
C-AB	60	15	0.00	640	0.094	60	0.1	0.1	6.521	A
C-A	66	16	0.00			66				
A-B	0	0	0.00			0				
A-C	56	14	0.00			56				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	672	0.094	63	0.1	0.1	6.213	A
C-AB	76	19	0.00	648	0.117	76	0.1	0.2	6.602	A
C-A	79	20	0.00			79				
A-B	0	0	0.00			0				
A-C	68	17	0.00			68				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	16	0.00	672	0.094	63	0.1	0.1	6.213	A
C-AB	76	19	0.00	648	0.117	76	0.2	0.2	6.604	A
C-A	79	20	0.00			79				
A-B	0	0	0.00			0				
A-C	68	17	0.00			68				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	52	13	0.00	675	0.077	52	0.1	0.1	6.071	A
C-AB	60	15	0.00	640	0.094	61	0.2	0.1	6.528	A
C-A	66	16	0.00			66				
A-B	0	0	0.00			0				
A-C	56	14	0.00			56				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	0.00	677	0.064	43	0.1	0.1	5.969	A
C-AB	50	12	0.00	634	0.078	50	0.1	0.1	6.471	A
C-A	56	14	0.00			56				
A-B	0	0	0.00			0				
A-C	47	12	0.00			47				

D2 - || PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Priority Access Junction	T-Junction	Two-way	Two-way	Two-way	1.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.69	A

Traffic Demand

Demand Set Details

ID	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park (N)		ONE HOUR	✓	137	100.000
B - Burger King Access		ONE HOUR	✓	41	100.000
C - Cyfarthfa Retail Park (S)		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cyfarthfa Retail Park (N)	B - Burger King Access	C - Cyfarthfa Retail Park (S)
From	A - Cyfarthfa Retail Park (N)	0	0	137
	B - Burger King Access	0	0	41
	C - Cyfarthfa Retail Park (S)	108	39	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Cyfarthfa Retail Park (N)	B - Burger King Access	C - Cyfarthfa Retail Park (S)
From	A - Cyfarthfa Retail Park (N)	5	5	5
	B - Burger King Access	5	5	5
	C - Cyfarthfa Retail Park (S)	5	5	5

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-AC	0.07	6.24	0.1	A	38	57
C-AB	0.08	6.31	0.1	A	43	64
C-A					92	139
A-B					0	0
A-C					126	189

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	663	0.047	31	0.0	0.1	5.978	A
C-AB	34	8	0.00	636	0.053	33	0.0	0.1	6.274	A
C-A	77	19	0.00			77				
A-B	0	0	0.00			0				
A-C	103	26	0.00			103				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	658	0.057	37	0.1	0.1	6.086	A
C-AB	41	10	0.00	643	0.064	41	0.1	0.1	6.285	A
C-A	91	23	0.00			91				
A-B	0	0	0.00			0				
A-C	123	31	0.00			123				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	652	0.070	46	0.1	0.1	6.238	A
C-AB	53	13	0.00	652	0.081	53	0.1	0.1	6.306	A
C-A	109	27	0.00			109				
A-B	0	0	0.00			0				
A-C	151	38	0.00			151				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	46	11	0.00	652	0.070	46	0.1	0.1	6.238	A
C-AB	53	13	0.00	652	0.081	53	0.1	0.1	6.310	A
C-A	109	27	0.00			109				
A-B	0	0	0.00			0				
A-C	151	38	0.00			151				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	37	9	0.00	658	0.057	37	0.1	0.1	6.087	A
C-AB	41	10	0.00	643	0.064	42	0.1	0.1	6.289	A
C-A	91	23	0.00			91				
A-B	0	0	0.00			0				
A-C	123	31	0.00			123				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	0.00	663	0.047	31	0.1	0.1	5.981	A
C-AB	34	8	0.00	636	0.053	34	0.1	0.1	6.280	A
C-A	77	19	0.00			77				
A-B	0	0	0.00			0				
A-C	103	26	0.00			103				

D3 - || SAT

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Priority Access Junction	T-Junction	Two-way	Two-way	Two-way	1.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.77	A

Traffic Demand

Demand Set Details

ID	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	SAT	ONE HOUR	12:30	14:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park (N)		ONE HOUR	✓	206	100.000
B - Burger King Access		ONE HOUR	✓	63	100.000
C - Cyfarthfa Retail Park (S)		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Cyfarthfa Retail Park (N)	B - Burger King Access	C - Cyfarthfa Retail Park (S)
From	A - Cyfarthfa Retail Park (N)	0	0	206
	B - Burger King Access	0	0	63
	C - Cyfarthfa Retail Park (S)	232	65	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Cyfarthfa Retail Park (N)	B - Burger King Access	C - Cyfarthfa Retail Park (S)
From	A - Cyfarthfa Retail Park (N)	5	5	5
	B - Burger King Access	5	5	5
	C - Cyfarthfa Retail Park (S)	5	5	5

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-AC	0.11	6.71	0.1	A	58	87
C-AB	0.15	6.10	0.3	A	87	130
C-A					186	279
A-B					0	0
A-C					189	284

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	650	0.073	47	0.0	0.1	6.264	A
C-AB	66	16	0.00	689	0.096	65	0.0	0.2	6.056	A
C-A	158	39	0.00			158				
A-B	0	0	0.00			0				
A-C	155	39	0.00			155				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	643	0.088	57	0.1	0.1	6.446	A
C-AB	83	21	0.00	707	0.118	83	0.2	0.2	6.066	A
C-A	184	46	0.00			184				
A-B	0	0	0.00			0				
A-C	185	46	0.00			185				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	17	0.00	633	0.110	69	0.1	0.1	6.705	A
C-AB	111	28	0.00	731	0.151	110	0.2	0.3	6.093	A
C-A	217	54	0.00			217				
A-B	0	0	0.00			0				
A-C	227	57	0.00			227				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	70	17	0.00	633	0.110	70	0.1	0.1	6.708	A
C-AB	111	28	0.00	732	0.152	111	0.3	0.3	6.096	A
C-A	216	54	0.00			216				
A-B	0	0	0.00			0				
A-C	227	57	0.00			227				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	57	14	0.00	643	0.088	57	0.1	0.1	6.448	A
C-AB	84	21	0.00	707	0.118	84	0.3	0.2	6.076	A
C-A	184	46	0.00			184				
A-B	0	0	0.00			0				
A-C	185	46	0.00			185				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	48	12	0.00	650	0.073	48	0.1	0.1	6.273	A
C-AB	66	17	0.00	689	0.096	66	0.2	0.2	6.070	A
C-A	158	39	0.00			158				
A-B	0	0	0.00			0				
A-C	155	39	0.00			155				

ANNEX G

Junctions 11															
ARCADY 11 - Roundabout Module															
Version: 11.1.1.2424															
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Filename: M01-KM-Cyfarthfa Retail Park (260918).j11

Path: C:\Users\KarlMamphey\TTP Consulting\Staff Site - Projects\2026\5600 - Cyfartha BK DT\Modelling

Report generation date: 18/09/2026 17:24:02

- »D1 - 2026 | Observed | AM
- »D2 - 2026 | Observed | PM
- »D3 - 2026 | Observed | SAT
- »D4 - 2030 | Dev Scenario | AM
- »D5 - 2030 | Dev Scenario | PM
- »D6 - 2030 | Dev Scenario | SAT

Summary of junction performance

	AM						PM						SAT					
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2026 - Observed																	
A - Cyfarthfa Retail Park North	D1	0.1	1.0	7.21		A	D2	0.4	2.0	6.72		A	D3	0.4	1.3	7.70		A
B - Swansea Road (E)		1.3	3.5	7.19		A		1.7	5.0	7.75		A		1.2	3.2	6.55		A
C - Cyfarthfa Retail Park South		1.1	3.3	6.40		A		3.1	10.1	11.97		B		5.6	17.7	16.30		C
D - Swansea Road (W)		2.8	7.0	7.85		A		2.1	6.6	7.30		A		2.6	6.9	8.55		A
	[Lane Simulation] - 2030 - Dev Scenario																	
A - Cyfarthfa Retail Park North	D4	0.3	2.0	7.22		A	D5	0.4	1.5	6.94		A	D6	0.8	3.0	8.37		A
B - Swansea Road (E)		1.3	4.2	7.28		A		1.6	4.5	8.06		A		1.0	2.8	6.51		A
C - Cyfarthfa Retail Park South		1.0	2.4	6.58		A		3.1	8.0	11.71		B		5.7	17.0	17.50		C
D - Swansea Road (W)		2.3	8.1	7.77		A		1.7	4.7	7.22		A		3.3	7.5	8.79		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. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	
Location	
Site number	
Date	26/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\KarlMamphey
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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			2040597963	82	5.98

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Observed	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026	Observed	PM	ONE HOUR	15:45	17:15	15	✓
D3	2026	Observed	SAT	ONE HOUR	12:30	14:00	15	✓
D4	2030	Dev Scenario	AM	ONE HOUR	08:00	09:30	15	✓
D5	2030	Dev Scenario	PM	ONE HOUR	15:45	17:15	15	✓
D6	2030	Dev Scenario	SAT	ONE HOUR	12:30	14:00	15	✓

Analysis Set Details

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

D1 - 2026 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cyfarthfa Retail Park	Standard Roundabout		A, B, C, D	7.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.34	A

Arms

Arms

Arm	Name	Description	No give-way line
A	Cyfarthfa Retail Park North		
B	Swansea Road (E)		
C	Cyfarthfa Retail Park South		
D	Swansea Road (W)		

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)	Entry only	Exit only
A - Cyfarthfa Retail Park North	4.60	7.90	15.0	16.0	40.0	36.0		
B - Swansea Road (E)	7.50	9.90	8.0	16.0	40.0	30.0		
C - Cyfarthfa Retail Park South	5.50	7.00	12.0	5.0	40.0	22.0		
D - Swansea Road (W)	7.30	7.30	0.0	15.0	40.0	37.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Cyfarthfa Retail Park North	0.675	1915
B - Swansea Road (E)	0.820	2611
C - Cyfarthfa Retail Park South	0.617	1754
D - Swansea Road (W)	0.714	2122

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
A - Cyfarthfa Retail Park North	Evenly split	10.00
B - Swansea Road (E)	Evenly split	10.00
C - Cyfarthfa Retail Park South	Evenly split	10.00
D - Swansea Road (W)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	✓	3.00			0	99999	
			2	A, C, D	✓	3.00			0	99999	
		2	1	(A, B, C, D)		Infinity					
	Exit	1	1			Infinity					
B - Swansea Road (E)	Entry	1	2	C	✓	2.00			0	99999	
			3	D	✓	2.00			0	99999	
			4	A, B, D	✓	3.00			0	99999	
		2	1	(A, B, C, D)		Infinity					
			2	(A, B, C, D)		Infinity					
	Exit	1	1			Infinity					
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	✓	2.00			0	99999	
			2	A, B, C, D	✓	2.00			0	99999	
		2	1	(A, B, C, D)		Infinity					
	Exit	1	1			Infinity					
D - Swansea Road (W)	Entry	1	1	A, B		Infinity			0	99999	
			2	B, C, D		Infinity			0	99999	
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
A - Cyfarthfa Retail Park North	Entry	1	1	0.337	958
			2	0.337	958
B - Swansea Road (E)	Entry	1	2	0.273	870
			3	0.273	870
			4	0.273	870
C - Cyfarthfa Retail Park South	Entry	1	1	0.308	877
			2	0.308	877
D - Swansea Road (W)	Entry	1	1	0.357	1061
			2	0.357	1061

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			Cyfarthfa Retail Park North	Swansea Road (E)	Cyfarthfa Retail Park South	Swansea Road (W)
A - Cyfarthfa Retail Park North	1	1		✓	✓	
		2	✓		✓	✓
	2	1	✓	✓	✓	✓
B - Swansea Road (E)	1	2			✓	
		3				✓
		4	✓	✓		✓
	2	1	✓	✓	✓	✓
		2	✓	✓	✓	✓
C - Cyfarthfa Retail Park South	1	1	✓			✓
		2	✓	✓	✓	✓
	2	1	✓	✓	✓	✓
D - Swansea Road (W)	1	1	✓	✓		
		2		✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Observed	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park North		ONE HOUR	✓	62	100.000
B - Swansea Road (E)		ONE HOUR	✓	550	100.000
C - Cyfarthfa Retail Park South		ONE HOUR	✓	463	100.000
D - Swansea Road (W)		ONE HOUR	✓	1012	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
From	A - Cyfarthfa Retail Park North	0	13	14	35
	B - Swansea Road (E)	18	4	226	302
	C - Cyfarthfa Retail Park South	12	101	31	319
	D - Swansea Road (W)	51	461	498	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
From	A - Cyfarthfa Retail Park North	0	0	0	0
	B - Swansea Road (E)	0	0	1	4
	C - Cyfarthfa Retail Park South	0	2	6	2
	D - Swansea Road (W)	0	2	1	0

Cyclist %

	To			
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	
From	A - Cyfarthfa Retail Park North	0	0	
	B - Swansea Road (E)	0	0	
	C - Cyfarthfa Retail Park South	0	0	
	D - Swansea Road (W)	0	0	

Results

Results Summary for whole modelled period

Arm	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Cyfarthfa Retail Park North	7.21	0.1	1.0	A	56	84
B - Swansea Road (E)	7.19	1.3	3.5	A	508	762
C - Cyfarthfa Retail Park South	6.40	1.1	3.3	A	422	633
D - Swansea Road (W)	7.85	2.8	7.0	A	931	1397

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	47	12	803	47	46	62	0.0	0.0	5.064	A
B - Swansea Road (E)	419	105	428	421	415	422	0.0	0.5	5.465	A
C - Cyfarthfa Retail Park South	339	85	277	336	343	572	0.0	0.6	5.469	A
D - Swansea Road (W)	746	186	117	748	746	497	0.0	1.1	5.148	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	58	14	984	58	56	75	0.0	0.1	5.983	A
B - Swansea Road (E)	500	125	524	500	498	518	0.5	1.0	6.059	A
C - Cyfarthfa Retail Park South	409	102	330	409	413	694	0.6	0.8	5.694	A
D - Swansea Road (W)	912	228	147	912	900	592	1.1	1.3	6.041	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	70	17	1220	70	69	87	0.1	0.1	6.760	A
B - Swansea Road (E)	617	154	650	619	606	640	1.0	1.1	7.093	A
C - Cyfarthfa Retail Park South	506	127	414	502	503	855	0.8	1.1	6.402	A
D - Swansea Road (W)	1117	279	186	1122	1120	730	1.3	2.2	7.743	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	67	17	1230	66	67	85	0.1	0.1	7.212	A
B - Swansea Road (E)	602	151	652	602	602	644	1.1	1.3	7.193	A
C - Cyfarthfa Retail Park South	502	125	389	500	506	865	1.1	1.1	6.216	A
D - Swansea Road (W)	1144	286	177	1138	1125	712	2.2	2.8	7.849	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	55	14	982	54	58	73	0.1	0.1	6.460	A
B - Swansea Road (E)	492	123	521	491	494	516	1.3	0.8	6.210	A
C - Cyfarthfa Retail Park South	425	106	321	424	421	691	1.1	0.8	5.706	A
D - Swansea Road (W)	903	226	150	905	917	595	2.8	1.5	6.243	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	42	10	832	41	45	64	0.1	0.1	5.883	A
B - Swansea Road (E)	419	105	434	417	414	439	0.8	0.6	5.556	A
C - Cyfarthfa Retail Park South	353	88	275	352	353	576	0.8	0.5	5.281	A
D - Swansea Road (W)	766	192	129	766	764	498	1.5	1.3	5.522	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.04	0.00	0.00	0.00	0.00
B - Swansea Road (E)	0.55	0.00	0.00	1.42	1.88
C - Cyfarthfa Retail Park South	0.57	0.00	0.00	1.13	1.82
D - Swansea Road (W)	1.10	0.00	0.38	2.30	2.97

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.09	0.00	0.00	0.00	1.00
B - Swansea Road (E)	0.95	0.00	0.16	1.96	2.78
C - Cyfarthfa Retail Park South	0.80	0.00	0.17	1.38	1.79
D - Swansea Road (W)	1.28	0.00	0.42	2.87	3.58

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.12	0.00	0.00	1.00	1.00
B - Swansea Road (E)	1.11	0.00	0.38	2.16	2.95
C - Cyfarthfa Retail Park South	1.13	0.00	0.18	2.48	2.90
D - Swansea Road (W)	2.16	0.00	1.31	4.20	5.45

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.15	0.00	0.00	1.00	1.00
B - Swansea Road (E)	1.29	0.00	0.41	2.69	3.48
C - Cyfarthfa Retail Park South	1.12	0.00	0.33	1.96	2.78
D - Swansea Road (W)	2.80	0.00	1.82	5.70	6.97

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.11	0.00	0.00	1.00	1.00
B - Swansea Road (E)	0.78	0.00	0.00	1.71	2.30
C - Cyfarthfa Retail Park South	0.80	0.00	0.00	1.93	3.30
D - Swansea Road (W)	1.50	0.00	0.48	3.97	4.65

09:15 - 09:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.07	0.00	0.00	0.00	1.00
B - Swansea Road (E)	0.60	0.00	0.00	1.23	1.74
C - Cyfarthfa Retail Park South	0.49	0.00	0.00	2.00	2.00
D - Swansea Road (W)	1.28	0.00	0.54	2.45	3.63

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	14	687	0.020	14	15	0.0	0.0	4.755	A
			2	A, C, D	33	687	0.048	33	32	0.0	0.0	5.209	A
		2	1	(A, B, C, D)	47			47	47	0.0	0.0	0.000	A
	Exit	1	1		62			62	59	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	172	753	0.228	172	169	0.0	0.3	5.632	A
			3	D	120	753	0.159	120	118	0.0	0.1	5.107	A
			4	A, B, D	128	753	0.169	128	128	0.0	0.2	5.220	A
		2	1	(A, B, C, D)	212			212	209	0.0	0.0	0.098	A
			2	(A, B, C, D)	207			207	208	0.0	0.0	0.114	A
	Exit	1	1		422			422	423	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	134	792	0.169	134	135	0.0	0.1	4.971	A
			2	A, B, C, D	204	792	0.257	202	207	0.0	0.3	5.427	A
		2	1	(A, B, C, D)	339			337	345	0.0	0.1	0.219	A
	Exit	1	1		572			572	573	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	255	1019	0.250	257	255	0.0	0.2	4.025	A
			2	B, C, D	491	1019	0.481	491	492	0.0	0.9	5.725	A
	Exit	1	1		497			497	496	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	18	625	0.028	17	18	0.0	0.0	5.654	A
			2	A, C, D	40	625	0.064	40	39	0.0	0.1	6.135	A
		2	1	(A, B, C, D)	58			58	57	0.0	0.0	0.000	A
	Exit	1	1		75			75	73	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	206	727	0.283	205	204	0.3	0.4	6.208	A
			3	D	142	727	0.195	142	142	0.1	0.3	5.315	A
			4	A, B, D	153	727	0.211	153	152	0.2	0.3	5.682	A
		2	1	(A, B, C, D)	256			256	251	0.0	0.0	0.244	A
			2	(A, B, C, D)	244			245	248	0.0	0.0	0.279	A
	Exit	1	1		518			518	515	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	162	775	0.208	161	165	0.1	0.3	5.075	A
			2	A, B, C, D	247	775	0.319	248	248	0.3	0.4	5.675	A
		2	1	(A, B, C, D)	409			409	414	0.1	0.1	0.255	A
	Exit	1	1		694			694	686	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	320	1009	0.317	319	316	0.2	0.4	4.526	A
			2	B, C, D	592	1009	0.587	592	584	0.9	0.9	6.859	A
	Exit	1	1		592			592	593	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	21	546	0.038	21	21	0.0	0.0	6.536	A
			2	A, C, D	49	546	0.089	50	48	0.1	0.1	6.857	A
		2	1	(A, B, C, D)	70			70	69	0.0	0.0	0.000	A
	Exit	1	1		87			87	91	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	247	693	0.356	249	248	0.4	0.4	7.083	A
			3	D	172	693	0.249	173	169	0.3	0.3	5.831	A
			4	A, B, D	199	693	0.287	197	189	0.3	0.4	6.003	A
		2	1	(A, B, C, D)	310			310	305	0.0	0.0	0.679	A
			2	(A, B, C, D)	308			308	301	0.0	0.0	0.695	A
	Exit	1	1		640			640	643	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	195	750	0.260	196	201	0.3	0.3	5.602	A
			2	A, B, C, D	309	750	0.412	306	302	0.4	0.6	6.117	A
		2	1	(A, B, C, D)	506			504	503	0.1	0.2	0.491	A
	Exit	1	1		855			855	846	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	418	995	0.420	420	417	0.4	0.6	5.726	A
			2	B, C, D	698	995	0.702	701	703	0.9	1.6	8.929	A
	Exit	1	1		730			730	718	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	21	543	0.039	20	21	0.0	0.1	6.526	A
			2	A, C, D	46	543	0.085	46	46	0.1	0.1	7.525	A
		2	1	(A, B, C, D)	67			67	67	0.0	0.0	0.000	A
	Exit	1	1		85			85	87	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	251	692	0.363	254	249	0.4	0.4	7.140	A
			3	D	167	692	0.242	165	167	0.3	0.4	5.889	A
			4	A, B, D	184	692	0.266	183	186	0.4	0.4	6.085	A
		2	1	(A, B, C, D)	306			306	302	0.0	0.1	0.710	A
			2	(A, B, C, D)	296			297	300	0.0	0.0	0.716	A
	Exit	1	1		644			644	647	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	205	757	0.271	205	205	0.3	0.3	5.471	A
			2	A, B, C, D	297	757	0.392	295	301	0.6	0.7	5.947	A
		2	1	(A, B, C, D)	502			501	506	0.2	0.1	0.466	A
	Exit	1	1		865			865	848	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	429	998	0.430	426	420	0.6	0.8	5.649	A
			2	B, C, D	715	998	0.717	711	705	1.6	2.0	9.156	A
	Exit	1	1		712			712	717	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	19	626	0.030	19	19	0.1	0.0	6.547	A
			2	A, C, D	36	626	0.057	35	39	0.1	0.1	6.418	A
		2	1	(A, B, C, D)	55			55	58	0.0	0.0	0.000	A
	Exit	1	1		73			73	75	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	202	728	0.278	202	204	0.4	0.3	6.469	A
			3	D	139	728	0.190	139	138	0.4	0.2	5.343	A
			4	A, B, D	151	728	0.207	150	151	0.4	0.2	5.746	A
		2	1	(A, B, C, D)	250			250	247	0.1	0.0	0.276	A
			2	(A, B, C, D)	242			241	245	0.0	0.0	0.284	A
	Exit	1	1		516			516	522	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	166	778	0.214	165	166	0.3	0.3	5.222	A
			2	A, B, C, D	258	778	0.332	259	255	0.7	0.4	5.564	A
		2	1	(A, B, C, D)	425			424	420	0.1	0.0	0.280	A
	Exit	1	1		691			691	699	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	314	1007	0.311	315	327	0.8	0.4	4.700	A
			2	B, C, D	589	1007	0.585	591	590	2.0	1.1	7.095	A
	Exit	1	1		595			595	594	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	14	677	0.020	14	15	0.0	0.0	5.957	A
			2	A, C, D	28	677	0.041	28	30	0.1	0.0	5.848	A
		2	1	(A, B, C, D)	42			42	45	0.0	0.0	0.000	A
	Exit	1	1		64			64	63	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	167	752	0.223	167	172	0.3	0.3	5.859	A
			3	D	116	752	0.154	116	116	0.2	0.1	4.952	A
			4	A, B, D	135	752	0.180	135	126	0.2	0.2	5.190	A
		2	1	(A, B, C, D)	215			215	208	0.0	0.0	0.150	A
			2	(A, B, C, D)	204			204	205	0.0	0.0	0.150	A
	Exit	1	1		439			439	433	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	134	792	0.169	133	136	0.3	0.2	5.069	A
			2	A, B, C, D	219	792	0.277	219	217	0.4	0.3	5.227	A
		2	1	(A, B, C, D)	353			353	352	0.0	0.0	0.115	A
	Exit	1	1		576			576	585	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	257	1015	0.253	257	261	0.4	0.3	4.382	A
			2	B, C, D	510	1015	0.502	509	503	1.1	0.9	6.112	A
	Exit	1	1		498			498	496	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.00	0.00	0.00	0.00	0.00
			2	0.04	0.00	0.00	0.00	0.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.26	0.00	0.00	0.65	0.93
			3	0.13	0.00	0.00	0.11	0.70
			4	0.16	0.00	0.00	0.35	0.72
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.13	0.00	0.00	1.00	1.00
			2	0.32	0.00	0.00	0.80	2.00
		2	1	0.12	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.21	0.00	0.00	0.52	0.84
			2	0.89	0.00	0.12	1.89	2.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.40	0.00	0.00	2.00	2.00
			3	0.26	0.00	0.00	0.68	2.00
			4	0.27	0.00	0.00	0.71	1.23
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.30	0.00	0.00	0.70	0.90
			2	0.43	0.00	0.00	0.84	2.00
		2	1	0.07	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.40	0.00	0.00	0.85	1.23
			2	0.88	0.00	0.00	2.16	2.97
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.07	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.41	0.00	0.00	0.94	2.00
			3	0.27	0.00	0.00	0.66	0.88
			4	0.40	0.00	0.00	0.85	1.23
		2	1	0.01	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.34	0.00	0.00	0.79	2.00
			2	0.60	0.00	0.00	2.00	2.00
		2	1	0.20	0.00	0.00	0.00	0.63
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.56	0.00	0.00	1.20	1.66
			2	1.60	0.00	0.78	3.97	4.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.07	0.00	0.00	0.00	1.00
			2	0.07	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.43	0.00	0.00	2.00	2.00
			3	0.38	0.00	0.00	0.85	2.00
			4	0.37	0.00	0.00	0.87	1.38
		2	1	0.09	0.00	0.00	0.00	-0.03
			2	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.33	0.00	0.00	0.75	0.95
			2	0.68	0.00	0.00	2.00	2.00
		2	1	0.11	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.84	0.00	0.21	1.68	1.93
			2	1.96	0.00	0.95	4.13	4.82
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.06	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.34	0.00	0.00	0.82	2.00
			3	0.17	0.00	0.00	0.40	0.74
			4	0.24	0.00	0.00	0.61	0.87
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.34	0.00	0.00	0.82	2.00
			2	0.41	0.00	0.00	2.00	2.00
		2	1	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.37	0.00	0.00	0.78	0.95
			2	1.13	0.00	0.22	2.97	3.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:15 - 09:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.02	0.00	0.00	0.00	0.00
			2	0.05	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.29	0.00	0.00	0.74	2.00
			3	0.09	0.00	0.00	0.00	1.00
			4	0.20	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.22	0.00	0.00	1.00	1.00
			2	0.27	0.00	0.00	0.68	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.34	0.00	0.00	0.79	2.00
			2	0.94	0.00	0.21	1.89	2.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	9	2	911	664	0.014	9	10	0.0	0.0	4.521
				C	5	1	701	520	0.009	5	5	0.0	0.0	5.174
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	6	2	642	471	0.013	6	5	0.0	0.0	5.099
				D	27	7	958	686	0.039	27	27	0.0	0.0	5.229
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	9	2	-	-	-	9	10	0.0	0.0	0.000
				C	11	3	-	-	-	11	10	0.0	0.0	0.000
				D	27	7	-	-	-	27	27	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	172	43	870	753	0.228	172	169	0.0	0.3	5.632
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	120	30	870	752	0.159	120	118	0.0	0.1	5.107
		2	4	A	14	4	828	718	0.020	14	13	0.0	0.0	5.678
				B	3	0.73	520	460	0.006	3	4	0.0	0.0	5.315
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	110	28	870	752	0.147	111	111	0.0	0.2	5.160
			1	A	8	2	-	-	-	8	6	0.0	0.0	0.000
				B	1	0.33	-	-	-	1	2	0.0	0.0	0.000
				C	86	22	-	-	-	86	84	0.0	0.0	0.211
				D	116	29	-	-	-	116	117	0.0	0.0	0.022
C - Cyfarthfa Retail Park South	Entry	1	1	A	5	1	653	594	0.009	5	5	0.0	0.0	3.866
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	128	32	877	791	0.162	129	130	0.0	0.1	5.019
			2	A	4	0.95	599	543	0.007	4	4	0.0	0.0	4.962
				B	67	17	877	789	0.085	67	72	0.0	0.1	5.980
				C	24	6	856	770	0.031	23	23	0.0	0.1	6.043
				D	109	27	877	791	0.138	108	108	0.0	0.2	4.951
		2	1	A	9	2	-	-	-	9	10	0.0	0.0	0.028
				B	67	17	-	-	-	67	72	0.0	0.0	0.449
				C	24	6	-	-	-	24	23	0.0	0.0	0.331
				D	239	60	-	-	-	238	239	0.0	0.1	0.146
D - Swansea Road (W)	Entry	1	1	A	38	10	1061	1017	0.038	38	36	0.0	0.0	4.320
				B	217	54	1061	1019	0.212	219	218	0.0	0.2	3.975
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	124	31	1061	1018	0.122	124	119	0.0	0.2	4.196
				C	365	91	1061	1019	0.358	366	371	0.0	0.7	6.216
				D	1	0.37	336	327	0.004	1	1	0.0	0.0	4.483

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	12	3	934	621	0.020	12	13	0.0	0.0	5.647
				C	5	1	631	414	0.012	5	5	0.0	0.0	5.670
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	6	2	817	543	0.012	6	6	0.0	0.0	5.997
				D	34	8	958	628	0.054	34	33	0.0	0.0	6.161
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	12	3	-	-	-	12	13	0.0	0.0	0.000
				C	12	3	-	-	-	12	11	0.0	0.0	0.000
				D	34	8	-	-	-	34	33	0.0	0.0	0.001
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	206	52	870	727	0.283	205	204	0.3	0.4	6.208
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	142	35	870	727	0.195	142	142	0.1	0.3	5.315
			4	A	17	4	828	692	0.024	16	15	0.0	0.1	6.227
				B	5	1	488	414	0.011	5	4	0.0	0.0	6.741
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	132	33	870	727	0.182	132	133	0.2	0.2	5.585
		2	1	A	8	2	-	-	-	8	8	0.0	0.0	0.084
				B	2	0.62	-	-	-	2	2	0.0	0.0	0.000
				C	109	27	-	-	-	109	103	0.0	0.0	0.502
				D	137	34	-	-	-	137	138	0.0	0.0	0.060
			2	A	8	2	-	-	-	8	7	0.0	0.0	0.072
				B	2	0.51	-	-	-	2	2	0.0	0.0	0.000
				C	97	24	-	-	-	97	102	0.0	0.0	0.530
				D	137	34	-	-	-	137	138	0.0	0.0	0.101
C - Cyfarthfa Retail Park South	Entry	1	1	A	8	2	738	655	0.012	8	7	0.0	0.0	5.338
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	154	38	877	775	0.198	153	158	0.1	0.3	5.063
			2	A	5	1	556	491	0.010	5	5	0.0	0.0	5.026
				B	85	21	877	775	0.110	87	90	0.1	0.1	6.089
				C	26	7	877	776	0.034	26	27	0.1	0.0	6.568
				D	131	33	877	775	0.169	130	126	0.2	0.2	5.227
D - Swansea Road (W)	Entry	1	1	A	13	3	-	-	-	13	12	0.0	0.0	0.301
				B	85	21	-	-	-	85	90	0.0	0.0	0.509
				C	26	7	-	-	-	26	27	0.0	0.0	0.486
				D	285	71	-	-	-	285	285	0.1	0.1	0.152
			2	A	46	12	1061	1008	0.046	45	46	0.0	0.1	4.886
				B	274	68	1061	1009	0.271	274	270	0.2	0.3	4.464
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	14	4	934	538	0.027	14	14	0.0	0.0	6.890
				C	7	2	759	440	0.015	7	7	0.0	0.0	5.807
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	8	2	841	488	0.016	8	8	0.0	0.0	5.929
				D	41	10	958	542	0.076	42	41	0.0	0.1	7.034
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	14	4	-	-	-	14	14	0.0	0.0	0.000
				C	14	4	-	-	-	14	15	0.0	0.0	0.000
				D	41	10	-	-	-	41	41	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	247	62	870	694	0.356	249	248	0.4	0.4	7.083
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	172	43	870	695	0.248	173	169	0.3	0.3	5.831
			4	A	19	5	870	692	0.027	19	20	0.1	0.0	6.654
				B	4	1	584	470	0.009	4	5	0.0	0.0	6.166
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	175	44	870	694	0.253	174	164	0.2	0.4	5.916
		2	1	A	8	2	-	-	-	8	10	0.0	0.0	0.047
				B	2	0.59	-	-	-	2	2	0.0	0.0	0.567
				C	125	31	-	-	-	125	127	0.0	0.0	1.187
				D	174	43	-	-	-	174	166	0.0	0.0	0.319
			2	A	11	3	-	-	-	11	10	0.0	0.0	0.184
				B	2	0.51	-	-	-	2	2	0.0	0.0	0.079
				C	121	30	-	-	-	121	121	0.0	0.0	1.249
				D	174	43	-	-	-	174	168	0.0	0.0	0.324
C - Cyfarthfa Retail Park South	Entry	1	1	A	7	2	781	673	0.010	7	8	0.0	0.0	5.982
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	188	47	877	750	0.251	189	193	0.3	0.3	5.586
			2	A	6	2	653	563	0.011	6	6	0.0	0.0	5.779
				B	115	29	877	749	0.154	114	113	0.1	0.2	6.565
				C	35	9	877	754	0.047	36	35	0.0	0.0	6.682
				D	152	38	877	750	0.202	151	148	0.2	0.3	5.662
		2	1	A	13	3	-	-	-	13	14	0.0	0.0	0.345
				B	117	29	-	-	-	115	113	0.0	0.1	0.921
				C	35	9	-	-	-	35	35	0.0	0.0	0.731
				D	341	85	-	-	-	340	342	0.1	0.1	0.331
D - Swansea Road (W)	Entry	1	1	A	56	14	1061	995	0.056	56	57	0.1	0.1	5.854
				B	362	91	1061	995	0.364	365	360	0.3	0.5	5.705
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	143	36	1061	995	0.144	143	152	0.1	0.2	5.320
				C	553	138	1061	994	0.557	556	549	0.7	1.4	9.896
				D	2	0.48	440	413	0.005	2	2	0.0	0.0	12.431

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	13	3	946	540	0.025	13	14	0.0	0.0	6.566
				C	8	2	806	459	0.017	7	7	0.0	0.0	6.454
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	7	2	806	461	0.014	7	7	0.0	0.0	7.453
				D	39	10	958	546	0.072	39	39	0.1	0.1	7.538
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	13	3	-	-	-	13	14	0.0	0.0	0.000
				C	14	4	-	-	-	14	14	0.0	0.0	0.000
				D	39	10	-	-	-	39	39	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	251	63	870	693	0.363	254	249	0.4	0.4	7.140
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	167	42	870	693	0.241	165	167	0.3	0.4	5.889
			4	A	18	5	870	696	0.026	18	19	0.0	0.0	6.414
				B	5	1	584	462	0.010	5	5	0.0	0.0	6.573
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	161	40	870	693	0.232	160	163	0.4	0.3	6.030
		2	1	A	10	3	-	-	-	10	9	0.0	0.0	0.085
				B	3	0.73	-	-	-	3	3	0.0	0.0	0.898
				C	125	31	-	-	-	125	124	0.0	0.0	1.257
				D	168	42	-	-	-	168	166	0.0	0.0	0.324
			2	A	8	2	-	-	-	8	10	0.0	0.0	0.221
				B	2	0.44	-	-	-	2	2	0.0	0.0	0.144
				C	126	31	-	-	-	127	125	0.0	0.0	1.250
				D	161	40	-	-	-	161	163	0.0	0.0	0.334
C - Cyfarthfa Retail Park South	Entry	1	1	A	8	2	695	601	0.014	8	8	0.0	0.0	4.896
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	197	49	877	757	0.260	196	197	0.3	0.3	5.493
			2	A	6	2	695	596	0.011	6	6	0.0	0.0	5.314
				B	107	27	877	757	0.142	107	112	0.2	0.3	6.312
				C	33	8	877	758	0.044	32	33	0.0	0.1	6.412
				D	150	38	877	758	0.198	150	149	0.3	0.3	5.597
		2	1	A	14	4	-	-	-	14	14	0.0	0.0	0.450
				B	107	27	-	-	-	107	113	0.1	0.0	0.750
				C	33	8	-	-	-	33	33	0.0	0.0	0.920
				D	347	87	-	-	-	347	347	0.1	0.1	0.332
D - Swansea Road (W)	Entry	1	1	A	52	13	1061	998	0.052	52	54	0.1	0.1	6.174
				B	377	94	1061	997	0.378	374	366	0.5	0.8	5.570
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	145	36	1061	997	0.145	145	151	0.2	0.2	5.653
				C	568	142	1061	998	0.570	565	552	1.4	1.7	10.103
				D	2	0.48	440	413	0.005	2	2	0.0	0.0	8.263

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	13	3	888	574	0.022	12	11	0.0	0.0	6.605
				C	6	2	759	488	0.013	6	7	0.0	0.0	6.456
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	5	1	794	512	0.010	5	6	0.0	0.0	5.914
				D	31	8	958	625	0.049	30	33	0.1	0.1	6.505
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	13	3	-	-	-	13	11	0.0	0.0	0.000
				C	11	3	-	-	-	11	13	0.0	0.0	0.000
				D	31	8	-	-	-	31	33	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	202	51	870	730	0.277	202	204	0.4	0.3	6.469
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	139	35	870	728	0.190	139	138	0.4	0.2	5.343
			4	A	15	4	870	727	0.021	16	17	0.0	0.0	6.405
				B	3	0.77	541	447	0.007	3	3	0.0	0.0	7.436
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	132	33	870	729	0.182	132	131	0.3	0.2	5.616
		2	1	A	7	2	-	-	-	7	8	0.0	0.0	0.063
				B	2	0.40	-	-	-	2	2	0.0	0.0	0.000
				C	107	27	-	-	-	107	102	0.0	0.0	0.563
				D	135	34	-	-	-	135	135	0.0	0.0	0.070
			2	A	8	2	-	-	-	8	9	0.0	0.0	0.109
				B	1	0.37	-	-	-	1	1	0.0	0.0	1.249
				C	96	24	-	-	-	95	102	0.0	0.0	0.576
				D	136	34	-	-	-	136	133	0.0	0.0	0.055
C - Cyfarthfa Retail Park South	Entry	1	1	A	7	2	695	619	0.012	7	6	0.0	0.0	4.906
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	159	40	877	778	0.204	158	160	0.3	0.3	5.235
			2	A	4	0.88	620	547	0.006	4	5	0.0	0.0	5.260
				B	90	23	877	779	0.116	91	90	0.3	0.1	6.038
				C	30	7	877	777	0.038	30	30	0.1	0.0	6.372
				D	135	34	877	779	0.173	134	130	0.3	0.2	5.074
		2	1	A	11	3	-	-	-	11	11	0.0	0.0	0.307
				B	90	23	-	-	-	90	89	0.0	0.0	0.505
				C	30	7	-	-	-	30	30	0.0	0.0	0.503
				D	294	74	-	-	-	294	290	0.1	0.0	0.188
D - Swansea Road (W)	Entry	1	1	A	47	12	1061	1005	0.047	47	47	0.1	0.1	4.856
				B	267	67	1061	1007	0.265	268	280	0.8	0.3	4.673
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	141	35	1061	1007	0.140	142	138	0.2	0.2	4.697
				C	446	112	1061	1007	0.443	447	451	1.7	0.9	7.824
				D	2	0.44	311	295	0.006	2	2	0.0	0.0	7.142

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	9	2	852	602	0.015	9	9	0.0	0.0	6.661
				C	5	1	747	528	0.009	5	5	0.0	0.0	4.791
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	4	1	701	492	0.009	4	5	0.0	0.0	5.280
				D	24	6	958	681	0.035	23	26	0.1	0.0	5.954
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	9	2	-	-	-	9	9	0.0	0.0	0.000
				C	9	2	-	-	-	9	10	0.0	0.0	0.000
				D	24	6	-	-	-	24	25	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	167	42	870	751	0.223	167	172	0.3	0.3	5.859
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	116	29	870	752	0.154	116	116	0.2	0.1	4.952
			4	A	14	4	839	723	0.020	14	13	0.0	0.0	5.351
				B	4	1	435	375	0.011	4	3	0.0	0.0	4.587
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	117	29	870	751	0.155	116	111	0.2	0.2	5.188
		2	1	A	8	2	-	-	-	8	7	0.0	0.0	0.053
				B	2	0.48	-	-	-	2	2	0.0	0.0	0.000
				C	85	21	-	-	-	85	87	0.0	0.0	0.318
				D	119	30	-	-	-	119	113	0.0	0.0	0.025
			2	A	6	2	-	-	-	6	6	0.0	0.0	0.000
				B	2	0.59	-	-	-	2	1	0.0	0.0	0.000
				C	82	21	-	-	-	82	85	0.0	0.0	0.310
				D	113	28	-	-	-	113	113	0.0	0.0	0.036
C - Cyfarthfa Retail Park South	Entry	1	1	A	5	1	620	559	0.009	5	5	0.0	0.0	5.564
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	129	32	877	792	0.163	128	131	0.3	0.2	5.050
			2	A	4	0.95	513	465	0.008	4	4	0.0	0.0	4.723
				B	80	20	877	793	0.101	79	77	0.1	0.1	5.594
				C	23	6	866	784	0.029	23	24	0.0	0.0	6.141
				D	112	28	877	793	0.142	113	112	0.2	0.1	4.796
		2	1	A	9	2	-	-	-	9	9	0.0	0.0	0.101
				B	80	20	-	-	-	80	77	0.0	0.0	0.211
				C	23	6	-	-	-	23	24	0.0	0.0	0.320
				D	241	60	-	-	-	241	242	0.0	0.0	0.065
D - Swansea Road (W)	Entry	1	1	A	41	10	1061	1016	0.040	41	41	0.1	0.1	4.499
				B	216	54	1061	1015	0.213	217	220	0.3	0.3	4.360
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	129	32	1061	1015	0.127	129	123	0.2	0.1	4.238
				C	379	95	1061	1015	0.373	378	378	0.9	0.8	6.721
				D	1	0.37	323	309	0.005	1	1	0.0	0.0	5.258

D2 - 2026 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cyfarthfa Retail Park	Standard Roundabout		A, B, C, D	9.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Observed	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park North		ONE HOUR	✓	137	100.000
B - Swansea Road (E)		ONE HOUR	✓	651	100.000
C - Cyfarthfa Retail Park South		ONE HOUR	✓	851	100.000
D - Swansea Road (W)		ONE HOUR	✓	811	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
	A - Cyfarthfa Retail Park North	0	28	27	82
	B - Swansea Road (E)	29	2	265	355
	C - Cyfarthfa Retail Park South	21	152	24	654
	D - Swansea Road (W)	58	284	467	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
	A - Cyfarthfa Retail Park North	0	0	0	1
	B - Swansea Road (E)	3	1	0	0
	C - Cyfarthfa Retail Park South	0	0	0	0
	D - Swansea Road (W)	0	2	0	0

Cyclist %

From	To		
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)
	A - Cyfarthfa Retail Park North	0	0
	B - Swansea Road (E)	0	0
	C - Cyfarthfa Retail Park South	0	0
	D - Swansea Road (W)	0	0

Results

Results Summary for whole modelled period

Am	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Cyfarthfa Retail Park North	6.72	0.4	2.0	A	130	195
B - Swansea Road (E)	7.75	1.7	5.0	A	588	882
C - Cyfarthfa Retail Park South	11.97	3.1	10.1	B	782	1172
D - Swansea Road (W)	7.30	2.1	6.6	A	754	1132

Main Results for each time segment

15:45 - 16:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	99	25	713	99	99	82	0.0	0.2	5.074	A
B - Swansea Road (E)	486	122	458	487	483	354	0.0	0.7	5.631	A
C - Cyfarthfa Retail Park South	635	159	353	632	639	592	0.0	1.3	6.394	A
D - Swansea Road (W)	622	155	173	622	612	811	0.0	0.8	5.157	A

16:00 - 16:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	125	31	813	126	125	99	0.2	0.1	5.594	A
B - Swansea Road (E)	570	142	529	574	572	410	0.7	0.8	6.203	A
C - Cyfarthfa Retail Park South	756	189	412	747	762	691	1.3	1.9	8.395	A
D - Swansea Road (W)	731	183	188	723	714	971	0.8	1.8	5.715	A

16:15 - 16:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	160	40	1018	159	158	121	0.1	0.3	6.720	A
B - Swansea Road (E)	710	177	661	713	706	516	0.8	1.5	7.457	A
C - Cyfarthfa Retail Park South	965	241	512	965	941	863	1.9	3.1	11.254	B
D - Swansea Road (W)	890	223	251	888	893	1226	1.8	2.1	7.066	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	155	39	1052	154	150	120	0.3	0.4	6.679	A
B - Swansea Road (E)	694	174	676	688	713	530	1.5	1.7	7.749	A
C - Cyfarthfa Retail Park South	937	234	495	936	934	869	3.1	3.1	11.975	B
D - Swansea Road (W)	918	230	252	919	893	1179	2.1	2.0	7.295	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	122	31	843	124	124	96	0.4	0.2	6.298	A
B - Swansea Road (E)	579	145	554	578	589	413	1.7	1.0	6.422	A
C - Cyfarthfa Retail Park South	738	185	414	743	770	719	3.1	1.5	8.775	A
D - Swansea Road (W)	733	183	203	736	740	954	2.0	0.9	6.222	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	119	30	720	117	115	80	0.2	0.2	5.422	A
B - Swansea Road (E)	489	122	478	488	491	360	1.0	0.9	6.012	A
C - Cyfarthfa Retail Park South	657	164	362	651	648	604	1.5	1.4	6.429	A
D - Swansea Road (W)	633	158	168	632	618	846	0.9	1.0	5.388	A

Queue Variation Results for each time segment

15:45 - 16:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.17	0.00	0.00	1.00	1.00
B - Swansea Road (E)	0.72	0.00	0.00	1.65	2.05
C - Cyfarthfa Retail Park South	1.28	0.00	0.60	2.53	3.05
D - Swansea Road (W)	0.84	0.00	0.13	1.77	3.00

16:00 - 16:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.10	0.00	0.00	0.00	0.53
B - Swansea Road (E)	0.79	0.00	0.10	1.84	3.00
C - Cyfarthfa Retail Park South	1.86	0.00	0.76	4.05	4.78
D - Swansea Road (W)	1.79	0.00	1.15	3.10	4.37

16:15 - 16:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.31	0.00	0.00	0.73	0.94
B - Swansea Road (E)	1.48	0.00	0.68	2.80	4.05
C - Cyfarthfa Retail Park South	3.10	0.00	1.30	7.20	9.40
D - Swansea Road (W)	2.14	0.00	1.10	4.60	6.55

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.41	0.00	0.00	2.00	2.00
B - Swansea Road (E)	1.74	0.00	1.00	3.55	5.00
C - Cyfarthfa Retail Park South	3.14	0.00	1.50	8.60	10.05
D - Swansea Road (W)	1.98	0.00	1.00	4.30	5.05

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.17	0.00	0.00	0.40	0.76
B - Swansea Road (E)	0.97	0.00	0.27	1.94	3.00
C - Cyfarthfa Retail Park South	1.48	0.00	0.38	4.20	5.53
D - Swansea Road (W)	0.95	0.00	0.29	1.78	2.37

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.24	0.00	0.00	0.62	0.91
B - Swansea Road (E)	0.90	0.00	0.18	1.92	3.00
C - Cyfarthfa Retail Park South	1.43	0.00	0.54	2.89	4.10
D - Swansea Road (W)	1.03	0.00	0.14	1.93	3.55

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	28	717	0.039	28	30	0.0	0.1	5.038	A
			2	A, C, D	71	717	0.099	71	69	0.0	0.1	5.090	A
		2	1	(A, B, C, D)	99			99	100	0.0	0.0	0.000	A
	Exit	1	1		82			82	80	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	193	745	0.258	195	198	0.0	0.2	5.742	A
			3	D	144	745	0.193	143	138	0.0	0.2	5.007	A
			4	A, B, D	150	745	0.201	149	148	0.0	0.3	5.395	A
		2	1	(A, B, C, D)	248			248	244	0.0	0.0	0.204	A
			2	(A, B, C, D)	238			238	242	0.0	0.0	0.203	A
	Exit	1	1		354			354	347	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	284	768	0.370	282	283	0.0	0.5	5.400	A
			2	A, B, C, D	351	768	0.457	349	356	0.0	0.7	6.067	A
		2	1	(A, B, C, D)	635			636	644	0.0	0.1	0.621	A
	Exit	1	1		592			592	592	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	185	999	0.185	184	177	0.0	0.3	4.121	A
			2	B, C, D	437	999	0.437	437	435	0.0	0.6	5.572	A
	Exit	1	1		811			811	814	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	42	683	0.061	42	38	0.1	0.0	5.209	A
			2	A, C, D	83	683	0.121	84	87	0.1	0.1	5.764	A
		2	1	(A, B, C, D)	125			125	125	0.0	0.0	0.000	A
	Exit	1	1		99			99	94	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	235	726	0.324	236	232	0.2	0.4	6.559	A
			3	D	159	726	0.220	162	163	0.2	0.1	5.217	A
			4	A, B, D	176	726	0.242	176	176	0.3	0.3	5.559	A
		2	1	(A, B, C, D)	288			289	289	0.0	0.0	0.338	A
			2	(A, B, C, D)	281			282	283	0.0	0.0	0.330	A
	Exit	1	1		410			410	411	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	331	750	0.442	330	338	0.5	0.6	6.580	A
			2	A, B, C, D	422	750	0.562	417	425	0.7	1.0	6.964	A
		2	1	(A, B, C, D)	756			753	764	0.1	0.3	1.598	A
	Exit	1	1		691			691	688	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	227	994	0.228	227	215	0.3	0.3	4.391	A
			2	B, C, D	504	994	0.508	496	499	0.6	1.5	6.275	A
	Exit	1	1		971			971	979	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	50	614	0.081	49	47	0.0	0.1	6.333	A
			2	A, C, D	110	614	0.179	110	111	0.1	0.2	6.836	A
		2	1	(A, B, C, D)	160			160	159	0.0	0.0	0.036	A
	Exit	1	1		121			121	117	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	298	690	0.432	300	287	0.4	0.4	7.252	A
			3	D	193	690	0.280	193	195	0.1	0.4	6.038	A
			4	A, B, D	220	690	0.318	221	224	0.3	0.5	6.230	A
		2	1	(A, B, C, D)	351			351	354	0.0	0.1	0.901	A
			2	(A, B, C, D)	359			360	355	0.0	0.1	0.817	A
	Exit	1	1		516			516	508	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	433	719	0.602	434	422	0.6	0.8	7.217	A
			2	A, B, C, D	530	719	0.736	531	519	1.0	1.1	7.712	A
		2	1	(A, B, C, D)	965			963	942	0.3	1.2	3.776	A
	Exit	1	1		863			863	860	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	290	971	0.298	288	286	0.3	0.7	4.749	A
			2	B, C, D	600	971	0.618	601	607	1.5	1.5	8.148	A
	Exit	1	1		1226			1226	1213	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	49	603	0.081	48	48	0.1	0.1	5.996	A
			2	A, C, D	106	603	0.176	106	102	0.2	0.3	6.988	A
		2	1	(A, B, C, D)	155			155	151	0.0	0.0	0.009	A
	Exit	1	1		120			120	118	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	289	686	0.422	287	289	0.4	0.7	7.504	A
			3	D	193	686	0.282	193	200	0.4	0.4	5.958	A
			4	A, B, D	211	686	0.308	208	224	0.5	0.5	6.215	A
		2	1	(A, B, C, D)	352			352	355	0.1	0.1	1.085	A
			2	(A, B, C, D)	342			341	360	0.1	0.1	1.086	A
	Exit	1	1		530			530	513	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	426	724	0.588	426	419	0.8	0.8	7.205	A
			2	A, B, C, D	508	724	0.701	510	514	1.1	1.1	7.886	A
		2	1	(A, B, C, D)	937			934	934	1.2	1.2	4.377	A
	Exit	1	1		869			869	861	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	299	971	0.308	300	288	0.7	0.4	4.924	A
			2	B, C, D	619	971	0.638	620	605	1.5	1.6	8.409	A
	Exit	1	1		1179			1179	1197	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	37	673	0.054	37	36	0.1	0.1	5.829	A
			2	A, C, D	86	673	0.127	87	88	0.3	0.1	6.380	A
		2	1	(A, B, C, D)	122			122	123	0.0	0.0	0.077	A
	Exit	1	1		96			96	96	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	238	719	0.332	239	241	0.7	0.3	6.871	A
			3	D	165	719	0.229	163	168	0.4	0.3	5.182	A
			4	A, B, D	176	719	0.245	176	180	0.5	0.3	5.615	A
		2	1	(A, B, C, D)	286			285	291	0.1	0.0	0.426	A
			2	(A, B, C, D)	294			294	295	0.1	0.0	0.413	A
	Exit	1	1		413			413	413	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	327	749	0.436	331	345	0.8	0.5	6.458	A
			2	A, B, C, D	411	749	0.548	413	425	1.1	0.7	7.188	A
		2	1	(A, B, C, D)	738			738	767	1.2	0.3	1.921	A
	Exit	1	1		719			719	719	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	222	989	0.225	223	224	0.4	0.3	4.296	A
			2	B, C, D	511	989	0.516	513	516	1.6	0.7	7.055	A
	Exit	1	1		954			954	993	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	34	715	0.047	34	35	0.1	0.0	5.103	A
			2	A, C, D	85	715	0.119	83	80	0.1	0.2	5.564	A
		2	1	(A, B, C, D)	119			119	115	0.0	0.0	0.000	A
	Exit	1	1		80			80	82	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	199	740	0.269	198	201	0.3	0.4	6.306	A
			3	D	140	740	0.190	141	139	0.3	0.3	5.206	A
			4	A, B, D	149	740	0.202	149	152	0.3	0.2	5.389	A
		2	1	(A, B, C, D)	240			241	245	0.0	0.0	0.299	A
			2	(A, B, C, D)	248			248	246	0.0	0.0	0.299	A
	Exit	1	1		360			360	359	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	298	766	0.389	296	287	0.5	0.6	5.621	A
			2	A, B, C, D	358	766	0.467	355	361	0.7	0.7	6.201	A
		2	1	(A, B, C, D)	657			655	649	0.3	0.2	0.497	A
	Exit	1	1		604			604	597	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	182	1001	0.182	182	179	0.3	0.2	4.206	A
			2	B, C, D	451	1001	0.450	450	439	0.7	0.8	5.865	A
	Exit	1	1		846			846	835	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment
15:45 - 16:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.12	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.19	0.00	0.00	0.47	0.79
			3	0.22	0.00	0.00	0.56	0.83
			4	0.28	0.00	0.00	0.66	0.86
		2	1	0.02	0.00	0.00	0.00	0.00
			2	0.02	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.52	0.00	0.00	0.96	2.00
			2	0.69	0.00	0.00	2.00	2.00
		2	1	0.07	0.00	0.00	0.00	0.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.28	0.00	0.00	0.66	0.86
			2	0.57	0.00	0.00	1.47	1.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:00 - 16:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.07	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.38	0.00	0.00	0.93	2.00
			3	0.14	0.00	0.00	1.00	1.00
			4	0.28	0.00	0.00	0.68	0.93
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.59	0.00	0.00	2.00	2.00
			2	0.97	0.00	0.45	2.00	2.00
		2	1	0.31	0.00	0.00	0.55	1.73
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.31	0.00	0.00	0.77	2.00
			2	1.48	0.00	0.67	2.82	4.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.21	0.00	0.00	0.52	0.81
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.45	0.00	0.00	0.86	2.00
			3	0.41	0.00	0.00	0.89	2.00
			4	0.50	0.00	0.00	0.87	1.05
		2	1	0.07	0.00	0.00	0.00	0.05
			2	0.05	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.79	0.00	0.20	2.00	2.00
			2	1.12	0.00	0.68	2.00	2.00
		2	1	1.19	0.00	0.00	4.20	6.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.66	0.00	0.00	1.80	2.70
			2	1.48	0.00	0.47	3.20	5.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.10	0.00	0.00	1.00	1.00
			2	0.31	0.00	0.00	0.77	2.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.72	0.00	0.00	2.00	2.00
			3	0.43	0.00	0.00	0.85	2.00
			4	0.47	0.00	0.00	0.90	1.37
		2	1	0.05	0.00	0.00	0.00	1.00
			2	0.07	0.00	0.00	0.00	0.05
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.84	0.00	0.20	2.00	2.00
			2	1.12	0.00	0.71	2.00	2.00
		2	1	1.17	0.00	0.00	5.07	6.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.40	0.00	0.00	0.88	2.00
			2	1.59	0.00	0.71	3.40	4.55
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.12	0.00	0.00	0.04	0.62
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.34	0.00	0.00	0.80	2.00
			3	0.34	0.00	0.00	0.76	0.94
			4	0.26	0.00	0.00	0.63	0.85
		2	1	0.02	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.48	0.00	0.00	2.00	2.00
			2	0.71	0.00	0.00	2.00	2.00
		2	1	0.29	0.00	0.00	0.20	4.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.28	0.00	0.00	1.00	1.00
			2	0.67	0.00	0.00	1.37	1.85
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.21	0.00	0.00	0.53	0.89
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.41	0.00	0.00	0.89	2.00
			3	0.26	0.00	0.00	0.65	0.92
			4	0.22	0.00	0.00	0.56	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.55	0.00	0.00	2.00	2.00
			2	0.69	0.00	0.00	2.00	2.00
		2	1	0.19	0.00	0.00	0.00	1.37
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.22	0.00	0.00	0.56	0.83
			2	0.81	0.00	0.00	1.78	3.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	18	5	941	703	0.026	18	20	0.0	0.0	5.161
				C	10	2	925	694	0.014	10	10	0.0	0.0	4.801
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	11	3	875	665	0.017	12	10	0.0	0.0	4.807
				D	60	15	958	715	0.084	60	59	0.0	0.1	5.137
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	18	5	-	-	-	18	20	0.0	0.0	0.000
				C	21	5	-	-	-	21	20	0.0	0.0	0.000
				D	60	15	-	-	-	60	60	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	193	48	870	745	0.259	195	198	0.0	0.2	5.742
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	144	36	870	745	0.193	143	138	0.0	0.2	5.007
			4	A	19	5	870	746	0.025	19	21	0.0	0.1	6.593
				B	2	0.47	270	237	0.008	2	1	0.0	0.0	5.882
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	129	32	870	746	0.173	128	126	0.0	0.2	5.193
		2	1	A	11	3	-	-	-	11	10	0.0	0.0	0.154
				B	0.83	0.21	-	-	-	0.83	0.62	0.0	0.0	0.000
				C	96	24	-	-	-	95	99	0.0	0.0	0.410
				D	140	35	-	-	-	140	134	0.0	0.0	0.056
			2	A	7	2	-	-	-	7	11	0.0	0.0	0.123
				B	1	0.26	-	-	-	1	0.69	0.0	0.0	0.000
				C	97	24	-	-	-	97	99	0.0	0.0	0.429
				D	132	33	-	-	-	132	131	0.0	0.0	0.040
C - Cyfarthfa Retail Park South	Entry	1	1	A	11	3	817	724	0.015	10	9	0.0	0.0	5.456
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	274	68	877	768	0.356	272	273	0.0	0.5	5.398
			2	A	7	2	665	592	0.012	7	7	0.0	0.0	4.354
				B	119	30	877	768	0.154	119	115	0.0	0.2	6.990
				C	17	4	847	746	0.023	17	18	0.0	0.0	6.803
				D	208	52	877	770	0.271	207	216	0.0	0.4	5.573
		2	1	A	18	4	-	-	-	18	17	0.0	0.0	0.464
				B	119	30	-	-	-	119	115	0.0	0.0	1.140
				C	17	4	-	-	-	17	18	0.0	0.0	1.356
				D	482	120	-	-	-	482	494	0.0	0.0	0.478
D - Swansea Road (W)	Entry	1	1	A	46	12	1061	1001	0.046	46	43	0.0	0.0	4.513
				B	139	35	1061	999	0.139	138	134	0.0	0.3	3.994
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	78	19	1061	998	0.078	77	77	0.0	0.1	3.879
				C	358	89	1061	999	0.358	359	356	0.0	0.4	5.935
				D	1	0.36	348	329	0.004	1	2	0.0	0.0	5.363

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	26	6	958	681	0.038	26	25	0.0	0.0	5.228
				C	16	4	925	655	0.025	16	13	0.0	0.0	5.171
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	11	3	908	644	0.017	11	11	0.0	0.0	5.287
				D	72	18	958	685	0.105	73	76	0.1	0.1	5.831
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	26	6	-	-	-	26	25	0.0	0.0	0.000
				C	27	7	-	-	-	27	24	0.0	0.0	0.000
				D	72	18	-	-	-	72	76	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	235	59	870	728	0.324	236	232	0.2	0.4	6.559
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	159	40	870	727	0.219	162	163	0.2	0.1	5.217
			4	A	23	6	870	722	0.031	22	25	0.1	0.1	6.616
				B	1	0.36	225	188	0.008	1	1	0.0	0.0	6.798
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	152	38	870	726	0.209	153	150	0.2	0.2	5.378
		2	1	A	13	3	-	-	-	13	12	0.0	0.0	0.306
				B	0.83	0.21	-	-	-	0.83	0.62	0.0	0.0	0.000
				C	119	30	-	-	-	119	117	0.0	0.0	0.639
				D	156	39	-	-	-	156	159	0.0	0.0	0.121
			2	A	10	2	-	-	-	10	13	0.0	0.0	0.000
				B	0.62	0.16	-	-	-	0.62	0.48	0.0	0.0	0.000
				C	116	29	-	-	-	116	116	0.0	0.0	0.676
				D	155	39	-	-	-	155	153	0.0	0.0	0.097
C - Cyfarthfa Retail Park South	Entry	1	1	A	10	2	832	709	0.013	9	11	0.0	0.1	7.451
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	322	80	877	750	0.429	322	327	0.5	0.5	6.551
			2	A	9	2	771	657	0.014	8	8	0.0	0.0	7.084
				B	129	32	877	749	0.172	127	134	0.2	0.3	7.576
				C	21	5	877	751	0.028	21	21	0.0	0.1	7.846
				D	263	66	877	751	0.350	261	261	0.4	0.5	6.572
D - Swansea Road (W)	Entry	1	1	A	18	5	-	-	-	18	19	0.0	0.0	1.487
				B	130	32	-	-	-	129	135	0.0	0.1	2.149
				C	21	5	-	-	-	21	21	0.0	0.0	2.227
				D	586	147	-	-	-	584	589	0.0	0.2	1.452
			2	A	59	15	1061	993	0.059	59	50	0.0	0.1	4.528
				B	168	42	1061	993	0.169	168	165	0.3	0.2	4.348
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	36	9	958	611	0.059	36	31	0.0	0.0	6.477
				C	14	3	925	590	0.023	13	16	0.0	0.1	6.050
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	14	4	941	602	0.024	14	14	0.0	0.0	5.237
				D	96	24	958	613	0.156	96	97	0.1	0.2	7.063
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	36	9	-	-	-	36	32	0.0	0.0	0.000
				C	28	7	-	-	-	28	30	0.0	0.0	0.000
				D	96	24	-	-	-	96	98	0.0	0.0	0.059
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	298	74	870	688	0.433	300	287	0.4	0.4	7.252
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	193	48	870	689	0.281	193	195	0.1	0.4	6.038
			4	A	30	8	870	691	0.044	30	31	0.1	0.1	7.662
				B	2	0.52	360	283	0.007	2	2	0.0	0.0	6.642
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	187	47	870	689	0.272	188	191	0.2	0.4	6.000
		2	1	A	16	4	-	-	-	16	15	0.0	0.0	0.296
				B	0.83	0.21	-	-	-	0.83	0.90	0.0	0.0	0.381
				C	145	36	-	-	-	145	143	0.0	0.1	1.626
				D	189	47	-	-	-	189	195	0.0	0.0	0.417
			2	A	14	4	-	-	-	14	16	0.0	0.0	0.655
				B	1	0.31	-	-	-	1	1	0.0	0.0	0.000
				C	152	38	-	-	-	153	144	0.0	0.0	1.436
				D	191	48	-	-	-	192	193	0.0	0.0	0.371
C - Cyfarthfa Retail Park South	Entry	1	1	A	12	3	832	684	0.018	13	12	0.1	0.0	6.777
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	421	105	877	719	0.585	422	410	0.5	0.8	7.230
			2	A	11	3	741	610	0.018	11	9	0.0	0.0	6.416
				B	167	42	877	717	0.232	168	165	0.3	0.4	8.472
				C	27	7	877	717	0.038	27	27	0.1	0.0	8.121
				D	325	81	877	718	0.453	325	317	0.5	0.7	7.318
		2	1	A	24	6	-	-	-	23	21	0.0	0.1	4.157
				B	167	42	-	-	-	167	166	0.1	0.3	4.439
				C	26	7	-	-	-	27	27	0.0	0.0	5.126
				D	749	187	-	-	-	746	728	0.2	0.8	3.563
D - Swansea Road (W)	Entry	1	1	A	69	17	1061	970	0.071	68	65	0.1	0.2	5.152
				B	220	55	1061	972	0.227	220	221	0.2	0.4	4.627
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	90	22	1061	971	0.092	90	88	0.2	0.1	4.612
				C	508	127	1061	972	0.523	508	516	1.3	1.3	8.738
				D	3	0.67	512	472	0.006	3	3	0.0	0.0	8.294

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	31	8	958	604	0.052	31	31	0.0	0.1	6.247
				C	17	4	958	612	0.028	17	17	0.1	0.0	5.535
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	13	3	941	598	0.022	13	13	0.0	0.0	6.082
				D	93	23	958	605	0.154	92	90	0.2	0.3	7.116
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	31	8	-	-	-	31	31	0.0	0.0	0.000
				C	30	8	-	-	-	30	30	0.0	0.0	0.000
				D	93	23	-	-	-	93	90	0.0	0.0	0.015
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	289	72	870	686	0.421	287	289	0.4	0.7	7.504
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	193	48	870	684	0.282	193	200	0.4	0.4	5.958
			4	A	28	7	870	687	0.041	28	30	0.1	0.1	7.119
				B	2	0.57	360	287	0.008	2	2	0.0	0.0	6.917
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	181	45	870	685	0.264	178	192	0.4	0.4	6.073
		2	1	A	15	4	-	-	-	14	14	0.0	0.0	0.757
				B	0.62	0.16	-	-	-	0.62	1	0.0	0.0	0.834
				C	151	38	-	-	-	152	147	0.1	0.0	1.644
				D	185	46	-	-	-	185	192	0.0	0.0	0.683
			2	A	14	3	-	-	-	14	15	0.0	0.0	0.358
				B	2	0.41	-	-	-	2	1	0.0	0.0	0.000
				C	138	35	-	-	-	137	143	0.0	0.1	1.925
				D	189	47	-	-	-	188	201	0.0	0.0	0.547
C - Cyfarthfa Retail Park South	Entry	1	1	A	12	3	847	696	0.017	12	13	0.0	0.0	6.616
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	414	104	877	724	0.572	414	406	0.8	0.8	7.225
			2	A	12	3	802	661	0.018	12	10	0.0	0.0	6.810
				B	171	43	877	722	0.237	172	169	0.4	0.4	8.591
				C	26	6	877	721	0.036	26	28	0.0	0.1	8.850
				D	299	75	877	725	0.413	300	308	0.7	0.6	7.448
		2	1	A	23	6	-	-	-	24	24	0.1	0.0	3.931
				B	172	43	-	-	-	171	169	0.3	0.2	5.122
				C	26	6	-	-	-	26	28	0.0	0.0	6.062
				D	717	179	-	-	-	714	713	0.8	0.9	4.150
D - Swansea Road (W)	Entry	1	1	A	68	17	1061	971	0.070	68	65	0.2	0.1	5.200
				B	231	58	1061	971	0.238	232	224	0.4	0.3	4.843
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	94	23	1061	971	0.097	93	88	0.1	0.2	5.018
				C	524	131	1061	971	0.539	525	515	1.3	1.4	8.971
				D	1	0.36	421	383	0.004	2	2	0.0	0.0	10.265

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	22	5	958	674	0.033	23	24	0.1	0.0	6.170
				C	15	4	908	636	0.023	14	12	0.0	0.0	5.159
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	13	3	875	615	0.021	13	11	0.0	0.0	5.569
				D	73	18	958	674	0.108	74	77	0.3	0.1	6.492
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	22	5	-	-	-	22	23	0.0	0.0	0.000
				C	28	7	-	-	-	28	22	0.0	0.0	0.000
				D	73	18	-	-	-	73	77	0.0	0.0	0.124
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	238	60	870	717	0.332	239	241	0.7	0.3	6.871
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	165	41	870	718	0.230	163	168	0.4	0.3	5.182
			4	A	25	6	870	721	0.034	24	25	0.1	0.1	6.901
				B	2	0.62	390	319	0.008	2	2	0.0	0.0	4.804
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	149	37	870	718	0.207	150	153	0.4	0.2	5.422
		2	1	A	13	3	-	-	-	13	12	0.0	0.0	0.282
				B	0.83	0.21	-	-	-	0.83	1	0.0	0.0	0.000
				C	119	30	-	-	-	119	117	0.0	0.0	0.882
				D	153	38	-	-	-	153	161	0.0	0.0	0.107
			2	A	11	3	-	-	-	11	13	0.0	0.0	0.283
				B	2	0.41	-	-	-	2	1	0.0	0.0	0.000
				C	120	30	-	-	-	120	122	0.1	0.0	0.810
				D	161	40	-	-	-	161	159	0.0	0.0	0.123
C - Cyfarthfa Retail Park South	Entry	1	1	A	12	3	817	693	0.017	12	12	0.0	0.0	6.580
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	315	79	877	749	0.421	319	333	0.8	0.4	6.453
			2	A	8	2	771	657	0.012	7	7	0.0	0.0	6.844
				B	132	33	877	750	0.175	133	135	0.4	0.2	7.896
				C	24	6	862	735	0.033	24	23	0.1	0.1	8.476
				D	247	62	877	750	0.330	248	260	0.6	0.4	6.717
		2	1	A	19	5	-	-	-	19	19	0.0	0.0	2.238
				B	131	33	-	-	-	132	134	0.2	0.1	2.391
				C	24	6	-	-	-	24	23	0.0	0.0	2.067
				D	564	141	-	-	-	563	591	0.9	0.2	1.798
D - Swansea Road (W)	Entry	1	1	A	53	13	1061	987	0.053	53	53	0.1	0.0	4.427
				B	169	42	1061	987	0.172	170	171	0.3	0.3	4.255
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	85	21	1061	988	0.086	84	81	0.2	0.1	4.460
				C	424	106	1061	988	0.429	428	433	1.4	0.6	7.541
				D	0.83	0.21	329	306	0.003	0.83	2	0.0	0.0	4.937

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	24	6	958	713	0.033	24	24	0.0	0.0	5.222
				C	10	2	875	657	0.015	10	11	0.0	0.0	4.846
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	13	3	908	678	0.020	13	10	0.0	0.0	5.350
				D	72	18	958	713	0.101	71	70	0.1	0.2	5.595
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	24	6	-	-	-	24	24	0.0	0.0	0.000
				C	23	6	-	-	-	23	21	0.0	0.0	0.000
				D	72	18	-	-	-	72	70	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	199	50	870	739	0.269	198	201	0.3	0.4	6.306
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	140	35	870	739	0.190	141	139	0.3	0.3	5.206
			4	A	18	4	870	742	0.024	18	22	0.1	0.1	5.895
				B	1	0.26	180	154	0.007	1	0.90	0.0	0.0	5.650
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	131	33	870	738	0.177	131	128	0.2	0.2	5.302
		2	1	A	10	2	-	-	-	10	10	0.0	0.0	0.043
				B	0.62	0.16	-	-	-	0.62	0.48	0.0	0.0	1.912
				C	96	24	-	-	-	96	100	0.0	0.0	0.588
				D	134	34	-	-	-	134	134	0.0	0.0	0.097
			2	A	8	2	-	-	-	8	12	0.0	0.0	0.000
				B	0.41	0.10	-	-	-	0.41	0.41	0.0	0.0	0.000
				C	103	26	-	-	-	103	101	0.0	0.0	0.633
				D	137	34	-	-	-	137	132	0.0	0.0	0.071
C - Cyfarthfa Retail Park South	Entry	1	1	A	10	2	802	697	0.014	10	10	0.0	0.0	5.467
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	288	72	877	765	0.376	286	277	0.4	0.6	5.626
			2	A	6	1	741	647	0.009	6	7	0.0	0.0	4.784
				B	113	28	877	765	0.147	113	116	0.2	0.2	6.922
				C	21	5	877	768	0.027	20	19	0.1	0.1	6.974
				D	218	55	877	766	0.285	217	219	0.4	0.4	5.796
		2	1	A	16	4	-	-	-	16	16	0.0	0.0	0.234
				B	114	28	-	-	-	113	117	0.1	0.1	0.938
				C	21	5	-	-	-	21	19	0.0	0.0	0.528
				D	507	127	-	-	-	506	497	0.2	0.1	0.401
D - Swansea Road (W)	Entry	1	1	A	46	12	1061	999	0.046	46	43	0.0	0.1	4.474
				B	136	34	1061	1001	0.135	136	137	0.3	0.1	4.121
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	86	21	1061	1000	0.086	86	81	0.1	0.1	4.074
				C	364	91	1061	1001	0.364	363	356	0.6	0.7	6.260
				D	1	0.26	366	343	0.003	1	2	0.0	0.0	6.873

D3 - 2026 | Observed | SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cyfarthfa Retail Park	Standard Roundabout		A, B, C, D	10.95	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.95	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Observed	SAT	ONE HOUR	12:30	14:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park North		ONE HOUR	✓	206	100.000
B - Swansea Road (E)		ONE HOUR	✓	481	100.000
C - Cyfarthfa Retail Park South		ONE HOUR	✓	997	100.000
D - Swansea Road (W)		ONE HOUR	✓	1057	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
From				
A - Cyfarthfa Retail Park North	0	92	44	70
B - Swansea Road (E)	25	2	183	271
C - Cyfarthfa Retail Park South	47	171	10	769
D - Swansea Road (W)	160	389	496	12

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
	A - Cyfarthfa Retail Park North	0	0	0	0
	B - Swansea Road (E)	0	0	0	1
	C - Cyfarthfa Retail Park South	0	1	0	0
	D - Swansea Road (W)	0	1	0	0

Cyclist %

From	To		
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)
	A - Cyfarthfa Retail Park North	0	0
	B - Swansea Road (E)	0	0
	C - Cyfarthfa Retail Park South	0	0
	D - Swansea Road (W)	0	0

Results

Results Summary for whole modelled period

Am	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Cyfarthfa Retail Park North	7.70	0.4	1.3	A	188	283
B - Swansea Road (E)	6.55	1.2	3.2	A	445	668
C - Cyfarthfa Retail Park South	16.30	5.6	17.7	C	917	1376
D - Swansea Road (W)	8.55	2.6	6.9	A	974	1461

Main Results for each time segment

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	155	39	828	154	157	181	0.0	0.4	5.509	A
B - Swansea Road (E)	364	91	491	360	353	491	0.0	0.7	5.381	A
C - Cyfarthfa Retail Park South	745	186	288	747	736	563	0.0	1.2	6.447	A
D - Swansea Road (W)	815	204	189	819	792	846	0.0	1.3	5.437	A

12:45 - 13:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	179	45	949	180	182	207	0.4	0.3	6.174	A
B - Swansea Road (E)	434	109	544	434	427	585	0.7	0.7	5.847	A
C - Cyfarthfa Retail Park South	905	226	331	915	894	647	1.2	2.1	8.640	A
D - Swansea Road (W)	924	231	232	924	944	1014	1.3	1.6	6.594	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	222	56	1191	224	224	262	0.3	0.4	7.496	A
B - Swansea Road (E)	545	136	693	543	537	722	0.7	1.1	6.547	A
C - Cyfarthfa Retail Park South	1111	278	418	1104	1097	818	2.1	5.6	16.301	C
D - Swansea Road (W)	1174	294	280	1173	1172	1241	1.6	2.6	8.547	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	229	57	1190	231	226	254	0.4	0.4	7.695	A
B - Swansea Road (E)	536	134	709	534	529	713	1.1	1.2	6.554	A
C - Cyfarthfa Retail Park South	1091	273	429	1090	1098	813	5.6	4.9	15.685	C
D - Swansea Road (W)	1165	291	277	1168	1167	1242	2.6	2.4	8.478	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	189	47	989	189	185	214	0.4	0.3	7.034	A
B - Swansea Road (E)	425	106	584	426	438	595	1.2	0.6	5.805	A
C - Cyfarthfa Retail Park South	907	227	337	899	909	673	4.9	2.5	9.037	A
D - Swansea Road (W)	971	243	234	969	966	1001	2.4	1.6	6.642	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	157	39	806	156	153	180	0.3	0.3	5.853	A
B - Swansea Road (E)	366	92	475	364	357	486	0.6	0.7	5.449	A
C - Cyfarthfa Retail Park South	743	186	279	745	747	561	2.5	1.3	6.669	A
D - Swansea Road (W)	795	199	189	797	808	834	1.6	0.9	5.703	A

Queue Variation Results for each time segment

12:30 - 12:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.35	0.00	0.00	0.77	0.96
B - Swansea Road (E)	0.69	0.00	0.00	1.51	1.85
C - Cyfarthfa Retail Park South	1.22	0.00	0.39	2.52	3.43
D - Swansea Road (W)	1.27	0.00	0.57	2.40	3.43

12:45 - 13:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.31	0.00	0.00	0.80	1.33
B - Swansea Road (E)	0.66	0.00	0.00	1.66	2.33
C - Cyfarthfa Retail Park South	2.11	0.00	1.07	4.52	5.43
D - Swansea Road (W)	1.65	0.00	0.69	4.10	4.72

13:00 - 13:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.42	0.00	0.00	0.88	1.33
B - Swansea Road (E)	1.07	0.00	0.17	2.51	2.92
C - Cyfarthfa Retail Park South	5.64	0.00	3.43	12.20	17.65
D - Swansea Road (W)	2.58	0.00	1.33	6.12	6.86

13:15 - 13:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.38	0.00	0.00	0.86	1.33
B - Swansea Road (E)	1.24	0.00	0.42	2.43	3.15
C - Cyfarthfa Retail Park South	4.86	0.00	3.09	10.60	13.65
D - Swansea Road (W)	2.43	0.00	1.53	4.53	6.43

13:30 - 13:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.32	0.00	0.00	0.76	1.10
B - Swansea Road (E)	0.64	0.00	0.00	1.36	1.73
C - Cyfarthfa Retail Park South	2.46	0.00	0.95	4.60	7.65
D - Swansea Road (W)	1.59	0.00	0.82	2.90	3.83

13:45 - 14:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.31	0.00	0.00	0.74	1.10
B - Swansea Road (E)	0.68	0.00	0.00	1.46	1.83
C - Cyfarthfa Retail Park South	1.27	0.00	0.33	2.70	3.43
D - Swansea Road (W)	0.95	0.00	0.26	1.93	2.55

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	83	678	0.122	83	85	0.0	0.2	5.406	A
			2	A, C, D	73	678	0.107	72	72	0.0	0.2	5.620	A
		2	1	(A, B, C, D)	155			155	158	0.0	0.0	0.005	A
	Exit	1	1		181			181	172	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	138	736	0.188	137	135	0.0	0.3	5.737	A
			3	D	104	736	0.142	104	103	0.0	0.2	4.948	A
			4	A, B, D	121	736	0.165	120	115	0.0	0.2	5.122	A
		2	1	(A, B, C, D)	185			185	180	0.0	0.0	0.081	A
			2	(A, B, C, D)	179			179	176	0.0	0.0	0.066	A
	Exit	1	1		491			491	489	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	338	788	0.429	339	332	0.0	0.4	5.543	A
			2	A, B, C, D	408	788	0.518	408	405	0.0	0.7	6.017	A
		2	1	(A, B, C, D)	745			746	741	0.0	0.1	0.640	A
	Exit	1	1		563			563	547	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	308	994	0.310	308	304	0.0	0.4	4.550	A
			2	B, C, D	507	994	0.510	511	489	0.0	0.9	5.986	A
	Exit	1	1		846			846	831	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	105	637	0.165	105	106	0.2	0.2	6.382	A
			2	A, C, D	74	637	0.116	75	77	0.2	0.1	5.869	A
		2	1	(A, B, C, D)	179			179	182	0.0	0.0	0.006	A
	Exit	1	1		207			207	210	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	167	722	0.232	169	163	0.3	0.2	6.108	A
			3	D	126	722	0.175	124	122	0.2	0.2	5.301	A
			4	A, B, D	140	722	0.195	140	142	0.2	0.2	5.537	A
		2	1	(A, B, C, D)	214			213	213	0.0	0.0	0.150	A
			2	(A, B, C, D)	220			220	214	0.0	0.0	0.164	A
	Exit	1	1		585			585	584	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	415	775	0.535	419	407	0.4	0.7	6.453	A
			2	A, B, C, D	495	775	0.639	497	486	0.7	1.0	6.863	A
		2	1	(A, B, C, D)	905			910	896	0.1	0.5	1.966	A
	Exit	1	1		647			647	654	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	362	978	0.371	363	368	0.4	0.5	5.341	A
			2	B, C, D	561	978	0.574	561	576	0.9	1.1	7.389	A
	Exit	1	1		1014			1014	999	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	121	556	0.217	122	123	0.2	0.2	7.820	A
			2	A, C, D	102	556	0.183	102	102	0.1	0.2	7.061	A
		2	1	(A, B, C, D)	222			222	225	0.0	0.0	0.021	A
	Exit	1	1		262			262	258	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	210	681	0.309	211	206	0.2	0.3	6.718	A
			3	D	155	681	0.228	154	154	0.2	0.4	5.764	A
			4	A, B, D	180	681	0.265	179	177	0.2	0.4	6.013	A
		2	1	(A, B, C, D)	266			266	272	0.0	0.0	0.318	A
			2	(A, B, C, D)	279			279	266	0.0	0.0	0.351	A
	Exit	1	1		722			722	724	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	514	748	0.687	512	507	0.7	1.0	7.327	A
			2	A, B, C, D	591	748	0.790	591	591	1.0	1.3	8.141	A
		2	1	(A, B, C, D)	1111			1105	1100	0.5	3.4	8.536	A
	Exit	1	1		818			818	817	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	480	961	0.500	480	477	0.5	0.7	6.340	A
			2	B, C, D	694	961	0.722	692	695	1.1	1.9	10.050	B
	Exit	1	1		1241			1241	1231	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	126	556	0.228	126	125	0.2	0.3	7.876	A
			2	A, C, D	102	556	0.184	105	101	0.2	0.1	7.371	A
		2	1	(A, B, C, D)	229			229	226	0.0	0.0	0.045	A
	Exit	1	1		254			254	253	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	199	677	0.295	198	197	0.3	0.5	6.843	A
			3	D	156	677	0.230	155	155	0.4	0.3	5.670	A
			4	A, B, D	180	677	0.266	180	177	0.4	0.3	5.888	A
		2	1	(A, B, C, D)	277			276	264	0.0	0.1	0.379	A
			2	(A, B, C, D)	259			258	264	0.0	0.1	0.353	A
	Exit	1	1		713			713	721	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	492	745	0.661	493	499	1.0	1.1	7.599	A
			2	A, B, C, D	599	745	0.804	597	599	1.3	1.4	7.994	A
		2	1	(A, B, C, D)	1091			1091	1098	3.4	2.4	7.864	A
	Exit	1	1		813			813	802	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	470	962	0.488	470	473	0.7	0.9	6.450	A
			2	B, C, D	696	962	0.723	698	694	1.9	1.6	9.856	A
	Exit	1	1		1242			1242	1242	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	102	624	0.164	103	103	0.3	0.2	7.193	A
			2	A, C, D	86	624	0.138	86	82	0.1	0.2	6.790	A
		2	1	(A, B, C, D)	189			189	184	0.0	0.0	0.020	A
	Exit	1	1		214			214	210	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	162	711	0.228	162	171	0.5	0.2	6.164	A
			3	D	123	711	0.173	124	126	0.3	0.1	5.254	A
			4	A, B, D	140	711	0.197	140	141	0.3	0.2	5.348	A
		2	1	(A, B, C, D)	210			210	215	0.1	0.0	0.185	A
			2	(A, B, C, D)	215			215	222	0.1	0.0	0.151	A
	Exit	1	1		595			595	592	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	414	773	0.535	412	416	1.1	0.8	6.427	A
			2	A, B, C, D	488	773	0.631	487	493	1.4	1.0	7.073	A
		2	1	(A, B, C, D)	907			902	906	2.4	0.7	2.279	A
	Exit	1	1		673			673	678	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	384	977	0.393	384	377	0.9	0.5	5.159	A
			2	B, C, D	587	977	0.600	585	589	1.6	1.1	7.588	A
	Exit	1	1		1001			1001	1018	0.0	0.0	0.000	A

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	86	686	0.125	85	86	0.2	0.2	5.807	A
			2	A, C, D	72	686	0.104	71	67	0.2	0.1	5.890	A
		2	1	(A, B, C, D)	157			157	153	0.0	0.0	0.010	A
	Exit	1	1		180			180	178	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	144	740	0.194	144	138	0.2	0.2	5.775	A
			3	D	104	740	0.140	104	104	0.1	0.1	5.157	A
			4	A, B, D	118	740	0.159	116	114	0.2	0.3	5.087	A
		2	1	(A, B, C, D)	176			176	173	0.0	0.0	0.070	A
			2	(A, B, C, D)	190			190	184	0.0	0.0	0.081	A
	Exit	1	1		486			486	501	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	338	791	0.428	340	335	0.8	0.5	5.636	A
			2	A, B, C, D	405	791	0.512	405	412	1.0	0.6	6.045	A
		2	1	(A, B, C, D)	743			743	745	0.7	0.2	0.813	A
	Exit	1	1		561			561	557	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	302	994	0.304	303	309	0.5	0.4	4.675	A
			2	B, C, D	493	994	0.496	494	500	1.1	0.6	6.336	A
	Exit	1	1		834			834	830	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

12:30 - 12:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.18	0.00	0.00	0.42	0.75
			2	0.18	0.00	0.00	0.42	0.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.27	0.00	0.00	0.66	0.89
			3	0.18	0.00	0.00	1.00	1.00
			4	0.24	0.00	0.00	0.61	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.42	0.00	0.00	0.89	2.00
			2	0.70	0.00	0.08	2.00	2.00
		2	1	0.09	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.39	0.00	0.00	0.84	2.00
			2	0.88	0.00	0.05	1.83	2.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

12:45 - 13:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.24	0.00	0.00	0.60	0.94
			2	0.07	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.19	0.00	0.00	0.40	2.00
			3	0.23	0.00	0.00	0.58	0.87
			4	0.19	0.00	0.00	1.00	1.00
		2	1	0.03	0.00	0.00	0.00	0.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.68	0.00	0.00	2.00	2.00
			2	0.96	0.00	0.43	2.00	2.00
		2	1	0.47	0.00	0.00	1.65	2.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.50	0.00	0.00	1.23	1.76
			2	1.15	0.00	0.07	2.77	3.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:00 - 13:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.23	0.00	0.00	0.55	0.86
			2	0.19	0.00	0.00	0.46	0.83
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.28	0.00	0.00	0.68	0.90
			3	0.38	0.00	0.00	0.91	2.00
			4	0.41	0.00	0.00	0.87	1.33
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	1.01	0.00	0.52	2.00	2.00
			2	1.27	0.00	0.92	2.00	2.00
		2	1	3.35	0.00	0.00	10.20	15.60
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.72	0.00	0.00	1.52	2.65
			2	1.86	0.00	0.65	4.87	6.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:15 - 13:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.27	0.00	0.00	0.64	0.85
			2	0.11	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.53	0.00	0.00	2.00	2.00
			3	0.30	0.00	0.00	0.68	0.87
			4	0.27	0.00	0.00	0.69	1.10
		2	1	0.07	0.00	0.00	0.00	0.00
			2	0.08	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	1.09	0.00	0.71	2.00	2.00
			2	1.38	0.00	2.00	2.00	2.00
		2	1	2.39	0.00	0.00	7.60	9.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.85	0.00	0.21	1.63	1.94
			2	1.58	0.00	0.77	3.33	3.79
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:30 - 13:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.16	0.00	0.00	0.36	0.73
			2	0.16	0.00	0.00	0.36	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.24	0.00	0.00	0.61	0.88
			3	0.15	0.00	0.00	1.00	1.00
			4	0.24	0.00	0.00	0.61	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.78	0.00	0.19	2.00	2.00
			2	0.97	0.00	0.44	2.00	2.00
		2	1	0.70	0.00	0.00	1.80	4.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.49	0.00	0.00	0.94	1.58
			2	1.11	0.00	0.36	2.43	3.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:45 - 14:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.16	0.00	0.00	0.33	0.79
			2	0.15	0.00	0.00	0.23	0.76
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.19	0.00	0.00	0.47	0.78
			3	0.12	0.00	0.00	0.09	0.61
			4	0.34	0.00	0.00	0.77	0.96
		2	1	0.01	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.49	0.00	0.00	2.00	2.00
			2	0.62	0.00	0.00	2.00	2.00
		2	1	0.16	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.36	0.00	0.00	0.85	1.33
			2	0.58	0.00	0.00	1.27	1.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

12:30 - 12:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	68	17	958	682	0.099	68	69	0.0	0.1	5.429
				C	15	4	932	669	0.022	15	16	0.0	0.0	5.308
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	18	4	945	677	0.026	18	18	0.0	0.1	4.919
				D	55	14	958	681	0.081	54	54	0.0	0.1	5.855
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	68	17	-	-	-	68	69	0.0	0.0	0.003
				C	33	8	-	-	-	33	34	0.0	0.0	0.000
				D	55	14	-	-	-	55	54	0.0	0.0	0.010
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	138	35	870	737	0.188	137	135	0.0	0.3	5.737
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	104	26	870	738	0.141	104	103	0.0	0.2	4.948
		2	4	A	19	5	847	721	0.027	19	17	0.0	0.1	5.738
				B	2	0.49	247	213	0.009	2	1	0.0	0.0	5.303
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	100	25	870	737	0.136	99	97	0.0	0.2	5.009
			1	A	9	2	-	-	-	9	8	0.0	0.0	0.000
				B	0.97	0.24	-	-	-	0.97	0.65	0.0	0.0	0.000
				C	69	17	-	-	-	69	68	0.0	0.0	0.197
				D	105	26	-	-	-	105	103	0.0	0.0	0.011
C - Cyfarthfa Retail Park South	Entry	1	1	A	21	5	877	791	0.026	21	19	0.0	0.0	5.516
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	317	79	877	788	0.403	318	313	0.0	0.4	5.544
		2	2	A	14	4	842	763	0.018	14	15	0.0	0.0	5.483
				B	125	31	877	787	0.159	126	127	0.0	0.2	6.701
				C	8	2	794	720	0.011	8	8	0.0	0.0	6.908
				D	261	65	877	788	0.331	260	255	0.0	0.5	5.684
		2	1	A	35	9	-	-	-	35	34	0.0	0.0	0.531
				B	125	31	-	-	-	125	128	0.0	0.0	0.962
				C	8	2	-	-	-	8	8	0.0	0.0	1.421
				D	577	144	-	-	-	578	572	0.0	0.1	0.565
D - Swansea Road (W)	Entry	1	1	A	129	32	1061	992	0.130	127	121	0.0	0.2	4.958
				B	179	45	1061	994	0.180	180	183	0.0	0.2	4.277
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	115	29	1061	994	0.116	115	109	0.0	0.2	4.405
				C	382	95	1061	993	0.384	387	370	0.0	0.7	6.444
				D	10	2	989	930	0.010	10	10	0.0	0.0	6.060

12:45 - 13:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	83	21	958	636	0.131	83	85	0.1	0.2	6.577
				C	22	5	932	618	0.035	21	20	0.0	0.0	5.562
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	19	5	932	615	0.031	20	19	0.1	0.0	5.751
				D	55	14	958	631	0.087	55	58	0.1	0.1	5.907
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	83	21	-	-	-	83	86	0.0	0.0	0.012
				C	41	10	-	-	-	41	39	0.0	0.0	0.000
				D	55	14	-	-	-	55	58	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	167	42	870	722	0.232	169	163	0.3	0.2	6.108
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	126	32	870	720	0.175	124	122	0.2	0.2	5.301
			4	A	24	6	870	717	0.033	24	23	0.1	0.0	6.157
				B	2	0.41	341	282	0.006	2	2	0.0	0.0	5.959
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	115	29	870	721	0.160	115	118	0.2	0.2	5.409
		2	1	A	10	3	-	-	-	10	10	0.0	0.0	0.000
				B	0.49	0.12	-	-	-	0.49	0.97	0.0	0.0	0.149
				C	84	21	-	-	-	84	82	0.0	0.0	0.336
				D	119	30	-	-	-	119	120	0.0	0.0	0.034
			2	A	13	3	-	-	-	13	13	0.0	0.0	0.000
				B	1	0.28	-	-	-	1	0.81	0.0	0.0	0.000
				C	83	21	-	-	-	83	81	0.0	0.0	0.411
				D	123	31	-	-	-	123	120	0.0	0.0	0.014
C - Cyfarthfa Retail Park South	Entry	1	1	A	24	6	877	773	0.031	25	26	0.0	0.0	6.171
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	391	98	877	775	0.504	394	382	0.4	0.7	6.472
			2	A	17	4	842	746	0.023	17	18	0.0	0.0	6.013
				B	156	39	877	774	0.201	157	152	0.2	0.3	7.673
				C	8	2	818	723	0.012	8	9	0.0	0.0	7.164
				D	314	78	877	775	0.405	314	308	0.5	0.6	6.508
		2	1	A	41	10	-	-	-	41	43	0.0	0.0	1.759
				B	155	39	-	-	-	156	152	0.0	0.1	2.827
D - Swansea Road (W)	Entry	1	1	C	8	2	-	-	-	8	9	0.0	0.0	2.355
				D	701	175	-	-	-	704	691	0.1	0.3	1.786
			2	A	141	35	1061	976	0.144	142	144	0.2	0.2	5.843
				B	222	55	1061	977	0.227	221	224	0.2	0.3	5.013
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	122	31	1061	978	0.125	122	122	0.2	0.2	5.060
				C	428	107	1061	978	0.438	429	443	0.7	0.9	8.010
				D	11	3	975	901	0.012	11	11	0.0	0.0	8.043

13:00 - 13:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	99	25	958	556	0.178	100	100	0.2	0.2	8.019
				C	22	5	958	555	0.039	22	22	0.0	0.0	6.912
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	27	7	958	555	0.048	26	26	0.0	0.0	6.678
				D	75	19	958	553	0.135	75	76	0.1	0.1	7.192
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	99	25	-	-	-	99	101	0.0	0.0	0.045
				C	48	12	-	-	-	48	48	0.0	0.0	0.004
				D	75	19	-	-	-	75	76	0.0	0.0	0.001
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	210	53	870	682	0.309	211	206	0.2	0.3	6.718
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	155	39	870	682	0.227	154	154	0.2	0.4	5.764
			4	A	28	7	870	682	0.041	27	29	0.0	0.1	6.961
				B	2	0.45	318	249	0.007	2	2	0.0	0.0	5.603
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	151	38	870	682	0.221	149	146	0.2	0.3	5.828
		2	1	A	13	3	-	-	-	13	14	0.0	0.0	0.092
				B	0.81	0.20	-	-	-	0.81	1	0.0	0.0	0.000
				C	101	25	-	-	-	101	105	0.0	0.0	0.683
				D	152	38	-	-	-	152	153	0.0	0.0	0.089
			2	A	15	4	-	-	-	15	16	0.0	0.0	0.095
				B	0.97	0.24	-	-	-	0.97	0.76	0.0	0.0	0.000
				C	109	27	-	-	-	109	102	0.0	0.0	0.774
				D	154	38	-	-	-	154	148	0.0	0.0	0.087
C - Cyfarthfa Retail Park South	Entry	1	1	A	26	7	877	746	0.035	26	28	0.0	0.1	7.062
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	487	122	877	748	0.651	486	478	0.7	0.9	7.343
			2	A	23	6	877	749	0.030	22	22	0.0	0.1	8.615
				B	191	48	877	748	0.256	192	191	0.3	0.4	8.747
				C	11	3	806	690	0.016	11	11	0.0	0.0	8.378
				D	366	92	877	749	0.490	366	366	0.6	0.8	7.790
		2	1	A	50	13	-	-	-	49	51	0.0	0.2	8.328
				B	192	48	-	-	-	191	192	0.1	0.5	9.595
				C	11	3	-	-	-	11	11	0.0	0.0	10.173
				D	859	215	-	-	-	854	846	0.3	2.6	8.290
D - Swansea Road (W)	Entry	1	1	A	186	47	1061	961	0.194	186	178	0.2	0.3	6.994
				B	294	73	1061	961	0.306	294	298	0.3	0.4	5.945
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	132	33	1061	961	0.138	134	132	0.2	0.2	5.990
				C	550	138	1061	961	0.573	548	552	0.9	1.6	10.995
				D	11	3	989	890	0.012	11	12	0.0	0.1	10.417

13:15 - 13:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	99	25	958	559	0.178	100	100	0.2	0.2	8.179
				C	27	7	958	555	0.049	27	25	0.0	0.1	6.681
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	25	6	945	553	0.045	26	24	0.0	0.0	6.587
				D	77	19	958	559	0.138	79	78	0.1	0.1	7.608
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	99	25	-	-	-	99	100	0.0	0.0	0.071
				C	52	13	-	-	-	52	49	0.0	0.0	0.032
				D	77	19	-	-	-	77	77	0.0	0.0	0.020
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	199	50	870	677	0.294	198	197	0.3	0.5	6.843
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	156	39	870	677	0.230	155	155	0.4	0.3	5.670
			4	A	27	7	870	678	0.040	27	26	0.1	0.1	6.510
				B	2	0.41	412	322	0.005	2	2	0.0	0.0	6.858
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	151	38	870	677	0.223	151	148	0.3	0.2	5.759
		2	1	A	15	4	-	-	-	15	13	0.0	0.0	0.041
				B	0.97	0.24	-	-	-	0.97	1	0.0	0.0	0.000
				C	103	26	-	-	-	103	97	0.0	0.0	0.763
				D	158	39	-	-	-	158	153	0.0	0.0	0.164
			2	A	13	3	-	-	-	13	14	0.0	0.0	0.245
				B	0.65	0.16	-	-	-	0.65	1	0.0	0.0	0.304
				C	97	24	-	-	-	96	101	0.0	0.1	0.731
				D	149	37	-	-	-	149	148	0.0	0.0	0.103
C - Cyfarthfa Retail Park South	Entry	1	1	A	27	7	877	745	0.036	27	27	0.1	0.0	7.565
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	466	116	877	745	0.625	466	471	0.9	1.1	7.600
			2	A	24	6	877	745	0.032	24	22	0.1	0.1	7.716
				B	185	46	877	746	0.248	186	190	0.4	0.4	8.440
				C	11	3	830	709	0.016	12	11	0.0	0.0	9.134
				D	378	95	877	744	0.508	376	375	0.8	0.9	7.753
		2	1	A	51	13	-	-	-	50	49	0.2	0.1	7.615
				B	184	46	-	-	-	185	190	0.5	0.4	8.908
				C	11	3	-	-	-	11	11	0.0	0.0	9.282
				D	845	211	-	-	-	844	848	2.6	1.8	7.627
D - Swansea Road (W)	Entry	1	1	A	177	44	1061	963	0.184	176	178	0.3	0.3	6.847
				B	293	73	1061	963	0.304	293	295	0.4	0.5	6.210
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	135	34	1061	964	0.140	132	134	0.2	0.4	5.945
				C	545	136	1061	963	0.566	550	545	1.6	1.1	10.777
				D	15	4	1047	948	0.016	16	16	0.1	0.0	11.257

13:30 - 13:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	84	21	958	625	0.135	85	84	0.2	0.1	7.440
				C	18	5	958	620	0.030	18	19	0.1	0.1	6.072
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	23	6	958	625	0.036	23	20	0.0	0.0	6.005
				D	64	16	958	625	0.102	63	62	0.1	0.1	7.043
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	84	21	-	-	-	84	84	0.0	0.0	0.029
				C	41	10	-	-	-	41	38	0.0	0.0	0.000
				D	64	16	-	-	-	64	62	0.0	0.0	0.022
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	162	41	870	711	0.228	162	171	0.5	0.2	6.164
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	123	31	870	712	0.173	124	126	0.3	0.1	5.254
			4	A	25	6	870	709	0.036	26	23	0.1	0.0	6.254
				B	2	0.61	376	305	0.008	2	2	0.0	0.0	5.544
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	112	28	870	711	0.158	112	116	0.2	0.2	5.167
		2	1	A	13	3	-	-	-	13	12	0.0	0.0	0.015
				B	1	0.28	-	-	-	1	1	0.0	0.0	1.007
				C	82	20	-	-	-	82	84	0.0	0.0	0.410
				D	114	29	-	-	-	114	118	0.0	0.0	0.033
			2	A	12	3	-	-	-	12	10	0.0	0.0	0.031
				B	1	0.32	-	-	-	1	1	0.0	0.0	0.000
				C	80	20	-	-	-	80	86	0.1	0.0	0.345
				D	121	30	-	-	-	121	124	0.0	0.0	0.028
C - Cyfarthfa Retail Park South	Entry	1	1	A	22	6	877	768	0.029	22	23	0.0	0.0	6.277
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	391	98	877	774	0.506	390	393	1.1	0.7	6.436
			2	A	18	5	877	771	0.024	18	19	0.1	0.1	6.884
				B	157	39	877	771	0.204	158	156	0.4	0.3	7.856
				C	9	2	759	665	0.013	9	8	0.0	0.0	7.824
				D	303	76	877	773	0.393	303	309	0.9	0.6	6.671
		2	1	A	41	10	-	-	-	41	42	0.1	0.0	1.836
				B	158	40	-	-	-	157	156	0.4	0.2	2.915
				C	9	2	-	-	-	9	8	0.0	0.0	2.605
				D	699	175	-	-	-	695	700	1.8	0.5	2.161
D - Swansea Road (W)	Entry	1	1	A	149	37	1061	979	0.152	148	145	0.3	0.2	5.676
				B	235	59	1061	978	0.241	236	232	0.5	0.3	4.832
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	115	29	1061	979	0.118	114	118	0.4	0.2	5.274
				C	462	115	1061	977	0.472	462	460	1.1	0.8	8.161
				D	10	2	1004	927	0.010	9	11	0.0	0.0	7.966

13:45 - 14:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	68	17	958	684	0.099	67	68	0.1	0.1	5.889
				C	18	4	945	674	0.026	18	18	0.1	0.0	5.495
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	18	5	958	689	0.026	18	17	0.0	0.1	5.558
				D	54	13	958	683	0.078	53	50	0.1	0.1	6.004
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	68	17	-	-	-	68	68	0.0	0.0	0.000
				C	36	9	-	-	-	36	35	0.0	0.0	0.020
				D	54	13	-	-	-	54	50	0.0	0.0	0.016
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	144	36	870	740	0.194	144	138	0.2	0.2	5.775
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	104	26	870	741	0.140	104	104	0.1	0.1	5.157
			4	A	19	5	859	732	0.026	19	18	0.0	0.1	5.418
				B	2	0.53	294	249	0.008	2	2	0.0	0.0	3.859
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	97	24	870	741	0.131	95	95	0.2	0.3	5.046
		2	1	A	10	2	-	-	-	10	9	0.0	0.0	0.000
				B	0.81	0.20	-	-	-	0.81	0.70	0.0	0.0	0.000
				C	72	18	-	-	-	72	68	0.0	0.0	0.170
				D	94	23	-	-	-	94	95	0.0	0.0	0.004
			2	A	9	2	-	-	-	9	9	0.0	0.0	0.000
				B	1	0.32	-	-	-	1	0.97	0.0	0.0	0.000
				C	72	18	-	-	-	72	70	0.0	0.0	0.203
				D	107	27	-	-	-	107	104	0.0	0.0	0.006
C - Cyfarthfa Retail Park South	Entry	1	1	A	17	4	865	783	0.022	17	18	0.0	0.0	5.987
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	321	80	877	791	0.406	322	318	0.7	0.5	5.617
			2	A	16	4	853	772	0.021	16	16	0.1	0.0	5.081
				B	127	32	877	792	0.161	127	132	0.3	0.2	6.617
				C	9	2	747	678	0.013	8	9	0.0	0.0	6.858
				D	253	63	877	792	0.319	254	255	0.6	0.3	5.785
		2	1	A	33	8	-	-	-	33	34	0.0	0.0	0.556
				B	127	32	-	-	-	127	132	0.2	0.0	1.273
				C	9	2	-	-	-	9	9	0.0	0.0	1.074
				D	575	144	-	-	-	574	570	0.5	0.1	0.720
D - Swansea Road (W)	Entry	1	1	A	128	32	1061	995	0.129	128	126	0.2	0.1	5.124
				B	174	43	1061	994	0.175	175	182	0.3	0.2	4.361
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	114	29	1061	993	0.115	115	117	0.2	0.1	4.595
				C	373	93	1061	994	0.375	373	375	0.8	0.5	6.837
				D	6	1	932	871	0.007	6	8	0.0	0.0	8.016

D4 - 2030 | Dev Scenario | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cyfarthfa Retail Park	Standard Roundabout		A, B, C, D	7.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	Dev Scenario	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park North		ONE HOUR	✓	131	100.000
B - Swansea Road (E)		ONE HOUR	✓	557	100.000
C - Cyfarthfa Retail Park South		ONE HOUR	✓	450	100.000
D - Swansea Road (W)		ONE HOUR	✓	1037	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
From				
A - Cyfarthfa Retail Park North	0	44	20	66
B - Swansea Road (E)	31	4	221	300
C - Cyfarthfa Retail Park South	16	88	31	315
D - Swansea Road (W)	93	457	485	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
	A - Cyfarthfa Retail Park North	0	0	0	0
	B - Swansea Road (E)	0	0	1	4
	C - Cyfarthfa Retail Park South	0	2	6	2
	D - Swansea Road (W)	0	2	1	0

Cyclist %

From	To		
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)
	A - Cyfarthfa Retail Park North	0	0
	B - Swansea Road (E)	0	0
	C - Cyfarthfa Retail Park South	0	0
	D - Swansea Road (W)	0	0

Results

Results Summary for whole modelled period

Am	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Cyfarthfa Retail Park North	7.22	0.3	2.0	A	119	178
B - Swansea Road (E)	7.28	1.3	4.2	A	511	766
C - Cyfarthfa Retail Park South	6.58	1.0	2.4	A	409	614
D - Swansea Road (W)	7.77	2.3	8.1	A	941	1411

Main Results for each time segment

08:00 - 08:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	90	22	770	89	94	97	0.0	0.2	5.186	A
B - Swansea Road (E)	408	102	434	410	411	424	0.0	0.6	5.525	A
C - Cyfarthfa Retail Park South	325	81	288	326	337	557	0.0	0.4	5.300	A
D - Swansea Road (W)	748	187	120	747	764	494	0.0	1.2	5.275	A

08:15 - 08:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	120	30	970	120	115	125	0.2	0.1	6.276	A
B - Swansea Road (E)	501	125	537	502	496	553	0.6	0.8	6.336	A
C - Cyfarthfa Retail Park South	405	101	370	407	402	669	0.4	0.6	5.729	A
D - Swansea Road (W)	938	235	160	935	934	617	1.2	1.6	5.977	A

08:30 - 08:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	146	36	1190	145	139	159	0.1	0.3	6.752	A
B - Swansea Road (E)	629	157	680	627	612	655	0.8	1.3	7.284	A
C - Cyfarthfa Retail Park South	483	121	459	482	492	848	0.6	1.0	6.162	A
D - Swansea Road (W)	1154	289	188	1161	1144	752	1.6	2.2	7.765	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	145	36	1167	146	147	150	0.3	0.3	7.222	A
B - Swansea Road (E)	607	152	654	609	609	658	1.3	1.1	7.046	A
C - Cyfarthfa Retail Park South	490	123	445	490	497	817	1.0	0.9	6.584	A
D - Swansea Road (W)	1122	280	190	1126	1130	745	2.2	2.3	7.631	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	113	28	960	114	115	114	0.3	0.1	6.467	A
B - Swansea Road (E)	502	125	538	501	504	536	1.1	1.1	6.211	A
C - Cyfarthfa Retail Park South	415	104	367	418	414	672	0.9	0.6	5.721	A
D - Swansea Road (W)	925	231	153	921	939	632	2.3	1.8	6.160	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	99	25	784	99	100	100	0.1	0.1	5.660	A
B - Swansea Road (E)	419	105	440	419	426	443	1.1	0.5	5.625	A
C - Cyfarthfa Retail Park South	336	84	301	336	339	558	0.6	0.4	5.474	A
D - Swansea Road (W)	759	190	127	757	777	511	1.8	1.2	5.393	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.22	0.00	0.00	0.54	0.81
B - Swansea Road (E)	0.64	0.00	0.00	1.51	1.92
C - Cyfarthfa Retail Park South	0.39	0.00	0.00	0.80	1.15
D - Swansea Road (W)	1.20	0.00	0.43	2.77	3.46

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.15	0.00	0.00	1.00	1.00
B - Swansea Road (E)	0.78	0.00	0.00	1.66	1.95
C - Cyfarthfa Retail Park South	0.61	0.00	0.00	1.20	1.66
D - Swansea Road (W)	1.59	0.00	0.81	2.90	3.83

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.34	0.00	0.00	0.80	2.00
B - Swansea Road (E)	1.30	0.00	0.44	1.80	4.15
C - Cyfarthfa Retail Park South	1.01	0.00	0.43	1.84	2.10
D - Swansea Road (W)	2.23	0.00	1.15	4.40	8.10

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.26	0.00	0.00	0.63	0.94
B - Swansea Road (E)	1.07	0.00	0.38	2.23	2.76
C - Cyfarthfa Retail Park South	0.89	0.00	0.05	1.83	2.43
D - Swansea Road (W)	2.32	0.00	1.58	4.40	5.65

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.15	0.00	0.00	0.29	0.70
B - Swansea Road (E)	1.09	0.00	0.29	2.43	3.10
C - Cyfarthfa Retail Park South	0.59	0.00	0.00	1.32	2.10
D - Swansea Road (W)	1.76	0.00	0.87	3.52	6.00

09:15 - 09:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.15	0.00	0.00	0.29	0.70
B - Swansea Road (E)	0.50	0.00	0.00	1.09	1.61
C - Cyfarthfa Retail Park South	0.45	0.00	0.00	0.93	1.46
D - Swansea Road (W)	1.24	0.00	0.43	2.70	3.43

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	37	698	0.053	37	40	0.0	0.1	5.387	A
			2	A, C, D	53	698	0.076	52	53	0.0	0.1	5.034	A
		2	1	(A, B, C, D)	90			90	95	0.0	0.0	0.000	A
	Exit	1	1		97			97	103	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	166	752	0.221	167	163	0.0	0.3	5.798	A
			3	D	113	752	0.150	114	115	0.0	0.1	5.133	A
			4	A, B, D	129	752	0.172	130	133	0.0	0.2	5.030	A
		2	1	(A, B, C, D)	197			197	204	0.0	0.0	0.141	A
			2	(A, B, C, D)	212			212	210	0.0	0.0	0.171	A
	Exit	1	1		424			424	438	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	137	788	0.173	137	136	0.0	0.2	4.788	A
			2	A, B, C, D	188	788	0.239	189	200	0.0	0.2	5.255	A
		2	1	(A, B, C, D)	325			325	338	0.0	0.0	0.235	A
	Exit	1	1		557			557	558	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	268	1018	0.264	267	276	0.0	0.3	4.474	A
			2	B, C, D	479	1018	0.471	480	488	0.0	0.9	5.725	A
	Exit	1	1		494			494	506	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	49	630	0.078	49	48	0.1	0.0	6.178	A
			2	A, C, D	71	630	0.113	71	67	0.1	0.1	6.335	A
		2	1	(A, B, C, D)	120			120	115	0.0	0.0	0.006	A
	Exit	1	1		125			125	128	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	198	724	0.273	197	197	0.3	0.3	6.359	A
			3	D	137	724	0.190	137	136	0.1	0.2	5.313	A
			4	A, B, D	167	724	0.230	167	163	0.2	0.2	5.618	A
		2	1	(A, B, C, D)	246			247	246	0.0	0.0	0.515	A
			2	(A, B, C, D)	255			255	251	0.0	0.0	0.491	A
	Exit	1	1		553			553	532	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	167	763	0.219	168	164	0.2	0.3	5.158	A
			2	A, B, C, D	239	763	0.313	240	238	0.2	0.3	5.752	A
		2	1	(A, B, C, D)	405			406	402	0.0	0.0	0.220	A
	Exit	1	1		669			669	675	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	355	1004	0.354	353	351	0.3	0.5	4.792	A
			2	B, C, D	583	1004	0.581	582	582	0.9	1.1	6.687	A
	Exit	1	1		617			617	612	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	59	556	0.106	59	57	0.0	0.1	6.833	A
			2	A, C, D	87	556	0.157	87	82	0.1	0.2	6.692	A
		2	1	(A, B, C, D)	146			146	140	0.0	0.0	0.002	A
	Exit	1	1		159			159	159	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	246	684	0.359	246	243	0.3	0.5	7.286	A
			3	D	176	684	0.258	177	169	0.2	0.3	5.993	A
			4	A, B, D	205	684	0.299	204	200	0.2	0.3	6.222	A
		2	1	(A, B, C, D)	315			315	308	0.0	0.1	0.727	A
			2	(A, B, C, D)	314			312	305	0.0	0.1	0.652	A
	Exit	1	1		655			655	652	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	199	736	0.271	197	200	0.3	0.4	5.640	A
			2	A, B, C, D	284	736	0.386	285	291	0.3	0.6	5.888	A
		2	1	(A, B, C, D)	483			483	493	0.0	0.0	0.375	A
	Exit	1	1		848			848	831	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	460	994	0.463	463	456	0.5	0.7	5.738	A
			2	B, C, D	695	994	0.699	698	687	1.1	1.6	9.101	A
	Exit	1	1		752			752	743	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	66	564	0.116	65	64	0.1	0.1	6.992	A
			2	A, C, D	80	564	0.142	80	83	0.2	0.1	7.367	A
		2	1	(A, B, C, D)	145			145	147	0.0	0.0	0.017	A
	Exit	1	1		150			150	150	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	237	692	0.343	237	239	0.5	0.4	7.059	A
			3	D	175	692	0.253	175	173	0.3	0.3	5.954	A
			4	A, B, D	194	692	0.281	196	197	0.3	0.3	6.428	A
		2	1	(A, B, C, D)	305			305	304	0.1	0.0	0.507	A
			2	(A, B, C, D)	302			301	305	0.1	0.1	0.496	A
	Exit	1	1		658			658	662	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	195	740	0.263	194	201	0.4	0.4	5.737	A
			2	A, B, C, D	296	740	0.400	296	296	0.6	0.5	6.185	A
		2	1	(A, B, C, D)	490			491	496	0.0	0.0	0.582	A
	Exit	1	1		817			817	819	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	442	993	0.445	441	446	0.7	0.7	5.660	A
			2	B, C, D	679	993	0.684	685	683	1.6	1.6	8.911	A
	Exit	1	1		745			745	751	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	51	634	0.080	51	48	0.1	0.0	6.301	A
			2	A, C, D	62	634	0.098	62	67	0.1	0.1	6.587	A
		2	1	(A, B, C, D)	113			113	114	0.0	0.0	0.000	A
	Exit	1	1		114			114	123	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	190	723	0.263	189	197	0.4	0.5	6.489	A
			3	D	142	723	0.196	143	143	0.3	0.2	5.458	A
			4	A, B, D	170	723	0.235	169	165	0.3	0.4	5.814	A
		2	1	(A, B, C, D)	252			252	251	0.0	0.0	0.209	A
			2	(A, B, C, D)	249			249	254	0.1	0.1	0.254	A
	Exit	1	1		536			536	536	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	169	764	0.222	169	166	0.4	0.3	5.276	A
			2	A, B, C, D	246	764	0.322	249	248	0.5	0.3	5.577	A
		2	1	(A, B, C, D)	415			415	412	0.0	0.0	0.265	A
	Exit	1	1		672			672	682	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	340	1007	0.338	340	352	0.7	0.4	4.982	A
			2	B, C, D	585	1007	0.581	581	587	1.6	1.3	6.863	A
	Exit	1	1		632			632	630	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	42	693	0.060	42	41	0.0	0.1	5.655	A
			2	A, C, D	58	693	0.083	58	59	0.1	0.1	5.663	A
		2	1	(A, B, C, D)	99			99	100	0.0	0.0	0.000	A
	Exit	1	1		100			100	103	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	168	750	0.224	167	171	0.5	0.3	5.873	A
			3	D	114	750	0.152	114	116	0.2	0.1	5.001	A
			4	A, B, D	137	750	0.183	138	138	0.4	0.1	5.235	A
		2	1	(A, B, C, D)	213			213	214	0.0	0.0	0.201	A
			2	(A, B, C, D)	206			205	209	0.1	0.0	0.192	A
	Exit	1	1		443			443	448	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	136	784	0.173	135	138	0.3	0.2	5.153	A
			2	A, B, C, D	200	784	0.256	201	200	0.3	0.3	5.437	A
		2	1	(A, B, C, D)	336			336	338	0.0	0.0	0.152	A
	Exit	1	1		558			558	574	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	275	1016	0.271	276	285	0.4	0.4	4.445	A
			2	B, C, D	484	1016	0.476	481	492	1.3	0.9	5.944	A
	Exit	1	1		511			511	517	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment
08:00 - 08:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.09	0.00	0.00	0.00	0.46
			2	0.12	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.31	0.00	0.00	0.77	2.00
			3	0.14	0.00	0.00	0.20	0.66
			4	0.18	0.00	0.00	0.40	0.81
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.22	0.00	0.00	0.51	0.92
			2	0.18	0.00	0.00	0.40	0.81
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.32	0.00	0.00	0.79	2.00
			2	0.88	0.00	0.08	2.12	2.86
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:15 - 08:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.01	0.00	0.00	0.00	0.00
			2	0.14	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.32	0.00	0.00	0.76	0.96
			3	0.22	0.00	0.00	0.56	0.93
			4	0.24	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.30	0.00	0.00	0.70	0.91
			2	0.31	0.00	0.00	0.72	0.91
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.53	0.00	0.00	1.23	1.76
			2	1.07	0.00	0.33	1.89	2.77
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:30 - 08:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.15	0.00	0.00	1.00	1.00
			2	0.19	0.00	0.00	0.47	0.78
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.53	0.00	0.00	2.00	2.00
			3	0.26	0.00	0.00	0.62	0.84
			4	0.32	0.00	0.00	0.83	2.00
		2	1	0.07	0.00	0.00	0.00	0.00
			2	0.12	0.00	0.00	0.00	0.15
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.43	0.00	0.00	0.89	2.00
			2	0.55	0.00	0.00	2.00	2.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.68	0.00	0.00	1.65	2.58
			2	1.55	0.00	0.60	3.60	4.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

08:45 - 09:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.12	0.00	0.00	-0.07	0.55
			2	0.14	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.42	0.00	0.00	2.00	2.00
			3	0.28	0.00	0.00	0.71	0.95
			4	0.28	0.00	0.00	0.66	0.86
		2	1	0.01	0.00	0.00	0.00	0.00
			2	0.07	0.00	0.00	0.00	0.10
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.39	0.00	0.00	2.00	2.00
			2	0.47	0.00	0.00	2.00	2.00
		2	1	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.72	0.00	0.00	1.60	2.43
			2	1.61	0.00	0.85	2.90	4.65
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:00 - 09:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.03	0.00	0.00	0.00	0.00
			2	0.12	0.00	0.00	0.09	0.61
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.47	0.00	0.00	1.09	1.61
			3	0.16	0.00	0.00	1.00	1.00
			4	0.36	0.00	0.00	0.79	0.97
		2	1	0.04	0.00	0.00	0.00	0.00
			2	0.05	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.27	0.00	0.00	0.69	0.95
			2	0.31	0.00	0.00	0.72	0.91
		2	1	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.43	0.00	0.00	0.93	1.55
			2	1.32	0.00	0.58	2.77	3.58
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

09:15 - 09:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.09	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.26	0.00	0.00	0.66	0.95
			3	0.14	0.00	0.00	0.10	0.72
			4	0.09	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.19	0.00	0.00	0.46	0.83
			2	0.26	0.00	0.00	0.66	0.95
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.36	0.00	0.00	0.77	0.93
			2	0.88	0.00	0.09	1.92	2.66
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	30	8	958	695	0.044	31	33	0.0	0.1	5.499
				C	6	2	828	610	0.011	6	8	0.0	0.0	4.915
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	8	2	815	598	0.014	8	8	0.0	0.0	4.594
				D	44	11	958	697	0.064	43	46	0.0	0.1	5.108
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	30	8	-	-	-	30	33	0.0	0.0	0.000
				C	15	4	-	-	-	15	16	0.0	0.0	0.000
				D	44	11	-	-	-	44	46	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	166	42	870	753	0.221	167	163	0.0	0.3	5.798
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	113	28	870	751	0.150	114	115	0.0	0.1	5.133
		2	4	A	23	6	870	750	0.031	23	24	0.0	0.0	5.374
				B	1	0.28	294	258	0.004	1	2	0.0	0.0	3.377
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	105	26	870	752	0.140	105	107	0.0	0.1	4.975
			1	A	10	2	-	-	-	10	12	0.0	0.0	0.011
				B	0.49	0.12	-	-	-	0.49	0.92	0.0	0.0	0.000
				C	79	20	-	-	-	80	80	0.0	0.0	0.302
				D	107	27	-	-	-	107	111	0.0	0.0	0.039
C - Cyfarthfa Retail Park South	Entry	1	1	A	7	2	723	651	0.011	7	7	0.0	0.0	4.391
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	130	32	877	790	0.164	129	129	0.0	0.2	4.811
		2	2	A	5	1	640	584	0.008	5	6	0.0	0.0	4.545
				B	62	15	877	791	0.078	63	64	0.0	0.0	5.881
				C	21	5	877	789	0.026	21	23	0.0	0.0	5.941
				D	101	25	877	790	0.128	101	108	0.0	0.1	4.783
		2	1	A	12	3	-	-	-	12	13	0.0	0.0	0.124
				B	62	15	-	-	-	62	64	0.0	0.0	0.377
				C	21	5	-	-	-	21	23	0.0	0.0	0.673
				D	231	58	-	-	-	231	238	0.0	0.0	0.163
D - Swansea Road (W)	Entry	1	1	A	62	15	1061	1018	0.061	62	66	0.0	0.1	4.775
				B	207	52	1061	1018	0.203	205	210	0.0	0.3	4.378
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	126	31	1061	1019	0.123	124	129	0.0	0.2	4.270
				C	352	88	1061	1018	0.346	354	357	0.0	0.7	6.239
				D	1	0.32	272	264	0.005	1	1	0.0	0.0	7.037

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	40	10	958	628	0.063	40	39	0.1	0.0	6.218
				C	9	2	841	565	0.017	9	8	0.0	0.0	5.991
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	7	2	828	553	0.013	7	8	0.0	0.0	6.284
				D	64	16	958	632	0.101	63	60	0.1	0.1	6.341
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	40	10	-	-	-	40	39	0.0	0.0	0.001
				C	17	4	-	-	-	17	16	0.0	0.0	0.000
				D	64	16	-	-	-	64	60	0.0	0.0	0.012
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	198	49	870	723	0.273	197	197	0.3	0.3	6.359
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	137	34	870	724	0.190	137	136	0.1	0.2	5.313
			4	A	31	8	870	724	0.042	31	30	0.0	0.1	6.210
				B	3	0.73	470	390	0.007	3	3	0.0	0.0	4.878
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	133	33	870	724	0.184	134	130	0.1	0.2	5.496
		2	1	A	15	4	-	-	-	15	14	0.0	0.0	0.779
				B	2	0.49	-	-	-	2	2	0.0	0.0	0.000
				C	97	24	-	-	-	97	97	0.0	0.0	0.875
				D	132	33	-	-	-	132	133	0.0	0.0	0.220
			2	A	16	4	-	-	-	16	16	0.0	0.0	0.670
				B	0.97	0.24	-	-	-	0.97	2	0.0	0.0	0.061
				C	100	25	-	-	-	100	100	0.0	0.0	0.769
				D	138	34	-	-	-	138	134	0.0	0.0	0.260
C - Cyfarthfa Retail Park South	Entry	1	1	A	8	2	735	643	0.012	8	7	0.0	0.0	4.849
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	160	40	877	763	0.209	160	157	0.2	0.3	5.173
			2	A	6	2	711	624	0.010	6	6	0.0	0.0	4.648
				B	84	21	877	765	0.110	84	77	0.0	0.1	6.384
				C	28	7	877	762	0.037	29	27	0.0	0.0	6.357
				D	120	30	877	763	0.157	121	127	0.1	0.2	5.302
D - Swansea Road (W)	Entry	1	1	A	14	3	-	-	-	14	14	0.0	0.0	0.072
				B	84	21	-	-	-	84	78	0.0	0.0	0.475
				C	28	7	-	-	-	28	26	0.0	0.0	0.584
				D	279	70	-	-	-	279	285	0.0	0.0	0.124
			2	A	81	20	1061	1005	0.081	81	84	0.1	0.1	5.190
				B	274	68	1061	1004	0.272	272	267	0.3	0.4	4.664
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	153	38	1061	1005	0.152	154	145	0.2	0.2	4.600
				C	429	107	1061	1004	0.427	426	436	0.7	0.9	7.367
				D	2	0.45	430	411	0.004	2	2	0.0	0.0	7.411

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	47	12	958	556	0.085	47	45	0.0	0.1	7.105
				C	11	3	893	518	0.022	12	12	0.0	0.0	5.814
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	10	2	906	532	0.019	10	10	0.0	0.0	6.370
				D	77	19	958	556	0.139	77	72	0.1	0.2	6.737
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	47	12	-	-	-	47	45	0.0	0.0	0.006
				C	21	5	-	-	-	21	22	0.0	0.0	0.000
				D	77	19	-	-	-	77	72	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	246	61	870	685	0.359	246	243	0.3	0.5	7.286
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	176	44	870	685	0.257	177	169	0.2	0.3	5.993
			4	A	37	9	870	685	0.054	36	38	0.1	0.1	6.860
				B	4	0.97	565	447	0.009	4	4	0.0	0.0	7.468
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	164	41	870	685	0.239	164	157	0.2	0.2	6.027
		2	1	A	19	5	-	-	-	19	20	0.0	0.0	0.308
				B	2	0.61	-	-	-	2	2	0.0	0.0	0.000
				C	121	30	-	-	-	121	120	0.0	0.1	1.318
				D	172	43	-	-	-	172	166	0.0	0.0	0.349
			2	A	18	5	-	-	-	18	18	0.0	0.0	0.329
				B	1	0.36	-	-	-	1	2	0.0	0.0	0.000
				C	126	31	-	-	-	125	124	0.0	0.1	1.125
				D	168	42	-	-	-	168	161	0.0	0.0	0.325
C - Cyfarthfa Retail Park South	Entry	1	1	A	11	3	842	713	0.015	11	10	0.0	0.0	4.890
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	189	47	877	736	0.256	186	191	0.3	0.4	5.680
			2	A	8	2	759	645	0.012	8	8	0.0	0.0	5.428
				B	98	24	877	736	0.133	97	97	0.1	0.2	6.476
				C	32	8	877	739	0.044	33	34	0.0	0.0	6.542
				D	146	37	877	737	0.199	147	152	0.2	0.3	5.400
		2	1	A	18	5	-	-	-	18	18	0.0	0.0	0.290
				B	98	24	-	-	-	98	97	0.0	0.0	0.694
				C	32	8	-	-	-	32	34	0.0	0.0	0.666
				D	335	84	-	-	-	335	344	0.0	0.0	0.261
D - Swansea Road (W)	Entry	1	1	A	103	26	1061	994	0.104	105	103	0.1	0.1	6.215
				B	356	89	1061	994	0.359	358	353	0.4	0.5	5.596
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	148	37	1061	994	0.148	149	154	0.2	0.2	5.838
				C	546	137	1061	993	0.550	548	532	0.9	1.4	10.035
				D	1	0.28	358	335	0.003	1	2	0.0	0.0	9.888

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	54	13	958	559	0.096	54	51	0.1	0.1	7.176
				C	12	3	919	535	0.022	12	12	0.0	0.0	6.215
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	8	2	854	496	0.016	8	10	0.0	0.0	6.543
				D	72	18	958	563	0.128	72	73	0.2	0.1	7.482
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	54	13	-	-	-	54	51	0.0	0.0	0.006
				C	20	5	-	-	-	20	22	0.0	0.0	0.028
				D	72	18	-	-	-	72	73	0.0	0.0	0.022
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	237	59	870	691	0.343	237	239	0.5	0.4	7.059
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	175	44	870	691	0.254	175	173	0.3	0.3	5.954
			4	A	34	9	870	688	0.050	34	35	0.1	0.1	7.241
				B	4	1	565	446	0.010	5	4	0.0	0.0	8.159
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	156	39	870	690	0.226	157	158	0.2	0.2	6.194
		2	1	A	17	4	-	-	-	17	16	0.0	0.0	0.046
				B	2	0.61	-	-	-	2	2	0.0	0.0	0.426
				C	116	29	-	-	-	117	118	0.1	0.0	0.998
				D	169	42	-	-	-	169	166	0.0	0.0	0.198
			2	A	17	4	-	-	-	17	18	0.0	0.0	0.224
				B	2	0.49	-	-	-	2	2	0.0	0.0	0.463
				C	120	30	-	-	-	120	120	0.1	0.0	1.002
				D	162	41	-	-	-	162	164	0.0	0.0	0.150
C - Cyfarthfa Retail Park South	Entry	1	1	A	8	2	818	685	0.012	9	10	0.0	0.0	5.856
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	186	47	877	740	0.252	186	191	0.4	0.4	5.731
			2	A	9	2	747	626	0.014	8	8	0.0	0.0	5.549
				B	100	25	877	739	0.135	99	100	0.2	0.2	6.732
				C	35	9	877	739	0.047	35	35	0.0	0.0	6.765
				D	153	38	877	739	0.207	153	153	0.3	0.2	5.733
		2	1	A	17	4	-	-	-	17	17	0.0	0.0	0.223
				B	100	25	-	-	-	100	100	0.0	0.0	1.048
				C	34	9	-	-	-	35	35	0.0	0.0	1.432
				D	339	85	-	-	-	339	344	0.0	0.0	0.384
D - Swansea Road (W)	Entry	1	1	A	101	25	1061	994	0.101	99	99	0.1	0.2	6.320
				B	341	85	1061	993	0.344	343	348	0.5	0.5	5.468
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	157	39	1061	993	0.158	158	158	0.2	0.1	5.564
				C	521	130	1061	993	0.525	525	524	1.4	1.5	9.902
				D	2	0.45	459	430	0.004	2	2	0.0	0.0	10.557

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	42	11	958	636	0.066	43	40	0.1	0.0	6.521
				C	9	2	906	596	0.015	9	9	0.0	0.0	5.296
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	8	2	776	510	0.016	8	8	0.0	0.0	6.612
				D	54	13	958	635	0.085	55	59	0.1	0.1	6.583
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	42	11	-	-	-	42	39	0.0	0.0	0.000
				C	17	4	-	-	-	17	16	0.0	0.0	0.000
				D	54	13	-	-	-	54	59	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	190	48	870	723	0.263	189	197	0.4	0.5	6.489
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	142	35	870	725	0.195	143	143	0.3	0.2	5.458
			4	A	28	7	870	724	0.039	27	27	0.1	0.1	6.499
				B	4	0.97	529	439	0.009	4	4	0.0	0.0	6.105
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	138	34	870	724	0.190	138	134	0.2	0.3	5.661
		2	1	A	15	4	-	-	-	16	15	0.0	0.0	0.202
				B	2	0.53	-	-	-	2	2	0.0	0.0	0.000
				C	96	24	-	-	-	96	99	0.0	0.0	0.439
				D	138	35	-	-	-	138	136	0.0	0.0	0.042
			2	A	12	3	-	-	-	12	13	0.0	0.0	0.047
				B	2	0.45	-	-	-	2	2	0.0	0.0	0.266
				C	94	24	-	-	-	94	99	0.0	0.0	0.522
				D	141	35	-	-	-	141	140	0.0	0.0	0.079
C - Cyfarthfa Retail Park South	Entry	1	1	A	7	2	747	650	0.011	7	7	0.0	0.0	5.158
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	162	41	877	764	0.213	162	158	0.4	0.2	5.281
			2	A	4	1	699	609	0.007	5	7	0.0	0.0	4.741
				B	80	20	877	763	0.105	81	79	0.2	0.1	6.231
				C	28	7	877	765	0.037	30	29	0.0	0.0	6.333
				D	134	33	877	763	0.175	133	134	0.2	0.2	5.083
		2	1	A	11	3	-	-	-	11	14	0.0	0.0	0.166
				B	79	20	-	-	-	80	78	0.0	0.0	0.527
				C	28	7	-	-	-	28	29	0.0	0.0	0.598
				D	296	74	-	-	-	296	292	0.0	0.0	0.168
D - Swansea Road (W)	Entry	1	1	A	75	19	1061	1006	0.075	76	82	0.2	0.1	5.341
				B	264	66	1061	1006	0.263	264	270	0.5	0.3	4.870
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	145	36	1061	1007	0.144	144	145	0.1	0.3	4.755
				C	439	110	1061	1007	0.436	436	440	1.5	1.1	7.544
				D	0.81	0.20	416	391	0.002	0.81	2	0.0	0.0	8.827

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	34	9	958	689	0.049	34	33	0.0	0.0	5.612
				C	7	2	776	559	0.013	7	8	0.0	0.0	5.839
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	10	2	841	604	0.016	10	9	0.0	0.0	5.147
				D	48	12	958	694	0.069	48	50	0.1	0.1	5.755
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	34	9	-	-	-	34	33	0.0	0.0	0.000
				C	17	4	-	-	-	17	17	0.0	0.0	0.000
				D	48	12	-	-	-	48	50	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	168	42	870	750	0.224	167	171	0.5	0.3	5.873
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	114	28	870	750	0.152	114	116	0.2	0.1	5.001
			4	A	23	6	870	746	0.031	23	24	0.1	0.0	5.487
				B	3	0.65	470	401	0.006	3	3	0.0	0.0	6.067
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	111	28	870	749	0.149	112	111	0.3	0.1	5.157
		2	1	A	13	3	-	-	-	13	12	0.0	0.0	0.000
				B	0.81	0.20	-	-	-	0.81	1	0.0	0.0	0.000
				C	88	22	-	-	-	88	89	0.0	0.0	0.443
				D	112	28	-	-	-	112	112	0.0	0.0	0.030
			2	A	10	3	-	-	-	10	12	0.0	0.0	0.029
				B	2	0.45	-	-	-	2	1	0.0	0.0	0.000
				C	80	20	-	-	-	80	82	0.0	0.0	0.437
				D	113	28	-	-	-	113	115	0.0	0.0	0.033
C - Cyfarthfa Retail Park South	Entry	1	1	A	8	2	735	658	0.012	8	7	0.0	0.0	5.024
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	128	32	877	783	0.163	128	131	0.2	0.2	5.160
			2	A	5	1	664	592	0.008	5	6	0.0	0.0	5.320
				B	68	17	877	784	0.086	67	67	0.1	0.1	5.980
				C	22	5	877	783	0.028	21	21	0.0	0.1	5.916
				D	107	27	877	784	0.136	108	107	0.2	0.1	5.013
		2	1	A	13	3	-	-	-	13	13	0.0	0.0	0.000
				B	68	17	-	-	-	68	67	0.0	0.0	0.299
				C	22	5	-	-	-	22	21	0.0	0.0	0.378
				D	234	59	-	-	-	234	238	0.0	0.0	0.100
D - Swansea Road (W)	Entry	1	1	A	64	16	1061	1016	0.063	65	66	0.1	0.1	4.562
				B	211	53	1061	1016	0.208	211	219	0.3	0.2	4.409
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	128	32	1061	1016	0.126	127	126	0.3	0.2	4.377
				C	354	88	1061	1015	0.348	352	365	1.1	0.7	6.475
				D	2	0.45	344	329	0.005	2	1	0.0	0.0	7.310

D5 - 2030 | Dev Scenario | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cyfarthfa Retail Park	Standard Roundabout		A, B, C, D	8.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	Dev Scenario	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park North		ONE HOUR	✓	187	100.000
B - Swansea Road (E)		ONE HOUR	✓	655	100.000
C - Cyfarthfa Retail Park South		ONE HOUR	✓	841	100.000
D - Swansea Road (W)		ONE HOUR	✓	827	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
From				
A - Cyfarthfa Retail Park North	0	51	32	104
B - Swansea Road (E)	38	2	262	354
C - Cyfarthfa Retail Park South	24	143	24	651
D - Swansea Road (W)	85	281	458	2

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
	A - Cyfarthfa Retail Park North	0	0	0	1
	B - Swansea Road (E)	3	1	0	0
	C - Cyfarthfa Retail Park South	0	0	0	0
	D - Swansea Road (W)	0	2	0	0

Cyclist %

From	To		
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)
	A - Cyfarthfa Retail Park North	0	0
	B - Swansea Road (E)	0	0
	C - Cyfarthfa Retail Park South	0	0
	D - Swansea Road (W)	0	0

Results

Results Summary for whole modelled period

Am	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Cyfarthfa Retail Park North	6.94	0.4	1.5	A	171	256
B - Swansea Road (E)	8.06	1.6	4.5	A	602	904
C - Cyfarthfa Retail Park South	11.71	3.1	8.0	B	774	1160
D - Swansea Road (W)	7.22	1.7	4.7	A	759	1138

Main Results for each time segment

15:45 - 16:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	141	35	691	141	142	105	0.0	0.3	5.197	A
B - Swansea Road (E)	490	122	466	490	484	365	0.0	0.7	5.730	A
C - Cyfarthfa Retail Park South	637	159	366	635	632	590	0.0	1.4	6.225	A
D - Swansea Road (W)	624	156	172	624	619	829	0.0	0.7	5.196	A

16:00 - 16:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	167	42	819	167	171	128	0.3	0.3	6.043	A
B - Swansea Road (E)	587	147	552	588	591	433	0.7	0.9	6.400	A
C - Cyfarthfa Retail Park South	775	194	442	773	755	699	1.4	2.0	8.100	A
D - Swansea Road (W)	737	184	208	738	740	1006	0.7	1.2	5.829	A

16:15 - 16:30

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	204	51	1016	204	211	163	0.3	0.3	6.901	A
B - Swansea Road (E)	726	182	684	729	723	536	0.9	1.4	7.517	A
C - Cyfarthfa Retail Park South	931	233	565	932	926	848	2.0	3.1	11.708	B
D - Swansea Road (W)	928	232	249	930	912	1248	1.2	1.7	7.223	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	199	50	1000	198	199	166	0.3	0.4	6.940	A
B - Swansea Road (E)	741	185	676	742	734	523	1.4	1.6	8.055	A
C - Cyfarthfa Retail Park South	904	226	562	905	925	855	3.1	2.4	11.342	B
D - Swansea Road (W)	909	227	255	912	920	1213	1.7	1.7	7.168	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	165	41	817	165	171	127	0.4	0.2	6.158	A
B - Swansea Road (E)	581	145	563	580	587	419	1.6	1.0	6.420	A
C - Cyfarthfa Retail Park South	757	189	441	756	754	702	2.4	1.7	8.031	A
D - Swansea Road (W)	734	183	212	732	744	984	1.7	1.0	5.947	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	148	37	678	151	145	115	0.2	0.2	5.663	A
B - Swansea Road (E)	491	123	464	491	498	365	1.0	0.7	5.800	A
C - Cyfarthfa Retail Park South	638	159	381	635	643	574	1.7	1.3	6.935	A
D - Swansea Road (W)	621	155	172	622	626	844	1.0	0.8	5.111	A

Queue Variation Results for each time segment

15:45 - 16:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.30	0.00	0.00	0.67	0.89
B - Swansea Road (E)	0.74	0.00	0.00	1.67	2.25
C - Cyfarthfa Retail Park South	1.35	0.00	0.50	3.20	4.00
D - Swansea Road (W)	0.73	0.00	0.00	1.82	2.50

16:00 - 16:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.25	0.00	0.00	0.63	0.88
B - Swansea Road (E)	0.93	0.00	0.17	1.81	2.33
C - Cyfarthfa Retail Park South	1.96	0.00	0.90	3.75	5.00
D - Swansea Road (W)	1.16	0.00	0.45	2.50	4.00

16:15 - 16:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.31	0.00	0.00	0.74	0.95
B - Swansea Road (E)	1.40	0.00	0.53	2.70	4.00
C - Cyfarthfa Retail Park South	3.05	0.00	1.75	6.67	8.00
D - Swansea Road (W)	1.69	0.00	0.81	3.63	4.25

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.41	0.00	0.00	0.94	1.50
B - Swansea Road (E)	1.63	0.00	0.81	2.91	4.50
C - Cyfarthfa Retail Park South	2.43	0.00	1.44	4.67	7.00
D - Swansea Road (W)	1.70	0.00	0.62	3.67	4.67

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.19	0.00	0.00	0.45	0.82
B - Swansea Road (E)	1.04	0.00	0.21	2.33	2.78
C - Cyfarthfa Retail Park South	1.65	0.00	1.00	3.17	3.83
D - Swansea Road (W)	1.01	0.00	0.23	2.25	3.25

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.16	0.00	0.00	0.36	0.73
B - Swansea Road (E)	0.74	0.00	0.13	1.45	1.82
C - Cyfarthfa Retail Park South	1.25	0.00	0.38	2.33	5.00
D - Swansea Road (W)	0.80	0.00	0.05	1.73	3.00

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	53	724	0.073	52	53	0.0	0.1	4.800	A
			2	A, C, D	89	724	0.122	89	88	0.0	0.2	5.437	A
		2	1	(A, B, C, D)	141			141	143	0.0	0.0	0.001	A
	Exit	1	1		105			105	107	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	199	743	0.268	200	191	0.0	0.2	6.085	A
			3	D	136	743	0.183	135	135	0.0	0.3	5.084	A
			4	A, B, D	155	743	0.209	155	158	0.0	0.3	5.206	A
		2	1	(A, B, C, D)	241			241	242	0.0	0.0	0.209	A
			2	(A, B, C, D)	248			249	245	0.0	0.0	0.214	A
	Exit	1	1		365			365	364	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	274	764	0.359	274	277	0.0	0.5	5.617	A
			2	A, B, C, D	361	764	0.473	360	355	0.0	0.6	5.847	A
		2	1	(A, B, C, D)	637			636	637	0.0	0.2	0.480	A
	Exit	1	1		590			590	575	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	197	1000	0.197	198	197	0.0	0.1	4.114	A
			2	B, C, D	427	1000	0.427	426	422	0.0	0.6	5.693	A
	Exit	1	1		829			829	831	0.0	0.0	0.000	A

16:00 - 16:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	63	681	0.093	63	62	0.1	0.1	5.587	A
			2	A, C, D	104	681	0.152	104	109	0.2	0.2	6.294	A
		2	1	(A, B, C, D)	167			167	171	0.0	0.0	0.008	A
	Exit	1	1		128			128	130	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	240	719	0.333	240	240	0.2	0.4	6.561	A
			3	D	162	719	0.225	162	163	0.3	0.2	5.446	A
			4	A, B, D	185	719	0.257	186	188	0.3	0.3	5.887	A
		2	1	(A, B, C, D)	290			290	296	0.0	0.0	0.367	A
			2	(A, B, C, D)	297			297	296	0.0	0.0	0.353	A
	Exit	1	1		433			433	433	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	352	741	0.475	351	338	0.5	0.7	6.335	A
			2	A, B, C, D	422	741	0.570	422	417	0.6	0.9	6.961	A
		2	1	(A, B, C, D)	775			774	756	0.2	0.4	1.411	A
	Exit	1	1		699			699	703	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	239	987	0.242	239	238	0.1	0.4	4.524	A
			2	B, C, D	498	987	0.505	499	502	0.6	0.8	6.443	A
	Exit	1	1		1006			1006	991	0.0	0.0	0.000	A

16:15 - 16:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	73	615	0.119	73	77	0.1	0.1	6.417	A
			2	A, C, D	131	615	0.213	131	133	0.2	0.2	7.095	A
		2	1	(A, B, C, D)	204			204	211	0.0	0.0	0.057	A
	Exit	1	1		163			163	165	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	280	683	0.410	281	287	0.4	0.6	7.212	A
			3	D	208	683	0.304	209	203	0.2	0.2	5.964	A
			4	A, B, D	240	683	0.351	239	234	0.3	0.4	6.362	A
		2	1	(A, B, C, D)	354			354	358	0.0	0.1	0.939	A
			2	(A, B, C, D)	372			374	367	0.0	0.1	0.917	A
	Exit	1	1		536			536	534	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	418	703	0.595	417	420	0.7	0.9	7.479	A
			2	A, B, C, D	516	703	0.733	515	506	0.9	1.2	8.005	A
		2	1	(A, B, C, D)	931			934	928	0.4	1.0	3.941	A
	Exit	1	1		848			848	848	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	321	972	0.330	324	315	0.4	0.3	5.072	A
			2	B, C, D	607	972	0.624	607	597	0.8	1.4	8.338	A
	Exit	1	1		1248			1248	1226	0.0	0.0	0.000	A

16:30 - 16:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	73	620	0.117	73	74	0.1	0.1	6.239	A
			2	A, C, D	126	620	0.203	126	125	0.2	0.3	7.274	A
		2	1	(A, B, C, D)	199			199	199	0.0	0.0	0.049	A
	Exit	1	1		166			166	169	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	292	686	0.426	291	294	0.6	0.7	7.756	A
			3	D	213	686	0.311	213	205	0.2	0.4	5.908	A
			4	A, B, D	237	686	0.345	238	236	0.4	0.4	6.698	A
		2	1	(A, B, C, D)	368			368	370	0.1	0.1	1.128	A
			2	(A, B, C, D)	373			374	366	0.1	0.1	1.174	A
	Exit	1	1		523			523	526	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	411	704	0.584	410	421	0.9	0.8	7.305	A
			2	A, B, C, D	495	704	0.703	495	504	1.2	1.0	7.944	A
		2	1	(A, B, C, D)	904			906	924	1.0	0.6	3.691	A
	Exit	1	1		855			855	859	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	309	970	0.319	309	314	0.3	0.3	5.005	A
			2	B, C, D	600	970	0.618	602	606	1.4	1.4	8.278	A
	Exit	1	1		1213			1213	1224	0.0	0.0	0.000	A

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	59	682	0.087	60	62	0.1	0.1	5.767	A
			2	A, C, D	105	682	0.154	105	110	0.3	0.1	6.379	A
		2	1	(A, B, C, D)	165			165	170	0.0	0.0	0.001	A
	Exit	1	1		127			127	133	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	237	716	0.331	237	236	0.7	0.4	6.552	A
			3	D	159	716	0.222	160	164	0.4	0.2	5.682	A
			4	A, B, D	184	716	0.257	184	187	0.4	0.4	5.888	A
		2	1	(A, B, C, D)	288			288	293	0.1	0.0	0.320	A
			2	(A, B, C, D)	293			293	292	0.1	0.0	0.338	A
	Exit	1	1		419			419	424	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	338	741	0.456	339	338	0.8	0.6	6.460	A
			2	A, B, C, D	419	741	0.565	417	416	1.0	0.9	7.108	A
		2	1	(A, B, C, D)	757			757	753	0.6	0.2	1.219	A
	Exit	1	1		702			702	702	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	227	985	0.231	226	240	0.3	0.3	4.456	A
			2	B, C, D	506	985	0.514	506	504	1.4	0.8	6.653	A
	Exit	1	1		984			984	999	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	56	729	0.077	57	53	0.1	0.0	5.713	A
			2	A, C, D	92	729	0.126	93	92	0.1	0.1	5.634	A
		2	1	(A, B, C, D)	148			148	145	0.0	0.0	0.000	A
	Exit	1	1		115			115	113	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	194	744	0.260	194	197	0.4	0.4	6.088	A
			3	D	136	744	0.183	135	140	0.2	0.2	5.156	A
			4	A, B, D	161	744	0.217	161	161	0.4	0.2	5.292	A
		2	1	(A, B, C, D)	247			247	248	0.0	0.0	0.254	A
			2	(A, B, C, D)	244			244	249	0.0	0.0	0.211	A
	Exit	1	1		365			365	360	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	286	760	0.376	285	288	0.6	0.5	5.781	A
			2	A, B, C, D	352	760	0.463	350	355	0.9	0.6	6.591	A
		2	1	(A, B, C, D)	638			637	641	0.2	0.2	0.711	A
	Exit	1	1		574			574	589	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	202	1000	0.202	203	199	0.3	0.3	4.260	A
			2	B, C, D	419	1000	0.419	419	428	0.8	0.6	5.502	A
	Exit	1	1		844			844	849	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment
15:45 - 16:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.11	0.00	0.00	0.00	0.57
			2	0.19	0.00	0.00	0.42	0.75
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.24	0.00	0.00	0.67	2.00
			3	0.25	0.00	0.00	0.63	0.88
			4	0.25	0.00	0.00	0.63	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.51	0.00	0.00	2.00	2.00
			2	0.64	0.00	0.00	2.00	2.00
		2	1	0.20	0.00	0.00	0.00	1.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.09	0.00	0.00	0.00	1.00
			2	0.64	0.00	0.00	1.67	2.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:00 - 16:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.09	0.00	0.00	0.00	1.00
			2	0.16	0.00	0.00	0.36	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.38	0.00	0.00	0.89	2.00
			3	0.24	0.00	0.00	0.59	0.82
			4	0.29	0.00	0.00	0.67	0.86
		2	1	0.03	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.65	0.00	0.00	2.00	2.00
			2	0.94	0.00	0.41	2.00	2.00
		2	1	0.38	0.00	0.00	0.00	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.39	0.00	0.00	0.94	2.00
			2	0.78	0.00	0.04	1.75	2.40
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:15 - 16:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.14	0.00	0.00	0.14	0.71
			2	0.18	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.56	0.00	0.00	2.00	2.00
			3	0.24	0.00	0.00	0.60	0.87
			4	0.43	0.00	0.00	0.79	0.93
		2	1	0.10	0.00	0.00	0.00	0.50
			2	0.08	0.00	0.00	0.00	0.25
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.93	0.00	0.38	2.00	2.00
			2	1.16	0.00	0.78	2.00	2.00
		2	1	0.96	0.00	0.00	3.33	4.67
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.26	0.00	0.00	0.63	0.88
			2	1.43	0.00	0.62	3.14	3.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:30 - 16:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.13	0.00	0.00	1.00	1.00
			2	0.29	0.00	0.00	0.80	1.40
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.73	0.00	0.00	2.00	2.00
			3	0.35	0.00	0.00	0.83	2.00
			4	0.38	0.00	0.00	0.84	1.25
		2	1	0.09	0.00	0.00	0.00	0.00
			2	0.09	0.00	0.00	0.00	0.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.81	0.00	0.29	2.00	2.00
			2	1.04	0.00	0.55	2.00	2.00
		2	1	0.58	0.00	0.00	1.50	3.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.31	0.00	0.00	0.91	2.00
			2	1.39	0.00	0.30	3.38	3.88
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

16:45 - 17:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.05	0.00	0.00	0.00	1.00
			2	0.14	0.00	0.00	0.14	0.71
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.40	0.00	0.00	2.00	2.00
			3	0.21	0.00	0.00	0.53	0.80
			4	0.38	0.00	0.00	0.83	1.25
		2	1	0.04	0.00	0.00	0.00	0.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.55	0.00	0.00	0.97	2.00
			2	0.89	0.00	0.34	2.00	2.00
		2	1	0.21	0.00	0.00	0.33	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.25	0.00	0.00	0.67	2.00
			2	0.76	0.00	0.00	1.83	2.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

17:00 - 17:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.04	0.00	0.00	0.00	0.00
			2	0.13	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.35	0.00	0.00	0.75	0.92
			3	0.19	0.00	0.00	1.00	1.00
			4	0.20	0.00	0.00	0.50	0.79
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.46	0.00	0.00	2.00	2.00
			2	0.61	0.00	0.00	2.00	2.00
		2	1	0.18	0.00	0.00	0.00	1.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.25	0.00	0.00	0.63	0.88
			2	0.55	0.00	0.00	1.30	1.70
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

15:45 - 16:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	39	10	958	725	0.053	38	39	0.0	0.1	4.920
				C	14	4	910	696	0.020	14	15	0.0	0.0	4.480
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	13	3	934	721	0.017	13	12	0.0	0.0	4.886
				D	76	19	958	726	0.105	76	76	0.0	0.2	5.526
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	39	10	-	-	-	39	39	0.0	0.0	0.003
				C	27	7	-	-	-	27	27	0.0	0.0	0.000
				D	76	19	-	-	-	76	77	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	199	50	870	743	0.268	200	191	0.0	0.2	6.085
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	136	34	870	743	0.183	135	135	0.0	0.3	5.084
			4	A	26	7	870	743	0.035	26	27	0.0	0.1	5.560
				B	2	0.38	272	239	0.006	2	2	0.0	0.0	4.395
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	127	32	870	743	0.171	128	130	0.0	0.2	5.144
		2	1	A	13	3	-	-	-	13	13	0.0	0.0	0.057
				B	1	0.26	-	-	-	1	0.75	0.0	0.0	0.000
				C	99	25	-	-	-	99	96	0.0	0.0	0.455
				D	128	32	-	-	-	128	132	0.0	0.0	0.045
			2	A	14	3	-	-	-	14	14	0.0	0.0	0.123
				B	0.45	0.11	-	-	-	0.45	0.80	0.0	0.0	0.000
				C	100	25	-	-	-	100	96	0.0	0.0	0.420
				D	135	34	-	-	-	135	134	0.0	0.0	0.078
C - Cyfarthfa Retail Park South	Entry	1	1	A	9	2	833	727	0.013	9	10	0.0	0.0	5.686
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	265	66	877	764	0.347	265	267	0.0	0.5	5.614
			2	A	8	2	800	706	0.012	8	8	0.0	0.0	5.886
				B	108	27	877	763	0.142	109	107	0.0	0.2	6.393
				C	18	4	877	766	0.023	18	18	0.0	0.0	6.272
				D	227	57	877	764	0.297	225	222	0.0	0.4	5.547
		2	1	A	18	4	-	-	-	18	18	0.0	0.0	0.592
				B	109	27	-	-	-	108	108	0.0	0.1	0.837
				C	18	4	-	-	-	18	18	0.0	0.0	0.771
				D	493	123	-	-	-	492	493	0.0	0.1	0.387
D - Swansea Road (W)	Entry	1	1	A	61	15	1061	1001	0.061	61	62	0.0	0.0	4.500
				B	136	34	1061	999	0.136	136	135	0.0	0.1	3.935
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	81	20	1061	1000	0.081	81	82	0.0	0.1	4.048
				C	345	86	1061	999	0.346	345	339	0.0	0.6	6.082
				D	0.60	0.15	332	315	0.002	0.60	1	0.0	0.0	5.090

16:00 - 16:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	47	12	958	680	0.069	47	47	0.1	0.1	5.835
				C	17	4	898	642	0.026	17	15	0.0	0.0	4.836
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	12	3	922	655	0.018	12	13	0.0	0.0	5.297
				D	92	23	958	681	0.135	92	96	0.2	0.2	6.431
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	47	12	-	-	-	47	47	0.0	0.0	0.000
				C	28	7	-	-	-	28	28	0.0	0.0	0.000
				D	92	23	-	-	-	92	96	0.0	0.0	0.014
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	240	60	870	718	0.334	240	240	0.2	0.4	6.561
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	162	41	870	718	0.226	162	163	0.3	0.2	5.446
			4	A	30	8	870	716	0.042	31	34	0.1	0.1	6.765
				B	2	0.49	294	243	0.008	2	2	0.0	0.0	5.399
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	153	38	870	718	0.213	153	153	0.2	0.2	5.706
		2	1	A	14	4	-	-	-	14	17	0.0	0.0	0.124
				B	0.90	0.23	-	-	-	0.90	0.85	0.0	0.0	0.454
				C	118	30	-	-	-	118	122	0.0	0.0	0.706
				D	157	39	-	-	-	157	156	0.0	0.0	0.128
			2	A	16	4	-	-	-	16	16	0.0	0.0	0.157
				B	1	0.26	-	-	-	1	0.95	0.0	0.0	0.059
				C	122	30	-	-	-	122	118	0.0	0.0	0.699
				D	158	40	-	-	-	158	160	0.0	0.0	0.119
			1	A	13	3	833	705	0.018	13	13	0.0	0.0	5.856
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
C - Cyfarthfa Retail Park South	Entry	1	2	A	9	2	811	683	0.013	9	9	0.0	0.0	6.458
				B	133	33	877	741	0.180	133	132	0.2	0.3	7.567
				C	21	5	877	742	0.029	21	22	0.0	0.1	7.355
				D	259	65	877	741	0.349	259	254	0.4	0.5	6.629
		2	1	A	22	5	-	-	-	22	23	0.0	0.0	1.060
				B	132	33	-	-	-	133	133	0.1	0.0	2.092
				C	21	5	-	-	-	21	22	0.0	0.0	1.709
				D	599	150	-	-	-	598	579	0.1	0.3	1.257
D - Swansea Road (W)	Entry	1	1	A	75	19	1061	985	0.076	75	74	0.0	0.1	4.774
				B	164	41	1061	986	0.166	164	164	0.1	0.3	4.410
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	88	22	1061	986	0.089	88	88	0.1	0.1	4.126
				C	409	102	1061	986	0.415	410	413	0.6	0.7	6.937
				D	1	0.30	318	295	0.004	1	1	0.0	0.0	4.719

16:15 - 16:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	55	14	958	616	0.090	55	57	0.1	0.1	6.499
				C	18	4	958	615	0.029	18	20	0.0	0.0	6.182
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	15	4	958	614	0.025	15	17	0.0	0.0	5.733
				D	116	29	958	615	0.188	115	117	0.2	0.2	7.292
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	55	14	-	-	-	55	58	0.0	0.0	0.045
				C	33	8	-	-	-	33	37	0.0	0.0	0.004
				D	116	29	-	-	-	116	117	0.0	0.0	0.079
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	280	70	870	684	0.410	281	287	0.4	0.6	7.212
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	208	52	870	684	0.304	209	203	0.2	0.2	5.964
			4	A	40	10	870	685	0.058	40	43	0.1	0.1	7.531
				B	2	0.38	305	242	0.006	1	2	0.0	0.0	8.023
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	198	50	870	685	0.290	198	189	0.2	0.3	6.088
		2	1	A	18	5	-	-	-	18	21	0.0	0.0	0.555
				B	0.90	0.23	-	-	-	0.90	0.95	0.0	0.0	0.000
				C	136	34	-	-	-	136	140	0.0	0.1	1.647
				D	198	50	-	-	-	199	195	0.0	0.0	0.475
			2	A	22	5	-	-	-	22	22	0.0	0.0	0.385
				B	0.60	0.15	-	-	-	0.60	0.60	0.0	0.0	2.474
				C	143	36	-	-	-	144	147	0.0	0.1	1.649
				D	207	52	-	-	-	207	197	0.0	0.0	0.422
C - Cyfarthfa Retail Park South	Entry	1	1	A	15	4	866	699	0.021	15	15	0.0	0.0	7.364
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	404	101	877	705	0.573	403	405	0.6	0.9	7.483
			2	A	12	3	866	697	0.018	12	12	0.0	0.0	8.660
				B	153	38	877	704	0.218	154	157	0.3	0.4	8.520
				C	27	7	877	708	0.038	27	27	0.1	0.1	8.555
				D	323	81	877	704	0.459	322	310	0.5	0.7	7.673
		2	1	A	27	7	-	-	-	27	27	0.0	0.1	3.436
				B	152	38	-	-	-	153	157	0.0	0.2	4.905
				C	27	7	-	-	-	27	26	0.0	0.1	4.644
				D	725	181	-	-	-	727	717	0.3	0.7	3.723
D - Swansea Road (W)	Entry	1	1	A	96	24	1061	972	0.099	97	94	0.1	0.1	5.287
				B	225	56	1061	972	0.232	227	220	0.3	0.1	4.977
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	100	25	1061	972	0.103	99	97	0.1	0.2	4.835
				C	506	126	1061	973	0.520	507	498	0.7	1.2	9.006
				D	2	0.41	477	435	0.004	2	2	0.0	0.0	8.168

16:30 - 16:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	54	13	958	616	0.087	54	55	0.1	0.1	6.401
				C	19	5	946	609	0.032	19	19	0.0	0.0	5.769
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	16	4	922	603	0.027	16	15	0.0	0.0	6.195
				D	110	27	958	619	0.177	109	111	0.2	0.3	7.417
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	54	13	-	-	-	54	55	0.0	0.0	0.020
				C	35	9	-	-	-	35	34	0.0	0.0	0.019
				D	110	27	-	-	-	110	111	0.0	0.0	0.073
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	292	73	870	686	0.425	291	294	0.6	0.7	7.756
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	213	53	870	685	0.311	213	205	0.2	0.4	5.908
			4	A	44	11	870	688	0.064	44	43	0.1	0.1	7.883
				B	2	0.38	370	292	0.005	2	2	0.0	0.0	10.042
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	191	48	870	685	0.279	193	191	0.3	0.3	6.401
		2	1	A	24	6	-	-	-	23	22	0.0	0.0	0.465
				B	0.75	0.19	-	-	-	0.75	0.95	0.0	0.0	0.845
				C	143	36	-	-	-	144	146	0.1	0.0	1.978
				D	200	50	-	-	-	200	200	0.0	0.0	0.579
			2	A	21	5	-	-	-	21	21	0.0	0.0	0.457
				B	0.75	0.19	-	-	-	0.75	1	0.0	0.0	0.356
				C	148	37	-	-	-	148	148	0.1	0.1	2.013
				D	204	51	-	-	-	204	196	0.0	0.0	0.620
C - Cyfarthfa Retail Park South	Entry	1	1	A	16	4	866	697	0.023	16	16	0.0	0.0	7.143
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	395	99	877	704	0.561	394	405	0.9	0.8	7.311
			2	A	12	3	833	671	0.018	12	12	0.0	0.0	7.621
				B	155	39	877	704	0.220	155	158	0.4	0.3	8.619
				C	26	7	877	707	0.037	27	24	0.1	0.0	8.373
				D	302	75	877	704	0.429	301	310	0.7	0.6	7.579
		2	1	A	28	7	-	-	-	28	28	0.1	0.0	3.405
				B	153	38	-	-	-	155	157	0.2	0.1	4.875
				C	26	7	-	-	-	26	24	0.1	0.0	4.175
				D	696	174	-	-	-	697	715	0.7	0.5	3.426
D - Swansea Road (W)	Entry	1	1	A	94	24	1061	972	0.097	94	98	0.1	0.1	5.468
				B	215	54	1061	970	0.222	215	216	0.1	0.2	4.792
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	98	25	1061	971	0.101	98	96	0.2	0.1	4.943
				C	499	125	1061	970	0.515	502	508	1.2	1.3	8.890
				D	2	0.53	491	447	0.005	2	3	0.0	0.0	8.464

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	44	11	958	680	0.064	44	46	0.1	0.0	6.039
				C	16	4	934	665	0.024	15	16	0.0	0.0	5.005
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	11	3	934	661	0.016	11	13	0.0	0.0	5.738
				D	95	24	958	681	0.139	95	97	0.3	0.1	6.464
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	44	11	-	-	-	44	45	0.0	0.0	0.000
				C	26	7	-	-	-	26	29	0.0	0.0	0.000
				D	95	24	-	-	-	95	96	0.0	0.0	0.002
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	237	59	870	717	0.331	237	236	0.7	0.4	6.552
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	159	40	870	716	0.222	160	164	0.4	0.2	5.682
			4	A	32	8	870	715	0.045	31	33	0.1	0.1	6.690
				B	2	0.38	305	250	0.006	1	2	0.0	0.0	7.764
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	150	38	870	716	0.210	151	152	0.3	0.2	5.698
		2	1	A	16	4	-	-	-	16	16	0.0	0.0	0.059
				B	0.75	0.19	-	-	-	0.75	0.75	0.0	0.0	0.465
				C	118	30	-	-	-	118	119	0.0	0.0	0.665
				D	153	38	-	-	-	153	158	0.0	0.0	0.085
			2	A	16	4	-	-	-	16	16	0.0	0.0	0.077
				B	0.75	0.19	-	-	-	0.75	1	0.0	0.0	0.000
				C	119	30	-	-	-	119	116	0.1	0.0	0.681
				D	156	39	-	-	-	156	158	0.0	0.0	0.117
C - Cyfarthfa Retail Park South	Entry	1	1	A	13	3	855	721	0.018	13	12	0.0	0.0	6.437
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	325	81	877	741	0.438	326	326	0.8	0.5	6.461
			2	A	11	3	800	672	0.016	11	10	0.0	0.0	5.918
				B	134	33	877	740	0.181	134	127	0.3	0.3	7.912
				C	22	5	855	721	0.030	22	22	0.0	0.0	7.608
				D	252	63	877	740	0.341	250	258	0.6	0.6	6.714
		2	1	A	24	6	-	-	-	24	22	0.0	0.0	0.972
				B	134	34	-	-	-	134	127	0.1	0.1	1.777
				C	22	6	-	-	-	22	22	0.0	0.0	1.573
				D	576	144	-	-	-	577	582	0.5	0.1	1.093
D - Swansea Road (W)	Entry	1	1	A	72	18	1061	985	0.074	72	78	0.1	0.1	4.702
				B	155	39	1061	986	0.157	154	162	0.2	0.2	4.334
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	86	22	1061	986	0.087	85	87	0.1	0.2	4.461
				C	417	104	1061	986	0.424	418	415	1.3	0.6	7.106
				D	3	0.64	398	369	0.007	3	2	0.0	0.0	7.220

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	42	11	958	728	0.058	43	40	0.0	0.0	5.863
				C	14	3	934	706	0.020	14	14	0.0	0.0	5.264
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	11	3	910	683	0.017	11	12	0.0	0.0	5.000
				D	81	20	958	732	0.110	82	80	0.1	0.1	5.733
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	42	11	-	-	-	42	40	0.0	0.0	0.000
				C	25	6	-	-	-	25	26	0.0	0.0	0.000
				D	81	20	-	-	-	81	79	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	194	48	870	742	0.261	194	197	0.4	0.4	6.088
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	136	34	870	743	0.183	135	140	0.2	0.2	5.156
			4	A	31	8	870	742	0.041	30	30	0.1	0.1	6.440
				B	1	0.30	239	202	0.006	1	1	0.0	0.0	3.736
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	129	32	870	742	0.174	130	129	0.2	0.1	5.050
		2	1	A	16	4	-	-	-	16	16	0.0	0.0	0.055
				B	0.75	0.19	-	-	-	0.75	0.60	0.0	0.0	0.000
				C	99	25	-	-	-	99	98	0.0	0.0	0.503
				D	131	33	-	-	-	131	133	0.0	0.0	0.094
			2	A	15	4	-	-	-	15	14	0.0	0.0	0.050
				B	0.45	0.11	-	-	-	0.45	0.70	0.0	0.0	0.000
				C	95	24	-	-	-	95	98	0.0	0.0	0.454
				D	134	34	-	-	-	134	136	0.0	0.0	0.054
C - Cyfarthfa Retail Park South	Entry	1	1	A	9	2	800	692	0.013	9	10	0.0	0.0	5.174
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	277	69	877	760	0.364	276	277	0.5	0.4	5.804
			2	A	8	2	800	695	0.012	8	8	0.0	0.0	6.211
				B	105	26	877	760	0.138	104	106	0.3	0.3	7.389
				C	19	5	855	740	0.026	19	20	0.0	0.0	7.767
				D	219	55	877	760	0.288	219	221	0.6	0.3	6.116
		2	1	A	17	4	-	-	-	17	18	0.0	0.0	0.608
				B	105	26	-	-	-	105	106	0.1	0.0	1.158
				C	19	5	-	-	-	19	20	0.0	0.0	1.553
				D	496	124	-	-	-	496	497	0.1	0.1	0.587
D - Swansea Road (W)	Entry	1	1	A	67	17	1061	1002	0.067	68	64	0.1	0.1	4.643
				B	134	34	1061	1001	0.134	135	134	0.2	0.2	4.072
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	83	21	1061	1001	0.082	82	79	0.2	0.1	4.008
				C	335	84	1061	1001	0.334	335	347	0.6	0.4	5.833
				D	2	0.41	385	361	0.005	2	2	0.0	0.0	5.349

D6 - 2030 | Dev Scenario | SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Cyfarthfa Retail Park	Standard Roundabout		A, B, C, D	11.44	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.44	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	Dev Scenario	SAT	ONE HOUR	12:30	14:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Cyfarthfa Retail Park North		ONE HOUR	✓	267	100.000
B - Swansea Road (E)		ONE HOUR	✓	488	100.000
C - Cyfarthfa Retail Park South		ONE HOUR	✓	989	100.000
D - Swansea Road (W)		ONE HOUR	✓	1081	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
From				
A - Cyfarthfa Retail Park North	0	117	51	98
B - Swansea Road (E)	37	2	180	270
C - Cyfarthfa Retail Park South	52	162	10	766
D - Swansea Road (W)	196	386	487	12

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
From		A - Cyfarthfa Retail Park North	B - Swansea Road (E)	C - Cyfarthfa Retail Park South	D - Swansea Road (W)
	A - Cyfarthfa Retail Park North	0	0	0	0
	B - Swansea Road (E)	0	0	0	1
	C - Cyfarthfa Retail Park South	0	1	0	0
	D - Swansea Road (W)	0	1	0	0

Cyclist %

From	To		
		A - Cyfarthfa Retail Park North	B - Swansea Road (E)
A - Cyfarthfa Retail Park North		0	0
B - Swansea Road (E)		0	0
C - Cyfarthfa Retail Park South		0	0
D - Swansea Road (W)		0	0

Results

Results Summary for whole modelled period

Am	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - Cyfarthfa Retail Park North	8.37	0.8	3.0	A	242	363
B - Swansea Road (E)	6.51	1.0	2.8	A	445	667
C - Cyfarthfa Retail Park South	17.50	5.7	17.0	C	919	1378
D - Swansea Road (W)	8.79	3.3	7.5	A	999	1499

Main Results for each time segment

12:30 - 12:45

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	201	50	811	202	198	208	0.0	0.2	5.590	A
B - Swansea Road (E)	364	91	505	365	364	508	0.0	0.4	5.412	A
C - Cyfarthfa Retail Park South	741	185	312	746	738	559	0.0	1.1	6.574	A
D - Swansea Road (W)	821	205	191	827	812	867	0.0	1.2	5.699	A

12:45 - 13:00

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	241	60	967	237	238	258	0.2	0.6	6.507	A
B - Swansea Road (E)	431	108	605	432	433	600	0.4	0.7	5.944	A
C - Cyfarthfa Retail Park South	898	224	380	897	885	657	1.1	2.8	8.800	A
D - Swansea Road (W)	984	246	243	982	971	1034	1.2	2.1	6.638	A

13:00 - 13:15

Am	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	290	73	1174	290	287	321	0.6	0.7	8.182	A
B - Swansea Road (E)	531	133	733	531	536	731	0.7	1.0	6.508	A
C - Cyfarthfa Retail Park South	1103	276	461	1104	1087	803	2.8	5.6	16.329	C
D - Swansea Road (W)	1202	300	298	1197	1189	1268	2.1	3.3	8.794	A

13:15 - 13:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	284	71	1190	281	284	320	0.7	0.8	8.366	A
B - Swansea Road (E)	528	132	730	529	526	741	1.0	0.9	6.487	A
C - Cyfarthfa Retail Park South	1115	279	462	1101	1106	797	5.6	5.7	17.505	C
D - Swansea Road (W)	1212	303	296	1214	1199	1268	3.3	2.7	8.692	A

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	238	59	942	237	239	255	0.8	0.5	7.220	A
B - Swansea Road (E)	442	110	581	443	445	598	0.9	0.7	6.249	A
C - Cyfarthfa Retail Park South	890	222	384	899	906	640	5.7	2.0	10.005	B
D - Swansea Road (W)	961	240	234	962	974	1048	2.7	1.5	6.863	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	198	50	801	199	203	217	0.5	0.3	5.943	A
B - Swansea Road (E)	374	93	493	375	370	507	0.7	0.5	5.427	A
C - Cyfarthfa Retail Park South	767	192	315	762	754	552	2.0	1.8	7.074	A
D - Swansea Road (W)	817	204	199	819	820	878	1.5	1.4	5.724	A

Queue Variation Results for each time segment

12:30 - 12:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.23	0.00	0.00	0.57	0.86
B - Swansea Road (E)	0.43	0.00	0.00	0.95	1.50
C - Cyfarthfa Retail Park South	1.14	0.00	0.43	2.29	2.86
D - Swansea Road (W)	1.15	0.00	0.35	2.40	3.50

12:45 - 13:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.58	0.00	0.00	1.00	1.67
B - Swansea Road (E)	0.66	0.00	0.00	1.40	1.80
C - Cyfarthfa Retail Park South	2.76	0.00	1.63	4.88	9.00
D - Swansea Road (W)	2.11	0.00	0.94	4.80	5.75

13:00 - 13:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.71	0.00	0.00	1.56	2.00
B - Swansea Road (E)	1.01	0.00	0.24	2.17	2.83
C - Cyfarthfa Retail Park South	5.60	0.00	3.13	11.50	17.00
D - Swansea Road (W)	3.29	0.00	2.38	6.50	7.50

13:15 - 13:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.76	0.00	0.00	2.20	3.00
B - Swansea Road (E)	0.94	0.00	0.29	1.80	2.33
C - Cyfarthfa Retail Park South	5.73	0.09	4.00	12.20	13.00
D - Swansea Road (W)	2.73	0.00	1.77	5.50	7.00

13:30 - 13:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.54	0.00	0.00	2.00	2.00
B - Swansea Road (E)	0.73	0.00	0.00	1.73	2.33
C - Cyfarthfa Retail Park South	1.96	0.00	0.90	3.88	5.00
D - Swansea Road (W)	1.51	0.00	0.48	3.60	4.40

13:45 - 14:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	0.33	0.00	0.00	0.74	0.95
B - Swansea Road (E)	0.50	0.00	0.00	0.96	1.50
C - Cyfarthfa Retail Park South	1.84	0.00	0.86	3.40	5.00
D - Swansea Road (W)	1.39	0.00	0.61	2.80	3.50

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

12:30 - 12:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	104	684	0.152	105	104	0.0	0.1	5.587	A
			2	A, C, D	96	684	0.141	97	94	0.0	0.1	5.572	A
		2	1	(A, B, C, D)	201			201	199	0.0	0.0	0.010	A
	Exit	1	1		208			208	212	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	137	732	0.187	139	138	0.0	0.2	5.592	A
			3	D	103	732	0.141	104	102	0.0	0.1	5.025	A
			4	A, B, D	123	732	0.168	123	124	0.0	0.1	5.326	A
		2	1	(A, B, C, D)	184			184	185	0.0	0.0	0.071	A
			2	(A, B, C, D)	179			179	180	0.0	0.0	0.065	A
	Exit	1	1		508			508	502	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	338	781	0.433	339	334	0.0	0.5	5.685	A
			2	A, B, C, D	404	781	0.518	407	404	0.0	0.6	6.107	A
		2	1	(A, B, C, D)	741			743	742	0.0	0.0	0.657	A
	Exit	1	1		559			559	552	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	328	993	0.330	329	322	0.0	0.5	4.835	A
			2	B, C, D	494	993	0.497	498	491	0.0	0.7	6.265	A
	Exit	1	1		867			867	845	0.0	0.0	0.000	A

12:45 - 13:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	124	631	0.196	122	128	0.1	0.3	6.377	A
			2	A, C, D	117	631	0.185	115	111	0.1	0.3	6.599	A
		2	1	(A, B, C, D)	241			241	240	0.0	0.0	0.026	A
	Exit	1	1		258			258	258	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	156	705	0.221	156	158	0.2	0.3	6.243	A
			3	D	129	705	0.182	129	126	0.1	0.1	5.419	A
			4	A, B, D	146	705	0.207	147	149	0.1	0.2	5.709	A
		2	1	(A, B, C, D)	221			221	221	0.0	0.0	0.125	A
			2	(A, B, C, D)	210			209	213	0.0	0.0	0.121	A
	Exit	1	1		600			600	601	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	413	760	0.543	414	406	0.5	0.8	6.422	A
			2	A, B, C, D	485	760	0.637	483	479	0.6	1.2	7.045	A
		2	1	(A, B, C, D)	898			897	889	0.0	0.8	2.034	A
	Exit	1	1		657			657	649	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	401	974	0.412	399	393	0.5	0.7	5.432	A
			2	B, C, D	583	974	0.598	582	578	0.7	1.4	7.455	A
	Exit	1	1		1034			1034	1020	0.0	0.0	0.000	A

13:00 - 13:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	152	561	0.272	152	151	0.3	0.4	7.991	A
			2	A, C, D	138	561	0.245	138	136	0.3	0.3	8.118	A
		2	1	(A, B, C, D)	290			290	288	0.0	0.0	0.131	A
	Exit	1	1		321			321	314	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	191	670	0.285	191	195	0.3	0.4	6.618	A
			3	D	155	670	0.231	155	155	0.1	0.3	5.785	A
			4	A, B, D	186	670	0.277	185	186	0.2	0.3	6.380	A
		2	1	(A, B, C, D)	267			267	270	0.0	0.0	0.187	A
			2	(A, B, C, D)	264			265	268	0.0	0.0	0.236	A
	Exit	1	1		731			731	723	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	516	735	0.702	515	503	0.8	1.1	7.521	A
			2	A, B, C, D	588	735	0.800	589	585	1.2	1.4	8.138	A
		2	1	(A, B, C, D)	1103			1104	1089	0.8	3.1	8.467	A
	Exit	1	1		803			803	805	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	503	955	0.527	499	494	0.7	1.2	6.927	A
			2	B, C, D	699	955	0.732	698	695	1.4	2.1	10.116	B
	Exit	1	1		1268			1268	1259	0.0	0.0	0.000	A

13:15 - 13:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	146	556	0.263	144	148	0.4	0.4	8.363	A
			2	A, C, D	137	556	0.247	136	136	0.3	0.3	8.183	A
		2	1	(A, B, C, D)	284			284	284	0.0	0.0	0.087	A
	Exit	1	1		320			320	314	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	187	671	0.279	188	190	0.4	0.3	6.774	A
			3	D	156	671	0.232	156	152	0.3	0.2	5.864	A
			4	A, B, D	186	671	0.277	185	184	0.3	0.3	5.908	A
		2	1	(A, B, C, D)	268			269	265	0.0	0.0	0.273	A
			2	(A, B, C, D)	260			260	261	0.0	0.0	0.282	A
	Exit	1	1		741			741	734	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	507	735	0.690	505	515	1.1	1.1	7.505	A
			2	A, B, C, D	600	735	0.816	597	591	1.4	1.6	8.303	A
		2	1	(A, B, C, D)	1115			1106	1106	3.1	3.1	9.575	A
	Exit	1	1		797			797	797	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	516	955	0.540	515	504	1.2	0.8	6.826	A
			2	B, C, D	696	955	0.729	699	694	2.1	2.0	10.040	B
	Exit	1	1		1268			1268	1269	0.0	0.0	0.000	A

13:30 - 13:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	127	640	0.198	126	126	0.4	0.3	7.189	A
			2	A, C, D	111	640	0.173	111	112	0.3	0.3	7.108	A
		2	1	(A, B, C, D)	238			238	238	0.0	0.0	0.072	A
	Exit	1	1		255			255	256	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	160	712	0.224	160	163	0.3	0.3	6.663	A
			3	D	126	712	0.177	126	128	0.2	0.2	5.560	A
			4	A, B, D	156	712	0.220	158	155	0.3	0.2	5.668	A
		2	1	(A, B, C, D)	219			219	222	0.0	0.0	0.260	A
			2	(A, B, C, D)	223			223	223	0.0	0.0	0.234	A
	Exit	1	1		598			598	600	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	410	759	0.541	410	412	1.1	0.7	6.839	A
			2	A, B, C, D	486	759	0.641	488	494	1.6	0.8	7.283	A
		2	1	(A, B, C, D)	890			897	902	3.1	0.4	2.953	A
	Exit	1	1		640			640	663	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	399	978	0.408	399	395	0.8	0.6	5.530	A
			2	B, C, D	562	978	0.575	563	579	2.0	1.0	7.773	A
	Exit	1	1		1048			1048	1045	0.0	0.0	0.000	A

13:45 - 14:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - Cyfarthfa Retail Park North	Entry	1	1	B, C	105	687	0.153	105	108	0.3	0.2	5.983	A
			2	A, C, D	93	687	0.136	94	94	0.3	0.2	5.892	A
		2	1	(A, B, C, D)	198			198	202	0.0	0.0	0.002	A
	Exit	1	1		217			217	221	0.0	0.0	0.000	A
B - Swansea Road (E)	Entry	1	2	C	144	736	0.196	144	139	0.3	0.2	5.685	A
			3	D	107	736	0.145	107	105	0.2	0.2	5.099	A
			4	A, B, D	123	736	0.167	123	127	0.2	0.2	5.192	A
		2	1	(A, B, C, D)	184			184	184	0.0	0.0	0.079	A
			2	(A, B, C, D)	190			190	185	0.0	0.0	0.073	A
	Exit	1	1		507			507	503	0.0	0.0	0.000	A
C - Cyfarthfa Retail Park South	Entry	1	1	A, D	353	780	0.452	351	345	0.7	0.7	5.955	A
			2	A, B, C, D	411	780	0.527	410	409	0.8	0.8	6.449	A
		2	1	(A, B, C, D)	767			764	754	0.4	0.4	0.855	A
	Exit	1	1		552			552	551	0.0	0.0	0.000	A
D - Swansea Road (W)	Entry	1	1	A, B	323	990	0.326	325	327	0.6	0.4	4.953	A
			2	B, C, D	494	990	0.499	494	493	1.0	1.0	6.234	A
	Exit	1	1		878			878	872	0.0	0.0	0.000	A

Lanes: Queue Variation Results for each time segment

12:30 - 12:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.14	0.00	0.00	1.00	1.00
			2	0.09	0.00	0.00	0.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.19	0.00	0.00	0.44	0.89
			3	0.09	0.00	0.00	0.00	1.00
			4	0.14	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.54	0.00	0.00	2.00	2.00
			2	0.56	0.00	0.00	2.00	2.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.49	0.00	0.00	0.88	1.33
			2	0.66	0.00	0.00	1.43	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

12:45 - 13:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.28	0.00	0.00	0.69	0.94
			2	0.30	0.00	0.00	0.72	0.94
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.28	0.00	0.00	0.67	0.89
			3	0.14	0.00	0.00	1.00	1.00
			4	0.23	0.00	0.00	1.00	1.00
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.03	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.81	0.00	0.22	2.00	2.00
			2	1.19	0.00	0.77	1.79	1.91
		2	1	0.76	0.00	0.00	1.75	6.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.69	0.00	0.00	1.71	2.67
			2	1.43	0.00	0.45	2.91	3.75
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:00 - 13:15

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.39	0.00	0.00	0.89	1.40
			2	0.33	0.00	0.00	0.85	1.40
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.39	0.00	0.00	0.89	2.00
			3	0.25	0.00	0.00	1.00	1.00
			4	0.34	0.00	0.00	0.74	0.91
		2	1	0.03	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	1.11	0.00	0.70	2.00	2.00
			2	1.35	0.00	2.00	2.00	2.00
		2	1	3.14	0.00	0.00	8.00	15.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	1.19	0.00	0.39	2.67	3.50
			2	2.10	0.00	1.08	4.40	5.33
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:15 - 13:30

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.39	0.00	0.00	1.14	1.71
			2	0.34	0.00	0.00	0.87	2.00
		2	1	0.04	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.34	0.00	0.00	0.92	2.00
			3	0.24	0.00	0.00	0.62	0.92
			4	0.33	0.00	0.00	0.73	0.91
		2	1	0.03	0.00	0.00	0.00	0.00
			2	0.01	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	1.08	0.00	0.59	2.00	2.00
			2	1.55	0.00	1.28	1.87	1.94
		2	1	3.10	0.00	0.56	8.80	12.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.78	0.00	0.00	1.62	1.92
			2	1.95	0.00	0.92	4.00	5.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:30 - 13:45

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.28	0.00	0.00	0.65	0.85
			2	0.26	0.00	0.00	0.65	0.88
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.28	0.00	0.00	0.80	2.00
			3	0.23	0.00	0.00	0.57	0.86
			4	0.21	0.00	0.00	0.55	0.91
		2	1	0.01	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.71	0.00	0.15	2.00	2.00
			2	0.83	0.00	0.18	2.00	2.00
		2	1	0.43	0.00	0.00	0.67	3.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.55	0.00	0.00	1.17	1.83
			2	0.96	0.00	0.00	2.50	3.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

13:45 - 14:00

Arm	Side	Lane level	Lane	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)
A - Cyfarthfa Retail Park North	Entry	1	1	0.16	0.00	0.00	0.30	0.70
			2	0.16	0.00	0.00	0.36	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
B - Swansea Road (E)	Entry	1	2	0.16	0.00	0.00	0.36	0.73
			3	0.18	0.00	0.00	1.00	1.00
			4	0.16	0.00	0.00	0.36	0.73
		2	1	0.00	0.00	0.00	0.00	0.00
			2	0.00	0.00	0.00	0.00	0.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
C - Cyfarthfa Retail Park South	Entry	1	1	0.71	0.00	0.07	2.00	2.00
			2	0.76	0.00	0.09	2.00	2.00
		2	1	0.36	0.00	0.00	0.50	2.00
	Exit	1	1	0.00	0.00	0.00	0.00	0.00
D - Swansea Road (W)	Entry	1	1	0.44	0.00	0.00	0.95	2.00
			2	0.95	0.00	0.10	2.14	2.71
	Exit	1	1	0.00	0.00	0.00	0.00	0.00

Lane movements: Main Results for each time segment

12:30 - 12:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	86	22	958	683	0.126	87	87	0.0	0.1	5.662
				C	18	4	958	685	0.026	18	17	0.0	0.0	5.207
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	21	5	958	686	0.031	21	20	0.0	0.0	5.046
				D	75	19	958	683	0.110	76	74	0.0	0.1	5.715
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	86	22	-	-	-	86	88	0.0	0.0	0.014
				C	39	10	-	-	-	39	37	0.0	0.0	0.000
				D	75	19	-	-	-	75	74	0.0	0.0	0.011
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	137	34	870	732	0.188	139	138	0.0	0.2	5.592
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	103	26	870	734	0.141	104	102	0.0	0.1	5.025
		2	4	A	22	5	870	732	0.030	22	26	0.0	0.1	5.951
				B	1	0.34	272	239	0.006	1	2	0.0	0.0	5.613
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	100	25	870	732	0.137	100	96	0.0	0.1	5.148
			1	A	10	3	-	-	-	10	13	0.0	0.0	0.000
				B	0.60	0.15	-	-	-	0.60	0.65	0.0	0.0	0.000
				C	73	18	-	-	-	73	71	0.0	0.0	0.177
				D	101	25	-	-	-	101	101	0.0	0.0	0.007
C - Cyfarthfa Retail Park South	Entry	1	1	A	20	5	877	782	0.026	20	21	0.0	0.1	5.834
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	318	80	877	781	0.408	319	312	0.0	0.5	5.675
		2	2	A	19	5	866	773	0.025	19	19	0.0	0.0	5.792
				B	121	30	877	781	0.155	122	124	0.0	0.2	6.733
				C	8	2	746	668	0.011	8	8	0.0	0.0	7.239
				D	257	64	877	781	0.329	259	253	0.0	0.3	5.790
		2	1	A	39	10	-	-	-	39	40	0.0	0.0	0.485
				B	121	30	-	-	-	121	125	0.0	0.0	1.123
				C	8	2	-	-	-	8	8	0.0	0.0	1.177
				D	574	144	-	-	-	575	569	0.0	0.0	0.560
D - Swansea Road (W)	Entry	1	1	A	147	37	1061	992	0.148	147	146	0.0	0.2	5.223
				B	181	45	1061	993	0.182	182	176	0.0	0.3	4.511
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
		2	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	115	29	1061	993	0.116	116	113	0.0	0.1	4.568
				C	369	92	1061	993	0.372	373	369	0.0	0.5	6.774
				D	9	2	942	882	0.011	9	9	0.0	0.0	6.553

12:45 - 13:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	101	25	958	631	0.160	100	107	0.1	0.2	6.489
				C	23	6	946	623	0.037	23	21	0.0	0.0	5.810
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	24	6	958	634	0.038	24	24	0.0	0.0	5.835
				D	93	23	958	629	0.147	91	87	0.1	0.3	6.809
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	101	25	-	-	-	101	107	0.0	0.0	0.039
				C	47	12	-	-	-	47	45	0.0	0.0	0.018
				D	93	23	-	-	-	93	87	0.0	0.0	0.015
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	156	39	870	706	0.221	156	158	0.2	0.3	6.243
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	129	32	870	705	0.182	129	126	0.1	0.1	5.419
			4	A	31	8	870	706	0.044	32	33	0.1	0.0	6.293
				B	2	0.41	305	251	0.007	2	1	0.0	0.0	5.983
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	113	28	870	706	0.160	113	114	0.1	0.2	5.536
		2	1	A	15	4	-	-	-	15	17	0.0	0.0	0.071
				B	0.75	0.19	-	-	-	0.75	0.80	0.0	0.0	0.000
				C	83	21	-	-	-	83	80	0.0	0.0	0.281
				D	122	31	-	-	-	122	124	0.0	0.0	0.032
			2	A	16	4	-	-	-	16	16	0.0	0.0	0.025
				B	0.90	0.23	-	-	-	0.90	0.65	0.0	0.0	0.426
				C	74	18	-	-	-	73	78	0.0	0.0	0.302
				D	119	30	-	-	-	119	117	0.0	0.0	0.012
C - Cyfarthfa Retail Park South	Entry	1	1	A	26	6	877	761	0.034	26	27	0.1	0.1	6.295
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	387	97	877	760	0.509	388	379	0.5	0.8	6.431
			2	A	24	6	877	760	0.031	23	22	0.0	0.1	6.860
				B	152	38	877	760	0.200	151	146	0.2	0.4	8.061
				C	8	2	789	691	0.012	9	9	0.0	0.0	8.074
				D	300	75	877	761	0.394	300	302	0.3	0.7	6.542
		2	1	A	50	12	-	-	-	50	50	0.0	0.0	2.119
				B	152	38	-	-	-	152	147	0.0	0.2	2.888
D - Swansea Road (W)	Entry	1	1	C	9	2	-	-	-	8	9	0.0	0.0	2.375
				D	688	172	-	-	-	687	683	0.0	0.5	1.841
			2	A	178	44	1061	974	0.183	176	175	0.2	0.3	5.927
				B	223	56	1061	974	0.229	223	218	0.3	0.4	5.032
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	124	31	1061	972	0.127	124	128	0.1	0.2	5.148
				C	447	112	1061	974	0.458	446	437	0.5	1.2	8.097
				D	12	3	1021	940	0.013	12	12	0.0	0.0	8.464

13:00 - 13:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	126	32	958	560	0.225	125	124	0.2	0.4	8.336
				C	26	7	958	559	0.047	27	27	0.0	0.0	6.385
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	28	7	946	555	0.051	29	28	0.0	0.0	6.721
				D	110	27	958	557	0.197	109	108	0.3	0.3	8.475
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	126	32	-	-	-	126	125	0.0	0.0	0.153
				C	54	14	-	-	-	54	54	0.0	0.0	0.092
				D	110	27	-	-	-	110	108	0.0	0.0	0.127
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	191	48	870	669	0.285	191	195	0.3	0.4	6.618
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	155	39	870	670	0.231	155	155	0.1	0.3	5.785
			4	A	44	11	870	671	0.065	45	43	0.0	0.1	7.267
				B	2	0.53	435	340	0.006	2	3	0.0	0.0	7.741
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	140	35	870	669	0.210	139	141	0.2	0.3	6.085
		2	1	A	24	6	-	-	-	24	23	0.0	0.0	0.048
				B	2	0.41	-	-	-	2	2	0.0	0.0	0.200
				C	94	23	-	-	-	94	98	0.0	0.0	0.411
				D	147	37	-	-	-	147	147	0.0	0.0	0.059
			2	A	20	5	-	-	-	20	19	0.0	0.0	0.117
				B	0.45	0.11	-	-	-	0.45	0.80	0.0	0.0	0.000
				C	96	24	-	-	-	97	98	0.0	0.0	0.522
				D	148	37	-	-	-	148	150	0.0	0.0	0.065
C - Cyfarthfa Retail Park South	Entry	1	1	A	33	8	877	734	0.045	33	33	0.1	0.0	7.267
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	483	121	877	734	0.658	482	470	0.8	1.1	7.538
			2	A	26	6	866	727	0.035	24	25	0.1	0.1	7.920
				B	183	46	877	734	0.249	183	177	0.4	0.4	8.853
				C	10	3	844	708	0.014	11	11	0.0	0.0	8.516
				D	370	92	877	735	0.503	371	371	0.7	0.8	7.805
		2	1	A	57	14	-	-	-	58	59	0.0	0.1	8.637
				B	183	46	-	-	-	183	177	0.2	0.7	9.748
				C	10	2	-	-	-	10	11	0.0	0.1	11.714
				D	853	213	-	-	-	853	843	0.5	2.3	8.147
D - Swansea Road (W)	Entry	1	1	A	220	55	1061	955	0.231	218	213	0.3	0.6	7.446
				B	283	71	1061	955	0.296	281	281	0.4	0.6	6.529
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	142	36	1061	954	0.149	140	138	0.2	0.4	6.307
				C	544	136	1061	955	0.570	545	544	1.2	1.7	11.047
				D	12	3	1021	921	0.013	12	13	0.0	0.1	11.045

13:15 - 13:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	120	30	958	555	0.217	119	122	0.4	0.4	8.745
				C	26	6	958	559	0.046	26	26	0.0	0.0	6.592
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	27	7	958	559	0.048	27	28	0.0	0.0	7.009
				D	111	28	958	555	0.199	110	107	0.3	0.3	8.494
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	121	30	-	-	-	120	122	0.0	0.0	0.125
				C	53	13	-	-	-	53	55	0.0	0.0	0.031
				D	111	28	-	-	-	111	107	0.0	0.0	0.072
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	187	47	870	669	0.280	188	190	0.4	0.3	6.774
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	156	39	870	669	0.233	156	152	0.3	0.2	5.864
			4	A	40	10	870	671	0.059	39	39	0.1	0.1	6.513
				B	3	0.83	370	285	0.012	3	3	0.0	0.0	6.467
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	143	36	870	670	0.213	143	142	0.3	0.3	5.729
		2	1	A	20	5	-	-	-	20	20	0.0	0.0	0.042
				B	2	0.49	-	-	-	2	1	0.0	0.0	0.000
				C	97	24	-	-	-	97	96	0.0	0.0	0.651
				D	150	37	-	-	-	150	147	0.0	0.0	0.059
			2	A	20	5	-	-	-	20	19	0.0	0.0	0.036
				B	1	0.34	-	-	-	1	1	0.0	0.0	0.000
				C	90	22	-	-	-	90	94	0.0	0.0	0.669
				D	149	37	-	-	-	149	147	0.0	0.0	0.067
C - Cyfarthfa Retail Park South	Entry	1	1	A	34	8	877	736	0.046	34	33	0.0	0.1	7.596
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	473	118	877	734	0.644	471	482	1.1	1.0	7.499
			2	A	23	6	877	741	0.031	23	24	0.1	0.1	8.173
				B	187	47	877	736	0.254	185	183	0.4	0.7	8.977
				C	12	3	811	681	0.017	11	11	0.0	0.0	9.172
				D	378	94	877	734	0.514	377	373	0.8	0.8	7.956
		2	1	A	57	14	-	-	-	57	56	0.1	0.2	9.713
				B	189	47	-	-	-	187	184	0.7	0.7	10.947
				C	12	3	-	-	-	12	11	0.1	0.1	12.284
				D	857	214	-	-	-	850	854	2.3	2.2	9.238
D - Swansea Road (W)	Entry	1	1	A	224	56	1061	955	0.234	223	218	0.6	0.3	7.286
				B	292	73	1061	955	0.306	292	287	0.6	0.5	6.473
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	143	36	1061	956	0.150	143	140	0.4	0.3	6.374
				C	541	135	1061	955	0.567	545	542	1.7	1.6	10.916
				D	12	3	968	869	0.013	12	13	0.1	0.0	12.680

13:30 - 13:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	106	27	958	638	0.167	105	104	0.4	0.3	7.398
				C	21	5	958	636	0.032	21	22	0.0	0.0	6.200
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	22	6	958	635	0.035	22	22	0.0	0.1	6.348
				D	89	22	958	636	0.140	89	90	0.3	0.2	7.298
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	106	27	-	-	-	106	104	0.0	0.0	0.092
				C	43	11	-	-	-	43	44	0.0	0.0	0.012
				D	89	22	-	-	-	89	90	0.0	0.0	0.078
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	160	40	870	710	0.225	160	163	0.3	0.3	6.663
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	126	31	870	711	0.177	126	128	0.2	0.2	5.560
			4	A	30	8	870	710	0.043	31	34	0.1	0.1	6.056
				B	2	0.45	316	254	0.007	2	2	0.0	0.0	7.087
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	124	31	870	711	0.175	125	119	0.3	0.2	5.531
		2	1	A	14	4	-	-	-	14	18	0.0	0.0	0.103
				B	0.45	0.11	-	-	-	0.45	0.80	0.0	0.0	0.000
				C	81	20	-	-	-	80	83	0.0	0.0	0.561
				D	123	31	-	-	-	123	121	0.0	0.0	0.078
			2	A	16	4	-	-	-	16	16	0.0	0.0	0.011
				B	1	0.34	-	-	-	1	1	0.0	0.0	0.000
				C	79	20	-	-	-	79	80	0.0	0.0	0.549
				D	126	32	-	-	-	126	125	0.0	0.0	0.063
C - Cyfarthfa Retail Park South	Entry	1	1	A	24	6	877	758	0.031	25	24	0.1	0.0	6.610
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	386	97	877	758	0.510	386	388	1.0	0.7	6.853
			2	A	21	5	877	760	0.028	22	21	0.1	0.0	7.140
				B	147	37	877	758	0.194	147	152	0.7	0.4	8.244
				C	8	2	822	711	0.011	8	10	0.0	0.0	7.756
				D	310	77	877	759	0.408	311	310	0.8	0.4	6.811
		2	1	A	44	11	-	-	-	45	45	0.2	0.0	2.662
				B	147	37	-	-	-	147	151	0.7	0.2	3.889
				C	8	2	-	-	-	8	10	0.1	0.0	3.203
				D	690	173	-	-	-	696	695	2.2	0.3	2.768
D - Swansea Road (W)	Entry	1	1	A	178	44	1061	977	0.182	178	176	0.3	0.3	5.919
				B	221	55	1061	978	0.226	221	219	0.5	0.3	5.215
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	124	31	1061	976	0.127	123	123	0.3	0.3	5.227
				C	427	107	1061	978	0.437	429	446	1.6	0.7	8.467
				D	11	3	1008	925	0.012	11	11	0.0	0.0	7.929

13:45 - 14:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)
A - Cyfarthfa Retail Park North	Entry	1	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	86	21	958	688	0.124	85	89	0.3	0.2	6.014
				C	19	5	958	686	0.028	20	19	0.0	0.0	5.845
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	19	5	946	680	0.027	19	19	0.1	0.0	5.554
				D	75	19	958	689	0.109	75	75	0.2	0.1	5.977
		2	1	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	86	21	-	-	-	86	88	0.0	0.0	0.004
				C	38	9	-	-	-	38	38	0.0	0.0	0.000
				D	75	19	-	-	-	75	75	0.0	0.0	0.000
B - Swansea Road (E)	Entry	1	2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	144	36	870	736	0.195	144	139	0.3	0.2	5.685
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			3	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	107	27	870	735	0.145	107	105	0.2	0.2	5.099
			4	A	27	7	870	736	0.037	27	27	0.1	0.0	5.815
				B	1	0.34	250	209	0.006	1	1	0.0	0.0	5.012
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	95	24	870	735	0.129	95	99	0.2	0.1	5.024
		2	1	A	14	3	-	-	-	14	14	0.0	0.0	0.000
				B	0.60	0.15	-	-	-	0.60	0.85	0.0	0.0	0.000
				C	69	17	-	-	-	69	68	0.0	0.0	0.213
				D	101	25	-	-	-	101	102	0.0	0.0	0.000
			2	A	14	3	-	-	-	14	13	0.0	0.0	0.006
				B	0.75	0.19	-	-	-	0.75	0.60	0.0	0.0	0.000
				C	74	19	-	-	-	74	70	0.0	0.0	0.190
				D	101	25	-	-	-	101	101	0.0	0.0	0.000
C - Cyfarthfa Retail Park South	Entry	1	1	A	23	6	877	779	0.029	22	22	0.0	0.1	5.781
				B	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	330	83	877	780	0.423	329	324	0.7	0.7	5.967
			2	A	18	5	877	779	0.023	18	19	0.0	0.1	5.744
				B	125	31	877	780	0.160	124	122	0.4	0.2	7.351
				C	6	2	702	623	0.010	6	7	0.0	0.0	6.675
				D	262	66	877	780	0.336	262	260	0.4	0.5	6.079
		2	1	A	41	10	-	-	-	41	42	0.0	0.0	0.735
				B	126	31	-	-	-	125	122	0.2	0.1	1.407
				C	6	2	-	-	-	6	7	0.0	0.0	1.159
				D	594	148	-	-	-	593	584	0.3	0.2	0.746
D - Swansea Road (W)	Entry	1	1	A	150	38	1061	989	0.152	150	153	0.3	0.3	5.369
				B	173	43	1061	989	0.175	175	174	0.3	0.2	4.585
				C	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				D	0	0	0	0	0.000	0	0	0.0	0.0	0.000
			2	A	0	0	0	0	0.000	0	0	0.0	0.0	0.000
				B	121	30	1061	989	0.122	121	116	0.3	0.1	4.546
				C	364	91	1061	990	0.368	363	367	0.7	0.8	6.743
				D	9	2	955	893	0.011	10	9	0.0	0.0	6.944

