Dragon Parc, Abercanaid

lime TRANSPORT

Transport Assessment

Davies Homes Ltd

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Lime Transport Ltd
5A Andrews Buildings
Stanwell Road
Penarth, CF64 2AA

t: 02920 700924
e: mail@limetransport.com

www.limetransport.com

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Table of contents

1 Introduction 1
1.1 Background 1
1.2 Planning history 1
1.3 Development proposals 1
1.4 Purpose of the report 2
1.5 Structure of the report 3
2 Policy review 4
2.2 Introduction 4
2.3 Future Wales – The National Plan 2040 4
2.4 Planning Policy Wales – Edition 11 6
2.5 One Wales: Connecting the Nation 8
2.6 Technical Advice Note 18: Transport 9
2.7 Welsh Government's announcement 9
2.8 Wales Active Travel Act 2013 10
2.9 Merthyr Tydfil Replacement Local Development Plan (LDP) 2016-2031 10
2.10 Summary 13
3 Existing situation 14
3.1 Introduction 14
3.2 Travel characteristics 15
3.3 Connectivity 16
3.4 Accessibility by public transport 18
3.5 Local highway network 21
3.6 Collision analysis 21
3.7 Traffic surveys 23
4 Development proposals 24
4.1 Introduction 24
4.2 Access 25
4.3 Parking 26
4.4 Deliveries and servicing, refuse and emergency access 27
5 Transport characteristics 28

5.1 Introduction 28
5.2 Travel characteristics 28
5.3 Trip generation 28
5.4 Potential impact 31
5.5 Assignment and distribution of development generated traffic 32
5.6 Future traffic flows 33
6 Potential impact 34
6.1 Introduction 34
6.2 Junction capacity analysis 35
6.3 Impact on Brandy Bridge 46
6.4 Summary 46
7 Transport implementation strategy 48
7.1 Introduction 48
7.2 Transport implementation strategy 48
8 Summary and conclusions 50
8.1 Background 50
8.2 Development proposals 50
8.3 Travel characteristics 51
8.4 Conclusions 52

Figures

Figure 1.1	Site location
Figure 2.1	The sustainable transport hierarchy for planning
Figure 3.1	Local highway network
Figure 3.2	Local amenities within walking distance
Figure 3.3	Local cycle routes
Figure 3.4	Local public transport infrastructure
Figure 3.5	Personal injury collision data
Figure 4.1	Illustrative site layout
Figure 6.1	Scope of junction capacity analysis
Figure 6.2	Junction 1 – existing A470/A4060 roundabout
Figure 6.3	Junction 2 – existing A4060/A4054 Merthyr Road roundabout
Figure 6.4	Junction 3 – existing A4054/Pentrebach Road roundabout
Figure 6.5	Junction 4 – existing The Willows/northern site access roundabout
Figure 6.6	Junction 5 – existing Merthry Self-storage access roundabout
Figure 6.7	Junction 6 – existing Stanfield Close/southern site access roundabout
Figure 6.8	Junction 7 – existing A4054/Lower High Street/A4102 roundabout

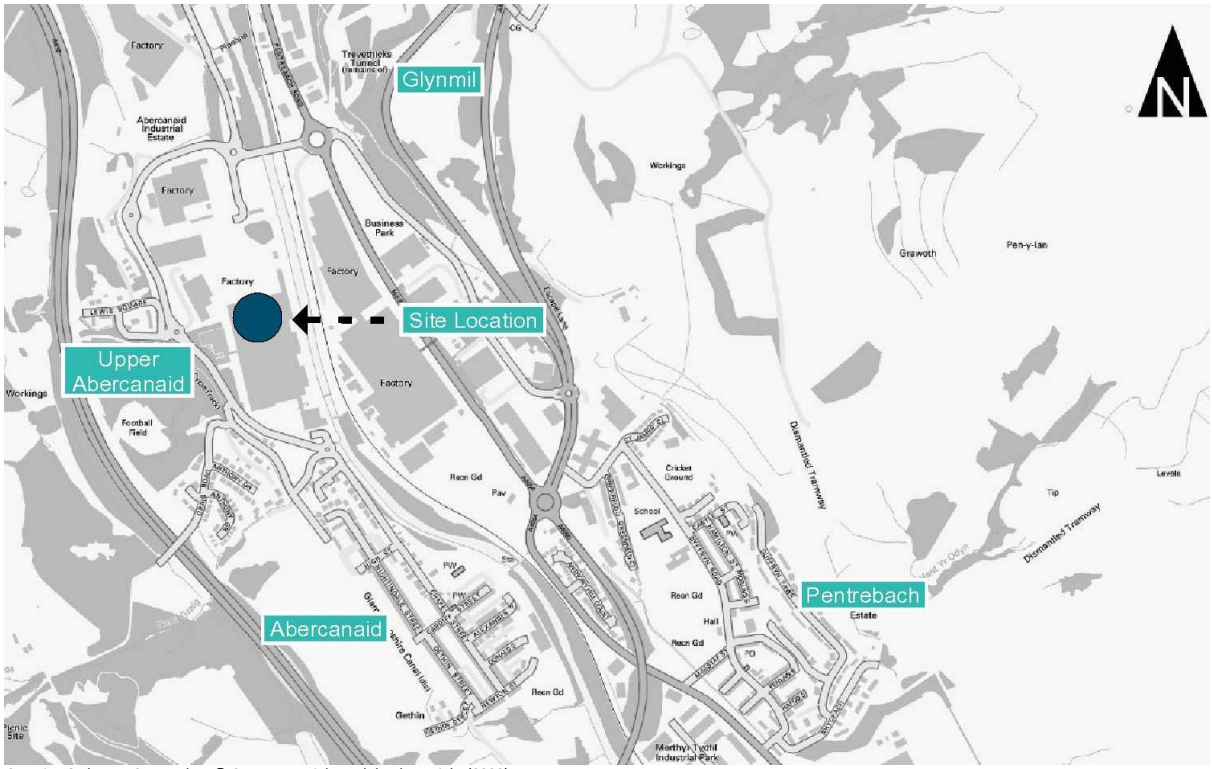
Appendices

Appendix A	Traffic survey data
Appendix B	Swept path analysis
Appendix C	TRICS trip generation
Appendix D	Distribution of development generated traffic
Appendix E	Base traffic flows 2025 and 2035
Appendix F	Final future traffic flows 2025 and 2035
Appendix G	ARCADY results: Junction 1 – A470/A4060 roundabout
Appendix H	ARCADY results: Junction 2 – A4060/A4054 Merthyr Road roundabout
Appendix I	ARCADY results: Junction 3 – A4054/A4054 Pentrebach Road roundabout
Appendix J	ARCADY results: Junction 4 – The Willows/northern site access roundabout
Appendix K	ARCADY results: Junction 5 – Merthyr Self-storage access roundabout
Appendix L	ARCADY results: Junction 6 – Stanfield Close/southern site access roundabout
Appendix M	ARCADY results: Junction 7 – A4054 High Street/Lower High Street/A4102 roundabout

1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by Davies Homes Limited to produce a Transport Assessment to accompany a full planning application for the re-development of Dragon Parc, which is part of the former Hoover Factory. The site is situated to the west of the River Taff, to the north of Abercanaid and to the east of Upper Abercanaid (see **Figure 1.1** below).



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Figure 1.1 Site location

1.2 Planning history

1.2.1 The site was subject to a previous planning application (ref. P/17/0144) for a mixed use development comprising 160 dwellings and approximately 1ha of employment land, alongside associated infrastructure and the provision for public open space. The application was withdrawn in August 2021.

1.3 Development proposals

1.3.1 As part of the re-development of the site, it is proposed to provide up to 200 residential dwellings at Dragon Parc, Abercanaid, with:

- 180 open market dwellings;
  - 9 x 1-bed flats
  - 2 x 2-bed flats
  - 13 x 2-bed houses
  - 103 x 3-bed houses
  - 47 x 4-bed houses
  - 6 x 5-bed houses
- 20 affordable dwellings;
  - 13 x 1-bed flats
  - 7 x 2-bed houses
- A total of 493 car parking spaces, provided in accordance with adopted parking standards;
- Improvements to the existing vehicular accesses to the north and south of the development site;
- Open space and landscaping; and,
- Associated infrastructure.

1.4 Purpose of the report

1.4.1 The purpose of this report is to assess the transport characteristics of the proposed development, consider any impact on the surrounding transport network and identify any measures required to mitigate this impact.

1.4.2 The scope of this Transport Assessment has been based on previous discussions with Merthyr Tydfil County Borough Council (as Highway Authority) in December 2016 and the following has been agreed:

- Assess the impact of the proposed development for the year of opening (2025), and opening year + 10 years (2035);
- 2022 surveyed traffic flows to be 'factored' to 2025 and 2035, using locally adjusted NTM growth forecasts;
- Assess the impact of the proposed development at the following junctions;
  - Junction 1 - A470/A4060 roundabout
  - Junction 2 - A4060/A4054 Merthyr Road roundabout
  - Junction 3 - A4054/Pentrebach Road Roundabout
  - Junction 4 - The Willows/northern site access roundabout
  - Junction 5 – Merthyr Self-Storage access roundabout
  - Junction 6 – Stanfield Close/southern site access roundabout
  - Junction 7 - A4054 High Street/Lower High Street/A4102 roundabout.
- Trip generation rates for the proposed development to be determined following a review of TRICS 7.9.2 trip generation database; and,
- Distribution of development generated traffic to be based on 'Journey to Work' statistics from the 2011 Census.

1.4.3 Pre-application advice for a previous application at the site (dated 5th December 2016) considered the highway implications associated with the development and referred to the draft Transport Assessment. The key issues raised are set out below:

- Consider providing space as part of the proposals for the provision of a cycle/pedestrian bridge across the river and railway line to enhance connectivity;
- The impact of the proposals on Brandy Bridge need to be assessed;
- The draft Transport assessment has been considered by the Council and it is noted that whilst two junctions are likely to operate over capacity in the future scenario, the impact on these two locations as a result of the proposed development would be relatively minor; and,
- It is recommended that an application is supported by a Residential Travel Plan and Workplace Travel Plan.

1.5 Structure of the report

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

- Section 2 sets out the policy context for the development;
- Section 3 describes the existing transport conditions surrounding the site including accessibility by all modes of transport together with a review of personal injury collision data within the study area;
- Section 4 outlines the development proposals, including parking provision;
- Section 5 predicts the likely travel demand generated by the proposed development and the existing use on site;
- Section 6 assesses the impact of the proposed development on the surrounding highway network, and identifies mitigation measures where required; and,
- Section 7 summarises the findings of the report.

2 Policy review

2.1.1 This section of the report reviews the relevant national, regional and local planning policies relating to transport.

2.2 Introduction

2.2.1 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

2.2.2 This section of the report reviews the relevant national, regional and local planning policies relating to transport, and includes:

- Future Wales – The National Plan 2040;
- Planning Policy Wales;
- Technical Advice Note 18: Transport;
- One Wales: Connecting the Nation;
- Wales Active Travel Act; and,
- Merthyr Tydfil Replacement Local Development Plan (LDP) 2016-2031.

2.3 Future Wales – The National Plan 2040

2.3.1 Future Wales National Plan was adopted in February 2021. The document sets out a framework and direction for development in Wales to 2040. Future Wales is a spatial plan, which means it sets a direction for investment in infrastructure and development. It aims to ensure that new infrastructure and development are complementary rather than competing priorities, ensuring that opportunities are maximised and multiple benefits are achieved.

2.3.2 The document also sets out opportunities for each region within Wales. For south-east region (Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and The Vale of Glamorgan), the key focus is for strategic economic and housing growth, essential services and facilities, advanced manufacturing, transport and digital infrastructure.

2.3.3 Future Wales sets out a number of outcomes, including creating a place where people live:

- ‘And work in connected, inclusive and healthy places;

- In vibrant rural places with access to homes, jobs and services;
- In distinctive regions that tackle health and socio-economic inequality through sustainable growth;
- In places with a thriving Welsh Language;
- And work in towns and cities which are a focus and springboard for sustainable growth.
- In places where prosperity, innovation and culture are promoted.
- In places where sustainable travel is sustainable.
- In places with world-class digital infrastructure.
- In places that sustainably manage their natural resources and reduce pollution
- In places with biodiverse, resilient and connected ecosystems.
- In places which are decarbonised and climate-resilient.'

Travelling in Wales

2.3.4 Future Wales states that:

'The Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport. The sustainable transport hierarchy in Planning Policy Wales, which prioritises active travel and public transport, is a fundamental Welsh Government principle that underpins Future Wales.'

2.3.5 Future Wales also states that:

'Transport in Wales is currently dominated by the car. Our reliance on travelling by car is limiting the opportunity for physical activity and social contact to be built into people's everyday lives and is exacerbating air and noise pollution, particularly along major routes and at busy destinations.'

Policy 12 - Regional connectivity

2.3.6 Future Wales states that in order to support growth and regeneration in urban areas, the priority is to improve and better integrate active travel and public transport, and in rural areas the priority is to increase the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services.

2.3.7 In terms of parking the document states that:

'Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time.'

2.3.8 And,

'Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport.'

2.4 Planning Policy Wales – Edition 11

2.4.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Assembly Government. It is supplemented by a series of Technical Advice Notes (TANs). Procedural advice is given in circulars and policy clarification letters.

2.4.2 PPW states:

'The planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution by:

- *Enabling More Sustainable Travel Choices – measures to increase walking, cycling and public transport, reduce dependency on the car for daily travel;*
- *Network Management – measures to make best use of the available capacity, supported by targeted new infrastructure; and*
- *Demand Management – the application of strategies and policies to reduce travel demand, specifically that of single-occupancy private vehicles.'*

Movement

2.4.3 At paragraph 3.12, PPW states that *'Good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximising opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate'*.

2.4.4 At paragraph 3.45, PPW states that *'spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.'*

2.4.5 At paragraph 4.1.1, PPW states that *'the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport. By influencing the location, scale, density, mix of uses and design of new development, the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development, increases physical activity, improves health and helps to tackle the causes of climate change and airborne pollution.'*

2.4.6 At paragraph 4.1.3, PPW states that *'Land use and transport planning must be integrated. The planning system must ensure it enables integration:*

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

Sustainable transport

2.4.7 At paragraph 4.1.8, PPW states that *'The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the well-being of Future Generations Act.'*

2.4.8 At paragraph 4.1.11, PPW states that *'it is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services.'*

2.4.9 Finally, at paragraph 4.1.12, PPW states that *'The sustainable transport hierarchy [see **Figure 2.1** below] should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.'*

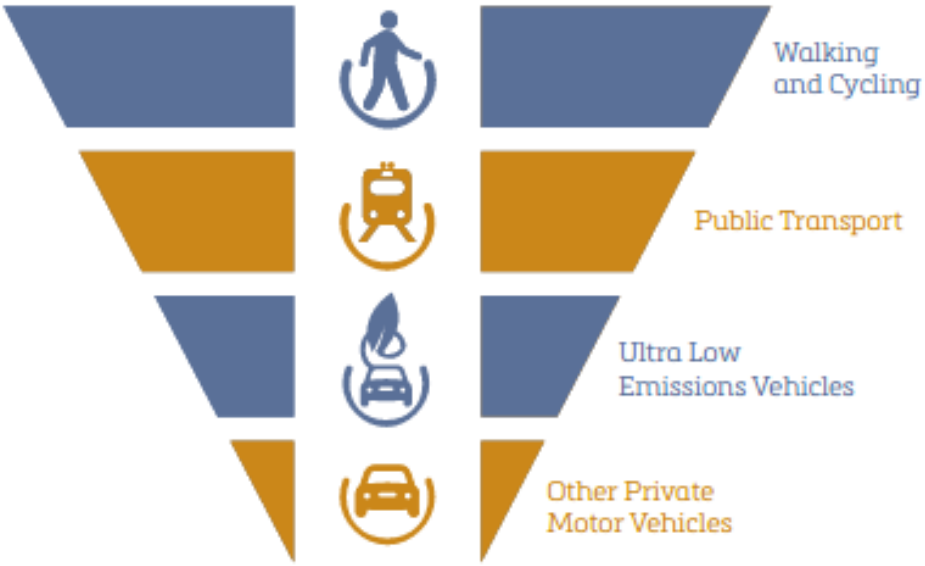


Figure 2.1 The sustainable transport hierarchy for planning

Parking

2.4.10 As stated in PPW (Edition 10) *'Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place'.*

2.4.11 It is important to recognise that *'a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development'.*

2.4.12 PPW highlights that parking provision should take into consideration the site location and access to local facilities, *'Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport'. PWW encourages that 'Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed'.*

2.4.13 Local authorities will need to ensure that their parking standards reflect local transport provision *'Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places'.*

2.5 One Wales: Connecting the Nation

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

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

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

2.5.3 The policy aims to promote active travel (walking and cycling) for short journeys to promote healthy lifestyle. In addition to active travel, the use of public transport is also promoted.

2.6 Technical Advice Note 18: Transport

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

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

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

2.7 Welsh Government's announcement

2.7.1 In September 202, the Welsh Government has announced that its long-term ambition is to see 30% of Welsh workers working from home or near to home, including after the threat of Covid-19 lessens.

2.7.2 It states that working from home would provide the choice to work in a way, which benefits productivity and work-life balance, whilst reducing road congestions, pollution and the use of the private car and potential drive regeneration and economic activity in communities.

2.7.3 It is considered that this could also drive more innovative housing design as well as community-based remote working hubs, within easy walk or cycle distance.

2.8 Wales Active Travel Act 2013

2.8.1 The Active Travel Act (2013) encourages local authorities to promote active travel, such as walking and cycling, and to improve active travel routes in regard to the needs of walkers and cyclists. The Act also encourages local authorities to improve the highway to enhance the provision for cyclists and pedestrians.

2.8.2 The Active Travel Act makes provision for:

- Approved maps of existing active travel routes and related facilities in the local authority's area;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to ensure that there are new and improved active travel routes and related facilities;
- Requiring the Welsh Ministers to report on active travel in Wales;
- Requiring the Welsh Ministers and local authorities, in the performance of functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions; and,
- Requiring the Welsh Ministers and local authorities to exercise their functions under the Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

2.9 Merthyr Tydfil Replacement Local Development Plan (LDP) 2016-2031

2.9.1 The Merthyr Tydfil Local Development Plan (LDP) sets out the Council's priorities for the development and use of land in the County Borough and its policies to implement them over the fifteen-year plan period between 2006 and 2021. The LDP, which was adopted on 29th January 2020 supersedes all previous plans.

2.9.2 The written statement contains a Development Strategy, Borough-wide Strategic policies, Area Specific Policies and Topic Based Policies, and the relevant 'transport' related policies are outlined below.

Policy SW6: Hoover Strategic Regeneration Area

2.9.3 The LDP identifies the Hoover Strategic Regeneration Area (HSRA) to facilitate a major mixed-use development comprising:

- 440 new homes;
- Local retail provision of 400 sqm;

- New employment development on 1.5 hectares of land;
- Pentrebach Station Park and Ride;
- Provision of a new footbridge/cycle bridge to Abercanaid;
- Safeguarded land for a new Metro station; and,
- A minimum of 1.79 ha of open space.

2.9.4 Some of the sustainable placemaking design principles that will be required to be incorporated in development proposals include:

Movement

- *'Create a legible environment through a clear hierarchy of streets that is reinforced by landscaping of the built form*
- *Create a network of pedestrian and cycle routes within the development that improves connections and wayfinding to existing strategic recreational routes (Taff and Trevithick Trail), and provide links within the site and to surrounding areas, including connecting the site across the river through a new bridge for pedestrians and cyclists*

Development

- *Provide a range of dwelling types to satisfy local needs, while also delivering the plan strategy to develop a new sustainable mixed-use community*
- *Deliver a sufficiently high density development, as appropriate, adjacent to a Metro station*
- *Deliver distinctive character areas which create a sense of place*
- *Reflect the cultural heritage of the site in the design of new development, including reflecting the Hoover Factory frontage in the built form, and drawing upon historic built form, and drawing upon historic built forms such as terraced dwellings*
- *Create a distinctive and unique environment that can act as a flagship development incorporating high levels of sustainability including, where viable, building integrated renewables, district heating systems, the appropriate re-use of existing employment buildings/land and use of sustainable materials and constriction*

Green Infrastructure and Open Space

- *Establish a green perimeter and create a strong central green core for the HSRA*
- *Provide a range of open spaces of sufficient quantity and quality, for play and recreation (including areas of natural play), and where viable, incorporate the retention and management of existing green infrastructure*
- *Reflect the site heritage in the open spaces*
- *Promote new planting throughout the development using distinctive formal and informal planting to support character areas*
- *Establish a green buffer around the existing railway line that has ecological benefit and creates a positive interface between the railway corridor and residential uses*

- *Incorporate the River Taff as a distinctive feature and use the river corridor as a green spine that filters into the development, opening up the riverside and creating an accessible and pedestrian-friendly movement corridor along it*
- *Bring the River setting 'into' the site through incorporating water features/SuDS/watercourses in the public realm*
- *Develop green infrastructure that has the potential to add value and sense of place to the future development*
- *Develop a landscape-led approach that contributes to the sense of place*

2.9.5 The vision for the HSRA set out in the Framework Masterplan is:

"To create Pentrebach Village; a mixed use neighbourhood of new homes and businesses in a strong waterside environment and with excellent connectivity to the rest of the Capital City Region".

2.9.6 It is noted that to realise this Vision, development proposals for the HSRA should incorporate the sustainable placemaking and design requirements set out in this policy. These issues are covered in more detail in the HSRA framework masterplan.

Policy SW11: Sustainable Design and Placemaking

2.9.7 The LDP also notes that development must contribute to the creation of attractive and sustainable places through high quality, sustainable and inclusive design.

2.9.8 The LDP as a whole aims to ensure that Merthyr Tydfil County Borough is developed sustainably, and Policy SW11 *'will aim to guide proposals for development to create sustainable places through high quality design.'*

2.9.9 With regards to transport it is considered that the County Borough's role and location within the Cardiff Capital Region means that commuting will inevitably continue to and from Cardiff and the wider region. It is considered that *'in order to reduce the need to travel, in particular by private motor vehicles, we will locate development in accessible locations with good connections to sustainable transport, including bus, train and active travel routes.'*

Policy SW12: Improving the Transport Network

2.9.10 Development that encourages a modal shift towards sustainable transport will be supported, including the enhancement of pedestrian, cycle, rail and bus facilities. Therefore, development proposals will be expected to demonstrate how they reduce the need to travel and encourage the use of sustainable transport.

2.9.11 LDP Objective 7 Transport: To support an integrated transport system, promote active travel and ensure new developments are accessible by walking, cycling and public transport links.

2.10 Summary

2.10.1 It is considered that the proposed development of up to 200 dwellings (on part of the former Hoover factory, to the west of the River Taff) complies with the relevant national, regional and local land use and transport policies as it:

- Forms part of the wider Hoover Strategic Regeneration Area;
- Encourages accessibility by walking, cycling and public transport (through the implementation of a Residential Travel Plan and Workplace Travel Plan);
- Ensures that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- Promotes walking and cycling by providing a pedestrian-friendly site layout and by providing good links to the surrounding community;
- Is accessible to the existing public transport infrastructure and services; and,
- Supports necessary infrastructure improvements.

3 Existing situation

3.1 Introduction

3.1.1 As outlined above, the development site is situated at Dragon Parc, Abercanaid. The site forms part of the former Hoover Factory Strategic Regeneration Area and is located approximately 500m north of the centre of Abercanaid and approximately 1.8km south of Merthyr Tydfil Town Centre.

3.1.2 The site is currently bounded by:

- The un-named road leading to Abercanaid (from the A4054) and the employment uses fronting this road; and,
- The River Taff to the east.

3.1.3 The location of the development site, together with the local highway network is shown in **Figure 3.1** below.



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Figure 3.1 Local highway network

3.2 Travel characteristics

Travel to work

3.2.1 Travel to work data from the 2011 Census has been used to establish the mode of travel to work for existing residents in the area. It should be noted that full 2021 Census data will not be available until sometime later in 2023.

3.2.2 Lower Super Output Areas are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up Lower Super Output Areas (LSOA), and between four to six LSOA make up Middle Super Output Areas (MSOA).

3.2.3 **Table 3.1** below shows the travel to work mode split for the Lower Super Output Area (LSOA 005A) in which the site is located, the Middle Super Output Area (MSOA 005) and the Merthyr Tydfil district as a whole. It should be noted that this data excludes those not in employment and those that work from home.

Table 3.1 Mode split for journey to work based on 2011 Census data

Mode	Mode split (%)		
	LSOA 005C	MSOA 005	Merthyr Tydfil
Train	2	2	2
Bus, minibus or coach	7	5	7
Driving a car or van	68	70	67
Passenger in a car or van	10	10	11
Cycle	1	1	0
On foot	10	11	10
Other	1	2	2
Total	**100%**		

3.2.4 It can be seen from the table above that 68% of the population in the LSOA in which the site is located travel to work by car, with a further 10% travelling as a passenger. This is lower than in the MSOA although slightly higher than Merthyr Tydfil as a whole.

3.2.5 It can also be seen that within the LSOA 20% of the population travel to work by sustainable modes, including walking (10%), cycling (1%) and public transport (9%).

Car ownership

3.2.6 Car ownership from the 2011 Census has been used to establish the local car ownership rates for existing residents.

3.2.7 In the LSOA in which the site is located, car ownership is 1.16 cars/vans per household. This is lower than the MSOA at 1.17, although higher than the Merthyr Tydfil district as a whole at 1.06 cars/vans per household.

3.3 Connectivity

3.3.1 The site is accessible by walking, cycling and public transport as described in the following paragraphs.

Walking

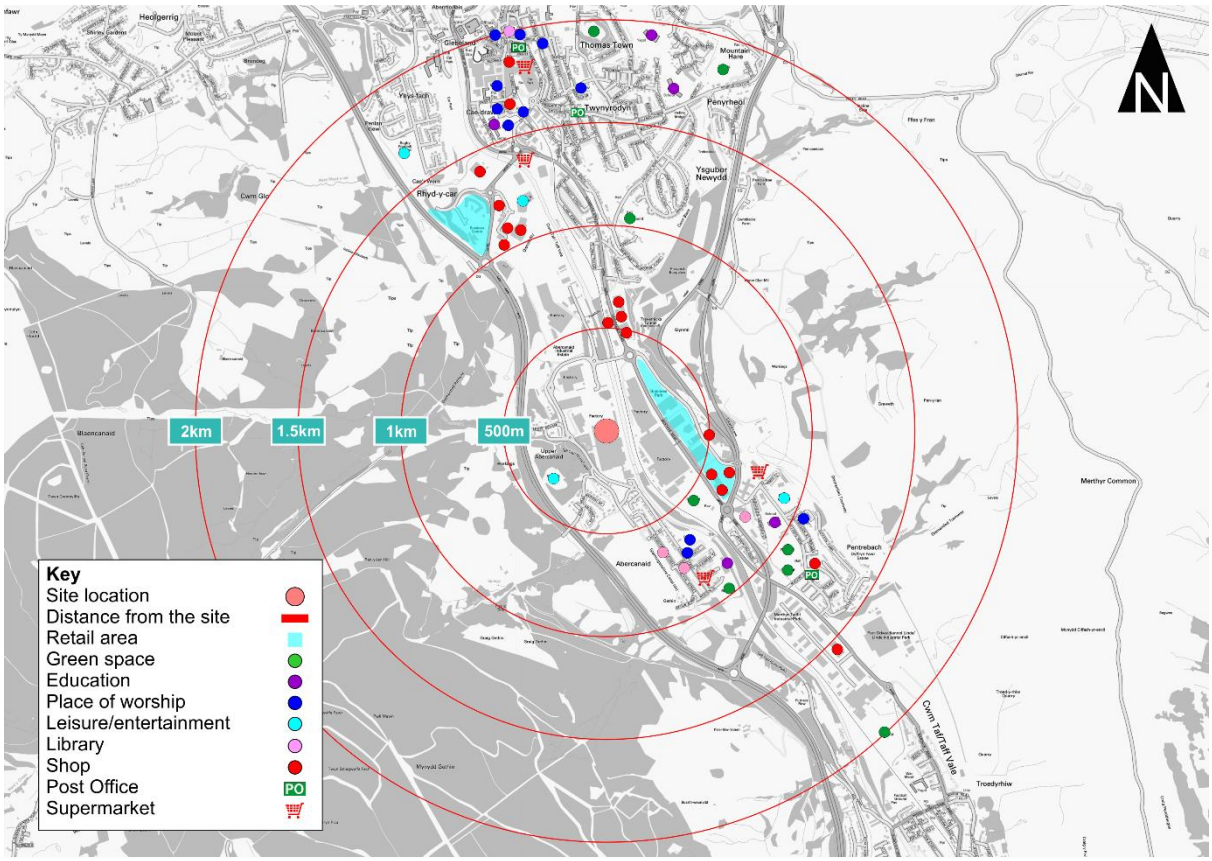
3.3.2 The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway that provide a continuous link between the site and the surrounding areas and facilities.

3.3.3 The Chartered Institution of Highways and Transportation (CIHT) guidelines 'Providing for Journeys on Foot' indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum.

3.3.4 The CIHT guidelines indicate that the desirable walking distance for 'Elsewhere', including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.3.5 **Figure 3.2** shows the 1km isochrones (divided into 200m bands) from the centre of the proposed site, together with local amenities within walking distance. The local amenities within walking distance of the site include:

- Leisure facilities;
- Retail facilities;
- Recreational ground;
- Places of worship
- Public Transport infrastructure;
- Supermarket;
- Education facilities;
- Post Office;
- Police station; and,
- Library.



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Figure 3.2 Local amenities within walking distance

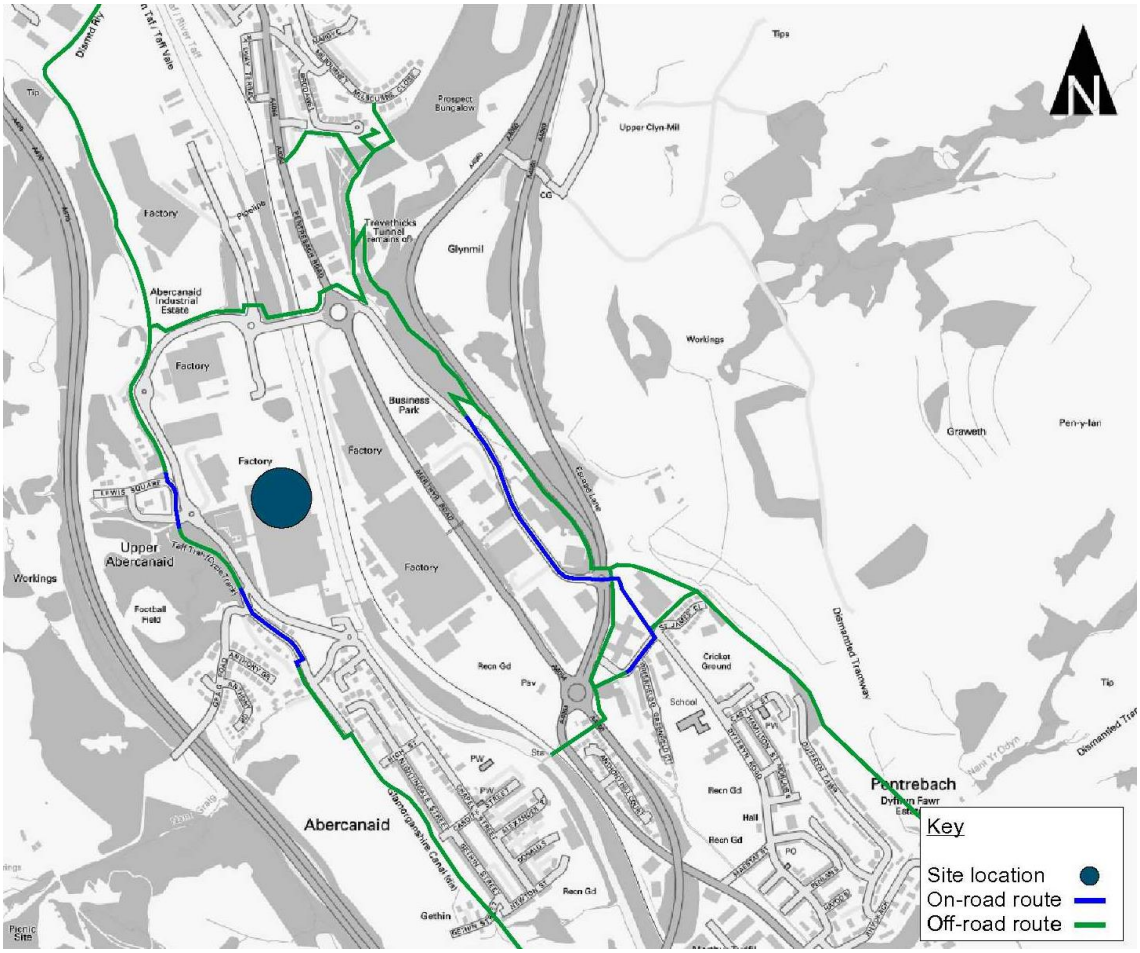
Cycling

3.3.6 There are a number of cycle routes within the vicinity of the site, including National Cycle Network Routes 8 (to the west) and 477 (to the east), with additional local routes, also east of the site.

3.3.7 The existing cycle routes provide a largely traffic route between the site and:

- Merthyr Tydfil Town Centre (to the north);
- Local employment areas to the north, south and east of the site; and,
- Local facilities within Abercanaid, Troedyrhiw and Aberfan to the south.

3.3.8 All the cycle routes in the vicinity of the site are outlined in **Figure 3.3** over the page.



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Figure 3.3 Local cycle routes

3.4 Accessibility by public transport

Bus services

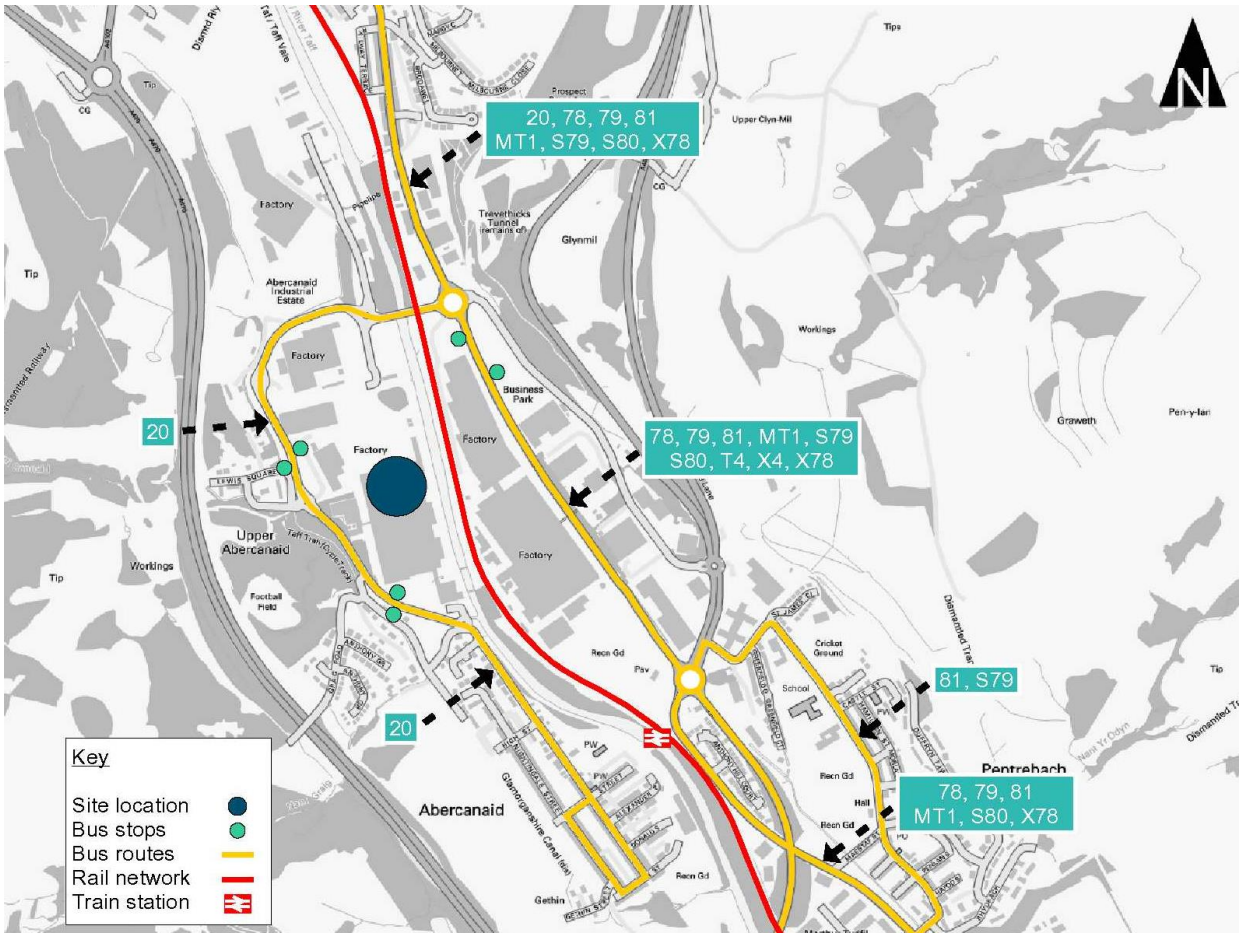
3.4.1 There is a bus stop situated immediately to the south of the site along Wildwood. This stop is only served by route 24, which runs just four services per day in each direction between 9.30am and 5.30pm.

3.4.2 The nearest bus stop to the site with frequent services (accessed via the northern access) is located approximately 480m north-east on Merthyr Road and provides access to Treharris, Merthyr Vale, Pentrebach and Bedlinog.

3.4.3 The location of the bus stops, together with bus routes that call at these stops is outlined in **Table 3.2** and shown in **Figure 3.4**.

Table 3.2 Summary of bus information nearest to the site

Route no.	Nearest bus stop to site (m)		Route	Weekday frequency
	Northern Access	Southern Access		
81	270	1200	Merthyr Tydfil - Bryngolau	Every 30 mins from 6:34 until 18:34
79	270	1200	Merthyr Tydfil - Bedlinog	Hourly from 7:16 until18:16
78	270	1200	Merthyr Tydfil – Pontypridd	Hourly from 5:46 until 17:46
E79	270	1200	Merthyr Tydfil – Mount View and Bedlinog	17:34. 19:04 and 20:14
S79	270	1200	Merthyr – Bedlinog via Treharris	11:09, 15:09 and then every 2 hours until 21:20
S80	270	1200	Bedlinog – Merthyr Tydfil	9:34 then hourly until 14:34 with the final service at 16:34
24	480	150	Merthyr Tydfil – Pontsticill Pontsticill – Merthyr Tydfil	1 every 3 hours



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Figure 3.4 Local public transport infrastructure

Rail services

3.4.4 The closest train station to the site is Pentre-Bach, which is located approximately 950m south east of the proposed development site. The station is located on the Merthyr Line, with services to Merthyr Tydfil (to the north) and Cardiff and Barry Island (to the south). This is summarised in **Table 3.3** below.

3.4.5 There are no car or cycle parking spaces at the station. However, there is a ramped access to the station platform from the A4054, and there is a ramp for train access available on the platform. The nearest fully accessible station is Merthyr Tydfil, which can be accessed by bus.

Table 3.3 Summary of rail services at Pentre-Bach station

Line	Distance (m)	Route	Weekday frequency
Merthyr Line	1500	Pentre-Bach – Merthyr Tydfil	Every 30 minutes
Merthyr Line	1500	Pentre-Bach – Barry Island	Every 30 minutes
Merthyr Line	1500	Pentre-Bach – Bridgend (via Rhoose Cardiff Int Airport)	Every 30 minutes

3.5 Local highway network

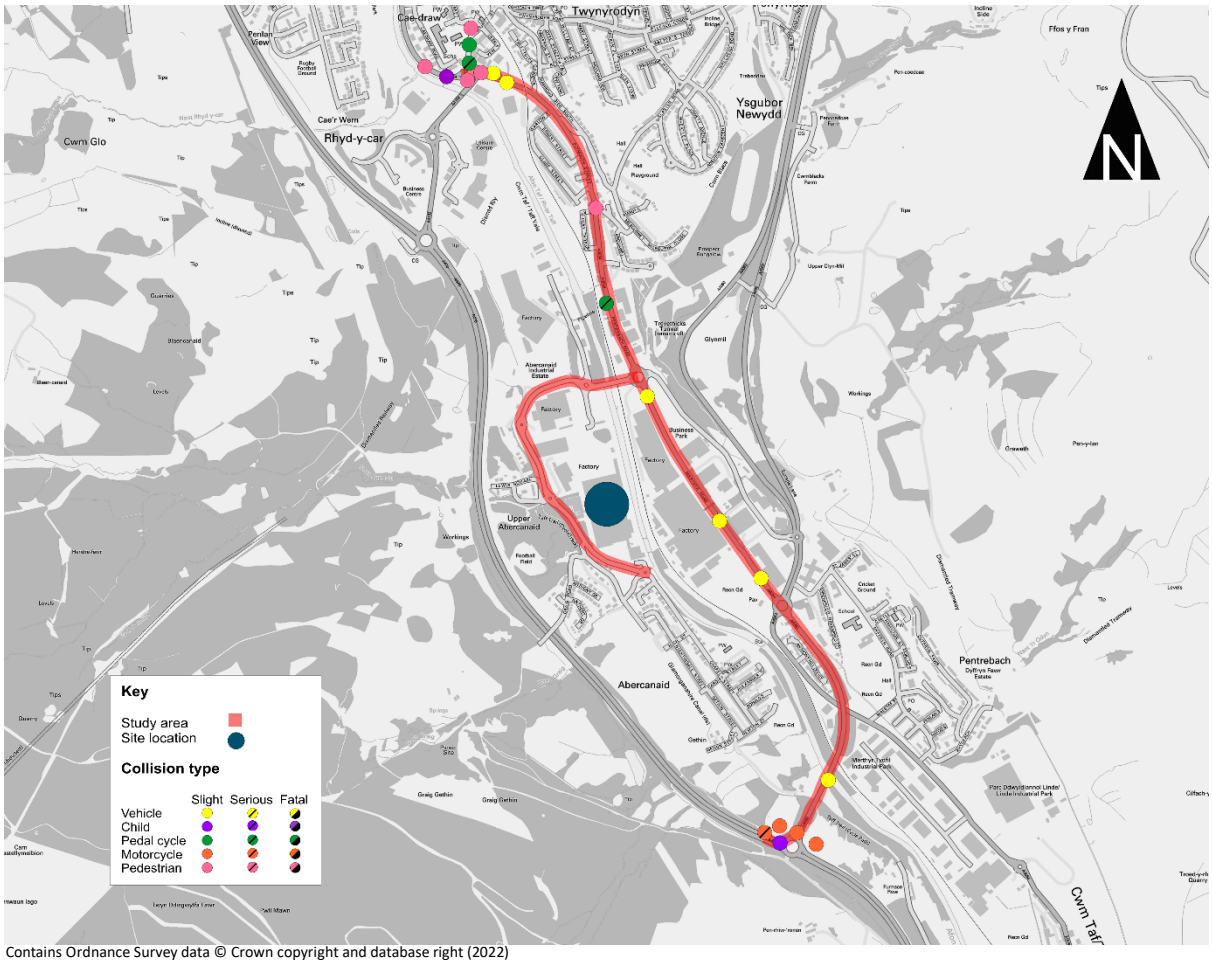
3.5.1 A description of the local highway network is outlined in **Table 3.4** below and displayed in Figure 3.1 above.

Table 3.4 Description of local highway network

	Description
Un-named road (leading to Abercanaid)	
Description	Single carriageway, local access road, with footways along both sides of the carriageway. At the eastern end of the road is the roundabout junction with Merthyr Road/Pentrebach Road and at the southern end of the road is the roundabout junction with Stanfield Close/Catherine Square.
Width	7m
Speed limit	30mph
Street lighting	Along its length
Crossing facilities	None
Bus route	Yes
Character	Urban road with predominantly residential properties to the south with commercial/employment uses to the north of the site.
On-street parking	None
A4054 Merthyr Road	
Description	Single carriageway, district distributor road, with footways along both sides of the carriageway. At the southern end of the road is the junction with the A4060, and the northern end of the road is the junction with Triangle Business Park and un-named road leading to Abercanaid.
Width	Approx. 7.3m
Speed limit	30mph
Street lighting	Along its length
Crossing facilities	Formal (zebra and pelican) crossings
Bus route	Yes
Character	Rural road within an industrial setting, with limited frontage access
On-street parking	Dedicated on-street parking laybys at the southern end of the road (close to the junction with the A4060)

3.6 Collision analysis

3.6.1 Personal injury collision data has been obtained for the period 2016 to 2020 (inclusive) for the study area. The study area, which includes key routes and junctions surrounding the site, together with the location and severity of collisions that occurred within it, is shown in **Figure 3.5** over the page.



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Figure 3.5 Personal injury collision data

3.6.2 The number and severity of casualties is summarised in **Table 3.5** below.

Table 3.5 Summary of personal injury collision data

Year	No. of collisions resulting in personal injury			Total number of casualties	No. of collisions involving vulnerable users			
	Fatal	Serious	Slight		Cyclist	Child	Motorcycle	Pedestrians
2016	0	1	1	4	0	0	1	2
2017	0	1	6	10	1	1	1	0
2018	0	0	5	8	0	1	2	1
2019	0	0	4	8	0	0	0	1
2020	0	1	1	2	2	0	0	0
Total	**0**	**3**	**17**	**32**	**3**	**2**	**4**	**4**

3.6.3 It can be seen from the figure and table above that there has been a total of 20 collisions within the study area over the most recent five-year periods, which resulted in three serious injuries (15%) and 17 slight injuries (75%), with a total of 32 casualties.

3.6.4 It can also be seen that 13 collisions involved vulnerable road users, with:

- Four collisions involving motorcyclists, with three sustaining slight injuries and one resulting in serious injuries being sustained;
- Two collisions involving children, both of which resulted in slight injuries being sustained;
- Three collisions involving pedal cyclists, with one sustaining slight injuries and two sustaining serious injuries;
- Four collisions involving pedestrians, all of which resulted in slight injuries being sustained.

3.7 Traffic surveys

3.7.1 In order to determine the base traffic flows at key links and junctions within the study area, fully classified turning count surveys were undertaken between 7.30am-9.30am and 5.00pm-7.00pm on Thursday 7th July 2022. The extent of the survey included the following junctions:

- Junction 1 - A470/A4060 roundabout;
- Junction 2 - A4060/A4054 Merthyr Road roundabout;
- Junction 3 - A4054/Pentrebach Road Roundabout;
- Junction 4 - The Willows/northern site access roundabout;
- Junction 5 – Merthyr Self-Storage access roundabout;
- Junction 6 – Stanfield Close/southern site access roundabout; and,
- Junction 7 - A4054 High Street/Lower High Street/A4102 roundabout.

3.7.2 The ATC and fully classified turning count survey data is presented in full in **Appendix A**.

4 Development proposals

4.1 Introduction

4.1.1 As outlined in Section 1, this Transport Assessment has been produced in support of a planning application for the development of 200 residential dwellings at Dragon Parc, Abercanaid, which forms part of the Hoover Strategic Regeneration Area.

4.1.2 As part of the development it is proposed to provide:

- 180 open market dwellings;
  - 9 x 1-bed flats
  - 2 x 2-bed flats
  - 13 x 2-bed houses
  - 103 x 3-bed houses
  - 47 x 4-bed houses
  - 6 x 5-bed houses
- 20 affordable dwellings;
  - 13 x 1-bed flats
  - 7 x 2-bed houses
- A total of 493 car parking spaces, provided in accordance with adopted parking standards;
- Improvements to the existing vehicular accesses to the north and south of the development site;
- Open space and landscaping; and,
- Associated infrastructure.

4.1.3 The proposed site layout is illustrated in **Figure 4.1** overleaf.

4.2 Access

Vehicles

4.2.1 In order to access the development, it is proposed to utilise and enhance the existing accesses to the site from the un-named road to the north and south of the development (see Figure 4.1 below for an illustrative site layout) as follows:

- Access A – The Willows roundabout (to the north); and,
- Access B – Stanfield Close roundabout (to the south).



Figure 4.1 Illustrative site layout

4.2.2 The main vehicular access to the site will be from the Stanfield Close roundabout (to the south), with the access from the north for emergency vehicles only.

Pedestrians

4.2.3 It is anticipated that the two vehicular accesses to the site will also provide access for pedestrians and cyclists. It is also proposed to provide an additional pedestrian (and cyclist) connection along the western edge of the site boundary, and its location is shown in Figure 4.1 above.

4.3 Parking

Car parking

4.3.1 On-site car parking provision will be provided in accordance with the adopted parking standards (set out in County Surveyors' Society (CSS) Wales – Wales Parking Standards 2008), which introduces 'maximum' parking standards which aims to manage traffic and reduce car dependency whilst ensuring that a development is accompanied by sufficient on-site car parking.

4.3.2 The site is located within Zone 2-6 resulting in a parking requirement of one space per bedroom (maximum requirement of three spaces) together with visitor parking of one space per five dwellings. This results in a maximum requirement of 534 parking spaces, and it is proposed to provide 493 spaces on-site.

4.3.3 It should be noted that the above provision equates to approximately 2.5 spaces per dwelling. Existing car ownership within the LSOA (in which the site is located) is 1.16 vehicles per household, and it is therefore anticipated that the proposed parking provision is more than sufficient to accommodate the anticipated demand.

4.3.4 It is also anticipated that, based on the level of car parking provision proposed, there is sufficient capacity to accommodate an element of visitor parking on plot.

4.3.5 This level of parking provision has been agreed with the Local Planning Authority during pre-application discussions.

Cycle parking

4.3.6 Cycle parking will be provided in accordance with the adopted standards with cycle access and storage being a factor of dwelling design, for the residential element of the site. Communal storage for apartments will be provided at a rate of 1 stand per 5 bedrooms, in line with adopted standards.

4.4 Deliveries and servicing, refuse and emergency access

Deliveries and servicing

4.4.1 It is likely that the proposed development will generate up to approximately 22 delivery and servicing trips throughout the day, with up to 129 throughout the week (6 days/week)

4.4.2 The likely number of deliveries is based on a survey at a development of more than 300 dwellings (ref. 19/05893/DISC). The data also indicates that 85% of deliveries were undertaken by LGV vehicles (small vans less than 3.5t) and 15% by OGV and HGV vehicles (3.5t or more). The busiest time for deliveries was between 10am-2pm, which is outside the AM and PM peak hours.

4.4.3 The surveys were undertaken during a period when restrictions in relation to COVID-19 were still in place and when the number of deliveries was likely to be higher than usual. This corresponded with an increased proportion of people either working from home or being furloughed, and when the shops and restaurants were not fully open, therefore resulting in a higher number of food and other deliveries.

4.4.4 It is anticipated that all servicing and deliveries will be undertaken from within the internal road layout. The likely maximum size of vehicle that would be reasonably expected to deliver to any residential development is a 10m rigid vehicle. In practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used.

Refuse and recycling

4.4.5 For houses, it is anticipated that residential refuse will be collected on-street (from within the development), with residents placing their refuse on the kerbside on the allotted collection day. Refuse storage points have been provided at the private driveways, within the recommended walk distance for both residents and refuse operatives.

4.4.6 For apartments they will have a conveniently located, communal bin store that refuse will be collected from on collection day.

Emergency

4.4.7 It is anticipated that access for emergency vehicles (fire and ambulance) will be provided from within the internal road layout, and it is anticipated that the proposed dwellings will all be within an acceptable distance for access by emergency vehicles.

Swept path analysis

4.4.8 Swept path analysis of a range of vehicles likely to access the site (including a family car, delivery vehicle, fire tender and a refuse vehicle is included in **Appendix B**).

5 Transport characteristics

5.1 Introduction

5.1.1 In order to assess the impact of the proposed development on the existing transport network, it is necessary to estimate the number of person trips (by mode) generated by the proposed development.

5.1.2 This section, therefore, outlines the methodology used to predict the likely volume of person trips generated by the proposed development.

5.2 Travel characteristics

5.2.1 The site is located in a relatively sustainable location, with close proximity to Merthyr Tydfil and a range of local facilities accessible by walking and cycling. The development will be used by residents of the development and the likely trip profile and journey purpose of the residents will be as follows:

- Morning (8am to 9am) – departures for employment and education;
- Mid-afternoon (3pm to 4pm) – arrivals for education; and,
- Evening (5pm to 7pm) – arrivals for employment and departures for retail and leisure.

5.3 Trip generation

5.3.1 As outlined above, it is anticipated that the development site could accommodate up to 200 residential dwellings. The TRICS (v.7.9.2) trip generation database has been reviewed in order to predict the likely level of trips generated by the proposed development.

5.3.2 Trip generation calculations were undertaken for the following:

- 180 houses privately owned (90% of proposed dwellings); and,
- 20 affordable/local authority houses (10% of proposed dwellings).

5.3.3 Trip generation for both the private and affordable elements of the development is outlined below.

Trip generation – houses privately owned (180 dwellings)

5.3.4 Based on the above, sites have been selected based on the following parameters:

- Land use: Residential – houses privately owned;
- Survey type: Multi-modal;
- Survey days: Monday – Friday;

- Number of units: 10 to 918;
- Car ownership: 0.6 to 1.5;
- Location of selected sites: Edge of Town and Suburban Area;
- Regions selected: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

5.3.5 A total of 26 sites have been selected and 85th percentile trip rates have been used. The AM, PM and daily trips generated by the 180 private dwellings is summarised in **Table 5.1** below.

Table 5.1 Trip generation – houses privately owned

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
8am-9am	0.243	44	1.157	208	1.400	252
5pm-6pm	0.903	163	0.145	26	1.048	189
7am-7pm	4.300	774	4.400	792	8.700	1566
Pedestrians						
8am-9am	0.096	17	0.219	39	0.315	57
5pm-6pm	0.187	34	0.067	12	0.254	46
7am-7pm	1.290	232	1.274	229	2.564	462
Cyclists						
8am-9am	0.000	0	0.020	4	0.020	4
5pm-6pm	0.007	1	0.015	3	0.022	4
7am-7pm	0.079	14	0.079	14	0.158	28
Public transport users						
8am-9am	0.000	0	0.066	12	0.066	12
5pm-6pm	0.020	4	0.020	4	0.040	7
7am-7pm	0.180	32	0.160	29	0.340	61
Vehicles						
8am-9am	0.086	15	0.529	95	0.615	111
5pm-6pm	0.460	83	0.160	29	0.620	112
7am-7pm	2.844	512	2.510	452	5.354	964

5.3.6 It can be seen from the table above that the proposed 180 private dwellings (90% of total development) could generate up to 111 vehicle movements (two-way) in the AM peak period and up to 112 vehicle movements (two-way) in the PM peak period, with a total of 964 vehicle movements (two-way) throughout the day.

Trip generation – affordable/local authority houses (20 dwellings)

5.3.7 For the affordable housing element of the development, sites have been selected based on the following parameters:

- Land use: Residential – affordable/local authority houses;
- Survey type: Multi-modal;
- Survey days: Tuesday;
- Number of units: 16 to 54;
- Car ownership: 0.6 to 1;
- Location of selected sites: Edge of Town;
- Regions selected: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

5.3.8 A total of two sites have been selected and, since there is an insufficient number of comparable sites to obtain 85th percentile trip rates, average trip rates have been used. The AM, PM and daily trips generates by the 20 affordable dwellings is summarised in **Table 5.2** below.

Table 5.2 Trip generation – affordable/local authority houses

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
8am-9am	0.343	7	0.914	18	1.257	25
5pm-6pm	0.529	11	0.186	4	0.715	14
7am-7pm	4.387	88	4.585	92	8.972	179
Pedestrians						
8am-9am	0.071	1	0.357	7	0.428	9
5pm-6pm	0.257	5	0.043	1	0.300	6
7am-7pm	1.629	33	1.628	33	3.257	65
Cyclists						
8am-9am	0.014	0	0.043	1	0.057	1
5pm-6pm	0.014	0	0.000	0	0.014	0
7am-7pm	0.085	2	0.071	1	0.156	3
Public transport users						
8am-9am	0.000	0	0.014	0	0.014	0
5pm-6pm	0.000	0	0.000	0	0.000	0
7am-7pm	0.028	1	0.028	1	0.056	1
Vehicles						
8am-9am	0.157	3	0.343	7	0.500	10
5pm-6pm	0.200	4	0.143	3	0.343	7
7am-7pm	1.914	38	2.015	40	3.929	79

5.3.9 It can be seen from the table above that the proposed 20 affordable dwellings (10% of total development) could generate up to 10 vehicle movements (two-way) in the AM peak and seven vehicle movements (two-way) in the PM peak period, with a total of 79 vehicle movements (two-way) throughout the day.

Total trip generation

5.3.10 The full TRICS trip generation calculations and selected sites for both the private and affordable elements of the development are included in **Appendix C**.

5.3.11 A summary of the combined trip generations for houses privately owned and affordable/local authority houses is shown on **Table 5.3** below.

Table 5.3 Total trip generation – 200 residential dwellings

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
8am-9am	0.253	51	1.133	227	1.386	277
5pm-6pm	0.866	173	0.149	30	1.015	203
7am-7pm	4.309	862	4.419	884	8.727	1745
Pedestrians						
8am-9am	0.094	19	0.233	47	0.326	65
5pm-6pm	0.194	39	0.065	13	0.259	52
7am-7pm	1.324	265	1.309	262	2.633	527
Cyclists						
8am-9am	0.001	0	0.022	4	0.024	5
5pm-6pm	0.008	2	0.014	3	0.021	4
7am-7pm	0.080	16	0.078	16	0.158	32
Public transport users						
8am-9am	0.000	0	0.061	12	0.061	12
5pm-6pm	0.018	4	0.018	4	0.036	7
7am-7pm	0.165	33	0.147	29	0.312	62
Vehicles						
8am-9am	0.093	19	0.510	102	0.604	121
5pm-6pm	0.434	87	0.158	32	0.592	118
7am-7pm	2.751	550	2.461	492	5.212	1042

5.3.12 It can be seen from the table above that the proposed development of 200 residential dwellings could generate up to 121 vehicle movements (two-way) in the AM peak period and 118 vehicle movements (two-way) in the PM peak period, and up to 1,042 vehicle movements (two-way) throughout the day.

5.3.13 Driving is anticipated to be the most popular mode of travel across the day, with vehicles representing approximately 60% of daily trips.

5.4 Potential impact

5.4.1 This section, therefore, considers the potential effect of the development on the surrounding transport network.

Walking

5.4.2 The development is likely to generate 527 pedestrian movements (two-way) throughout the day. In addition, it is estimated to generate a further 62 daily public transport trips (two-way) whereby residents will walk to/from the site to reach public transport. The walking trips will be spread across a number of local roads and it is anticipated that there will be no adverse impact to the pedestrian network.

Cycling

5.4.3 It is estimated that the proposed development could generate 32 cycle movements (two-way) during the day. It is likely that any cycling trips will be spread across a number of local routes, and it is anticipated that there will be no adverse impact to the cycle network.

Public transport

5.4.1 The development could generate up to 62 public transport trips per day (two-way). These are likely to be taken by bus or train, and it is considered that this level of additional passengers will not have a material impact on the public transport network.

Deliveries, servicing and refuse

5.4.2 Finally, it is anticipated that all deliveries to the proposed development will be undertaken from within the internal road layout. It is likely that of the 1,042 daily vehicle trips, up to 22 will be delivery or servicing trips (44 movements).

5.5 Assignment and distribution of development generated traffic

5.5.1 The distribution of development generated traffic has been based on the Journey to Work Statistics from the 2011 Census for both the Penyrheol and Troed y Rhiw Lower Super Output Areas (LSOA).

5.5.2 Each destination has then been assigned a route/s, based on the most direct and appropriate routes available. The distribution of development traffic is contained in **Appendix D**, and is summarised as follows:

- 8% via route A (A470 north)
- 24% via route B (A4054 north)
- 18% via route C (Lower High Street)
- 14% via route D (A4060 east)
- 12% via route E (A4054 south)
- 24% via route F (A470 south via A4060)

5.5.3 For the purpose of this assessment, it is assumed that all trips generated by the development in the peak periods are journey to work trips. However, it is likely that trips in the peak periods will be for other purposes as well, including education, shopping and leisure.

5.6 Future traffic flows

5.6.1 The impact of the proposed development has been assessed for 2025 and 2035 to coincide with the anticipated year of opening, and the year of opening + 10 years.

5.6.2 In order to obtain the base traffic flows (i.e. with no development traffic) in 2025 and 2035, the surveyed traffic flows (2022) have been factored using local adjusted NTM growth factors, version 7.2c for the Merthyr Tydfil area.

5.6.3 The factors to be applied to the base (surveyed) flows are identified in **Table 5.4** below.

Table 5.4 NTM growth factors

Period	NTM growth factors
2022 to 2025	
Weekday AM	1.0287
Weekday PM	1.0283
2022 to 2035	
Weekday AM	1.1226
Weekday PM	1.2222

5.6.4 It should be noted that the above growth factors take account of committed development within the local area, as the factors are based on the most recent planning data contained in the Local Plan.

5.6.5 The base, 2025 and 2035 traffic flows are set out in **Appendix E**.

Committed development

5.6.6 It is anticipated that traffic likely to be generated by any committed developments is included within the growth factors outlined in Table 5.4 above. Therefore, for the purposes of this assessment, no additional committed developments have been included.

Final future traffic flows

5.6.7 The final future traffic flows for 2025 (year of opening) and 2035 (year of opening + 10 years), together with proposed development flows (identified in Appendix D) are summarised in **Appendix F**.

6 Potential impact

6.1 Introduction

6.1.1 This section of the report considers the potential impact of the development proposals on the surrounding highway network and the capacity of the following junctions:

- Junction 1 - A470/A4060 roundabout
- Junction 2 - A4060/A4054 Merthyr Road roundabout
- Junction 3 - A4054/Pentrebach Road Roundabout
- Junction 4 - The Willows/northern site access roundabout
- Junction 5 – Merthyr Self-Storage access roundabout
- Junction 6 – Stanfield Close/southern site access roundabout
- Junction 7 - A4054 High Street/Lower High Street/A4102 roundabout

6.1.2 The location of each of these junctions is shown in **Figure 6.1** below.



Figure 6.1 Scope of junction capacity analysis

6.2 Junction capacity analysis

Junction 1 A470/A4060 roundabout

6.2.1 The operation of the existing junction (refer to **Figure 6.2** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix G**, and summarised in **Table 6.1** below.

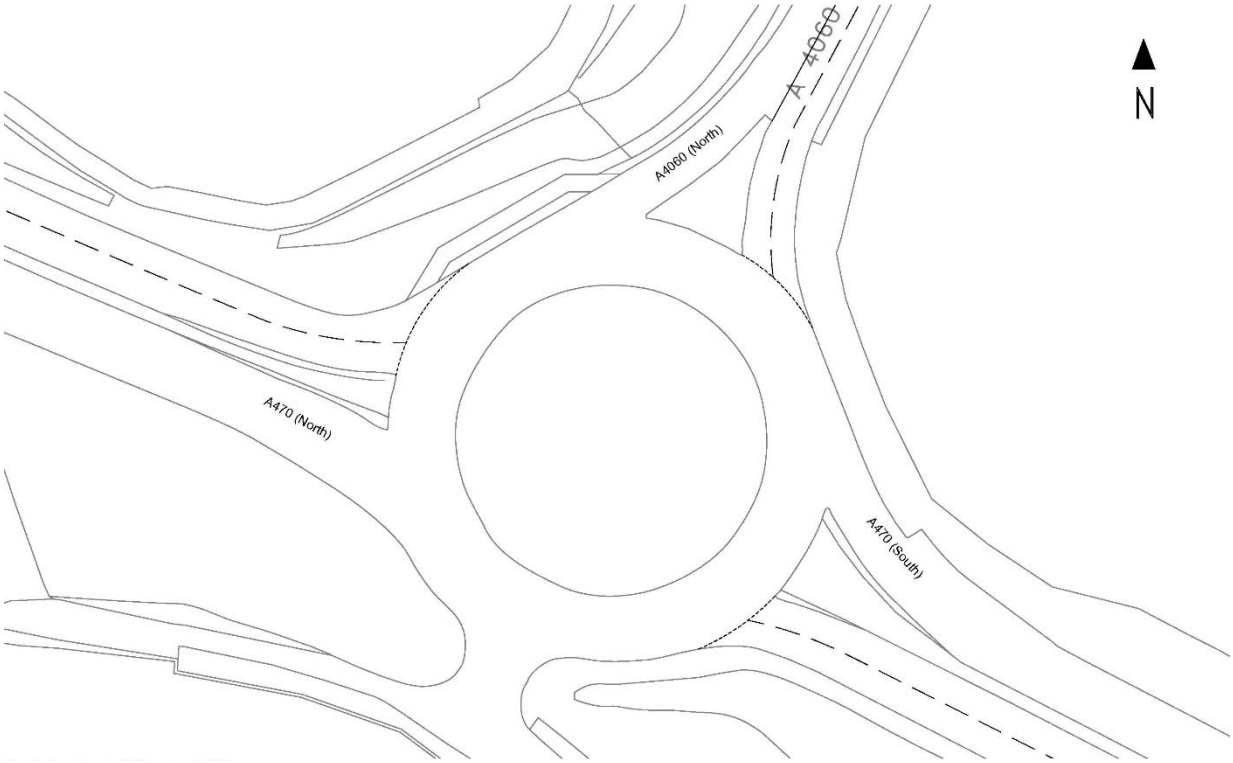


Figure 6.2 Existing A470/A4060 roundabout

Table 6.1 Capacity analysis summary – A470/A4060 roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
A470 north	0.28	<1	0.72	3				
A4060	0.41	1	0.76	3				
A470 south	0.69	2	0.59	2				
2025								
A470 north	0.29	<1	0.74	3	0.29	<1	0.75	3
A4060	0.43	1	0.80	4	0.44	1	0.81	4
A470 south	0.71	3	0.60	2	0.71	3	0.61	2
2035								
A470 north	0.32	1	0.83	5	0.32	1	0.83	5
A4060	0.48	1	0.95	14	0.49	1	0.96	15
A470 south	0.78	4	0.66	2	0.78	4	0.67	2

6.2.2 It can be seen from the table above that the existing junction is currently operating within capacity in 2022 and 2025 (with and without the proposed development). With the addition of background traffic growth in 2035, the junction operates with a maximum RFC of 0.95 and a queue of 14 vehicles on the A4060 approach to the junction (in the PM peak period). With the addition of development traffic, the RFC increases marginally by 0.01 (with a maximum RFC of 0.96) and a queue of 15 vehicles.

6.2.3 However, the increases in traffic flows as a result of the proposed development (see **Table 6.2** below) are minor, and it can be seen that the impact of the proposed development is negligible (less than 5%).

Table 6.2 %age increase in traffic flows at the A470/A4060 junction

		Junction 1			
		Base	Dev	Base + Dev	%inc.
2022	AM	3192			
	PM	4249			
2025	AM	3284	29	3313	*0.87*
	PM	4369	28	4398	*0.65*
2035	AM	3583	29	3612	*0.80*
	PM	4768	28	4797	*0.59*

6.2.4 In accordance with Technical Advice Note (TAN) 18 – Transport:

'… an increase in turning movements in the order of 5% as material in most cases, that is a 5% increase of traffic using any link of the junction.'

6.2.5 It is typically accepted that an increase in turning movements in the order of 5% would be considered material in most cases, meaning a 5% increase in traffic using any link of the junction.

6.2.6 It can be seen from the table above that the percentage increases in traffic flow does not exceed the 5% threshold at the junction, and it is therefore considered that the proposed development will have a negligible impact on the operation of this junction.

Junction 2 - A4060/A4054 Merthyr Road roundabout

6.2.7 The operation of the existing junction (refer to **Figure 6.3** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix H** and summarised in **Table 6.3** below.

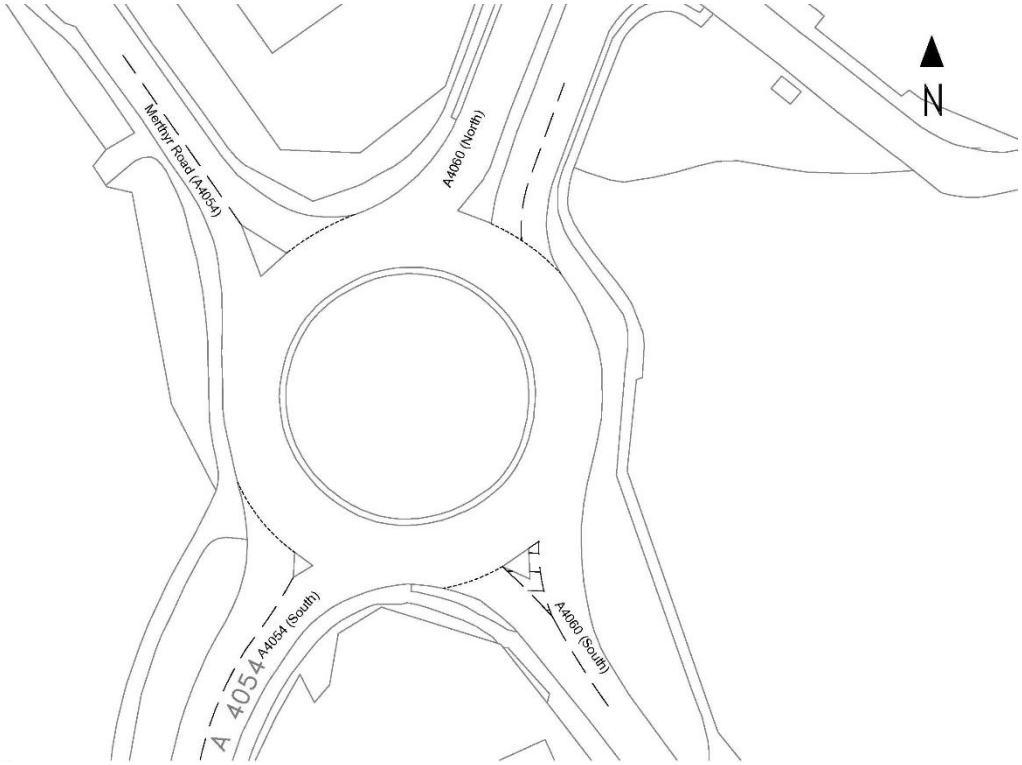


Figure 6.3 Existing A4060/A4054 Merthyr Road roundabout

Table 6.3 Capacity analysis summary – Junction 2: A470/A4060 roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
A4060 east	0.46	1	0.58	1				
A4060 south	0.62	2	0.65	2				
A4054 west	0.45	1	0.48	1				
Merthyr Road	0.24	<1	0.73	3				
2025								
A4060 east	0.46	1	0.63	2	0.48	1	0.60	2
A4060 south	0.63	2	0.67	2	0.64	2	0.69	2
A4054 west	0.46	1	0.50	1	0.47	1	0.51	1
Merthyr Road	0.25	<1	0.77	4	0.29	<1	0.78	4
2035								
A4060 east	0.52	1	0.67	2	0.53	1	0.67	2
A4060 south	0.71	3	0.76	3	0.72	3	0.78	4
A4054 west	0.52	1	0.56	1	0.52	1	0.57	1
Merthyr Road	0.29	<1	0.88	8	0.33	1	0.89	8

6.2.8 It can be seen from the table above that the existing junction is currently operating within capacity in 2022 and 2025 (with and without the proposed development). With the addition of background traffic growth in 2035, the junction operates with a maximum RFC of 0.88 and a queue of 8 vehicles on the A4060 approach to the junction (in the PM peak period). With the addition of development traffic, the RFC increases marginally by 0.01 (with a maximum RFC of 0.89) and a queue of 8 vehicles.

6.2.9 However, the increases in traffic flows as a result of the proposed development (see **Table 6.4** below) are minor, and it can be seen that the impact of the proposed development is negligible (less than 5%).

Table 6.4 %age increase in traffic flows at the A4060/A4054 Merthyr Road junction

		Junction 2			
		Base	Dev	Base + Dev	%inc.
2022	AM	2692			
	PM	3226			
2025	AM	2769	43	2813	*1.54*
	PM	3317	43	3360	*1.27*
2035	AM	3022	43	3065	*1.42*
	PM	3620	43	3663	*1.16*

6.2.10 As outlined in Section 6.2.4 above, it is generally considered that an increase in turning movements in the order of 5% would be considered material, and that the increase in vehicle movements as a result of the development does not exceed this threshold.

Junction 3 - A4054/A4054 Pentrebach Road Roundabout

6.2.11 The operation of the existing junction (refer to **Figure 6.4** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix I**, and summarised in **Table 6.5** below.

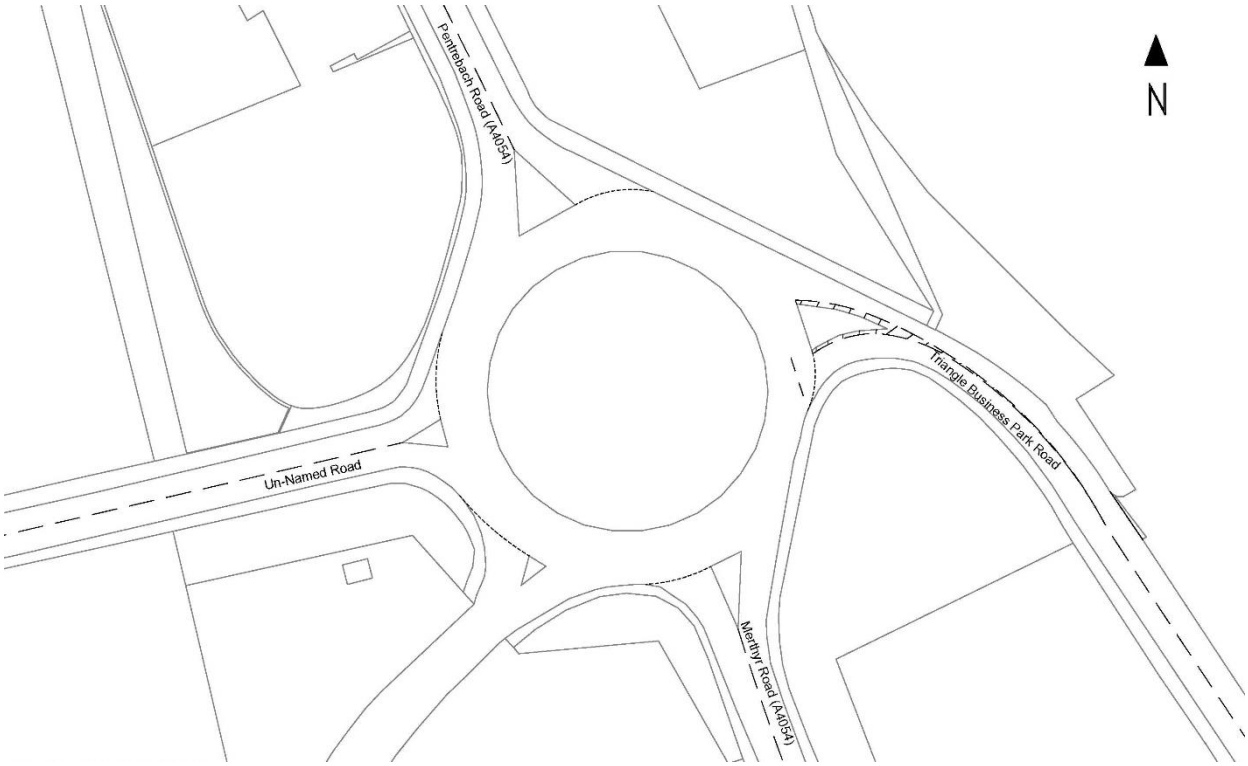


Figure 6.4 Existing A4054/A4054 Pentrebach Road Roundabout

Table 6.5 Capacity analysis summary – Junction 3: A4054/A4054 Pentrebach Road Roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
A4054 Pentrebach Road	0.24	<1	0.34	1				
Triangle Business Park Rd.	0.13	<1	0.21	<1				
A4054 Merthyr Road	0.29	<1	0.34	1				
Dragon Parc B Road	0.21	<1	0.20	<1				
2025								
A4054 Pentrebach Road	0.25	<1	0.35	1	0.26	<1	0.39	1
Triangle Business Park Rd.	0.14	<1	0.21	<1	0.15	<1	0.23	<1
A4054 Merthyr Road	0.30	<1	0.35	1	0.31	1	0.39	1
Dragon Parc B Road	0.21	<1	0.21	<1	0.31	1	0.24	<1

2035								
A4054 Pentrebach Road	0.27	<1	0.39	1	0.29	<1	0.42	1
Triangle Business Park Rd.	0.15	<1	0.24	<1	0.16	<1	0.26	<1
A4054 Merthyr Road	0.33	1	0.39	1	0.34	1	0.42	1
Dragon Parc B Road	0.24	<1	0.23	<1	0.34	1	0.26	<1

6.2.12 It can be seen from the table above that the existing junction has sufficient capacity to accommodate the proposed development of 200 dwellings, with a maximum RFC of 0.42 and a maximum queue of one vehicle on the A4054 Merthyr Road approach to the junction (in the 2035 PM peak period).

Junction 4 - The Willows/northern site access roundabout

6.2.13 The operation of the existing junction (refer to **Figure 6.5** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix J**, and summarised in **Table 6.6** over the page.



Figure 6.5 Existing The Willows/northern site access roundabout

Table 6.6 Capacity analysis summary – Junction 4: The Willows/northern site access roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
Dragon Parc B Road	0.14	<1	0.21	<1				
The Willows	0.01	0	0.03	0				
Road Crossing River Taff	0.14	<1	0.19	<1				
Dragon Parc site access	0.01	0	0.02	0				
2025								
Dragon Parc B Road	0.14	<1	0.22	<1	0.22	<1	0.24	<1
The Willows	0.02	0	0.03	0	0.02	0	0.03	0
Road Crossing River Taff	0.15	<1	0.19	<1	0.16	<1	0.27	<1
Dragon Parc site access	0.01	0	0.02	0	0.01	0	0.03	0
2035								
Dragon Parc B Road	0.16	<1	0.24	<1	0.23	<1	0.27	<1
The Willows	0.02	0	0.03	0	0.02	0	0.03	0
Road Crossing River Taff	0.16	<1	0.26	<1	0.18	<1	0.28	<1
Dragon Parc site access	0.04	0	0.04	0	0.01	0	0.03	0

6.2.14 It can be seen from the table above that the existing junction has sufficient capacity to accommodate the proposed development of 200 dwellings, with a maximum RFC of 0.28 and a maximum queue of less than one vehicle on the Road Crossing River Taff approach to the junction (in the 2035 PM peak period).

Junction 5 – Merthyr Self-storage access roundabout

6.2.15 The operation of the existing junction (refer to **Figure 6.6** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix K**, and summarised in **Table 6.7** overleaf.

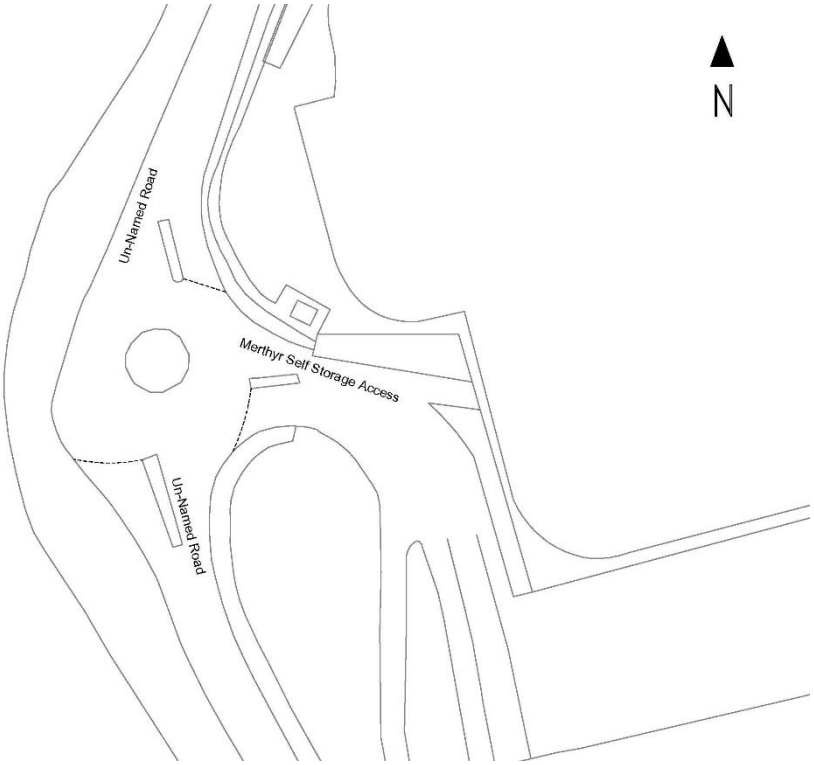


Figure 6.6 Existing Merthyr Self-storage access roundabout

Table 6.7 Capacity analysis summary – Junction 5: Merthyr Self-storage access roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
Dragon Parc B Road north	0.12	<1	0.17	<1				
Merthyr Self Storage	0.01	0	0.01	0				
Dragon Parc B Road north	0.12	<1	0.09	<1				
2025								
Dragon Parc B Road north	0.12	<1	0.17	<1	0.14	<1	0.26	<1
Merthyr Self Storage	0.01	0	0.01	0	0.01	0	0.01	0
Dragon Parc B Road north	0.13	<1	0.10	<1	0.20	<1	0.12	<1
2035								
Dragon Parc B Road north	0.13	<1	0.19	<1	0.15	<1	0.28	<1
Merthyr Self Storage	0.01	0	0.01	0	0.01	0	0.01	0
Dragon Parc B Road north	0.14	<1	0.10	<1	0.21	<1	0.13	<1

6.2.16 It can be seen from the table above that the existing junction has sufficient capacity to accommodate the proposed development of 200 dwellings, with a maximum RFC of 0.28 and a maximum queue of less than one vehicle on the Dragon Parc B Road north approach to the junction (in the 2035 PM peak period).

Junction 6 – Stanfield Close/southern site access roundabout

6.2.17 The operation of the existing junction (refer to **Figure 6.7** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix L**, and summarised in **Table 6.8** below.



Figure 6.7 Existing Stanfield Close/southern site access roundabout

Table 6.8 Capacity analysis summary – Junction 6: Stanfield Close/southern site access roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
Southern site access	0.00	0	0.00	0				
Stanfield Close	0.13	<1	0.11	<1				
Catherine Street	0.00	0	0.00	0				
Wildwood	0.07	<1	0.18	<1				
2025								
Southern site access	0.00	0	0.00	0	0.09	<1	0.03	0
Stanfield Close	0.13	<1	0.11	<1	0.14	<1	0.12	<1
Catherine Street	0.00	0	0.00	0	0.00	0	0.00	0
Wildwood	0.07	<1	0.18	<1	0.09	<1	0.25	<1

2035								
Southern site access	0.00	0	0.00	0	0.09	<1	0.03	0
Stanfield Close	0.15	<1	0.12	<1	0.16	<1	0.13	<1
Catherine Street	0.00	0	0.00	0	0.00	0	0.00	0
Wildwood	0.08	<1	0.20	<1	0.09	<1	0.26	<1

6.2.18 It can be seen from the table above that the existing junction has sufficient capacity to accommodate the proposed development of 200 dwellings, with a maximum RFC of 0.26 and a maximum queue of less than one vehicle on the Wildwood approach to the junction (in the 2035 PM peak period).

Junction 7 – A4054 High Street/Lower High Street/A4102 roundabout

6.2.19 The operation of the existing junction (refer to **Figure 6.8** for the junction layout) has been assessed for both the AM and PM peak periods, using the TRL program Junctions 9 ARCADY. The results of the analysis are presented in full in **Appendix M**, and summarised in **Table 6.9** overleaf.

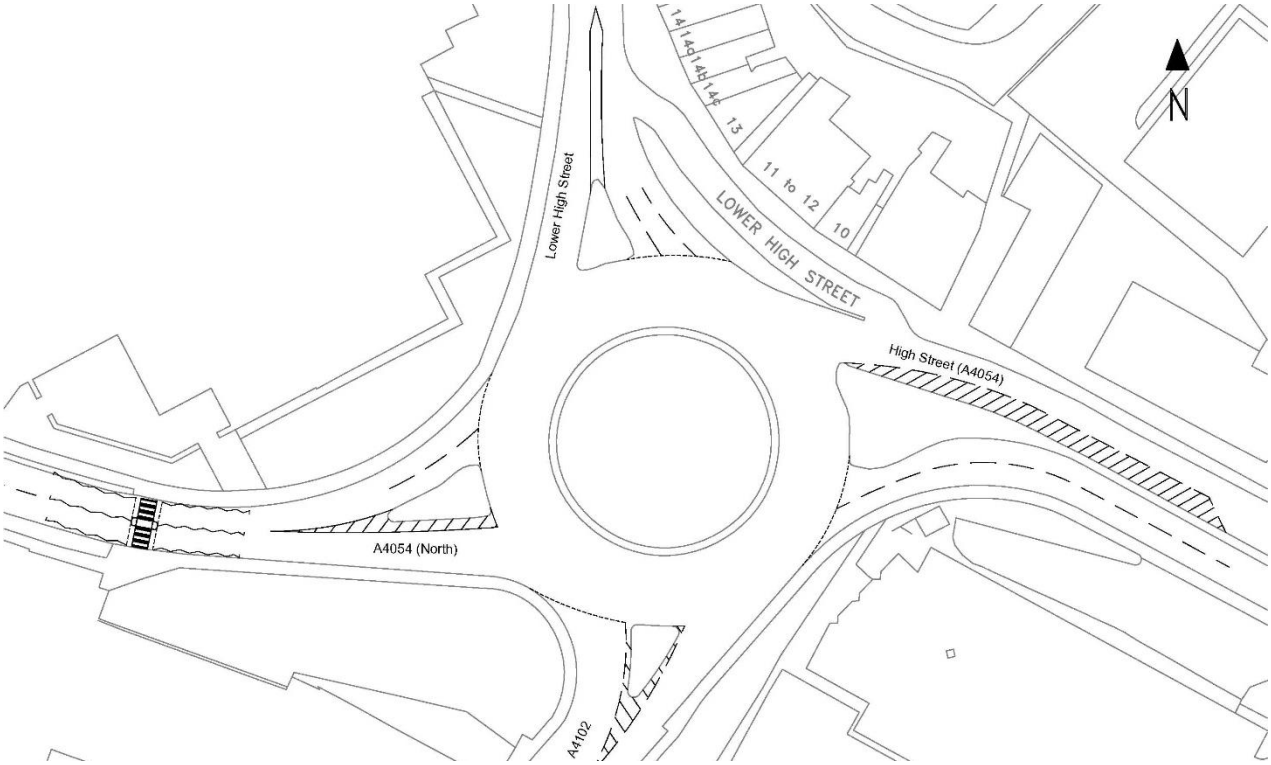


Figure 6.8 A4054 High Street/Lower High Street/A4102 roundabout

Table 6.9 Capacity analysis summary – Junction 7: A4054 High Street/Lower High Street/A4102 roundabout

	Base				Base + development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2022								
Lower High Street	0.37	1	0.60	2				
A4054 High Street	0.56	1	0.78	4				
A4102	0.27	<1	0.35	1				
A4054 north	0.45	1	1.05	49				
2025								
Lower High Street	0.38	1	0.62	2	0.38	1	0.63	2
A4054 High Street	0.58	1	0.81	4	0.62	2	0.82	5
A4102	0.28	<1	0.36	1	0.29	<1	0.37	1
A4054 north	0.47	1	1.09	73	0.47	1	1.12	88
2035								
Lower High Street	0.42	1	0.68	2	0.43	1	0.69	2
A4054 High Street	0.65	2	0.90	8	0.69	2	0.92	9
A4102	0.32	1	0.41	1	0.33	1	0.42	1
A4054 north	0.52	1	1.24	162	0.53	1	1.26	180

6.2.20 It can be seen from the table above that the existing junction is already operating above capacity in 2022, and with background traffic flows the operation of the junction continues to decrease. However, it should be noted that once the RFC exceeds 1.00, the queue predictions become unreliable.

6.2.21 The analysis indicates that in the 2022 base scenario (i.e. without development traffic) the maximum RFC is 1.05 with a maximum queue of 49 vehicles on the A4054 north approach to the junction in the PM peak. In addition, the analysis indicates that:

- In the 2025 base scenario, the maximum RFC increases to 1.09 and the maximum queue increases to 73 vehicles; and,
- In the 2035 base scenario, the RFC increases to 1.24 and the maximum queue increases to 162 vehicles.

6.2.22 With the addition of development generated traffic, in 2025 the maximum RFC increases marginally by 0.03 (with a maximum RFC of 1.12) and results in a queue of 88 vehicles. It can also be seen that in 2035 the maximum RFC increases again by 0.02 (with a maximum RFC of 1.26 and results in a queue of 180 vehicles.

6.2.23 It is considered that the increases in traffic flows as a result of the proposed development (see **Table 6.10** overleaf) are minor, and it can be seen that the impact of the proposed development is negligible (less than 5%).

Table 6.10 %age increase in traffic flows at the A4060/A4054 Merthyr Road junction

		Junction 7			
		Base	Dev	Base + Dev	%inc.
2022	AM	2357			
	PM	3476			
2025	AM	2452	60	2485	*2.43*
	PM	3574	59	3634	*1.63*
2035	AM	2646	60	2706	*2.23*
	PM	3901	59	3960	*1.49*

6.2.24 As outlined in Section 6.2.4 above, it is generally considered that an increase in turning movements in the order of 5% would be considered material, and that the increase in vehicle movements as a result of the development does not exceed this threshold.

6.3 Impact on Brandy Bridge

6.3.1 As part of a previous planning application at the site, the Highway Authority requested that any impact of the proposals on Brandy Bridge be considered, with the key structural impact being associated with goods vehicles (both ordinary and heavy goods).

6.3.2 Based on the TRICS trip generation database it is likely that the proposed development (200 dwellings) will generate approximately 22 goods vehicles movements on a weekday (7am-7pm), which equates to approximately two vehicle movements per hour. It is considered that the likely maximum size of vehicle that would be reasonably expected to deliver to any residential development is a 10m rigid vehicle, although it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used. The additional daily trips of 22 goods vehicles per day is unlikely to have a significant impact on the bridge.

6.4 Summary

6.4.1 It can be seen from the analysis that all but three of the junctions (the A470/A4060 roundabout, the A4060/A4054 Merthyr Road and the A4102/A4054 High Street/Lower High Street roundabout) within the study area have sufficient capacity to accommodate the anticipated residential development on part of the former Hoover Factory.

6.4.2 The analysis indicates that the A470/A4060 roundabout is already operating close to capacity, and that with background traffic flows and development generated traffic, the operation of the junction increases above capacity. However, the increases in traffic flows as a result of the proposed development are modest, and the impact of the proposed development is relatively minor.

6.4.3 The A4060/A4054 Merthyr Road roundabout is also operating close to capacity, and with background traffic growth and development generated traffic the junction will operate above capacity in 2035. Despite this, percentage impact analysis at the junction has shown that the impact of the proposed development on the operation of this junction is negligible.

6.4.4 The A4102/A4054 High Street/Lower High Street roundabout is operating significantly over capacity, and that with background traffic flows and development generated traffic, the operation of the junction deteriorates. However, the impact of the proposed development is relatively minor and percentage impact analysis has confirmed that the impact of the proposed development on the operation of the junction is negligible.

6.4.5 It should be noted that as part of a previous planning application for the site, it was stated by the Highway Authority that whilst two junctions are likely to operate over capacity in the future scenario, the impact as a result of the proposed development would be relatively minor. It is considered that the impact of the development on the third junction (A4060/A4054 Merthyr Road) will also be relatively minor. Furthermore, it is considered that the impact of the proposed development could be reduced through the implementation of a Residential Travel Plan and a Workplace Travel Plan.

7 Transport implementation strategy

7.1 Introduction

7.1.1 In accordance with TAN 18, a Transport Implementation Strategy needs to be included in the Transport Assessment process, which sets the objectives and targets relating to managing travel demand.

7.2 Transport implementation strategy

7.2.1 **Table 7.1** below outlines the Transport Implementation Strategy for the proposed development, which provides additional details on the measures outlined in Section 4. These measures are organised into three categories and include likely timescales for implementation. The three categories are:

- Pedestrians, cyclists and public transport users;
- Travel Plan; and,
- Car based user provisions.

Table 7.1 Transport Implementation Strategy

	Measure	Commentary	Timescale for implementation
Pedestrian users' provision			
A	Provision of a network of pedestrian routes between the site and the surrounding network.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will need to be completed prior to the beneficial occupation of the site.
B	Provision of a pedestrian footway on both sides of the carriageway throughout the development site, with the exception of those arranged as shared surface roads. The areas of shared surface will encourage lower vehicle speeds and promote social interaction by creating an environment in which pedestrians can walk, or stop and chat.		
C	Provision of 'Active Travel' information within Travel Plan Welcome Pack, including walk distances/times to local amenities and facilities within 2km, highlighting the benefits of walking to work.		
Cycle users			
A	Provision of secure cycle parking spaces in accordance with the adopted parking standards.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority	This will need to be completed prior to the beneficial occupation of the site.
C	Provision of 'Active Travel' information within the Travel Plan Welcome Pack, including cycle distances/times from local amenities and facilities within the vicinity of the site, as well as neighbouring settlements, and public transport		

Public transport users			
A	Provision of public transport information within Travel Plan Welcome Pack, including the nearest bus stops, routes to/from the town centre and timetables.	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	This will be provided beyond first occupation of the site.
Travel Plan			
A	Encouraging the use of more sustainable modes (walking, cycling car sharing and public transport)	This is likely to be a condition of consent, with details submitted to and approved in writing by the local planning authority.	The Travel Plan will need to be completed prior to 50% occupation of the site.
B	Setting mode share targets		
C	On-going monitoring		

8 Summary and conclusions

8.1 Background

8.1.1 Lime Transport has been commissioned by Davies Homes to produce a Transport Assessment in support of a full planning application for the construction of 200 residential dwellings at Dragon Parc, Abercanaid, which is part of the former Hoover Factory. The site is situated to the west of the River Taff, to the north of Abercanaid and east of Upper Abercanaid

8.2 Development proposals

8.2.1 As part of the re-development of the site, it is proposed to provide:

- 180 open market dwellings;
  - 9 x 1-bed flats
  - 2 x 2-bed flats
  - 13 x 2-bed houses
  - 103 x 3-bed houses
  - 47 x 4-bed houses
  - 6 x 5-bed houses
- 20 affordable dwellings;
  - 13 x 1-bed flats
  - 7 x 2-bed houses
- A total of 493 car parking spaces, provided in accordance with adopted parking standards;
- Improvements to the existing vehicular accesses to the north and south of the development site;
- Open space and landscaping; and,
- Associated infrastructure.

Vehicular access

8.2.2 In order to access the development, it is proposed to utilise and enhance the existing accesses to the site from the un-named road to the north and south of the development as follows:

- Access A – The Willows roundabout (to the north); and,
- Access B – Stanfield Close roundabout (to the south).

8.2.3 The main vehicular access to the site will be from the Stanfield Close roundabout (to the south), with the access from the north for emergency vehicles only.

Pedestrian access

8.2.4 It is anticipated that the two vehicular accesses to the site will also provide access for pedestrians and cyclists. It is also proposed to provide an additional (pedestrian and cycle) access to the site from the surrounding network along the western boundary of the site.

Parking

8.2.5 As part of the development of the site, it is proposed to provide car and cycle parking in accordance with the adopted parking standards (set out in County Surveyors' Society (CSS) Wales – Wales Parking Standards 2008). A total of 493 car parking spaces will be provided for residents, and it is anticipated that visitor parking will be accommodated on-street within the internal road layout.

8.2.6 Cycle parking will be provided in accordance with the adopted standards with cycle access and storage being a factor of dwelling design, for the residential element of the site. Communal storage for apartments will be provided at a rate of 1 stand per 5 bedrooms, in line with adopted standards.

Deliveries and servicing, refuse and emergency access

8.2.7 It is anticipated that the development could generate up to a maximum of 22 (delivery and service) vehicle trips per day (6-days/week), with all servicing and deliveries likely to be undertaken from the internal roads within the site.

8.3 Travel characteristics

Trip generation

8.3.1 It is anticipated that the proposed development of 200 dwellings could generate up to 121 vehicle movements (two-way) in the AM peak and 118 vehicle movements (two-way) in the PM peak, and up to 1,042 vehicle movements (two-way) throughout the day.

Distribution

8.3.2 The distribution of development generated traffic has been based on the Journey to Work Statistics from the 2011 Census for both the Penyrheol and Troed y Rhiw Lower Super Output Areas (LSOA). Each destination has been assigned routes based on the most direct and appropriate direction of travel.

8.3.3 In order to obtain the base traffic flows (i.e. with no development traffic) in 2025, and 2035, the surveyed traffic flows (2022) have been factored using locally adjusted NTM growth factors. These growth factors, together with the development generated traffic has been used to calculate the 2025 and 2035 with development scenarios.

8.4 Conclusions

8.4.1 The analysis indicates that all but three of the junctions (the A470/A4060 roundabout, the A4060/A4054 Merthyr Road roundabout and the A4102/A4054 High Street/Lower High Street roundabout) within the study area have sufficient capacity to accommodate the anticipated residential development on part of the former Hoover Factory.

8.4.2 However, the analysis indicates that the A4102/A4054 High Street/Lower High Street roundabout is already operating significantly above capacity, and that the impact of the proposed development (as assessed) is relatively minor. Furthermore, percentage impact analysis at the A470/A4060 roundabout and the A4060/A4054 Merthyr Road roundabout shows that the impact of the development on the operation of these junctions is negligible.

8.4.3 As part of a previous planning application for the site, it was stated by the Highway Authority that whilst two junctions are likely to operate over capacity in the future scenario, the impact as a result of the proposed development would be relatively minor.

8.4.4 The impact of the development can be further reduced with the production of a residential Travel Plan that seeks to reduce reliance of private vehicles in favour of more sustainable and active travel modes.

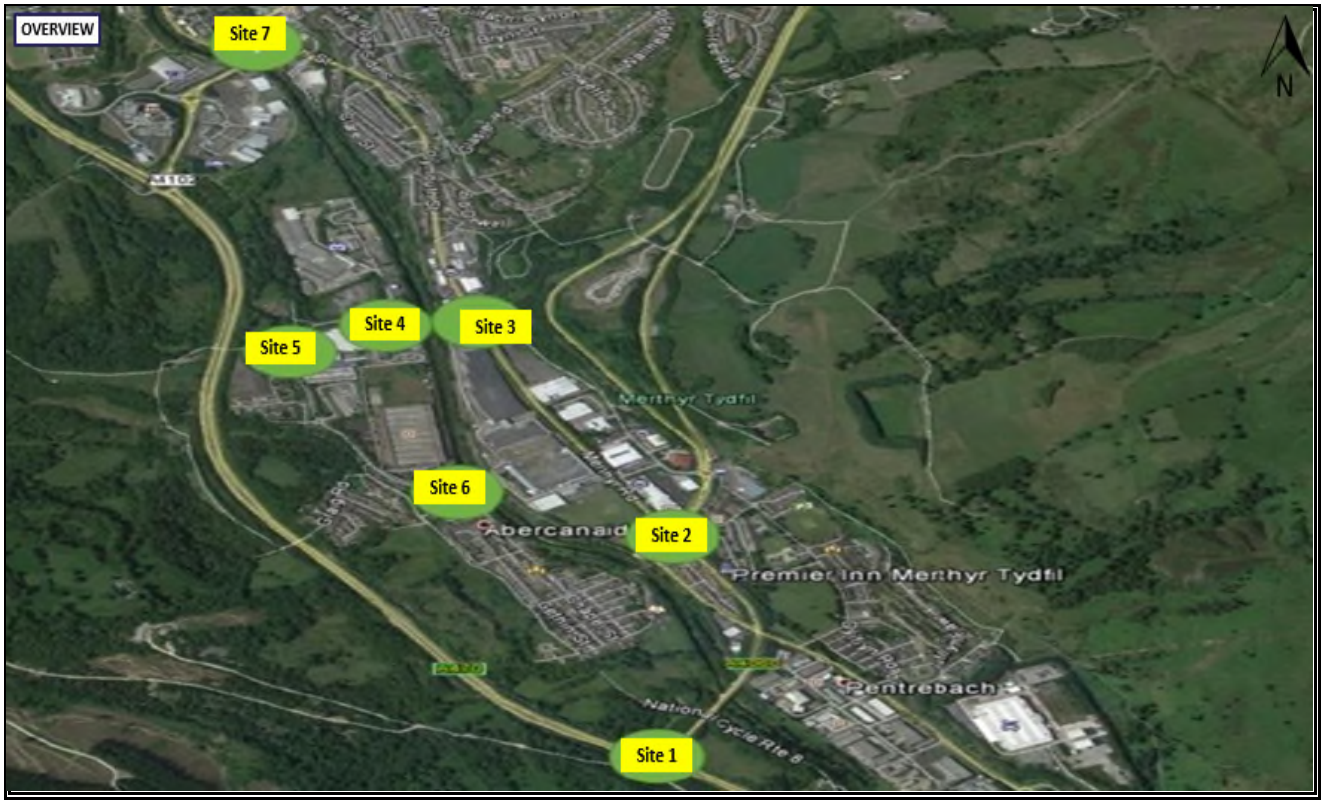
Appendices

Appendix A

Severnside
Transportation Data Collection

Survey Overview

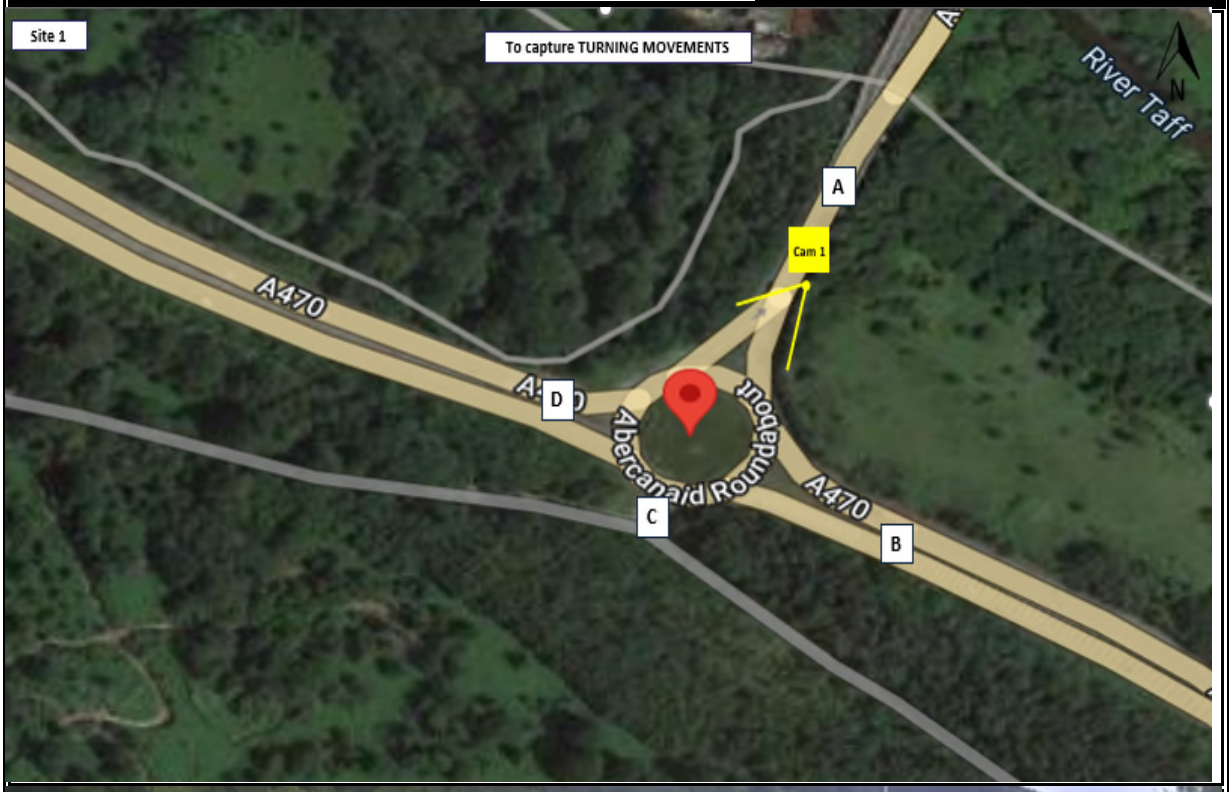
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Date	Thursday 07 July 2022
Time	0730-0930 & 1500-1700
Survey Type	Classified JTC
Weather Conditions	

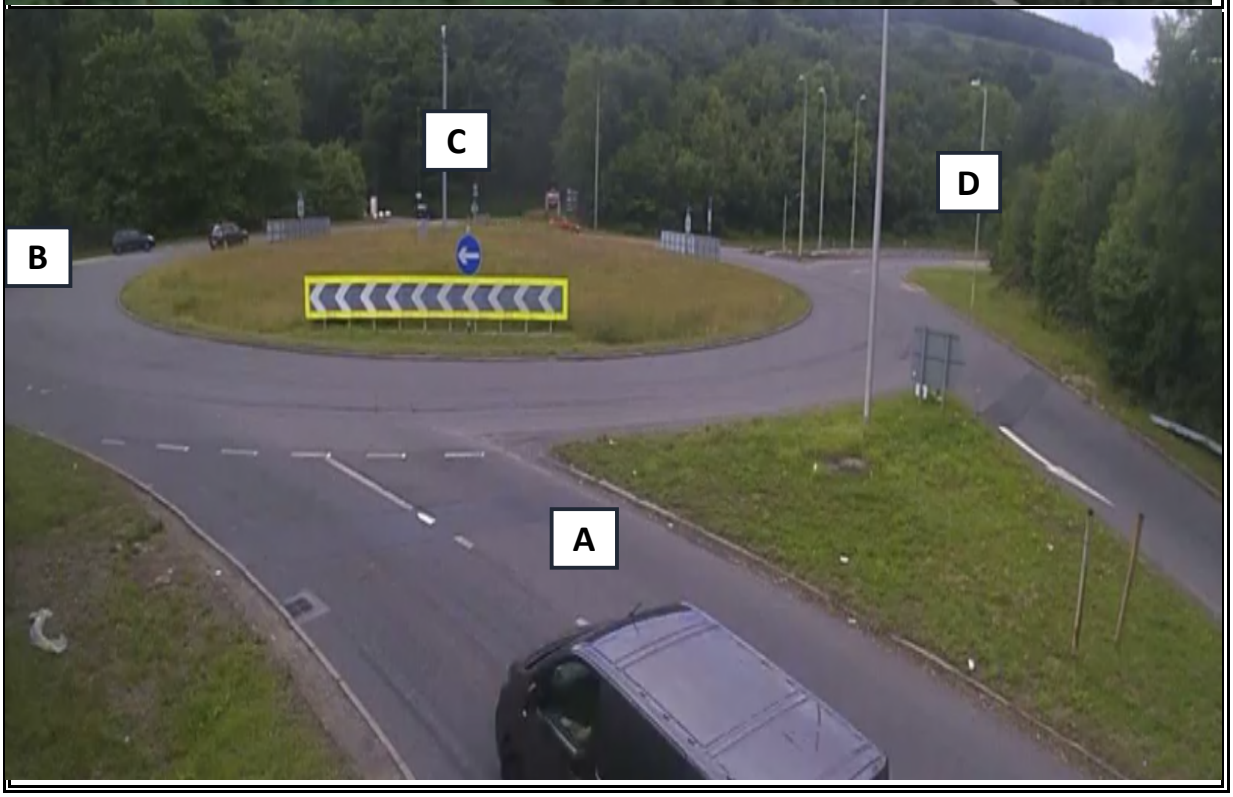


Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 1 - Cam 1-1





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 1

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	106	45	9	7	4	1	0	**172**	1	2	0	0	0	0	0	**3**	14	6	1	1	1	0	0	**23**	**198**
0745-0800	0	0	0	0	0	0	0	**0**	126	42	4	3	0	0	0	**175**	3	1	0	0	0	0	0	**4**	18	9	1	1	1	0	0	**30**	**209**
0800-0815	0	0	0	0	0	0	0	**0**	145	32	5	4	0	0	0	**186**	3	0	0	0	0	0	0	**3**	16	8	0	0	0	0	0	**24**	**213**
0815-0830	0	0	0	0	0	0	0	**0**	107	43	3	5	1	2	0	**161**	1	3	0	0	1	0	0	**5**	13	8	0	0	1	0	0	**22**	**188**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**484**	**162**	**21**	**19**	**5**	**3**	**0**	**694**	**8**	**6**	**0**	**0**	**1**	**0**	**0**	**15**	**61**	**31**	**2**	**2**	**3**	**0**	**0**	**99**	**808**
0830-0845	0	0	0	0	0	0	0	**0**	109	33	5	4	0	0	0	**151**	11	3	0	0	0	1	0	**15**	20	3	1	1	0	0	0	**25**	**191**
0845-0900	0	0	0	0	0	0	0	**0**	96	23	5	9	3	0	0	**136**	3	0	0	0	0	0	0	**3**	23	10	0	0	0	0	0	**33**	**172**
0900-0915	0	0	0	0	0	0	0	**0**	82	22	5	0	2	2	0	**113**	5	2	1	0	0	0	0	**8**	26	7	0	0	0	0	0	**33**	**154**
0915-0930	0	0	0	0	0	0	0	**0**	67	22	4	4	3	0	0	**100**	8	2	0	0	0	0	0	**10**	20	0	1	0	0	0	0	**21**	**131**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**354**	**100**	**19**	**17**	**8**	**2**	**0**	**500**	**27**	**7**	**1**	**0**	**0**	**1**	**0**	**36**	**89**	**20**	**2**	**1**	**0**	**0**	**0**	**112**	**648**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	838	262	40	36	13	5	0	1194	35	13	1	0	1	1	0	51	150	51	4	3	3	0	0	211	**1456**
1500-1515	0	0	0	0	0	0	0	**0**	84	26	1	5	1	0	0	**117**	1	0	0	0	0	0	0	**1**	28	9	0	0	2	0	0	**39**	**157**
1515-1530	0	0	0	0	0	0	0	**0**	86	26	2	9	0	0	0	**123**	0	0	0	0	0	0	0	**0**	36	4	1	0	0	0	0	**41**	**164**
1530-1545	0	0	0	0	0	0	0	**0**	109	31	9	4	2	0	0	**155**	0	0	0	0	0	0	0	**0**	47	4	1	0	1	0	0	**53**	**208**
1545-1600	0	0	0	0	0	0	0	**0**	125	33	5	5	0	1	0	**169**	2	0	0	0	0	0	0	**2**	34	4	1	0	1	0	0	**40**	**211**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**404**	**116**	**17**	**23**	**3**	**1**	**0**	**564**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**145**	**21**	**3**	**0**	**4**	**0**	**0**	**173**	**740**
1600-1615	0	0	0	0	0	0	0	**0**	128	38	9	2	0	2	0	**179**	0	1	0	0	0	0	0	**1**	40	9	1	0	0	0	0	**50**	**230**
1615-1630	0	0	0	0	0	0	0	**0**	132	26	3	7	1	1	0	**170**	0	0	0	0	0	0	0	**0**	40	12	0	1	0	2	0	**55**	**225**
1630-1645	0	0	0	0	0	0	0	**0**	139	32	2	3	1	3	0	**180**	0	0	0	0	0	0	0	**0**	46	5	0	3	0	0	0	**54**	**234**
1645-1700	0	0	0	0	0	0	0	**0**	127	29	3	2	0	1	0	**162**	2	0	0	0	0	0	0	**2**	26	5	0	0	0	0	0	**31**	**195**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**526**	**125**	**17**	**14**	**2**	**7**	**0**	**691**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**152**	**31**	**1**	**4**	**0**	**2**	**0**	**190**	**884**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	930	241	34	37	5	8	0	1255	5	1	0	0	0	0	0	6	297	52	4	4	4	2	0	363	**1624**
Day Total	0	0	0	0	0	0	0	0	1768	503	74	73	18	13	0	2449	40	14	1	0	1	1	0	57	447	103	8	7	7	2	0	574	3080

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	125	36	3	5	0	1	0	**170**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	143	35	3	5	1	0	0	**187**	**361**
0745-0800	140	28	4	6	1	1	0	**180**	0	0	0	0	0	0	0	**0**	4	1	0	0	0	1	0	**6**	196	36	5	6	0	0	0	**243**	**429**
0800-0815	136	30	6	2	0	0	0	**174**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	183	46	2	3	1	0	0	**235**	**411**
0815-0830	128	34	2	3	1	0	0	**168**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	181	42	6	6	0	0	0	**235**	**405**
Hourly Total	**529**	**128**	**15**	**16**	**2**	**2**	**0**	692	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**3**	**0**	**0**	**0**	**1**	**0**	**14**	**703**	**159**	**16**	**20**	**2**	**0**	**0**	900	**1606**
0830-0845	108	21	6	10	0	0	0	**145**	0	0	0	0	0	0	0	**0**	6	1	0	0	0	0	0	**7**	210	38	5	1	2	0	0	**256**	**408**
0845-0900	90	28	2	4	0	2	0	**126**	0	0	0	0	0	0	0	**0**	6	2	1	0	0	0	0	**9**	181	34	3	1	1	0	0	**220**	**355**
0900-0915	57	17	7	4	1	0	0	**86**	0	0	0	0	0	0	0	**0**	4	2	1	0	0	0	0	**7**	153	29	3	6	0	3	0	**194**	**287**
0915-0930	64	20	6	1	1	0	0	**92**	0	0	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**3**	146	24	1	8	1	2	0	**182**	**277**
Hourly Total	**319**	**86**	**21**	**19**	**2**	**2**	**0**	449	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**7**	**2**	**0**	**0**	**0**	**0**	**26**	**690**	**125**	**12**	**16**	**4**	**5**	**0**	852	**1327**
2 Hour Totals (am)	848	214	36	35	4	4	0	1141	0	0	0	0	0	0	0	0	27	10	2	0	0	1	0	40	1393	284	28	36	6	5	0	1752	**2933**
1500-1515	78	22	3	3	0	0	0	**106**	1	0	0	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	89	22	4	1	0	0	0	**116**	**225**
1515-1530	81	26	3	2	0	1	0	**113**	0	0	0	0	0	0	0	**0**	2	0	1	0	0	0	0	**3**	108	23	4	1	0	0	0	**136**	**252**
1530-1545	91	28	4	5	2	0	0	**130**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	126	25	3	2	0	0	0	**156**	**288**
1545-1600	108	25	4	4	3	1	0	**145**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	137	21	5	4	1	0	0	**168**	**314**
Hourly Total	**358**	**101**	**14**	**14**	**5**	**2**	**0**	494	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**8**	**460**	**91**	**16**	**8**	**1**	**0**	**0**	576	**1079**
1600-1615	103	37	2	7	2	2	0	**153**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	132	28	0	5	2	1	0	**168**	**324**
1615-1630	126	34	2	0	1	0	0	**163**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	159	31	2	3	0	1	0	**196**	**359**
1630-1645	109	35	3	2	1	1	0	**151**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	148	30	1	2	1	3	0	**185**	**336**
1645-1700	135	29	2	0	0	2	0	**168**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	165	29	1	1	0	1	0	**197**	**365**
Hourly Total	**473**	**135**	**9**	**9**	**4**	**5**	**0**	635	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**604**	**118**	**4**	**11**	**3**	**6**	**0**	746	**1384**
2 Hour Totals (pm)	831	236	23	23	9	7	0	1129	4	0	0	0	0	0	0	4	6	1	1	0	0	0	0	8	1064	209	20	19	4	6	0	1322	**2463**
Day Total	1679	450	59	58	13	11	0	2270	4	0	0	0	0	0	0	4	33	11	3	0	0	1	0	48	2457	493	48	55	10	11	0	3074	5396

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**2**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**3**	**3**
0845-0900	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	**4**
0900-0915	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**2**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	1	1	0	0	0	0	**3**	**3**
Hourly Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**10**	**12**
2 Hour Totals (am)	0	3	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	11	**15**
1500-1515	2	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**4**
1515-1530	1	0	0	0	0	0	0	**1**	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	**10**
1530-1545	1	1	0	0	0	0	0	**2**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**6**	**10**
1545-1600	2	0	0	0	0	0	0	**2**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	**9**
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**6**	**5**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**33**
1600-1615	5	0	0	0	0	0	0	**5**	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**4**	**16**
1615-1630	3	2	0	0	0	0	0	**5**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**7**	**14**
1630-1645	4	5	0	0	0	1	0	**10**	10	4	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	3	1	0	1	0	0	0	**5**	**29**
1645-1700	8	0	0	0	0	0	0	**8**	11	0	0	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	9	2	0	0	0	0	0	**11**	**30**
Hourly Total	**20**	**7**	**0**	**0**	**0**	**1**	**0**	**28**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**6**	**0**	**1**	**0**	**0**	**0**	**27**	**89**
2 Hour Totals (pm)	26	8	0	0	0	1	0	35	35	10	0	0	0	0	0	45	0	0	0	0	0	0	0	0	34	7	0	1	0	0	0	42	**122**
Day Total	26	11	0	0	0	1	0	38	36	10	0	0	0	0	0	46	0	0	0	0	0	0	0	0	39	12	1	1	0	0	0	53	137

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	12	3	0	0	0	0	0	**15**	131	29	6	3	1	0	0	**170**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**185**
0745-0800	21	6	1	0	0	0	0	**28**	97	31	3	6	0	0	0	**137**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**166**
0800-0815	25	5	0	1	0	0	0	**31**	119	23	2	3	0	1	0	**148**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**180**
0815-0830	31	8	2	1	0	0	0	**42**	108	25	1	5	0	1	0	**140**	3	1	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	**187**
Hourly Total	**89**	**22**	**3**	**2**	**0**	**0**	**0**	**116**	**455**	**108**	**12**	**17**	**1**	**2**	**0**	**595**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**718**
0830-0845	30	7	0	1	0	0	0	**38**	104	27	3	6	0	0	2	**142**	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**183**
0845-0900	22	5	0	0	1	0	0	**28**	98	30	3	6	1	0	0	**138**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	**168**
0900-0915	24	5	0	1	0	0	0	**30**	110	15	3	6	0	0	0	**134**	3	3	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**170**
0915-0930	21	3	0	0	0	0	0	**24**	83	37	5	5	2	2	0	**134**	2	4	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	**164**
Hourly Total	**97**	**20**	**0**	**2**	**1**	**0**	**0**	**120**	**395**	**109**	**14**	**23**	**3**	**2**	**2**	**548**	**8**	**9**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**685**
2 Hour Totals (am)	186	42	3	4	1	0	0	236	850	217	26	40	4	4	2	1143	11	12	0	0	0	0	0	23	1	0	0	0	0	0	0	1	**1403**
1500-1515	30	5	0	0	0	0	0	**35**	139	24	6	6	0	1	0	**176**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**211**
1515-1530	25	6	0	0	1	0	0	**32**	136	20	4	3	1	4	0	**168**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**201**
1530-1545	30	5	0	1	1	0	0	**37**	138	38	2	2	1	4	0	**185**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**222**
1545-1600	29	4	0	0	0	0	0	**33**	130	23	0	3	0	2	0	**158**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**191**
Hourly Total	**114**	**20**	**0**	**1**	**2**	**0**	**0**	**137**	**543**	**105**	**12**	**14**	**2**	**11**	**0**	**687**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**825**
1600-1615	29	4	0	0	0	0	0	**33**	148	37	4	2	2	3	0	**196**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**229**
1615-1630	31	4	0	0	0	1	0	**36**	181	25	3	1	0	2	0	**212**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**249**
1630-1645	33	8	1	1	1	0	0	**44**	195	21	3	5	0	1	0	**225**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**269**
1645-1700	24	3	0	0	0	0	0	**27**	188	28	1	5	0	6	0	**228**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**255**
Hourly Total	**117**	**19**	**1**	**1**	**1**	**1**	**0**	**140**	**712**	**111**	**11**	**13**	**2**	**12**	**0**	**861**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1002**
2 Hour Totals (pm)	231	39	1	2	3	1	0	277	1255	216	23	27	4	23	0	1548	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	**1827**
Day Total	417	81	4	6	4	1	0	513	2105	433	49	67	8	27	2	2691	12	13	0	0	0	0	0	25	1	0	0	0	0	0	0	1	3230

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	121	53	10	8	5	1	0	**198**	272	71	6	10	1	1	0	**361**	1	0	0	0	0	0	0	**1**	143	32	6	3	1	0	0	**185**	**745**
0745-0800	147	52	5	4	1	0	0	**209**	340	65	9	12	1	2	0	**429**	0	0	0	0	0	0	0	**0**	118	38	4	6	0	0	0	**166**	**804**
0800-0815	164	40	5	4	0	0	0	**213**	320	77	8	5	1	0	0	**411**	0	0	0	0	0	0	0	**0**	144	29	2	4	0	1	0	**180**	**804**
0815-0830	121	54	3	5	3	2	0	**188**	310	77	8	9	1	0	0	**405**	0	2	0	0	0	0	0	**2**	143	34	3	6	0	1	0	**187**	**782**
Hourly Total	**553**	**199**	**23**	**21**	**9**	**3**	**0**	808	**1242**	**290**	**31**	**36**	**4**	**3**	**0**	1606	**1**	**2**	**0**	**0**	**0**	**0**	**0**	3	**548**	**133**	**15**	**19**	**1**	**2**	**0**	718	3135
0830-0845	140	39	6	5	0	1	0	**191**	324	60	11	11	2	0	0	**408**	1	2	0	0	0	0	0	**3**	136	35	3	7	0	0	2	**183**	**785**
0845-0900	122	33	5	9	3	0	0	**172**	277	64	6	5	1	2	0	**355**	2	2	0	0	0	0	0	**4**	121	36	3	6	2	0	0	**168**	**699**
0900-0915	113	31	6	0	2	2	0	**154**	214	48	11	10	1	3	0	**287**	1	1	0	0	0	0	0	**2**	137	23	3	7	0	0	0	**170**	**613**
0915-0930	95	24	5	4	3	0	0	**131**	211	46	7	9	2	2	0	**277**	1	1	1	0	0	0	0	**3**	106	44	5	5	2	2	0	**164**	**575**
Hourly Total	**470**	**127**	**22**	**18**	**8**	**3**	**0**	648	**1026**	**218**	**35**	**35**	**6**	**7**	**0**	1327	**5**	**6**	**1**	**0**	**0**	**0**	**0**	12	**500**	**138**	**14**	**25**	**4**	**2**	**2**	685	2672
2 Hour Totals (am)	1023	326	45	39	17	6	0	1456	2268	508	66	71	10	10	0	2933	6	8	1	0	0	0	0	15	1048	271	29	44	5	4	2	1403	**5807**
1500-1515	113	35	1	5	3	0	0	**157**	170	44	7	4	0	0	0	**225**	3	1	0	0	0	0	0	**4**	169	29	6	6	0	1	0	**211**	**597**
1515-1530	122	30	3	9	0	0	0	**164**	191	49	8	3	0	1	0	**252**	8	2	0	0	0	0	0	**10**	161	27	4	3	2	4	0	**201**	**627**
1530-1545	156	35	10	4	3	0	0	**208**	218	54	7	7	2	0	0	**288**	7	3	0	0	0	0	0	**10**	168	43	2	3	2	4	0	**222**	**728**
1545-1600	161	37	6	5	1	1	0	**211**	246	46	9	8	4	1	0	**314**	8	1	0	0	0	0	0	**9**	159	27	0	3	0	2	0	**191**	**725**
Hourly Total	**552**	**137**	**20**	**23**	**7**	**1**	**0**	740	**825**	**193**	**31**	**22**	**6**	**2**	**0**	1079	**26**	**7**	**0**	**0**	**0**	**0**	**0**	33	**657**	**126**	**12**	**15**	**4**	**11**	**0**	825	2677
1600-1615	168	48	10	2	0	2	0	**230**	238	65	2	12	4	3	0	**324**	15	1	0	0	0	0	0	**16**	177	41	4	2	2	3	0	**229**	**799**
1615-1630	172	38	3	8	1	3	0	**225**	285	65	4	3	1	1	0	**359**	9	5	0	0	0	0	0	**14**	213	29	3	1	0	3	0	**249**	**847**
1630-1645	185	37	2	6	1	3	0	**234**	257	65	4	4	2	4	0	**336**	17	10	0	1	0	1	0	**29**	228	29	4	6	1	1	0	**269**	**868**
1645-1700	155	34	3	2	0	1	0	**195**	300	58	3	1	0	3	0	**365**	28	2	0	0	0	0	0	**30**	212	31	1	5	0	6	0	**255**	**845**
Hourly Total	**680**	**157**	**18**	**18**	**2**	**9**	**0**	884	**1080**	**253**	**13**	**20**	**7**	**11**	**0**	1384	**69**	**18**	**0**	**1**	**0**	**1**	**0**	89	**830**	**130**	**12**	**14**	**3**	**13**	**0**	1002	3359
2 Hour Totals (pm)	1232	294	38	41	9	10	0	1624	1905	446	44	42	13	13	0	2463	95	25	0	1	0	1	0	122	1487	256	24	29	7	24	0	1827	**6036**
Day Total	2255	620	83	80	26	16	0	3080	4173	954	110	113	23	23	0	5396	101	33	1	1	0	1	0	137	2535	527	53	73	12	28	2	3230	11843

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	137	39	3	5	0	1	0	**185**	238	74	15	10	5	1	0	**343**	5	2	0	0	0	0	0	**7**	157	41	4	6	2	0	0	**210**	**745**
0745-0800	161	34	5	6	1	1	0	**208**	223	73	7	9	0	0	0	**312**	7	3	0	0	0	1	0	**11**	214	45	6	7	1	0	0	**273**	**804**
0800-0815	161	35	6	3	0	0	0	**205**	264	55	7	7	0	1	0	**334**	4	2	0	0	0	0	0	**6**	199	54	2	3	1	0	0	**259**	**804**
0815-0830	159	43	4	4	1	0	0	**211**	215	68	4	10	1	3	0	**301**	5	5	0	0	1	0	0	**11**	195	51	6	6	1	0	0	**259**	**782**
Hourly Total	**618**	**151**	**18**	**18**	**2**	**2**	**0**	**809**	**940**	**270**	**33**	**36**	**6**	**5**	**0**	**1290**	**21**	**12**	**0**	**0**	**1**	**1**	**0**	**35**	**765**	**191**	**18**	**22**	**5**	**0**	**0**	**1001**	**3135**
0830-0845	138	28	6	11	0	0	0	**183**	213	60	8	10	0	0	2	**293**	19	5	0	0	0	1	0	**25**	231	43	6	2	2	0	0	**284**	**785**
0845-0900	112	34	2	4	1	2	0	**155**	194	53	8	15	4	0	0	**274**	10	3	1	0	0	0	0	**14**	206	45	3	1	1	0	0	**256**	**699**
0900-0915	81	23	7	5	1	0	0	**117**	192	37	8	6	2	2	0	**247**	12	7	2	0	0	0	0	**21**	180	36	3	6	0	3	0	**228**	**613**
0915-0930	85	23	6	1	1	0	0	**116**	150	59	9	9	5	2	0	**234**	11	8	0	0	0	0	0	**19**	167	25	3	8	1	2	0	**206**	**575**
Hourly Total	**416**	**108**	**21**	**21**	**3**	**2**	**0**	**571**	**749**	**209**	**33**	**40**	**11**	**4**	**2**	**1048**	**52**	**23**	**3**	**0**	**0**	**1**	**0**	**79**	**784**	**149**	**15**	**17**	**4**	**5**	**0**	**974**	**2672**
2 Hour Totals (am)	1034	259	39	39	5	4	0	1380	1689	479	66	76	17	9	2	2338	73	35	3	0	1	2	0	114	1549	340	33	39	9	5	0	1975	**5807**
1500-1515	110	27	3	3	0	0	0	**143**	224	51	7	11	1	1	0	**295**	3	0	0	0	0	0	0	**3**	118	31	4	1	2	0	0	**156**	**597**
1515-1530	107	32	3	2	1	1	0	**146**	226	48	6	12	1	4	0	**297**	2	1	1	0	0	0	0	**4**	147	27	5	1	0	0	0	**180**	**627**
1530-1545	122	34	4	6	3	0	0	**169**	248	70	11	6	3	4	0	**342**	1	1	0	0	0	0	0	**2**	178	30	4	2	1	0	0	**215**	**728**
1545-1600	139	29	4	4	3	1	0	**180**	256	57	5	8	0	3	0	**329**	3	0	0	0	0	0	0	**3**	176	25	6	4	2	0	0	**213**	**725**
Hourly Total	**478**	**122**	**14**	**15**	**7**	**2**	**0**	**638**	**954**	**226**	**29**	**37**	**5**	**12**	**0**	**1263**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**12**	**619**	**113**	**19**	**8**	**5**	**0**	**0**	**764**	**2677**
1600-1615	137	41	2	7	2	2	0	**191**	285	76	13	4	2	5	0	**385**	0	1	0	0	0	0	0	**1**	176	37	1	5	2	1	0	**222**	**799**
1615-1630	160	40	2	0	1	1	0	**204**	315	51	6	8	1	3	0	**384**	1	0	0	0	0	0	0	**1**	203	46	2	4	0	3	0	**258**	**847**
1630-1645	146	48	4	3	2	2	0	**205**	344	57	5	8	1	4	0	**419**	0	0	0	0	0	0	0	**0**	197	36	1	6	1	3	0	**244**	**868**
1645-1700	167	32	2	0	0	2	0	**203**	326	57	4	7	0	7	0	**401**	2	0	0	0	0	0	0	**2**	200	36	1	1	0	1	0	**239**	**845**
Hourly Total	**610**	**161**	**10**	**10**	**5**	**7**	**0**	**803**	**1270**	**241**	**28**	**27**	**4**	**19**	**0**	**1589**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**776**	**155**	**5**	**16**	**3**	**8**	**0**	**963**	**3359**
2 Hour Totals (pm)	1088	283	24	25	12	9	0	1441	2224	467	57	64	9	31	0	2852	12	3	1	0	0	0	0	16	1395	268	24	24	8	8	0	1727	**6036**
Day Total	2122	542	63	64	17	13	0	2821	3913	946	123	140	26	40	2	5190	85	38	4	0	1	2	0	130	2944	608	57	63	17	13	0	3702	11843

Severnside
Transportation Data Collection

SS798 Merhtyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 2 - Cam 2-1





Severnside
Transportation Data Collection

SS798 Merhtyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 2 - Cam 2-2





Severnside
Transportation Data Collection

SS798 Merhtyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 2 - Cam 2-3





Severnside
Transportation Data Collection

SS798 Merhtyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 2 - Cam 2-4





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 2

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	2	1	0	0	0	0	0	**3**	103	40	6	8	1	1	0	**159**	26	13	2	0	0	0	1	**42**	3	1	0	1	1	0	0	**6**	**210**
0745-0800	3	0	1	1	0	0	0	**5**	106	33	3	4	0	0	0	**146**	55	11	0	0	0	0	0	**66**	9	1	0	0	0	0	0	**10**	**227**
0800-0815	7	0	0	0	1	0	0	**8**	139	25	3	5	0	0	0	**172**	63	14	1	1	1	0	0	**80**	8	2	0	0	0	0	0	**10**	**270**
0815-0830	4	1	0	0	0	0	0	**5**	108	34	2	3	1	2	0	**150**	64	11	2	1	0	0	0	**78**	7	1	0	0	1	0	0	**9**	**242**
Hourly Total	**16**	**2**	**1**	**1**	**1**	**0**	**0**	**21**	**456**	**132**	**14**	**20**	**2**	**3**	**0**	**627**	**208**	**49**	**5**	**2**	**1**	**0**	**1**	**266**	**27**	**5**	**0**	**1**	**2**	**0**	**0**	**35**	**949**
0830-0845	5	1	0	0	0	0	0	**6**	119	32	3	5	1	0	0	**160**	52	6	2	0	0	0	0	**60**	13	1	0	3	2	0	0	**19**	**245**
0845-0900	7	0	0	0	0	0	0	**7**	87	22	4	4	2	0	0	**119**	47	6	1	0	2	0	0	**56**	11	0	0	2	0	0	0	**13**	**195**
0900-0915	2	0	1	0	2	0	0	**5**	89	22	6	0	2	1	0	**120**	38	2	0	0	1	0	0	**41**	10	0	0	0	0	0	0	**10**	**176**
0915-0930	2	0	0	0	1	0	0	**3**	61	15	3	4	1	0	0	**84**	32	15	0	0	1	0	0	**48**	7	1	1	0	3	0	0	**12**	**147**
Hourly Total	**16**	**1**	**1**	**0**	**3**	**0**	**0**	**21**	**356**	**91**	**16**	**13**	**6**	**1**	**0**	**483**	**169**	**29**	**3**	**0**	**4**	**0**	**0**	**205**	**41**	**2**	**1**	**5**	**5**	**0**	**0**	**54**	**763**
2 Hour Totals (am)	32	3	2	1	4	0	0	42	812	223	30	33	8	4	0	1110	377	78	8	2	5	0	1	471	68	7	1	6	7	0	0	89	**1712**
1500-1515	16	0	0	0	0	0	0	**16**	88	20	2	2	2	0	0	**114**	80	7	0	0	0	0	0	**87**	11	1	0	0	0	0	0	**12**	**229**
1515-1530	4	1	0	0	0	0	0	**5**	88	18	2	7	0	0	0	**115**	68	8	0	0	0	0	0	**76**	10	2	1	0	2	0	0	**15**	**211**
1530-1545	3	0	0	0	0	0	0	**3**	134	27	5	3	0	0	0	**169**	56	10	0	0	2	1	0	**69**	16	0	0	0	0	0	0	**16**	**257**
1545-1600	5	0	0	0	0	0	0	**5**	119	39	4	4	0	1	0	**167**	64	8	0	0	2	0	0	**74**	12	0	0	0	2	0	0	**14**	**260**
Hourly Total	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**29**	**429**	**104**	**13**	**16**	**2**	**1**	**0**	**565**	**268**	**33**	**0**	**0**	**4**	**1**	**0**	**306**	**49**	**3**	**1**	**0**	**4**	**0**	**0**	**57**	**957**
1600-1615	4	2	2	0	0	0	0	**8**	120	33	6	2	0	1	0	**162**	65	13	3	0	0	1	0	**82**	8	1	0	1	1	0	0	**11**	**263**
1615-1630	3	0	0	0	0	0	0	**3**	121	34	1	5	0	2	0	**163**	67	16	2	0	0	1	0	**86**	7	1	1	0	0	0	0	**9**	**261**
1630-1645	6	2	0	0	0	0	0	**8**	118	28	3	5	0	2	0	**156**	56	11	0	0	0	1	0	**68**	10	0	0	1	1	0	0	**12**	**244**
1645-1700	4	0	0	0	0	0	0	**4**	101	25	2	1	0	1	0	**130**	73	11	1	0	0	1	0	**86**	8	1	0	1	0	0	0	**10**	**230**
Hourly Total	**17**	**4**	**2**	**0**	**0**	**0**	**0**	**23**	**460**	**120**	**12**	**13**	**0**	**6**	**0**	**611**	**261**	**51**	**6**	**0**	**0**	**4**	**0**	**322**	**33**	**3**	**1**	**3**	**2**	**0**	**0**	**42**	**998**
2 Hour Totals (pm)	45	5	2	0	0	0	0	52	889	224	25	29	2	7	0	1176	529	84	6	0	4	5	0	628	82	6	2	3	6	0	0	99	**1955**
Day Total	77	8	4	1	4	0	0	94	1701	447	55	62	10	11	0	2286	906	162	14	2	9	5	1	1099	150	13	3	9	13	0	0	188	3667

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	98	26	2	3	0	1	0	**130**	0	1	0	0	0	0	0	**1**	32	4	1	1	0	0	0	**38**	10	4	0	1	0	0	0	**15**	**184**
0745-0800	107	24	4	5	1	0	0	**141**	0	0	0	0	0	0	0	**0**	43	8	1	0	0	1	0	**53**	11	5	0	1	0	0	0	**17**	**211**
0800-0815	100	24	4	2	0	0	0	**130**	0	0	0	0	0	0	0	**0**	45	7	1	1	0	0	0	**54**	7	2	1	0	0	0	0	**10**	**194**
0815-0830	105	31	3	0	0	0	0	**139**	0	0	0	0	0	0	0	**0**	50	12	2	0	0	0	0	**64**	11	1	0	3	1	0	0	**16**	**219**
Hourly Total	**410**	**105**	**13**	**10**	**1**	**1**	**0**	540	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**170**	**31**	**5**	**2**	**0**	**1**	**0**	209	**39**	**12**	**1**	**5**	**1**	**0**	**0**	58	808
0830-0845	79	18	2	6	0	0	0	**105**	0	0	0	0	0	0	0	**0**	45	9	2	1	0	0	0	**57**	14	1	2	3	0	0	0	**20**	**182**
0845-0900	69	23	2	3	0	2	0	**99**	0	0	0	0	0	0	0	**0**	31	7	0	2	1	0	0	**41**	15	4	0	0	0	0	0	**19**	**159**
0900-0915	61	11	6	3	0	0	0	**81**	0	0	0	0	0	0	0	**0**	17	10	1	0	0	0	0	**28**	4	1	0	2	1	0	0	**8**	**117**
0915-0930	56	17	4	1	0	0	0	**78**	0	0	0	0	0	0	0	**0**	20	6	2	0	0	0	0	**28**	10	1	0	0	1	0	0	**12**	**118**
Hourly Total	**265**	**69**	**14**	**13**	**0**	**2**	**0**	363	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**113**	**32**	**5**	**3**	**1**	**0**	**0**	154	**43**	**7**	**2**	**5**	**2**	**0**	**0**	59	576
2 Hour Totals (am)	675	174	27	23	1	3	0	903	0	1	0	0	0	0	0	1	283	63	10	5	1	1	0	363	82	19	3	10	3	0	0	117	**1384**
1500-1515	78	20	0	2	0	0	0	**100**	0	0	0	0	0	0	0	**0**	29	7	0	0	0	0	0	**36**	10	2	1	1	0	0	0	**14**	**150**
1515-1530	79	18	3	1	0	1	0	**102**	0	0	0	0	0	0	0	**0**	20	10	1	1	1	0	0	**33**	12	5	0	0	0	0	0	**17**	**152**
1530-1545	72	18	3	5	0	0	0	**98**	0	0	0	0	0	0	0	**0**	28	9	0	0	2	0	0	**39**	14	5	0	0	1	0	0	**20**	**157**
1545-1600	95	19	2	3	2	1	0	**122**	0	0	0	0	0	0	0	**0**	30	7	2	0	1	0	0	**40**	10	4	2	2	0	0	0	**18**	**180**
Hourly Total	**324**	**75**	**8**	**11**	**2**	**2**	**0**	422	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**107**	**33**	**3**	**1**	**4**	**0**	**0**	148	**46**	**16**	**3**	**3**	**1**	**0**	**0**	69	639
1600-1615	81	33	1	2	2	3	0	**122**	0	0	0	0	0	0	0	**0**	26	5	1	0	0	0	0	**32**	17	4	0	5	0	0	0	**26**	**180**
1615-1630	106	26	1	0	0	1	0	**134**	0	0	0	0	0	0	0	**0**	38	10	0	0	0	0	0	**48**	19	5	1	0	1	0	0	**26**	**208**
1630-1645	109	38	1	0	0	0	0	**148**	0	0	0	0	0	0	0	**0**	20	7	1	1	1	0	0	**31**	11	3	2	1	1	0	0	**18**	**197**
1645-1700	124	28	2	1	0	2	0	**157**	0	0	0	0	0	0	0	**0**	22	8	0	0	0	0	0	**30**	20	5	0	0	0	0	0	**25**	**212**
Hourly Total	**420**	**125**	**5**	**3**	**2**	**6**	**0**	561	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**106**	**30**	**2**	**1**	**1**	**1**	**0**	141	**67**	**17**	**3**	**6**	**2**	**0**	**0**	95	797
2 Hour Totals (pm)	744	200	13	14	4	8	0	983	0	0	0	0	0	0	0	0	213	63	5	2	5	1	0	289	113	33	6	9	3	0	0	164	**1436**
Day Total	1419	374	40	37	5	11	0	1886	0	1	0	0	0	0	0	1	496	126	15	7	6	2	0	652	195	52	9	19	6	0	0	281	2820

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	37	14	0	0	1	0	0	**52**	19	5	2	0	2	0	0	**28**	0	0	0	0	0	0	0	**0**	21	4	2	0	0	1	0	**28**	**108**
0745-0800	40	19	0	0	0	0	0	**59**	12	8	2	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	30	9	1	0	0	0	0	**40**	**121**
0800-0815	57	12	3	0	1	0	0	**73**	14	11	0	0	0	0	0	**25**	1	0	0	0	0	0	0	**1**	47	5	0	0	2	0	0	**54**	**153**
0815-0830	56	10	4	1	0	0	0	**71**	18	7	0	1	0	0	0	**26**	0	3	0	0	0	0	0	**3**	62	7	0	0	0	0	0	**69**	**169**
Hourly Total	**190**	**55**	**7**	**1**	**2**	**0**	**0**	**255**	**63**	**31**	**4**	**1**	**2**	**0**	**0**	**101**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**160**	**25**	**3**	**0**	**2**	**1**	**0**	**191**	**551**
0830-0845	44	10	3	1	0	0	0	**58**	10	5	1	0	0	1	0	**17**	0	0	0	0	0	0	0	**0**	67	9	2	0	1	0	0	**79**	**154**
0845-0900	39	10	1	0	1	0	0	**51**	16	5	0	0	0	0	0	**21**	1	0	0	0	0	0	0	**1**	53	8	1	0	0	0	1	**63**	**136**
0900-0915	45	10	2	0	0	0	0	**57**	12	7	1	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	51	7	1	0	1	0	0	**60**	**137**
0915-0930	34	9	0	0	0	0	0	**43**	16	4	3	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	38	5	2	0	1	1	0	**47**	**113**
Hourly Total	**162**	**39**	**6**	**1**	**1**	**0**	**0**	**209**	**54**	**21**	**5**	**0**	**0**	**1**	**0**	**81**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**209**	**29**	**6**	**0**	**3**	**1**	**1**	**249**	**540**
2 Hour Totals (am)	352	94	13	2	3	0	0	464	117	52	9	1	2	1	0	182	2	3	0	0	0	0	0	5	369	54	9	0	5	2	1	440	**1091**
1500-1515	49	8	2	2	0	1	0	**62**	13	7	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	54	4	1	0	0	1	0	**60**	**142**
1515-1530	57	10	0	0	0	0	0	**67**	19	8	1	0	0	0	0	**28**	0	0	0	0	0	0	0	**0**	56	9	0	0	1	0	0	**66**	**161**
1530-1545	64	3	0	1	0	0	0	**68**	23	3	1	0	1	0	0	**28**	1	0	0	0	0	0	0	**1**	64	6	1	1	0	1	0	**73**	**170**
1545-1600	47	9	2	0	1	0	0	**59**	20	3	0	0	1	0	0	**24**	0	0	0	0	0	0	0	**0**	44	6	1	0	1	1	1	**54**	**137**
Hourly Total	**217**	**30**	**4**	**3**	**1**	**1**	**0**	**256**	**75**	**21**	**2**	**0**	**2**	**0**	**0**	**100**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**218**	**25**	**3**	**1**	**2**	**3**	**1**	**253**	**610**
1600-1615	80	5	0	1	1	2	0	**89**	36	3	1	0	0	0	0	**40**	2	0	0	0	0	0	0	**2**	51	9	0	0	3	1	0	**64**	**195**
1615-1630	49	14	1	0	0	0	0	**64**	31	5	0	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**	57	2	0	0	0	1	0	**60**	**160**
1630-1645	71	10	2	0	0	1	0	**84**	49	8	1	0	0	0	0	**58**	0	0	0	0	0	0	0	**0**	39	14	0	0	1	0	0	**54**	**196**
1645-1700	50	10	1	0	0	0	0	**61**	22	5	0	0	0	0	0	**27**	0	0	0	0	0	0	0	**0**	58	9	1	0	1	1	0	**70**	**158**
Hourly Total	**250**	**39**	**4**	**1**	**1**	**3**	**0**	**298**	**138**	**21**	**2**	**0**	**0**	**0**	**0**	**161**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**205**	**34**	**1**	**0**	**5**	**3**	**0**	**248**	**709**
2 Hour Totals (pm)	467	69	8	4	2	4	0	554	213	42	4	0	2	0	0	261	3	0	0	0	0	0	0	3	423	59	4	1	7	6	1	501	**1319**
Day Total	819	163	21	6	5	4	0	1018	330	94	13	1	4	1	0	443	5	3	0	0	0	0	0	8	792	113	13	1	12	8	2	941	2410

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	1	1	1	0	1	0	0	**4**	15	9	1	0	1	0	0	**26**	8	7	1	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	**46**
0745-0800	2	0	1	0	0	0	0	**3**	24	5	0	0	1	0	0	**30**	11	7	2	0	0	0	1	**21**	0	0	0	0	0	0	0	**0**	**54**
0800-0815	2	0	0	1	1	0	0	**4**	21	6	2	0	1	0	0	**30**	14	3	0	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**	**51**
0815-0830	3	0	0	1	0	0	0	**4**	13	11	1	0	0	0	0	**25**	24	1	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	**54**
Hourly Total	**8**	**1**	**2**	**2**	**2**	**0**	**0**	**15**	**73**	**31**	**4**	**0**	**3**	**0**	**0**	**111**	**57**	**18**	**3**	**0**	**0**	**0**	**1**	**79**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**205**
0830-0845	2	0	0	0	1	0	0	**3**	15	3	1	1	0	0	0	**20**	13	5	0	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	**41**
0845-0900	1	0	1	0	0	0	0	**2**	15	4	1	4	1	0	0	**25**	26	5	1	0	1	0	0	**33**	0	0	0	0	0	0	0	**0**	**60**
0900-0915	2	1	0	3	1	0	0	**7**	7	2	0	0	0	1	0	**10**	15	5	0	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	**37**
0915-0930	1	0	0	1	0	0	0	**2**	19	7	0	1	2	0	0	**29**	17	5	2	0	0	0	0	**24**	0	0	0	0	0	0	0	**0**	**55**
Hourly Total	**6**	**1**	**1**	**4**	**2**	**0**	**0**	**14**	**56**	**16**	**2**	**6**	**3**	**1**	**0**	**84**	**71**	**20**	**3**	**0**	**1**	**0**	**0**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**193**
2 Hour Totals (am)	14	2	3	6	4	0	0	29	129	47	6	6	6	1	0	195	128	38	6	0	1	0	1	174	0	0	0	0	0	0	0	0	**398**
1500-1515	6	0	0	0	1	0	0	**7**	23	2	0	3	1	0	0	**29**	32	7	0	0	0	0	0	**39**	0	0	0	0	0	0	0	**0**	**75**
1515-1530	6	0	0	1	0	0	0	**7**	19	5	1	2	1	0	0	**28**	27	4	0	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	**66**
1530-1545	5	0	0	0	1	1	0	**7**	20	6	0	1	0	0	0	**27**	22	7	0	0	1	1	0	**31**	0	0	0	0	0	0	0	**0**	**65**
1545-1600	5	0	0	0	0	0	0	**5**	22	1	1	1	0	0	0	**25**	31	6	1	0	0	0	0	**38**	0	0	0	0	0	0	0	**0**	**68**
Hourly Total	**22**	**0**	**0**	**1**	**2**	**1**	**0**	**26**	**84**	**14**	**2**	**7**	**2**	**0**	**0**	**109**	**112**	**24**	**1**	**0**	**1**	**1**	**0**	**139**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**274**
1600-1615	1	0	0	1	1	0	0	**3**	12	2	3	1	2	0	0	**20**	32	11	0	0	0	0	0	**43**	0	0	0	0	0	0	0	**0**	**66**
1615-1630	1	2	0	0	0	0	0	**3**	13	2	1	3	0	1	0	**20**	32	7	0	0	1	0	0	**40**	0	0	0	0	0	0	0	**0**	**63**
1630-1645	3	0	0	0	1	0	0	**4**	31	1	0	1	1	1	0	**35**	36	4	0	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**	**79**
1645-1700	5	0	0	2	0	0	0	**7**	32	4	1	0	0	0	0	**37**	40	7	0	0	0	0	0	**47**	0	0	0	0	0	0	0	**0**	**91**
Hourly Total	**10**	**2**	**0**	**3**	**2**	**0**	**0**	**17**	**88**	**9**	**5**	**5**	**3**	**2**	**0**	**112**	**140**	**29**	**0**	**0**	**1**	**0**	**0**	**170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**299**
2 Hour Totals (pm)	32	2	0	4	4	1	0	43	172	23	7	12	5	2	0	221	252	53	1	0	2	1	0	309	0	0	0	0	0	0	0	0	**573**
Day Total	46	4	3	10	8	1	0	72	301	70	13	18	11	3	0	416	380	91	7	0	3	1	1	483	0	0	0	0	0	0	0	0	971

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	134	55	8	9	2	1	1	**210**	140	35	3	5	0	1	0	**184**	77	23	4	0	3	1	0	**108**	24	17	3	0	2	0	0	**46**	**548**
0745-0800	173	45	4	5	0	0	0	**227**	161	37	5	6	1	1	0	**211**	82	36	3	0	0	0	0	**121**	37	12	3	0	1	0	1	**54**	**613**
0800-0815	217	41	4	6	2	0	0	**270**	152	33	6	3	0	0	0	**194**	119	28	3	0	3	0	0	**153**	37	9	2	1	2	0	0	**51**	**668**
0815-0830	183	47	4	4	2	2	0	**242**	166	44	5	3	1	0	0	**219**	136	27	4	2	0	0	0	**169**	40	12	1	1	0	0	0	**54**	**684**
Hourly Total	**707**	**188**	**20**	**24**	**6**	**3**	**1**	**949**	**619**	**149**	**19**	**17**	**2**	**2**	**0**	**808**	**414**	**114**	**14**	**2**	**6**	**1**	**0**	**551**	**138**	**50**	**9**	**2**	**5**	**0**	**1**	**205**	**2513**
0830-0845	189	40	5	8	3	0	0	**245**	138	28	6	10	0	0	0	**182**	121	24	6	1	1	1	0	**154**	30	8	1	1	1	0	0	**41**	**622**
0845-0900	152	28	5	6	4	0	0	**195**	115	34	2	5	1	2	0	**159**	109	23	2	0	1	0	1	**136**	42	9	3	4	2	0	0	**60**	**550**
0900-0915	139	24	7	0	5	1	0	**176**	82	22	7	5	1	0	0	**117**	108	24	4	0	1	0	0	**137**	24	8	0	3	1	1	0	**37**	**467**
0915-0930	102	31	4	4	6	0	0	**147**	86	24	6	1	1	0	0	**118**	88	18	5	0	1	1	0	**113**	37	12	2	2	2	0	0	**55**	**433**
Hourly Total	**582**	**123**	**21**	**18**	**18**	**1**	**0**	**763**	**421**	**108**	**21**	**21**	**3**	**2**	**0**	**576**	**426**	**89**	**17**	**1**	**4**	**2**	**1**	**540**	**133**	**37**	**6**	**10**	**6**	**1**	**0**	**193**	**2072**
2 Hour Totals (am)	1289	311	41	42	24	4	1	1712	1040	257	40	38	5	4	0	1384	840	203	31	3	10	3	1	1091	271	87	15	12	11	1	1	398	**4585**
1500-1515	195	28	2	2	2	0	0	**229**	117	29	1	3	0	0	0	**150**	116	19	3	2	0	2	0	**142**	61	9	0	3	2	0	0	**75**	**596**
1515-1530	170	29	3	7	2	0	0	**211**	111	33	4	2	1	1	0	**152**	132	27	1	0	1	0	0	**161**	52	9	1	3	1	0	0	**66**	**590**
1530-1545	209	37	5	3	2	1	0	**257**	114	32	3	5	3	0	0	**157**	152	12	2	2	1	1	0	**170**	47	13	0	1	2	2	0	**65**	**649**
1545-1600	200	47	4	4	4	1	0	**260**	135	30	6	5	3	1	0	**180**	111	18	3	0	3	1	1	**137**	58	7	2	1	0	0	0	**68**	**645**
Hourly Total	**774**	**141**	**14**	**16**	**10**	**2**	**0**	**957**	**477**	**124**	**14**	**15**	**7**	**2**	**0**	**639**	**511**	**76**	**9**	**4**	**5**	**4**	**1**	**610**	**218**	**38**	**3**	**8**	**5**	**2**	**0**	**274**	**2480**
1600-1615	197	49	11	3	1	2	0	**263**	124	42	2	7	2	3	0	**180**	169	17	1	1	4	3	0	**195**	45	13	3	2	3	0	0	**66**	**704**
1615-1630	198	51	4	5	0	3	0	**261**	163	41	2	0	1	1	0	**208**	137	21	1	0	0	1	0	**160**	46	11	1	3	1	1	0	**63**	**692**
1630-1645	190	41	3	6	1	3	0	**244**	140	48	4	2	2	1	0	**197**	159	32	3	0	1	1	0	**196**	70	5	0	1	2	1	0	**79**	**716**
1645-1700	186	37	3	2	0	2	0	**230**	166	41	2	1	0	2	0	**212**	130	24	2	0	1	1	0	**158**	77	11	1	2	0	0	0	**91**	**691**
Hourly Total	**771**	**178**	**21**	**16**	**2**	**10**	**0**	**998**	**593**	**172**	**10**	**10**	**5**	**7**	**0**	**797**	**595**	**94**	**7**	**1**	**6**	**6**	**0**	**709**	**238**	**40**	**5**	**8**	**6**	**2**	**0**	**299**	**2803**
2 Hour Totals (pm)	1545	319	35	32	12	12	0	1955	1070	296	24	25	12	9	0	1436	1106	170	16	5	11	10	1	1319	456	78	8	16	11	4	0	573	**5283**
Day Total	2834	630	76	74	36	16	1	3667	2110	553	64	63	17	13	0	2820	1946	373	47	8	21	13	2	2410	727	165	23	28	22	5	1	971	9868

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	138	42	3	3	2	1	0	**189**	137	55	9	8	4	1	0	**214**	66	24	4	1	0	0	1	**96**	34	9	2	2	1	1	0	**49**	**548**
0745-0800	152	43	6	6	1	0	0	**208**	142	46	5	4	1	0	0	**198**	109	26	3	0	0	1	1	**140**	50	15	1	1	0	0	0	**67**	**613**
0800-0815	166	36	7	3	3	0	0	**215**	174	42	5	5	1	0	0	**227**	123	24	2	2	1	0	0	**152**	62	9	1	0	2	0	0	**74**	**668**
0815-0830	168	42	7	2	0	0	0	**219**	139	52	3	4	1	2	0	**201**	138	27	4	1	0	0	0	**170**	80	9	0	3	2	0	0	**94**	**684**
Hourly Total	**624**	**163**	**23**	**14**	**6**	**1**	**0**	**831**	**592**	**195**	**22**	**21**	**7**	**3**	**0**	**840**	**436**	**101**	**13**	**4**	**1**	**1**	**2**	**558**	**226**	**42**	**4**	**6**	**5**	**1**	**0**	**284**	**2513**
0830-0845	130	29	5	7	1	0	0	**172**	144	40	5	6	1	1	0	**197**	110	20	4	1	0	0	0	**135**	94	11	4	6	3	0	0	**118**	**622**
0845-0900	116	33	4	3	1	2	0	**159**	118	31	5	8	3	0	0	**165**	105	18	2	2	4	0	0	**131**	79	12	1	2	0	0	1	**95**	**550**
0900-0915	110	22	9	6	3	0	0	**150**	108	31	7	0	2	2	0	**150**	70	17	1	0	1	0	0	**89**	65	8	1	2	2	0	0	**78**	**467**
0915-0930	93	26	4	2	1	0	0	**126**	96	26	6	5	3	0	0	**136**	69	26	4	0	1	0	0	**100**	55	7	3	0	5	1	0	**71**	**433**
Hourly Total	**449**	**110**	**22**	**18**	**6**	**2**	**0**	**607**	**466**	**128**	**23**	**19**	**9**	**3**	**0**	**648**	**354**	**81**	**11**	**3**	**6**	**0**	**0**	**455**	**293**	**38**	**9**	**10**	**10**	**1**	**1**	**362**	**2072**
2 Hour Totals (am)	1073	273	45	32	12	3	0	1438	1058	323	45	40	16	6	0	1488	790	182	24	7	7	1	2	1013	519	80	13	16	15	2	1	646	**4585**
1500-1515	149	28	2	4	1	1	0	**185**	124	29	2	5	3	0	0	**163**	141	21	0	0	0	0	0	**162**	75	7	2	1	0	1	0	**86**	**596**
1515-1530	146	29	3	2	0	1	0	**181**	126	31	4	9	1	0	0	**171**	115	22	1	1	1	0	0	**140**	78	16	1	0	3	0	0	**98**	**590**
1530-1545	144	21	3	6	1	1	0	**176**	177	36	6	4	1	0	0	**224**	107	26	0	0	5	2	0	**140**	94	11	1	1	1	1	0	**109**	**649**
1545-1600	152	28	4	3	3	1	0	**191**	161	43	5	5	1	1	0	**216**	125	21	3	0	3	0	0	**152**	66	10	3	2	3	1	1	**86**	**645**
Hourly Total	**591**	**106**	**12**	**15**	**5**	**4**	**0**	**733**	**588**	**139**	**17**	**23**	**6**	**1**	**0**	**774**	**488**	**90**	**4**	**1**	**9**	**2**	**0**	**594**	**313**	**44**	**7**	**4**	**7**	**3**	**1**	**379**	**2480**
1600-1615	166	40	3	4	4	5	0	**222**	168	38	10	3	2	1	0	**222**	125	29	4	0	0	1	0	**159**	76	14	0	6	4	1	0	**101**	**704**
1615-1630	159	42	2	0	0	1	0	**204**	165	41	2	8	0	3	0	**219**	137	33	2	0	1	1	0	**174**	83	8	2	0	1	1	0	**95**	**692**
1630-1645	189	50	3	0	1	1	0	**244**	198	37	4	6	1	3	0	**249**	112	22	1	1	1	2	0	**139**	60	17	2	2	3	0	0	**84**	**716**
1645-1700	183	38	3	3	0	2	0	**229**	155	34	3	1	0	1	0	**194**	135	26	1	0	0	1	0	**163**	86	15	1	1	1	1	0	**105**	**691**
Hourly Total	**697**	**170**	**11**	**7**	**5**	**9**	**0**	**899**	**686**	**150**	**19**	**18**	**3**	**8**	**0**	**884**	**509**	**110**	**8**	**1**	**2**	**5**	**0**	**635**	**305**	**54**	**5**	**9**	**9**	**3**	**0**	**385**	**2803**
2 Hour Totals (pm)	1288	276	23	22	10	13	0	1632	1274	289	36	41	9	9	0	1658	997	200	12	2	11	7	0	1229	618	98	12	13	16	6	1	764	**5283**
Day Total	2361	549	68	54	22	16	0	3070	2332	612	81	81	25	15	0	3146	1787	382	36	9	18	8	2	2242	1137	178	25	29	31	8	2	1410	9868

Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-930 & 1500-1700

Site 3 - Cam 3-1





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-930 & 1500-1700

Site 3 - Cam 3-2





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-930 & 1500-1700

Site 3 - Cam 3-3





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 3

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm A - Arm E								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0730-0745	2	0	0	0	0	0	0	**2**	10	3	0	0	0	0	0	**13**	17	14	1	0	2	0	0	**34**	0	0	0	0	0	0	0	**0**	2	7	0	0	1	0	0	**10**	**59**
0745-0800	0	0	0	0	0	0	0	**0**	25	3	0	0	0	0	0	**28**	34	6	3	0	1	0	1	**45**	0	0	0	0	0	0	0	**0**	9	2	1	0	0	0	0	**12**	**85**
0800-0815	0	0	0	0	0	0	0	**0**	18	2	1	0	0	0	1	**22**	26	7	1	1	2	0	0	**37**	0	0	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**13**	**72**
0815-0830	1	0	0	0	0	0	0	**1**	22	2	0	0	0	0	0	**24**	33	11	1	0	0	0	0	**45**	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	**82**
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**75**	**10**	**1**	**0**	**0**	**0**	**1**	**87**	**110**	**38**	**6**	**1**	**5**	**0**	**1**	**161**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**12**	**1**	**0**	**1**	**0**	**0**	**47**	**298**
0830-0845	3	0	0	0	0	0	0	**3**	27	5	0	0	0	0	0	**32**	25	3	0	0	2	0	0	**30**	0	0	0	0	0	0	0	**0**	13	5	0	0	0	0	0	**18**	**83**
0845-0900	1	0	0	0	0	0	0	**1**	22	3	0	1	0	0	0	**26**	36	6	4	0	1	0	0	**47**	0	0	0	0	0	0	0	**0**	17	5	1	0	0	0	0	**23**	**97**
0900-0915	2	0	0	0	0	0	0	**2**	33	6	0	0	0	0	0	**39**	22	6	0	0	2	1	0	**31**	0	0	0	0	0	0	0	**0**	10	4	1	0	0	0	0	**15**	**87**
0915-0930	0	0	0	0	0	0	0	**0**	30	6	2	0	0	0	0	**38**	33	9	1	0	1	0	0	**44**	0	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**9**	**91**
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**112**	**20**	**2**	**1**	**0**	**0**	**0**	**135**	**116**	**24**	**5**	**0**	**6**	**1**	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**14**	**2**	**0**	**0**	**0**	**0**	**65**	**358**
2 Hour Totals (am)	9	0	0	0	0	0	0	9	187	30	3	1	0	0	1	222	226	62	11	1	11	1	1	313	0	0	0	0	0	0	0	0	82	26	3	0	1	0	0	112	**656**
1500-1515	3	0	0	0	0	0	0	**3**	49	3	0	0	0	0	0	**52**	50	5	0	3	2	0	0	**60**	0	0	0	0	0	0	0	**0**	22	6	1	0	0	0	0	**29**	**144**
1515-1530	5	0	0	0	0	0	0	**5**	41	4	0	0	0	0	0	**45**	47	8	1	0	1	0	0	**57**	0	0	0	0	0	0	0	**0**	17	1	0	0	0	0	0	**18**	**125**
1530-1545	0	0	0	0	0	0	0	**0**	45	3	0	0	0	0	0	**48**	38	9	0	0	3	2	0	**52**	0	0	0	0	0	0	0	**0**	8	1	2	1	0	0	0	**12**	**112**
1545-1600	1	0	0	0	0	0	0	**1**	48	4	0	0	0	0	0	**52**	62	6	0	0	0	0	0	**68**	0	0	0	0	0	0	0	**0**	22	5	0	0	0	0	0	**27**	**148**
Hourly Total	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**183**	**14**	**0**	**0**	**0**	**0**	**0**	**197**	**197**	**28**	**1**	**3**	**6**	**2**	**0**	**237**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**13**	**3**	**1**	**0**	**0**	**0**	**86**	**529**
1600-1615	4	1	0	0	0	0	0	**5**	23	0	0	1	0	0	0	**24**	38	10	2	0	3	1	0	**54**	0	0	0	0	0	0	0	**0**	17	5	0	0	0	0	0	**22**	**105**
1615-1630	0	0	0	0	0	0	0	**0**	42	2	0	0	0	0	0	**44**	45	10	0	0	1	0	0	**56**	0	0	0	0	0	0	0	**0**	15	4	0	0	0	0	0	**19**	**119**
1630-1645	0	0	0	0	0	0	0	**0**	35	4	1	0	0	0	0	**40**	55	2	0	0	2	1	0	**60**	0	0	0	0	0	0	0	**0**	11	5	1	0	0	0	0	**17**	**117**
1645-1700	2	0	0	0	0	0	0	**2**	48	0	0	0	0	0	0	**48**	70	9	0	0	1	0	0	**80**	0	0	0	0	0	0	0	**0**	13	5	0	0	0	0	0	**18**	**148**
Hourly Total	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**148**	**6**	**1**	**1**	**0**	**0**	**0**	**156**	**208**	**31**	**2**	**0**	**7**	**2**	**0**	**250**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**19**	**1**	**0**	**0**	**0**	**0**	**76**	**489**
2 Hour Totals (pm)	15	1	0	0	0	0	0	16	331	20	1	1	0	0	0	353	405	59	3	3	13	4	0	487	0	0	0	0	0	0	0	0	125	32	4	1	0	0	0	162	**1018**
Day Total	24	1	0	0	0	0	0	25	518	50	4	2	0	0	1	575	631	121	14	4	24	5	1	800	0	0	0	0	0	0	0	0	207	58	7	1	1	0	0	274	1674

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								Arm B - Arm E								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	5	0	0	0	0	0	**7**	**12**
0745-0800	12	3	0	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	8	4	0	0	0	0	0	**12**	**27**
0800-0815	20	4	1	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	4	2	0	0	0	0	0	**6**	**32**
0815-0830	15	6	1	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	1	1	1	0	0	0	**10**	**32**
Hourly Total	**52**	**13**	**2**	**0**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**12**	**1**	**1**	**0**	**0**	**0**	**35**	**103**
0830-0845	23	5	0	0	0	0	0	**28**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	4	0	1	0	0	0	**12**	**41**
0845-0900	20	3	0	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	6	1	0	1	0	0	0	**8**	**32**
0900-0915	19	3	0	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	5	0	0	0	0	0	**12**	**34**
0915-0930	20	4	0	1	0	0	0	**25**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	5	3	0	0	0	0	0	**8**	**34**
Hourly Total	**82**	**15**	**0**	**1**	**0**	**0**	**0**	**98**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**25**	**13**	**0**	**2**	**0**	**0**	**0**	**40**	**141**
2 Hour Totals (am)	134	28	2	1	0	0	0	165	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	46	25	1	3	0	0	0	75	**244**
1500-1515	33	2	1	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	12	0	0	0	0	0	0	**12**	**48**
1515-1530	27	3	0	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	0	1	0	0	0	0	**11**	**41**
1530-1545	33	2	0	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	4	1	0	0	0	0	**12**	**47**
1545-1600	33	2	0	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	14	2	2	0	1	1	0	**20**	**55**
Hourly Total	**126**	**9**	**1**	**0**	**0**	**0**	**0**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**6**	**4**	**0**	**1**	**1**	**0**	**55**	**191**
1600-1615	38	2	0	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	7	3	0	0	0	0	0	**10**	**51**
1615-1630	37	1	0	0	0	1	1	**40**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	14	3	0	0	0	0	0	**17**	**58**
1630-1645	38	1	0	0	0	0	0	**39**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	7	0	1	0	0	0	**18**	**58**
1645-1700	40	3	1	0	0	1	0	**45**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	11	3	0	0	0	0	0	**14**	**59**
Hourly Total	**153**	**7**	**1**	**0**	**0**	**2**	**1**	**164**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**42**	**16**	**0**	**1**	**0**	**0**	**0**	**59**	**226**
2 Hour Totals (pm)	279	16	2	0	0	2	1	300	2	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	85	22	4	1	1	1	0	114	**417**
Day Total	413	44	4	1	0	2	1	465	3	0	0	0	0	0	0	3	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	2	131	47	5	4	1	1	0	189	661

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								Arm C - Arm E								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	28	5	2	1	1	0	0	**37**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	6	3	0	0	0	1	0	**10**	**47**
0745-0800	35	10	1	0	0	0	0	**46**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	10	2	0	1	0	0	0	**13**	**60**
0800-0815	52	9	0	0	2	0	0	**63**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	12	2	0	0	0	0	0	**14**	**77**
0815-0830	58	8	0	0	2	0	0	**68**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	1	1	0	0	0	0	**12**	**81**
Hourly Total	**173**	**32**	**3**	**1**	**5**	**0**	**0**	**214**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**38**	**8**	**1**	**1**	**0**	**1**	**0**	**49**	**265**
0830-0845	82	11	2	1	1	0	0	**97**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	8	2	1	1	1	0	0	**13**	**111**
0845-0900	63	10	1	0	1	0	0	**75**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	11	2	0	3	0	0	0	**16**	**92**
0900-0915	58	7	0	0	2	0	0	**67**	3	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	9	2	1	1	0	0	0	**13**	**83**
0915-0930	53	4	1	0	4	0	0	**62**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	3	4	1	1	0	1	0	**10**	**73**
Hourly Total	**256**	**32**	**4**	**1**	**8**	**0**	**0**	**301**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**31**	**10**	**3**	**6**	**1**	**1**	**0**	**52**	**359**
2 Hour Totals (am)	429	64	7	2	13	0	0	515	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	69	18	4	7	1	2	0	101	**624**
1500-1515	61	9	2	0	1	1	0	**74**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	11	1	0	0	0	0	0	**12**	**87**
1515-1530	67	11	0	0	2	0	0	**80**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	8	2	0	0	0	0	0	**10**	**90**
1530-1545	93	7	0	1	2	1	0	**104**	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	**1**	9	6	1	0	0	0	0	**16**	**123**
1545-1600	62	6	1	0	2	0	1	**72**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	8	4	2	2	1	1	0	**18**	**91**
Hourly Total	**283**	**33**	**3**	**1**	**7**	**2**	**1**	**330**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**36**	**13**	**3**	**2**	**1**	**1**	**0**	**56**	**391**
1600-1615	60	10	0	0	4	1	0	**75**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	11	5	0	4	0	0	0	**20**	**97**
1615-1630	72	9	0	0	1	1	0	**83**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	10	1	2	0	0	0	0	**13**	**96**
1630-1645	53	12	0	0	3	0	0	**68**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	5	2	0	0	0	0	**14**	**82**
1645-1700	73	10	1	1	1	3	0	**89**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	4	0	0	0	0	0	**11**	**101**
Hourly Total	**258**	**41**	**1**	**1**	**9**	**5**	**0**	**315**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**15**	**4**	**4**	**0**	**0**	**0**	**58**	**376**
2 Hour Totals (pm)	541	74	4	2	16	7	1	645	3	1	0	0	0	0	0	4	3	0	0	0	0	0	0	3	0	1	0	0	0	0	0	1	71	28	7	6	1	1	0	114	**767**
Day Total	970	138	11	4	29	7	1	1160	9	1	0	0	0	0	0	10	3	0	0	0	0	0	0	3	2	1	0	0	0	0	0	3	140	46	11	13	2	3	0	215	1391

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								Arm D - Arm E								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0845-0900	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
2 Hour Totals (am)	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
1500-1515	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1515-1530	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1530-1545	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1545-1600	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
1600-1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
2 Hour Totals (pm)	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Day Total	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

	Arm E - Arm A								Arm E - Arm B								Arm E - Arm C								Arm E - Arm D								Arm E - Arm E								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	6	8	0	0	0	0	0	**14**	9	4	0	0	1	0	0	**14**	6	3	2	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**39**
0745-0800	15	8	1	0	0	0	0	**24**	6	1	0	0	0	0	0	**7**	2	5	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**38**
0800-0815	10	7	2	1	0	0	0	**20**	11	1	1	0	0	0	0	**13**	8	2	1	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**44**
0815-0830	24	0	0	0	0	0	0	**24**	13	3	0	0	0	0	0	**16**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**50**
Hourly Total	**55**	**23**	**3**	**1**	**0**	**0**	**0**	**82**	**39**	**9**	**1**	**0**	**1**	**0**	**0**	**50**	**25**	**11**	**3**	**0**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**171**
0830-0845	24	4	1	0	0	0	0	**29**	11	3	0	0	1	0	0	**15**	9	4	1	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**58**
0845-0900	18	5	0	1	0	0	0	**24**	11	2	0	0	0	1	0	**14**	9	3	0	4	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**54**
0900-0915	15	4	0	0	0	0	0	**19**	6	2	1	0	0	0	0	**9**	5	2	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**35**
0915-0930	11	1	3	0	0	0	0	**15**	5	1	0	0	0	0	0	**6**	5	3	0	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**30**
Hourly Total	**68**	**14**	**4**	**1**	**0**	**0**	**0**	**87**	**33**	**8**	**1**	**0**	**1**	**1**	**0**	**44**	**28**	**12**	**1**	**5**	**0**	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**177**
2 Hour Totals (am)	123	37	7	2	0	0	0	169	72	17	2	0	2	1	0	94	53	23	4	5	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**348**
1500-1515	14	2	0	0	0	1	0	**17**	4	2	0	0	0	1	0	**7**	7	1	0	3	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**35**
1515-1530	18	1	0	0	0	0	0	**19**	8	0	0	0	0	0	0	**8**	11	1	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**39**
1530-1545	23	1	1	0	0	0	0	**25**	13	1	0	0	0	0	0	**14**	9	1	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**49**
1545-1600	9	6	0	0	1	0	0	**16**	14	2	0	0	1	0	0	**17**	4	0	1	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**39**
Hourly Total	**64**	**10**	**1**	**0**	**1**	**1**	**0**	**77**	**39**	**5**	**0**	**0**	**1**	**1**	**0**	**46**	**31**	**3**	**1**	**4**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**162**
1600-1615	16	1	0	0	0	1	0	**18**	18	4	1	1	0	0	0	**24**	4	1	0	1	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**48**
1615-1630	20	7	2	0	0	0	0	**29**	10	4	0	0	0	0	0	**14**	7	2	0	2	0	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**54**
1630-1645	14	4	0	0	0	0	0	**18**	9	4	0	0	0	0	0	**13**	13	1	0	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**45**
1645-1700	16	7	0	0	0	0	0	**23**	9	2	0	0	0	0	0	**11**	9	3	0	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**46**
Hourly Total	**66**	**19**	**2**	**0**	**0**	**1**	**0**	**88**	**46**	**14**	**1**	**1**	**0**	**0**	**0**	**62**	**33**	**7**	**0**	**3**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**193**
2 Hour Totals (pm)	130	29	3	0	1	2	0	165	85	19	1	1	1	1	0	108	64	10	1	7	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**355**
Day Total	253	66	10	2	1	2	0	334	157	36	3	1	3	2	0	202	117	33	5	12	0	0	0	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	703

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								Origin - Arm E								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	31	24	1	0	3	0	0	**59**	7	5	0	0	0	0	0	**12**	34	8	2	1	1	1	0	**47**	0	0	0	0	0	0	0	**0**	21	15	2	0	1	0	0	**39**	**157**
0745-0800	68	11	4	0	1	0	1	**85**	20	7	0	0	0	0	0	**27**	46	12	1	1	0	0	0	**60**	0	0	0	0	0	0	0	**0**	23	14	1	0	0	0	0	**38**	**210**
0800-0815	55	11	2	1	2	0	1	**72**	25	6	1	0	0	0	0	**32**	64	11	0	0	2	0	0	**77**	0	0	0	0	0	0	0	**0**	29	10	4	1	0	0	0	**44**	**225**
0815-0830	67	14	1	0	0	0	0	**82**	22	7	2	1	0	0	0	**32**	69	9	1	0	2	0	0	**81**	0	0	0	0	0	0	0	**0**	46	4	0	0	0	0	0	**50**	**245**
Hourly Total	**221**	**60**	**8**	**1**	**6**	**0**	**2**	**298**	**74**	**25**	**3**	**1**	**0**	**0**	**0**	**103**	**213**	**40**	**4**	**2**	**5**	**1**	**0**	**265**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**119**	**43**	**7**	**1**	**1**	**0**	**0**	**171**	**837**
0830-0845	68	13	0	0	2	0	0	**83**	31	9	0	1	0	0	0	**41**	91	13	3	2	2	0	0	**111**	0	0	0	0	0	0	0	**0**	44	11	2	0	1	0	0	**58**	**293**
0845-0900	76	14	5	1	1	0	0	**97**	26	5	0	1	0	0	0	**32**	75	12	1	3	1	0	0	**92**	1	0	0	0	0	0	0	**1**	38	10	0	5	0	1	0	**54**	**276**
0900-0915	67	16	1	0	2	1	0	**87**	26	8	0	0	0	0	0	**34**	70	9	1	1	2	0	0	**83**	0	0	0	0	0	0	0	**0**	26	8	1	0	0	0	0	**35**	**239**
0915-0930	72	15	3	0	1	0	0	**91**	26	7	0	1	0	0	0	**34**	57	8	2	1	4	1	0	**73**	0	0	0	0	0	0	0	**0**	21	5	3	1	0	0	0	**30**	**228**
Hourly Total	**283**	**58**	**9**	**1**	**6**	**1**	**0**	**358**	**109**	**29**	**0**	**3**	**0**	**0**	**0**	**141**	**293**	**42**	**7**	**7**	**9**	**1**	**0**	**359**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**129**	**34**	**6**	**6**	**1**	**1**	**0**	**177**	**1036**
2 Hour Totals (am)	504	118	17	2	12	1	2	656	183	54	3	4	0	0	0	244	506	82	11	9	14	2	0	624	1	0	0	0	0	0	0	1	248	77	13	7	2	1	0	348	**1873**
1500-1515	124	14	1	3	2	0	0	**144**	45	2	1	0	0	0	0	**48**	72	11	2	0	1	1	0	**87**	0	0	0	0	0	0	0	**0**	25	5	0	3	0	2	0	**35**	**314**
1515-1530	110	13	1	0	1	0	0	**125**	37	3	1	0	0	0	0	**41**	75	13	0	0	2	0	0	**90**	0	0	0	0	0	0	0	**0**	37	2	0	0	0	0	0	**39**	**295**
1530-1545	91	13	2	1	3	2	0	**112**	40	6	1	0	0	0	0	**47**	104	14	1	1	2	1	0	**123**	0	1	0	0	0	0	0	**1**	45	3	1	0	0	0	0	**49**	**332**
1545-1600	133	15	0	0	0	0	0	**148**	47	4	2	0	1	1	0	**55**	71	10	3	2	3	1	1	**91**	0	0	0	0	0	0	0	**0**	27	8	1	1	2	0	0	**39**	**333**
Hourly Total	**458**	**55**	**4**	**4**	**6**	**2**	**0**	**529**	**169**	**15**	**5**	**0**	**1**	**1**	**0**	**191**	**322**	**48**	**6**	**3**	**8**	**3**	**1**	**391**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**134**	**18**	**2**	**4**	**2**	**2**	**0**	**162**	**1274**
1600-1615	82	16	2	1	3	1	0	**105**	45	6	0	0	0	0	0	**51**	73	15	0	4	4	1	0	**97**	0	0	0	0	0	0	0	**0**	38	6	1	2	0	1	0	**48**	**301**
1615-1630	102	16	0	0	1	0	0	**119**	52	4	0	0	0	1	1	**58**	82	10	2	0	1	1	0	**96**	0	0	0	0	0	0	0	**0**	37	13	2	2	0	0	0	**54**	**327**
1630-1645	101	11	2	0	2	1	0	**117**	49	8	0	1	0	0	0	**58**	60	17	2	0	3	0	0	**82**	1	0	0	0	0	0	0	**1**	36	9	0	0	0	0	0	**45**	**303**
1645-1700	133	14	0	0	1	0	0	**148**	51	6	1	0	0	1	0	**59**	81	14	1	1	1	3	0	**101**	0	0	0	0	0	0	0	**0**	34	12	0	0	0	0	0	**46**	**354**
Hourly Total	**418**	**57**	**4**	**1**	**7**	**2**	**0**	**489**	**197**	**24**	**1**	**1**	**0**	**2**	**1**	**226**	**296**	**56**	**5**	**5**	**9**	**5**	**0**	**376**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**145**	**40**	**3**	**4**	**0**	**1**	**0**	**193**	**1285**
2 Hour Totals (pm)	876	112	8	5	13	4	0	1018	366	39	6	1	1	3	1	417	618	104	11	8	17	8	1	767	1	1	0	0	0	0	0	2	279	58	5	8	2	3	0	355	**2559**
Day Total	1380	230	25	7	25	5	2	1674	549	93	9	5	1	3	1	661	1124	186	22	17	31	10	1	1391	2	1	0	0	0	0	0	3	527	135	18	15	4	4	0	703	4432

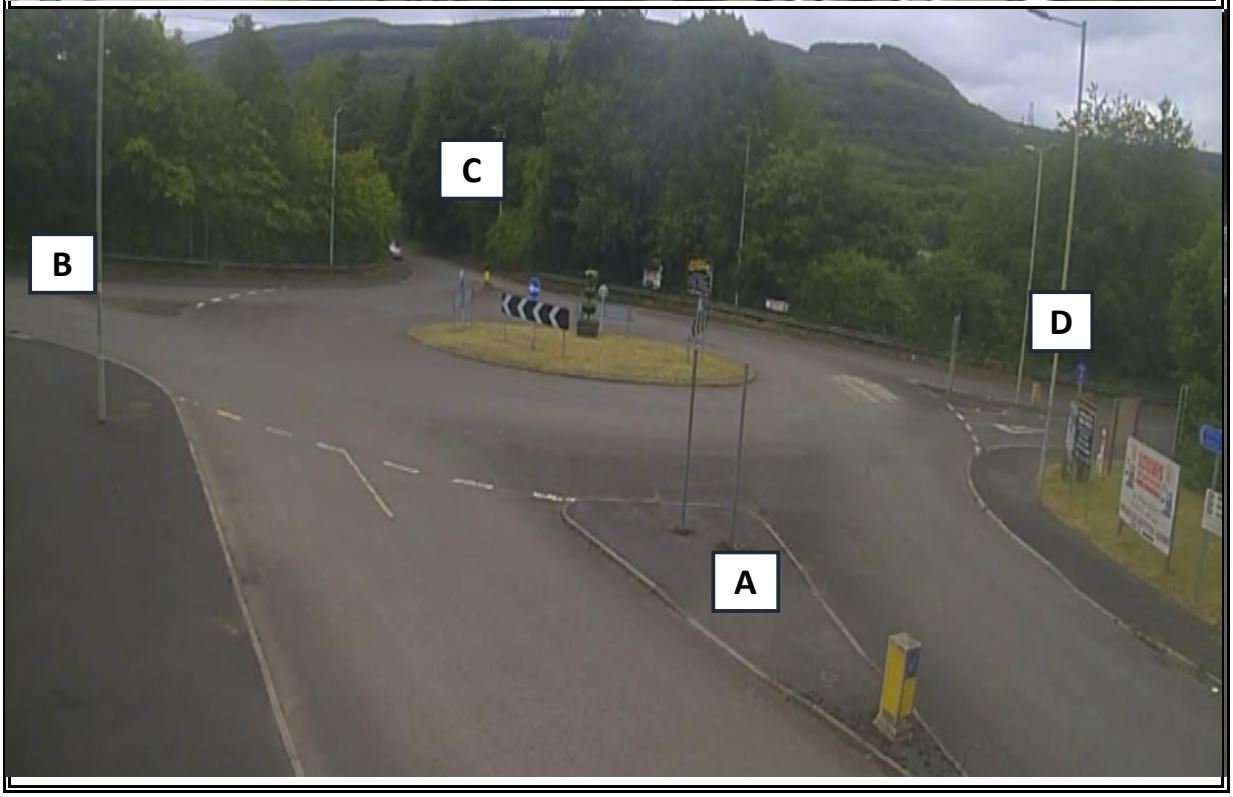
	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								Destination - Arm E								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	41	13	2	1	1	0	0	**58**	19	7	0	0	1	0	0	**27**	23	17	3	0	2	0	0	**45**	0	0	0	0	0	0	0	**0**	10	15	0	0	1	1	0	**27**	**157**
0745-0800	62	21	2	0	0	0	0	**85**	31	4	0	0	0	0	0	**35**	36	11	3	0	1	0	1	**52**	1	0	0	0	0	0	0	**1**	27	8	1	1	0	0	0	**37**	**210**
0800-0815	82	20	3	1	2	0	0	**108**	29	3	2	0	0	0	1	**35**	34	9	2	1	2	0	0	**48**	1	0	0	0	0	0	0	**1**	27	6	0	0	0	0	0	**33**	**225**
0815-0830	98	14	1	0	2	0	0	**115**	36	5	0	0	0	0	0	**41**	42	12	1	0	0	0	0	**55**	0	0	0	0	0	0	0	**0**	28	3	2	1	0	0	0	**34**	**245**
Hourly Total	**283**	**68**	**8**	**2**	**5**	**0**	**0**	**366**	**115**	**19**	**2**	**0**	**1**	**0**	**1**	**138**	**135**	**49**	**9**	**1**	**5**	**0**	**1**	**200**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**92**	**32**	**3**	**2**	**1**	**1**	**0**	**131**	**837**
0830-0845	132	20	3	1	1	0	0	**157**	39	8	0	0	1	0	0	**48**	34	7	1	0	2	0	0	**44**	1	0	0	0	0	0	0	**1**	28	11	1	2	1	0	0	**43**	**293**
0845-0900	103	18	1	1	1	0	0	**124**	34	5	0	1	0	1	0	**41**	45	10	4	4	1	0	0	**64**	0	0	0	0	0	0	0	**0**	34	8	1	4	0	0	0	**47**	**276**
0900-0915	94	14	0	0	2	0	0	**110**	42	8	1	0	0	0	0	**51**	27	8	0	0	2	1	0	**38**	0	0	0	0	0	0	0	**0**	26	11	2	1	0	0	0	**40**	**239**
0915-0930	84	9	4	1	4	0	0	**102**	36	7	2	0	0	0	0	**45**	38	12	1	1	1	0	0	**53**	1	0	0	0	0	0	0	**1**	17	7	1	1	0	1	0	**27**	**228**
Hourly Total	**413**	**61**	**8**	**3**	**8**	**0**	**0**	**493**	**151**	**28**	**3**	**1**	**1**	**1**	**0**	**185**	**144**	**37**	**6**	**5**	**6**	**1**	**0**	**199**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**105**	**37**	**5**	**8**	**1**	**1**	**0**	**157**	**1036**
2 Hour Totals (am)	696	129	16	5	13	0	0	859	266	47	5	1	2	1	1	323	279	86	15	6	11	1	1	399	4	0	0	0	0	0	0	4	197	69	8	10	2	2	0	288	**1873**
1500-1515	111	13	3	0	1	2	0	**130**	53	6	0	0	0	1	0	**60**	57	6	0	6	2	0	0	**71**	0	0	0	0	0	0	0	**0**	45	7	1	0	0	0	0	**53**	**314**
1515-1530	117	15	0	0	2	0	0	**134**	49	4	0	0	0	0	0	**53**	58	9	1	0	1	0	0	**69**	0	0	0	0	0	0	0	**0**	35	3	1	0	0	0	0	**39**	**295**
1530-1545	149	11	1	1	2	1	0	**165**	58	4	0	0	0	0	0	**62**	49	10	0	0	3	2	0	**64**	0	1	0	0	0	0	0	**1**	24	11	4	1	0	0	0	**40**	**332**
1545-1600	105	14	1	0	3	0	1	**124**	62	6	0	0	1	0	0	**69**	67	6	1	1	0	0	0	**75**	0	0	0	0	0	0	0	**0**	44	11	4	2	2	2	0	**65**	**333**
Hourly Total	**482**	**53**	**5**	**1**	**8**	**3**	**1**	**553**	**222**	**20**	**0**	**0**	**1**	**1**	**0**	**244**	**231**	**31**	**2**	**7**	**6**	**2**	**0**	**279**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**148**	**32**	**10**	**3**	**2**	**2**	**0**	**197**	**1274**
1600-1615	118	14	0	0	4	2	0	**138**	43	4	1	2	0	0	0	**50**	42	12	2	1	3	1	0	**61**	0	0	0	0	0	0	0	**0**	35	13	0	4	0	0	0	**52**	**301**
1615-1630	129	17	2	0	1	2	1	**152**	53	6	0	0	0	0	0	**59**	52	12	0	2	1	0	0	**67**	0	0	0	0	0	0	0	**0**	39	8	2	0	0	0	0	**49**	**327**
1630-1645	105	17	0	0	3	0	0	**125**	46	8	1	0	0	0	0	**55**	68	3	0	0	2	1	0	**74**	0	0	0	0	0	0	0	**0**	28	17	3	1	0	0	0	**49**	**303**
1645-1700	131	20	2	1	1	4	0	**159**	58	2	0	0	0	0	0	**60**	79	12	0	0	1	0	0	**92**	0	0	0	0	0	0	0	**0**	31	12	0	0	0	0	0	**43**	**354**
Hourly Total	**483**	**68**	**4**	**1**	**9**	**8**	**1**	**574**	**200**	**20**	**2**	**2**	**0**	**0**	**0**	**224**	**241**	**39**	**2**	**3**	**7**	**2**	**0**	**294**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**50**	**5**	**5**	**0**	**0**	**0**	**193**	**1285**
2 Hour Totals (pm)	965	121	9	2	17	11	2	1127	422	40	2	2	1	1	0	468	472	70	4	10	13	4	0	573	0	1	0	0	0	0	0	1	281	82	15	8	2	2	0	390	**2559**
Day Total	1661	250	25	7	30	11	2	1986	688	87	7	3	3	2	1	791	751	156	19	16	24	5	1	972	4	1	0	0	0	0	0	5	478	151	23	18	4	4	0	678	4432

Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 4 - Cam 4-1





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 4

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	1	6	2	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	**10**
0745-0800	0	0	0	0	0	0	0	**0**	2	5	1	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**8**
0800-0815	0	0	0	0	0	0	0	**0**	2	2	2	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**13**	**5**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**24**
0830-0845	0	0	0	0	0	0	0	**0**	0	3	1	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
0845-0900	0	0	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**4**	0	0	0	1	0	0	0	**1**	1	0	0	0	0	0	0	**1**	**6**
0900-0915	0	0	0	0	0	0	0	**0**	3	3	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**6**
0915-0930	0	0	0	0	0	0	0	**0**	2	4	1	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	**8**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**12**	**2**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**24**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	12	25	7	0	0	0	0	44	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	3	**48**
1500-1515	0	0	0	0	0	0	0	**0**	0	3	0	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**5**
1515-1530	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
1530-1545	0	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
1545-1600	0	0	1	0	0	0	0	**1**	4	2	0	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**8**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**13**	**6**	**0**	**1**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**23**
1600-1615	0	0	0	0	0	0	0	**0**	5	3	1	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**11**
1615-1630	0	0	0	0	0	0	0	**0**	5	4	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**10**
1630-1645	0	0	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**9**
1645-1700	0	1	0	0	0	0	0	**1**	5	3	0	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**10**
Hourly Total	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	**11**	**1**	**0**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**40**
2 Hour Totals (pm)	0	1	1	0	0	0	0	2	36	17	1	1	0	0	0	55	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	**63**
Day Total	0	1	1	0	0	0	0	2	48	42	8	1	0	0	0	99	0	0	0	1	0	0	0	1	5	2	2	0	0	0	0	9	111

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	2	8	0	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	7	6	0	0	1	1	0	**15**	**28**
0745-0800	3	2	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**5**	17	7	1	1	0	0	0	**26**	**36**
0800-0815	6	1	0	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	20	3	0	0	0	0	0	**23**	**34**
0815-0830	5	0	0	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	22	3	1	1	0	0	0	**27**	**33**
Hourly Total	**16**	**11**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**66**	**19**	**2**	**2**	**1**	**1**	**0**	**91**	**131**
0830-0845	4	2	2	0	0	0	0	**8**	0	1	0	0	0	0	0	**1**	3	2	0	2	0	0	0	**7**	21	6	0	0	1	0	0	**28**	**44**
0845-0900	1	3	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	4	0	1	3	0	0	0	**8**	31	5	0	1	0	0	0	**37**	**49**
0900-0915	5	3	1	1	0	0	0	**10**	1	0	0	0	0	0	0	**1**	1	2	0	0	0	0	0	**3**	17	5	1	0	0	0	0	**23**	**37**
0915-0930	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	14	6	1	1	0	1	0	**23**	**29**
Hourly Total	**11**	**9**	**3**	**1**	**0**	**0**	**0**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**5**	**1**	**5**	**0**	**0**	**0**	**22**	**83**	**22**	**2**	**2**	**1**	**1**	**0**	**111**	**159**
2 Hour Totals (am)	27	20	3	1	0	0	0	51	1	1	0	0	0	0	0	2	23	6	1	5	0	0	0	35	149	41	4	4	2	2	0	202	**290**
1500-1515	0	1	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	1	0	1	0	0	0	**2**	43	5	0	0	0	0	0	**48**	**52**
1515-1530	2	2	0	0	0	0	0	**4**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	32	1	1	0	0	0	0	**34**	**40**
1530-1545	5	6	2	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	0	1	1	1	0	0	0	**3**	20	4	1	0	0	0	0	**25**	**41**
1545-1600	4	2	3	0	0	0	0	**9**	1	0	0	0	0	0	0	**1**	1	0	0	2	0	0	0	**3**	38	9	1	0	2	2	0	**52**	**65**
Hourly Total	**11**	**11**	**6**	**0**	**0**	**0**	**0**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**9**	**133**	**19**	**3**	**0**	**2**	**2**	**0**	**159**	**198**
1600-1615	2	1	0	0	0	0	0	**3**	1	0	0	0	0	0	0	**1**	2	0	0	4	0	0	0	**6**	29	11	0	0	0	0	0	**40**	**50**
1615-1630	1	2	1	0	0	0	0	**4**	1	1	0	0	0	0	0	**2**	1	0	0	0	0	0	0	**1**	35	6	1	0	0	0	0	**42**	**49**
1630-1645	0	4	3	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**4**	27	12	0	0	0	0	1	**40**	**52**
1645-1700	2	2	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	29	10	0	0	0	0	0	**39**	**46**
Hourly Total	**5**	**9**	**4**	**1**	**0**	**0**	**0**	**19**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**9**	**1**	**0**	**4**	**0**	**0**	**0**	**14**	**120**	**39**	**1**	**0**	**0**	**0**	**1**	**161**	**197**
2 Hour Totals (pm)	16	20	10	1	0	0	0	47	4	1	0	0	0	0	0	5	11	3	1	8	0	0	0	23	253	58	4	0	2	2	1	320	**395**
Day Total	43	40	13	2	0	0	0	98	5	2	0	0	0	0	0	7	34	9	2	13	0	0	0	58	402	99	8	4	4	4	1	522	685

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
0830-0845	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0845-0900	0	0	0	0	0	0	0	**0**	1	1	0	5	0	0	0	**7**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**7**
0900-0915	0	0	0	0	0	0	0	**0**	0	1	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0915-0930	0	2	0	0	0	0	0	**2**	2	0	0	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
Hourly Total	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**2**	**1**	**6**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
2 Hour Totals (am)	0	2	0	0	0	0	0	2	7	2	1	6	0	0	0	16	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	**19**
1500-1515	0	0	0	0	0	0	0	**0**	3	0	0	2	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
1515-1530	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**2**
1530-1545	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**3**
1545-1600	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**1**	**3**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**12**
1600-1615	1	0	0	0	0	0	0	**1**	15	0	0	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**19**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
1630-1645	0	0	0	1	0	0	0	**1**	4	0	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**6**
1645-1700	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**3**
Hourly Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**20**	**1**	**0**	**4**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**30**
2 Hour Totals (pm)	1	0	0	1	0	0	0	2	25	2	1	7	0	0	0	35	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5	**42**
Day Total	1	2	0	1	0	0	0	4	32	4	2	13	0	0	0	51	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6	61

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	19	10	0	0	1	0	0	**30**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**30**
0745-0800	0	0	0	0	0	0	0	**0**	21	10	0	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**31**
0800-0815	0	0	0	0	0	0	0	**0**	27	6	2	1	0	0	0	**36**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**36**
0815-0830	0	0	0	0	0	0	0	**0**	47	4	0	0	0	0	0	**51**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**51**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**114**	**30**	**2**	**1**	**1**	**0**	**0**	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**148**
0830-0845	0	0	0	0	0	0	0	**0**	41	7	1	0	1	0	0	**50**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**50**
0845-0900	1	0	0	0	0	0	0	**1**	33	7	0	0	0	1	0	**41**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**42**
0900-0915	0	0	1	0	0	0	0	**1**	22	4	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**27**
0915-0930	0	0	0	0	0	0	0	**0**	17	1	2	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**20**
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**113**	**19**	**3**	**0**	**1**	**1**	**0**	**137**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**139**
2 Hour Totals (am)	1	0	1	0	0	0	0	2	227	49	5	1	2	1	0	285	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**287**
1500-1515	0	0	0	0	0	0	0	**0**	23	2	0	0	0	2	0	**27**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**27**
1515-1530	1	0	0	0	0	0	0	**1**	29	2	0	0	0	0	0	**31**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**32**
1530-1545	0	0	0	0	0	0	0	**0**	41	1	1	0	0	0	0	**43**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**43**
1545-1600	0	0	0	0	0	0	0	**0**	23	6	0	0	2	0	0	**31**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**32**
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**116**	**11**	**1**	**0**	**2**	**2**	**0**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**134**
1600-1615	0	0	0	0	0	0	0	**0**	15	3	0	0	0	1	0	**19**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**19**
1615-1630	0	0	0	0	0	0	0	**0**	32	8	2	0	0	0	0	**42**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**42**
1630-1645	2	0	0	0	0	0	0	**2**	26	7	0	0	0	0	0	**33**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**36**
1645-1700	0	0	0	0	0	0	0	**0**	27	9	0	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**36**
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**100**	**27**	**2**	**0**	**0**	**1**	**0**	**130**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**
2 Hour Totals (pm)	3	0	0	0	0	0	0	3	216	38	3	0	2	3	0	262	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	**267**
Day Total	4	0	1	0	0	0	0	5	443	87	8	1	4	4	0	547	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	554

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	1	6	3	0	0	0	0	**10**	12	14	0	0	1	1	0	**28**	1	0	0	0	0	0	0	**1**	19	10	0	0	1	0	0	**30**	**69**
0745-0800	2	5	1	0	0	0	0	**8**	25	9	1	1	0	0	0	**36**	0	0	0	0	0	0	0	**0**	21	10	0	0	0	0	0	**31**	**75**
0800-0815	2	2	2	0	0	0	0	**6**	29	5	0	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**	27	6	2	1	0	0	0	**36**	**76**
0815-0830	0	0	0	0	0	0	0	**0**	28	3	1	1	0	0	0	**33**	1	1	0	0	0	0	0	**2**	47	4	0	0	0	0	0	**51**	**86**
Hourly Total	**5**	**13**	**6**	**0**	**0**	**0**	**0**	**24**	**94**	**31**	**2**	**2**	**1**	**1**	**0**	**131**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**114**	**30**	**2**	**1**	**1**	**0**	**0**	**148**	**306**
0830-0845	0	3	1	0	0	0	0	**4**	28	11	2	2	1	0	0	**44**	2	0	0	0	0	0	0	**2**	41	7	1	0	1	0	0	**50**	**100**
0845-0900	3	2	0	1	0	0	0	**6**	36	8	1	4	0	0	0	**49**	1	1	0	5	0	0	0	**7**	34	7	0	0	0	1	0	**42**	**104**
0900-0915	3	3	0	0	0	0	0	**6**	24	10	2	1	0	0	0	**37**	0	1	1	0	0	0	0	**2**	22	4	1	0	0	0	0	**27**	**72**
0915-0930	2	4	2	0	0	0	0	**8**	18	8	1	1	0	1	0	**29**	2	2	0	1	0	0	0	**5**	17	1	2	0	0	0	0	**20**	**62**
Hourly Total	**8**	**12**	**3**	**1**	**0**	**0**	**0**	**24**	**106**	**37**	**6**	**8**	**1**	**1**	**0**	**159**	**5**	**4**	**1**	**6**	**0**	**0**	**0**	**16**	**114**	**19**	**4**	**0**	**1**	**1**	**0**	**139**	**338**
2 Hour Totals (am)	13	25	9	1	0	0	0	48	200	68	8	10	2	2	0	290	7	5	1	6	0	0	0	19	228	49	6	1	2	1	0	287	**644**
1500-1515	0	4	0	1	0	0	0	**5**	43	7	1	1	0	0	0	**52**	3	0	0	2	0	0	0	**5**	23	2	0	0	0	2	0	**27**	**89**
1515-1530	5	0	0	0	0	0	0	**5**	36	3	1	0	0	0	0	**40**	1	1	0	0	0	0	0	**2**	30	2	0	0	0	0	0	**32**	**79**
1530-1545	4	1	0	0	0	0	0	**5**	25	11	4	1	0	0	0	**41**	1	2	0	0	0	0	0	**3**	41	1	1	0	0	0	0	**43**	**92**
1545-1600	5	2	1	0	0	0	0	**8**	44	11	4	2	2	2	0	**65**	0	0	1	1	0	0	0	**2**	23	7	0	0	2	0	0	**32**	**107**
Hourly Total	**14**	**7**	**1**	**1**	**0**	**0**	**0**	**23**	**148**	**32**	**10**	**4**	**2**	**2**	**0**	**198**	**5**	**3**	**1**	**3**	**0**	**0**	**0**	**12**	**117**	**12**	**1**	**0**	**2**	**2**	**0**	**134**	**367**
1600-1615	6	4	1	0	0	0	0	**11**	34	12	0	4	0	0	0	**50**	17	0	0	2	0	0	0	**19**	15	3	0	0	0	1	0	**19**	**99**
1615-1630	6	4	0	0	0	0	0	**10**	38	9	2	0	0	0	0	**49**	0	0	0	2	0	0	0	**2**	32	8	2	0	0	0	0	**42**	**103**
1630-1645	8	1	0	0	0	0	0	**9**	30	17	3	1	0	0	1	**52**	4	1	0	1	0	0	0	**6**	28	8	0	0	0	0	0	**36**	**103**
1645-1700	6	4	0	0	0	0	0	**10**	34	12	0	0	0	0	0	**46**	2	1	0	0	0	0	0	**3**	27	9	0	0	0	0	0	**36**	**95**
Hourly Total	**26**	**13**	**1**	**0**	**0**	**0**	**0**	**40**	**136**	**50**	**5**	**5**	**0**	**0**	**1**	**197**	**23**	**2**	**0**	**5**	**0**	**0**	**0**	**30**	**102**	**28**	**2**	**0**	**0**	**1**	**0**	**133**	**400**
2 Hour Totals (pm)	40	20	2	1	0	0	0	63	284	82	15	9	2	2	1	395	28	5	1	8	0	0	0	42	219	40	3	0	2	3	0	267	**767**
Day Total	53	45	11	2	0	0	0	111	484	150	23	19	4	4	1	685	35	10	2	14	0	0	0	61	447	89	9	1	4	4	0	554	1411

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	2	8	0	0	0	0	0	**10**	21	16	2	0	1	0	0	**40**	3	0	0	0	0	0	0	**3**	7	6	1	0	1	1	0	**16**	**69**
0745-0800	3	2	0	0	0	0	0	**5**	23	15	1	0	0	0	0	**39**	5	0	0	0	0	0	0	**5**	17	7	1	1	0	0	0	**26**	**75**
0800-0815	6	1	0	0	0	0	0	**7**	29	8	4	1	0	0	0	**42**	3	1	0	0	0	0	0	**4**	20	3	0	0	0	0	0	**23**	**76**
0815-0830	5	0	0	0	0	0	0	**5**	48	4	0	0	0	0	0	**52**	1	0	0	0	0	0	0	**1**	22	4	1	1	0	0	0	**28**	**86**
Hourly Total	**16**	**11**	**0**	**0**	**0**	**0**	**0**	**27**	**121**	**43**	**7**	**1**	**1**	**0**	**0**	**173**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**13**	**66**	**20**	**3**	**2**	**1**	**1**	**0**	**93**	**306**
0830-0845	4	2	2	0	0	0	0	**8**	43	11	2	0	1	0	0	**57**	3	2	0	2	0	0	0	**7**	21	6	0	0	1	0	0	**28**	**100**
0845-0900	2	3	0	0	0	0	0	**5**	36	10	0	5	0	1	0	**52**	4	0	1	4	0	0	0	**9**	32	5	0	1	0	0	0	**38**	**104**
0900-0915	5	3	2	1	0	0	0	**11**	26	8	1	0	0	0	0	**35**	1	2	0	0	0	0	0	**3**	17	5	1	0	0	0	0	**23**	**72**
0915-0930	1	3	0	0	0	0	0	**4**	21	5	3	1	0	0	0	**30**	3	1	0	0	0	0	0	**4**	14	6	2	1	0	1	0	**24**	**62**
Hourly Total	**12**	**11**	**4**	**1**	**0**	**0**	**0**	**28**	**126**	**34**	**6**	**6**	**1**	**1**	**0**	**174**	**11**	**5**	**1**	**6**	**0**	**0**	**0**	**23**	**84**	**22**	**3**	**2**	**1**	**1**	**0**	**113**	**338**
2 Hour Totals (am)	28	22	4	1	0	0	0	55	247	77	13	7	2	1	0	347	23	6	1	6	0	0	0	36	150	42	6	4	2	2	0	206	**644**
1500-1515	0	1	1	0	0	0	0	**2**	26	5	0	3	0	2	0	**36**	0	1	0	1	0	0	0	**2**	43	6	0	0	0	0	0	**49**	**89**
1515-1530	3	2	0	0	0	0	0	**5**	36	2	0	0	0	0	0	**38**	1	0	0	0	0	0	0	**1**	32	2	1	0	0	0	0	**35**	**79**
1530-1545	5	6	2	0	0	0	0	**13**	46	3	1	0	0	0	0	**50**	0	1	1	1	0	0	0	**3**	20	5	1	0	0	0	0	**26**	**92**
1545-1600	4	2	4	0	0	0	0	**10**	28	8	1	1	2	0	0	**40**	1	0	0	2	0	0	0	**3**	39	10	1	0	2	2	0	**54**	**107**
Hourly Total	**12**	**11**	**7**	**0**	**0**	**0**	**0**	**30**	**136**	**18**	**2**	**4**	**2**	**2**	**0**	**164**	**2**	**2**	**1**	**4**	**0**	**0**	**0**	**9**	**134**	**23**	**3**	**0**	**2**	**2**	**0**	**164**	**367**
1600-1615	3	1	0	0	0	0	0	**4**	36	6	1	2	0	1	0	**46**	2	0	0	4	0	0	0	**6**	31	12	0	0	0	0	0	**43**	**99**
1615-1630	1	2	1	0	0	0	0	**4**	38	13	2	2	0	0	0	**55**	1	0	0	0	0	0	0	**1**	36	6	1	0	0	0	0	**43**	**103**
1630-1645	2	4	3	2	0	0	0	**11**	38	8	0	0	0	0	0	**46**	3	2	0	0	0	0	0	**5**	27	13	0	0	0	0	1	**41**	**103**
1645-1700	2	3	0	0	0	0	0	**5**	33	13	0	0	0	0	0	**46**	3	0	0	0	0	0	0	**3**	31	10	0	0	0	0	0	**41**	**95**
Hourly Total	**8**	**10**	**4**	**2**	**0**	**0**	**0**	**24**	**145**	**40**	**3**	**4**	**0**	**1**	**0**	**193**	**9**	**2**	**0**	**4**	**0**	**0**	**0**	**15**	**125**	**41**	**1**	**0**	**0**	**0**	**1**	**168**	**400**
2 Hour Totals (pm)	20	21	11	2	0	0	0	54	281	58	5	8	2	3	0	357	11	4	1	8	0	0	0	24	259	64	4	0	2	2	1	332	**767**
Day Total	48	43	15	3	0	0	0	109	528	135	18	15	4	4	0	704	34	10	2	14	0	0	0	60	409	106	10	4	4	4	1	538	1411

Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 5 - Cam 5-1





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 5

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	7	6	0	0	1	1	0	**15**	**15**
0745-0800	0	0	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**3**	14	6	2	1	0	0	0	**23**	**26**
0800-0815	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	19	2	0	0	0	0	0	**21**	**22**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	24	3	1	1	0	0	0	**29**	**29**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**64**	**17**	**3**	**2**	**1**	**1**	**0**	**88**	**92**
0830-0845	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	19	5	0	0	1	0	0	**25**	**27**
0845-0900	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	32	4	0	1	0	0	0	**37**	**38**
0900-0915	0	0	0	0	0	0	0	**0**	3	2	0	0	0	0	0	**5**	15	3	1	0	0	0	0	**19**	**24**
0915-0930	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	12	6	2	1	0	1	0	**22**	**23**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**78**	**18**	**3**	**2**	**1**	**1**	**0**	**103**	**112**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	13	142	35	6	4	2	2	0	191	204
1500-1515	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	**2**	42	4	0	0	0	0	0	**46**	**48**
1515-1530	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	30	1	1	0	0	0	0	**32**	**35**
1530-1545	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	21	3	0	0	0	0	0	**24**	**25**
1545-1600	0	0	0	0	0	0	0	**0**	2	0	0	0	0	0	0	**2**	34	9	1	0	2	2	0	**48**	**50**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**8**	**127**	**17**	**2**	**0**	**2**	**2**	**0**	**150**	**158**
1600-1615	0	0	0	0	0	0	0	**0**	2	4	0	0	0	0	0	**6**	31	8	0	0	0	0	0	**39**	**45**
1615-1630	0	0	0	0	0	0	0	**0**	2	0	1	0	0	0	0	**3**	35	6	0	0	0	0	0	**41**	**44**
1630-1645	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	27	11	0	0	0	0	1	**39**	**40**
1645-1700	0	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**3**	28	7	0	0	0	0	0	**35**	**38**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**1**	**0**	**0**	**0**	**0**	**13**	**121**	**32**	**0**	**0**	**0**	**0**	**1**	**154**	**167**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	10	9	2	0	0	0	0	21	248	49	2	0	2	2	1	304	325
Day Total	0	0	0	0	0	0	0	**0**	18	14	2	0	0	0	0	**34**	390	84	8	4	4	4	1	**495**	**529**

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0745-0800	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
0800-0815	1	1	1	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
0815-0830	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
Hourly Total	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
0830-0845	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0845-0900	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0900-0915	2	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**3**
0915-0930	1	0	1	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**7**
2 Hour Totals (am)	6	4	2	0	0	0	0	12	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	13
1500-1515	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**4**
1515-1530	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1530-1545	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1545-1600	1	1	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**2**
Hourly Total	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**
1600-1615	2	1	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
1615-1630	2	2	1	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**5**
1630-1645	3	1	0	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**4**
1645-1700	1	2	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**3**
Hourly Total	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
2 Hour Totals (pm)	15	9	1	0	0	0	0	25	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	26
Day Total	21	13	3	0	0	0	0	**37**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	**39**

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	19	11	0	0	1	0	0	**31**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**32**
0745-0800	20	9	0	0	0	0	0	**29**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**30**
0800-0815	25	5	1	1	0	0	0	**32**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**32**
0815-0830	46	3	0	0	0	0	0	**49**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**49**
Hourly Total	**110**	**28**	**1**	**1**	**1**	**0**	**0**	**141**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**143**
0830-0845	44	6	1	0	1	0	0	**52**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**52**
0845-0900	30	7	0	0	0	1	0	**38**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**38**
0900-0915	20	4	1	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**25**
0915-0930	16	1	1	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**18**
Hourly Total	**110**	**18**	**3**	**0**	**1**	**1**	**0**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133**
2 Hour Totals (am)	220	46	4	1	2	1	0	274	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	276
1500-1515	21	1	0	0	0	2	0	**24**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**24**
1515-1530	26	1	0	0	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**27**
1530-1545	40	2	1	0	0	0	0	**43**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**43**
1545-1600	22	6	0	0	2	0	0	**30**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**30**
Hourly Total	**109**	**10**	**1**	**0**	**2**	**2**	**0**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**124**
1600-1615	12	3	0	0	0	1	0	**16**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**17**
1615-1630	30	6	1	0	0	0	0	**37**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**37**
1630-1645	25	5	0	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**30**
1645-1700	28	7	0	0	0	0	0	**35**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**35**
Hourly Total	**95**	**21**	**1**	**0**	**0**	**1**	**0**	**118**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**119**
2 Hour Totals (pm)	204	31	2	0	2	3	0	242	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	243
Day Total	424	77	6	1	4	4	0	**516**	1	2	0	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	**519**

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	7	6	0	0	1	1	0	**15**	0	0	0	0	0	0	0	**0**	19	12	0	0	1	0	0	**32**	**47**
0745-0800	17	6	2	1	0	0	0	**26**	1	1	0	0	0	0	0	**2**	21	9	0	0	0	0	0	**30**	**58**
0800-0815	19	3	0	0	0	0	0	**22**	1	1	1	0	0	0	0	**3**	25	5	1	1	0	0	0	**32**	**57**
0815-0830	24	3	1	1	0	0	0	**29**	1	0	0	0	0	0	0	**1**	46	3	0	0	0	0	0	**49**	**79**
Hourly Total	**67**	**18**	**3**	**2**	**1**	**1**	**0**	**92**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**6**	**111**	**29**	**1**	**1**	**1**	**0**	**0**	**143**	**241**
0830-0845	20	6	0	0	1	0	0	**27**	0	1	0	0	0	0	0	**1**	44	6	1	0	1	0	0	**52**	**80**
0845-0900	32	5	0	1	0	0	0	**38**	0	1	0	0	0	0	0	**1**	30	7	0	0	0	1	0	**38**	**77**
0900-0915	18	5	1	0	0	0	0	**24**	2	1	0	0	0	0	0	**3**	20	4	1	0	0	0	0	**25**	**52**
0915-0930	13	6	2	1	0	1	0	**23**	1	0	1	0	0	0	0	**2**	16	1	1	0	0	0	0	**18**	**43**
Hourly Total	**83**	**22**	**3**	**2**	**1**	**1**	**0**	**112**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**7**	**110**	**18**	**3**	**0**	**1**	**1**	**0**	**133**	**252**
2 Hour Totals (am)	150	40	6	4	2	2	0	204	6	5	2	0	0	0	0	13	221	47	4	1	2	1	0	276	493
1500-1515	42	6	0	0	0	0	0	**48**	3	1	0	0	0	0	0	**4**	21	1	0	0	0	2	0	**24**	**76**
1515-1530	32	2	1	0	0	0	0	**35**	3	1	0	0	0	0	0	**4**	26	1	0	0	0	0	0	**27**	**66**
1530-1545	21	3	1	0	0	0	0	**25**	1	0	0	0	0	0	0	**1**	40	2	1	0	0	0	0	**43**	**69**
1545-1600	36	9	1	0	2	2	0	**50**	1	1	0	0	0	0	0	**2**	22	6	0	0	2	0	0	**30**	**82**
Hourly Total	**131**	**20**	**3**	**0**	**2**	**2**	**0**	**158**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**11**	**109**	**10**	**1**	**0**	**2**	**2**	**0**	**124**	**293**
1600-1615	33	12	0	0	0	0	0	**45**	2	1	0	0	0	0	0	**3**	12	4	0	0	0	1	0	**17**	**65**
1615-1630	37	6	1	0	0	0	0	**44**	2	2	1	0	0	0	0	**5**	30	6	1	0	0	0	0	**37**	**86**
1630-1645	27	12	0	0	0	0	1	**40**	3	1	0	0	0	0	0	**4**	25	5	0	0	0	0	0	**30**	**74**
1645-1700	30	8	0	0	0	0	0	**38**	1	2	0	0	0	0	0	**3**	28	7	0	0	0	0	0	**35**	**76**
Hourly Total	**127**	**38**	**1**	**0**	**0**	**0**	**1**	**167**	**8**	**6**	**1**	**0**	**0**	**0**	**0**	**15**	**95**	**22**	**1**	**0**	**0**	**1**	**0**	**119**	**301**
2 Hour Totals (pm)	258	58	4	0	2	2	1	325	16	9	1	0	0	0	0	26	204	32	2	0	2	3	0	243	594
Day Total	408	98	10	4	4	4	1	**529**	22	14	3	0	0	0	0	**39**	425	79	6	1	4	4	0	**519**	**1087**

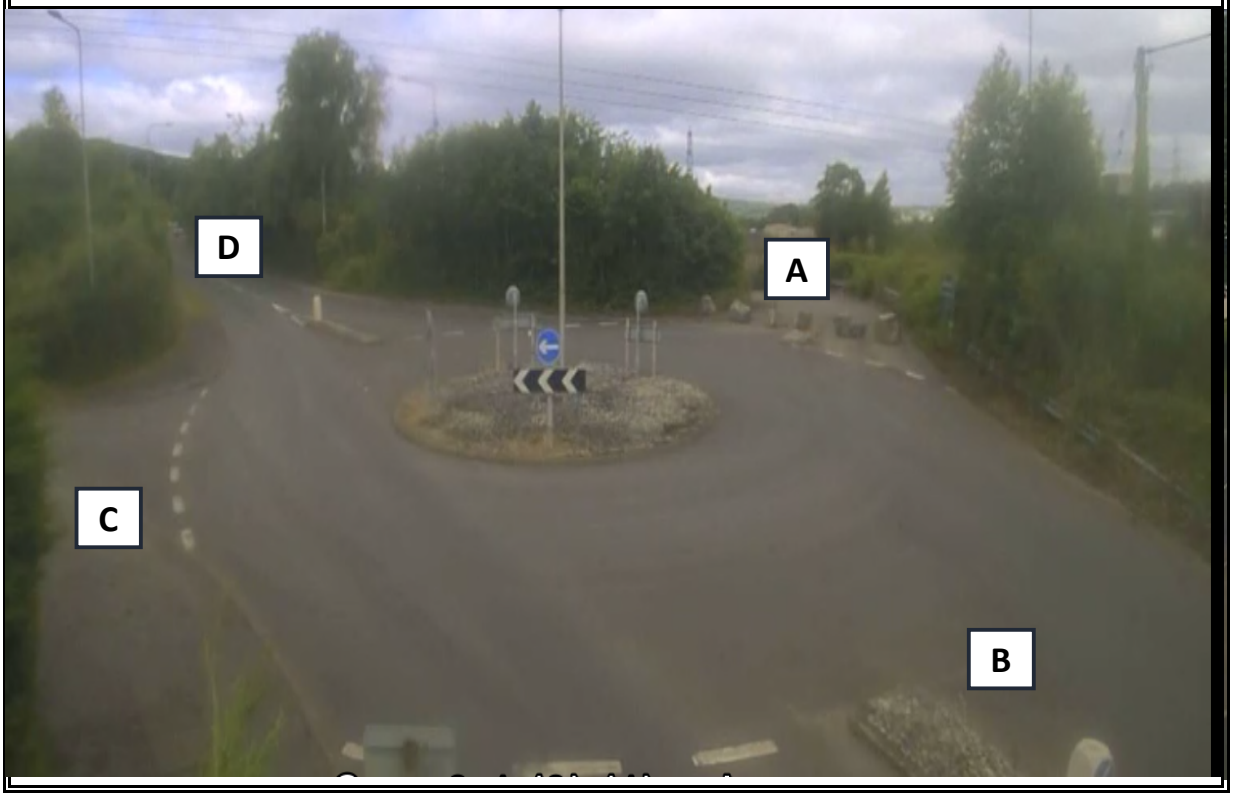
	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	19	11	0	0	1	0	0	**31**	0	1	0	0	0	0	0	**1**	7	6	0	0	1	1	0	**15**	**47**
0745-0800	21	10	0	0	0	0	0	**31**	4	0	0	0	0	0	0	**4**	14	6	2	1	0	0	0	**23**	**58**
0800-0815	26	6	2	1	0	0	0	**35**	0	1	0	0	0	0	0	**1**	19	2	0	0	0	0	0	**21**	**57**
0815-0830	47	3	0	0	0	0	0	**50**	0	0	0	0	0	0	0	**0**	24	3	1	1	0	0	0	**29**	**79**
Hourly Total	**113**	**30**	**2**	**1**	**1**	**0**	**0**	**147**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**64**	**17**	**3**	**2**	**1**	**1**	**0**	**88**	**241**
0830-0845	44	7	1	0	1	0	0	**53**	1	1	0	0	0	0	0	**2**	19	5	0	0	1	0	0	**25**	**80**
0845-0900	30	8	0	0	0	1	0	**39**	0	1	0	0	0	0	0	**1**	32	4	0	1	0	0	0	**37**	**77**
0900-0915	22	4	1	0	0	0	0	**27**	3	2	0	0	0	0	0	**5**	15	4	1	0	0	0	0	**20**	**52**
0915-0930	17	1	2	0	0	0	0	**20**	1	0	0	0	0	0	0	**1**	12	6	2	1	0	1	0	**22**	**43**
Hourly Total	**113**	**20**	**4**	**0**	**1**	**1**	**0**	**139**	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**78**	**19**	**3**	**2**	**1**	**1**	**0**	**104**	**252**
2 Hour Totals (am)	226	50	6	1	2	1	0	286	9	6	0	0	0	0	0	15	142	36	6	4	2	2	0	192	493
1500-1515	23	2	0	0	0	2	0	**27**	0	2	0	0	0	0	0	**2**	43	4	0	0	0	0	0	**47**	**76**
1515-1530	29	2	0	0	0	0	0	**31**	2	1	0	0	0	0	0	**3**	30	1	1	0	0	0	0	**32**	**66**
1530-1545	41	2	1	0	0	0	0	**44**	0	0	1	0	0	0	0	**1**	21	3	0	0	0	0	0	**24**	**69**
1545-1600	23	7	0	0	2	0	0	**32**	2	0	0	0	0	0	0	**2**	34	9	1	0	2	2	0	**48**	**82**
Hourly Total	**116**	**13**	**1**	**0**	**2**	**2**	**0**	**134**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**8**	**128**	**17**	**2**	**0**	**2**	**2**	**0**	**151**	**293**
1600-1615	14	4	0	0	0	1	0	**19**	2	5	0	0	0	0	0	**7**	31	8	0	0	0	0	0	**39**	**65**
1615-1630	32	8	2	0	0	0	0	**42**	2	0	1	0	0	0	0	**3**	35	6	0	0	0	0	0	**41**	**86**
1630-1645	28	6	0	0	0	0	0	**34**	0	1	0	0	0	0	0	**1**	27	11	0	0	0	0	1	**39**	**74**
1645-1700	29	9	0	0	0	0	0	**38**	2	1	0	0	0	0	0	**3**	28	7	0	0	0	0	0	**35**	**76**
Hourly Total	**103**	**27**	**2**	**0**	**0**	**1**	**0**	**133**	**6**	**7**	**1**	**0**	**0**	**0**	**0**	**14**	**121**	**32**	**0**	**0**	**0**	**0**	**1**	**154**	**301**
2 Hour Totals (pm)	219	40	3	0	2	3	0	267	10	10	2	0	0	0	0	22	249	49	2	0	2	2	1	305	594
Day Total	445	90	9	1	4	4	0	**553**	19	16	2	0	0	0	0	**37**	391	85	8	4	4	4	1	**497**	**1087**

Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 6 - Cam 6-1





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 6

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0845-0900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1500-1515	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1515-1530	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1530-1545	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1545-1600	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600-1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	15	11	0	0	0	0	0	**26**	**26**
0745-0800	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	17	7	0	0	0	0	0	**24**	**25**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	19	1	1	1	0	0	0	**22**	**22**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	37	1	0	0	0	0	0	**38**	**39**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**88**	**20**	**1**	**1**	**0**	**0**	**0**	**110**	**112**
0830-0845	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	31	5	1	0	0	0	0	**37**	**37**
0845-0900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	30	4	0	0	0	1	0	**35**	**35**
0900-0915	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	18	1	1	0	0	0	0	**20**	**20**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	12	2	1	0	0	0	0	**15**	**16**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**91**	**12**	**3**	**0**	**0**	**1**	**0**	**107**	**108**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	179	32	4	1	0	1	0	217	**220**
1500-1515	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	20	1	0	0	0	2	0	**23**	**24**
1515-1530	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	24	1	1	0	0	0	0	**26**	**26**
1530-1545	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**2**	37	2	0	0	0	0	0	**39**	**41**
1545-1600	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	17	6	0	0	0	0	1	**24**	**25**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**98**	**10**	**1**	**0**	**0**	**2**	**1**	**112**	**116**
1600-1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	**13**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	27	5	1	0	0	0	0	**33**	**34**
1630-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	16	3	0	0	0	0	0	**19**	**19**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	13	7	0	0	0	0	0	**20**	**21**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**68**	**16**	**1**	**0**	**0**	**0**	**0**	**85**	**87**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	166	26	2	0	0	2	1	197	**203**
Day Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	7	1	0	0	0	0	0	8	345	58	6	1	0	3	1	414	423

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0745-0800	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0800-0815	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0815-0830	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
0830-0845	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0845-0900	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
0900-0915	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
0915-0930	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	**3**
1500-1515	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1515-1530	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**1**
1530-1545	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
1545-1600	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**2**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**
1600-1615	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1615-1630	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**0**
1630-1645	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
1645-1700	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	**6**
Day Total	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	9

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	6	5	0	0	0	1	0	**12**	0	0	0	0	0	0	0	**0**	0	0	0	0	1	0	0	**1**	**13**
0745-0800	0	0	0	0	0	0	0	**0**	7	5	2	1	0	0	0	**15**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**15**
0800-0815	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**19**
0815-0830	0	0	0	0	0	0	0	**0**	21	1	1	1	0	0	0	**24**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**24**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52**	**12**	**3**	**2**	**0**	**1**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**71**
0830-0845	0	0	0	0	0	0	0	**0**	18	4	0	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	0	1	0	0	1	0	0	**2**	**24**
0845-0900	0	0	0	0	0	0	0	**0**	23	3	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**26**
0900-0915	0	0	0	0	0	0	0	**0**	7	1	1	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**1**	**10**
0915-0930	0	0	0	0	0	0	0	**0**	10	5	2	0	0	1	0	**18**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**18**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**13**	**3**	**0**	**0**	**1**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**3**	**78**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	110	25	6	2	0	2	0	145	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4	**149**
1500-1515	0	0	0	0	0	0	0	**0**	37	3	0	0	0	0	0	**40**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**41**
1515-1530	0	0	0	0	0	0	0	**0**	24	2	1	0	0	0	0	**27**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**27**
1530-1545	0	0	0	0	0	0	0	**0**	18	4	0	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**22**
1545-1600	0	0	0	0	0	0	0	**0**	25	6	1	0	0	2	0	**34**	0	0	0	0	0	0	0	**0**	0	1	0	0	2	0	0	**3**	**37**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**15**	**2**	**0**	**0**	**2**	**0**	**123**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**3**	**127**
1600-1615	0	0	0	0	0	0	0	**0**	22	3	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**	**26**
1615-1630	0	0	0	0	0	0	0	**0**	23	5	0	0	0	0	0	**28**	1	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	**29**
1630-1645	0	0	0	0	0	0	0	**0**	20	7	0	0	0	0	0	**27**	1	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	**1**	**29**
1645-1700	0	0	0	0	0	0	0	**0**	21	7	0	0	0	0	0	**28**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	**28**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**22**	**0**	**0**	**0**	**0**	**0**	**108**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**112**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	190	37	2	0	0	2	0	231	3	0	0	0	0	0	0	3	1	2	0	0	2	0	0	5	**239**
Day Total	0	0	0	0	0	0	0	0	300	62	8	2	0	4	0	376	3	0	0	0	0	0	0	3	1	4	0	0	4	0	0	9	388

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	15	11	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	6	5	0	0	1	1	0	**13**	**39**
0745-0800	0	0	0	0	0	0	0	**0**	18	7	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	7	5	2	1	0	0	0	**15**	**40**
0800-0815	0	0	0	0	0	0	0	**0**	19	1	1	1	0	0	0	**22**	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	**41**
0815-0830	0	0	0	0	0	0	0	**0**	38	1	0	0	0	0	0	**39**	1	0	0	0	0	0	0	**1**	21	1	1	1	0	0	0	**24**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**20**	**1**	**1**	**0**	**0**	**0**	**112**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**52**	**12**	**3**	**2**	**1**	**1**	**0**	**71**	**184**
0830-0845	0	0	0	0	0	0	0	**0**	31	5	1	0	0	0	0	**37**	1	0	0	0	0	0	0	**1**	18	5	0	0	1	0	0	**24**	**62**
0845-0900	0	0	0	0	0	0	0	**0**	30	4	0	0	0	1	0	**35**	0	0	0	0	0	0	0	**0**	23	3	0	0	0	0	0	**26**	**61**
0900-0915	0	0	0	0	0	0	0	**0**	18	1	1	0	0	0	0	**20**	1	0	0	0	0	0	0	**1**	7	2	1	0	0	0	0	**10**	**31**
0915-0930	0	0	0	0	0	0	0	**0**	13	2	1	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**	10	5	2	0	0	1	0	**18**	**34**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**12**	**3**	**0**	**0**	**1**	**0**	**108**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**58**	**15**	**3**	**0**	**1**	**1**	**0**	**78**	**188**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	182	32	4	1	0	1	0	220	3	0	0	0	0	0	0	3	110	27	6	2	2	2	0	149	**372**
1500-1515	0	0	0	0	0	0	0	**0**	21	1	0	0	0	2	0	**24**	0	0	0	0	0	0	0	**0**	38	3	0	0	0	0	0	**41**	**65**
1515-1530	0	0	0	0	0	0	0	**0**	24	1	1	0	0	0	0	**26**	1	0	0	0	0	0	0	**1**	24	2	1	0	0	0	0	**27**	**54**
1530-1545	0	0	0	0	0	0	0	**0**	38	3	0	0	0	0	0	**41**	1	0	0	0	0	0	0	**1**	18	4	0	0	0	0	0	**22**	**64**
1545-1600	0	0	0	0	0	0	0	**0**	18	6	0	0	0	0	1	**25**	2	0	0	0	0	0	0	**2**	25	7	1	0	2	2	0	**37**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**101**	**11**	**1**	**0**	**0**	**2**	**1**	**116**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**105**	**16**	**2**	**0**	**2**	**2**	**0**	**127**	**247**
1600-1615	0	0	0	0	0	0	0	**0**	12	1	0	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**	23	3	0	0	0	0	0	**26**	**39**
1615-1630	0	0	0	0	0	0	0	**0**	28	5	1	0	0	0	0	**34**	0	0	0	0	0	0	0	**0**	24	5	0	0	0	0	0	**29**	**63**
1630-1645	0	0	0	0	0	0	0	**0**	16	3	0	0	0	0	0	**19**	1	0	0	0	0	0	0	**1**	21	8	0	0	0	0	0	**29**	**49**
1645-1700	0	0	0	0	0	0	0	**0**	14	7	0	0	0	0	0	**21**	1	0	0	0	0	0	0	**1**	21	7	0	0	0	0	0	**28**	**50**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**16**	**1**	**0**	**0**	**0**	**0**	**87**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**89**	**23**	**0**	**0**	**0**	**0**	**0**	**112**	**201**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	171	27	2	0	0	2	1	203	6	0	0	0	0	0	0	6	194	39	2	0	2	2	0	239	**448**
Day Total	0	0	0	0	0	0	0	0	353	59	6	1	0	3	1	423	9	0	0	0	0	0	0	9	304	66	8	2	4	4	0	388	820

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	0	0	0	0	0	0	**0**	6	5	0	0	0	1	0	**12**	0	0	0	0	0	0	0	**0**	15	11	0	0	1	0	0	**27**	**39**
0745-0800	0	0	0	0	0	0	0	**0**	8	5	2	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**	17	7	0	0	0	0	0	**24**	**40**
0800-0815	0	0	0	0	0	0	0	**0**	18	1	0	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**	19	1	1	1	0	0	0	**22**	**41**
0815-0830	0	0	0	0	0	0	0	**0**	21	1	1	1	0	0	0	**24**	1	0	0	0	0	0	0	**1**	38	1	0	0	0	0	0	**39**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**12**	**3**	**2**	**0**	**1**	**0**	**71**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**89**	**20**	**1**	**1**	**1**	**0**	**0**	**112**	**184**
0830-0845	0	0	0	0	0	0	0	**0**	19	4	0	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	31	6	1	0	1	0	0	**39**	**62**
0845-0900	0	0	0	0	0	0	0	**0**	23	3	0	0	0	0	0	**26**	0	0	0	0	0	0	0	**0**	30	4	0	0	0	1	0	**35**	**61**
0900-0915	0	0	0	0	0	0	0	**0**	8	1	1	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**	18	2	1	0	0	0	0	**21**	**31**
0915-0930	0	0	0	0	0	0	0	**0**	10	5	2	0	0	1	0	**18**	1	0	0	0	0	0	0	**1**	12	2	1	0	0	0	0	**15**	**34**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**13**	**3**	**0**	**0**	**1**	**0**	**77**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**91**	**14**	**3**	**0**	**1**	**1**	**0**	**110**	**188**
2 Hour Totals (am)	0	0	0	0	0	0	0	0	113	25	6	2	0	2	0	148	2	0	0	0	0	0	0	2	180	34	4	1	2	1	0	222	**372**
1500-1515	0	0	0	0	0	0	0	**0**	37	3	0	0	0	0	0	**40**	2	0	0	0	0	0	0	**2**	20	1	0	0	0	2	0	**23**	**65**
1515-1530	0	0	0	0	0	0	0	**0**	25	2	1	0	0	0	0	**28**	0	0	0	0	0	0	0	**0**	24	1	1	0	0	0	0	**26**	**54**
1530-1545	0	0	0	0	0	0	0	**0**	18	4	0	0	0	0	0	**22**	1	1	0	0	0	0	0	**2**	38	2	0	0	0	0	0	**40**	**64**
1545-1600	0	0	0	0	0	0	0	**0**	26	6	1	0	0	2	0	**35**	1	0	0	0	0	0	0	**1**	18	7	0	0	2	0	1	**28**	**64**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**106**	**15**	**2**	**0**	**0**	**2**	**0**	**125**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**100**	**11**	**1**	**0**	**2**	**2**	**1**	**117**	**247**
1600-1615	0	0	0	0	0	0	0	**0**	22	3	0	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**	13	1	0	0	0	0	0	**14**	**39**
1615-1630	0	0	0	0	0	0	0	**0**	23	5	0	0	0	0	0	**28**	2	0	0	0	0	0	0	**2**	27	5	1	0	0	0	0	**33**	**63**
1630-1645	0	0	0	0	0	0	0	**0**	20	7	0	0	0	0	0	**27**	1	0	0	0	0	0	0	**1**	17	4	0	0	0	0	0	**21**	**49**
1645-1700	0	0	0	0	0	0	0	**0**	21	7	0	0	0	0	0	**28**	1	0	0	0	0	0	0	**1**	14	7	0	0	0	0	0	**21**	**50**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86**	**22**	**0**	**0**	**0**	**0**	**0**	**108**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**71**	**17**	**1**	**0**	**0**	**0**	**0**	**89**	**201**
2 Hour Totals (pm)	0	0	0	0	0	0	0	0	192	37	2	0	0	2	0	233	8	1	0	0	0	0	0	9	171	28	2	0	2	2	1	206	**448**
Day Total	0	0	0	0	0	0	0	0	305	62	8	2	0	4	0	381	10	1	0	0	0	0	0	11	351	62	6	1	4	3	1	428	820

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 7 - Cam 7-1

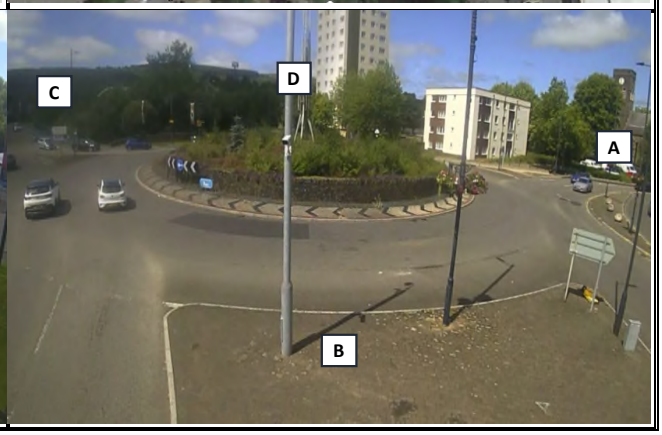




SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700

Site 7 - Cam 7-2





Severnside
Transportation Data Collection

SS798 Merthyr Tydfil
Thursday 07 July 2022
0730-0930 & 1500-1700
Site 7

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	0	1	0	0	0	0	0	**1**	15	3	1	0	0	0	0	**19**	25	6	0	0	0	0	0	**31**	10	2	0	0	0	1	0	**13**	**64**
0745-0800	2	1	0	0	0	0	0	**3**	15	4	0	0	0	0	0	**19**	38	5	2	0	0	0	0	**45**	20	3	0	0	0	0	0	**23**	**90**
0800-0815	5	0	0	0	0	0	0	**5**	30	5	0	0	0	0	0	**35**	45	7	0	0	1	1	0	**54**	24	1	0	0	1	0	0	**26**	**120**
0815-0830	10	1	0	0	0	0	0	**11**	35	4	0	0	0	0	0	**39**	48	11	0	1	0	0	0	**60**	44	3	2	0	0	1	0	**50**	**160**
Hourly Total	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**20**	**95**	**16**	**1**	**0**	**0**	**0**	**0**	**112**	**156**	**29**	**2**	**1**	**1**	**1**	**0**	**190**	**98**	**9**	**2**	**0**	**1**	**2**	**0**	**112**	**434**
0830-0845	15	1	0	0	0	0	0	**16**	33	5	0	0	0	0	1	**39**	47	4	0	0	0	0	0	**51**	38	5	1	0	0	0	0	**44**	**150**
0845-0900	6	0	0	0	0	0	0	**6**	38	5	1	0	0	0	0	**44**	51	2	2	0	0	0	0	**55**	44	3	0	0	0	0	0	**47**	**152**
0900-0915	6	2	0	0	0	0	0	**8**	27	5	1	0	0	0	0	**33**	34	7	2	0	0	0	0	**43**	50	4	0	0	0	0	0	**54**	**138**
0915-0930	5	1	0	0	0	0	0	**6**	31	4	0	0	0	0	0	**35**	31	7	1	2	0	1	0	**42**	29	3	1	0	0	0	0	**33**	**116**
Hourly Total	**32**	**4**	**0**	**0**	**0**	**0**	**0**	**36**	**129**	**19**	**2**	**0**	**0**	**0**	**1**	**151**	**163**	**20**	**5**	**2**	**0**	**1**	**0**	**191**	**161**	**15**	**2**	**0**	**0**	**0**	**0**	**178**	**556**
2 Hour Totals (am)	49	7	0	0	0	0	0	56	224	35	3	0	0	0	1	263	319	49	7	3	1	2	0	381	259	24	4	0	1	2	0	290	**990**
1500-1515	8	0	0	0	0	0	0	**8**	49	3	0	0	0	0	0	**52**	65	6	0	1	0	0	0	**72**	54	3	0	0	0	1	0	**58**	**190**
1515-1530	11	0	0	0	0	0	0	**11**	45	3	0	0	0	1	0	**49**	68	1	0	0	0	0	0	**69**	48	1	0	0	0	0	0	**49**	**178**
1530-1545	6	1	0	0	0	0	0	**7**	62	3	2	0	1	0	0	**68**	76	4	1	0	0	0	0	**81**	52	2	1	0	0	0	0	**55**	**211**
1545-1600	7	0	0	0	0	0	0	**7**	61	6	0	0	0	0	0	**67**	55	1	0	0	0	0	0	**56**	52	7	0	0	0	0	0	**59**	**189**
Hourly Total	**32**	**1**	**0**	**0**	**0**	**0**	**0**	**33**	**217**	**15**	**2**	**0**	**1**	**1**	**0**	**236**	**264**	**12**	**1**	**1**	**0**	**0**	**0**	**278**	**206**	**13**	**1**	**0**	**0**	**1**	**0**	**221**	**768**
1600-1615	12	1	0	0	0	0	0	**13**	45	6	2	0	0	0	0	**53**	52	8	0	0	0	0	0	**60**	54	8	0	0	0	0	0	**62**	**188**
1615-1630	11	1	0	0	0	0	0	**12**	37	4	0	0	0	0	0	**41**	66	2	0	0	0	0	0	**68**	42	4	0	0	0	0	0	**46**	**167**
1630-1645	7	0	0	0	0	0	0	**7**	49	6	0	0	0	0	0	**55**	83	9	0	0	0	0	0	**92**	41	7	0	0	0	2	0	**50**	**204**
1645-1700	7	1	0	0	0	0	0	**8**	69	3	0	0	0	0	0	**72**	88	2	0	0	0	1	0	**91**	39	2	0	0	0	0	0	**41**	**212**
Hourly Total	**37**	**3**	**0**	**0**	**0**	**0**	**0**	**40**	**200**	**19**	**2**	**0**	**0**	**0**	**0**	**221**	**289**	**21**	**0**	**0**	**0**	**1**	**0**	**311**	**176**	**21**	**0**	**0**	**0**	**2**	**0**	**199**	**771**
2 Hour Totals (pm)	69	4	0	0	0	0	0	73	417	34	4	0	1	1	0	457	553	33	1	1	0	1	0	589	382	34	1	0	0	3	0	420	**1539**
Day Total	118	11	0	0	0	0	0	129	641	69	7	0	1	1	1	720	872	82	8	4	1	3	0	970	641	58	5	0	1	5	0	710	2529

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	11	7	1	0	0	0	0	**19**	2	0	0	0	0	0	0	**2**	14	4	1	0	1	0	0	**20**	21	5	0	0	1	0	0	**27**	**68**
0745-0800	28	6	0	0	0	0	0	**34**	2	1	1	0	0	0	0	**4**	16	6	0	0	0	0	0	**22**	31	16	0	0	0	0	0	**47**	**107**
0800-0815	33	7	1	0	0	0	0	**41**	6	2	0	0	0	0	0	**8**	22	5	1	0	1	0	0	**29**	38	1	2	0	0	0	0	**41**	**119**
0815-0830	36	9	1	0	0	0	0	**46**	5	3	0	0	0	0	0	**8**	26	1	0	0	1	0	0	**28**	52	6	0	0	1	0	0	**59**	**141**
Hourly Total	**108**	**29**	**3**	**0**	**0**	**0**	**0**	**140**	**15**	**6**	**1**	**0**	**0**	**0**	**0**	**22**	**78**	**16**	**2**	**0**	**3**	**0**	**0**	**99**	**142**	**28**	**2**	**0**	**2**	**0**	**0**	**174**	**435**
0830-0845	52	5	0	0	0	0	0	**57**	9	3	0	0	0	0	0	**12**	28	6	1	0	0	0	0	**35**	66	15	2	0	1	0	0	**84**	**188**
0845-0900	51	6	1	0	0	0	1	**59**	12	0	0	0	0	0	0	**12**	33	5	1	1	1	0	0	**41**	71	9	1	0	0	0	1	**82**	**194**
0900-0915	48	3	0	0	0	0	0	**51**	5	0	0	0	0	0	0	**5**	23	5	0	0	0	0	0	**28**	34	7	0	0	2	0	0	**43**	**127**
0915-0930	43	2	0	0	0	0	0	**45**	9	0	1	0	1	0	0	**11**	23	4	0	0	1	0	0	**28**	31	5	4	1	2	0	0	**43**	**127**
Hourly Total	**194**	**16**	**1**	**0**	**0**	**0**	**1**	**212**	**35**	**3**	**1**	**0**	**1**	**0**	**0**	**40**	**107**	**20**	**2**	**1**	**2**	**0**	**0**	**132**	**202**	**36**	**7**	**1**	**5**	**0**	**1**	**252**	**636**
2 Hour Totals (am)	302	45	4	0	0	0	1	352	50	9	2	0	1	0	0	62	185	36	4	1	5	0	0	231	344	64	9	1	7	0	1	426	**1071**
1500-1515	63	0	1	0	0	1	0	**65**	17	1	1	0	0	0	0	**19**	45	4	0	0	0	0	0	**49**	67	15	0	0	2	0	0	**84**	**217**
1515-1530	51	4	0	0	0	0	0	**55**	14	1	0	0	0	0	0	**15**	40	7	1	0	1	0	0	**49**	65	6	0	0	1	0	0	**72**	**191**
1530-1545	56	3	1	0	0	0	0	**60**	14	0	0	1	0	0	0	**15**	55	5	1	1	0	1	0	**63**	82	5	0	0	2	1	0	**90**	**228**
1545-1600	51	3	0	0	0	0	0	**54**	16	2	0	0	0	0	0	**18**	23	4	0	0	2	0	0	**29**	61	6	0	0	0	0	3	**70**	**171**
Hourly Total	**221**	**10**	**2**	**0**	**0**	**1**	**0**	**234**	**61**	**4**	**1**	**1**	**0**	**0**	**0**	**67**	**163**	**20**	**2**	**1**	**3**	**1**	**0**	**190**	**275**	**32**	**0**	**0**	**5**	**1**	**3**	**316**	**807**
1600-1615	53	7	0	0	0	0	0	**60**	10	0	0	0	0	0	0	**10**	39	8	1	0	1	1	0	**50**	59	9	0	0	2	1	0	**71**	**191**
1615-1630	60	6	1	0	0	0	0	**67**	8	1	0	0	0	0	0	**9**	45	3	1	0	1	1	0	**51**	62	14	0	0	3	1	0	**80**	**207**
1630-1645	51	2	0	0	0	1	0	**54**	9	0	0	0	0	0	0	**9**	47	6	0	0	1	0	0	**54**	56	7	0	0	1	1	0	**65**	**182**
1645-1700	51	7	0	0	0	1	0	**59**	6	1	1	0	0	0	0	**8**	41	2	1	0	1	1	0	**46**	70	9	0	1	2	2	0	**84**	**197**
Hourly Total	**215**	**22**	**1**	**0**	**0**	**2**	**0**	**240**	**33**	**2**	**1**	**0**	**0**	**0**	**0**	**36**	**172**	**19**	**3**	**0**	**4**	**3**	**0**	**201**	**247**	**39**	**0**	**1**	**8**	**5**	**0**	**300**	**777**
2 Hour Totals (pm)	436	32	3	0	0	3	0	474	94	6	2	1	0	0	0	103	335	39	5	1	7	4	0	391	522	71	0	1	13	6	3	616	**1584**
Day Total	738	77	7	0	0	3	1	826	144	15	4	1	1	0	0	165	520	75	9	2	12	4	0	622	866	135	9	2	20	6	4	1042	2655

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	20	3	0	1	0	1	0	**25**	13	5	0	0	1	0	0	**19**	0	0	0	0	0	0	0	**0**	19	4	0	0	0	0	0	**23**	**67**
0745-0800	35	5	0	0	0	0	0	**40**	16	3	1	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**	10	2	2	0	1	0	0	**15**	**75**
0800-0815	50	7	1	0	0	0	0	**58**	17	4	0	0	1	0	0	**22**	0	0	0	0	0	0	0	**0**	24	6	0	0	0	0	0	**30**	**110**
0815-0830	39	2	0	0	0	0	0	**41**	22	4	2	0	0	0	0	**28**	0	0	0	0	0	0	0	**0**	35	3	0	0	1	0	0	**39**	**108**
Hourly Total	**144**	**17**	**1**	**1**	**0**	**1**	**0**	**164**	**68**	**16**	**3**	**0**	**2**	**0**	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**88**	**15**	**2**	**0**	**2**	**0**	**0**	**107**	**360**
0830-0845	63	4	0	0	0	0	0	**67**	19	2	0	0	1	0	0	**22**	0	0	0	0	0	0	0	**0**	48	3	0	0	0	0	0	**51**	**140**
0845-0900	45	6	0	1	0	0	0	**52**	28	5	2	0	2	0	0	**37**	0	0	0	0	0	0	0	**0**	41	5	1	0	2	0	0	**49**	**138**
0900-0915	42	3	1	0	0	0	0	**46**	24	4	1	0	1	0	0	**30**	0	0	0	0	0	0	0	**0**	39	3	0	0	0	0	0	**42**	**118**
0915-0930	45	3	0	0	0	0	0	**48**	21	2	0	0	0	0	0	**23**	0	0	0	0	0	0	0	**0**	26	4	0	0	1	0	0	**31**	**102**
Hourly Total	**195**	**16**	**1**	**1**	**0**	**0**	**0**	**213**	**92**	**13**	**3**	**0**	**4**	**0**	**0**	**112**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**154**	**15**	**1**	**0**	**3**	**0**	**0**	**173**	**498**
2 Hour Totals (am)	339	33	2	2	0	1	0	377	160	29	6	0	6	0	0	201	0	0	0	0	0	0	0	0	242	30	3	0	5	0	0	280	**858**
1500-1515	50	3	0	0	0	1	0	**54**	19	5	0	0	1	0	0	**25**	0	0	0	0	0	0	0	**0**	22	5	0	0	0	0	0	**27**	**106**
1515-1530	48	10	3	0	1	0	0	**62**	28	2	0	1	1	1	0	**33**	0	0	0	0	0	0	0	**0**	45	7	0	0	1	1	0	**54**	**149**
1530-1545	57	5	0	0	0	0	0	**62**	36	5	1	0	1	0	0	**43**	0	0	0	0	0	0	0	**0**	31	8	0	0	0	0	0	**39**	**144**
1545-1600	63	7	0	0	0	0	0	**70**	38	2	0	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**	34	4	0	0	1	0	0	**39**	**149**
Hourly Total	**218**	**25**	**3**	**0**	**1**	**1**	**0**	**248**	**121**	**14**	**1**	**1**	**3**	**1**	**0**	**141**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**24**	**0**	**0**	**2**	**1**	**0**	**159**	**548**
1600-1615	67	8	1	0	0	0	0	**76**	36	7	0	1	1	0	0	**45**	0	0	0	0	0	0	0	**0**	37	3	0	0	0	0	0	**40**	**161**
1615-1630	55	9	0	0	0	1	0	**65**	37	3	0	0	1	0	0	**41**	0	0	0	0	0	0	0	**0**	42	4	0	0	1	0	0	**47**	**153**
1630-1645	78	5	0	1	0	0	0	**84**	43	6	0	0	1	1	0	**51**	0	0	0	0	0	0	0	**0**	30	5	0	0	0	0	0	**35**	**170**
1645-1700	66	8	3	0	0	0	0	**77**	40	7	0	0	0	0	0	**47**	0	0	0	0	0	0	0	**0**	36	3	0	0	1	1	0	**41**	**165**
Hourly Total	**266**	**30**	**4**	**1**	**0**	**1**	**0**	**302**	**156**	**23**	**0**	**1**	**3**	**1**	**0**	**184**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**145**	**15**	**0**	**0**	**2**	**1**	**0**	**163**	**649**
2 Hour Totals (pm)	484	55	7	1	1	2	0	550	277	37	1	2	6	2	0	325	0	0	0	0	0	0	0	0	277	39	0	0	4	2	0	322	**1197**
Day Total	823	88	9	3	1	3	0	927	437	66	7	2	12	2	0	526	0	0	0	0	0	0	0	0	519	69	3	0	9	2	0	602	2055

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	15	5	0	0	0	0	0	**20**	24	8	0	0	1	0	0	**33**	23	2	0	0	2	0	0	**27**	0	0	0	0	0	0	0	**0**	**80**
0745-0800	37	8	3	0	0	1	0	**49**	40	9	2	0	1	0	1	**53**	19	6	1	1	1	0	0	**28**	0	0	0	0	0	0	0	**0**	**130**
0800-0815	42	8	1	0	0	0	0	**51**	33	11	2	0	1	0	0	**47**	26	6	0	1	0	1	0	**34**	0	0	0	0	0	0	0	**0**	**132**
0815-0830	42	8	0	0	0	0	0	**50**	36	10	0	0	0	1	0	**47**	26	3	0	1	1	0	0	**31**	0	0	0	0	0	0	0	**0**	**128**
Hourly Total	**136**	**29**	**4**	**0**	**0**	**1**	**0**	**170**	**133**	**38**	**4**	**0**	**3**	**1**	**1**	**180**	**94**	**17**	**1**	**3**	**4**	**1**	**0**	**120**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**470**
0830-0845	63	7	1	0	0	0	0	**71**	35	5	1	0	0	0	0	**41**	28	2	0	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	**142**
0845-0900	71	6	2	0	0	0	0	**79**	54	8	2	0	1	0	0	**65**	25	4	1	0	0	0	0	**30**	0	0	0	0	0	0	0	**0**	**174**
0900-0915	74	6	1	0	0	1	0	**82**	47	5	1	0	1	1	0	**55**	31	4	0	0	1	0	0	**36**	0	0	0	0	0	0	0	**0**	**173**
0915-0930	55	3	0	0	0	0	0	**58**	49	6	0	0	1	0	0	**56**	29	7	0	0	0	0	0	**36**	0	0	0	0	0	0	0	**0**	**150**
Hourly Total	**263**	**22**	**4**	**0**	**0**	**1**	**0**	**290**	**185**	**24**	**4**	**0**	**3**	**1**	**0**	**217**	**113**	**17**	**1**	**0**	**1**	**0**	**0**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**639**
2 Hour Totals (am)	399	51	8	0	0	2	0	460	318	62	8	0	6	2	1	397	207	34	2	3	5	1	0	252	0	0	0	0	0	0	0	0	**1109**
1500-1515	78	3	0	0	0	0	0	**81**	76	13	0	1	1	0	0	**91**	27	3	2	0	1	0	0	**33**	0	0	0	0	0	0	0	**0**	**205**
1515-1530	68	5	0	0	0	0	0	**73**	69	2	1	0	1	0	0	**73**	24	4	1	0	1	0	0	**30**	0	0	0	0	0	0	0	**0**	**176**
1530-1545	76	6	0	0	1	0	0	**83**	61	7	0	0	1	1	0	**70**	39	3	0	0	0	0	0	**42**	0	0	0	0	0	0	0	**0**	**195**
1545-1600	89	10	0	0	0	1	0	**100**	65	10	1	0	1	0	0	**77**	31	6	0	0	1	0	0	**38**	1	0	0	0	0	0	0	**1**	**216**
Hourly Total	**311**	**24**	**0**	**0**	**1**	**1**	**0**	**337**	**271**	**32**	**2**	**1**	**4**	**1**	**0**	**311**	**121**	**16**	**3**	**0**	**3**	**0**	**0**	**143**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**792**
1600-1615	62	4	0	0	0	0	0	**66**	64	9	0	0	1	1	0	**75**	43	6	0	0	0	0	0	**49**	1	0	0	0	0	0	0	**1**	**191**
1615-1630	57	8	0	0	0	2	0	**67**	64	7	0	0	2	0	0	**73**	41	1	0	0	1	0	0	**43**	0	0	0	0	0	0	0	**0**	**183**
1630-1645	60	2	0	1	0	2	0	**65**	67	7	0	0	1	1	0	**76**	39	5	0	0	0	1	0	**45**	0	0	0	0	0	0	0	**0**	**186**
1645-1700	68	6	0	0	0	0	0	**74**	70	6	0	0	1	0	0	**77**	36	5	0	0	0	0	0	**41**	0	0	0	0	0	0	0	**0**	**192**
Hourly Total	**247**	**20**	**0**	**1**	**0**	**4**	**0**	**272**	**265**	**29**	**0**	**0**	**5**	**2**	**0**	**301**	**159**	**17**	**0**	**0**	**1**	**1**	**0**	**178**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**752**
2 Hour Totals (pm)	558	44	0	1	1	5	0	609	536	61	2	1	9	3	0	612	280	33	3	0	4	1	0	321	2	0	0	0	0	0	0	2	**1544**
Day Total	957	95	8	1	1	7	0	1069	854	123	10	1	15	5	1	1009	487	67	5	3	9	2	0	573	2	0	0	0	0	0	0	2	2653

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	50	12	1	0	0	1	0	**64**	48	16	2	0	2	0	0	**68**	52	12	0	1	1	1	0	**67**	62	15	0	0	3	0	0	**80**	**279**
0745-0800	75	13	2	0	0	0	0	**90**	77	29	1	0	0	0	0	**107**	61	10	3	0	1	0	0	**75**	96	23	6	1	2	1	1	**130**	**402**
0800-0815	104	13	0	0	2	1	0	**120**	99	15	4	0	1	0	0	**119**	91	17	1	0	1	0	0	**110**	101	25	3	1	1	1	0	**132**	**481**
0815-0830	137	19	2	1	0	1	0	**160**	119	19	1	0	2	0	0	**141**	96	9	2	0	1	0	0	**108**	104	21	0	1	1	1	0	**128**	**537**
Hourly Total	**366**	**57**	**5**	**1**	**2**	**3**	**0**	**434**	**343**	**79**	**8**	**0**	**5**	**0**	**0**	**435**	**300**	**48**	**6**	**1**	**4**	**1**	**0**	**360**	**363**	**84**	**9**	**3**	**7**	**3**	**1**	**470**	**1699**
0830-0845	133	15	1	0	0	0	1	**150**	155	29	3	0	1	0	0	**188**	130	9	0	0	1	0	0	**140**	126	14	2	0	0	0	0	**142**	**620**
0845-0900	139	10	3	0	0	0	0	**152**	167	20	3	1	1	0	2	**194**	114	16	3	1	4	0	0	**138**	150	18	5	0	1	0	0	**174**	**658**
0900-0915	117	18	3	0	0	0	0	**138**	110	15	0	0	2	0	0	**127**	105	10	2	0	1	0	0	**118**	152	15	2	0	2	2	0	**173**	**556**
0915-0930	96	15	2	2	0	1	0	**116**	106	11	5	1	4	0	0	**127**	92	9	0	0	1	0	0	**102**	133	16	0	0	1	0	0	**150**	**495**
Hourly Total	**485**	**58**	**9**	**2**	**0**	**1**	**1**	**556**	**538**	**75**	**11**	**2**	**8**	**0**	**2**	**636**	**441**	**44**	**5**	**1**	**7**	**0**	**0**	**498**	**561**	**63**	**9**	**0**	**4**	**2**	**0**	**639**	**2329**
2 Hour Totals (am)	851	115	14	3	2	4	1	990	881	154	19	2	13	0	2	1071	741	92	11	2	11	1	0	858	924	147	18	3	11	5	1	1109	**4028**
1500-1515	176	12	0	1	0	1	0	**190**	192	20	2	0	2	1	0	**217**	91	13	0	0	1	1	0	**106**	181	19	2	1	2	0	0	**205**	**718**
1515-1530	172	5	0	0	0	1	0	**178**	170	18	1	0	2	0	0	**191**	121	19	3	1	3	2	0	**149**	161	11	2	0	2	0	0	**176**	**694**
1530-1545	196	10	4	0	1	0	0	**211**	207	13	2	2	2	2	0	**228**	124	18	1	0	1	0	0	**144**	176	16	0	0	2	1	0	**195**	**778**
1545-1600	175	14	0	0	0	0	0	**189**	151	15	0	0	2	0	3	**171**	135	13	0	0	1	0	0	**149**	186	26	1	0	2	1	0	**216**	**725**
Hourly Total	**719**	**41**	**4**	**1**	**1**	**2**	**0**	**768**	**720**	**66**	**5**	**2**	**8**	**3**	**3**	**807**	**471**	**63**	**4**	**1**	**6**	**3**	**0**	**548**	**704**	**72**	**5**	**1**	**8**	**2**	**0**	**792**	**2915**
1600-1615	163	23	2	0	0	0	0	**188**	161	24	1	0	3	2	0	**191**	140	18	1	1	1	0	0	**161**	170	19	0	0	1	1	0	**191**	**731**
1615-1630	156	11	0	0	0	0	0	**167**	175	24	2	0	4	2	0	**207**	134	16	0	0	2	1	0	**153**	162	16	0	0	3	2	0	**183**	**710**
1630-1645	180	22	0	0	0	2	0	**204**	163	15	0	0	2	2	0	**182**	151	16	0	1	1	1	0	**170**	166	14	0	1	1	4	0	**186**	**742**
1645-1700	203	8	0	0	0	1	0	**212**	168	19	2	1	3	4	0	**197**	142	18	3	0	1	1	0	**165**	174	17	0	0	1	0	0	**192**	**766**
Hourly Total	**702**	**64**	**2**	**0**	**0**	**3**	**0**	**771**	**667**	**82**	**5**	**1**	**12**	**10**	**0**	**777**	**567**	**68**	**4**	**2**	**5**	**3**	**0**	**649**	**672**	**66**	**0**	**1**	**6**	**7**	**0**	**752**	**2949**
2 Hour Totals (pm)	1421	105	6	1	1	5	0	1539	1387	148	10	3	20	13	3	1584	1038	131	8	3	11	6	0	1197	1376	138	5	2	14	9	0	1544	**5864**
Day Total	2272	220	20	4	3	9	1	2529	2268	302	29	5	33	13	5	2655	1779	223	19	5	22	7	0	2055	2300	285	23	5	25	14	1	2653	9892

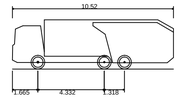
	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0730-0745	46	16	1	1	0	1	0	**65**	54	16	1	0	2	0	0	**73**	62	12	1	0	3	0	0	**78**	50	11	0	0	1	1	0	**63**	**279**
0745-0800	102	20	3	0	0	1	0	**126**	73	17	4	0	1	0	1	**96**	73	17	3	1	1	0	0	**95**	61	21	2	0	1	0	0	**85**	**402**
0800-0815	130	22	3	0	0	0	0	**155**	86	22	2	0	2	0	0	**112**	93	18	1	1	2	2	0	**117**	86	8	2	0	1	0	0	**97**	**481**
0815-0830	127	20	1	0	0	0	0	**148**	98	21	2	0	0	1	0	**122**	100	15	0	2	2	0	0	**119**	131	12	2	0	2	1	0	**148**	**537**
Hourly Total	**405**	**78**	**8**	**1**	**0**	**2**	**0**	494	**311**	**76**	**9**	**0**	**5**	**1**	**1**	403	**328**	**62**	**5**	**4**	**8**	**2**	**0**	409	**328**	**52**	**6**	**0**	**5**	**2**	**0**	393	1699
0830-0845	193	17	1	0	0	0	0	**211**	96	15	1	0	1	0	1	**114**	103	12	1	0	0	0	0	**116**	152	23	3	0	1	0	0	**179**	**620**
0845-0900	173	18	3	1	0	0	1	**196**	132	18	5	0	3	0	0	**158**	109	11	4	1	1	0	0	**126**	156	17	2	0	2	0	1	**178**	**658**
0900-0915	170	14	2	0	0	1	0	**187**	103	14	3	0	2	1	0	**123**	88	16	2	0	1	0	0	**107**	123	14	0	0	2	0	0	**139**	**556**
0915-0930	148	9	0	0	0	0	0	**157**	110	12	1	0	2	0	0	**125**	83	18	1	2	1	1	0	**106**	86	12	5	1	3	0	0	**107**	**495**
Hourly Total	**684**	**58**	**6**	**1**	**0**	**1**	**1**	751	**441**	**59**	**10**	**0**	**8**	**1**	**1**	520	**383**	**57**	**8**	**3**	**3**	**1**	**0**	455	**517**	**66**	**10**	**1**	**8**	**0**	**1**	603	2329
2 Hour Totals (am)	1089	136	14	2	0	3	1	1245	752	135	19	0	13	2	2	923	711	119	13	7	11	3	0	864	845	118	16	1	13	2	1	996	**4028**
1500-1515	199	6	1	0	0	2	0	**208**	161	22	1	1	2	0	0	**187**	137	13	2	1	1	0	0	**154**	143	23	0	0	2	1	0	**169**	**718**
1515-1530	178	19	3	0	1	0	0	**201**	156	8	1	1	2	2	0	**170**	132	12	2	0	2	0	0	**148**	158	14	0	0	2	1	0	**175**	**694**
1530-1545	195	15	1	0	1	0	0	**212**	173	15	3	1	3	1	0	**196**	170	12	2	1	0	1	0	**186**	165	15	1	0	2	1	0	**184**	**778**
1545-1600	210	20	0	0	0	1	0	**231**	180	20	1	0	1	0	0	**202**	109	11	0	0	3	0	0	**123**	148	17	0	0	1	0	3	**169**	**725**
Hourly Total	**782**	**60**	**5**	**0**	**2**	**3**	**0**	852	**670**	**65**	**6**	**3**	**8**	**3**	**0**	755	**548**	**48**	**6**	**2**	**6**	**1**	**0**	611	**614**	**69**	**1**	**0**	**7**	**3**	**3**	697	2915
1600-1615	194	20	1	0	0	0	0	**215**	155	22	2	1	2	1	0	**183**	134	22	1	0	1	1	0	**159**	151	20	0	0	2	1	0	**174**	**731**
1615-1630	183	24	1	0	0	3	0	**211**	146	15	0	0	3	0	0	**164**	152	6	1	0	2	1	0	**162**	146	22	0	0	4	1	0	**173**	**710**
1630-1645	196	9	0	2	0	3	0	**210**	168	19	0	0	2	2	0	**191**	169	20	0	0	1	1	0	**191**	127	19	0	0	1	3	0	**150**	**742**
1645-1700	192	22	3	0	0	1	0	**218**	185	17	1	0	1	0	0	**204**	165	9	1	0	1	2	0	**178**	145	14	0	1	3	3	0	**166**	**766**
Hourly Total	**765**	**75**	**5**	**2**	**0**	**7**	**0**	854	**654**	**73**	**3**	**1**	**8**	**3**	**0**	742	**620**	**57**	**3**	**0**	**5**	**5**	**0**	690	**569**	**75**	**0**	**1**	**10**	**8**	**0**	663	2949
2 Hour Totals (pm)	1547	135	10	2	2	10	0	1706	1324	138	9	4	16	6	0	1497	1168	105	9	2	11	6	0	1301	1183	144	1	1	17	11	3	1360	**5864**
Day Total	2636	271	24	4	2	13	1	2951	2076	273	28	4	29	8	2	2420	1879	224	22	9	22	9	0	2165	2028	262	17	2	30	13	4	2356	9892

Appendix B

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.590m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

Drawn: SL

Checked: HLJ

Project No: **22052**

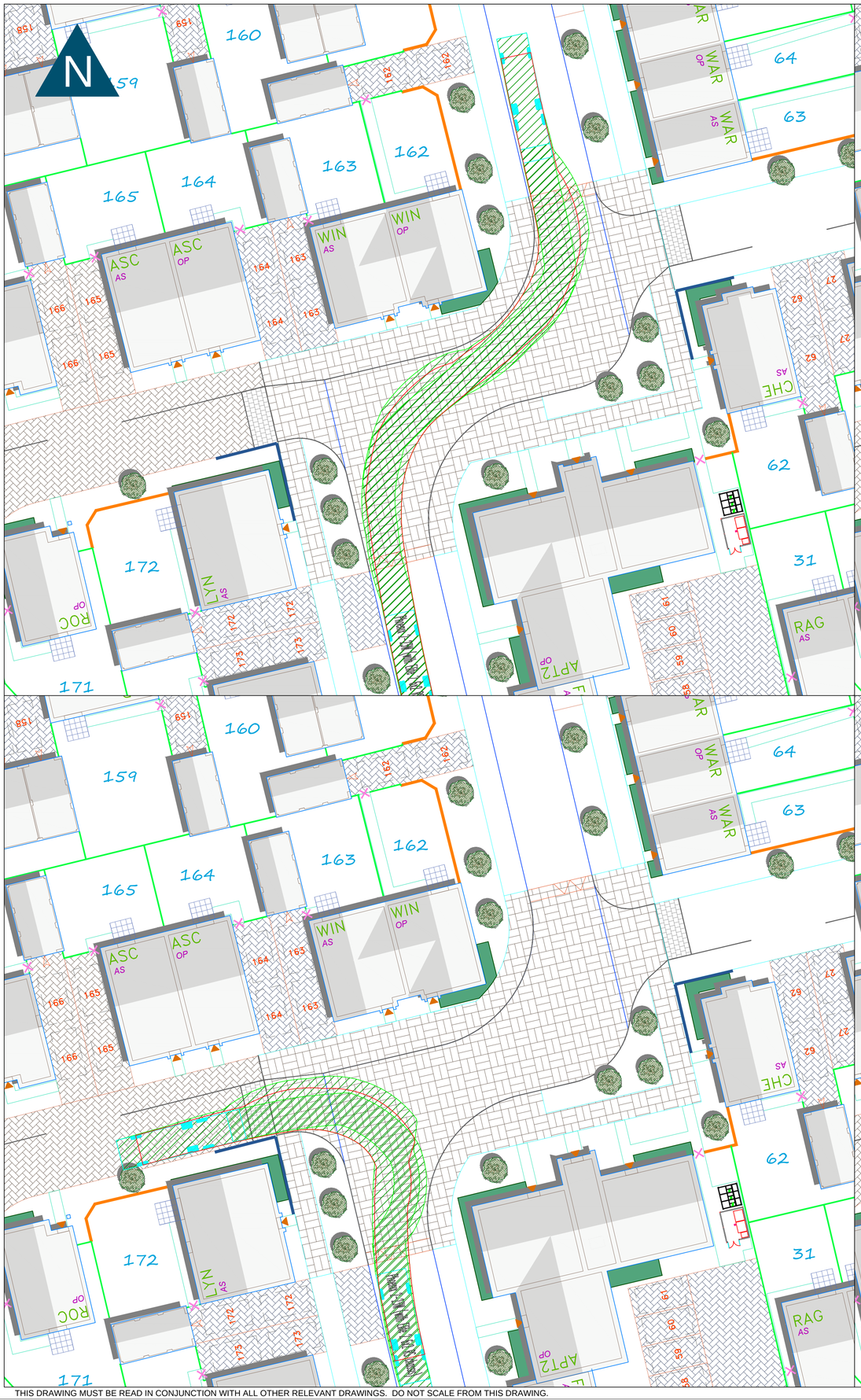
Title: Swept path analysis - large refuse vehicle (10.5m long) (Sheet 1 of 6)

Client Project No:

Revision:

Drawing No: 22052.OS.103.01

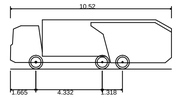
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.590m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

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Tel 029 2070 0924

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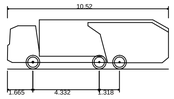
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PRELIMINARY	Scale 1:200@A1
Project	Drawn SL
Dragon Parc, Abercanaid	Checked HLJ
	Project No **22052**
Title	Client Project No
Swept path analysis - large refuse vehicle (10.5m long) (Sheet 2 of 6)	Revision
Drawing No	
22052.OS.103.02	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.590m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Penarth, CF64 2AA
Tel 029 2070 0924

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www.limetransport.com

Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

Drawn: SL

Checked: HLJ

Project No: **22052**

Title: Swept path analysis - large refuse vehicle (10.5m long) (Sheet 3 of 6)

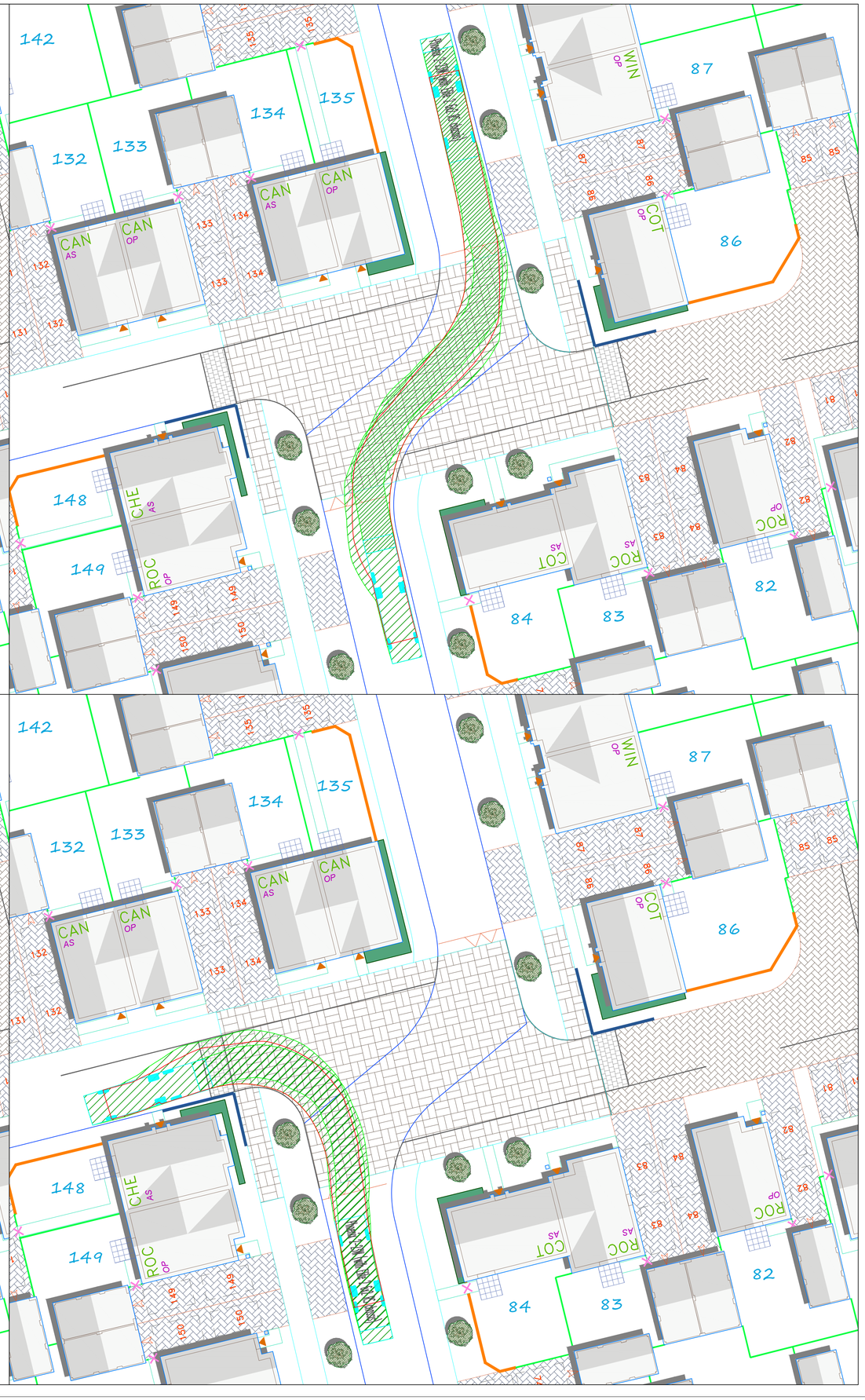
Client Project No:

Revision:

Drawing No: 22052.OS.103.03

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

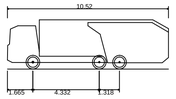




GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.590m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Tel 029 2070 0924

mail@limetransport.com
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Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

Drawn: SL

Checked: HLJ

Project No: **22052**

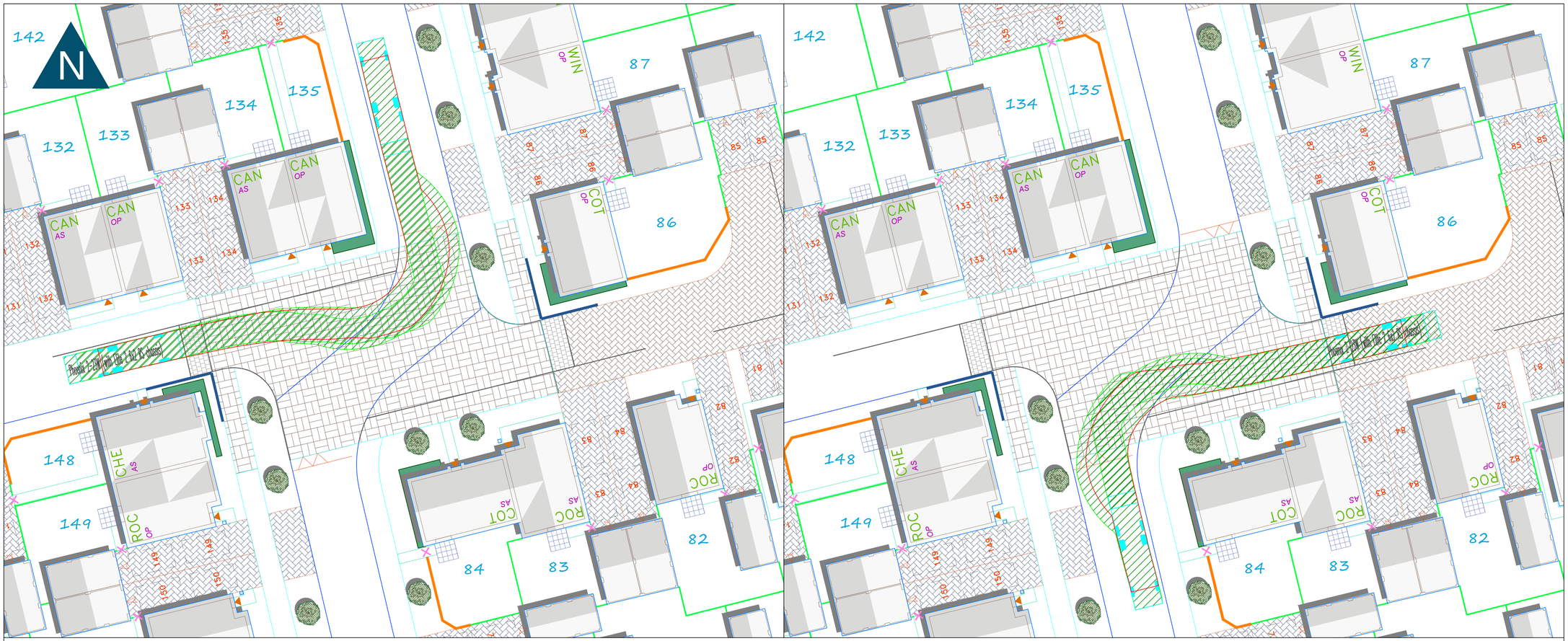
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Client Project No:

Revision:

Drawing No: 22052.OS.103.04

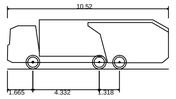
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.590m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

Drawn: SL

Checked: HLJ

Project No: **22052**

Title: Swept path analysis - large refuse vehicle (10.5m long) (Sheet 5 of 6)

Client Project No:

Revision:

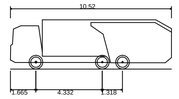
Drawing No: 22052.OS.103.05

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.590m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.500m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Drawn: SL

Checked: HLJ

Project: Dragon Parc, Abercanaid

Project No: **22052**

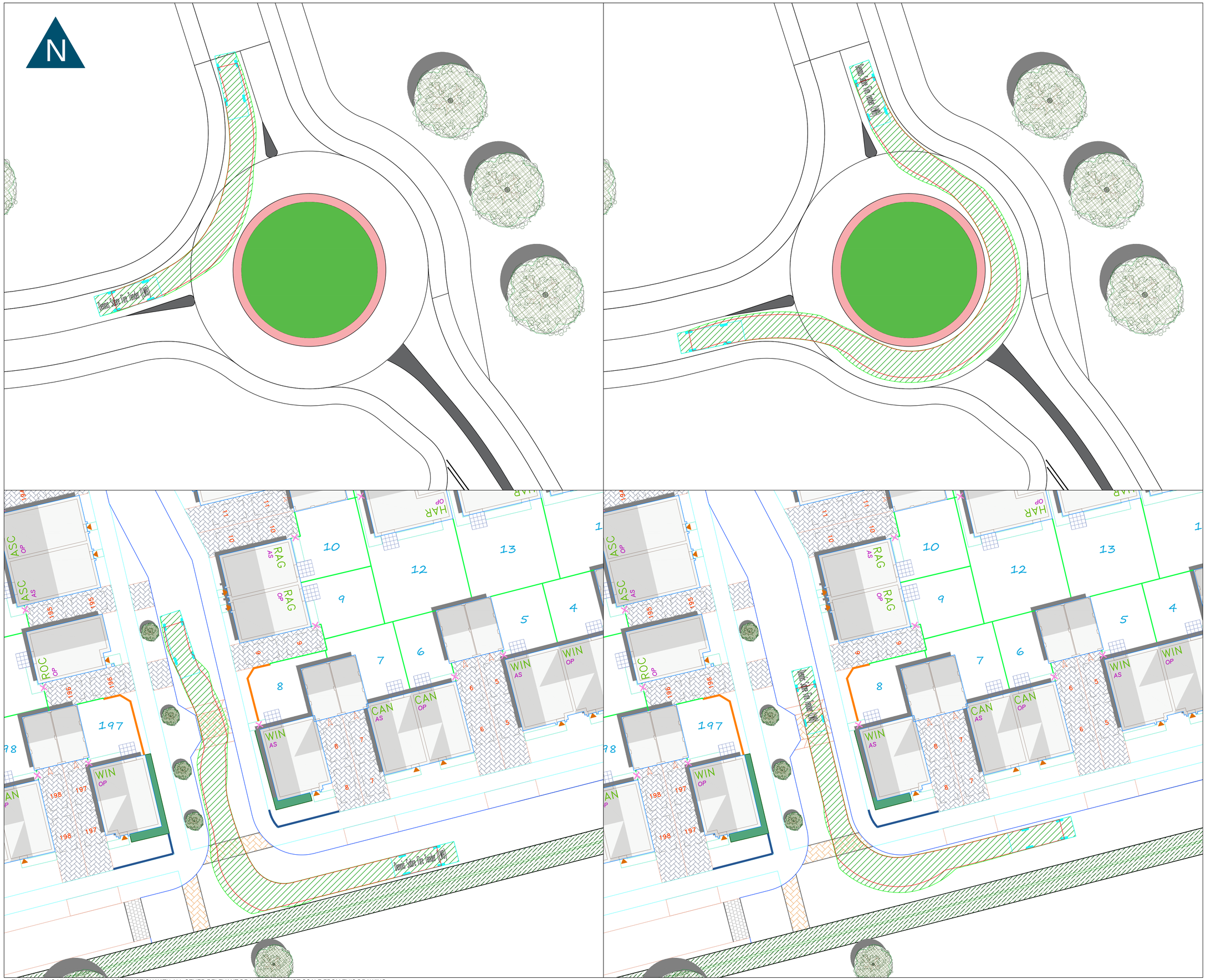
Client Project No:

Title: Swept path analysis - large refuse vehicle (10.5m long) (Sheet 6 of 6)

Revision:

Drawing No: 22052.OS.103.06

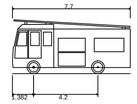
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

Drawn: SL

Checked: HLJ

Project No: **22052**

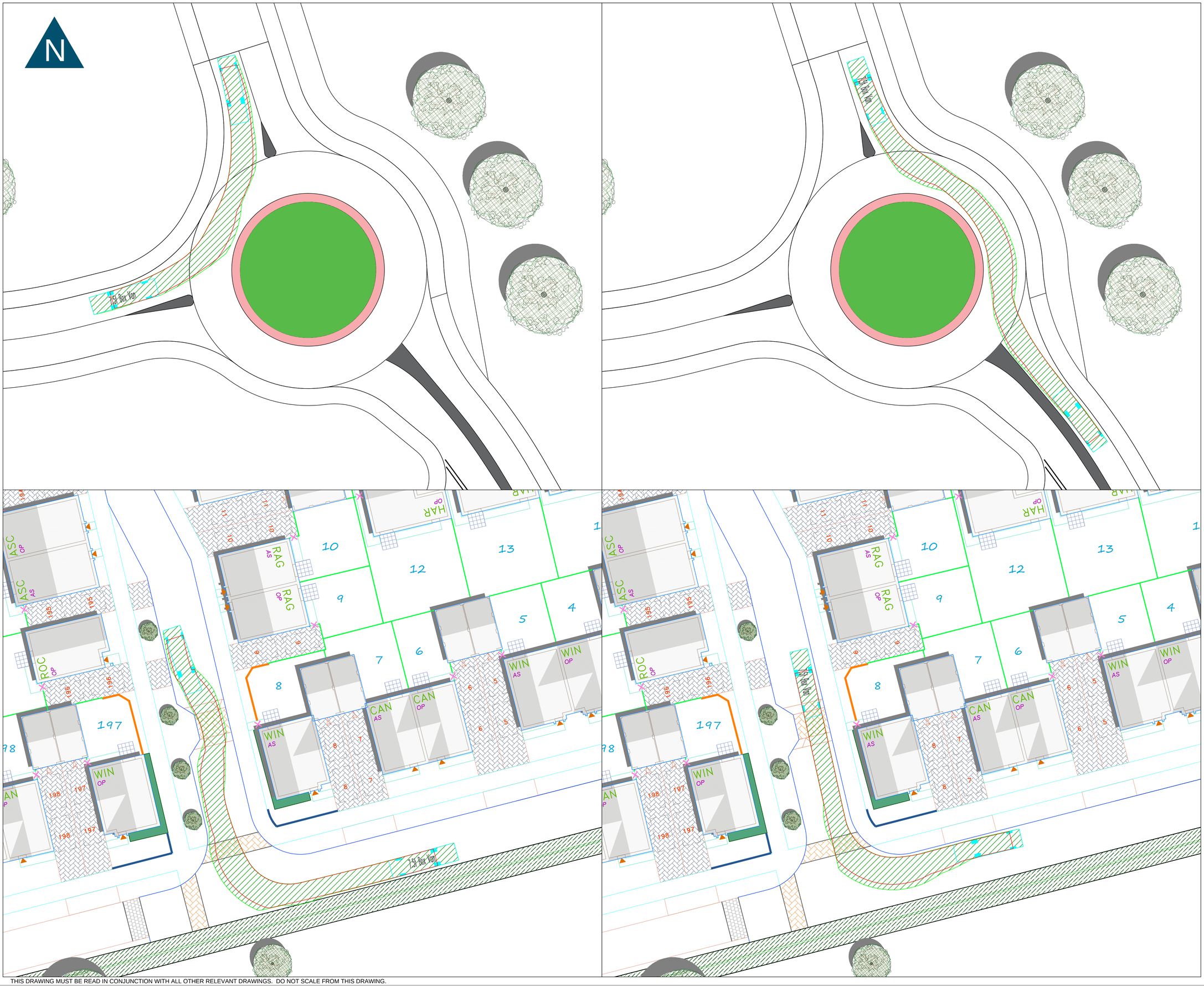
Title: Swept path analysis - Denis Sabre Fire Tender (7.9m long)

Client Project No:

Revision:

Drawing No: 22052.OS.103.07

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

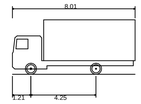


THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

NOT FOR CONSTRUCTION

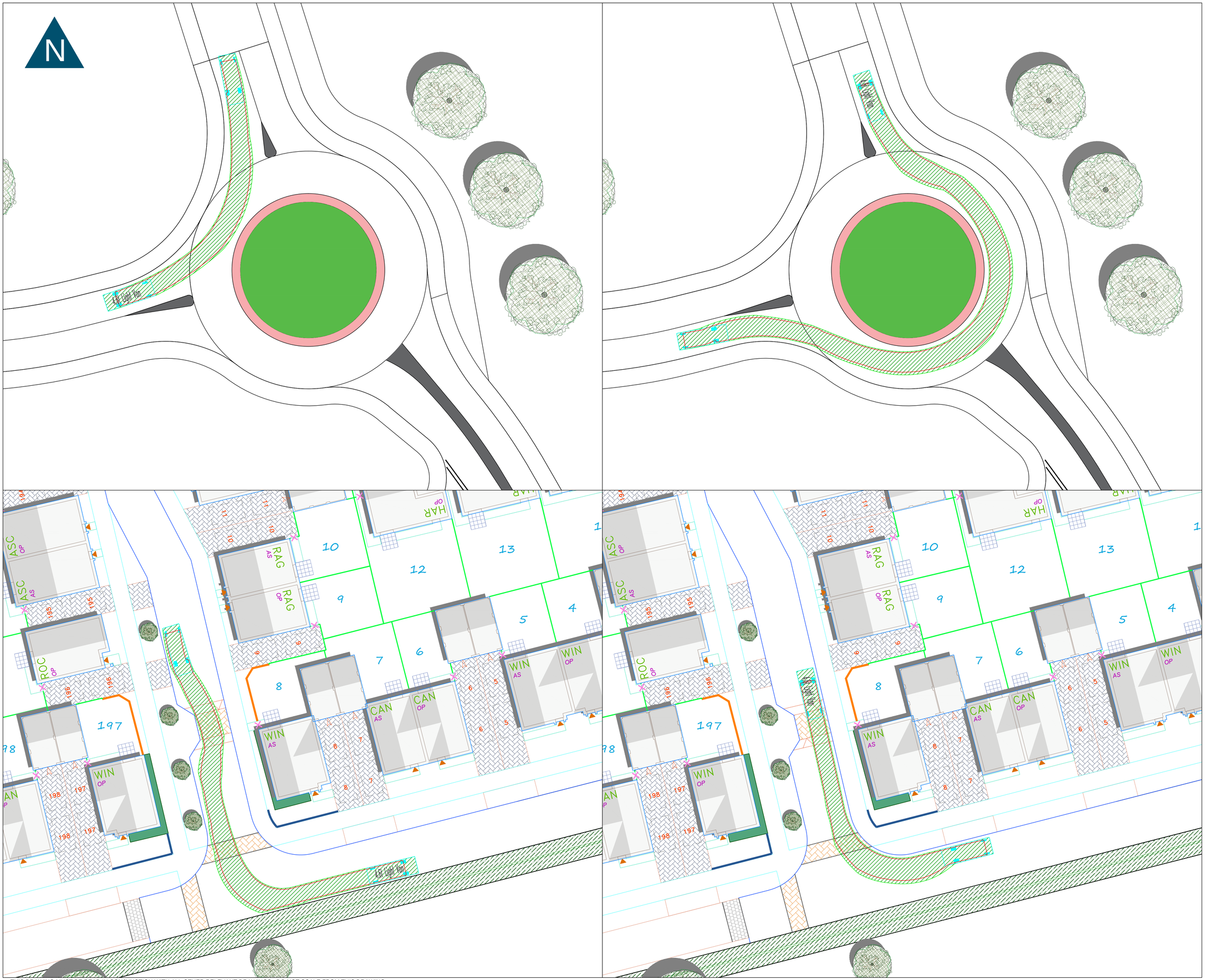
Rev	Date	Description	Drawn	Check

lime TRANSPORT

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Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
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Drawing Status	Date 15/02/2023
PRELIMINARY	Scale 1:200@A1
Project	Drawn SL
Dragon Parc, Abercanaid	Checked HLJ
	Project No **22052**
Title	Client Project No
Swept path analysis - 7.5t box van (8.0m long)	Revision
Drawing No	
22052.OS.103.08	



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

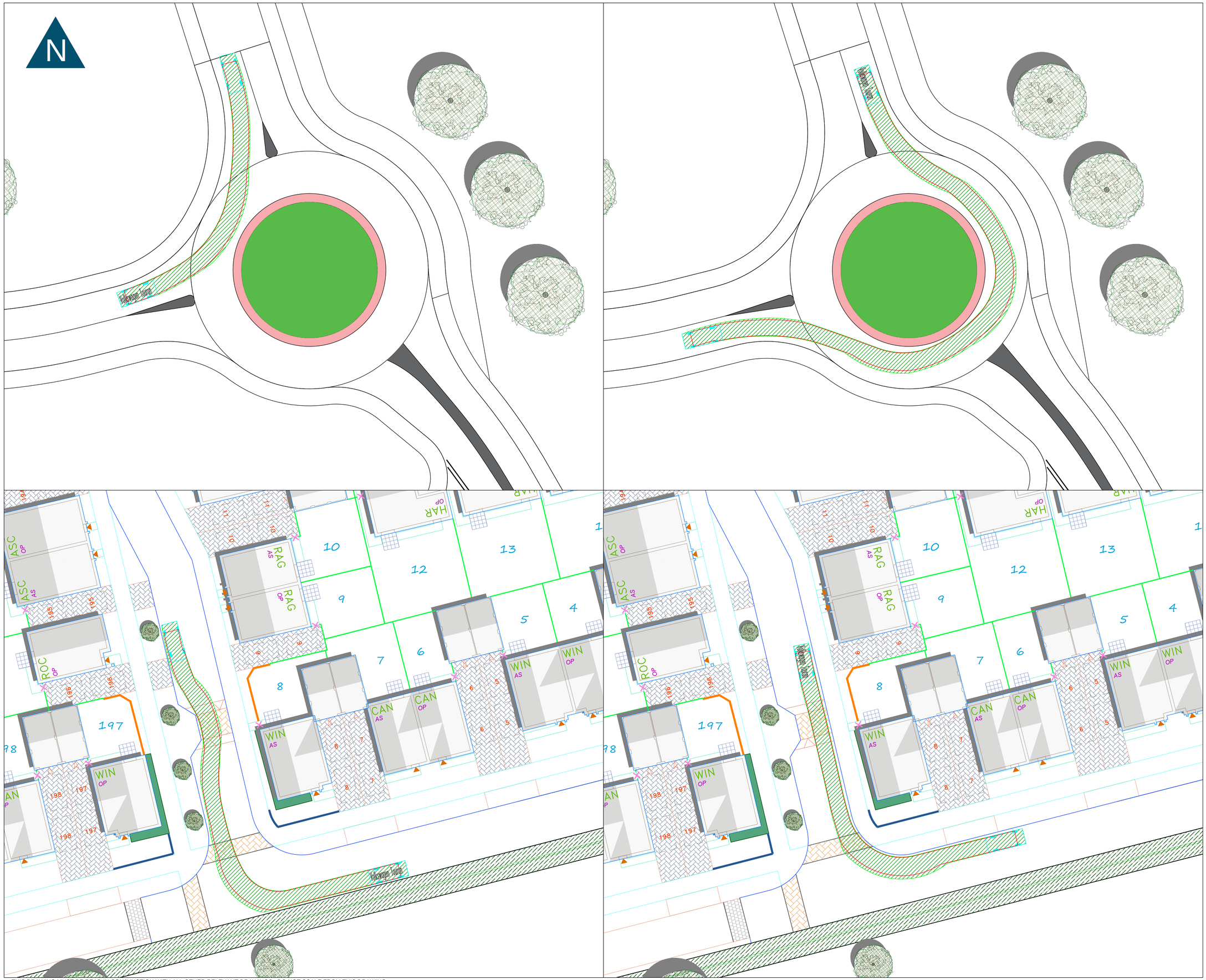
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Tel 029 2070 0924

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Drawing Status	Date 15/02/2023
PRELIMINARY	Scale 1:200@A1
Project	Drawn SL
Dragon Parc, Abercanaid	Checked HLJ
	Project No **22052**
Title	Client Project No
Swept path analysis - 4.6t light van - supermarket deliveries (5.9m long)	Revision
Drawing No	
22052.OS.103.09	

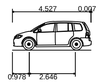
THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran	
Overall Length	4.534m
Overall Width	1.829m
Overall Body Height	1.491m
Min Body Ground Clearance	0.253m
Max Track Width	1.734m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

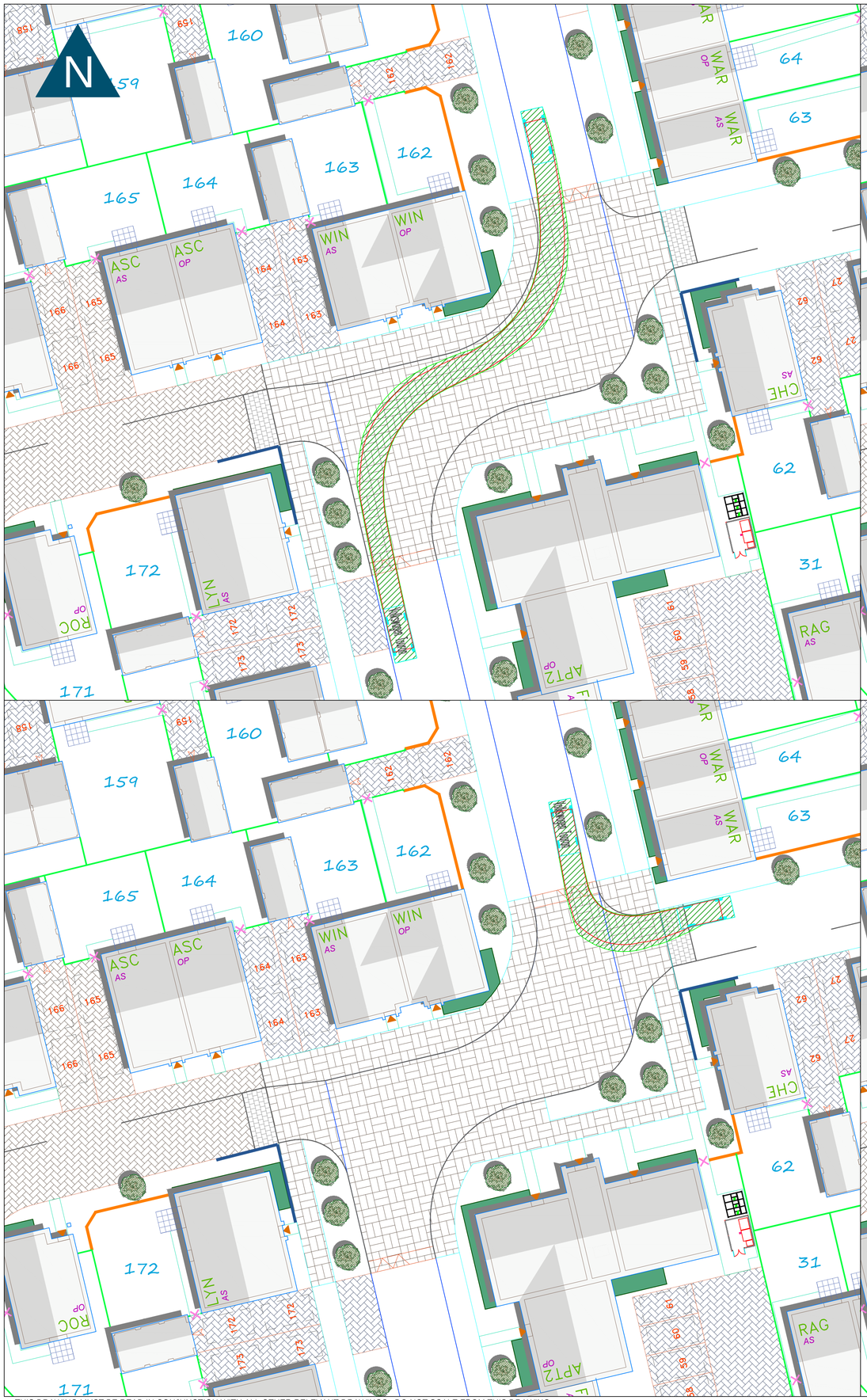
lime TRANSPORT

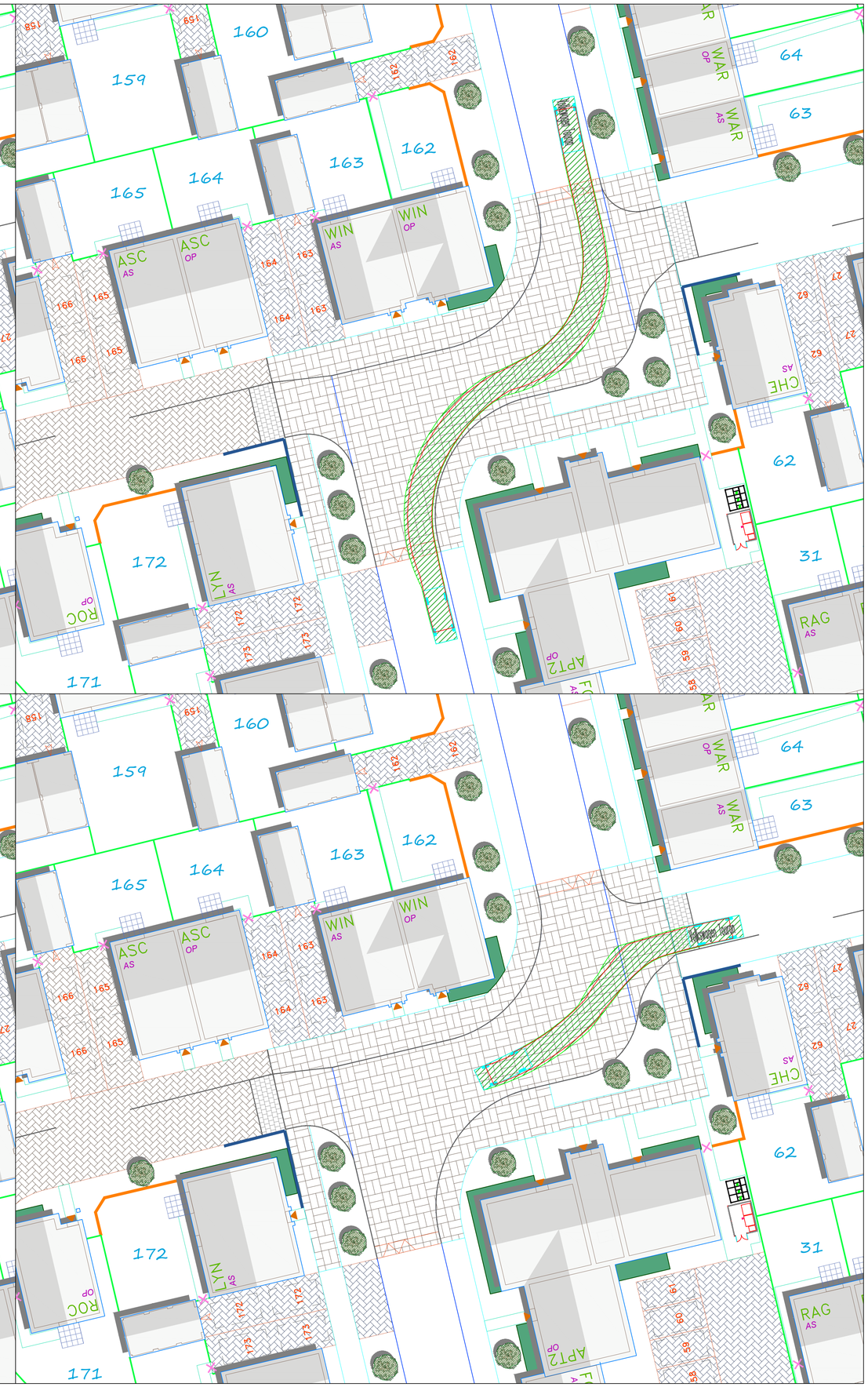
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Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
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Drawing Status	Date 15/02/2023
PRELIMINARY	Scale 1:200@A1
Project	Drawn SL
Dragon Parc, Abercanaid	Checked HLJ
	Project No **22052**
Title	Client Project No
Swept path analysis - medium sized car (VW Touran) - 4.5m long (Sheet 1 of 6)	Revision
Drawing No	
22052.OS.103.10	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



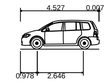


THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran	
Overall Length	4.534m
Overall Width	1.829m
Overall Body Height	1.491m
Min Body Ground Clearance	0.253m
Max Track Width	1.734m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Penarth, CF64 2AA
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Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

Drawn: SL

Checked: HLJ

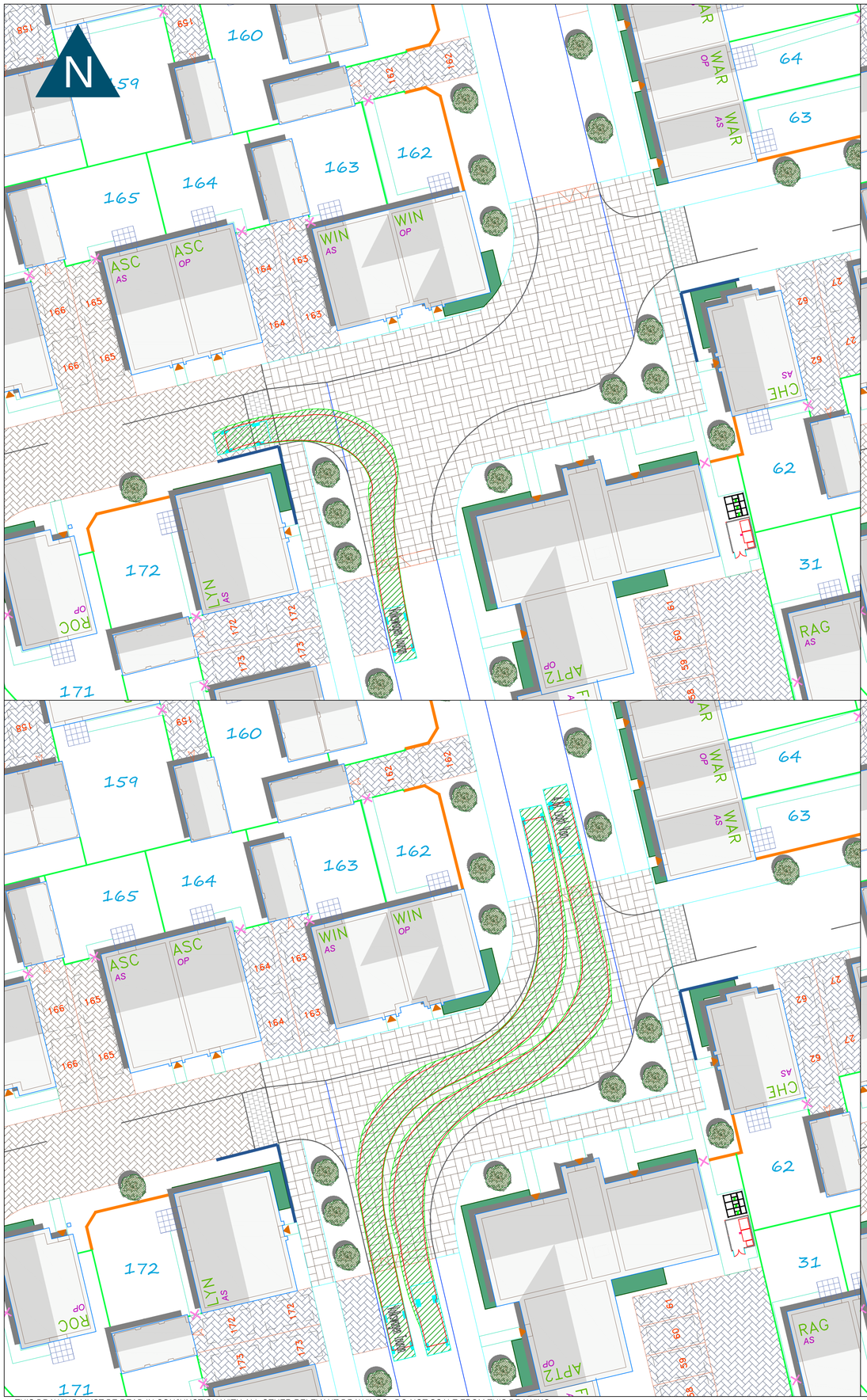
Project No: **22052**

Title: Swept path analysis - medium sized car (VW Touran) - 4.5m long (Sheet 2 of 6)

Client Project No:

Revision:

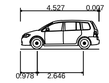
Drawing No: 22052.OS.103.11



GENERAL NOTES

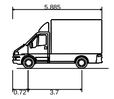
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran

Overall Length	4.534m
Overall Width	1.829m
Overall Body Height	1.491m
Min Body Ground Clearance	0.253m
Max Track Width	1.734m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

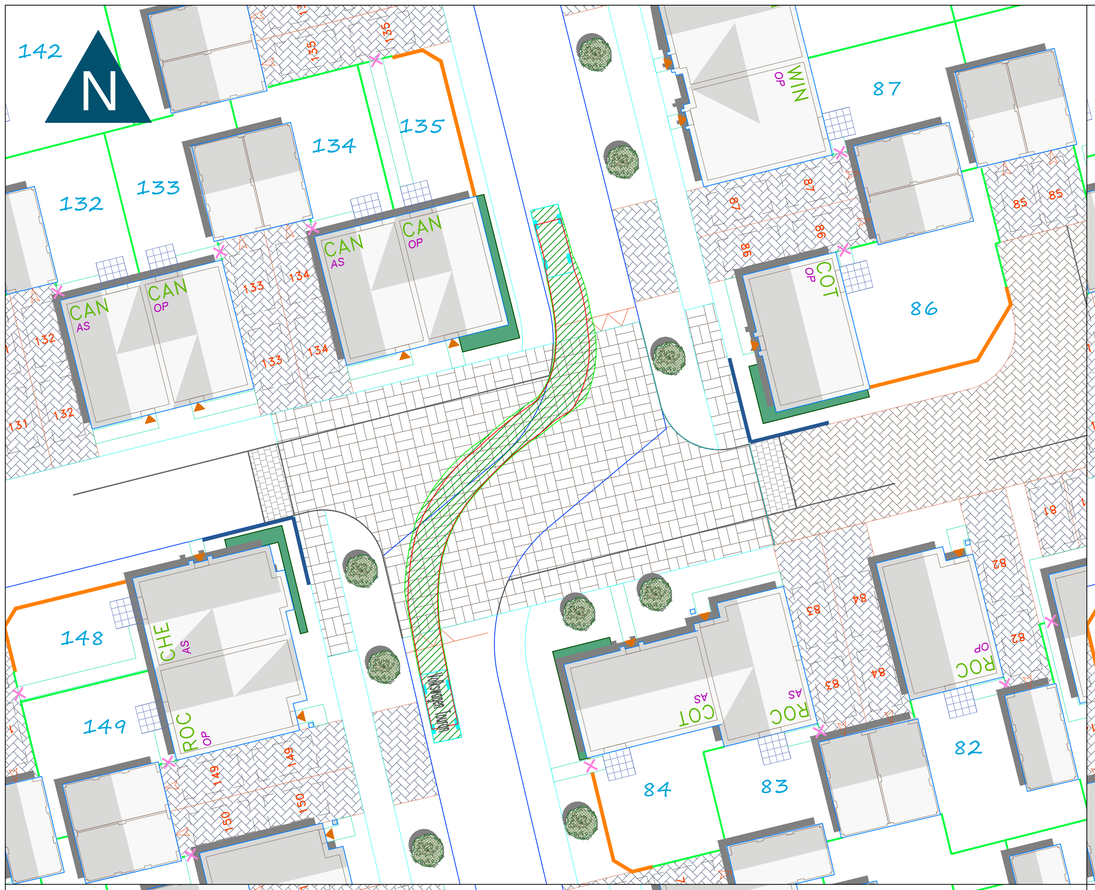
lime TRANSPORT

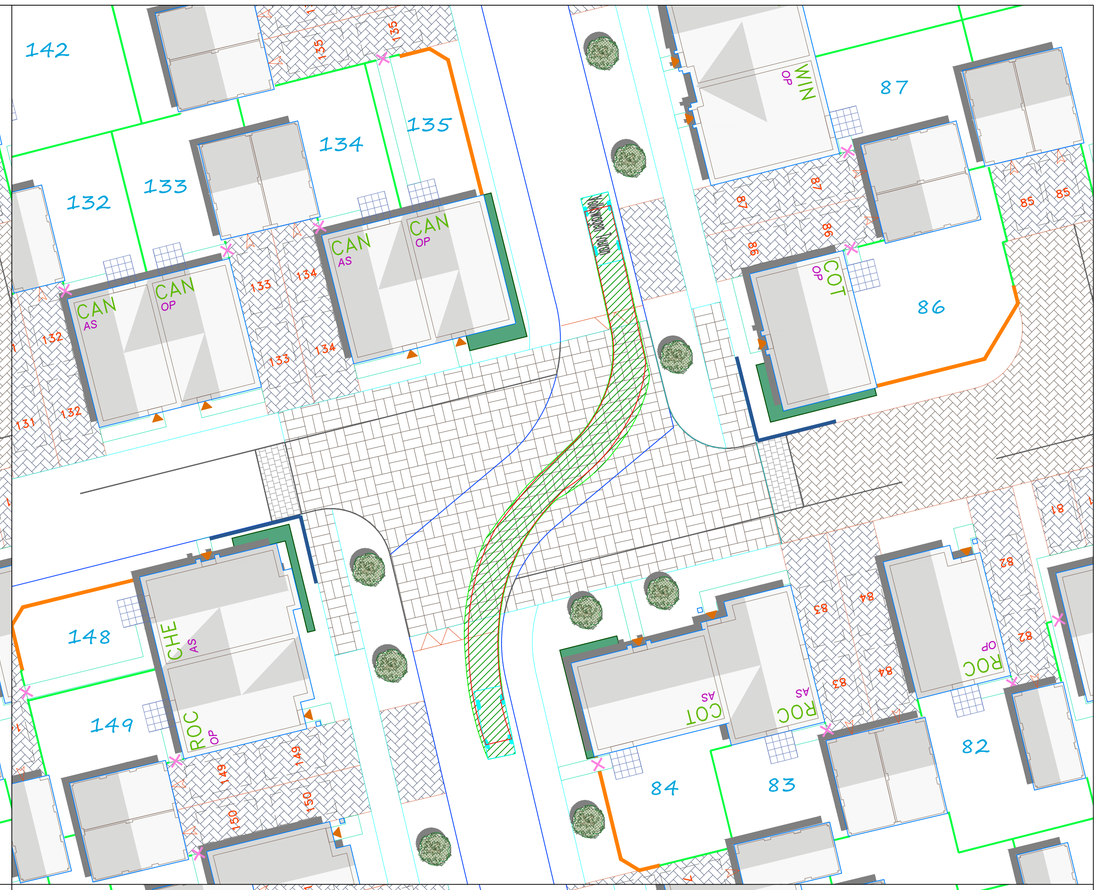
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Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status	Date 15/02/2023
PRELIMINARY	Scale 1:200@A1
Project	Drawn SL
Dragon Parc, Abercanaid	Checked HLJ
	Project No **22052**
Title	Client Project No
Swept path analysis - medium sized car (VW Touran) - 4.5m long (Sheet 3 of 6)	Revision
Drawing No	
22052.OS.103.12	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.





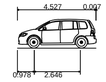




GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran	
Overall Length	4.534m
Overall Width	1.829m
Overall Body Height	1.491m
Min Body Ground Clearance	0.253m
Max Track Width	1.734m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

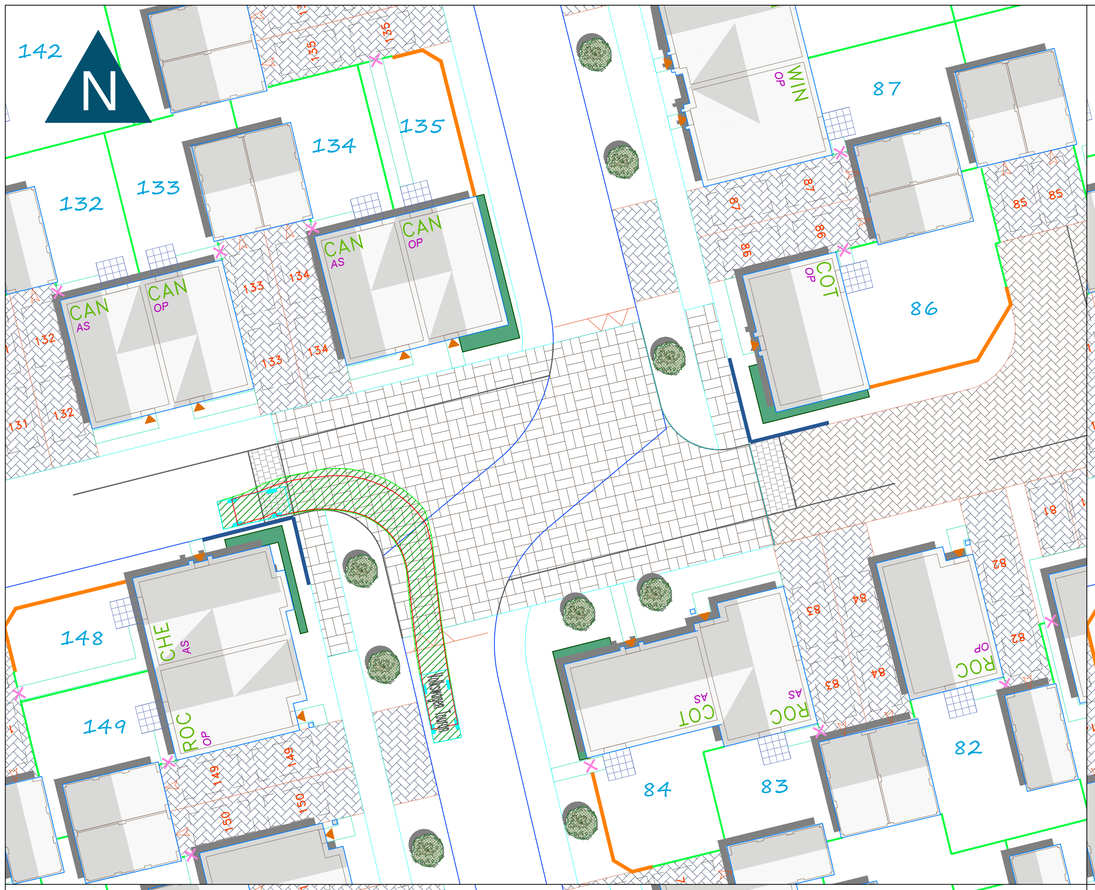
lime TRANSPORT

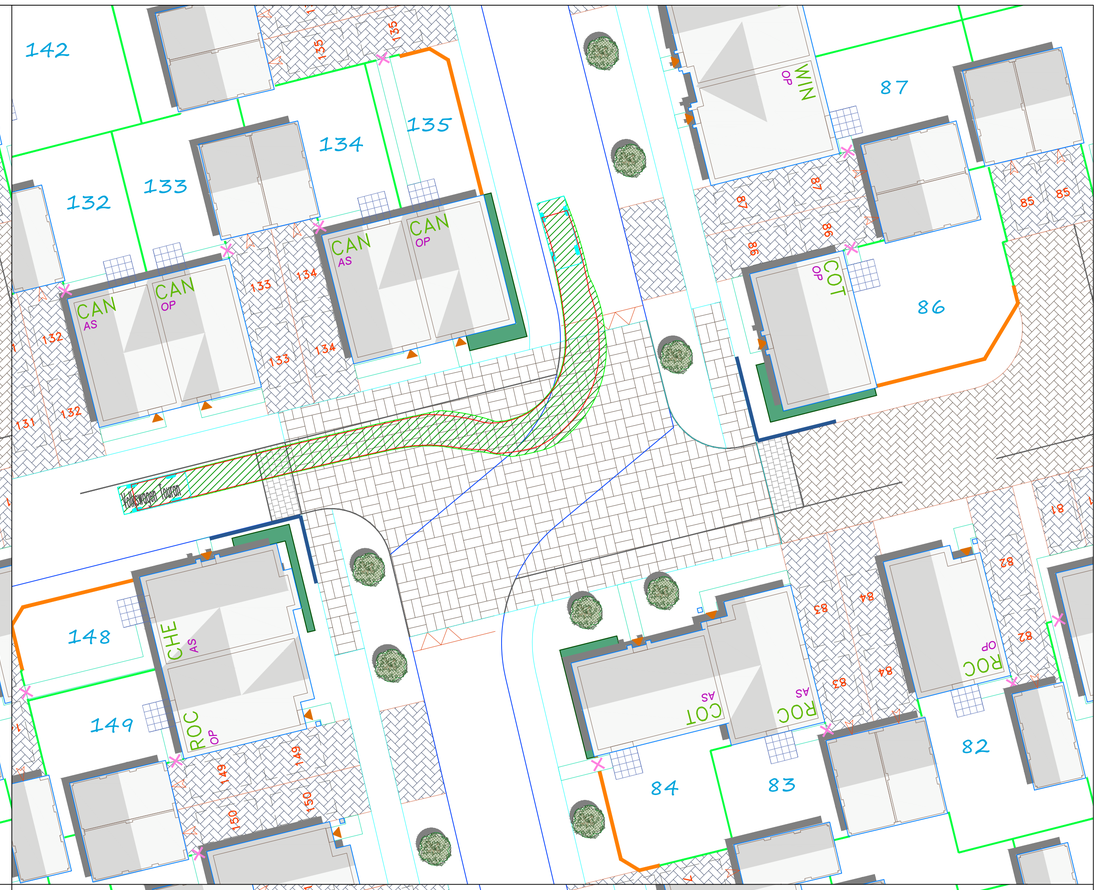
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Penarth, CF64 2AA
Tel 029 2070 0924

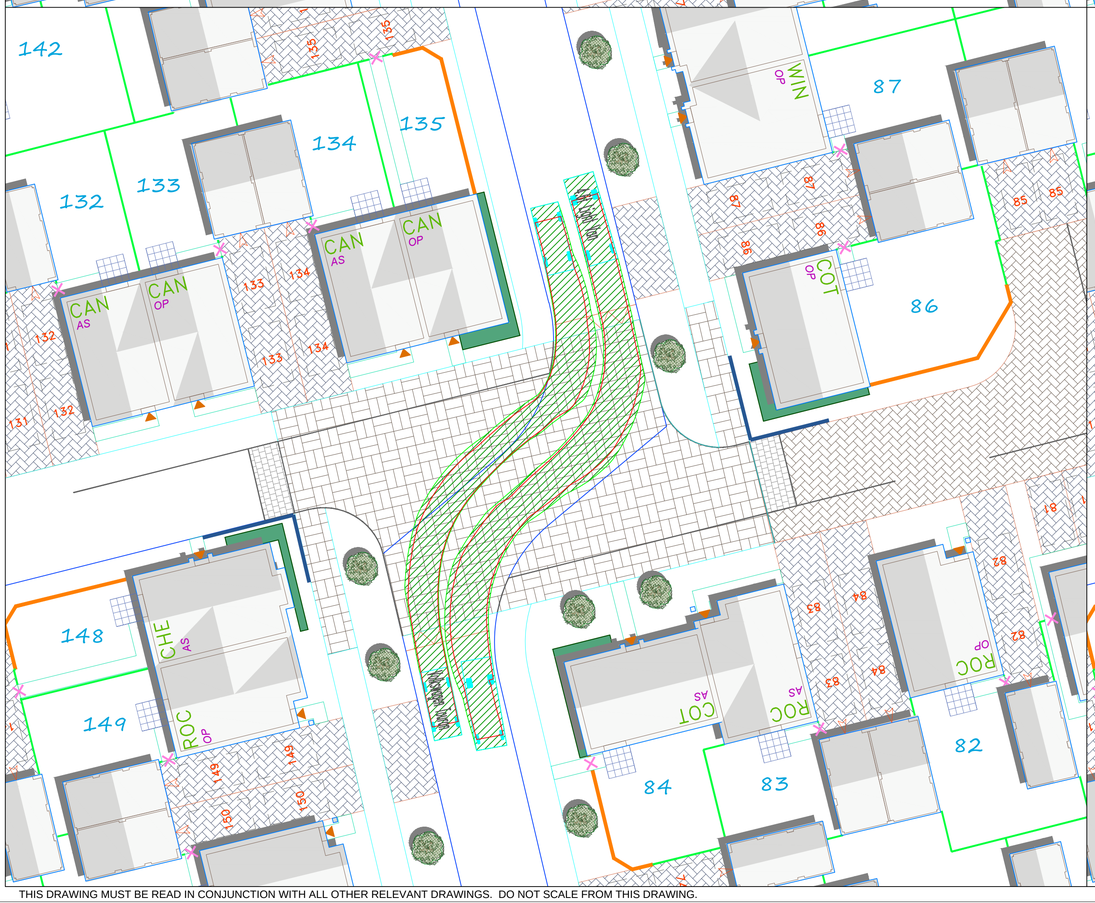
mail@limetransport.com
www.limetransport.com

Drawing Status	Date 15/02/2023
PRELIMINARY	Scale 1:200@A1
Project	Drawn SL
Dragon Parc, Abercanaid	Checked HLJ
(Sheet 5 of 6)	Project No **22052**
Title	Client Project No
Swept path analysis - medium sized car (VW Touran) - 4.5m long (Sheet 5 of 6)	Revision
Drawing No	
22052.OS.103.13	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.





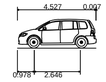




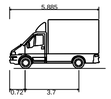
GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran	
Overall Length	4.534m
Overall Width	1.829m
Overall Body Height	1.491m
Min Body Ground Clearance	0.253m
Max Track Width	1.734m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m



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

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

Drawing Status: PRELIMINARY

Date: 15/02/2023

Scale: 1:200@A1

Project: Dragon Parc, Abercanaid

(Sheet 5 of 6)

Drawn: SL

Checked: HLJ

Project No: **22052**

Title: Swept path analysis - medium sized car (VW Touran) - 4.5m long (Sheet 6 of 6)

Client Project No:

Revision:

Drawing No: 22052.OS.103.14

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

Appendix C

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		248	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 22 SF-03-A-05 Tot: 0.222
85th Percentile = No. 5 DV-03-A-03 Tot: 0.615

Median Values		Mean Values	
Arrivals:	0.140	Arrivals:	0.141
Departures:	0.354	Departures:	0.315
Totals:	0.494	Totals:	0.456

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.500	0.500	1.000	3.07
2	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.292	0.542	0.834	1.96
3	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.250	0.417	0.667	1.33
4	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
5	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
6	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.113	0.500	0.613	2.19
7	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.183	0.422	0.605	2.48
8	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
9	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.147	0.451	0.598	2.06
10	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.123	0.425	0.548	2.33
11	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
12	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
13	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.175	0.325	0.500	1.85
14	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.105	0.383	0.488	3.55
15	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.067	0.354	0.421	1.00
16	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.139	0.278	0.417	2.28
17	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
18	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.140	0.200	0.340	2.68
19	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.071	0.214	0.285	2.36
20	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.079	0.184	0.263	0.86
21	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.99
22	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
23	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
24	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.052	0.134	0.186	1.91
25	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
26	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 22 ES-03-A-04 Tot: 0.269
85th Percentile = No. 5 DC-03-A-09 Tot: 0.620

Median Values		Mean Values	
Arrivals:	0.330	Arrivals:	0.317
Departures:	0.117	Departures:	0.142
Totals:	0.448	Totals:	0.459

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.500	0.643	1.143	3.07
2	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.500	0.250	0.750	1.33
3	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.532	0.097	0.629	2.19
4	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
5	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.460	0.160	0.620	2.68
6	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.507	0.110	0.617	2.33
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
8	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.393	0.198	0.591	2.48
9	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.415	0.168	0.583	2.06
10	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
11	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
12	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
13	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
14	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.319	0.125	0.444	3.55
15	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.257	0.162	0.419	1.00
16	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.271	0.143	0.414	2.36
17	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
18	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.271	0.120	0.391	2.99
19	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.252	0.119	0.371	2.28
20	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.075	0.325	1.85
21	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.204	0.118	0.322	0.86
22	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.157	0.112	0.269	1.91
23	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
25	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.063	0.062	2.00
26	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 07:00-19:00
15th Percentile = No. 22 ES-03-A-04 Tot: 3.156
85th Percentile = No. 5 KC-03-A-07 Tot: 5.354

Median Values		Mean Values	
Arrivals:	2.197	Arrivals:	2.194
Departures:	2.250	Departures:	2.246
Totals:	4.447	Totals:	4.440

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	4.214	4.357	8.571	3.07
2	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	2.917	3.083	6.000	1.33
3	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	2.952	2.984	5.936	2.19
4	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	2.880	2.720	5.600	2.68
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	2.844	2.510	5.354	3.09
6	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	2.600	2.750	5.350	2.50
7	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	2.604	2.560	5.164	2.70
8	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	2.371	2.443	4.814	2.36
9	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	2.356	2.412	4.768	2.48
10	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	2.370	2.356	4.726	2.33
11	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	2.400	2.300	4.700	3.70
12	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	2.319	2.302	4.621	2.25
13	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	2.280	2.285	4.565	2.06
14	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	2.114	2.214	4.328	1.66
15	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	2.040	2.141	4.181	3.55
16	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	2.107	2.071	4.178	2.32
17	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	1.972	2.153	4.125	1.00
18	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	1.800	2.000	3.800	1.85
19	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	1.748	2.020	3.768	2.28
20	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	1.722	1.889	3.611	4.17
21	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	1.835	1.722	3.557	2.99
22	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	1.522	1.634	3.156	1.91
23	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	1.441	1.474	2.915	0.86
24	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	1.375	1.500	2.875	1.96
25	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	1.260	1.380	2.640	1.74
26	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	1.000	1.125	2.125	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		248	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 22 CH-03-A-09 Tot: 0.000
85th Percentile = No. 5 WS-03-A-04 Tot: 0.020

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.001
Departures:	0.000	Departures:	0.010
Totals:	0.000	Totals:	0.011

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.083	0.083	1.96
2	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.000	0.065	0.065	2.19
3	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.007	0.033	0.040	0.86
4	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.007	0.026	0.033	2.06
5	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.000	0.020	0.020	2.28
6	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.000	0.016	0.016	2.48
7	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.014	0.000	0.014	1.66
8	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.000	0.005	0.005	1.00
9	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.000	0.004	0.004	3.55
10	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.000	0.004	0.004	2.99
11	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.000	0.003	0.003	3.09
12	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.000	0.000	4.17
13	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
14	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.000	0.000	0.000	2.36
15	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.000	0.000	0.000	2.33
16	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
17	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.000	0.000	0.000	1.91
18	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.000	0.000	0.000	2.25
19	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.000	0.000	0.000	1.74
20	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
21	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.000	0.000	0.000	1.85
22	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.000	0.000	0.000	1.33
23	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
25	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.000	0.000	0.000	3.70
26	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.000	0.000	0.000	3.07

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 22 CH-03-A-09 Tot: 0.000
85th Percentile = No. 5 ES-03-A-04 Tot: 0.022

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.005
Departures:	0.000	Departures:	0.005
Totals:	0.000	Totals:	0.009

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.029	0.014	0.043	1.66
2	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.042	0.042	1.96
3	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.026	0.007	0.033	2.28
4	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.016	0.009	0.025	2.06
5	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.007	0.015	0.022	1.91
6	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.016	0.004	0.020	2.48
7	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.011	0.008	0.019	2.99
8	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.014	0.000	0.014	2.33
9	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.000	0.014	0.014	2.36
10	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.000	0.004	0.004	3.55
11	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.000	0.002	0.002	1.00
12	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.000	0.000	0.000	0.86
13	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.000	0.000	4.17
14	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
15	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.000	0.000	0.000	3.09
16	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.000	0.000	0.000	2.19
17	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
18	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.000	0.000	0.000	2.25
19	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.000	0.000	0.000	1.74
20	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
21	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.000	0.000	0.000	1.85
22	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.000	0.000	0.000	1.33
23	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
25	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.000	0.000	0.000	3.70
26	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.000	0.000	0.000	3.07

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS

Ranking Type: TOTALS Time Range: 07:00-19:00
15th Percentile = No. 22 KC-03-A-07 Tot: 0.006
85th Percentile = No. 5 WS-03-A-04 Tot: 0.158

Median Values		Mean Values	
Arrivals:	0.048	Arrivals:	0.050
Departures:	0.051	Departures:	0.047
Totals:	0.099	Totals:	0.097

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.145	0.145	0.290	2.19
2	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.167	0.111	0.278	4.17
3	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.125	0.125	0.250	1.96
4	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.080	0.080	0.160	1.74
5	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.079	0.079	0.158	2.28
6	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.100	0.057	0.157	1.66
7	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.072	0.079	0.151	0.86
8	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.074	0.070	0.144	2.06
9	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.083	0.042	0.125	1.33
10	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.068	0.055	0.123	2.33
11	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.060	0.060	0.120	2.99
12	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.064	0.054	0.118	2.48
13	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.050	0.050	0.100	1.85
14	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.045	0.052	0.097	1.91
15	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.040	0.040	0.080	2.68
16	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.029	0.029	0.058	2.36
17	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.014	0.028	0.042	1.00
18	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.025	0.025	2.50
19	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.008	0.008	0.016	3.55
20	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.011	0.011	2.70
21	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.000	0.009	0.009	2.25
22	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.003	0.003	0.006	3.09
23	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
25	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.000	0.000	0.000	3.70
26	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.000	0.000	0.000	3.07

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		248	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 22 NE-03-A-02 Tot: 0.028
85th Percentile = No. 5 HC-03-A-27 Tot: 0.315

Median Values		Mean Values	
Arrivals:	0.029	Arrivals:	0.052
Departures:	0.098	Departures:	0.122
Totals:	0.127	Totals:	0.174

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.157	0.471	0.628	1.66
2	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.167	0.375	0.542	1.96
3	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.129	0.274	0.403	2.19
4	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.167	0.167	0.334	4.17
5	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.096	0.219	0.315	2.33
6	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.071	0.214	0.285	3.07
7	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.056	0.227	0.283	2.06
8	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.045	0.173	0.218	2.99
9	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.071	0.143	0.214	2.32
10	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.017	0.181	0.198	2.25
11	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.060	0.080	0.140	1.74
12	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.040	0.100	0.140	2.68
13	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.057	0.071	0.128	2.36
14	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.000	0.125	0.125	1.33
15	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.030	0.082	0.112	1.91
16	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.000	0.100	3.70
17	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.011	0.077	0.088	2.70
18	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.026	0.059	0.085	0.86
19	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.028	0.028	0.056	3.09
20	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.013	0.026	0.039	2.28
21	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.016	0.019	0.035	2.48
22	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.007	0.021	0.028	1.00
23	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.000	0.025	0.025	1.85
24	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.000	0.016	0.016	3.55
25	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
26	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 22 SF-03-A-05 Tot: 0.000
85th Percentile = No. 5 ES-03-A-04 Tot: 0.254

Median Values		Mean Values	
Arrivals:	0.041	Arrivals:	0.067
Departures:	0.039	Departures:	0.043
Totals:	0.080	Totals:	0.111

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.286	0.071	0.357	3.07
2	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.167	0.167	0.334	1.33
3	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.271	0.043	0.314	1.66
4	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.180	0.080	0.260	1.74
5	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.187	0.067	0.254	1.91
6	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.143	0.105	0.248	2.99
7	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.083	0.083	0.166	1.96
8	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.125	0.125	2.00
9	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.040	0.080	0.120	2.68
10	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.049	0.058	0.107	2.48
11	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.068	0.027	0.095	2.33
12	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.032	0.049	0.081	2.06
13	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.048	0.032	0.080	2.19
14	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.033	0.046	0.079	2.28
15	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.037	0.023	0.060	1.00
16	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.026	0.020	0.046	0.86
17	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.000	0.043	0.043	2.36
18	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.035	0.007	0.042	3.09
19	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.034	0.000	0.034	2.25
20	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.025	0.000	0.025	1.85
21	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.008	0.000	0.008	3.55
22	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.000	0.000	4.17
23	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
24	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
25	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.000	0.000	0.000	3.70
26	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS

Ranking Type: TOTALS Time Range: 07:00-19:00
15th Percentile = No. 22 NE-03-A-02 Tot: 0.549
85th Percentile = No. 5 HC-03-A-23 Tot: 2.564

Median Values		Mean Values	
Arrivals:	0.530	Arrivals:	0.672
Departures:	0.501	Departures:	0.640
Totals:	1.031	Totals:	1.312

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	1.625	1.625	3.250	1.33
2	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	1.420	1.400	2.820	1.74
3	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	1.328	1.410	2.738	1.91
4	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	1.314	1.357	2.671	1.66
5	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	1.290	1.274	2.564	2.19
6	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.973	0.904	1.877	2.33
7	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	1.000	0.800	1.800	3.70
8	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.958	0.667	1.625	1.96
9	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.774	0.808	1.582	2.99
10	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.750	0.733	1.483	2.25
11	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.611	0.722	1.333	4.17
12	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.786	0.429	1.215	3.07
13	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.511	0.525	1.036	2.06
14	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.550	0.477	1.027	2.28
15	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.571	0.393	0.964	2.32
16	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.440	0.420	0.860	2.68
17	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.438	0.375	0.813	2.00
18	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.357	0.429	0.786	2.36
19	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.274	0.335	0.609	2.48
20	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.263	0.296	0.559	0.86
21	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.300	0.550	1.85
22	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.278	0.271	0.549	1.00
23	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.264	0.264	0.528	2.70
24	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.191	0.226	0.417	3.09
25	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.133	0.105	0.238	3.55
26	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.125	0.100	0.225	2.50

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		248	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 22 ES-03-A-07 Tot: 0.000
85th Percentile = No. 5 WS-03-A-12 Tot: 0.066

Median Values		Mean Values	
Arrivals:	0.000	Arrivals:	0.001
Departures:	0.000	Departures:	0.037
Totals:	0.000	Totals:	0.038

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.016	0.516	0.532	2.19
2	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.000	0.110	0.110	2.33
3	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.000	0.073	0.073	3.09
4	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.000	0.071	0.071	2.36
5	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.000	0.066	0.066	0.86
6	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.000	0.045	0.045	1.91
7	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.000	0.040	0.040	1.74
8	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.000	0.020	0.020	3.55
9	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.000	0.014	0.014	1.66
10	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.000	0.012	0.012	2.06
11	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.000	0.000	0.000	2.28
12	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.000	0.000	2.32
13	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.000	0.000	0.000	2.99
14	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.000	0.000	0.000	2.48
15	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.000	0.000	0.000	3.70
16	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.000	0.000	0.000	1.00
17	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.000	0.000	0.000	2.25
18	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
19	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.000	0.000	4.17
20	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
21	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.000	0.000	0.000	3.07
22	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
23	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
24	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96
25	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.000	0.000	0.000	1.85
26	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.000	0.000	0.000	1.33

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 22 ES-03-A-07 Tot: 0.000
85th Percentile = No. 5 DH-03-A-01 Tot: 0.040

Median Values		Mean Values	
Arrivals:	0.001	Arrivals:	0.021
Departures:	0.001	Departures:	0.004
Totals:	0.002	Totals:	0.025

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.242	0.016	0.258	2.19
2	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.096	0.000	0.096	2.33
3	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.043	0.014	0.057	2.36
4	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.053	0.000	0.053	0.86
5	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.020	0.040	1.74
6	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.000	0.036	0.036	2.32
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.024	0.010	0.034	3.09
8	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.029	0.000	0.029	1.66
9	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.016	0.000	0.016	3.55
10	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.007	0.007	0.014	1.91
11	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.009	0.002	0.011	2.06
12	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.008	0.000	0.008	2.99
13	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.002	0.002	0.004	1.00
14	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.000	0.000	0.000	2.28
15	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.000	0.000	0.000	2.48
16	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.000	0.000	0.000	3.70
17	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.000	0.000	0.000	2.25
18	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
19	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.000	0.000	4.17
20	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
21	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.000	0.000	0.000	3.07
22	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
23	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
24	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96
25	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.000	0.000	0.000	1.85
26	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.000	0.000	0.000	1.33

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Ranking Type: TOTALS Time Range: 07:00-19:00
15th Percentile = No. 22 ES-03-A-07 Tot: 0.000
85th Percentile = No. 5 DH-03-A-01 Tot: 0.340

Median Values		Mean Values	
Arrivals:	0.018	Arrivals:	0.102
Departures:	0.029	Departures:	0.114
Totals:	0.048	Totals:	0.216

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	1.097	1.226	2.323	2.19
2	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.257	0.257	0.514	2.36
3	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.233	0.260	0.493	2.33
4	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.174	0.198	0.372	3.09
5	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.180	0.160	0.340	1.74
6	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.100	0.229	0.329	1.66
7	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.151	0.158	0.309	0.86
8	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.107	0.214	2.32
9	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.085	0.090	0.175	2.06
10	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.085	0.085	0.170	3.55
11	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.030	0.090	0.120	1.91
12	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.000	0.100	3.70
13	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.009	0.043	0.052	2.25
14	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.028	0.016	0.044	1.00
15	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.011	0.011	0.022	2.99
16	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.006	0.016	0.022	2.48
17	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.007	0.007	0.014	2.28
18	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.000	0.000	2.00
19	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.000	0.000	4.17
20	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.000	0.000	0.000	2.50
21	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.000	0.000	0.000	3.07
22	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.000	0.000	0.000	2.70
23	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.000	0.000	0.000	2.68
24	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96
25	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.000	0.000	0.000	1.85
26	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.000	0.000	0.000	1.33

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	BEACONSIDE			
	STAFFORD			
	MARSTON GATE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		248	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04	MIXED HOUSES		WEST SUSSEX
	HILLS FARM LANE			
	HORSHAM			
	BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		151	
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11	MIXED HOUSES		WEST SUSSEX
	ELLIS ROAD			
	WEST HORSHAM			
	S BROADBRIDGE HEATH			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		918	
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12	MIXED HOUSES		WEST SUSSEX
	MADGWICK LANE			
	CHICHESTER			
	WESTHAMPNETT			
	Edge of Town			
	Village			
	Total No of Dwellings:		152	
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS Time Range: 08:00-09:00
15th Percentile = No. 22 NF-03-A-30 Tot: 0.527
85th Percentile = No. 5 DV-03-A-03 Tot: 1.400

Median Values		Mean Values	
Arrivals:	0.227	Arrivals:	0.218
Departures:	0.517	Departures:	0.652
Totals:	0.744	Totals:	0.869

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.258	1.468	1.726	2.19
2	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.458	1.125	1.583	1.96
3	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.451	1.073	1.524	3.09
4	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.571	0.929	1.500	3.07
5	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.243	1.157	1.400	1.66
6	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.247	0.945	1.192	2.33
7	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.224	0.956	1.180	2.06
8	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.333	0.833	1.166	1.33
9	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.357	0.643	1.000	2.32
10	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.145	0.839	0.984	3.55
11	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.214	0.765	0.979	2.48
12	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.165	0.769	0.934	2.70
13	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.325	0.500	0.825	2.50
14	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.129	0.534	0.663	2.25
15	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.157	0.500	0.657	2.36
16	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.172	0.457	0.629	2.28
17	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.175	0.450	0.625	1.85
18	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.167	0.444	0.611	4.17
19	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.079	0.507	0.586	1.00
20	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.180	0.400	0.580	2.68
21	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.118	0.441	0.559	0.86
22	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.132	0.395	0.527	2.99
23	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.082	0.328	0.410	1.91
24	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.080	0.260	0.340	1.74
25	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.200	0.100	0.300	3.70
26	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.125	0.125	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS Time Range: 17:00-18:00
15th Percentile = No. 22 ES-03-A-07 Tot: 0.473
85th Percentile = No. 5 HC-03-A-23 Tot: 1.048

Median Values		Mean Values	
Arrivals:	0.508	Arrivals:	0.541
Departures:	0.282	Departures:	0.250
Totals:	0.790	Totals:	0.791

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	0.929	0.929	1.858	3.07
2	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	0.958	0.625	1.583	1.33
3	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.972	0.299	1.271	3.09
4	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.863	0.219	1.082	2.33
5	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.903	0.145	1.048	2.19
6	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.603	0.362	0.965	2.25
7	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.757	0.186	0.943	1.66
8	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	0.641	0.290	0.931	2.06
9	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	0.578	0.344	0.922	2.48
10	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.677	0.214	0.891	3.55
11	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.667	0.222	0.889	4.17
12	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	0.580	0.240	0.820	2.68
13	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.530	0.278	0.808	2.99
14	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.486	0.286	0.772	2.36
15	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.478	0.276	0.754	1.91
16	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.525	0.200	0.725	2.50
17	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	0.368	0.241	0.609	1.00
18	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.440	0.120	0.560	1.74
19	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	0.331	0.185	0.516	2.28
20	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	0.342	0.164	0.506	0.86
21	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.500	0.000	0.500	3.70
22	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.352	0.121	0.473	2.70
23	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.325	0.075	0.400	1.85
24	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.107	0.286	2.32
25	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	0.000	0.250	0.250	2.00
26	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.083	0.125	0.208	1.96

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	5 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	3 days
09	NORTH		
	DH	DURHAM	1 days
10	WALES		
	PS	POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 10 to 918 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 23/11/21

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	8 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

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:

Residential Zone	22
Village	1
Out of Town	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	26 days

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

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	11 days
10,001 to 15,000	13 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	21 days

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

Travel Plan:

Yes	14 days
No	12 days

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

PTAL Rating:

No PTAL Present	26 days

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

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

LIST OF SITES relevant to selection parameters

1 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

2 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 DC-03-A-09 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 50
Survey date: FRIDAY *19/11/21* *Survey Type: MANUAL*

5 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

6 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

7 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

9 ES-03-A-07 MIXED HOUSES & FLATS EAST SUSSEX
NEW ROAD
HAILSHAM
HELLINGLY
Edge of Town
Residential Zone
Total No of Dwellings: 91
Survey date: THURSDAY *07/11/19* *Survey Type: MANUAL*

10 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

11 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

12 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

13 KC-03-A-09 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: WEDNESDAY *09/06/21* *Survey Type: MANUAL*

14 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

15 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

17 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

18 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

19 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

20 PS-03-A-02 DETACHED/SEMI-DETACHED POWYS
GUNROG ROAD
WELSHPOOL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

21 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

22 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings:	DETACHED & SEMI-DETACHED	248	STAFFORDSHIRE
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
24	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	151	WEST SUSSEX
	Survey date: THURSDAY		*11/12/14*	*Survey Type: MANUAL*
25	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH Edge of Town Residential Zone Total No of Dwellings:	MIXED HOUSES	918	WEST SUSSEX
	Survey date: TUESDAY		*02/04/19*	*Survey Type: MANUAL*
26	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT Edge of Town Village Total No of Dwellings:	MIXED HOUSES	152	WEST SUSSEX
	Survey date: WEDNESDAY		*16/06/21*	*Survey Type: MANUAL*

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

Lime Transport Limited Stanwell Road Penarth Licence No: 258601

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Ranking Type: TOTALS Time Range: 07:00-19:00
15th Percentile = No. 22 WS-03-A-04 Tot: 5.755
85th Percentile = No. 5 DC-03-A-09 Tot: 8.700

Median Values		Mean Values	
Arrivals:	3.598	Arrivals:	3.774
Departures:	3.691	Departures:	3.883
Totals:	7.288	Totals:	7.657

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces
								Arrivals	Departures	Totals	Per Dwelling
1	KC-03-A-09	MIXED HOUSES &	FAVERSHAM	KENT	14	Wed	09/06/21	6.357	6.286	12.643	3.07
2	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	6.048	6.177	12.225	2.19
3	CH-03-A-09	TERRACED HOUSE	MACCLESFIELD	CHESHIRE	24	Mon	24/11/14	5.583	5.750	11.333	1.33
4	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	5.854	5.437	11.291	3.09
5	DC-03-A-09	MIXED HOUSES	SHAFTESBURY	DORSET	50	Fri	19/11/21	4.300	4.400	8.700	2.68
6	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	4.214	4.443	8.657	2.36
7	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	4.171	4.486	8.657	1.66
8	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	4.205	4.192	8.397	2.33
9	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	3.970	4.373	8.343	1.91
10	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	3.944	4.145	8.089	3.55
11	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	4.100	3.900	8.000	3.70
12	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	3.828	4.034	7.862	2.25
13	WS-03-A-11	MIXED HOUSES	WEST HORSHAM	WEST SUSSEX	918	Tue	02/04/19	3.714	3.585	7.299	2.06
14	NF-03-A-23	MIXED HOUSES &	WYMONDHAM	NORFOLK	514	Wed	22/09/21	3.482	3.796	7.278	2.48
15	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	3.375	3.575	6.950	2.50
16	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	3.429	3.341	6.770	2.70
17	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	3.220	3.340	6.560	1.74
18	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	3.241	3.218	6.459	2.99
19	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	3.000	3.389	6.389	4.17
20	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	3.286	3.036	6.322	2.32
21	NE-03-A-02	SEMI DETACHED	SCUNTHORPE	NORTH EAST LINCOLNS	432	Mon	12/05/14	2.949	3.171	6.120	1.00
22	WS-03-A-04	MIXED HOUSES	HORSHAM	WEST SUSSEX	151	Thu	11/12/14	2.755	3.000	5.755	2.28
23	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	2.450	2.725	5.175	1.85
24	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	2.583	2.458	5.041	1.96
25	WS-03-A-12	MIXED HOUSES	CHICHESTER	WEST SUSSEX	152	Wed	16/06/21	2.434	2.526	4.960	0.86
26	SH-03-A-06	BUNGALOWS	SHREWSBURY	SHROPSHIRE	16	Thu	22/05/14	1.625	2.188	3.813	2.00

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

Calculation Reference: AUDIT-258601-220804-0837

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 16 to 54 (units:)
Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 22/10/21

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

Selected survey days:

Tuesday	2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	2

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:

Residential Zone	2

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

Secondary Filtering selection:

Use Class:

C3	2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		16	
	Survey date: TUESDAY		*18/06/13*	*Survey Type: MANUAL*
2	WY-03-B-02	MIXED HOUSES		WEST YORKSHIRE
	WHITEACRE STREET			
	HUDDERSFIELD			
	DEIGHTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		54	
	Survey date: TUESDAY		*17/09/13*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.28

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.057	2	35	0.086	2	35	0.143
08:00 - 09:00	2	35	0.157	2	35	0.343	2	35	0.500
09:00 - 10:00	2	35	0.286	2	35	0.329	2	35	0.615
10:00 - 11:00	2	35	0.200	2	35	0.200	2	35	0.400
11:00 - 12:00	2	35	0.157	2	35	0.157	2	35	0.314
12:00 - 13:00	2	35	0.171	2	35	0.157	2	35	0.328
13:00 - 14:00	2	35	0.086	2	35	0.071	2	35	0.157
14:00 - 15:00	2	35	0.214	2	35	0.143	2	35	0.357
15:00 - 16:00	2	35	0.129	2	35	0.171	2	35	0.300
16:00 - 17:00	2	35	0.114	2	35	0.129	2	35	0.243
17:00 - 18:00	2	35	0.200	2	35	0.143	2	35	0.343
18:00 - 19:00	2	35	0.143	2	35	0.086	2	35	0.229
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.914			2.015			3.929

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 54 (units:)
Survey date date range:	01/01/13 - 22/10/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.014	2	35	0.043	2	35	0.057
09:00 - 10:00	2	35	0.014	2	35	0.014	2	35	0.028
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.000	2	35	0.000	2	35	0.000
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.043	2	35	0.000	2	35	0.043
16:00 - 17:00	2	35	0.000	2	35	0.014	2	35	0.014
17:00 - 18:00	2	35	0.014	2	35	0.000	2	35	0.014
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.085			0.071			0.156

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.029	2	35	0.086	2	35	0.115
08:00 - 09:00	2	35	0.071	2	35	0.357	2	35	0.428
09:00 - 10:00	2	35	0.129	2	35	0.171	2	35	0.300
10:00 - 11:00	2	35	0.143	2	35	0.114	2	35	0.257
11:00 - 12:00	2	35	0.114	2	35	0.171	2	35	0.285
12:00 - 13:00	2	35	0.157	2	35	0.100	2	35	0.257
13:00 - 14:00	2	35	0.071	2	35	0.100	2	35	0.171
14:00 - 15:00	2	35	0.186	2	35	0.157	2	35	0.343
15:00 - 16:00	2	35	0.200	2	35	0.100	2	35	0.300
16:00 - 17:00	2	35	0.129	2	35	0.086	2	35	0.215
17:00 - 18:00	2	35	0.257	2	35	0.043	2	35	0.300
18:00 - 19:00	2	35	0.143	2	35	0.143	2	35	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.629			1.628			3.257

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.000	2	35	0.000	2	35	0.000
08:00 - 09:00	2	35	0.000	2	35	0.014	2	35	0.014
09:00 - 10:00	2	35	0.014	2	35	0.000	2	35	0.014
10:00 - 11:00	2	35	0.000	2	35	0.000	2	35	0.000
11:00 - 12:00	2	35	0.000	2	35	0.000	2	35	0.000
12:00 - 13:00	2	35	0.000	2	35	0.000	2	35	0.000
13:00 - 14:00	2	35	0.014	2	35	0.000	2	35	0.014
14:00 - 15:00	2	35	0.000	2	35	0.000	2	35	0.000
15:00 - 16:00	2	35	0.000	2	35	0.014	2	35	0.014
16:00 - 17:00	2	35	0.000	2	35	0.000	2	35	0.000
17:00 - 18:00	2	35	0.000	2	35	0.000	2	35	0.000
18:00 - 19:00	2	35	0.000	2	35	0.000	2	35	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.028			0.028			0.056

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.*

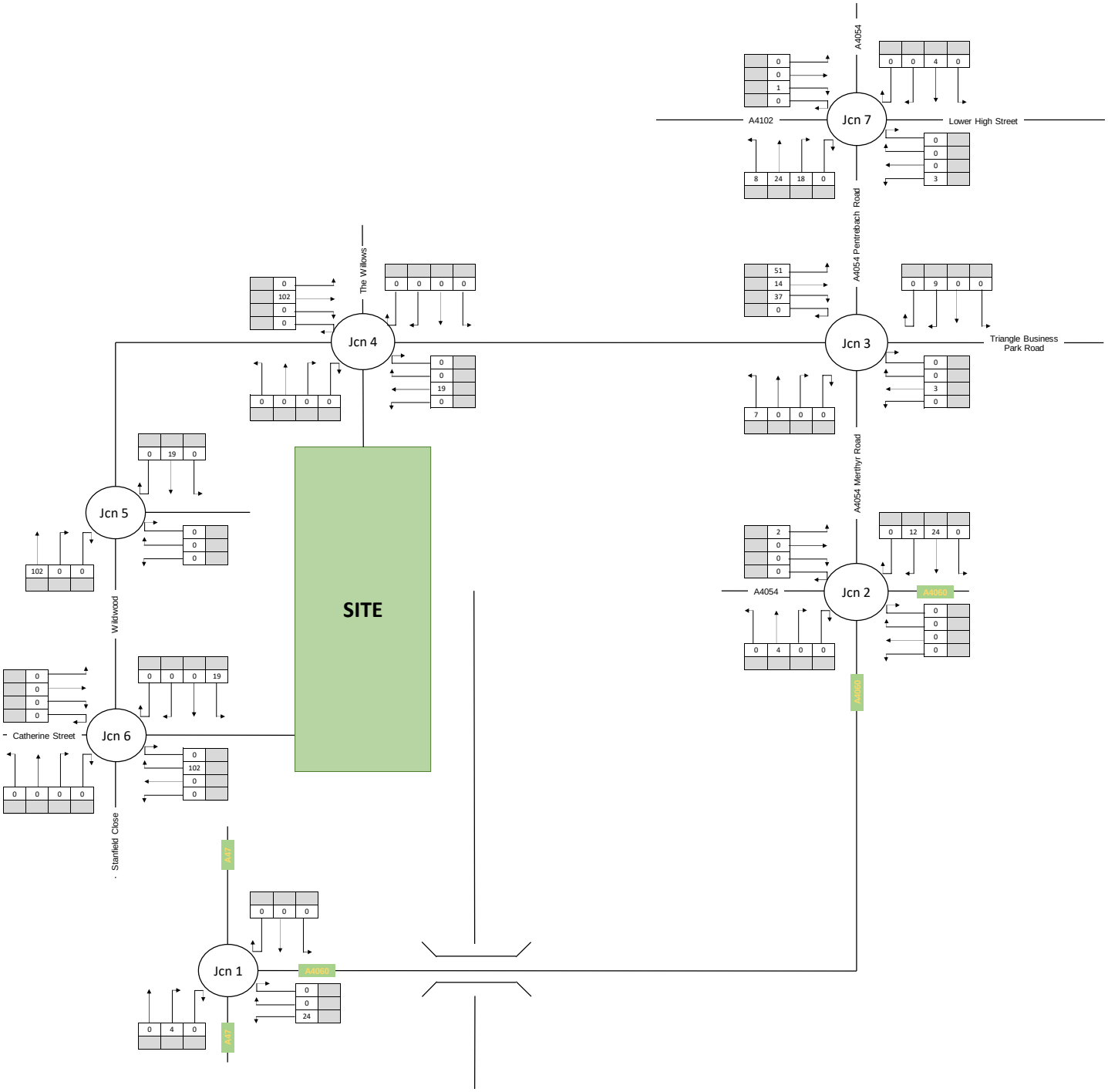
TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.28

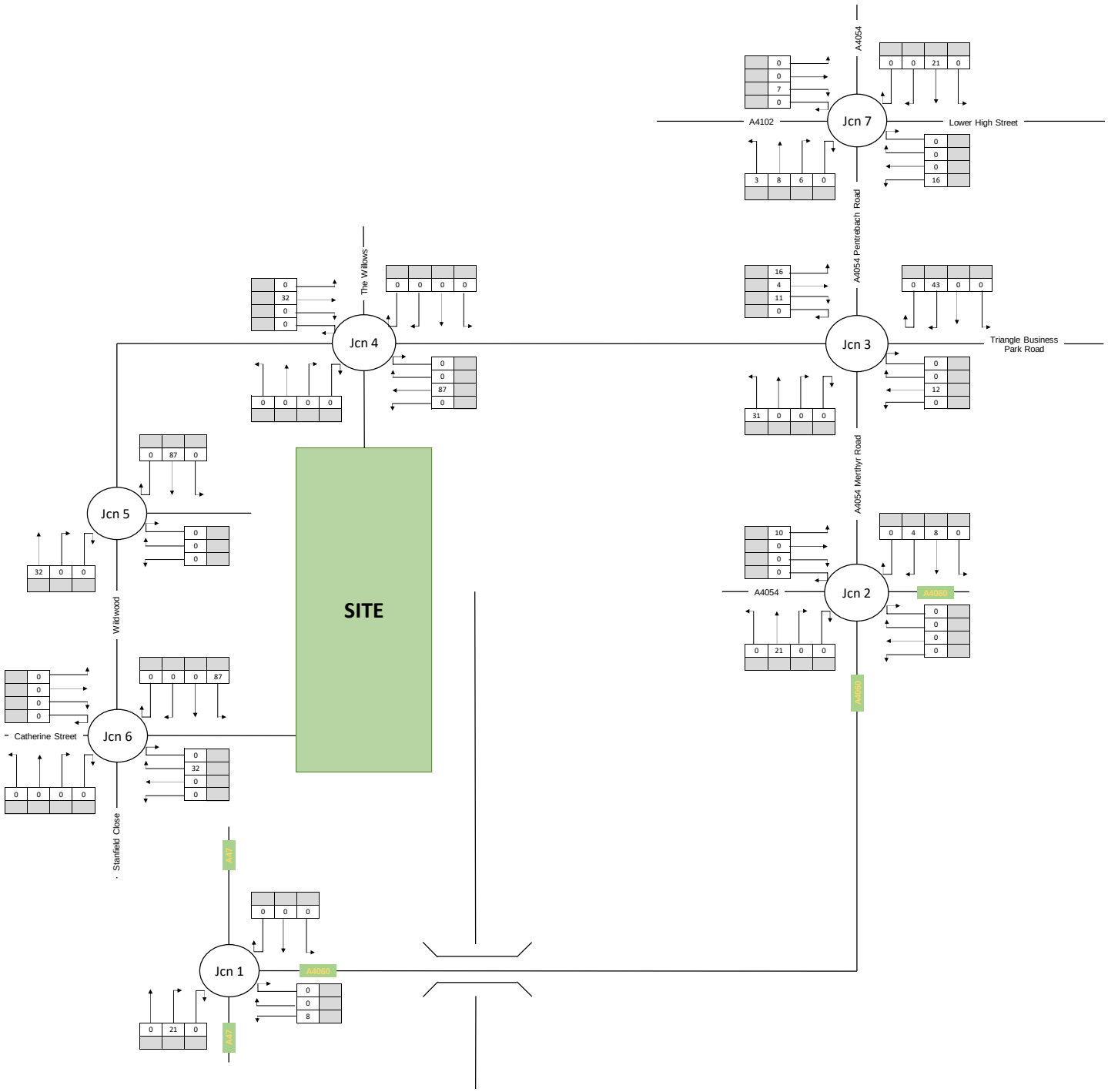
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	35	0.086	2	35	0.200	2	35	0.286
08:00 - 09:00	2	35	0.343	2	35	0.914	2	35	1.257
09:00 - 10:00	2	35	0.557	2	35	0.614	2	35	1.171
10:00 - 11:00	2	35	0.414	2	35	0.486	2	35	0.900
11:00 - 12:00	2	35	0.314	2	35	0.371	2	35	0.685
12:00 - 13:00	2	35	0.386	2	35	0.329	2	35	0.715
13:00 - 14:00	2	35	0.186	2	35	0.200	2	35	0.386
14:00 - 15:00	2	35	0.514	2	35	0.357	2	35	0.871
15:00 - 16:00	2	35	0.429	2	35	0.357	2	35	0.786
16:00 - 17:00	2	35	0.300	2	35	0.300	2	35	0.600
17:00 - 18:00	2	35	0.529	2	35	0.186	2	35	0.715
18:00 - 19:00	2	35	0.329	2	35	0.271	2	35	0.600
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.387			4.585			8.972

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.

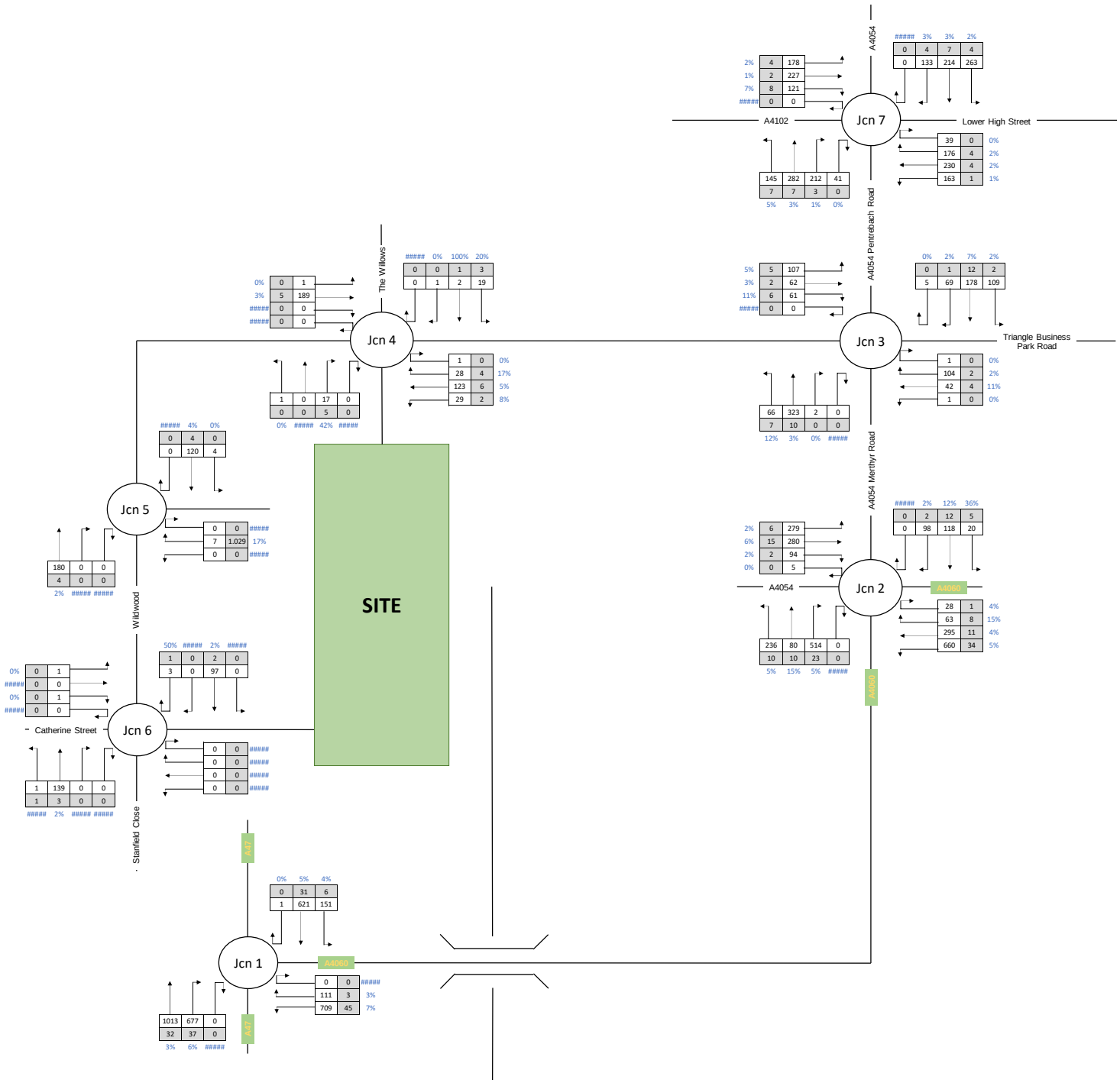
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.*

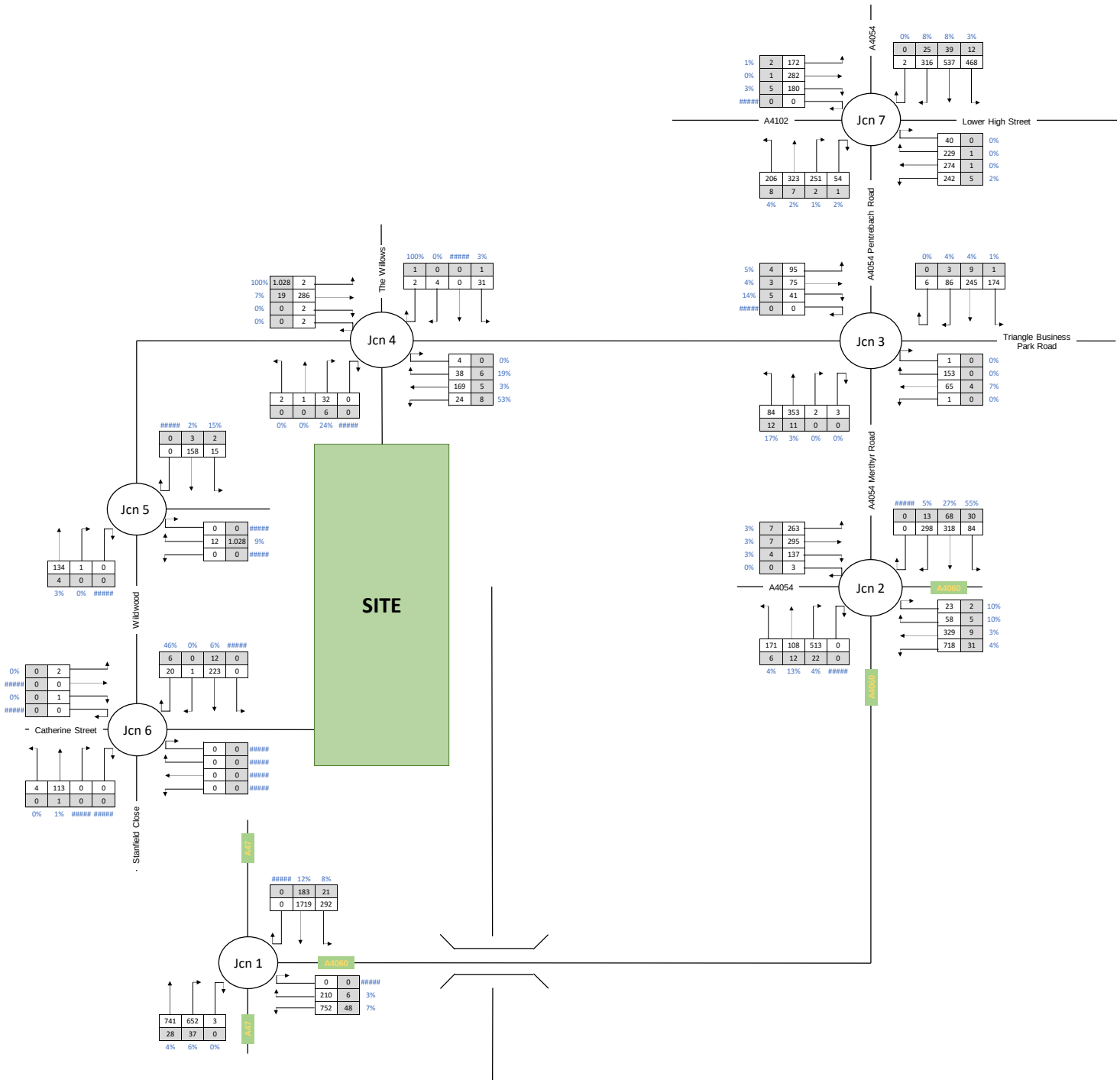
Appendix D

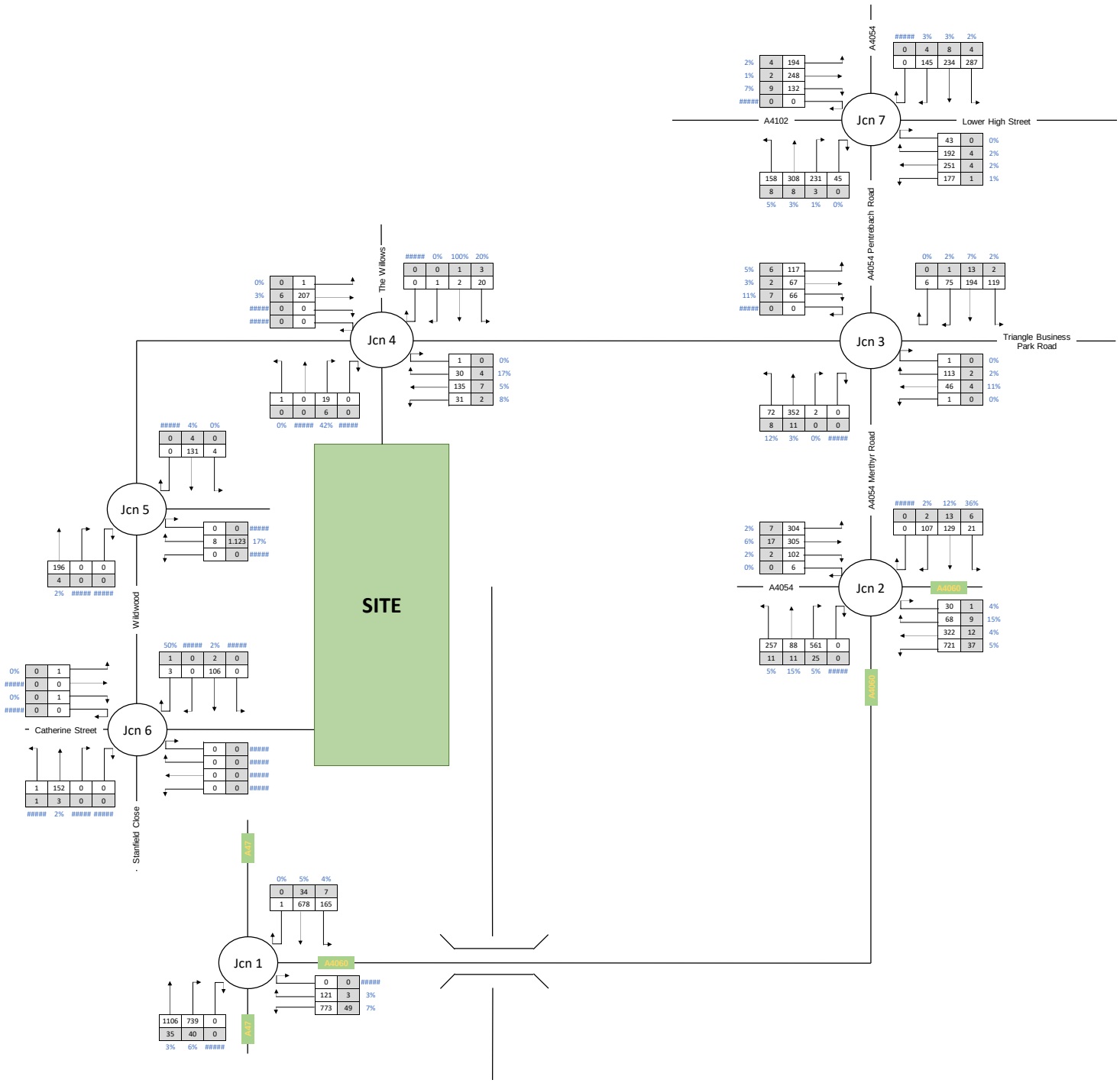

A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
The Willows
Jcn 4
Jcn 3
Triangle Business Park Road
A4054 Merthyr Road
Jcn 5
SITE
Jcn 2
A4054
A4060
Wildwood
Catherine Street
Jcn 6
Stanfield Close
A47
Jcn 1
A4060
A47

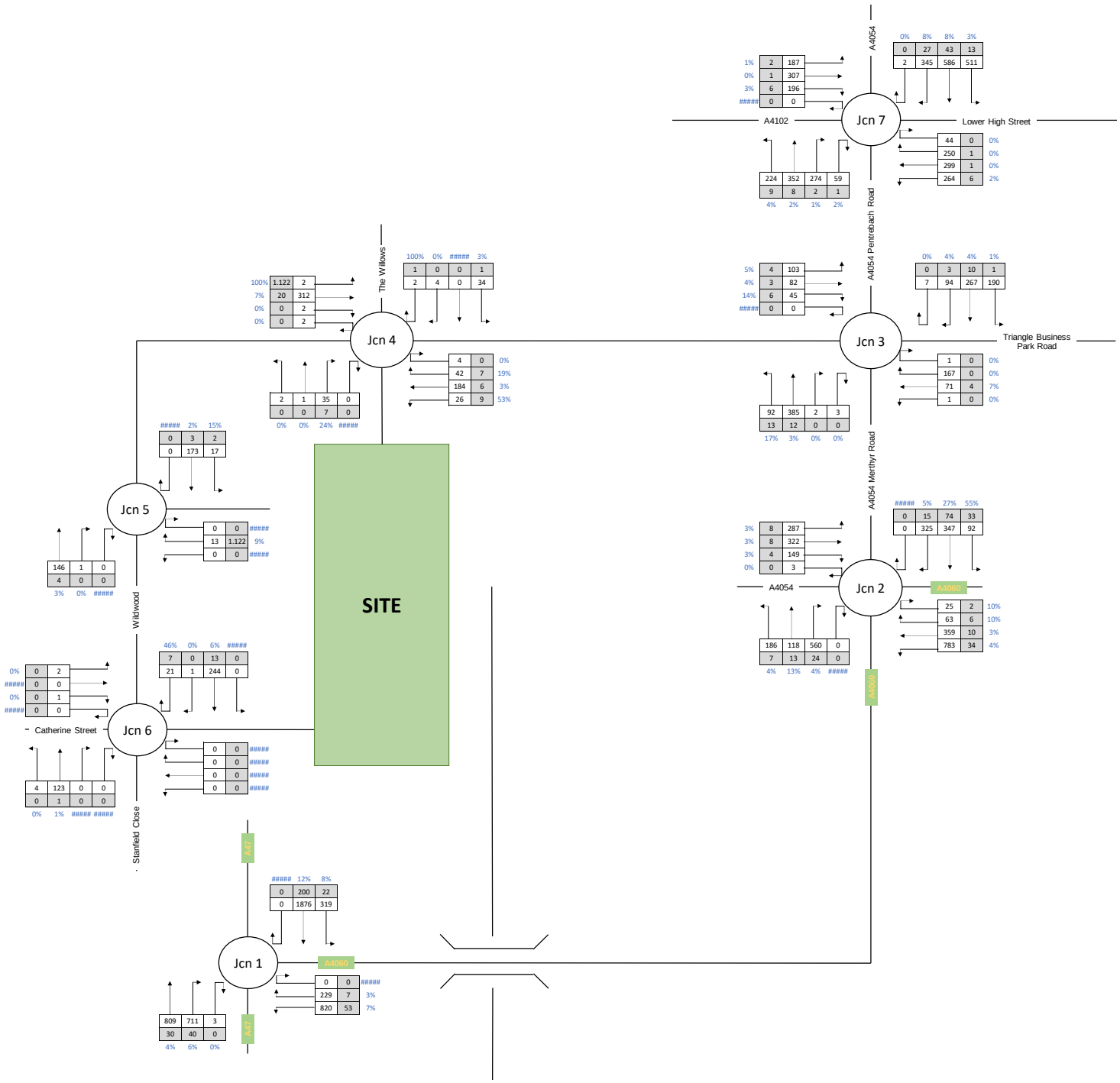

A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
The Willows
Jcn 4
Jcn 3
Triangle Business Park Road
Jcn 5
SITE
A4054 Merthyr Road
A4054
Jcn 2
A4060
Wildwood
Catherine Street
Jcn 6
Stanfield Close
A47
Jcn 1
A4060
A47

Appendix E

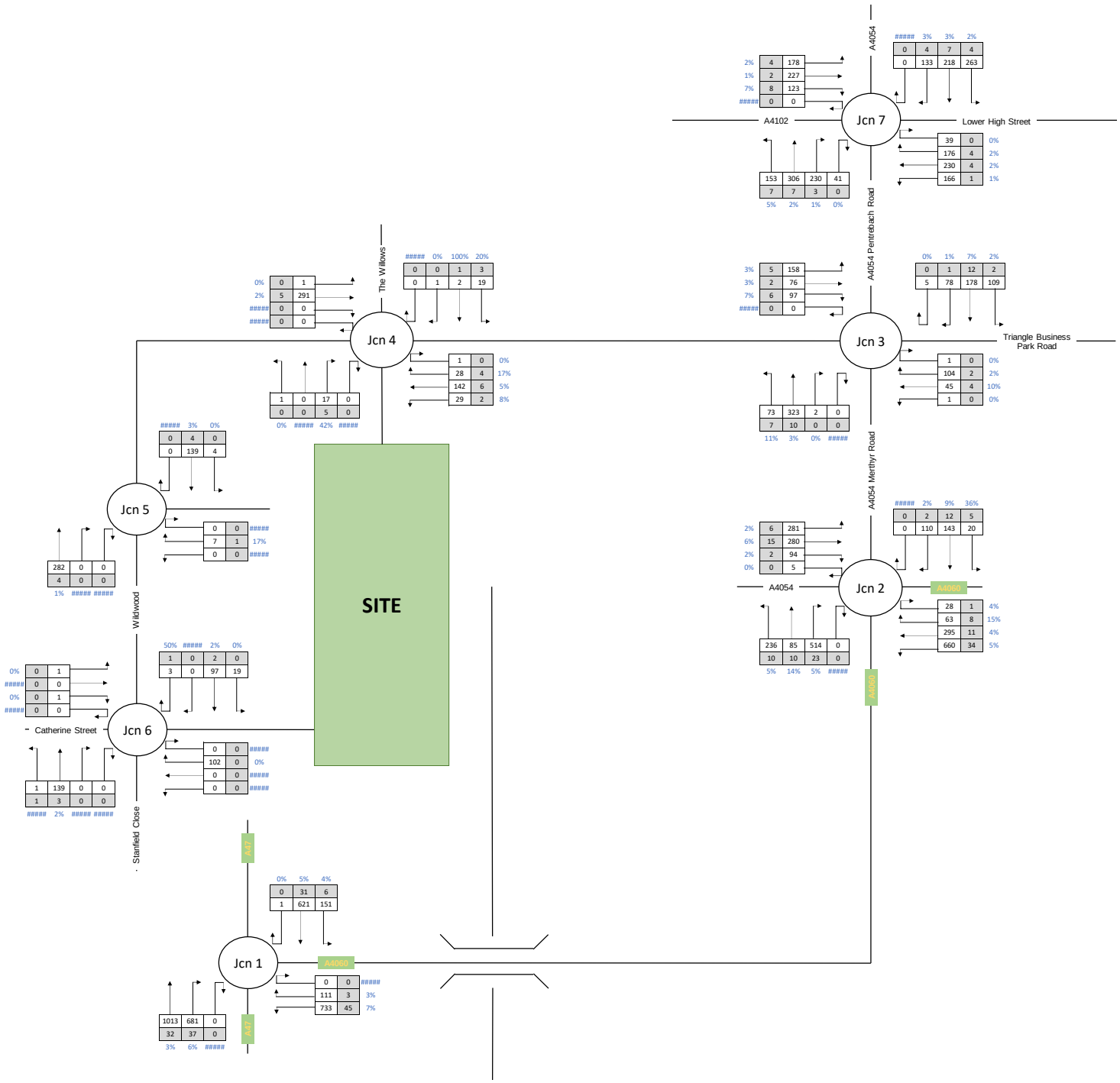

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Lower High Street
A4054 Pentrebach Road
The Willows
Jcn 4
Jcn 3
Triangle Business Park Road
Jcn 5
SITE
A4054 Merthyr Road
Jcn 2
A4060
Wildwood
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1

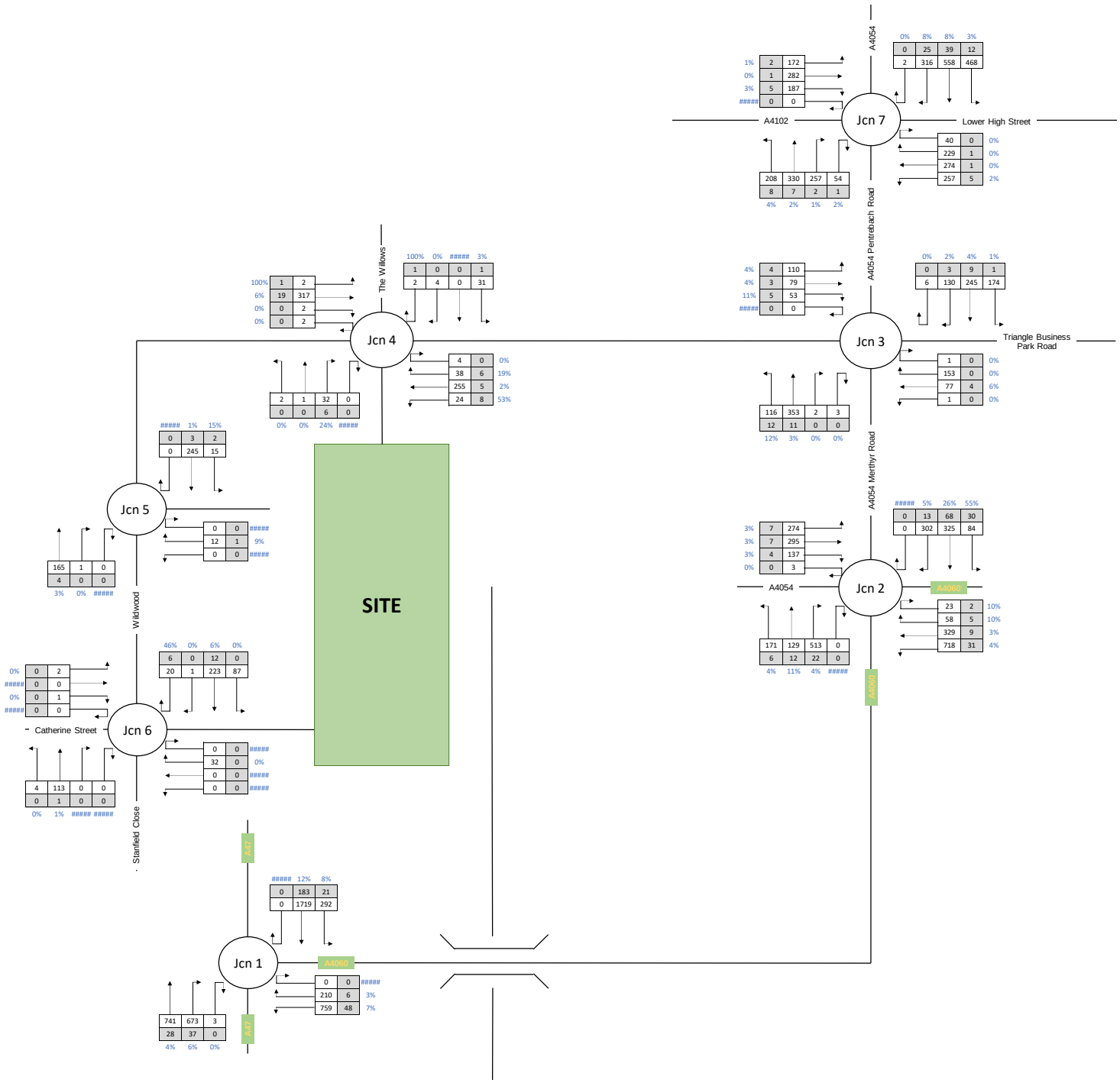

A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
Jcn 3
Triangle Business Park Road
The Willows
Jcn 4
A4054 Merthyr Road
Jcn 2
A4060
Jcn 5
Wildwood
SITE
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1

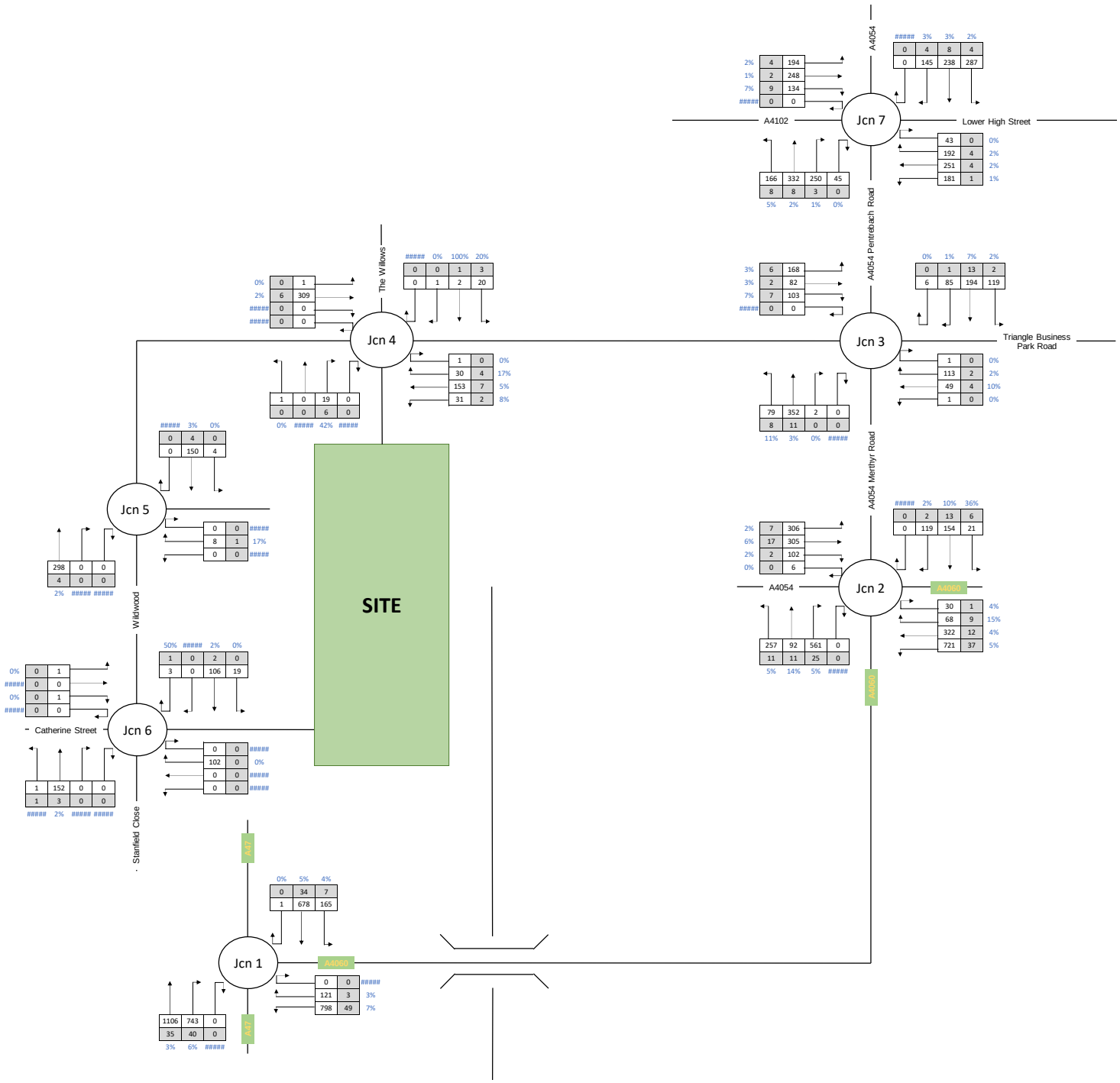

A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
The Willows
Jcn 4
Jcn 3
Triangle Business Park Road
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Jcn 5
SITE
Jcn 2
A4060
Wildwood
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1

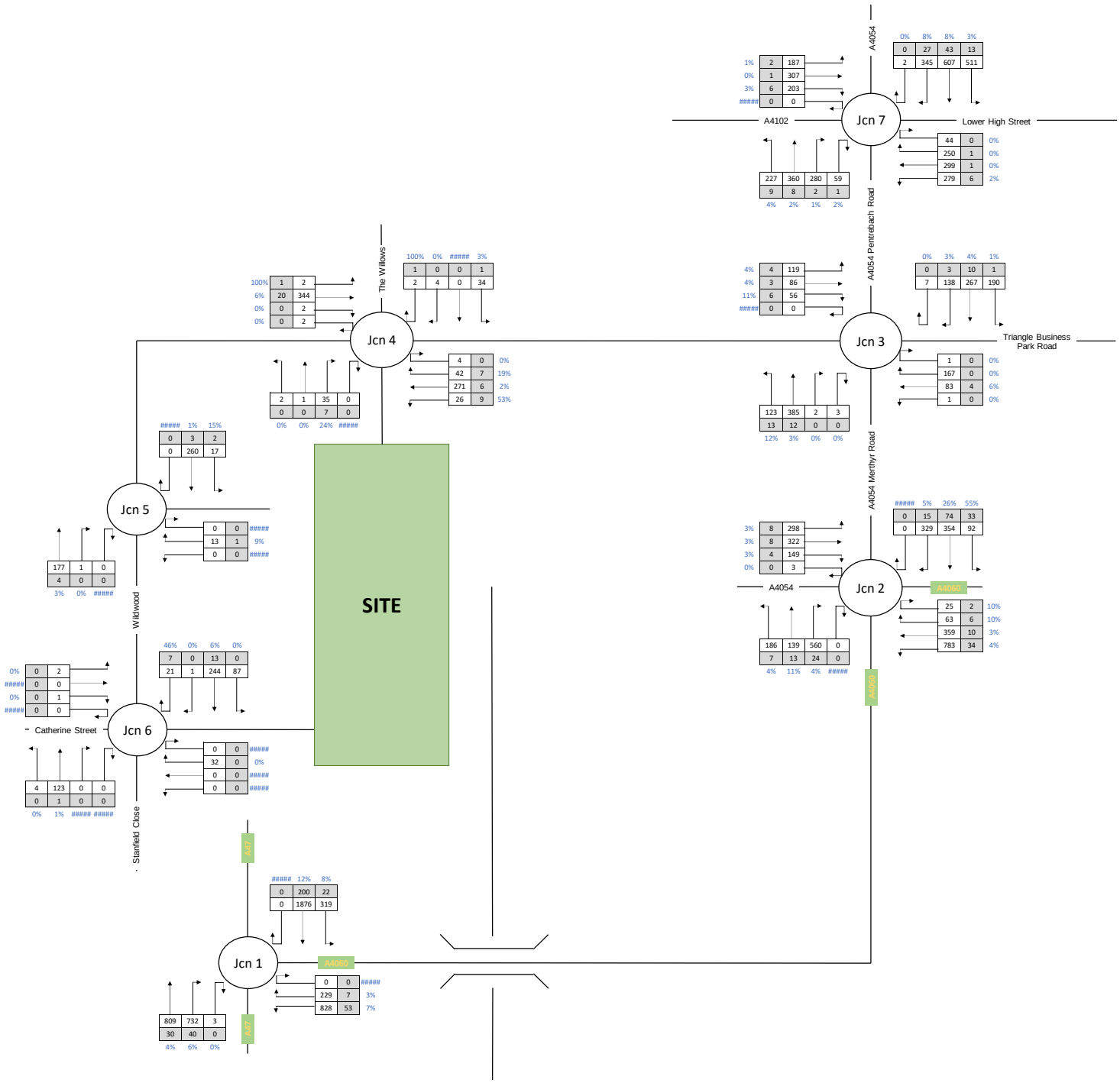

A4054
Jcn 7
A4102
Lower High Street
A4054 Pentrebach Road
Jcn 3
Triangle Business Park Road
The Willows
Jcn 4
A4054 Merthyr Road
Jcn 2
A4060
Jcn 5
Wildwood
SITE
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1

Appendix F


A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
Jcn 3
Triangle Business Park Road
The Willows
Jcn 4
A4054 Merthyr Road
Jcn 2
A4060
Jcn 5
Wildwood
SITE
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1


A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
Jcn 3
Triangle Business Park Road
The Willows
Jcn 4
A4054 Merthyr Road
Jcn 2
A4060
Jcn 5
Wildwood
SITE
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1


A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
Jcn 3
Triangle Business Park Road
The Willows
Jcn 4
A4054 Merthyr Road
Jcn 5
SITE
Wildwood
A4054
Jcn 2
A4060
Catherine Street
Jcn 6
Stanfield Close
A47
Jcn 1
A4060
A47


A4054
A4102
Jcn 7
Lower High Street
A4054 Pentrebach Road
Jcn 3
Triangle Business Park Road
The Willows
Jcn 4
A4054 Merthyr Road
Jcn 2
A4060
Jcn 5
Wildwood
SITE
Jcn 6
Catherine Street
Stanfield Close
A47
Jcn 1

Appendix G

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Junction 1 (A470 - A4060 roundabout) Rev A.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev A\Junction 1 (A470 - A4060 roundabout)
Report generation date: 10/11/2022 09:58:29

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2022								
Arm 1	0.4	1.76	0.28	A	2.8	4.78	0.72	A
Arm 2	0.7	3.08	0.41	A	3.2	11.56	0.76	B
Arm 3	2.3	4.59	0.69	A	1.5	3.56	0.59	A
2025								
Arm 1	0.4	1.79	0.29	A	3.2	5.25	0.74	A
Arm 2	0.8	3.17	0.43	A	4.1	14.24	0.80	B
Arm 3	2.5	4.92	0.71	A	1.6	3.72	0.60	A
2035								
Arm 1	0.5	1.91	0.32	A	5.2	7.84	0.83	A
Arm 2	1.0	3.53	0.48	A	13.7	45.28	0.95	E
Arm 3	3.5	6.37	0.78	A	2.0	4.26	0.66	A
2025 + Dev								
Arm 1	0.4	1.79	0.29	A	3.3	5.38	0.75	A
Arm 2	0.8	3.25	0.44	A	4.2	14.65	0.81	B
Arm 3	2.5	4.95	0.71	A	1.6	3.81	0.61	A
2035 + Dev								
Arm 1	0.5	1.91	0.32	A	5.3	8.12	0.83	A
Arm 2	1.0	3.62	0.49	A	14.9	48.31	0.96	E
Arm 3	3.6	6.46	0.78	A	2.1	4.50	0.67	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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	3.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A470 (north)	
2	A4060	
3	A470 (south)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	10.90	10.90	0.0	92.2	75.5	20.5	
2	6.00	8.66	19.0	91.4	71.8	19.3	
3	8.69	8.69	0.0	38.6	70.8	28.9	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.778	3538
2	0.648	2553
3	0.666	2705

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	752	100.000
2		✓	797	100.000
3		✓	1643	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	147	604
	2	108	0	689
	3	985	658	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	5
	2	3	0	7
	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	1.76	0.4	A
2	0.41	3.08	0.7	A
3	0.69	4.59	2.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	494	3154	0.180	565	0.2	1.457	A
2	600	455	2259	0.266	598	0.4	2.305	A
3	1237	82	2651	0.467	1233	0.9	2.639	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	676	591	3078	0.220	676	0.3	1.569	A
2	716	544	2201	0.325	716	0.5	2.580	A
3	1477	98	2640	0.559	1475	1.3	3.216	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	828	723	2976	0.278	828	0.4	1.755	A
2	878	666	2122	0.414	877	0.7	3.075	A
3	1809	120	2625	0.689	1805	2.3	4.552	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	828	724	2974	0.278	828	0.4	1.756	A
2	878	666	2122	0.414	878	0.7	3.078	A
3	1809	120	2625	0.689	1809	2.3	4.594	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	676	593	3077	0.220	676	0.3	1.573	A
2	716	544	2201	0.326	717	0.5	2.586	A
3	1477	98	2640	0.560	1481	1.3	3.248	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	566	496	3152	0.180	566	0.2	1.460	A
2	600	456	2258	0.266	601	0.4	2.313	A
3	1237	82	2650	0.467	1239	0.9	2.661	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	5.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1956	100.000
2		✓	935	100.000
3		✓	1358	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	284	1672
	2	204	0	731
	3	721	634	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	12
	2	3	0	7
	3	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.72	4.78	2.8	A
2	0.76	11.56	3.2	B
3	0.59	3.56	1.5	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1473	478	3166	0.465	1469	1.0	2.358	A
2	704	1258	1739	0.405	701	0.7	3.670	A
3	1022	153	2603	0.393	1020	0.7	2.381	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1758	572	3093	0.569	1756	1.5	2.997	A
2	841	1504	1579	0.532	839	1.2	5.145	A
3	1221	183	2583	0.473	1220	0.9	2.769	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2154	700	2993	0.720	2148	2.8	4.716	A
2	1029	1840	1362	0.756	1022	3.1	10.996	B
3	1495	223	2557	0.585	1493	1.5	3.542	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2154	701	2992	0.720	2153	2.8	4.778	A
2	1029	1844	1359	0.758	1029	3.2	11.556	B
3	1495	225	2556	0.585	1495	1.5	3.560	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1758	574	3092	0.569	1764	1.5	3.033	A
2	841	1510	1575	0.534	849	1.2	5.316	A
3	1221	185	2582	0.473	1223	0.9	2.782	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1473	480	3165	0.465	1475	1.0	2.375	A
2	704	1263	1735	0.406	706	0.7	3.716	A
3	1022	154	2603	0.393	1023	0.7	2.394	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	773	100.000
2		✓	820	100.000
3		✓	1690	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	151	621
	2	111	0	709
	3	1013	677	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	5
	2	3	0	7
	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	1.79	0.4	A
2	0.43	3.17	0.8	A
3	0.71	4.92	2.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	508	3143	0.185	581	0.2	1.472	A
2	617	468	2251	0.274	616	0.4	2.342	A
3	1272	84	2649	0.480	1268	1.0	2.708	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	695	608	3065	0.227	695	0.3	1.590	A
2	737	559	2191	0.336	737	0.5	2.634	A
3	1519	101	2638	0.576	1517	1.4	3.340	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	851	744	2959	0.288	851	0.4	1.788	A
2	903	684	2110	0.428	902	0.8	3.168	A
3	1861	123	2623	0.709	1856	2.5	4.862	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	851	745	2958	0.288	851	0.4	1.789	A
2	903	685	2110	0.428	903	0.8	3.174	A
3	1861	123	2623	0.709	1861	2.5	4.917	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	695	610	3063	0.227	695	0.3	1.592	A
2	737	560	2191	0.336	738	0.5	2.638	A
3	1519	101	2638	0.576	1524	1.4	3.377	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	510	3141	0.185	582	0.2	1.476	A
2	617	468	2250	0.274	618	0.4	2.348	A
3	1272	84	2649	0.480	1274	1.0	2.733	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	6.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	2011	100.000
2		✓	962	100.000
3		✓	1396	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	292	1719
	2	210	0	752
	3	741	652	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	12
	2	3	0	7
	3	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.74	5.25	3.2	A
2	0.80	14.24	4.1	B
3	0.60	3.72	1.6	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1514	492	3155	0.480	1510	1.0	2.431	A
2	724	1293	1716	0.422	721	0.8	3.829	A
3	1051	157	2600	0.404	1048	0.7	2.429	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1808	588	3080	0.587	1806	1.6	3.141	A
2	865	1546	1552	0.557	863	1.3	5.525	A
3	1255	188	2580	0.486	1254	1.0	2.845	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2214	720	2978	0.744	2208	3.2	5.166	A
2	1059	1891	1329	0.797	1049	3.9	13.201	B
3	1537	229	2553	0.602	1535	1.6	3.702	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2214	721	2977	0.744	2214	3.2	5.254	A
2	1059	1896	1325	0.799	1059	4.1	14.236	B
3	1537	231	2551	0.602	1537	1.6	3.722	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1808	590	3079	0.587	1814	1.6	3.185	A
2	865	1554	1547	0.559	876	1.4	5.777	A
3	1255	191	2578	0.487	1257	1.0	2.866	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1514	494	3154	0.480	1516	1.0	2.453	A
2	724	1298	1712	0.423	727	0.8	3.885	A
3	1051	159	2600	0.404	1052	0.7	2.442	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	4.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	844	100.000
2		✓	894	100.000
3		✓	1842	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	165	678
	2	121	0	773
	3	1106	736	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	5
	2	3	0	7
	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	1.91	0.5	A
2	0.48	3.53	1.0	A
3	0.78	6.37	3.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	635	552	3108	0.204	634	0.3	1.524	A
2	673	510	2223	0.303	671	0.5	2.466	A
3	1387	92	2644	0.524	1382	1.1	2.960	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	759	661	3024	0.251	758	0.4	1.664	A
2	804	610	2158	0.372	803	0.6	2.826	A
3	1656	110	2632	0.629	1653	1.7	3.823	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	929	808	2910	0.319	929	0.5	1.903	A
2	984	747	2069	0.476	983	1.0	3.522	A
3	2028	134	2616	0.775	2021	3.5	6.232	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	929	810	2908	0.320	929	0.5	1.905	A
2	984	748	2069	0.476	984	1.0	3.531	A
3	2028	134	2616	0.775	2028	3.5	6.373	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	759	664	3021	0.251	759	0.4	1.667	A
2	804	611	2158	0.372	805	0.6	2.834	A
3	1656	110	2632	0.629	1663	1.8	3.897	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	635	555	3106	0.205	636	0.3	1.526	A
2	673	511	2222	0.303	674	0.5	2.475	A
3	1387	92	2644	0.525	1389	1.2	2.994	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	14.94	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	2195	100.000
2		✓	1049	100.000
3		✓	1523	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	319	1876
	2	229	0	820
	3	809	711	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	12
	2	3	0	7
	3	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.83	7.84	5.2	A
2	0.95	45.28	13.7	E
3	0.66	4.26	2.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1653	536	3121	0.529	1648	1.2	2.713	A
2	790	1410	1640	0.482	786	1.0	4.453	A
3	1147	172	2591	0.443	1143	0.8	2.533	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1973	641	3039	0.649	1970	2.0	3.740	A
2	943	1686	1461	0.646	939	1.9	7.275	A
3	1369	205	2569	0.533	1368	1.2	3.055	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2417	785	2928	0.826	2405	5.0	7.503	A
2	1155	2059	1220	0.947	1119	11.0	30.710	D
3	1677	244	2543	0.660	1674	2.0	4.214	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2417	786	2926	0.826	2416	5.2	7.840	A
2	1155	2068	1213	0.952	1144	13.7	45.281	E
3	1677	250	2539	0.660	1677	2.0	4.262	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1973	643	3038	0.650	1986	2.1	3.855	A
2	943	1700	1452	0.649	990	2.0	9.083	A
3	1369	216	2561	0.535	1372	1.2	3.098	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1653	538	3119	0.530	1656	1.3	2.748	A
2	790	1417	1635	0.483	794	1.0	4.561	A
3	1147	173	2590	0.443	1148	0.8	2.553	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	3.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	773	100.000
2		✓	844	100.000
3		✓	1694	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	151	621
	2	111	0	733
	3	1013	681	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	5
	2	3	0	7
	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	1.79	0.4	A
2	0.44	3.25	0.8	A
3	0.71	4.95	2.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	511	3140	0.185	581	0.2	1.473	A
2	635	468	2251	0.282	634	0.4	2.368	A
3	1275	84	2649	0.481	1271	1.0	2.714	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	695	611	3062	0.227	695	0.3	1.592	A
2	759	559	2191	0.346	758	0.6	2.672	A
3	1523	101	2638	0.577	1521	1.4	3.351	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	851	748	2956	0.288	851	0.4	1.791	A
2	929	684	2110	0.440	928	0.8	3.239	A
3	1865	123	2623	0.711	1861	2.5	4.891	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	851	750	2955	0.288	851	0.4	1.792	A
2	929	685	2110	0.440	929	0.8	3.245	A
3	1865	123	2623	0.711	1865	2.5	4.945	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	695	614	3060	0.227	695	0.3	1.594	A
2	759	560	2191	0.346	760	0.6	2.679	A
3	1523	101	2638	0.577	1527	1.4	3.389	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	582	513	3139	0.185	582	0.2	1.477	A
2	635	468	2250	0.282	636	0.4	2.374	A
3	1275	84	2649	0.481	1277	1.0	2.737	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	6.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	2011	100.000
2		✓	969	100.000
3		✓	1417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	292	1719
	2	210	0	759
	3	741	673	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	12
	2	3	0	7
	3	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.75	5.38	3.3	A
2	0.81	14.65	4.2	B
3	0.61	3.81	1.6	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1514	508	3143	0.482	1510	1.0	2.449	A
2	730	1293	1716	0.425	726	0.8	3.849	A
3	1067	157	2600	0.410	1064	0.7	2.455	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1808	607	3066	0.590	1806	1.6	3.177	A
2	871	1546	1552	0.561	869	1.3	5.576	A
3	1274	188	2580	0.494	1273	1.0	2.887	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2214	743	2960	0.748	2208	3.2	5.284	A
2	1067	1890	1329	0.803	1056	4.0	13.518	B
3	1560	229	2553	0.611	1558	1.6	3.786	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2214	744	2959	0.748	2214	3.3	5.379	A
2	1067	1896	1325	0.805	1066	4.2	14.647	B
3	1560	231	2551	0.611	1560	1.6	3.809	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1808	609	3064	0.590	1814	1.6	3.224	A
2	871	1554	1547	0.563	882	1.4	5.844	A
3	1274	191	2578	0.494	1276	1.0	2.909	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1514	509	3142	0.482	1516	1.0	2.470	A
2	730	1298	1712	0.426	732	0.8	3.905	A
3	1067	159	2600	0.410	1068	0.7	2.467	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	4.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	844	100.000
2		✓	919	100.000
3		✓	1849	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	1	165	678
	2	121	0	798
	3	1106	743	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	5
	2	3	0	7
	3	3	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.32	1.91	0.5	A
2	0.49	3.62	1.0	A
3	0.78	6.46	3.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	635	558	3104	0.205	634	0.3	1.527	A
2	692	510	2223	0.311	690	0.5	2.496	A
3	1392	92	2644	0.526	1387	1.2	2.973	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	759	667	3019	0.251	758	0.4	1.668	A
2	826	610	2158	0.383	825	0.7	2.874	A
3	1662	110	2632	0.631	1660	1.8	3.846	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	929	815	2904	0.320	929	0.5	1.909	A
2	1012	747	2069	0.489	1010	1.0	3.614	A
3	2036	134	2616	0.778	2029	3.5	6.310	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	929	818	2902	0.320	929	0.5	1.911	A
2	1012	748	2069	0.489	1012	1.0	3.623	A
3	2036	134	2616	0.778	2036	3.6	6.458	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	759	671	3016	0.252	759	0.4	1.673	A
2	826	611	2158	0.383	828	0.7	2.885	A
3	1662	110	2632	0.632	1669	1.8	3.924	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	635	560	3102	0.205	636	0.3	1.529	A
2	692	511	2222	0.311	693	0.5	2.506	A
3	1392	92	2644	0.526	1395	1.2	3.009	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A470 - A4060 roundabout	Standard Roundabout		1, 2, 3	15.81	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	2195	100.000
2		✓	1057	100.000
3		✓	1544	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	319	1876
	2	229	0	828
	3	809	732	3

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	12
	2	3	0	7
	3	4	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.83	8.12	5.3	A
2	0.96	48.31	14.9	E
3	0.67	4.50	2.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1653	552	3109	0.532	1647	1.3	2.736	A
2	796	1410	1640	0.485	792	1.0	4.484	A
3	1162	172	2591	0.449	1159	0.8	2.631	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1973	660	3025	0.652	1970	2.1	3.792	A
2	950	1686	1461	0.650	946	1.9	7.371	A
3	1388	205	2569	0.540	1387	1.2	3.191	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2417	808	2910	0.831	2404	5.2	7.748	A
2	1164	2058	1220	0.954	1125	11.6	32.045	D
3	1700	244	2543	0.669	1697	2.1	4.445	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	2417	809	2908	0.831	2416	5.3	8.123	A
2	1164	2068	1213	0.959	1151	14.9	48.307	E
3	1700	249	2539	0.669	1700	2.1	4.500	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1973	662	3023	0.653	1986	2.1	3.917	A
2	950	1700	1452	0.654	1001	2.1	9.437	A
3	1388	217	2561	0.542	1391	1.3	3.241	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1653	554	3107	0.532	1656	1.3	2.769	A
2	796	1418	1635	0.487	800	1.0	4.596	A
3	1162	173	2590	0.449	1164	0.9	2.653	A

Appendix H

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Junction 2 (A4060 - A4054 roundabout) Rev A.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev A\Junction 2 (A4060 - A4054 roundabout)
Report generation date: 10/11/2022 10:45:48

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.9	2.87	0.46	A	1.4	4.23	0.58	A
Arm 2	1.7	6.87	0.62	A	1.9	8.21	0.65	A
Arm 3	0.8	4.27	0.45	A	0.9	4.53	0.48	A
Arm 4	0.3	4.93	0.24	A	3.2	15.72	0.73	C
	2025							
Arm 1	0.9	2.86	0.46	A	1.5	4.49	0.60	A
Arm 2	1.8	7.02	0.63	A	2.1	8.92	0.67	A
Arm 3	0.9	4.32	0.46	A	1.0	4.73	0.50	A
Arm 4	0.4	5.08	0.25	A	3.7	18.07	0.77	C
	2035							
Arm 1	1.1	3.29	0.52	A	2.1	5.60	0.67	A
Arm 2	2.5	9.30	0.71	A	3.2	12.35	0.76	B
Arm 3	1.1	5.10	0.52	A	1.3	5.53	0.56	A
Arm 4	0.4	5.58	0.29	A	7.6	34.48	0.88	D
	2025 + Dev							
Arm 1	1.0	3.03	0.48	A	1.6	4.54	0.60	A
Arm 2	1.9	7.50	0.64	A	2.3	9.48	0.69	A
Arm 3	0.9	4.47	0.47	A	1.1	4.89	0.51	A
Arm 4	0.4	5.28	0.29	A	4.0	18.95	0.78	C
	2035 + Dev							
Arm 1	1.2	3.37	0.53	A	2.1	5.67	0.67	A
Arm 2	2.6	9.57	0.72	A	3.5	13.43	0.78	B
Arm 3	1.1	5.13	0.52	A	1.3	5.75	0.57	A
Arm 4	0.5	5.86	0.33	A	8.3	37.43	0.89	E

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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	4.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4060 (east)	
2	A4060 (south)	
3	A4054 (west)	
4	Merthyr Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	8.00	9.14	2.7	37.2	60.9	23.6	
2	3.80	6.45	18.0	32.0	60.5	28.0	
3	4.51	7.82	14.1	70.8	60.9	26.2	
4	3.60	6.85	13.5	11.1	60.5	34.6	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.733	2686
2	0.568	1740
3	0.622	2033
4	0.515	1556

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1017	100.000
2		✓	807	100.000
3		✓	639	100.000
4		✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	27	642	287	61
	2	500	0	229	78
	3	272	91	5	271
	4	19	115	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	5	4	15
	2	5	0	5	15
	3	6	2	0	2
	4	36	12	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.46	2.87	0.9	A
2	0.62	6.87	1.7	A
3	0.45	4.27	0.8	A
4	0.24	4.93	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	766	229	2518	0.304	764	0.5	2.158	A
2	608	357	1538	0.395	605	0.7	4.075	A
3	481	499	1722	0.279	479	0.4	2.998	A
4	172	671	1210	0.142	172	0.2	3.781	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	914	275	2484	0.368	914	0.6	2.412	A
2	725	427	1498	0.484	724	1.0	4.928	A
3	574	598	1661	0.346	574	0.5	3.430	A
4	206	803	1142	0.180	206	0.2	4.194	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1120	336	2439	0.459	1119	0.9	2.866	A
2	889	522	1444	0.616	886	1.7	6.803	A
3	704	731	1578	0.446	702	0.8	4.255	A
4	252	983	1050	0.240	252	0.3	4.921	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1120	337	2439	0.459	1120	0.9	2.871	A
2	889	523	1443	0.616	888	1.7	6.869	A
3	704	733	1577	0.446	704	0.8	4.271	A
4	252	985	1049	0.240	252	0.3	4.933	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	914	276	2484	0.368	915	0.6	2.418	A
2	725	428	1497	0.485	728	1.0	4.974	A
3	574	601	1659	0.346	576	0.6	3.448	A
4	206	807	1141	0.181	206	0.2	4.209	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	766	231	2517	0.304	766	0.5	2.164	A
2	608	358	1537	0.395	609	0.7	4.112	A
3	481	502	1721	0.280	482	0.4	3.015	A
4	172	675	1209	0.143	173	0.2	3.793	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	7.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1096	100.000
2		✓	770	100.000
3		✓	679	100.000
4		✓	681	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	22	698	320	56
	2	499	0	166	105
	3	287	133	3	256
	4	82	309	290	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	4	3	10
	2	4	0	4	13
	3	3	3	0	3
	4	55	27	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	4.23	1.4	A
2	0.65	8.21	1.9	A
3	0.48	4.53	0.9	A
4	0.73	15.72	3.2	C

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	825	550	2283	0.361	823	0.6	2.562	A
2	580	518	1446	0.401	577	0.7	4.341	A
3	511	511	1715	0.298	509	0.4	3.071	A
4	513	708	1192	0.430	509	0.9	6.243	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	985	659	2203	0.447	984	0.8	3.072	A
2	692	620	1388	0.499	691	1.0	5.419	A
3	610	612	1652	0.369	610	0.6	3.554	A
4	612	847	1120	0.547	610	1.4	8.369	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1207	803	2097	0.575	1204	1.4	4.188	A
2	848	757	1310	0.647	844	1.9	8.066	A
3	748	748	1568	0.477	746	0.9	4.506	A
4	750	1036	1022	0.733	743	3.1	14.981	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1207	809	2093	0.577	1207	1.4	4.228	A
2	848	761	1308	0.648	848	1.9	8.213	A
3	748	751	1566	0.477	748	0.9	4.529	A
4	750	1039	1021	0.734	749	3.2	15.715	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	985	667	2197	0.448	988	0.9	3.106	A
2	692	625	1385	0.500	696	1.1	5.514	A
3	610	616	1650	0.370	612	0.6	3.577	A
4	612	852	1117	0.548	619	1.5	8.708	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	825	555	2279	0.362	826	0.6	2.583	A
2	580	522	1444	0.401	581	0.7	4.395	A
3	511	515	1713	0.298	512	0.4	3.088	A
4	513	712	1189	0.431	515	0.9	6.370	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	4.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1011	100.000
2		✓	830	100.000
3		✓	658	100.000
4		✓	236	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	28	660	295	28
	2	514	0	236	80
	3	280	94	5	279
	4	20	118	98	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	5	4	15
	2	5	0	5	15
	3	6	2	0	2
	4	36	12	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.46	2.86	0.9	A
2	0.63	7.02	1.8	A
3	0.46	4.32	0.9	A
4	0.25	5.08	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	761	236	2513	0.303	759	0.5	2.152	A
2	625	341	1547	0.404	622	0.7	4.111	A
3	495	487	1730	0.286	494	0.4	3.014	A
4	178	691	1200	0.148	177	0.2	3.838	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	909	283	2478	0.367	908	0.6	2.406	A
2	746	408	1509	0.495	745	1.0	4.983	A
3	592	583	1670	0.354	591	0.6	3.455	A
4	212	827	1130	0.188	212	0.3	4.279	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1113	346	2432	0.458	1112	0.9	2.859	A
2	914	499	1457	0.627	911	1.7	6.948	A
3	724	714	1589	0.456	723	0.9	4.302	A
4	260	1012	1035	0.251	259	0.4	5.065	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1113	347	2432	0.458	1113	0.9	2.864	A
2	914	500	1456	0.628	914	1.8	7.023	A
3	724	716	1588	0.456	724	0.9	4.321	A
4	260	1014	1034	0.251	260	0.4	5.077	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	909	284	2478	0.367	910	0.6	2.412	A
2	746	409	1508	0.495	749	1.0	5.042	A
3	592	586	1668	0.355	593	0.6	3.472	A
4	212	830	1128	0.188	213	0.3	4.295	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	761	237	2512	0.303	762	0.5	2.160	A
2	625	342	1546	0.404	626	0.7	4.151	A
3	495	490	1728	0.287	496	0.4	3.029	A
4	178	695	1198	0.148	178	0.2	3.853	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	8.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1128	100.000
2		✓	792	100.000
3		✓	698	100.000
4		✓	700	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	23	718	329	58
	2	513	0	171	108
	3	295	137	3	263
	4	84	318	298	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	4	3	10
	2	4	0	4	13
	3	3	3	0	3
	4	55	27	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	4.49	1.5	A
2	0.67	8.92	2.1	A
3	0.50	4.73	1.0	A
4	0.77	18.07	3.7	C

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	565	2271	0.374	847	0.6	2.626	A
2	596	533	1438	0.415	593	0.7	4.468	A
3	525	526	1706	0.308	524	0.5	3.133	A
4	527	728	1181	0.446	523	0.9	6.473	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	677	2189	0.463	1013	0.9	3.183	A
2	712	638	1378	0.517	711	1.1	5.658	A
3	627	630	1641	0.382	627	0.6	3.653	A
4	629	871	1107	0.568	627	1.5	8.871	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	825	2081	0.597	1239	1.5	4.439	A
2	872	778	1298	0.672	868	2.1	8.722	A
3	769	770	1554	0.494	767	1.0	4.701	A
4	771	1066	1007	0.765	762	3.6	16.944	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	832	2076	0.598	1242	1.5	4.492	A
2	872	783	1296	0.673	872	2.1	8.920	A
3	769	773	1552	0.495	768	1.0	4.729	A
4	771	1069	1006	0.766	770	3.7	18.072	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	687	2182	0.465	1017	0.9	3.224	A
2	712	644	1375	0.518	716	1.1	5.781	A
3	627	634	1638	0.383	629	0.6	3.676	A
4	629	876	1105	0.570	638	1.6	9.333	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	572	2267	0.375	850	0.6	2.647	A
2	596	537	1435	0.415	598	0.8	4.527	A
3	525	530	1703	0.308	526	0.5	3.153	A
4	527	733	1179	0.447	530	1.0	6.622	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1141	100.000
2		✓	906	100.000
3		✓	717	100.000
4		✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	30	721	322	68
	2	561	0	257	88
	3	305	102	6	304
	4	21	129	107	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	5	4	15
	2	5	0	5	15
	3	6	2	0	2
	4	36	12	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.52	3.29	1.1	A
2	0.71	9.30	2.5	A
3	0.52	5.10	1.1	A
4	0.29	5.58	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	859	258	2497	0.344	857	0.5	2.307	A
2	682	400	1513	0.451	679	0.9	4.551	A
3	540	560	1685	0.320	538	0.5	3.247	A
4	193	753	1169	0.166	193	0.2	4.022	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1026	309	2459	0.417	1025	0.7	2.639	A
2	814	479	1468	0.555	813	1.3	5.800	A
3	645	670	1616	0.399	644	0.7	3.834	A
4	231	901	1092	0.212	231	0.3	4.560	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1256	378	2409	0.522	1255	1.1	3.278	A
2	998	586	1407	0.709	993	2.5	9.090	A
3	789	819	1524	0.518	788	1.1	5.059	A
4	283	1101	989	0.286	282	0.4	5.555	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1256	379	2408	0.522	1256	1.1	3.287	A
2	998	587	1407	0.709	997	2.5	9.296	A
3	789	822	1522	0.519	789	1.1	5.096	A
4	283	1105	987	0.287	283	0.4	5.580	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1026	310	2459	0.417	1027	0.8	2.651	A
2	814	480	1468	0.555	819	1.3	5.924	A
3	645	675	1613	0.400	646	0.7	3.865	A
4	231	907	1089	0.212	232	0.3	4.582	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	859	259	2496	0.344	860	0.6	2.316	A
2	682	402	1512	0.451	684	0.9	4.613	A
3	540	564	1682	0.321	541	0.5	3.272	A
4	193	757	1166	0.166	194	0.2	4.043	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	13.29	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1230	100.000
2		✓	864	100.000
3		✓	761	100.000
4		✓	764	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	25	783	359	63
	2	560	0	186	118
	3	322	149	3	287
	4	92	347	325	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	4	3	10
	2	4	0	4	13
	3	3	3	0	3
	4	55	27	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.67	5.60	2.1	A
2	0.76	12.35	3.2	B
3	0.56	5.53	1.3	A
4	0.88	34.48	7.6	D

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	926	616	2234	0.414	923	0.7	2.852	A
2	650	580	1411	0.461	647	0.9	4.934	A
3	573	574	1676	0.342	571	0.5	3.349	A
4	575	794	1147	0.501	570	1.2	7.367	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1106	737	2145	0.515	1104	1.1	3.595	A
2	777	695	1346	0.577	775	1.4	6.604	A
3	684	687	1606	0.426	683	0.8	4.014	A
4	687	950	1067	0.644	683	2.1	11.059	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1354	890	2033	0.666	1350	2.0	5.459	A
2	951	844	1261	0.754	945	3.1	11.726	B
3	838	838	1512	0.554	836	1.3	5.468	A
4	841	1160	959	0.878	822	6.8	28.287	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1354	904	2023	0.669	1354	2.1	5.600	A
2	951	852	1256	0.757	951	3.2	12.345	B
3	838	843	1509	0.555	838	1.3	5.526	A
4	841	1166	956	0.880	838	7.6	34.478	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1106	760	2129	0.519	1110	1.1	3.689	A
2	777	707	1339	0.580	784	1.5	6.901	A
3	684	694	1601	0.427	686	0.8	4.060	A
4	687	958	1063	0.646	708	2.3	12.742	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	926	624	2228	0.416	928	0.7	2.886	A
2	650	586	1408	0.462	653	0.9	5.029	A
3	573	579	1673	0.342	574	0.5	3.374	A
4	575	799	1144	0.503	579	1.2	7.632	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	4.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1046	100.000
2		✓	835	100.000
3		✓	660	100.000
4		✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	28	660	295	63
	2	514	0	236	85
	3	280	94	5	281
	4	20	143	110	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	5	4	15
	2	5	0	5	14
	3	6	2	0	2
	4	36	9	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.48	3.03	1.0	A
2	0.64	7.50	1.9	A
3	0.47	4.47	0.9	A
4	0.29	5.28	0.4	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	264	2492	0.316	786	0.5	2.218	A
2	629	376	1527	0.412	626	0.7	4.216	A
3	497	517	1711	0.290	495	0.4	3.064	A
4	206	691	1200	0.171	205	0.2	3.886	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	940	316	2454	0.383	940	0.7	2.500	A
2	751	450	1485	0.506	749	1.1	5.173	A
3	593	619	1648	0.360	593	0.6	3.534	A
4	245	827	1130	0.217	245	0.3	4.374	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1152	387	2402	0.479	1150	1.0	3.024	A
2	919	551	1427	0.644	916	1.9	7.407	A
3	727	757	1562	0.465	725	0.9	4.454	A
4	301	1011	1035	0.290	300	0.4	5.265	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1152	388	2402	0.480	1152	1.0	3.029	A
2	919	552	1427	0.644	919	1.9	7.503	A
3	727	760	1561	0.466	727	0.9	4.474	A
4	301	1014	1034	0.291	301	0.4	5.281	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	940	317	2453	0.383	942	0.7	2.509	A
2	751	451	1484	0.506	754	1.1	5.241	A
3	593	623	1646	0.361	595	0.6	3.555	A
4	245	831	1128	0.218	246	0.3	4.392	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	265	2491	0.316	788	0.5	2.226	A
2	629	378	1526	0.412	630	0.7	4.262	A
3	497	521	1709	0.291	498	0.4	3.082	A
4	206	695	1198	0.172	206	0.2	3.903	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	8.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1128	100.000
2		✓	813	100.000
3		✓	709	100.000
4		✓	711	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	23	718	329	58
	2	513	0	171	129
	3	295	137	3	274
	4	84	325	302	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	4	3	10
	2	4	0	4	11
	3	3	3	0	3
	4	55	26	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	4.54	1.6	A
2	0.69	9.48	2.3	A
3	0.51	4.89	1.1	A
4	0.78	18.95	4.0	C

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	574	2265	0.375	847	0.6	2.637	A
2	612	536	1436	0.426	609	0.8	4.557	A
3	534	542	1696	0.315	532	0.5	3.179	A
4	535	728	1181	0.453	531	1.0	6.532	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	687	2182	0.465	1013	0.9	3.203	A
2	731	641	1376	0.531	729	1.2	5.834	A
3	637	649	1630	0.391	637	0.7	3.732	A
4	639	871	1107	0.577	637	1.6	9.021	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	836	2073	0.599	1239	1.5	4.484	A
2	895	783	1296	0.691	891	2.3	9.238	A
3	781	792	1540	0.507	779	1.0	4.861	A
4	783	1065	1007	0.777	774	3.8	17.637	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1242	844	2067	0.601	1242	1.6	4.540	A
2	895	787	1293	0.692	895	2.3	9.482	A
3	781	796	1538	0.508	781	1.1	4.894	A
4	783	1069	1006	0.778	782	4.0	18.951	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1014	698	2174	0.466	1017	0.9	3.246	A
2	731	648	1372	0.533	735	1.2	5.975	A
3	637	654	1626	0.392	639	0.7	3.762	A
4	639	877	1105	0.579	648	1.7	9.535	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	849	580	2261	0.376	850	0.6	2.659	A
2	612	540	1434	0.427	614	0.8	4.623	A
3	534	546	1694	0.315	535	0.5	3.200	A
4	535	733	1179	0.454	538	1.0	6.688	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	5.87	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1141	100.000
2		✓	910	100.000
3		✓	719	100.000
4		✓	294	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	30	721	322	68
	2	561	0	257	92
	3	305	102	6	306
	4	21	154	119	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	4	5	4	15
	2	5	0	5	14
	3	6	2	0	2
	4	36	10	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	3.37	1.2	A
2	0.72	9.57	2.6	A
3	0.52	5.13	1.1	A
4	0.33	5.86	0.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	859	286	2476	0.347	857	0.6	2.336	A
2	685	409	1508	0.454	682	0.9	4.592	A
3	541	563	1683	0.322	539	0.5	3.257	A
4	221	753	1169	0.189	220	0.3	4.097	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1026	342	2435	0.421	1025	0.8	2.685	A
2	818	489	1462	0.559	816	1.3	5.882	A
3	646	674	1614	0.400	646	0.7	3.849	A
4	264	901	1092	0.242	264	0.3	4.694	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1256	419	2379	0.528	1255	1.2	3.365	A
2	1002	599	1400	0.716	997	2.6	9.339	A
3	792	823	1521	0.520	790	1.1	5.092	A
4	324	1101	989	0.327	323	0.5	5.835	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1256	419	2378	0.528	1256	1.2	3.375	A
2	1002	600	1399	0.716	1002	2.6	9.568	A
3	792	827	1519	0.521	792	1.1	5.130	A
4	324	1105	987	0.328	324	0.5	5.864	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1026	343	2434	0.421	1027	0.8	2.695	A
2	818	491	1461	0.560	823	1.4	6.016	A
3	646	679	1611	0.401	648	0.7	3.883	A
4	264	907	1089	0.243	265	0.3	4.724	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	859	287	2475	0.347	860	0.6	2.347	A
2	685	411	1507	0.455	687	0.9	4.659	A
3	541	567	1680	0.322	542	0.5	3.279	A
4	221	758	1166	0.190	222	0.3	4.120	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4060 - A4054 roundabout	Standard Roundabout		1, 2, 3, 4	14.28	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	1230	100.000
2		✓	885	100.000
3		✓	772	100.000
4		✓	775	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	25	783	359	63
	2	560	0	186	139
	3	322	149	3	298
	4	92	354	329	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	10	4	3	10
	2	4	0	4	11
	3	3	3	0	3
	4	55	26	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.67	5.67	2.1	A
2	0.78	13.43	3.5	B
3	0.57	5.75	1.3	A
4	0.89	37.43	8.3	E

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	926	624	2228	0.416	923	0.7	2.865	A
2	666	583	1409	0.473	663	0.9	5.041	A
3	581	589	1666	0.349	579	0.5	3.402	A
4	583	794	1147	0.508	579	1.2	7.442	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1106	747	2138	0.517	1104	1.1	3.620	A
2	796	698	1344	0.592	793	1.5	6.841	A
3	694	706	1594	0.435	693	0.8	4.110	A
4	697	950	1067	0.653	693	2.2	11.298	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1354	901	2026	0.669	1350	2.1	5.521	A
2	974	848	1259	0.774	967	3.4	12.629	B
3	850	860	1498	0.567	848	1.3	5.682	A
4	853	1160	959	0.890	833	7.3	29.936	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1354	916	2014	0.672	1354	2.1	5.671	A
2	974	856	1254	0.777	974	3.5	13.428	B
3	850	866	1494	0.569	850	1.3	5.753	A
4	853	1166	956	0.893	849	8.3	37.430	E

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1106	772	2120	0.522	1110	1.1	3.722	A
2	796	712	1336	0.596	803	1.6	7.203	A
3	694	714	1589	0.437	696	0.8	4.164	A
4	697	958	1063	0.656	721	2.3	13.283	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	926	633	2222	0.417	928	0.7	2.898	A
2	666	589	1406	0.474	669	1.0	5.147	A
3	581	595	1663	0.349	582	0.6	3.434	A
4	583	799	1144	0.510	588	1.3	7.727	A

Appendix I

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 3 (A4054 - Triangle Business Park roundabout) Rev A.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev A\Junction 3 (A4054 - Triangle Business Park roundabout)
Report generation date: 10/11/2022 10:55:01

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.3	3.11	0.24	A	0.5	3.53	0.34	A
Arm 2	0.2	3.70	0.13	A	0.3	4.07	0.21	A
Arm 3	0.4	3.68	0.29	A	0.5	4.15	0.34	A
Arm 4	0.3	4.05	0.21	A	0.3	4.18	0.20	A
	2025							
Arm 1	0.3	3.15	0.25	A	0.6	3.59	0.35	A
Arm 2	0.2	3.73	0.14	A	0.3	4.13	0.21	A
Arm 3	0.4	3.74	0.30	A	0.6	4.23	0.35	A
Arm 4	0.3	4.11	0.21	A	0.3	4.25	0.21	A
	2035							
Arm 1	0.4	3.26	0.27	A	0.6	3.81	0.39	A
Arm 2	0.2	3.85	0.15	A	0.3	4.33	0.24	A
Arm 3	0.5	3.86	0.33	A	0.7	4.54	0.39	A
Arm 4	0.3	4.32	0.24	A	0.3	4.43	0.23	A
	2025 + Dev							
Arm 1	0.4	3.25	0.26	A	0.6	3.79	0.39	A
Arm 2	0.2	3.83	0.15	A	0.3	4.34	0.23	A
Arm 3	0.5	3.79	0.31	A	0.7	4.56	0.39	A
Arm 4	0.5	4.59	0.31	A	0.3	4.39	0.24	A
	2035 + Dev							
Arm 1	0.4	3.38	0.29	A	0.7	4.04	0.42	A
Arm 2	0.2	3.96	0.16	A	0.4	4.56	0.26	A
Arm 3	0.5	4.00	0.34	A	0.8	4.92	0.42	A
Arm 4	0.5	4.90	0.34	A	0.4	4.65	0.26	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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	3.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4054 Pentrebach Road	
2	Triangle Business Park Road	
3	A4054 Merthyr Road	
4	Dragon Parc B Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.14	7.61	11.3	360.0	60.6	20.8	
2	3.51	4.68	8.3	15.8	59.4	18.3	
3	3.37	7.18	12.2	12.5	60.6	28.0	
4	3.35	5.14	7.8	360.0	59.4	19.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.569	1670
2	0.506	1344
3	0.524	1563
4	0.537	1438

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	351	100.000
2		✓	144	100.000
3		✓	380	100.000
4		✓	223	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	5	106	173	67
	2	101	1	1	41
	3	314	2	0	64
	4	104	60	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	2
	2	2	0	0	11
	3	3	0	0	12
	4	5	3	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.11	0.3	A
2	0.13	3.70	0.2	A
3	0.29	3.68	0.4	A
4	0.21	4.05	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264	91	1618	0.163	263	0.2	2.772	A
2	108	228	1229	0.088	108	0.1	3.353	A
3	286	161	1478	0.194	285	0.2	3.147	A
4	168	317	1268	0.132	167	0.2	3.465	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	316	110	1608	0.196	315	0.3	2.906	A
2	129	273	1206	0.107	129	0.1	3.490	A
3	342	193	1461	0.234	341	0.3	3.355	A
4	200	380	1234	0.162	200	0.2	3.689	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386	134	1594	0.242	386	0.3	3.111	A
2	159	334	1175	0.135	158	0.2	3.696	A
3	418	237	1439	0.291	418	0.4	3.679	A
4	246	465	1188	0.207	245	0.3	4.044	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	386	134	1594	0.242	386	0.3	3.111	A
2	159	335	1175	0.135	159	0.2	3.697	A
3	418	237	1439	0.291	418	0.4	3.682	A
4	246	466	1188	0.207	246	0.3	4.047	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	316	110	1608	0.196	316	0.3	2.910	A
2	129	274	1206	0.107	130	0.1	3.494	A
3	342	193	1461	0.234	342	0.3	3.358	A
4	200	381	1234	0.163	201	0.2	3.696	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	264	92	1618	0.163	264	0.2	2.776	A
2	108	229	1228	0.088	109	0.1	3.355	A
3	286	162	1478	0.194	286	0.3	3.156	A
4	168	319	1267	0.133	168	0.2	3.474	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	3.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	497	100.000
2		✓	214	100.000
3		✓	430	100.000
4		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	6	169	238	84
	2	149	1	1	63
	3	343	2	3	82
	4	92	73	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	4	4
	2	0	0	0	7
	3	3	0	0	17
	4	5	4	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.34	3.53	0.5	A
2	0.21	4.07	0.3	A
3	0.34	4.15	0.5	A
4	0.20	4.18	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	374	89	1619	0.231	373	0.3	2.969	A
2	161	278	1203	0.134	160	0.2	3.518	A
3	324	227	1444	0.224	323	0.3	3.381	A
4	154	378	1235	0.125	154	0.2	3.536	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	107	1609	0.278	446	0.4	3.185	A
2	192	333	1175	0.164	192	0.2	3.733	A
3	387	272	1420	0.272	386	0.4	3.669	A
4	184	453	1195	0.154	184	0.2	3.784	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	131	1596	0.343	547	0.5	3.529	A
2	236	408	1138	0.207	235	0.3	4.067	A
3	473	333	1388	0.341	473	0.5	4.142	A
4	226	554	1141	0.198	225	0.3	4.180	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	131	1596	0.343	547	0.5	3.532	A
2	236	408	1137	0.207	236	0.3	4.070	A
3	473	334	1388	0.341	473	0.5	4.148	A
4	226	555	1140	0.198	226	0.3	4.183	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	447	107	1609	0.278	447	0.4	3.189	A
2	192	334	1175	0.164	193	0.2	3.736	A
3	387	273	1420	0.272	387	0.4	3.674	A
4	184	454	1194	0.154	185	0.2	3.788	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	374	90	1619	0.231	375	0.3	2.979	A
2	161	280	1203	0.134	161	0.2	3.527	A
3	324	228	1443	0.224	324	0.3	3.393	A
4	154	380	1234	0.125	155	0.2	3.543	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	361	100.000
2		✓	148	100.000
3		✓	391	100.000
4		✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	5	109	178	69
	2	104	1	1	42
	3	323	2	0	66
	4	107	62	61	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	2
	2	2	0	0	11
	3	3	0	0	12
	4	5	3	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	3.15	0.3	A
2	0.14	3.73	0.2	A
3	0.30	3.74	0.4	A
4	0.21	4.11	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	94	1616	0.168	271	0.2	2.791	A
2	111	235	1225	0.091	111	0.1	3.372	A
3	294	166	1476	0.199	293	0.3	3.175	A
4	173	326	1263	0.137	172	0.2	3.497	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	113	1606	0.202	324	0.3	2.932	A
2	133	281	1202	0.111	133	0.1	3.514	A
3	352	199	1459	0.241	351	0.3	3.393	A
4	207	391	1228	0.168	207	0.2	3.733	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	139	1591	0.250	397	0.3	3.146	A
2	163	344	1170	0.139	163	0.2	3.730	A
3	430	243	1435	0.300	430	0.4	3.736	A
4	253	478	1181	0.214	253	0.3	4.109	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	397	139	1591	0.250	397	0.3	3.146	A
2	163	345	1170	0.139	163	0.2	3.731	A
3	430	243	1435	0.300	430	0.4	3.740	A
4	253	479	1181	0.214	253	0.3	4.111	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	325	113	1606	0.202	325	0.3	2.933	A
2	133	282	1202	0.111	133	0.1	3.516	A
3	352	199	1458	0.241	352	0.3	3.399	A
4	207	392	1228	0.168	207	0.2	3.737	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	272	95	1616	0.168	272	0.2	2.797	A
2	111	236	1225	0.091	112	0.1	3.377	A
3	294	167	1475	0.200	295	0.3	3.183	A
4	173	328	1262	0.137	173	0.2	3.503	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	3.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	511	100.000
2		✓	220	100.000
3		✓	442	100.000
4		✓	211	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	6	174	245	86
	2	153	1	1	65
	3	353	2	3	84
	4	95	75	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	4	4
	2	0	0	0	7
	3	3	0	0	17
	4	5	4	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.35	3.59	0.6	A
2	0.21	4.13	0.3	A
3	0.35	4.23	0.6	A
4	0.21	4.25	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385	91	1618	0.238	383	0.3	2.998	A
2	166	286	1199	0.138	165	0.2	3.547	A
3	333	233	1440	0.231	332	0.3	3.418	A
4	159	388	1229	0.129	158	0.2	3.569	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	459	110	1608	0.286	459	0.4	3.225	A
2	198	342	1171	0.169	198	0.2	3.771	A
3	397	279	1416	0.281	397	0.4	3.721	A
4	190	465	1188	0.160	190	0.2	3.830	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	563	134	1594	0.353	562	0.6	3.588	A
2	242	419	1132	0.214	242	0.3	4.123	A
3	487	342	1383	0.352	486	0.6	4.224	A
4	232	570	1132	0.205	232	0.3	4.248	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	563	134	1594	0.353	563	0.6	3.592	A
2	242	419	1132	0.214	242	0.3	4.126	A
3	487	342	1383	0.352	487	0.6	4.230	A
4	232	570	1132	0.205	232	0.3	4.252	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	459	110	1608	0.286	460	0.4	3.228	A
2	198	343	1171	0.169	198	0.2	3.777	A
3	397	280	1416	0.281	398	0.4	3.727	A
4	190	466	1188	0.160	190	0.2	3.837	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385	92	1618	0.238	385	0.3	3.005	A
2	166	287	1199	0.138	166	0.2	3.556	A
3	333	234	1440	0.231	333	0.3	3.427	A
4	159	390	1228	0.129	159	0.2	3.579	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	3.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	394	100.000
2		✓	161	100.000
3		✓	426	100.000
4		✓	250	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	6	119	194	75
	2	113	1	1	46
	3	352	2	0	72
	4	117	67	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	2
	2	2	0	0	11
	3	3	0	12	0
	4	5	3	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	3.26	0.4	A
2	0.15	3.85	0.2	A
3	0.33	3.86	0.5	A
4	0.24	4.32	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	297	102	1612	0.184	296	0.2	2.853	A
2	121	256	1215	0.100	121	0.1	3.433	A
3	321	181	1468	0.218	320	0.3	3.209	A
4	188	356	1247	0.151	187	0.2	3.598	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354	122	1601	0.221	354	0.3	3.013	A
2	145	306	1189	0.122	145	0.1	3.597	A
3	383	216	1449	0.264	383	0.4	3.458	A
4	225	426	1209	0.186	225	0.2	3.872	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	434	150	1585	0.274	433	0.4	3.262	A
2	177	375	1154	0.154	177	0.2	3.846	A
3	469	265	1424	0.329	468	0.5	3.860	A
4	275	521	1158	0.238	275	0.3	4.316	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	434	150	1585	0.274	434	0.4	3.263	A
2	177	375	1154	0.154	177	0.2	3.846	A
3	469	265	1424	0.329	469	0.5	3.864	A
4	275	522	1158	0.238	275	0.3	4.321	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	354	122	1601	0.221	355	0.3	3.018	A
2	145	307	1189	0.122	145	0.1	3.602	A
3	383	217	1449	0.264	383	0.4	3.462	A
4	225	427	1209	0.186	225	0.2	3.879	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	297	103	1612	0.184	297	0.2	2.857	A
2	121	257	1214	0.100	121	0.1	3.441	A
3	321	182	1468	0.219	321	0.3	3.217	A
4	188	357	1246	0.151	188	0.2	3.608	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	4.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	558	100.000
2		✓	240	100.000
3		✓	482	100.000
4		✓	230	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	7	190	267	94
	2	167	1	1	71
	3	385	2	3	92
	4	103	82	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	4	4
	2	0	0	0	7
	3	3	0	0	17
	4	5	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	3.81	0.6	A
2	0.24	4.33	0.3	A
3	0.39	4.54	0.7	A
4	0.23	4.43	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420	100	1613	0.260	419	0.4	3.096	A
2	181	312	1186	0.152	180	0.2	3.647	A
3	363	255	1429	0.254	361	0.4	3.548	A
4	173	424	1211	0.143	172	0.2	3.631	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	502	119	1602	0.313	501	0.5	3.365	A
2	216	374	1155	0.187	216	0.2	3.906	A
3	433	305	1403	0.309	433	0.5	3.910	A
4	207	507	1166	0.177	207	0.2	3.930	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	614	146	1587	0.387	614	0.6	3.805	A
2	264	457	1113	0.238	264	0.3	4.322	A
3	531	374	1367	0.388	530	0.7	4.530	A
4	253	621	1105	0.229	253	0.3	4.425	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	614	146	1587	0.387	614	0.6	3.808	A
2	264	458	1112	0.238	264	0.3	4.328	A
3	531	374	1366	0.388	531	0.7	4.538	A
4	253	622	1104	0.229	253	0.3	4.431	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	502	120	1602	0.313	502	0.5	3.370	A
2	216	375	1155	0.187	216	0.2	3.912	A
3	433	306	1402	0.309	434	0.5	3.921	A
4	207	509	1165	0.178	207	0.2	3.939	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	420	100	1613	0.260	421	0.4	3.109	A
2	181	314	1185	0.152	181	0.2	3.654	A
3	363	256	1428	0.254	363	0.4	3.562	A
4	173	426	1209	0.143	173	0.2	3.642	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	3.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	370	100.000
2		✓	151	100.000
3		✓	398	100.000
4		✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	5	109	178	78
	2	104	1	1	45
	3	323	2	0	73
	4	158	76	97	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	1
	2	2	0	0	10
	3	3	0	0	11
	4	3	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.26	3.25	0.4	A
2	0.15	3.83	0.2	A
3	0.31	3.79	0.5	A
4	0.31	4.59	0.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	132	1595	0.175	278	0.2	2.843	A
2	114	269	1208	0.094	113	0.1	3.425	A
3	300	175	1471	0.204	299	0.3	3.201	A
4	249	326	1263	0.197	248	0.3	3.691	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	158	1580	0.210	332	0.3	3.002	A
2	136	322	1181	0.115	136	0.1	3.587	A
3	358	209	1453	0.246	357	0.3	3.429	A
4	298	391	1228	0.242	297	0.3	4.026	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	194	1560	0.261	407	0.4	3.250	A
2	166	394	1145	0.145	166	0.2	3.833	A
3	438	256	1428	0.307	438	0.5	3.790	A
4	364	478	1181	0.309	364	0.5	4.584	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	407	194	1560	0.261	407	0.4	3.250	A
2	166	394	1145	0.145	166	0.2	3.834	A
3	438	257	1428	0.307	438	0.5	3.793	A
4	364	479	1181	0.309	364	0.5	4.591	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	333	158	1580	0.211	333	0.3	3.007	A
2	136	322	1181	0.115	136	0.1	3.592	A
3	358	210	1453	0.246	358	0.3	3.436	A
4	298	392	1228	0.242	298	0.3	4.035	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	133	1595	0.175	279	0.2	2.849	A
2	114	270	1208	0.094	114	0.1	3.432	A
3	300	176	1471	0.204	300	0.3	3.209	A
4	249	328	1262	0.197	250	0.3	3.702	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	4.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	555	100.000
2		✓	232	100.000
3		✓	474	100.000
4		✓	242	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	6	174	245	130
	2	153	1	1	77
	3	353	2	3	116
	4	110	79	53	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	4	2
	2	0	0	0	6
	3	3	0	0	12
	4	4	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	3.79	0.6	A
2	0.23	4.34	0.3	A
3	0.39	4.56	0.7	A
4	0.24	4.39	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418	103	1611	0.259	416	0.4	3.084	A
2	175	328	1178	0.148	174	0.2	3.652	A
3	357	275	1418	0.252	355	0.4	3.552	A
4	182	388	1229	0.148	181	0.2	3.621	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	124	1600	0.312	499	0.5	3.352	A
2	209	393	1145	0.182	208	0.2	3.914	A
3	426	330	1390	0.307	426	0.5	3.919	A
4	218	465	1188	0.183	217	0.2	3.909	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	152	1584	0.386	610	0.6	3.790	A
2	255	481	1101	0.232	255	0.3	4.338	A
3	522	404	1351	0.386	521	0.7	4.552	A
4	266	570	1132	0.235	266	0.3	4.380	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	611	152	1584	0.386	611	0.6	3.793	A
2	255	481	1101	0.232	255	0.3	4.340	A
3	522	404	1351	0.386	522	0.7	4.560	A
4	266	570	1132	0.235	266	0.3	4.386	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	124	1599	0.312	500	0.5	3.357	A
2	209	393	1145	0.182	209	0.2	3.921	A
3	426	330	1389	0.307	427	0.5	3.930	A
4	218	466	1188	0.183	218	0.2	3.916	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418	104	1611	0.259	418	0.4	3.095	A
2	175	329	1177	0.148	175	0.2	3.662	A
3	357	277	1418	0.252	357	0.4	3.566	A
4	182	390	1228	0.148	182	0.2	3.632	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	4.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	404	100.000
2		✓	164	100.000
3		✓	433	100.000
4		✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	6	119	194	85
	2	113	1	1	49
	3	352	2	0	79
	4	168	82	103	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	1
	2	2	0	0	10
	3	3	0	0	11
	4	4	3	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.29	3.38	0.4	A
2	0.16	3.96	0.2	A
3	0.34	4.00	0.5	A
4	0.34	4.90	0.5	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304	141	1590	0.191	303	0.2	2.911	A
2	123	291	1197	0.103	123	0.1	3.492	A
3	326	191	1463	0.223	325	0.3	3.298	A
4	266	356	1247	0.213	265	0.3	3.830	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	169	1574	0.231	363	0.3	3.093	A
2	147	349	1168	0.126	147	0.1	3.677	A
3	389	228	1443	0.270	389	0.4	3.564	A
4	317	426	1209	0.262	317	0.4	4.218	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	207	1553	0.287	444	0.4	3.381	A
2	181	427	1128	0.160	180	0.2	3.958	A
3	477	279	1416	0.337	476	0.5	3.993	A
4	389	521	1158	0.336	388	0.5	4.886	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	207	1552	0.287	445	0.4	3.382	A
2	181	427	1128	0.160	181	0.2	3.960	A
3	477	280	1416	0.337	477	0.5	3.999	A
4	389	522	1158	0.336	389	0.5	4.895	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	169	1574	0.231	364	0.3	3.096	A
2	147	349	1167	0.126	148	0.2	3.679	A
3	389	229	1443	0.270	390	0.4	3.568	A
4	317	427	1209	0.262	318	0.4	4.231	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	304	142	1590	0.191	304	0.2	2.918	A
2	123	292	1196	0.103	124	0.1	3.501	A
3	326	191	1462	0.223	326	0.3	3.307	A
4	266	357	1246	0.213	266	0.3	3.845	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 - Triangle Business Park Road roundabout	Standard Roundabout		1, 2, 3, 4	4.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	602	100.000
2		✓	252	100.000
3		✓	513	100.000
4		✓	261	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	7	190	267	138
	2	167	1	1	83
	3	385	2	3	123
	4	119	86	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	4	3
	2	0	0	0	6
	3	3	0	0	13
	4	4	4	11	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.42	4.04	0.7	A
2	0.26	4.56	0.4	A
3	0.42	4.92	0.8	A
4	0.26	4.65	0.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	111	1607	0.282	452	0.4	3.197	A
2	190	353	1165	0.163	189	0.2	3.753	A
3	386	297	1407	0.274	385	0.4	3.700	A
4	196	424	1211	0.162	196	0.2	3.735	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	133	1595	0.339	541	0.5	3.508	A
2	227	423	1130	0.200	226	0.3	4.058	A
3	461	356	1376	0.335	461	0.5	4.135	A
4	235	507	1166	0.201	234	0.3	4.074	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	163	1578	0.420	662	0.7	4.037	A
2	277	518	1082	0.256	277	0.3	4.555	A
3	565	435	1334	0.423	564	0.8	4.908	A
4	287	621	1105	0.260	287	0.4	4.639	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	663	163	1577	0.420	663	0.7	4.044	A
2	277	519	1082	0.256	277	0.4	4.560	A
3	565	436	1334	0.423	565	0.8	4.922	A
4	287	622	1104	0.260	287	0.4	4.646	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	541	133	1594	0.339	542	0.5	3.517	A
2	227	424	1130	0.201	227	0.3	4.065	A
3	461	357	1376	0.335	462	0.5	4.149	A
4	235	509	1165	0.201	235	0.3	4.083	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	453	112	1607	0.282	454	0.4	3.211	A
2	190	355	1164	0.163	190	0.2	3.764	A
3	386	298	1406	0.275	387	0.4	3.718	A
4	196	426	1209	0.162	197	0.2	3.750	A

Appendix J

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 4 (The Willows - northern site access roundabout) Rev A.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev B\Junction 4 (The Willows - northern site access roundabout)
Report generation date: 18/11/2022 09:04:59

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.2	2.92	0.14	A	0.3	3.38	0.21	A
Arm 2	0.0	2.91	0.01	A	0.0	2.65	0.03	A
Arm 3	0.2	3.37	0.14	A	0.3	3.62	0.19	A
Arm 4	0.0	3.06	0.01	A	0.0	2.79	0.02	A
	2025							
Arm 1	0.2	2.93	0.14	A	0.3	3.41	0.22	A
Arm 2	0.0	2.76	0.02	A	0.0	2.66	0.03	A
Arm 3	0.2	3.39	0.15	A	0.3	3.65	0.19	A
Arm 4	0.0	3.06	0.01	A	0.0	2.80	0.02	A
	2035							
Arm 1	0.2	2.98	0.16	A	0.3	3.51	0.24	A
Arm 2	0.0	2.94	0.02	A	0.0	2.70	0.03	A
Arm 3	0.2	3.44	0.16	A	0.3	3.73	0.21	A
Arm 4	0.0	3.10	0.01	A	0.0	2.83	0.03	A
	2025 + Dev							
Arm 1	0.3	3.19	0.22	A	0.3	3.48	0.24	A
Arm 2	0.0	2.97	0.02	A	0.0	2.70	0.03	A
Arm 3	0.2	3.45	0.16	A	0.4	3.91	0.27	A
Arm 4	0.0	3.09	0.01	A	0.0	2.92	0.03	A
	2035 + Dev							
Arm 1	0.3	3.25	0.23	A	0.4	3.59	0.27	A
Arm 2	0.0	3.08	0.02	A	0.0	2.74	0.03	A
Arm 3	0.2	3.50	0.18	A	0.4	4.02	0.28	A
Arm 4	0.0	3.12	0.01	A	0.0	2.96	0.03	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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Dragon Parc B Road	
2	The Willows	
3	Road Crossing River Taff	
4	Dragon Parc site access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.77	5.82	24.3	10.3	39.3	39.5	
2	3.75	6.54	27.4	16.8	37.7	40.4	
3	3.44	5.41	10.8	13.5	39.3	39.6	
4	4.16	6.69	12.2	45.5	37.7	31.2	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.580	1503
2	0.632	1693
3	0.554	1339
4	0.666	1761

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	185	100.000
2		✓	21	100.000
3		✓	176	100.000
4		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	184	0
	2	1	0	18	2
	3	120	27	1	28
	4	1	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	20	100
	3	5	17	0	8
	4	0	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	2.92	0.2	A
2	0.01	2.91	0.0	A
3	0.14	3.37	0.2	A
4	0.01	3.06	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	34	1483	0.094	139	0.1	2.758	A
2	16	152	1598	0.010	16	0.0	2.810	A
3	133	2	1337	0.099	132	0.1	3.200	A
4	14	112	1687	0.008	14	0.0	2.984	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	40	1479	0.112	166	0.1	2.823	A
2	19	181	1579	0.012	19	0.0	2.850	A
3	158	3	1337	0.118	158	0.1	3.270	A
4	16	134	1672	0.010	16	0.0	3.016	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204	50	1474	0.138	204	0.2	2.918	A
2	23	222	1553	0.015	23	0.0	2.906	A
3	194	3	1337	0.145	194	0.2	3.373	A
4	20	164	1652	0.012	20	0.0	3.059	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	204	50	1474	0.138	204	0.2	2.918	A
2	23	222	1553	0.015	23	0.0	2.906	A
3	194	3	1337	0.145	194	0.2	3.373	A
4	20	164	1652	0.012	20	0.0	3.059	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	40	1479	0.112	166	0.1	2.826	A
2	19	182	1579	0.012	19	0.0	2.850	A
3	158	3	1337	0.118	158	0.1	3.274	A
4	16	134	1672	0.010	16	0.0	3.016	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	34	1483	0.094	139	0.1	2.759	A
2	16	152	1597	0.010	16	0.0	2.811	A
3	133	2	1337	0.099	133	0.1	3.200	A
4	14	112	1686	0.008	14	0.0	2.985	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	284	100.000
2		✓	36	100.000
3		✓	228	100.000
4		✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	2	278	2
	2	4	2	30	0
	3	164	37	4	23
	4	2	1	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	100	7	0
	2	0	100	3	0
	3	3	19	0	53
	4	0	0	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	3.38	0.3	A
2	0.03	2.65	0.0	A
3	0.19	3.62	0.3	A
4	0.02	2.79	0.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214	56	1470	0.145	213	0.2	3.070	A
2	27	238	1543	0.018	27	0.0	2.504	A
3	172	8	1334	0.129	171	0.2	3.368	A
4	26	160	1655	0.015	26	0.0	2.682	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	255	67	1463	0.174	255	0.2	3.194	A
2	32	285	1513	0.021	32	0.0	2.563	A
3	205	9	1334	0.154	205	0.2	3.473	A
4	31	191	1634	0.019	31	0.0	2.726	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313	83	1455	0.215	312	0.3	3.380	A
2	40	349	1473	0.027	40	0.0	2.648	A
3	251	11	1332	0.188	251	0.3	3.624	A
4	37	234	1605	0.023	37	0.0	2.787	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	313	83	1455	0.215	313	0.3	3.380	A
2	40	349	1473	0.027	40	0.0	2.649	A
3	251	11	1332	0.188	251	0.3	3.624	A
4	37	235	1605	0.023	37	0.0	2.788	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	255	67	1463	0.174	256	0.2	3.199	A
2	32	285	1513	0.021	32	0.0	2.564	A
3	205	9	1334	0.154	205	0.2	3.477	A
4	31	192	1634	0.019	31	0.0	2.728	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	214	57	1470	0.145	214	0.2	3.076	A
2	27	239	1542	0.018	27	0.0	2.507	A
3	172	8	1334	0.129	172	0.2	3.374	A
4	26	160	1654	0.015	26	0.0	2.685	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	190	100.000
2		✓	22	100.000
3		✓	181	100.000
4		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	189	0
	2	1	0	19	2
	3	123	28	1	29
	4	1	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	20	0
	3	5	17	0	8
	4	0	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	2.93	0.2	A
2	0.02	2.76	0.0	A
3	0.15	3.39	0.2	A
4	0.01	3.06	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	35	1482	0.096	143	0.1	2.767	A
2	17	155	1595	0.010	17	0.0	2.663	A
3	136	2	1337	0.102	136	0.1	3.208	A
4	14	115	1685	0.008	14	0.0	2.988	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	41	1479	0.116	171	0.1	2.834	A
2	20	186	1576	0.013	20	0.0	2.701	A
3	163	3	1337	0.122	163	0.1	3.283	A
4	16	137	1670	0.010	16	0.0	3.020	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	51	1473	0.142	209	0.2	2.932	A
2	24	228	1549	0.016	24	0.0	2.756	A
3	199	3	1337	0.149	199	0.2	3.390	A
4	20	168	1649	0.012	20	0.0	3.065	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	51	1473	0.142	209	0.2	2.932	A
2	24	228	1549	0.016	24	0.0	2.756	A
3	199	3	1337	0.149	199	0.2	3.390	A
4	20	168	1649	0.012	20	0.0	3.065	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	41	1479	0.116	171	0.1	2.835	A
2	20	186	1576	0.013	20	0.0	2.702	A
3	163	3	1337	0.122	163	0.1	3.284	A
4	16	138	1670	0.010	16	0.0	3.023	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	35	1482	0.096	143	0.1	2.770	A
2	17	156	1595	0.010	17	0.0	2.666	A
3	136	2	1337	0.102	136	0.1	3.214	A
4	14	115	1684	0.008	14	0.0	2.988	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	292	100.000
2		✓	37	100.000
3		✓	235	100.000
4		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	2	286	2
	2	4	2	31	0
	3	169	38	4	24
	4	2	1	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	100	7	0
	2	0	100	3	0
	3	3	19	0	53
	4	0	0	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	3.41	0.3	A
2	0.03	2.66	0.0	A
3	0.19	3.65	0.3	A
4	0.02	2.80	0.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	58	1469	0.150	219	0.2	3.087	A
2	28	245	1539	0.018	28	0.0	2.511	A
3	177	8	1334	0.133	176	0.2	3.385	A
4	26	164	1652	0.016	26	0.0	2.690	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	69	1462	0.180	262	0.2	3.216	A
2	33	293	1508	0.022	33	0.0	2.572	A
3	211	9	1334	0.158	211	0.2	3.493	A
4	31	197	1630	0.019	31	0.0	2.735	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	85	1453	0.221	321	0.3	3.409	A
2	41	359	1467	0.028	41	0.0	2.660	A
3	259	11	1332	0.194	259	0.3	3.652	A
4	39	241	1601	0.024	39	0.0	2.799	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	85	1453	0.221	321	0.3	3.410	A
2	41	359	1467	0.028	41	0.0	2.661	A
3	259	11	1332	0.194	259	0.3	3.652	A
4	39	241	1601	0.024	39	0.0	2.799	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	69	1462	0.180	263	0.2	3.220	A
2	33	293	1508	0.022	33	0.0	2.575	A
3	211	9	1334	0.158	211	0.2	3.495	A
4	31	197	1630	0.019	31	0.0	2.735	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	58	1469	0.150	220	0.2	3.091	A
2	28	246	1538	0.018	28	0.0	2.514	A
3	177	8	1334	0.133	177	0.2	3.391	A
4	26	165	1651	0.016	26	0.0	2.691	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	208	100.000
2		✓	23	100.000
3		✓	197	100.000
4		✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	207	0
	2	1	0	20	2
	3	135	30	1	31
	4	1	0	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	20	100
	3	5	17	0	8
	4	0	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.16	2.98	0.2	A
2	0.02	2.94	0.0	A
3	0.16	3.44	0.2	A
4	0.01	3.10	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	38	1481	0.106	156	0.1	2.799	A
2	17	170	1586	0.011	17	0.0	2.827	A
3	148	2	1337	0.111	148	0.1	3.239	A
4	15	125	1678	0.009	15	0.0	3.010	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	45	1476	0.127	187	0.1	2.874	A
2	21	204	1564	0.013	21	0.0	2.872	A
3	177	3	1337	0.132	177	0.2	3.323	A
4	18	150	1661	0.011	18	0.0	3.046	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	55	1471	0.156	229	0.2	2.985	A
2	25	250	1536	0.016	25	0.0	2.936	A
3	217	3	1337	0.162	217	0.2	3.442	A
4	22	184	1639	0.013	22	0.0	3.095	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	229	55	1471	0.156	229	0.2	2.985	A
2	25	250	1535	0.016	25	0.0	2.936	A
3	217	3	1337	0.162	217	0.2	3.442	A
4	22	184	1639	0.013	22	0.0	3.096	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	187	45	1476	0.127	187	0.1	2.875	A
2	21	204	1564	0.013	21	0.0	2.875	A
3	177	3	1337	0.132	177	0.2	3.324	A
4	18	150	1661	0.011	18	0.0	3.046	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	38	1481	0.106	157	0.1	2.802	A
2	17	171	1585	0.011	17	0.0	2.830	A
3	148	2	1337	0.111	148	0.1	3.243	A
4	15	126	1677	0.009	15	0.0	3.011	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	318	100.000
2		✓	40	100.000
3		✓	256	100.000
4		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	2	312	2
	2	4	2	34	0
	3	184	42	4	26
	4	2	1	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	100	7	0
	2	0	100	3	0
	3	3	19	0	53
	4	0	0	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.51	0.3	A
2	0.03	2.70	0.0	A
3	0.21	3.73	0.3	A
4	0.03	2.83	0.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239	63	1466	0.163	239	0.2	3.143	A
2	30	266	1525	0.020	30	0.0	2.533	A
3	193	8	1334	0.144	192	0.2	3.432	A
4	29	179	1642	0.017	29	0.0	2.714	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	75	1459	0.196	286	0.3	3.290	A
2	36	319	1492	0.024	36	0.0	2.601	A
3	230	9	1334	0.173	230	0.2	3.554	A
4	34	214	1619	0.021	34	0.0	2.764	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350	92	1449	0.242	350	0.3	3.511	A
2	44	391	1447	0.030	44	0.0	2.700	A
3	282	11	1332	0.212	282	0.3	3.733	A
4	42	262	1587	0.026	42	0.0	2.834	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	350	92	1449	0.242	350	0.3	3.512	A
2	44	391	1446	0.030	44	0.0	2.700	A
3	282	11	1332	0.212	282	0.3	3.733	A
4	42	262	1587	0.026	42	0.0	2.835	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	76	1459	0.196	286	0.3	3.292	A
2	36	319	1492	0.024	36	0.0	2.602	A
3	230	9	1334	0.173	230	0.2	3.558	A
4	34	214	1619	0.021	34	0.0	2.766	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239	63	1466	0.163	240	0.2	3.150	A
2	30	267	1524	0.020	30	0.0	2.536	A
3	193	8	1334	0.144	193	0.2	3.436	A
4	29	179	1642	0.017	29	0.0	2.715	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	292	100.000
2		✓	22	100.000
3		✓	200	100.000
4		✓	18	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	291	0
	2	1	0	19	2
	3	142	28	1	29
	4	1	0	17	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	100	0	20	0
	3	5	17	0	8
	4	0	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	3.19	0.3	A
2	0.02	2.97	0.0	A
3	0.16	3.45	0.2	A
4	0.01	3.09	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	35	1482	0.148	219	0.2	2.905	A
2	17	232	1547	0.011	17	0.0	2.822	A
3	151	2	1337	0.113	150	0.1	3.240	A
4	14	129	1675	0.008	14	0.0	3.005	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	41	1479	0.178	262	0.2	3.018	A
2	20	278	1518	0.013	20	0.0	2.882	A
3	180	3	1337	0.134	180	0.2	3.325	A
4	16	155	1658	0.010	16	0.0	3.041	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	51	1473	0.218	321	0.3	3.187	A
2	24	340	1479	0.016	24	0.0	2.969	A
3	220	3	1337	0.165	220	0.2	3.447	A
4	20	189	1635	0.012	20	0.0	3.091	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	51	1473	0.218	321	0.3	3.187	A
2	24	340	1478	0.016	24	0.0	2.970	A
3	220	3	1337	0.165	220	0.2	3.447	A
4	20	189	1635	0.012	20	0.0	3.091	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	41	1479	0.178	263	0.2	3.020	A
2	20	278	1518	0.013	20	0.0	2.885	A
3	180	3	1337	0.134	180	0.2	3.326	A
4	16	155	1658	0.010	16	0.0	3.041	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	35	1482	0.148	220	0.2	2.910	A
2	17	233	1546	0.011	17	0.0	2.823	A
3	151	2	1337	0.113	151	0.1	3.244	A
4	14	130	1675	0.008	14	0.0	3.008	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	323	100.000
2		✓	37	100.000
3		✓	321	100.000
4		✓	35	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	2	317	2
	2	4	2	31	0
	3	255	38	4	24
	4	2	1	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	100	6	0
	2	0	100	3	0
	3	2	19	0	53
	4	0	0	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	3.48	0.3	A
2	0.03	2.70	0.0	A
3	0.27	3.91	0.4	A
4	0.03	2.92	0.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	243	58	1469	0.166	242	0.2	3.116	A
2	28	268	1524	0.018	28	0.0	2.535	A
3	242	8	1334	0.181	241	0.2	3.499	A
4	26	229	1609	0.016	26	0.0	2.763	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	290	69	1462	0.199	290	0.3	3.262	A
2	33	321	1491	0.022	33	0.0	2.603	A
3	289	9	1334	0.216	288	0.3	3.665	A
4	31	274	1579	0.020	31	0.0	2.826	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	85	1453	0.245	355	0.3	3.482	A
2	41	393	1445	0.028	41	0.0	2.701	A
3	353	11	1332	0.265	353	0.4	3.911	A
4	39	335	1538	0.025	39	0.0	2.916	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	356	85	1453	0.245	356	0.3	3.483	A
2	41	393	1445	0.028	41	0.0	2.701	A
3	353	11	1332	0.265	353	0.4	3.913	A
4	39	336	1538	0.025	39	0.0	2.917	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	290	69	1462	0.199	291	0.3	3.264	A
2	33	321	1490	0.022	33	0.0	2.606	A
3	289	9	1334	0.216	289	0.3	3.670	A
4	31	275	1578	0.020	31	0.0	2.829	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	243	58	1469	0.166	243	0.2	3.122	A
2	28	269	1523	0.018	28	0.0	2.539	A
3	242	8	1334	0.181	242	0.2	3.506	A
4	26	230	1608	0.016	26	0.0	2.766	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	310	100.000
2		✓	23	100.000
3		✓	215	100.000
4		✓	20	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	1	309	0
	2	1	0	20	2
	3	153	30	1	31
	4	1	0	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	0
	2	0	0	20	100
	3	5	17	0	8
	4	0	0	42	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.23	3.25	0.3	A
2	0.02	3.08	0.0	A
3	0.18	3.50	0.2	A
4	0.01	3.12	0.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233	38	1481	0.158	233	0.2	2.940	A
2	17	247	1537	0.011	17	0.0	2.917	A
3	162	2	1337	0.121	161	0.1	3.271	A
4	15	139	1669	0.009	15	0.0	3.026	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	45	1476	0.189	278	0.2	3.064	A
2	21	296	1507	0.014	21	0.0	2.984	A
3	193	3	1337	0.145	193	0.2	3.364	A
4	18	166	1651	0.011	18	0.0	3.066	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	55	1471	0.232	341	0.3	3.250	A
2	25	362	1465	0.017	25	0.0	3.080	A
3	237	3	1337	0.177	237	0.2	3.498	A
4	22	204	1626	0.014	22	0.0	3.121	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	341	55	1471	0.232	341	0.3	3.250	A
2	25	362	1465	0.017	25	0.0	3.081	A
3	237	3	1337	0.177	237	0.2	3.498	A
4	22	204	1626	0.014	22	0.0	3.121	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	45	1476	0.189	279	0.2	3.066	A
2	21	296	1506	0.014	21	0.0	2.985	A
3	193	3	1337	0.145	193	0.2	3.366	A
4	18	166	1650	0.011	18	0.0	3.068	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233	38	1481	0.158	234	0.2	2.946	A
2	17	248	1537	0.011	17	0.0	2.921	A
3	162	2	1337	0.121	162	0.1	3.275	A
4	15	139	1668	0.009	15	0.0	3.027	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	The Willows - northern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	350	100.000
2		✓	40	100.000
3		✓	343	100.000
4		✓	38	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	2	2	344	2
	2	4	2	34	0
	3	271	42	4	26
	4	2	1	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	100	6	0
	2	0	100	3	0
	3	2	19	0	53
	4	0	0	24	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	3.59	0.4	A
2	0.03	2.74	0.0	A
3	0.28	4.02	0.4	A
4	0.03	2.96	0.0	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	63	1466	0.180	263	0.2	3.176	A
2	30	290	1510	0.020	30	0.0	2.559	A
3	258	8	1334	0.194	257	0.3	3.557	A
4	29	244	1599	0.018	29	0.0	2.789	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	315	75	1459	0.216	314	0.3	3.341	A
2	36	348	1474	0.024	36	0.0	2.634	A
3	308	9	1334	0.231	308	0.3	3.739	A
4	34	292	1567	0.022	34	0.0	2.857	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385	92	1449	0.266	385	0.4	3.594	A
2	44	426	1424	0.031	44	0.0	2.743	A
3	378	11	1332	0.283	377	0.4	4.013	A
4	42	357	1523	0.027	42	0.0	2.956	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385	92	1449	0.266	385	0.4	3.594	A
2	44	426	1424	0.031	44	0.0	2.744	A
3	378	11	1332	0.283	378	0.4	4.016	A
4	42	358	1523	0.027	42	0.0	2.957	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	315	76	1459	0.216	315	0.3	3.343	A
2	36	348	1473	0.024	36	0.0	2.635	A
3	308	9	1334	0.231	309	0.3	3.745	A
4	34	293	1566	0.022	34	0.0	2.858	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	63	1466	0.180	264	0.2	3.183	A
2	30	292	1509	0.020	30	0.0	2.561	A
3	258	8	1334	0.194	258	0.3	3.567	A
4	29	245	1598	0.018	29	0.0	2.793	A

Appendix K

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 5 (Merthyr Self Storage access roundabout) Rev B.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev B\Junction 5 (Merthyr Self Storage access roundabout)
Report generation date: 18/11/2022 09:11:34

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.1	3.84	0.12	A	0.2	4.03	0.17	A
Arm 2	0.0	3.93	0.01	A	0.0	3.75	0.01	A
Arm 3	0.1	2.71	0.12	A	0.1	2.65	0.09	A
	2025							
Arm 1	0.1	3.85	0.12	A	0.2	4.05	0.17	A
Arm 2	0.0	3.93	0.01	A	0.0	3.76	0.01	A
Arm 3	0.1	2.72	0.13	A	0.1	2.66	0.10	A
	2035							
Arm 1	0.2	3.90	0.13	A	0.2	4.13	0.19	A
Arm 2	0.0	3.96	0.01	A	0.0	3.79	0.01	A
Arm 3	0.2	2.76	0.14	A	0.1	2.68	0.10	A
	2025 + Dev							
Arm 1	0.2	3.90	0.14	A	0.4	4.47	0.26	A
Arm 2	0.0	3.97	0.01	A	0.0	3.94	0.01	A
Arm 3	0.3	2.94	0.20	A	0.1	2.72	0.12	A
	2035 + Dev							
Arm 1	0.2	3.95	0.15	A	0.4	4.57	0.28	A
Arm 2	0.0	4.00	0.01	A	0.0	3.98	0.01	A
Arm 3	0.3	3.02	0.21	A	0.1	2.75	0.13	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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Dragon Parc B Road (north)	
2	Merthyr Self Storage	
3	Dragon Parc B Road (south)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.49	5.39	2.2	10.0	27.3	40.6	
2	3.43	6.88	4.3	10.9	28.8	58.8	
3	3.59	8.78	9.8	18.2	27.3	49.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.512	1107
2	0.502	1145
3	0.607	1551

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	121	100.000
2		✓	7	100.000
3		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	117
	2	7	0	0
	3	175	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.84	0.1	A
2	0.01	3.93	0.0	A
3	0.12	2.71	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	0	1107	0.082	91	0.1	3.680	A
2	5	88	1101	0.005	5	0.0	3.844	A
3	132	5	1548	0.085	131	0.1	2.593	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109	0	1107	0.098	109	0.1	3.745	A
2	6	105	1092	0.006	6	0.0	3.879	A
3	157	6	1547	0.102	157	0.1	2.641	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133	0	1107	0.120	133	0.1	3.840	A
2	8	129	1080	0.007	8	0.0	3.926	A
3	193	8	1546	0.125	193	0.1	2.712	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133	0	1107	0.120	133	0.1	3.840	A
2	8	129	1080	0.007	8	0.0	3.927	A
3	193	8	1546	0.125	193	0.1	2.712	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109	0	1107	0.098	109	0.1	3.749	A
2	6	105	1092	0.006	6	0.0	3.880	A
3	157	6	1547	0.102	157	0.1	2.644	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	0	1107	0.082	91	0.1	3.681	A
2	5	88	1101	0.005	5	0.0	3.846	A
3	132	5	1548	0.085	132	0.1	2.593	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	169	100.000
2		✓	12	100.000
3		✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	154
	2	12	0	0
	3	130	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	2
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	4.03	0.2	A
2	0.01	3.75	0.0	A
3	0.09	2.65	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	0.75	1106	0.115	127	0.1	3.784	A
2	9	115	1087	0.008	9	0.0	3.639	A
3	99	9	1545	0.064	98	0.1	2.562	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	0.90	1106	0.137	152	0.2	3.886	A
2	11	138	1075	0.010	11	0.0	3.684	A
3	118	11	1544	0.076	118	0.1	2.598	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	1	1106	0.168	186	0.2	4.031	A
2	13	169	1060	0.012	13	0.0	3.748	A
3	144	13	1543	0.093	144	0.1	2.650	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	1	1106	0.168	186	0.2	4.031	A
2	13	170	1060	0.012	13	0.0	3.748	A
3	144	13	1543	0.093	144	0.1	2.650	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	0.90	1106	0.137	152	0.2	3.887	A
2	11	139	1075	0.010	11	0.0	3.688	A
3	118	11	1544	0.076	118	0.1	2.598	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	0.75	1106	0.115	127	0.1	3.791	A
2	9	116	1087	0.008	9	0.0	3.643	A
3	99	9	1545	0.064	99	0.1	2.564	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	124	100.000
2		✓	7	100.000
3		✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	120
	2	7	0	0
	3	180	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.85	0.1	A
2	0.01	3.93	0.0	A
3	0.13	2.72	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	0	1107	0.084	93	0.1	3.688	A
2	5	90	1100	0.005	5	0.0	3.848	A
3	136	5	1548	0.088	135	0.1	2.599	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	0	1107	0.101	111	0.1	3.756	A
2	6	108	1091	0.006	6	0.0	3.883	A
3	162	6	1547	0.105	162	0.1	2.650	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	0	1107	0.123	136	0.1	3.853	A
2	8	132	1079	0.007	8	0.0	3.932	A
3	198	8	1546	0.128	198	0.1	2.723	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	0	1107	0.123	137	0.1	3.853	A
2	8	132	1079	0.007	8	0.0	3.933	A
3	198	8	1546	0.128	198	0.1	2.723	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	0	1107	0.101	112	0.1	3.756	A
2	6	108	1091	0.006	6	0.0	3.885	A
3	162	6	1547	0.105	162	0.1	2.650	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	0	1107	0.084	93	0.1	3.689	A
2	5	90	1099	0.005	5	0.0	3.850	A
3	136	5	1548	0.088	136	0.1	2.600	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	173	100.000
2		✓	12	100.000
3		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	158
	2	12	0	0
	3	134	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	2
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	4.05	0.2	A
2	0.01	3.76	0.0	A
3	0.10	2.66	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130	0.75	1106	0.118	130	0.1	3.795	A
2	9	118	1085	0.008	9	0.0	3.644	A
3	102	9	1545	0.066	101	0.1	2.567	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	0.90	1106	0.141	155	0.2	3.900	A
2	11	142	1074	0.010	11	0.0	3.691	A
3	121	11	1544	0.079	121	0.1	2.604	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	1	1106	0.172	190	0.2	4.047	A
2	13	174	1058	0.012	13	0.0	3.756	A
3	149	13	1543	0.096	149	0.1	2.658	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	1	1106	0.172	190	0.2	4.049	A
2	13	174	1058	0.012	13	0.0	3.756	A
3	149	13	1543	0.096	149	0.1	2.658	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	0.90	1106	0.141	156	0.2	3.903	A
2	11	142	1073	0.010	11	0.0	3.694	A
3	121	11	1544	0.079	121	0.1	2.605	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130	0.75	1106	0.118	130	0.1	3.802	A
2	9	119	1085	0.008	9	0.0	3.645	A
3	102	9	1545	0.066	102	0.1	2.569	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	135	100.000
2		✓	8	100.000
3		✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	131
	2	8	0	0
	3	196	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	3.90	0.2	A
2	0.01	3.96	0.0	A
3	0.14	2.76	0.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	0	1107	0.092	101	0.1	3.716	A
2	6	98	1096	0.006	6	0.0	3.865	A
3	148	6	1547	0.095	147	0.1	2.623	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	0	1107	0.110	121	0.1	3.794	A
2	7	118	1086	0.007	7	0.0	3.904	A
3	176	7	1546	0.114	176	0.1	2.679	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	0	1107	0.134	149	0.2	3.902	A
2	9	144	1073	0.008	9	0.0	3.959	A
3	216	9	1545	0.140	216	0.2	2.761	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	0	1107	0.134	149	0.2	3.902	A
2	9	144	1072	0.008	9	0.0	3.959	A
3	216	9	1545	0.140	216	0.2	2.761	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	0	1107	0.110	121	0.1	3.795	A
2	7	118	1086	0.007	7	0.0	3.905	A
3	176	7	1546	0.114	176	0.1	2.682	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	0	1107	0.092	102	0.1	3.723	A
2	6	99	1095	0.006	6	0.0	3.868	A
3	148	6	1547	0.095	148	0.1	2.625	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	190	100.000
2		✓	13	100.000
3		✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	173
	2	13	0	0
	3	146	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	2
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	4.13	0.2	A
2	0.01	3.79	0.0	A
3	0.10	2.68	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	0.75	1106	0.129	142	0.2	3.846	A
2	10	130	1080	0.009	10	0.0	3.666	A
3	111	10	1545	0.072	110	0.1	2.584	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	0.90	1106	0.154	171	0.2	3.965	A
2	12	155	1067	0.011	12	0.0	3.717	A
3	132	12	1544	0.086	132	0.1	2.625	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	1	1106	0.189	209	0.2	4.133	A
2	14	190	1049	0.014	14	0.0	3.790	A
3	162	14	1542	0.105	162	0.1	2.685	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	1	1106	0.189	209	0.2	4.135	A
2	14	190	1049	0.014	14	0.0	3.790	A
3	162	14	1542	0.105	162	0.1	2.685	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	0.90	1106	0.154	171	0.2	3.968	A
2	12	156	1067	0.011	12	0.0	3.718	A
3	132	12	1544	0.086	132	0.1	2.628	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	0.75	1106	0.129	143	0.2	3.853	A
2	10	130	1079	0.009	10	0.0	3.670	A
3	111	10	1545	0.072	111	0.1	2.586	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	143	100.000
2		✓	7	100.000
3		✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	139
	2	7	0	0
	3	282	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	17	0	0
	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	3.90	0.2	A
2	0.01	3.97	0.0	A
3	0.20	2.94	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	0	1107	0.097	107	0.1	3.704	A
2	5	104	1093	0.005	5	0.0	3.873	A
3	212	5	1548	0.137	212	0.2	2.720	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	0	1107	0.116	128	0.1	3.786	A
2	6	125	1082	0.006	6	0.0	3.914	A
3	254	6	1547	0.164	253	0.2	2.810	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	0	1107	0.142	157	0.2	3.902	A
2	8	153	1068	0.007	8	0.0	3.971	A
3	310	8	1546	0.201	310	0.3	2.942	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	0	1107	0.142	157	0.2	3.902	A
2	8	153	1068	0.007	8	0.0	3.972	A
3	310	8	1546	0.201	310	0.3	2.942	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	0	1107	0.116	129	0.1	3.790	A
2	6	125	1082	0.006	6	0.0	3.915	A
3	254	6	1547	0.164	254	0.2	2.813	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	0	1107	0.097	108	0.1	3.708	A
2	5	105	1092	0.005	5	0.0	3.876	A
3	212	5	1548	0.137	212	0.2	2.723	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	260	100.000
2		✓	12	100.000
3		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	245
	2	12	0	0
	3	165	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	1
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.26	4.47	0.4	A
2	0.01	3.94	0.0	A
3	0.12	2.72	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	0.75	1106	0.177	195	0.2	4.014	A
2	9	184	1053	0.009	9	0.0	3.758	A
3	125	9	1545	0.081	125	0.1	2.609	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	0.90	1106	0.211	234	0.3	4.194	A
2	11	220	1034	0.010	11	0.0	3.832	A
3	149	11	1544	0.097	149	0.1	2.657	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	1	1106	0.259	286	0.4	4.462	A
2	13	269	1010	0.013	13	0.0	3.937	A
3	183	13	1543	0.118	183	0.1	2.725	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	1	1106	0.259	286	0.4	4.465	A
2	13	270	1009	0.013	13	0.0	3.938	A
3	183	13	1543	0.118	183	0.1	2.725	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	0.90	1106	0.211	234	0.3	4.199	A
2	11	221	1034	0.010	11	0.0	3.833	A
3	149	11	1544	0.097	149	0.1	2.659	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	0.75	1106	0.177	196	0.2	4.024	A
2	9	185	1052	0.009	9	0.0	3.760	A
3	125	9	1545	0.081	125	0.1	2.610	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	154	100.000
2		✓	8	100.000
3		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	150
	2	8	0	0
	3	298	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.15	3.95	0.2	A
2	0.01	4.00	0.0	A
3	0.21	3.02	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	0	1107	0.105	115	0.1	3.735	A
2	6	112	1088	0.006	6	0.0	3.891	A
3	224	6	1547	0.145	224	0.2	2.773	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	0	1107	0.125	138	0.1	3.825	A
2	7	135	1077	0.007	7	0.0	3.936	A
3	268	7	1546	0.173	268	0.2	2.871	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	0	1107	0.153	169	0.2	3.953	A
2	9	165	1062	0.008	9	0.0	3.998	A
3	328	9	1545	0.212	328	0.3	3.015	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	0	1107	0.153	170	0.2	3.953	A
2	9	165	1062	0.008	9	0.0	3.999	A
3	328	9	1545	0.212	328	0.3	3.015	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	0	1107	0.125	139	0.1	3.826	A
2	7	135	1077	0.007	7	0.0	3.936	A
3	268	7	1546	0.173	268	0.2	2.874	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	0	1107	0.105	116	0.1	3.739	A
2	6	113	1088	0.006	6	0.0	3.893	A
3	224	6	1547	0.145	225	0.2	2.778	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	277	100.000
2		✓	13	100.000
3		✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	260
	2	13	0	0
	3	177	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	1
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	4.57	0.4	A
2	0.01	3.98	0.0	A
3	0.13	2.75	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	0.75	1106	0.189	208	0.2	4.072	A
2	10	195	1047	0.009	10	0.0	3.782	A
3	134	10	1545	0.087	134	0.1	2.627	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249	0.90	1106	0.225	249	0.3	4.271	A
2	12	234	1028	0.011	12	0.0	3.862	A
3	160	12	1544	0.104	160	0.1	2.678	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305	1	1106	0.276	305	0.4	4.568	A
2	14	286	1001	0.014	14	0.0	3.975	A
3	196	14	1542	0.127	196	0.1	2.753	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305	1	1106	0.276	305	0.4	4.572	A
2	14	286	1001	0.014	14	0.0	3.975	A
3	196	14	1542	0.127	196	0.1	2.753	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249	0.90	1106	0.225	249	0.3	4.276	A
2	12	234	1027	0.011	12	0.0	3.863	A
3	160	12	1544	0.104	160	0.1	2.679	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	0.75	1106	0.189	209	0.2	4.083	A
2	10	196	1046	0.009	10	0.0	3.784	A
3	134	10	1545	0.087	134	0.1	2.629	A

Appendix K

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 5 (Merthyr Self Storage access roundabout) Rev B.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev B\Junction 5 (Merthyr Self Storage access roundabout)
Report generation date: 18/11/2022 09:11:34

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.1	3.84	0.12	A	0.2	4.03	0.17	A
Arm 2	0.0	3.93	0.01	A	0.0	3.75	0.01	A
Arm 3	0.1	2.71	0.12	A	0.1	2.65	0.09	A
	2025							
Arm 1	0.1	3.85	0.12	A	0.2	4.05	0.17	A
Arm 2	0.0	3.93	0.01	A	0.0	3.76	0.01	A
Arm 3	0.1	2.72	0.13	A	0.1	2.66	0.10	A
	2035							
Arm 1	0.2	3.90	0.13	A	0.2	4.13	0.19	A
Arm 2	0.0	3.96	0.01	A	0.0	3.79	0.01	A
Arm 3	0.2	2.76	0.14	A	0.1	2.68	0.10	A
	2025 + Dev							
Arm 1	0.2	3.90	0.14	A	0.4	4.47	0.26	A
Arm 2	0.0	3.97	0.01	A	0.0	3.94	0.01	A
Arm 3	0.3	2.94	0.20	A	0.1	2.72	0.12	A
	2035 + Dev							
Arm 1	0.2	3.95	0.15	A	0.4	4.57	0.28	A
Arm 2	0.0	4.00	0.01	A	0.0	3.98	0.01	A
Arm 3	0.3	3.02	0.21	A	0.1	2.75	0.13	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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Dragon Parc B Road (north)	
2	Merthyr Self Storage	
3	Dragon Parc B Road (south)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.49	5.39	2.2	10.0	27.3	40.6	
2	3.43	6.88	4.3	10.9	28.8	58.8	
3	3.59	8.78	9.8	18.2	27.3	49.4	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.512	1107
2	0.502	1145
3	0.607	1551

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	121	100.000
2		✓	7	100.000
3		✓	175	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	117
	2	7	0	0
	3	175	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.84	0.1	A
2	0.01	3.93	0.0	A
3	0.12	2.71	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	0	1107	0.082	91	0.1	3.680	A
2	5	88	1101	0.005	5	0.0	3.844	A
3	132	5	1548	0.085	131	0.1	2.593	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109	0	1107	0.098	109	0.1	3.745	A
2	6	105	1092	0.006	6	0.0	3.879	A
3	157	6	1547	0.102	157	0.1	2.641	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133	0	1107	0.120	133	0.1	3.840	A
2	8	129	1080	0.007	8	0.0	3.926	A
3	193	8	1546	0.125	193	0.1	2.712	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133	0	1107	0.120	133	0.1	3.840	A
2	8	129	1080	0.007	8	0.0	3.927	A
3	193	8	1546	0.125	193	0.1	2.712	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109	0	1107	0.098	109	0.1	3.749	A
2	6	105	1092	0.006	6	0.0	3.880	A
3	157	6	1547	0.102	157	0.1	2.644	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	91	0	1107	0.082	91	0.1	3.681	A
2	5	88	1101	0.005	5	0.0	3.846	A
3	132	5	1548	0.085	132	0.1	2.593	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	169	100.000
2		✓	12	100.000
3		✓	131	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	154
	2	12	0	0
	3	130	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	2
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	4.03	0.2	A
2	0.01	3.75	0.0	A
3	0.09	2.65	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	0.75	1106	0.115	127	0.1	3.784	A
2	9	115	1087	0.008	9	0.0	3.639	A
3	99	9	1545	0.064	98	0.1	2.562	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	0.90	1106	0.137	152	0.2	3.886	A
2	11	138	1075	0.010	11	0.0	3.684	A
3	118	11	1544	0.076	118	0.1	2.598	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	1	1106	0.168	186	0.2	4.031	A
2	13	169	1060	0.012	13	0.0	3.748	A
3	144	13	1543	0.093	144	0.1	2.650	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	186	1	1106	0.168	186	0.2	4.031	A
2	13	170	1060	0.012	13	0.0	3.748	A
3	144	13	1543	0.093	144	0.1	2.650	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	0.90	1106	0.137	152	0.2	3.887	A
2	11	139	1075	0.010	11	0.0	3.688	A
3	118	11	1544	0.076	118	0.1	2.598	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	0.75	1106	0.115	127	0.1	3.791	A
2	9	116	1087	0.008	9	0.0	3.643	A
3	99	9	1545	0.064	99	0.1	2.564	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	124	100.000
2		✓	7	100.000
3		✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	120
	2	7	0	0
	3	180	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	3.85	0.1	A
2	0.01	3.93	0.0	A
3	0.13	2.72	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	0	1107	0.084	93	0.1	3.688	A
2	5	90	1100	0.005	5	0.0	3.848	A
3	136	5	1548	0.088	135	0.1	2.599	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	0	1107	0.101	111	0.1	3.756	A
2	6	108	1091	0.006	6	0.0	3.883	A
3	162	6	1547	0.105	162	0.1	2.650	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	0	1107	0.123	136	0.1	3.853	A
2	8	132	1079	0.007	8	0.0	3.932	A
3	198	8	1546	0.128	198	0.1	2.723	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	0	1107	0.123	137	0.1	3.853	A
2	8	132	1079	0.007	8	0.0	3.933	A
3	198	8	1546	0.128	198	0.1	2.723	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	111	0	1107	0.101	112	0.1	3.756	A
2	6	108	1091	0.006	6	0.0	3.885	A
3	162	6	1547	0.105	162	0.1	2.650	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	93	0	1107	0.084	93	0.1	3.689	A
2	5	90	1099	0.005	5	0.0	3.850	A
3	136	5	1548	0.088	136	0.1	2.600	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	173	100.000
2		✓	12	100.000
3		✓	135	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	158
	2	12	0	0
	3	134	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	2
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	4.05	0.2	A
2	0.01	3.76	0.0	A
3	0.10	2.66	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130	0.75	1106	0.118	130	0.1	3.795	A
2	9	118	1085	0.008	9	0.0	3.644	A
3	102	9	1545	0.066	101	0.1	2.567	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	0.90	1106	0.141	155	0.2	3.900	A
2	11	142	1074	0.010	11	0.0	3.691	A
3	121	11	1544	0.079	121	0.1	2.604	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	1	1106	0.172	190	0.2	4.047	A
2	13	174	1058	0.012	13	0.0	3.756	A
3	149	13	1543	0.096	149	0.1	2.658	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	1	1106	0.172	190	0.2	4.049	A
2	13	174	1058	0.012	13	0.0	3.756	A
3	149	13	1543	0.096	149	0.1	2.658	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	0.90	1106	0.141	156	0.2	3.903	A
2	11	142	1073	0.010	11	0.0	3.694	A
3	121	11	1544	0.079	121	0.1	2.605	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130	0.75	1106	0.118	130	0.1	3.802	A
2	9	119	1085	0.008	9	0.0	3.645	A
3	102	9	1545	0.066	102	0.1	2.569	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	135	100.000
2		✓	8	100.000
3		✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	131
	2	8	0	0
	3	196	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	4
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	3.90	0.2	A
2	0.01	3.96	0.0	A
3	0.14	2.76	0.2	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	0	1107	0.092	101	0.1	3.716	A
2	6	98	1096	0.006	6	0.0	3.865	A
3	148	6	1547	0.095	147	0.1	2.623	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	0	1107	0.110	121	0.1	3.794	A
2	7	118	1086	0.007	7	0.0	3.904	A
3	176	7	1546	0.114	176	0.1	2.679	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	0	1107	0.134	149	0.2	3.902	A
2	9	144	1073	0.008	9	0.0	3.959	A
3	216	9	1545	0.140	216	0.2	2.761	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	149	0	1107	0.134	149	0.2	3.902	A
2	9	144	1072	0.008	9	0.0	3.959	A
3	216	9	1545	0.140	216	0.2	2.761	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	121	0	1107	0.110	121	0.1	3.795	A
2	7	118	1086	0.007	7	0.0	3.905	A
3	176	7	1546	0.114	176	0.1	2.682	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	102	0	1107	0.092	102	0.1	3.723	A
2	6	99	1095	0.006	6	0.0	3.868	A
3	148	6	1547	0.095	148	0.1	2.625	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	190	100.000
2		✓	13	100.000
3		✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	173
	2	13	0	0
	3	146	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	2
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	4.13	0.2	A
2	0.01	3.79	0.0	A
3	0.10	2.68	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	0.75	1106	0.129	142	0.2	3.846	A
2	10	130	1080	0.009	10	0.0	3.666	A
3	111	10	1545	0.072	110	0.1	2.584	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	0.90	1106	0.154	171	0.2	3.965	A
2	12	155	1067	0.011	12	0.0	3.717	A
3	132	12	1544	0.086	132	0.1	2.625	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	1	1106	0.189	209	0.2	4.133	A
2	14	190	1049	0.014	14	0.0	3.790	A
3	162	14	1542	0.105	162	0.1	2.685	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	1	1106	0.189	209	0.2	4.135	A
2	14	190	1049	0.014	14	0.0	3.790	A
3	162	14	1542	0.105	162	0.1	2.685	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	0.90	1106	0.154	171	0.2	3.968	A
2	12	156	1067	0.011	12	0.0	3.718	A
3	132	12	1544	0.086	132	0.1	2.628	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	0.75	1106	0.129	143	0.2	3.853	A
2	10	130	1079	0.009	10	0.0	3.670	A
3	111	10	1545	0.072	111	0.1	2.586	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	143	100.000
2		✓	7	100.000
3		✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	139
	2	7	0	0
	3	282	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	17	0	0
	3	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.14	3.90	0.2	A
2	0.01	3.97	0.0	A
3	0.20	2.94	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	0	1107	0.097	107	0.1	3.704	A
2	5	104	1093	0.005	5	0.0	3.873	A
3	212	5	1548	0.137	212	0.2	2.720	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	0	1107	0.116	128	0.1	3.786	A
2	6	125	1082	0.006	6	0.0	3.914	A
3	254	6	1547	0.164	253	0.2	2.810	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	0	1107	0.142	157	0.2	3.902	A
2	8	153	1068	0.007	8	0.0	3.971	A
3	310	8	1546	0.201	310	0.3	2.942	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	0	1107	0.142	157	0.2	3.902	A
2	8	153	1068	0.007	8	0.0	3.972	A
3	310	8	1546	0.201	310	0.3	2.942	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	0	1107	0.116	129	0.1	3.790	A
2	6	125	1082	0.006	6	0.0	3.915	A
3	254	6	1547	0.164	254	0.2	2.813	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	0	1107	0.097	108	0.1	3.708	A
2	5	105	1092	0.005	5	0.0	3.876	A
3	212	5	1548	0.137	212	0.2	2.723	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	260	100.000
2		✓	12	100.000
3		✓	166	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	245
	2	12	0	0
	3	165	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	1
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.26	4.47	0.4	A
2	0.01	3.94	0.0	A
3	0.12	2.72	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	0.75	1106	0.177	195	0.2	4.014	A
2	9	184	1053	0.009	9	0.0	3.758	A
3	125	9	1545	0.081	125	0.1	2.609	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	0.90	1106	0.211	234	0.3	4.194	A
2	11	220	1034	0.010	11	0.0	3.832	A
3	149	11	1544	0.097	149	0.1	2.657	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	1	1106	0.259	286	0.4	4.462	A
2	13	269	1010	0.013	13	0.0	3.937	A
3	183	13	1543	0.118	183	0.1	2.725	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	286	1	1106	0.259	286	0.4	4.465	A
2	13	270	1009	0.013	13	0.0	3.938	A
3	183	13	1543	0.118	183	0.1	2.725	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	234	0.90	1106	0.211	234	0.3	4.199	A
2	11	221	1034	0.010	11	0.0	3.833	A
3	149	11	1544	0.097	149	0.1	2.659	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	196	0.75	1106	0.177	196	0.2	4.024	A
2	9	185	1052	0.009	9	0.0	3.760	A
3	125	9	1545	0.081	125	0.1	2.610	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	154	100.000
2		✓	8	100.000
3		✓	298	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	4	150
	2	8	0	0
	3	298	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	3
	2	17	0	0
	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.15	3.95	0.2	A
2	0.01	4.00	0.0	A
3	0.21	3.02	0.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	0	1107	0.105	115	0.1	3.735	A
2	6	112	1088	0.006	6	0.0	3.891	A
3	224	6	1547	0.145	224	0.2	2.773	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	0	1107	0.125	138	0.1	3.825	A
2	7	135	1077	0.007	7	0.0	3.936	A
3	268	7	1546	0.173	268	0.2	2.871	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	0	1107	0.153	169	0.2	3.953	A
2	9	165	1062	0.008	9	0.0	3.998	A
3	328	9	1545	0.212	328	0.3	3.015	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	170	0	1107	0.153	170	0.2	3.953	A
2	9	165	1062	0.008	9	0.0	3.999	A
3	328	9	1545	0.212	328	0.3	3.015	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	0	1107	0.125	139	0.1	3.826	A
2	7	135	1077	0.007	7	0.0	3.936	A
3	268	7	1546	0.173	268	0.2	2.874	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	0	1107	0.105	116	0.1	3.739	A
2	6	113	1088	0.006	6	0.0	3.893	A
3	224	6	1547	0.145	225	0.2	2.778	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Merthyr Self-Storage access roundabout	Standard Roundabout		1, 2, 3	3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	277	100.000
2		✓	13	100.000
3		✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	260
	2	13	0	0
	3	177	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	15	1
	2	9	0	0
	3	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	4.57	0.4	A
2	0.01	3.98	0.0	A
3	0.13	2.75	0.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	0.75	1106	0.189	208	0.2	4.072	A
2	10	195	1047	0.009	10	0.0	3.782	A
3	134	10	1545	0.087	134	0.1	2.627	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249	0.90	1106	0.225	249	0.3	4.271	A
2	12	234	1028	0.011	12	0.0	3.862	A
3	160	12	1544	0.104	160	0.1	2.678	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305	1	1106	0.276	305	0.4	4.568	A
2	14	286	1001	0.014	14	0.0	3.975	A
3	196	14	1542	0.127	196	0.1	2.753	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	305	1	1106	0.276	305	0.4	4.572	A
2	14	286	1001	0.014	14	0.0	3.975	A
3	196	14	1542	0.127	196	0.1	2.753	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	249	0.90	1106	0.225	249	0.3	4.276	A
2	12	234	1027	0.011	12	0.0	3.863	A
3	160	12	1544	0.104	160	0.1	2.679	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	0.75	1106	0.189	209	0.2	4.083	A
2	10	196	1046	0.009	10	0.0	3.784	A
3	134	10	1545	0.087	134	0.1	2.629	A

Appendix L

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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Filename: Junction 6 (Stanfield Close - southern site access roundabout) Rev B.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev B\Junction 6 (Stanfield Close - southern site access roundabout)
Report generation date: 18/11/2022 09:42:41

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.2	3.70	0.13	A	0.1	3.61	0.11	A
Arm 3	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 4	0.1	2.69	0.07	A	0.2	3.18	0.18	A
	2025							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.2	3.71	0.13	A	0.1	3.62	0.11	A
Arm 3	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 4	0.1	2.69	0.07	A	0.2	3.20	0.18	A
	2035							
Arm 1	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 2	0.2	3.77	0.15	A	0.1	3.67	0.12	A
Arm 3	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 4	0.1	2.68	0.08	A	0.3	3.27	0.20	A
	2025 + Dev							
Arm 1	0.1	3.33	0.09	A	0.0	3.38	0.03	A
Arm 2	0.2	3.96	0.14	A	0.1	3.69	0.12	A
Arm 3	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 4	0.1	2.72	0.09	A	0.3	3.40	0.25	A
	2035 + Dev							
Arm 1	0.1	3.35	0.09	A	0.0	3.43	0.03	A
Arm 2	0.2	4.02	0.16	A	0.1	3.74	0.13	A
Arm 3	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Arm 4	0.1	2.74	0.09	A	0.4	3.48	0.26	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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Dragon Parc site access	
2	Stanfield Close	
3	Catherine Street	
4	Wildwood	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.35	4.31	6.7	122.7	23.2	32.0	
2	2.63	4.93	7.5	17.1	27.8	28.7	
3	2.00	4.94	2.4	3.5	23.2	53.1	
4	3.35	9.40	10.7	12.1	27.8	52.1	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.582	1256
2	0.545	1144
3	0.327	543
4	0.582	1486

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	136	100.000
3		✓	2	100.000
4		✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	135
	3	0	1	0	1
	4	0	94	0	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	0	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.13	3.70	0.2	A
3	0.00	0.00	0.0	A
4	0.07	2.69	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	73	1213	0.000	0	0.0	0.000	A
2	102	2	1143	0.090	102	0.1	3.527	A
3	0	103	509	0.000	0	0.0	0.000	A
4	73	0	1486	0.049	73	0.1	2.623	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	87	1205	0.000	0	0.0	0.000	A
2	122	3	1143	0.107	122	0.1	3.596	A
3	0	124	502	0.000	0	0.0	0.000	A
4	87	0	1486	0.059	87	0.1	2.649	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	107	1194	0.000	0	0.0	0.000	A
2	150	3	1142	0.131	150	0.2	3.697	A
3	0	152	493	0.000	0	0.0	0.000	A
4	107	0	1486	0.072	107	0.1	2.687	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	107	1194	0.000	0	0.0	0.000	A
2	150	3	1142	0.131	150	0.2	3.697	A
3	0	152	493	0.000	0	0.0	0.000	A
4	107	0	1486	0.072	107	0.1	2.687	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	87	1205	0.000	0	0.0	0.000	A
2	122	3	1143	0.107	122	0.1	3.597	A
3	0	124	502	0.000	0	0.0	0.000	A
4	87	0	1486	0.059	87	0.1	2.650	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	73	1213	0.000	0	0.0	0.000	A
2	102	2	1143	0.090	102	0.1	3.530	A
3	0	104	509	0.000	0	0.0	0.000	A
4	73	0	1486	0.049	73	0.1	2.623	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	114	100.000
3		✓	3	100.000
4		✓	237	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	110
	3	0	1	0	2
	4	0	217	1	19

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	6	0	46

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.11	3.61	0.1	A
3	0.00	0.00	0.0	A
4	0.18	3.18	0.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	178	1152	0.000	0	0.0	0.000	A
2	86	15	1136	0.076	85	0.1	3.459	A
3	0	97	511	0.000	0	0.0	0.000	A
4	178	0	1486	0.120	178	0.1	2.979	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	213	1132	0.000	0	0.0	0.000	A
2	102	18	1134	0.090	102	0.1	3.521	A
3	0	116	505	0.000	0	0.0	0.000	A
4	213	0	1486	0.143	213	0.2	3.062	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	261	1104	0.000	0	0.0	0.000	A
2	126	22	1132	0.111	125	0.1	3.609	A
3	0	142	496	0.000	0	0.0	0.000	A
4	261	0	1486	0.176	261	0.2	3.182	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	261	1104	0.000	0	0.0	0.000	A
2	126	22	1132	0.111	126	0.1	3.609	A
3	0	142	496	0.000	0	0.0	0.000	A
4	261	0	1486	0.176	261	0.2	3.182	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	213	1132	0.000	0	0.0	0.000	A
2	102	18	1134	0.090	103	0.1	3.521	A
3	0	116	505	0.000	0	0.0	0.000	A
4	213	0	1486	0.143	213	0.2	3.063	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	179	1152	0.000	0	0.0	0.000	A
2	86	15	1136	0.076	86	0.1	3.463	A
3	0	97	511	0.000	0	0.0	0.000	A
4	178	0	1486	0.120	179	0.1	2.982	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	140	100.000
3		✓	2	100.000
4		✓	100	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	139
	3	0	1	0	1
	4	0	97	0	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	0	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.13	3.71	0.2	A
3	0.00	0.00	0.0	A
4	0.07	2.69	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	75	1212	0.000	0	0.0	0.000	A
2	105	2	1143	0.092	105	0.1	3.534	A
3	0	106	508	0.000	0	0.0	0.000	A
4	75	0	1486	0.051	75	0.1	2.626	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	90	1203	0.000	0	0.0	0.000	A
2	126	3	1143	0.110	126	0.1	3.609	A
3	0	128	501	0.000	0	0.0	0.000	A
4	90	0	1486	0.060	90	0.1	2.654	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	110	1192	0.000	0	0.0	0.000	A
2	154	3	1142	0.135	154	0.2	3.713	A
3	0	156	491	0.000	0	0.0	0.000	A
4	110	0	1486	0.074	110	0.1	2.693	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	110	1192	0.000	0	0.0	0.000	A
2	154	3	1142	0.135	154	0.2	3.713	A
3	0	156	491	0.000	0	0.0	0.000	A
4	110	0	1486	0.074	110	0.1	2.693	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	90	1203	0.000	0	0.0	0.000	A
2	126	3	1143	0.110	126	0.1	3.610	A
3	0	128	501	0.000	0	0.0	0.000	A
4	90	0	1486	0.060	90	0.1	2.654	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	75	1212	0.000	0	0.0	0.000	A
2	105	2	1143	0.092	105	0.1	3.540	A
3	0	107	508	0.000	0	0.0	0.000	A
4	75	0	1486	0.051	75	0.1	2.629	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	117	100.000
3		✓	3	100.000
4		✓	244	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	113
	3	0	1	0	2
	4	0	223	1	20

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	6	0	46

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.11	3.62	0.1	A
3	0.00	0.00	0.0	A
4	0.18	3.20	0.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	183	1149	0.000	0	0.0	0.000	A
2	88	16	1136	0.078	88	0.1	3.468	A
3	0	100	510	0.000	0	0.0	0.000	A
4	184	0	1486	0.124	183	0.2	2.992	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	219	1128	0.000	0	0.0	0.000	A
2	105	19	1134	0.093	105	0.1	3.532	A
3	0	119	503	0.000	0	0.0	0.000	A
4	219	0	1486	0.148	219	0.2	3.079	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	268	1100	0.000	0	0.0	0.000	A
2	129	23	1132	0.114	129	0.1	3.623	A
3	0	146	495	0.000	0	0.0	0.000	A
4	269	0	1486	0.181	268	0.2	3.203	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	269	1099	0.000	0	0.0	0.000	A
2	129	23	1132	0.114	129	0.1	3.623	A
3	0	146	495	0.000	0	0.0	0.000	A
4	269	0	1486	0.181	269	0.2	3.203	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	220	1128	0.000	0	0.0	0.000	A
2	105	19	1134	0.093	105	0.1	3.535	A
3	0	120	503	0.000	0	0.0	0.000	A
4	219	0	1486	0.148	220	0.2	3.082	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	184	1149	0.000	0	0.0	0.000	A
2	88	16	1136	0.078	88	0.1	3.469	A
3	0	100	510	0.000	0	0.0	0.000	A
4	184	0	1486	0.124	184	0.2	2.995	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	153	100.000
3		✓	2	100.000
4		✓	109	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	1	152
	3	0	1	0	1
	4	0	106	0	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	50	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.15	3.77	0.2	A
3	0.00	0.00	0.0	A
4	0.08	2.68	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	82	1208	0.000	0	0.0	0.000	A
2	115	2	1143	0.101	115	0.1	3.568	A
3	0	116	504	0.000	0	0.0	0.000	A
4	82	0	1486	0.055	82	0.1	2.612	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	98	1199	0.000	0	0.0	0.000	A
2	138	3	1143	0.120	137	0.1	3.651	A
3	0	139	497	0.000	0	0.0	0.000	A
4	98	0	1486	0.066	98	0.1	2.642	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	120	1186	0.000	0	0.0	0.000	A
2	168	3	1142	0.147	168	0.2	3.768	A
3	0	171	487	0.000	0	0.0	0.000	A
4	120	0	1486	0.081	120	0.1	2.685	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	120	1186	0.000	0	0.0	0.000	A
2	168	3	1142	0.147	168	0.2	3.768	A
3	0	171	487	0.000	0	0.0	0.000	A
4	120	0	1486	0.081	120	0.1	2.685	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	98	1199	0.000	0	0.0	0.000	A
2	138	3	1143	0.120	138	0.1	3.655	A
3	0	139	497	0.000	0	0.0	0.000	A
4	98	0	1486	0.066	98	0.1	2.642	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	82	1208	0.000	0	0.0	0.000	A
2	115	2	1143	0.101	115	0.1	3.574	A
3	0	117	504	0.000	0	0.0	0.000	A
4	82	0	1486	0.055	82	0.1	2.614	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	0	100.000
2		✓	127	100.000
3		✓	3	100.000
4		✓	266	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	4	123
	3	0	1	0	2
	4	0	244	1	21

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	6	0	46

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.00	0.00	0.0	A
2	0.12	3.67	0.1	A
3	0.00	0.00	0.0	A
4	0.20	3.27	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	200	1140	0.000	0	0.0	0.000	A
2	96	17	1135	0.084	95	0.1	3.495	A
3	0	108	507	0.000	0	0.0	0.000	A
4	200	0	1486	0.135	200	0.2	3.028	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	239	1117	0.000	0	0.0	0.000	A
2	114	20	1134	0.101	114	0.1	3.564	A
3	0	129	500	0.000	0	0.0	0.000	A
4	239	0	1486	0.161	239	0.2	3.125	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	293	1085	0.000	0	0.0	0.000	A
2	140	24	1131	0.124	140	0.1	3.665	A
3	0	158	491	0.000	0	0.0	0.000	A
4	293	0	1486	0.197	293	0.3	3.266	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	293	1085	0.000	0	0.0	0.000	A
2	140	24	1131	0.124	140	0.1	3.665	A
3	0	159	491	0.000	0	0.0	0.000	A
4	293	0	1486	0.197	293	0.3	3.266	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	239	1116	0.000	0	0.0	0.000	A
2	114	20	1133	0.101	114	0.1	3.568	A
3	0	130	500	0.000	0	0.0	0.000	A
4	239	0	1486	0.161	239	0.2	3.126	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	0	200	1139	0.000	0	0.0	0.000	A
2	96	17	1135	0.084	96	0.1	3.498	A
3	0	109	507	0.000	0	0.0	0.000	A
4	200	0	1486	0.135	200	0.2	3.031	A

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	102	100.000
2		✓	140	100.000
3		✓	2	100.000
4		✓	119	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	102
	2	0	0	1	139
	3	0	1	0	1
	4	19	97	0	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	0	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	3.33	0.1	A
2	0.14	3.96	0.2	A
3	0.00	0.00	0.0	A
4	0.09	2.72	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	77	75	1212	0.063	77	0.1	3.170	A
2	105	79	1101	0.096	105	0.1	3.682	A
3	0	183	483	0.000	0	0.0	0.000	A
4	90	0	1486	0.060	89	0.1	2.641	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92	90	1203	0.076	92	0.1	3.237	A
2	126	94	1093	0.115	126	0.1	3.795	A
3	0	219	471	0.000	0	0.0	0.000	A
4	107	0	1486	0.072	107	0.1	2.674	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112	110	1192	0.094	112	0.1	3.334	A
2	154	116	1081	0.143	154	0.2	3.959	A
3	0	268	455	0.000	0	0.0	0.000	A
4	131	0	1486	0.088	131	0.1	2.721	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112	110	1192	0.094	112	0.1	3.334	A
2	154	116	1081	0.143	154	0.2	3.959	A
3	0	269	455	0.000	0	0.0	0.000	A
4	131	0	1486	0.088	131	0.1	2.721	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92	90	1203	0.076	92	0.1	3.240	A
2	126	94	1093	0.115	126	0.1	3.800	A
3	0	220	471	0.000	0	0.0	0.000	A
4	107	0	1486	0.072	107	0.1	2.676	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	77	75	1212	0.063	77	0.1	3.171	A
2	105	79	1101	0.096	105	0.1	3.689	A
3	0	184	482	0.000	0	0.0	0.000	A
4	90	0	1486	0.060	90	0.1	2.641	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	32	100.000
2		✓	117	100.000
3		✓	3	100.000
4		✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	32
	2	0	0	4	113
	3	0	1	0	2
	4	87	223	1	20

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	6	0	46

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.03	3.38	0.0	A
2	0.12	3.69	0.1	A
3	0.00	0.00	0.0	A
4	0.25	3.40	0.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	183	1149	0.021	24	0.0	3.198	A
2	88	40	1123	0.078	88	0.1	3.512	A
3	0	124	502	0.000	0	0.0	0.000	A
4	249	0	1486	0.168	248	0.2	3.082	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29	219	1128	0.026	29	0.0	3.273	A
2	105	48	1118	0.094	105	0.1	3.586	A
3	0	148	494	0.000	0	0.0	0.000	A
4	298	0	1486	0.200	297	0.3	3.210	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35	268	1100	0.032	35	0.0	3.381	A
2	129	58	1113	0.116	129	0.1	3.694	A
3	0	182	483	0.000	0	0.0	0.000	A
4	364	0	1486	0.245	364	0.3	3.402	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35	269	1099	0.032	35	0.0	3.382	A
2	129	58	1112	0.116	129	0.1	3.694	A
3	0	182	483	0.000	0	0.0	0.000	A
4	364	0	1486	0.245	364	0.3	3.402	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29	220	1128	0.026	29	0.0	3.274	A
2	105	48	1118	0.094	105	0.1	3.587	A
3	0	148	494	0.000	0	0.0	0.000	A
4	298	0	1486	0.200	298	0.3	3.215	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	184	1149	0.021	24	0.0	3.202	A
2	88	40	1123	0.078	88	0.1	3.513	A
3	0	124	502	0.000	0	0.0	0.000	A
4	249	0	1486	0.168	249	0.2	3.086	A

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	102	100.000
2		✓	153	100.000
3		✓	2	100.000
4		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	102
	2	0	0	1	152
	3	0	1	0	1
	4	19	106	0	3

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	0	2	0	50

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.09	3.35	0.1	A
2	0.16	4.02	0.2	A
3	0.00	0.00	0.0	A
4	0.09	2.74	0.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	77	82	1208	0.064	77	0.1	3.181	A
2	115	79	1101	0.105	115	0.1	3.719	A
3	0	193	479	0.000	0	0.0	0.000	A
4	96	0	1486	0.065	96	0.1	2.653	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92	98	1199	0.076	92	0.1	3.251	A
2	138	94	1093	0.126	137	0.1	3.842	A
3	0	231	467	0.000	0	0.0	0.000	A
4	115	0	1486	0.077	115	0.1	2.689	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112	120	1186	0.095	112	0.1	3.352	A
2	168	116	1081	0.156	168	0.2	4.021	A
3	0	283	450	0.000	0	0.0	0.000	A
4	141	0	1486	0.095	141	0.1	2.740	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	112	120	1186	0.095	112	0.1	3.352	A
2	168	116	1081	0.156	168	0.2	4.021	A
3	0	283	450	0.000	0	0.0	0.000	A
4	141	0	1486	0.095	141	0.1	2.740	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92	98	1199	0.077	92	0.1	3.254	A
2	138	94	1093	0.126	138	0.1	3.844	A
3	0	231	467	0.000	0	0.0	0.000	A
4	115	0	1486	0.077	115	0.1	2.691	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	77	82	1208	0.064	77	0.1	3.184	A
2	115	79	1101	0.105	115	0.1	3.723	A
3	0	194	479	0.000	0	0.0	0.000	A
4	96	0	1486	0.065	96	0.1	2.653	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stanfield Close - southern site access roundabout	Standard Roundabout		1, 2, 3, 4	3.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	32	100.000
2		✓	127	100.000
3		✓	3	100.000
4		✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	0	0	32
	2	0	0	4	123
	3	0	1	0	2
	4	87	244	1	21

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	0	6	0	46

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.03	3.43	0.0	A
2	0.13	3.74	0.1	A
3	0.00	0.00	0.0	A
4	0.26	3.48	0.4	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	200	1140	0.021	24	0.0	3.226	A
2	96	41	1122	0.085	95	0.1	3.539	A
3	0	132	499	0.000	0	0.0	0.000	A
4	266	0	1486	0.179	265	0.2	3.127	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29	239	1117	0.026	29	0.0	3.308	A
2	114	49	1118	0.102	114	0.1	3.620	A
3	0	158	491	0.000	0	0.0	0.000	A
4	317	0	1486	0.213	317	0.3	3.267	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35	293	1085	0.032	35	0.0	3.426	A
2	140	59	1112	0.126	140	0.1	3.738	A
3	0	194	479	0.000	0	0.0	0.000	A
4	389	0	1486	0.261	388	0.4	3.479	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35	293	1085	0.032	35	0.0	3.427	A
2	140	59	1112	0.126	140	0.1	3.738	A
3	0	194	479	0.000	0	0.0	0.000	A
4	389	0	1486	0.261	389	0.4	3.479	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29	239	1116	0.026	29	0.0	3.309	A
2	114	49	1118	0.102	114	0.1	3.624	A
3	0	158	491	0.000	0	0.0	0.000	A
4	317	0	1486	0.213	318	0.3	3.269	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	24	200	1139	0.021	24	0.0	3.230	A
2	96	41	1122	0.085	96	0.1	3.543	A
3	0	133	499	0.000	0	0.0	0.000	A
4	266	0	1486	0.179	266	0.2	3.133	A

Appendix M

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

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Filename: Junction 7 (A4054 High Street - Lower High Street - A4102 roundabout) v2.j9
Path: Z:\Lime\Projects\2022\22052 Dragon Parc, Abercanaid\Analysis\Rev A\Junction 7 (A4054 High Street - Lower High Street - A4102 roundabout)
Report generation date: 10/11/2022 11:27:56

»2022, AM
»2022, PM
»2025, AM
»2025, PM
»2035, AM
»2035, PM
»2025 + Dev, AM
»2025 + Dev, PM
»2035 + Dev, AM
»2035 + Dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2022							
Arm 1	0.6	3.27	0.37	A	1.5	6.53	0.60	A
Arm 2	1.3	6.44	0.56	A	3.6	14.78	0.78	B
Arm 3	0.4	2.49	0.27	A	0.5	2.90	0.35	A
Arm 4	0.8	4.60	0.45	A	48.9	114.56	1.05	F
	2025							
Arm 1	0.6	3.35	0.38	A	1.6	6.83	0.62	A
Arm 2	1.4	6.81	0.58	A	4.2	17.02	0.81	C
Arm 3	0.4	2.54	0.28	A	0.6	2.99	0.36	A
Arm 4	0.9	4.78	0.47	A	72.5	160.73	1.09	F
	2035							
Arm 1	0.7	3.67	0.42	A	2.1	7.97	0.68	A
Arm 2	1.9	8.37	0.65	A	8.2	31.62	0.90	D
Arm 3	0.5	2.75	0.32	A	0.7	3.34	0.41	A
Arm 4	1.1	5.50	0.52	A	162.4	394.37	1.24	F
	2025 + Dev							
Arm 1	0.6	3.38	0.38	A	1.7	7.15	0.63	A
Arm 2	1.7	7.53	0.62	A	4.5	18.05	0.82	C
Arm 3	0.4	2.60	0.29	A	0.6	3.04	0.37	A
Arm 4	0.9	4.89	0.47	A	87.2	190.10	1.12	F
	2035 + Dev							
Arm 1	0.8	3.70	0.43	A	2.2	8.38	0.69	A
Arm 2	2.3	9.54	0.69	A	9.4	35.37	0.92	E
Arm 3	0.5	2.82	0.33	A	0.7	3.40	0.42	A
Arm 4	1.1	5.65	0.53	A	179.5	447.86	1.26	F

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	18/08/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Sam
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15
D2	2022	PM	ONE HOUR	17:00	18:30	15
D3	2025	AM	ONE HOUR	08:00	09:30	15
D4	2025	PM	ONE HOUR	17:00	18:30	15
D5	2035	AM	ONE HOUR	08:00	09:30	15
D6	2035	PM	ONE HOUR	17:00	18:30	15
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	4.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Lower High Street	
2	High Street	
3	A4102	
4	A4054	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.92	9.77	18.4	47.5	57.1	29.5	
2	3.08	7.08	15.9	23.6	58.0	23.6	
3	8.90	8.90	0.0	13.7	57.1	29.6	
4	4.02	6.72	28.5	25.3	58.0	29.6	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.658	2128
2	0.568	1652
3	0.735	2640
4	0.601	1867

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	591	100.000
2		✓	661	100.000
3		✓	512	100.000
4		✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	38	158	224	171
	2	206	40	141	274
	3	221	118	0	173
	4	256	208	129	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	2
	2	1	0	5	3
	3	1	7	0	2
	4	2	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	3.27	0.6	A
2	0.56	6.44	1.3	A
3	0.27	2.49	0.4	A
4	0.45	4.60	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	371	1884	0.236	444	0.3	2.536	A
2	498	422	1413	0.352	495	0.6	4.016	A
3	385	547	2238	0.172	385	0.2	1.993	A
4	446	468	1586	0.281	445	0.4	3.230	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	445	1836	0.289	531	0.4	2.802	A
2	594	505	1366	0.435	593	0.8	4.775	A
3	460	654	2159	0.213	460	0.3	2.175	A
4	533	560	1531	0.348	533	0.5	3.695	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	651	544	1771	0.367	650	0.6	3.262	A
2	728	618	1301	0.559	726	1.3	6.394	A
3	564	801	2051	0.275	563	0.4	2.484	A
4	653	685	1456	0.448	652	0.8	4.585	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	651	545	1770	0.368	651	0.6	3.266	A
2	728	619	1301	0.559	728	1.3	6.442	A
3	564	803	2050	0.275	564	0.4	2.486	A
4	653	686	1455	0.449	653	0.8	4.601	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	531	446	1835	0.289	532	0.4	2.807	A
2	594	506	1365	0.435	596	0.8	4.817	A
3	460	657	2157	0.213	461	0.3	2.181	A
4	533	561	1530	0.348	534	0.6	3.710	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	445	373	1883	0.236	445	0.3	2.546	A
2	498	424	1412	0.352	499	0.6	4.048	A
3	385	550	2236	0.172	386	0.2	1.997	A
4	446	470	1585	0.282	447	0.4	3.245	A

2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	47.78	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	763	100.000
2		✓	811	100.000
3		✓	616	100.000
4		✓	1286	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	39	235	266	223
	2	244	53	200	314
	3	274	175	0	167
	4	455	522	307	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	1	2	4	2
	3	0	3	0	1
	4	3	8	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	6.53	1.5	A
2	0.78	14.78	3.6	B
3	0.35	2.90	0.5	A
4	1.05	114.56	48.9	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	792	1608	0.357	572	0.6	3.490	A
2	611	627	1296	0.471	607	0.9	5.307	A
3	464	655	2158	0.215	463	0.3	2.146	A
4	968	589	1514	0.640	961	1.8	6.825	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	686	946	1506	0.455	685	0.8	4.404	A
2	729	750	1227	0.594	727	1.5	7.323	A
3	554	784	2063	0.268	553	0.4	2.410	A
4	1156	705	1444	0.801	1148	4.0	12.537	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	840	1099	1406	0.598	838	1.5	6.349	A
2	893	895	1144	0.780	885	3.4	13.810	B
3	678	957	1937	0.350	678	0.5	2.889	A
4	1416	861	1350	1.049	1314	29.5	57.553	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	840	1116	1395	0.602	840	1.5	6.526	A
2	893	903	1140	0.783	892	3.6	14.776	B
3	678	963	1932	0.351	678	0.5	2.901	A
4	1416	864	1348	1.050	1338	48.9	114.561	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	686	1066	1427	0.481	688	0.9	4.914	A
2	729	796	1200	0.607	737	1.6	8.065	A
3	554	793	2057	0.269	554	0.4	2.425	A
4	1156	709	1441	0.802	1332	5.0	56.776	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	574	805	1599	0.359	576	0.6	3.544	A
2	611	634	1292	0.472	613	0.9	5.440	A
3	464	661	2154	0.215	464	0.3	2.156	A
4	968	592	1511	0.641	980	1.9	7.352	A

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	4.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	608	100.000
2		✓	680	100.000
3		✓	526	100.000
4		✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	39	163	230	176
	2	212	41	145	282
	3	227	121	0	178
	4	263	214	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	2
	2	1	0	5	3
	3	1	7	0	2
	4	2	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	3.35	0.6	A
2	0.58	6.81	1.4	A
3	0.28	2.54	0.4	A
4	0.47	4.78	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	458	382	1877	0.244	456	0.3	2.571	A
2	512	434	1406	0.364	510	0.6	4.109	A
3	396	562	2227	0.178	395	0.2	2.017	A
4	459	480	1579	0.291	458	0.4	3.289	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	457	1828	0.299	546	0.4	2.853	A
2	611	519	1358	0.450	610	0.8	4.937	A
3	473	673	2145	0.220	473	0.3	2.209	A
4	548	575	1522	0.360	548	0.6	3.788	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	559	1761	0.380	669	0.6	3.348	A
2	749	636	1292	0.580	746	1.4	6.747	A
3	579	824	2034	0.285	579	0.4	2.539	A
4	672	703	1445	0.465	670	0.9	4.761	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	669	560	1760	0.380	669	0.6	3.353	A
2	749	636	1291	0.580	749	1.4	6.809	A
3	579	826	2033	0.285	579	0.4	2.541	A
4	672	705	1444	0.465	672	0.9	4.780	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	547	459	1827	0.299	547	0.4	2.859	A
2	611	520	1357	0.451	614	0.8	4.982	A
3	473	676	2143	0.221	473	0.3	2.214	A
4	548	577	1521	0.361	550	0.6	3.805	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	458	384	1876	0.244	458	0.3	2.581	A
2	512	436	1405	0.364	513	0.6	4.144	A
3	396	566	2224	0.178	396	0.2	2.022	A
4	459	482	1577	0.291	460	0.4	3.305	A

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	65.47	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	785	100.000
2		✓	834	100.000
3		✓	634	100.000
4		✓	1323	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	40	242	274	229
	2	251	54	206	323
	3	282	180	0	172
	4	468	537	316	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	1	2	4	2
	3	0	3	0	1
	4	3	8	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.62	6.83	1.6	A
2	0.81	17.02	4.2	C
3	0.36	2.99	0.6	A
4	1.09	160.73	72.5	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	814	1593	0.371	589	0.6	3.598	A
2	628	645	1286	0.488	624	1.0	5.522	A
3	477	673	2145	0.223	476	0.3	2.180	A
4	996	605	1504	0.662	988	2.0	7.300	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	706	972	1490	0.474	704	0.9	4.605	A
2	750	771	1215	0.617	747	1.6	7.820	A
3	570	806	2048	0.278	570	0.4	2.462	A
4	1189	724	1432	0.830	1178	4.8	14.469	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	1105	1402	0.617	862	1.6	6.671	A
2	918	912	1135	0.809	909	4.0	15.651	C
3	698	982	1918	0.364	697	0.6	2.979	A
4	1457	884	1336	1.090	1313	40.7	73.800	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	864	1117	1394	0.620	864	1.6	6.834	A
2	918	917	1132	0.812	917	4.2	17.021	C
3	698	989	1913	0.365	698	0.6	2.995	A
4	1457	888	1334	1.092	1330	72.5	160.732	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	706	1121	1391	0.507	708	1.0	5.319	A
2	750	828	1182	0.634	759	1.8	8.884	A
3	570	816	2040	0.279	571	0.4	2.478	A
4	1189	730	1429	0.832	1408	17.7	119.722	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	591	860	1563	0.378	593	0.6	3.742	A
2	628	664	1275	0.492	631	1.0	5.741	A
3	477	680	2140	0.223	478	0.3	2.191	A
4	996	609	1501	0.663	1058	2.1	9.853	A

2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	5.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2035	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	663	100.000
2		✓	742	100.000
3		✓	574	100.000
4		✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	43	177	251	192
	2	231	45	158	308
	3	248	132	0	194
	4	287	234	145	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	2
	2	1	0	5	3
	3	1	7	0	2
	4	2	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.42	3.67	0.7	A
2	0.65	8.37	1.9	A
3	0.32	2.75	0.5	A
4	0.52	5.50	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	417	1854	0.269	498	0.4	2.694	A
2	559	474	1383	0.404	556	0.7	4.449	A
3	432	614	2189	0.197	431	0.3	2.102	A
4	501	524	1552	0.323	499	0.5	3.502	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	499	1800	0.331	596	0.5	3.034	A
2	667	567	1331	0.501	666	1.0	5.543	A
3	516	735	2100	0.246	516	0.3	2.333	A
4	599	628	1490	0.402	598	0.7	4.135	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	611	1727	0.423	729	0.7	3.662	A
2	817	694	1259	0.649	814	1.9	8.240	A
3	632	899	1979	0.319	631	0.5	2.740	A
4	733	768	1406	0.522	732	1.1	5.463	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	730	612	1726	0.423	730	0.7	3.671	A
2	817	695	1258	0.649	817	1.9	8.368	A
3	632	902	1977	0.320	632	0.5	2.746	A
4	733	770	1405	0.522	733	1.1	5.496	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	596	501	1799	0.331	597	0.5	3.044	A
2	667	568	1330	0.502	670	1.0	5.629	A
3	516	739	2097	0.246	517	0.3	2.339	A
4	599	630	1489	0.402	600	0.7	4.165	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	499	419	1853	0.269	500	0.4	2.705	A
2	559	476	1382	0.404	560	0.7	4.498	A
3	432	618	2186	0.198	432	0.3	2.108	A
4	501	527	1551	0.323	502	0.5	3.526	A

2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	155.73	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2035	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	857	100.000
2		✓	909	100.000
3		✓	690	100.000
4		✓	1444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	44	264	299	250
	2	274	59	224	352
	3	307	196	0	187
	4	511	586	345	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	1	2	4	2
	3	0	3	0	1
	4	3	8	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.68	7.97	2.1	A
2	0.90	31.62	8.2	D
3	0.41	3.34	0.7	A
4	1.24	394.37	162.4	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	645	886	1546	0.417	642	0.7	3.996	A
2	684	703	1253	0.546	680	1.2	6.358	A
3	519	734	2100	0.247	518	0.3	2.298	A
4	1087	660	1471	0.739	1076	2.9	9.411	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	770	1049	1439	0.536	769	1.1	5.392	A
2	817	837	1177	0.694	813	2.2	9.988	A
3	620	878	1994	0.311	620	0.5	2.648	A
4	1298	789	1393	0.932	1270	10.0	26.353	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	944	1109	1399	0.674	940	2.0	7.830	A
2	1001	959	1108	0.903	980	7.3	25.573	D
3	760	1063	1859	0.409	759	0.7	3.306	A
4	1590	961	1290	1.232	1285	86.3	144.745	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	944	1111	1398	0.675	943	2.1	7.966	A
2	1001	962	1106	0.905	997	8.2	31.618	D
3	760	1077	1848	0.411	760	0.7	3.342	A
4	1590	968	1286	1.236	1285	162.4	347.775	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	770	1121	1391	0.554	774	1.3	5.892	A
2	817	866	1161	0.704	840	2.5	12.230	B
3	620	900	1978	0.314	621	0.5	2.683	A
4	1298	800	1386	0.936	1377	142.6	394.369	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	645	1134	1383	0.467	647	0.9	4.931	A
2	684	798	1200	0.571	689	1.4	7.269	A
3	519	743	2094	0.248	520	0.3	2.315	A
4	1087	665	1468	0.741	1457	50.1	240.376	F

2025 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	4.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2025 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	611	100.000
2		✓	729	100.000
3		✓	528	100.000
4		✓	614	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	39	166	230	176
	2	230	41	153	305
	3	227	123	0	178
	4	263	218	133	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	2
	2	1	0	5	2
	3	1	7	0	2
	4	2	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.38	3.38	0.6	A
2	0.62	7.53	1.7	A
3	0.29	2.60	0.4	A
4	0.47	4.89	0.9	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	460	386	1874	0.245	459	0.3	2.581	A
2	549	434	1406	0.390	546	0.6	4.265	A
3	398	593	2204	0.180	397	0.2	2.044	A
4	462	495	1570	0.294	461	0.4	3.325	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	462	1824	0.301	549	0.4	2.867	A
2	655	519	1358	0.483	654	0.9	5.221	A
3	475	710	2118	0.224	474	0.3	2.249	A
4	552	593	1511	0.365	551	0.6	3.844	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	566	1756	0.383	672	0.6	3.372	A
2	803	636	1292	0.621	800	1.6	7.438	A
3	581	868	2002	0.290	581	0.4	2.602	A
4	676	725	1432	0.472	675	0.9	4.871	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	673	567	1756	0.383	673	0.6	3.376	A
2	803	636	1291	0.622	803	1.7	7.527	A
3	581	871	2000	0.291	581	0.4	2.605	A
4	676	727	1431	0.473	676	0.9	4.892	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	549	464	1823	0.301	550	0.4	2.873	A
2	655	520	1357	0.483	658	1.0	5.284	A
3	475	714	2115	0.224	475	0.3	2.253	A
4	552	595	1510	0.366	553	0.6	3.865	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	460	388	1873	0.246	460	0.3	2.589	A
2	549	436	1405	0.391	550	0.7	4.308	A
3	398	597	2201	0.181	398	0.2	2.049	A
4	462	498	1568	0.295	463	0.4	3.341	A

2025 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	76.63	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2025 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	800	100.000
2		✓	849	100.000
3		✓	641	100.000
4		✓	1344	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	40	257	274	229
	2	257	54	208	330
	3	282	187	0	172
	4	468	558	316	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	1	2	4	2
	3	0	3	0	1
	4	3	8	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.63	7.15	1.7	A
2	0.82	18.05	4.5	C
3	0.37	3.04	0.6	A
4	1.12	190.10	87.2	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	602	835	1580	0.381	600	0.6	3.688	A
2	639	644	1286	0.497	635	1.0	5.615	A
3	483	683	2138	0.226	481	0.3	2.197	A
4	1012	615	1498	0.676	1003	2.2	7.602	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	719	996	1474	0.488	718	0.9	4.783	A
2	763	770	1215	0.628	760	1.7	8.040	A
3	576	817	2039	0.283	576	0.4	2.488	A
4	1208	736	1425	0.848	1196	5.3	15.834	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	881	1118	1393	0.632	878	1.7	6.989	A
2	935	906	1138	0.821	924	4.3	16.466	C
3	706	995	1908	0.370	705	0.6	3.023	A
4	1480	898	1328	1.115	1310	47.8	84.273	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	881	1127	1387	0.635	881	1.7	7.147	A
2	935	911	1135	0.823	934	4.5	18.048	C
3	706	1003	1903	0.371	706	0.6	3.041	A
4	1480	902	1325	1.117	1322	87.2	190.102	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	719	1133	1383	0.520	722	1.1	5.494	A
2	763	822	1186	0.644	774	1.9	9.145	A
3	576	829	2031	0.284	577	0.4	2.507	A
4	1208	742	1422	0.850	1405	38.1	162.909	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	602	935	1514	0.398	604	0.7	3.990	A
2	639	683	1264	0.505	643	1.1	5.945	A
3	483	690	2133	0.226	483	0.3	2.208	A
4	1012	619	1495	0.677	1155	2.3	16.871	C

2035 + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	5.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 + Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	667	100.000
2		✓	793	100.000
3		✓	576	100.000
4		✓	670	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	43	181	251	192
	2	250	45	166	332
	3	248	134	0	194
	4	287	238	145	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	2
	2	1	0	5	2
	3	1	7	0	2
	4	2	3	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.43	3.70	0.8	A
2	0.69	9.54	2.3	A
3	0.33	2.82	0.5	A
4	0.53	5.65	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	502	422	1851	0.271	501	0.4	2.706	A
2	597	474	1383	0.432	594	0.8	4.641	A
3	434	646	2165	0.200	433	0.3	2.132	A
4	504	540	1543	0.327	502	0.5	3.544	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	600	505	1797	0.334	599	0.5	3.052	A
2	713	567	1331	0.536	711	1.2	5.923	A
3	518	773	2071	0.250	517	0.3	2.378	A
4	602	646	1479	0.407	602	0.7	4.205	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	734	617	1723	0.426	733	0.7	3.694	A
2	873	694	1259	0.694	869	2.2	9.334	A
3	634	945	1945	0.326	634	0.5	2.817	A
4	738	791	1392	0.530	736	1.1	5.611	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	734	619	1722	0.427	734	0.8	3.703	A
2	873	695	1258	0.694	873	2.3	9.545	A
3	634	949	1942	0.327	634	0.5	2.824	A
4	738	793	1391	0.530	738	1.1	5.650	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	600	507	1795	0.334	601	0.5	3.063	A
2	713	568	1330	0.536	717	1.2	6.049	A
3	518	779	2068	0.250	518	0.3	2.386	A
4	602	649	1477	0.408	604	0.7	4.238	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	502	424	1850	0.271	503	0.4	2.715	A
2	597	476	1382	0.432	599	0.8	4.705	A
3	434	650	2162	0.201	434	0.3	2.141	A
4	504	543	1541	0.327	505	0.5	3.566	A

2035 + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A4054 High Street - Lower High Street - A4102 roundabout	Standard Roundabout		1, 2, 3, 4	176.40	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 + Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	872	100.000
2		✓	926	100.000
3		✓	697	100.000
4		✓	1465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	44	279	299	250
	2	280	59	227	360
	3	307	203	0	187
	4	511	607	345	2

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	0	0
	2	1	2	4	2
	3	0	3	0	1
	4	3	8	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.69	8.38	2.2	A
2	0.92	35.37	9.4	E
3	0.42	3.40	0.7	A
4	1.26	447.86	179.5	F

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	656	907	1532	0.428	653	0.7	4.108	A
2	697	703	1253	0.556	692	1.3	6.498	A
3	525	744	2093	0.251	523	0.3	2.317	A
4	1103	669	1465	0.753	1091	3.1	9.903	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	784	1070	1425	0.550	782	1.2	5.620	A
2	832	836	1178	0.707	828	2.4	10.378	B
3	627	890	1985	0.316	626	0.5	2.678	A
4	1317	801	1386	0.950	1282	11.8	29.868	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	960	1119	1393	0.689	956	2.2	8.228	A
2	1020	953	1111	0.917	996	8.2	27.669	D
3	767	1076	1849	0.415	766	0.7	3.360	A
4	1613	974	1282	1.258	1278	95.5	160.668	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	960	1120	1392	0.690	960	2.2	8.378	A
2	1020	955	1110	0.919	1015	9.4	35.369	E
3	767	1091	1838	0.418	767	0.7	3.400	A
4	1613	981	1278	1.263	1277	179.5	385.297	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	784	1130	1385	0.566	787	1.3	6.091	A
2	832	860	1164	0.715	859	2.7	13.033	B
3	627	916	1967	0.319	628	0.5	2.720	A
4	1317	813	1379	0.955	1370	166.1	447.862	F

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	656	1144	1376	0.477	658	0.9	5.054	A
2	697	792	1203	0.580	702	1.4	7.414	A
3	525	754	2086	0.252	525	0.3	2.335	A
4	1103	675	1462	0.754	1453	78.7	304.995	F