

Land east of A465,
Abergavenny



Transport Assessment

Monmouthshire Housing Association

MARCH
2025

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1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by Monmouthshire Housing Association (MHA) to prepare a transport assessment in support of a candidate site submission for up to 28ha (70 acres) of land that form part of a wider masterplan on land to the east of the A465, to the east of Abergavenny.

1.1.2 It should be noted that this Transport Assessment includes development on the MHA land as well as development on land adjacent to the A465 (west of the MHA land). This land is known as the Wedge Land and is owned by a third party/parties. The masterplan area is shown in **Figure 1.1** below.

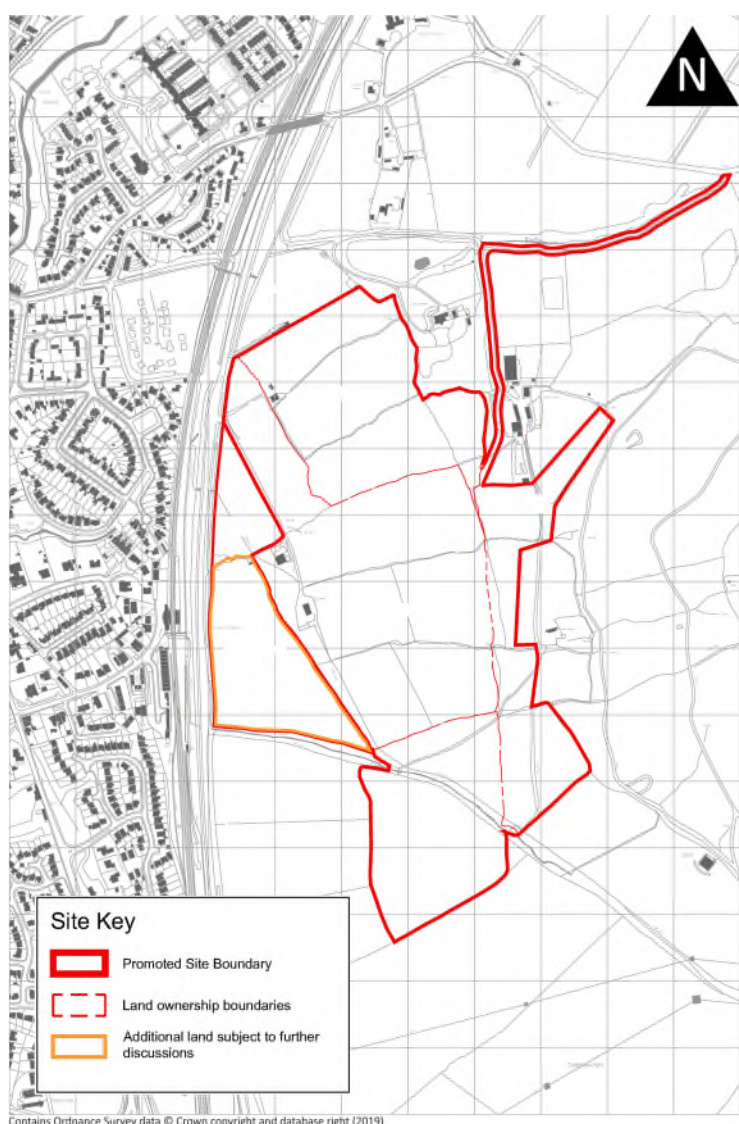


Figure 1.1 Location plan

1.2 Masterplan proposals

1.2.1 It is anticipated that, at this stage, the potential mix of uses on the masterplan (which includes the MHA land and Wedge Land) could include:

Table 1.1 Potential mix of uses within the masterplan area (MHA and Wedge Land)

Area	Use	Floor area (sq.m)/No. of dwellings	Details
MHA Boundary			
Mixed Use	Community hub	2,000	
Residential	Total homes	500	
Park and Ride	Parking	2,800	Approx. 90 spaces
Wedge Land			
Mixed-use	Local centre	8,000	
Residential	Total Homes	90	
Park and Ride	Parking	3,500	Approx. 150 spaces

1.2.2 It is anticipated that the masterplan area will also include:

- Formal and informal open space;
- a network of footpaths and cycleways both within the site and connecting to the wider area; and,
- Cycle and car parking provision in accordance with the adopted parking standards.

1.3 Purpose of the report

1.3.1 The purpose of this Transport Statement is to consider the transport characteristics of the potential mix of uses on the masterplan area, consider the likely impact on the surrounding transport network and identify any measures required to mitigate this impact.

1.4 Structure of the report

1.4.1 Following this introductory section, the note is structured as follows:

- Section 2 describes the relevant local, regional and national policy;
- Section 3 outlines the existing situation including accessibility of the site;
- Section 4 introduces the concept of the 20-minute neighbourhood;
- Section 5 outlines the masterplan proposals, including the potential mix of uses on site and the proposed access strategy
- Section 6 estimates the likely vehicle trip generation based on a review of the TRICS (v7.8.2) database and the likely trip distribution of trips;
- Section 7 identifies the impact of the masterplan proposals on the surrounding highway network;

- Section 8 outlines the Transport Implementation Strategy; and,
- Section 9 provides a summary of the Transport Assessment and the main conclusions reached.

2 Policy Review

- 2.1.1 This section of the report reviews the relevant national, regional and local planning policies relating to transport.
- 2.1.2 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 Future Wales – The National Plan 2040

- 2.2.1 Future Wales – The National Plan 2040, released in February 2021, is a national development framework, setting the direction for development in Wales to 2040. The document sets out the Welsh Government’s twenty-year plan for shaping the future growth and development of the country, stating that:

‘Managing change and planning development that will last for generations is one of the most important responsibilities of government.’

- 2.2.2 The document recognises that road transport is a major cause of air and noise pollution and accounts for the majority of greenhouse gas emissions from the transport sector. As a way of combatting this, it is considered that developments should be ‘Directed towards sustainable locations and designed to make it possible for everyone to make sustainable and healthy travel choices for their daily journeys.’

2.3 Planning Policy Wales – Edition 12

- 2.3.1 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.
- 2.3.2 The relevant policies are as follows:
- **Movement** – good design should avoid the creation of car-based development, minimise the need to travel, reduce reliance on private car and maximise the use of sustainable and healthy travel modes. The planning system can improve the choice in transport and secure accessibility, which supports sustainable development, increases physical activity, improves health and helps to tackle climate change and air pollution.
 - **Sustainable transport** – the Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. New developments should prioritise access and movement by

sustainable modes - walking, cycling and public transport ahead of the private motor vehicles.

- **Parking** – parking can influence the quality of place and has a major influence on how people choose to travel. Parking provision should be informed by 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. It states that *‘Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed and that ‘Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places’*

2.3.3 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.’*

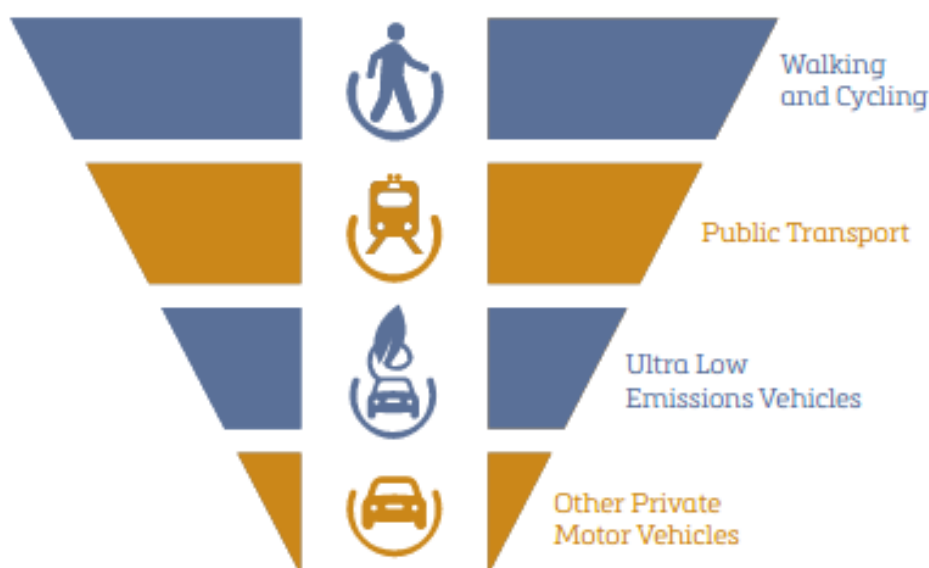


Figure 2.1 The sustainable transport hierarchy for planning

2.4 Llwybr Newydd: the Wales Transport Strategy 2021

2.4.1 Llwybr Newydd is the new transport strategy for Wales that sets out the vision for how the transport system can help put us on a pathway to creating a more prosperous, green and equal society.

2.4.2 Llwybr Newydd sets a vision to provide an accessible, sustainable and efficient transport system. This will be achieved through the following priorities:

- Bring services to people in order to reduce the need to travel;

- allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- encourage people to make the change to more sustainable transport.

2.4.3

The document states that over the next five years, the Welsh Government will work with partners to:

- *‘Continuously develop a network of local routes for walking and cycling to connect people with the places they travel to for everyday journeys.*
- *Refresh the plans for Integrated Active Travel Networks every three years, based on extensive consultation with a particular emphasis on people who do not currently walk or cycle for local trips.*
- *Include education facilities on Network Maps, including Welsh-medium education, train and develop professionals in best practice active travel guidance to ensure high quality infrastructure is put in place.*
- *Develop a package of ‘soft’ behaviour change measures, such as aiming to make cycle training available for all and travel planning, to complement ‘hard’ infrastructure investment.*
- *Put in place a policy framework that ensures that all new developments, including new school and health facilities, make provision for walking and cycling from the outset.*
- *Encourage all schools to have an active travel plan and adopt actions to slow traffic and widen pavements around schools.*
- *Change the default speed limit from 30mph to 20mph in built-up areas to reduce traffic related injuries and fatalities and make walking and cycling safer and more attractive.*
- *Support safer, better cycle paths and more space for walking and cycling through closing roads for vehicle traffic, more facilities for pedestrians, and support for cycle training and safety schemes for all road users.*
- *Introduce pilot schemes to make use of electrically assisted bikes (e-bikes) and e-cargo bikes an affordable option for more individuals and businesses.*
- *Work with partners on behaviour-change programmes to encourage uptake of healthy and active travel through for example, workplace schemes, including provision of facilities such as cycle parking.*
- *Work with UK partners on a regulatory framework for micro-mobility modes such as e-scooters.*
- *Manage and evaluate the Active Travel Fund which supports local authorities to develop and deliver active travel schemes, including best- practice sharing and regional collaboration.*
- *Work towards ‘Safe Cycling from Village to Town’ giving villages safe cycling access to the nearest town and creating hub-and-spoke active travel corridors connecting market towns and other significant local centres to surrounding villages and outlying developments.’*

Policy 12 - Regional Connectivity

2.4.4 Policy 12 of Llwybr Newydd identifies Abergavenny Rail Station as a key location in the South East region:

- Providing national connectivity;
- facilitating the Strategic corridor developments in Wales; as well as,
- forming part of the South-East Metro, linking Abergavenny to Hereford and beyond.

2.5 Technical Advice Note 18: Transport

2.5.1 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.

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

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

2.6 Wales Active Travel Act (2013)

2.6.1 The Active Travel Bill (2013) became a law which encourages the local authorities to promote active travel such as walking and cycling. Local authorities are encouraged 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.

2.6.2 The active travel act makes provision for:

- *'Approved maps of exiting 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 secure 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.'*

2.7 Welsh Government's announcement

- 2.7.1 In September 2020, the Welsh Government 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 congestion, pollution and the use of private car, and potentially 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 of a workers' home.

2.8 Monmouthshire County Council Replacement Local Development Plan 2018-2033 (September 2023)

- 2.8.1 The Monmouthshire County Council is currently undertaking a full review of the Monmouthshire Local Development Plan. The Replacement Local Development Plan (RLDP) 2018-2033 Updated Preferred Strategy was issued in September 2023.
- 2.8.2 A key focus for the RLDP will be to allocate land for sustainable development, designate land for protection and contain policies to provide the basis for decisions on planning applications. The RLDP aims to deliver the Council's core purpose of becoming a zero-carbon county, supporting well-being, health and dignity for everyone at everyone stage of life.
- 2.8.3 The development site, Land at Penlanlas Farm, has been allocated as a residential led mixed-use development in the Deposit RLDP within Policy HA1 – Land to the East of Abergavenny.
- 2.8.4 The RLDP will also be accompanied by an Infrastructure Plan setting out what is needed to support the development of the allocated site, and will sit alongside an updated Local Transport Plan and Economic Development Strategy.

Policy S13 – Landscape, Green Infrastructure and the Natural Environment

- 2.8.5 This policy focuses on protecting, enhancing and managing Monmouthshire’s natural heritage. This policy encourages integration of landscape elements, green infrastructure, biodiversity features and ecological connectivity features, to create multifunctional, interconnected spaces, which offer opportunities for recreation and healthy activities such as walking and cycling.

Policy S16 – Transport

- 2.8.6 This policy states that all development proposals should promote sustainable transport which reduces the need to travel and increases the provision for sustainable modes of travel. This can be facilitated by:

- *‘Reducing the need to travel, especially by car;*
- *Favouring development close to public transport facilities;*
- *Promoting public transport, walking and cycling;*
- *Improving road safety;*
- *Minimising the adverse effects of parking;*
- *Improving public transport links between the County’s main towns and other key settlements in the region in line with WSP; and,*
- *Developing the role of the key settlements of Abergavenny and Chepstow, as identified in the WSP, and Monmouth, around which high capacity sustainable transport links can be developed.’*

Policy S17 – Place Making Design

- 2.8.7 The policy states that new developments should contribute to creating high quality, attractive and sustainable places and inclusive design. New development should aim to create attractive, safe and accessible places.

Policy MV2 – Sustainable Transport Access

- 2.8.8 Development sites will need to include provision for and integration of sustainable transport links (public transport, walking and cycling). It is also considered that non-car access will be supported and prioritised over access by car.
- 2.8.9 It is also stated that new developments ‘should link into the existing or proposed public rights of way, walking, cycleway and green infrastructure networks’.
- 2.8.10 Where necessary financial contributions towards transport infrastructure and sustainable travel modes may be required.

Policy MV3 – Public Rights of Way (PRoW)

- 2.8.11 The policy states that developments that would adversely affect PRoW will not be permitted unless satisfactory provision is made which maintains the convenience. Proposals to improve or create PRoW will be permitted where they add to the utility or enjoyment of the network, and include provision of missing links, upgrading paths to bridleways or enhancing green infrastructure network. Such proposals will need to be designed with convenience, safety, visual amenity and those with limited mobility in mind.

Policy MV4 – Cycleways

- 2.8.12 The policy states that new cycleways will be permitted if they provide improved opportunities for sustainable travel or recreational cycling, which will be subject to no adverse impact on pedestrians and cyclists' safety.

Policy DES1 – General Design Considerations

- 2.8.13 This policy states that all developments should be of a high-quality sustainable design and respect the local character, historic and natural environment. Developments will be required to:
- *'Ensure a safe secure and pleasant and convenient environment that is accessible to all members of the community, supports the principles of community safety and encourages walking and cycling';*
 - *Contribute towards a sense of place, whilst ensuring that the amount of development and its intensity is compatible with existing users; and,*
 - *Foster inclusive design.'*

2.9 Monmouthshire Local Transport Plan (LTP) (May 2015)

- 2.9.1 Monmouthshire is a part of the Cardiff Capital Region, and up to 2014 it worked through the South East Wales Transport Alliance joint Committee (SEWTA).
- 2.9.2 The aim of this LTP is to 'support the development of a modern accessible, integrated and sustainable transport system for South East Wales which increases opportunity, promotes property for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives.'
- 2.9.3 Across the Capital Region, efficient transport networks are critical in 'supporting economic growth, reducing economic inactivity, tackling poverty and encouraging safer, healthier and sustainable travel', by:
- *'Providing new transport capacity to cope with future demand;*
 - *Improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales;*
 - *Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys;*

- *Expanding the effective labour market catchment for businesses, enabling local companies to recruit from a wider skills base*
- *Supporting the growth of business clusters in the larger urban centres (for example, around the designated Enterprise Zones), helping to stimulate competition and innovation;*
- *Ensuring that additional travel demand does not impose costs on businesses through increased congestion and crowding*
- *Enhancing facilities that support our key airport, ports and freight terminals'*

2.9.4 The long-term objectives of the LTP are:

- *Safety and security (reducing the number and severity of road collisions and improving actual and perceived levels of security when traveling);*
- *Connectivity and accessibility (improving access to employment, services, healthcare, education and leisure, and improving connectivity by sustainable transport);*
- *Quality and efficiency (improving interchange, quality and awareness of public transport and reduce traffic growth and traffic congestion);*
- *Environment (achieve modal shift towards more sustainable modes of travel, reduce greenhouse gas emissions and the impact of transport system on the local environment, and promote sustainable travel); and,*
- *Land use and reservation (ensure new development are accessible by sustainable transport and that they are integral components of regeneration schemes).*

2.10 Summary

2.10.1 It is considered that the proposed development complies with relevant national, regional and local land use and transport policies, as it:

- Improves accessibility by walking, cycling and public transport;
- Ensures that transport is accessible to all;
- Promotes walking and cycling over private motor vehicles;
- Promotes the use of and enhancement of the existing public transport infrastructure and services, including the Public Right of Way (PRoW) to the east; and
- Minimises the need to travel, particularly by car, as a result of its proximity to the existing facilities including the primary school.

3 Existing situation

3.1 Introduction

3.1.1 This section of the report outlines the connectivity of the site in terms of walking, cycling and public transport. It also includes a description of the local highway network, as well as Personal Injury Collision (PIC) data for the most recent five-year period (2016-2020 inclusive).

3.2 Site location

3.2.1 As outlined above, the Masterplan Area is located to the east of the A465, east of Abergavenny, and is bounded by:

- The A465 to the west;
- Open land to the north;
- Agricultural/Open land to the south; and,
- Little 'Skirrid' to the east.

3.2.2 The location of the masterplan area site, together with the local highway network is shown in **Figure 3.1** below.

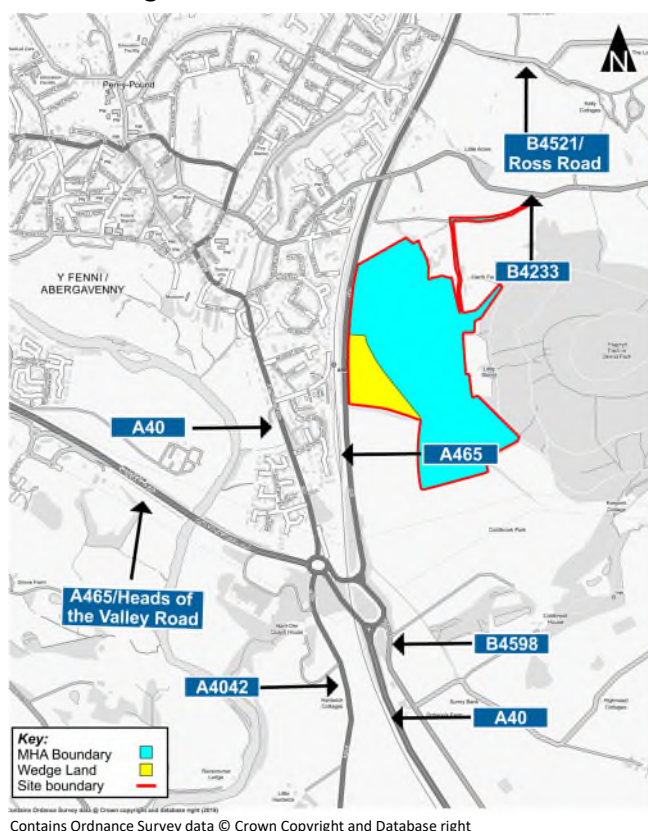


Figure 3.1 Site location and Local highway network

3.3 Travel characteristics

- 3.3.1 It should be noted that whilst 2021 Census 'Method of Travel to Work' data is available, the Office for National Statistics (ONS) has issued a warning that care should be taken when interpreting the results. This is because the 2021 Census was undertaken during the Covid-19 pandemic, when a large proportion of population worked from home and people were discouraged from using public transport.
- 3.3.2 Travel to Work data has therefore been obtained from the 2011 Census to establish the mode of travel to work for existing residents in the area. 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 areas make up Middle Super Output Areas (MSOA).
- 3.3.3 **Table 3.1** below provides a summary of the travel to work mode split for Lower Super Output Area (LSOA Monmouthshire 005B), Middle Super Output Area (MSOA Monmouthshire 005) and Monmouthshire as a whole. It should be noted that this data excludes those not in employment and those working from home.

Table 3.1 Mode split based on 2011 Census data

Mode	Mode split (%)		
	LSOA (Monmouthshire 005B)	MSOA (Monmouthshire 005)	Monmouthshire County
Train	3	1	2
Bus	1	1	2
Motorcycle	1	0	1
Cycle	1	1	1
Walk	7	8	11
Car passenger	4	4	6
Car driver	83	84	76
Other	0	1	1

- 3.3.4 It can be seen from the table above that the majority of people living within the LSOA travel to work by car (83%), which is higher than Monmouthshire as a whole (at 76%). It can also be seen that 12% of people in the LSOA travel to work using sustainable modes (walking, cycling and public transport) which is slightly lower than Monmouthshire as a whole at 16%. This represents the rural nature of the development site when compared to Abergavenny.
- 3.3.5 It should be noted that Census Travel to Work Data differs from the trip generation survey data, as the survey data records vehicle journeys for all purposes, not just work related.

Car ownership

- 3.3.6 Based on the 2021 Census data, the car ownership rate per household is as follows:

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

3.4.2 There are no existing footways within the vicinity of the masterplan area, to provide connections to existing facilities and amenities, the majority of which are to the west of the A465 and the railway.

[illegible]

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- 3.4.4 It should be noted that there are no footbridges or formal crossings across the A465, other than the footways on either side of the B4233 (to the north of the masterplan area).
- 3.4.5 The railway acts a significant barrier between the land east of the A465, the railway station and Abergavenny Town Centre. There is an existing listed footbridge across the railway (to the south of the station building) which can be accessed via an existing PRoW that crosses the A465 at grade, then follows an un-made path down the existing railway embankment to track level, which then leads to steps up to the footbridge.
- 3.4.6 There is another bridge crossing across the railway (approximately 540m north of the station building) that connects to Firs Road. This is accessed via an existing PRoW that crosses the A465 at-grade, with steps down the embankment (on the eastern side of the A465), steps up the embankment (on the western side of the A465), a narrow bridge across the railway, and then steps down to Firs Road.
- 3.4.7 There are also level crossings across the rail lines (to the north of the station), but these have been locked and are no longer open to the public.
- 3.4.8 Planning consent has been granted and works on-site are almost complete on the 'Access for All' bridge at Abergavenny Station (to the north of the existing station building) – see Figure 3.3 below. This will link the station car park/forecourt (to the west of the station) with the easternmost platform. However, there are no plans to extend this bridge to the A465, or to improve the existing listed railway bridge (to the south of the station building). National Rail are proposing to provide a new footbridge across the A465, and there are also plans to extend the old footbridge over the A465.



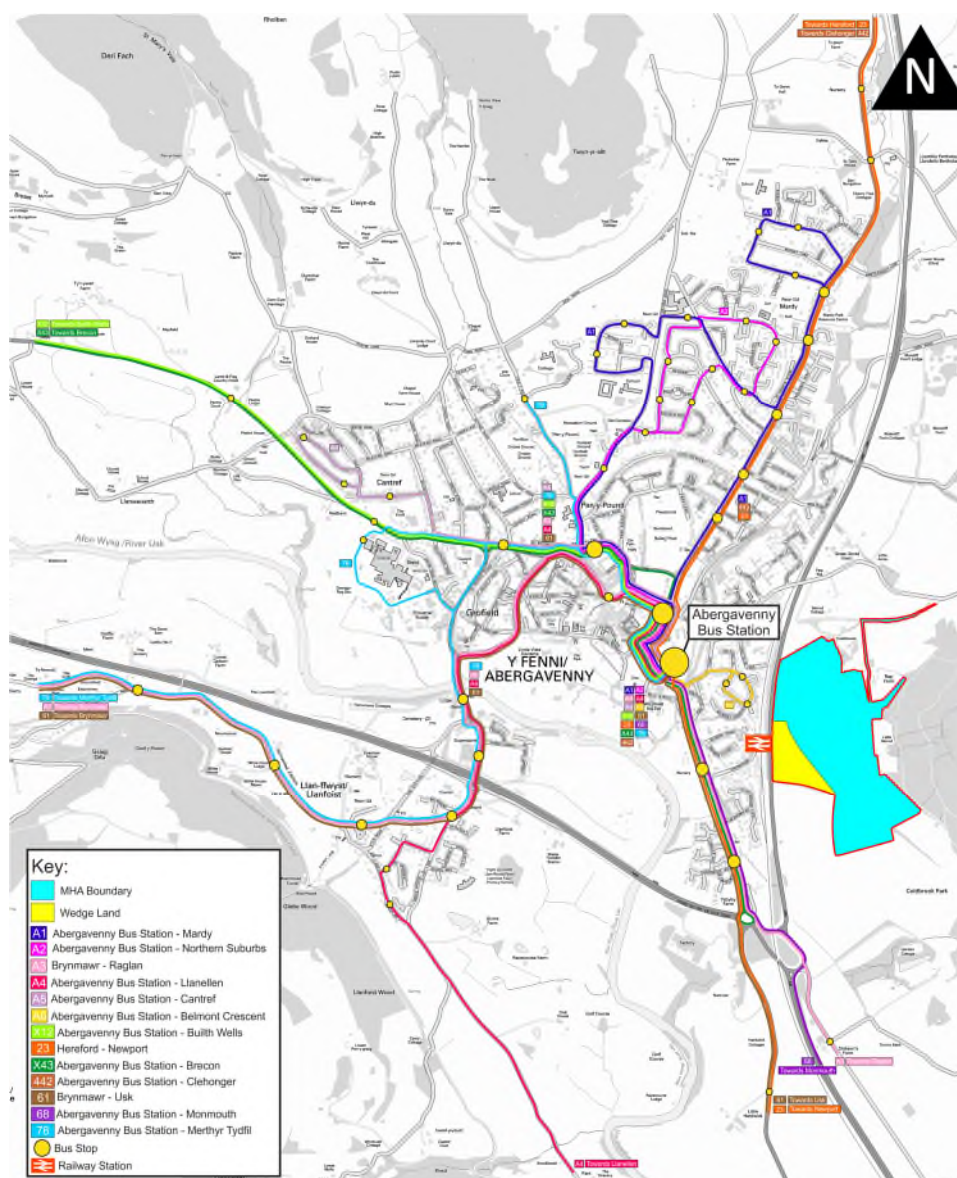
Figure 3.3 'Access for All' bridge at Abergavenny Station

Cycling

- 3.4.9 The closest cycle route to the site is a local cycleway that lies on the B4233 north of the masterplan area, which provides access to Abergavenny town centre to the west.
- 3.4.10 The closest National Cycle Network (NCN) Routes (routes 42 and 46) are accessible from Tredillon road north of the B4233 with an underpass under the railway as part of the route.
- 3.4.11 In the vicinity of the site, these routes provide access to NCN route 46 in Abergavenny town centre and various local villages to the north and south of the site, as well as Chepstow to the south-east, Neath to the south-west and Hereford to the north. The route is provided on a mix of on and off-road sections.

Public transport

- 3.4.12 The masterplan area is located 450m from scheduled bus services providing access to the wider area. Whilst this bus stop is considered to be beyond the acceptable walking distance of 400m, it is considered that in rural locations, a greater number of people may be prepared to walk further distances to access bus services.
- 3.4.13 The nearest bus stop to the site is located on Belmont Crescent which serves the number A6 service. This is accessible on foot, but involves crossing the A465 at grade, and crossing the railway via the footbridge at Abergavenny Railway Station.
- 3.4.14 Further afield a number of services are provided from Abergavenny Bus station to various towns and villages (surrounding Abergavenny), as well as Cardiff and Newport (to the south) and Hereford (to the north). Abergavenny bus station can also be accessed by foot using this footbridge.
- 3.4.15 The location of the closest bus stops, together with bus routes that call at these stops is shown in **Figure 3.4** over the page, and the routes that serve these stops are summarised in **Table 3.2**.



Contains Ordnance Survey data © Crown Copyright and Database

Figure 3.4 Local bus routes in the vicinity of the site

Table 3.2 Existing bus routes and service frequencies

Route no.	Nearest bus stop to site (m)	Route	Frequency
Belmony Road			
A6	450	Abergavenny – Abergavenny via Belmont Crescent	4 per day
Abergavenny Bus Station			
A1	1030	Abergavenny – Abergavenny via Mardy Park	1 per hour
A2	1030	Abergavenny – Abergavenny via Deri View Primary School	Every 30 minutes

A3	500	Brynmawr – Abergavenny – Raglan	3/4 per day
A4	1030	Abergavenny – Abergavenny via Llanfoist and Llanellen	1 per hour
A5	1030	Abergavenny – Abergavenny via Belgrave Park	4 per day
A6	450	Abergavenny – Abergavenny via Belmont Crescent	4 per day
442	1030	Abergavenny – Clehonger	1 per day
23	500	Hereford – Newport via Abergavenny, Pontypool, New inn and Cwmbran	1 per hour
43/X43	500	Abergavenny - Brecon	2 per hour
61	500	Brynmawr – Usk Coleg Gwent via Abergavenny	2 per day
68	500	Abergavenny – Monmouth	Every 2 hours
78	1030	Abergavenny – Merthyr Tydfil via Pontypridd	1 per hour
X12	1030	Abergavenny – Builth Wells	2 per day

Rail services

- 3.4.16 The closest railway station to the site is Abergavenny railway station. The station is accessible on foot, via crossing the A465 at-grade, and then crossing the railway using the existing footbridge approximately 300m south of the access to Boc House Farm.
- 3.4.17 The station lies on the Welsh Marches Line, with services operated by Transport for Wales between Manchester Piccadilly and Cardiff Central, Holyhead and Milford Haven. There are approximately two trains per hour in each direction, albeit the service frequencies are lower in the evenings and at weekends.
- 3.4.18 There is a car park at the station, with parking for up to 69 cars (including three accessible spaces), as well as five cycle storage spaces.
- 3.4.19 It is understood that there are aspirations to improve the services at this station, with the potential to reintroduce the former east down loop and eastern platform on the eastern side of the station. However, it should be noted that there is no funding at present to implement these improvements.

Station entry/exit counts

- 3.4.20 The existing number of passengers boarding and alighting services at the existing station has been obtained from the Office of Rail and Road (ORR) and is set out in **Table 3.3** over the page.

Table 3.3 Annual number of rail passengers (entries and exits) at Abergavenny since 1997-98

Financial year	Entries and exits	Financial year	Entries and exits	Financial year	Entries and exits
1997-1998	236,640	2006-2007 (b)	291,877	2015-2016 (b)	435,478
1998-1999	235,702	2007-2008	309,871	2016-2017	425,830
1999-2000	257,341	2008-2009 (b)	315,986	2017-2018	437,014
2000-2001	253,782	2009-2010	344,486	2018-2019	433,334
2001-2002	255,005	2010-2011	357,326	2019-2020	415,520
2002-2003	265,131	2011-2012	371,462	2020-2021	102,016
2003-2004	/	2012-2013	379,396	2021-2022	283,944
2004-2005	279,080	2013-2014	389,762	2022-2023 (b)	359,524
2005-2006	284,317	2014-2015	425,054		

(b) represents break in time series

3.4.21 It can be seen from the table above that the number of passengers boarding/alighting services at Abergavenny Station steadily increased to a maximum annual total of 437,01. It can also be seen that, since the Covid19 pandemic, the number of passengers has not recovered to pre-pandemic levels.

3.4.22 This would suggest that there is some capacity within the station infrastructure to accommodate additional rail passengers generated by either the proposed development east of the A465 together with the potential bus/rail park and ride site.

3.5 Highway network

3.5.1 As outlined above, the highway network in the vicinity of the site is dominated by the A465 Trunk Road, which runs in a north south direction along the western boundary of the masterplan area.

3.5.2 The highway network in the vicinity of the site is described in more detail in **Table 3.4** below.

Table 3.4 Local highway network

Description	
A465	
Description	Single carriageway Trunk Road, which connects the A40 (to the south), with Hereford (approximately 35km to the north). There are very few junctions on to the A465, in the vicinity of the site, and no direct frontage accesses.
Width	Generally 8m wide
Speed limit	National speed limit (i.e. 60 mph)
Street lighting	None
Crossing facilities	At-grade crossings, with no formal facilities
Bus route	No

Character	Rural clearway, with open/agricultural land on the western side of the carriageway and a wide verge separating the carriageway from the railway line (along the western edge of the carriageway).
On-street parking	Rural Clearway, with a dedicated parking lay-by on the east and west side of the carriageway.
B4233	
Description	Single carriageway local distributor road, that links Abergavenny (in the west) with Monmouth (in the east). which can be accessed via a priority junction off the farmland. There are no footways along the B4233 to the east of the A465, however there are footways on both sides of the road over the A465 and west into Abergavenny
Width	Typically between 5-6.5m
Speed limit	National speed limit (i.e. 60mph) transitioning to 30mph, approximately 360m to the west of the A465.
Street lighting	None to the east of the A465, but street lighting is provided to the west of the A465
Crossing facilities	None
Bus route	No
Character	Mainly fronted by open/agricultural land to the east of the A465, and residential frontages (albeit with limited direct frontage access) to the west A465 over the overpass.
On-street parking	None

3.6 Traffic surveys

Automatic Traffic Count surveys

- 3.6.1 In order to determine the speed of vehicles, as well as the volume and mix of traffic using A465 (to the west of the development site), an Automatic Traffic Count (ATC) survey was undertaken on the A465 in the vicinity of the proposed access.
- 3.6.2 The ATC survey was undertaken between Wednesday 7th February and Tuesday 13th February 2024 (inclusive), during school term time, and the results are presented in full in **Appendix A**.

Speed of vehicles along the A465

- 3.6.3 **Table 3.5** below outlines the 85th percentile recorded speeds (the speed at or below which 85 percent of all vehicles are observed to travel) on each of the surveyed days.

Table 3.5 85th percentile recorded speeds along the A465

Date	Weekday	Speed (mph)	
		Northbound	Southbound
7 th February 2024	Wednesday	57.2	55.1
8 th February 2024	Thursday	55.7	53.4
9 th February 2024	Friday	54.4	52.6
10 th February 2024	Saturday	55.9	54.8
11 th February 2024	Sunday	56.3	56.0
12 th February 2024	Monday	54.5	53.9
13 th February 2024	Tuesday	55.3	54.6
Weekday average		55.4	53.9
7-day average		55.6	54.3

- 3.6.4 It can be seen from the table above that the weekday average 85th percentile speeds (in both directions) are lower than the posted speed limit of 60mph (National Speed Limit), with 7-day average speeds of 55.6mph (northbound) and 54.3mph (southbound).

Vehicle flows along the A465

- 3.6.5 With regards to the volume of traffic along this road, vehicle movements were recorded at the same time as vehicle speeds, as outlined in **Table 3.6** below.

Table 3.6 Volume of traffic along the A465

Date	Day	24-hour			AM peak			PM peak		
		North	South	2-way	North	South	2-way	North	South	2-way
7 th February 2024	Wednesday	3895	3904	7799	364	358	722	299	352	651
8 th February 2024	Thursday	3843	3811	7654	347	352	699	292	330	622
9 th February 2024	Friday	5279	5510	10789	381	302	683	394	530	924
10 th February 2024	Saturday	3826	3714	7540	188	207	395	204	199	403
11 th February 2024	Sunday	3750	2869	6619	127	72	199	277	232	509
12 th February 2024	Monday	5206	4038	9244	420	282	702	384	330	714
13 th February 2024	Tuesday	4778	3848	8626	422	299	721	351	329	680
Weekday average		4600	4222	8822	387	319	705	344	374	718
7-day average		4368	3956	8324	321	267	589	314	329	643

- 3.6.6 It can be seen from the table above that:
- During the busiest AM peak period (Monday 13th February 2024) there were a total of 721 vehicles two-way (422 vehicles northbound and 299 vehicles southbound); and,
 - During the busiest PM peak period (Friday 9th February 2024) there were a total of 924 vehicles two-way (394 vehicles northbound and 530 vehicles southbound).
- 3.6.7 This is well below the theoretical capacity of the link, which equates to 1800 vehicles per hour.

Fully classified turning count surveys

3.6.8 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 4.30pm-6.30pm on Tuesday 21st January 2025. The extent of survey included the following junctions:

- Junction 1 – A465/B4521 Ross Road priority junction;
- Junction 2 – A465/A40/B4589 interchange (Hardwick Gyratory);
- Junction 3 - A4042/A465/A40 Monmouth Road roundabout;
- Junction 4 – A465/B4246/Merthyr Road interchange;
- Junction 5 – A465/B4246/Merthyr Road interchange;
- Junction 6 - A465/B4246/Merthyr Road/Waitrose roundabout;
- Junction 7 – A4143/Merthyr Road roundabout;
- Junction 8 – A4143/A40 roundabout
- Junction 9 – A40/B4521 traffic signal-controlled junction.

3.6.9 The fully classified turning count survey count data is presented in Appendix A.

3.7 Collision data

3.7.1 Personal injury accident data has been obtained for the period 2019 to 2023 (inclusive), which includes the proposed site and the surrounding area.

3.7.2 The study area is shown on **Figure 3.5** over the page, with the number and severity of casualties sustained outlined in **Table 3.7**.

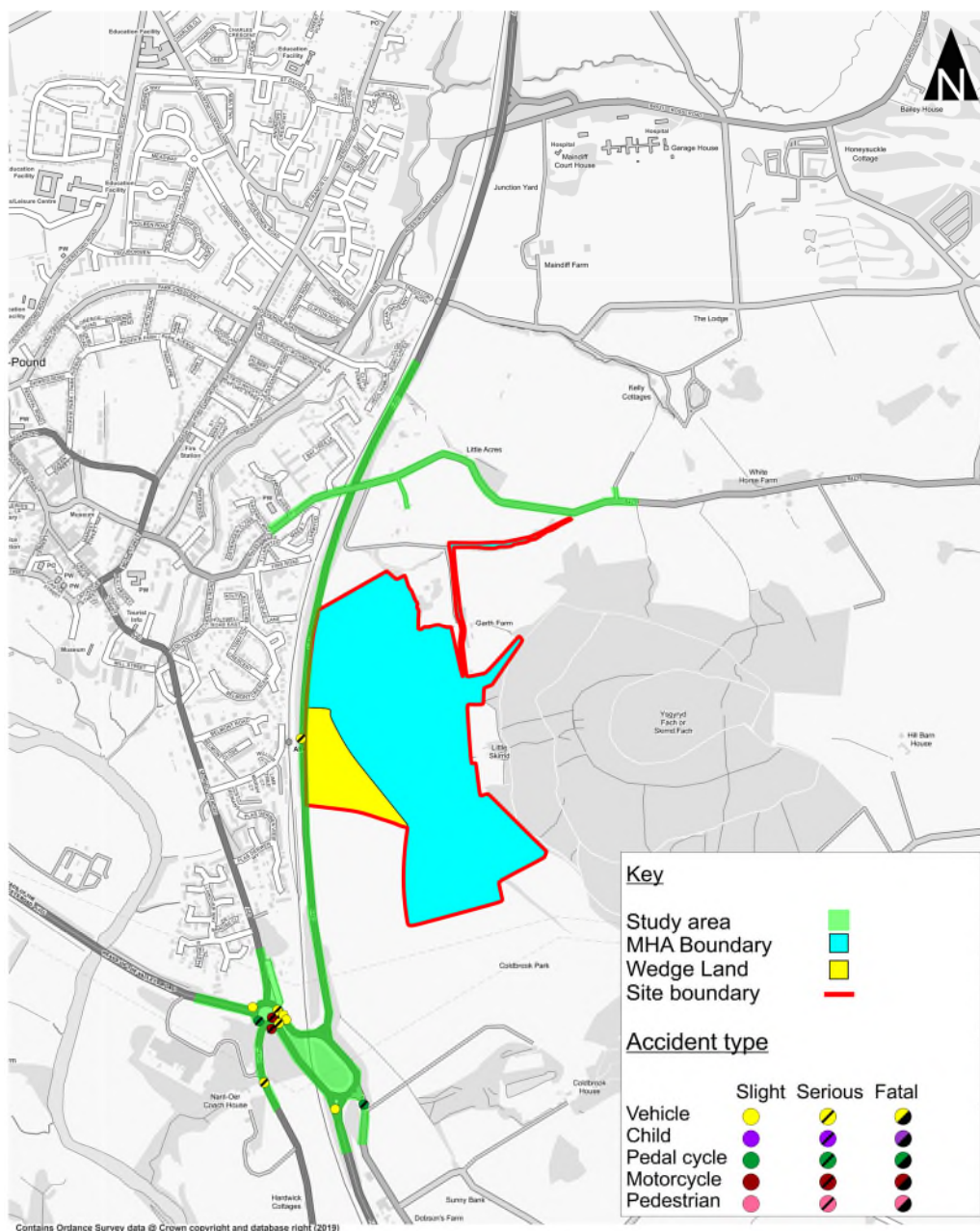


Figure 3.5 Location and severity of personal injury collisions

Table 3.7 Summary of personal injury collisions

	Incident Severity			No. of Casualties	No. of accidents including vulnerable users			
	Fatal	Serious	Slight		Cyclist	Child	Motorcycle	Pedestrian
2019	0	3	2	5	0	0	1	0
2020	0	2	0	2	1	0	1	0
2021	0	2	2	4	0	0	0	0
2022	0	2	0	2	1	0	0	0
2023	0	0	0	0	0	0	0	0
Total	0	9	4	13	2	0	2	0

- 3.7.3 It can be seen from the table above that a total of 13 collisions resulting in personal injury occurred within the study area during the period 2019 to 2023. Of these:
- 12 collisions occurred at the A465/A40 interchange/roundabout;
 - One occurred east of Abergavenny rail station on the A465
- 3.7.4 This accident rate appears typical for the environment and volume of traffic and it is, therefore, concluded that there is no particular highway safety problem on the local highway network.
- 3.7.5 It should be noted that we only have verified collision data to the end of December 2023. However, we are aware that there was a fatal collision on the A465 (near the train station) at 5pm on 16th December, where a pedestrian crossing the road was struck by a car.

4 20-minute neighbourhoods

4.1 Introduction

4.1.1 The concept of 20-minute neighbourhoods is about ‘living locally’ and giving people the ability to access most of their needs within a reasonable walking or cycling distance of their home, with safe access to cycling and local public transport options.

4.1.2 There are a number of different guidelines in relation to what constitutes reasonable walking and cycling distances, including:

- The Chartered Institution of Highways and Transportation (CIHT) guidelines ‘Providing for Journeys on Foot’ - this indicates that the acceptable walking distance (from point of origin to point of destination) is 1km (a 12.5 minute walk) and 2km (a 25 minute walk) is the preferred maximum.
- Department for Transport publication LTN 1/04 – Policy Planning and design for Walking and Cycling – this indicates that the mean average length of a cycle trip is 4km (equivalent to 12.5 minutes), however, for commuting journeys it can be up to three times this distance (equivalent to 38 minutes).
- Transport for London Active Travel Zone Assessment – this suggests that the ideal walk and cycle time (from point of origin to point of destination) is 20 minutes from the site.
- 15-minute cities, a residential urban concept, where residents are able to access most of the facilities within a short walk or cycle (i.e. 15 minutes).
- 20-minute neighbourhood is based on a total 20-minute walk or cycle journey (i.e. from point of origin to point of destination and back again).

4.1.3 Locating development near existing facilities, reduces traffic and provides safer environments for people and children and also creates social, health and environmental benefits. Local facilities include:

- Convenience goods retail;
- Education, including early years, primary school and nearby secondary schools;
- Health services, such as a pharmacy, GP and dentist;
- Financial services, such as post office or bank;
- Employment and jobs either within the neighbourhood or nearby;
- Public open space, such as parks and recreation grounds;
- Entertainment, such as leisure, culture and entertainment facilities.;
- Public transport routes (bus, train or tram);
- Walking and cycling infrastructure;
- Walkable access to local facilities;
- Developments designed for low speeds, reduced traffic and limited car parking;
- A mix of diverse housing types; and
- Affordable housing.

- 4.1.4 Some of these facilities will be provided within the Candidate Site and the overall Masterplan Area. However, given the relatively rural location, it is considered that a 20-minute walk and cycle journey (from point of origin to point of destination) is more appropriate. This assumes that most facilities can be reached within 20 minutes.
- 4.1.5 The facilities accessible within a 20-minute walk and cycle journey of the candidate site are shown in **Figure 4.1** below.

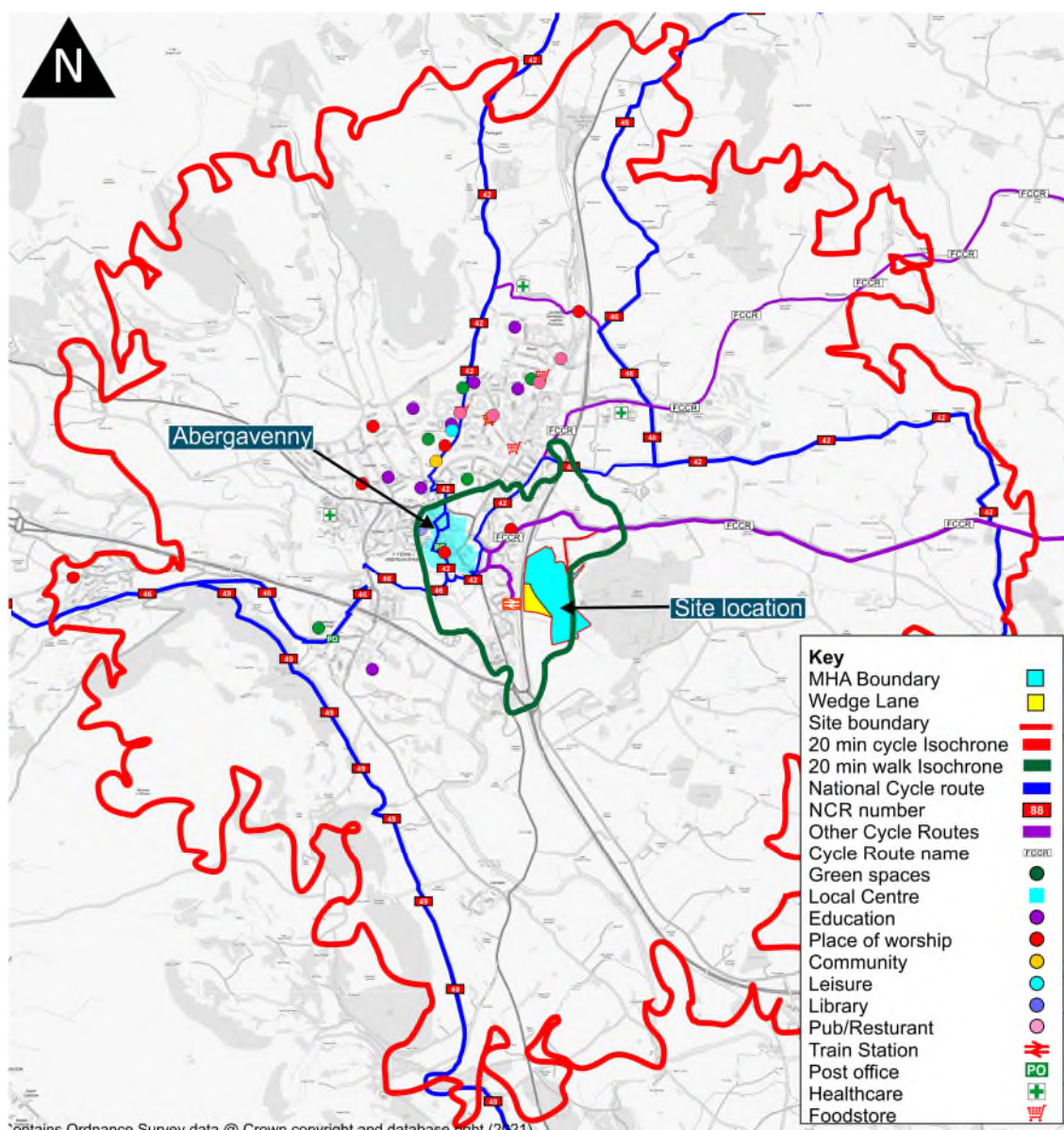


Figure 4.1 20-minute walking and cycling isochrone

- 4.1.6 It can be seen from the figure above that, in addition to the facilities within the Candidate Site and Masterplan Area, the provision of the strategic pedestrian and cycle links and the Station Interchange open up access to a number of facilities within a 20-minute walk and cycle isochrone of the site, including employment uses. The site is accordingly well located to allow for, and create, a 20-minute neighbourhood proposal.

5 Masterplan proposals

5.1 Introduction

5.1.1 As outlined in section 1 above, this Transport Assessment has been produced in support of the development of land to the east of the A465, Abergavenny.

5.1.2 The masterplan area, which includes the MHA land and Wedge land, is shown in Figure 1.1, and the potential mix of uses on the site is outlined in a Table 5.1 below.

Table 5.1 Potential mix of uses within the masterplan area (MHA and Wedge Land)

Area	Use	Estimated area (sq.m)	Details
MHA Boundary			
Mixed Use	Community hub	2,000	
	Café	400	Retail, food and drink services
	Multi-purpose community rooms	300	For events, workshops etc.
	Creche or Day Nursery	300	Childcare facility
	Small-scale businesses or creative studios	1,000	Flexible workspaces or small retail businesses
Residential	Total homes	500	
	Flats (1/2-bed)	54	
	Walk-ups (1/2-bed)	60	
	2-bed homes	156	
	3-bed homes	155	
	4-bed homes	75	
Park and Ride	Parking	2,800	Approx. 90 spaces, includes parking for mixed-use area
Wedge Land			
Mixed-use	Local centre	8,000	
	B1 Uses	4,000	Office and business use
	Café/Farm shop/Boutique	400	Local retail and food services
	Gym/wellness centre	400	Fitness and wellness services
	Hotel	2,000	Accommodations
	Community retail	400	Retail or convenience shops
	Health (surgery/pharmacy)	300	Medical services
	Community Hall	500	Event and social gathering space
Residential	Total Homes	90	
	Walk-up flats (1/2-bed)	35	
	2/3-bed homes	30	
	Residential apartments (above mixed-use)	25	Residential units above commercial spaces
Park and Ride	Parking	2,800	Approx. 150 spaces, includes parking for mixed-use area

5.1.3 An initial framework masterplan for the site, developed by Hammond Architectural Limited, is presented in **Figure 5.1** over the page.

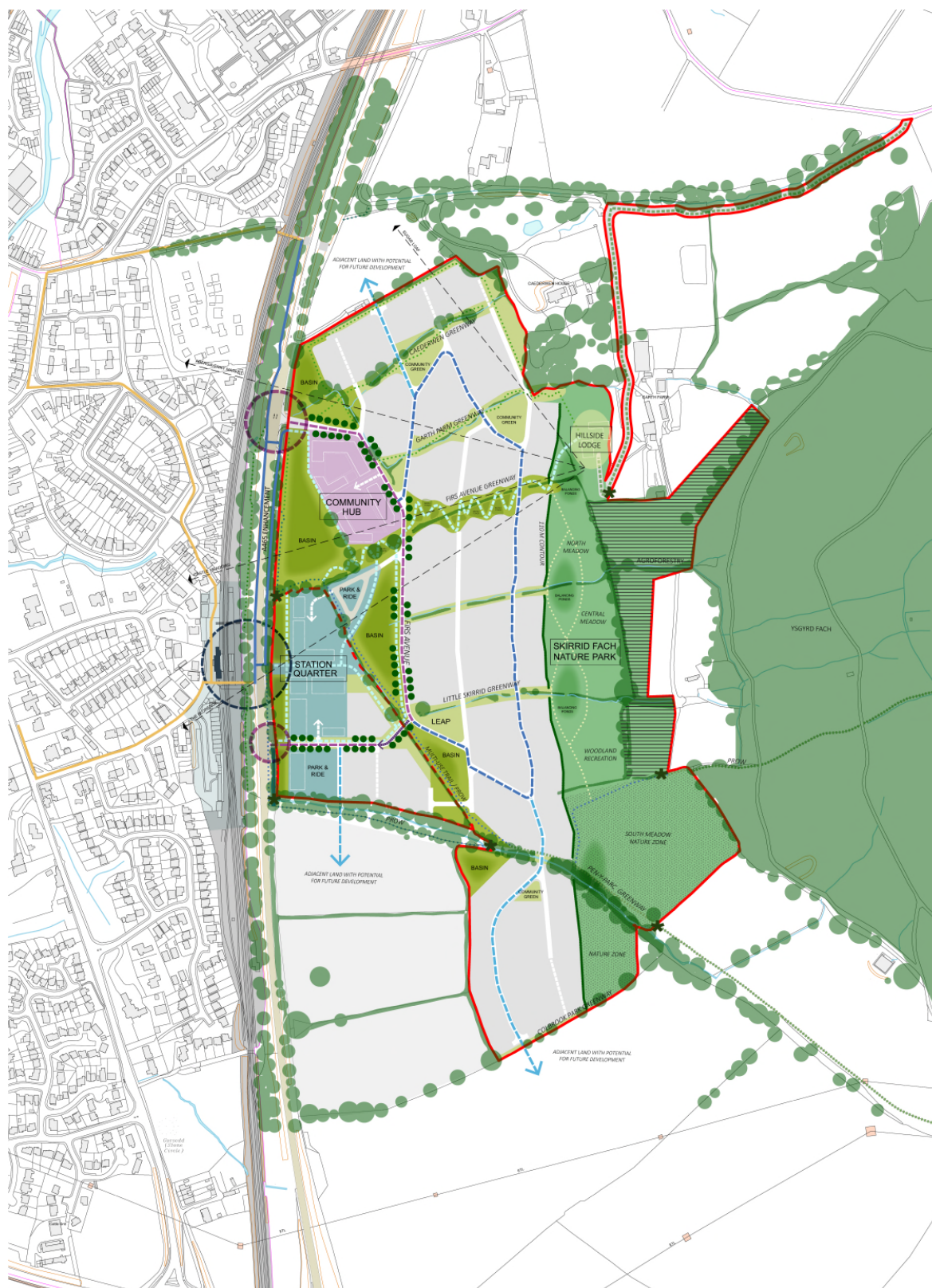


Figure 5.1 Concept masterplan

5.2 Access strategy

- 5.2.1 It is acknowledged that, in accordance with PPW12, '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 private motor vehicles.'
- 5.2.2 This section of the report therefore outlines the options to access the masterplan area by pedestrians, cyclists, public transport and vehicles, as well as measures to reduce vehicle speeds along the A465.
- 5.2.3 The overall access strategy is shown in **Figure 5.2** over the page.

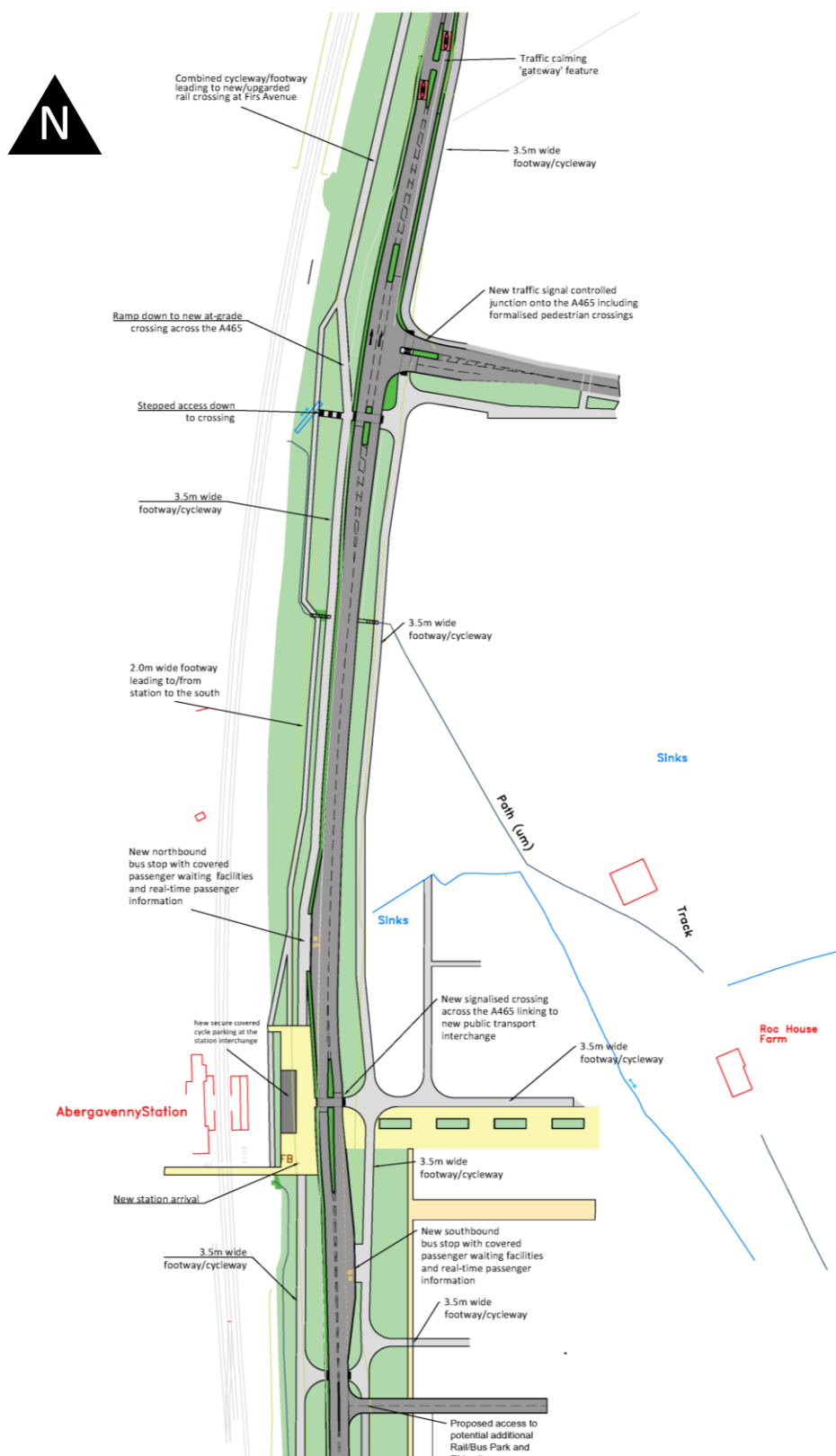


Figure 5.2 Pedestrian and cycle access strategy

Pedestrian and cycle access

- 5.2.4 The potential pedestrian and cycle strategy, which is outlined in Figure 5.2, links the masterplan area to existing amenities and facilities within Abergavenny, and maintains/improves east-west connections across the masterplan area.
- 5.2.5 The key principles of the pedestrian and cycle strategy for the Abergavenny East development are outlined below:
- Creation of a strategic cycleway/footway alongside the A465, linking the B4233 (to the north) with the A40/A4042 (to the south);
 - Facilitate a new crossing across the A465 and the creation of a new public transport interchange (rail and bus – see **Figure 5.3** over the page);
 - Maintain and improve existing public rights of way across the site to increase usability throughout the year;
 - Facilitate a new crossing across the A465 to link to the existing footbridge across the railway at Firs Avenue – see **Figure 5.4** over the page;
 - Create a number of access points to the masterplan area, to increase permeability and connectivity.
- 5.2.6 A third-party has been instructed to review options for the footbridge(s) across the railway, and the proposed access strategy drawings will be updated to reflect the emerging bridge options.
- 5.2.7 It should be noted that, currently, the 85th percentile speed of vehicles along the A465 in the vicinity of Abergavenny East is 55mph (northbound) and 54mph (southbound). Whilst the 85th percentile speeds in both directions are below the posted speed limit of the A465 (i.e. NSL/60mph), it is too high to consider the introduction of safe at-grade pedestrian facilities alongside or across the A465. It is also considered that the recent collision, which tragically resulted in the fatality of a pedestrian crossing the A465 near Abergavenny Rail Station, would indicate the need for a speed reduction and the introduction of safe crossing facilities across the A465.
- 5.2.8 It is, therefore, proposed to incorporate speed reduction measures along this section of the A465, with appropriate traffic calming measures (including changes to the horizontal alignment of the carriageway).

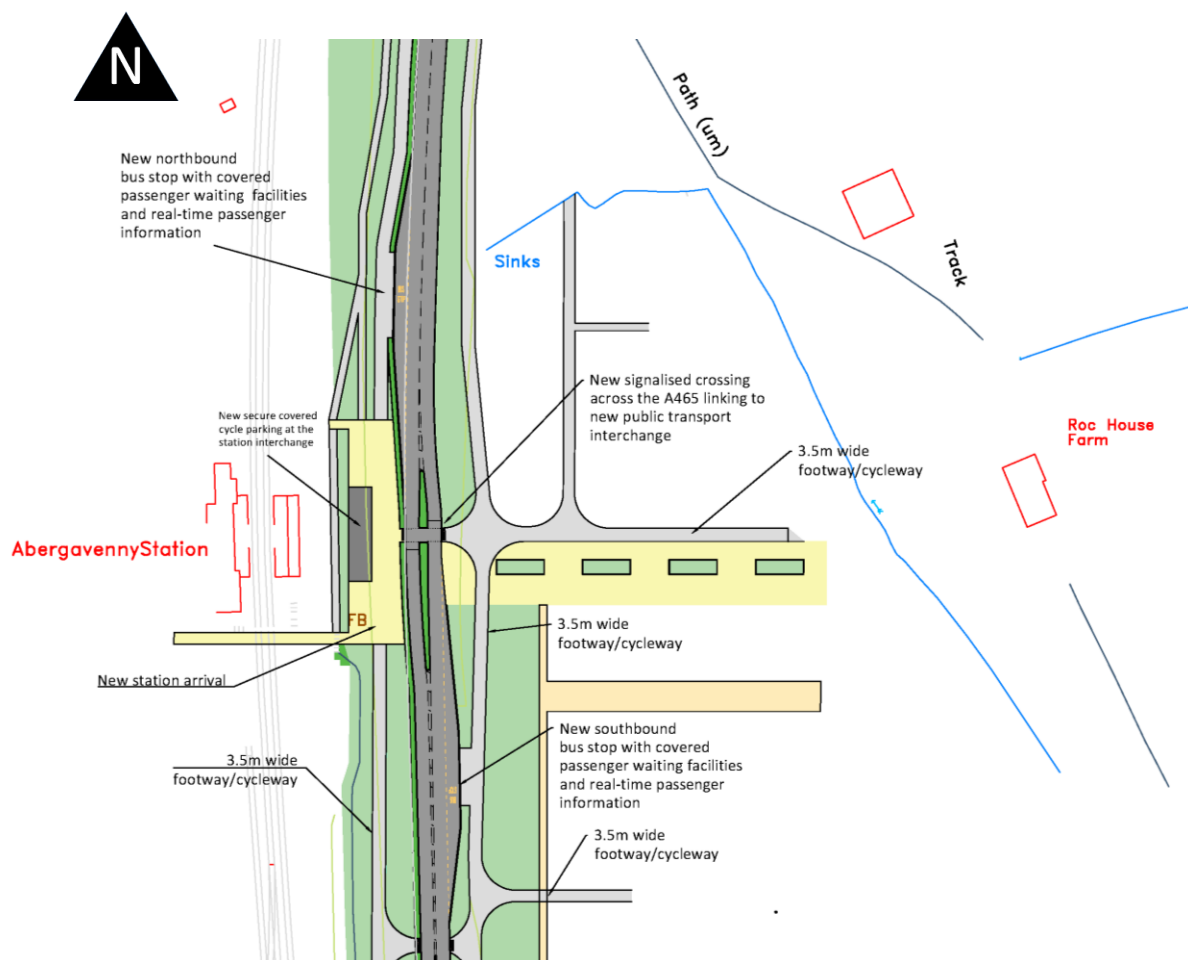


Figure 5.3 New at-grade crossing across the A465 to access the station

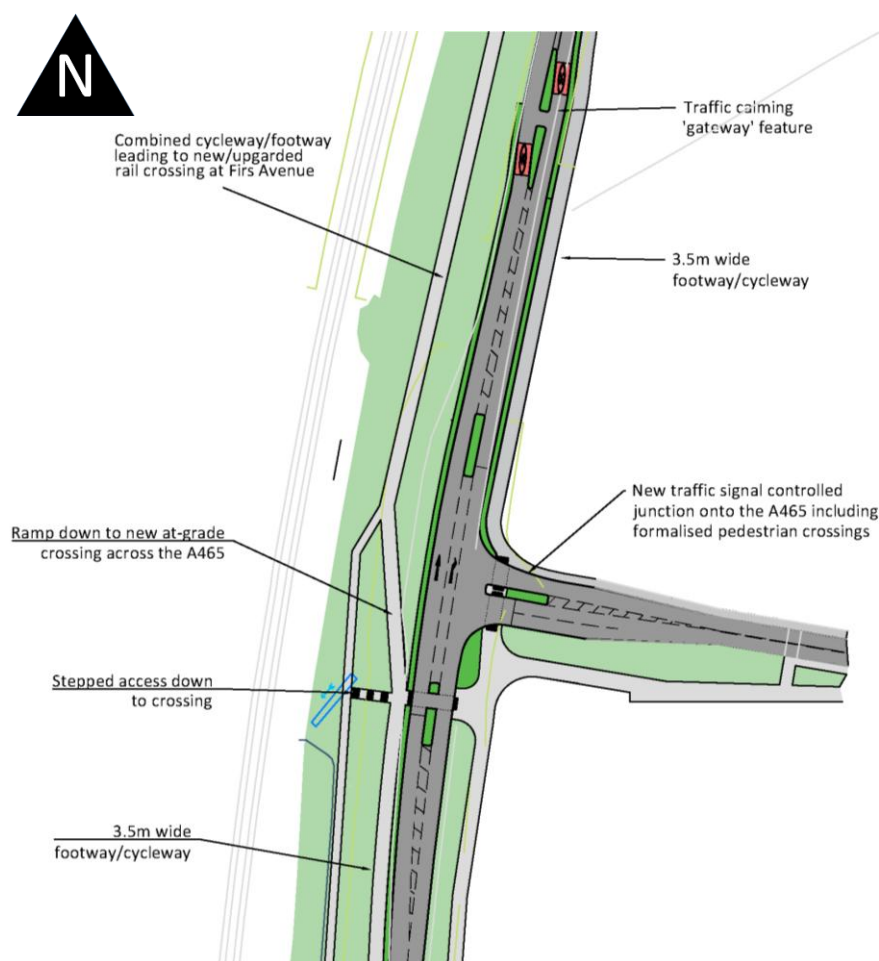


Figure 5.4 New at-grade crossing across the A465 to access the existing rail crossing at Firs Avenue

Public transport strategy

5.2.9 As well as the creation of a Station Interchange, which includes the provision of crossings across the A465, it is anticipated that the public transport strategy will include the introduction of:

- A Park & Ride facilities (previously promoted by WG/Transport for Wales) – which will be used rail passengers heading north to Hereford or south towards Newport/Cardiff, as well as bus passengers heading towards Abergavenny Town Centre.
- New northbound and southbound bus stops on the A465 in the vicinity of the rail station and park and ride site.
- a new local circular bus service that run between the site and Abergavenny Town Centre – which will provide a fast, frequent service between the site, the railway station, bus station and town centre.

5.2.10 The emerging public transport strategy is outlined in **Figure 5.5** below.

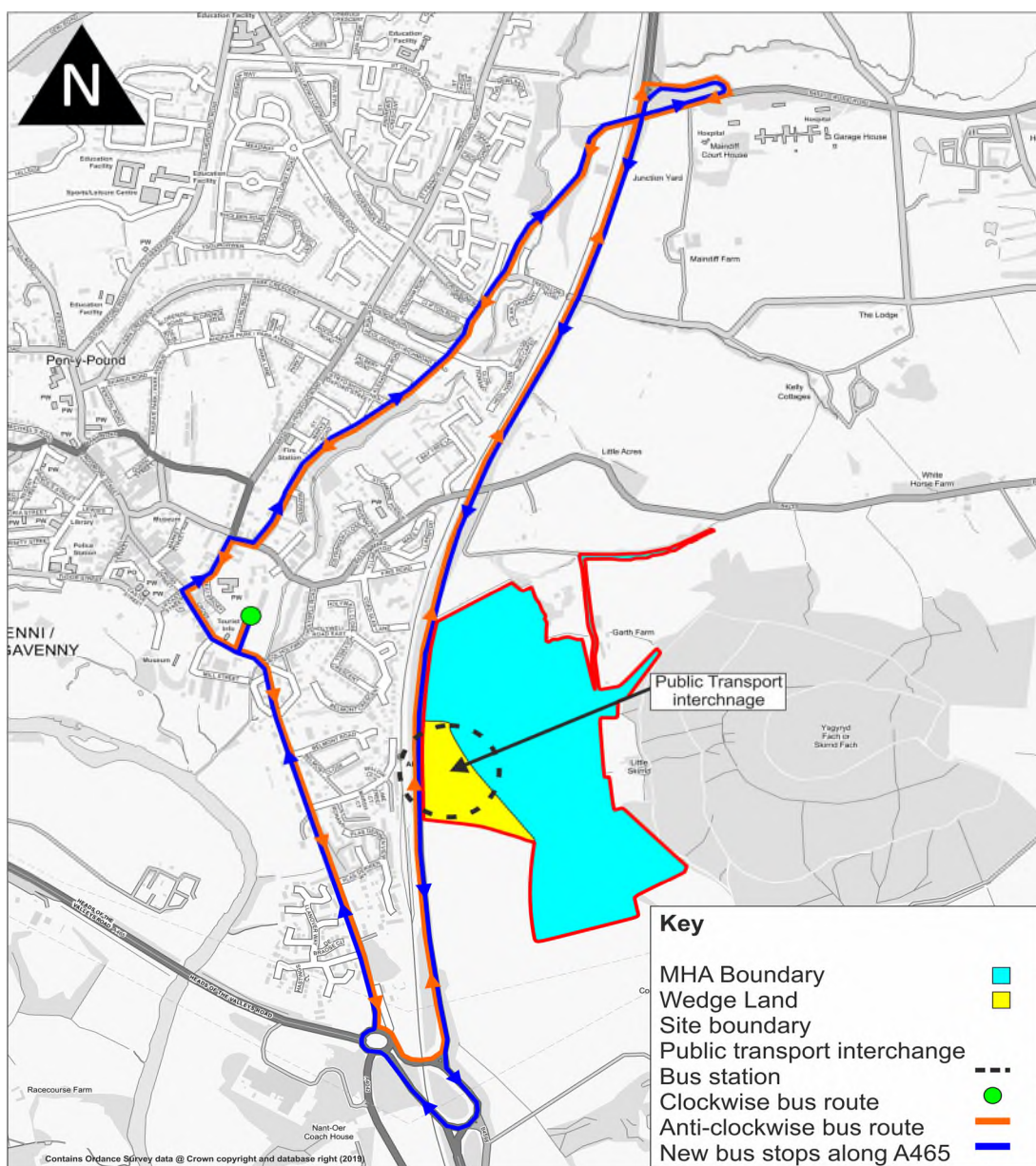


Figure 5.5 Emerging public transport strategy

Vehicular access

- 5.2.11 The potential to introduce a roundabout junction at the access to Abergavenny East has been explored. However, it is considered that whilst a roundabout junction has a positive impact on reducing vehicle speeds, it would present difficulties for both pedestrians and cyclists, which is a key principle of the proposed access strategy.

- 5.2.12 It is therefore proposed to introduce a traffic signal-controlled access into the site (in the same location as the existing access to Roc House Farm), which incorporates a formal pedestrian crossing across both approaches on the A465 (south) approach, as well as the site access.
- 5.2.13 The traffic signal-controlled junction has been designed in accordance with the Design Manual for Roads and Bridges CD123 - Geometric design of at-grade priority and signal-controlled junctions, and CD109 - Highway link design
- 5.2.14 It should be noted that in order to accommodate the upgraded junction, the existing parking layby on the western side of the A465 will need to be closed/relocated. It is anticipated that these parking spaces could be accommodated within the overall masterplan area/candidate site.
- 5.2.15 An initial site access layout is shown in **Figure 5.6** below.

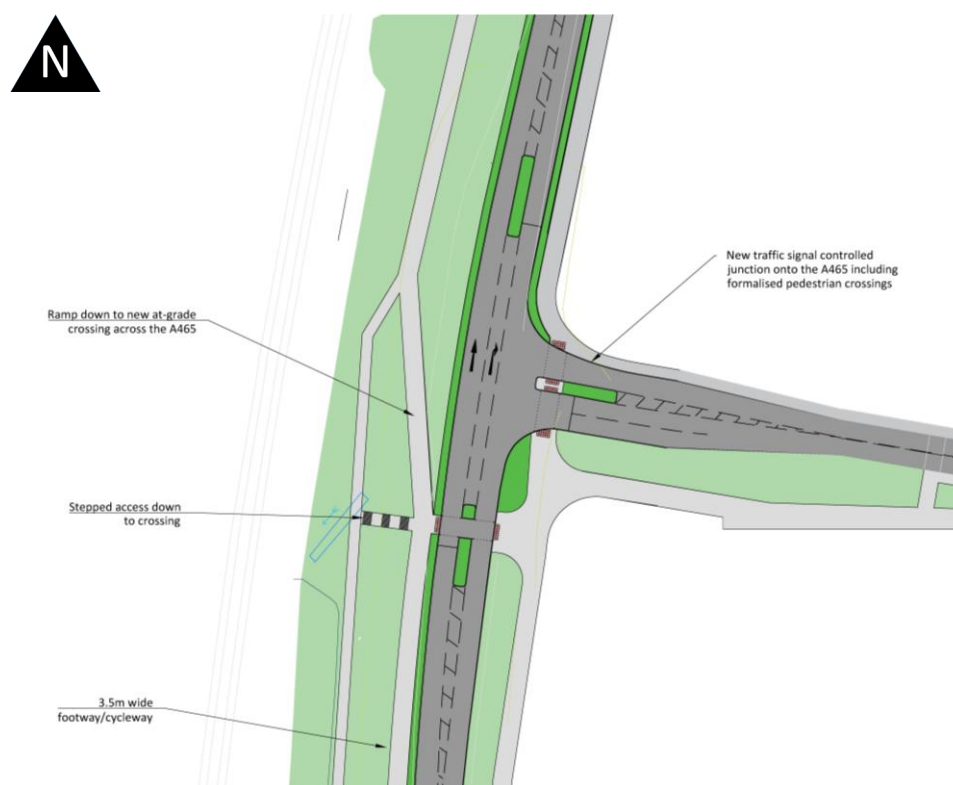


Figure 5.6 Proposed access to the masterplan area

- 5.2.16 The new junction will provide access to the MHA land as well as the majority of uses on the Wedge Land. However, it is also proposed to provide a left-in/left-out priority junction to access the Park and Ride facility on the Wedge Land, which will also include access/egress through the masterplan area to the new signal-controlled junction (see **Figure 5.7** below).

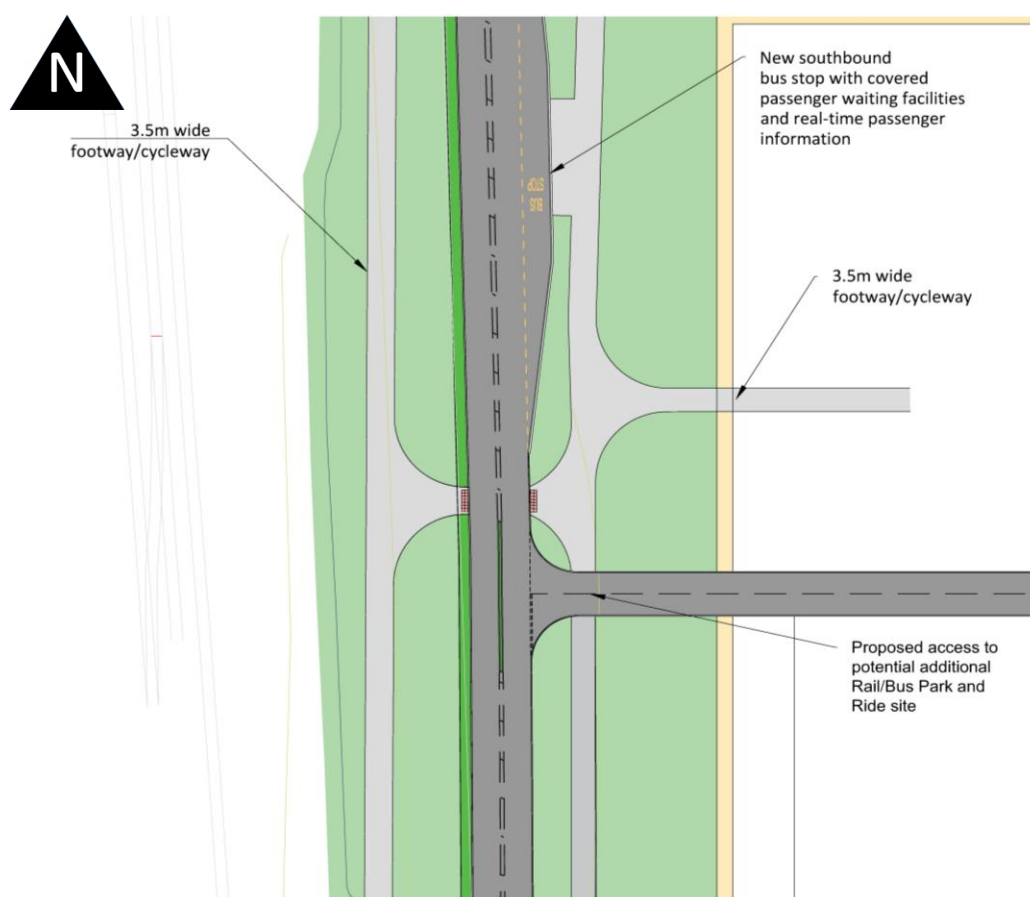


Figure 5.7 Left-in/left-out priority junction access to the Park and Ride site

- 5.2.17 As outlined above, it is also proposed to reduce the speed limits along the A465 in the vicinity of the masterplan, which will be achieved by reducing the speed limit from NSL (i.e. 60mph) to 30mph, approximately 50m north of the proposed traffic-calming measures/gateway feature (including changes to the horizontal alignment of the carriageway). This will include the provision of transverse rumble strips across the southbound carriageway.
- 5.2.18 The proposed reductions in speed limit and traffic traffic-calming measures are outlined in **Figure 5.8** below).

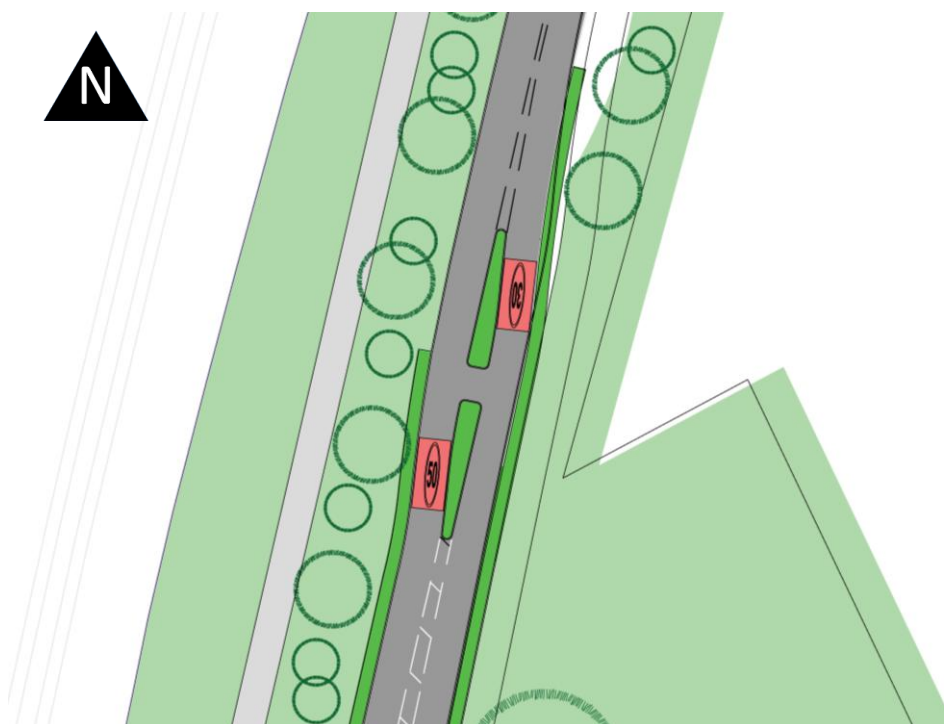


Figure 5.8 Traffic-calming/gateway feature

5.3 Parking

Cycle parking

5.3.1 It is anticipated that cycle parking, for all the uses on the site, will be provided in accordance with the adopted parking standards.

5.3.2 The masterplan proposals also incorporate:

- Long-stay cycle parking within a secure, covered cycle store at the new station interchange;
- Short-stay cycle parking within the Community Hub and Station Quarter – this will be in the form of Sheffield Stands, with space to accommodate larger/adapted bicycles; and,
- Short-stay parking throughout the remainder of the masterplan area for visitors to the site.

Car parking

5.3.3 In addition to the P+R, it is anticipated that car parking will be provided in accordance with the adopted parking standards but reflecting the significant improvements to the accessibility of the site (including walking, cycling and public transport).

- 5.3.4 It is also anticipated that parking provision within the Community Hub and the Station Quarter (which contain a mix of uses and higher density dwellings) will be reduced to reflect the proximity to the public transport interchange as well as the proximity to the majority of local facilities and amenities.
- 5.3.5 It is also considered that there is potential to provide dual-shared use parking within the Community Hub/Station Quarter, which reduces the overall amount of parking required.

5.4 Deliveries and servicing

- 5.4.1 There will be no stopping, loading or unloading on the A465. All deliveries and servicing will be undertaken within the masterplan, with dedicated off-street facilities for commercial/retail uses within both the Community Hub and Station Quarter.
- 5.4.2 However, there will be no dedicated facilities for the residential dwellings, and it is anticipated that deliveries and servicing will be undertaken on-street within the masterplan area.

6 Likely travel characteristics

6.1 Introduction

- 6.1.1 This section of the report estimates the likely number of vehicle trips generated by the potential mix of uses on the masterplan area, together with an indication of the likely distribution of development trips.
- 6.1.2 As outlined above there are likely to be a number of uses on the site, some of which will be primary trip generators/attractors, and others that will be ancillary uses that are unlikely to generate 'external' vehicle trips.
- 6.1.3 For the purposes of this assessment, the following uses have been designated as primary uses:
- MHA Land
 - Residential dwellings
 - Small-scale businesses or creative studios
 - Park and Ride facility
 - Wedge land
 - Residential dwellings
 - B1 uses
 - Hotel
 - Park and Ride facility

6.2 Trip generation – MHA land

Residential dwellings – open market houses

- 6.2.1 In accordance with MCC policy, it is anticipated that up to 50% of the dwellings within the MHA land will be open market (private) dwellings, and the remaining 50% will be designated as affordable housing.
- 6.2.2 The likely volume of vehicle trips generated by 250 open market dwellings has been based on a review of the TRICS trip generation database (v7.11.4). Sites have been selected on the basis of the following criteria:
- Land use: Residential, private houses
 - Survey type: Multi-modal
 - Survey days: Weekdays
 - Number of units: 200 to 300 dwellings;
 - Location of development: edge of town; and,
 - Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

- 6.2.3 A total of six sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in **Appendix B** and summarised in **Table 6.1** below. It should be noted that in order to provide a robust assessment, 85th percentile trip rates have been used, reflecting the rural nature of the site and limited access to alternative modes of transport.

Table 6.1 Weekday persons trip rates – houses privately owned (250 dwellings)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	0.261	65	0.665	166	0.926	232
5pm-6pm	0.577	144	0.276	69	0.853	213
7am-7pm	3.798	950	3.765	941	7.563	1891
Pedestrians						
8am-9am	0.031	8	0.080	20	0.111	28
5pm-6pm	0.054	14	0.045	11	0.099	25
7am-7pm	0.447	112	0.463	116	0.910	228
Cyclists						
8am-9am	0.002	1	0.008	2	0.010	3
5pm-6pm	0.004	1	0.008	2	0.012	3
7am-7pm	0.033	8	0.036	9	0.069	17
Public transport users						
8am-9am	0.000	0	0.026	7	0.026	7
5pm-6pm	0.008	2	0.002	1	0.010	3
7am-7pm	0.070	18	0.091	23	0.161	40
Vehicles						
8am-9am	0.165	41	0.295	74	0.460	115
5pm-6pm	0.306	77	0.148	37	0.454	114
7am-7pm	2.10	528	2.023	506	4.133	1033

- 6.2.4 It can be seen from the table above that that 250 open market dwellings on the candidate site could generate up to 115 vehicle movements (two-way) in the AM peak, 114 vehicle movements (two-way) in the PM peak period, and up to 1033 daily vehicle movements (two-way).
- 6.2.5 It can also be seen that, whilst vehicle trips represent the most popular mode of travel (at approximately 55% of daily person trips), walking is the second most popular mode, representing approximately 12% of daily person trips (two-way) generated by the candidate site.

Residential dwellings - affordable dwellings

- 6.2.6 The likely volume of vehicle trips generated by 250 affordable dwellings has been based on a review of the TRICS database. Sites have been selected on the basis of the following criteria:

- Land use: Residential, affordable/local authority houses
- Survey type: Multi-modal
- Survey days: Weekdays
- Number of units: 10 to 280 dwellings;
- Location of development: suburban area and edge of town; and,
- Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.2.7 A total of five sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in **Appendix C** and summarised in **Table 6.2** below. It should be noted that there are insufficient sites within the TRICS database to obtain 85th percentile trip rates, therefore, average trip rates have been used for the purposes of this assessment.

Table 6.2 Weekday persons trip rates – affordable housing (250 dwellings)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	0.212	53	0.634	159	0.846	212
5pm-6pm	0.410	103	0.320	80	0.730	183
7am-7pm	3.224	806	3.365	841	6.589	1647
Pedestrians						
8am-9am	0.051	13	0.244	61	0.295	74
5pm-6pm	0.107	27	0.083	21	0.190	48
7am-7pm	0.959	240	1.027	257	1.986	497
Cyclists						
8am-9am	0.002	1	0.010	3	0.012	3
5pm-6pm	0.015	4	0.012	3	0.027	7
7am-7pm	0.107	27	0.098	25	0.205	51
Public transport users						
8am-9am	0.000	0	0.002	1	0.002	1
5pm-6pm	0.000	0	0.000	0	0.000	0
7am-7pm	0.032	8	0.033	8	0.065	16
Vehicles						
8am-9am	0.105	26	0.205	51	0.310	78
5pm-6pm	0.212	53	0.149	37	0.361	90
7am-7pm	1.514	379	1.546	387	3.060	765

6.2.8 It can be seen from the table above that that 250 affordable dwellings on the candidate site could generate up to 78 vehicle movements (two-way) in the AM peak, 90 vehicle movements (two-way) in the PM peak period, and up to 765 daily vehicle movements (two-way).

6.2.9 It can also be seen that, whilst vehicle trips represent the most popular mode of travel (at approximately 46% of daily person trips), walking is the second most popular mode, representing approximately 31% of daily person trips (two-way) generated by the candidate site.

Small business spaces/creative studios

6.2.10 The likely volume of vehicle trips generated by the small business spaces/creative studios has been based on a review of the TRICS database. Sites have been selected on the basis of the following criteria:

- Land use: Employment; industrial units
- Survey type: Multi-modal
- Survey days: Weekdays
- Number of units: 500 to 2,000sq.m;
- Location of development: industrial zone; and,
- Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.2.11 A total of two sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in **Appendix D** and summarised in **Table 6.3** below. It should be noted that there are insufficient sites within the TRICS database to obtain 85th percentile trip rates, therefore, average trip rates have been used for the purposes of this assessment.

Table 6.3 Weekday persons trip rates – small business space/creative studios

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	1.142	11	0.228	2	1.370	14
5pm-6pm	0.000	0	0.137	1	0.137	1
7am-7pm	3.928	39	3.929	39	7.857	79
Pedestrians						
8am-9am	0.000	0	0.000	0	0.000	0
5pm-6pm	0.000	0	0.000	0	0.000	0
7am-7pm	0.320	3	0.321	3	0.641	6
Cyclists						
8am-9am	0.000	0	0.000	0	0.000	0
5pm-6pm	0.000	0	0.000	0	0.000	0
7am-7pm	0.000	0	0.000	0	0.000	0
Public transport users						
8am-9am	0.137	1	0.000	0	0.137	1
5pm-6pm	0.00	0	0.000	0	0.000	0
7am-7pm	0.137	1	0.137	1	0.274	3

Vehicles						
8am-9am	0.914	9	0.228	2	1.142	11
5pm-6pm	0.000	0	0.137	1	0.137	1
7am-7pm	2.924	29	2.923	29	5.847	58

6.2.12 It can be seen from the table above that the proposed small business units/creative studios could generate up to 11 vehicle movements (two-way) in the AM peak, one vehicle movement in the PM peak period, and up to 58 daily vehicle movements (two-way).

Park and Ride facility

6.2.13 The P&R has been assumed to have a total of 240 spaces, of which 90 will be accessed through the MHA land, and the remaining 150 will be accessed from a dedicated access on to the A465.

6.2.14 In order to estimate the likely volume of vehicle trips generated by the potential Park and Ride, data was been obtained from the following Park and Ride sites:

- Cambridge, Madingley – 930 spaces
- Cambridge, Trumpington – 1340 spaces
- Cambridge, Babraham – 935 spaces
- Cambridge, Milton – 800 spaces
- Truro – 1209 spaces

6.2.15 The observed data at each of the five sites is presented in **Appendix E**. The average trip rate per P&R space (based on an average of all five existing sites) together with the likely trips generated by the proposed Park and Ride is outlined in **Table 6.4** below.

Table 6.4 Vehicle trip rates and vehicle trips – Park and Ride

Time period	Arrival trip rate	Depart trip rate	MHA land (90 spaces)		Wedge land (150 spaces)		Total trips	
			Arrive	Depart	Arrive	Depart	Arrive	Depart
7am-8am	0.153	0.020	14	2	23	3	37	5
8am-9am	0.305	0.074	27	7	46	11	73	18
9am-10am	0.170	0.027	15	2	26	4	41	6
3pm-4pm	0.036	0.122	3	11	5	18	8	29
4pm-5pm	0.033	0.168	3	15	5	25	8	40
5pm-6pm	0.027	0.214	2	19	4	32	6	51
7am-7pm	1.130	1.088	102	98	170	163	272	261

6.2.16 It can be seen from the table above that the P+R on site could generate up to 91 vehicle movements (two-way) in the AM peak, 57 vehicle movements (two-way) in the PM peak, and up to 533 vehicle movements (two-way) throughout the day (7am-7pm).

6.2.17 It should be noted that these trips have been included within the analysis as being wholly new trips to the highway network. In practice, these trips are likely to already be on the highway network (as journeys to work), which will divert to the new P+R facility and use:

- The rail network to access employment within the wider area; or,
- Buses to access Abergavenny Town Centre.

6.3 Trip generation - wedge land

Residential dwellings – open market houses

6.3.1 The likely volume of vehicle trips generated by 45 open market dwellings has been based on a review of the TRICS database. Sites have been selected on the basis of the following criteria:

- Land use: Residential, private houses
- Survey type: Multi-modal
- Survey days: Weekdays
- Number of units: 200 to 300 dwellings;
- Location of development: edge of town; and,
- Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.3.2 A total of six sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in Appendix B and summarised in **Table 6.5** below. It should be noted that in order to provide a robust assessment, 85th percentile trip rates have been used, reflecting the rural nature of the site and limited access to alternative modes of transport.

Table 6.5 Weekday persons trip rates – houses privately owned (45 dwellings)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	0.261	12	0.665	30	0.926	42
5pm-6pm	0.577	26	0.276	12	0.853	38
7am-7pm	3.798	171	3.765	169	7.563	340
Pedestrians						
8am-9am	0.031	1	0.080	4	0.111	5
5pm-6pm	0.054	2	0.045	2	0.09	4
7am-7pm	0.447	20	0.463	21	0.910	41
Cyclists						
8am-9am	0.002	0	0.008	0	0.010	0
5pm-6pm	0.004	0	0.008	0	0.012	1
7am-7pm	0.033	1	0.036	2	0.069	3

Public transport users						
8am-9am	0.000	0	0.026	1	0.026	1
5pm-6pm	0.008	0	0.002	0	0.010	0
7am-7pm	0.070	3	0.091	4	0.161	7
Vehicles						
8am-9am	0.165	7	0.295	13	0.460	21
5pm-6pm	0.306	14	0.148	7	0.454	20
7am-7pm	2.110	95	2.023	91	4.133	186

- 6.3.3 It can be seen from the table above that that 45 open market dwellings on the candidate site could generate up to 21 vehicle movements (two-way) in the AM peak, 20 vehicle movements (two-way) in the PM peak period, and up to 186 daily vehicle movements (two-way).
- 6.3.4 It can also be seen that, whilst vehicle trips represent the most popular mode of travel (at approximately 55% of daily person trips), walking is the second most popular mode, representing approximately 12% of daily person trips (two-way) generated by the candidate site.

Residential dwellings - affordable dwellings

- 6.3.5 The likely volume of vehicle trips generated by 45 affordable dwellings has been based on a review of the TRICS database. Sites have been selected on the basis of the following criteria:
- Land use: Residential, affordable/local authority houses
 - Survey type: Multi-modal
 - Survey days: Weekdays
 - Number of units: 10 to 280 dwellings;
 - Location of development: suburban area and edge of town; and,
 - Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.
- 6.3.6 A total of five sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in Appendix C and summarised in **Table 6.6** below. It should be noted that there are insufficient sites within the TRICS database to obtain 85th percentile trip rates, therefore, average trip rates have been used for the purposes of this assessment.

Table 6.6 Weekday persons trip rates – affordable housing (45 dwellings)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	0.212	10	0.634	29	0.846	38
5pm-6pm	0.410	18	0.320	14	0.730	33
7am-7pm	3.224	145	3.365	151	6.589	297

Pedestrians						
8am-9am	0.051	2	0.244	11	0.295	13
5pm-6pm	0.107	5	0.083	4	0.190	9
7am-7pm	0.959	43	1.027	46	1.986	89
Cyclists						
8am-9am	0.002	0	0.010	0	0.012	1
5pm-6pm	0.015	1	0.012	1	0.027	1
7am-7pm	0.107	5	0.098	4	0.205	9
Public transport users						
8am-9am	0.000	0	0.002	0	0.002	0
5pm-6pm	0.000	0	0.000	0	0.000	0
7am-7pm	0.032	1	0.033	1	0.065	3
Vehicles						
8am-9am	0.105	5	0.205	9	0.310	14
5pm-6pm	0.212	10	0.149	7	0.361	16
7am-7pm	1.514	68	1.546	70	3.060	138

6.3.7 It can be seen from the table above that that 45 affordable dwellings on the candidate site could generate up to 14 vehicle movements (two-way) in the AM peak, 16 vehicle movements (two-way) in the PM peak period, and up to 138 daily vehicle movements (two-way).

B1 uses

6.3.8 The likely volume of vehicle trips generated by the 4,000sq.m of B1 uses has been based on a review of the TRICS database. Sites have been selected on the basis of the following criteria:

- Land use: Employment; Business Park
- Survey type: Multi-modal
- Survey days: Weekdays
- Number of units: 975 to 10,000sq.m;
- Location of development: suburban area, edge of town and neighbourhood centre; and,
- Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

6.3.9 A total of seven sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in **Appendix F** and summarised in **Table 6.7** below. It should be noted that there are insufficient sites within the TRICS database to obtain 85th percentile trip rates, therefore, average trip rates have been used for the purposes of this assessment.

Table 6.7 Weekday persons trip rates – B1 uses (4,000sq.m)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	2.099	84	0.314	13	2.413	97
5pm-6pm	0.399	16	2.025	81	2.424	97
7am-7pm	9.264	371	9.912	396	19.176	767
Pedestrians						
8am-9am	0.120	5	0.094	2	0.169	7
5pm-6pm	0.053	2	0.096	4	0.149	6
7am-7pm	0.839	34	0.850	34	1.689	68
Cyclists						
8am-9am	0.036	1	0.014	1	0.050	2
5pm-6pm	0.000	0	0.032	1	0.032	1
7am-7pm	0.121	5	0.164	7	0.285	11
Public transport users						
8am-9am	0.204	8	0.004	0	0.208	8
5pm-6pm	0.028	1	0.176	7	0.204	8
7am-7pm	0.644	26	0.604	24	1.248	50
Vehicles						
8am-9am	1.484	59	0.219	9	1.703	68
5pm-6pm	0.262	10	1.371	55	1.633	65
7am-7pm	5.975	239	6.40	258	12.415	497

6.3.10 It can be seen from the table above that the proposed 4,00sq,m of B1 uses could generate up to 68 vehicle movements (two-way) in the AM peak, 65 vehicle movements (two-way) in the PM peak period, and up to 497 daily vehicle movements (two-way).

Hotel

6.3.11 The likely volume of vehicle trips generated by a 2,000sq.m hotel has been based on a review of the TRICS database. Sites have been selected on the basis of the following criteria:

- Land use: Hotel, Food & Drink; Hotels
- Survey type: Multi-modal
- Survey days: Weekdays
- Number of units: 720 to 4,000sq.m;
- Location of development: edge of town centre, edge of town; and,
- Selected regions: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

- 6.3.12 A total of five sites have been selected, and the AM, PM and daily vehicle trips generated by the candidate site are presented in full in **Appendix G** and summarised in **Table 6.8** below. It should be noted that there are insufficient sites within the TRICS database to obtain 85th percentile trip rates, therefore, average trip rates have been used for the purposes of this assessment.

Table 6.8 Weekday persons trip rates – Hotel (2,000sq.m)

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of trips
Total people						
8am-9am	0.279	6	0.758	15	1.037	21
5pm-6pm	0.599	12	0.391	8	0.990	20
7am-7pm	6.976	140	6.008	120	12.984	260
Pedestrians						
8am-9am	0.080	2	0.072	1	0.152	3
5pm-6pm	0.168	3	0.144	3	0.312	6
7am-7pm	1.671	33	1.592	32	3.263	65
Cyclists						
8am-9am	0.000	0	0.016	0	0.016	0
5pm-6pm	0.000	0	0.008	0	0.008	0
7am-7pm	0.112	2	0.088	2	0.200	4
Public transport users						
8am-9am	0.016	0	0.080	2	0.096	2
5pm-6pm	0.088	2	0.040	1	0.128	3
7am-7pm	0.904	18	0.768	15	1.672	33
Vehicles						
8am-9am	0.152	3	0.415	8	0.567	11
5pm-6pm	0.192	4	0.152	3	0.344	7
7am-7pm	2.747	55	2.613	52	5.360	107

- 6.3.13 It can be seen from the table above that a 2,000sq.m hotel could generate up to 11 vehicle movements (two-way) in the AM peak, seven vehicles (two-way) movement in the PM peak period, and up to 107 daily vehicle movements (two-way).

Total vehicle trips

- 6.3.14 The total vehicle trips generated by the masterplan area (see **Table 6.9** below) have been estimated by combining the vehicle trips outlined in tables 6.1 to 6.8 above.

Table 6.9 Total vehicle trips generated by the masterplan area

	Arrivals	Departs	Total vehicles
8am-9am	224	185	409
5pm-6pm	174	198	372
7am-7pm	1663	1653	3317

- 6.3.15 Vehicles represent the most popular mode of travel for journeys to/from the site, with 52.7% of total person trips generated by the **primary** uses on the site, with car passengers representing 23.8% of total person trips.

6.4 Assignment and distribution of development generated traffic

Residential development

- 6.4.1 It is assumed that all trips generated by the development in the peak periods will be 'journey to work' trips. Whereas in practice, it is likely that trips in the peak periods will be for other purposes as well, including education, shopping and leisure. However, for the purposes of this assessment, the distribution of residential trips has been based on the 'Journey to Work' Statistics from the 2011 Census Data for Abergavenny (Monmouthshire 001).

- 6.4.2 **Table 6.10** below outlines the key commuting destinations for commuting trips from the site, and each of the routes are presented graphically in **Figure 6.1**.

Table 6.10 Key commuting destinations for commuting trips from the site

Route	Key destinations	%age of commuting trips (%)
Route A	Abergavenny (north)	23
Route B	Hereford	2
Route C	Chepstow and Avonmouth	14
Route D	Cwmbran, Newport and Cardiff	27
Route E	Ebbw Vale and Brecon	10
Route F	Abergavenny (south)	12
Route G	Abergavenny (west)	11

- 6.4.3 It can be seen from the table above that Abergavenny (north, south and west) represents the most popular destination for commuting trips for existing residents, many of which could be undertaken by active travel (walking and cycling) and public transport. This supports the argument for improved connectivity (walking, cycling and public transport) between the site and Abergavenny Town Centre, as well as improvements to the Station infrastructure for commuting trips further afield.

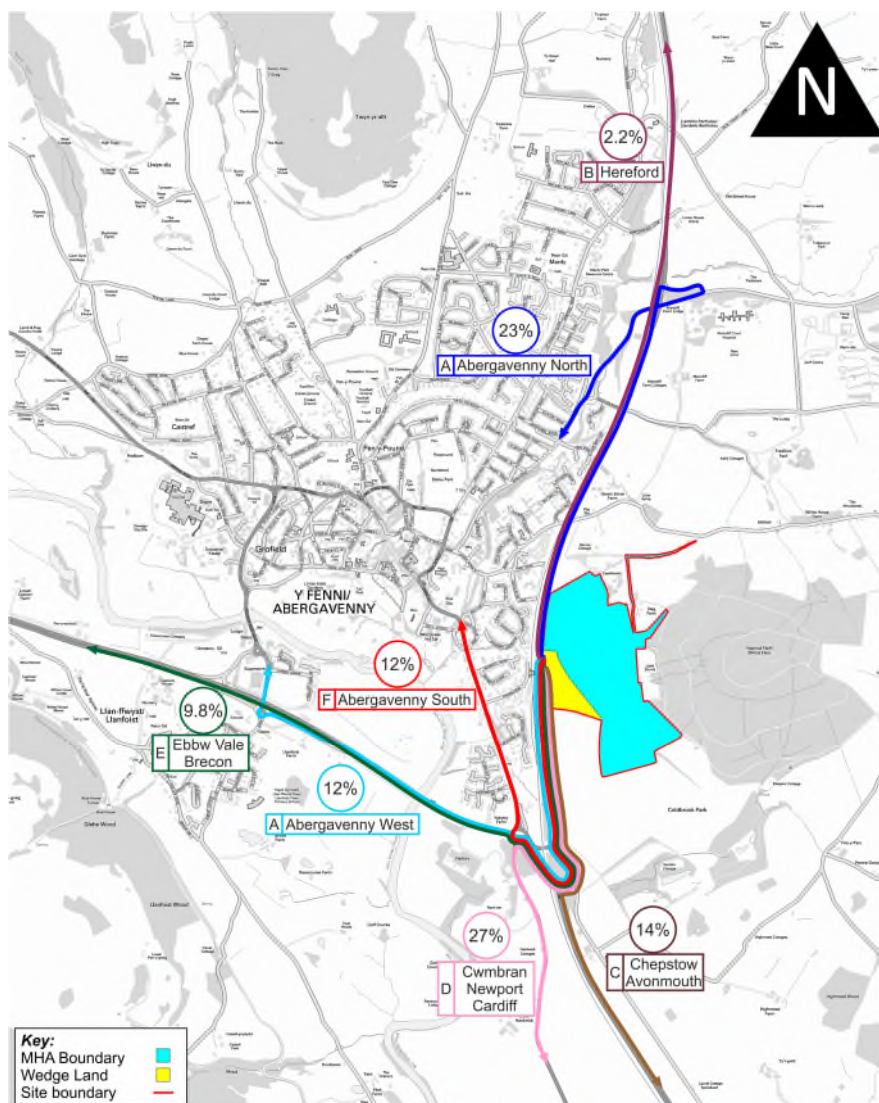


Figure 6.1 Distribution of residential trips – journey to work

Commercial uses (Small businesses and B1 space) and P&R

- 6.4.4 The distribution of trips generated by the commercial uses has been based on commuting trips to Abergavenny (Monmouthshire 001) extracted from the 2011 Census.
- 6.4.5 **Table 6.11** over the page outlines the distribution of commercial trips to/from the site from key settlements, and each of the routes are presented graphically in **Figure 6.2**.

Table 6.11 Distribution of commercial trips to/from the site from key settlements

Route	Key destinations	%age of commuting trips (%)
Route A	Abergavenny (north)	29
Route B	Hereford	0
Route C	Chepstow and Avonmouth	19
Route D	Cwmbran, Newport and Cardiff	11
Route E	Ebbw Vale and Brecon	11
Route F	Abergavenny (south)	15
Route G	Abergavenny (west)	14

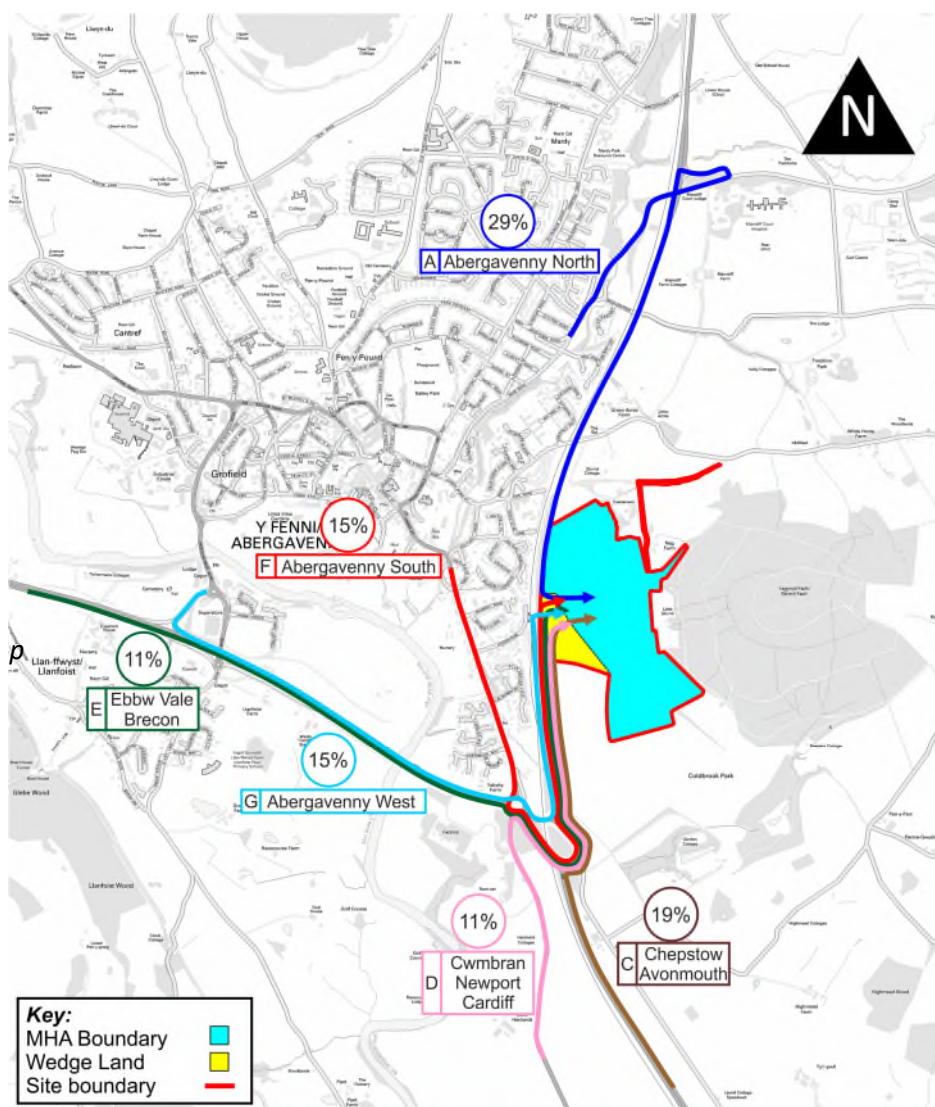


Figure 6.2 Distribution of commercial trips

Hotel

- 6.4.6 The distribution of trips generated by the hotel have been based on the existing traffic patterns/turning movements within the vicinity of the site.

Total development trips

- 6.4.7 The development trips are presented in full in **Appendix H**

6.5 Future traffic flows

- 6.5.1 The impact of the proposed masterplan (MHA land and Wedge Land) has been assessed for 2028 and 2038 to coincide with the anticipated year of opening, and the year of opening + 10 years.
- 6.5.2 In order to obtain the base traffic flows (i.e. with no development traffic) in 2026 and 2036, the surveyed traffic flows (2022) have been factored using locally adjusted NTM growth factors, version 7.2c, as set out in **Table 6.12** below.

Table 6.12 NTM growth factors

Period	NTM growth factors	
	Principal routes (MSOA 005)	Runk Roads (Monmouthshire)
2025 to 2028		
Weekday AM	1.0131	1.0184
Weekday PM	1.0138	1.0189
2025 to 2038		
Weekday AM	1.0595	1.0833
Weekday PM	1.0608	1.0836

- 6.5.3 The base 2028 and 2038 traffic flows are set out in **Appendix I**

Final future traffic flows

- 6.5.4 The final future traffic flows, which have been calculated by combining the base traffic flows in both 2028 (year of opening) and 2038 (year of opening + 10 years) – identified in Appendix I - together with the traffic generated by the proposed development (identified in Appendix H), are summarised in **Appendix J**.

7 Impact of the proposed development

7.1 Introduction

7.1.1 As outlined above, the scope of the Transport Assessment has been discussed and agreed with both the Local Highway Authority and the Welsh Government/Trunk Road Agents, and includes an assessment of the potential impact of the proposed masterplan at the following junctions:

- Junction 1 – A465/B4521 Ross Road priority junction;
- Junction 2 – A465/A40/B4589 interchange (Hardwick Gyratory);
- Junction 3 - A4042/A465/A40 Monmouth Road roundabout;
- Junction 4 – A465/B4246/Merthyr Road interchange;
- Junction 5 – A465/B4246/Merthyr Road interchange;
- Junction 6 - A465/B4246/Merthyr Road/Waitrose roundabout;
- Junction 7 – A4143/Merthyr Road roundabout;
- Junction 8 – A4143/A40 roundabout
- Junction 9 – A40/B4521 traffic signal-controlled junction.

7.1.2 Each of these junctions is identified in **Figure 7.1** below.



Figure 7.1 Location of surveyed junctions

7.2 Percentage impact analysis

7.2.1 In order to determine the impact of the proposed development at each of the junctions listed above, a percentage impact assessment has been undertaken on the trip rates identified in Section 6 above. The percentage impact assessment is summarised in Table 7.1 below.

Table 7.1 Percentage impact assessment

		Junction 1				Junction 2			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2025	AM	757	113	870	12.9	2325	334	2659	12.6
	PM	733	101	834	12.1	2444	295	2739	10.8
2028	AM	771	113	883	12.7	2368	334	2702	12.4
	PM	747	101	848	12.0	2490	295	2785	10.6
2038	AM	820	113	933	12.1	2519	334	2853	11.7
	PM	794	101	896	11.3	2648	295	2943	10.0
		Junction 3				Junction 4			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2025	AM	3368	268	3636	7.4	693	22	715	3.1
	PM	3593	237	3830	6.2	713	26	739	3.5
2028	AM	3430	268	3698	7.3	702	22	724	3.1
	PM	2661	237	3898	6.1	723	26	749	3.5
2038	AM	3649	268	3917	6.8	734	22	756	2.9
	PM	3893	237	4131	5.7	756	26	782	3.3
		Junction 5				Junction 6			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2025	AM	1470	22	1492	1.5	2243	52	2295	2.3
	PM	1575	26	1601	1.6	1592	46	1638	2.8
2028	AM	1489	22	1511	1.5	2272	52	2324	2.2
	PM	1597	26	1623	1.6	2225	46	2271	2.0
2038	AM	1557	22	1580	1.5	2376	52	2428	2.1
	PM	1671	26	1697	1.6	2328	46	2375	1.9

Table 7.1 (cont'd)

		Junction 7				Junction 8			
		Base	Dev	Base + Dev	% inc.	Base	Dev	Base + Dev	% inc.
2025	AM	1922	52	1974	2.6	1600	36	1636	2.2
	PM	1704	46	1750	2.6	1551	36	1587	2.3
2028	AM	1947	52	1999	2.6	1621	36	1657	2.2
	PM	1728	46	1774	2.6	152	36	1608	2.2
2038	AM	2036	52	2088	2.5	1695	36	1732	2.1
	PM	1808	46	1854	2.5	1645	36	1681	2.1

Junction 9					
		Base	Dev	Base + Dev	% inc.
2025	AM	1043	104	1147	9.1
	PM	1036	92	1128	8.2
2028	AM	1057	104	1161	9.0
	PM	1050	92	1142	8.1
2038	AM	1105	104	1209	8.6
	PM	1099	92	1191	7.7

7.2.2 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.’

7.2.3 6.2.4 It can be seen from the table above that the following junctions have a percentage increase in traffic flows greater than 5%:

- Junction 1 - A465/B4521 Ross Road priority junction
- Junction 2 - A465/A40/B4589 interchange (Hardwick Gyratory);
- Junction 3 - A4042/A465/A40 Monmouth Road roundabout
- Junction 9 - A40/B4521 traffic signal-controlled junction.

7.3 Junction capacity analysis

Junction 1 – A465/B4521 Ross Road priority junction

7.3.1 The operation of the existing junction (see **Figure 7.2** over the page) has been assessed for both the AM and PM peak periods, using the computer program Junctions 9 – PICADY. The results of the analysis, together with the junction parameters, are presented in full in **Appendix K** and summarised in **Table 7.2** over the page.

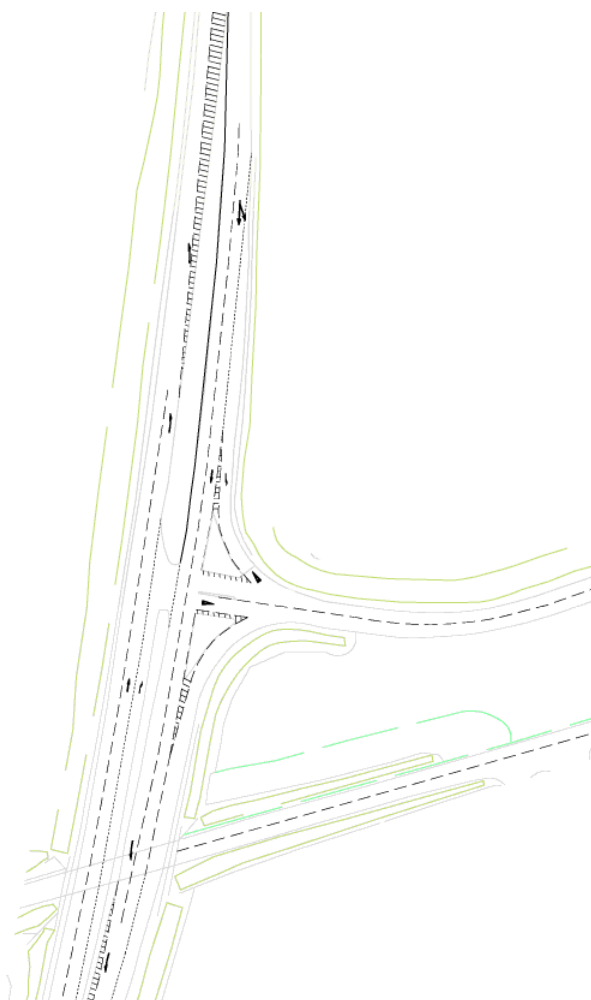


Figure 7.2 A465/B4521 Ross Road priority junction

Table 7.2 Junction capacity analysis - A465/B4521 Ross Road priority junction

Approach arm	Turn	Base				Base + Development			
		8am-9am		5pm-6pm		8am-9am		5pm-6pm	
		RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2025									
B4521 Ross Road	left	0.13	<1	0.12	<1				
	right	0.04	0	0.04	0				
A465	right	0.16	<1	0.10	<1				
2028									
B4521 Ross Road	left	0.13	<1	0.12	<1	0.21	<1	0.18	<1
	right	0.04	0	0.04	0	0.04	0	0.04	0
A465	right	0.16	<1	0.10	<1	0.23	<1	0.18	<1
2038									
B4521 Ross Road	left	0.14	<1	0.13	<1	0.22	<1	0.19	<1
	right	0.04	0	0.04	0	0.04	0	0.04	0
A465	right	0.17	<1	0.11	<1	0.24	<1	0.19	<1

7.3.2 It can be seen from the results that the existing junction has sufficient capacity to accommodate base traffic flows to 2038 together with the potential mix of uses on the masterplan area, with a maximum RFC of 0.22 and a mean maximum queue of less than one vehicle on the B4521 Ross Road (left) approach to the junction during the AM peak period.

7.3.3 Based on the results outlined above, it is considered that no additional mitigation measures would be required, at this junction, to accommodate the proposed masterplan.

Junction 2 - A465/A40/B4589 interchange (Hardwick Gyratory)

7.3.4 The operation of the existing junction (see **Figure 7.3** below) has been assessed for both the AM and PM peak periods, using the computer program Junctions 9 – ARCADY. The results of the analysis, together with the junction parameters, are presented in full in **Appendix I** and summarised in **Table 7.3** over the page.

7.3.5 It should be noted that the A40 (w) approach and A465 north approaches to the gyratory are un-opposed and have therefore been set-up as a dummy arms (with infinite capacity) within the ARCADY model. This ensures the circulating flows across the other arms of the junction are modelled correct.

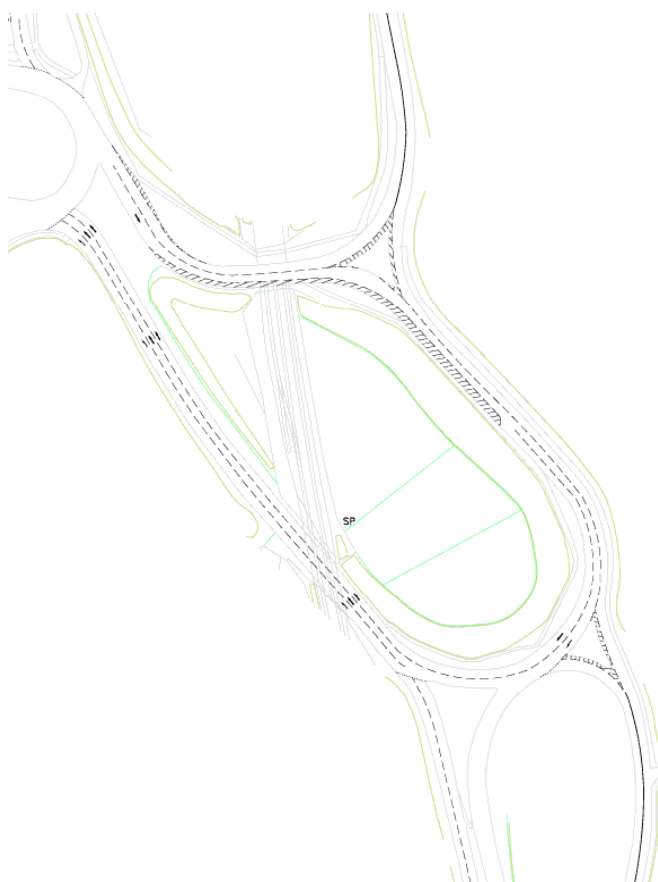


Figure 7.3 A465/A40/B4589 interchange (Hardwick Gyratory)

Table 7.3 Capacity analysis - A465/A40/B4589 interchange (Hardwick Gyratory)

Approach arm	Base				Base + Development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2025								
A40 (w)	0.04	0	0.03	0				
A465 (n)	0.37	1	0.36	1				
B4589	0.15	<1	0.23	<1				
A40 (s)	0.31	1	0.51	1				
2028								
A40 (w)	0.04	0	0.03	0	0.04	0	0.03	0
A465 (n)	0.38	1	0.09	<1	0.53	1	0.51	1
B4589	0.16	<1	0.21	<1	0.17	<1	0.25	<1
A40 (s)	0.32	1	0.48	1	0.35	1	0.55	1
2038								
A40 (w)	0.04	0	0.03	0	0.04	0	0.03	0
A465 (n)	0.42	1	0.40	1	0.57	1	0.54	1
B4589	0.17	<1	0.26	<1	0.19	<1	0.27	<1
A40 (s)	0.34	1	0.56	1	0.37	1	0.59	2

7.3.6 It can be seen from the table above that the existing junction has sufficient capacity to accommodate base traffic flows to 2038 together with the potential mix of uses on the masterplan area, with a maximum RFC of 0.59 and a mean maximum queue of 2 vehicles on the A40 (s) approach during the 2038 PM peak period.

7.3.7 Based on the results outlined above, it is considered that no additional mitigation measures would be required, at this junction, to accommodate the proposed masterplan.

Junction 3 - A4042/A465/A40 Monmouth Road roundabout

7.3.8 The operation of the existing junction (see **Figure 7.4** over the page) has been assessed for both the AM and PM peak periods, using the computer program Junctions 9 – ARCADY. The results of the analysis, together with the junction parameters, are presented in full in **Appendix M** and summarised in **Table 7.4** over the page.

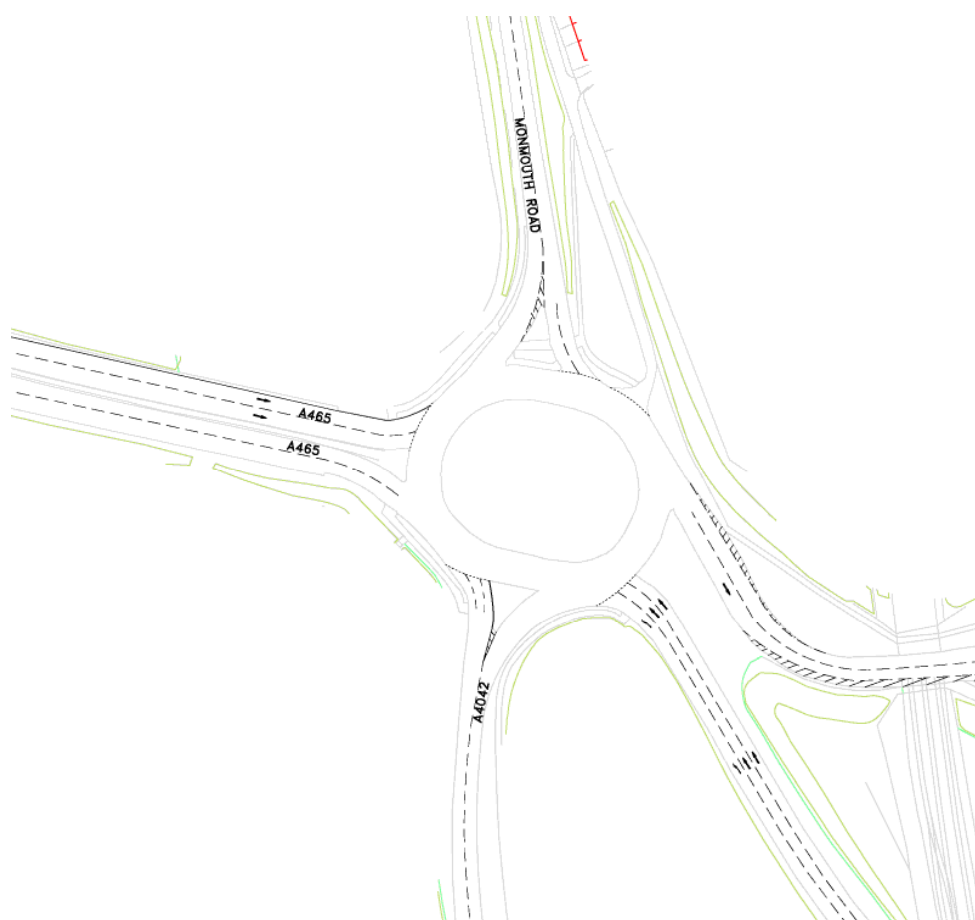


Figure 7.4 A4042/A465/A40 Monmouth Road roundabout

Table 7.4 Capacity analysis - A4042/A465/A40 Monmouth Road roundabout

Approach arm	Base				Base + Development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
2025								
A465	0.69	2	0.45	1				
A40 (n)	0.51	1	0.51	1				
A40 (s)	0.39	1	0.67	2				
A4042	0.44	1	0.70	2				
2028								
A465	0.71	3	0.46	1	0.76	3	0.49	1
A40 (n)	0.53	1	0.53	1	0.62	2	0.58	1
A40 (s)	0.40	1	0.69	2	0.47	1	0.75	3
A4042	0.45	1	0.73	3	0.51	1	0.85	5
2038								
A465	0.76	3	0.49	1	0.81	5	0.53	1
A40 (n)	0.53	1	0.58	1	0.70	2	0.63	2
A40 (s)	0.43	1	0.74	3	0.50	1	0.80	4
A4042	0.50	1	0.84	5	0.55	1	0.97	14

- 7.3.9 It can be seen from the table above that the existing junction has sufficient capacity to accommodate base traffic flows to 2038, with a maximum RFC of 0.97 and a mean maximum queue of 14 vehicles on the A4042 approach in the PM peak period.
- 7.3.10 It can also be seen from the table that with the introduction of development generated traffic, the maximum RFC increases to 0.97 and the mean maximum queue increases to 14 vehicles, on the A4042 approach to the junction in the 2038 PM peak period.
- 7.3.11 However, it should be noted that the above analysis represents a very worst-case scenario, as:
- It assumes that the traffic generated by the proposed Park and Ride are wholly new trips, whereas in practice a large proportion of the trips are already on the network and instead will divert to the new P+R facility.
 - It doesn't take account of the significant improvements to the connectivity between the site and Abergavenny Town Centre/Train Centre, or the significant improvements to the active travel (walking and cycling) and public transport (bus) networks.
- 7.3.12 This reduces the number of trips generated by the site and the number of trips undertaken by car.

Junction 9 – A40/B4521 traffic signal-controlled junction

- 7.3.13 The operation of the existing junction (see **Figure 7.5** below) has been assessed for both the AM and PM peak periods, using the computer program LinSig3. The results of the analysis, together with the junction parameters, are presented in full in **Appendix N** and summarised in **Table 7.5** over the page.

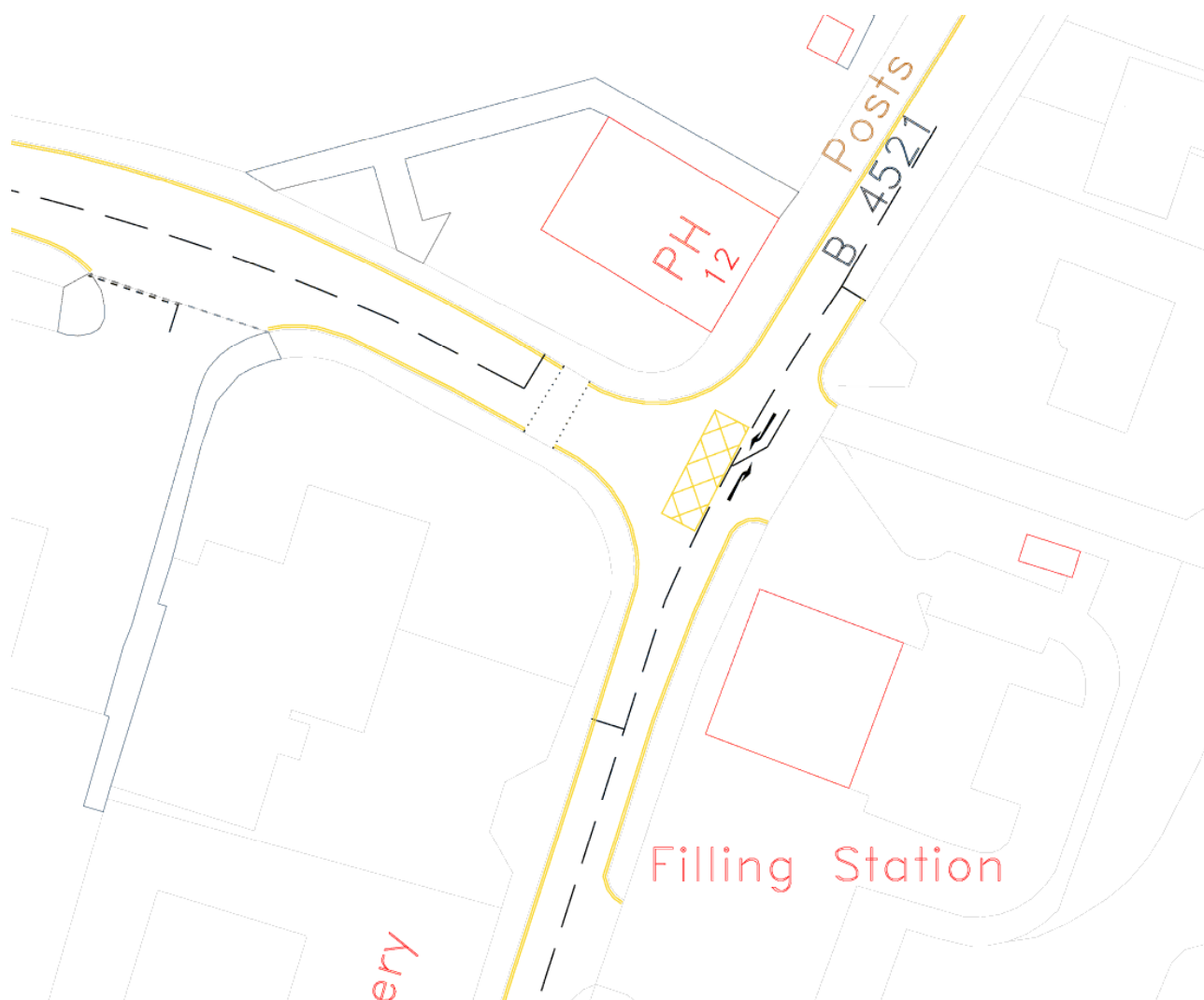


Figure 7.5 A40/B4521 traffic signal-controlled junction

Table 7.5 Capacity analysis - A40/B4521 traffic signal-controlled junction

Approach	Base				Base + Development			
	8am-9am		5pm-6pm		8am-9am		5pm-6pm	
	Deg.sat	Queue	Deg.sat	Queue	Deg.sat	Queue	Deg.sat	Queue
2025								
A40 South	37.6	6	42.9	7				
A40 Park Road	61.6	8	59.2	10				
B4251 (n)	41.3	7	36.1	5				
Residential access	5.8	<1	6.9	<1				
2028								
A40 South	38.1	6	43.4	7	42.3	7	44.9	7
A40 Park Road	62.3	8	60.3	10	65.0	9	64.9	10
B4251 (n)	41.8	7	36.5	6	46.5	8	41.3	7
Residential access	5.8	<1	6.9	<1	5.8	<1	6.9	<1

2038								
A40 South	40.2	7	45.5	7	44.5	7	48.0	8
A40 Park Road	63.9	9	63.3	11	66.5	10	65.8	11
B4251 (n)	44.2	8	38.2	6	49.0	9	44.1	7
Residential access	5.8	<1	6.9	<1	5.8	<1	6.9	<1

- 7.3.14 It can be seen from the table above that the existing junction has sufficient capacity to accommodate base traffic flows to 2038 together with the potential mix of uses on the masterplan area, with a maximum degree of saturation of 66.5% on the A40 Park Road approach in the AM peak period, and a mean maximum queue of 11 vehicles on the same approach during the PM peak period.
- 7.3.15 It should be noted that the impact of the proposed development on the operation of this junction is minimal, increasing the queues by a single vehicle on two of the four arms during either the AM or PM peak period.
- 7.3.16 It should also be noted that due to the modelling restrictions, the junction model has been run with both an 'all-red' pedestrian stage, and a stage with the lane heading to the dwellings north of the petrol filling station called every other cycle. In practice, both of these stages are called far less often. This has the effect of reducing the overall capacity of the junction.
- 7.3.17 It is, therefore, considered that based on the results outlined above, it is considered that no additional mitigation measures would be required, at this junction, to accommodate the proposed masterplan.

Primary site access on to the A465

- 7.3.18 The operation of the proposed site access (see Figure 5.6) has been assessed for both the AM and PM peak periods, using the computer program LinSig3. The results of the analysis, together with the junction parameters, are presented in full in **Appendix O** and summarised in **Table 7.6** below.

Table 7.6 Capacity analysis – main site access onto the A465

Approach	Movement	Base + Development			
		8am-9am		5pm-6pm	
		Deg.sat (%)	Queue	Deg.sat (%)	Queue
2028					
A465 (n)	Ahead + left	38.4	7	36.8	6
Site access	Left + right	63.0	4	54.7	4
A465 (s)	Ahead + right	50.6	9	41.9	7
2038					
A465 (n)	Ahead + left	40.2	7	38.2	7
Site access	Left + right	63.7	4	60.2	4
A465 (s)	Ahead + right	52.7	10	43.0	7

- 7.3.19 It can be seen from the table above that the existing junction has sufficient capacity to accommodate base traffic flows to 2038 together with the potential mix of uses on the masterplan area, with a maximum degree of saturation of 63.7% on the site access approach to the junction in the AM peak period, and a mean maximum queue of 10 vehicles on the A465(s) approach during the same period.

Additional access to the P+R site from the A465

- 7.3.20 The operation of the proposed site access (see Figure 5.7) has been assessed for both the AM and PM peak periods, using the computer program Junctions 9: PICADY. The results of the analysis, together with the junction parameters, are presented in full in **Appendix P** and summarised in **Table 7.7** below.

Table 7.7 Capacity analysis - additional access to the P+R site from the A465

Approach arm	Base + Development			
	8am-9am		5pm-6pm	
	RFC	Queue	RFC	Queue
2028				
P&R access	0.01	0	0.04	0
B4521 Ross Road	0.00	0	0.00	0
2038				
P&R access	0.01	0	0.04	0
A465	0.00	0	0.00	0

- 7.3.21 It can be seen from the table above that the existing junction has sufficient capacity to accommodate base traffic flows to 2038 together with the potential mix of uses on the masterplan area, with a maximum degree of saturation of 0.04 with no queue on the P&R access approach during the PM peak period.

7.4 Summary

- 7.4.1 It can be seen from the analysis above that the majority of existing junctions and the proposed accesses have sufficient capacity to accommodate base traffic flows (to 2038) together with the volumes of traffic likely to be generated by the potential mix of uses on the masterplan area.
- 7.4.2 The analysis also indicates that, based on a 'worst-case' scenario, junction 3 - A4042/A465/A40 Monmouth Road roundabout is predicted to operate close to capacity in the 2038 with development scenario.
- 7.4.3 However, it is considered that the analysis represents a 'worst-case' scenario as:
- It assumes traffic generated by the P&R are wholly new trips
 - It doesn't take account of the significant improvements to Active Travel and public transport proposed as part of the development.

8 Transportation implementation strategy

8.1 Introduction

8.1.1 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.

8.1.2 Table 8.1 below page outlines the Transport Implementation Strategy for the proposed development, which provides additional details on the measures outlined in Section 5. These measures are organised into three categories and include likely timescales for implementation. The three categories are:

- Pedestrian, cyclists and public transport users;
- Travel Plan; and,
- Car based user provision.

Table 8.1 Transport implementation strategy

Measures		Commentary	Timescale for implementation
Pedestrian user provision			
A	Provision of new at-grade crossing across the A465 to link to the new station concourse/arrival		
B	Provision of pedestrian facilities (across the A465) within the new junction to the masterplan area (see 'Highway Works' below)		
B	Provision of a network of routes throughout the masterplan area		
C	Provision of a combined footway/cycleway on both sides of the A465 to link: - the station with the new northbound bus-stop and the footbridge across the rail at Firs Avenue (see below) on the western side of the carriageway - the masterplan area with the new southbound bus stop, new at-grade crossing across the A465 and the pedestrian crossing at the new access to the site on the eastern side of the carriageway	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.
D	Contributions towards the provision of a new/upgraded footbridge across the railway at Abergavenny Rail Station		
E	Contributions towards the provision of a new/upgraded footbridge across the railway to link to Firs Avenue		
F	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.
B	Provision of a secure/covered cycle store at the new station interchange		
C	Provision of short-stay/visitor parking throughout the Community Hub and Station Quarter		
D	Provision of a network of cycle routes/shared footways/cycleways throughout the masterplan area		
E	Provision of a combined footway/cycleway on both sides of the A465 (see above)		
F	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	A Park & Ride facilities (previously promoted by WG/Transport for Wales) – which will be used rail passengers heading north to Hereford or south towards Newport/Cardiff, as well as bus passengers heading towards Abergavenny Town Centre	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 new northbound and southbound bus stops on the A465 in the vicinity of the rail station and park and ride site		
C	Provision of a new local circular bus service that run between the site and Abergavenny Town Centre – which will provide a fast, frequent service between the site, the railway station, bus station and town centre		

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		
D	Provision of Travel Welcome Packs to be issued to all new residents as they move into their properties		

Highway works

A	Construction of the new access to the masterplan area from the A465	These will be subject to a separate s278 agreement with WG/Trunk Road Agents	These will need to be completed prior
B	Construction of the additional access to the P+R site (on to the A465)		
C	Reduction of speed limits along the A465 through the masterplan area		
D	Implementation of traffic calming measures/gateway features on the A465		

9 Conclusions

9.1 Summary

- 9.1.1 Lime Transport has been commissioned by Monmouthshire Housing Association to prepare a Transport Assessment in support of a candidate site submission for up to 28ha (70 acres) of land that form part of a wider masterplan on land to the east of the A465, to the east of Abergavenny.
- 9.1.2 The masterplan area is bounded by the A465 Trunk Road and the Marches Railway Line to the west, which represent a physical barrier between the site and the majority of facilities and services within Abergavenny. Traffic speeds along the A465 also impact on the ability to improve active travel between the site, the rail station and the rest of Abergavenny.
- 9.1.3 It also is acknowledged that, in accordance with PPW12, '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 private motor vehicles.

9.2 Masterplan proposals

- 9.2.1 The masterplan proposals include the following potential mix of uses on site.

Table 5.1 Potential mix of uses within the masterplan area (MHA and Wedge Land)

MHA land		
Mixed Use	Community hub	2,000
	Café	400
	Multi-purpose community rooms	300
	Creche or Day Nursery	300
	Small-scale businesses or creative studios	1,000
Residential	Total homes	500
	Flats (1/2-bed)	54
	Walk-ups (1/2-bed)	60
	2-bed homes	156
	3-bed homes	155
	4-bed homes	75
Park and Ride	Parking	90 spaces

Wedge land		
Mixed-use	Local centre	8,000
	B1 Uses	4,000
	Café/Farm shop/Boutique	400
	Gym/wellness centre	400
	Hotel	2,000
	Community retail	400
	Health (surgery/pharmacy)	300
	Community Hall	500
Residential	Total Homes	90
	Walk-up flats (1/2-bed)	35
	2/3-bed homes	30
	Residential apartments (above mixed-use)	25
Park and Ride	Parking	150 spaces

9.2.2 As part of the masterplan, it is proposed to provide the following transport improvement/measures to:

- encourage the use of Active Travel Modes and public transport, but also provide access for essential motor vehicles; and,
- Link the proposed development to Abergavenny Town Centre and the wider area ...

Pedestrians	
A	Provision of new at-grade crossing across the A465 to link to the new station concourse/arrival
B	Provision of pedestrian facilities (across the A465) within the new junction to the masterplan area (see 'Highway Works' below)
B	Provision of a network of routes throughout the masterplan area
C	Provision of a combined footway/cycleway on both sides of the A465
D	Contributions towards the provision of a new/upgraded footbridge across the railway at Abergavenny Rail Station
E	Contributions towards the provision of a new/upgraded footbridge across the railway to link to Firs Avenue
F	Provision of 'Active Travel' information within Travel Plan Welcome Pack
Cycle users	
A	Provision of secure cycle parking spaces in accordance with the adopted parking standards.
B	Provision of a secure/covered cycle store at the new station interchange
C	Provision of short-stay/visitor parking throughout the Community Hub and Station Quarter
D	Provision of a network of cycle routes/shared footways/cycleways throughout the masterplan area
E	Provision of a combined footway/cycleway on both sides of the A465 (see above)
F	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	A (Rail and Bus) Park & Ride facilities
B	Provision of a new northbound and southbound bus stops on the A465
C	Provision of a new local circular bus service that run between the site and Abergavenny Town Centre
Travel Plan	
A	Encouraging the use of more sustainable modes (walking, cycling car sharing and public transport)
B	Setting mode share targets
C	On-going monitoring
D	Provision of Travel Welcome Packs to be issued to all new residents as they move into their properties
Highway users	
A	Construction of the new access to the masterplan area from the A465
B	Construction of the additional access to the P+R site (on to the A465)
C	Reduction of speed limits along the A465 through the masterplan area
D	Implementation of traffic calming measures/gateway features on the A465

9.3 Impact of the masterplan proposals

Vehicle trips

9.3.1 Vehicles represent the most popular mode of travel for journeys to/from the site, with 52.7% of total person trips generated by the **primary** uses on the site, with car passengers representing 23.8% of total person trips.

9.3.2 It is anticipated that the masterplan proposals could generate up to:

- 409 vehicle movements (two-way) in the AM peak
- 372 vehicle movements (two-way) in the PM peak; and,
- 3317 vehicle movements (two-way) throughout the day (7am-7pm)

Impact

9.3.3 It can be seen from the analysis above that the majority of existing junctions and the proposed accesses have sufficient capacity to accommodate base traffic flows (to 2038) together with the volumes of traffic likely to be generated by the potential mix of uses on the masterplan area.

9.3.4 The analysis also indicates that, based on a 'worst-case' scenario, junction 3 - A4042/A465/A40 Monmouth Road roundabout is predicted to operate close to capacity in the 2038 with development scenario.

9.3.5 However, it is considered that the analysis represents a 'worst-case' scenario as:

- It assumes traffic generated by the P&R are wholly new trips
- It doesn't take account of the significant improvements to Active Travel and public transport proposed as part of the development.

9.4 Conclusions

9.4.1 It is anticipated that the masterplan proposals will be supported by a range of transport improvements/measures, which includes:

- improvements to the pedestrian and cycle facilities surrounding the site,
- improvements to the existing public transport infrastructure and services; as well as,
- Robust Residential and Workplace Travel Plans to encourage the use of Active Travel modes and public transport infrastructure.

9.4.2 Overall, it is considered that the existing and proposed highway network has sufficient capacity to accommodate base traffic flows (to 2038) together with traffic likely to be generated by the masterplan proposals

Appendices



Appendix A

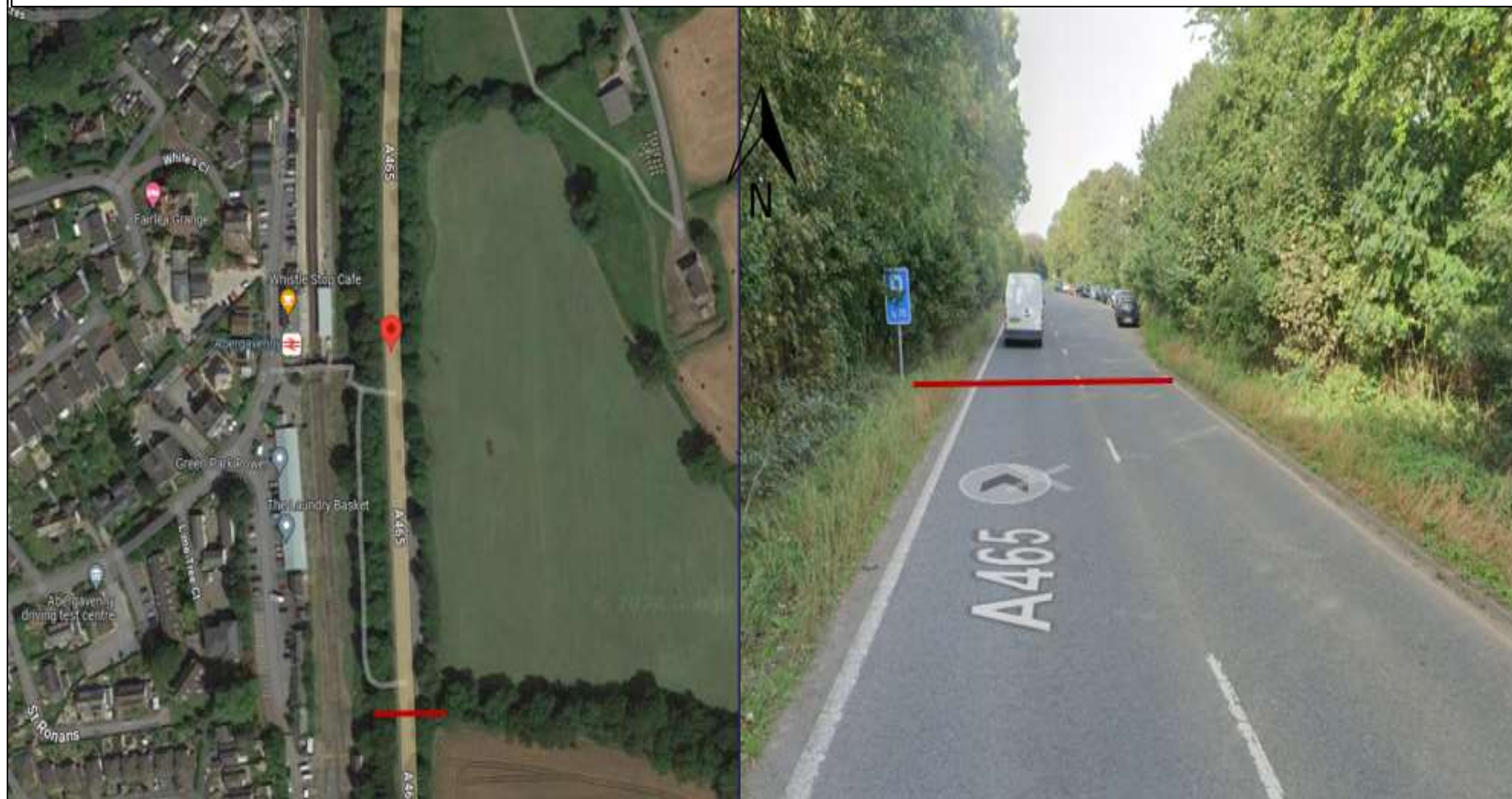


Job Number & Title: **SS1362** Abergavenny A465

Site Location: Site 1 A465 Abergavenny

Survey Date: 07/02/2024

Site Location Plan



SS1362 Abergavenny A465																	
FEBRUARY 2024						Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
Site	Location	Lat / Long	Direction	Start Date	End Date					>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	A465 Abergavenny	51.816972, - 3.008382	Northbound	07 February 2024	13 February 2024	40	30577	4600	4368	24969	81.7	15794	51.7	5072	16.6	47.3	55.6
			Southbound	07 February 2024	13 February 2024		27694	4222	3956	22496	81.2	13768	49.7	3614	13.1	46.6	54.2
			Two-Way	07 February 2024	13 February 2024		58271	8822	8324	47465	81	29562	51	8686	15	47	55



SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
07 February 2024															
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	0	0	0	0	1	0	0	0	0
0200	6	0	2	2	1	0	0	0	0	0	0	1	0	0	0
0300	7	0	2	2	1	0	0	0	0	0	1	0	0	0	1
0400	18	0	15	2	0	0	0	0	0	0	1	0	0	0	0
0500	41	0	25	12	1	1	1	0	1	0	0	0	0	0	0
0600	195	1	132	46	1	3	0	0	5	1	5	1	0	0	0
0700	292	0	203	71	3	3	4	0	0	0	7	0	0	0	1
0800	364	2	276	70	5	3	1	0	1	0	1	2	0	0	3
0900	297	0	221	59	2	4	1	0	4	1	2	3	0	0	0
1000	220	0	164	40	3	5	1	0	1	0	4	2	0	0	0
1100	235	2	171	41	1	2	0	1	6	0	6	5	0	0	0
1200	266	6	192	55	0	4	2	0	2	0	4	1	0	0	0
1300	239	1	183	39	1	3	1	0	2	0	2	6	0	0	1
1400	264	0	210	43	0	2	2	0	4	0	0	3	0	0	0
1500	291	3	215	54	1	3	2	0	3	0	3	4	0	0	3
1600	333	1	253	62	4	2	2	0	0	1	4	4	0	0	0
1700	299	0	249	38	0	1	1	0	2	1	2	4	0	0	1
1800	194	0	169	21	1	1	1	0	0	0	0	1	0	0	0
1900	150	1	134	14	0	0	0	0	0	0	0	1	0	0	0
2000	53	0	44	5	0	0	0	0	0	0	3	1	0	0	0
2100	71	0	61	7	0	0	1	0	0	0	2	0	0	0	0
2200	38	0	32	6	0	0	0	0	0	0	0	0	0	0	0
2300	15	0	10	3	0	0	1	0	1	0	0	0	0	0	0
07-19	3294	15	2506	593	21	33	18	1	25	3	35	35	0	0	9
06-22	3763	17	2877	665	22	36	19	1	30	4	45	38	0	0	9
06-00	3816	17	2919	674	22	36	20	1	31	4	45	38	0	0	9
00-00	3895	17	2968	693	25	37	21	1	32	4	48	39	0	0	10

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS			
												AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
08 February 2024															
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	
0100	9	0	4	2	1	0	0	0	1	0	1	0	0	0	
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0	
0300	10	0	6	2	0	0	0	0	0	0	1	1	0	0	
0400	23	0	12	4	0	1	1	0	1	0	1	3	0	0	
0500	54	0	27	19	1	1	0	0	1	0	2	2	0	1	
0600	181	1	123	49	0	3	1	0	0	0	3	1	0	0	
0700	282	0	203	69	2	2	2	0	1	0	1	1	0	1	
0800	347	1	255	69	5	3	2	0	3	0	6	3	0	0	
0900	266	0	187	61	0	4	3	0	4	0	5	2	0	0	
1000	224	0	159	47	0	4	2	0	2	0	5	5	0	0	
1100	235	0	162	51	3	3	1	0	5	1	4	3	0	2	
1200	239	0	168	55	1	3	1	0	4	0	6	1	0	0	
1300	264	1	191	52	0	1	1	1	5	1	8	2	0	1	
1400	294	1	235	37	1	7	1	1	5	0	2	4	0	0	
1500	284	0	215	50	1	2	1	0	3	1	6	3	0	2	
1600	328	0	263	54	0	2	1	0	2	0	3	2	0	1	
1700	292	2	240	41	0	2	1	0	2	0	4	0	0	0	
1800	182	0	147	24	0	2	1	0	1	0	3	3	0	1	
1900	125	0	106	18	0	0	0	0	0	0	0	0	0	1	
2000	79	0	70	7	0	0	0	0	1	0	1	0	0	0	
2100	52	1	42	7	1	0	0	0	0	0	0	1	0	0	
2200	37	0	35	2	0	0	0	0	0	0	0	0	0	0	
2300	22	0	18	4	0	0	0	0	0	0	0	0	0	0	
07-19	3237	5	2425	610	13	35	17	2	37	3	53	29	0	8	
06-22	3674	7	2766	691	14	38	18	2	38	3	57	31	0	9	
06-00	3733	7	2819	697	14	38	18	2	38	3	57	31	0	9	
00-00	3843	7	2881	725	16	40	19	2	41	3	62	37	0	10	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
09 February 2024															
0000	9	0	6	2	0	0	0	0	1	0	0	0	0	0	0
0100	4	0	1	0	1	0	0	0	0	0	2	0	0	0	0
0200	7	0	2	2	0	0	0	0	0	0	2	1	0	0	0
0300	12	0	6	2	0	0	1	0	0	0	2	1	0	0	0
0400	28	0	13	5	1	0	0	0	2	1	2	3	0	1	1
0500	57	0	31	16	2	2	1	0	3	0	1	1	0	0	0
0600	215	1	123	61	2	3	1	0	8	1	12	3	0	0	0
0700	329	0	217	84	4	8	1	0	4	0	7	4	0	0	0
0800	381	1	258	90	4	5	1	0	10	0	9	3	0	0	0
0900	342	0	234	66	2	5	2	0	13	1	10	7	0	2	2
1000	360	3	259	65	4	11	1	0	4	0	2	11	0	0	0
1100	397	0	287	74	7	6	1	0	9	0	7	3	0	3	3
1200	384	1	282	78	2	3	2	0	3	0	7	4	0	2	2
1300	335	1	244	60	4	8	1	0	7	0	5	4	0	1	1
1400	408	2	305	68	0	4	2	0	6	1	12	6	0	2	2
1500	446	0	356	64	1	1	2	0	4	1	9	7	0	1	1
1600	453	1	367	65	1	5	1	0	3	0	7	3	0	0	0
1700	394	0	323	63	0	1	1	0	1	0	5	0	0	0	0
1800	288	0	260	23	0	0	0	0	2	0	1	1	0	1	1
1900	163	0	129	27	1	1	0	0	1	1	1	2	0	0	0
2000	90	0	80	7	0	0	0	0	0	0	0	3	0	0	0
2100	82	0	74	6	0	0	0	0	0	0	1	1	0	0	0
2200	56	0	46	9	0	0	0	0	0	0	1	0	0	0	0
2300	39	0	31	5	0	0	0	0	0	0	2	0	0	1	1
07-19	4517	9	3392	800	29	57	15	0	66	3	81	53	0	12	12
06-22	5067	10	3798	901	32	61	16	0	75	5	95	62	0	12	12
06-00	5162	10	3875	915	32	61	16	0	75	5	98	62	0	13	13
00-00	5279	10	3934	942	36	63	18	0	81	6	107	68	0	14	14

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
10 February 2024															
0000	24	0	21	2	0	0	0	0	0	0	1	0	0	0	
0100	8	0	5	0	0	0	0	0	0	0	2	1	0	0	
0200	7	0	4	2	0	0	0	0	1	0	0	0	0	0	
0300	5	0	1	1	0	0	1	0	0	0	0	2	0	0	
0400	15	0	8	4	0	1	0	0	0	0	0	2	0	0	
0500	19	0	10	3	1	1	0	0	2	0	2	0	0	0	
0600	76	0	54	17	1	2	1	0	1	0	0	0	0	0	
0700	152	0	104	31	1	1	3	0	7	1	2	2	0	0	
0800	188	2	138	38	2	0	0	0	4	0	0	4	0	0	
0900	265	2	222	30	1	5	0	0	3	0	0	2	0	0	
1000	350	4	292	42	0	4	1	0	2	1	0	4	0	0	
1100	402	6	344	38	0	1	1	0	3	0	4	5	0	0	
1200	423	3	372	35	0	4	1	1	4	0	3	0	0	0	
1300	332	5	289	30	0	0	1	0	2	0	2	1	0	2	
1400	302	3	257	33	1	0	1	0	3	0	1	2	0	1	
1500	279	1	235	33	3	0	3	0	1	0	0	3	0	0	
1600	277	1	241	30	1	0	2	0	1	1	0	0	0	0	
1700	204	0	170	30	0	0	0	0	3	0	1	0	0	0	
1800	147	0	120	21	0	1	0	0	0	0	2	2	0	1	
1900	127	0	114	9	0	0	0	0	0	0	3	1	0	0	
2000	93	1	81	9	0	0	0	0	0	0	1	1	0	0	
2100	48	0	43	5	0	0	0	0	0	0	0	0	0	0	
2200	57	0	49	8	0	0	0	0	0	0	0	0	0	0	
2300	26	0	24	1	0	0	0	0	1	0	0	0	0	0	
07-19	3321	27	2784	391	9	16	13	1	33	3	15	25	0	4	
06-22	3665	28	3076	431	10	18	14	1	34	3	19	27	0	4	
06-00	3748	28	3149	440	10	18	14	1	35	3	19	27	0	4	
00-00	3826	28	3198	452	11	20	15	1	38	3	24	32	0	4	

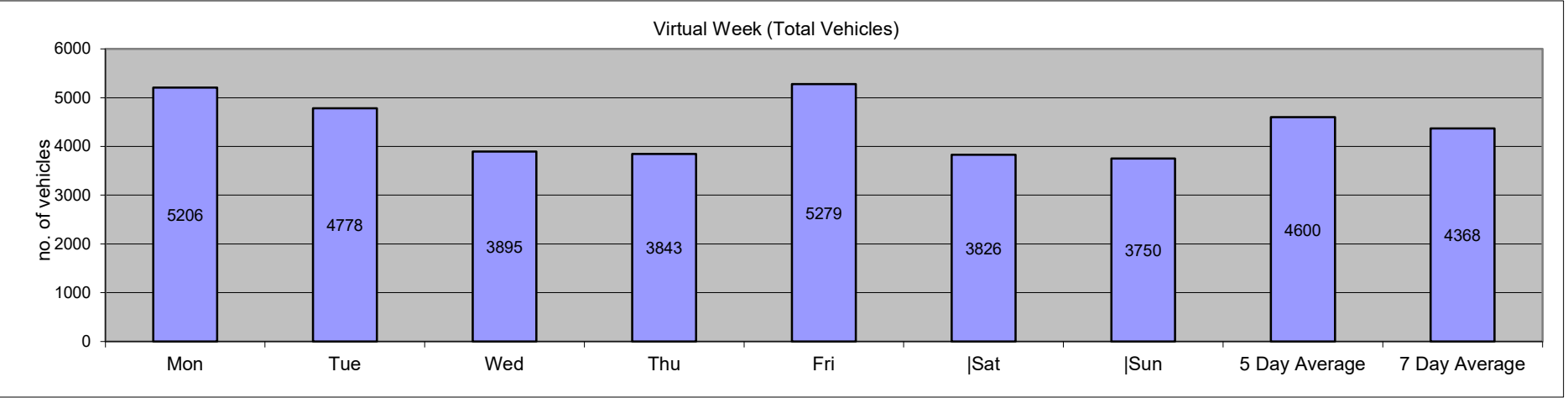
SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
11 February 2024															
0000	33	0	26	3	0	0	1	0	0	0	1	2	0	0	
0100	10	0	7	1	0	0	0	0	0	0	1	1	0	0	
0200	12	0	8	2	0	1	0	0	0	0	0	1	0	0	
0300	5	0	4	0	0	0	0	0	0	0	1	0	0	0	
0400	12	0	6	2	0	0	0	0	0	0	0	4	0	0	
0500	20	0	5	7	1	1	0	0	3	0	3	0	0	0	
0600	46	0	32	10	2	0	0	0	1	0	1	0	0	0	
0700	93	0	71	15	1	1	0	0	2	0	1	2	0	0	
0800	127	2	104	17	1	0	1	0	0	0	0	2	0	0	
0900	189	1	154	28	0	0	0	0	2	0	1	2	0	1	
1000	284	14	235	26	1	3	0	0	1	0	4	0	0	0	
1100	319	14	262	38	0	1	1	0	1	0	1	0	0	1	
1200	358	9	312	30	0	0	0	0	3	0	3	1	0	0	
1300	315	7	277	28	0	0	0	0	2	0	1	0	0	0	
1400	351	6	313	23	0	2	0	0	2	1	3	1	0	0	
1500	372	5	333	26	1	2	1	0	0	1	0	3	0	0	
1600	356	3	310	37	0	0	1	0	1	0	2	2	0	0	
1700	277	2	242	26	1	1	0	1	1	0	1	2	0	0	
1800	183	0	152	29	1	0	0	0	0	0	0	1	0	0	
1900	156	1	135	17	0	0	1	0	1	0	1	0	0	0	
2000	101	0	87	10	0	2	1	0	0	0	1	0	0	0	
2100	68	0	53	13	0	0	0	0	0	0	1	1	0	0	
2200	38	0	29	7	0	0	0	0	0	0	0	2	0	0	
2300	25	0	22	2	1	0	0	0	0	0	0	0	0	0	
07-19	3224	63	2765	323	6	10	4	1	15	2	17	16	0	2	
06-22	3595	64	3072	373	8	12	6	1	17	2	21	17	0	2	
06-00	3658	64	3123	382	9	12	6	1	17	2	21	19	0	2	
00-00	3750	64	3179	397	10	14	7	1	20	2	27	27	0	2	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
12 February 2024															
0000	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0100	7	0	2	1	1	0	0	0	0	0	1	1	0	1	1
0200	7	0	3	1	0	0	0	0	0	0	2	1	0	0	0
0300	22	0	9	2	0	0	1	0	1	0	3	5	0	1	1
0400	42	1	30	6	0	0	0	0	0	1	1	3	0	0	0
0500	70	0	47	12	2	0	1	0	1	0	5	2	0	0	0
0600	236	0	149	61	4	4	1	0	4	0	7	3	0	3	3
0700	348	0	213	99	2	5	5	0	9	0	9	3	0	3	3
0800	420	2	288	97	2	10	3	0	8	0	7	3	0	0	0
0900	388	0	274	73	2	9	1	0	5	0	10	11	0	3	3
1000	429	4	311	75	8	7	2	0	8	0	6	8	0	0	0
1100	396	1	287	65	2	6	4	0	12	0	7	12	0	0	0
1200	422	2	314	72	4	3	3	0	6	0	7	9	0	2	2
1300	339	2	248	60	1	5	2	0	6	0	9	6	0	0	0
1400	355	4	262	58	4	7	2	0	9	0	4	5	0	0	0
1500	361	4	268	62	3	2	4	0	4	0	7	6	0	1	1
1600	391	0	321	54	1	1	0	0	4	0	6	3	0	1	1
1700	384	0	305	59	0	5	0	0	7	1	3	4	0	0	0
1800	222	0	195	21	0	1	0	0	2	0	2	1	0	0	0
1900	156	1	131	20	0	2	1	0	0	0	0	1	0	0	0
2000	82	0	66	11	1	0	0	0	0	0	1	3	0	0	0
2100	64	0	51	9	0	0	0	0	1	0	2	1	0	0	0
2200	34	0	26	7	0	0	0	0	0	0	1	0	0	0	0
2300	23	0	19	3	0	0	0	0	0	0	1	0	0	0	0
07-19	4455	19	3286	795	29	61	26	0	80	1	77	71	0	10	10
06-22	4993	20	3683	896	34	67	28	0	85	1	87	79	0	13	13
06-00	5050	20	3728	906	34	67	28	0	85	1	89	79	0	13	13
00-00	5206	21	3827	928	37	67	30	0	87	2	101	91	0	15	15

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
13 February 2024															
0000	7	0	6	0	0	0	0	0	0	0	1	0	0	0	
0100	9	0	5	2	0	0	0	0	0	0	0	2	0	0	
0200	10	0	4	1	1	0	0	0	0	0	1	3	0	0	
0300	10	0	3	3	2	0	0	0	0	0	1	0	0	1	
0400	27	0	15	7	0	0	0	0	2	0	2	1	0	0	
0500	69	0	35	17	3	2	0	0	1	0	5	3	0	3	
0600	231	0	148	61	2	3	0	0	2	0	11	4	0	0	
0700	406	0	264	112	2	7	1	1	7	0	10	2	0	0	
0800	422	0	292	101	1	11	1	1	4	1	3	6	0	1	
0900	316	0	216	71	2	5	3	0	6	0	6	4	0	3	
1000	321	1	214	71	5	8	0	1	4	1	6	8	0	2	
1100	320	0	237	52	5	5	0	0	7	0	6	7	0	1	
1200	320	0	224	58	1	7	3	0	7	1	12	5	0	2	
1300	308	0	214	67	3	4	5	0	0	0	6	9	0	0	
1400	305	0	243	42	0	2	1	1	3	1	3	8	0	1	
1500	382	1	274	85	1	3	1	0	7	0	3	6	0	1	
1600	348	2	282	52	1	0	1	0	1	0	3	6	0	0	
1700	351	1	292	45	2	1	1	0	3	1	4	1	0	0	
1800	220	1	182	31	1	0	1	0	1	0	2	1	0	0	
1900	144	0	116	21	0	0	0	0	3	1	1	1	0	1	
2000	89	0	76	6	1	1	0	0	0	0	1	4	0	0	
2100	66	0	52	8	0	1	1	0	1	0	2	1	0	0	
2200	52	0	39	9	1	1	0	0	0	0	0	2	0	0	
2300	45	0	37	4	1	1	0	0	0	0	2	0	0	0	
07-19	4019	6	2934	787	24	53	18	4	50	5	64	63	0	11	
06-22	4549	6	3326	883	27	58	19	4	56	6	79	73	0	12	
06-00	4646	6	3402	896	29	60	19	4	56	6	81	75	0	12	
00-00	4778	6	3470	926	35	62	19	4	59	6	91	84	0	16	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Average Day															
0000	14	0	12	1	0	0	0	0	0	0	0	0	0	0	
0100	7	0	4	1	0	0	0	0	0	0	1	1	0	0	
0200	7	0	4	2	0	0	0	0	0	0	1	1	0	0	
0300	10	0	4	2	0	0	0	0	0	0	1	1	0	0	
0400	24	0	14	4	0	0	0	0	1	0	1	2	0	0	
0500	47	0	26	12	2	1	0	0	2	0	3	1	0	1	
0600	169	0	109	44	2	3	1	0	3	0	6	2	0	0	
0700	272	0	182	69	2	4	2	0	4	0	5	2	0	1	
0800	321	1	230	69	3	5	1	0	4	0	4	3	0	1	
0900	295	0	215	55	1	5	1	0	5	0	5	4	0	1	
1000	313	4	233	52	3	6	1	0	3	0	4	5	0	0	
1100	329	3	250	51	3	3	1	0	6	0	5	5	0	1	
1200	345	3	266	55	1	3	2	0	4	0	6	3	0	1	
1300	305	2	235	48	1	3	2	0	3	0	5	4	0	1	
1400	326	2	261	43	1	3	1	0	5	0	4	4	0	1	
1500	345	2	271	53	2	2	2	0	3	0	4	5	0	1	
1600	355	1	291	51	1	1	1	0	2	0	4	3	0	0	
1700	314	1	260	43	0	2	1	0	3	0	3	2	0	0	
1800	205	0	175	24	0	1	0	0	1	0	1	1	0	0	
1900	146	0	124	18	0	0	0	0	1	0	1	1	0	0	
2000	84	0	72	8	0	0	0	0	0	0	1	2	0	0	
2100	64	0	54	8	0	0	0	0	0	0	1	1	0	0	
2200	45	0	37	7	0	0	0	0	0	0	0	1	0	0	
2300	28	0	23	3	0	0	0	0	0	0	1	0	0	0	
07-19	3724	21	2870	614	19	38	16	1	44	3	49	42	0	8	
06-22	4187	22	3228	691	21	41	17	1	48	3	58	47	0	9	
06-00	4259	22	3288	701	21	42	17	1	48	3	59	47	0	9	
00-00	4368	22	3351	723	24	43	18	1	51	4	66	54	0	10	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to	13 February 2024			Direction	Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	5206	21	3827	928	37	67	30	0	87	2	101	91	0	15	
Tue	4778	6	3470	926	35	62	19	4	59	6	91	84	0	16	
Wed	3895	17	2968	693	25	37	21	1	32	4	48	39	0	10	
Thu	3843	7	2881	725	16	40	19	2	41	3	62	37	0	10	
Fri	5279	10	3934	942	36	63	18	0	81	6	107	68	0	14	
Sat	3826	28	3198	452	11	20	15	1	38	3	24	32	0	4	
Sun	3750	64	3179	397	10	14	7	1	20	2	27	27	0	2	
5 Day Average															
[--]	4600	12	3416	843	30	54	21	1	60	4	82	64	0	13	
7 Day Average															
[--]	4368	22	3351	723	24	43	18	1	51	4	66	54	0	10	
Total Vehicles															
[--]	30577	153	23457	5063	170	303	129	9	358	26	460	378	0	71	



SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to				13 February 2024				Direction		Northbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	Speed Bins												40	40	46 ACPO	46 ACPO	55 DFT	55 DFT	Mean Speed	85%ile Speed		
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70									70 130	
07 February 2024																							
0000	5	0	0	0	0	0	0	2	1	1	1	0	0	0	5	100	3	60	1	20	48.1	-	
0100	2	0	0	0	0	0	0	0	1	0	0	1	0	0	2	100	2	100	1	50	55.4	-	
0200	6	0	0	0	0	0	1	1	2	2	0	0	0	0	5	83.33	3	50	0	0	46.1	-	
0300	7	0	0	0	0	0	0	2	1	2	1	0	0	1	7	100	5	71.43	2	28.57	52.8	-	
0400	18	0	0	0	0	0	1	2	0	2	5	4	2	2	17	94.44	15	83.33	13	72.22	57.8	69.8	
0500	41	0	0	0	0	0	1	1	3	7	13	8	5	3	40	97.56	39	95.12	29	70.73	58.7	66.4	
0600	195	0	0	0	0	0	4	21	37	48	39	28	10	8	191	97.95	162	83.08	85	43.59	54.4	62.6	
0700	292	0	0	0	1	5	27	70	61	60	41	18	4	5	259	88.7	175	59.93	68	23.29	49.2	57.7	
0800	364	0	0	0	0	6	42	77	98	82	44	9	5	1	316	86.81	228	62.64	59	16.21	48.1	55.4	
0900	297	1	0	0	0	11	62	79	66	40	29	8	1	0	223	75.08	132	44.44	38	12.79	45.4	53.4	
1000	220	0	0	0	0	3	38	55	65	34	17	7	1	0	179	81.36	114	51.82	25	11.36	46.5	53.7	
1100	235	0	0	1	9	11	49	58	49	39	15	2	2	0	165	70.21	100	42.55	19	8.085	44.4	51.8	
1200	266	0	0	0	1	9	47	79	49	43	28	7	3	0	209	78.57	124	46.62	38	14.29	46.2	54.6	
1300	239	0	0	0	2	4	39	75	52	31	22	8	4	2	194	81.17	108	45.19	36	15.06	46.5	55	
1400	264	0	1	0	0	6	48	56	57	47	40	6	2	1	209	79.17	145	54.92	49	18.56	47.3	56	
1500	291	0	0	0	1	8	62	68	51	49	28	19	4	1	220	75.6	144	49.48	52	17.87	46.8	56.2	
1600	333	0	0	0	0	4	57	62	84	57	49	16	4	0	272	81.68	190	57.06	69	20.72	47.9	56.6	
1700	299	0	0	0	1	9	31	77	60	59	38	15	8	1	258	86.29	170	56.86	62	20.74	48.4	57.5	
1800	194	0	0	0	0	1	26	27	33	45	35	19	4	4	167	86.08	134	69.07	62	31.96	51	59.8	
1900	150	0	0	0	0	1	15	24	31	25	26	14	6	8	134	89.33	106	70.67	54	36	51.6	61.3	
2000	53	0	0	0	0	1	7	7	7	8	10	6	4	3	45	84.91	35	66.04	23	43.4	52.6	63.7	
2100	71	0	0	0	0	0	4	11	14	13	13	9	3	4	67	94.37	53	74.65	29	40.85	53.4	62	
2200	38	0	1	0	0	0	1	1	7	7	7	7	4	3	36	94.74	34	89.47	21	55.26	56.2	66.8	
2300	15	0	0	0	0	0	1	0	3	5	1	0	3	2	14	93.33	14	93.33	6	40	56.2	70	
07-19	3294	1	1	1	15	77	528	783	725	586	386	134	42	15	2671	81.09	1764	53.55	577	17.52	47.3	56	
06-22	3763	1	1	1	15	79	558	846	814	680	474	191	65	38	3108	82.59	2120	56.34	768	20.41	48	56.7	
06-00	3816	1	2	1	15	79	560	847	824	692	482	198	72	43	3158	82.76	2168	56.81	795	20.83	48.2	56.9	
00-00	3895	1	2	1	15	79	563	855	832	706	502	211	79	49	3234	83.03	2235	57.38	841	21.59	48.3	57.2	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)																														
07 February 2024					to					13 February 2024					Direction		Northbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed													
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT																						
08 February 2024																																										
0000	11	0	0	0	0	1	0	2	1	5	0	0	2	0	10	90.91	8	72.73	2	18.18	51	68.6																				
0100	9	0	0	0	1	0	1	1	0	1	1	1	0	3	7	77.78	6	66.67	5	55.56	57	-																				
0200	3	0	0	0	0	0	0	0	0	1	2	0	0	0	3	100	3	100	2	66.67	55.5	-																				
0300	10	0	0	0	0	0	2	1	1	3	1	0	2	0	8	80	7	70	3	30	50.8	-																				
0400	23	0	0	0	0	0	2	2	4	2	7	3	2	1	21	91.3	19	82.61	13	56.52	54.9	63.8																				
0500	54	0	0	0	0	1	3	5	8	15	12	6	3	1	50	92.59	45	83.33	22	40.74	52.8	61.5																				
0600	181	0	0	0	0	1	14	33	33	49	32	15	2	2	166	91.71	131	72.38	51	28.18	50.6	58.2																				
0700	282	0	0	0	0	3	19	71	64	61	38	19	4	3	260	92.2	177	62.77	64	22.7	49.4	57.7																				
0800	347	1	0	0	0	6	68	79	87	54	39	10	2	1	272	78.39	175	50.43	52	14.99	46.6	55																				
0900	266	0	0	0	0	7	58	66	62	41	18	13	0	1	201	75.56	126	47.37	32	12.03	46	53.9																				
1000	224	0	0	0	0	13	54	58	42	24	21	9	3	0	157	70.09	90	40.18	33	14.73	45.2	54.9																				
1100	235	0	0	0	2	2	47	85	50	30	11	7	1	0	184	78.3	85	36.17	19	8.085	44.9	53.2																				
1200	239	0	0	0	0	13	50	73	48	27	19	7	1	1	176	73.64	93	38.91	28	11.72	45.2	53.5																				
1300	264	0	0	0	3	6	57	85	49	34	21	7	1	1	198	75	101	38.26	30	11.36	45.2	53.9																				
1400	294	0	0	0	5	27	55	70	45	52	22	11	7	0	207	70.41	126	42.86	40	13.61	45.4	54.7																				
1500	284	1	0	2	0	7	47	66	63	48	33	11	3	3	227	79.93	148	52.11	50	17.61	47.2	55.6																				
1600	328	0	0	3	4	3	42	62	89	66	42	14	3	0	276	84.15	194	59.15	59	17.99	47.9	55.7																				
1700	292	0	0	0	1	11	50	70	53	62	27	14	2	2	230	78.77	150	51.37	45	15.41	47	55.3																				
1800	182	0	0	0	1	4	17	36	57	37	19	7	2	2	160	87.91	111	60.99	30	16.48	48.3	55.4																				
1900	125	0	2	1	0	0	13	21	25	31	18	11	1	2	109	87.2	85	68	32	25.6	49.5	59																				
2000	79	0	0	0	0	2	6	18	18	19	10	5	0	1	71	89.87	52	65.82	16	20.25	49	56.9																				
2100	52	0	0	0	0	1	11	8	12	5	5	8	1	1	40	76.92	28	53.85	15	28.85	49.3	62.1																				
2200	37	0	0	0	0	1	7	6	8	4	7	2	2	0	29	78.38	23	62.16	11	29.73	49.1	58.8																				
2300	22	0	0	0	0	0	2	1	4	8	2	4	1	0	20	90.91	18	81.82	7	31.82	52.7	63.7																				
07-19	3237	2	0	5	16	102	564	821	709	536	310	129	29	14	2548	78.71	1576	48.69	482	14.89	46.6	55																				
06-22	3674	2	2	6	16	106	608	901	797	640	375	168	33	20	2934	79.86	1872	50.95	596	16.22	47	55.4																				
06-00	3733	2	2	6	16	107	617	908	809	652	384	174	36	20	2983	79.91	1913	51.25	614	16.45	47	55.5																				
00-00	3843	2	2	6	17	109	625	919	823	679	407	184	45	25	3082	80.2	2001	52.07	661	17.2	47.2	55.7																				

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to				13 February 2024				Direction		Northbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed				
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO			46 ACPO	55 DFT	55 DFT	
09 February 2024																							
0000	9	0	0	0	0	0	1	3	1	1	1	0	0	2	8	88.89	5	55.56	3	33.33	54.5	-	
0100	4	0	0	0	0	0	2	1	1	0	0	0	0	0	2	50	1	25	0	0	41.7	-	
0200	7	0	0	0	0	0	1	1	1	2	0	1	1	0	6	85.71	5	71.43	2	28.57	52.7	-	
0300	12	0	0	0	0	0	4	2	1	3	1	1	0	0	8	66.67	5	41.67	2	16.67	46.9	58.8	
0400	28	0	0	0	0	0	5	5	5	4	6	3	0	0	23	82.14	17	60.71	9	32.14	49.7	58	
0500	57	0	0	0	0	1	3	6	12	10	10	11	3	1	53	92.98	46	80.7	25	43.86	53.2	62.3	
0600	215	0	0	0	0	1	17	50	34	46	31	22	11	3	197	91.63	140	65.12	67	31.16	50.7	61	
0700	329	0	0	0	2	9	47	92	84	47	29	6	11	2	271	82.37	151	45.9	48	14.59	46.7	54.9	
0800	381	0	0	0	1	19	86	82	73	73	32	11	3	1	275	72.18	184	48.29	47	12.34	46	54.1	
0900	342	1	0	6	1	8	84	110	67	36	22	5	2	0	242	70.76	123	35.96	29	8.48	44.1	51.3	
1000	360	0	0	0	0	9	65	112	95	40	27	8	4	0	286	79.44	150	41.67	39	10.83	45.6	52.5	
1100	397	0	0	0	0	23	82	141	100	35	14	1	1	0	292	73.55	128	32.24	16	4.03	43.6	49.4	
1200	384	0	1	0	0	6	76	96	112	66	22	3	1	1	301	78.39	181	47.14	27	7.031	45.7	52.7	
1300	335	0	0	0	0	7	73	91	73	45	32	10	3	1	255	76.12	151	45.07	46	13.73	46	54.6	
1400	408	0	0	3	5	11	73	123	97	61	26	6	3	0	316	77.45	173	42.4	35	8.578	45.2	52.2	
1500	446	1	0	0	1	12	94	135	96	57	37	9	4	0	338	75.78	177	39.69	50	11.21	45.3	52.9	
1600	453	1	0	0	0	15	73	132	99	76	43	12	0	2	364	80.35	207	45.7	57	12.58	46.2	54.3	
1700	394	0	0	0	1	7	60	130	78	69	24	22	2	1	326	82.74	182	46.19	49	12.44	46.4	54.1	
1800	288	0	0	0	0	0	36	69	86	57	21	15	3	1	252	87.5	159	55.21	40	13.89	47.8	54.4	
1900	163	0	0	0	0	0	14	41	39	34	22	9	2	2	149	91.41	98	60.12	35	21.47	49.2	57.3	
2000	90	0	0	0	1	2	6	14	19	19	13	11	4	1	81	90	64	71.11	29	32.22	50.9	60.9	
2100	82	0	0	0	0	2	8	10	18	12	13	8	6	5	72	87.8	58	70.73	32	39.02	52.8	64.7	
2200	56	0	0	0	0	0	6	9	7	8	11	7	5	3	50	89.29	40	71.43	26	46.43	53.6	65.1	
2300	39	0	0	0	0	0	1	4	8	14	5	5	2	0	38	97.44	34	87.18	12	30.77	52.1	62.2	
07-19	4517	3	1	9	11	126	849	1313	1060	662	329	108	37	9	3518	77.88	1966	43.52	483	10.69	45.7	53.2	
06-22	5067	3	1	9	12	131	894	1428	1170	773	408	158	60	20	4017	79.28	2326	45.9	646	12.75	46.2	54	
06-00	5162	3	1	9	12	131	901	1441	1185	795	424	170	67	23	4105	79.52	2400	46.49	684	13.25	46.3	54.2	
00-00	5279	3	1	9	12	132	917	1459	1206	815	442	186	71	26	4205	79.66	2479	46.96	725	13.73	46.4	54.4	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to				13 February 2024				Direction		Northbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed				
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO			46 ACPO	55 DFT	55 DFT	
10 February 2024																							
0000	24	0	0	0	0	0	2	4	2	5	4	5	1	1	22	91.67	18	75	11	45.83	54.4	61.8	
0100	8	0	0	0	0	1	1	1	2	0	1	2	0	0	6	75	5	62.5	3	37.5	49.4	-	
0200	7	0	0	0	0	0	0	1	1	3	0	0	2	0	7	100	5	71.43	2	28.57	53.9	-	
0300	5	0	0	0	0	0	1	2	1	0	0	1	0	0	4	80	2	40	1	20	46.7	-	
0400	15	0	0	1	0	0	3	1	1	2	2	3	0	2	11	73.33	10	66.67	7	46.67	55.1	68.3	
0500	19	0	0	0	0	0	2	3	6	3	4	0	0	1	17	89.47	14	73.68	5	26.32	49.7	57.6	
0600	76	0	0	0	0	1	6	1	20	18	13	12	3	2	69	90.79	64	84.21	30	39.47	53.5	61.9	
0700	152	0	0	0	1	0	25	26	36	21	26	9	5	3	126	82.89	94	61.84	43	28.29	49.5	58.7	
0800	188	0	0	0	2	1	22	43	45	33	27	11	3	1	163	86.7	104	55.32	42	22.34	48.6	57	
0900	265	0	0	0	0	4	40	81	59	39	27	11	3	1	221	83.4	132	49.81	42	15.85	47	55.5	
1000	350	0	0	3	3	6	59	85	61	72	48	10	2	1	279	79.71	180	51.43	61	17.43	46.9	55.6	
1100	402	0	0	4	1	5	68	114	100	69	23	14	2	2	324	80.6	193	48.01	41	10.2	46.2	53.3	
1200	423	0	1	1	1	11	69	139	106	52	27	14	0	2	340	80.38	174	41.13	43	10.17	45.5	52.3	
1300	332	0	0	0	1	5	48	60	95	78	28	12	3	2	278	83.73	204	61.45	45	13.55	47.8	54.6	
1400	302	0	0	1	0	9	50	71	67	59	28	11	6	0	242	80.13	163	53.97	45	14.9	47	55	
1500	279	0	0	0	0	3	51	65	52	51	36	13	7	1	225	80.65	153	54.84	57	20.43	47.9	57	
1600	277	0	0	1	0	3	51	64	57	62	22	9	2	6	222	80.14	145	52.35	39	14.08	47.5	54.8	
1700	204	0	0	0	0	2	40	44	47	35	17	11	5	3	162	79.41	107	52.45	36	17.65	47.8	56.5	
1800	147	0	0	1	1	3	23	32	30	27	14	7	6	3	119	80.95	79	53.74	30	20.41	48.2	57.7	
1900	127	0	0	0	4	0	10	34	21	22	25	7	3	1	113	88.98	76	59.84	36	28.35	49.2	58.5	
2000	93	0	0	0	0	2	13	21	20	15	10	9	0	3	78	83.87	54	58.06	22	23.66	48.8	58.9	
2100	48	0	0	0	0	0	3	9	9	6	13	3	1	4	45	93.75	35	72.92	21	43.75	53.6	61	
2200	57	0	0	0	0	1	2	16	13	5	13	3	1	3	54	94.74	36	63.16	20	35.09	50.8	59.3	
2300	26	0	0	0	1	1	6	6	3	5	2	1	1	0	18	69.23	12	46.15	4	15.38	45.8	55.1	
07-19	3321	0	1	11	10	52	546	824	755	598	323	132	44	25	2701	81.33	1728	52.03	524	15.78	47.2	55.3	
06-22	3665	0	1	11	14	55	578	889	825	659	384	163	51	35	3006	82.02	1957	53.4	633	17.27	47.5	55.8	
06-00	3748	0	1	11	15	57	586	911	841	669	399	167	53	38	3078	82.12	2005	53.5	657	17.53	47.6	55.8	
00-00	3826	0	1	12	15	58	595	923	854	682	410	178	56	42	3145	82.2	2059	53.82	686	17.93	47.7	55.9	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)													
07 February 2024					to					13 February 2024					Direction		Northbound								
Time Period	Total Vehicles	Speed Bins														Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed		
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT					
11 February 2024																									
0000	33	0	0	0	0	1	2	6	6	9	4	4	1	0	30	90.91	24	72.73	9	27.27	51.1	61.5			
0100	10	0	0	0	0	0	4	0	5	0	0	1	0	0	6	60	6	60	1	10	45.5	-			
0200	12	0	0	0	0	0	1	2	1	4	1	2	1	0	11	91.67	9	75	4	33.33	52.1	64.9			
0300	5	0	0	0	0	1	0	2	0	0	0	2	0	0	4	80	2	40	2	40	49.4	-			
0400	12	0	0	0	0	0	2	1	1	2	4	1	0	1	10	83.33	8	66.67	6	50	53.4	62.5			
0500	20	0	0	0	0	0	5	2	7	4	2	0	0	0	15	75	12	60	2	10	46.8	53.9			
0600	46	0	0	0	1	0	6	7	9	8	7	4	3	1	39	84.78	30	65.22	15	32.61	50.5	60.6			
0700	93	0	0	0	0	0	11	19	19	11	17	11	1	4	82	88.17	55	59.14	33	35.48	50.9	60.7			
0800	127	0	0	0	0	3	9	35	28	24	16	5	4	3	115	90.55	74	58.27	28	22.05	49.1	58.2			
0900	189	0	1	0	0	3	33	37	42	31	20	11	8	3	152	80.42	106	56.08	42	22.22	48.5	57.3			
1000	284	0	0	1	0	6	61	75	63	53	16	8	1	0	216	76.06	128	45.07	25	8.803	45.8	53			
1100	319	1	1	0	0	2	44	92	84	49	33	8	3	2	271	84.95	160	50.16	46	14.42	46.9	54.8			
1200	358	0	0	0	0	1	78	104	85	56	24	3	5	2	279	77.93	162	45.25	34	9.497	45.8	52.7			
1300	315	0	0	4	5	2	37	72	77	60	42	7	6	3	267	84.76	182	57.78	58	18.41	47.7	55.8			
1400	351	2	1	0	0	8	54	114	77	42	37	10	5	1	286	81.48	160	45.58	53	15.1	46.2	55.1			
1500	372	1	0	0	1	4	66	73	81	74	52	15	1	4	300	80.65	214	57.53	72	19.35	47.9	56.3			
1600	356	0	0	0	9	2	61	81	81	67	41	13	1	0	284	79.78	188	52.81	55	15.45	46.9	55.1			
1700	277	0	0	0	1	6	30	69	61	62	32	11	3	2	240	86.64	164	59.21	48	17.33	48.1	55.8			
1800	183	0	0	0	0	2	11	37	37	38	32	9	10	7	170	92.9	128	69.95	58	31.69	51.2	59.6			
1900	156	0	0	1	0	1	17	42	35	25	18	13	3	1	137	87.82	87	55.77	35	22.44	48.5	58.3			
2000	101	0	0	0	0	0	8	25	21	19	16	6	3	3	93	92.08	62	61.39	28	27.72	50.5	58.8			
2100	68	0	0	0	0	1	6	11	10	19	8	6	2	5	61	89.71	50	73.53	21	30.88	51.9	62			
2200	38	0	0	0	0	1	0	6	5	9	9	5	2	1	37	97.37	29	76.32	17	44.74	53.6	63.7			
2300	25	0	0	0	0	0	3	3	6	6	4	1	1	1	22	88	19	76	7	28	51.3	60			
07-19	3224	4	3	5	16	39	495	808	735	567	362	111	48	31	2662	82.57	1721	53.38	552	17.12	47.4	55.8			
06-22	3595	4	3	6	17	41	532	893	810	638	411	140	59	41	2992	83.23	1950	54.24	651	18.11	47.7	56.1			
06-00	3658	4	3	6	17	42	535	902	821	653	424	146	62	43	3051	83.41	1998	54.62	675	18.45	47.8	56.3			
00-00	3750	4	3	6	17	44	549	915	841	672	435	156	64	44	3127	83.39	2059	54.91	699	18.64	47.8	56.3			

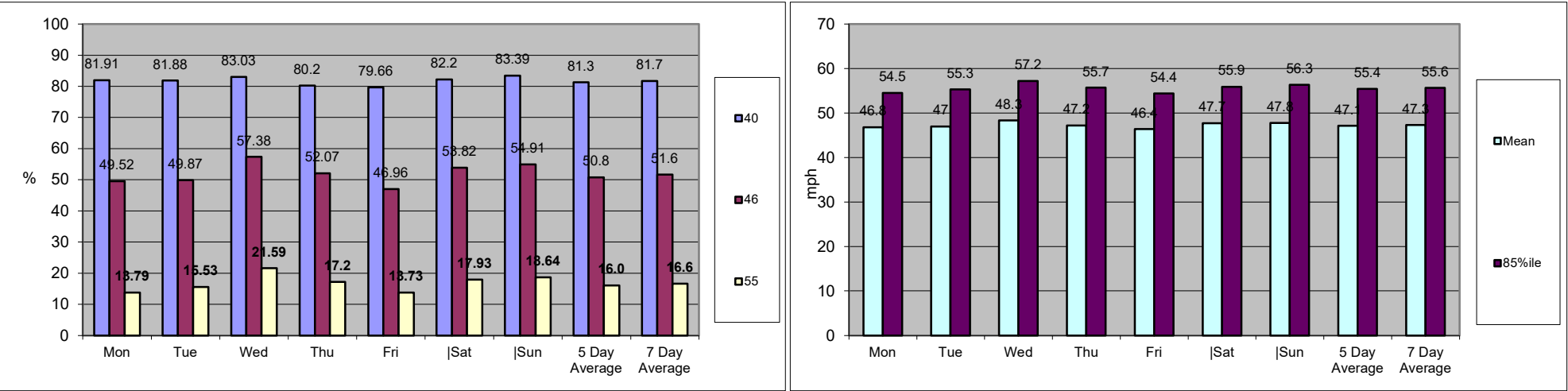
SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)															
07 February 2024					to					13 February 2024					Direction		Northbound										
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed								
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO			46 ACPO	55 DFT	55 DFT					
12 February 2024																											
0000	8	0	0	0	0	0	3	0	4	1	0	0	0	0	5	62.5	4	50	0	0	44.5	-					
0100	7	0	0	0	0	0	2	1	1	2	0	1	0	0	5	71.43	4	57.14	1	14.29	47.3	-					
0200	7	0	0	0	0	0	0	1	3	1	1	0	1	0	7	100	6	85.71	2	28.57	52.1	-					
0300	22	0	0	0	0	0	1	7	6	3	2	1	0	2	21	95.45	13	59.09	5	22.73	50.5	62.1					
0400	42	0	0	0	0	0	7	5	8	10	4	3	2	3	35	83.33	27	64.29	12	28.57	51.3	62.2					
0500	70	0	0	0	0	0	7	16	10	16	9	7	3	2	63	90	44	62.86	21	30	50.8	61.4					
0600	236	0	0	0	0	2	11	50	44	45	40	30	6	8	223	94.49	161	68.22	84	35.59	51.8	61.3					
0700	348	1	0	0	6	12	38	85	77	75	31	13	9	1	291	83.62	194	55.75	54	15.52	47.5	55					
0800	420	0	0	0	0	3	56	125	125	68	37	5	1	0	361	85.95	205	48.81	43	10.24	46.5	52.9					
0900	388	0	0	0	0	4	54	126	113	58	26	7	0	0	330	85.05	177	45.62	33	8.505	46	52.9					
1000	429	0	0	0	0	5	81	139	119	60	17	7	1	0	343	79.95	187	43.59	25	5.828	45.3	50.9					
1100	396	0	0	0	0	5	86	121	98	64	17	4	1	0	305	77.02	168	42.42	22	5.556	45.3	51.9					
1200	422	0	0	0	1	15	86	143	98	51	20	6	2	0	320	75.83	155	36.73	28	6.635	44.5	51.2					
1300	339	0	0	0	1	16	72	122	57	39	26	6	0	0	250	73.75	116	34.22	32	9.44	44.5	52					
1400	355	0	0	0	0	3	62	107	94	49	29	6	2	3	290	81.69	163	45.92	40	11.27	46.3	53.2					
1500	361	1	1	1	4	13	87	114	74	33	23	7	3	0	254	70.36	130	36.01	33	9.141	44.2	51.7					
1600	391	0	0	0	0	5	65	90	98	79	36	11	6	1	321	82.1	215	54.99	54	13.81	47.2	54.6					
1700	384	0	0	0	0	3	54	81	91	89	40	23	3	0	327	85.16	225	58.59	66	17.19	48.2	55.8					
1800	222	0	0	0	0	5	34	44	68	30	27	10	2	2	183	82.43	126	56.76	41	18.47	47.6	55.8					
1900	156	0	0	0	0	2	12	20	33	35	26	17	6	5	142	91.03	113	72.44	54	34.62	51.8	60.6					
2000	82	0	0	0	0	0	6	13	18	15	17	10	1	2	76	92.68	57	69.51	30	36.59	51.8	61.1					
2100	64	0	0	0	0	0	8	9	16	9	11	6	4	1	56	87.5	44	68.75	22	34.38	51.5	63.2					
2200	34	0	0	0	0	0	1	5	9	9	3	1	4	2	33	97.06	27	79.41	10	29.41	52.7	66.6					
2300	23	0	0	0	0	0	0	4	6	7	2	3	1	0	23	100	17	73.91	6	26.09	51.3	60.5					
07-19	4455	2	1	1	12	89	775	1297	1112	695	329	105	30	7	3575	80.25	2061	46.26	471	10.57	46	53.2					
06-22	4993	2	1	1	12	93	812	1389	1223	799	423	168	47	23	4072	81.55	2436	48.79	661	13.24	46.6	54.3					
06-00	5050	2	1	1	12	93	813	1398	1238	815	428	172	52	25	4128	81.74	2480	49.11	677	13.41	46.7	54.4					
00-00	5206	2	1	1	12	93	833	1428	1270	848	444	184	58	32	4264	81.91	2578	49.52	718	13.79	46.8	54.5					

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to				13 February 2024				Direction		Northbound		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins										40	40	46 ACPO	46 ACPO	55 DFT	55 DFT	Mean Speed	85%ile Speed				
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60									60 65	65 70	70 130	
13 February 2024																							
0000	7	0	0	0	0	0	1	2	1	1	0	0	2	0	6	85.71	4	57.14	2	28.57	50.8	-	
0100	9	0	0	0	0	0	3	2	2	1	0	0	0	1	6	66.67	3	33.33	1	11.11	46.7	-	
0200	10	0	0	0	0	1	0	1	1	4	1	2	0	0	9	90	8	80	3	30	51.1	-	
0300	10	0	0	0	0	0	0	0	5	2	3	0	0	0	10	100	9	90	3	30	51.5	-	
0400	27	0	0	0	0	0	1	6	3	5	5	2	3	2	26	96.3	20	74.07	12	44.44	53.9	66.5	
0500	69	0	0	0	0	1	4	9	18	11	9	6	5	6	64	92.75	53	76.81	26	37.68	53.5	66.8	
0600	231	0	0	0	0	0	23	60	33	38	39	27	8	3	208	90.04	143	61.9	77	33.33	50.5	60.8	
0700	406	0	0	0	0	2	38	86	150	67	36	16	8	3	366	90.15	238	58.62	63	15.52	48.3	55.4	
0800	422	0	0	0	0	5	75	112	93	87	39	8	3	0	342	81.04	209	49.53	50	11.85	46.5	53.9	
0900	316	0	0	0	0	3	66	113	65	40	21	6	2	0	247	78.16	121	38.29	29	9.177	45.2	51.9	
1000	321	0	0	0	0	3	75	111	72	35	16	6	3	0	243	75.7	114	35.51	25	7.788	44.8	51.4	
1100	320	0	0	1	6	7	71	99	70	45	15	5	0	1	235	73.44	120	37.5	21	6.563	44.3	51.1	
1200	320	0	0	0	1	1	49	109	78	51	18	9	3	1	269	84.06	141	44.06	31	9.688	46.2	53.3	
1300	308	0	0	0	5	13	65	88	67	44	20	4	1	1	225	73.05	124	40.26	26	8.442	44.6	52.5	
1400	305	0	0	0	1	13	68	81	54	42	29	14	3	0	223	73.11	130	42.62	46	15.08	45.7	55	
1500	382	0	0	0	0	5	66	112	85	62	29	14	8	1	311	81.41	175	45.81	52	13.61	46.6	54.5	
1600	348	0	0	0	2	12	55	82	88	53	36	11	7	2	279	80.17	183	52.59	56	16.09	46.9	55.6	
1700	351	1	1	1	0	5	56	87	79	68	36	13	2	2	287	81.77	180	51.28	53	15.1	47	55.2	
1800	220	0	0	1	0	0	22	44	66	50	24	9	4	0	197	89.55	143	65	37	16.82	48.5	55.7	
1900	144	0	0	0	0	1	14	35	29	19	20	17	6	3	129	89.58	91	63.19	46	31.94	50.7	61.7	
2000	89	0	0	0	0	0	5	20	19	22	11	10	1	1	84	94.38	59	66.29	23	25.84	50.6	59.8	
2100	66	0	0	0	1	0	2	12	10	21	9	8	3	0	63	95.45	49	74.24	20	30.3	51.9	60.8	
2200	52	0	0	0	0	0	7	7	8	6	9	4	5	6	45	86.54	37	71.15	24	46.15	54.1	66.6	
2300	45	0	0	0	0	0	7	8	9	5	8	6	0	2	38	84.44	29	64.44	16	35.56	50.6	61.5	
07-19	4019	1	1	3	15	69	706	1124	967	644	319	115	44	11	3224	80.22	1878	46.73	489	12.17	46.2	53.7	
06-22	4549	1	1	3	16	70	750	1251	1058	744	398	177	62	18	3708	81.51	2220	48.8	655	14.4	46.8	54.7	
06-00	4646	1	1	3	16	70	764	1266	1075	755	415	187	67	26	3791	81.6	2286	49.2	695	14.96	46.9	55	
00-00	4778	1	1	3	16	72	773	1286	1105	779	433	197	77	35	3912	81.88	2383	49.87	742	15.53	47	55.3	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to				13 February 2024				Direction		Northbound									
Time Period	Total Vehicles	Speed Bins										Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed				
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO			46 ACPO	55 DFT	55 DFT	
Average Day																							
0000	14	0	0	0	0	0	1	3	2	3	1	1	1	0	12	88.66	9	68.04	4	28.87	51.5	61.5	
0100	7	0	0	0	0	0	2	1	2	1	0	1	0	1	5	69.39	4	55.1	2	24.49	48.8	-	
0200	7	0	0	0	0	0	0	1	1	2	1	1	1	0	7	92.31	6	75	2	28.85	51.7	-	
0300	10	0	0	0	0	0	1	2	2	2	1	1	0	0	9	87.32	6	60.56	3	25.35	50	59.8	
0400	24	0	0	0	0	0	3	3	3	4	5	3	1	2	20	86.67	17	70.3	10	43.64	53.2	63.5	
0500	47	0	0	0	0	0	4	6	9	9	8	5	3	2	43	91.52	36	76.67	19	39.39	52.8	62.2	
0600	169	0	0	0	0	1	12	32	30	36	29	20	6	4	156	92.63	119	70.42	58	34.66	51.6	61	
0700	272	0	0	0	1	4	29	64	70	49	31	13	6	3	236	87.01	155	56.99	53	19.61	48.4	56.8	
0800	321	0	0	0	0	6	51	79	78	60	33	8	3	1	263	81.99	168	52.42	46	14.27	47	54.7	
0900	295	0	0	1	0	6	57	87	68	41	23	9	2	1	231	78.33	131	44.45	35	11.88	45.8	53.6	
1000	313	0	0	1	0	6	62	91	74	45	23	8	2	0	243	77.83	138	44.01	33	10.65	45.7	53	
1100	329	0	0	1	3	8	64	101	79	47	18	6	1	1	254	77.08	136	41.41	26	7.986	45.1	52.3	
1200	345	0	0	0	1	8	65	106	82	49	23	7	2	1	271	78.52	147	42.7	33	9.494	45.6	52.7	
1300	305	0	0	1	2	8	56	85	67	47	27	8	3	1	238	78.19	141	46.25	39	12.8	46	54.1	
1400	326	0	0	1	2	11	59	89	70	50	30	9	4	1	253	77.8	151	46.51	44	13.51	46.1	54.4	
1500	345	1	0	0	1	7	68	90	72	53	34	13	4	1	268	77.64	163	47.25	52	15.16	46.5	55	
1600	355	0	0	1	2	6	58	82	85	66	38	12	3	2	288	81.17	189	53.18	56	15.65	47.1	55.3	
1700	314	0	0	0	1	6	46	80	67	63	31	16	4	2	261	83.14	168	53.52	51	16.31	47.5	55.6	
1800	205	0	0	0	0	2	24	41	54	41	25	11	4	3	178	86.91	126	61.28	43	20.75	48.8	57	
1900	146	0	0	0	1	1	14	31	30	27	22	13	4	3	130	89.42	94	64.25	42	28.6	50.1	59.2	
2000	84	0	0	0	0	1	7	17	17	17	12	8	2	2	75	89.95	55	65.25	24	29.13	50.5	59.8	
2100	64	0	0	0	0	1	6	10	13	12	10	7	3	3	58	89.58	45	70.29	23	35.48	52.1	62.1	
2200	45	0	0	0	0	0	3	7	8	7	8	4	3	3	41	91.03	32	72.44	18	41.35	52.9	63.7	
2300	28	0	0	0	0	0	3	4	6	7	3	3	1	1	25	88.72	20	73.33	8	29.74	51.1	61.4	
07-19	3724	2	1	5	14	79	638	996	866	613	337	119	39	16	2986	80.17	1813	48.7	511	13.73	46.5	54.5	
06-22	4187	2	1	5	15	82	676	1085	957	705	410	166	54	28	3405	81.34	2126	50.78	659	15.73	47	55.3	
06-00	4259	2	2	5	15	83	682	1096	970	719	422	173	58	31	3471	81.49	2179	51.15	685	16.09	47.1	55.4	
00-00	4368	2	2	5	15	84	694	1112	990	740	439	185	64	36	3567	81.66	2256	51.65	725	16.59	47.3	55.6	

SS1362 Abergavenny A465										Site	1	Location A465 Abergavenny (51.816972, -3.008382)													
07 February 2024					to					13 February 2024					Direction	Northbound									
Time Period	Total Vehicles	Speed Bins													Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed			
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT					

Virtual Week																						
Mon	5206	2	1	1	12	93	833	1428	1270	848	444	184	58	32	4264	81.91	2578	49.52	718	13.79	46.8	54.5
Tue	4778	1	1	3	16	72	773	1286	1105	779	433	197	77	35	3912	81.88	2383	49.87	742	15.53	47	55.3
Wed	3895	1	2	1	15	79	563	855	832	706	502	211	79	49	3234	83.03	2235	57.38	841	21.59	48.3	57.2
Thu	3843	2	2	6	17	109	625	919	823	679	407	184	45	25	3082	80.2	2001	52.07	661	17.2	47.2	55.7
Fri	5279	3	1	9	12	132	917	1459	1206	815	442	186	71	26	4205	79.66	2479	46.96	725	13.73	46.4	54.4
Sat	3826	0	1	12	15	58	595	923	854	682	410	178	56	42	3145	82.2	2059	53.82	686	17.93	47.7	55.9
Sun	3750	4	3	6	17	44	549	915	841	672	435	156	64	44	3127	83.39	2059	54.91	699	18.64	47.8	56.3
5 Day Average																						
[--]	4600	2	1	4	14	97	742	1189	1047	765	446	192	66	33	3739	81.3	2335	50.8	737	16.0	47.1	55.4
7 Day Average																						
[--]	4368	2	2	5	15	84	694	1112	990	740	439	185	64	36	3567	81.7	2256	51.6	725	16.6	47.3	55.6
Total Vehicles																						
[--]	30577	13	11	38	104	587	4855	7785	6931	5181	3073	1296	450	253	24969	82	15794	52	5072	17	47	56



SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to 13 February 2024				Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
07 February 2024															
0000	10	0	5	2	0	1	0	0	1	0	0	1	0	0	
0100	5	0	2	2	0	0	0	0	1	0	0	0	0	0	
0200	5	0	3	0	0	0	0	0	0	0	2	0	0	0	
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0	
0400	16	0	12	2	1	0	0	0	0	0	1	0	0	0	
0500	52	0	36	10	0	1	1	0	2	0	1	1	0	0	
0600	145	0	107	29	0	1	0	0	2	0	4	2	0	0	
0700	285	1	222	48	1	0	3	0	3	0	2	5	0	0	
0800	358	1	289	50	2	3	4	0	4	0	3	2	0	0	
0900	268	1	195	47	5	4	6	0	5	0	2	2	0	1	
1000	246	5	190	35	2	2	1	0	3	1	1	5	1	0	
1100	208	2	151	36	5	3	1	0	5	1	2	2	0	0	
1200	246	2	186	31	3	3	3	1	2	0	10	5	0	0	
1300	216	3	164	36	2	3	0	0	2	0	1	5	0	0	
1400	292	3	223	49	0	3	3	0	4	0	4	1	0	2	
1500	307	0	244	53	1	1	1	0	2	0	1	4	0	0	
1600	421	2	323	86	1	0	3	0	0	0	1	5	0	0	
1700	352	1	300	38	2	1	6	0	0	0	0	3	0	1	
1800	178	0	146	20	1	0	5	0	4	0	1	1	0	0	
1900	103	0	86	11	0	0	0	0	3	0	1	1	0	1	
2000	71	0	60	8	0	0	0	0	1	0	0	2	0	0	
2100	47	0	43	3	0	0	0	0	0	0	1	0	0	0	
2200	48	0	44	2	0	1	0	0	0	0	1	0	0	0	
2300	20	0	14	3	0	0	1	0	1	0	1	0	0	0	
07-19	3377	21	2633	529	25	23	36	1	34	2	28	40	1	4	
06-22	3743	21	2929	580	25	24	36	1	40	2	34	45	1	5	
06-00	3811	21	2987	585	25	25	37	1	41	2	36	45	1	5	
00-00	3904	21	3048	603	26	27	38	1	45	2	40	47	1	5	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
08 February 2024															
0000	13	0	7	3	0	0	0	0	1	0	0	2	0	0	
0100	6	0	1	2	1	0	0	0	1	0	0	1	0	0	
0200	4	0	1	1	0	0	0	0	1	0	0	1	0	0	
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	
0400	15	0	11	2	1	0	1	0	0	0	0	0	0	0	
0500	45	0	35	5	0	0	0	0	2	1	0	1	0	1	
0600	116	0	85	15	0	1	1	0	4	0	5	4	0	1	
0700	288	0	241	33	1	3	5	0	1	1	1	1	0	1	
0800	352	0	281	52	2	1	2	0	2	0	7	4	0	1	
0900	259	0	187	50	3	5	4	0	3	0	0	7	0	0	
1000	218	0	171	30	0	2	4	0	3	0	5	3	0	0	
1100	221	0	158	47	1	4	3	0	3	0	4	0	0	1	
1200	239	0	179	40	2	2	3	0	2	0	4	7	0	0	
1300	251	0	186	46	1	3	4	0	4	0	3	2	0	2	
1400	280	0	205	52	2	3	4	1	3	1	3	5	0	1	
1500	333	1	269	51	1	0	4	0	3	0	0	3	0	1	
1600	349	0	268	65	0	1	4	1	4	0	2	3	0	1	
1700	330	0	274	46	2	1	1	0	1	0	3	0	0	2	
1800	184	1	152	16	0	2	2	0	2	0	2	6	0	1	
1900	112	0	96	14	0	0	0	0	1	0	0	1	0	0	
2000	69	0	61	4	0	0	0	0	2	0	0	2	0	0	
2100	60	1	49	9	0	0	0	0	1	0	0	0	0	0	
2200	43	0	35	4	0	1	2	0	1	0	0	0	0	0	
2300	20	0	15	4	0	0	0	0	0	0	1	0	0	0	
07-19	3304	2	2571	528	15	27	40	2	31	2	34	41	0	11	
06-22	3661	3	2862	570	15	28	41	2	39	2	39	48	0	12	
06-00	3724	3	2912	578	15	29	43	2	40	2	40	48	0	12	
00-00	3811	3	2971	591	17	29	44	2	45	3	40	53	0	13	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
09 February 2024															
0000	7	0	3	3	0	0	0	0	0	1	0	0	0	0	
0100	6	0	2	0	0	0	0	0	3	0	1	0	0	0	
0200	9	0	4	3	0	1	0	0	0	0	1	0	0	0	
0300	9	0	4	1	0	0	0	0	1	0	2	0	0	1	
0400	17	0	10	2	0	0	0	0	2	0	2	0	0	1	
0500	47	0	36	4	0	0	1	0	2	0	0	4	0	0	
0600	96	0	63	23	0	3	2	0	3	0	1	0	1	0	
0700	280	1	210	56	0	2	2	0	1	0	4	1	1	2	
0800	302	0	241	41	0	4	5	0	3	0	2	6	0	0	
0900	253	0	194	41	0	1	6	2	6	0	1	2	0	0	
1000	303	0	234	51	5	0	2	1	4	0	3	3	0	0	
1100	391	0	288	78	3	3	2	2	4	0	6	4	0	1	
1200	363	0	278	56	3	7	3	0	4	0	6	6	0	0	
1300	335	1	245	67	0	5	3	0	7	1	2	3	0	1	
1400	453	1	347	85	2	0	4	0	6	0	2	4	0	2	
1500	570	1	440	103	2	1	5	1	8	0	5	4	0	0	
1600	607	0	495	93	1	1	4	1	4	0	3	4	0	1	
1700	530	0	430	88	0	2	4	0	2	0	1	1	0	2	
1800	382	1	329	37	0	1	1	0	6	0	2	5	0	0	
1900	217	1	187	24	1	0	3	0	0	0	0	1	0	0	
2000	134	0	111	16	0	0	1	0	3	0	0	3	0	0	
2100	87	0	72	10	0	2	1	0	1	0	0	1	0	0	
2200	84	0	71	11	0	0	0	0	1	0	1	0	0	0	
2300	28	0	24	2	0	0	0	0	1	0	0	1	0	0	
07-19	4769	5	3731	796	16	27	41	7	55	1	37	43	1	9	
06-22	5303	6	4164	869	17	32	48	7	62	1	38	48	2	9	
06-00	5415	6	4259	882	17	32	48	7	64	1	39	49	2	9	
00-00	5510	6	4318	895	17	33	49	7	72	2	45	53	2	11	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
10 February 2024															
0000	21	0	16	2	0	1	1	0	1	0	0	0	0	0	
0100	10	0	3	2	0	0	0	0	0	0	4	1	0	0	
0200	11	0	6	4	0	0	0	0	0	0	1	0	0	0	
0300	15	0	7	4	0	0	0	0	2	1	0	1	0	0	
0400	16	0	9	1	0	1	0	0	1	0	2	1	0	1	
0500	29	0	24	3	0	0	0	0	0	0	1	0	0	1	
0600	54	1	33	9	0	2	1	0	3	0	4	1	0	0	
0700	106	0	81	20	0	1	1	0	1	0	0	2	0	0	
0800	207	3	175	19	0	3	1	1	1	0	0	4	0	0	
0900	298	2	251	26	2	0	9	0	1	0	4	3	0	0	
1000	313	2	273	30	1	1	1	0	2	0	0	3	0	0	
1100	367	3	327	24	0	1	9	0	1	0	0	1	0	1	
1200	349	4	303	31	0	1	4	0	1	0	0	5	0	0	
1300	358	3	310	32	1	0	5	0	3	0	3	1	0	0	
1400	322	3	291	22	0	1	2	0	1	1	1	0	0	0	
1500	338	3	291	38	0	1	1	0	1	0	1	2	0	0	
1600	242	1	209	29	1	0	2	0	0	0	0	0	0	0	
1700	199	6	158	28	0	0	2	0	5	0	0	0	0	0	
1800	150	0	126	21	1	1	0	0	1	0	0	0	0	0	
1900	115	0	97	13	0	1	0	0	0	0	2	2	0	0	
2000	72	0	60	11	1	0	0	0	0	0	0	0	0	0	
2100	57	0	52	4	0	0	0	0	0	0	0	1	0	0	
2200	49	0	48	1	0	0	0	0	0	0	0	0	0	0	
2300	16	0	14	2	0	0	0	0	0	0	0	0	0	0	
07-19	3249	30	2795	320	6	10	37	1	18	1	9	21	0	1	
06-22	3547	31	3037	357	7	13	38	1	21	1	15	25	0	1	
06-00	3612	31	3099	360	7	13	38	1	21	1	15	25	0	1	
00-00	3714	31	3164	376	7	15	39	1	25	2	23	28	0	3	

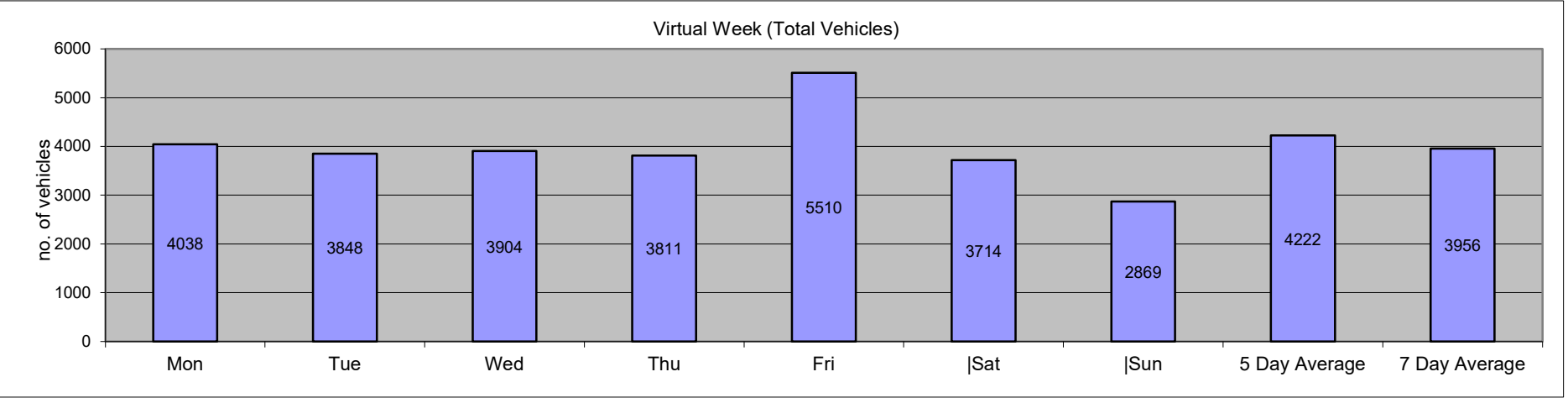
SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
11 February 2024															
0000	24	0	20	4	0	0	0	0	0	0	0	0	0	0	0
0100	6	0	4	1	0	0	0	0	0	0	0	1	0	0	0
0200	6	0	5	0	0	0	0	0	1	0	0	0	0	0	0
0300	6	0	5	0	0	0	0	0	0	0	0	1	0	0	0
0400	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
0500	12	0	9	0	0	0	0	0	1	0	1	1	0	0	0
0600	24	0	23	0	0	0	0	0	0	0	1	0	0	0	0
0700	54	0	40	7	0	0	1	0	2	0	0	4	0	0	0
0800	72	1	61	7	1	1	0	0	0	0	0	1	0	0	0
0900	172	0	148	18	0	1	1	0	1	0	0	3	0	0	0
1000	232	3	210	13	2	0	3	0	1	0	0	0	0	0	0
1100	259	6	233	17	0	0	2	1	0	0	0	0	0	0	0
1200	266	4	233	22	0	0	5	0	2	0	0	0	0	0	0
1300	295	14	251	26	0	0	2	0	1	0	1	0	0	0	0
1400	284	7	243	28	0	1	1	1	2	0	1	0	0	0	0
1500	271	1	249	15	0	1	2	0	1	0	0	2	0	0	0
1600	288	3	257	21	0	1	5	0	0	0	0	1	0	0	0
1700	232	0	209	17	0	1	4	0	0	0	0	1	0	0	0
1800	102	0	87	12	0	0	0	0	1	0	1	1	0	0	0
1900	116	0	106	9	0	0	1	0	0	0	0	0	0	0	0
2000	72	0	64	3	0	1	2	0	2	0	0	0	0	0	0
2100	33	0	28	4	0	1	0	0	0	0	0	0	0	0	0
2200	20	0	15	3	0	1	0	0	1	0	0	0	0	0	0
2300	15	0	11	1	0	0	0	0	2	0	1	0	0	0	0
07-19	2527	39	2221	203	3	6	26	2	11	0	3	13	0	0	0
06-22	2772	39	2442	219	3	8	29	2	13	0	4	13	0	0	0
06-00	2807	39	2468	223	3	9	29	2	16	0	5	13	0	0	0
00-00	2869	39	2517	230	3	9	29	2	18	0	6	16	0	0	0

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
12 February 2024															
0000	7	0	3	1	0	0	0	0	0	1	0	2	0	0	
0100	5	0	2	0	0	0	0	0	1	0	1	1	0	0	
0200	7	0	3	1	0	1	0	0	1	0	1	0	0	0	
0300	12	0	8	1	0	1	0	0	0	0	1	1	0	0	
0400	19	0	14	3	1	0	1	0	0	0	0	0	0	0	
0500	46	0	30	3	0	1	4	0	2	0	5	1	0	0	
0600	131	0	88	28	0	1	3	0	1	0	6	3	0	1	
0700	243	2	185	33	1	2	6	0	2	0	12	0	0	0	
0800	282	5	225	37	1	1	2	0	4	1	1	2	0	3	
0900	294	6	222	46	2	3	5	0	3	0	4	3	0	0	
1000	305	0	240	42	5	1	3	0	4	0	6	4	0	0	
1100	326	2	254	41	5	5	3	0	6	0	0	9	0	1	
1200	304	1	227	56	1	4	0	0	2	1	7	5	0	0	
1300	259	1	196	43	2	3	2	0	4	1	4	2	0	1	
1400	296	4	223	47	3	4	1	0	5	0	3	5	0	1	
1500	344	3	255	59	0	5	6	0	4	0	4	8	0	0	
1600	378	2	306	53	1	2	5	0	5	0	1	2	0	1	
1700	330	1	261	50	1	1	5	0	4	0	5	1	0	1	
1800	188	0	157	24	0	0	2	0	1	0	2	2	0	0	
1900	113	0	96	13	0	0	2	0	0	0	1	0	0	1	
2000	64	1	54	8	0	1	0	0	0	0	0	0	0	0	
2100	36	0	28	5	0	0	0	0	1	0	0	2	0	0	
2200	26	1	20	2	1	1	0	0	0	0	0	1	0	0	
2300	23	0	20	1	0	0	0	0	0	0	1	1	0	0	
07-19	3549	27	2751	531	22	31	40	0	44	3	49	43	0	8	
06-22	3893	28	3017	585	22	33	45	0	46	3	56	48	0	10	
06-00	3942	29	3057	588	23	34	45	0	46	3	57	50	0	10	
00-00	4038	29	3117	597	24	37	50	0	50	4	65	55	0	10	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to	13 February 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
13 February 2024															
0000	7	0	3	3	0	0	0	0	0	0	1	0	0	0	
0100	10	0	7	3	0	0	0	0	0	0	0	0	0	0	
0200	6	0	2	2	0	0	0	0	0	0	1	1	0	0	
0300	3	0	2	0	0	0	0	0	0	0	1	0	0	0	
0400	23	0	19	1	0	0	0	0	1	0	0	1	0	1	
0500	45	0	28	6	1	3	2	0	1	1	2	0	0	1	
0600	111	0	87	14	1	0	2	0	2	0	2	2	0	1	
0700	256	0	190	44	0	1	4	0	4	0	7	6	0	0	
0800	299	0	243	47	0	3	1	0	2	0	0	3	0	0	
0900	289	0	231	42	1	2	3	0	5	0	5	0	0	0	
1000	266	0	202	47	0	1	4	0	3	0	5	3	0	1	
1100	255	1	189	41	2	5	7	0	2	1	2	3	0	2	
1200	277	0	225	29	3	4	2	0	5	0	4	3	0	2	
1300	231	1	165	42	0	5	5	0	3	1	2	5	0	2	
1400	314	1	233	59	0	5	2	0	4	0	5	4	0	1	
1500	334	0	250	72	0	1	2	0	1	1	1	6	0	0	
1600	388	0	301	76	1	1	2	0	3	0	2	2	0	0	
1700	329	0	281	41	0	0	6	0	0	0	1	0	0	0	
1800	173	0	132	30	0	2	1	0	2	0	1	5	0	0	
1900	97	0	81	10	0	1	1	0	1	0	1	2	0	0	
2000	53	0	40	13	0	0	0	0	0	0	0	0	0	0	
2100	31	0	27	2	0	1	0	0	0	0	0	1	0	0	
2200	33	0	30	3	0	0	0	0	0	0	0	0	0	0	
2300	18	0	17	0	0	0	0	0	0	0	0	1	0	0	
07-19	3411	3	2642	570	7	30	39	0	34	3	35	40	0	8	
06-22	3703	3	2877	609	8	32	42	0	37	3	38	45	0	9	
06-00	3754	3	2924	612	8	32	42	0	37	3	38	46	0	9	
00-00	3848	3	2985	627	9	35	44	0	39	4	43	48	0	11	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Average Day															
0000	13	0	8	3	0	0	0	0	0	0	0	1	0	0	
0100	7	0	3	1	0	0	0	0	1	0	1	1	0	0	
0200	7	0	3	2	0	0	0	0	0	0	1	0	0	0	
0300	8	0	5	1	0	0	0	0	0	0	1	0	0	0	
0400	16	0	12	2	0	0	0	0	1	0	1	0	0	0	
0500	39	0	28	4	0	1	1	0	1	0	1	1	0	0	
0600	97	0	69	17	0	1	1	0	2	0	3	2	0	0	
0700	216	1	167	34	0	1	3	0	2	0	4	3	0	0	
0800	267	1	216	36	1	2	2	0	2	0	2	3	0	1	
0900	262	1	204	39	2	2	5	0	3	0	2	3	0	0	
1000	269	1	217	35	2	1	3	0	3	0	3	3	0	0	
1100	290	2	229	41	2	3	4	0	3	0	2	3	0	1	
1200	292	2	233	38	2	3	3	0	3	0	4	4	0	0	
1300	278	3	217	42	1	3	3	0	3	0	2	3	0	1	
1400	320	3	252	49	1	2	2	0	4	0	3	3	0	1	
1500	357	1	285	56	1	1	3	0	3	0	2	4	0	0	
1600	382	1	308	60	1	1	4	0	2	0	1	2	0	0	
1700	329	1	273	44	1	1	4	0	2	0	1	1	0	1	
1800	194	0	161	23	0	1	2	0	2	0	1	3	0	0	
1900	125	0	107	13	0	0	1	0	1	0	1	1	0	0	
2000	76	0	64	9	0	0	0	0	1	0	0	1	0	0	
2100	50	0	43	5	0	1	0	0	0	0	0	1	0	0	
2200	43	0	38	4	0	1	0	0	0	0	0	0	0	0	
2300	20	0	16	2	0	0	0	0	1	0	1	0	0	0	
07-19	3455	18	2763	497	13	22	37	2	32	2	28	34	0	6	
06-22	3803	19	3047	541	14	24	40	2	37	2	32	39	0	7	
06-00	3866	19	3101	547	14	25	40	2	38	2	33	39	0	7	
00-00	3956	19	3160	560	15	26	42	2	42	2	37	43	0	8	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to	13 February 2024			Direction	Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	4038	29	3117	597	24	37	50	0	50	4	65	55	0	10	
Tue	3848	3	2985	627	9	35	44	0	39	4	43	48	0	11	
Wed	3904	21	3048	603	26	27	38	1	45	2	40	47	1	5	
Thu	3811	3	2971	591	17	29	44	2	45	3	40	53	0	13	
Fri	5510	6	4318	895	17	33	49	7	72	2	45	53	2	11	
Sat	3714	31	3164	376	7	15	39	1	25	2	23	28	0	3	
Sun	2869	39	2517	230	3	9	29	2	18	0	6	16	0	0	
5 Day Average															
[--]	4222	12	3288	663	19	32	45	2	50	3	47	51	1	10	
7 Day Average															
[--]	3956	19	3160	560	15	26	42	2	42	2	37	43	0	8	
Total Vehicles															
[--]	27694	132	22120	3919	103	185	293	13	294	17	262	300	3	53	



SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to 13 February 2024						Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
07 February 2024																							
0000	10	0	0	0	0	0	1	1	4	3	1	0	0	0	9	90	8	80	1	10	49.1	-	
0100	5	0	0	0	0	0	0	2	1	0	0	2	0	0	5	100	3	60	2	40	50.7	-	
0200	5	0	0	0	0	0	1	0	3	1	0	0	0	0	4	80	3	60	0	0	46.4	-	
0300	5	0	0	0	0	0	2	1	0	0	1	0	0	1	3	60	2	40	2	40	50.7	-	
0400	16	0	0	0	0	0	0	2	1	4	5	1	1	2	16	100	14	87.5	9	56.25	56.8	68.7	
0500	52	0	0	0	0	1	4	4	8	13	10	6	3	3	47	90.38	42	80.77	22	42.31	53.7	63	
0600	145	0	0	0	0	0	11	18	32	36	26	14	6	2	134	92.41	113	77.93	48	33.1	52	60.1	
0700	285	0	0	1	4	4	31	59	55	65	55	10	1	0	245	85.96	174	61.05	66	23.16	48.3	55.9	
0800	358	0	0	1	3	3	41	94	114	55	33	7	3	4	310	86.59	190	53.07	47	13.13	47.1	54.5	
0900	268	0	1	2	1	5	44	60	81	43	23	6	2	0	215	80.22	138	51.49	31	11.57	46.2	53.2	
1000	246	0	0	0	2	5	62	64	61	30	13	6	3	0	177	71.95	98	39.84	22	8.943	45	52	
1100	208	0	1	0	0	6	40	61	43	34	15	5	3	0	161	77.4	89	42.79	23	11.06	45.7	54	
1200	246	0	0	6	0	5	33	79	68	33	16	4	2	0	202	82.11	101	41.06	22	8.943	45.4	53.5	
1300	216	0	0	1	0	0	43	58	62	28	20	2	1	1	172	79.63	99	45.83	24	11.11	45.7	52.8	
1400	292	0	0	19	1	4	68	67	61	36	33	3	0	0	200	68.49	114	39.04	36	12.33	44.2	54	
1500	307	0	0	0	0	6	46	57	84	78	23	11	0	2	255	83.06	186	60.59	36	11.73	47.5	54.4	
1600	421	0	0	0	0	6	47	109	121	84	30	16	7	1	368	87.41	235	55.82	54	12.83	47.5	53.7	
1700	352	0	0	0	1	3	42	66	131	71	25	8	3	2	306	86.93	221	62.78	38	10.8	47.7	53.3	
1800	178	0	0	0	0	0	33	41	46	31	15	10	2	0	145	81.46	87	48.88	27	15.17	47.2	55.3	
1900	103	0	0	0	1	0	10	17	29	11	17	9	7	2	92	89.32	70	67.96	35	33.98	50.7	61	
2000	71	0	0	0	0	0	4	5	16	20	15	7	3	1	67	94.37	61	85.92	26	36.62	52.5	60.2	
2100	47	0	0	2	2	0	5	9	6	7	9	3	1	3	38	80.85	26	55.32	16	34.04	49	60	
2200	48	0	0	0	0	4	6	5	7	11	11	2	2	0	38	79.17	33	68.75	15	31.25	49.9	58.8	
2300	20	0	0	0	0	1	4	2	3	0	4	2	2	2	15	75	13	65	10	50	52.5	68.1	
07-19	3377	0	2	30	12	47	530	815	927	588	301	88	27	10	2756	81.61	1732	51.29	426	12.61	46.6	54.1	
06-22	3743	0	2	32	15	47	560	864	1010	662	368	121	44	18	3087	82.47	2002	53.49	551	14.72	47	54.9	
06-00	3811	0	2	32	15	52	570	871	1020	673	383	125	48	20	3140	82.39	2048	53.74	576	15.11	47.1	55	
00-00	3904	0	2	32	15	53	578	881	1037	694	400	134	52	26	3224	82.58	2120	54.3	612	15.68	47.3	55.1	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)																															
07 February 2024					to					13 February 2024					Direction		Southbound					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed														
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT																							
08 February 2024																																											
0000	13	0	0	0	0	0	0	2	2	4	4	0	0	1	13	100	11	84.62	5	38.46	52.5	57.9																					
0100	6	0	0	0	0	0	0	1	2	0	2	0	1	0	6	100	5	83.33	3	50	52.4	-																					
0200	4	0	0	0	0	0	1	0	0	1	1	0	1	0	3	75	3	75	2	50	53.9	-																					
0300	4	0	0	0	0	0	0	1	1	0	1	1	0	0	4	100	3	75	2	50	53.5	-																					
0400	15	0	0	0	0	0	2	1	2	4	1	1	2	2	13	86.67	11	73.33	6	40	56.9	74.4																					
0500	45	0	0	0	0	0	3	11	6	8	6	5	5	1	42	93.33	29	64.44	17	37.78	52.2	64.2																					
0600	116	0	0	0	1	0	6	16	25	32	21	11	4	0	109	93.97	87	75	36	31.03	51.5	59.3																					
0700	288	0	1	0	3	4	24	59	93	67	29	6	2	0	256	88.89	183	63.54	37	12.85	47.8	53.4																					
0800	352	0	1	1	4	8	55	86	96	60	35	3	2	1	283	80.4	182	51.7	41	11.65	46.1	53.4																					
0900	259	0	0	0	0	8	56	74	54	44	15	6	2	0	195	75.29	112	43.24	23	8.88	45.3	52.1																					
1000	218	0	0	4	0	9	39	63	45	33	16	4	4	1	166	76.15	92	42.2	25	11.47	45.5	53.8																					
1100	221	0	0	0	1	3	49	78	51	32	4	0	1	2	168	76.02	78	35.29	7	3.167	44.6	50.9																					
1200	239	0	0	0	0	7	37	62	67	42	17	4	3	0	195	81.59	122	51.05	24	10.04	46.4	52.9																					
1300	251	0	0	0	0	0	41	73	60	47	23	4	3	0	210	83.67	122	48.61	30	11.95	46.7	54.3																					
1400	280	0	0	0	3	8	53	83	79	28	19	4	1	2	216	77.14	122	43.57	26	9.286	45.2	51.5																					
1500	333	1	0	0	0	3	61	92	81	58	27	5	4	1	268	80.48	153	45.95	37	11.11	46.3	53.9																					
1600	349	1	11	17	5	3	52	74	66	70	35	12	2	1	260	74.5	174	49.86	50	14.33	44.9	54.9																					
1700	330	0	0	0	1	13	93	93	75	44	9	2	0	0	223	67.58	110	33.33	11	3.333	43.6	50.5																					
1800	184	0	0	0	0	4	26	65	56	22	9	1	1	0	154	83.7	72	39.13	11	5.978	45.1	50.4																					
1900	112	0	0	0	0	1	12	31	39	22	5	1	0	1	99	88.39	64	57.14	7	6.25	46.7	53.1																					
2000	69	0	0	0	0	1	9	31	17	6	2	2	1	0	59	85.51	24	34.78	5	7.246	45.4	50.8																					
2100	60	0	0	0	0	0	14	14	14	6	6	3	1	2	46	76.67	29	48.33	12	20	47.4	57.3																					
2200	43	0	0	0	0	0	3	19	9	6	2	0	3	1	40	93.02	18	41.86	6	13.95	47.6	55																					
2300	20	0	0	0	0	0	0	9	4	3	2	1	0	1	20	100	10	50	4	20	48.1	56.4																					
07-19	3304	2	13	22	17	70	586	902	823	547	238	51	25	8	2594	78.51	1522	46.07	322	9.746	45.6	52.8																					
06-22	3661	2	13	22	18	72	627	994	918	613	272	68	31	11	2907	79.4	1726	47.15	382	10.43	45.9	53.1																					
06-00	3724	2	13	22	18	72	630	1022	931	622	276	69	34	13	2967	79.67	1754	47.1	392	10.53	45.9	53.1																					
00-00	3811	2	13	22	18	72	636	1038	944	639	291	76	43	17	3048	79.98	1816	47.65	427	11.2	46.1	53.4																					

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
09 February 2024																							
0000	7	0	0	0	0	0	0	2	1	0	2	1	1	0	7	100	4	57.14	4	57.14	52.9	-	
0100	6	0	0	0	0	0	1	1	1	3	0	0	0	0	5	83.33	4	66.67	0	0	47.8	-	
0200	9	0	0	0	0	0	0	1	1	4	2	0	0	1	9	100	8	88.89	3	33.33	54.8	-	
0300	9	0	0	0	0	0	4	1	1	3	0	0	0	0	5	55.56	4	44.44	0	0	45.3	-	
0400	17	0	0	0	0	0	1	3	4	3	2	3	1	0	16	94.12	13	76.47	6	35.29	51.7	62.4	
0500	47	0	0	1	0	0	3	8	10	9	6	5	3	2	43	91.49	34	72.34	16	34.04	51.8	62.3	
0600	96	0	0	1	0	0	5	11	27	26	13	8	4	1	90	93.75	74	77.08	26	27.08	51.1	59.6	
0700	280	0	0	1	2	4	20	37	79	82	37	14	4	0	253	90.36	204	72.86	55	19.64	49.7	57	
0800	302	0	0	0	0	7	31	67	86	64	33	11	2	1	264	87.42	177	58.61	47	15.56	47.9	55.3	
0900	253	0	0	8	1	2	56	69	64	34	13	6	0	0	186	73.52	107	42.29	19	7.51	44.5	51.3	
1000	303	0	0	0	0	5	67	84	83	36	19	8	1	0	231	76.24	133	43.89	28	9.241	45.4	51.8	
1100	391	0	0	0	0	8	118	137	71	33	15	6	2	1	265	67.77	101	25.83	24	6.138	43.7	49.7	
1200	363	0	1	0	0	5	71	130	85	50	16	2	3	0	286	78.79	137	37.74	21	5.785	44.9	51.2	
1300	335	0	1	2	0	3	66	92	96	45	20	6	4	0	263	78.51	160	47.76	30	8.955	45.7	52.1	
1400	453	0	0	0	0	9	100	151	110	68	11	4	0	0	344	75.94	172	37.97	15	3.311	44.7	51.4	
1500	570	0	0	2	4	16	106	188	170	58	19	6	0	1	442	77.54	203	35.61	26	4.561	44.3	50	
1600	607	0	0	0	0	9	108	208	170	91	12	6	2	1	490	80.72	247	40.69	21	3.46	45.1	50.7	
1700	530	0	2	0	2	23	114	207	109	47	18	7	1	0	389	73.4	158	29.81	26	4.906	43.6	49.7	
1800	382	0	0	0	0	6	113	129	75	46	8	2	2	1	263	68.85	112	29.32	13	3.403	43.7	50.3	
1900	217	0	0	0	0	10	31	42	57	41	22	11	1	2	176	81.11	125	57.6	36	16.59	47.5	55.9	
2000	134	0	0	0	0	0	18	30	37	25	18	3	2	1	116	86.57	76	56.72	24	17.91	48.3	56.2	
2100	87	0	0	0	0	0	11	10	23	20	15	3	1	4	76	87.36	60	68.97	23	26.44	50.5	57.6	
2200	84	0	0	0	0	0	14	20	15	16	11	3	2	3	70	83.33	47	55.95	19	22.62	48.8	56.7	
2300	28	0	0	0	0	0	2	5	4	8	6	3	0	0	26	92.86	20	71.43	9	32.14	51.4	58.8	
07-19	4769	0	4	13	9	97	970	1499	1198	654	221	78	21	5	3676	77.08	1911	40.07	325	6.815	45	51.8	
06-22	5303	0	4	14	9	107	1035	1592	1342	766	289	103	29	13	4134	77.96	2246	42.35	434	8.184	45.4	52.3	
06-00	5415	0	4	14	9	107	1051	1617	1361	790	306	109	31	16	4230	78.12	2313	42.71	462	8.532	45.5	52.5	
00-00	5510	0	4	15	9	107	1060	1633	1379	812	318	118	36	19	4315	78.31	2380	43.19	491	8.911	45.6	52.6	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
10 February 2024																							
0000	21	0	0	0	0	0	2	5	2	4	5	2	1	0	19	90.48	14	66.67	8	38.1	50.7	59.9	
0100	10	0	0	0	0	1	2	0	0	3	4	0	0	0	7	70	7	70	4	40	49.3	-	
0200	11	0	0	0	0	1	0	3	1	3	2	0	0	1	10	90.91	7	63.64	3	27.27	49.8	61.9	
0300	15	0	0	0	0	0	3	1	2	2	2	2	2	1	12	80	11	73.33	7	46.67	53.2	68.4	
0400	16	0	0	0	0	0	1	5	2	3	2	1	0	2	15	93.75	10	62.5	5	31.25	52.7	67.4	
0500	29	0	0	0	0	0	2	3	3	10	7	2	1	1	27	93.1	24	82.76	11	37.93	52.9	60.4	
0600	54	0	0	0	0	0	3	12	8	17	7	4	2	1	51	94.44	37	68.52	14	25.93	50.8	58.5	
0700	106	0	0	0	0	0	10	15	23	24	18	7	3	6	96	90.57	79	74.53	34	32.08	51.9	60.4	
0800	207	1	0	1	1	4	40	45	38	36	25	11	5	0	160	77.29	108	52.17	41	19.81	47	56.1	
0900	298	0	1	17	3	2	31	78	71	52	31	8	4	0	244	81.88	149	50	43	14.43	46.1	54.9	
1000	313	0	0	0	0	0	66	75	82	59	21	8	2	0	247	78.91	152	48.56	31	9.904	46.3	53.2	
1100	367	0	0	1	2	14	44	110	99	71	17	5	3	1	306	83.38	173	47.14	26	7.084	45.9	52.2	
1200	349	0	1	3	0	2	70	115	77	43	27	7	1	3	273	78.22	143	40.97	38	10.89	45.5	52.8	
1300	358	0	0	3	8	4	57	93	95	44	42	12	0	0	286	79.89	172	48.04	54	15.08	46	55.1	
1400	322	0	0	0	0	2	63	80	93	58	14	10	2	0	257	79.81	157	48.76	26	8.075	46.2	53	
1500	338	0	0	0	2	1	45	103	95	63	21	4	4	0	290	85.8	168	49.7	29	8.58	46.4	52.5	
1600	242	0	0	0	0	5	31	61	52	53	30	6	2	2	206	85.12	131	54.13	40	16.53	47.7	55.3	
1700	199	0	0	1	3	0	29	52	53	44	12	3	2	0	166	83.42	105	52.76	17	8.543	46.5	53.1	
1800	150	0	0	0	0	12	22	48	27	19	14	4	2	2	116	77.33	60	40	22	14.67	45.9	54.7	
1900	115	0	0	0	2	0	16	10	32	26	16	7	5	1	97	84.35	86	74.78	29	25.22	49.7	57.6	
2000	72	0	0	0	1	1	6	13	13	14	14	7	3	0	64	88.89	48	66.67	24	33.33	50.6	59.8	
2100	57	0	0	0	0	0	4	11	15	9	10	6	1	1	53	92.98	36	63.16	18	31.58	50.6	59.9	
2200	49	0	0	0	0	0	7	14	8	11	7	1	0	1	42	85.71	26	53.06	9	18.37	49.3	56.8	
2300	16	0	0	0	0	0	1	1	4	4	3	2	0	1	15	93.75	13	81.25	6	37.5	52.8	62.3	
07-19	3249	1	2	26	19	46	508	875	805	566	272	85	30	14	2647	81.47	1597	49.15	401	12.34	46.4	54	
06-22	3547	1	2	26	22	47	537	921	873	632	319	109	41	17	2912	82.1	1804	50.86	486	13.7	46.8	54.6	
06-00	3612	1	2	26	22	47	545	936	885	647	329	112	41	19	2969	82.2	1843	51.02	501	13.87	46.8	54.6	
00-00	3714	1	2	26	22	49	555	953	895	672	351	119	45	24	3059	82.36	1916	51.59	539	14.51	47	54.8	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to				13 February 2024				Direction		Southbound		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
11 February 2024																							
0000	24	0	0	0	0	0	4	0	3	10	5	1	1	0	20	83.33	20	83.33	7	29.17	51.7	56.7	
0100	6	0	0	0	0	0	1	1	0	3	1	0	0	0	5	83.33	4	66.67	1	16.67	49	-	
0200	6	0	0	0	0	0	0	1	0	3	0	1	0	1	6	100	5	83.33	2	33.33	54.9	-	
0300	6	0	0	0	0	0	1	0	1	2	0	0	1	1	5	83.33	5	83.33	2	33.33	55.1	-	
0400	8	0	0	0	0	0	1	2	1	1	0	1	1	1	7	87.5	5	62.5	3	37.5	55.6	-	
0500	12	0	0	0	0	0	1	2	2	1	3	2	0	1	11	91.67	9	75	6	50	54	62.8	
0600	24	0	0	0	0	0	0	2	5	5	5	3	3	1	24	100	21	87.5	12	50	55.9	65.9	
0700	54	0	0	0	0	2	5	15	5	13	8	2	2	2	47	87.04	31	57.41	14	25.93	49.9	59.4	
0800	72	0	0	0	0	0	11	6	9	17	13	5	7	4	61	84.72	53	73.61	29	40.28	53.1	67.5	
0900	172	0	0	0	1	2	25	41	33	33	21	14	1	1	144	83.72	97	56.4	37	21.51	48.1	56.6	
1000	232	0	0	1	4	2	34	51	60	46	27	5	2	0	191	82.33	133	57.33	34	14.66	47.1	54.8	
1100	259	0	1	0	0	2	24	66	59	58	34	13	2	0	232	89.58	158	61	49	18.92	48.4	56	
1200	266	0	0	0	2	0	49	64	70	51	21	6	3	0	215	80.83	141	53.01	30	11.28	46.7	53.7	
1300	295	0	0	0	1	1	46	75	76	49	26	12	4	5	247	83.73	159	53.9	47	15.93	47.7	55.4	
1400	284	0	0	0	0	8	55	66	76	37	30	8	4	0	221	77.82	140	49.3	42	14.79	46.4	54.8	
1500	271	0	3	8	3	1	37	66	67	40	35	8	3	0	219	80.81	137	50.55	46	16.97	46.2	55.9	
1600	288	0	0	0	0	1	44	84	61	57	28	5	7	1	243	84.38	146	50.69	41	14.24	47.3	54.8	
1700	232	0	0	0	0	1	32	67	58	46	18	7	1	2	199	85.78	120	51.72	28	12.07	46.9	53.9	
1800	102	0	0	0	1	0	19	17	16	29	12	3	3	2	82	80.39	65	63.73	20	19.61	48.8	56	
1900	116	0	0	0	0	6	14	28	24	16	18	3	5	2	96	82.76	64	55.17	28	24.14	48.4	57.8	
2000	72	0	0	0	0	1	9	11	14	12	14	2	5	4	62	86.11	49	68.06	25	34.72	51.6	60.1	
2100	33	0	0	0	0	1	2	3	10	6	6	2	3	0	30	90.91	26	78.79	11	33.33	51.8	61.3	
2200	20	0	0	0	0	1	0	3	3	6	5	1	1	0	19	95	15	75	7	35	52	58.6	
2300	15	0	0	0	0	0	1	2	4	3	3	0	2	0	14	93.33	11	73.33	5	33.33	52.3	64.6	
07-19	2527	0	4	9	12	20	381	618	590	476	273	88	39	17	2101	83.14	1380	54.61	417	16.5	47.5	55.5	
06-22	2772	0	4	9	12	28	406	662	643	515	316	98	55	24	2313	83.44	1540	55.56	493	17.78	47.7	55.9	
06-00	2807	0	4	9	12	29	407	667	650	524	324	99	58	24	2346	83.58	1566	55.79	505	17.99	47.8	55.9	
00-00	2869	0	4	9	12	29	415	673	657	544	333	104	61	28	2400	83.65	1614	56.26	526	18.33	47.9	56	

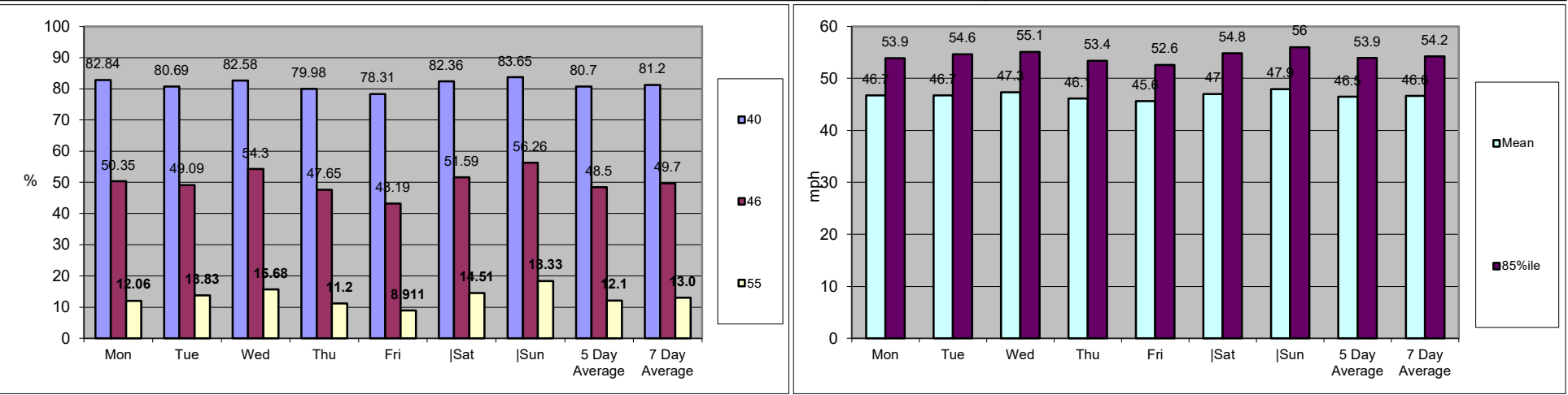
SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
12 February 2024																							
0000	7	0	0	0	0	0	3	2	0	2	0	0	0	0	4	57.14	2	28.57	0	0	44	-	
0100	5	0	0	0	0	0	1	0	1	0	2	0	1	0	4	80	4	80	3	60	52.9	-	
0200	7	0	0	0	0	0	0	0	2	2	2	0	1	0	7	100	7	100	3	42.86	53.7	-	
0300	12	0	0	0	0	0	1	0	1	5	2	0	1	2	11	91.67	11	91.67	5	41.67	56.8	71	
0400	19	0	0	0	0	0	1	2	2	3	2	4	1	4	18	94.74	14	73.68	11	57.89	58.2	75.9	
0500	46	0	0	0	0	0	6	8	8	9	8	5	1	1	40	86.96	31	67.39	15	32.61	51	63	
0600	131	0	0	0	1	0	16	21	31	30	24	6	1	1	114	87.02	90	68.7	32	24.43	49.4	57.3	
0700	243	0	0	0	1	3	18	42	56	71	32	11	5	4	221	90.95	168	69.14	52	21.4	49.9	56.6	
0800	282	0	0	0	0	0	40	71	79	63	18	10	1	0	242	85.82	166	58.87	29	10.28	47.2	53.6	
0900	294	1	0	0	2	2	40	97	73	52	21	3	1	2	249	84.69	137	46.6	27	9.184	46.1	52.6	
1000	305	0	0	0	0	10	71	107	62	36	13	5	1	0	224	73.44	105	34.43	19	6.23	44.2	50.8	
1100	326	0	0	0	0	3	83	118	74	34	10	2	1	1	240	73.62	94	28.83	14	4.294	44	49.8	
1200	304	1	0	0	0	8	58	98	81	39	13	4	1	1	237	77.96	122	40.13	19	6.25	44.9	51.1	
1300	259	0	0	0	0	0	52	74	64	39	22	7	1	0	207	79.92	118	45.56	30	11.58	46.1	54	
1400	296	0	0	0	0	1	31	81	95	57	23	4	3	1	264	89.19	165	55.74	31	10.47	47.3	53.3	
1500	344	0	1	5	2	11	46	70	122	61	20	4	2	0	279	81.1	184	53.49	26	7.558	45.8	52.5	
1600	378	0	1	10	3	19	58	118	81	46	31	9	2	0	287	75.93	148	39.15	42	11.11	44.6	53.6	
1700	330	0	0	0	0	1	35	97	92	66	31	7	0	1	294	89.09	175	53.03	39	11.82	47.3	53.8	
1800	188	0	0	0	0	5	15	45	47	53	10	7	4	2	168	89.36	116	61.7	23	12.23	48.5	54.7	
1900	113	0	0	0	0	3	10	20	34	19	16	9	2	0	100	88.5	74	65.49	27	23.89	49.4	57.5	
2000	64	0	0	0	0	0	9	11	10	16	10	6	1	1	55	85.94	44	68.75	18	28.13	50.3	59.8	
2100	36	0	0	0	0	0	3	10	9	6	5	3	0	0	33	91.67	19	52.78	8	22.22	48.6	58.7	
2200	26	0	0	0	0	0	1	3	8	5	3	3	1	2	25	96.15	21	80.77	9	34.62	53.5	64.4	
2300	23	0	0	0	0	0	1	3	10	4	2	3	0	0	22	95.65	18	78.26	5	21.74	50.7	59.7	
07-19	3549	2	2	15	8	63	547	1018	926	617	244	73	22	12	2912	82.05	1698	47.84	351	9.89	46.1	53.2	
06-22	3893	2	2	15	9	66	585	1080	1010	688	299	97	26	14	3214	82.56	1925	49.45	436	11.2	46.4	53.7	
06-00	3942	2	2	15	9	66	587	1086	1028	697	304	103	27	16	3261	82.72	1964	49.82	450	11.42	46.5	53.8	
00-00	4038	2	2	15	9	66	599	1098	1042	718	320	112	32	23	3345	82.84	2033	50.35	487	12.06	46.7	53.9	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
13 February 2024																							
0000	7	0	0	0	0	0	0	2	2	0	3	0	0	0	7	100	4	57.14	3	42.86	49.6	-	
0100	10	0	0	0	0	0	1	1	2	2	2	1	0	1	9	90	7	70	4	40	54.7	-	
0200	6	0	0	0	0	1	0	1	0	2	1	0	0	1	5	83.33	4	66.67	2	33.33	53.2	-	
0300	3	0	0	0	0	0	1	0	0	0	0	0	1	1	2	66.67	2	66.67	2	66.67	61.2	-	
0400	23	0	0	0	0	0	0	4	3	2	2	3	2	7	23	100	18	78.26	14	60.87	61.3	79.9	
0500	45	0	0	0	0	0	4	9	5	7	11	3	5	1	41	91.11	30	66.67	20	44.44	52.6	63.2	
0600	111	0	0	0	0	0	5	11	23	26	31	6	5	4	106	95.5	94	84.68	46	41.44	53.3	59.4	
0700	256	0	0	0	1	15	20	45	54	52	48	12	6	3	220	85.94	159	62.11	69	26.95	49.1	58	
0800	299	0	0	0	3	12	34	55	70	69	36	13	6	1	250	83.61	184	61.54	56	18.73	48	56.4	
0900	289	0	0	0	1	1	52	119	72	24	15	3	2	0	235	81.31	95	32.87	20	6.92	44.8	50.1	
1000	266	0	0	0	1	4	46	85	65	50	9	6	0	0	215	80.83	115	43.23	15	5.639	45.5	51.7	
1100	255	0	0	3	1	5	55	76	60	31	17	5	2	0	191	74.9	96	37.65	24	9.412	44.9	52	
1200	277	0	0	0	2	24	46	84	58	45	14	3	0	1	205	74.01	106	38.27	18	6.498	44.4	52.2	
1300	231	0	0	0	6	12	55	51	48	35	18	2	3	1	158	68.4	94	40.69	24	10.39	44.8	53	
1400	314	0	0	0	1	13	56	90	79	57	15	2	1	0	244	77.71	139	44.27	18	5.732	45.1	51.8	
1500	334	0	0	1	12	3	43	77	96	62	27	10	3	0	275	82.34	179	53.59	40	11.98	46.5	54.1	
1600	388	0	0	0	1	2	97	127	78	47	32	1	2	1	288	74.23	144	37.11	36	9.278	45	52.3	
1700	329	0	0	0	0	1	50	95	85	61	26	5	5	1	278	84.5	160	48.63	37	11.25	46.9	53.9	
1800	173	0	0	1	0	0	32	53	32	38	13	1	2	1	140	80.92	83	47.98	17	9.827	46.4	53.8	
1900	97	0	0	0	0	0	11	17	34	20	9	4	2	0	86	88.66	65	67.01	15	15.46	48.3	55.6	
2000	53	0	0	0	0	0	2	4	20	10	7	6	1	3	51	96.23	46	86.79	17	32.08	53.1	61.3	
2100	31	0	0	0	0	0	0	4	11	7	2	5	2	0	31	100	26	83.87	9	29.03	52.3	61.6	
2200	33	0	0	0	0	1	3	4	2	6	8	4	2	3	29	87.88	24	72.73	17	51.52	54.2	66.9	
2300	18	0	0	0	0	1	1	1	4	2	5	2	1	1	16	88.89	15	83.33	9	50	53.6	64.5	
07-19	3411	0	0	5	29	92	586	957	797	571	270	63	32	9	2699	79.13	1554	45.56	374	10.96	45.9	53.5	
06-22	3703	0	0	5	29	92	604	993	885	634	319	84	42	16	2973	80.29	1785	48.2	461	12.45	46.4	54.1	
06-00	3754	0	0	5	29	94	608	998	891	642	332	90	45	20	3018	80.39	1824	48.59	487	12.97	46.5	54.3	
00-00	3848	0	0	5	29	95	614	1015	903	655	351	97	53	31	3105	80.69	1889	49.09	532	13.83	46.7	54.6	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Southbound				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
Average Day																							
0000	13	0	0	0	0	0	1	2	2	3	3	1	0	0	11	88.76	9	70.79	4	31.46	50.6	56.9	
0100	7	0	0	0	0	0	1	1	1	2	2	0	0	0	6	85.42	5	70.83	2	35.42	51.1	-	
0200	7	0	0	0	0	0	0	1	1	2	1	0	0	1	6	91.67	5	77.08	2	31.25	52.4	-	
0300	8	0	0	0	0	0	2	1	1	2	1	0	1	1	6	77.78	5	70.37	3	37.04	53.1	-	
0400	16	0	0	0	0	0	1	3	2	3	2	2	1	3	15	94.74	12	74.56	8	47.37	56.5	72.2	
0500	39	0	0	0	0	0	3	6	6	8	7	4	3	1	36	90.94	28	72.1	15	38.77	52.4	62.9	
0600	97	0	0	0	0	0	7	13	22	25	18	7	4	1	90	92.76	74	76.22	31	31.61	51.6	59.4	
0700	216	0	0	0	2	5	18	39	52	53	32	9	3	2	191	88.49	143	66.01	47	21.63	49.2	56.8	
0800	267	0	0	0	2	5	36	61	70	52	28	9	4	2	224	83.87	151	56.62	41	15.49	47.4	55.1	
0900	262	0	0	4	1	3	43	77	64	40	20	7	2	0	210	80.09	119	45.55	29	10.91	45.8	53.1	
1000	269	0	0	1	1	5	55	76	65	41	17	6	2	0	207	77.06	118	43.97	25	9.241	45.5	52.8	
1100	290	0	0	1	1	6	59	92	65	42	16	5	2	1	223	77.11	113	38.92	24	8.239	45.2	52.6	
1200	292	0	0	1	1	7	52	90	72	43	18	4	2	1	230	78.91	125	42.66	25	8.415	45.4	52.5	
1300	278	0	0	1	2	3	51	74	72	41	24	6	2	1	220	79.33	132	47.51	34	12.29	46.1	53.9	
1400	320	0	0	3	1	6	61	88	85	49	21	5	2	0	249	77.91	144	45.02	28	8.657	45.5	52.5	
1500	357	0	1	2	3	6	55	93	102	60	25	7	2	1	290	81.22	173	48.46	34	9.612	46	53.2	
1600	382	0	2	4	1	6	62	112	90	64	28	8	3	1	306	80.13	175	45.83	41	10.62	45.8	53.2	
1700	329	0	0	0	1	6	56	97	86	54	20	6	2	1	265	80.58	150	45.57	28	8.514	45.8	52.5	
1800	194	0	0	0	0	4	37	57	43	34	12	4	2	1	153	78.7	85	43.85	19	9.801	46	53.4	
1900	125	0	0	0	0	3	15	24	36	22	15	6	3	1	107	85.45	78	62.77	25	20.27	48.5	56.6	
2000	76	0	0	0	0	0	8	15	18	15	11	5	2	1	68	88.6	50	65.05	20	25.98	49.9	58.6	
2100	50	0	0	0	0	0	6	9	13	9	8	4	1	1	44	87.46	32	63.25	14	27.64	49.9	59.1	
2200	43	0	0	0	0	1	5	10	7	9	7	2	2	1	38	86.8	26	60.73	12	27.06	50.1	58.3	
2300	20	0	0	0	0	0	1	3	5	3	4	2	1	1	18	91.43	14	71.43	7	34.29	51.5	60.5	
07-19	3455	1	4	17	15	62	587	955	867	574	260	75	28	11	2769	80.15	1628	47.11	374	10.82	46.1	53.5	
06-22	3803	1	4	18	16	66	622	1015	954	644	312	97	38	16	3077	80.91	1861	48.94	463	12.18	46.4	53.9	
06-00	3866	1	4	18	16	67	628	1028	967	656	322	101	41	18	3133	81.03	1902	49.19	482	12.46	46.5	54	
00-00	3956	1	4	18	16	67	637	1042	980	676	338	109	46	24	3214	81.23	1967	49.71	516	13.05	46.6	54.2	

SS1362 Abergavenny A465										Site	1	Location A465 Abergavenny (51.816972, -3.008382)													
07 February 2024					to					13 February 2024					Direction	Southbound									
Time Period	Total Vehicles	Speed Bins															Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed	
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT					

Virtual Week																						
Mon	4038	2	2	15	9	66	599	1098	1042	718	320	112	32	23	3345	82.84	2033	50.35	487	12.06	46.7	53.9
Tue	3848	0	0	5	29	95	614	1015	903	655	351	97	53	31	3105	80.69	1889	49.09	532	13.83	46.7	54.6
Wed	3904	0	2	32	15	53	578	881	1037	694	400	134	52	26	3224	82.58	2120	54.3	612	15.68	47.3	55.1
Thu	3811	2	13	22	18	72	636	1038	944	639	291	76	43	17	3048	79.98	1816	47.65	427	11.2	46.1	53.4
Fri	5510	0	4	15	9	107	1060	1633	1379	812	318	118	36	19	4315	78.31	2380	43.19	491	8.911	45.6	52.6
Sat	3714	1	2	26	22	49	555	953	895	672	351	119	45	24	3059	82.36	1916	51.59	539	14.51	47	54.8
Sun	2869	0	4	9	12	29	415	673	657	544	333	104	61	28	2400	83.65	1614	56.26	526	18.33	47.9	56
5 Day Average																						
[--]	4222	1	4	18	16	79	697	1133	1061	704	336	107	43	23	3407	80.7	2048	48.5	510	12.1	46.5	53.9
7 Day Average																						
[--]	3956	1	4	18	16	67	637	1042	980	676	338	109	46	24	3214	81.2	1967	49.7	516	13.0	46.6	54.2
Total Vehicles																						
[--]	27694	5	27	124	114	471	4457	7291	6857	4734	2364	760	322	168	22496	81.2	13768	49.7	3614	13.1	46.6	54.2



SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
07 February 2024															
0000	15	0	9	3	0	1	0	0	1	0	0	1	0	0	
0100	7	0	3	2	0	0	0	0	1	0	1	0	0	0	
0200	11	0	5	2	1	0	0	0	0	0	2	1	0	0	
0300	12	0	5	4	1	0	0	0	0	0	1	0	0	1	
0400	34	0	27	4	1	0	0	0	0	0	2	0	0	0	
0500	93	0	61	22	1	2	2	0	3	0	1	1	0	0	
0600	340	1	239	75	1	4	0	0	7	1	9	3	0	0	
0700	577	1	425	119	4	3	7	0	3	0	9	5	0	1	
0800	722	3	565	120	7	6	5	0	5	0	4	4	0	3	
0900	565	1	416	106	7	8	7	0	9	1	4	5	0	1	
1000	466	5	354	75	5	7	2	0	4	1	5	7	1	0	
1100	443	4	322	77	6	5	1	1	11	1	8	7	0	0	
1200	512	8	378	86	3	7	5	1	4	0	14	6	0	0	
1300	455	4	347	75	3	6	1	0	4	0	3	11	0	1	
1400	556	3	433	92	0	5	5	0	8	0	4	4	0	2	
1500	598	3	459	107	2	4	3	0	5	0	4	8	0	3	
1600	754	3	576	148	5	2	5	0	0	1	5	9	0	0	
1700	651	1	549	76	2	2	7	0	2	1	2	7	0	2	
1800	372	0	315	41	2	1	6	0	4	0	1	2	0	0	
1900	253	1	220	25	0	0	0	0	3	0	1	2	0	1	
2000	124	0	104	13	0	0	0	0	1	0	3	3	0	0	
2100	118	0	104	10	0	0	1	0	0	0	3	0	0	0	
2200	86	0	76	8	0	1	0	0	0	0	1	0	0	0	
2300	35	0	24	6	0	0	2	0	2	0	1	0	0	0	
07-19	6671	36	5139	1122	46	56	54	2	59	5	63	75	1	13	
06-22	7506	38	5806	1245	47	60	55	2	70	6	79	83	1	14	
06-00	7627	38	5906	1259	47	61	57	2	72	6	81	83	1	14	
00-00	7799	38	6016	1296	51	64	59	2	77	6	88	86	1	15	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
08 February 2024															
0000	24	0	18	3	0	0	0	0	1	0	0	2	0	0	
0100	15	0	5	4	2	0	0	0	2	0	1	1	0	0	
0200	7	0	3	2	0	0	0	0	1	0	0	1	0	0	
0300	14	0	10	2	0	0	0	0	0	0	1	1	0	0	
0400	38	0	23	6	1	1	2	0	1	0	1	3	0	0	
0500	99	0	62	24	1	1	0	0	3	1	2	3	0	2	
0600	297	1	208	64	0	4	2	0	4	0	8	5	0	1	
0700	570	0	444	102	3	5	7	0	2	1	2	2	0	2	
0800	699	1	536	121	7	4	4	0	5	0	13	7	0	1	
0900	525	0	374	111	3	9	7	0	7	0	5	9	0	0	
1000	442	0	330	77	0	6	6	0	5	0	10	8	0	0	
1100	456	0	320	98	4	7	4	0	8	1	8	3	0	3	
1200	478	0	347	95	3	5	4	0	6	0	10	8	0	0	
1300	515	1	377	98	1	4	5	1	9	1	11	4	0	3	
1400	574	1	440	89	3	10	5	2	8	1	5	9	0	1	
1500	617	1	484	101	2	2	5	0	6	1	6	6	0	3	
1600	677	0	531	119	0	3	5	1	6	0	5	5	0	2	
1700	622	2	514	87	2	3	2	0	3	0	7	0	0	2	
1800	366	1	299	40	0	4	3	0	3	0	5	9	0	2	
1900	237	0	202	32	0	0	0	0	1	0	0	1	0	1	
2000	148	0	131	11	0	0	0	0	3	0	1	2	0	0	
2100	112	2	91	16	1	0	0	0	1	0	0	1	0	0	
2200	80	0	70	6	0	1	2	0	1	0	0	0	0	0	
2300	42	0	33	8	0	0	0	0	0	0	1	0	0	0	
07-19	6541	7	4996	1138	28	62	57	4	68	5	87	70	0	19	
06-22	7335	10	5628	1261	29	66	59	4	77	5	96	79	0	21	
06-00	7457	10	5731	1275	29	67	61	4	78	5	97	79	0	21	
00-00	7654	10	5852	1316	33	69	63	4	86	6	102	90	0	23	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
09 February 2024															
0000	16	0	9	5	0	0	0	0	1	1	0	0	0	0	
0100	10	0	3	0	1	0	0	0	3	0	3	0	0	0	
0200	16	0	6	5	0	1	0	0	0	0	3	1	0	0	
0300	21	0	10	3	0	0	1	0	1	0	4	1	0	1	
0400	45	0	23	7	1	0	0	0	4	1	4	3	0	2	
0500	104	0	67	20	2	2	2	0	5	0	1	5	0	0	
0600	311	1	186	84	2	6	3	0	11	1	13	3	1	0	
0700	609	1	427	140	4	10	3	0	5	0	11	5	1	2	
0800	683	1	499	131	4	9	6	0	13	0	11	9	0	0	
0900	595	0	428	107	2	6	8	2	19	1	11	9	0	2	
1000	663	3	493	116	9	11	3	1	8	0	5	14	0	0	
1100	788	0	575	152	10	9	3	2	13	0	13	7	0	4	
1200	747	1	560	134	5	10	5	0	7	0	13	10	0	2	
1300	670	2	489	127	4	13	4	0	14	1	7	7	0	2	
1400	861	3	652	153	2	4	6	0	12	1	14	10	0	4	
1500	1016	1	796	167	3	2	7	1	12	1	14	11	0	1	
1600	1060	1	862	158	2	6	5	1	7	0	10	7	0	1	
1700	924	0	753	151	0	3	5	0	3	0	6	1	0	2	
1800	670	1	589	60	0	1	1	0	8	0	3	6	0	1	
1900	380	1	316	51	2	1	3	0	1	1	1	3	0	0	
2000	224	0	191	23	0	0	1	0	3	0	0	6	0	0	
2100	169	0	146	16	0	2	1	0	1	0	1	2	0	0	
2200	140	0	117	20	0	0	0	0	1	0	2	0	0	0	
2300	67	0	55	7	0	0	0	0	1	0	2	1	0	1	
07-19	9286	14	7123	1596	45	84	56	7	121	4	118	96	1	21	
06-22	10370	16	7962	1770	49	93	64	7	137	6	133	110	2	21	
06-00	10577	16	8134	1797	49	93	64	7	139	6	137	111	2	22	
00-00	10789	16	8252	1837	53	96	67	7	153	8	152	121	2	25	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
10 February 2024															
0000	45	0	37	4	0	1	1	0	1	0	1	0	0	0	
0100	18	0	8	2	0	0	0	0	0	0	6	2	0	0	
0200	18	0	10	6	0	0	0	0	1	0	1	0	0	0	
0300	20	0	8	5	0	0	1	0	2	1	0	3	0	0	
0400	31	0	17	5	0	2	0	0	1	0	2	3	0	1	
0500	48	0	34	6	1	1	0	0	2	0	3	0	0	1	
0600	130	1	87	26	1	4	2	0	4	0	4	1	0	0	
0700	258	0	185	51	1	2	4	0	8	1	2	4	0	0	
0800	395	5	313	57	2	3	1	1	5	0	0	8	0	0	
0900	563	4	473	56	3	5	9	0	4	0	4	5	0	0	
1000	663	6	565	72	1	5	2	0	4	1	0	7	0	0	
1100	769	9	671	62	0	2	10	0	4	0	4	6	0	1	
1200	772	7	675	66	0	5	5	1	5	0	3	5	0	0	
1300	690	8	599	62	1	0	6	0	5	0	5	2	0	2	
1400	624	6	548	55	1	1	3	0	4	1	2	2	0	1	
1500	617	4	526	71	3	1	4	0	2	0	1	5	0	0	
1600	519	2	450	59	2	0	4	0	1	1	0	0	0	0	
1700	403	6	328	58	0	0	2	0	8	0	1	0	0	0	
1800	297	0	246	42	1	2	0	0	1	0	2	2	0	1	
1900	242	0	211	22	0	1	0	0	0	0	5	3	0	0	
2000	165	1	141	20	1	0	0	0	0	0	1	1	0	0	
2100	105	0	95	9	0	0	0	0	0	0	0	1	0	0	
2200	106	0	97	9	0	0	0	0	0	0	0	0	0	0	
2300	42	0	38	3	0	0	0	0	1	0	0	0	0	0	
07-19	6570	57	5579	711	15	26	50	2	51	4	24	46	0	5	
06-22	7212	59	6113	788	17	31	52	2	55	4	34	52	0	5	
06-00	7360	59	6248	800	17	31	52	2	56	4	34	52	0	5	
00-00	7540	59	6362	828	18	35	54	2	63	5	47	60	0	7	

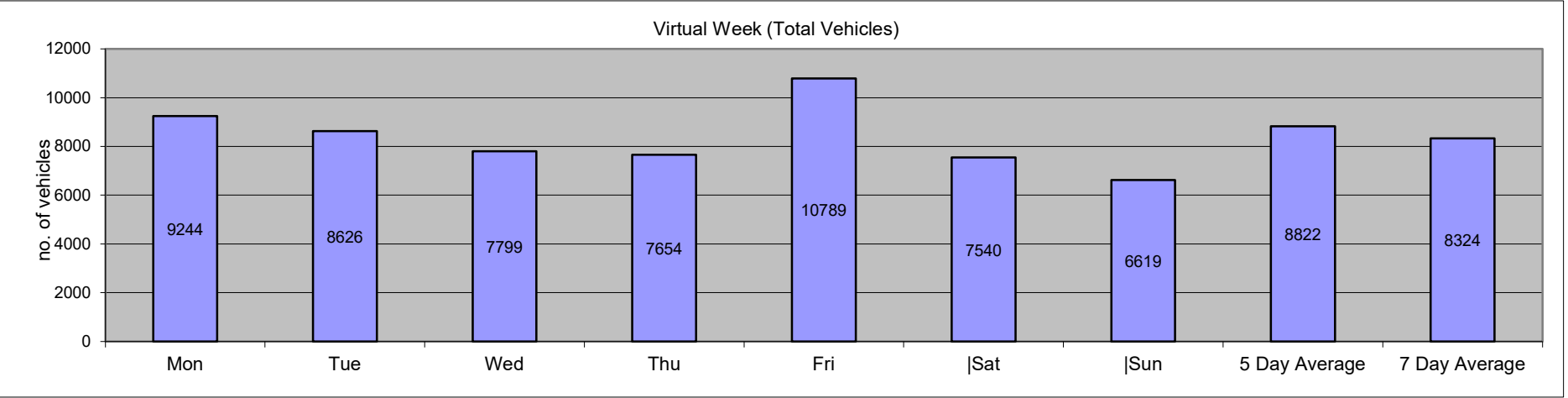
SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
11 February 2024															
0000	57	0	46	7	0	0	1	0	0	0	1	2	0	0	
0100	16	0	11	2	0	0	0	0	0	0	1	2	0	0	
0200	18	0	13	2	0	1	0	0	1	0	0	1	0	0	
0300	11	0	9	0	0	0	0	0	0	0	1	1	0	0	
0400	20	0	12	4	0	0	0	0	0	0	0	4	0	0	
0500	32	0	14	7	1	1	0	0	4	0	4	1	0	0	
0600	70	0	55	10	2	0	0	0	1	0	2	0	0	0	
0700	147	0	111	22	1	1	1	0	4	0	1	6	0	0	
0800	199	3	165	24	2	1	1	0	0	0	0	3	0	0	
0900	361	1	302	46	0	1	1	0	3	0	1	5	0	1	
1000	516	17	445	39	3	3	3	0	2	0	4	0	0	0	
1100	578	20	495	55	0	1	3	1	1	0	1	0	0	1	
1200	624	13	545	52	0	0	5	0	5	0	3	1	0	0	
1300	610	21	528	54	0	0	2	0	3	0	2	0	0	0	
1400	635	13	556	51	0	3	1	1	4	1	4	1	0	0	
1500	643	6	582	41	1	3	3	0	1	1	0	5	0	0	
1600	644	6	567	58	0	1	6	0	1	0	2	3	0	0	
1700	509	2	451	43	1	2	4	1	1	0	1	3	0	0	
1800	285	0	239	41	1	0	0	0	1	0	1	2	0	0	
1900	272	1	241	26	0	0	2	0	1	0	1	0	0	0	
2000	173	0	151	13	0	3	3	0	2	0	1	0	0	0	
2100	101	0	81	17	0	1	0	0	0	0	1	1	0	0	
2200	58	0	44	10	0	1	0	0	1	0	0	2	0	0	
2300	40	0	33	3	1	0	0	0	2	0	1	0	0	0	
07-19	5751	102	4986	526	9	16	30	3	26	2	20	29	0	2	
06-22	6367	103	5514	592	11	20	35	3	30	2	25	30	0	2	
06-00	6465	103	5591	605	12	21	35	3	33	2	26	32	0	2	
00-00	6619	103	5696	627	13	23	36	3	38	2	33	43	0	2	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
12 February 2024															
0000	15	0	11	1	0	0	0	0	0	1	0	2	0	0	
0100	12	0	4	1	1	0	0	0	1	0	2	2	0	1	
0200	14	0	6	2	0	1	0	0	1	0	3	1	0	0	
0300	34	0	17	3	0	1	1	0	1	0	4	6	0	1	
0400	61	1	44	9	1	0	1	0	0	1	1	3	0	0	
0500	116	0	77	15	2	1	5	0	3	0	10	3	0	0	
0600	367	0	237	89	4	5	4	0	5	0	13	6	0	4	
0700	591	2	398	132	3	7	11	0	11	0	21	3	0	3	
0800	702	7	513	134	3	11	5	0	12	1	8	5	0	3	
0900	682	6	496	119	4	12	6	0	8	0	14	14	0	3	
1000	734	4	551	117	13	8	5	0	12	0	12	12	0	0	
1100	722	3	541	106	7	11	7	0	18	0	7	21	0	1	
1200	726	3	541	128	5	7	3	0	8	1	14	14	0	2	
1300	598	3	444	103	3	8	4	0	10	1	13	8	0	1	
1400	651	8	485	105	7	11	3	0	14	0	7	10	0	1	
1500	705	7	523	121	3	7	10	0	8	0	11	14	0	1	
1600	769	2	627	107	2	3	5	0	9	0	7	5	0	2	
1700	714	1	566	109	1	6	5	0	11	1	8	5	0	1	
1800	410	0	352	45	0	1	2	0	3	0	4	3	0	0	
1900	269	1	227	33	0	2	3	0	0	0	1	1	0	1	
2000	146	1	120	19	1	1	0	0	0	0	1	3	0	0	
2100	100	0	79	14	0	0	0	0	2	0	2	3	0	0	
2200	60	1	46	9	1	1	0	0	0	0	1	1	0	0	
2300	46	0	39	4	0	0	0	0	0	0	2	1	0	0	
07-19	8004	46	6037	1326	51	92	66	0	124	4	126	114	0	18	
06-22	8886	48	6700	1481	56	100	73	0	131	4	143	127	0	23	
06-00	8992	49	6785	1494	57	101	73	0	131	4	146	129	0	23	
00-00	9244	50	6944	1525	61	104	80	0	137	6	166	146	0	25	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
13 February 2024															
0000	14	0	9	3	0	0	0	0	0	0	2	0	0	0	
0100	19	0	12	5	0	0	0	0	0	0	0	2	0	0	
0200	16	0	6	3	1	0	0	0	0	0	2	4	0	0	
0300	13	0	5	3	2	0	0	0	0	0	2	0	0	1	
0400	50	0	34	8	0	0	0	0	3	0	2	2	0	1	
0500	114	0	63	23	4	5	2	0	2	1	7	3	0	4	
0600	342	0	235	75	3	3	2	0	4	0	13	6	0	1	
0700	662	0	454	156	2	8	5	1	11	0	17	8	0	0	
0800	721	0	535	148	1	14	2	1	6	1	3	9	0	1	
0900	605	0	447	113	3	7	6	0	11	0	11	4	0	3	
1000	587	1	416	118	5	9	4	1	7	1	11	11	0	3	
1100	575	1	426	93	7	10	7	0	9	1	8	10	0	3	
1200	597	0	449	87	4	11	5	0	12	1	16	8	0	4	
1300	539	1	379	109	3	9	10	0	3	1	8	14	0	2	
1400	619	1	476	101	0	7	3	1	7	1	8	12	0	2	
1500	716	1	524	157	1	4	3	0	8	1	4	12	0	1	
1600	736	2	583	128	2	1	3	0	4	0	5	8	0	0	
1700	680	1	573	86	2	1	7	0	3	1	5	1	0	0	
1800	393	1	314	61	1	2	2	0	3	0	3	6	0	0	
1900	241	0	197	31	0	1	1	0	4	1	2	3	0	1	
2000	142	0	116	19	1	1	0	0	0	0	1	4	0	0	
2100	97	0	79	10	0	2	1	0	1	0	2	2	0	0	
2200	85	0	69	12	1	1	0	0	0	0	0	2	0	0	
2300	63	0	54	4	1	1	0	0	0	0	2	1	0	0	
07-19	7430	9	5576	1357	31	83	57	4	84	8	99	103	0	19	
06-22	8252	9	6203	1492	35	90	61	4	93	9	117	118	0	21	
06-00	8400	9	6326	1508	37	92	61	4	93	9	119	121	0	21	
00-00	8626	9	6455	1553	44	97	63	4	98	10	134	132	0	27	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to		13 February 2024		Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
												AXLE MULTI-TRAILER ARTIC			
Average Day															
0000	27	0	20	4	0	0	0	0	1	0	1	1	0	0	
0100	14	0	7	2	1	0	0	0	1	0	2	1	0	0	
0200	14	0	7	3	0	0	0	0	1	0	2	1	0	0	
0300	18	0	9	3	0	0	0	0	1	0	2	2	0	1	
0400	40	0	26	6	1	0	0	0	1	0	2	3	0	1	
0500	87	0	54	17	2	2	2	0	3	0	4	2	0	1	
0600	265	1	178	60	2	4	2	0	5	0	9	3	0	1	
0700	488	1	349	103	3	5	5	0	6	0	9	5	0	1	
0800	589	3	447	105	4	7	3	0	7	0	6	6	0	1	
0900	557	2	419	94	3	7	6	0	9	0	7	7	0	1	
1000	582	5	451	88	5	7	4	0	6	0	7	8	0	0	
1100	619	5	479	92	5	6	5	1	9	0	7	8	0	2	
1200	637	5	499	93	3	6	5	0	7	0	10	7	0	1	
1300	582	6	452	90	2	6	5	0	7	1	7	7	0	2	
1400	646	5	513	92	2	6	4	1	8	1	6	7	0	2	
1500	702	3	556	109	2	3	5	0	6	1	6	9	0	1	
1600	737	2	599	111	2	2	5	0	4	0	5	5	0	1	
1700	643	2	533	87	1	2	5	0	4	0	4	2	0	1	
1800	399	0	336	47	1	2	2	0	3	0	3	4	0	1	
1900	271	1	231	31	0	1	1	0	1	0	2	2	0	1	
2000	160	0	136	17	0	1	1	0	1	0	1	3	0	0	
2100	115	0	96	13	0	1	0	0	1	0	1	1	0	0	
2200	88	0	74	11	0	1	0	0	0	0	1	1	0	0	
2300	48	0	39	5	0	0	0	0	1	0	1	0	0	0	
07-19	7179	39	5634	1111	32	60	53	3	76	5	77	76	0	14	
06-22	7990	40	6275	1233	35	66	57	3	85	5	90	86	0	15	
06-00	8125	41	6389	1248	35	67	58	3	86	5	91	87	0	15	
00-00	8324	41	6511	1283	39	70	60	3	93	6	103	97	0	18	

SS1362 Abergavenny A465						Site	1	Location	A465 Abergavenny (51.816972, -3.008382)						
07 February 2024		to	13 February 2024			Direction	Two-Way								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC	
Virtual Week															
Mon	9244	50	6944	1525	61	104	80	0	137	6	166	146	0	25	
Tue	8626	9	6455	1553	44	97	63	4	98	10	134	132	0	27	
Wed	7799	38	6016	1296	51	64	59	2	77	6	88	86	1	15	
Thu	7654	10	5852	1316	33	69	63	4	86	6	102	90	0	23	
Fri	10789	16	8252	1837	53	96	67	7	153	8	152	121	2	25	
Sat	7540	59	6362	828	18	35	54	2	63	5	47	60	0	7	
Sun	6619	103	5696	627	13	23	36	3	38	2	33	43	0	2	
5 Day Average															
[--]	8822	25	6704	1505	48	86	66	3	110	7	128	115	1	23	
7 Day Average															
[--]	8324	41	6511	1283	39	70	60	3	93	6	103	97	0	18	
Total Vehicles															
[--]	58271	285	45577	8982	273	488	422	22	652	43	722	678	3	124	



SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)										
07 February 2024				to 13 February 2024						Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed	
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT			55 DfT
07 February 2024																						
0000	15	0	0	0	0	0	1	3	5	4	2	0	0	0	14	93.33	11	73.33	2	13.33	48.8	54.8
0100	7	0	0	0	0	0	0	2	2	0	0	3	0	0	7	100	5	71.43	3	42.86	52	-
0200	11	0	0	0	0	0	2	1	5	3	0	0	0	0	9	81.82	6	54.55	0	0	46.3	51.6
0300	12	0	0	0	0	0	2	3	1	2	2	0	0	2	10	83.33	7	58.33	4	33.33	51.9	70
0400	34	0	0	0	0	0	1	4	1	6	10	5	3	4	33	97.06	29	85.29	22	64.71	57.3	69.3
0500	93	0	0	0	0	1	5	5	11	20	23	14	8	6	87	93.55	81	87.1	51	54.84	56	66
0600	340	0	0	0	0	0	15	39	69	84	65	42	16	10	325	95.59	275	80.88	133	39.12	53.4	61.7
0700	577	0	0	1	5	9	58	129	116	125	96	28	5	5	504	87.35	349	60.49	134	23.22	48.8	56.7
0800	722	0	0	1	3	9	83	171	212	137	77	16	8	5	626	86.7	418	57.89	106	14.68	47.6	54.9
0900	565	1	1	2	1	16	106	139	147	83	52	14	3	0	438	77.52	270	47.79	69	12.21	45.8	53.2
1000	466	0	0	0	2	8	100	119	126	64	30	13	4	0	356	76.39	212	45.49	47	10.09	45.7	52.3
1100	443	0	1	1	9	17	89	119	92	73	30	7	5	0	326	73.59	189	42.66	42	9.481	45	53.5
1200	512	0	0	6	1	14	80	158	117	76	44	11	5	0	411	80.27	225	43.95	60	11.72	45.8	53.7
1300	455	0	0	1	2	4	82	133	114	59	42	10	5	3	366	80.44	207	45.49	60	13.19	46.1	54.3
1400	556	0	1	19	1	10	116	123	118	83	73	9	2	1	409	73.56	259	46.58	85	15.29	45.6	55.1
1500	598	0	0	0	1	14	108	125	135	127	51	30	4	3	475	79.43	330	55.18	88	14.72	47.2	54.9
1600	754	0	0	0	0	10	104	171	205	141	79	32	11	1	640	84.88	425	56.37	123	16.31	47.7	55.4
1700	651	0	0	0	2	12	73	143	191	130	63	23	11	3	564	86.64	391	60.06	100	15.36	48	55.5
1800	372	0	0	0	0	1	59	68	79	76	50	29	6	4	312	83.87	221	59.41	89	23.92	49.2	58.1
1900	253	0	0	0	1	1	25	41	60	36	43	23	13	10	226	89.33	176	69.57	89	35.18	51.2	61.2
2000	124	0	0	0	0	1	11	12	23	28	25	13	7	4	112	90.32	96	77.42	49	39.52	52.6	61.2
2100	118	0	0	2	2	0	9	20	20	20	22	12	4	7	105	88.98	79	66.95	45	38.14	51.7	61.6
2200	86	0	1	0	0	4	7	6	14	18	18	9	6	3	74	86.05	67	77.91	36	41.86	52.7	62
2300	35	0	0	0	0	1	5	2	6	5	5	2	5	4	29	82.86	27	77.14	16	45.71	54.1	68.9
07-19	6671	1	3	31	27	124	1058	1598	1652	1174	687	222	69	25	5427	81.35	3496	52.41	1003	15.04	46.9	55
06-22	7506	1	3	33	30	126	1118	1710	1824	1342	842	312	109	56	6195	82.53	4122	54.92	1319	17.57	47.5	55.9
06-00	7627	1	4	33	30	131	1130	1718	1844	1365	865	323	120	63	6298	82.58	4216	55.28	1371	17.98	47.6	56
00-00	7799	1	4	33	30	132	1141	1736	1869	1400	902	345	131	75	6458	82.81	4355	55.84	1453	18.63	47.8	56.1

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to 13 February 2024						Direction		Two-Way				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins																				Mean Speed	85%ile Speed
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT			
08 February 2024																							
0000	24	0	0	0	0	1	0	4	3	9	4	0	2	1	23	95.83	19	79.17	7	29.17	51.8	60.8	
0100	15	0	0	0	1	0	1	2	2	1	3	1	1	3	13	86.67	11	73.33	8	53.33	55.1	77.4	
0200	7	0	0	0	0	0	1	0	0	2	3	0	1	0	6	85.71	6	85.71	4	57.14	54.6	-	
0300	14	0	0	0	0	0	2	2	2	3	2	1	2	0	12	85.71	10	71.43	5	35.71	51.6	66	
0400	38	0	0	0	0	0	4	3	6	6	8	4	4	3	34	89.47	30	78.95	19	50	55.6	67.1	
0500	99	0	0	0	0	1	6	16	14	23	18	11	8	2	92	92.93	74	74.75	39	39.39	52.5	62.9	
0600	297	0	0	0	1	1	20	49	58	81	53	26	6	2	275	92.59	218	73.4	87	29.29	50.9	58.5	
0700	570	0	1	0	3	7	43	130	157	128	67	25	6	3	516	90.53	360	63.16	101	17.72	48.6	56	
0800	699	1	1	1	4	14	123	165	183	114	74	13	4	2	555	79.4	357	51.07	93	13.3	46.3	54.1	
0900	525	0	0	0	0	15	114	140	116	85	33	19	2	1	396	75.43	238	45.33	55	10.48	45.7	53	
1000	442	0	0	4	0	22	93	121	87	57	37	13	7	1	323	73.08	182	41.18	58	13.12	45.4	54.5	
1100	456	0	0	0	3	5	96	163	101	62	15	7	2	2	352	77.19	163	35.75	26	5.702	44.8	52.3	
1200	478	0	0	0	0	20	87	135	115	69	36	11	4	1	371	77.62	215	44.98	52	10.88	45.8	53.2	
1300	515	0	0	0	3	6	98	158	109	81	44	11	4	1	408	79.22	223	43.3	60	11.65	45.9	54	
1400	574	0	0	0	8	35	108	153	124	80	41	15	8	2	423	73.69	248	43.21	66	11.5	45.3	53.4	
1500	617	2	0	2	0	10	108	158	144	106	60	16	7	4	495	80.23	301	48.78	87	14.1	46.7	54.8	
1600	677	1	11	20	9	6	94	136	155	136	77	26	5	1	536	79.17	368	54.36	109	16.1	46.4	55.2	
1700	622	0	0	0	2	24	143	163	128	106	36	16	2	2	453	72.83	260	41.8	56	9.003	45.2	52.3	
1800	366	0	0	0	1	8	43	101	113	59	28	8	3	2	314	85.79	183	50	41	11.2	46.7	53.7	
1900	237	0	2	1	0	1	25	52	64	53	23	12	1	3	208	87.76	149	62.87	39	16.46	48.2	55.5	
2000	148	0	0	0	0	3	15	49	35	25	12	7	1	1	130	87.84	76	51.35	21	14.19	47.3	54.7	
2100	112	0	0	0	0	1	25	22	26	11	11	11	2	3	86	76.79	57	50.89	27	24.11	48.3	59.1	
2200	80	0	0	0	0	1	10	25	17	10	9	2	5	1	69	86.25	41	51.25	17	21.25	48.3	56.2	
2300	42	0	0	0	0	0	2	10	8	11	4	5	1	1	40	95.24	28	66.67	11	26.19	50.5	60.6	
07-19	6541	4	13	27	33	172	1150	1723	1532	1083	548	180	54	22	5142	78.61	3098	47.36	804	12.29	46.1	54	
06-22	7335	4	15	28	34	178	1235	1895	1715	1253	647	236	64	31	5841	79.63	3598	49.05	978	13.33	46.4	54.4	
06-00	7457	4	15	28	34	179	1247	1930	1740	1274	660	243	70	33	5950	79.79	3667	49.18	1006	13.49	46.5	54.4	
00-00	7654	4	15	28	35	181	1261	1957	1767	1318	698	260	88	42	6130	80.09	3817	49.87	1088	14.21	46.6	54.7	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)																														
07 February 2024				to		13 February 2024				Direction		Two-Way				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)																						
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT	Mean Speed	85%ile Speed																				
09 February 2024																																										
0000	16	0	0	0	0	0	1	5	2	1	3	1	1	2	15	93.75	9	56.25	7	43.75	53.8	70.1																				
0100	10	0	0	0	0	0	3	2	2	3	0	0	0	0	7	70	5	50	0	0	45.4	-																				
0200	16	0	0	0	0	0	1	2	2	6	2	1	1	1	15	93.75	13	81.25	5	31.25	53.9	66.5																				
0300	21	0	0	0	0	0	8	3	2	6	1	1	0	0	13	61.9	9	42.86	2	9.524	46.2	54.8																				
0400	45	0	0	0	0	0	6	8	9	7	8	6	1	0	39	86.67	30	66.67	15	33.33	50.4	60.4																				
0500	104	0	0	1	0	1	6	14	22	19	16	16	6	3	96	92.31	80	76.92	41	39.42	52.6	62.2																				
0600	311	0	0	1	0	1	22	61	61	72	44	30	15	4	287	92.28	214	68.81	93	29.9	50.9	60.6																				
0700	609	0	0	1	4	13	67	129	163	129	66	20	15	2	524	86.04	355	58.29	103	16.91	48.1	55.8																				
0800	683	0	0	0	1	26	117	149	159	137	65	22	5	2	539	78.92	361	52.86	94	13.76	46.8	54.7																				
0900	595	1	0	14	2	10	140	179	131	70	35	11	2	0	428	71.93	230	38.66	48	8.067	44.2	51.3																				
1000	663	0	0	0	0	14	132	196	178	76	46	16	5	0	517	77.98	283	42.68	67	10.11	45.5	52.3																				
1100	788	0	0	0	0	31	200	278	171	68	29	7	3	1	557	70.69	229	29.06	40	5.076	43.7	49.5																				
1200	747	0	2	0	0	11	147	226	197	116	38	5	4	1	587	78.58	318	42.57	48	6.426	45.3	52.1																				
1300	670	0	1	2	0	10	139	183	169	90	52	16	7	1	518	77.31	311	46.42	76	11.34	45.8	53.6																				
1400	861	0	0	3	5	20	173	274	207	129	37	10	3	0	660	76.66	345	40.07	50	5.807	44.9	51.9																				
1500	1016	1	0	2	5	28	200	323	266	115	56	15	4	1	780	76.77	380	37.4	76	7.48	44.8	51.8																				
1600	1060	1	0	0	0	24	181	340	269	167	55	18	2	3	854	80.57	454	42.83	78	7.358	45.5	52.2																				
1700	924	0	2	0	3	30	174	337	187	116	42	29	3	1	715	77.38	340	36.8	75	8.117	44.8	51.9																				
1800	670	0	0	0	0	6	149	198	161	103	29	17	5	2	515	76.87	271	40.45	53	7.91	45.5	52.1																				
1900	380	0	0	0	0	10	45	83	96	75	44	20	3	4	325	85.53	223	58.68	71	18.68	48.2	56.4																				
2000	224	0	0	0	1	2	24	44	56	44	31	14	6	2	197	87.95	140	62.5	53	23.66	49.4	58.7																				
2100	169	0	0	0	0	2	19	20	41	32	28	11	7	9	148	87.57	118	69.82	55	32.54	51.6	61.4																				
2200	140	0	0	0	0	0	20	29	22	24	22	10	7	6	120	85.71	87	62.14	45	32.14	50.7	61.1																				
2300	67	0	0	0	0	0	3	9	12	22	11	8	2	0	64	95.52	54	80.6	21	31.34	51.8	60																				
07-19	9286	3	5	22	20	223	1819	2812	2258	1316	550	186	58	14	7194	77.47	3877	41.75	808	8.701	45.3	52.5																				
06-22	10370	3	5	23	21	238	1929	3020	2512	1539	697	261	89	33	8151	78.6	4572	44.09	1080	10.41	45.8	53.1																				
06-00	10577	3	5	23	21	238	1952	3058	2546	1585	730	279	98	39	8335	78.8	4713	44.56	1146	10.83	45.9	53.4																				
00-00	10789	3	5	24	21	239	1977	3092	2585	1627	760	304	107	45	8520	78.97	4859	45.04	1216	11.27	46	53.6																				

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Two-Way				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	Speed Bins																				Mean Speed	85%ile Speed
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT			
10 February 2024																							
0000	45	0	0	0	0	0	4	9	4	9	9	7	2	1	41	91.11	32	71.11	19	42.22	52.7	61.1	
0100	18	0	0	0	0	2	3	1	2	3	5	2	0	0	13	72.22	12	66.67	7	38.89	49.4	59.6	
0200	18	0	0	0	0	1	0	4	2	6	2	0	2	1	17	94.44	12	66.67	5	27.78	51.4	66	
0300	20	0	0	0	0	0	4	3	3	2	2	3	2	1	16	80	13	65	8	40	51.6	65.8	
0400	31	0	0	1	0	0	4	6	3	5	4	4	0	4	26	83.87	20	64.52	12	38.71	53.9	65.4	
0500	48	0	0	0	0	0	4	6	9	13	11	2	1	2	44	91.67	38	79.17	16	33.33	51.7	59.4	
0600	130	0	0	0	0	1	9	13	28	35	20	16	5	3	120	92.31	101	77.69	44	33.85	52.4	61.4	
0700	258	0	0	0	1	0	35	41	59	45	44	16	8	9	222	86.05	173	67.05	77	29.84	50.5	59.3	
0800	395	1	0	1	3	5	62	88	83	69	52	22	8	1	323	81.77	212	53.67	83	21.01	47.8	56.4	
0900	563	0	1	17	3	6	71	159	130	91	58	19	7	1	465	82.59	281	49.91	85	15.1	46.5	55	
1000	663	0	0	3	3	6	125	160	143	131	69	18	4	1	526	79.34	332	50.08	92	13.88	46.6	54.5	
1100	769	0	0	5	3	19	112	224	199	140	40	19	5	3	630	81.92	366	47.59	67	8.713	46.1	52.8	
1200	772	0	2	4	1	13	139	254	183	95	54	21	1	5	613	79.4	317	41.06	81	10.49	45.5	52.5	
1300	690	0	0	3	9	9	105	153	190	122	70	24	3	2	564	81.74	376	54.49	99	14.35	46.8	54.8	
1400	624	0	0	1	0	11	113	151	160	117	42	21	8	0	499	79.97	320	51.28	71	11.38	46.6	53.9	
1500	617	0	0	0	2	4	96	168	147	114	57	17	11	1	515	83.47	321	52.03	86	13.94	47.1	54.4	
1600	519	0	0	1	0	8	82	125	109	115	52	15	4	8	428	82.47	276	53.18	79	15.22	47.6	55.1	
1700	403	0	0	1	3	2	69	96	100	79	29	14	7	3	328	81.39	212	52.61	53	13.15	47.2	54.1	
1800	297	0	0	1	1	15	45	80	57	46	28	11	8	5	235	79.12	139	46.8	52	17.51	47.1	56.6	
1900	242	0	0	0	6	0	26	44	53	48	41	14	8	2	210	86.78	162	66.94	65	26.86	49.4	58	
2000	165	0	0	0	1	3	19	34	33	29	24	16	3	3	142	86.06	102	61.82	46	27.88	49.6	59.4	
2100	105	0	0	0	0	0	7	20	24	15	23	9	2	5	98	93.33	71	67.62	39	37.14	52	60.1	
2200	106	0	0	0	0	1	9	30	21	16	20	4	1	4	96	90.57	62	58.49	29	27.36	50.1	58.3	
2300	42	0	0	0	1	1	7	7	7	9	5	3	1	1	33	78.57	25	59.52	10	23.81	48.5	58.9	
07-19	6570	1	3	37	29	98	1054	1699	1560	1164	595	217	74	39	5348	81.4	3325	50.61	925	14.08	46.8	54.6	
06-22	7212	1	3	37	36	102	1115	1810	1698	1291	703	272	92	52	5918	82.06	3761	52.15	1119	15.52	47.2	55.1	
06-00	7360	1	3	37	37	104	1131	1847	1726	1316	728	279	94	57	6047	82.16	3848	52.28	1158	15.73	47.2	55.3	
00-00	7540	1	3	38	37	107	1150	1876	1749	1354	761	297	101	66	6204	82.28	3975	52.72	1225	16.25	47.3	55.5	

SS1362 Abergavenny A465										Site 1		Location A465 Abergavenny (51.816972, -3.008382)											
07 February 2024				to		13 February 2024				Direction		Two-Way				Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)			
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DfT	55 DfT	Mean Speed	85%ile Speed	
11 February 2024																							
0000	57	0	0	0	0	1	6	6	9	19	9	5	2	0	50	87.72	44	77.19	16	28.07	51.4	58.2	
0100	16	0	0	0	0	0	5	1	5	3	1	1	0	0	11	68.75	10	62.5	2	12.5	46.8	54.7	
0200	18	0	0	0	0	0	1	3	1	7	1	3	1	1	17	94.44	14	77.78	6	33.33	53.1	65.1	
0300	11	0	0	0	0	1	1	2	1	2	0	2	1	1	9	81.82	7	63.64	4	36.36	52.5	70.4	
0400	20	0	0	0	0	0	3	3	2	3	4	2	1	2	17	85	13	65	9	45	54.2	67.5	
0500	32	0	0	0	0	0	6	4	9	5	5	2	0	1	26	81.25	21	65.63	8	25	49.5	57.6	
0600	70	0	0	0	1	0	6	9	14	13	12	7	6	2	63	90	51	72.86	27	38.57	52.4	63.5	
0700	147	0	0	0	0	2	16	34	24	24	25	13	3	6	129	87.76	86	58.5	47	31.97	50.5	60.1	
0800	199	0	0	0	0	3	20	41	37	41	29	10	11	7	176	88.44	127	63.82	57	28.64	50.6	59.5	
0900	361	0	1	0	1	5	58	78	75	64	41	25	9	4	296	81.99	203	56.23	79	21.88	48.3	56.8	
1000	516	0	0	2	4	8	95	126	123	99	43	13	3	0	407	78.88	261	50.58	59	11.43	46.4	53.7	
1100	578	1	2	0	0	4	68	158	143	107	67	21	5	2	503	87.02	318	55.02	95	16.44	47.6	55.6	
1200	624	0	0	0	2	1	127	168	155	107	45	9	8	2	494	79.17	303	48.56	64	10.26	46.2	53.4	
1300	610	0	0	4	6	3	83	147	153	109	68	19	10	8	514	84.26	341	55.9	105	17.21	47.7	55.5	
1400	635	2	1	0	0	16	109	180	153	79	67	18	9	1	507	79.84	300	47.24	95	14.96	46.3	54.8	
1500	643	1	3	8	4	5	103	139	148	114	87	23	4	4	519	80.72	351	54.59	118	18.35	47.2	56.1	
1600	644	0	0	0	9	3	105	165	142	124	69	18	8	1	527	81.83	334	51.86	96	14.91	47.1	54.9	
1700	509	0	0	0	1	7	62	136	119	108	50	18	4	4	439	86.25	284	55.8	76	14.93	47.6	55.1	
1800	285	0	0	0	1	2	30	54	53	67	44	12	13	9	252	88.42	193	67.72	78	27.37	50.3	58.2	
1900	272	0	0	1	0	7	31	70	59	41	36	16	8	3	233	85.66	151	55.51	63	23.16	48.5	58.1	
2000	173	0	0	0	0	1	17	36	35	31	30	8	8	7	155	89.6	111	64.16	53	30.64	51	59.5	
2100	101	0	0	0	0	2	8	14	20	25	14	8	5	5	91	90.1	76	75.25	32	31.68	51.9	61.7	
2200	58	0	0	0	0	2	0	9	8	15	14	6	3	1	56	96.55	44	75.86	24	41.38	53	61.6	
2300	40	0	0	0	0	0	4	5	10	9	7	1	3	1	36	90	30	75	12	30	51.7	59.6	
07-19	5751	4	7	14	28	59	876	1426	1325	1043	635	199	87	48	4763	82.82	3101	53.92	969	16.85	47.5	55.7	
06-22	6367	4	7	15	29	69	938	1555	1453	1153	727	238	114	65	5305	83.32	3490	54.81	1144	17.97	47.7	56	
06-00	6465	4	7	15	29	71	942	1569	1471	1177	748	245	120	67	5397	83.48	3564	55.13	1180	18.25	47.8	56.1	
00-00	6619	4	7	15	29	73	964	1588	1498	1216	768	260	125	72	5527	83.5	3673	55.49	1225	18.51	47.9	56.3	

SS1362 Abergavenny A465										Site	1	Location A465 Abergavenny (51.816972, -3.008382)														
07 February 2024					to					13 February 2024					Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT						
12 February 2024																										
0000	15	0	0	0	0	0	6	2	4	3	0	0	0	0	9	60	6	40	0	0	44.3	50.9				
0100	12	0	0	0	0	0	3	1	2	2	2	1	1	0	9	75	8	66.67	4	33.33	49.6	62.4				
0200	14	0	0	0	0	0	0	1	5	3	3	0	2	0	14	100	13	92.86	5	35.71	52.9	64.1				
0300	34	0	0	0	0	0	2	7	7	8	4	1	1	4	32	94.12	24	70.59	10	29.41	52.7	67.1				
0400	61	0	0	0	0	0	8	7	10	13	6	7	3	7	53	86.89	41	67.21	23	37.7	53.5	67.5				
0500	116	0	0	0	0	0	13	24	18	25	17	12	4	3	103	88.79	75	64.66	36	31.03	50.9	61.5				
0600	367	0	0	0	1	2	27	71	75	75	64	36	7	9	337	91.83	251	68.39	116	31.61	50.9	59.6				
0700	591	1	0	0	7	15	56	127	133	146	63	24	14	5	512	86.63	362	61.25	106	17.94	48.5	56.1				
0800	702	0	0	0	0	3	96	196	204	131	55	15	2	0	603	85.9	371	52.85	72	10.26	46.7	53.1				
0900	682	1	0	0	2	6	94	223	186	110	47	10	1	2	579	84.9	314	46.04	60	8.798	46.1	52.7				
1000	734	0	0	0	0	15	152	246	181	96	30	12	2	0	567	77.25	292	39.78	44	5.995	44.8	50.9				
1100	722	0	0	0	0	8	169	239	172	98	27	6	2	1	545	75.48	262	36.29	36	4.986	44.7	51.4				
1200	726	1	0	0	1	23	144	241	179	90	33	10	3	1	557	76.72	277	38.15	47	6.474	44.7	51.1				
1300	598	0	0	0	1	16	124	196	121	78	48	13	1	0	457	76.42	234	39.13	62	10.37	45.2	52.9				
1400	651	0	0	0	0	4	93	188	189	106	52	10	5	4	554	85.1	328	50.38	71	10.91	46.7	53.2				
1500	705	1	2	6	6	24	133	184	196	94	43	11	5	0	533	75.6	314	44.54	59	8.369	45	52.3				
1600	769	0	1	10	3	24	123	208	179	125	67	20	8	1	608	79.06	363	47.2	96	12.48	45.9	54.1				
1700	714	0	0	0	0	4	89	178	183	155	71	30	3	1	621	86.97	400	56.02	105	14.71	47.8	54.7				
1800	410	0	0	0	0	10	49	89	115	83	37	17	6	4	351	85.61	242	59.02	64	15.61	48	55.4				
1900	269	0	0	0	0	5	22	40	67	54	42	26	8	5	242	89.96	187	69.52	81	30.11	50.8	59.6				
2000	146	0	0	0	0	0	15	24	28	31	27	16	2	3	131	89.73	101	69.18	48	32.88	51.1	59.8				
2100	100	0	0	0	0	0	11	19	25	15	16	9	4	1	89	89	63	63	30	30	50.4	59.9				
2200	60	0	0	0	0	0	2	8	17	14	6	4	5	4	58	96.67	48	80	19	31.67	53	65.5				
2300	46	0	0	0	0	0	1	7	16	11	4	6	1	0	45	97.83	35	76.09	11	23.91	51	60				
07-19	8004	4	3	16	20	152	1322	2315	2038	1312	573	178	52	19	6487	81.05	3759	46.96	822	10.27	46.1	53.2				
06-22	8886	4	3	16	21	159	1397	2469	2233	1487	722	265	73	37	7286	81.99	4361	49.08	1097	12.35	46.5	54				
06-00	8992	4	3	16	21	159	1400	2484	2266	1512	732	275	79	41	7389	82.17	4444	49.42	1127	12.53	46.6	54				
00-00	9244	4	3	16	21	159	1432	2526	2312	1566	764	296	90	55	7609	82.31	4611	49.88	1205	13.04	46.7	54.2				

SS1362 Abergavenny A465										Site	1	Location A465 Abergavenny (51.816972, -3.008382)															
07 February 2024					to					13 February 2024					Direction Two-Way					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130	40	40	46 ACPO	46 ACPO	55 DFT	55 DFT							
13 February 2024																											
0000	14	0	0	0	0	0	1	4	3	1	3	0	2	0	13	92.86	8	57.14	5	35.71	50.2	63.9					
0100	19	0	0	0	0	0	4	3	4	3	2	1	0	2	15	78.95	10	52.63	5	26.32	50.9	60.6					
0200	16	0	0	0	0	2	0	2	1	6	2	2	0	1	14	87.5	12	75	5	31.25	51.9	62.4					
0300	13	0	0	0	0	0	1	0	5	2	3	0	1	1	12	92.31	11	84.62	5	38.46	53.8	65.6					
0400	50	0	0	0	0	0	1	10	6	7	7	5	5	9	49	98	38	76	26	52	57.3	73.4					
0500	114	0	0	0	0	1	8	18	23	18	20	9	10	7	105	92.11	83	72.81	46	40.35	53.1	65					
0600	342	0	0	0	0	0	28	71	56	64	70	33	13	7	314	91.81	237	69.3	123	35.96	51.4	60.2					
0700	662	0	0	0	1	17	58	131	204	119	84	28	14	6	586	88.52	397	59.97	132	19.94	48.6	56.8					
0800	721	0	0	0	3	17	109	167	163	156	75	21	9	1	592	82.11	393	54.51	106	14.7	47.1	54.8					
0900	605	0	0	0	1	4	118	232	137	64	36	9	4	0	482	79.67	216	35.7	49	8.099	45	51.5					
1000	587	0	0	0	1	7	121	196	137	85	25	12	3	0	458	78.02	229	39.01	40	6.814	45.1	51.4					
1100	575	0	0	4	7	12	126	175	130	76	32	10	2	1	426	74.09	216	37.57	45	7.826	44.6	51.7					
1200	597	0	0	0	3	25	95	193	136	96	32	12	3	2	474	79.4	247	41.37	49	8.208	45.4	52.6					
1300	539	0	0	0	11	25	120	139	115	79	38	6	4	2	383	71.06	218	40.45	50	9.276	44.7	52.7					
1400	619	0	0	0	2	26	124	171	133	99	44	16	4	0	467	75.44	269	43.46	64	10.34	45.4	52.8					
1500	716	0	0	1	12	8	109	189	181	124	56	24	11	1	586	81.84	354	49.44	92	12.85	46.6	54.4					
1600	736	0	0	0	3	14	152	209	166	100	68	12	9	3	567	77.04	327	44.43	92	12.5	45.9	53.7					
1700	680	1	1	1	0	6	106	182	164	129	62	18	7	3	565	83.09	340	50	90	13.24	46.9	54.4					
1800	393	0	0	2	0	0	54	97	98	88	37	10	6	1	337	85.75	226	57.51	54	13.74	47.6	54.6					
1900	241	0	0	0	0	1	25	52	63	39	29	21	8	3	215	89.21	156	64.73	61	25.31	49.7	59					
2000	142	0	0	0	0	0	7	24	39	32	18	16	2	4	135	95.07	105	73.94	40	28.17	51.5	60.2					
2100	97	0	0	0	1	0	2	16	21	28	11	13	5	0	94	96.91	75	77.32	29	29.9	52	60.9					
2200	85	0	0	0	0	1	10	11	10	12	17	8	7	9	74	87.06	61	71.76	41	48.24	54.1	66.5					
2300	63	0	0	0	0	1	8	9	13	7	13	8	1	3	54	85.71	44	69.84	25	39.68	51.4	61.6					
07-19	7430	1	1	8	44	161	1292	2081	1764	1215	589	178	76	20	5923	79.72	3432	46.19	863	11.62	46.1	53.6					
06-22	8252	1	1	8	45	162	1354	2244	1943	1378	717	261	104	34	6681	80.96	4005	48.53	1116	13.52	46.6	54.4					
06-00	8400	1	1	8	45	164	1372	2264	1966	1397	747	277	112	46	6809	81.06	4110	48.93	1182	14.07	46.7	54.7					
00-00	8626	1	1	8	45	167	1387	2301	2008	1434	784	294	130	66	7017	81.35	4272	49.52	1274	14.77	46.9	54.9					

SS1362 Abergavenny A465										Site	1	Location A465 Abergavenny (51.816972, -3.008382)																		
07 February 2024					to					13 February 2024					Direction		Two-Way		Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)		Mean Speed	85%ile Speed				
Time Period	Total Vehicles	0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50	50 55	55 60	60 65	65 70	70 130																
Average Day																														
0000	27	0	0	0	0	0	3	5	4	7	4	2	1	1	24	88.71	18	69.35	8	30.11	51.1	58.3								
0100	14	0	0	0	0	0	3	2	3	2	2	1	0	1	11	77.32	9	62.89	4	29.9	49.9	60.2								
0200	14	0	0	0	0	0	1	2	2	5	2	1	1	1	13	92	11	76	4	30	52	62.9								
0300	18	0	0	0	0	0	3	3	3	4	2	1	1	1	15	83.2	12	64.8	5	30.4	51.3	63.9								
0400	40	0	0	0	0	0	4	6	5	7	7	5	2	4	36	89.96	29	72.04	18	45.16	54.5	66.1								
0500	87	0	0	0	0	1	7	12	15	18	16	9	5	3	79	91.25	65	74.59	34	39.11	52.6	62.3								
0600	265	0	0	0	0	1	18	45	52	61	47	27	10	5	246	92.68	192	72.54	89	33.55	51.6	60.4								
0700	488	0	0	0	3	9	48	103	122	102	64	22	9	5	428	87.67	297	60.98	100	20.5	48.8	56.8								
0800	589	0	0	0	2	11	87	140	149	112	61	17	7	3	488	82.84	320	54.33	87	14.83	47.2	54.9								
0900	557	0	0	5	1	9	100	164	132	81	43	15	4	1	441	79.16	250	44.97	64	11.42	45.8	53.4								
1000	582	0	0	1	1	11	117	166	139	87	40	14	4	0	451	77.47	256	43.99	58	10	45.6	52.8								
1100	619	0	0	1	3	14	123	194	144	89	34	11	3	1	477	77.1	249	40.24	50	8.104	45.2	52.5								
1200	637	0	1	1	1	15	117	196	155	93	40	11	4	2	501	78.7	272	42.68	57	8.999	45.5	52.6								
1300	582	0	0	1	5	10	107	158	139	88	52	14	5	2	459	78.73	273	46.85	73	12.56	46.1	54								
1400	646	0	0	3	2	17	119	177	155	99	51	14	6	1	503	77.85	296	45.77	72	11.11	45.8	53.4								
1500	702	1	1	3	4	13	122	184	174	113	59	19	7	2	558	79.46	336	47.86	87	12.34	46.2	54								
1600	737	0	2	4	3	13	120	193	175	130	67	20	7	3	594	80.64	364	49.37	96	13.05	46.5	54.2								
1700	643	0	0	0	2	12	102	176	153	118	50	21	5	2	526	81.83	318	49.46	79	12.33	46.6	54								
1800	399	0	0	0	0	6	61	98	97	75	36	15	7	4	331	82.92	211	52.81	62	15.43	47.5	55.4								
1900	271	0	0	0	1	4	28	55	66	49	37	19	7	4	237	87.59	172	63.57	67	24.76	49.4	58.2								
2000	160	0	0	0	0	1	15	32	36	31	24	13	4	3	143	89.3	104	65.15	44	27.63	50.2	59.4								
2100	115	0	0	0	0	1	12	19	25	21	18	10	4	4	102	88.65	77	67.21	37	32.04	51.1	60.7								
2200	88	0	0	0	0	1	8	17	16	16	15	6	5	4	78	88.94	59	66.67	30	34.31	51.5	61.1								
2300	48	0	0	0	0	0	4	7	10	11	7	5	2	1	43	89.85	35	72.54	15	31.64	51.3	60.8								
07-19	7179	3	5	22	29	141	1224	1951	1733	1187	597	194	67	27	5755	80.16	3441	47.93	885	12.33	46.3	54								
06-22	7990	3	5	23	31	148	1298	2100	1911	1349	722	264	92	44	6482	81.13	3987	49.9	1122	14.04	46.7	54.6								
06-00	8125	3	5	23	31	149	1311	2124	1937	1375	744	274	99	49	6604	81.27	4080	50.22	1167	14.36	46.8	54.8								
00-00	8324	3	5	23	31	151	1330	2154	1970	1416	777	294	110	60	6781	81.46	4223	50.73	1241	14.91	47	54.9								

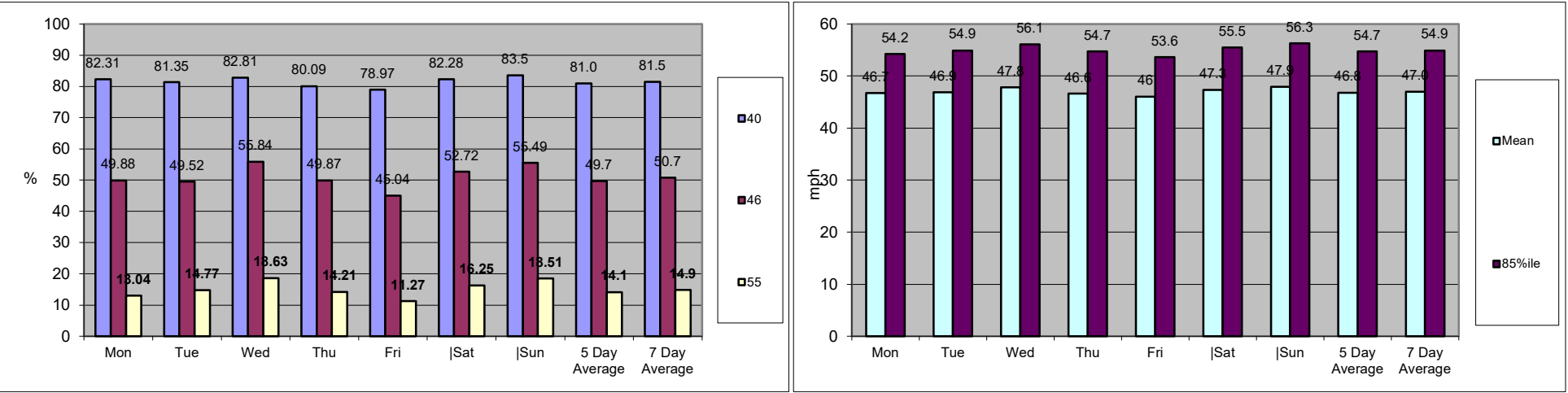
SS1362 Abergavenny A465										Site	1	Location A465 Abergavenny (51.816972, -3.008382)														
07 February 2024					to					13 February 2024					Direction	Two-Way					Speed Limit (PSL)		ACPO (SL1)		DfT (SL2)	
Time Period	Total Vehicles	Speed Bins								50	55	60	65	70	130	40	40	46	46	55	55	Mean Speed	85%ile Speed			
		0 15	15 20	20 25	25 30	30 35	35 40	40 45	45 50																	

Virtual Week																						
Mon	9244	4	3	16	21	159	1432	2526	2312	1566	764	296	90	55	7609	82.31	4611	49.88	1205	13.04	46.7	54.2
Tue	8626	1	1	8	45	167	1387	2301	2008	1434	784	294	130	66	7017	81.35	4272	49.52	1274	14.77	46.9	54.9
Wed	7799	1	4	33	30	132	1141	1736	1869	1400	902	345	131	75	6458	82.81	4355	55.84	1453	18.63	47.8	56.1
Thu	7654	4	15	28	35	181	1261	1957	1767	1318	698	260	88	42	6130	80.09	3817	49.87	1088	14.21	46.6	54.7
Fri	10789	3	5	24	21	239	1977	3092	2585	1627	760	304	107	45	8520	78.97	4859	45.04	1216	11.27	46	53.6
Sat	7540	1	3	38	37	107	1150	1876	1749	1354	761	297	101	66	6204	82.28	3975	52.72	1225	16.25	47.3	55.5
Sun	6619	4	7	15	29	73	964	1588	1498	1216	768	260	125	72	5527	83.5	3673	55.49	1225	18.51	47.9	56.3

5 Day Average																						
[--]	8822	3	6	22	30	176	1440	2322	2108	1469	782	300	109	57	7147	81.0	4383	49.7	1247	14.1	46.8	54.7

7 Day Average																						
[--]	8324	3	5	23	31	151	1330	2154	1970	1416	777	294	110	60	6781	81.5	4223	50.7	1241	14.9	47.0	54.9

Total Vehicles																						
[--]	58271	18	38	162	218	1058	9312	15076	13788	9915	5437	2056	772	421	47465	81.5	29562	50.7	8686	14.9	47.0	54.9



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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

Appendix B



Calculation Reference: AUDIT-258601-250206-0255

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	
	KC KENT	1 days
	SC SURREY	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	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: 212 to 300 (units:)
Range Selected by User: 200 to 300 (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: 01/01/16 to 12/06/24

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
Wednesday 3 days
Thursday 1 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 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 6

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 11 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	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	3 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	6 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	4 days
No	2 days

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	288	
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL
2	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	266	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
3	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	212	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
4	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	300	
	Survey date: TUESDAY	14/09/21	Survey Type: MANUAL
5	SC-03-A-12 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	252	
	Survey date: WEDNESDAY	12/06/24	Survey Type: MANUAL
6	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	248	
	Survey date: WEDNESDAY	22/11/17	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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.261	0.665	0.926
1700-1800	0.577	0.276	0.853
0700-1900	3.798	3.765	7.563

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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): 1.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	261	0.089	6	261	0.258	6	261	0.347
08:00 - 09:00	6	261	0.165	6	261	0.295	6	261	0.460
09:00 - 10:00	6	261	0.133	6	261	0.153	6	261	0.286
10:00 - 11:00	6	261	0.106	6	261	0.127	6	261	0.233
11:00 - 12:00	6	261	0.144	6	261	0.153	6	261	0.297
12:00 - 13:00	6	261	0.143	6	261	0.121	6	261	0.264
13:00 - 14:00	6	261	0.152	6	261	0.133	6	261	0.285
14:00 - 15:00	6	261	0.156	6	261	0.156	6	261	0.312
15:00 - 16:00	6	261	0.231	6	261	0.142	6	261	0.373
16:00 - 17:00	6	261	0.251	6	261	0.175	6	261	0.426
17:00 - 18:00	6	261	0.306	6	261	0.148	6	261	0.454
18:00 - 19:00	6	261	0.234	6	261	0.162	6	261	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.110			2.023			4.133

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:

212 - 300 (units:)

Survey date range:

01/01/16 - 12/06/24

Number of weekdays (Monday-Friday):

6

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	261	0.003	6	261	0.003	6	261	0.006
08:00 - 09:00	6	261	0.002	6	261	0.008	6	261	0.010
09:00 - 10:00	6	261	0.001	6	261	0.001	6	261	0.002
10:00 - 11:00	6	261	0.002	6	261	0.003	6	261	0.005
11:00 - 12:00	6	261	0.002	6	261	0.003	6	261	0.005
12:00 - 13:00	6	261	0.002	6	261	0.001	6	261	0.003
13:00 - 14:00	6	261	0.001	6	261	0.000	6	261	0.001
14:00 - 15:00	6	261	0.003	6	261	0.002	6	261	0.005
15:00 - 16:00	6	261	0.001	6	261	0.000	6	261	0.001
16:00 - 17:00	6	261	0.004	6	261	0.004	6	261	0.008
17:00 - 18:00	6	261	0.004	6	261	0.008	6	261	0.012
18:00 - 19:00	6	261	0.008	6	261	0.003	6	261	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.036			0.069

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	261	0.112	6	261	0.407	6	261	0.519
08:00 - 09:00	6	261	0.229	6	261	0.551	6	261	0.780
09:00 - 10:00	6	261	0.178	6	261	0.234	6	261	0.412
10:00 - 11:00	6	261	0.143	6	261	0.186	6	261	0.329
11:00 - 12:00	6	261	0.196	6	261	0.226	6	261	0.422
12:00 - 13:00	6	261	0.209	6	261	0.176	6	261	0.385
13:00 - 14:00	6	261	0.222	6	261	0.190	6	261	0.412
14:00 - 15:00	6	261	0.232	6	261	0.224	6	261	0.456
15:00 - 16:00	6	261	0.418	6	261	0.225	6	261	0.643
16:00 - 17:00	6	261	0.419	6	261	0.262	6	261	0.681
17:00 - 18:00	6	261	0.510	6	261	0.220	6	261	0.730
18:00 - 19:00	6	261	0.380	6	261	0.277	6	261	0.657
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.248			3.178			6.426

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	261	0.013	6	261	0.029	6	261	0.042
08:00 - 09:00	6	261	0.031	6	261	0.080	6	261	0.111
09:00 - 10:00	6	261	0.039	6	261	0.036	6	261	0.075
10:00 - 11:00	6	261	0.029	6	261	0.015	6	261	0.044
11:00 - 12:00	6	261	0.023	6	261	0.028	6	261	0.051
12:00 - 13:00	6	261	0.033	6	261	0.030	6	261	0.063
13:00 - 14:00	6	261	0.027	6	261	0.022	6	261	0.049
14:00 - 15:00	6	261	0.023	6	261	0.031	6	261	0.054
15:00 - 16:00	6	261	0.086	6	261	0.045	6	261	0.131
16:00 - 17:00	6	261	0.051	6	261	0.036	6	261	0.087
17:00 - 18:00	6	261	0.054	6	261	0.045	6	261	0.099
18:00 - 19:00	6	261	0.038	6	261	0.066	6	261	0.104
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.463			0.910

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	261	0.000	6	261	0.025	6	261	0.025
08:00 - 09:00	6	261	0.000	6	261	0.026	6	261	0.026
09:00 - 10:00	6	261	0.000	6	261	0.005	6	261	0.005
10:00 - 11:00	6	261	0.001	6	261	0.001	6	261	0.002
11:00 - 12:00	6	261	0.001	6	261	0.003	6	261	0.004
12:00 - 13:00	6	261	0.000	6	261	0.002	6	261	0.002
13:00 - 14:00	6	261	0.002	6	261	0.003	6	261	0.005
14:00 - 15:00	6	261	0.004	6	261	0.003	6	261	0.007
15:00 - 16:00	6	261	0.019	6	261	0.009	6	261	0.028
16:00 - 17:00	6	261	0.014	6	261	0.004	6	261	0.018
17:00 - 18:00	6	261	0.008	6	261	0.002	6	261	0.010
18:00 - 19:00	6	261	0.021	6	261	0.008	6	261	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.091			0.161

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/A - HOUSES PRIVATELY OWNED
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): 1.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	261	0.127	6	261	0.464	6	261	0.591
08:00 - 09:00	6	261	0.261	6	261	0.665	6	261	0.926
09:00 - 10:00	6	261	0.218	6	261	0.275	6	261	0.493
10:00 - 11:00	6	261	0.174	6	261	0.205	6	261	0.379
11:00 - 12:00	6	261	0.222	6	261	0.259	6	261	0.481
12:00 - 13:00	6	261	0.244	6	261	0.209	6	261	0.453
13:00 - 14:00	6	261	0.252	6	261	0.215	6	261	0.467
14:00 - 15:00	6	261	0.262	6	261	0.259	6	261	0.521
15:00 - 16:00	6	261	0.525	6	261	0.279	6	261	0.804
16:00 - 17:00	6	261	0.489	6	261	0.307	6	261	0.796
17:00 - 18:00	6	261	0.577	6	261	0.276	6	261	0.853
18:00 - 19:00	6	261	0.447	6	261	0.352	6	261	0.799
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.798			3.765			7.563

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 C



Calculation Reference: AUDIT-258601-250207-0209

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH 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: 14 to 280 (units:)
 Range Selected by User: 10 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: 01/01/00 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 3 days
 Thursday 2 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3

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

Selected Location Sub Categories:

Residential Zone 3
 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 10 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 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	3 days
1.1 to 1.5	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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	ES-03-B-01	BUNGALOWS	EAST SUSSEX
	BOWLEY ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: THURSDAY	03/07/03	Survey Type: MANUAL
2	KS-03-B-01	MIXED HOUSES	KIRKLEES
	WHITEACRE STREET		
	HUDDERSFIELD		
	DEIGHTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
3	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
4	NY-03-B-01	TERRACED HOUSING	NORTH YORKSHIRE
	NORTHALLERTON ROAD		
	THIRSK		
	NORBY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	280	
	Survey date: THURSDAY	20/09/07	Survey Type: MANUAL
5	SF-03-B-01	SEMI D./TERRACED	SUFFOLK
	A1144 ST PETERS STREET		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	46	
	Survey date: TUESDAY	20/09/05	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 Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.051	0.244	0.295
1700-1800	0.107	0.083	0.190
0700-1900	0.959	1.027	1.986

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): 2.15

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.032	5	82	0.132	5	82	0.164
08:00 - 09:00	5	82	0.105	5	82	0.205	5	82	0.310
09:00 - 10:00	5	82	0.112	5	82	0.122	5	82	0.234
10:00 - 11:00	5	82	0.120	5	82	0.124	5	82	0.244
11:00 - 12:00	5	82	0.144	5	82	0.117	5	82	0.261
12:00 - 13:00	5	82	0.127	5	82	0.141	5	82	0.268
13:00 - 14:00	5	82	0.129	5	82	0.093	5	82	0.222
14:00 - 15:00	5	82	0.115	5	82	0.144	5	82	0.259
15:00 - 16:00	5	82	0.149	5	82	0.102	5	82	0.251
16:00 - 17:00	5	82	0.137	5	82	0.129	5	82	0.266
17:00 - 18:00	5	82	0.212	5	82	0.149	5	82	0.361
18:00 - 19:00	5	82	0.132	5	82	0.088	5	82	0.220
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.514			1.546			3.060

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:	14 - 280 (units:)
Survey date range:	01/01/00 - 22/10/21
Number of weekdays (Monday-Friday):	5
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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.010	5	82	0.005	5	82	0.015
08:00 - 09:00	5	82	0.002	5	82	0.010	5	82	0.012
09:00 - 10:00	5	82	0.007	5	82	0.015	5	82	0.022
10:00 - 11:00	5	82	0.005	5	82	0.000	5	82	0.005
11:00 - 12:00	5	82	0.005	5	82	0.005	5	82	0.010
12:00 - 13:00	5	82	0.007	5	82	0.002	5	82	0.009
13:00 - 14:00	5	82	0.005	5	82	0.005	5	82	0.010
14:00 - 15:00	5	82	0.000	5	82	0.002	5	82	0.002
15:00 - 16:00	5	82	0.022	5	82	0.002	5	82	0.024
16:00 - 17:00	5	82	0.012	5	82	0.020	5	82	0.032
17:00 - 18:00	5	82	0.015	5	82	0.012	5	82	0.027
18:00 - 19:00	5	82	0.017	5	82	0.020	5	82	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.098			0.205

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.017	5	82	0.039	5	82	0.056
08:00 - 09:00	5	82	0.051	5	82	0.244	5	82	0.295
09:00 - 10:00	5	82	0.095	5	82	0.080	5	82	0.175
10:00 - 11:00	5	82	0.071	5	82	0.105	5	82	0.176
11:00 - 12:00	5	82	0.071	5	82	0.063	5	82	0.134
12:00 - 13:00	5	82	0.088	5	82	0.073	5	82	0.161
13:00 - 14:00	5	82	0.041	5	82	0.049	5	82	0.090
14:00 - 15:00	5	82	0.059	5	82	0.076	5	82	0.135
15:00 - 16:00	5	82	0.159	5	82	0.100	5	82	0.259
16:00 - 17:00	5	82	0.129	5	82	0.054	5	82	0.183
17:00 - 18:00	5	82	0.107	5	82	0.083	5	82	0.190
18:00 - 19:00	5	82	0.071	5	82	0.061	5	82	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.959			1.027			1.986

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.000	5	82	0.000	5	82	0.000
08:00 - 09:00	5	82	0.000	5	82	0.002	5	82	0.002
09:00 - 10:00	5	82	0.005	5	82	0.015	5	82	0.020
10:00 - 11:00	5	82	0.000	5	82	0.000	5	82	0.000
11:00 - 12:00	5	82	0.005	5	82	0.007	5	82	0.012
12:00 - 13:00	5	82	0.000	5	82	0.000	5	82	0.000
13:00 - 14:00	5	82	0.022	5	82	0.007	5	82	0.029
14:00 - 15:00	5	82	0.000	5	82	0.000	5	82	0.000
15:00 - 16:00	5	82	0.000	5	82	0.002	5	82	0.002
16:00 - 17:00	5	82	0.000	5	82	0.000	5	82	0.000
17:00 - 18:00	5	82	0.000	5	82	0.000	5	82	0.000
18:00 - 19:00	5	82	0.000	5	82	0.000	5	82	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.033			0.065

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): 2.15

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	82	0.059	5	82	0.229	5	82	0.288
08:00 - 09:00	5	82	0.212	5	82	0.634	5	82	0.846
09:00 - 10:00	5	82	0.244	5	82	0.273	5	82	0.517
10:00 - 11:00	5	82	0.241	5	82	0.285	5	82	0.526
11:00 - 12:00	5	82	0.263	5	82	0.217	5	82	0.480
12:00 - 13:00	5	82	0.263	5	82	0.259	5	82	0.522
13:00 - 14:00	5	82	0.232	5	82	0.161	5	82	0.393
14:00 - 15:00	5	82	0.205	5	82	0.251	5	82	0.456
15:00 - 16:00	5	82	0.444	5	82	0.244	5	82	0.688
16:00 - 17:00	5	82	0.356	5	82	0.285	5	82	0.641
17:00 - 18:00	5	82	0.410	5	82	0.320	5	82	0.730
18:00 - 19:00	5	82	0.295	5	82	0.207	5	82	0.502
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.224			3.365			6.589

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Appendix D



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 690 to 1500 (units: sqm)
 Range Selected by User: 500 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 29/06/23

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:

Thursday 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

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

Selected Location Sub Categories:

Industrial Zone 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

Not Known 2 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
2	NY-02-C-03	WORKWEAR MANUFACTURER	NORTH YORKSHIRE
	WETHERBY ROAD		
	KNARESBOROUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	29/06/23	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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1095	0.274	2	1095	0.000	2	1095	0.274
07:30 - 08:00	2	1095	0.137	2	1095	0.000	2	1095	0.137
08:00 - 08:30	2	1095	0.594	2	1095	0.000	2	1095	0.594
08:30 - 09:00	2	1095	0.320	2	1095	0.228	2	1095	0.548
09:00 - 09:30	2	1095	0.183	2	1095	0.046	2	1095	0.229
09:30 - 10:00	2	1095	0.091	2	1095	0.137	2	1095	0.228
10:00 - 10:30	2	1095	0.046	2	1095	0.137	2	1095	0.183
10:30 - 11:00	2	1095	0.137	2	1095	0.228	2	1095	0.365
11:00 - 11:30	2	1095	0.137	2	1095	0.137	2	1095	0.274
11:30 - 12:00	2	1095	0.046	2	1095	0.137	2	1095	0.183
12:00 - 12:30	2	1095	0.137	2	1095	0.183	2	1095	0.320
12:30 - 13:00	2	1095	0.091	2	1095	0.183	2	1095	0.274
13:00 - 13:30	2	1095	0.091	2	1095	0.183	2	1095	0.274
13:30 - 14:00	2	1095	0.137	2	1095	0.000	2	1095	0.137
14:00 - 14:30	2	1095	0.137	2	1095	0.137	2	1095	0.274
14:30 - 15:00	2	1095	0.091	2	1095	0.046	2	1095	0.137
15:00 - 15:30	2	1095	0.183	2	1095	0.137	2	1095	0.320
15:30 - 16:00	2	1095	0.000	2	1095	0.091	2	1095	0.091
16:00 - 16:30	2	1095	0.046	2	1095	0.365	2	1095	0.411
16:30 - 17:00	2	1095	0.046	2	1095	0.411	2	1095	0.457
17:00 - 17:30	2	1095	0.000	2	1095	0.091	2	1095	0.091
17:30 - 18:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
18:00 - 18:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:30 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.924			2.923			5.847

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

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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	690 - 1500 (units: sqm)
Survey date range:	01/01/16 - 29/06/23
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1095	0.137	2	1095	0.000	2	1095	0.137
07:30 - 08:00	2	1095	0.046	2	1095	0.000	2	1095	0.046
08:00 - 08:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:30 - 09:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
09:00 - 09:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
09:30 - 10:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:00 - 10:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:30 - 11:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:00 - 11:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:30 - 12:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
12:00 - 12:30	2	1095	0.000	2	1095	0.137	2	1095	0.137
12:30 - 13:00	2	1095	0.046	2	1095	0.000	2	1095	0.046
13:00 - 13:30	2	1095	0.000	2	1095	0.046	2	1095	0.046
13:30 - 14:00	2	1095	0.091	2	1095	0.046	2	1095	0.137
14:00 - 14:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
14:30 - 15:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:00 - 15:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:30 - 16:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
16:00 - 16:30	2	1095	0.000	2	1095	0.046	2	1095	0.046
16:30 - 17:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
17:00 - 17:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
17:30 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 18:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:30 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.320			0.321			0.641

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
07:30 - 08:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:00 - 08:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
08:30 - 09:00	2	1095	0.137	2	1095	0.000	2	1095	0.137
09:00 - 09:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
09:30 - 10:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:00 - 10:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
10:30 - 11:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:00 - 11:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
11:30 - 12:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
12:00 - 12:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
12:30 - 13:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
13:00 - 13:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
13:30 - 14:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
14:00 - 14:30	2	1095	0.000	2	1095	0.046	2	1095	0.046
14:30 - 15:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:00 - 15:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
15:30 - 16:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
16:00 - 16:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
16:30 - 17:00	2	1095	0.000	2	1095	0.091	2	1095	0.091
17:00 - 17:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
17:30 - 18:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:00 - 18:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:30 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.137			0.137			0.274

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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1095	0.411	2	1095	0.000	2	1095	0.411
07:30 - 08:00	2	1095	0.183	2	1095	0.000	2	1095	0.183
08:00 - 08:30	2	1095	0.594	2	1095	0.000	2	1095	0.594
08:30 - 09:00	2	1095	0.548	2	1095	0.228	2	1095	0.776
09:00 - 09:30	2	1095	0.183	2	1095	0.046	2	1095	0.229
09:30 - 10:00	2	1095	0.091	2	1095	0.137	2	1095	0.228
10:00 - 10:30	2	1095	0.091	2	1095	0.183	2	1095	0.274
10:30 - 11:00	2	1095	0.137	2	1095	0.228	2	1095	0.365
11:00 - 11:30	2	1095	0.137	2	1095	0.183	2	1095	0.320
11:30 - 12:00	2	1095	0.046	2	1095	0.137	2	1095	0.183
12:00 - 12:30	2	1095	0.228	2	1095	0.411	2	1095	0.639
12:30 - 13:00	2	1095	0.183	2	1095	0.183	2	1095	0.366
13:00 - 13:30	2	1095	0.137	2	1095	0.320	2	1095	0.457
13:30 - 14:00	2	1095	0.274	2	1095	0.046	2	1095	0.320
14:00 - 14:30	2	1095	0.228	2	1095	0.274	2	1095	0.502
14:30 - 15:00	2	1095	0.137	2	1095	0.091	2	1095	0.228
15:00 - 15:30	2	1095	0.228	2	1095	0.183	2	1095	0.411
15:30 - 16:00	2	1095	0.000	2	1095	0.091	2	1095	0.091
16:00 - 16:30	2	1095	0.046	2	1095	0.457	2	1095	0.503
16:30 - 17:00	2	1095	0.046	2	1095	0.594	2	1095	0.640
17:00 - 17:30	2	1095	0.000	2	1095	0.091	2	1095	0.091
17:30 - 18:00	2	1095	0.000	2	1095	0.046	2	1095	0.046
18:00 - 18:30	2	1095	0.000	2	1095	0.000	2	1095	0.000
18:30 - 19:00	2	1095	0.000	2	1095	0.000	2	1095	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.928			3.929			7.857

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 E



Time	Truro		Cambridge - Madingley		Cambridge - Trumpington		Cambridge - Babraham		Cambridge - Milton		Average	
	(1209 spaces)		(930 spaces)		(1340 spaces)		(935 spaces)		(800 spaces)		(1043 spaces)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
7am-8am	158	6	95	9	248	70	239	12	58	8	160	21
8am-9am	215	6	229	30	566	290	456	37	125	21	318	77
9am-10am	106	5	153	10	308	104	226	15	94	9	177	29
3pm-4pm	11	108	24	117	106	217	27	118	19	75	37	127
4pm-5pm	8	160	28	135	99	266	23	234	14	82	34	175
5pm-6pm	11	189	25	172	65	320	22	329	18	110	28	224
7am-7pm	749	750	972	911	2224	2143	1353	1273	593	595	1178	1134
6am-0am	770	765	987	984	2300	2297	1376	1374	607	624	1208	1209
24-hours	770	765	987	984	2323	2316	1376	1375	607	624	1213	1213

Source: 'J33 - Land to the north of the M4, Transport Assessment'

Trip rate	
Arrive	Depart
0.153	0.020
0.305	0.074
0.170	0.027
0.036	0.122
0.033	0.168
0.027	0.215
1.130	1.088
1.158	1.159
1.163	1.163

Appendix F



Calculation Reference: AUDIT-258601-250117-0138

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : B - BUSINESS PARK
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1500 to 7925 (units: sqm)
 Range Selected by User: 975 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 22/06/23

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Industrial Zone	4
Commercial Zone	1
Residential Zone	1
Village	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	7 days
-----------	--------

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	5 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	6 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 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	7 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AD-02-B-02 CRAIGSHAW DRIVE ABERDEEN EAST TULLOS IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 7925 sqm Survey date: THURSDAY 21/11/19	BUSINESS PARK ABERDEEN CITY	Survey Type: MANUAL
2	CA-02-B-04 SWANNS ROAD CAMBRIDGE Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 5070 sqm Survey date: THURSDAY 22/06/23	BUSINESS PARK CAMBRIDGESHIRE	Survey Type: MANUAL
3	DV-02-B-01 MANATON CLOSE EXETER MATFORD BUSINESS PARK Edge of Town Commercial Zone Total Gross floor area: 1500 sqm Survey date: WEDNESDAY 05/07/17	BUSINESS PARK DEVON	Survey Type: MANUAL
4	EX-02-B-01 BRUNEL COURT COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 2900 sqm Survey date: FRIDAY 18/05/18	BUSINESS PARK ESSEX	Survey Type: MANUAL
5	EX-02-B-02 WYNCOLLS ROAD COLCHESTER SEVERALLS INDUSTRIAL PK Edge of Town Industrial Zone Total Gross floor area: 4083 sqm Survey date: FRIDAY 18/05/18	BUSINESS PARK ESSEX	Survey Type: MANUAL
6	NF-02-B-03 BARTON WAY NORWICH Edge of Town Residential Zone Total Gross floor area: 2634 sqm Survey date: THURSDAY 15/09/22	BUSINESS PARK NORFOLK	Survey Type: MANUAL
7	WO-02-B-02 BIRMINGHAM ROAD NEAR BROMSGROVE LICKEY END Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 4187 sqm Survey date: TUESDAY 26/06/18	BUSINESS PARK WORCESTERSHIRE	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 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.54

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4043	0.251	7	4043	0.021	7	4043	0.272
07:30 - 08:00	7	4043	0.544	7	4043	0.064	7	4043	0.608
08:00 - 08:30	7	4043	0.760	7	4043	0.099	7	4043	0.859
08:30 - 09:00	7	4043	0.724	7	4043	0.120	7	4043	0.844
09:00 - 09:30	7	4043	0.424	7	4043	0.194	7	4043	0.618
09:30 - 10:00	7	4043	0.223	7	4043	0.131	7	4043	0.354
10:00 - 10:30	7	4043	0.201	7	4043	0.191	7	4043	0.392
10:30 - 11:00	7	4043	0.177	7	4043	0.180	7	4043	0.357
11:00 - 11:30	7	4043	0.166	7	4043	0.180	7	4043	0.346
11:30 - 12:00	7	4043	0.208	7	4043	0.247	7	4043	0.455
12:00 - 12:30	7	4043	0.237	7	4043	0.261	7	4043	0.498
12:30 - 13:00	7	4043	0.304	7	4043	0.237	7	4043	0.541
13:00 - 13:30	7	4043	0.293	7	4043	0.187	7	4043	0.480
13:30 - 14:00	7	4043	0.219	7	4043	0.205	7	4043	0.424
14:00 - 14:30	7	4043	0.138	7	4043	0.180	7	4043	0.318
14:30 - 15:00	7	4043	0.141	7	4043	0.247	7	4043	0.388
15:00 - 15:30	7	4043	0.120	7	4043	0.201	7	4043	0.321
15:30 - 16:00	7	4043	0.092	7	4043	0.272	7	4043	0.364
16:00 - 16:30	7	4043	0.141	7	4043	0.633	7	4043	0.774
16:30 - 17:00	7	4043	0.159	7	4043	0.657	7	4043	0.816
17:00 - 17:30	7	4043	0.205	7	4043	0.809	7	4043	1.014
17:30 - 18:00	7	4043	0.057	7	4043	0.562	7	4043	0.619
18:00 - 18:30	7	4043	0.134	7	4043	0.293	7	4043	0.427
18:30 - 19:00	7	4043	0.057	7	4043	0.269	7	4043	0.326
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.975			6.440			12.415

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

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

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Parameter summary

Trip rate parameter range selected:	1500 - 7925 (units: sqm)
Survey date range:	01/01/16 - 22/06/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4043	0.004	7	4043	0.000	7	4043	0.004
07:30 - 08:00	7	4043	0.007	7	4043	0.004	7	4043	0.011
08:00 - 08:30	7	4043	0.018	7	4043	0.007	7	4043	0.025
08:30 - 09:00	7	4043	0.018	7	4043	0.007	7	4043	0.025
09:00 - 09:30	7	4043	0.025	7	4043	0.004	7	4043	0.029
09:30 - 10:00	7	4043	0.007	7	4043	0.000	7	4043	0.007
10:00 - 10:30	7	4043	0.004	7	4043	0.000	7	4043	0.004
10:30 - 11:00	7	4043	0.007	7	4043	0.007	7	4043	0.014
11:00 - 11:30	7	4043	0.007	7	4043	0.011	7	4043	0.018
11:30 - 12:00	7	4043	0.000	7	4043	0.000	7	4043	0.000
12:00 - 12:30	7	4043	0.000	7	4043	0.004	7	4043	0.004
12:30 - 13:00	7	4043	0.004	7	4043	0.007	7	4043	0.011
13:00 - 13:30	7	4043	0.004	7	4043	0.004	7	4043	0.008
13:30 - 14:00	7	4043	0.000	7	4043	0.004	7	4043	0.004
14:00 - 14:30	7	4043	0.004	7	4043	0.004	7	4043	0.008
14:30 - 15:00	7	4043	0.004	7	4043	0.004	7	4043	0.008
15:00 - 15:30	7	4043	0.000	7	4043	0.014	7	4043	0.014
15:30 - 16:00	7	4043	0.000	7	4043	0.011	7	4043	0.011
16:00 - 16:30	7	4043	0.000	7	4043	0.018	7	4043	0.018
16:30 - 17:00	7	4043	0.004	7	4043	0.014	7	4043	0.018
17:00 - 17:30	7	4043	0.000	7	4043	0.011	7	4043	0.011
17:30 - 18:00	7	4043	0.000	7	4043	0.021	7	4043	0.021
18:00 - 18:30	7	4043	0.000	7	4043	0.004	7	4043	0.004
18:30 - 19:00	7	4043	0.004	7	4043	0.004	7	4043	0.008
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.121			0.164			0.285

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 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4043	0.018	7	4043	0.004	7	4043	0.022
07:30 - 08:00	7	4043	0.049	7	4043	0.018	7	4043	0.067
08:00 - 08:30	7	4043	0.049	7	4043	0.028	7	4043	0.077
08:30 - 09:00	7	4043	0.071	7	4043	0.021	7	4043	0.092
09:00 - 09:30	7	4043	0.064	7	4043	0.018	7	4043	0.082
09:30 - 10:00	7	4043	0.035	7	4043	0.011	7	4043	0.046
10:00 - 10:30	7	4043	0.028	7	4043	0.032	7	4043	0.060
10:30 - 11:00	7	4043	0.028	7	4043	0.028	7	4043	0.056
11:00 - 11:30	7	4043	0.014	7	4043	0.025	7	4043	0.039
11:30 - 12:00	7	4043	0.028	7	4043	0.060	7	4043	0.088
12:00 - 12:30	7	4043	0.074	7	4043	0.095	7	4043	0.169
12:30 - 13:00	7	4043	0.057	7	4043	0.078	7	4043	0.135
13:00 - 13:30	7	4043	0.117	7	4043	0.064	7	4043	0.181
13:30 - 14:00	7	4043	0.032	7	4043	0.049	7	4043	0.081
14:00 - 14:30	7	4043	0.021	7	4043	0.032	7	4043	0.053
14:30 - 15:00	7	4043	0.018	7	4043	0.028	7	4043	0.046
15:00 - 15:30	7	4043	0.018	7	4043	0.025	7	4043	0.043
15:30 - 16:00	7	4043	0.011	7	4043	0.021	7	4043	0.032
16:00 - 16:30	7	4043	0.004	7	4043	0.046	7	4043	0.050
16:30 - 17:00	7	4043	0.028	7	4043	0.028	7	4043	0.056
17:00 - 17:30	7	4043	0.035	7	4043	0.064	7	4043	0.099
17:30 - 18:00	7	4043	0.018	7	4043	0.032	7	4043	0.050
18:00 - 18:30	7	4043	0.018	7	4043	0.025	7	4043	0.043
18:30 - 19:00	7	4043	0.004	7	4043	0.018	7	4043	0.022
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.839			0.850			1.689

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4043	0.004	7	4043	0.000	7	4043	0.004
07:30 - 08:00	7	4043	0.046	7	4043	0.000	7	4043	0.046
08:00 - 08:30	7	4043	0.102	7	4043	0.000	7	4043	0.102
08:30 - 09:00	7	4043	0.102	7	4043	0.004	7	4043	0.106
09:00 - 09:30	7	4043	0.046	7	4043	0.000	7	4043	0.046
09:30 - 10:00	7	4043	0.021	7	4043	0.004	7	4043	0.025
10:00 - 10:30	7	4043	0.025	7	4043	0.007	7	4043	0.032
10:30 - 11:00	7	4043	0.046	7	4043	0.021	7	4043	0.067
11:00 - 11:30	7	4043	0.025	7	4043	0.028	7	4043	0.053
11:30 - 12:00	7	4043	0.014	7	4043	0.018	7	4043	0.032
12:00 - 12:30	7	4043	0.028	7	4043	0.011	7	4043	0.039
12:30 - 13:00	7	4043	0.028	7	4043	0.014	7	4043	0.042
13:00 - 13:30	7	4043	0.039	7	4043	0.028	7	4043	0.067
13:30 - 14:00	7	4043	0.018	7	4043	0.032	7	4043	0.050
14:00 - 14:30	7	4043	0.011	7	4043	0.032	7	4043	0.043
14:30 - 15:00	7	4043	0.032	7	4043	0.021	7	4043	0.053
15:00 - 15:30	7	4043	0.014	7	4043	0.025	7	4043	0.039
15:30 - 16:00	7	4043	0.004	7	4043	0.032	7	4043	0.036
16:00 - 16:30	7	4043	0.007	7	4043	0.049	7	4043	0.056
16:30 - 17:00	7	4043	0.000	7	4043	0.074	7	4043	0.074
17:00 - 17:30	7	4043	0.021	7	4043	0.127	7	4043	0.148
17:30 - 18:00	7	4043	0.007	7	4043	0.049	7	4043	0.056
18:00 - 18:30	7	4043	0.004	7	4043	0.021	7	4043	0.025
18:30 - 19:00	7	4043	0.000	7	4043	0.007	7	4043	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.644			0.604			1.248

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 02 - EMPLOYMENT/B - BUSINESS PARK

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.54

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	4043	0.322	7	4043	0.011	7	4043	0.333
07:30 - 08:00	7	4043	0.731	7	4043	0.085	7	4043	0.816
08:00 - 08:30	7	4043	1.057	7	4043	0.134	7	4043	1.191
08:30 - 09:00	7	4043	1.042	7	4043	0.180	7	4043	1.222
09:00 - 09:30	7	4043	0.647	7	4043	0.254	7	4043	0.901
09:30 - 10:00	7	4043	0.371	7	4043	0.187	7	4043	0.558
10:00 - 10:30	7	4043	0.368	7	4043	0.311	7	4043	0.679
10:30 - 11:00	7	4043	0.343	7	4043	0.297	7	4043	0.640
11:00 - 11:30	7	4043	0.297	7	4043	0.297	7	4043	0.594
11:30 - 12:00	7	4043	0.329	7	4043	0.385	7	4043	0.714
12:00 - 12:30	7	4043	0.417	7	4043	0.442	7	4043	0.859
12:30 - 13:00	7	4043	0.505	7	4043	0.421	7	4043	0.926
13:00 - 13:30	7	4043	0.572	7	4043	0.350	7	4043	0.922
13:30 - 14:00	7	4043	0.336	7	4043	0.378	7	4043	0.714
14:00 - 14:30	7	4043	0.219	7	4043	0.318	7	4043	0.537
14:30 - 15:00	7	4043	0.247	7	4043	0.403	7	4043	0.650
15:00 - 15:30	7	4043	0.205	7	4043	0.350	7	4043	0.555
15:30 - 16:00	7	4043	0.141	7	4043	0.424	7	4043	0.565
16:00 - 16:30	7	4043	0.180	7	4043	0.915	7	4043	1.095
16:30 - 17:00	7	4043	0.240	7	4043	0.982	7	4043	1.222
17:00 - 17:30	7	4043	0.318	7	4043	1.216	7	4043	1.534
17:30 - 18:00	7	4043	0.081	7	4043	0.809	7	4043	0.890
18:00 - 18:30	7	4043	0.201	7	4043	0.410	7	4043	0.611
18:30 - 19:00	7	4043	0.095	7	4043	0.353	7	4043	0.448
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.264			9.912			19.176

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 G



Calculation Reference: AUDIT-258601-250117-0109

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
10	WALES	
	SW SWANSEA	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1650 to 2996 (units: sqm)
 Range Selected by User: 720 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/11/21

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 3 days
 Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 3
 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:

Industrial Zone 1
 Development Zone 2
 Built-Up 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:**Use Class:**

C1 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 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	3 days
1.1 to 1.5	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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AL-06-A-01 DEAN CLOUGH HALIFAX	TRAVELODGE	CALDERDALE
	Edge of Town Centre Development Zone Total Gross floor area:	2675 sqm	
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL
2	HI-06-A-05 NESS WALK INVERNESS	BEST WESTERN	HIGHLAND
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2990 sqm	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
3	NF-06-A-04 THORPE ROAD NORWICH THORPE HAMLET	HOTEL	NORFOLK
	Edge of Town Centre Built-Up Zone Total Gross floor area:	1650 sqm	
	Survey date: MONDAY	25/11/19	Survey Type: MANUAL
4	SW-06-A-01 FABIAN WAY SWANSEA PORT TENNANT	IBIS	SWANSEA
	Edge of Town Development Zone Total Gross floor area:	2996 sqm	
	Survey date: MONDAY	07/10/19	Survey Type: MANUAL
5	WO-06-A-04 GROVEWOOD ROAD MALVERN	PREMIER INN	WORCESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	2220 sqm	
	Survey date: FRIDAY	12/11/21	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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.42

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2506	0.040	5	2506	0.279	5	2506	0.319
08:00 - 09:00	5	2506	0.152	5	2506	0.415	5	2506	0.567
09:00 - 10:00	5	2506	0.144	5	2506	0.367	5	2506	0.511
10:00 - 11:00	5	2506	0.160	5	2506	0.176	5	2506	0.336
11:00 - 12:00	5	2506	0.136	5	2506	0.184	5	2506	0.320
12:00 - 13:00	5	2506	0.136	5	2506	0.120	5	2506	0.256
13:00 - 14:00	5	2506	0.144	5	2506	0.088	5	2506	0.232
14:00 - 15:00	5	2506	0.207	5	2506	0.136	5	2506	0.343
15:00 - 16:00	5	2506	0.255	5	2506	0.192	5	2506	0.447
16:00 - 17:00	5	2506	0.231	5	2506	0.112	5	2506	0.343
17:00 - 18:00	5	2506	0.192	5	2506	0.152	5	2506	0.344
18:00 - 19:00	5	2506	0.311	5	2506	0.128	5	2506	0.439
19:00 - 20:00	5	2506	0.319	5	2506	0.096	5	2506	0.415
20:00 - 21:00	5	2506	0.184	5	2506	0.104	5	2506	0.288
21:00 - 22:00	5	2506	0.136	5	2506	0.064	5	2506	0.200
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.747			2.613			5.360

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:	1650 - 2996 (units: sqm)
Survey date range:	01/01/16 - 12/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2506	0.000	5	2506	0.000	5	2506	0.000
08:00 - 09:00	5	2506	0.000	5	2506	0.016	5	2506	0.016
09:00 - 10:00	5	2506	0.024	5	2506	0.008	5	2506	0.032
10:00 - 11:00	5	2506	0.000	5	2506	0.008	5	2506	0.008
11:00 - 12:00	5	2506	0.008	5	2506	0.008	5	2506	0.016
12:00 - 13:00	5	2506	0.008	5	2506	0.008	5	2506	0.016
13:00 - 14:00	5	2506	0.008	5	2506	0.016	5	2506	0.024
14:00 - 15:00	5	2506	0.032	5	2506	0.000	5	2506	0.032
15:00 - 16:00	5	2506	0.008	5	2506	0.008	5	2506	0.016
16:00 - 17:00	5	2506	0.000	5	2506	0.008	5	2506	0.008
17:00 - 18:00	5	2506	0.000	5	2506	0.008	5	2506	0.008
18:00 - 19:00	5	2506	0.000	5	2506	0.000	5	2506	0.000
19:00 - 20:00	5	2506	0.016	5	2506	0.000	5	2506	0.016
20:00 - 21:00	5	2506	0.008	5	2506	0.000	5	2506	0.008
21:00 - 22:00	5	2506	0.000	5	2506	0.000	5	2506	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.112			0.088			0.200

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2506	0.032	5	2506	0.032	5	2506	0.064
08:00 - 09:00	5	2506	0.080	5	2506	0.072	5	2506	0.152
09:00 - 10:00	5	2506	0.112	5	2506	0.144	5	2506	0.256
10:00 - 11:00	5	2506	0.096	5	2506	0.144	5	2506	0.240
11:00 - 12:00	5	2506	0.104	5	2506	0.072	5	2506	0.176
12:00 - 13:00	5	2506	0.112	5	2506	0.088	5	2506	0.200
13:00 - 14:00	5	2506	0.096	5	2506	0.128	5	2506	0.224
14:00 - 15:00	5	2506	0.072	5	2506	0.112	5	2506	0.184
15:00 - 16:00	5	2506	0.096	5	2506	0.080	5	2506	0.176
16:00 - 17:00	5	2506	0.112	5	2506	0.176	5	2506	0.288
17:00 - 18:00	5	2506	0.168	5	2506	0.144	5	2506	0.312
18:00 - 19:00	5	2506	0.144	5	2506	0.160	5	2506	0.304
19:00 - 20:00	5	2506	0.215	5	2506	0.088	5	2506	0.303
20:00 - 21:00	5	2506	0.120	5	2506	0.136	5	2506	0.256
21:00 - 22:00	5	2506	0.112	5	2506	0.016	5	2506	0.128
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.671			1.592			3.263

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2506	0.000	5	2506	0.024	5	2506	0.024
08:00 - 09:00	5	2506	0.016	5	2506	0.080	5	2506	0.096
09:00 - 10:00	5	2506	0.064	5	2506	0.072	5	2506	0.136
10:00 - 11:00	5	2506	0.064	5	2506	0.040	5	2506	0.104
11:00 - 12:00	5	2506	0.048	5	2506	0.080	5	2506	0.128
12:00 - 13:00	5	2506	0.088	5	2506	0.088	5	2506	0.176
13:00 - 14:00	5	2506	0.088	5	2506	0.072	5	2506	0.160
14:00 - 15:00	5	2506	0.120	5	2506	0.128	5	2506	0.248
15:00 - 16:00	5	2506	0.072	5	2506	0.040	5	2506	0.112
16:00 - 17:00	5	2506	0.096	5	2506	0.072	5	2506	0.168
17:00 - 18:00	5	2506	0.088	5	2506	0.040	5	2506	0.128
18:00 - 19:00	5	2506	0.064	5	2506	0.024	5	2506	0.088
19:00 - 20:00	5	2506	0.056	5	2506	0.008	5	2506	0.064
20:00 - 21:00	5	2506	0.032	5	2506	0.000	5	2506	0.032
21:00 - 22:00	5	2506	0.008	5	2506	0.000	5	2506	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.904			0.768			1.672

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.

Lime Transport Limited Stanwell Road Penarth

Licence No: 258601

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.42

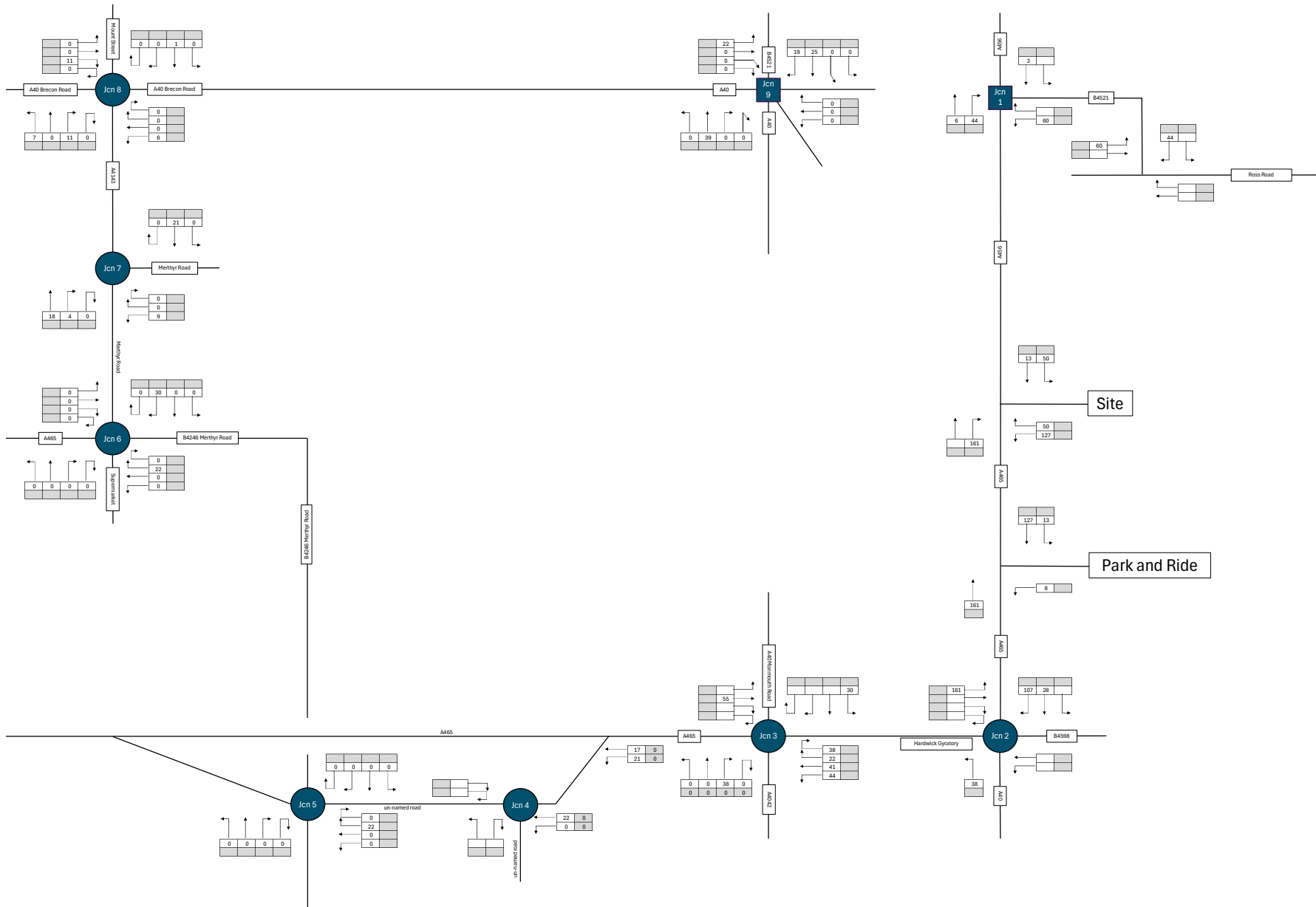
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2506	0.080	5	2506	0.431	5	2506	0.511
08:00 - 09:00	5	2506	0.279	5	2506	0.758	5	2506	1.037
09:00 - 10:00	5	2506	0.383	5	2506	0.798	5	2506	1.181
10:00 - 11:00	5	2506	0.447	5	2506	0.455	5	2506	0.902
11:00 - 12:00	5	2506	0.359	5	2506	0.519	5	2506	0.878
12:00 - 13:00	5	2506	0.391	5	2506	0.375	5	2506	0.766
13:00 - 14:00	5	2506	0.431	5	2506	0.311	5	2506	0.742
14:00 - 15:00	5	2506	0.551	5	2506	0.415	5	2506	0.966
15:00 - 16:00	5	2506	0.583	5	2506	0.335	5	2506	0.918
16:00 - 17:00	5	2506	0.559	5	2506	0.367	5	2506	0.926
17:00 - 18:00	5	2506	0.599	5	2506	0.391	5	2506	0.990
18:00 - 19:00	5	2506	0.710	5	2506	0.335	5	2506	1.045
19:00 - 20:00	5	2506	0.814	5	2506	0.207	5	2506	1.021
20:00 - 21:00	5	2506	0.455	5	2506	0.231	5	2506	0.686
21:00 - 22:00	5	2506	0.335	5	2506	0.080	5	2506	0.415
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.976			6.008			12.984

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.

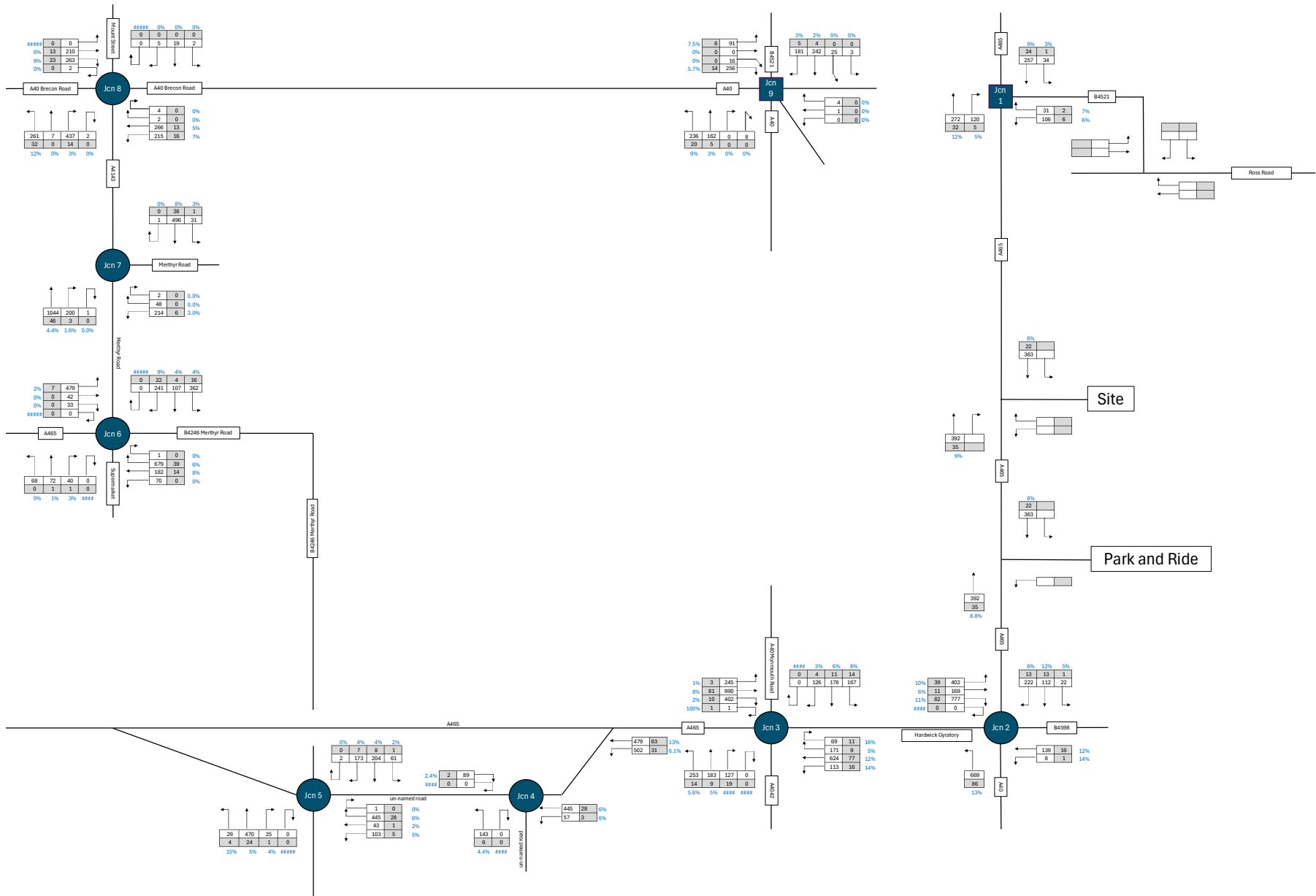
Appendix H

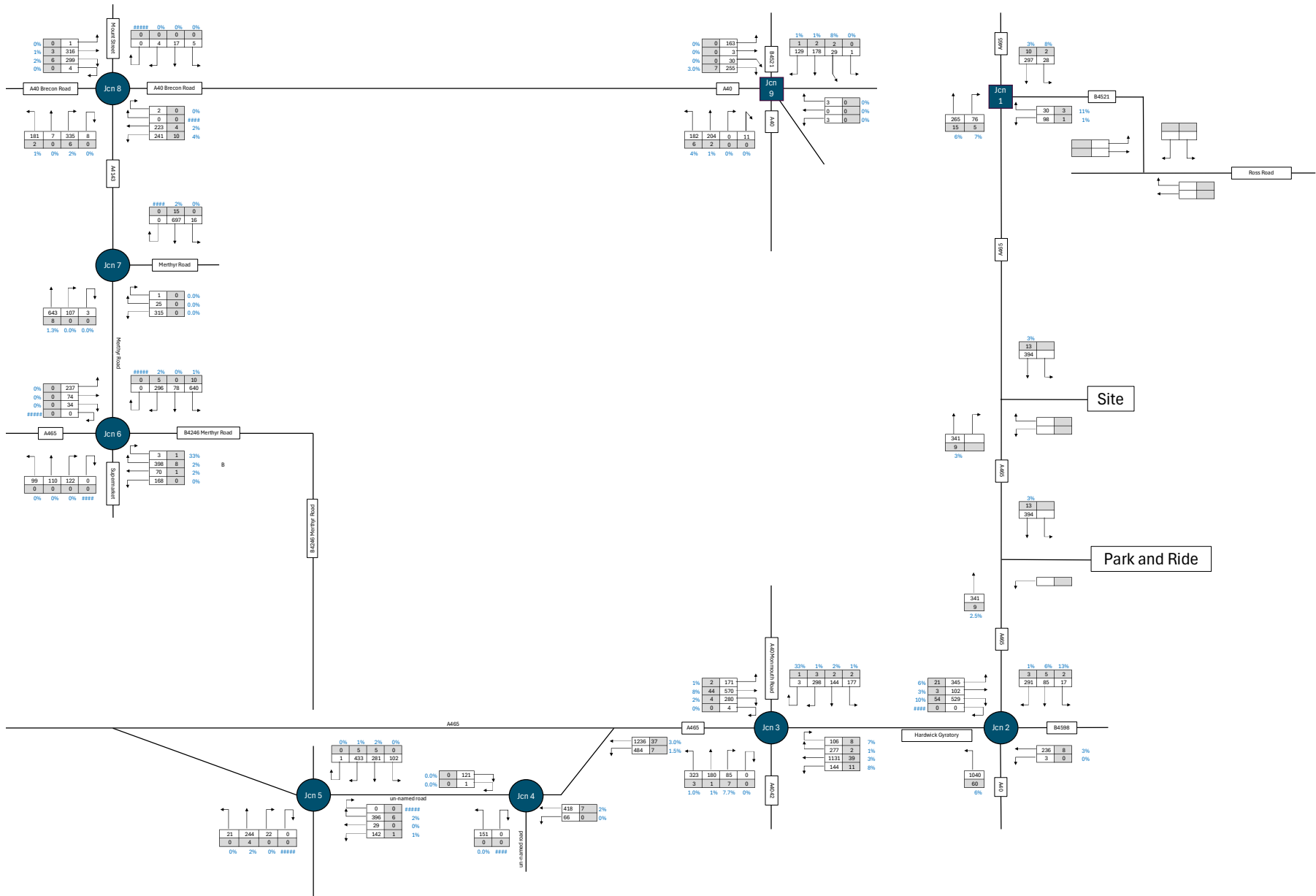




Appendix I

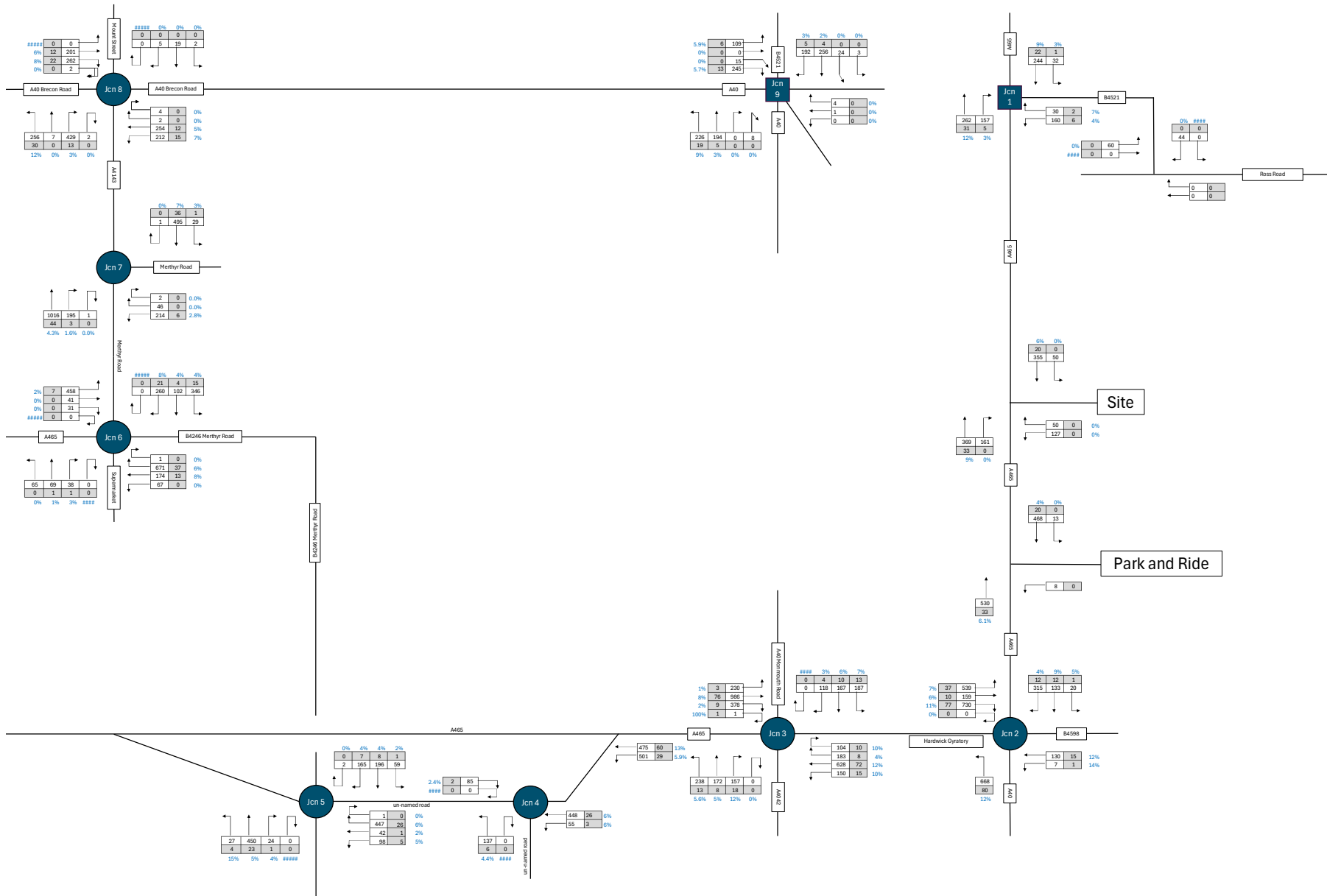


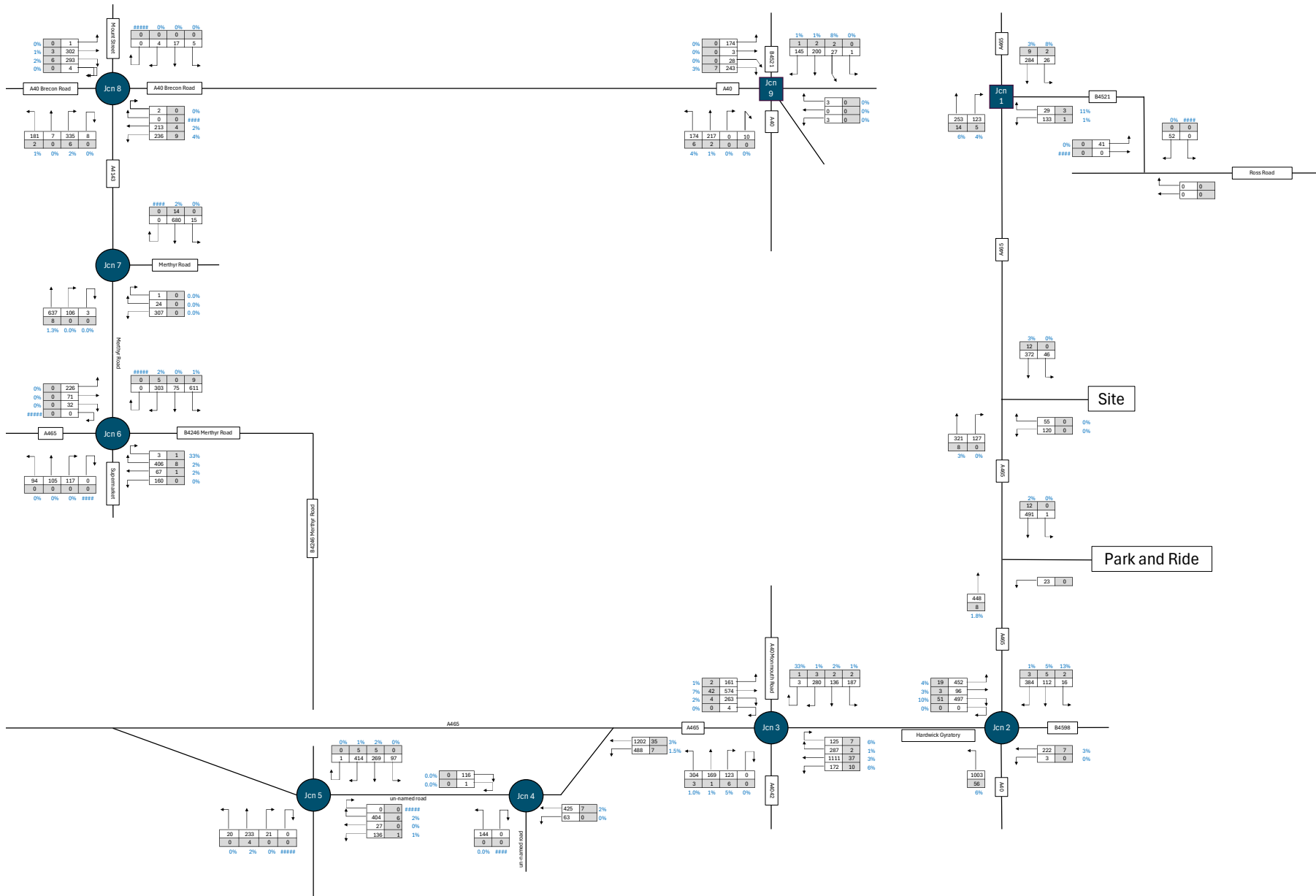


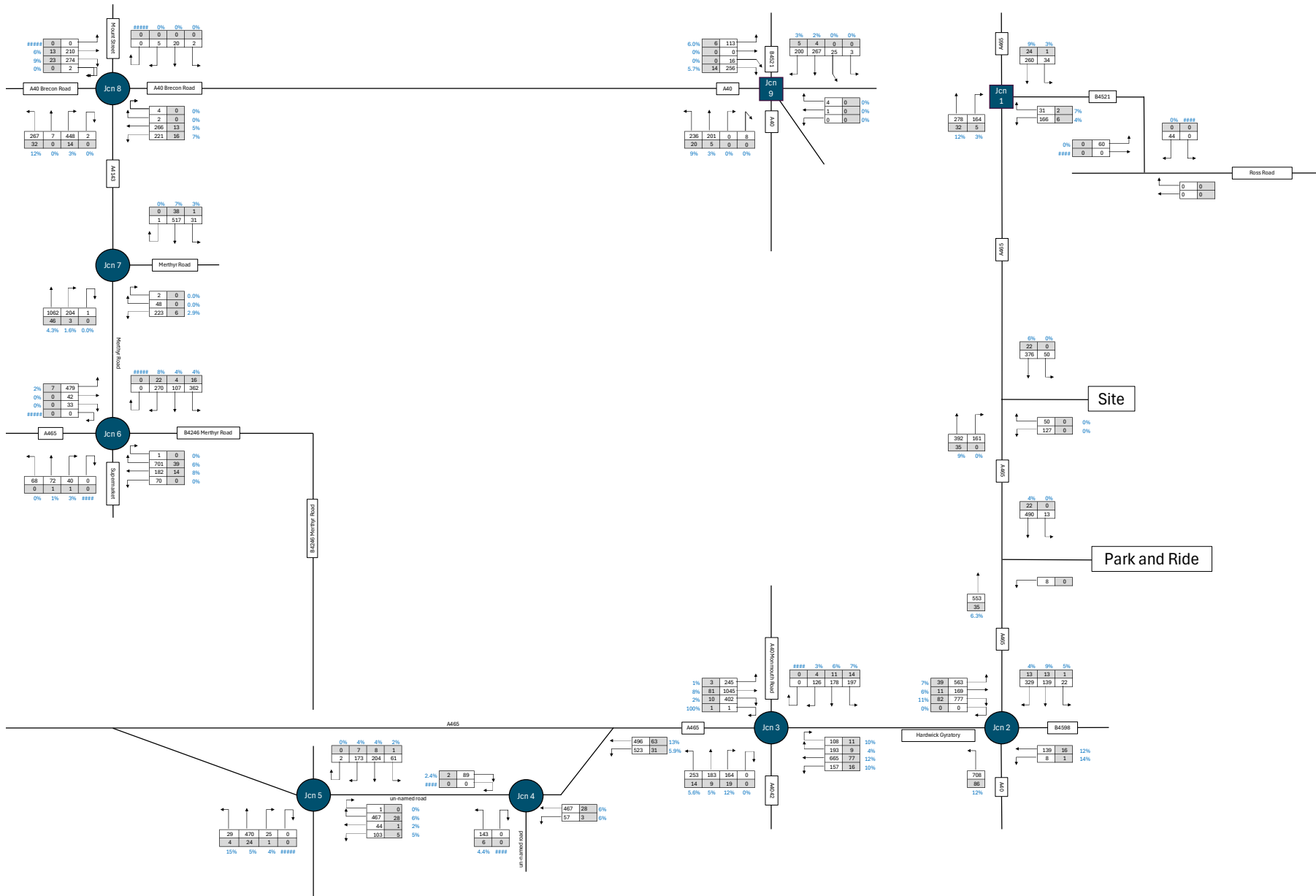


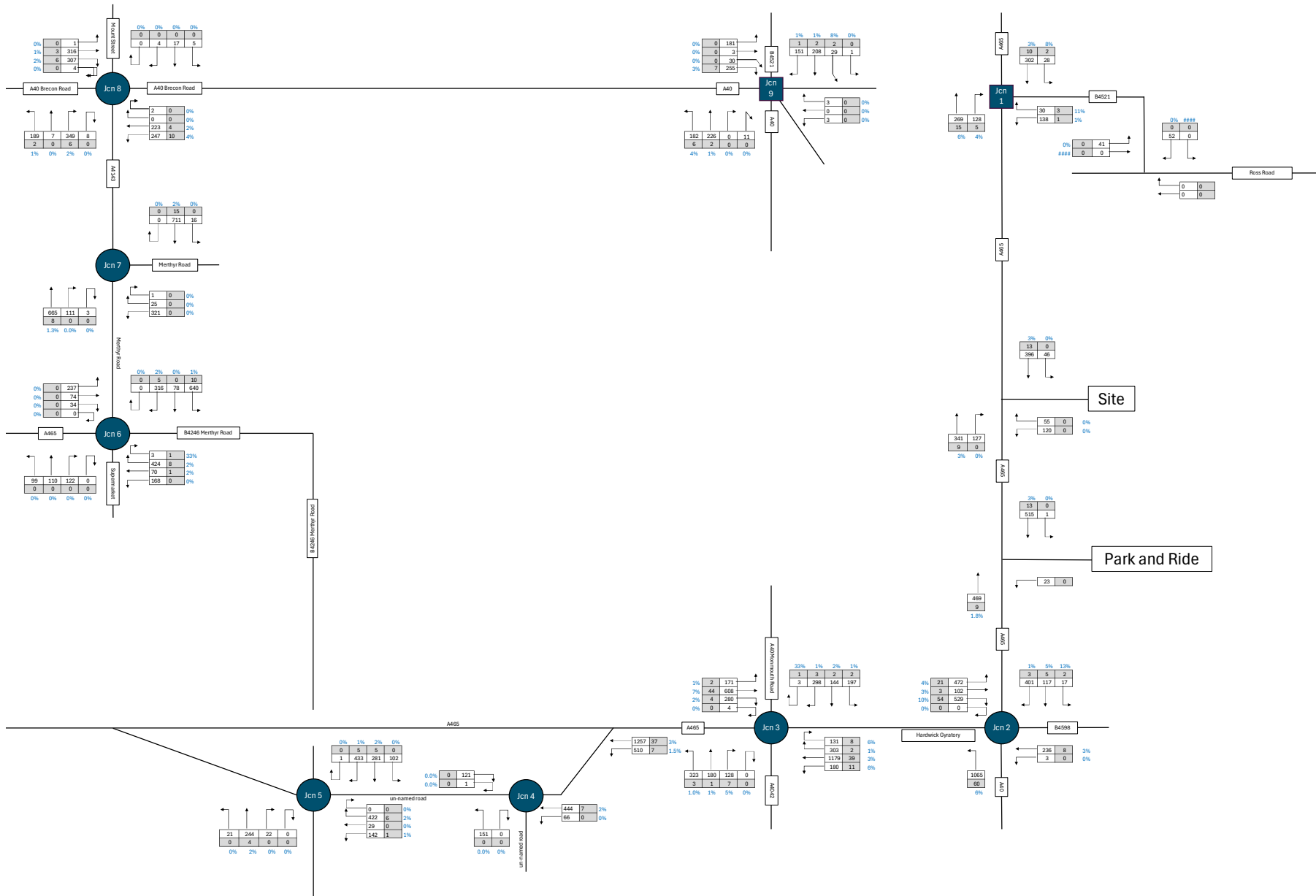
Appendix J











Appendix K



Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896							
© Copyright TRL Limited, 2018							
For sales and distribution information, program advice and maintenance, contact TRL:							
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: A465_B4521 priority junction.j9

Path: Z:\Lime\Projects\2024\24002 Land east of the A465, Abergavenny\Analysis\Junction capacity analysis

Report generation date: 14/02/2025 12:53:00

»2025, AM
»2025, PM
»2028, AM
»2028, PM
»2038, AM
»2038, PM
»2028 + dev, AM
»2028 + dev, PM
»2038 + dev, AM
»2038 + dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025								
Stream B-C	0.2	5.26	0.13	A	0.1	5.00	0.12	A
Stream B-A	0.0	4.92	0.04	A	0.0	5.05	0.04	A
Stream C-B	0.2	5.83	0.16	A	0.1	5.63	0.10	A
2028								
Stream B-C	0.2	5.28	0.13	A	0.1	5.03	0.12	A
Stream B-A	0.0	4.94	0.04	A	0.0	5.07	0.04	A
Stream C-B	0.2	5.86	0.16	A	0.1	5.65	0.10	A
2038								
Stream B-C	0.2	5.36	0.14	A	0.2	5.11	0.13	A
Stream B-A	0.0	5.01	0.04	A	0.0	5.14	0.04	A
Stream C-B	0.2	5.99	0.17	A	0.1	5.73	0.11	A
2028 + dev								
Stream B-C	0.3	5.71	0.21	A	0.2	5.37	0.18	A
Stream B-A	0.0	5.05	0.04	A	0.0	5.21	0.04	A
Stream C-B	0.3	6.25	0.23	A	0.2	6.01	0.18	A
2038 + dev								
Stream B-C	0.3	5.81	0.22	A	0.2	5.46	0.19	A
Stream B-A	0.0	5.12	0.04	A	0.0	5.28	0.04	A
Stream C-B	0.3	6.39	0.24	A	0.2	6.10	0.19	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	13/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓
D5	2038	AM	ONE HOUR	08:00	09:30	15	✓
D6	2038	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓
D9	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D10	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A465		Major
B	B4521		Minor
C	A465		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.00	✓	8.50	✓	4.00	200.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	5.00	5.00	250	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	955	0.089	0.225	0.141	0.321
1	B-C	900	0.084	0.212	-	-
1	C-B	825	0.194	0.194	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	268	100.000
B		ONE HOUR	✓	127	100.000
C		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	31	237
	B	29	0	98
	C	251	111	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	9
	B	7	0	6
	C	12	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	5.26	0.2	A	90	135
B-A	0.04	4.92	0.0	A	27	40
C-A					230	345
C-B	0.16	5.83	0.2	A	102	153
A-B					28	43
A-C					217	326

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	855	0.086	73	0.0	0.1	4.882	A
B-A	22	5	859	0.025	22	0.0	0.0	4.598	A
C-A	189	47			189				
C-B	84	21	786	0.106	83	0.0	0.1	5.351	A
A-B	23	6			23				
A-C	178	45			178				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	846	0.104	88	0.1	0.1	5.035	A
B-A	26	7	841	0.031	26	0.0	0.0	4.727	A
C-A	226	56			226				
C-B	100	25	778	0.128	100	0.1	0.2	5.545	A
A-B	28	7			28				
A-C	213	53			213				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	833	0.129	108	0.1	0.2	5.258	A
B-A	32	8	815	0.039	32	0.0	0.0	4.918	A
C-A	276	69			276				
C-B	122	31	768	0.159	122	0.2	0.2	5.826	A
A-B	34	9			34				
A-C	261	65			261				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	833	0.129	108	0.2	0.2	5.258	A
B-A	32	8	815	0.039	32	0.0	0.0	4.919	A
C-A	276	69			276				
C-B	122	31	768	0.159	122	0.2	0.2	5.829	A
A-B	34	9			34				
A-C	261	65			261				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	846	0.104	88	0.2	0.1	5.037	A
B-A	26	7	841	0.031	26	0.0	0.0	4.728	A
C-A	226	56			226				
C-B	100	25	778	0.128	100	0.2	0.2	5.548	A
A-B	28	7			28				
A-C	213	53			213				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	855	0.086	74	0.1	0.1	4.887	A
B-A	22	5	859	0.025	22	0.0	0.0	4.599	A
C-A	189	47			189				
C-B	84	21	786	0.106	84	0.2	0.1	5.359	A
A-B	23	6			23				
A-C	178	45			178				

2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.35	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)	Run automatically
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	300	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	26	274
	B	28	0	90
	C	245	70	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	8	3
	B	11	0	1
	C	6	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	5.00	0.1	A	83	124
B-A	0.04	5.05	0.0	A	26	39
C-A					225	337
C-B	0.10	5.63	0.1	A	64	96
A-B					24	36
A-C					251	377

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	849	0.080	67	0.0	0.1	4.647	A
B-A	21	5	864	0.024	21	0.0	0.0	4.739	A
C-A	184	46			184				
C-B	53	13	781	0.067	52	0.0	0.1	5.284	A
A-B	20	5			20				
A-C	206	52			206				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	839	0.096	81	0.1	0.1	4.792	A
B-A	25	6	846	0.030	25	0.0	0.0	4.865	A
C-A	220	55			220				
C-B	63	16	772	0.081	63	0.1	0.1	5.428	A
A-B	23	6			23				
A-C	246	62			246				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	826	0.120	99	0.1	0.1	5.003	A
B-A	31	8	822	0.038	31	0.0	0.0	5.051	A
C-A	270	67			270				
C-B	77	19	761	0.101	77	0.1	0.1	5.634	A
A-B	29	7			29				
A-C	302	75			302				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	826	0.120	99	0.1	0.1	5.003	A
B-A	31	8	822	0.038	31	0.0	0.0	5.051	A
C-A	270	67			270				
C-B	77	19	761	0.101	77	0.1	0.1	5.634	A
A-B	29	7			29				
A-C	302	75			302				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	839	0.096	81	0.1	0.1	4.796	A
B-A	25	6	846	0.030	25	0.0	0.0	4.866	A
C-A	220	55			220				
C-B	63	16	772	0.081	63	0.1	0.1	5.429	A
A-B	23	6			23				
A-C	246	62			246				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	849	0.080	68	0.1	0.1	4.654	A
B-A	21	5	864	0.024	21	0.0	0.0	4.742	A
C-A	184	46			184				
C-B	53	13	781	0.067	53	0.1	0.1	5.291	A
A-B	20	5			20				
A-C	206	52			206				

2028, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.73	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)	Run automatically
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	273	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	32	241
	B	30	0	100
	C	256	113	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	9
	B	7	0	6
	C	12	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	5.28	0.2	A	92	138
B-A	0.04	4.94	0.0	A	28	41
C-A					235	352
C-B	0.16	5.86	0.2	A	104	156
A-B					29	44
A-C					221	332

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	854	0.088	75	0.0	0.1	4.897	A
B-A	23	6	858	0.026	22	0.0	0.0	4.612	A
C-A	193	48			193				
C-B	85	21	785	0.108	85	0.0	0.1	5.368	A
A-B	24	6			24				
A-C	181	45			181				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	22	845	0.106	90	0.1	0.1	5.054	A
B-A	27	7	839	0.032	27	0.0	0.0	4.745	A
C-A	230	58			230				
C-B	102	25	777	0.131	101	0.1	0.2	5.567	A
A-B	29	7			29				
A-C	217	54			217				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	28	832	0.132	110	0.1	0.2	5.282	A
B-A	33	8	812	0.041	33	0.0	0.0	4.941	A
C-A	282	70			282				
C-B	124	31	766	0.162	124	0.2	0.2	5.856	A
A-B	35	9			35				
A-C	265	66			265				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	28	832	0.132	110	0.2	0.2	5.284	A
B-A	33	8	812	0.041	33	0.0	0.0	4.942	A
C-A	282	70			282				
C-B	124	31	766	0.162	124	0.2	0.2	5.858	A
A-B	35	9			35				
A-C	265	66			265				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	22	845	0.106	90	0.2	0.1	5.058	A
B-A	27	7	839	0.032	27	0.0	0.0	4.746	A
C-A	230	58			230				
C-B	102	25	777	0.131	102	0.2	0.2	5.570	A
A-B	29	7			29				
A-C	217	54			217				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75	19	854	0.088	75	0.1	0.1	4.904	A
B-A	23	6	858	0.026	23	0.0	0.0	4.613	A
C-A	193	48			193				
C-B	85	21	785	0.108	85	0.2	0.1	5.378	A
A-B	24	6			24				
A-C	181	45			181				

2028, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.35	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)	Run automatically
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	305	100.000
B		ONE HOUR	✓	121	100.000
C		ONE HOUR	✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	26	279
	B	29	0	92
	C	250	71	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	8	3
	B	11	0	1
	C	6	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	5.03	0.1	A	84	127
B-A	0.04	5.07	0.0	A	27	40
C-A					229	344
C-B	0.10	5.65	0.1	A	65	98
A-B					24	36
A-C					256	384

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	848	0.082	69	0.0	0.1	4.662	A
B-A	22	5	862	0.025	22	0.0	0.0	4.753	A
C-A	188	47			188				
C-B	53	13	780	0.069	53	0.0	0.1	5.295	A
A-B	20	5			20				
A-C	210	53			210				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	21	838	0.099	83	0.1	0.1	4.811	A
B-A	26	7	844	0.031	26	0.0	0.0	4.882	A
C-A	225	56			225				
C-B	64	16	772	0.083	64	0.1	0.1	5.441	A
A-B	23	6			23				
A-C	251	63			251				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	824	0.123	101	0.1	0.1	5.028	A
B-A	32	8	819	0.039	32	0.0	0.0	5.073	A
C-A	275	69			275				
C-B	78	20	760	0.103	78	0.1	0.1	5.652	A
A-B	29	7			29				
A-C	307	77			307				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	824	0.123	101	0.1	0.1	5.028	A
B-A	32	8	819	0.039	32	0.0	0.0	5.073	A
C-A	275	69			275				
C-B	78	20	760	0.103	78	0.1	0.1	5.652	A
A-B	29	7			29				
A-C	307	77			307				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	21	838	0.099	83	0.1	0.1	4.813	A
B-A	26	7	844	0.031	26	0.0	0.0	4.885	A
C-A	225	56			225				
C-B	64	16	772	0.083	64	0.1	0.1	5.443	A
A-B	23	6			23				
A-C	251	63			251				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	848	0.082	69	0.1	0.1	4.669	A
B-A	22	5	862	0.025	22	0.0	0.0	4.754	A
C-A	188	47			188				
C-B	53	13	780	0.069	54	0.1	0.1	5.300	A
A-B	20	5			20				
A-C	210	53			210				

2038, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.76	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)	Run automatically
D5	2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	291	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	34	257
	B	31	0	106
	C	272	120	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	9
	B	7	0	6
	C	12	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.14	5.36	0.2	A	97	146
B-A	0.04	5.01	0.0	A	28	43
C-A					250	374
C-B	0.17	5.99	0.2	A	110	165
A-B					31	47
A-C					236	354

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	851	0.094	79	0.0	0.1	4.944	A
B-A	23	6	851	0.027	23	0.0	0.0	4.650	A
C-A	205	51			205				
C-B	90	23	782	0.115	90	0.0	0.1	5.458	A
A-B	26	6			26				
A-C	193	48			193				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	24	841	0.113	95	0.1	0.1	5.114	A
B-A	28	7	831	0.034	28	0.0	0.0	4.794	A
C-A	245	61			245				
C-B	108	27	774	0.139	108	0.1	0.2	5.671	A
A-B	31	8			31				
A-C	231	58			231				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	828	0.141	117	0.1	0.2	5.363	A
B-A	34	9	803	0.042	34	0.0	0.0	5.007	A
C-A	299	75			299				
C-B	132	33	763	0.173	132	0.2	0.2	5.992	A
A-B	37	9			37				
A-C	283	71			283				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	29	828	0.141	117	0.2	0.2	5.365	A
B-A	34	9	803	0.042	34	0.0	0.0	5.008	A
C-A	299	75			299				
C-B	132	33	763	0.173	132	0.2	0.2	5.994	A
A-B	37	9			37				
A-C	283	71			283				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	95	24	841	0.113	95	0.2	0.1	5.117	A
B-A	28	7	831	0.034	28	0.0	0.0	4.797	A
C-A	245	61			245				
C-B	108	27	774	0.139	108	0.2	0.2	5.679	A
A-B	31	8			31				
A-C	231	58			231				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	20	851	0.094	80	0.1	0.1	4.951	A
B-A	23	6	851	0.027	23	0.0	0.0	4.654	A
C-A	205	51			205				
C-B	90	23	782	0.115	90	0.2	0.1	5.464	A
A-B	26	6			26				
A-C	193	48			193				

2038, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.37	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)	Run automatically
D6	2038	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	325	100.000
B		ONE HOUR	✓	128	100.000
C		ONE HOUR	✓	341	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	28	297
	B	30	0	98
	C	265	76	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	8	3
	B	11	0	1
	C	6	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.13	5.11	0.2	A	90	135
B-A	0.04	5.14	0.0	A	28	41
C-A					243	365
C-B	0.11	5.73	0.1	A	70	105
A-B					26	39
A-C					273	409

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	845	0.087	73	0.0	0.1	4.709	A
B-A	23	6	856	0.026	22	0.0	0.0	4.791	A
C-A	200	50			200				
C-B	57	14	777	0.074	57	0.0	0.1	5.344	A
A-B	21	5			21				
A-C	224	56			224				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	834	0.106	88	0.1	0.1	4.871	A
B-A	27	7	837	0.032	27	0.0	0.0	4.931	A
C-A	238	60			238				
C-B	68	17	768	0.089	68	0.1	0.1	5.504	A
A-B	25	6			25				
A-C	267	67			267				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	820	0.132	108	0.1	0.2	5.108	A
B-A	33	8	811	0.041	33	0.0	0.0	5.138	A
C-A	292	73			292				
C-B	84	21	755	0.111	84	0.1	0.1	5.734	A
A-B	31	8			31				
A-C	327	82			327				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	820	0.132	108	0.2	0.2	5.108	A
B-A	33	8	811	0.041	33	0.0	0.0	5.138	A
C-A	292	73			292				
C-B	84	21	755	0.111	84	0.1	0.1	5.734	A
A-B	31	8			31				
A-C	327	82			327				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	834	0.106	88	0.2	0.1	4.873	A
B-A	27	7	837	0.032	27	0.0	0.0	4.932	A
C-A	238	60			238				
C-B	68	17	768	0.089	68	0.1	0.1	5.507	A
A-B	25	6			25				
A-C	267	67			267				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	74	18	845	0.087	74	0.1	0.1	4.716	A
B-A	23	6	856	0.026	23	0.0	0.0	4.794	A
C-A	200	50			200				
C-B	57	14	777	0.074	57	0.1	0.1	5.351	A
A-B	21	5			21				
A-C	224	56			224				

2028 + dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.32	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)	Run automatically
D7	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	276	100.000
B		ONE HOUR	✓	190	100.000
C		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	32	244
	B	30	0	160
	C	261	157	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	3	9
	B	7	0	4
	C	12	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.21	5.71	0.3	A	147	220
B-A	0.04	5.05	0.0	A	28	41
C-A					239	359
C-B	0.23	6.25	0.3	A	144	216
A-B					29	44
A-C					224	336

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	853	0.141	120	0.0	0.2	5.100	A
B-A	23	6	846	0.027	22	0.0	0.0	4.677	A
C-A	196	49			196				
C-B	118	30	785	0.151	117	0.0	0.2	5.553	A
A-B	24	6			24				
A-C	184	46			184				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	844	0.170	144	0.2	0.2	5.344	A
B-A	27	7	825	0.033	27	0.0	0.0	4.828	A
C-A	235	59			235				
C-B	141	35	777	0.182	141	0.2	0.2	5.831	A
A-B	29	7			29				
A-C	219	55			219				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	831	0.212	176	0.2	0.3	5.710	A
B-A	33	8	795	0.042	33	0.0	0.0	5.053	A
C-A	287	72			287				
C-B	173	43	766	0.226	173	0.2	0.3	6.247	A
A-B	35	9			35				
A-C	269	67			269				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	176	44	831	0.212	176	0.3	0.3	5.714	A
B-A	33	8	795	0.042	33	0.0	0.0	5.053	A
C-A	287	72			287				
C-B	173	43	766	0.226	173	0.3	0.3	6.252	A
A-B	35	9			35				
A-C	269	67			269				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	144	36	844	0.170	144	0.3	0.2	5.352	A
B-A	27	7	824	0.033	27	0.0	0.0	4.830	A
C-A	235	59			235				
C-B	141	35	777	0.182	141	0.3	0.2	5.838	A
A-B	29	7			29				
A-C	219	55			219				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	853	0.141	121	0.2	0.2	5.113	A
B-A	23	6	846	0.027	23	0.0	0.0	4.681	A
C-A	196	49			196				
C-B	118	30	785	0.151	118	0.2	0.2	5.569	A
A-B	24	6			24				
A-C	184	46			184				

2028 + dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.89	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)	Run automatically
D8	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	310	100.000
B		ONE HOUR	✓	162	100.000
C		ONE HOUR	✓	376	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	26	284
	B	29	0	133
	C	253	123	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	8	3
	B	11	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	5.37	0.2	A	122	183
B-A	0.04	5.21	0.0	A	27	40
C-A					232	348
C-B	0.18	6.01	0.2	A	113	169
A-B					24	36
A-C					261	391

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	847	0.118	100	0.0	0.1	4.858	A
B-A	22	5	849	0.026	22	0.0	0.0	4.832	A
C-A	190	48			190				
C-B	93	23	780	0.119	92	0.0	0.1	5.441	A
A-B	20	5			20				
A-C	214	53			214				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	837	0.143	119	0.1	0.2	5.066	A
B-A	26	7	828	0.031	26	0.0	0.0	4.983	A
C-A	227	57			227				
C-B	111	28	771	0.143	110	0.1	0.2	5.668	A
A-B	23	6			23				
A-C	255	64			255				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	37	823	0.178	146	0.2	0.2	5.372	A
B-A	32	8	799	0.040	32	0.0	0.0	5.207	A
C-A	279	70			279				
C-B	135	34	759	0.179	135	0.2	0.2	6.005	A
A-B	29	7			29				
A-C	313	78			313				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	146	37	823	0.178	146	0.2	0.2	5.374	A
B-A	32	8	799	0.040	32	0.0	0.0	5.207	A
C-A	279	70			279				
C-B	135	34	759	0.179	135	0.2	0.2	6.007	A
A-B	29	7			29				
A-C	313	78			313				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	120	30	837	0.143	120	0.2	0.2	5.069	A
B-A	26	7	828	0.031	26	0.0	0.0	4.984	A
C-A	227	57			227				
C-B	111	28	771	0.143	111	0.2	0.2	5.676	A
A-B	23	6			23				
A-C	255	64			255				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	100	25	847	0.118	100	0.2	0.1	4.866	A
B-A	22	5	849	0.026	22	0.0	0.0	4.835	A
C-A	190	48			190				
C-B	93	23	780	0.119	93	0.2	0.1	5.454	A
A-B	20	5			20				
A-C	214	53			214				

2038 + dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.33	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)	Run automatically
D9	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	293	100.000
B		ONE HOUR	✓	197	100.000
C		ONE HOUR	✓	442	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	34	259
	B	31	0	166
	C	278	164	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	3	9
	B	7	0	4
	C	12	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	5.81	0.3	A	152	228
B-A	0.04	5.12	0.0	A	28	43
C-A					255	383
C-B	0.24	6.39	0.3	A	150	226
A-B					31	47
A-C					238	356

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	125	31	851	0.147	124	0.0	0.2	5.151	A
B-A	23	6	840	0.028	23	0.0	0.0	4.717	A
C-A	209	52			209				
C-B	123	31	782	0.158	123	0.0	0.2	5.635	A
A-B	26	6			26				
A-C	195	49			195				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	841	0.177	149	0.2	0.2	5.411	A
B-A	28	7	817	0.034	28	0.0	0.0	4.879	A
C-A	250	62			250				
C-B	147	37	774	0.191	147	0.2	0.2	5.935	A
A-B	31	8			31				
A-C	233	58			233				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	46	827	0.221	182	0.2	0.3	5.804	A
B-A	34	9	786	0.043	34	0.0	0.0	5.121	A
C-A	306	77			306				
C-B	181	45	762	0.237	180	0.2	0.3	6.388	A
A-B	37	9			37				
A-C	285	71			285				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	183	46	827	0.221	183	0.3	0.3	5.809	A
B-A	34	9	786	0.043	34	0.0	0.0	5.122	A
C-A	306	77			306				
C-B	181	45	762	0.237	181	0.3	0.3	6.393	A
A-B	37	9			37				
A-C	285	71			285				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	149	37	841	0.178	150	0.3	0.2	5.420	A
B-A	28	7	817	0.034	28	0.0	0.0	4.881	A
C-A	250	62			250				
C-B	147	37	774	0.191	148	0.3	0.2	5.943	A
A-B	31	8			31				
A-C	233	58			233				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	125	31	850	0.147	125	0.2	0.2	5.162	A
B-A	23	6	840	0.028	23	0.0	0.0	4.719	A
C-A	209	52			209				
C-B	123	31	782	0.158	124	0.2	0.2	5.649	A
A-B	26	6			26				
A-C	195	49			195				

2038 + dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.89	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)	Run automatically
D10	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	330	100.000
B		ONE HOUR	✓	168	100.000
C		ONE HOUR	✓	397	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	28	302
	B	30	0	138
	C	269	128	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	8	3
	B	11	0	1
	C	6	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	5.46	0.2	A	127	190
B-A	0.04	5.28	0.0	A	28	41
C-A					247	370
C-B	0.19	6.10	0.2	A	117	176
A-B					26	39
A-C					277	416

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	26	844	0.123	103	0.0	0.1	4.904	A
B-A	23	6	843	0.027	22	0.0	0.0	4.872	A
C-A	203	51			203				
C-B	96	24	777	0.124	96	0.0	0.1	5.494	A
A-B	21	5			21				
A-C	227	57			227				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	31	833	0.149	124	0.1	0.2	5.123	A
B-A	27	7	821	0.033	27	0.0	0.0	5.034	A
C-A	242	60			242				
C-B	115	29	767	0.150	115	0.1	0.2	5.738	A
A-B	25	6			25				
A-C	271	68			271				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	38	818	0.186	152	0.2	0.2	5.454	A
B-A	33	8	790	0.042	33	0.0	0.0	5.276	A
C-A	296	74			296				
C-B	141	35	754	0.187	141	0.2	0.2	6.101	A
A-B	31	8			31				
A-C	333	83			333				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	152	38	818	0.186	152	0.2	0.2	5.457	A
B-A	33	8	790	0.042	33	0.0	0.0	5.276	A
C-A	296	74			296				
C-B	141	35	754	0.187	141	0.2	0.2	6.103	A
A-B	31	8			31				
A-C	333	83			333				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	124	31	833	0.149	124	0.2	0.2	5.130	A
B-A	27	7	820	0.033	27	0.0	0.0	5.037	A
C-A	242	60			242				
C-B	115	29	767	0.150	115	0.2	0.2	5.744	A
A-B	25	6			25				
A-C	271	68			271				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	104	26	844	0.123	104	0.2	0.1	4.914	A
B-A	23	6	842	0.027	23	0.0	0.0	4.874	A
C-A	203	51			203				
C-B	96	24	777	0.124	97	0.2	0.1	5.505	A
A-B	21	5			21				
A-C	227	57			227				

Appendix L



Junctions 9	
ARCADY 9 - Roundabout Module	
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Filename: Hardwick Gyratory (south).j9

Path: Z:\Lime\Projects\2024\24002 Land east of the A465, Abergavenny\Analysis\Junction capacity analysis\JCA 2025

Report generation date: 17/02/2025 15:23:26

»2025, AM
 »2025, PM
 »2028, AM
 »2028, PM
 »2038, AM
 »2038, PM
 »2028 + dev, AM
 »2028 + dev, PM
 »2038 + dev, AM
 »2038 + dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025								
Arm 1	0.0	0.11	0.04	A	0.0	0.10	0.03	A
Arm 2	0.6	6.31	0.37	A	0.6	5.19	0.36	A
Arm 3	0.2	4.93	0.15	A	0.3	4.58	0.23	A
Arm 4	0.5	2.71	0.31	A	1.1	3.71	0.51	A
2028								
Arm 1	0.0	0.11	0.04	A	0.0	0.11	0.03	A
Arm 2	0.7	6.46	0.38	A	0.1	3.85	0.09	A
Arm 3	0.2	5.00	0.16	A	0.3	4.02	0.21	A
Arm 4	0.5	2.74	0.32	A	1.0	3.26	0.48	A
2038								
Arm 1	0.0	0.11	0.04	A	0.0	0.11	0.03	A
Arm 2	0.8	7.06	0.42	A	0.7	5.63	0.40	A
Arm 3	0.2	5.27	0.17	A	0.4	4.89	0.26	A
Arm 4	0.6	2.85	0.34	A	1.3	4.16	0.56	A
2028 + dev								
Arm 1	0.0	0.11	0.04	A	0.0	0.10	0.03	A
Arm 2	1.2	8.38	0.53	A	1.1	6.78	0.51	A
Arm 3	0.2	5.40	0.17	A	0.3	5.05	0.25	A
Arm 4	0.6	2.93	0.35	A	1.3	4.20	0.55	A
2038 + dev								
Arm 1	0.0	0.10	0.04	A	0.0	0.10	0.03	A
Arm 2	1.4	9.43	0.57	A	1.2	7.37	0.54	A
Arm 3	0.3	5.72	0.19	A	0.4	5.34	0.27	A
Arm 4	0.7	3.06	0.37	A	1.5	4.64	0.59	A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓
D5	2038	AM	ONE HOUR	08:00	09:30	15	✓
D6	2038	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓
D9	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D10	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A40 (entry only)	
2	A465	
3	B4598	
4	A40 (s)	
5	A40 (exit)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.90	8.57	11.2	55.1	113.9	12.0	
2	3.81	4.16	68.7	49.2	113.9	10.1	
3	3.47	4.94	22.4	26.4	118.9	31.3	
4	6.60	7.65	48.0	27.4	118.9	23.5	
5							✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1	✓	40.000	38000	40.000	38000
2				0.423	1382
3				0.410	1430
4				0.548	2379
5					

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)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1244	100.000
2		ONE HOUR	✓	328	100.000
3		ONE HOUR	✓	135	100.000
4		ONE HOUR	✓	618	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	371	156	717	0
	2	0	0	20	103	205
	3	0	0	0	7	128
	4	0	0	0	0	618
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	10	6	11	0
	2	0	0	5	12	6
	3	0	0	0	14	12
	4	0	0	0	0	13
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	0.11	0.0	A	1142	1712
2	0.37	6.31	0.6	A	301	451
3	0.15	4.93	0.2	A	124	186
4	0.31	2.71	0.5	A	567	851
5						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	937	234	0	38000	0.025	936	0	0.0	0.0	0.106	A
2	247	62	657	1104	0.224	246	279	0.0	0.3	4.512	A
3	102	25	770	1114	0.091	101	132	0.0	0.1	3.983	A
4	465	116	250	2243	0.207	464	622	0.0	0.3	2.286	A
5			0				714				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1118	280	0	38000	0.029	1118	0	0.0	0.0	0.106	A
2	295	74	785	1050	0.281	294	334	0.3	0.4	5.131	A
3	121	30	921	1052	0.115	121	158	0.1	0.1	4.335	A
4	556	139	299	2215	0.251	555	743	0.3	0.4	2.450	A
5			0				854				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1370	342	0	38000	0.036	1370	0	0.0	0.0	0.107	A
2	361	90	961	975	0.370	360	408	0.4	0.6	6.295	A
3	149	37	1128	967	0.154	148	194	0.1	0.2	4.927	A
4	680	170	366	2179	0.312	680	910	0.4	0.5	2.714	A
5			0				1046				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1370	342	0	38000	0.036	1370	0	0.0	0.0	0.107	A
2	361	90	961	975	0.370	361	408	0.6	0.6	6.313	A
3	149	37	1129	967	0.154	149	194	0.2	0.2	4.931	A
4	680	170	367	2178	0.312	680	911	0.5	0.5	2.715	A
5			0				1047				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1118	280	0	38000	0.029	1118	0	0.0	0.0	0.109	A
2	295	74	785	1050	0.281	296	334	0.6	0.4	5.148	A
3	121	30	922	1052	0.115	122	158	0.2	0.1	4.340	A
4	556	139	300	2215	0.251	556	744	0.5	0.4	2.454	A
5			0				856				

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	937	234	0	38000	0.025	937	0	0.0	0.0	0.106	A
2	247	62	657	1104	0.224	247	279	0.4	0.3	4.531	A
3	102	25	772	1113	0.091	102	133	0.1	0.1	3.991	A
4	465	116	251	2242	0.208	466	623	0.4	0.3	2.290	A
5			0				717				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.68	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)	Run automatically
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	900	100.000
2		ONE HOUR	✓	363	100.000
3		ONE HOUR	✓	221	100.000
4		ONE HOUR	✓	960	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	318	94	488	0
	2	0	0	16	78	269
	3	0	0	0	3	218
	4	0	0	0	0	960
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	6	3	10	0
	2	0	0	13	6	1
	3	0	0	0	0	3
	4	0	0	0	0	6
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	0.10	0.0	A	826	1239
2	0.36	5.19	0.6	A	333	500
3	0.23	4.58	0.3	A	203	304
4	0.51	3.71	1.1	A	881	1321
5						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	678	169	0	38000	0.018	677	0	0.0	0.0	0.103	A
2	273	68	438	1197	0.228	272	239	0.0	0.3	3.986	A
3	166	42	627	1173	0.142	166	83	0.0	0.2	3.679	A
4	723	181	365	2179	0.332	721	428	0.0	0.5	2.613	A
5			0				1086				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	809	202	0	38000	0.021	809	0	0.0	0.0	0.103	A
2	326	82	523	1161	0.281	326	286	0.3	0.4	4.418	A
3	199	50	750	1122	0.177	198	99	0.2	0.2	4.011	A
4	863	216	437	2140	0.403	862	511	0.5	0.7	2.986	A
5			0				1300				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	991	248	0	38000	0.026	991	0	0.0	0.0	0.104	A
2	400	100	641	1111	0.360	399	350	0.4	0.6	5.177	A
3	243	61	919	1053	0.231	243	121	0.2	0.3	4.573	A
4	1057	264	535	2086	0.507	1056	626	0.7	1.1	3.699	A
5			0				1591				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	991	248	0	38000	0.026	991	0	0.0	0.0	0.104	A
2	400	100	641	1111	0.360	400	350	0.6	0.6	5.187	A
3	243	61	919	1053	0.231	243	121	0.3	0.3	4.578	A
4	1057	264	536	2085	0.507	1057	626	1.1	1.1	3.709	A
5			0				1593				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	809	202	0	38000	0.021	809	0	0.0	0.0	0.103	A
2	326	82	523	1161	0.281	327	286	0.6	0.4	4.429	A
3	199	50	751	1122	0.177	199	99	0.3	0.2	4.018	A
4	863	216	439	2139	0.403	864	512	1.1	0.7	2.999	A
5			0				1303				

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	678	169	0	38000	0.018	678	0	0.0	0.0	0.103	A
2	273	68	438	1197	0.228	274	239	0.4	0.3	3.999	A
3	166	42	629	1172	0.142	167	83	0.2	0.2	3.686	A
4	723	181	367	2178	0.332	724	428	0.7	0.5	2.626	A
5			0				1091				

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	1.99	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)	Run automatically
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1267	100.000
2		ONE HOUR	✓	334	100.000
3		ONE HOUR	✓	137	100.000
4		ONE HOUR	✓	629	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	378	159	730	0
	2	0	0	20	105	209
	3	0	0	0	7	130
	4	0	0	0	0	629
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	10	6	11	0
	2	0	0	5	12	6
	3	0	0	0	14	12
	4	0	0	0	0	13
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	0.11	0.0	A	1163	1744
2	0.38	6.46	0.7	A	306	460
3	0.16	5.00	0.2	A	126	189
4	0.32	2.74	0.5	A	577	866
5						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	954	238	0	38000	0.025	954	0	0.0	0.0	0.106	A
2	251	63	669	1099	0.229	250	285	0.0	0.3	4.563	A
3	103	26	785	1108	0.093	103	135	0.0	0.1	4.012	A
4	474	118	254	2240	0.211	472	633	0.0	0.3	2.300	A
5			0				726				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1139	285	0	38000	0.030	1139	0	0.0	0.0	0.106	A
2	300	75	799	1044	0.288	300	340	0.3	0.4	5.208	A
3	123	31	938	1045	0.118	123	161	0.1	0.1	4.377	A
4	565	141	304	2213	0.256	565	757	0.3	0.4	2.469	A
5			0				869				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1395	349	0	38000	0.037	1395	0	0.0	0.0	0.107	A
2	368	92	979	968	0.380	367	416	0.4	0.7	6.443	A
3	151	38	1149	959	0.157	151	197	0.1	0.2	4.993	A
4	693	173	372	2175	0.318	692	927	0.4	0.5	2.743	A
5			0				1064				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1395	349	0	38000	0.037	1395	0	0.0	0.0	0.107	A
2	368	92	979	968	0.380	368	416	0.7	0.7	6.461	A
3	151	38	1149	958	0.157	151	197	0.2	0.2	4.997	A
4	693	173	373	2175	0.318	693	927	0.5	0.5	2.743	A
5			0				1066				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1139	285	0	38000	0.030	1139	0	0.0	0.0	0.106	A
2	300	75	799	1044	0.288	301	340	0.7	0.4	5.229	A
3	123	31	939	1045	0.118	123	161	0.2	0.2	4.381	A
4	565	141	306	2212	0.256	566	757	0.5	0.4	2.472	A
5			0				872				

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	954	238	0	38000	0.025	954	0	0.0	0.0	0.108	A
2	251	63	669	1099	0.229	252	285	0.4	0.3	4.581	A
3	103	26	786	1107	0.093	103	135	0.2	0.1	4.019	A
4	474	118	256	2239	0.211	474	634	0.4	0.3	2.304	A
5			0				730				

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.06	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)	Run automatically
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	917	100.000
2		ONE HOUR	✓	95	100.000
3		ONE HOUR	✓	225	100.000
4		ONE HOUR	✓	978	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	324	96	497	0
	2	0	0	16	79	0
	3	0	0	0	3	222
	4	0	0	0	0	978
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	6	3	10	0
	2	0	0	13	6	1
	3	0	0	0	0	3
	4	0	0	0	0	6
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	0.11	0.0	A	841	1262
2	0.09	3.85	0.1	A	87	131
3	0.21	4.02	0.3	A	206	310
4	0.48	3.26	1.0	A	897	1346
5						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	690	173	0	38000	0.018	690	0	0.0	0.0	0.103	A
2	72	18	446	1193	0.060	71	244	0.0	0.1	3.436	A
3	169	42	433	1252	0.135	169	84	0.0	0.2	3.419	A
4	736	184	167	2288	0.322	734	436	0.0	0.5	2.452	A
5			0				901				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	824	206	0	38000	0.022	824	0	0.0	0.0	0.103	A
2	85	21	533	1157	0.074	85	291	0.1	0.1	3.598	A
3	202	51	518	1218	0.166	202	101	0.2	0.2	3.649	A
4	879	220	199	2270	0.387	879	520	0.5	0.7	2.741	A
5			0				1078				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1010	252	0	38000	0.027	1010	0	0.0	0.0	0.104	A
2	105	26	653	1106	0.095	104	357	0.1	0.1	3.850	A
3	248	62	634	1170	0.212	247	123	0.2	0.3	4.017	A
4	1077	269	244	2245	0.480	1076	637	0.7	1.0	3.259	A
5			0				1320				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1010	252	0	38000	0.027	1010	0	0.0	0.0	0.104	A
2	105	26	653	1106	0.095	105	357	0.1	0.1	3.850	A
3	248	62	634	1170	0.212	248	123	0.3	0.3	4.019	A
4	1077	269	244	2245	0.480	1077	637	1.0	1.0	3.264	A
5			0				1321				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	824	206	0	38000	0.022	824	0	0.0	0.0	0.106	A
2	85	21	533	1157	0.074	86	291	0.1	0.1	3.602	A
3	202	51	518	1217	0.166	203	101	0.3	0.2	3.652	A
4	879	220	200	2270	0.387	880	521	1.0	0.7	2.748	A
5			0				1080				

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	690	173	0	38000	0.018	690	0	0.0	0.0	0.103	A
2	72	18	446	1193	0.060	72	244	0.1	0.1	3.437	A
3	169	42	434	1252	0.135	170	84	0.2	0.2	3.423	A
4	736	184	167	2288	0.322	737	436	0.7	0.5	2.463	A
5			0				904				

2038, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.12	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)	Run automatically
D5	2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1348	100.000
2		ONE HOUR	✓	356	100.000
3		ONE HOUR	✓	147	100.000
4		ONE HOUR	✓	669	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	402	169	777	0
	2	0	0	22	112	222
	3	0	0	0	8	139
	4	0	0	0	0	669
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	10	6	11	0
	2	0	0	5	12	6
	3	0	0	0	14	12
	4	0	0	0	0	13
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	0.11	0.0	A	1237	1855
2	0.42	7.06	0.8	A	327	490
3	0.17	5.27	0.2	A	135	202
4	0.34	2.85	0.6	A	614	921
5						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1015	254	0	38000	0.027	1015	0	0.0	0.0	0.106	A
2	268	67	712	1081	0.248	267	303	0.0	0.4	4.756	A
3	111	28	835	1087	0.102	110	144	0.0	0.1	4.128	A
4	504	126	270	2231	0.226	502	675	0.0	0.3	2.352	A
5			0				773				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1212	303	0	38000	0.032	1212	0	0.0	0.0	0.106	A
2	320	80	850	1022	0.313	320	361	0.4	0.5	5.516	A
3	132	33	998	1020	0.130	132	172	0.1	0.2	4.543	A
4	601	150	324	2202	0.273	601	806	0.3	0.4	2.541	A
5			0				925				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1484	371	0	38000	0.039	1484	0	0.0	0.0	0.107	A
2	392	98	1042	941	0.416	391	443	0.5	0.8	7.030	A
3	162	40	1222	929	0.174	162	210	0.2	0.2	5.261	A
4	737	184	397	2162	0.341	736	987	0.4	0.6	2.851	A
5			0				1132				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1484	371	0	38000	0.039	1484	0	0.0	0.0	0.107	A
2	392	98	1042	941	0.416	392	443	0.8	0.8	7.058	A
3	162	40	1223	928	0.174	162	210	0.2	0.2	5.266	A
4	737	184	397	2161	0.341	737	988	0.6	0.6	2.854	A
5			0				1134				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1212	303	0	38000	0.032	1212	0	0.0	0.0	0.109	A
2	320	80	850	1022	0.313	321	361	0.8	0.5	5.539	A
3	132	33	1000	1020	0.130	132	172	0.2	0.2	4.551	A
4	601	150	325	2201	0.273	602	807	0.6	0.4	2.544	A
5			0				928				

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1015	254	0	38000	0.027	1015	0	0.0	0.0	0.108	A
2	268	67	712	1081	0.248	269	303	0.5	0.4	4.778	A
3	111	28	837	1087	0.102	111	144	0.2	0.1	4.138	A
4	504	126	272	2230	0.226	504	676	0.4	0.3	2.358	A
5			0				776				

2038, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.95	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)	Run automatically
D6	2038	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	976	100.000
2		ONE HOUR	✓	393	100.000
3		ONE HOUR	✓	239	100.000
4		ONE HOUR	✓	1040	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	345	102	529	0
	2	0	0	17	85	291
	3	0	0	0	3	236
	4	0	0	0	0	1040
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	6	3	10	0
	2	0	0	13	6	1
	3	0	0	0	0	3
	4	0	0	0	0	6
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	0.11	0.0	A	896	1343
2	0.40	5.63	0.7	A	361	541
3	0.26	4.89	0.4	A	219	329
4	0.56	4.16	1.3	A	954	1431
5						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	735	184	0	38000	0.019	735	0	0.0	0.0	0.103	A
2	296	74	475	1181	0.250	295	260	0.0	0.3	4.156	A
3	180	45	680	1151	0.156	179	90	0.0	0.2	3.814	A
4	783	196	395	2163	0.362	781	464	0.0	0.6	2.756	A
5			0				1176				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	219	0	38000	0.023	877	0	0.0	0.0	0.103	A
2	353	88	567	1142	0.309	353	310	0.3	0.5	4.672	A
3	215	54	813	1096	0.196	215	107	0.2	0.2	4.202	A
4	935	234	473	2120	0.441	934	555	0.6	0.8	3.214	A
5			0				1407				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1075	269	0	38000	0.028	1075	0	0.0	0.0	0.104	A
2	433	108	695	1088	0.398	432	380	0.5	0.7	5.616	A
3	263	66	996	1021	0.258	263	131	0.2	0.4	4.883	A
4	1145	286	579	2062	0.555	1143	679	0.8	1.3	4.145	A
5			0				1722				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1075	269	0	38000	0.028	1075	0	0.0	0.0	0.104	A
2	433	108	695	1088	0.398	433	380	0.7	0.7	5.629	A
3	263	66	996	1021	0.258	263	131	0.4	0.4	4.889	A
4	1145	286	580	2061	0.556	1145	679	1.3	1.3	4.164	A
5			0				1725				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	877	219	0	38000	0.023	877	0	0.0	0.0	0.106	A
2	353	88	567	1142	0.309	354	310	0.7	0.5	4.687	A
3	215	54	814	1096	0.196	215	107	0.4	0.3	4.212	A
4	935	234	475	2119	0.441	937	555	1.3	0.8	3.232	A
5			0				1412				

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	735	184	0	38000	0.019	735	0	0.0	0.0	0.103	A
2	296	74	475	1181	0.250	296	260	0.5	0.3	4.172	A
3	180	45	682	1150	0.156	180	90	0.3	0.2	3.823	A
4	783	196	397	2162	0.362	784	465	0.8	0.6	2.771	A
5			0				1181				

2028 + dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.51	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)	Run automatically
D7	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1428	100.000
2		ONE HOUR	✓	468	100.000
3		ONE HOUR	✓	137	100.000
4		ONE HOUR	✓	668	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	539	159	730	0
	2	0	0	20	133	315
	3	0	0	0	7	130
	4	0	0	0	0	668
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	7	6	11	0
	2	0	0	5	9	4
	3	0	0	0	14	12
	4	0	0	0	0	12
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	0.11	0.0	A	1310	1966
2	0.53	8.38	1.2	A	429	644
3	0.17	5.40	0.2	A	126	189
4	0.35	2.93	0.6	A	613	919
5						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1075	269	0	38000	0.028	1075	0	0.0	0.0	0.105	A
2	352	88	669	1099	0.321	350	406	0.0	0.5	5.056	A
3	103	26	885	1067	0.097	103	135	0.0	0.1	4.183	A
4	503	126	333	2197	0.229	502	654	0.0	0.3	2.379	A
5			0				835				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1284	321	0	38000	0.034	1284	0	0.0	0.0	0.105	A
2	421	105	799	1044	0.403	420	485	0.5	0.7	6.073	A
3	123	31	1058	996	0.124	123	161	0.1	0.2	4.624	A
4	601	150	399	2160	0.278	600	782	0.3	0.4	2.584	A
5			0				999				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1572	393	0	38000	0.041	1572	0	0.0	0.0	0.106	A
2	515	129	979	968	0.532	513	593	0.7	1.2	8.312	A
3	151	38	1295	899	0.168	151	197	0.2	0.2	5.394	A
4	735	184	488	2112	0.348	735	957	0.4	0.6	2.927	A
5			0				1223				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1572	393	0	38000	0.041	1572	0	0.0	0.0	0.106	A
2	515	129	979	968	0.532	515	593	1.2	1.2	8.380	A
3	151	38	1297	898	0.168	151	197	0.2	0.2	5.401	A
4	735	184	490	2111	0.348	735	958	0.6	0.6	2.931	A
5			0				1225				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1284	321	0	38000	0.034	1284	0	0.0	0.0	0.108	A
2	421	105	799	1044	0.403	423	485	1.2	0.7	6.126	A
3	123	31	1061	995	0.124	123	161	0.2	0.2	4.634	A
4	601	150	402	2159	0.278	601	783	0.6	0.4	2.590	A
5			0				1003				

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1075	269	0	38000	0.028	1075	0	0.0	0.0	0.105	A
2	352	88	669	1099	0.321	353	406	0.7	0.5	5.094	A
3	103	26	888	1066	0.097	103	135	0.2	0.1	4.193	A
4	503	126	336	2195	0.229	503	655	0.4	0.3	2.385	A
5			0				839				

2028 + dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.21	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)	Run automatically
D8	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1045	100.000
2		ONE HOUR	✓	512	100.000
3		ONE HOUR	✓	225	100.000
4		ONE HOUR	✓	1003	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	452	96	497	0
	2	0	0	16	112	384
	3	0	0	0	3	222
	4	0	0	0	0	1003
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	4	3	10	0
	2	0	0	13	5	1
	3	0	0	0	0	3
	4	0	0	0	0	6
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	0.10	0.0	A	959	1438
2	0.51	6.78	1.1	A	470	705
3	0.25	5.05	0.3	A	206	310
4	0.55	4.20	1.3	A	920	1381
5						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	197	0	38000	0.021	787	0	0.0	0.0	0.102	A
2	385	96	446	1193	0.323	384	340	0.0	0.5	4.532	A
3	169	42	746	1124	0.151	169	84	0.0	0.2	3.877	A
4	755	189	454	2130	0.354	753	460	0.0	0.6	2.765	A
5			0				1207				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	939	235	0	38000	0.025	939	0	0.0	0.0	0.102	A
2	460	115	533	1157	0.398	460	406	0.5	0.7	5.272	A
3	202	51	892	1064	0.190	202	101	0.2	0.2	4.299	A
4	902	225	544	2081	0.433	901	550	0.6	0.8	3.232	A
5			0				1445				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1151	288	0	38000	0.030	1151	0	0.0	0.0	0.103	A
2	564	141	653	1106	0.510	562	498	0.7	1.0	6.746	A
3	248	62	1092	982	0.252	247	123	0.2	0.3	5.043	A
4	1104	276	666	2014	0.548	1102	673	0.8	1.3	4.176	A
5			0				1768				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1151	288	0	38000	0.030	1151	0	0.0	0.0	0.103	A
2	564	141	653	1106	0.510	564	498	1.0	1.1	6.784	A
3	248	62	1093	981	0.252	248	123	0.3	0.3	5.051	A
4	1104	276	667	2014	0.548	1104	674	1.3	1.3	4.196	A
5			0				1771				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	939	235	0	38000	0.025	939	0	0.0	0.0	0.105	A
2	460	115	533	1157	0.398	462	406	1.1	0.7	5.307	A
3	202	51	894	1063	0.190	203	101	0.3	0.2	4.311	A
4	902	225	546	2080	0.434	904	551	1.3	0.8	3.250	A
5			0				1450				

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	787	197	0	38000	0.021	787	0	0.0	0.0	0.104	A
2	385	96	446	1193	0.323	386	340	0.7	0.5	4.562	A
3	169	42	748	1123	0.151	170	84	0.2	0.2	3.890	A
4	755	189	457	2129	0.355	756	461	0.8	0.6	2.781	A
5			0				1213				

2038 + dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.73	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)	Run automatically
D9	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1509	100.000
2		ONE HOUR	✓	490	100.000
3		ONE HOUR	✓	147	100.000
4		ONE HOUR	✓	708	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	563	169	777	0
	2	0	0	22	139	329
	3	0	0	0	8	139
	4	0	0	0	0	708
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	7	6	1	0
	2	0	0	5	9	4
	3	0	0	0	14	12
	4	0	0	0	0	12
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.04	0.10	0.0	A	1385	2077
2	0.57	9.43	1.4	A	450	674
3	0.19	5.72	0.3	A	135	202
4	0.37	3.06	0.7	A	650	975
5						

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1136	284	0	38000	0.030	1136	0	0.0	0.0	0.100	A
2	369	92	712	1081	0.341	367	424	0.0	0.5	5.298	A
3	111	28	935	1046	0.106	110	144	0.0	0.1	4.309	A
4	533	133	350	2187	0.244	532	695	0.0	0.4	2.433	A
5			0				882				

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1357	339	0	38000	0.036	1357	0	0.0	0.0	0.101	A
2	440	110	850	1022	0.431	440	506	0.5	0.8	6.501	A
3	132	33	1118	971	0.136	132	172	0.1	0.2	4.808	A
4	636	159	420	2149	0.296	636	830	0.4	0.5	2.664	A
5			0				1056				

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1661	415	0	38000	0.044	1661	0	0.0	0.0	0.101	A
2	540	135	1042	941	0.573	537	620	0.8	1.4	9.329	A
3	162	40	1368	868	0.186	162	210	0.2	0.3	5.706	A
4	780	195	513	2098	0.372	779	1017	0.5	0.7	3.055	A
5			0				1292				

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1661	415	0	38000	0.044	1661	0	0.0	0.0	0.101	A
2	540	135	1042	941	0.573	539	620	1.4	1.4	9.434	A
3	162	40	1371	868	0.187	162	210	0.3	0.3	5.718	A
4	780	195	515	2097	0.372	780	1017	0.7	0.7	3.059	A
5			0				1295				

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1357	339	0	38000	0.036	1357	0	0.0	0.0	0.103	A
2	440	110	850	1022	0.431	443	506	1.4	0.8	6.577	A
3	132	33	1122	970	0.136	132	172	0.3	0.2	4.821	A
4	636	159	423	2148	0.296	637	831	0.7	0.5	2.672	A
5			0				1060				

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1136	284	0	38000	0.030	1136	0	0.0	0.0	0.103	A
2	369	92	712	1081	0.341	370	424	0.8	0.6	5.347	A
3	111	28	938	1045	0.106	111	144	0.2	0.1	4.320	A
4	533	133	353	2186	0.244	533	696	0.5	0.4	2.440	A
5			0				887				

2038 + dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.49	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)	Run automatically
D10	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1103	100.000
2		ONE HOUR	✓	535	100.000
3		ONE HOUR	✓	239	100.000
4		ONE HOUR	✓	1065	100.000
5					

Origin-Destination Data

Demand (PCU/hr)

	To					
From		1	2	3	4	5
	1	0	472	102	529	0
	2	0	0	17	117	401
	3	0	0	0	3	236
	4	0	0	0	0	1065
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Vehicle Mix

Heavy Vehicle Percentages

	To					
From		1	2	3	4	5
	1	0	4	3	10	0
	2	0	0	13	5	1
	3	0	0	0	0	3
	4	0	0	0	0	6
	5	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.03	0.10	0.0	A	1012	1518
2	0.54	7.37	1.2	A	491	736
3	0.27	5.34	0.4	A	219	329
4	0.59	4.64	1.5	A	977	1466
5						

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	830	208	0	38000	0.022	830	0	0.0	0.0	0.102	A
2	403	101	475	1181	0.341	401	355	0.0	0.5	4.701	A
3	180	45	786	1107	0.162	179	90	0.0	0.2	3.989	A
4	802	200	477	2118	0.379	799	488	0.0	0.6	2.890	A
5			0				1276				

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	992	248	0	38000	0.026	992	0	0.0	0.0	0.102	A
2	481	120	567	1142	0.421	480	424	0.5	0.7	5.550	A
3	215	54	940	1044	0.206	215	107	0.2	0.3	4.467	A
4	957	239	572	2066	0.463	956	583	0.6	0.9	3.436	A
5			0				1528				

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1214	304	0	38000	0.032	1214	0	0.0	0.0	0.103	A
2	589	147	695	1088	0.541	587	520	0.7	1.2	7.317	A
3	263	66	1151	958	0.275	263	131	0.3	0.4	5.329	A
4	1173	293	700	1996	0.587	1170	714	0.9	1.5	4.609	A
5			0				1870				

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1214	304	0	38000	0.032	1214	0	0.0	0.0	0.103	A
2	589	147	695	1088	0.541	589	520	1.2	1.2	7.369	A
3	263	66	1153	957	0.275	263	131	0.4	0.4	5.341	A
4	1173	293	701	1995	0.588	1173	715	1.5	1.5	4.639	A
5			0				1874				

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	992	248	0	38000	0.026	992	0	0.0	0.0	0.102	A
2	481	120	567	1142	0.421	483	424	1.2	0.8	5.593	A
3	215	54	943	1043	0.206	215	107	0.4	0.3	4.480	A
4	957	239	574	2064	0.464	960	584	1.5	0.9	3.463	A
5			0				1534				

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	830	208	0	38000	0.022	830	0	0.0	0.0	0.105	A
2	403	101	475	1181	0.341	404	355	0.8	0.5	4.736	A
3	180	45	789	1106	0.163	180	90	0.3	0.2	4.003	A
4	802	200	480	2116	0.379	803	489	0.9	0.7	2.910	A
5			0				1283				

Appendix M



Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: Hardwick Gyratory (north).j9

Path: Z:\Lime\Projects\2024\24002 Land east of the A465, Abergavenny\Analysis\Junction capacity analysis\JCA 2025

Report generation date: 17/02/2025 15:13:49

»2025, AM
 »2025, PM
 »2028, AM
 »2028, PM
 »2038, AM
 »2038, PM
 »2028 + dev, AM
 »2028 + dev, PM
 »2038 + dev, AM
 »2038 + dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025								
Arm 1	2.4	5.18	0.69	A	0.8	2.93	0.45	A
Arm 2	1.1	8.32	0.51	A	1.1	6.13	0.51	A
Arm 3	0.7	2.60	0.39	A	2.1	4.47	0.67	A
Arm 4	0.8	5.36	0.44	A	2.3	14.21	0.70	B
2028								
Arm 1	2.5	5.45	0.71	A	0.9	3.01	0.46	A
Arm 2	1.2	8.78	0.53	A	1.1	6.39	0.53	A
Arm 3	0.7	2.65	0.40	A	2.2	4.73	0.69	A
Arm 4	0.9	5.50	0.45	A	2.7	16.18	0.73	C
2038								
Arm 1	3.3	6.73	0.76	A	1.0	3.24	0.49	A
Arm 2	1.2	9.41	0.53	A	1.4	7.35	0.58	A
Arm 3	0.8	2.75	0.43	A	2.9	5.73	0.74	A
Arm 4	1.0	6.13	0.50	A	4.8	27.99	0.84	D
2028 + dev								
Arm 1	3.3	6.78	0.76	A	1.0	3.29	0.49	A
Arm 2	1.7	11.70	0.62	B	1.4	7.50	0.58	A
Arm 3	1.0	2.94	0.47	A	3.0	5.81	0.75	A
Arm 4	1.1	6.41	0.51	A	5.0	29.14	0.85	D
2038 + dev								
Arm 1	4.5	8.85	0.81	A	1.2	3.58	0.53	A
Arm 2	2.3	15.54	0.70	C	1.7	8.84	0.63	A
Arm 3	1.1	3.17	0.50	A	4.0	7.46	0.80	A
Arm 4	1.3	7.26	0.55	A	14.0	74.90	0.97	F

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	17/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓
D5	2038	AM	ONE HOUR	08:00	09:30	15	✓
D6	2038	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D8	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓
D9	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D10	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A465	
2	A40 (n)	
3	A40 (s)	
4	A4042	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	9.16	9.71	1.2	27.7	67.4	40.2	
2	3.27	7.09	32.8	9.7	67.5	23.3	
3	10.06	12.14	7.9	15.0	67.5	55.1	
4	3.52	7.94	24.4	12.5	67.4	34.8	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.686	2781
2	0.523	1780
3	0.707	3039
4	0.527	1826

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)	Run automatically
D1	2025	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1512	100.000
2		ONE HOUR	✓	434	100.000
3		ONE HOUR	✓	902	100.000
4		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	1	226	914	371
	2	116	0	154	164
	3	576	158	64	104
	4	234	169	117	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	100	1	8	2
	2	3	0	8	6
	3	12	5	16	14
	4	6	5	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.69	5.18	2.4	A	1387	2081
2	0.51	8.32	1.1	A	398	597
3	0.39	2.60	0.7	A	828	1242
4	0.44	5.36	0.8	A	477	716

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1138	285	381	2520	0.452	1135	696	0.0	0.9	2.734	A
2	327	82	1101	1205	0.271	325	415	0.0	0.4	4.326	A
3	679	170	489	2693	0.252	678	937	0.0	0.4	1.986	A
4	391	98	687	1464	0.267	390	479	0.0	0.4	3.600	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1359	340	456	2468	0.551	1358	833	0.9	1.3	3.413	A
2	390	98	1317	1091	0.357	389	497	0.4	0.6	5.423	A
3	811	203	585	2625	0.309	810	1121	0.4	0.5	2.206	A
4	467	117	822	1393	0.336	467	574	0.4	0.5	4.178	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1665	416	558	2398	0.694	1660	1019	1.3	2.4	5.117	A
2	478	119	1611	938	0.510	476	608	0.6	1.1	8.222	A
3	993	248	716	2532	0.392	992	1372	0.5	0.7	2.598	A
4	573	143	1006	1296	0.442	571	702	0.5	0.8	5.334	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1665	416	559	2397	0.694	1665	1021	2.4	2.4	5.177	A
2	478	119	1615	936	0.511	478	609	1.1	1.1	8.322	A
3	993	248	718	2531	0.392	993	1375	0.7	0.7	2.602	A
4	573	143	1007	1295	0.442	573	704	0.8	0.8	5.356	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1359	340	458	2467	0.551	1364	835	2.4	1.3	3.451	A
2	390	98	1323	1089	0.358	392	498	1.1	0.6	5.488	A
3	811	203	588	2622	0.309	812	1126	0.7	0.5	2.211	A
4	467	117	824	1392	0.336	469	576	0.8	0.5	4.198	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1138	285	383	2518	0.452	1140	699	1.3	0.9	2.756	A
2	327	82	1106	1202	0.272	328	417	0.6	0.4	4.364	A
3	679	170	492	2691	0.252	680	942	0.5	0.4	1.992	A
4	391	98	690	1463	0.268	392	482	0.5	0.4	3.620	A

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.80	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)	Run automatically
D2	2025	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	942	100.000
2		ONE HOUR	✓	574	100.000
3		ONE HOUR	✓	1531	100.000
4		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	158	526	258
	2	275	3	163	133
	3	1044	256	98	133
	4	298	166	78	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	8	2
	2	1	33	1	2
	3	3	1	7	8
From	4	1	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.45	2.93	0.8	A	864	1297
2	0.51	6.13	1.1	A	527	790
3	0.67	4.47	2.1	A	1405	2107
4	0.70	14.21	2.3	B	497	746

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	709	177	451	2472	0.287	708	1213	0.0	0.4	2.142	A
2	432	108	721	1403	0.308	430	437	0.0	0.4	3.744	A
3	1153	288	502	2684	0.430	1150	649	0.0	0.8	2.419	A
4	408	102	1258	1163	0.351	406	393	0.0	0.5	4.831	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	847	212	539	2411	0.351	846	1452	0.4	0.6	2.418	A
2	516	129	862	1329	0.388	515	523	0.4	0.6	4.478	A
3	1376	344	601	2614	0.527	1375	777	0.8	1.1	2.998	A
4	487	122	1505	1033	0.472	486	471	0.5	0.9	6.685	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1037	259	658	2329	0.445	1036	1774	0.6	0.8	2.922	A
2	632	158	1055	1229	0.514	630	639	0.6	1.1	6.082	A
3	1686	421	735	2519	0.669	1682	950	1.1	2.1	4.426	A
4	597	149	1841	856	0.697	591	576	0.9	2.2	13.588	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1037	259	662	2327	0.446	1037	1780	0.8	0.8	2.932	A
2	632	158	1057	1228	0.515	632	642	1.1	1.1	6.125	A
3	1686	421	737	2518	0.670	1686	952	2.1	2.1	4.470	A
4	597	149	1845	854	0.699	596	577	2.2	2.3	14.206	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	847	212	544	2408	0.352	848	1460	0.8	0.6	2.426	A
2	516	129	865	1328	0.389	518	527	1.1	0.6	4.511	A
3	1376	344	603	2612	0.527	1380	780	2.1	1.2	3.027	A
4	487	122	1511	1030	0.473	493	472	2.3	0.9	6.897	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	709	177	453	2470	0.287	710	1220	0.6	0.4	2.151	A
2	432	108	724	1402	0.308	433	440	0.6	0.5	3.770	A
3	1153	288	504	2682	0.430	1154	652	1.2	0.8	2.438	A
4	408	102	1264	1161	0.352	410	395	0.9	0.6	4.898	A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.14	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)	Run automatically
D3	2028	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1539	100.000
2		ONE HOUR	✓	442	100.000
3		ONE HOUR	✓	919	100.000
4		ONE HOUR	✓	529	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	230	931	378
	2	118	0	157	167
	3	587	161	65	106
	4	238	172	119	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		1	2	3	4
	1	0	1	8	2
	2	3	0	8	6
	3	12	5	16	14
	4	6	5	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.71	5.45	2.5	A	1412	2118
2	0.53	8.78	1.2	A	406	608
3	0.40	2.65	0.7	A	843	1265
4	0.45	5.50	0.9	A	485	728

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1159	290	388	2515	0.461	1155	708	0.0	0.9	2.783	A
2	333	83	1120	1194	0.279	331	423	0.0	0.4	4.407	A
3	692	173	497	2687	0.258	690	954	0.0	0.4	2.004	A
4	398	100	699	1458	0.273	397	488	0.0	0.4	3.645	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1384	346	464	2463	0.562	1382	847	0.9	1.3	3.504	A
2	397	99	1340	1079	0.368	397	506	0.4	0.6	5.575	A
3	826	207	595	2618	0.316	826	1142	0.4	0.5	2.234	A
4	476	119	836	1386	0.343	475	584	0.4	0.6	4.249	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1694	424	568	2391	0.709	1690	1037	1.3	2.5	5.372	A
2	487	122	1639	923	0.527	484	619	0.6	1.2	8.652	A
3	1012	253	727	2524	0.401	1011	1397	0.5	0.7	2.644	A
4	582	146	1024	1287	0.453	581	715	0.6	0.9	5.477	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1694	424	569	2391	0.709	1694	1038	2.5	2.5	5.447	A
2	487	122	1644	921	0.529	487	620	1.2	1.2	8.778	A
3	1012	253	730	2522	0.401	1012	1400	0.7	0.7	2.649	A
4	582	146	1025	1286	0.453	582	717	0.9	0.9	5.502	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1384	346	466	2462	0.562	1388	849	2.5	1.4	3.549	A
2	397	99	1347	1076	0.369	400	507	1.2	0.6	5.653	A
3	826	207	599	2615	0.316	827	1147	0.7	0.5	2.241	A
4	476	119	838	1384	0.344	477	587	0.9	0.6	4.273	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1159	290	390	2514	0.461	1160	711	1.4	0.9	2.808	A
2	333	83	1126	1192	0.279	334	424	0.6	0.4	4.448	A
3	692	173	500	2685	0.258	692	959	0.5	0.4	2.009	A
4	398	100	702	1456	0.273	399	491	0.6	0.4	3.665	A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.27	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)	Run automatically
D4	2028	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	964	100.000
2		ONE HOUR	✓	585	100.000
3		ONE HOUR	✓	1561	100.000
4		ONE HOUR	✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	4	161	536	263
	2	280	3	166	136
	3	1064	261	100	136
	4	304	169	79	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	1	8	2
	2	1	33	1	2
	3	3	1	7	8
	4	1	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.46	3.01	0.9	A	885	1327
2	0.53	6.39	1.1	A	537	805
3	0.69	4.73	2.2	A	1432	2149
4	0.73	16.18	2.7	C	507	760

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	726	181	459	2466	0.294	724	1239	0.0	0.4	2.169	A
2	440	110	737	1395	0.316	439	446	0.0	0.5	3.810	A
3	1175	294	515	2675	0.439	1172	661	0.0	0.8	2.470	A
4	416	104	1285	1149	0.362	413	402	0.0	0.6	4.972	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	867	217	549	2404	0.360	866	1483	0.4	0.6	2.457	A
2	526	131	882	1319	0.399	525	533	0.5	0.7	4.590	A
3	1403	351	616	2603	0.539	1402	791	0.8	1.2	3.092	A
4	496	124	1537	1016	0.488	495	480	0.6	1.0	7.013	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1061	265	670	2321	0.457	1060	1812	0.6	0.9	2.996	A
2	644	161	1079	1216	0.530	642	651	0.7	1.1	6.339	A
3	1719	430	754	2505	0.686	1715	968	1.2	2.2	4.679	A
4	608	152	1880	836	0.727	601	588	1.0	2.6	15.262	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1061	265	674	2319	0.458	1061	1819	0.9	0.9	3.007	A
2	644	161	1081	1215	0.530	644	654	1.1	1.1	6.391	A
3	1719	430	755	2504	0.686	1719	970	2.2	2.2	4.733	A
4	608	152	1885	833	0.729	607	589	2.6	2.7	16.177	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	867	217	554	2401	0.361	868	1492	0.9	0.6	2.468	A
2	526	131	885	1318	0.399	528	537	1.1	0.7	4.630	A
3	1403	351	618	2601	0.539	1407	794	2.2	1.2	3.125	A
4	496	124	1544	1013	0.490	503	482	2.7	1.0	7.284	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	726	181	462	2464	0.295	726	1246	0.6	0.4	2.176	A
2	440	110	740	1393	0.316	441	448	0.7	0.5	3.835	A
3	1175	294	517	2673	0.440	1177	664	1.2	0.8	2.488	A
4	416	104	1291	1146	0.363	417	403	1.0	0.6	5.047	A

2038, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	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)	Run automatically
D5	2038	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1637	100.000
2		ONE HOUR	✓	419	100.000
3		ONE HOUR	✓	977	100.000
4		ONE HOUR	✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	245	990	402
	2	126	0	167	126
	3	624	171	69	113
	4	253	183	127	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	100	1	8	2
	2	3	0	8	6
	3	12	5	16	14
	4	6	5	15	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.76	6.73	3.3	A	1502	2253
2	0.53	9.41	1.2	A	384	577
3	0.43	2.75	0.8	A	897	1345
4	0.50	6.13	1.0	A	517	775

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1232	308	413	2498	0.493	1228	753	0.0	1.0	2.978	A
2	315	79	1192	1157	0.273	314	449	0.0	0.4	4.511	A
3	736	184	490	2692	0.273	734	1015	0.0	0.4	2.042	A
4	424	106	743	1434	0.295	422	481	0.0	0.4	3.818	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1472	368	494	2442	0.603	1469	901	1.0	1.6	3.891	A
2	377	94	1425	1035	0.364	376	538	0.4	0.6	5.776	A
3	878	220	587	2623	0.335	878	1214	0.4	0.6	2.293	A
4	506	127	889	1358	0.373	505	575	0.4	0.6	4.540	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1802	451	604	2366	0.762	1796	1102	1.6	3.3	6.571	A
2	461	115	1742	869	0.531	459	658	0.6	1.2	9.242	A
3	1076	269	717	2531	0.425	1075	1484	0.6	0.8	2.747	A
4	620	155	1088	1253	0.495	618	703	0.6	1.0	6.086	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1802	451	606	2366	0.762	1802	1104	3.3	3.3	6.727	A
2	461	115	1748	866	0.533	461	659	1.2	1.2	9.412	A
3	1076	269	720	2529	0.425	1076	1490	0.8	0.8	2.753	A
4	620	155	1090	1252	0.495	620	706	1.0	1.0	6.125	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1472	368	496	2441	0.603	1478	904	3.3	1.6	3.969	A
2	377	94	1434	1030	0.366	379	540	1.2	0.6	5.869	A
3	878	220	591	2621	0.335	879	1222	0.8	0.6	2.300	A
4	506	127	892	1356	0.373	508	579	1.0	0.6	4.571	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1232	308	415	2497	0.494	1235	756	1.6	1.0	3.013	A
2	315	79	1198	1154	0.273	316	452	0.6	0.4	4.553	A
3	736	184	493	2690	0.273	736	1021	0.6	0.4	2.049	A
4	424	106	746	1433	0.296	425	483	0.6	0.5	3.844	A

2038, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.70	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)	Run automatically
D6	2038	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1021	100.000
2		ONE HOUR	✓	622	100.000
3		ONE HOUR	✓	1658	100.000
4		ONE HOUR	✓	588	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	171	570	280
	2	298	3	177	144
	3	1131	277	106	144
	4	323	180	85	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	8	2
	2	1	33	1	2
	3	3	1	7	8
From	4	1	1	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.49	3.24	1.0	A	937	1405
2	0.58	7.35	1.4	A	571	856
3	0.74	5.73	2.9	A	1521	2282
4	0.84	27.99	4.8	D	540	809

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	769	192	488	2446	0.314	767	1314	0.0	0.5	2.251	A
2	468	117	782	1372	0.341	466	473	0.0	0.5	4.021	A
3	1248	312	544	2654	0.470	1245	704	0.0	0.9	2.633	A
4	443	111	1362	1109	0.399	440	426	0.0	0.7	5.467	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	918	229	584	2380	0.386	917	1572	0.5	0.7	2.583	A
2	559	140	935	1291	0.433	558	566	0.5	0.8	4.970	A
3	1491	373	651	2578	0.578	1489	842	0.9	1.4	3.408	A
4	529	132	1629	968	0.546	526	510	0.7	1.2	8.275	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1124	281	710	2294	0.490	1123	1917	0.7	1.0	3.225	A
2	685	171	1143	1183	0.579	682	690	0.8	1.4	7.259	A
3	1825	456	796	2475	0.737	1820	1029	1.4	2.8	5.623	A
4	647	162	1992	777	0.833	635	624	1.2	4.4	23.972	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1124	281	716	2290	0.491	1124	1928	1.0	1.0	3.244	A
2	685	171	1146	1181	0.580	685	694	1.4	1.4	7.349	A
3	1825	456	798	2474	0.738	1825	1032	2.8	2.9	5.730	A
4	647	162	1998	774	0.837	646	625	4.4	4.8	27.988	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	918	229	593	2374	0.387	919	1588	1.0	0.7	2.601	A
2	559	140	939	1289	0.434	562	573	1.4	0.8	5.032	A
3	1491	373	654	2576	0.579	1496	847	2.9	1.4	3.464	A
4	529	132	1638	963	0.549	543	512	4.8	1.3	9.002	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	769	192	492	2444	0.315	769	1322	0.7	0.5	2.261	A
2	468	117	785	1370	0.342	469	476	0.8	0.5	4.055	A
3	1248	312	547	2652	0.471	1250	707	1.4	0.9	2.657	A
4	443	111	1369	1105	0.401	445	428	1.3	0.7	5.580	A

2028 + dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.25	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)	Run automatically
D7	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1595	100.000
2		ONE HOUR	✓	472	100.000
3		ONE HOUR	✓	1065	100.000
4		ONE HOUR	✓	567	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	1	230	986	378
	2	118	0	187	167
	3	628	183	104	150
	4	238	172	157	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	100	1	8	2
	2	3	0	7	6
	3	12	5	10	10
From	4	6	5	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.76	6.78	3.3	A	1464	2195
2	0.62	11.70	1.7	B	433	650
3	0.47	2.94	1.0	A	977	1466
4	0.51	6.41	1.1	A	520	780

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1201	300	462	2464	0.487	1197	739	0.0	1.0	2.989	A
2	355	89	1220	1142	0.311	353	439	0.0	0.5	4.808	A
3	802	200	498	2686	0.298	800	1076	0.0	0.5	2.102	A
4	427	107	776	1417	0.301	425	521	0.0	0.5	3.886	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1434	358	553	2402	0.597	1432	884	1.0	1.5	3.907	A
2	424	106	1460	1017	0.417	423	525	0.5	0.7	6.392	A
3	957	239	596	2617	0.366	957	1287	0.5	0.6	2.389	A
4	510	127	929	1337	0.381	509	624	0.5	0.7	4.661	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1756	439	677	2317	0.758	1749	1082	1.5	3.2	6.619	A
2	520	130	1784	847	0.613	516	642	0.7	1.6	11.366	B
3	1173	293	727	2524	0.465	1171	1573	0.6	1.0	2.931	A
4	624	156	1136	1227	0.509	623	762	0.7	1.1	6.367	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1756	439	678	2316	0.758	1756	1084	3.2	3.3	6.778	A
2	520	130	1790	844	0.616	520	644	1.6	1.7	11.703	B
3	1173	293	731	2522	0.465	1173	1579	1.0	1.0	2.941	A
4	624	156	1138	1226	0.509	624	765	1.1	1.1	6.413	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1434	358	555	2400	0.597	1441	888	3.3	1.6	3.986	A
2	424	106	1468	1012	0.419	428	528	1.7	0.8	6.541	A
3	957	239	601	2614	0.366	959	1295	1.0	0.6	2.401	A
4	510	127	932	1335	0.382	511	628	1.1	0.7	4.697	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1201	300	464	2462	0.488	1203	743	1.6	1.0	3.023	A
2	355	89	1226	1139	0.312	357	441	0.8	0.5	4.866	A
3	802	200	501	2684	0.299	802	1082	0.6	0.5	2.111	A
4	427	107	779	1416	0.302	428	524	0.7	0.5	3.912	A

2028 + dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.99	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)	Run automatically
D8	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1002	100.000
2		ONE HOUR	✓	606	100.000
3		ONE HOUR	✓	1695	100.000
4		ONE HOUR	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	4	161	574	263
	2	280	3	187	136
	3	1111	287	125	172
	4	304	169	123	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	1	2	3	4	
From	1	0	1	7	2
	2	1	33	1	2
	3	3	1	6	6
	4	1	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.49	3.29	1.0	A	919	1379
2	0.58	7.50	1.4	A	556	834
3	0.75	5.81	3.0	A	1555	2333
4	0.85	29.14	5.0	D	547	820

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	754	189	530	2417	0.312	752	1274	0.0	0.5	2.260	A
2	456	114	817	1353	0.337	454	465	0.0	0.5	4.051	A
3	1276	319	515	2675	0.477	1272	757	0.0	0.9	2.642	A
4	449	112	1358	1111	0.404	446	429	0.0	0.7	5.492	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	901	225	634	2346	0.384	900	1524	0.5	0.6	2.603	A
2	545	136	978	1269	0.429	544	556	0.5	0.8	5.025	A
3	1524	381	616	2603	0.585	1522	906	0.9	1.4	3.429	A
4	536	134	1625	970	0.552	534	513	0.7	1.2	8.351	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1103	276	770	2252	0.490	1102	1859	0.6	1.0	3.268	A
2	667	167	1195	1156	0.577	665	678	0.8	1.4	7.397	A
3	1866	467	753	2506	0.745	1860	1106	1.4	2.9	5.702	A
4	656	164	1986	780	0.841	643	627	1.2	4.6	24.686	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1103	276	778	2248	0.491	1103	1870	1.0	1.0	3.290	A
2	667	167	1199	1153	0.578	667	682	1.4	1.4	7.499	A
3	1866	467	755	2504	0.745	1866	1111	2.9	3.0	5.814	A
4	656	164	1993	777	0.845	654	629	4.6	5.0	29.141	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	901	225	644	2339	0.385	902	1540	1.0	0.7	2.625	A
2	545	136	984	1266	0.430	547	563	1.4	0.8	5.092	A
3	1524	381	619	2601	0.586	1530	912	3.0	1.5	3.488	A
4	536	134	1634	966	0.555	551	515	5.0	1.3	9.136	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	754	189	534	2415	0.312	755	1282	0.7	0.5	2.270	A
2	456	114	821	1351	0.338	457	468	0.8	0.5	4.088	A
3	1276	319	517	2673	0.477	1278	761	1.5	0.9	2.668	A
4	449	112	1365	1107	0.405	451	431	1.3	0.7	5.606	A

2038 + dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.83	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)	Run automatically
D9	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1693	100.000
2		ONE HOUR	✓	501	100.000
3		ONE HOUR	✓	1123	100.000
4		ONE HOUR	✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	1	245	1045	402
	2	126	0	197	178
	3	665	193	108	157
	4	253	183	164	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
From	1	100	1	8	2
	2	3	6	7	0
	3	12	5	10	10
	4	6	5	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.81	8.85	4.5	A	1554	2330
2	0.70	15.54	2.3	C	460	690
3	0.50	3.17	1.1	A	1030	1546
4	0.55	7.26	1.3	A	551	826

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1275	319	486	2448	0.521	1270	784	0.0	1.1	3.214	A
2	377	94	1290	1106	0.341	375	466	0.0	0.5	5.083	A
3	845	211	530	2664	0.317	843	1135	0.0	0.5	2.179	A
4	452	113	821	1394	0.324	450	553	0.0	0.5	4.082	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1522	380	582	2382	0.639	1519	938	1.1	1.8	4.388	A
2	450	113	1544	973	0.463	449	557	0.5	0.9	7.086	A
3	1010	252	634	2590	0.390	1009	1358	0.5	0.7	2.509	A
4	539	135	982	1309	0.412	538	661	0.5	0.7	5.004	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1864	466	712	2293	0.813	1854	1147	1.8	4.4	8.466	A
2	552	138	1884	795	0.694	546	681	0.9	2.2	14.671	B
3	1236	309	773	2492	0.496	1235	1658	0.7	1.1	3.153	A
4	661	165	1201	1194	0.553	658	807	0.7	1.3	7.184	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1864	466	713	2292	0.813	1864	1150	4.4	4.5	8.850	A
2	552	138	1893	790	0.698	551	684	2.2	2.3	15.538	C
3	1236	309	778	2488	0.497	1236	1667	1.1	1.1	3.170	A
4	661	165	1203	1192	0.554	661	811	1.3	1.3	7.262	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1522	380	584	2380	0.639	1532	943	4.5	1.9	4.533	A
2	450	113	1556	967	0.466	456	561	2.3	0.9	7.368	A
3	1010	252	641	2585	0.391	1011	1370	1.1	0.7	2.524	A
4	539	135	985	1307	0.413	542	667	1.3	0.8	5.058	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1275	319	489	2446	0.521	1278	788	1.9	1.2	3.260	A
2	377	94	1298	1102	0.342	379	468	0.9	0.5	5.162	A
3	845	211	534	2661	0.318	846	1143	0.7	0.5	2.187	A
4	452	113	824	1392	0.324	453	556	0.8	0.5	4.116	A

2038 + dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.98	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)	Run automatically
D10	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1063	100.000
2		ONE HOUR	✓	642	100.000
3		ONE HOUR	✓	1793	100.000
4		ONE HOUR	✓	631	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	4	171	608	280
	2	298	3	197	144
	3	1179	303	131	180
	4	323	180	128	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		1	2	3	4
	1	0	1	7	2
	2	1	33	1	2
	3	3	1	6	6
From	4	1	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	3.58	1.2	A	975	1463
2	0.63	8.84	1.7	A	589	884
3	0.80	7.46	4.0	A	1645	2468
4	0.97	74.90	14.0	F	579	869

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	200	558	2398	0.334	798	1353	0.0	0.5	2.351	A
2	483	121	864	1329	0.364	481	493	0.0	0.6	4.293	A
3	1350	337	547	2652	0.509	1346	798	0.0	1.1	2.833	A
4	475	119	1439	1068	0.445	472	453	0.0	0.8	6.113	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	956	239	668	2323	0.411	955	1618	0.5	0.7	2.751	A
2	577	144	1033	1240	0.465	576	589	0.6	0.9	5.483	A
3	1612	403	654	2576	0.626	1609	955	1.1	1.7	3.833	A
4	567	142	1721	919	0.617	564	542	0.8	1.6	10.224	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1170	293	801	2231	0.525	1169	1961	0.7	1.1	3.537	A
2	707	177	1258	1122	0.630	704	712	0.9	1.7	8.646	A
3	1974	494	800	2473	0.798	1965	1162	1.7	3.9	7.194	A
4	695	174	2102	719	0.966	660	663	1.6	10.3	46.903	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1170	293	813	2223	0.526	1170	1978	1.1	1.2	3.576	A
2	707	177	1264	1119	0.632	707	719	1.7	1.7	8.839	A
3	1974	494	803	2471	0.799	1974	1168	3.9	4.0	7.457	A
4	695	174	2111	714	0.973	680	665	10.3	14.0	74.901	F

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	956	239	696	2304	0.415	957	1654	1.2	0.7	2.800	A
2	577	144	1047	1233	0.468	580	606	1.7	0.9	5.619	A
3	1612	403	658	2573	0.626	1621	969	4.0	1.7	3.936	A
4	567	142	1734	913	0.621	616	545	14.0	1.7	14.393	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	800	200	563	2395	0.334	801	1362	0.7	0.5	2.366	A
2	483	121	868	1326	0.364	485	496	0.9	0.6	4.342	A
3	1350	337	550	2650	0.509	1353	803	1.7	1.1	2.868	A
4	475	119	1447	1064	0.447	479	456	1.7	0.8	6.297	A

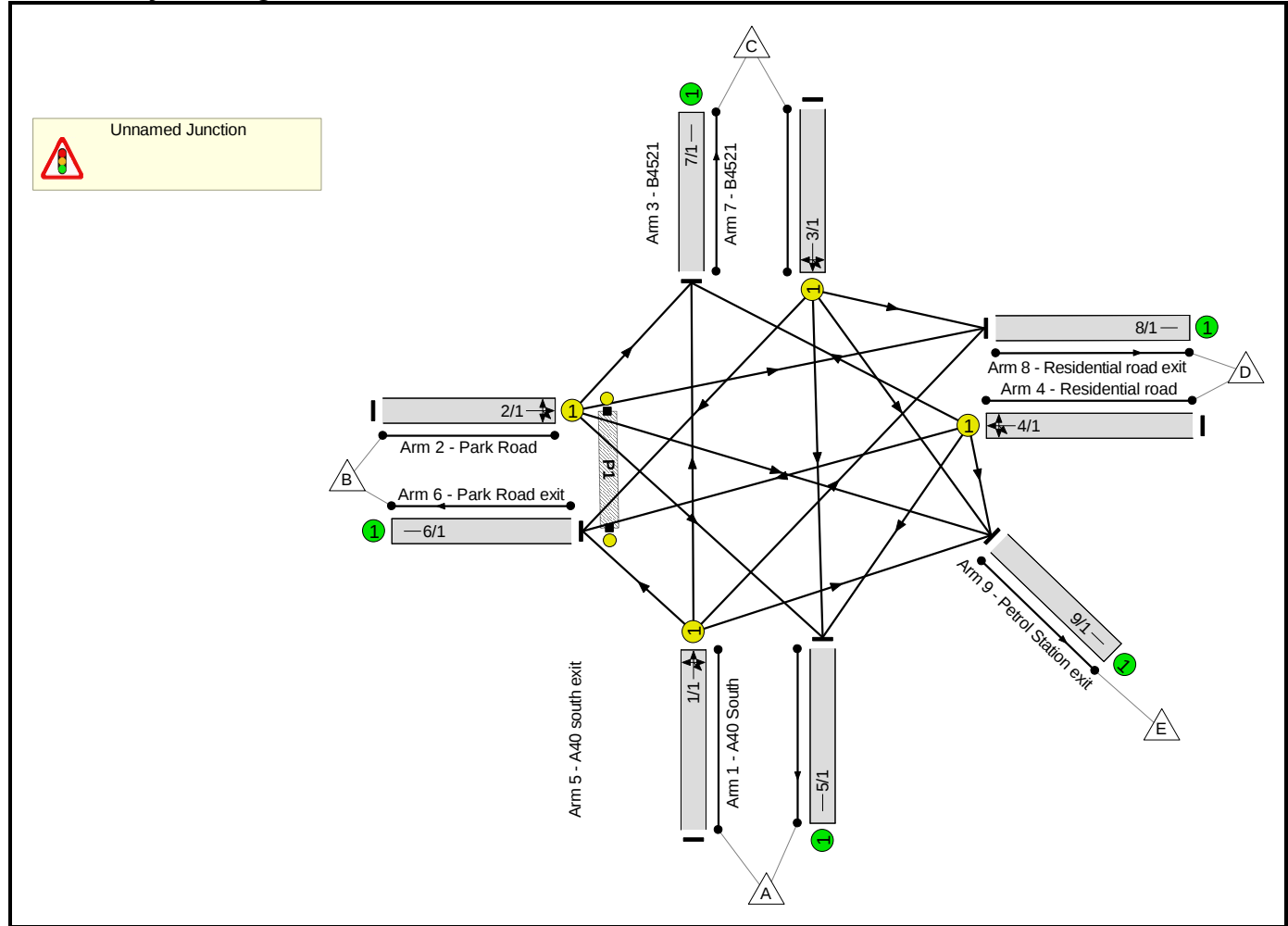
Appendix N



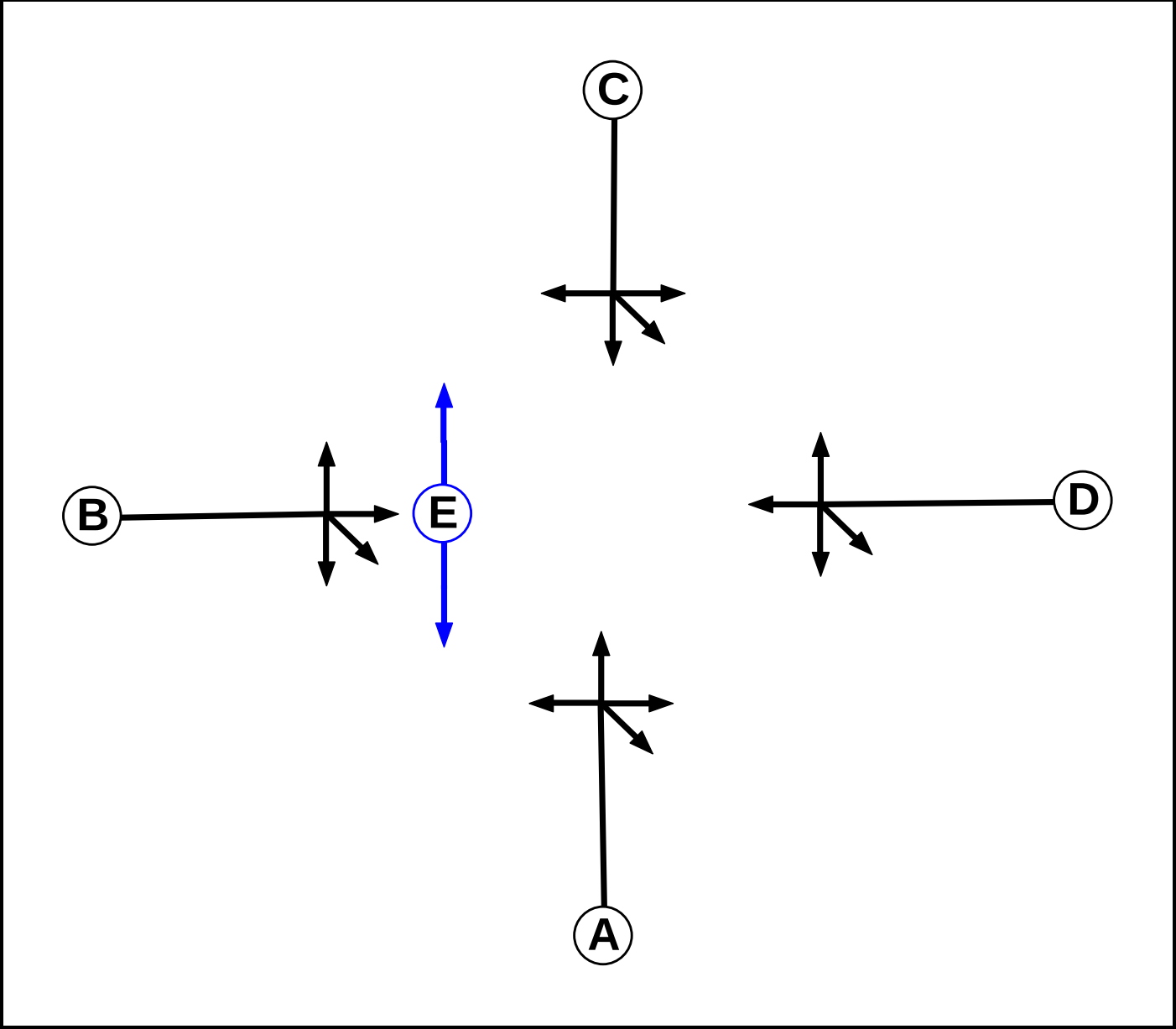
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Hereford Road - Park Road.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		7	7

Full Input Data And Results

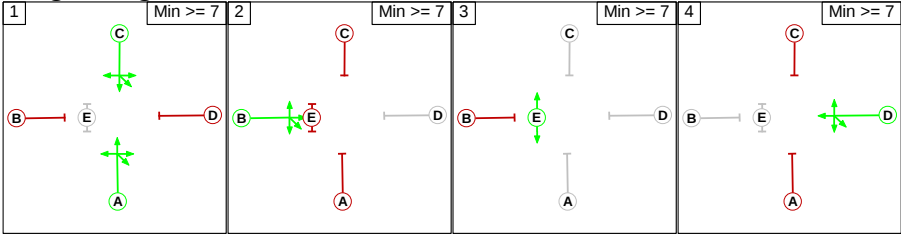
Phase Intergreens Matrix

Terminating Phase	Starting Phase					
		A	B	C	D	E
	A		5	-	-	-
	B	-		-	-	5
	C	-	5		-	-
	D	5	-	5		-
	E	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B
3	E
4	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	0	2
	2	2		5	2
	3	2	2		2
	4	5	2	0	

Full Input Data And Results

Give-Way Lane Input Data

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

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A40 South)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Left	Inf
											Arm 7 Ahead	Inf
											Arm 8 Right	Inf
											Arm 9 Right	Inf
											Arm 5 Right	Inf
2/1 (Park Road)	U	B	2	3	60.0	Geom	-	3.90	0.00	Y	Arm 7 Left	Inf
											Arm 8 Ahead	Inf
											Arm 9 Ahead	Inf
3/1 (B4521)	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	Inf
											Arm 8 Left	Inf
											Arm 9 Left	Inf
4/1 (Residential road)	U	D	2	3	60.0	Geom	-	3.28	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
											Arm 7 Right	Inf
											Arm 9 U-Turn	Inf
5/1 (A40 south exit)	U		2	3	60.0	Geom	-	2.85	0.00	Y		
6/1 (Park Road exit)	U		2	3	60.0	Geom	-	3.52	0.00	Y		
7/1 (B4521)	U		2	3	60.0	Geom	-	3.22	0.00	Y		
8/1 (Residential road exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Petrol Station exit)	U		2	3	60.0	Geom	-	5.00	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM base'	08:00	09:00	01:00	
2: '2025 PM base'	17:00	18:00	01:00	
3: '2028 AM base'	08:00	09:00	01:00	
4: '2028 PM base'	17:00	18:00	01:00	
5: '2038 AM base'	08:00	09:00	01:00	
6: '2038 PM base'	17:00	18:00	01:00	
7: '2028 AM base + Dev.'	08:00	09:00	01:00	
8: '2028 PM base + Dev.'	17:00	18:00	01:00	
9: '2038 AM base + Dev.'	08:00	09:00	01:00	
10: '2038 PM base + Dev.'	17:00	18:00	01:00	

Scenario 1: '2025 AM base' (FG1: '2025 AM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	223	153	0	8	384
	B	242	0	86	0	15	343
	C	228	171	0	3	24	426
	D	0	1	4	0	0	5
	E	0	0	0	0	0	0
	Tot.	470	395	243	3	47	1158

Traffic Lane Flows

Lane	Scenario 1: 2025 AM base
Junction: Unnamed Junction	
1/1	384
2/1	343
3/1	426
4/1	5
5/1	470
6/1	395
7/1	243
8/1	3
9/1	47

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	58.1 %	1915	1915
				Arm 7 Ahead	Inf	39.8 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.1 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	70.6 %	2005	2005
				Arm 7 Left	Inf	25.1 %		
				Arm 8 Ahead	Inf	0.0 %		
				Arm 9 Ahead	Inf	4.4 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.5 %	1935	1935
				Arm 6 Right	Inf	40.1 %		
				Arm 8 Left	Inf	0.7 %		
				Arm 9 Left	Inf	5.6 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	0.0 %	1943	1943
				Arm 6 Ahead	Inf	20.0 %		
				Arm 7 Right	Inf	80.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Scenario 2: '2025 AM base' (FG2: '2025 PM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	172	192	0	10	374
	B	240	0	154	0	28	422
	C	168	122	0	1	27	318
	D	3	0	3	0	0	6
	E	0	0	0	0	0	0
	Tot.	411	294	349	1	65	1120

Traffic Lane Flows

Lane	Scenario 2: 2025 AM base
Junction: Unnamed Junction	
1/1	374
2/1	422
3/1	318
4/1	6
5/1	411
6/1	294
7/1	349
8/1	1
9/1	65

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	46.0 %	1915	1915
				Arm 7 Ahead	Inf	51.3 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.7 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	56.9 %	2005	2005
				Arm 7 Left	Inf	36.5 %		
				Arm 8 Ahead	Inf	0.0 %		
				Arm 9 Ahead	Inf	6.6 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	52.8 %	1935	1935
				Arm 6 Right	Inf	38.4 %		
				Arm 8 Left	Inf	0.3 %		
				Arm 9 Left	Inf	8.5 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	50.0 %	1943	1943
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	50.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 3: '2028 AM base' (FG3: '2028 AM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	226	155	0	8	389
	B	245	0	87	0	15	347
	C	231	173	0	3	24	431
	D	0	1	4	0	0	5
	E	0	0	0	0	0	0
	Tot.	476	400	246	3	47	1172

Traffic Lane Flows

Lane	Scenario 3: 2028 AM base
Junction: Unnamed Junction	
1/1	389
2/1	347
3/1	431
4/1	5
5/1	476
6/1	400
7/1	246
8/1	3
9/1	47

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	58.1 %	1915	1915
				Arm 7 Ahead	Inf	39.8 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.1 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	70.6 %	2005	2005
				Arm 7 Left	Inf	25.1 %		
				Arm 8 Ahead	Inf	0.0 %		
				Arm 9 Ahead	Inf	4.3 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.6 %	1935	1935
				Arm 6 Right	Inf	40.1 %		
				Arm 8 Left	Inf	0.7 %		
				Arm 9 Left	Inf	5.6 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	0.0 %	1943	1943
				Arm 6 Ahead	Inf	20.0 %		
				Arm 7 Right	Inf	80.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Scenario 4: '2028 PM base' (FG4: '2028 PM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	174	195	0	10	379
	B	243	0	156	3	28	430
	C	170	124	0	1	27	322
	D	3	0	3	0	0	6
	E	0	0	0	0	0	0
	Tot.	416	298	354	4	65	1137

Traffic Lane Flows

Lane	Scenario 4: 2028 PM base
Junction: Unnamed Junction	
1/1	379
2/1	430
3/1	322
4/1	6
5/1	416
6/1	298
7/1	354
8/1	4
9/1	65

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	45.9 %	1915	1915
				Arm 7 Ahead	Inf	51.5 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.6 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	56.5 %	2005	2005
				Arm 7 Left	Inf	36.3 %		
				Arm 8 Ahead	Inf	0.7 %		
				Arm 9 Ahead	Inf	6.5 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	52.8 %	1935	1935
				Arm 6 Right	Inf	38.5 %		
				Arm 8 Left	Inf	0.3 %		
				Arm 9 Left	Inf	8.4 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	50.0 %	1943	1943
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	50.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 5: '2038 AM base' (FG5: '2038 AM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	236	162	0	8	406
	B	256	0	91	0	16	363
	C	242	181	0	3	25	451
	D	0	1	4	0	0	5
	E	0	0	0	0	0	0
	Tot.	498	418	257	3	49	1225

Traffic Lane Flows

Lane	Scenario 5: 2038 AM base
Junction: Unnamed Junction	
1/1	406
2/1	363
3/1	451
4/1	5
5/1	498
6/1	418
7/1	257
8/1	3
9/1	49

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	58.1 %	1915	1915
				Arm 7 Ahead	Inf	39.9 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.0 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	70.5 %	2005	2005
				Arm 7 Left	Inf	25.1 %		
				Arm 8 Ahead	Inf	0.0 %		
				Arm 9 Ahead	Inf	4.4 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.7 %	1935	1935
				Arm 6 Right	Inf	40.1 %		
				Arm 8 Left	Inf	0.7 %		
				Arm 9 Left	Inf	5.5 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	0.0 %	1943	1943
				Arm 6 Ahead	Inf	20.0 %		
				Arm 7 Right	Inf	80.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Scenario 6: '2038 PM base' (FG6: '2038 PM base', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

Desired Flow :							
	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	182	204	0	11	397
	B	255	0	163	3	30	451
	C	178	129	0	1	29	337
	D	3	0	3	0	0	6
	E	0	0	0	0	0	0
	Tot.	436	311	370	4	70	1191

Traffic Lane Flows

Lane	Scenario 6: 2038 PM base
Junction: Unnamed Junction	
1/1	397
2/1	451
3/1	337
4/1	6
5/1	436
6/1	311
7/1	370
8/1	4
9/1	70

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	45.8 %	1915	1915
				Arm 7 Ahead	Inf	51.4 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.8 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	56.5 %	2005	2005
				Arm 7 Left	Inf	36.1 %		
				Arm 8 Ahead	Inf	0.7 %		
				Arm 9 Ahead	Inf	6.7 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	52.8 %	1935	1935
				Arm 6 Right	Inf	38.3 %		
				Arm 8 Left	Inf	0.3 %		
				Arm 9 Left	Inf	8.6 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	50.0 %	1943	1943
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	50.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 7: '2028 AM base + Dev.' (FG7: '2028 AM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	226	194	0	8	428
	B	245	0	109	0	15	369
	C	256	192	0	3	24	475
	D	0	1	4	0	0	5
	E	0	0	0	0	0	0
	Tot.	501	419	307	3	47	1277

Traffic Lane Flows

Lane	Scenario 7: 2028 AM base + Dev.
Junction: Unnamed Junction	
1/1	428
2/1	369
3/1	475
4/1	5
5/1	501
6/1	419
7/1	307
8/1	3
9/1	47

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	52.8 %	1915	1915
				Arm 7 Ahead	Inf	45.3 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	1.9 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	66.4 %	2005	2005
				Arm 7 Left	Inf	29.5 %		
				Arm 8 Ahead	Inf	0.0 %		
				Arm 9 Ahead	Inf	4.1 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.9 %	1935	1935
				Arm 6 Right	Inf	40.4 %		
				Arm 8 Left	Inf	0.6 %		
				Arm 9 Left	Inf	5.1 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	0.0 %	1943	1943
				Arm 6 Ahead	Inf	20.0 %		
				Arm 7 Right	Inf	80.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Scenario 8: '2028 PM base + Dev.' (FG8: '2028 PM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	174	217	0	10	401
	B	243	0	174	3	28	448
	C	200	145	0	1	27	373
	D	3	0	3	0	0	6
	E	0	0	0	0	0	0
	Tot.	446	319	394	4	65	1228

Traffic Lane Flows

Lane	Scenario 8: 2028 PM base + Dev.
Junction: Unnamed Junction	
1/1	401
2/1	448
3/1	373
4/1	6
5/1	446
6/1	319
7/1	394
8/1	4
9/1	65

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	43.4 %	1915	1915
				Arm 7 Ahead	Inf	54.1 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.5 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	54.2 %	2005	2005
				Arm 7 Left	Inf	38.8 %		
				Arm 8 Ahead	Inf	0.7 %		
				Arm 9 Ahead	Inf	6.3 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.6 %	1935	1935
				Arm 6 Right	Inf	38.9 %		
				Arm 8 Left	Inf	0.3 %		
				Arm 9 Left	Inf	7.2 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	50.0 %	1943	1943
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	50.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 9: '2038 AM base + Dev.' (FG9: '2038 AM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	236	201	0	8	445
	B	256	0	113	0	16	385
	C	267	200	0	3	25	495
	D	0	1	4	0	0	5
	E	0	0	0	0	0	0
	Tot.	523	437	318	3	49	1330

Traffic Lane Flows

Lane	Scenario 9: 2038 AM base + Dev.
Junction: Unnamed Junction	
1/1	445
2/1	385
3/1	495
4/1	5
5/1	523
6/1	437
7/1	318
8/1	3
9/1	49

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	53.0 %	1915	1915
				Arm 7 Ahead	Inf	45.2 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	1.8 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	66.5 %	2005	2005
				Arm 7 Left	Inf	29.4 %		
				Arm 8 Ahead	Inf	0.0 %		
				Arm 9 Ahead	Inf	4.2 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.9 %	1935	1935
				Arm 6 Right	Inf	40.4 %		
				Arm 8 Left	Inf	0.6 %		
				Arm 9 Left	Inf	5.1 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	0.0 %	1943	1943
				Arm 6 Ahead	Inf	20.0 %		
				Arm 7 Right	Inf	80.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Scenario 10: '2038 PM base + Dev.' (FG10: '2038 PM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
Origin		A	B	C	D	E	Tot.
	A	0	182	226	0	11	419
	B	255	0	181	3	30	469
	C	208	151	0	1	29	389
	D	3	0	3	0	0	6
	E	0	0	0	0	0	0
	Tot.	466	333	410	4	70	1283

Traffic Lane Flows

Lane	Scenario 10: 2038 PM base + Dev.
Junction: Unnamed Junction	
1/1	419
2/1	469
3/1	389
4/1	6
5/1	466
6/1	333
7/1	410
8/1	4
9/1	70

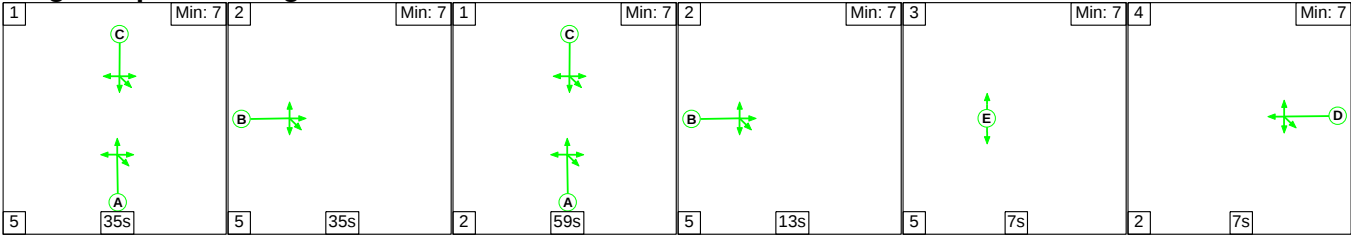
Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A40 South)	3.00	0.00	Y	Arm 6 Left	Inf	43.4 %	1915	1915
				Arm 7 Ahead	Inf	53.9 %		
				Arm 8 Right	Inf	0.0 %		
				Arm 9 Right	Inf	2.6 %		
2/1 (Park Road)	3.90	0.00	Y	Arm 5 Right	Inf	54.4 %	2005	2005
				Arm 7 Left	Inf	38.6 %		
				Arm 8 Ahead	Inf	0.6 %		
				Arm 9 Ahead	Inf	6.4 %		
3/1 (B4521)	3.20	0.00	Y	Arm 5 Ahead	Inf	53.5 %	1935	1935
				Arm 6 Right	Inf	38.8 %		
				Arm 8 Left	Inf	0.3 %		
				Arm 9 Left	Inf	7.5 %		
4/1 (Residential road)	3.28	0.00	Y	Arm 5 Left	Inf	50.0 %	1943	1943
				Arm 6 Ahead	Inf	0.0 %		
				Arm 7 Right	Inf	50.0 %		
				Arm 9 U-Turn	Inf	0.0 %		
5/1 (A40 south exit)	2.85	0.00	Y				1900	1900
6/1 (Park Road exit)	3.52	0.00	Y				1967	1967
7/1 (B4521)	3.22	0.00	Y				1937	1937
8/1 (Residential road exit Lane 1)	Infinite Saturation Flow						Inf	Inf
9/1 (Petrol Station exit)	5.00	0.00	Y				2115	2115

Full Input Data And Results

Scenario 1: '2025 AM base' (FG1: '2025 AM base', Plan 1: 'Network Control Plan 1')

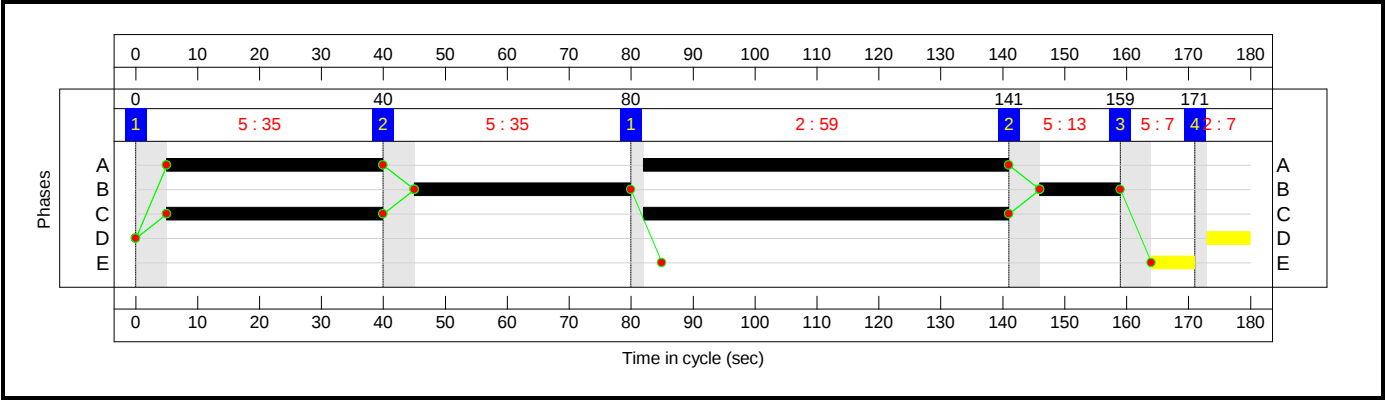
Stage Sequence Diagram



Stage Timings

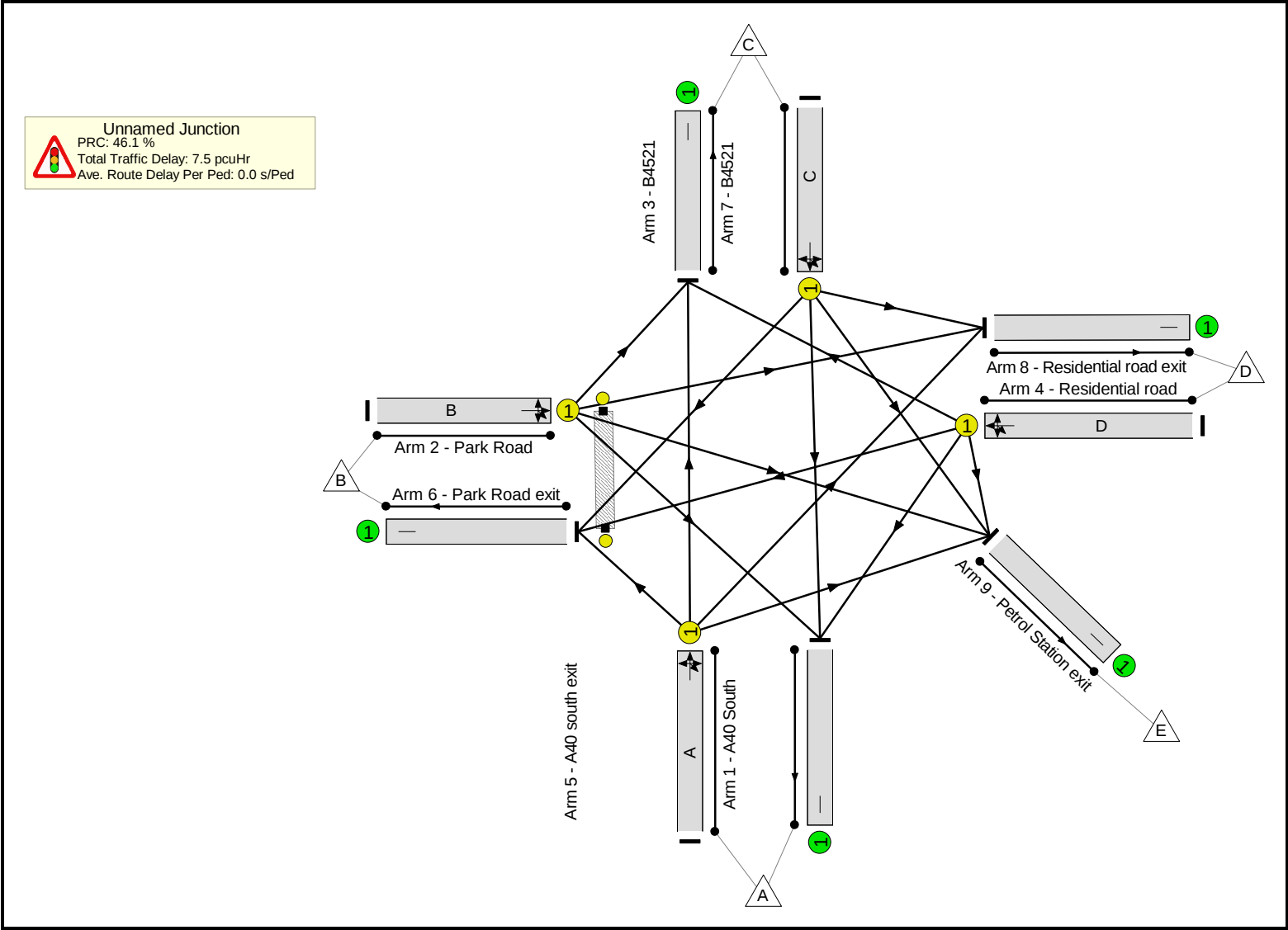
Stage	1	2	1	2	3	4
Duration	35	35	59	13	7	7
Change Point	0	40	80	141	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

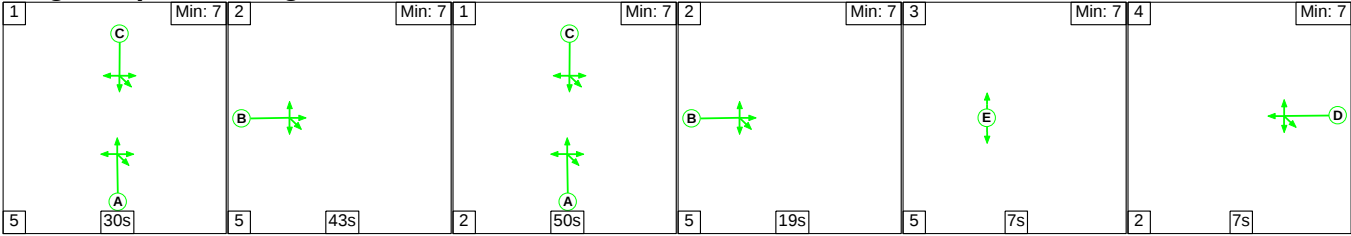
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	61.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	61.6%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	94	-	384	1915	1021	37.6%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	48	-	343	2005	557	61.6%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	94	-	426	1935	1032	41.3%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	5	1943	86	5.8%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	470	1900	1900	24.7%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	395	1967	1967	20.1%
7/1	B4521	U	N/A	N/A	-		-	-	-	243	1937	1937	12.5%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	47	2115	2115	2.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.6	1.9	0.0	7.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.6	1.9	0.0	7.5	-	-	-	-
1/1	384	384	-	-	-	1.3	0.3	-	1.6	15.1	5.7	0.3	6.0
2/1	343	343	-	-	-	2.7	0.8	-	3.5	36.7	7.4	0.8	8.2
3/1	426	426	-	-	-	1.5	0.4	-	1.8	15.5	6.5	0.4	6.9
4/1	5	5	-	-	-	0.1	0.0	-	0.1	104.8	0.2	0.0	0.3
5/1	470	470	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	395	395	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	243	243	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	47	47	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalised Lanes (%): 46.1 Total Delay for Signalised Lanes (pcuHr): 7.09 Cycle Time (s): 180 PRC Over All Lanes (%): 46.1 Total Delay Over All Lanes(pcuHr): 7.46													

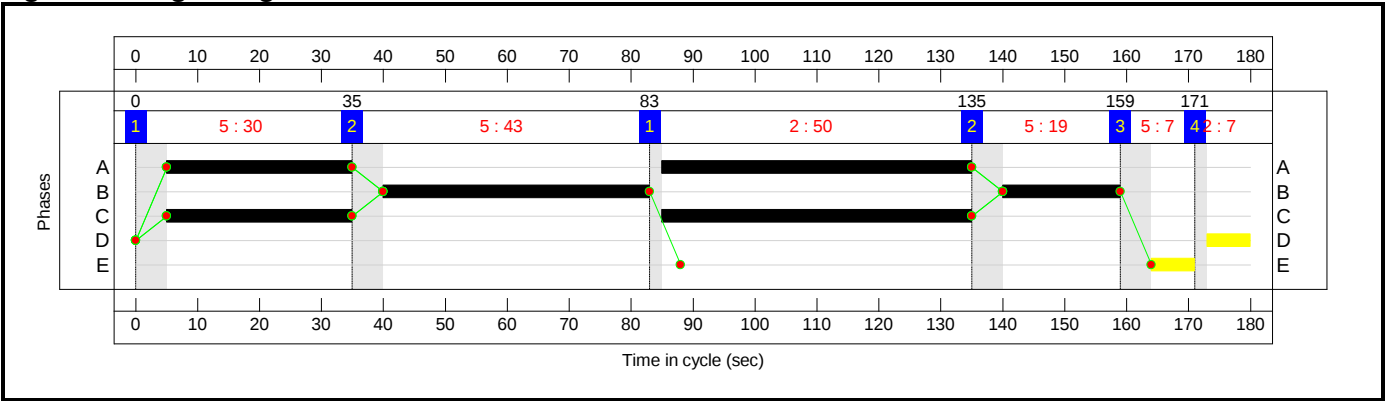
Stage Sequence Diagram



Stage Timings

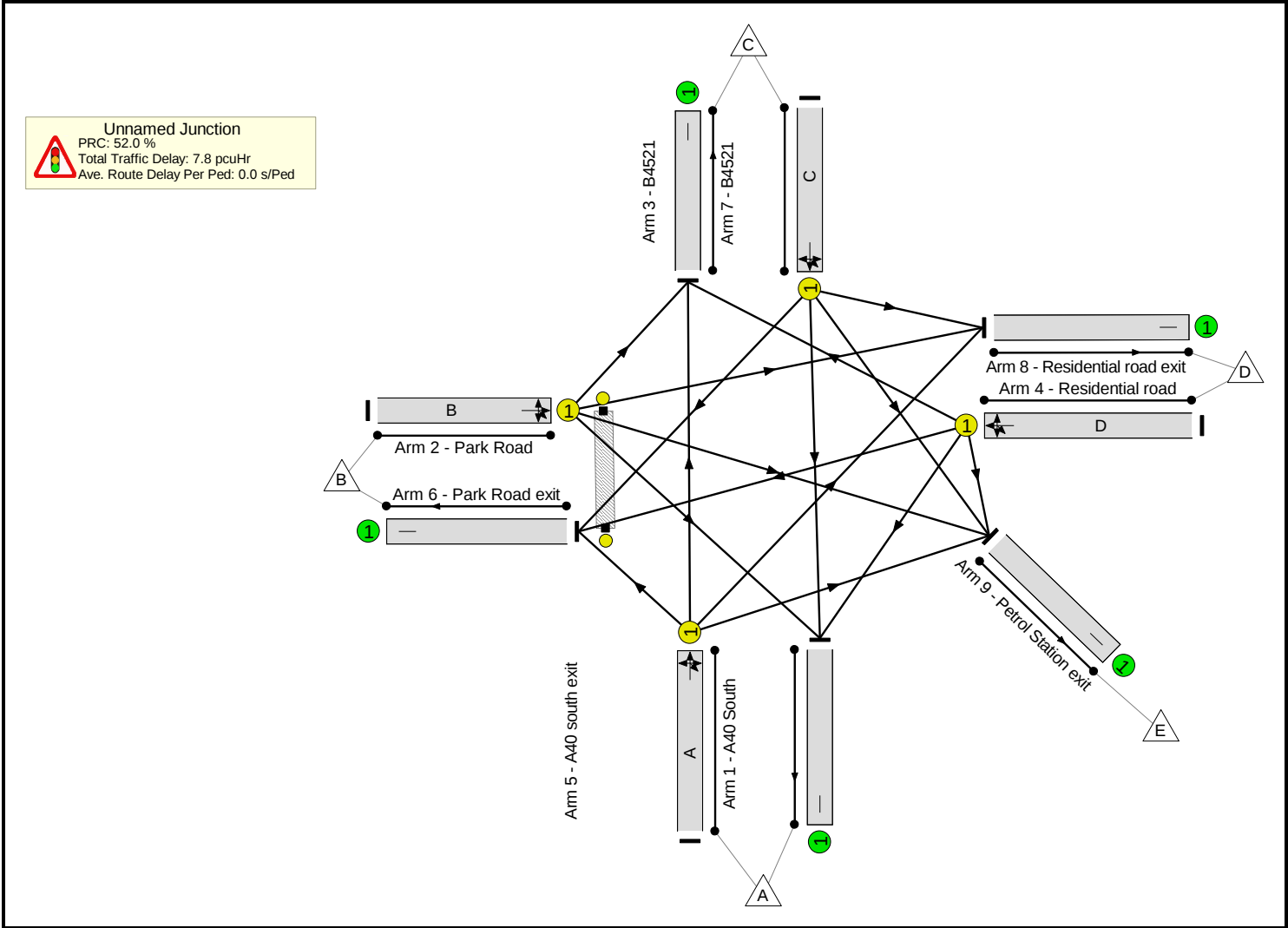
Stage	1	2	1	2	3	4
Duration	30	43	50	19	7	7
Change Point	0	35	83	135	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

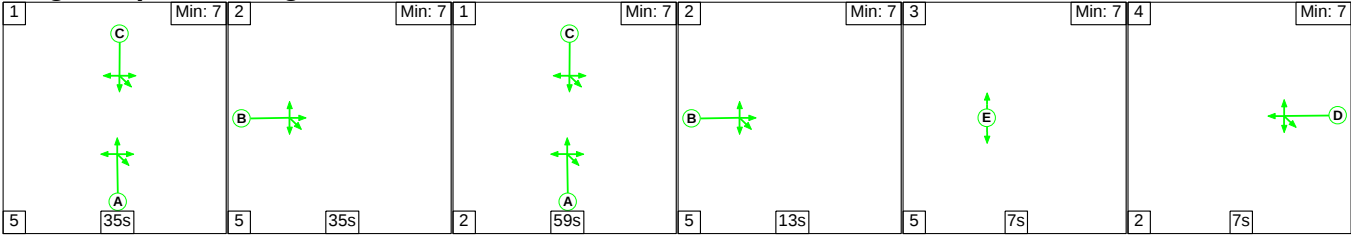
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	59.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	59.2%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	80	-	374	1915	872	42.9%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	62	-	422	2005	713	59.2%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	80	-	318	1935	881	36.1%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	6	1943	86	6.9%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	411	1900	1900	21.6%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	294	1967	1967	14.9%
7/1	B4521	U	N/A	N/A	-		-	-	-	349	1937	1937	18.0%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	65	2115	2115	3.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.0	1.8	0.0	7.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.0	1.8	0.0	7.8	-	-	-	-
1/1	374	374	-	-	-	1.7	0.4	-	2.1	20.2	6.2	0.4	6.6
2/1	422	422	-	-	-	2.8	0.7	-	3.5	29.9	8.8	0.7	9.5
3/1	318	318	-	-	-	1.4	0.3	-	1.7	19.2	5.1	0.3	5.4
4/1	6	6	-	-	-	0.1	0.0	-	0.2	105.0	0.3	0.0	0.3
5/1	411	411	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	294	294	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	349	349	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	65	65	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 52.0 Total Delay for Signalled Lanes (pcuHr): 7.46 Cycle Time (s): 180 PRC Over All Lanes (%): 52.0 Total Delay Over All Lanes(pcuHr): 7.82													

Full Input Data And Results
Scenario 3: '2028 AM base' (FG3: '2028 AM base', Plan 1: 'Network Control Plan 1')

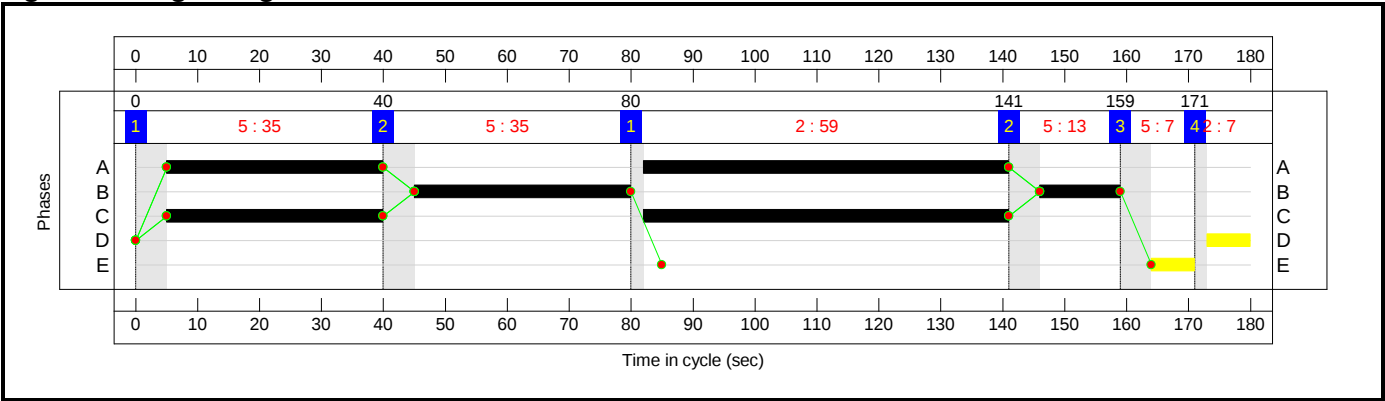
Stage Sequence Diagram



Stage Timings

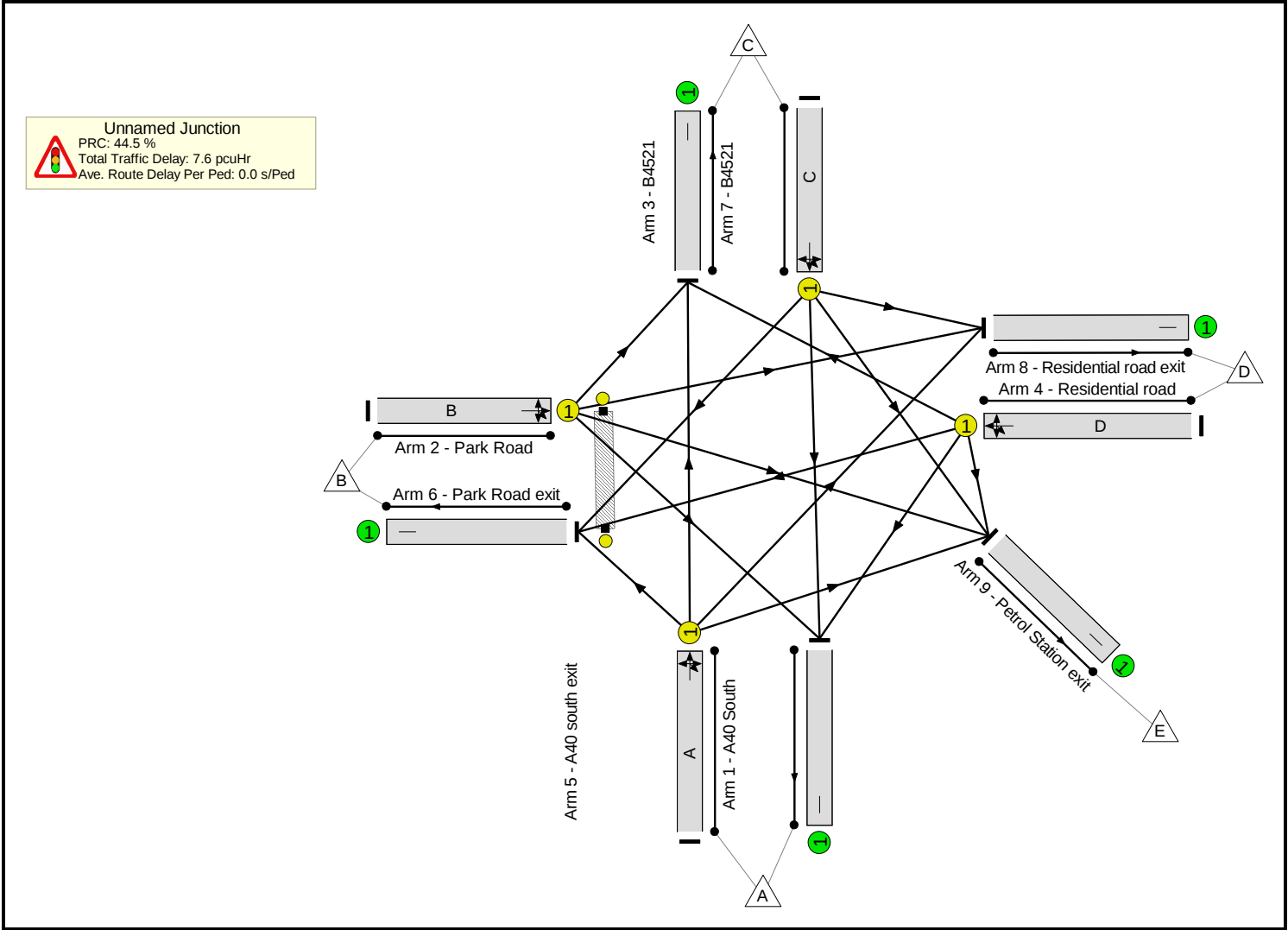
Stage	1	2	1	2	3	4
Duration	35	35	59	13	7	7
Change Point	0	40	80	141	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

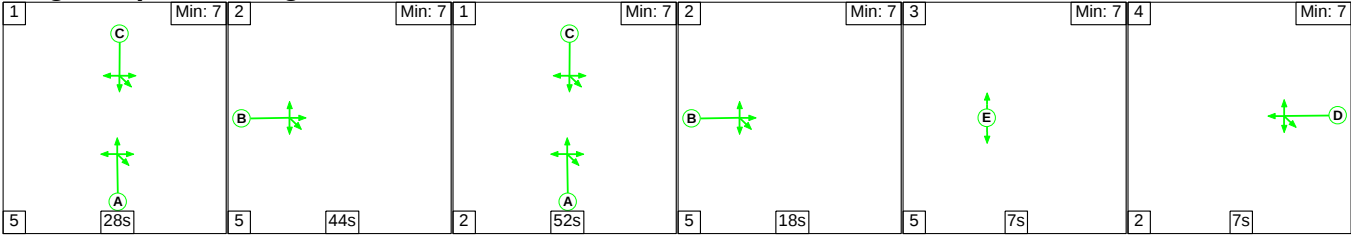
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	62.3%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	94	-	389	1915	1021	38.1%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	48	-	347	2005	557	62.3%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	94	-	431	1935	1032	41.8%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	5	1943	86	5.8%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	476	1900	1900	25.1%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	400	1967	1967	20.3%
7/1	B4521	U	N/A	N/A	-		-	-	-	246	1937	1937	12.7%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	47	2115	2115	2.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	5.7	1.9	0.0	7.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.7	1.9	0.0	7.6	-	-	-	-
1/1	389	389	-	-	-	1.3	0.3	-	1.6	15.2	5.7	0.3	6.0
2/1	347	347	-	-	-	2.7	0.8	-	3.6	36.9	7.5	0.8	8.3
3/1	431	431	-	-	-	1.5	0.4	-	1.9	15.6	6.6	0.4	6.9
4/1	5	5	-	-	-	0.1	0.0	-	0.1	104.8	0.2	0.0	0.3
5/1	476	476	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	400	400	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	246	246	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	47	47	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 44.5 Total Delay for Signalled Lanes (pcuHr): 7.21 Cycle Time (s): 180 PRC Over All Lanes (%): 44.5 Total Delay Over All Lanes(pcuHr): 7.59													

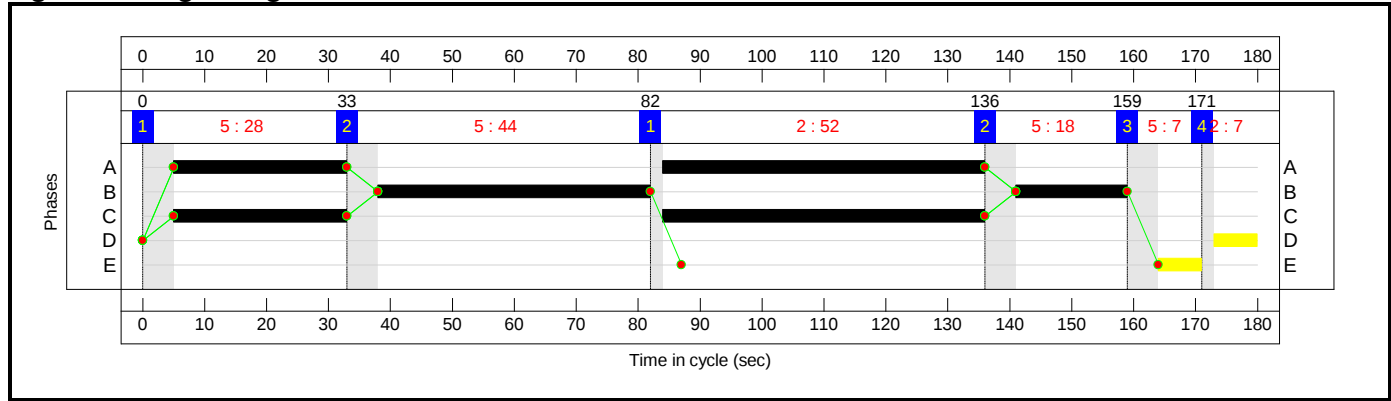
Stage Sequence Diagram



Stage Timings

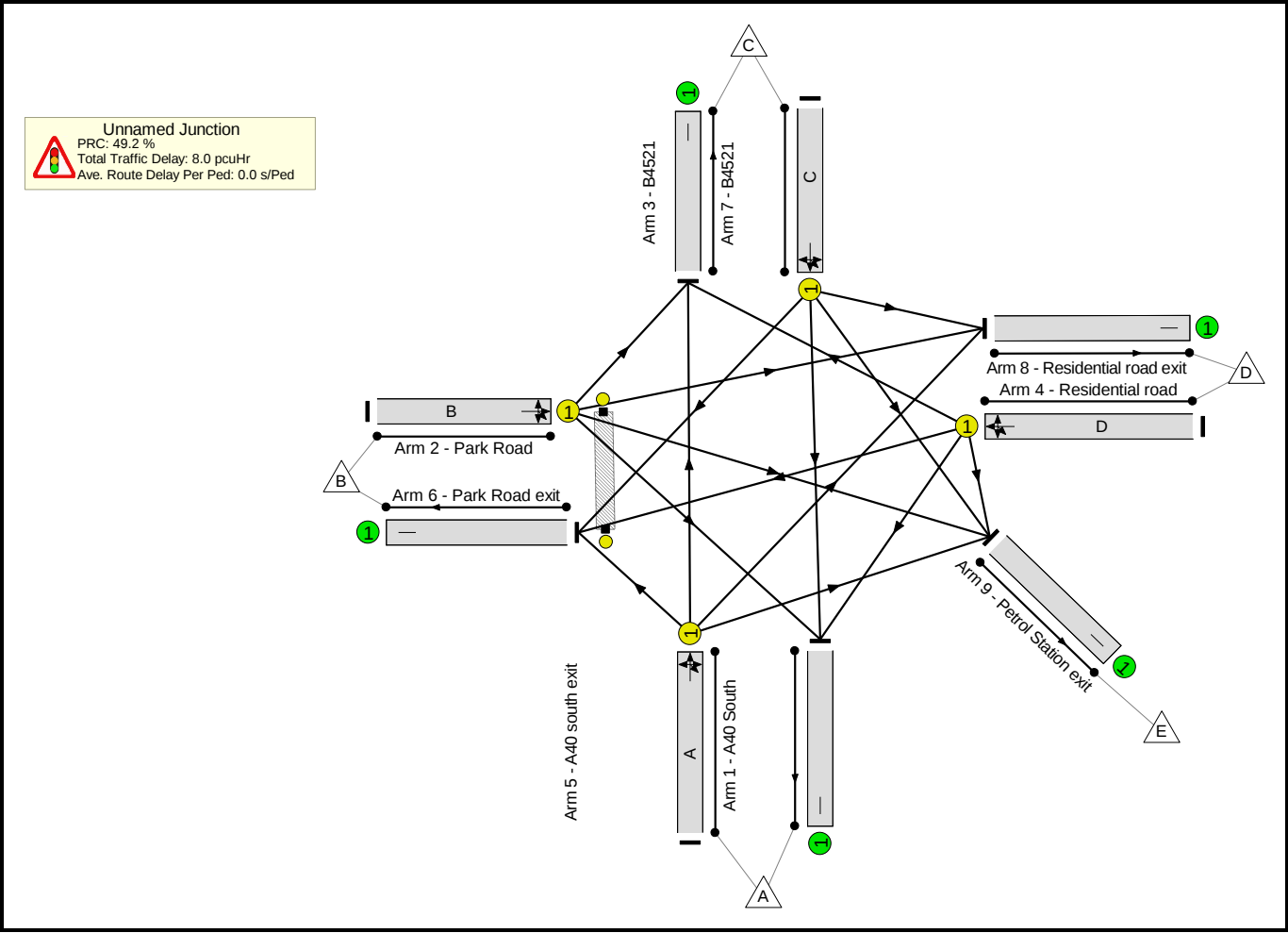
Stage	1	2	1	2	3	4
Duration	28	44	52	18	7	7
Change Point	0	33	82	136	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

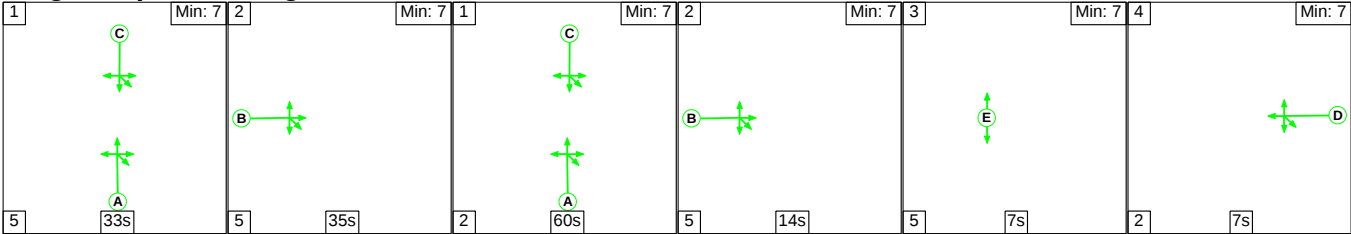
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	60.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.3%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	80	-	379	1915	872	43.4%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	62	-	430	2005	713	60.3%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	80	-	322	1935	881	36.5%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	6	1943	86	6.9%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	416	1900	1900	21.9%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	298	1967	1967	15.1%
7/1	B4521	U	N/A	N/A	-		-	-	-	354	1937	1937	18.3%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	65	2115	2115	3.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.2	1.8	0.0	8.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.2	1.8	0.0	8.0	-	-	-	-
1/1	379	379	-	-	-	1.8	0.4	-	2.1	20.3	6.5	0.4	6.9
2/1	430	430	-	-	-	2.8	0.8	-	3.6	30.1	8.7	0.8	9.5
3/1	322	322	-	-	-	1.4	0.3	-	1.7	19.2	5.3	0.3	5.6
4/1	6	6	-	-	-	0.1	0.0	-	0.2	105.0	0.3	0.0	0.3
5/1	416	416	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
6/1	298	298	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1	354	354	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	65	65	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 49.2 Total Delay for Signalled Lanes (pcuHr): 7.63 Cycle Time (s): 180 PRC Over All Lanes (%): 49.2 Total Delay Over All Lanes(pcuHr): 7.99													

Full Input Data And Results
Scenario 5: '2038 AM base' (FG5: '2038 AM base', Plan 1: 'Network Control Plan 1')

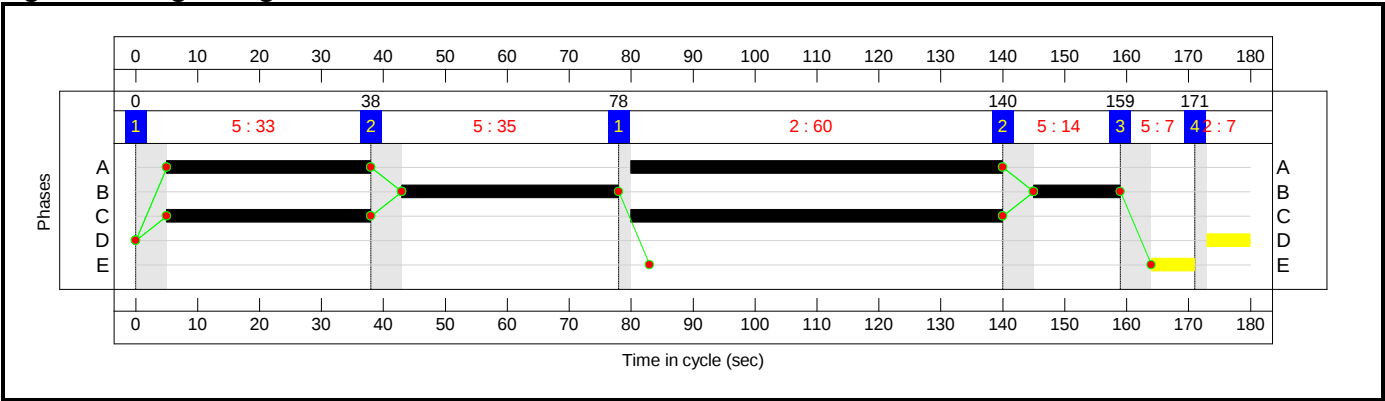
Stage Sequence Diagram



Stage Timings

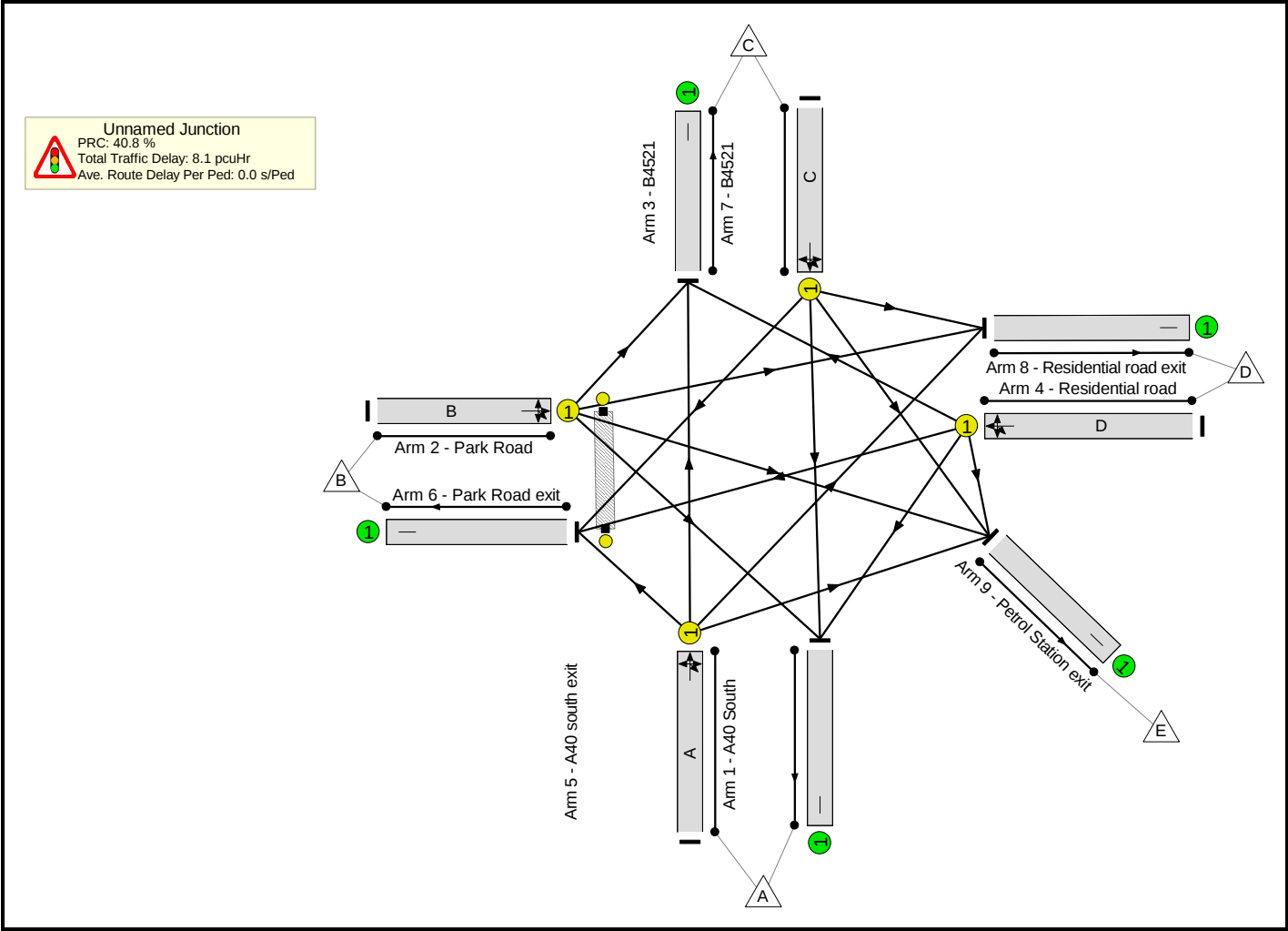
Stage	1	2	1	2	3	4
Duration	33	35	60	14	7	7
Change Point	0	38	78	140	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.9%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	93	-	406	1915	1011	40.2%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	49	-	363	2005	568	63.9%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	93	-	451	1935	1021	44.2%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	5	1943	86	5.8%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	498	1900	1900	26.2%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	418	1967	1967	21.3%
7/1	B4521	U	N/A	N/A	-		-	-	-	257	1937	1937	13.3%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	49	2115	2115	2.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

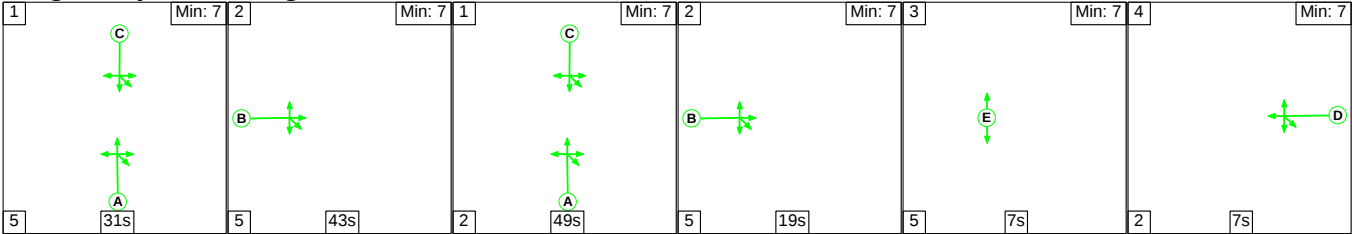
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.0	2.0	0.0	8.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.0	2.0	0.0	8.1	-	-	-	-
1/1	406	406	-	-	-	1.4	0.3	-	1.8	15.7	6.2	0.3	6.5
2/1	363	363	-	-	-	2.8	0.9	-	3.7	36.9	8.1	0.9	8.9
3/1	451	451	-	-	-	1.6	0.4	-	2.0	16.3	7.1	0.4	7.5
4/1	5	5	-	-	-	0.1	0.0	-	0.1	104.8	0.2	0.0	0.3
5/1	498	498	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	418	418	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	257	257	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	49	49	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1													
PRC for Signalled Lanes (%):				40.8	Total Delay for Signalled Lanes (pcuHr):				7.68	Cycle Time (s): 180			
PRC Over All Lanes (%):				40.8	Total Delay Over All Lanes(pcuHr):				8.08				

Full Input Data And Results

Scenario 6: '2038 PM base' (FG6: '2038 PM base', Plan 1: 'Network Control Plan 1')

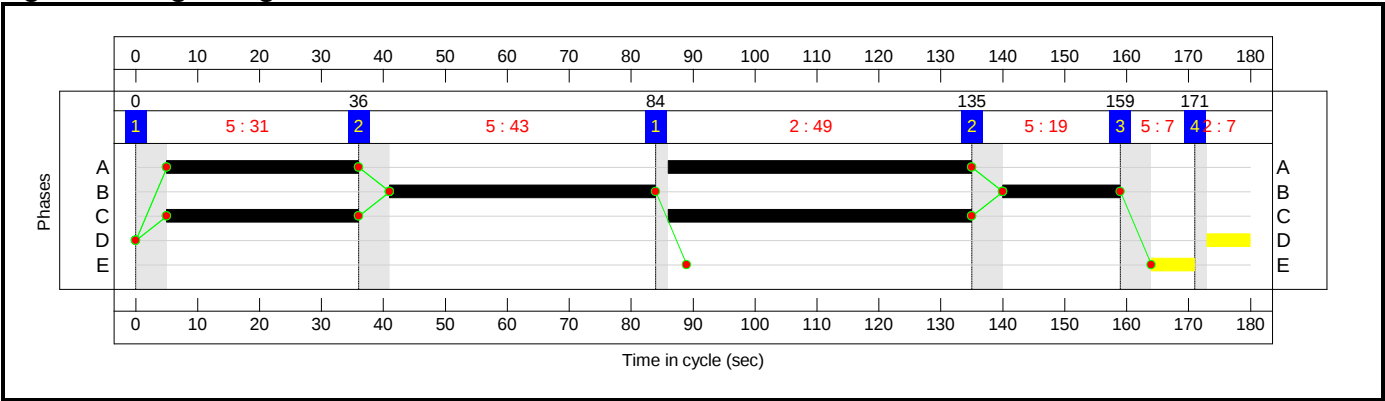
Stage Sequence Diagram



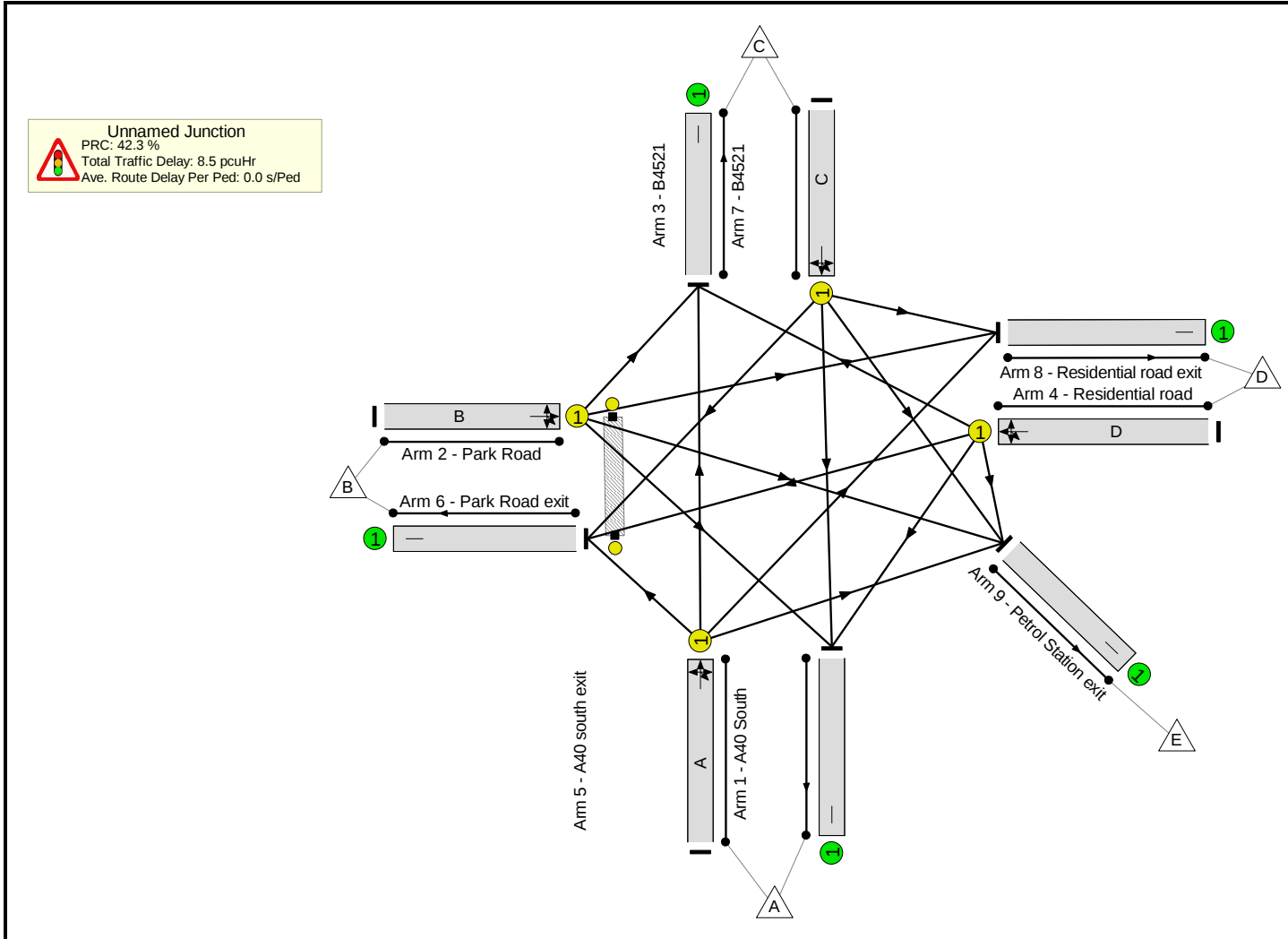
Stage Timings

Stage	1	2	1	2	3	4
Duration	31	43	49	19	7	7
Change Point	0	36	84	135	159	171

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.3%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	80	-	397	1915	872	45.5%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	62	-	451	2005	713	63.3%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	80	-	337	1935	881	38.2%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	6	1943	86	6.9%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	436	1900	1900	22.9%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	311	1967	1967	15.8%
7/1	B4521	U	N/A	N/A	-		-	-	-	370	1937	1937	19.1%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	70	2115	2115	3.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

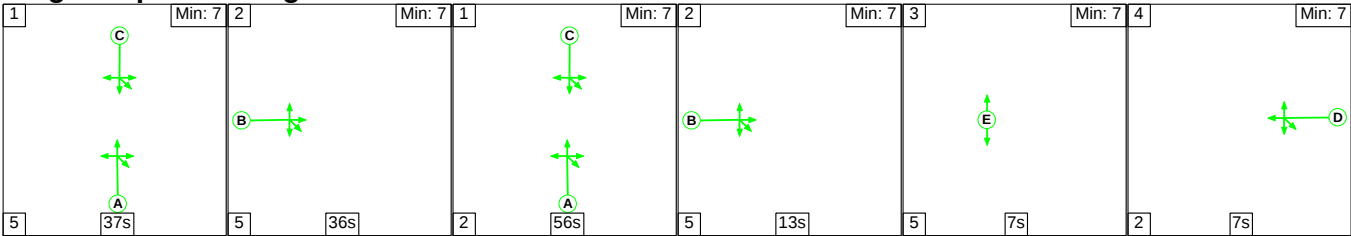
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '2028 AM base + Dev.' (FG7: '2028 AM base + Dev.', Plan 1: 'Network Control Plan 1')

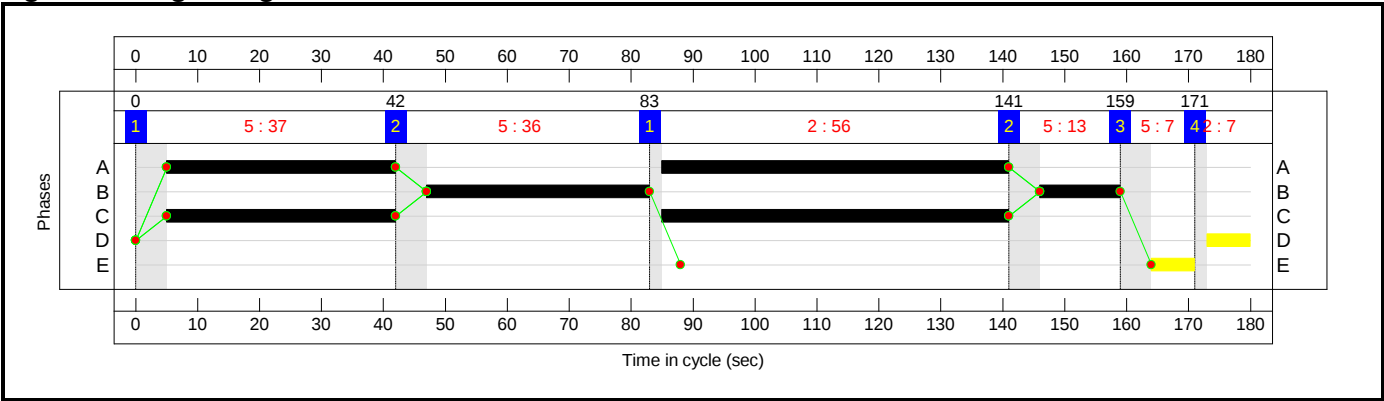
Stage Sequence Diagram



Stage Timings

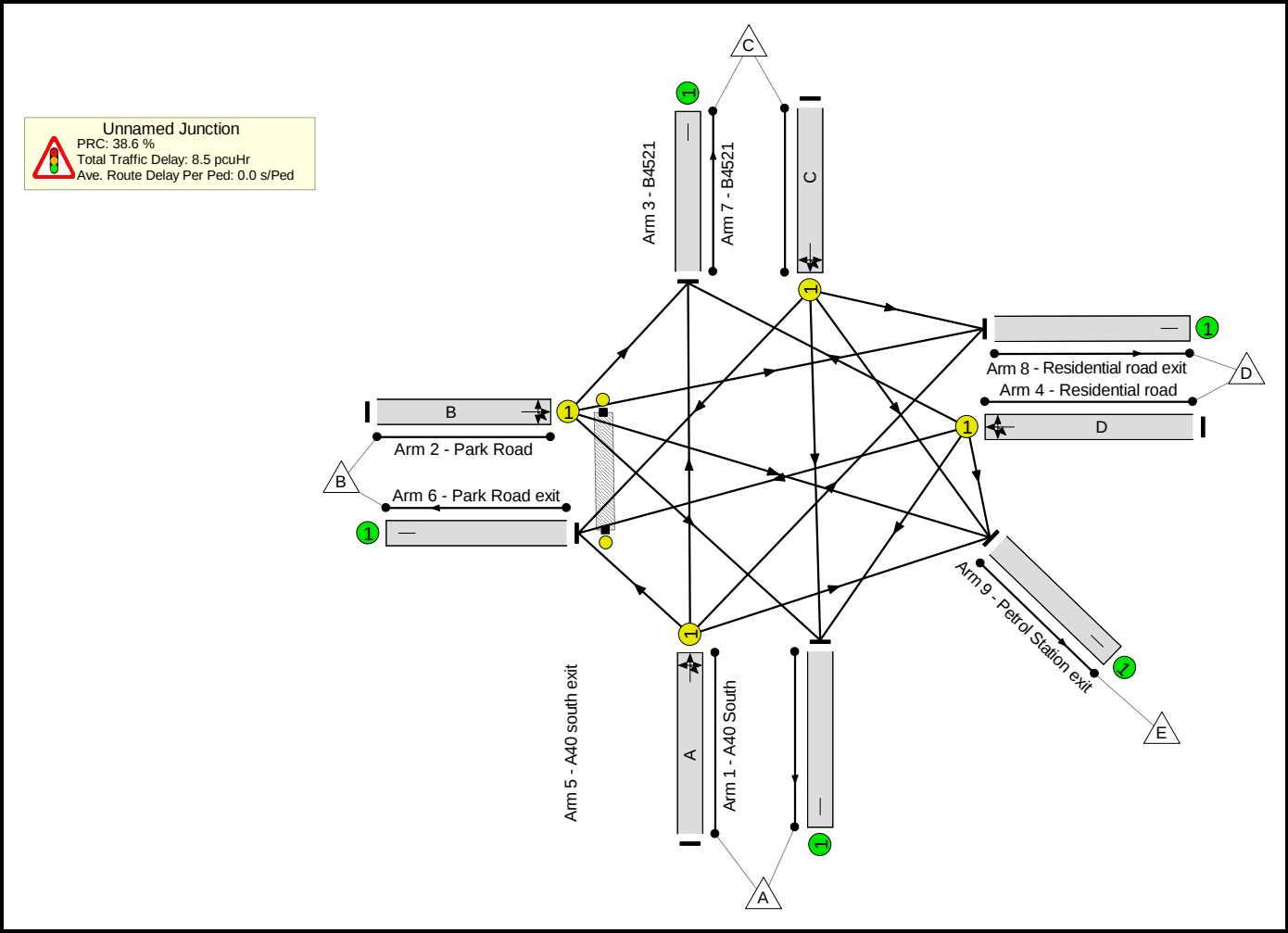
Stage	1	2	1	2	3	4
Duration	37	36	56	13	7	7
Change Point	0	42	83	141	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.0%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	93	-	428	1915	1011	42.3%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	49	-	369	2005	568	65.0%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	93	-	475	1935	1021	46.5%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	5	1943	86	5.8%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	501	1900	1900	26.4%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	419	1967	1967	21.3%
7/1	B4521	U	N/A	N/A	-		-	-	-	307	1937	1937	15.8%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	47	2115	2115	2.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

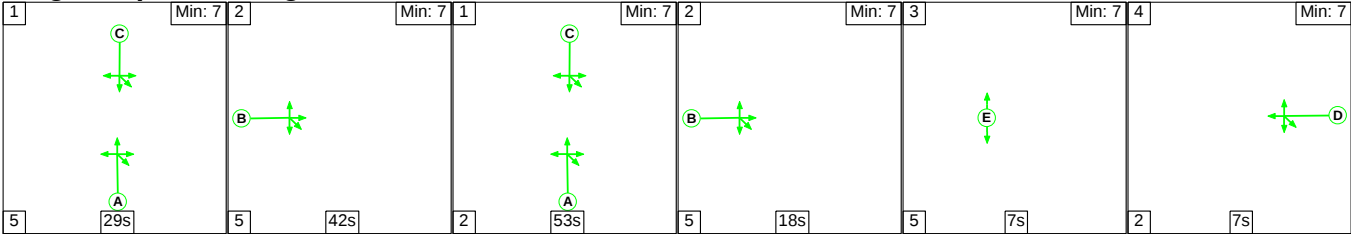
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.3	2.2	0.0	8.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.3	2.2	0.0	8.5	-	-	-	-
1/1	428	428	-	-	-	1.5	0.4	-	1.9	16.0	6.5	0.4	6.9
2/1	369	369	-	-	-	2.9	0.9	-	3.8	37.3	8.4	0.9	9.3
3/1	475	475	-	-	-	1.8	0.4	-	2.2	16.6	7.4	0.4	7.8
4/1	5	5	-	-	-	0.1	0.0	-	0.1	104.8	0.2	0.0	0.3
5/1	501	501	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	419	419	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	307	307	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	47	47	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 38.6 Total Delay for Signalled Lanes (pcuHr): 8.06 Cycle Time (s): 180 PRC Over All Lanes (%): 38.6 Total Delay Over All Lanes(pcuHr): 8.48													

Full Input Data And Results

Scenario 8: '2028 PM base + Dev.' (FG8: '2028 PM base + Dev.', Plan 1: 'Network Control Plan 1')

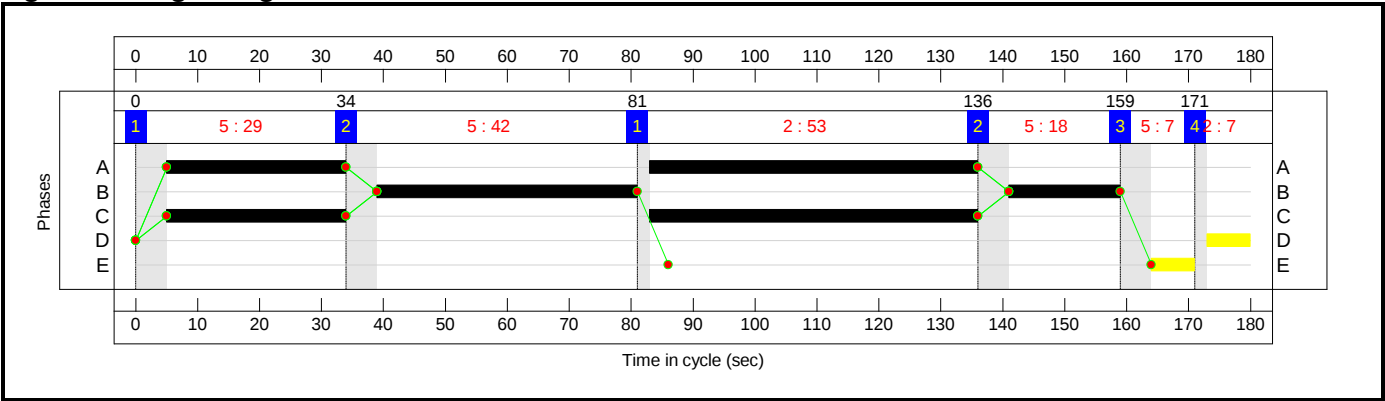
Stage Sequence Diagram



Stage Timings

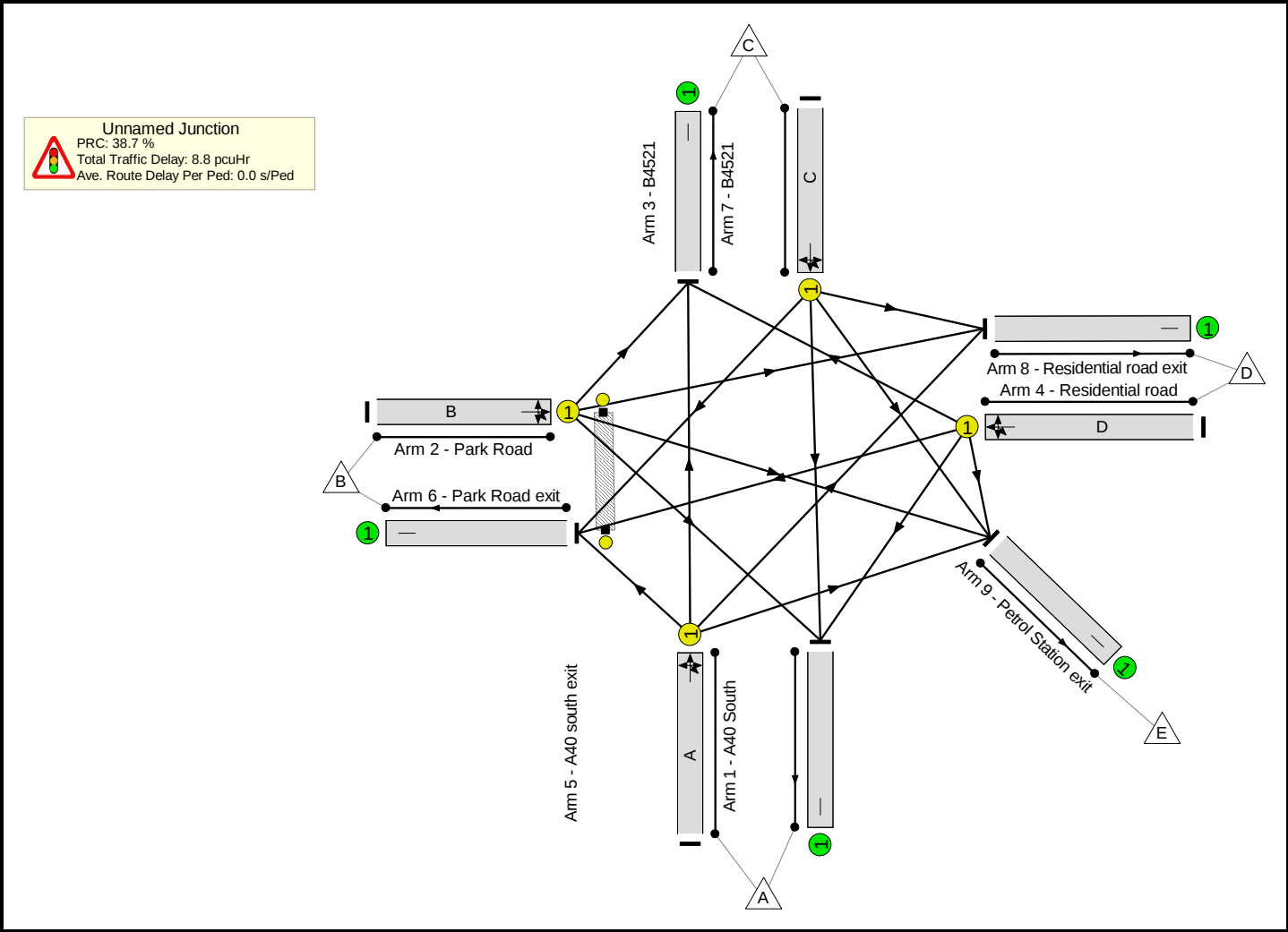
Stage	1	2	1	2	3	4
Duration	29	42	53	18	7	7
Change Point	0	34	81	136	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	64.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.9%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	82	-	401	1915	894	44.9%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	60	-	448	2005	691	64.9%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	82	-	373	1935	903	41.3%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	6	1943	86	6.9%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	446	1900	1900	23.5%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	319	1967	1967	16.2%
7/1	B4521	U	N/A	N/A	-		-	-	-	394	1937	1937	20.3%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	65	2115	2115	3.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

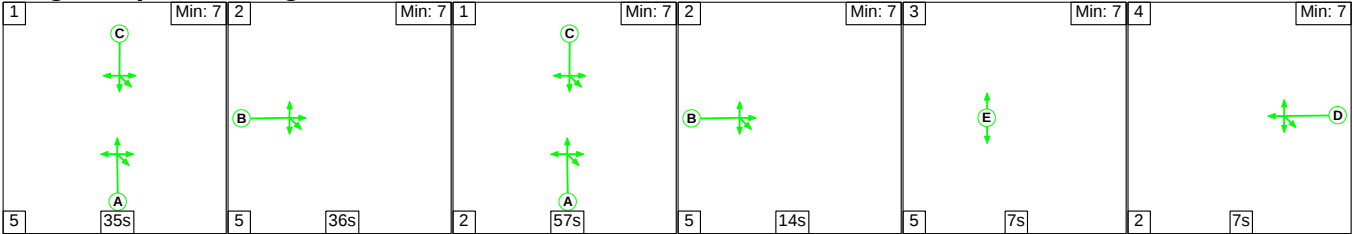
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 9: '2038 AM base + Dev.' (FG9: '2038 AM base + Dev.', Plan 1: 'Network Control Plan 1')

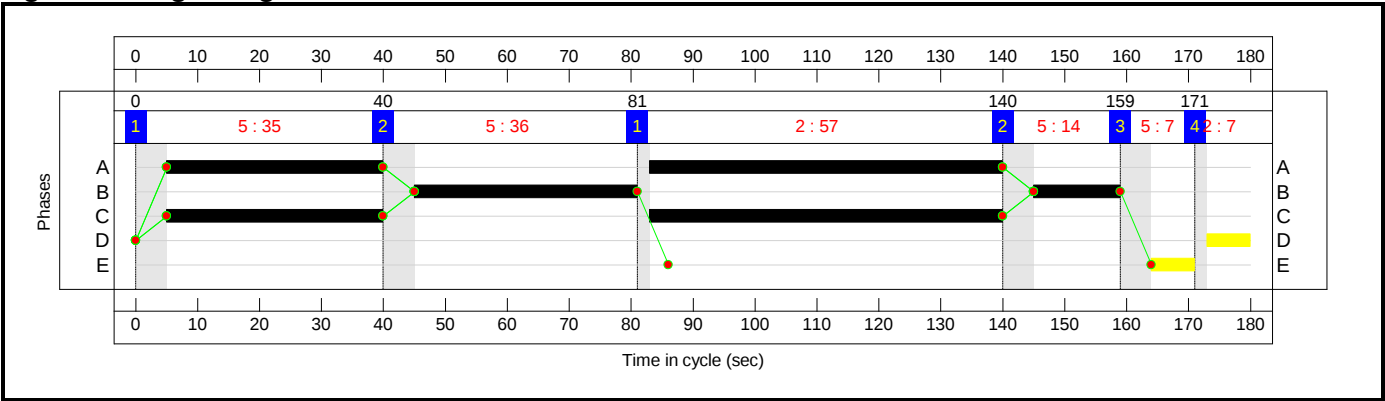
Stage Sequence Diagram



Stage Timings

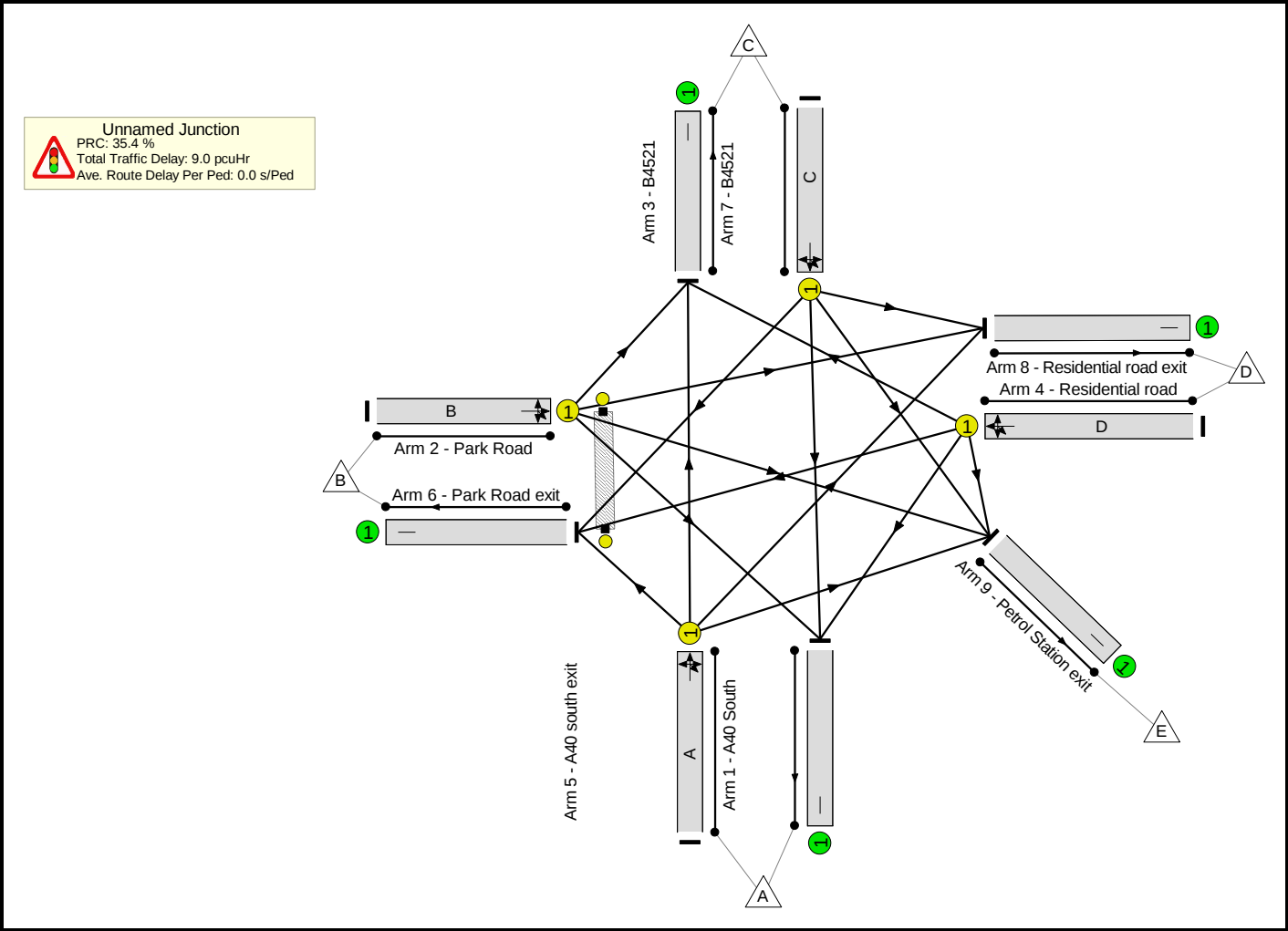
Stage	1	2	1	2	3	4
Duration	35	36	57	14	7	7
Change Point	0	40	81	140	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	66.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.5%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	92	-	445	1915	1000	44.5%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	50	-	385	2005	579	66.5%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	92	-	495	1935	1010	49.0%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	5	1943	86	5.8%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	523	1900	1900	27.5%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	437	1967	1967	22.2%
7/1	B4521	U	N/A	N/A	-		-	-	-	318	1937	1937	16.4%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	49	2115	2115	2.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

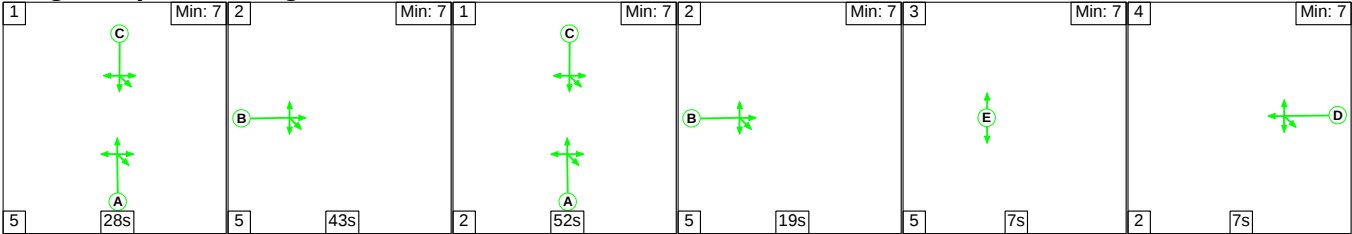
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	6.7	2.3	0.0	9.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	6.7	2.3	0.0	9.0	-	-	-	-
1/1	445	445	-	-	-	1.7	0.4	-	2.1	16.6	7.0	0.4	7.4
2/1	385	385	-	-	-	3.0	1.0	-	4.0	37.3	8.6	1.0	9.5
3/1	495	495	-	-	-	1.9	0.5	-	2.4	17.3	8.1	0.5	8.6
4/1	5	5	-	-	-	0.1	0.0	-	0.1	104.8	0.2	0.0	0.3
5/1	523	523	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
6/1	437	437	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	318	318	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
8/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	49	49	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 35.4 Total Delay for Signalled Lanes (pcuHr): 8.57 Cycle Time (s): 180 PRC Over All Lanes (%): 35.4 Total Delay Over All Lanes(pcuHr): 9.02													

Full Input Data And Results

Scenario 10: '2038 PM base + Dev.' (FG10: '2038 PM base + Dev.', Plan 1: 'Network Control Plan 1')

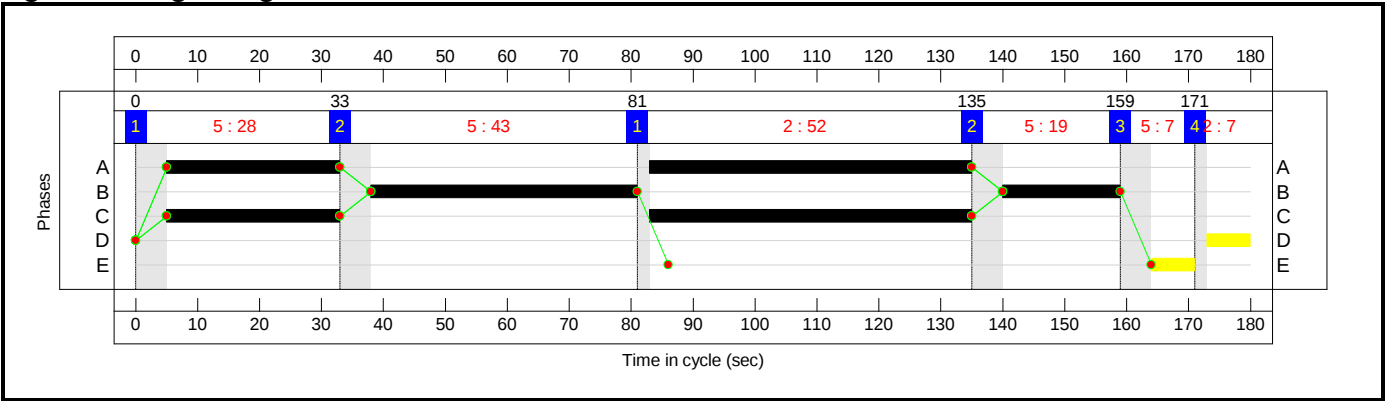
Stage Sequence Diagram



Stage Timings

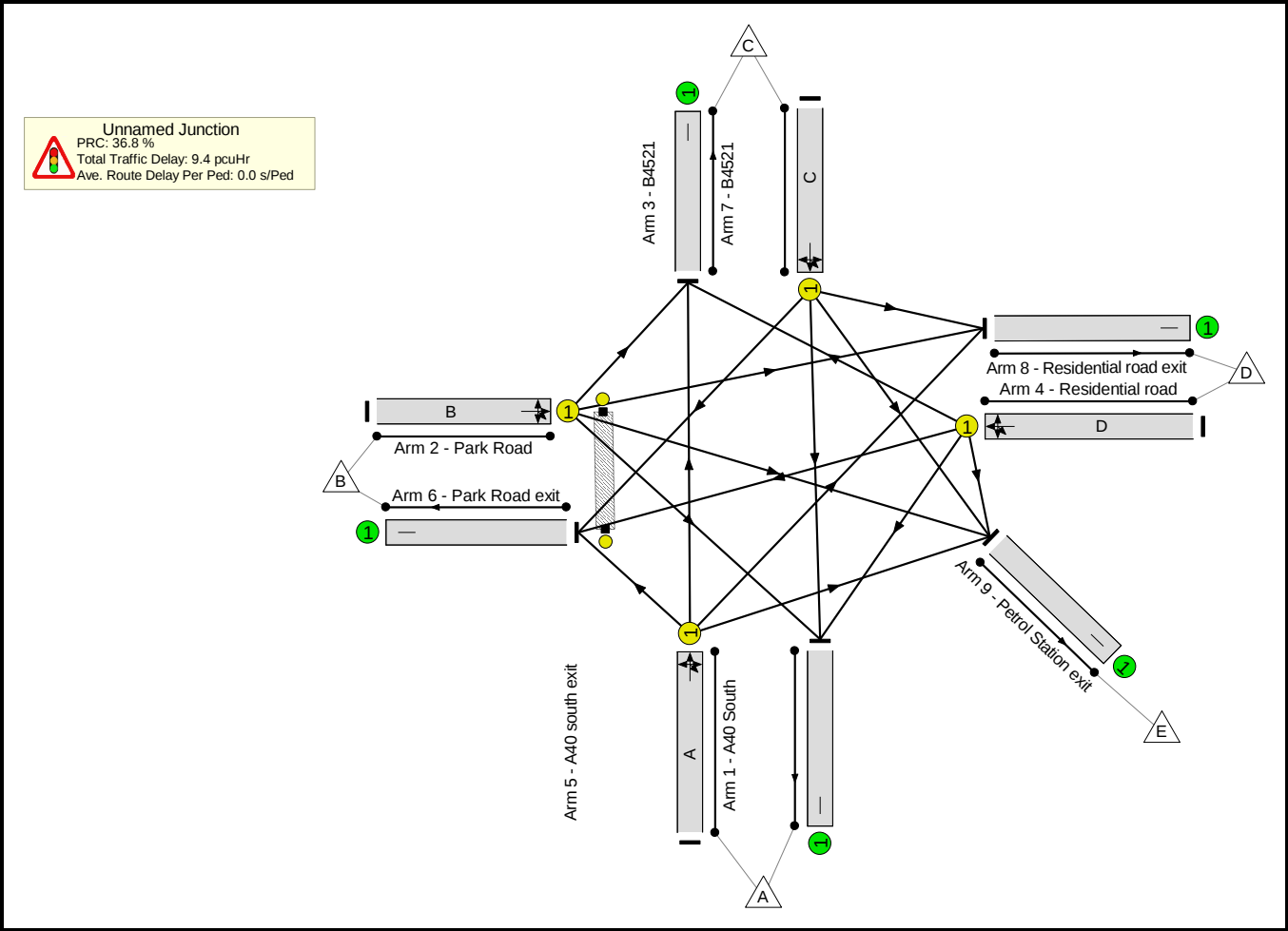
Stage	1	2	1	2	3	4
Duration	28	43	52	19	7	7
Change Point	0	33	81	135	159	171

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	65.8%
1/1	A40 South Left Ahead Right Right2	U	N/A	N/A	A		2	80	-	419	1915	872	48.0%
2/1	Park Road Right Left Ahead Ahead2	U	N/A	N/A	B		2	62	-	469	2005	713	65.8%
3/1	B4521 Ahead Right Left Left2	U	N/A	N/A	C		2	80	-	389	1935	881	44.1%
4/1	Residential road Left Ahead Right U-Turn	U	N/A	N/A	D		1	7	-	6	1943	86	6.9%
5/1	A40 south exit	U	N/A	N/A	-		-	-	-	466	1900	1900	24.5%
6/1	Park Road exit	U	N/A	N/A	-		-	-	-	333	1967	1967	16.9%
7/1	B4521	U	N/A	N/A	-		-	-	-	410	1937	1937	21.2%
8/1	Residential road exit	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
9/1	Petrol Station exit	U	N/A	N/A	-		-	-	-	70	2115	2115	3.3%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	7	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

Appendix O

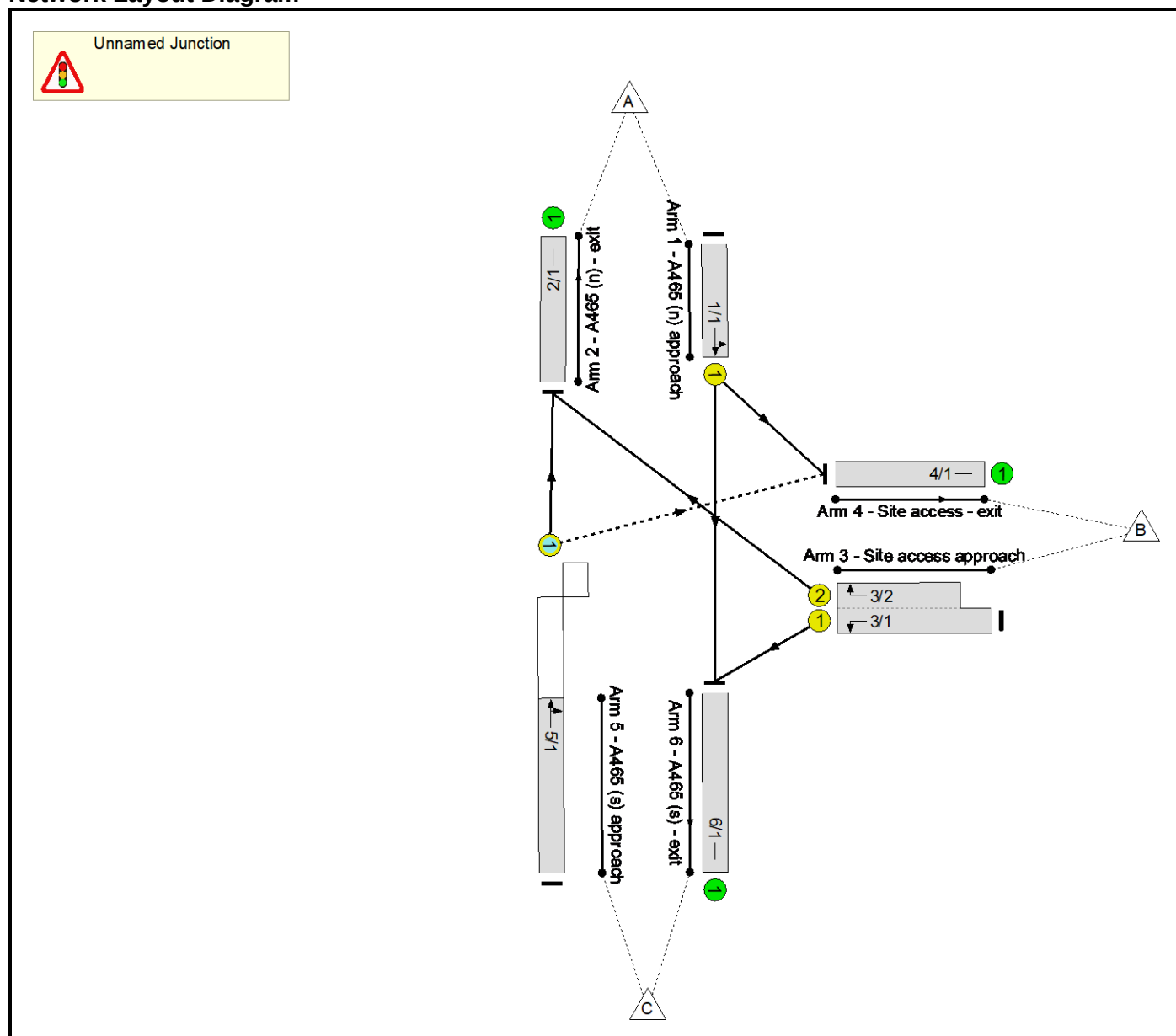


Full Input Data And Results

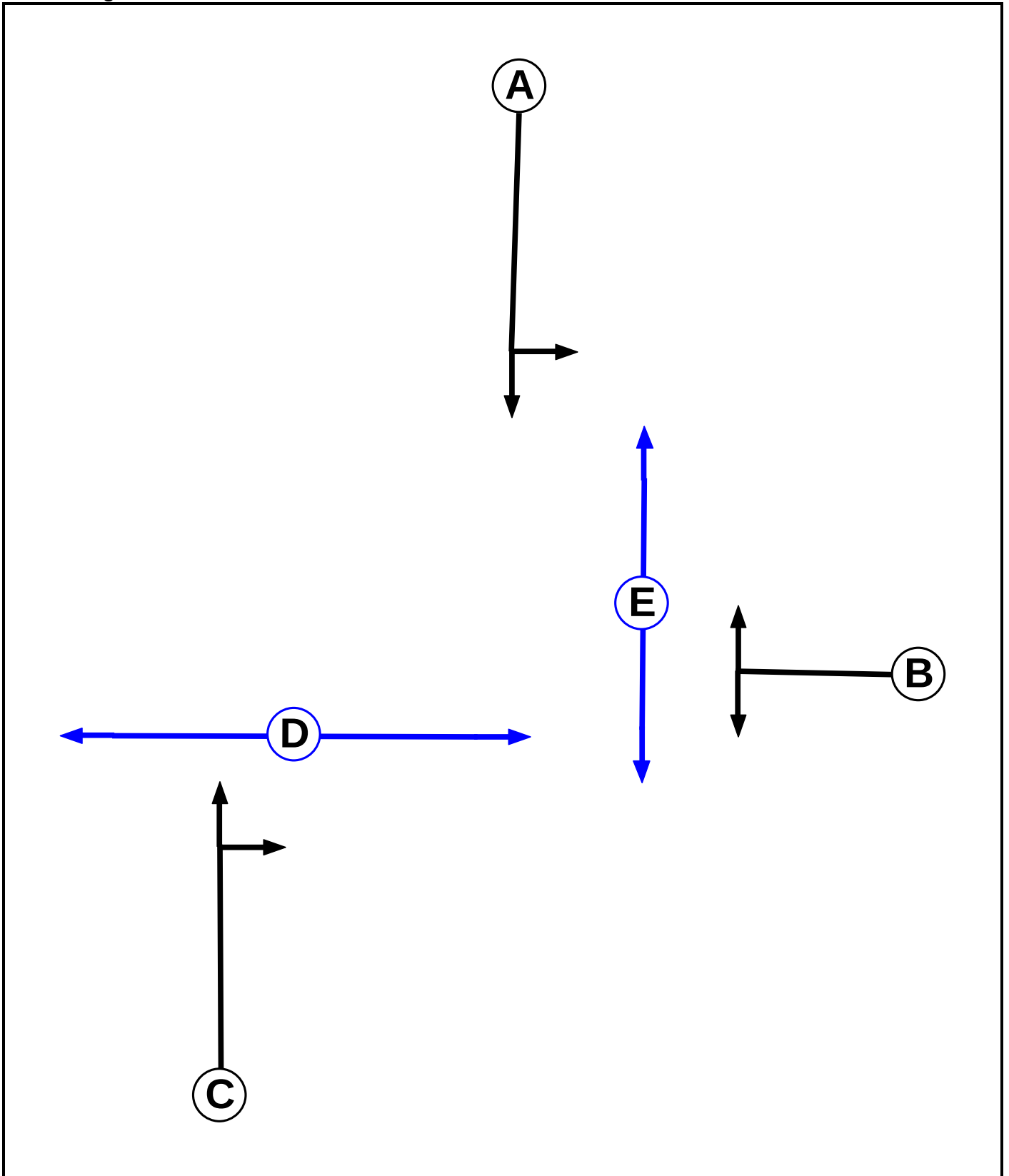
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Initial site access.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		13	13

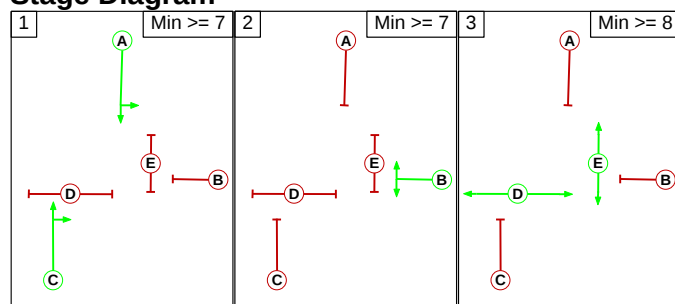
Phase Intergreens Matrix

Phase Inter-Group Matrix						
	Starting Phase					
Terminating Phase		A	B	C	D	E
	A		5	-	5	-
	B	-		5	5	-
	C	-	-		-	-
	D	-	-	13		-
	E	13	13	13	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B
3	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		5	5
	2	5		5
	3	13	13	

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
5/1 (A465 (s) approach)	4/1 (Right)	1439	0	1/1	1.09	All	8.00	2.00	0.50	8	5.00

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A465 (n) approach)	U	A	2	3	60.0	Geom	-	3.71	0.00	Y	Arm 4 Left	Inf
											Arm 6 Ahead	Inf
2/1 (A465 (n) - exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Site access approach)	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Left	Inf
3/2 (Site access approach)	U	B	2	3	8.0	Geom	-	3.25	0.00	N	Arm 2 Right	Inf
4/1 (Site access - exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A465 (s) approach)	O	C	2	3	60.0	Geom	-	3.77	0.00	Y	Arm 2 Ahead	Inf
											Arm 4 Right	Inf
6/1 (A465 (s) - exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 AM base'	08:00	09:00	01:00	
2: '2025 PM base'	17:00	18:00	01:00	
3: '2028 AM base'	08:00	09:00	01:00	
4: '2028 PM base'	17:00	18:00	01:00	
5: '2038 AM base'	08:00	09:00	01:00	
6: '2038 PM base'	17:00	18:00	01:00	
7: '2028 AM base + Dev.'	08:00	09:00	01:00	
8: '2028 PM bae + Dev.'	08:00	09:00	01:00	
9: '2038 AM base + Dev.'	08:00	09:00	01:00	
10: '2038 PM base + Dev.'	17:00	18:00	01:00	

Scenario 1: '2025 AM base' (FG1: '2025 AM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	0	370	370
	B	0	0	0	0
	C	407	0	0	407
	Tot.	407	0	370	777

Traffic Lane Flows

Lane	Scenario 1: 2025 AM base
Junction: Unnamed Junction	
1/1	370
2/1	407
3/1 (with short)	0(In) 0(Out)
3/2 (short)	0
4/1	0
5/1	407
6/1	370

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	0.0 % 100.0 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	0.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	0.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	100.0 % 0.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 PM base' (FG2: '2025 PM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	376	376
	B	0	0	0	0
	C	339	0	0	339
	Tot.	339	0	376	715

Traffic Lane Flows

Lane	Scenario 2: 2025 PM base
Junction: Unnamed Junction	
1/1	376
2/1	339
3/1 (with short)	0(In) 0(Out)
3/2 (short)	0
4/1	0
5/1	339
6/1	376

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	0.0 % 100.0 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	0.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	0.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	100.0 % 0.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 AM base' (FG3: '2028 AM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	414	414
	B	0	0	0	0
	C	377	0	0	377
	Tot.	377	0	414	791

Traffic Lane Flows

Lane	Scenario 3: 2028 AM base
Junction: Unnamed Junction	
1/1	414
2/1	377
3/1 (with short)	0(In) 0(Out)
3/2 (short)	0
4/1	0
5/1	377
6/1	414

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	0.0 % 100.0 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	0.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	0.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	100.0 % 0.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 PM base' (FG4: '2028 PM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	383	383
	B	0	0	0	0
	C	345	0	0	345
	Tot.	345	0	383	728

Traffic Lane Flows

Lane	Scenario 4: 2028 PM base
Junction: Unnamed Junction	
1/1	383
2/1	345
3/1 (with short)	0(In) 0(Out)
3/2 (short)	0
4/1	0
5/1	345
6/1	383

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	0.0 % 100.0 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	0.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	0.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	100.0 % 0.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2038 AM base' (FG5: '2038 AM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	401	401
	B	0	0	0	0
	C	441	0	0	441
	Tot.	441	0	401	842

Traffic Lane Flows

Lane	Scenario 5: 2038 AM base
Junction: Unnamed Junction	
1/1	401
2/1	441
3/1 (with short)	0(In) 0(Out)
3/2 (short)	0
4/1	0
5/1	441
6/1	401

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	0.0 % 100.0 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	0.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	0.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	100.0 % 0.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2038 PM base' (FG6: '2038 PM base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	0	407	407
	B	0	0	0	0
	C	367	0	0	367
	Tot.	367	0	407	774

Traffic Lane Flows

Lane	Scenario 6: 2038 PM base
Junction: Unnamed Junction	
1/1	407
2/1	367
3/1 (with short)	0(In) 0(Out)
3/2 (short)	0
4/1	0
5/1	367
6/1	407

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	0.0 % 100.0 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	0.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	0.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	100.0 % 0.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2028 AM base + dev' (FG7: '2028 AM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	63	390	453
	B	50	0	127	177
	C	414	161	0	575
	Tot.	464	224	517	1205

Traffic Lane Flows

Lane	Scenario 7: 2028 AM base + dev
Junction: Unnamed Junction	
1/1	453
2/1	464
3/1 (with short)	177(In) 127(Out)
3/2 (short)	50
4/1	224
5/1	575
6/1	517

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	13.9 % 86.1 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	100.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	100.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	72.0 % 28.0 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2028 PM base + dev' (FG8: '2028 PM bae + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	46	384	430
	B	55	0	120	175
	C	345	127	0	472
	Tot.	400	173	504	1077

Traffic Lane Flows

Lane	Scenario 8: 2028 PM base + dev
Junction: Unnamed Junction	
1/1	430
2/1	400
3/1 (with short)	175(In) 120(Out)
3/2 (short)	55
4/1	173
5/1	472
6/1	504

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	10.7 % 89.3 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	100.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	100.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	73.1 % 26.9 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2038 AM base + dev' (FG9: '2038 AM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	63	414	477
	B	50	0	127	177
	C	441	161	0	602
	Tot.	491	224	541	1256

Traffic Lane Flows

Lane	Scenario 9: 2038 AM base + dev
Junction: Unnamed Junction	
1/1	477
2/1	491
3/1 (with short)	177(In) 127(Out)
3/2 (short)	50
4/1	224
5/1	602
6/1	541

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	13.2 % 86.8 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	100.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	100.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	73.3 % 26.7 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2038 PM base + dev' (FG10: '2038 PM base + Dev.', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	46	408	454
	B	55	0	120	175
	C	367	127	0	494
	Tot.	422	173	528	1123

Traffic Lane Flows

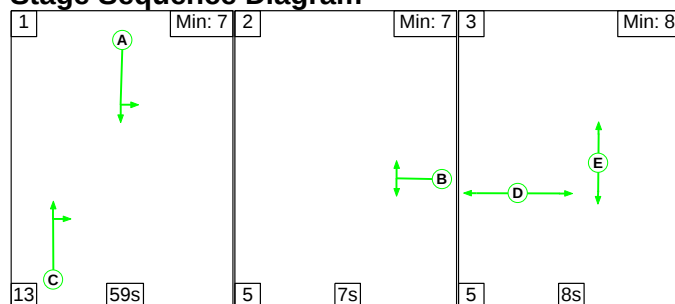
Lane	Scenario 10: 2038 PM base + dev
Junction: Unnamed Junction	
1/1	454
2/1	422
3/1 (with short)	175(In) 120(Out)
3/2 (short)	55
4/1	173
5/1	494
6/1	528

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A465 (n) approach)	3.71	0.00	Y	Arm 4 Left Arm 6 Ahead	Inf Inf	10.1 % 89.9 %	1986	1986
2/1 (A465 (n) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Site access approach)	3.20	0.00	Y	Arm 6 Left	Inf	100.0 %	1935	1935
3/2 (Site access approach)	3.25	0.00	N	Arm 2 Right	Inf	100.0 %	2080	2080
4/1 (Site access - exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A465 (s) approach)	3.77	0.00	Y	Arm 2 Ahead Arm 4 Right	Inf Inf	74.3 % 25.7 %	1992	1992
6/1 (A465 (s) - exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 AM base' (FG1: '2025 AM base', Plan 1: 'Network Control Plan 1')

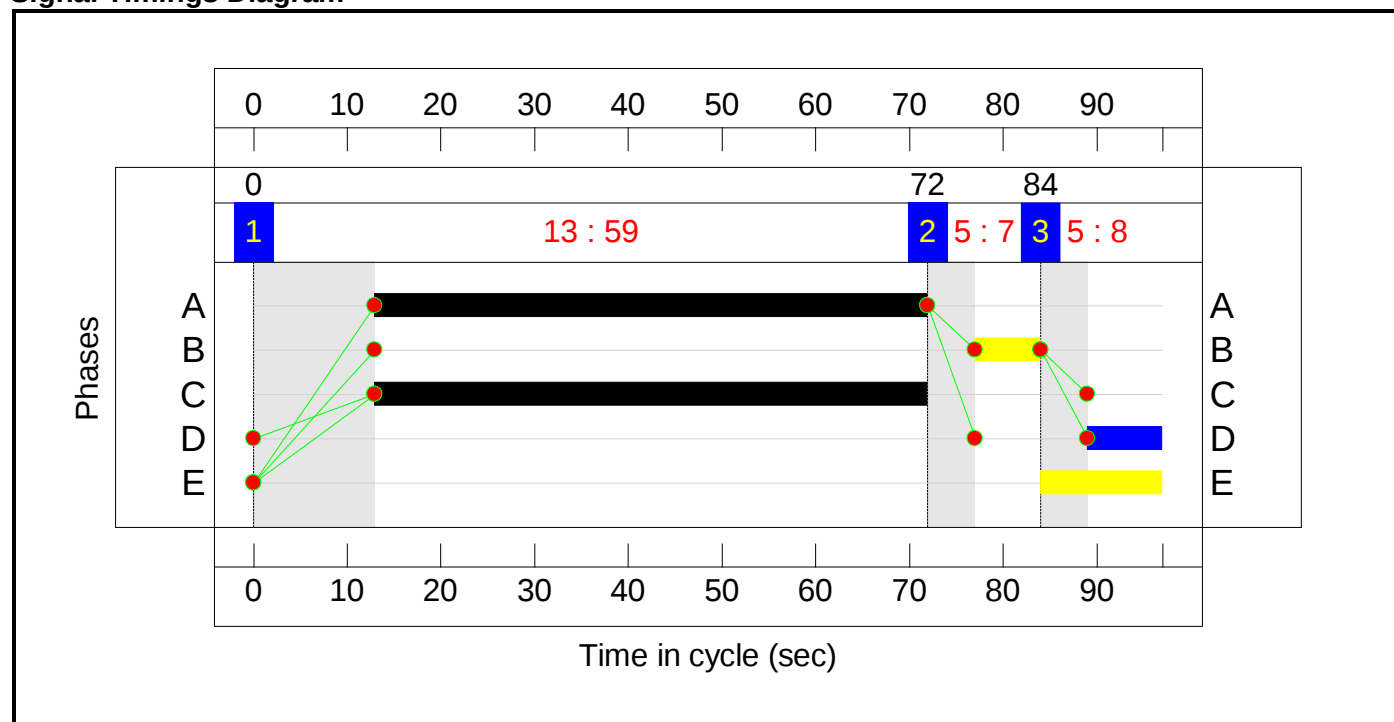
Stage Sequence Diagram



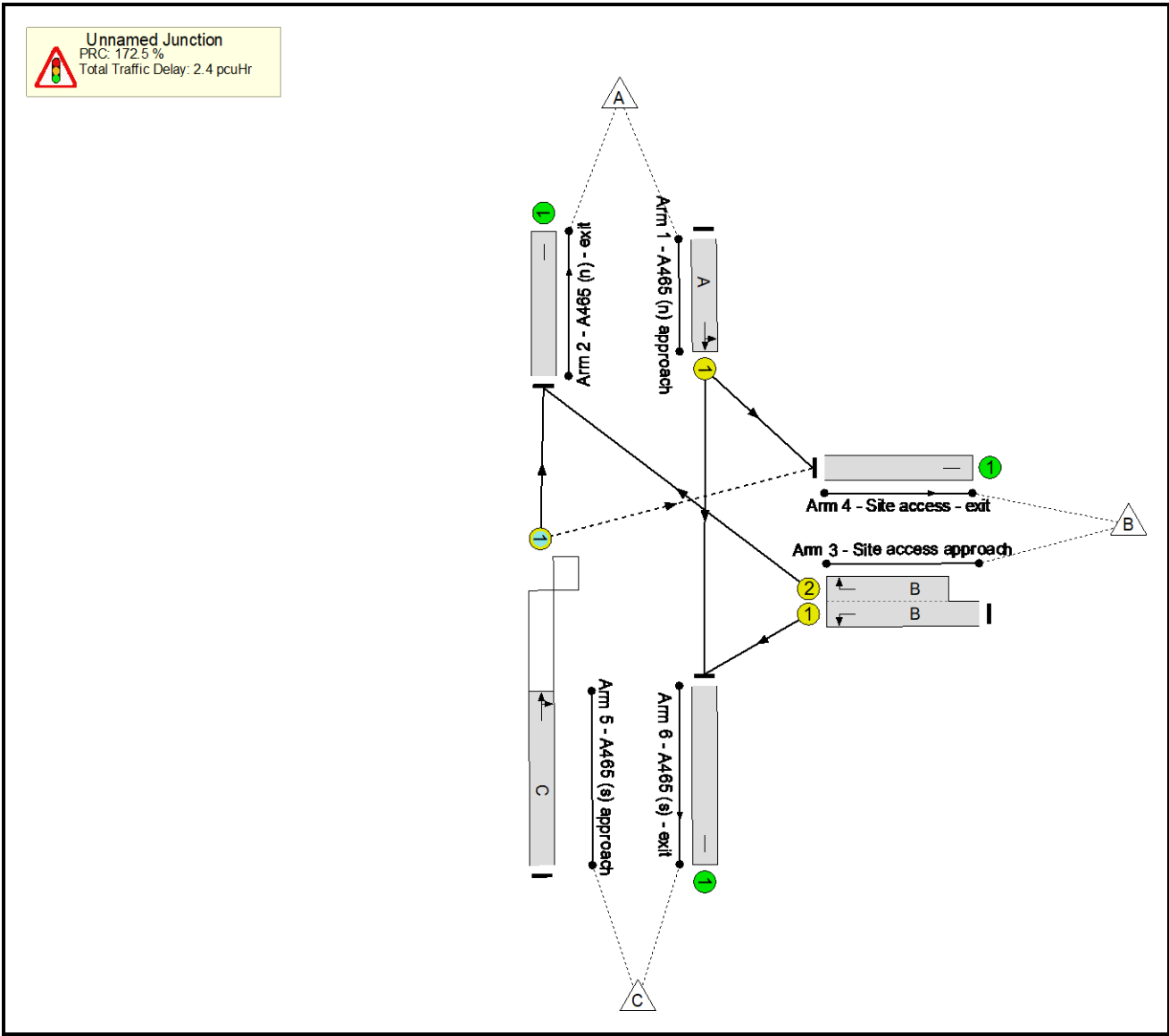
Stage Timings

Stage	1	2	3
Duration	59	7	8
Change Point	0	72	84

Signal Timings Diagram



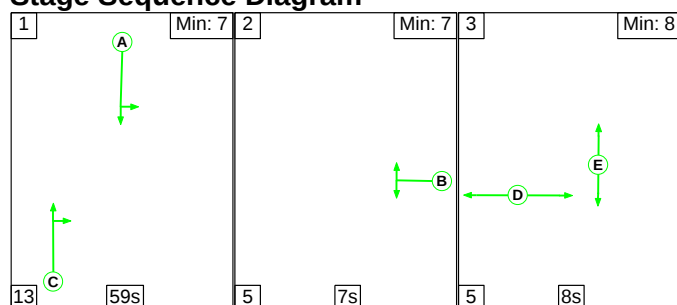
Network Layout Diagram



Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	33.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	33.0%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	59	-	370	1986	1228	30.1%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	7	-	0	1935:2080	160+172	0.0 : 0.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	59	-	407	1992	1232	33.0%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	1.9	0.5	0.0	2.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	1.9	0.5	0.0	2.4	-	-	-	-
1/1	370	370	-	-	-	0.9	0.2	-	1.1	10.8	4.6	0.2	4.8
2/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	407	407	0	0	0	1.0	0.2	0.0	1.2	11.1	5.2	0.2	5.4
6/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 172.5 Total Delay for Signalled Lanes (pcuHr): 2.36 Cycle Time (s): 97 PRC Over All Lanes (%): 172.5 Total Delay Over All Lanes(pcuHr): 2.36													

Scenario 2: '2025 PM base' (FG2: '2025 PM base', Plan 1: 'Network Control Plan 1')

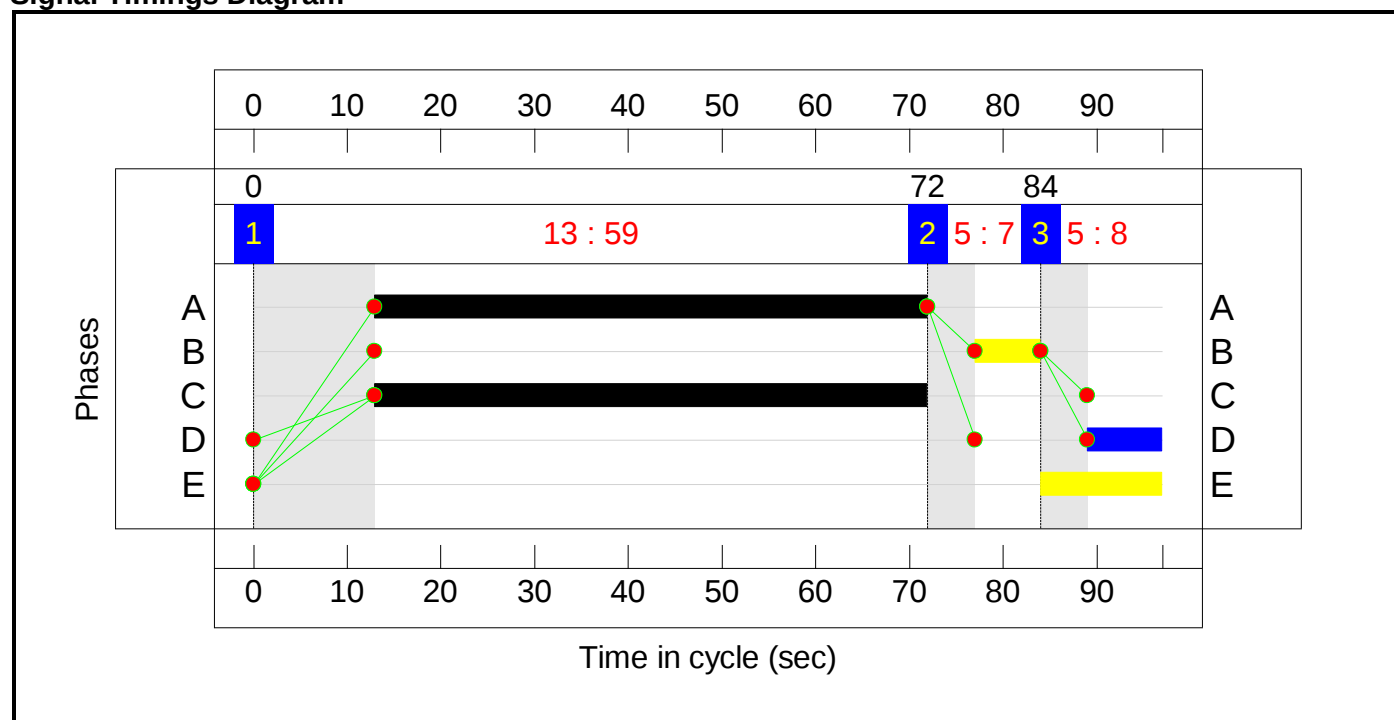
Stage Sequence Diagram



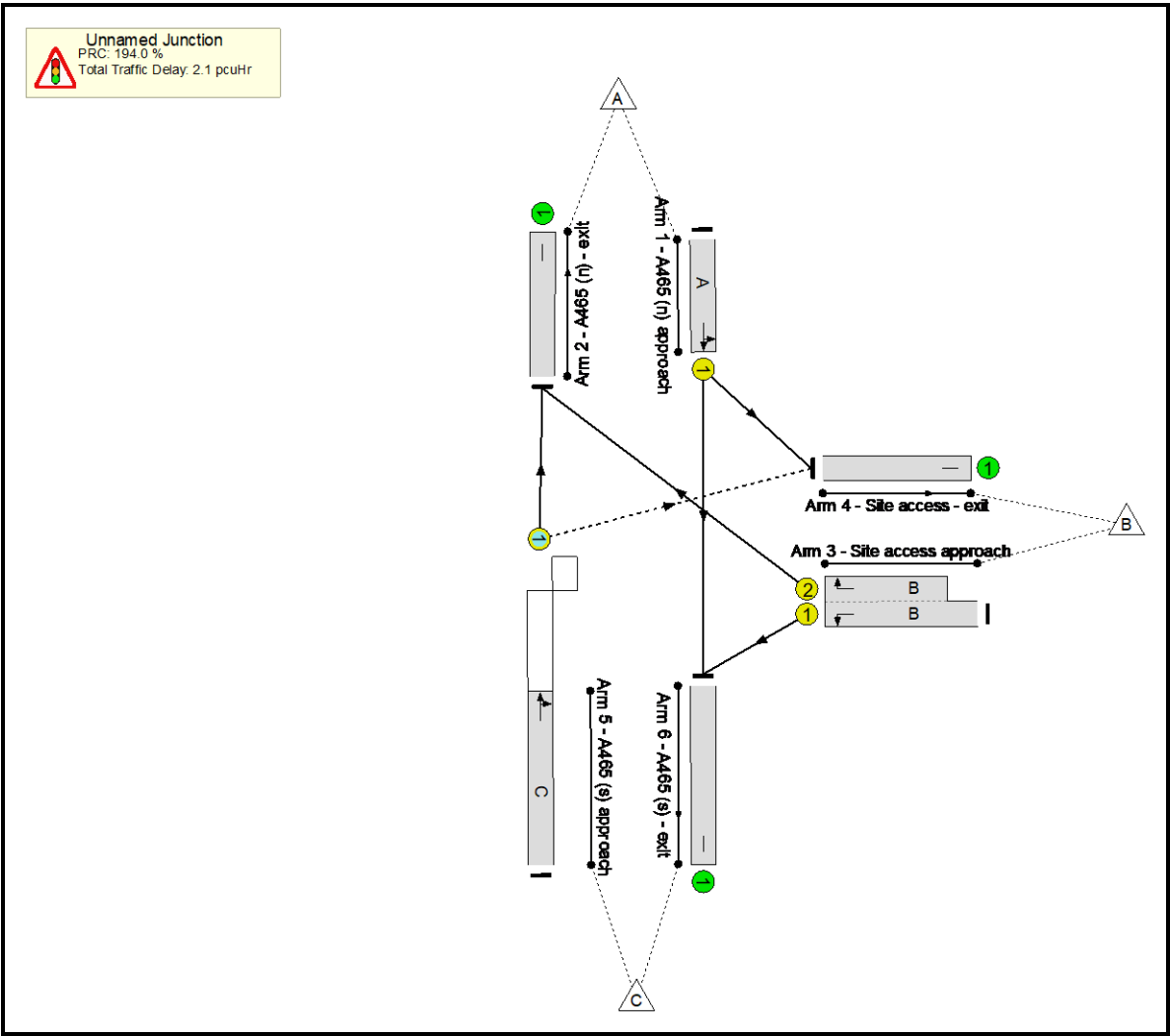
Stage Timings

Stage	1	2	3
Duration	59	7	8
Change Point	0	72	84

Signal Timings Diagram



Network Layout Diagram

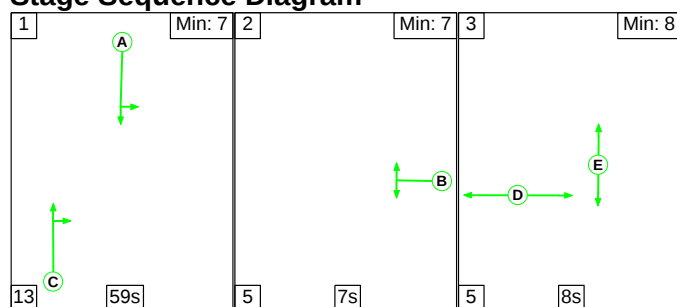


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	30.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	30.6%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	59	-	376	1986	1228	30.6%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	7	-	0	1935:2080	160+172	0.0 : 0.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	59	-	339	1992	1232	27.5%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	1.7	0.4	0.0	2.1	-	-	-	-
Unnamed Junction	-	-	0	0	0	1.7	0.4	0.0	2.1	-	-	-	-
1/1	376	376	-	-	-	0.9	0.2	-	1.1	10.8	4.7	0.2	4.9
2/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	339	339	0	0	0	0.8	0.2	0.0	1.0	10.5	4.1	0.2	4.3
6/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 194.0 Total Delay for Signalled Lanes (pcuHr): 2.12 Cycle Time (s): 97 PRC Over All Lanes (%): 194.0 Total Delay Over All Lanes(pcuHr): 2.12													

Scenario 3: '2028 AM base' (FG3: '2028 AM base', Plan 1: 'Network Control Plan 1')

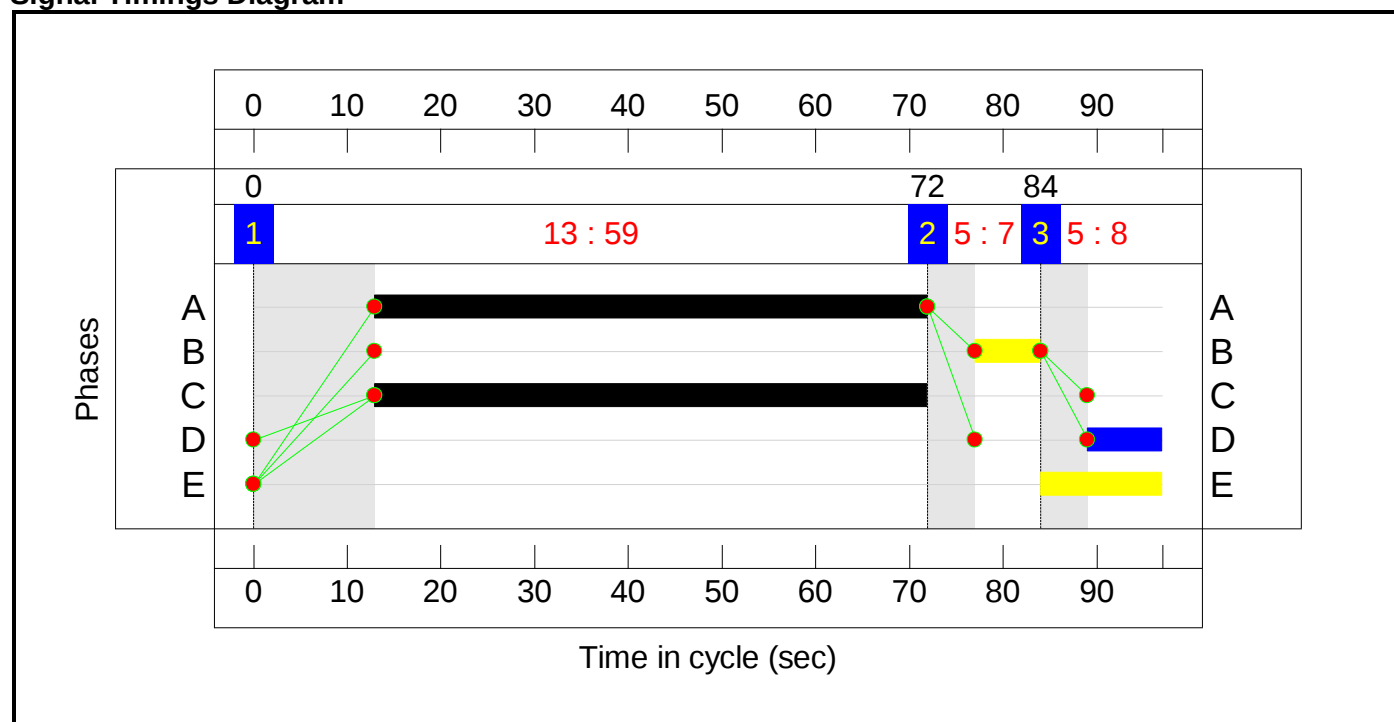
Stage Sequence Diagram



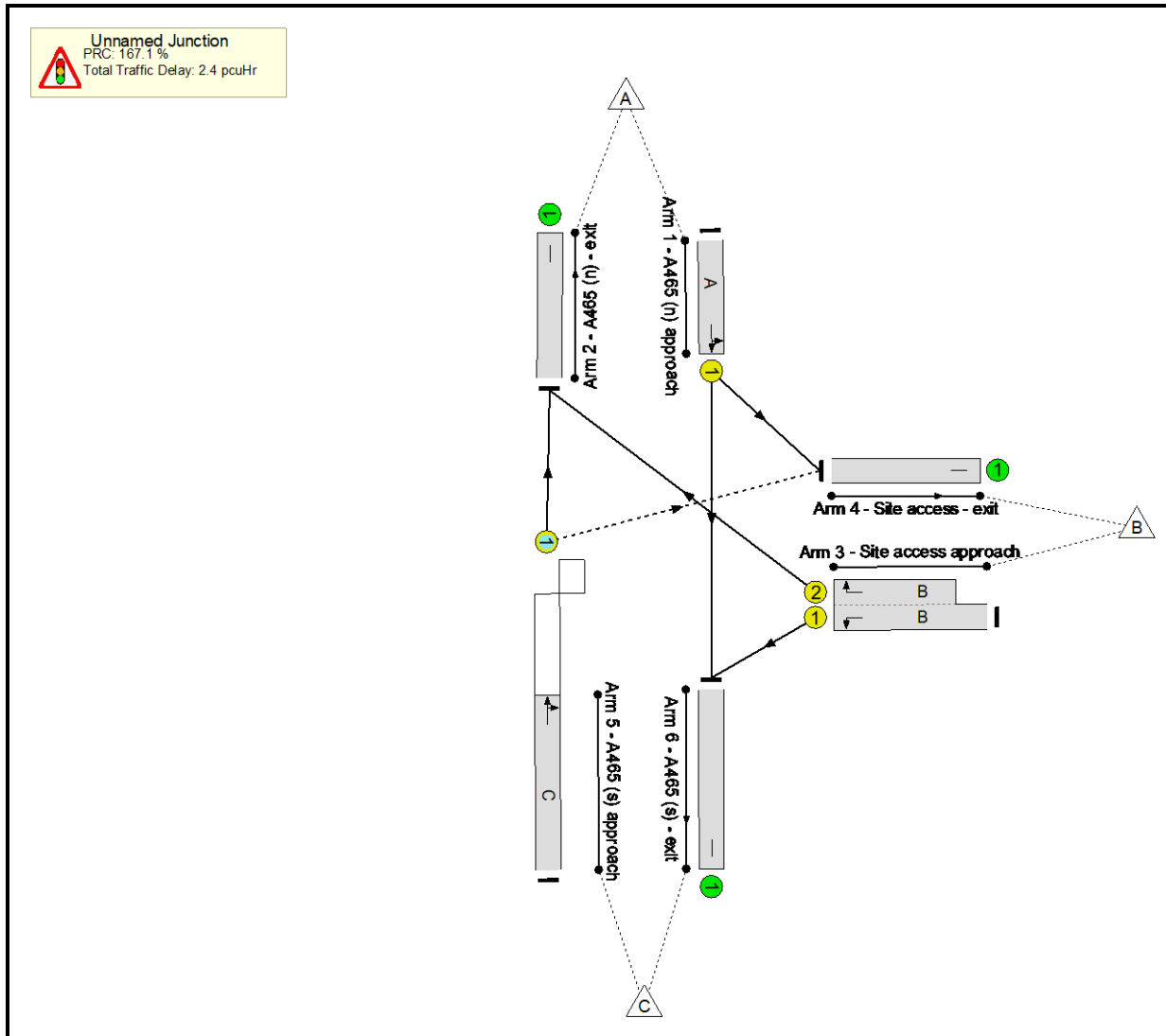
Stage Timings

Stage	1	2	3
Duration	59	7	8
Change Point	0	72	84

Signal Timings Diagram



Network Layout Diagram

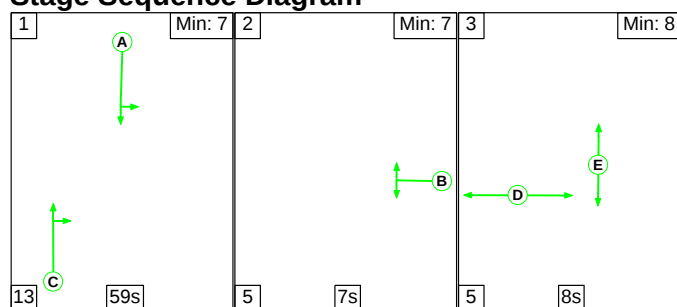


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	33.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	33.7%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	59	-	414	1986	1228	33.7%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	7	-	0	1935:2080	160+172	0.0 : 0.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	59	-	377	1992	1232	30.6%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	1.9	0.5	0.0	2.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	1.9	0.5	0.0	2.4	-	-	-	-
1/1	414	414	-	-	-	1.0	0.3	-	1.3	11.1	5.3	0.3	5.5
2/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	377	377	0	0	0	0.9	0.2	0.0	1.1	10.8	4.7	0.2	4.9
6/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 167.1 Total Delay for Signalled Lanes (pcuHr): 2.41 Cycle Time (s): 97 PRC Over All Lanes (%): 167.1 Total Delay Over All Lanes(pcuHr): 2.41													

Scenario 4: '2028 PM base' (FG4: '2028 PM base', Plan 1: 'Network Control Plan 1')

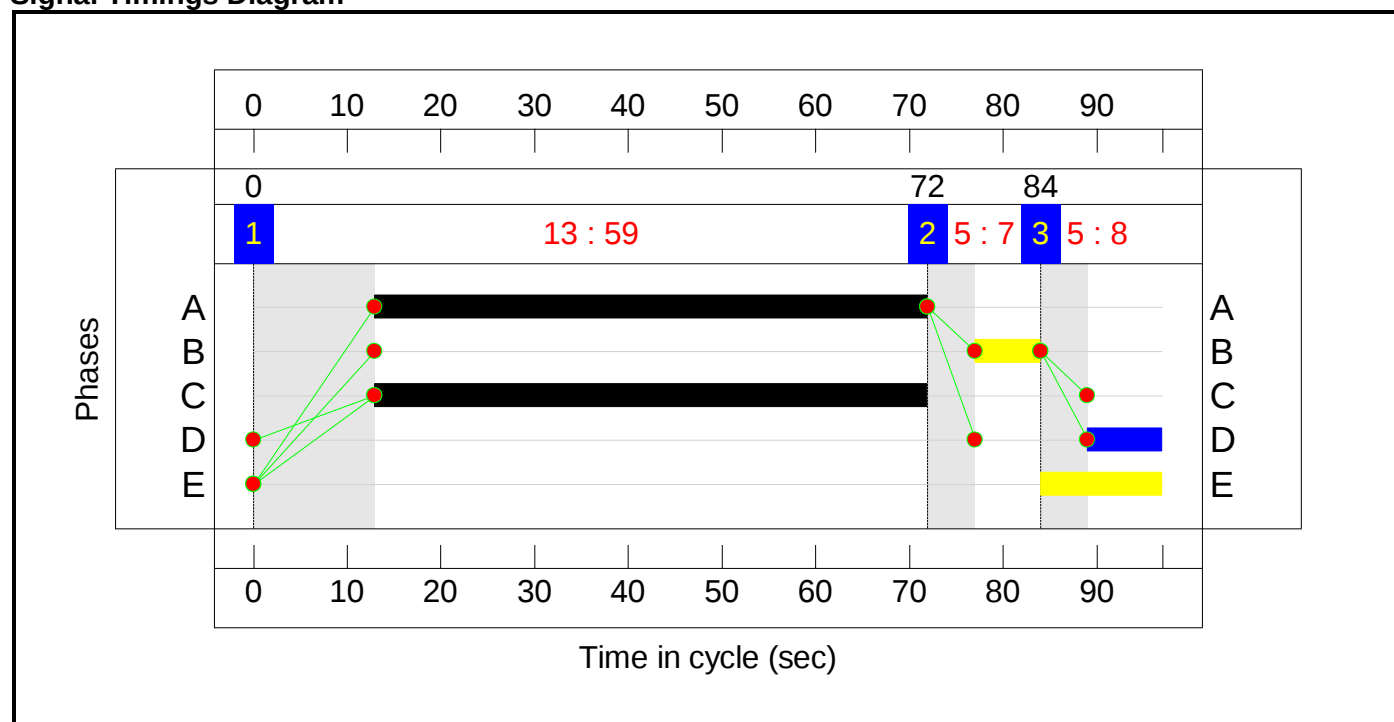
Stage Sequence Diagram



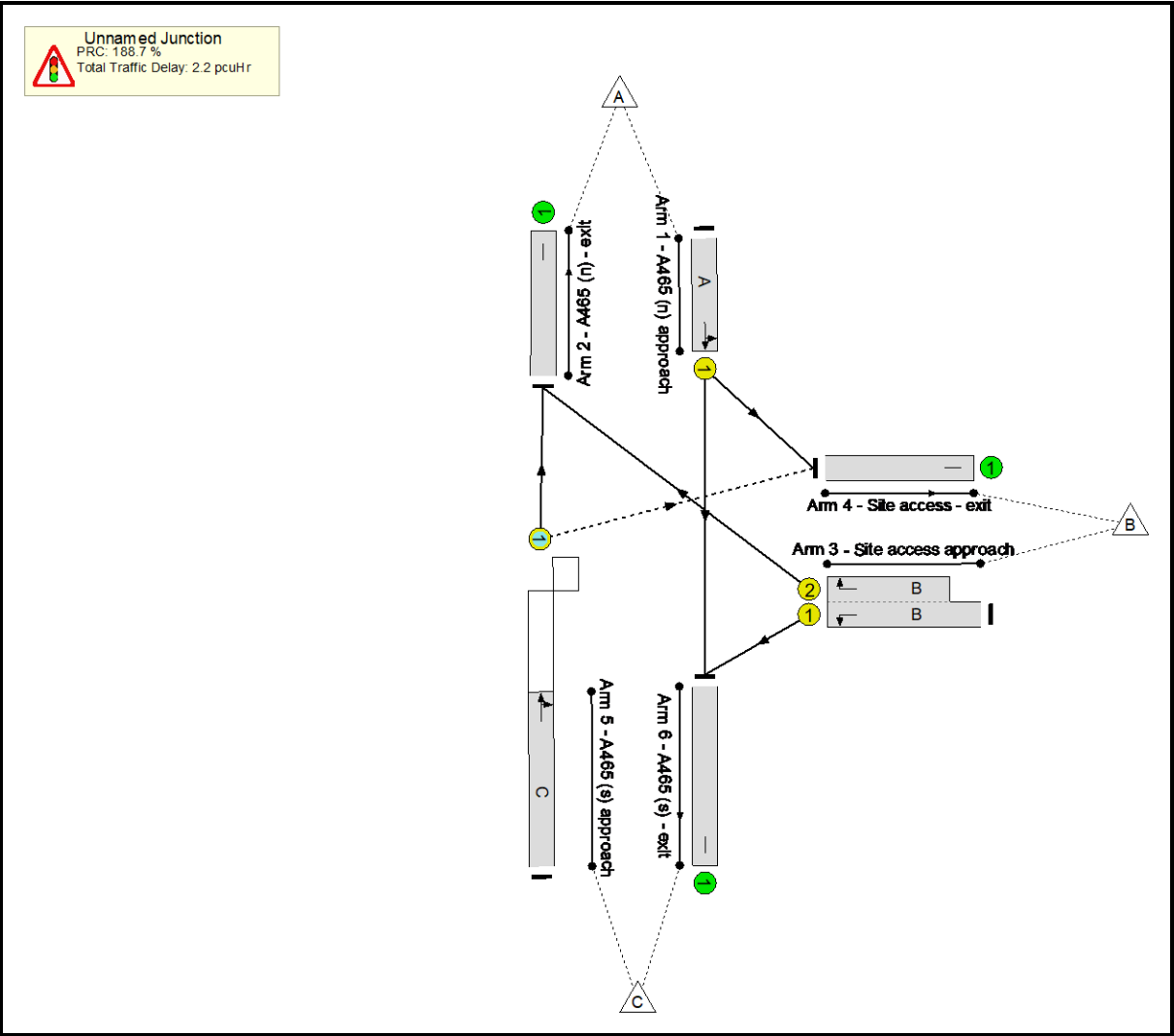
Stage Timings

Stage	1	2	3
Duration	59	7	8
Change Point	0	72	84

Signal Timings Diagram



Network Layout Diagram

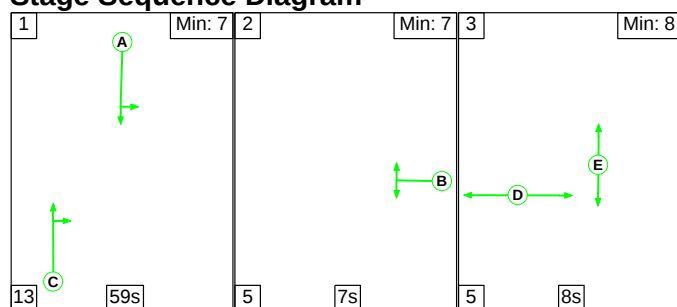


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	31.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	31.2%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	59	-	383	1986	1228	31.2%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	345	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	7	-	0	1935:2080	160+172	0.0 : 0.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	59	-	345	1992	1232	28.0%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	1.7	0.4	0.0	2.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	1.7	0.4	0.0	2.2	-	-	-	-
1/1	383	383	-	-	-	0.9	0.2	-	1.2	10.9	4.8	0.2	5.0
2/1	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	345	345	0	0	0	0.8	0.2	0.0	1.0	10.6	4.2	0.2	4.4
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 188.7 Total Delay for Signalled Lanes (pcuHr): 2.17 Cycle Time (s): 97 PRC Over All Lanes (%): 188.7 Total Delay Over All Lanes(pcuHr): 2.17													

Scenario 5: '2038 AM base' (FG5: '2038 AM base', Plan 1: 'Network Control Plan 1')

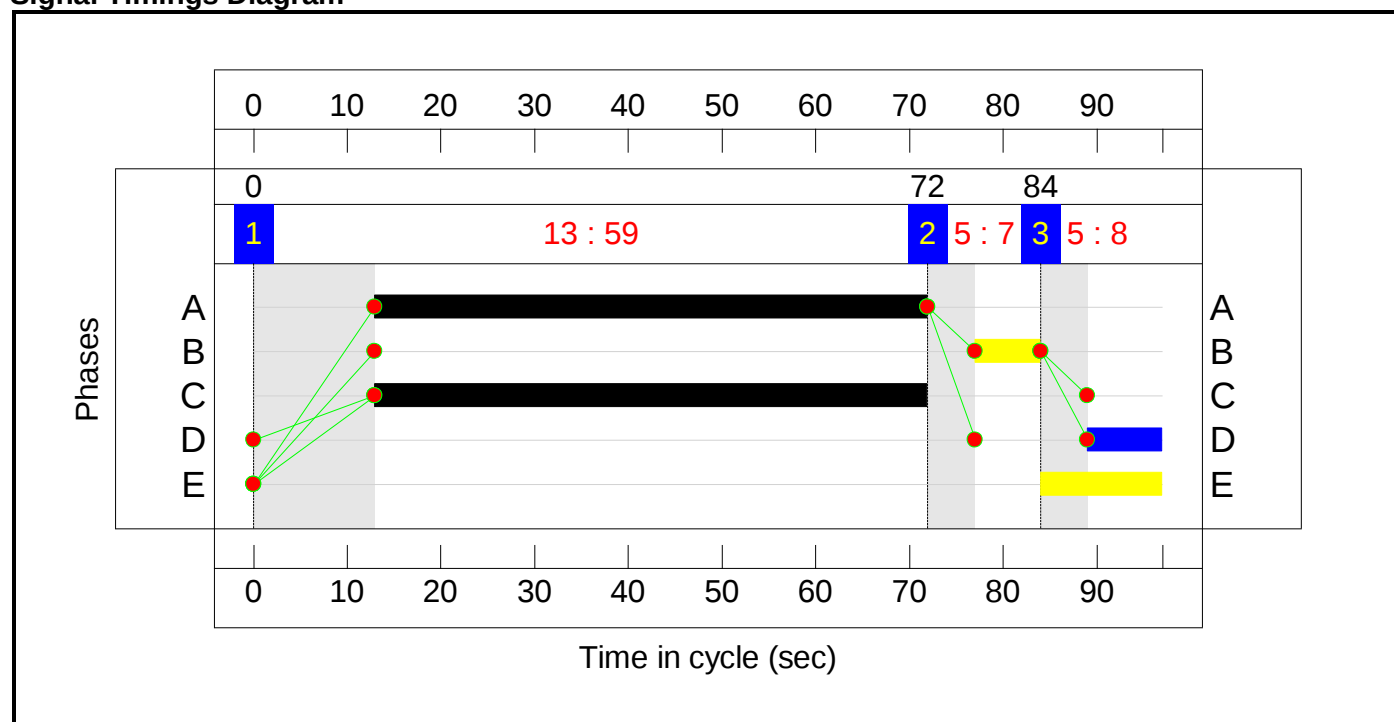
Stage Sequence Diagram



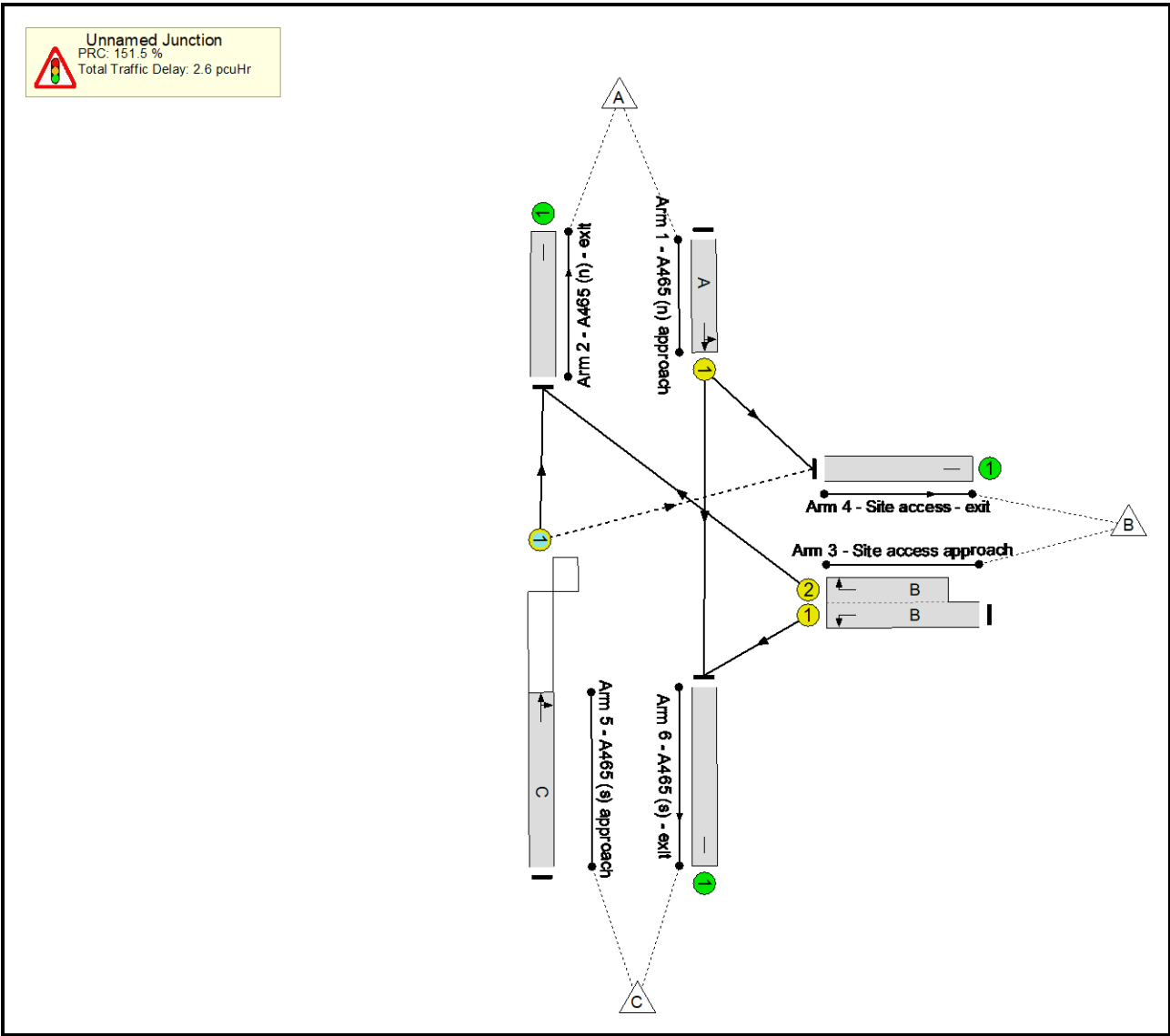
Stage Timings

Stage	1	2	3
Duration	59	7	8
Change Point	0	72	84

Signal Timings Diagram



Network Layout Diagram

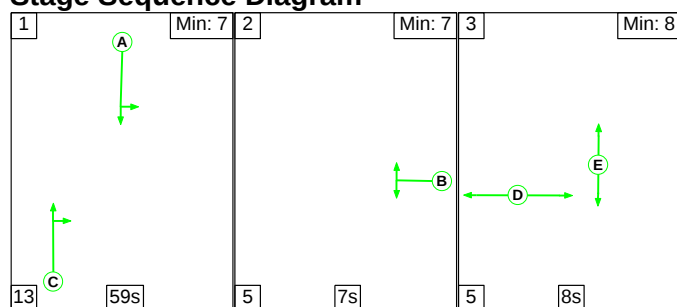


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	35.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	35.8%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	59	-	401	1986	1228	32.6%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	441	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	7	-	0	1935:2080	160+172	0.0 : 0.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	59	-	441	1992	1232	35.8%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.1	0.5	0.0	2.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	2.1	0.5	0.0	2.6	-	-	-	-
1/1	401	401	-	-	-	1.0	0.2	-	1.2	11.0	5.1	0.2	5.4
2/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	441	441	0	0	0	1.1	0.3	0.0	1.4	11.3	5.8	0.3	6.0
6/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 151.5 Total Delay for Signalled Lanes (pcuHr): 2.62 Cycle Time (s): 97 PRC Over All Lanes (%): 151.5 Total Delay Over All Lanes(pcuHr): 2.62													

Scenario 6: '2038 PM base' (FG6: '2038 PM base', Plan 1: 'Network Control Plan 1')

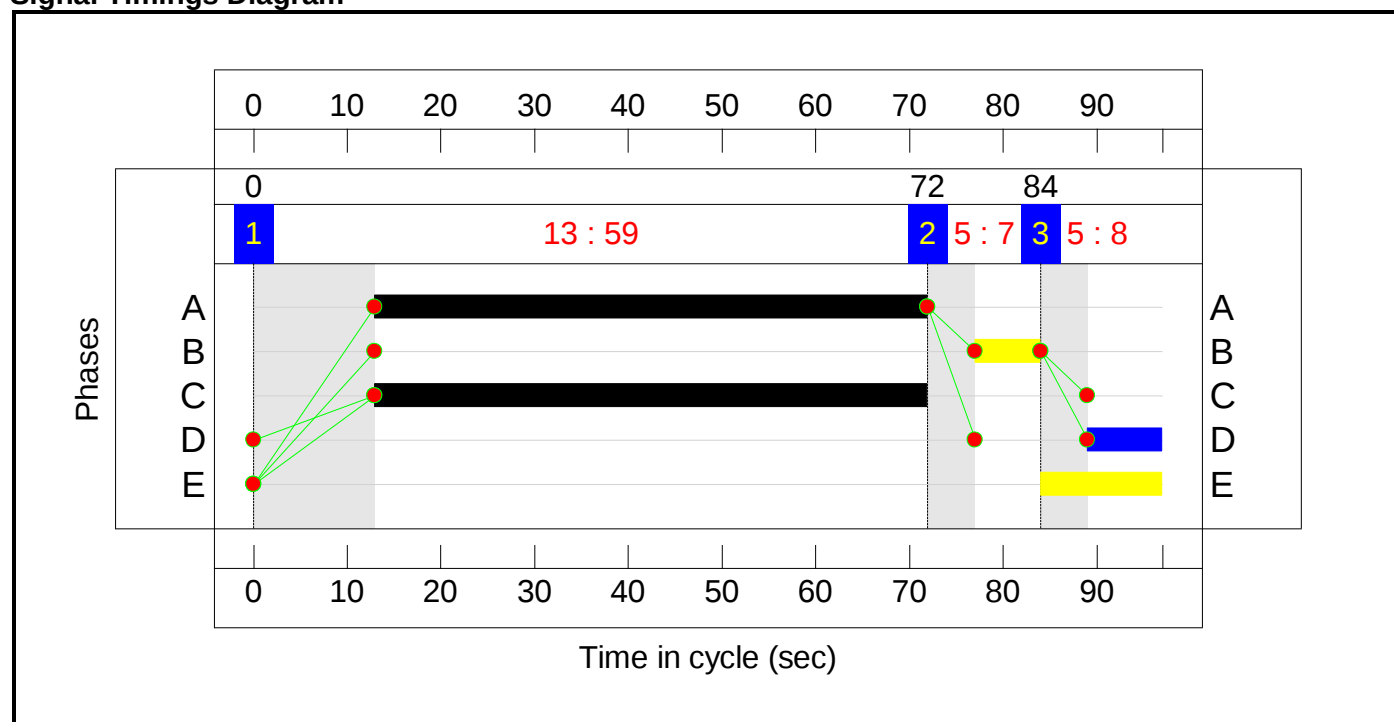
Stage Sequence Diagram



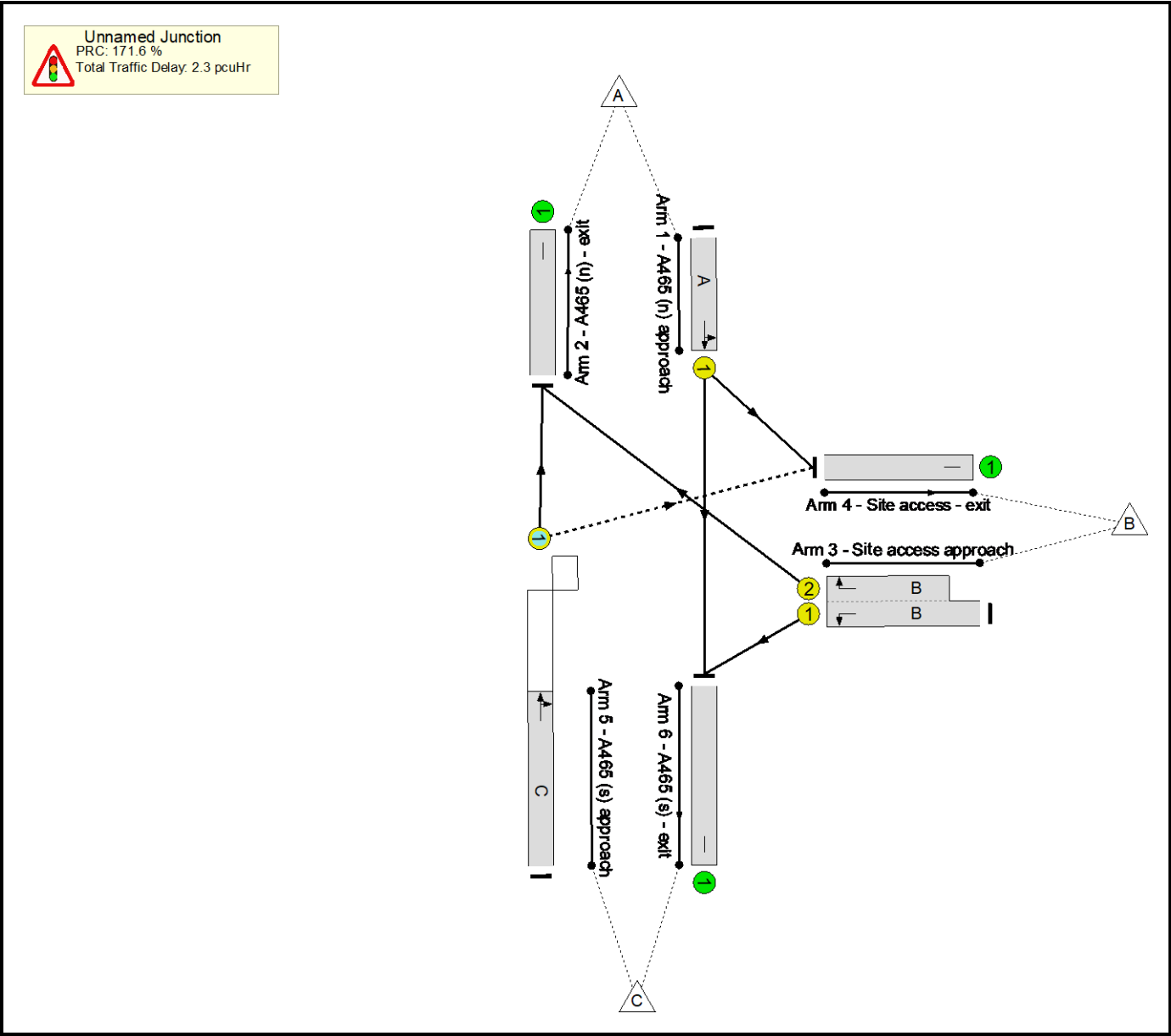
Stage Timings

Stage	1	2	3
Duration	59	7	8
Change Point	0	72	84

Signal Timings Diagram



Network Layout Diagram

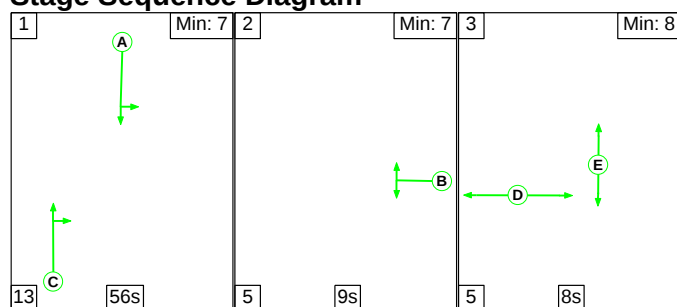


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	33.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	33.1%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	59	-	407	1986	1228	33.1%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	7	-	0	1935:2080	160+172	0.0 : 0.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	59	-	367	1992	1232	29.8%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	1.9	0.5	0.0	2.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	1.9	0.5	0.0	2.3	-	-	-	-
1/1	407	407	-	-	-	1.0	0.2	-	1.3	11.1	5.2	0.2	5.4
2/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	367	367	0	0	0	0.9	0.2	0.0	1.1	10.7	4.6	0.2	4.8
6/1	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 171.6 Total Delay for Signalled Lanes (pcuHr): 2.35 Cycle Time (s): 97 PRC Over All Lanes (%): 171.6 Total Delay Over All Lanes(pcuHr): 2.35													

Scenario 7: '2028 AM base + dev' (FG7: '2028 AM base + Dev.', Plan 1: 'Network Control Plan 1')

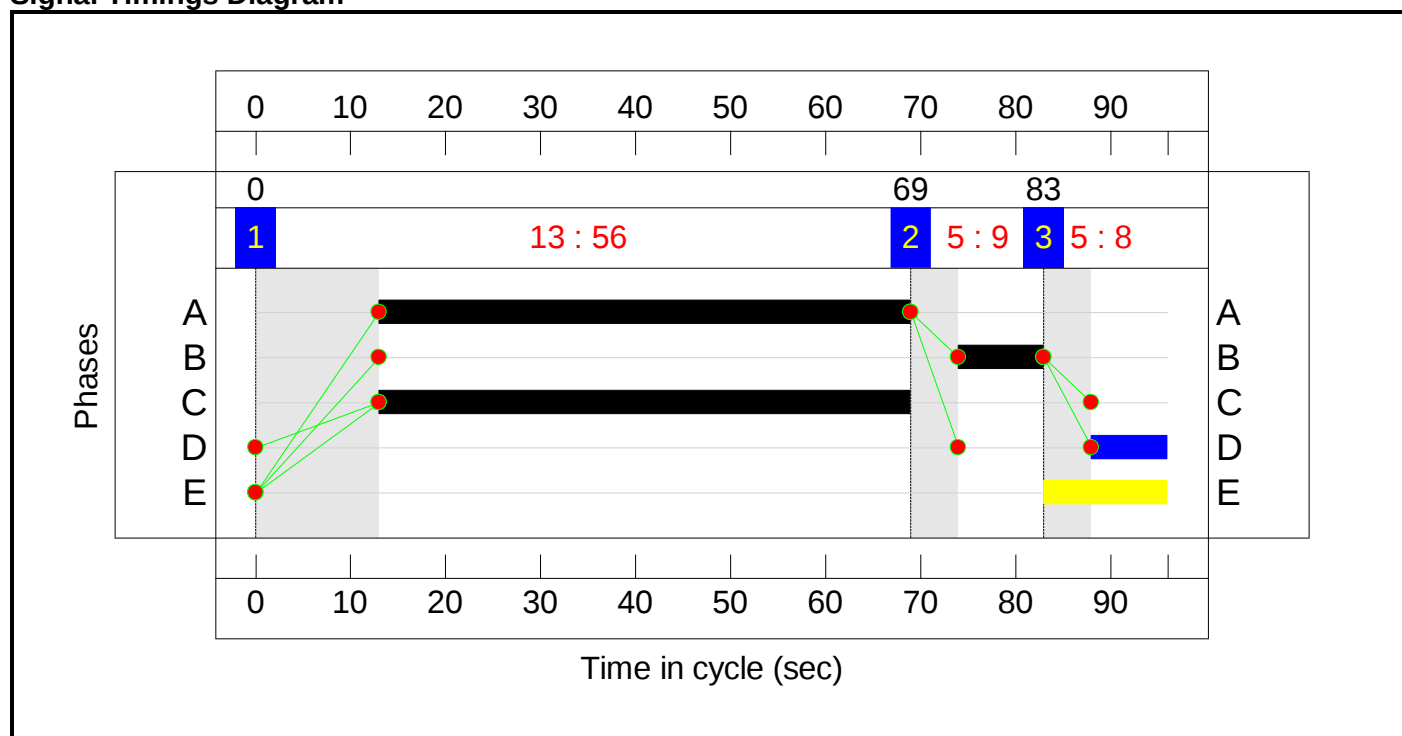
Stage Sequence Diagram



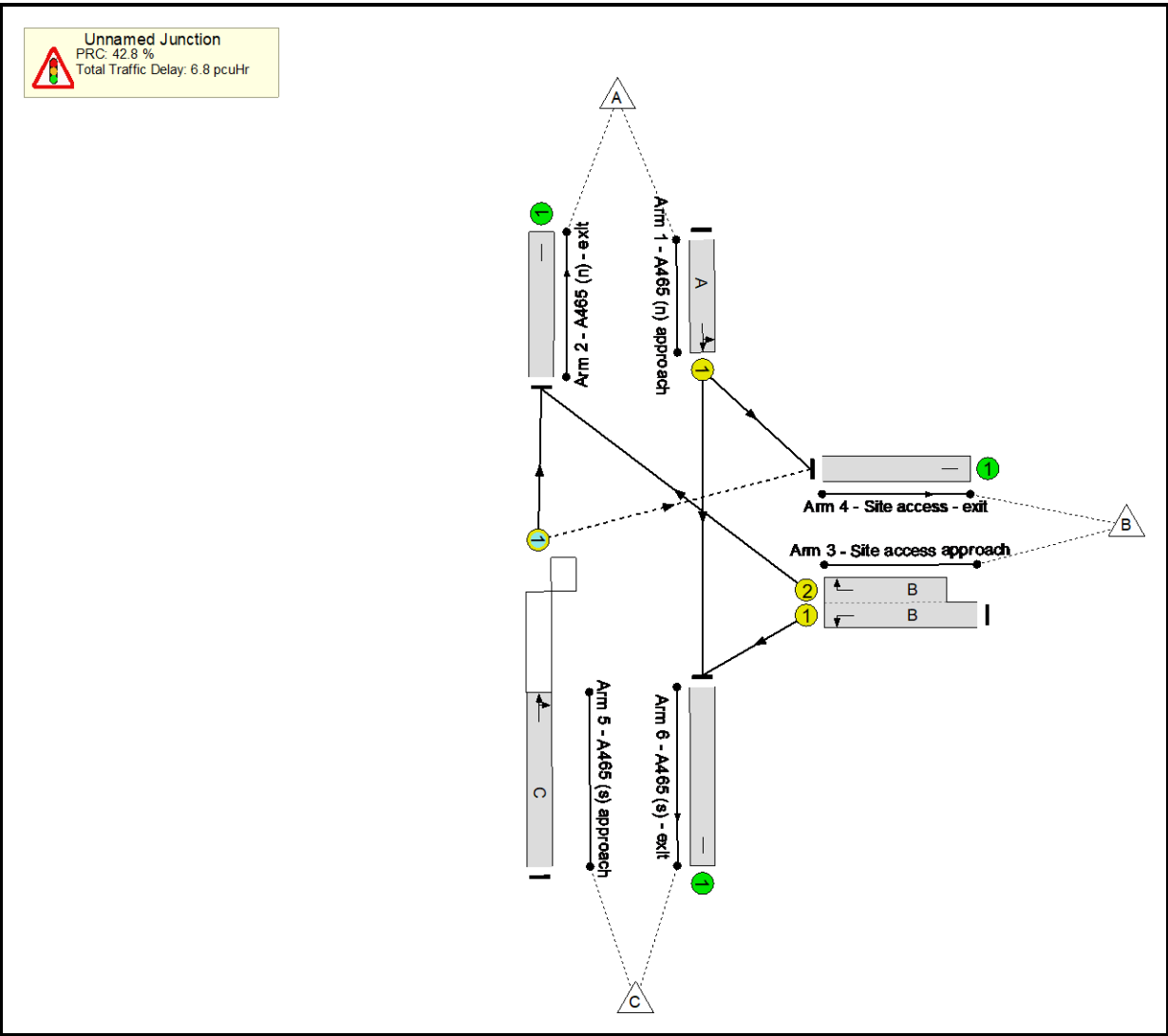
Stage Timings

Stage	1	2	3
Duration	56	9	8
Change Point	0	69	83

Signal Timings Diagram



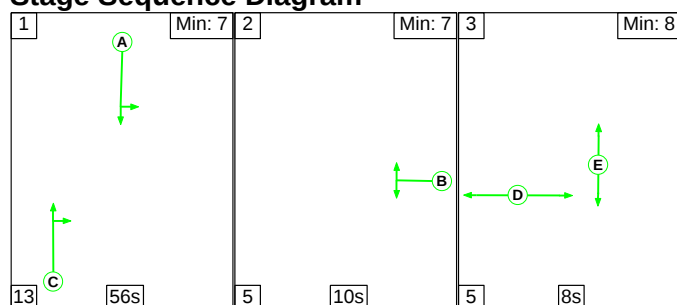
Network Layout Diagram



Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.0%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	56	-	453	1986	1179	38.4%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	9	-	177	1935:2080	202+79	63.0 : 63.0%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	56	-	575	1992	1137	50.6%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	151	0	10	5.1	1.7	0.1	6.8	-	-	-	-
Unnamed Junction	-	-	151	0	10	5.1	1.7	0.1	6.8	-	-	-	-
1/1	453	453	-	-	-	1.3	0.3	-	1.6	12.7	6.3	0.3	6.6
2/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	177	177	-	-	-	2.0	0.8	-	2.8	57.8	3.2	0.8	4.1
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	575	575	151	0	10	1.8	0.5	0.1	2.4	14.8	8.6	0.5	9.1
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 42.8 Total Delay for Signalled Lanes (pcuHr): 6.81 Cycle Time (s): 96 PRC Over All Lanes (%): 42.8 Total Delay Over All Lanes(pcuHr): 6.81													

Scenario 8: '2028 PM base + dev' (FG8: '2028 PM bae + Dev.', Plan 1: 'Network Control Plan 1')

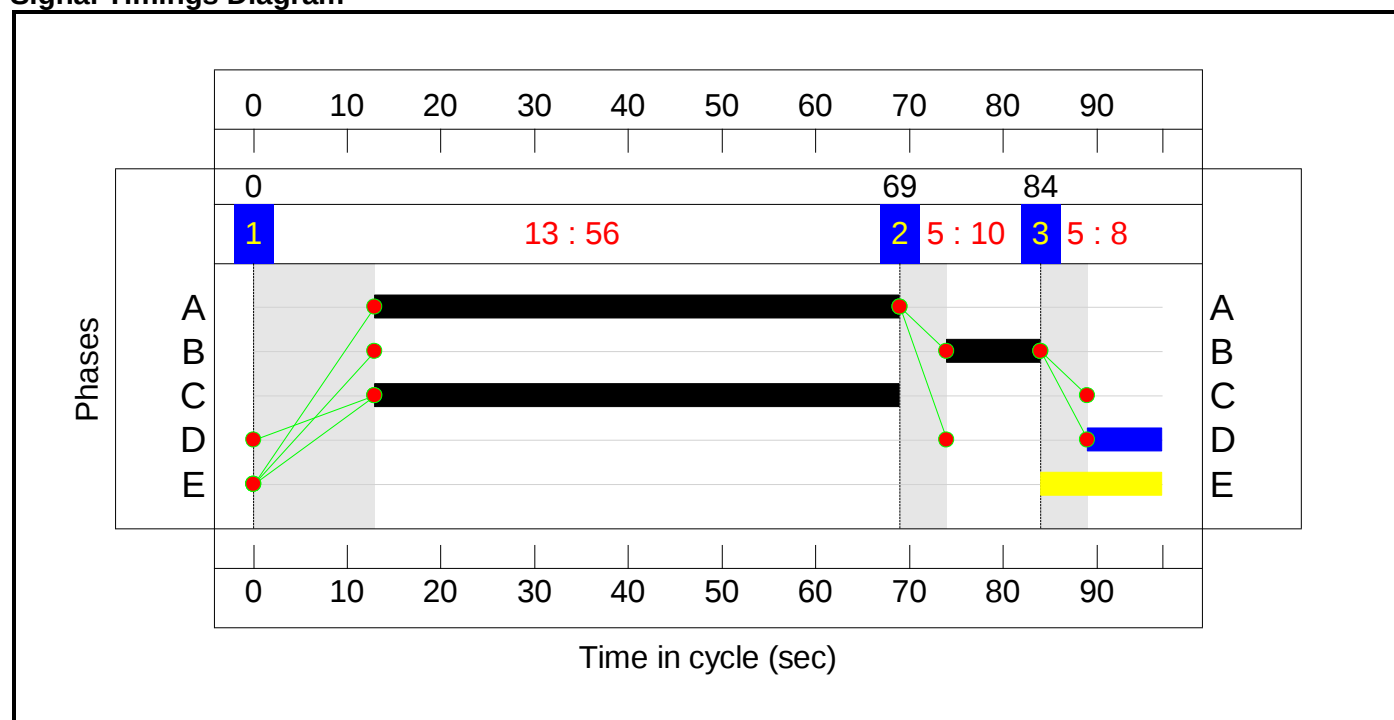
Stage Sequence Diagram



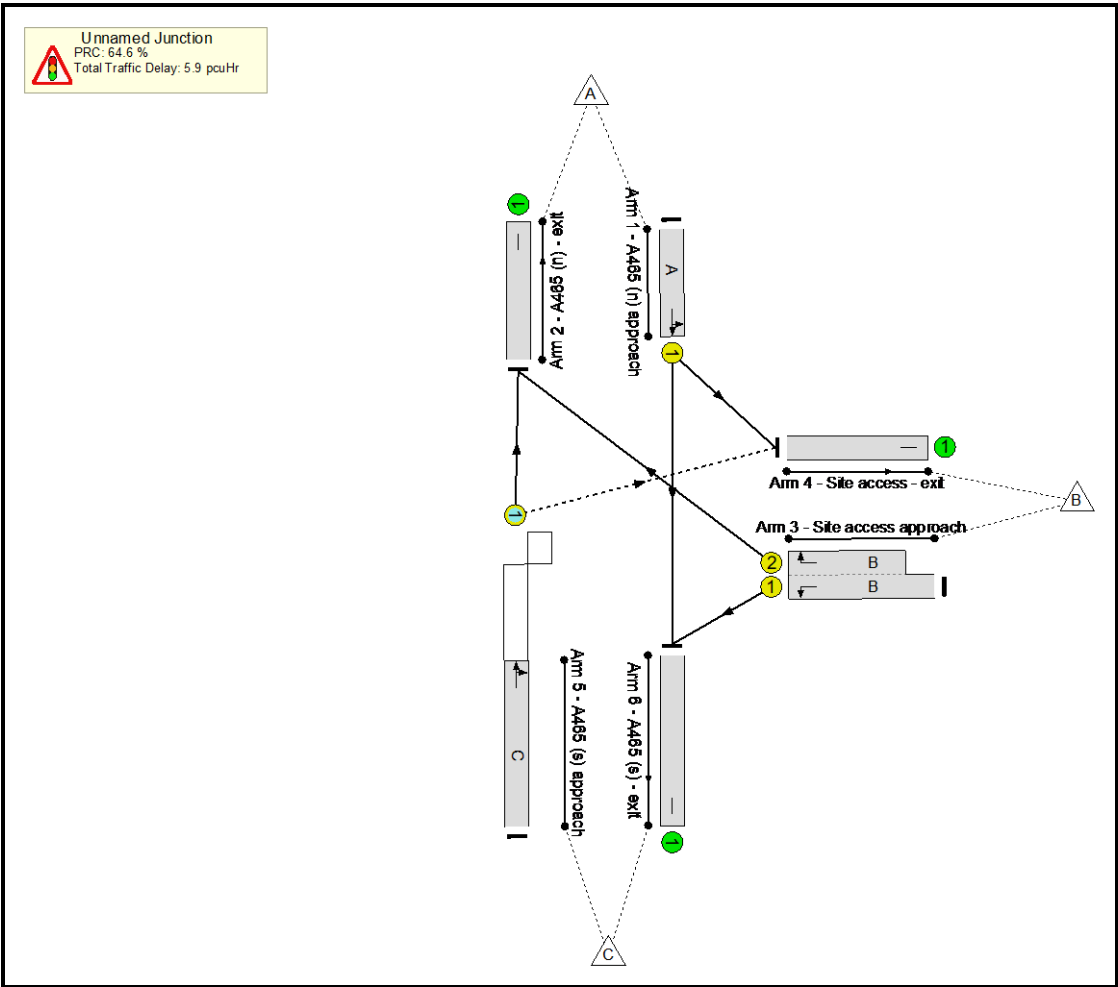
Stage Timings

Stage	1	2	3
Duration	56	10	8
Change Point	0	69	84

Signal Timings Diagram



Network Layout Diagram

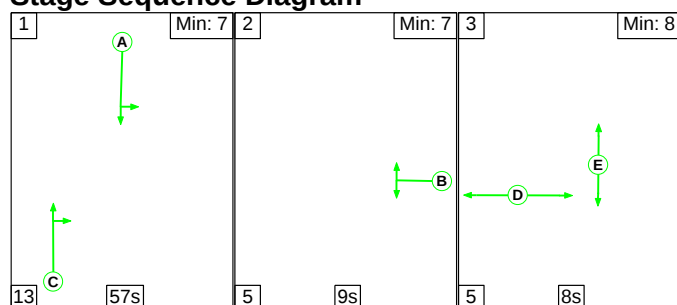


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	54.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	54.7%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	56	-	430	1986	1167	36.8%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	10	-	175	1935:2080	219+101	54.7 : 54.7%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	56	-	472	1992	1127	41.9%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	119	0	8	4.6	1.2	0.0	5.9	-	-	-	-
Unnamed Junction	-	-	119	0	8	4.6	1.2	0.0	5.9	-	-	-	-
1/1	430	430	-	-	-	1.3	0.3	-	1.5	13.0	6.1	0.3	6.4
2/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	175	175	-	-	-	2.0	0.6	-	2.6	52.5	3.0	0.6	3.6
4/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	472	472	119	0	8	1.4	0.4	0.0	1.8	13.9	6.8	0.4	7.2
6/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		64.6	Total Delay for Signalled Lanes (pcuHr):		5.93	Cycle Time (s): 97				
			PRC Over All Lanes (%):		64.6	Total Delay Over All Lanes(pcuHr):		5.93					

Scenario 9: '2038 AM base + dev' (FG9: '2038 AM base + Dev.', Plan 1: 'Network Control Plan 1')

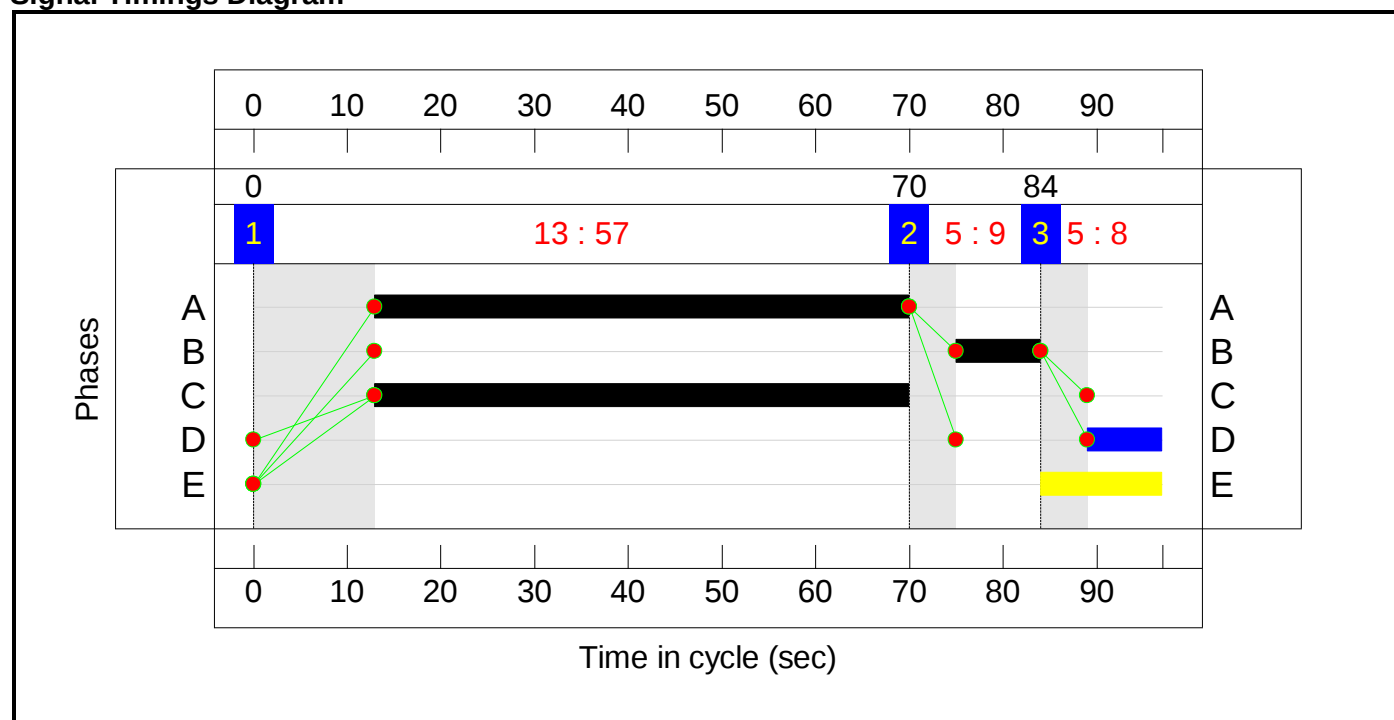
Stage Sequence Diagram



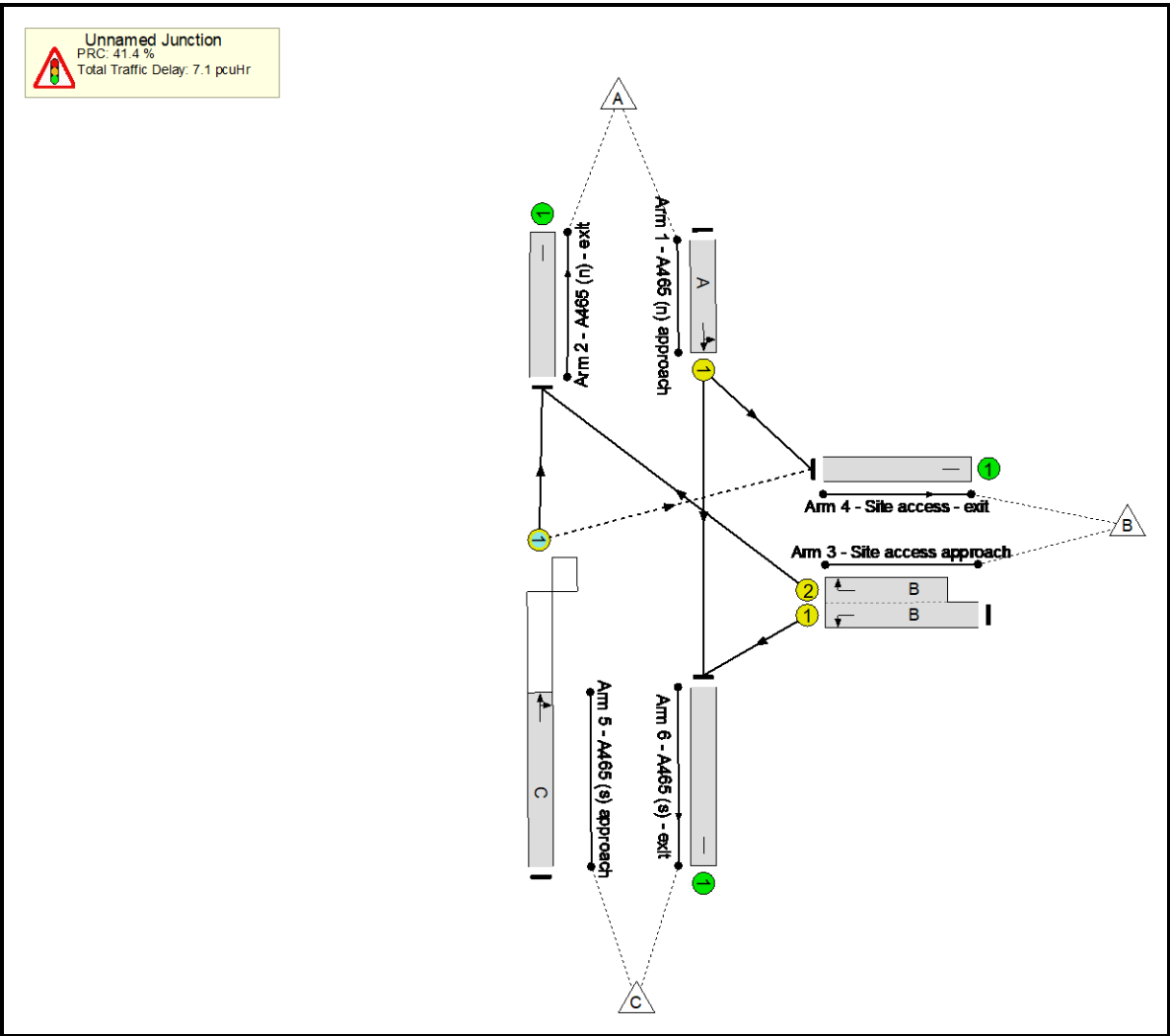
Stage Timings

Stage	1	2	3
Duration	57	9	8
Change Point	0	70	84

Signal Timings Diagram



Network Layout Diagram

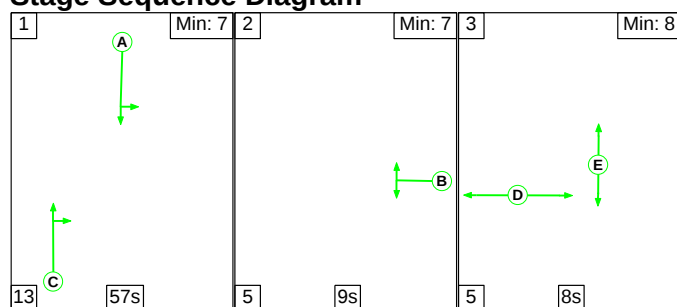


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	63.7%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	57	-	477	1986	1188	40.2%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	9	-	177	1935:2080	199+79	63.7 : 63.7%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	57	-	602	1992	1142	52.7%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	541	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	151	0	10	5.3	1.8	0.1	7.1	-	-	-	-
Unnamed Junction	-	-	151	0	10	5.3	1.8	0.1	7.1	-	-	-	-
1/1	477	477	-	-	-	1.4	0.3	-	1.7	12.9	6.8	0.3	7.1
2/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	177	177	-	-	-	2.0	0.9	-	2.9	58.8	3.3	0.9	4.1
4/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	602	602	151	0	10	1.9	0.6	0.1	2.5	15.1	9.2	0.6	9.8
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 41.4 Total Delay for Signalled Lanes (pcuHr): 7.11 Cycle Time (s): 97 PRC Over All Lanes (%): 41.4 Total Delay Over All Lanes(pcuHr): 7.11													

Scenario 10: '2038 PM base + dev' (FG10: '2038 PM base + Dev.', Plan 1: 'Network Control Plan 1')

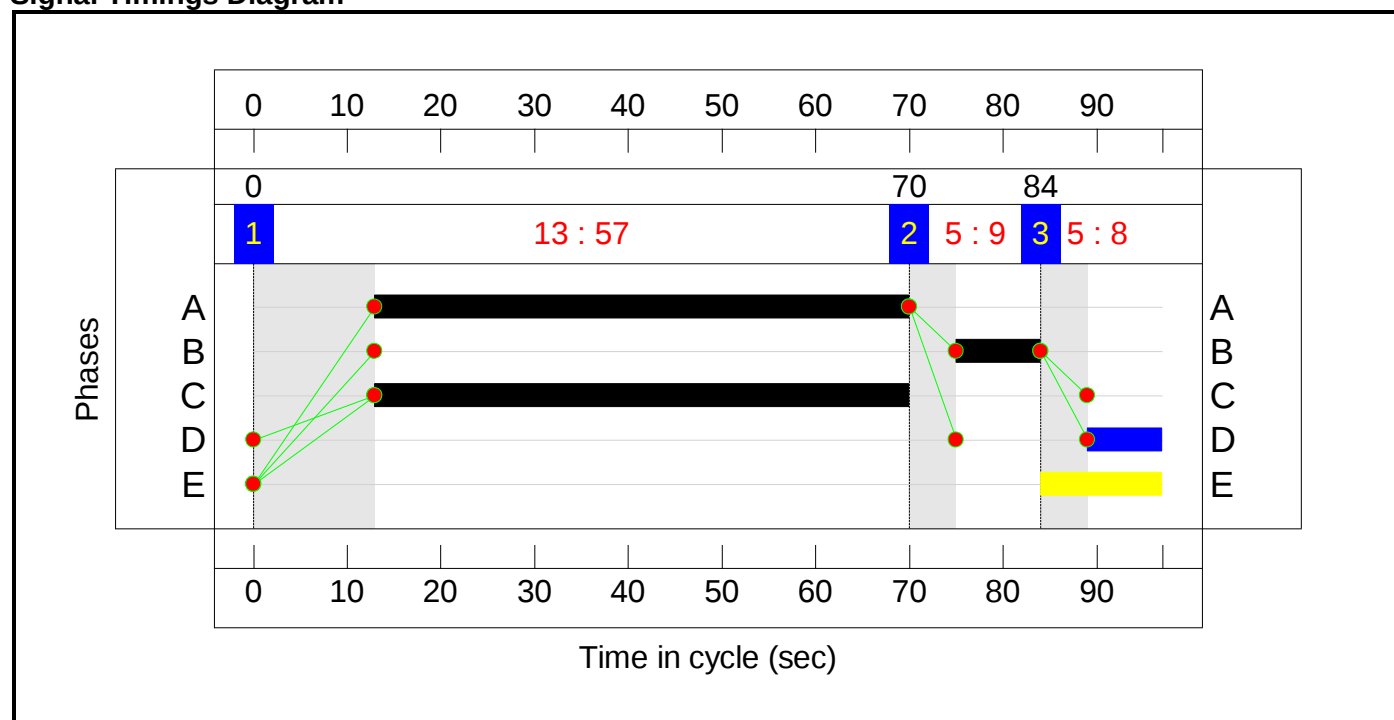
Stage Sequence Diagram



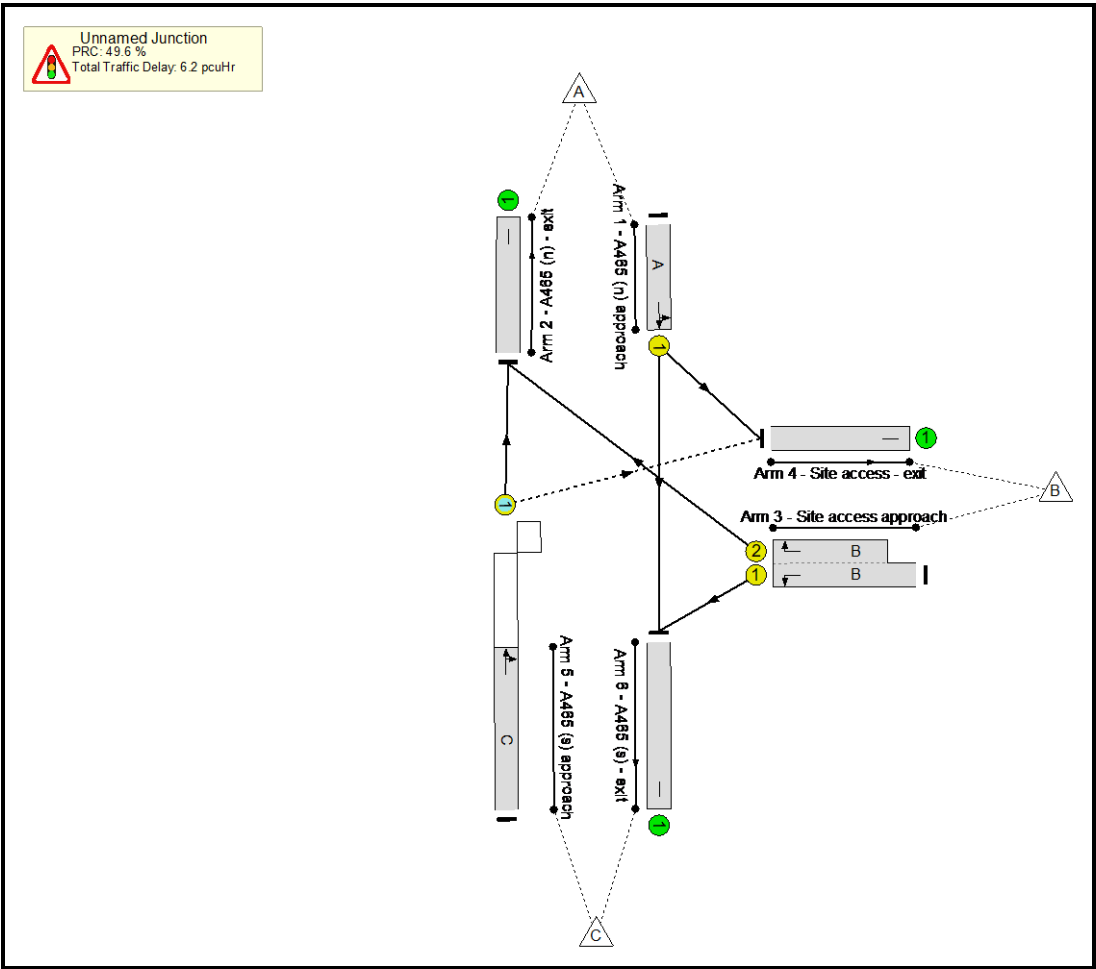
Stage Timings

Stage	1	2	3
Duration	57	9	8
Change Point	0	70	84

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	60.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	60.2%
1/1	A465 (n) approach Left Ahead	U	N/A	N/A	A		1	57	-	454	1986	1188	38.2%
2/1	A465 (n) - exit	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
3/1+3/2	Site access approach Right Left	U	N/A	N/A	B		1	9	-	175	1935:2080	199+91	60.2 : 60.2%
4/1	Site access - exit	U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
5/1	A465 (s) approach Ahead Right	O	N/A	N/A	C		1	57	-	494	1992	1149	43.0%
6/1	A465 (s) - exit	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	119	0	8	4.7	1.4	0.1	6.2	-	-	-	-
Unnamed Junction	-	-	119	0	8	4.7	1.4	0.1	6.2	-	-	-	-
1/1	454	454	-	-	-	1.3	0.3	-	1.6	12.6	6.3	0.3	6.6
2/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	175	175	-	-	-	2.0	0.7	-	2.7	56.5	3.1	0.7	3.8
4/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	494	494	119	0	8	1.4	0.4	0.1	1.9	13.6	7.0	0.4	7.4
6/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 49.6 Total Delay for Signalled Lanes (pcuHr): 6.20 Cycle Time (s): 97 PRC Over All Lanes (%): 49.6 Total Delay Over All Lanes(pcuHr): 6.20													

Appendix P



Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.0.6896 © Copyright TRL Limited, 2018							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: P+R access.j9

Path: Z:\Lime\Projects\2024\24002 Land east of the A465, Abergavenny\Analysis\Junction capacity analysis\JCA 2025

Report generation date: 17/02/2025 10:32:35

»2028 + dev, AM

»2028 + dev, PM

»2038 + dev, AM

»2038 + dev, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2028 + dev							
Stream B-AC	0.0	6.09	0.01	A	0.0	6.32	0.04	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2038 + dev							
Stream B-AC	0.0	6.16	0.01	A	0.0	6.40	0.04	A
Stream C-B	0.0	0.00	0.00	A	0.0	0.00	0.00	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	14/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-U7G8RPA\Aimee
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				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)	Run automatically
D1	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D2	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓
D3	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓
D4	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2028 + dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A465		Major
B	Site		Minor
C	A465		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.40			0.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	215	215

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	647	0.111	0.280	0.176	0.400
1	B-C	740	0.107	0.269	-	-
1	C-B	574	0.209	0.209	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2028 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	481	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	530	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	468
	B	0	0	8
	C	530	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	4
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	6.09	0.0	A	7	11
C-A					486	730
C-B	0.00	0.00	0.0	A	0	0
AB					12	18
AC					429	644

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	644	0.009	6	0.0	0.0	5.639	A
C-A	399	100			399				
C-B	0	0	498	0.000	0	0.0	0.0	0.000	A
AB	10	2			10				
AC	352	88			352				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	626	0.011	7	0.0	0.0	5.819	A
C-A	476	119			476				
C-B	0	0	484	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	421	105			421				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	600	0.015	9	0.0	0.0	6.089	A
C-A	584	146			584				
C-B	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	515	129			515				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	600	0.015	9	0.0	0.0	6.089	A
C-A	584	146			584				
C-B	0	0	463	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	515	129			515				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	626	0.011	7	0.0	0.0	5.822	A
C-A	476	119			476				
C-B	0	0	484	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	421	105			421				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	644	0.009	6	0.0	0.0	5.641	A
C-A	399	100			399				
C-B	0	0	498	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	352	88			352				

2028 + dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	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)	Run automatically
D2	2028 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	492	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	491
	B	0	0	23
	C	448	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	6.32	0.0	A	21	32
C-A					411	617
C-B	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					451	676

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	641	0.027	17	0.0	0.0	5.774	A
C-A	337	84			337				
C-B	0	0	497	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	370	92			370				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	621	0.033	21	0.0	0.0	5.993	A
C-A	403	101			403				
C-B	0	0	482	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	441	110			441				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	595	0.043	25	0.0	0.0	6.323	A
C-A	493	123			493				
C-B	0	0	461	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	541	135			541				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	595	0.043	25	0.0	0.0	6.323	A
C-A	493	123			493				
C-B	0	0	461	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	541	135			541				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	621	0.033	21	0.0	0.0	5.996	A
C-A	403	101			403				
C-B	0	0	482	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	441	110			441				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	641	0.027	17	0.0	0.0	5.775	A
C-A	337	84			337				
C-B	0	0	497	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	370	92			370				

2038 + dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	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)	Run automatically
D3	2038 + dev	AM	ONE HOUR	08:00	09:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	503	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	553	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	13	490
	B	0	0	8
	C	553	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	6.16	0.0	A	7	11
C-A					507	761
C-B	0.00	0.00	0.0	A	0	0
A-B					12	18
A-C					450	674

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	640	0.009	6	0.0	0.0	5.678	A
C-A	416	104			416				
C-B	0	0	495	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	369	92			369				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	620	0.012	7	0.0	0.0	5.870	A
C-A	497	124			497				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	440	110			440				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	593	0.015	9	0.0	0.0	6.157	A
C-A	609	152			609				
C-B	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	540	135			540				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	593	0.015	9	0.0	0.0	6.157	A
C-A	609	152			609				
C-B	0	0	458	0.000	0	0.0	0.0	0.000	A
A-B	14	4			14				
A-C	540	135			540				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7	2	620	0.012	7	0.0	0.0	5.872	A
C-A	497	124			497				
C-B	0	0	480	0.000	0	0.0	0.0	0.000	A
A-B	12	3			12				
A-C	440	110			440				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	640	0.009	6	0.0	0.0	5.679	A
C-A	416	104			416				
C-B	0	0	495	0.000	0	0.0	0.0	0.000	A
A-B	10	2			10				
A-C	369	92			369				

2038 + dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.15	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)	Run automatically
D4	2038 + dev	PM	ONE HOUR	17:00	18:30	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	516	100.000
B		ONE HOUR	✓	23	100.000
C		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	515
	B	0	0	23
	C	469	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	6.40	0.0	A	21	32
C-A					430	646
C-B	0.00	0.00	0.0	A	0	0
A-B					0.92	1
A-C					473	709

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	636	0.027	17	0.0	0.0	5.820	A
C-A	353	88			353				
C-B	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	388	97			388				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	615	0.034	21	0.0	0.0	6.051	A
C-A	422	105			422				
C-B	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	463	116			463				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	587	0.043	25	0.0	0.0	6.403	A
C-A	516	129			516				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	567	142			567				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	6	587	0.043	25	0.0	0.0	6.403	A
C-A	516	129			516				
C-B	0	0	455	0.000	0	0.0	0.0	0.000	A
A-B	1	0.28			1				
A-C	567	142			567				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	5	615	0.034	21	0.0	0.0	6.054	A
C-A	422	105			422				
C-B	0	0	477	0.000	0	0.0	0.0	0.000	A
A-B	0.90	0.22			0.90				
A-C	463	116			463				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	4	636	0.027	17	0.0	0.0	5.820	A
C-A	353	88			353				
C-B	0	0	493	0.000	0	0.0	0.0	0.000	A
A-B	0.75	0.19			0.75				
A-C	388	97			388				