

Appendix A

Pre-Application Scoping

2020/1946/pre Land to the north of Llewellyn Road Penllergaer Swansea
CONFIDENTIAL PRE APP for erection of 200 no. residential units with
associated access, landscaping and engineering works.

Background

The site has been previously considered under planning application 2011/0345 where it was resolved to approve the application but the Section 106 was never signed so the permission was never given. In the interim the site was allocated for housing in the LDP. More recently comments were made on 2019/1989/PRE proposed by a different Developer.

As an allocated site a number of highway improvement safety measures/improvements to access to non-car modes have been identified. There is the possibility that other items may come out during the course of the TA and its validation. As a site contained in the previous UDP there were two vehicular accesses indicated but subsequently one of the access points is no longer available as a house has been built on the land.

The inclusion of the site for up to 250 units was caveated by highways 'that no extension to the UDP allocation should be accepted until local congestion issues were addressed'. In preparation for the LDP a Strategic Transport Study was undertaken, organised by CCS, undertaken by Arup and funded in part by developers. The site was considered on the basis of providing up to 200 units.

Supporting information

The level of development is such that a full Transport Assessment (TA) will be required.

The extent of the document will need to be scoped out with the Highways

Authority prior to commissioning the work. The document will need to cover access by all modes. It is noted that the site is not located in a particularly sustainable location with regard to local amenities and access to public transport. The document should also review the level of reported accidents in view of the additional traffic that will be using Llewellyn Road (Crashmap is not accepted in terms of accident reporting).

In addition a Road Safety Audit RSA will be required covering the access and the overall internal layout of the site

Access

There is only vehicular access point shown and that is off the end of a spur road (cul de sac) opposite Golwg y Garn off Llewellyn Road. The road has a name plate showing Mount Crescent 77-83. The current layout of the access is substandard but there appears scope to widen the carriageway to the required 5.5m while retaining adequate footways on either side. The land is in CCS/highways ownership. It is noted that due to the lack of off street parking that the existing dwellings park on street. In previous application provision has been made within the site boundary to provide replacement parking facilities for those residents that live on the cul-de-sac. It does not appear that this provision is provided within the current pre-app. These issues need to be addressed and included in any subsequent planning application.

Previously a speed table was conditioned at the access of Llewellyn Road/Mount Crescent and this may still be a requirement dependent on the requests of the Road safety Team.

Active Travel

In addition to the main vehicular access it is essential that a minimum 3m wide combined cycle /pedestrian path is provided throughout the length of the site (west to east, and north to south) to encourage non car modes of travel. That has not been included on the current plan. There also needs to be footpath links between private drives etc to allow for a more permeable site. I would suggest a pedestrian link be provided adjacent to plot 10, land permitting and wherever possible links made to the surrounding area.

Financial contributions

The Developer will be responsible for any infrastructure improvements directly arising from the findings of the TA. Reference will be made to the Strategic Transport Study in terms of the impact of this site that has been quantified, and the pro-rata financial contribution that will be required. There may also be a request for a contribution to put towards improving pedestrian routes, cycle routes and access to public transport routes in line with the Active Travel Act. The level of this will be guided by the findings of the TA together with the make-up of the proposed development, 2,3 or 4 beds etc.

Internal layout.

Current guidance is that shared private drives can accommodate upto five units, for anything over six then a minimum layout to HA standards will be required. We would not accept the shared drive serving plots 77 78 79 80 95 96 97. Nor the one serving 34 35 36 37 38 39 40

In terms of layout the site appears to be over engineered due to the fact that there are no loops on any part of the site, just a series of long cul de sacs and private drives with little interconnectivity. Loops would open out the site and reduce down the need for as many stand-alone turning heads (at any road in excess of 40m to allow emergency vehicles/refuse lorries to turn).

The trees sited in the verges are likely to have an impact on visibility, the siting should be revisited.

Road Adoption

It is unclear as to whether the developer would wish the site to be adopted. Notwithstanding the issue of adoption, the layout will have to comply with Highway Authority Standards in terms of layout and gradients. Works to the existing highway will need to be done under a Section 278 Agreement (the realigning on the Mount Crescent access). As part of the Section 278 a Construction Traffic Management Plan will also be requested.

Car parking

Car parking will be expected to comply with the CCS parking standards based on bedroom numbers upto the maximum of three per dwelling. The level of detail provided is not sufficient to check if adequate car parking is being provided (based on this proposed site plan). It is noted that visitor parking is indicated and this should be provided at one space per five units, dotted throughout the site, it appears to be clustered, particularly on shared private drives.

Any garage should have minimum internal dimensions of 3m width by 6m length clear (in line with Manual For Streets criteria) in order to be considered as a parking space. PD rights will also be removed to ensure that any garages are maintained for parking purposes only.

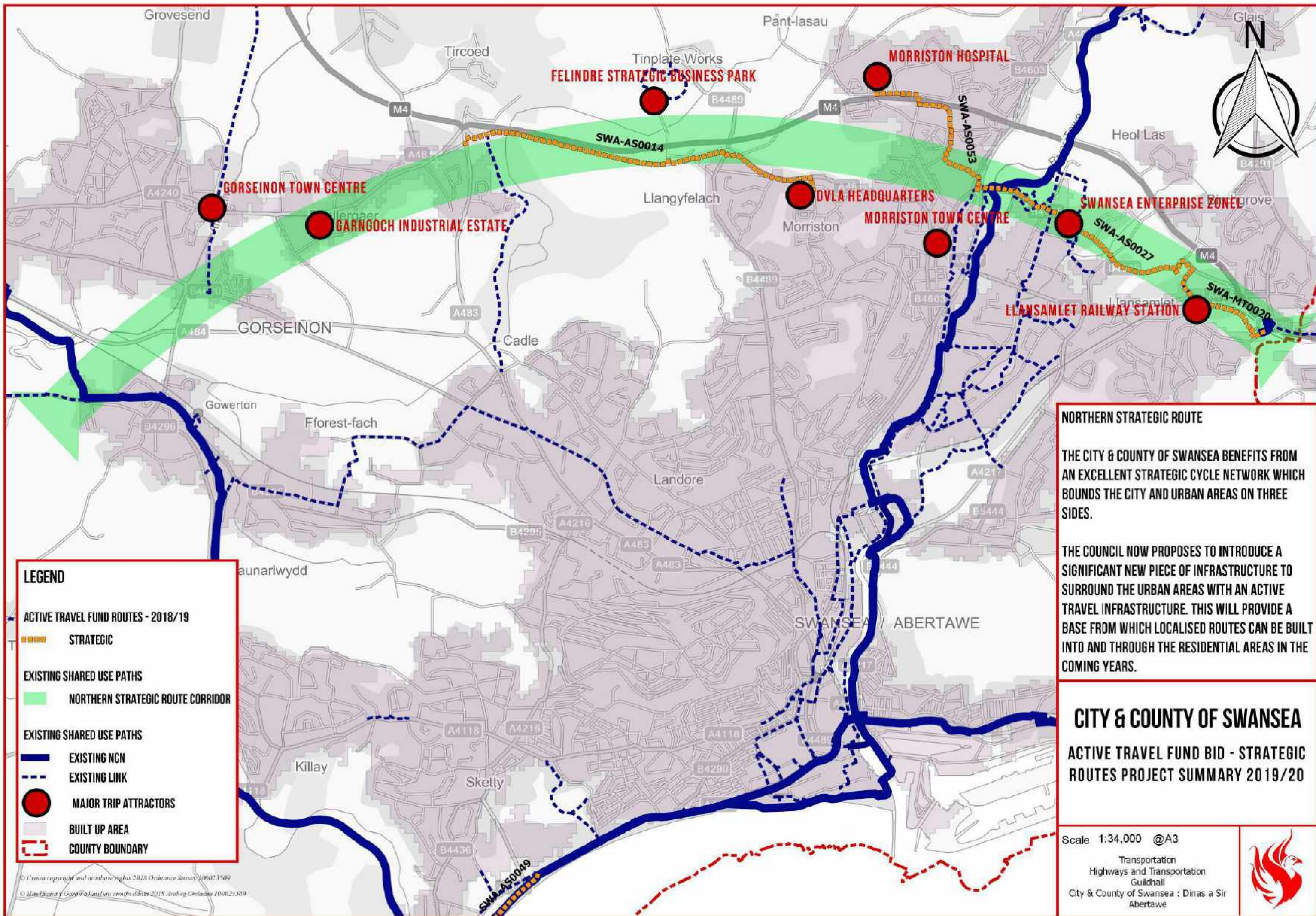
In terms of accessibility the site is remote from local amenities schools, shops etc and as such is unlikely to qualify for a blanket reduction in the parking provision.

Conclusion

All the above comments will need to be taken into consideration when preparing for a subsequent planning application submission. The supporting information as outlined will be required to be provided with any outline/full planning application, the scope of the which will need to be agreed at the earliest opportunity and once the developer has a transport consultant on board.

Appendix B

Integrated Network Plans



LEGEND

- ACTIVE TRAVEL FUND ROUTES - 2018/19
- STRATEGIC
- EXISTING SHARED USE PATHS
- NORTHERN STRATEGIC ROUTE CORRIDOR
- EXISTING SHARED USE PATHS
- EXISTING NCN
- EXISTING LINK
- MAJOR TRIP ATTRACTORS
- BUILT UP AREA
- COUNTY BOUNDARY

NORTHERN STRATEGIC ROUTE

THE CITY & COUNTY OF SWANSEA BENEFITS FROM AN EXCELLENT STRATEGIC CYCLE NETWORK WHICH BOUNDS THE CITY AND URBAN AREAS ON THREE SIDES.

THE COUNCIL NOW PROPOSES TO INTRODUCE A SIGNIFICANT NEW PIECE OF INFRASTRUCTURE TO SURROUND THE URBAN AREAS WITH AN ACTIVE TRAVEL INFRASTRUCTURE. THIS WILL PROVIDE A BASE FROM WHICH LOCALISED ROUTES CAN BE BUILT INTO AND THROUGH THE RESIDENTIAL AREAS IN THE COMING YEARS.

CITY & COUNTY OF SWANSEA

ACTIVE TRAVEL FUND BID - STRATEGIC ROUTES PROJECT SUMMARY 2019/20

Scale 1:34,000 @A3

Transportation
Highways and Transportation
Guildhall
City & County of Swansea : Dinas a Sir
Abertawe



© Crown copyright and database rights 2018 Ordnance Survey 100023509
© Ordnance Survey and Google Maps 2018. Ordnance Survey 100023509

Appendix C

Personal Injury Collision Data

Personal Injury Collision Review

Collisions

Year	Quarter	PoliceForce	Easting	Northing	AccidentReference	NumberOfVehicles	NumberOfCasualties	DateOfAccident	TimeOfAccident	LocalAuthority
2016	1	62	261619	198998	1600768	2	1	42418		532
2018	1	62	261636	199013	1800155	2	1	43136		532

Casualties

Year	Easting	Northing	Accident	DateOfAccident	VehicleReference	CasualtyReference	CasualtyClass	AgeOfCasualty	SeverityOfCasualty	PedestrianLocation
2016	261619	198998	1600768	42418	002	002	1	020	3	
2018	261636	199013	1800155	43136	002	002	1	055	3	

Vehicles

Year	Easting	Northing	Accident	DateOfAccident	VehicleReference	TypeofVehicle	TowingAndArticulation	Manoeuvres	DirectionOfTravelFrom	DirectionOfTravelTo
2016	261619	198998	1600768	42418	001	09	0	18	6	2
2016	261619	198998	1600768	42418	002	03	0	09	2	8
2018	261636	199013	1800155	43136	001	09	0	05	8	4
2018	261636	199013	1800155	43136	002	01	0	18	6	2

Collisions

AccidentDescription

V1 ENTERED THE RAB AND COLLIDED WITH V2 MOTORCYCLE WHICH WAS TRAVELLING AROUND THE RAB.

V1 HAS ENTERED ROUNDABOUT AND HAS COLLIDED WITH V2 A PEDAL CYCLIST PROCEEDING AROUND ROUNDABOUT CAUSING MINOR INJURIES TO RIDER.

Casualties

PedestrianMovement

Vehicles

VehicleLocation

00

00

00

00

AccidentLocation	RoadClass1	RoadNumber1	RoadClass2	
A4240 GORSEINON ROAD J/W A48 SWANSEA ROAD, PENLLEGAER, SWANSEA"		3	48	3
A48 SWANSEA ROAD ROUNDABOUT WITH A4240 PENLLEGAER, SWANSEA		3	48	3

PedestrianDirection	CarPassenger	BusOrCoachPassenger	PedestrianRoadMaintenanceWorker
	0	0	
	0	0	

JunctionLocation	SkiddingAndOverturning	HitObjectInCarriageway	VehicleLeavingCarriageway
4	0	00	0
8	0	00	0
4	0	00	0
8	0	00	0

Collisions

RoadNumber2	RoadType	SpeedLimit	JunctionDetail	JunctionControl	PedestrianCrossingHumanControl	PedestrianCrossingPhysicalFacilities	LightConditions	Weather	
	4240	1	30	1	4	0	0	1	1
	4240	1	30	1	4	0	0	4	1

Casualties

CycleHelmetWorn
0
1

Vehicles

FirstObjectHitOffCarriageway	FirstPointOfImpact	BreathTest	HitAndRun	JourneyPurpose	WasVehicleLeftHandDrive	OtherVehicle	AgeOfDriver	SexOfDriver
00	1	2	0	5	1		084	2
00	4	2	0	5	1		020	1
00	1	2	0	5	1		022	2
00	4	0	0	2	1		055	1

Collisions

RoadSurfaceCondition	SpecialConditionsAtSite	CarriagewayHazards	Severity	ContributoryFactor1	CF1ParticipantType	CF1Confidence	Contributo	CF2Partici	CF2Confid	Contributo	CF3Partici
1	0	0	3	405 V	A	0	0	0	0	0	0
1	0	0	3	405 V	A	406 V	B	0	0	0	0

Casualties

Vehicles

Appendix D

Site Masterplan

	Housetype	No of Beds	Total
Open Market	Kenley	2	48
	Ellerton	3	30
	Moresby	3	2
	Kingsville	4	22
	Ennerdale	3	11
	Chester	4	19
	Hesketh	4	7
	Alderney	4	11
	Radleigh	4	16
	Andover	3	5
			171
Affordable	Larch	3	1
	Alder	1	4
	Olive	2	3
	Beech	3	1
	TOTAL		180



- 2.5 storey property
- Existing tree
- Existing hedgerow
- Proposed tree
- Private access gate
- Publicly accessible space
- Bio-swale drainage feature
- Attenuation drainage feature
- Block paved area - shared surface feature
- Grasscrete parking
- LEAP
- ★ Affordable property

NOTES:
 NOT FOR SITE PURSUES: This drawing is a general arrangement plan only and is not intended for site purposes.
 SCALE: Do not scale from this drawing.
 APPROVAL: This drawing is subject to approval by the relevant authorities. Do not use the information on this drawing without checking all dimensions on site. Any discrepancies between drawings, specifications and site work are to be reported to the Designer. Order of construction and setting out is to be agreed on site.
 CHECK: This drawing must be checked against all other drawings, specifications and conditions. All dimensions are in millimetres unless otherwise stated. Where no dimension or uncertainty arises between the drawings and the specifications, the contractor is responsible to ensure and confirm the information before proceeding. No claims will be made by the Contractor, where the contractor continues work in excess of such confirmation.

No.	Date	By	Revision Notes
G	17/03/2021	LP	Steps/wells included
H	26/03/2021	LP	Colour added
I	01/04/2021	LP	Access schedule revised, 36,69,85,109,127,164 Handled

PROJECT STATUS: S3 (SUITABLE FOR REVIEW)



Client: Berratt Homes

Project: Lewellyn Road, Geessea

Title: Planning Layout

Project ID: URB-2021-0133

Drawn: LP Date: 11/03/21 Checked: Scale: 1:500@A0

The Urbanists - The Creative Quarter - 6A Market Arcade - Cardiff - CF10 1AF
 T: 01925 2021 6133 E: info@theurbanists.net W: www.theurbanists.net

© This drawing is copyright and may not be reproduced in whole or part without written authority.



- Private on-plot parking (as numbered)
- Private garage parking
- Visitor parking (28)
- Overflow parking for Mount Crescent

NOTES:
 NOT FOR SITE PURCHASE: This drawing is a general arrangement plan only and is not intended for site purchase.
 SCALE: Do not scale from this drawing.
 SETTING OUT: All setting out levels, dimensions to be agreed on site. Do not use the information on this drawing without checking all dimensions on site. Any discrepancies between drawings, specifications and site works are to be reported to The Urbanists. Order of construction and setting out is to be agreed on site.
 CHECK: This drawing must be the latest revision, read in conjunction with all other drawings, details, specifications and schedules. All dimensions are in millimetres unless otherwise stated. Where and contradiction or uncertainty arises between the drawings and/or the schedule of works, it is the contractor's responsibility to seek verification from The Urbanists before proceeding. No claims will be met by The Urbanists, where the contractor continues work in absence of such confirmation.

No.	Date	By	Revision Notes

PROJECT STATUS: S3 (SUITABLE FOR REVIEW)



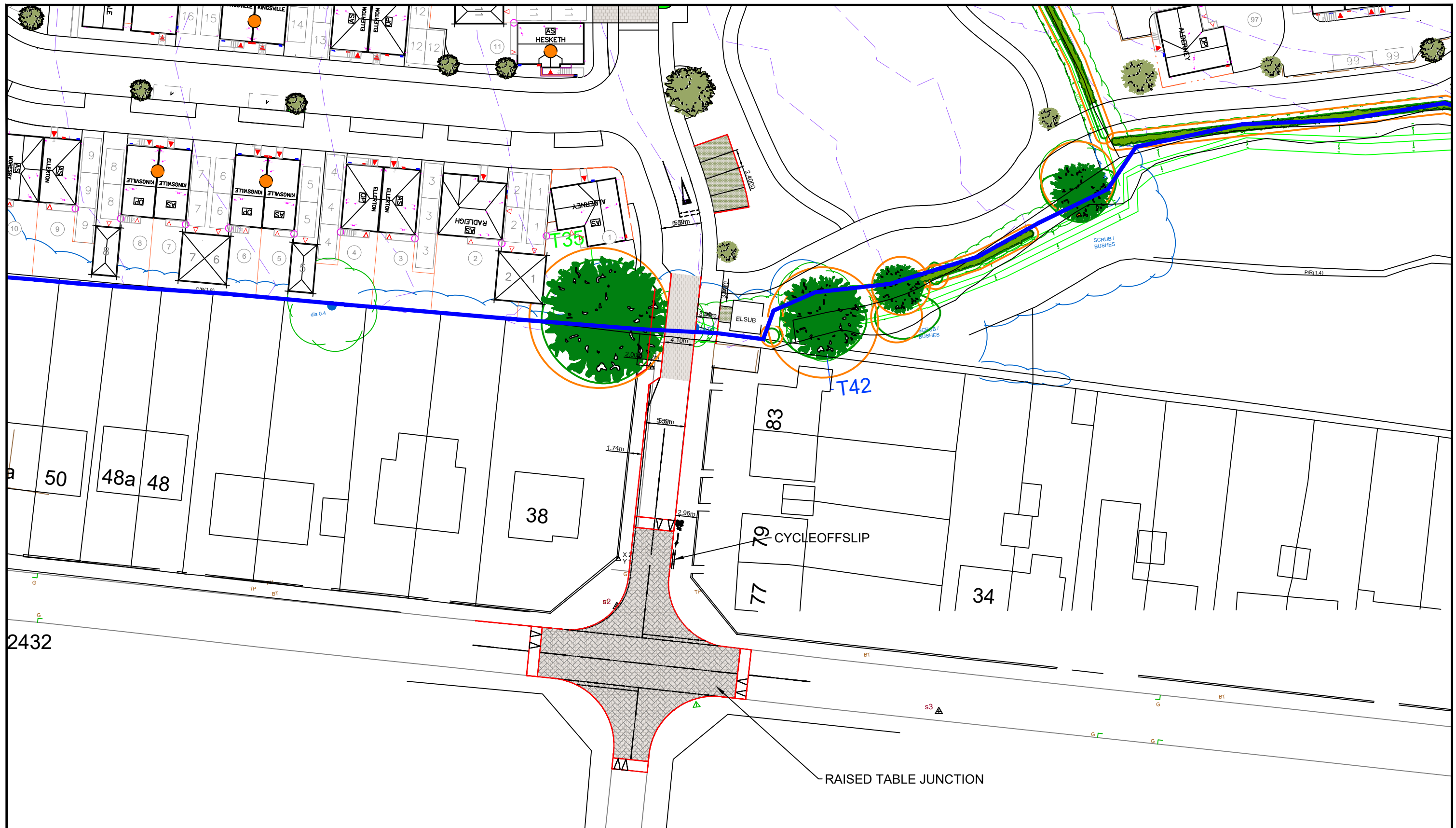
Client	Barratt Homes
Project	Llewellyn Road, Swansea
Title	Car Parking Strategy
Project ID	URB UD XX XX DR 80 004 - S3
Drawn	JFLP
Date	01/04/2021
Checked	LP
Scale	1:500

The Urbanists - The Creative Quarter - BA Morgan Arcade - Cardiff - CF10 1AF
 T: 029 2039 6133 E: info@urbanists.net W: www.urbanists.net
 © This drawing is copyright and may not be reproduced in whole or part without written authority.

Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432

Appendix E

Vectos Drawings



REV.	DETAILS	DRAWN	CHECKED	DATE
A	UPDATED MASTERPLAN	LT	EW	08.04.2021
B	PRIORITY GIVE WAY MARKING RELOCATED	AP	EW	13.04.2021

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

LAND NORTH OF LLEWELLYN RD, PENLLERGAER

MASTERPLAN SITE ACCESS

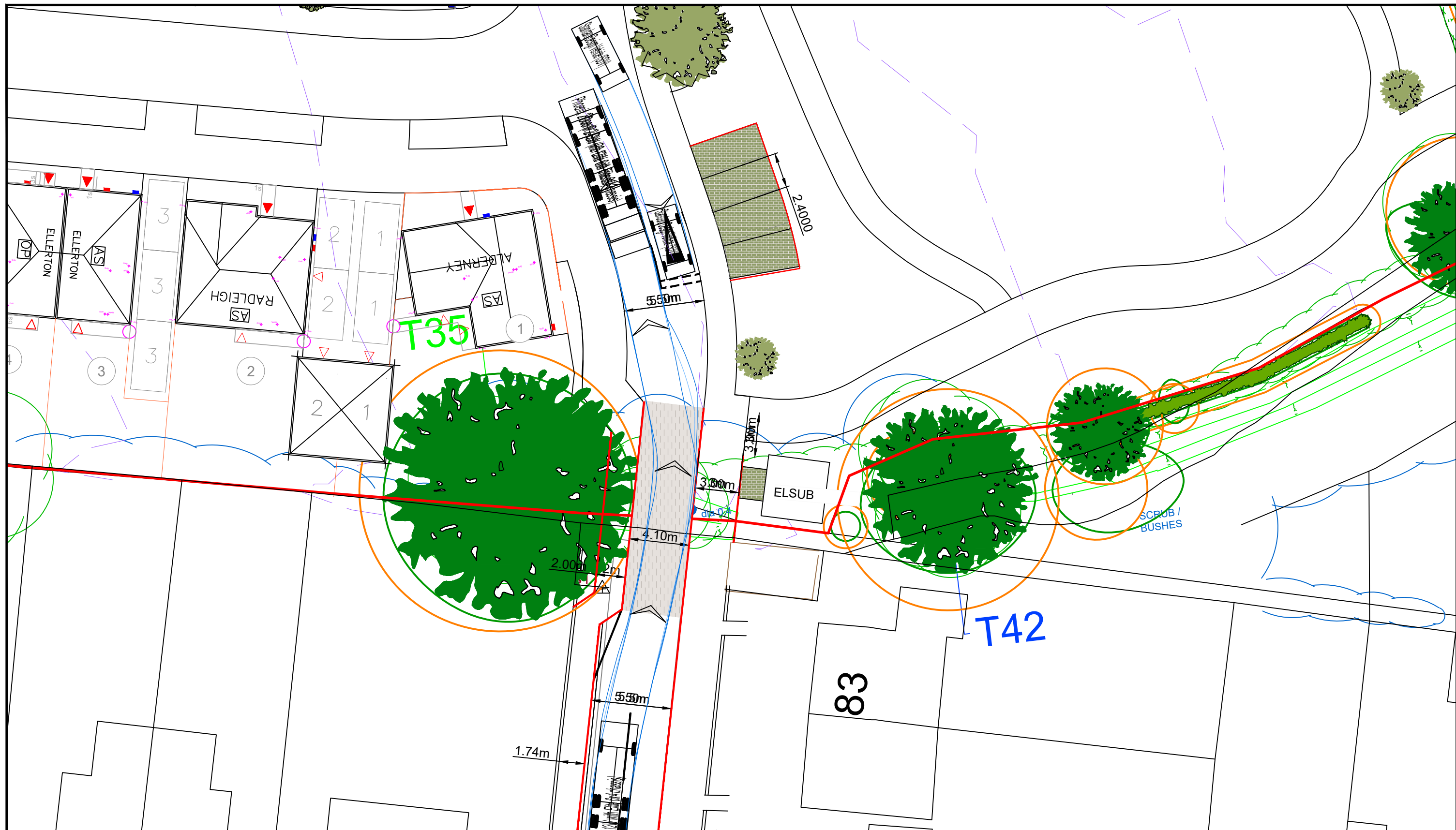
DRAWN: AP CHECKED: CNE DATE: 15/02/2021 SCALES: 1:500 at A3

BARRATT HOMES

vectos.

Ground Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
t: 02920 720 860 e: enquiries@vectos.co.uk

DRAWING NUMBER: 205631_A05 REVISION: B



REV.	DETAILS	DRAWN	CHECKED	DATE
A	UPDATED MASTERPLAN	LT	EW	08.04.2021
B	PRIORITY GIVE WAY MARKING RELOCATED	AP	EW	13.04.2021

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)

Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

LAND NORTH OF LLEWELLYN RD, PENLLERGAER

**PROPOSED SITE ACCESS
REFUSE VEHICLE SWEEP PATH ANALYSIS**

DRAWN: LT	CHECKED: EW	DATE: 07/04/2021	SCALES: 1:250 at A3
--------------	----------------	---------------------	------------------------

BARRATT HOMES

vectos.

Ground Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
t: 02920 720 860 e: enquiries@vectos.co.uk

DRAWING NUMBER: 205631_AT02	REVISION: B
--------------------------------	----------------



REV.	DETAILS	DRAWN	CHECKED	DATE
A	UPDATED MASTERPLAN	LT	EW	08.04.2021
B	PRIORITY GIVE WAY MARKING RELOCATED	AP	EW	13.04.2021

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Standard Design Vehicle (SDV)

Overall Length 4.800m
 Overall Width 2.000m
 Overall Body Height 1.950m
 Min Body Ground Clearance 0.100m
 Track Width 2.000m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 6.000m

LAND NORTH OF LLEWELLYN RD, PENLLERGAER

**PROPOSED VISITOR PARKING BAYS
 SWEPT PATH ANALYSIS**

DRAWN: LT CHECKED: EW DATE: 07/04/2021 SCALES: 1:200 at A3

BARRATT HOMES

vectos.

Ground Floor, Helmont House, Churchill Way, Cardiff CF10 2HE
 t: 02920 720 860 e: enquiries@vectos.co.uk

DRAWING NUMBER: 205631_AT03 REVISION: B

Appendix F

Stage One Road Safety Audit and Designers Response

STAGE 1 ROAD SAFETY AUDIT

Vectos South Ltd

Llewellyn Road, Penllergaer
Stage 1 Road Safety Audit

April 2021

Swansea City & County Council

Stage 1 Road Safety Audit

Contents

Introduction	4
Departures from Standards	5
Matters arising at Stage 1.....	6
Drawing No. 205631_A05 Rev A - Masterplan Site Access	6
Drawing No. 205631_AT02 – Proposed Site Access Refuse Vehicle Swept Path Analysis.....	7
Audit Team Statement.....	8

Appendices

- Appendix A – Site Location Plan
- Appendix B – Documents Submitted for Audit
- Appendix C – Problem Location Plan

Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Monday 12th of April 2021. The Audit was carried out on behalf of Vectos South Ltd, Cardiff office.
- 1.2 The Overseeing Organisation for this Stage 1 RSA is Swansea City & County Council.
- 1.3 This Road Safety Audit team was as follows:

DAFYDD THOMAS, MRTPI, MTPS, MCIHT, MSoRSA
Team Leader
Transport Planner
Vectos South Limited

IAN MEDD, MCIHT, FSoRSA
Audit Team Member
Independent Road Safety Auditor

DUNCAN STUART, MCIHT
Audit Team Member
Principal Transport Planner
Vectos South Limited
- 1.4 A site visit was undertaken by the Audit Team on Thursday 27th of November 2021 between the hours of 12:00 – 13:00. The weather was sunny and the carriageway surface dry. Low levels of traffic were observed in the immediate site vicinity.
- 1.5 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.6 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.7 The scheme subject to the Stage 1 RSA comprises a site access including a priority narrowing feature through an extension of the existing Mount Crescent to provide a site access for a residential development of 200 dwellings. Design proposals also include a raised table feature at the existing crossroads of Mount Crescent / Llewellyn Road / Golwg Y Garn.
- 1.8 An audit brief was submitted by Ed Wheeler of Vectos South Ltd on the 30th of March 2021. This was formally accepted by the audit team on the 30th of March 2021. At request of the audit team, further plans were submitted by Ed Wheeler of Vectos South Ltd on the 8th of April 2021. These were also formally accepted by the audit team on the 8th of April 2021.
- 1.9 A site location plan can be found at **Appendix A** of this report.

- 1.10 A list of the documents and drawings submitted for this Stage 1 RSA can be found at **Appendix B**.
- 1.11 A submitted design drawing has been annotated to show the locations of any problems identified during this Stage 1 RSA. This plan can be found at **Appendix C**.
- 1.12 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

- 1.13 The Audit Team were not informed of any Departures from Standards within the proposed design.

Matters arising at Stage 1.

Drawing No. 205631_A05 Rev A - Masterplan Site Access

1.14 Problem.

Location A: Llewellyn Road.

Summary: On-street parking at Llewellyn Road may impair visibility splay of existing junction and result in side-swipe collisions between vehicles.

Observations from the site visit indicate on-street parking along Llewellyn Road. On-street parking may result in impaired visibility of the Llewellyn Road / Mount Crescent junction for vehicles egressing the site. This may lead to side-swipe type collisions at this location.

Recommendation

It is recommended that the appropriate unimpaired visibility splay can be achieved toward the Llewellyn Road / Mount Crescent junction for vehicles egressing the site.

Drawing No. 205631_AT02 – Proposed Site Access Refuse Vehicle Swept Path Analysis

1.15 Problem.

Location A: Give way line north of priority narrowing.

Summary: Insufficient width at proposed give way line to accommodate oncoming pass by movement of refuse vehicle may result in side-swipe and head on type collisions.

The Swept Path Analysis drawings obtained indicate insufficient width at the proposed give way line to accommodate pass by movement of refuse vehicles through the site. This may lead to side-swipe and head on type collisions between vehicles waiting at the give way line and refuse vehicles accessing the site.

Recommendation

It is recommended that the give way line be relocated further into the site in order to achieve appropriate width.

Audit Team Statement

1.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Dafydd Rhys Thomas

Signed: 

Position: Transport Planner

Organisation: Vectos South Ltd

Date: 12th of April 2021

Road Safety Audit Team Member

Name: Ian Medd

Signed: 

Position: Consultant

Organisation: Independent Road Safety Consultant

Date: 12th of April 2021

Road Safety Audit Team Member

Name: Duncan Stuart

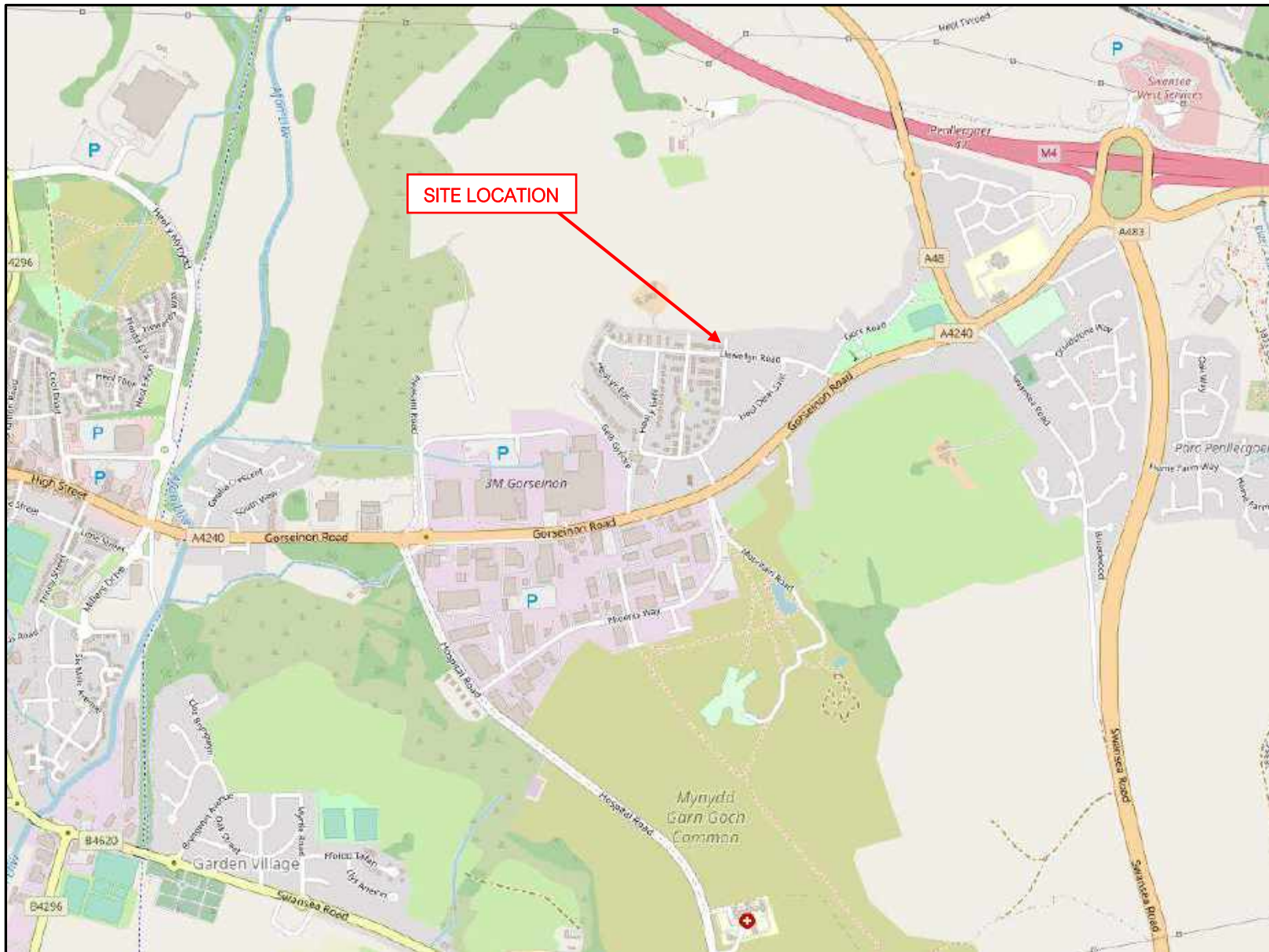
Signed: 

Position: Principal Transport Planner

Organisation: Vectos South Ltd

Date: 12th of April 2021

Appendix A

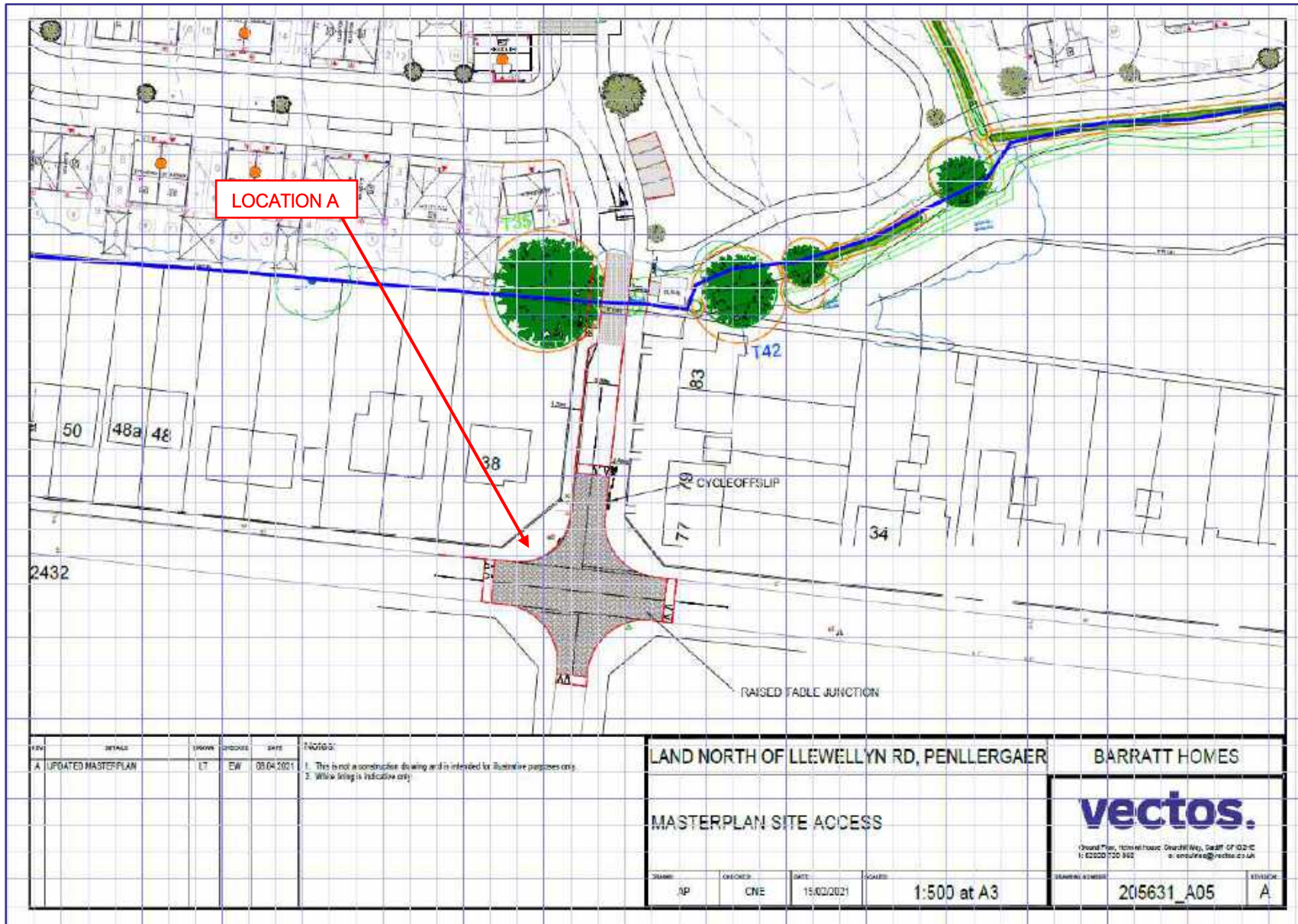


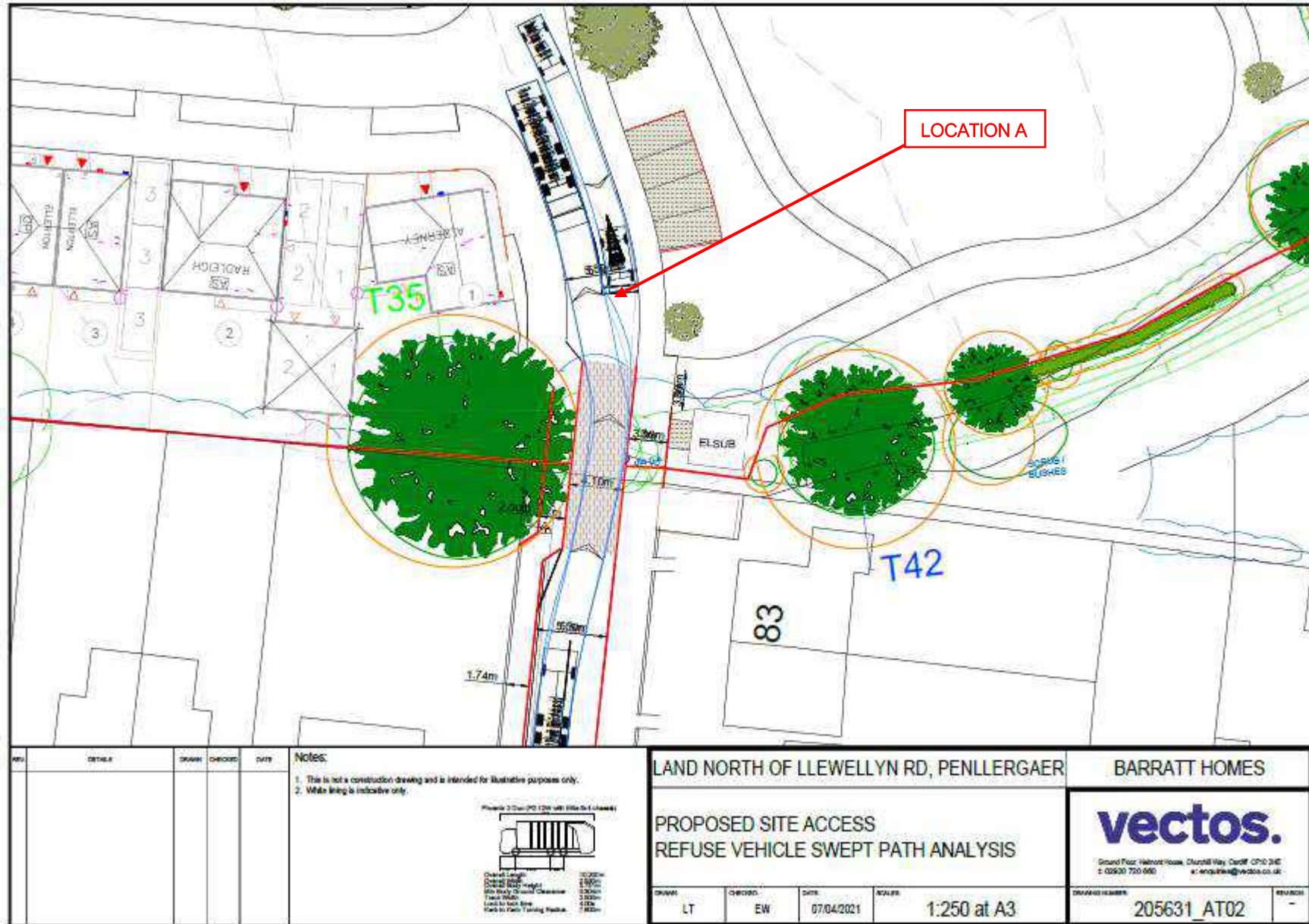
Llewellyn Road, Penllergaer - Stage 1 Road Safety Audit
X:\Cardiff\Projects\W200000\205631 - Land north of Llewellyn Road, Penllergaer\Technical\A - Transport Assessment\Documents\RSA\R01-DT-205631-RSAST1-V2.docx
13/04/2021

Appendix B

DOCUMENT	DOCUMENT TITLE
Audit Brief	205631 – Road Safety Audit Brief V0b
Document	Llewellyn Road – PIC Summary
Document	360529 – Swansea ATC 1
Document	Appendix A - PIC
Drawing	Site Plan 2020.11.10
Design Drawing	205631_A05 – Rev A - Masterplan Site Access
Design Drawing	205631_AT02 – Refuse Vehicle Swept Path Analysis
Design Drawing	205631_AT03 – Visitor Parking SDV Swept Path Analysis

Appendix C





Llewellyn Road, Penllergaer - Stage 1 Road Safety Audit

X:\Cardiff\Projects\W200000\205631 - Land north of Llewellyn Road, Penllergaer\Technical\A - Transport Assessment\Documents\RSA\01-DT-205631-RSAST1-V2.docx

13/04/2021

VECTOS.CO.UK

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240
www.vectos.co.uk

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building
97 Tottenham Court Road
London W1T 4TP
Company no. 7591661

Road Safety Audit Designers Response Report

1 Project Summary

Report Title	Designers Response - Llewellyn Road
Date	13 TH of April 2021
Document Reference and Revision:	205631 – Road Safety Audit Designers Response – Llewellyn Road
Prepared by:	Chris Evans
On behalf of:	Barratt Homes
AUTHORISATION SHEET	
Project:	Llewellyn Road
Report Title	205631 – Road Safety Audit Designers Response – Llewellyn Road
PREPARED BY	
Name:	Chris Evans
Signed:	
Organisation:	Vectos (South) Limited
Date:	13/04/21

2 Introduction

GENERAL DETAILS:			
Highway scheme name and road number:	Mount Crescent / Llewellyn Rd / Golwg-Y-Garn (Penllergaer, Swansea)		
Date:	13/04/2021		
Type of scheme:	Site access junction and Raised Table feature		
RSA Stage:	<input checked="" type="checkbox"/> Stage 1	<input type="checkbox"/> Stage 2	<input type="checkbox"/> Stage 3
	Interim		<input type="checkbox"/> Stage 4
Road Safety Audit Reference:	R01-DT-20631-RSA1-V2		
Designers Response prepared by:	Chris Evans		
Design organisation details:	Vectos (South) Limited		

3 Key Personnel

Overseeing Organisation:	Swansea Council
RSA Team:	Dafydd Thomas, Duncan Stuart, Ian Medd
Design Organisation:	Vectos (South) Limited

4 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1.14	It is recommended that the appropriate unimpaired visibility splay can be achieved toward the Llewellyn Road / Mount Crescent junction for vehicles egressing the site	Partially accepted	Site visits showed that occasionally vehicles do park within the vicinity of the Llewellyn Road junction, but most are associated with the existing 4 dwellings on Mount Crescent, which are offered alternative dedicated parking bays within the development. The odd parked vehicle is not considered to be an issue as detailed in Manual for Streets ' <i>Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice</i> '.	4 dedicated spaces provided within the development for the 4 existing dwellings on Mount Crescent.
1.15	It is recommended that the give way line be relocated further into the site in order to achieve appropriate width.	Accepted	Upon review of the tracking it was decided that the tracking of the refuse vehicle, albeit infrequent, was too close to potentially waiting vehicles stopped at the give-way road markings.	To relocate the priority give-way road markings slight further north to allow more room between passing vehicles. Revised drawing marked as Rev B.

5 Design Organisation and Overseeing Organisation Statements

On behalf of the Design Organisation I certify that: The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	
Signed	
Position	
Organisation	
Date	

On behalf of the Overseeing Organisation I certify that: The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix G

TRICS Output Report



Land at Parc Mawr, Penllergaer:
Transport Assessment

Appendix G:

TRICS Output Report – Residential Trip Rates

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	KC KENT	1 days
	SC SURREY	3 days
	WS WEST SUSSEX	8 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	2 days
10	WALES	
	CM CARMARTHENSHIRE	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 9 to 500 (units:)
 Range Selected by User: 9 to 1412 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 17/05/17

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	2 days
Tuesday	6 days
Wednesday	5 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	25 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)	15
Edge of Town	10

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	25
------------------	----

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

Secondary Filtering selection:

Use Class:

C3 25 days

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

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	9 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	5 days
125,001 to 250,000	7 days
250,001 to 500,000	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	18 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	14 days
No	11 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	25 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	BR-03-M-02 CLARENCE ROAD	BLOCKS OF FLATS	BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 42 <i>Survey date: MONDAY 12/10/09</i>		<i>Survey Type: MANUAL</i>
2	CM-03-M-02 COLLEGE ROAD	HOUSES & FLATS	CARMARTHENSHIRE
	CARMARTHEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 49 <i>Survey date: TUESDAY 14/10/14</i>		<i>Survey Type: MANUAL</i>
3	DC-03-M-02 KINGS ROAD	TERRACED & BUNGALOWS	DORSET
	FORDINGTON DORCHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 16/09/16</i>		<i>Survey Type: MANUAL</i>
4	DS-03-M-01 COCKAYNE STREET	TERRACED/SEMI DETACHED	DERBYSHIRE
	BOULTON DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 32 <i>Survey date: TUESDAY 21/10/14</i>		<i>Survey Type: MANUAL</i>
5	DV-03-M-01 TOPSHAM ROAD	HOUSES & FLATS	DEVON
	EXETER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 61 <i>Survey date: THURSDAY 06/10/11</i>		<i>Survey Type: MANUAL</i>
6	ES-03-M-07 SOUTH COAST ROAD	MIXED HOUSING	EAST SUSSEX
	PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 188 <i>Survey date: THURSDAY 12/11/15</i>		<i>Survey Type: MANUAL</i>
7	ES-03-M-08 FIELD END	MIXED HOUSES	EAST SUSSEX
	MARESFIELD Edge of Town Residential Zone Total Number of dwellings: 80 <i>Survey date: TUESDAY 10/05/16</i>		<i>Survey Type: MANUAL</i>
8	GM-03-M-01 PARK ROAD	TERRACED & FLATS	GREATER MANCHESTER
	ROCHDALE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 25/11/14</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-M-05 WIMPSON LANE MAYBUSH SOUTHAMPTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 62 <i>Survey date: FRIDAY 03/10/14</i>	HOUSES & FLATS	HAMPSHIRE
10	HC-03-M-06 HUNTS POND ROAD TITCHFIELD NEAR FAREHAM Edge of Town Residential Zone Total Number of dwellings: 328 <i>Survey date: WEDNESDAY 04/11/15</i>	HOUSES & FLATS	HAMPSHIRE
11	KC-03-M-01 HIGH STREET RAMSGATE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 103 <i>Survey date: TUESDAY 08/12/09</i>	BLOCKS OF FLATS	KENT
12	LE-03-M-01 RYDER ROAD BRAUNSTONE FRITH LEICESTER Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 27/09/12</i>	SEMI DETACHED	LEICESTERSHIRE
13	MS-03-M-02 LOVEL ROAD SPEKE LIVERPOOL Edge of Town Residential Zone Total Number of dwellings: 27 <i>Survey date: FRIDAY 21/06/13</i>	TERRACED	MERSEYSIDE
14	MS-03-M-03 LOVEL ROAD SPEKE LIVERPOOL Edge of Town Residential Zone Total Number of dwellings: 24 <i>Survey date: FRIDAY 21/06/13</i>	SEMI DETACHED/TERRACED	MERSEYSIDE
15	SC-03-M-05 HOLYWELL WAY STANWELL STAINES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 <i>Survey date: MONDAY 19/11/12</i>	HOUSES & FLATS	SURREY
16	SC-03-M-06 ST ANNE'S DRIVE REDHILL Edge of Town Residential Zone Total Number of dwellings: 500 <i>Survey date: WEDNESDAY 11/12/13</i>	HOUSES & FLATS	SURREY

LIST OF SITES relevant to selection parameters (Cont.)

17	SC-03-M-07	HOUSES/FLATS	SURREY
	EPSOM ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	199	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
18	WS-03-M-04	HOUSES & FLATS	WEST SUSSEX
	SUMMERSDALE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	214	
	Survey date: THURSDAY	08/05/14	Survey Type: MANUAL
19	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	S BROADBRIDGE HEATH		
	WEST HORSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
20	WS-03-M-06	SEMI DETACHED/DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
21	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	ALDWICK		
	BOGNOR REGIS		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL
22	WS-03-M-08	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	NORTH BERTSTED		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	86	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
23	WS-03-M-09	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	32	
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL
24	WS-03-M-10	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	194	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	192	
	Survey date: WEDNESDAY	27/04/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLES

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	111	0.060	25	111	0.229	25	111	0.289
08:00 - 09:00	25	111	0.111	25	111	0.315	25	111	0.426
09:00 - 10:00	25	111	0.110	25	111	0.138	25	111	0.248
10:00 - 11:00	25	111	0.107	25	111	0.125	25	111	0.232
11:00 - 12:00	25	111	0.114	25	111	0.121	25	111	0.235
12:00 - 13:00	25	111	0.117	25	111	0.117	25	111	0.234
13:00 - 14:00	25	111	0.120	25	111	0.119	25	111	0.239
14:00 - 15:00	25	111	0.112	25	111	0.135	25	111	0.247
15:00 - 16:00	25	111	0.214	25	111	0.141	25	111	0.355
16:00 - 17:00	25	111	0.201	25	111	0.135	25	111	0.336
17:00 - 18:00	25	111	0.273	25	111	0.127	25	111	0.400
18:00 - 19:00	25	111	0.244	25	111	0.134	25	111	0.378
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.783			1.836			3.619

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TAXIS

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	25	111	0.003	25	111	0.002	25	111	0.005
08:00 - 09:00	25	111	0.009	25	111	0.009	25	111	0.018
09:00 - 10:00	25	111	0.005	25	111	0.005	25	111	0.010
10:00 - 11:00	25	111	0.003	25	111	0.004	25	111	0.007
11:00 - 12:00	25	111	0.005	25	111	0.005	25	111	0.010
12:00 - 13:00	25	111	0.003	25	111	0.004	25	111	0.007
13:00 - 14:00	25	111	0.003	25	111	0.002	25	111	0.005
14:00 - 15:00	25	111	0.003	25	111	0.003	25	111	0.006
15:00 - 16:00	25	111	0.012	25	111	0.012	25	111	0.024
16:00 - 17:00	25	111	0.004	25	111	0.004	25	111	0.008
17:00 - 18:00	25	111	0.005	25	111	0.003	25	111	0.008
18:00 - 19:00	25	111	0.004	25	111	0.004	25	111	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.059			0.057			0.116

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL OGVS

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	25	111	0.001	25	111	0.001	25	111	0.002
08:00 - 09:00	25	111	0.000	25	111	0.000	25	111	0.000
09:00 - 10:00	25	111	0.001	25	111	0.002	25	111	0.003
10:00 - 11:00	25	111	0.003	25	111	0.003	25	111	0.006
11:00 - 12:00	25	111	0.001	25	111	0.001	25	111	0.002
12:00 - 13:00	25	111	0.003	25	111	0.001	25	111	0.004
13:00 - 14:00	25	111	0.000	25	111	0.001	25	111	0.001
14:00 - 15:00	25	111	0.001	25	111	0.001	25	111	0.002
15:00 - 16:00	25	111	0.001	25	111	0.001	25	111	0.002
16:00 - 17:00	25	111	0.001	25	111	0.001	25	111	0.002
17:00 - 18:00	25	111	0.000	25	111	0.000	25	111	0.000
18:00 - 19:00	25	111	0.000	25	111	0.000	25	111	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PSVS

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	25	111	0.000	25	111	0.000	25	111	0.000
08:00 - 09:00	25	111	0.000	25	111	0.000	25	111	0.000
09:00 - 10:00	25	111	0.000	25	111	0.000	25	111	0.000
10:00 - 11:00	25	111	0.000	25	111	0.000	25	111	0.000
11:00 - 12:00	25	111	0.000	25	111	0.000	25	111	0.000
12:00 - 13:00	25	111	0.000	25	111	0.000	25	111	0.000
13:00 - 14:00	25	111	0.000	25	111	0.000	25	111	0.000
14:00 - 15:00	25	111	0.000	25	111	0.000	25	111	0.000
15:00 - 16:00	25	111	0.001	25	111	0.001	25	111	0.002
16:00 - 17:00	25	111	0.000	25	111	0.000	25	111	0.000
17:00 - 18:00	25	111	0.000	25	111	0.000	25	111	0.000
18:00 - 19:00	25	111	0.000	25	111	0.000	25	111	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	25	111	0.003	25	111	0.010	25	111	0.013
08:00 - 09:00	25	111	0.005	25	111	0.017	25	111	0.022
09:00 - 10:00	25	111	0.006	25	111	0.008	25	111	0.014
10:00 - 11:00	25	111	0.003	25	111	0.004	25	111	0.007
11:00 - 12:00	25	111	0.002	25	111	0.004	25	111	0.006
12:00 - 13:00	25	111	0.005	25	111	0.003	25	111	0.008
13:00 - 14:00	25	111	0.004	25	111	0.004	25	111	0.008
14:00 - 15:00	25	111	0.004	25	111	0.004	25	111	0.008
15:00 - 16:00	25	111	0.010	25	111	0.004	25	111	0.014
16:00 - 17:00	25	111	0.010	25	111	0.007	25	111	0.017
17:00 - 18:00	25	111	0.016	25	111	0.009	25	111	0.025
18:00 - 19:00	25	111	0.008	25	111	0.004	25	111	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.078			0.154

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	25	111	0.068	25	111	0.296	25	111	0.364
08:00 - 09:00	25	111	0.132	25	111	0.501	25	111	0.633
09:00 - 10:00	25	111	0.130	25	111	0.180	25	111	0.310
10:00 - 11:00	25	111	0.125	25	111	0.151	25	111	0.276
11:00 - 12:00	25	111	0.137	25	111	0.153	25	111	0.290
12:00 - 13:00	25	111	0.151	25	111	0.153	25	111	0.304
13:00 - 14:00	25	111	0.157	25	111	0.149	25	111	0.306
14:00 - 15:00	25	111	0.147	25	111	0.175	25	111	0.322
15:00 - 16:00	25	111	0.347	25	111	0.187	25	111	0.534
16:00 - 17:00	25	111	0.279	25	111	0.186	25	111	0.465
17:00 - 18:00	25	111	0.356	25	111	0.169	25	111	0.525
18:00 - 19:00	25	111	0.317	25	111	0.164	25	111	0.481
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.346			2.464			4.810

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	25	111	0.022	25	111	0.058	25	111	0.080
08:00 - 09:00	25	111	0.032	25	111	0.170	25	111	0.202
09:00 - 10:00	25	111	0.055	25	111	0.053	25	111	0.108
10:00 - 11:00	25	111	0.034	25	111	0.046	25	111	0.080
11:00 - 12:00	25	111	0.040	25	111	0.040	25	111	0.080
12:00 - 13:00	25	111	0.045	25	111	0.041	25	111	0.086
13:00 - 14:00	25	111	0.040	25	111	0.041	25	111	0.081
14:00 - 15:00	25	111	0.047	25	111	0.059	25	111	0.106
15:00 - 16:00	25	111	0.154	25	111	0.064	25	111	0.218
16:00 - 17:00	25	111	0.102	25	111	0.045	25	111	0.147
17:00 - 18:00	25	111	0.088	25	111	0.052	25	111	0.140
18:00 - 19:00	25	111	0.065	25	111	0.050	25	111	0.115
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.724			0.719			1.443

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL BUS/TRAM PASSENGERS

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	25	111	0.003	25	111	0.029	25	111	0.032
08:00 - 09:00	25	111	0.002	25	111	0.035	25	111	0.037
09:00 - 10:00	25	111	0.003	25	111	0.010	25	111	0.013
10:00 - 11:00	25	111	0.002	25	111	0.005	25	111	0.007
11:00 - 12:00	25	111	0.003	25	111	0.005	25	111	0.008
12:00 - 13:00	25	111	0.005	25	111	0.006	25	111	0.011
13:00 - 14:00	25	111	0.006	25	111	0.006	25	111	0.012
14:00 - 15:00	25	111	0.006	25	111	0.007	25	111	0.013
15:00 - 16:00	25	111	0.022	25	111	0.006	25	111	0.028
16:00 - 17:00	25	111	0.022	25	111	0.006	25	111	0.028
17:00 - 18:00	25	111	0.020	25	111	0.003	25	111	0.023
18:00 - 19:00	25	111	0.013	25	111	0.004	25	111	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.107			0.122			0.229

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL RAIL PASSENGERS

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	25	111	0.000	25	111	0.008	25	111	0.008
08:00 - 09:00	25	111	0.000	25	111	0.012	25	111	0.012
09:00 - 10:00	25	111	0.000	25	111	0.005	25	111	0.005
10:00 - 11:00	25	111	0.000	25	111	0.002	25	111	0.002
11:00 - 12:00	25	111	0.000	25	111	0.001	25	111	0.001
12:00 - 13:00	25	111	0.000	25	111	0.000	25	111	0.000
13:00 - 14:00	25	111	0.001	25	111	0.001	25	111	0.002
14:00 - 15:00	25	111	0.004	25	111	0.001	25	111	0.005
15:00 - 16:00	25	111	0.003	25	111	0.000	25	111	0.003
16:00 - 17:00	25	111	0.006	25	111	0.000	25	111	0.006
17:00 - 18:00	25	111	0.010	25	111	0.001	25	111	0.011
18:00 - 19:00	25	111	0.005	25	111	0.000	25	111	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.031			0.060

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL COACH PASSENGERS

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	25	111	0.000	25	111	0.001	25	111	0.001
08:00 - 09:00	25	111	0.000	25	111	0.000	25	111	0.000
09:00 - 10:00	25	111	0.000	25	111	0.000	25	111	0.000
10:00 - 11:00	25	111	0.001	25	111	0.002	25	111	0.003
11:00 - 12:00	25	111	0.000	25	111	0.000	25	111	0.000
12:00 - 13:00	25	111	0.000	25	111	0.000	25	111	0.000
13:00 - 14:00	25	111	0.000	25	111	0.000	25	111	0.000
14:00 - 15:00	25	111	0.001	25	111	0.001	25	111	0.002
15:00 - 16:00	25	111	0.001	25	111	0.001	25	111	0.002
16:00 - 17:00	25	111	0.000	25	111	0.000	25	111	0.000
17:00 - 18:00	25	111	0.000	25	111	0.000	25	111	0.000
18:00 - 19:00	25	111	0.000	25	111	0.000	25	111	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.005			0.008

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

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	25	111	0.004	25	111	0.037	25	111	0.041
08:00 - 09:00	25	111	0.003	25	111	0.047	25	111	0.050
09:00 - 10:00	25	111	0.003	25	111	0.016	25	111	0.019
10:00 - 11:00	25	111	0.003	25	111	0.008	25	111	0.011
11:00 - 12:00	25	111	0.003	25	111	0.005	25	111	0.008
12:00 - 13:00	25	111	0.006	25	111	0.006	25	111	0.012
13:00 - 14:00	25	111	0.007	25	111	0.006	25	111	0.013
14:00 - 15:00	25	111	0.010	25	111	0.009	25	111	0.019
15:00 - 16:00	25	111	0.026	25	111	0.008	25	111	0.034
16:00 - 17:00	25	111	0.029	25	111	0.006	25	111	0.035
17:00 - 18:00	25	111	0.030	25	111	0.004	25	111	0.034
18:00 - 19:00	25	111	0.018	25	111	0.004	25	111	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.142			0.156			0.298

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

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	25	111	0.096	25	111	0.401	25	111	0.497
08:00 - 09:00	25	111	0.171	25	111	0.736	25	111	0.907
09:00 - 10:00	25	111	0.195	25	111	0.257	25	111	0.452
10:00 - 11:00	25	111	0.165	25	111	0.209	25	111	0.374
11:00 - 12:00	25	111	0.182	25	111	0.203	25	111	0.385
12:00 - 13:00	25	111	0.206	25	111	0.204	25	111	0.410
13:00 - 14:00	25	111	0.209	25	111	0.201	25	111	0.410
14:00 - 15:00	25	111	0.209	25	111	0.248	25	111	0.457
15:00 - 16:00	25	111	0.537	25	111	0.262	25	111	0.799
16:00 - 17:00	25	111	0.419	25	111	0.244	25	111	0.663
17:00 - 18:00	25	111	0.491	25	111	0.233	25	111	0.724
18:00 - 19:00	25	111	0.408	25	111	0.221	25	111	0.629
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.288			3.419			6.707

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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.]

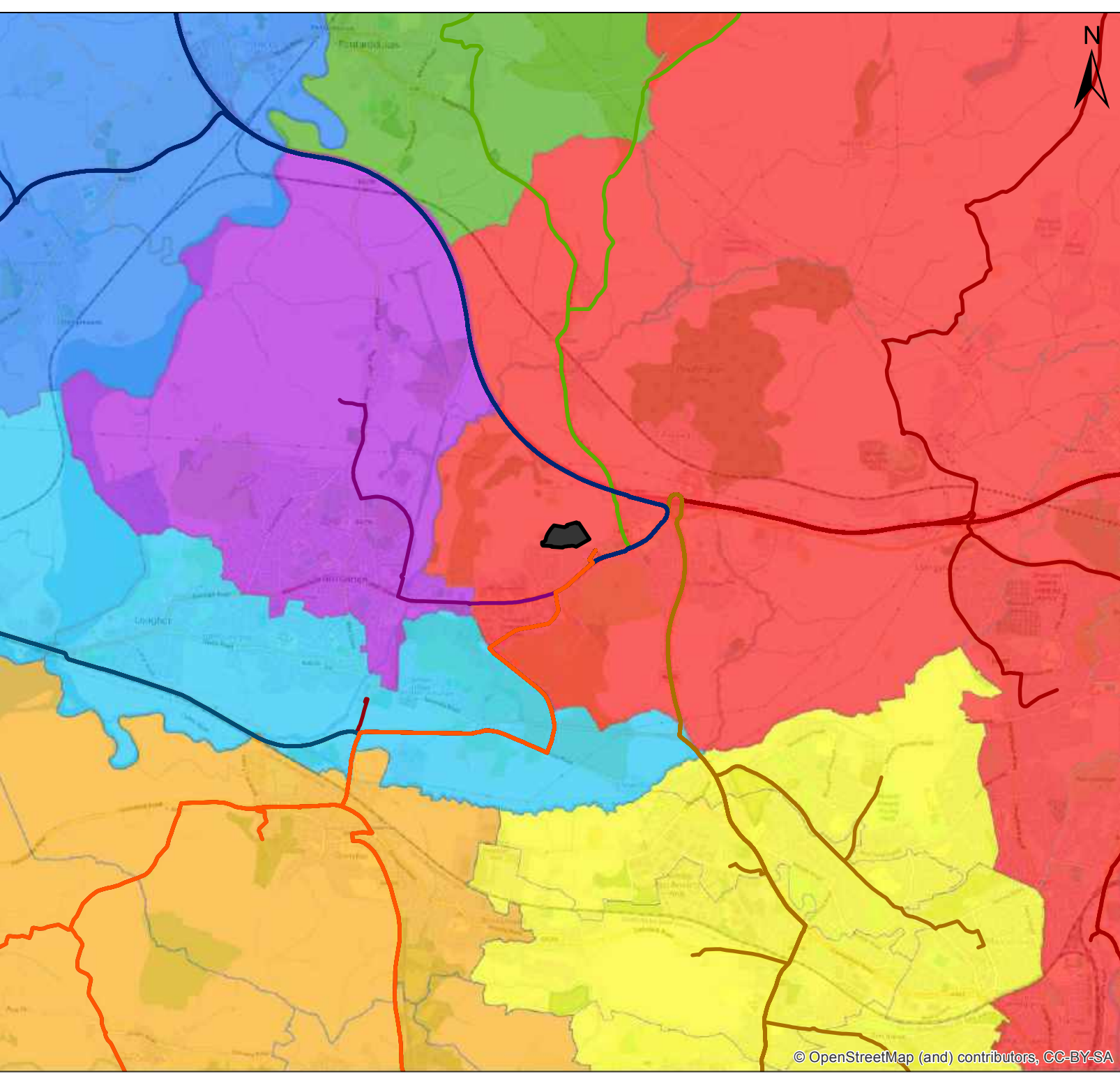
Parameter summary

Trip rate parameter range selected:	9 - 500 (units:)
Survey date date range:	01/01/09 - 17/05/17
Number of weekdays (Monday-Friday):	25
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

Appendix H

Distribution Figures



Legend	
	Site
	A484 (South)
	A484 (Westbound)
	Heol Y Mynydd
	Phoenix Way
	M4 (Westbound)
	A483 South
	M4 (Eastbound)
	A48 North (Pontardulais Road)
	A483 (North) - 2%
	A483 (South) - 17%
	A484 Westbound - 4%
	A484 (South) - 2%
	Heol Y Mynydd - 3%
	M4 (Eastbound) - 65%
	M4 (Westbound) - 7%

Barratt Homes

Llewellyn Road, Penllergaer

Residential Distribution – Local Context



















FIGURE: **Figure 1**

DRAWN BY: HJ	CHECKED BY: EW	DATE: 25/11/2020
-----------------	-------------------	---------------------



Legend

-  Site
-  A484 (South)
-  A484 (Westbound)
-  Heol Y Mynydd
-  Pheonix Way
-  M4 (Westbound)
-  A483 South
-  M4 (Eastbound)
-  A48 North (Pontardulais Road)
-  A483 (North) - 2%
-  A483 (South) - 17%
-  A484 Westbound - 4%
-  A484 (South) - 2%
-  Heol Y Mynydd - 3%
-  M4 (Eastbound) - 65%
-  M4 (Westbound) - 7%

Barratt Homes

Llewellyn Road, Penllergaer

Residential Distribution – Strategic Context



FIGURE: **Figure 2**

DRAWN BY:	CHECKED BY:	DATE:
HJ	EW	25/11/2020

Appendix I

Junction 9 Output Report

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 205631 - Llewellyn Road_Gorseinon Road (Std Rbt)- V1.j9
Path: C:\Users\ellen.axon\Documents\Ben Stone Modelling\205631 - Penllergaer
Report generation date: 12/04/2021 16:09:02

- »2020, AM
- »2020, PM
- »2020 + Dev (Scenario 1), AM
- »2020 + Dev (Scenario 1), PM
- »2020 + Dev (Scenario 2), AM
- »2020 + Dev (Scenario 2), PM
- »2020 + Dev (Scenario 3), AM
- »2020 + Dev (Scenario 3), PM
- »2028 + Com, AM
- »2028 + Com, PM
- »2028 + Com + Dev (Scenario 1), AM
- »2028 + Com + Dev (Scenario 1), PM
- »2028 + Com + Dev (Scenario 2), AM
- »2028 + Com + Dev (Scenario 2), PM
- »2028 + Com + Dev (Scenario 3), AM
- »2028 + Com + Dev (Scenario 3), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2020						
1 - Gorseinon Road (E)	1.2	5.45	0.55	1.8	6.98	0.65
2 - Gorseinon Road (W)	1.1	4.73	0.53	2.0	6.63	0.67
3 - Llewellyn Road	0.3	7.94	0.20	0.2	9.54	0.17
2020 + Dev (Scenario 1)						
1 - Gorseinon Road (E)	1.3	5.61	0.56	2.1	7.65	0.68
2 - Gorseinon Road (W)	1.1	4.78	0.53	2.1	6.97	0.68
3 - Llewellyn Road	0.5	9.35	0.32	0.3	10.19	0.22
2020 + Dev (Scenario 2)						
1 - Gorseinon Road (E)	1.3	5.58	0.56	2.1	7.62	0.68
2 - Gorseinon Road (W)	1.1	4.78	0.53	2.1	6.96	0.68
3 - Llewellyn Road	0.4	9.12	0.31	0.3	10.13	0.22
2020 + Dev (Scenario 3)						

1 - Gorseinon Road (E)	1.3	5.64	0.56	2.2	7.85	0.69
2 - Gorseinon Road (W)	1.1	4.80	0.53	2.1	7.07	0.68
3 - Llewellyn Road	0.5	9.74	0.35	0.3	10.32	0.23
2028 + Com						
1 - Gorseinon Road (E)	1.6	6.36	0.61	2.0	7.28	0.67
2 - Gorseinon Road (W)	1.5	5.53	0.60	2.1	6.97	0.68
3 - Llewellyn Road	0.3	9.14	0.23	0.2	9.92	0.18
2028 + Com + Dev (Scenario 1)						
1 - Gorseinon Road (E)	1.7	6.57	0.63	2.3	8.02	0.70
2 - Gorseinon Road (W)	1.5	5.60	0.60	2.3	7.36	0.70
3 - Llewellyn Road	0.6	11.05	0.36	0.3	10.62	0.23
2028 + Com + Dev (Scenario 2)						
1 - Gorseinon Road (E)	1.6	6.54	0.62	2.2	7.99	0.69
2 - Gorseinon Road (W)	1.5	5.59	0.60	2.2	7.34	0.69
3 - Llewellyn Road	0.5	10.73	0.34	0.3	10.56	0.23
2028 + Com + Dev (Scenario 3)						
1 - Gorseinon Road (E)	1.7	6.62	0.63	2.3	8.24	0.70
2 - Gorseinon Road (W)	1.5	5.62	0.60	2.3	7.47	0.70
3 - Llewellyn Road	0.6	11.60	0.39	0.3	10.76	0.24

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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	29/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\ellen.hill
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q 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	Run automatically	Relationship type	Relationship
----	---------------	------------------	----------------------	--------------------	---------------------	---------------------	-------------------	-------------------	--------------

						(min)			
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:15	17:45	15	✓		
D3	Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15			
D4	Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15			
D5	Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15			
D6	Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15			
D7	Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15			
D8	Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15			
D9	Committed	AM	ONE HOUR	07:45	09:15	15			
D10	Committed	PM	ONE HOUR	16:15	17:45	15			
D11	2020 + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3
D12	2020 + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D4
D13	2020 + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5
D14	2020 + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D6
D15	2020 + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D7
D16	2020 + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8
D17	2028 + Com	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1+D9
D18	2028 + Com	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1+D10
D19	2028 + Com + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D17+D3
D20	2028 + Com + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D18+D4
D21	2028 + Com + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D17+D5
D22	2028 + Com + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D18+D6
D23	2028 + Com + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D17+D7
D24	2028 + Com + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D18+D8

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
----------	------	------	-------------

Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
---------	-------------------------	---	--

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Gorseinon Road (E)	
2	Gorseinon Road (W)	
3	Llewellyn Road	

Roundabout Geometry

Arm	V (m)	E (m)	I' (m)	R (m)	D (m)	PHI (deg)	Exit only
1 - Gorseinon Road (E)	3.36	4.06	4.2	83.5	14.8	5.5	
2 - Gorseinon Road (W)	3.38	3.38	0.0	9.4	14.8	25.0	
3 - Llewellyn Road	3.17	3.77	0.9	12.2	14.8	22.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Intercept Adj (%)
1 - Gorseinon Road (E)	Percentage	observations at site incidates no queuing	115.00
2 - Gorseinon Road (W)	Percentage	observations at site incidates no queuing	170.00
3 - Llewellyn Road	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Gorseinon Road (E)	0.621	1492
2 - Gorseinon Road (W)	0.506	1675
3 - Llewellyn Road	0.523	1017

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	2020	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	732	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	778	100.000
3 - Llewellyn Road		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	685	47
	2 - Gorseinon Road (W)	760	0	18
	3 - Llewellyn Road	88	18	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	2	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.55	5.45	1.2	A	672	1008
2 - Gorseinon Road (W)	0.53	4.73	1.1	A	714	1071
3 - Llewellyn Road	0.20	7.94	0.3	A	97	146

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	551	138	13	1470	0.375	549	636	0.0	0.6	3.898	A
2 - Gorseinon Road	586	146	35	1626	0.36	583	527	0.0	0.6	3.447	A

(W)					0						
3 - Llewellyn Road	80	20	570	712	0.112	79	49	0.0	0.1	5.678	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	658	165	16	1468	0.448	657	761	0.6	0.8	4.434	A
2 - Gorseinon Road (W)	699	175	42	1622	0.431	699	631	0.6	0.8	3.894	A
3 - Llewellyn Road	95	24	682	652	0.146	95	58	0.1	0.2	6.459	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	806	201	20	1466	0.550	804	932	0.8	1.2	5.428	A
2 - Gorseinon Road (W)	857	214	52	1617	0.530	855	772	0.8	1.1	4.714	A
3 - Llewellyn Road	117	29	835	571	0.205	116	71	0.2	0.3	7.918	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	806	201	20	1466	0.550	806	934	1.2	1.2	5.454	A
2 - Gorseinon Road (W)	857	214	52	1617	0.530	857	774	1.1	1.1	4.731	A
3 - Llewellyn Road	117	29	837	570	0.205	117	72	0.3	0.3	7.942	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	658	165	16	1468	0.448	660	764	1.2	0.8	4.462	A
2 - Gorseinon Road (W)	699	175	42	1622	0.431	701	634	1.1	0.8	3.914	A
3 - Llewellyn Road	95	24	685	651	0.146	96	59	0.3	0.2	6.485	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road	551	138	14	1470	0.37	552	639	0.8	0.6	3.927	A

(E)					5						
2 - Gorseinon Road (W)	586	146	35	1626	0.360	587	530	0.8	0.6	3.466	A
3 - Llewellyn Road	80	20	573	711	0.112	80	49	0.2	0.1	5.710	A

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.89	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
D2	2020	PM	ONE HOUR	16:15	17:45	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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	871	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	984	100.000
3 - Llewellyn Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	812	59
	2 - Gorseinon Road (W)	966	0	18
	3 - Llewellyn Road	65	5	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.65	6.98	1.8	A	799	1199
2 - Gorseinon Road (W)	0.67	6.63	2.0	A	903	1354
3 - Llewellyn Road	0.17	9.54	0.2	A	64	96

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	656	164	4	1476	0.444	653	773	0.0	0.8	4.356	A
2 - Gorseinon Road (W)	741	185	44	1637	0.453	738	612	0.0	0.8	3.989	A
3 - Llewellyn Road	53	13	724	634	0.083	52	58	0.0	0.1	6.185	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	783	196	4	1475	0.531	782	925	0.8	1.1	5.180	A
2 - Gorseinon Road (W)	885	221	53	1632	0.542	883	733	0.8	1.2	4.796	A
3 - Llewellyn Road	63	16	867	558	0.113	63	69	0.1	0.1	7.262	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road	959	240	5	1475	0.65	956	1132	1.1	1.8	6.905	A

(E)					0						
2 - Gorseinon Road (W)	1083	271	65	1626	0.666	1080	897	1.2	2.0	6.552	A
3 - Llewellyn Road	77	19	1061	456	0.169	77	85	0.1	0.2	9.483	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	959	240	6	1475	0.650	959	1135	1.8	1.8	6.976	A
2 - Gorseinon Road (W)	1083	271	65	1626	0.666	1083	899	2.0	2.0	6.626	A
3 - Llewellyn Road	77	19	1064	454	0.170	77	85	0.2	0.2	9.538	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	783	196	5	1475	0.531	786	930	1.8	1.1	5.240	A
2 - Gorseinon Road (W)	885	221	53	1632	0.542	888	737	2.0	1.2	4.854	A
3 - Llewellyn Road	63	16	871	556	0.113	63	69	0.2	0.1	7.311	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	656	164	4	1476	0.444	657	778	1.1	0.8	4.405	A
2 - Gorseinon Road (W)	741	185	45	1637	0.453	742	616	1.2	0.8	4.032	A
3 - Llewellyn Road	53	13	729	631	0.083	53	58	0.1	0.1	6.224	A

2020 + Dev (Scenario 1), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.59	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	Relationship type	Relationship
D11	2020 + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	745	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	779	100.000
3 - Llewellyn Road		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	685	60
	2 - Gorseinon Road (W)	760	0	19
	3 - Llewellyn Road	144	24	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	2	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.56	5.61	1.3	A	684	1025
2 - Gorseinon Road (W)	0.53	4.78	1.1	A	715	1072

3 - Llewellyn Road	0.32	9.35	0.5	A	154	231
--------------------	------	------	-----	---	-----	-----

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	561	140	18	1467	0.382	558	678	0.0	0.6	3.951	A
2 - Gorseinon Road (W)	586	147	45	1621	0.362	584	531	0.0	0.6	3.465	A
3 - Llewellyn Road	126	32	570	712	0.178	126	59	0.0	0.2	6.126	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	670	167	22	1465	0.457	669	812	0.6	0.8	4.517	A
2 - Gorseinon Road (W)	700	175	54	1616	0.433	700	637	0.6	0.8	3.923	A
3 - Llewellyn Road	151	38	682	652	0.232	151	71	0.2	0.3	7.171	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	820	205	26	1462	0.561	819	993	0.8	1.3	5.579	A
2 - Gorseinon Road (W)	858	214	66	1610	0.533	856	779	0.8	1.1	4.763	A
3 - Llewellyn Road	185	46	835	571	0.324	184	87	0.3	0.5	9.299	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	820	205	26	1462	0.561	820	995	1.3	1.3	5.608	A
2 - Gorseinon Road (W)	858	214	66	1610	0.533	858	781	1.1	1.1	4.782	A
3 - Llewellyn Road	185	46	837	570	0.325	185	87	0.5	0.5	9.350	A

08:45 - 09:00

Arm	Total	Junctio	Circulatin	Capacit	RFC	Throughp	Throughp	Start	End	Dela	Unsignalise
-----	-------	---------	------------	---------	-----	----------	----------	-------	-----	------	-------------

	Demand (Veh/hr)	Arrivals (Veh)	Flow (Veh/hr)	Capacity (Veh/hr)		Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Queue (Veh)	Queue (Veh)	Delay (s)	Service level
1 - Gorseinon Road (E)	670	167	22	1465	0.457	671	815	1.3	0.8	4.547	A
2 - Gorseinon Road (W)	700	175	54	1616	0.433	702	639	1.1	0.8	3.943	A
3 - Llewellyn Road	151	38	685	651	0.232	152	71	0.5	0.3	7.219	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	561	140	18	1467	0.382	562	682	0.8	0.6	3.981	A
2 - Gorseinon Road (W)	586	147	45	1621	0.362	587	535	0.8	0.6	3.488	A
3 - Llewellyn Road	126	32	573	711	0.178	127	60	0.3	0.2	6.169	A

2020 + Dev (Scenario 1), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.43	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	Relationship type	Relationship
D12	2020 + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D4

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	912	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	988	100.000
3 - Llewellyn Road		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	812	100
2 - Gorseinon Road (W)	966	0	22
3 - Llewellyn Road	85	7	0

Vehicle Mix

HV %s

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	1	0
2 - Gorseinon Road (W)	1	0	0
3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.68	7.65	2.1	A	837	1255
2 - Gorseinon Road (W)	0.68	6.97	2.1	A	907	1360
3 - Llewellyn Road	0.22	10.19	0.3	B	84	127

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	687	172	5	1476	0.465	683	788	0.0	0.9	4.526	A
2 - Gorseinon Road (W)	744	186	75	1621	0.459	740	613	0.0	0.8	4.071	A
3 - Llewellyn Road	69	17	724	634	0.10	69	91	0.0	0.1	6.364	A

					9						
--	--	--	--	--	---	--	--	--	--	--	--

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	820	205	6	1475	0.556	818	943	0.9	1.2	5.471	A
2 - Gorseinon Road (W)	888	222	90	1614	0.550	887	735	0.8	1.2	4.939	A
3 - Llewellyn Road	83	21	867	558	0.148	83	109	0.1	0.2	7.561	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1004	251	8	1474	0.681	1001	1153	1.2	2.1	7.552	A
2 - Gorseinon Road (W)	1088	272	110	1604	0.678	1084	899	1.2	2.1	6.883	A
3 - Llewellyn Road	101	25	1060	456	0.222	101	134	0.2	0.3	10.119	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1004	251	8	1474	0.681	1004	1157	2.1	2.1	7.654	A
2 - Gorseinon Road (W)	1088	272	110	1604	0.678	1088	902	2.1	2.1	6.972	A
3 - Llewellyn Road	101	25	1063	454	0.223	101	134	0.3	0.3	10.192	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	820	205	6	1475	0.556	823	949	2.1	1.3	5.552	A
2 - Gorseinon Road (W)	888	222	90	1614	0.550	892	739	2.1	1.2	5.007	A
3 - Llewellyn Road	83	21	872	556	0.149	83	110	0.3	0.2	7.624	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	687	172	5	1476	0.465	688	793	1.3	0.9	4.582	A
2 - Gorseinon Road	744	186	75	1621	0.45	745	618	1.2	0.9	4.118	A

(W)					9						
3 - Llewellyn Road	69	17	729	631	0.11 0	69	92	0.2	0.1	6.410	A

2020 + Dev (Scenario 2), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2020 + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	743	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	779	100.000
3 - Llewellyn Road		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	685	58
2 - Gorseinon Road (W)	760	0	19
3 - Llewellyn Road	136	23	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	2	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.56	5.58	1.3	A	682	1023
2 - Gorseinon Road (W)	0.53	4.78	1.1	A	715	1072
3 - Llewellyn Road	0.31	9.12	0.4	A	146	219

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	559	140	17	1468	0.381	557	672	0.0	0.6	3.942	A
2 - Gorseinon Road (W)	586	147	43	1622	0.362	584	531	0.0	0.6	3.463	A
3 - Llewellyn Road	120	30	570	712	0.168	119	58	0.0	0.2	6.059	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	668	167	21	1466	0.456	667	804	0.6	0.8	4.503	A
2 - Gorseinon Road (W)	700	175	52	1617	0.433	700	636	0.6	0.8	3.919	A
3 - Llewellyn Road	143	36	682	652	0.219	143	69	0.2	0.3	7.057	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road	818	205	25	1463	0.55	816	985	0.8	1.3	5.554	A

(E)					9						
2 - Gorseinon Road (W)	858	214	64	1612	0.532	856	778	0.8	1.1	4.756	A
3 - Llewellyn Road	175	44	835	571	0.307	174	85	0.3	0.4	9.069	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	818	205	25	1463	0.559	818	986	1.3	1.3	5.583	A
2 - Gorseinon Road (W)	858	214	64	1611	0.532	858	779	1.1	1.1	4.775	A
3 - Llewellyn Road	175	44	837	570	0.307	175	85	0.4	0.4	9.115	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	668	167	21	1466	0.456	670	807	1.3	0.8	4.533	A
2 - Gorseinon Road (W)	700	175	52	1617	0.433	702	638	1.1	0.8	3.939	A
3 - Llewellyn Road	143	36	685	651	0.220	144	69	0.4	0.3	7.099	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	559	140	17	1468	0.381	560	676	0.8	0.6	3.972	A
2 - Gorseinon Road (W)	586	147	44	1621	0.362	587	534	0.8	0.6	3.482	A
3 - Llewellyn Road	120	30	573	711	0.168	120	58	0.3	0.2	6.098	A

2020 + Dev (Scenario 2), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2020 + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D6

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	910	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	988	100.000
3 - Llewellyn Road		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	812	98
	2 - Gorseinon Road (W)	966	0	22
	3 - Llewellyn Road	83	7	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.68	7.62	2.1	A	835	1253
2 - Gorseinon Road (W)	0.68	6.96	2.1	A	907	1360

3 - Llewellyn Road	0.22	10.13	0.3	B	83	124
--------------------	------	-------	-----	---	----	-----

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	685	171	5	1476	0.464	682	786	0.0	0.9	4.516	A
2 - Gorseinon Road (W)	744	186	73	1622	0.459	740	613	0.0	0.8	4.067	A
3 - Llewellyn Road	68	17	724	634	0.107	67	90	0.0	0.1	6.347	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	818	205	6	1475	0.555	817	941	0.9	1.2	5.456	A
2 - Gorseinon Road (W)	888	222	88	1615	0.550	887	735	0.8	1.2	4.933	A
3 - Llewellyn Road	81	20	867	558	0.145	81	108	0.1	0.2	7.532	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1002	250	8	1474	0.680	999	1151	1.2	2.1	7.517	A
2 - Gorseinon Road (W)	1088	272	108	1605	0.678	1084	899	1.2	2.1	6.868	A
3 - Llewellyn Road	99	25	1060	456	0.217	99	132	0.2	0.3	10.057	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1002	250	8	1474	0.680	1002	1155	2.1	2.1	7.619	A
2 - Gorseinon Road (W)	1088	272	108	1605	0.678	1088	902	2.1	2.1	6.957	A
3 - Llewellyn Road	99	25	1063	454	0.218	99	132	0.3	0.3	10.129	B

17:15 - 17:30

Arm	Total	Junctio	Circulatin	Capacit	RFC	Throughp	Throughp	Start	End	Dela	Unsignalise
-----	-------	---------	------------	---------	-----	----------	----------	-------	-----	------	-------------

	Demand (Veh/hr)	Arrivals (Veh)	Flow (Veh/hr)	Capacity (Veh/hr)		Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Queue (Veh)	Queue (Veh)	Delay (s)	Service level
1 - Gorseinon Road (E)	818	205	6	1475	0.555	821	947	2.1	1.3	5.536	A
2 - Gorseinon Road (W)	888	222	88	1615	0.550	892	739	2.1	1.2	5.000	A
3 - Llewellyn Road	81	20	872	556	0.146	81	108	0.3	0.2	7.594	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	685	171	5	1475	0.464	687	791	1.3	0.9	4.572	A
2 - Gorseinon Road (W)	744	186	74	1622	0.459	745	618	1.2	0.9	4.115	A
3 - Llewellyn Road	68	17	729	631	0.107	68	91	0.2	0.1	6.390	A

2020 + Dev (Scenario 3), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	5.69	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	Relationship type	Relationship
D15	2020 + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D7

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	748	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	780	100.000
3 - Llewellyn Road		ONE HOUR	✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	685	63
2 - Gorseinon Road (W)	760	0	20
3 - Llewellyn Road	157	25	0

Vehicle Mix

HV %s

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	1	0
2 - Gorseinon Road (W)	2	0	0
3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.56	5.64	1.3	A	686	1030
2 - Gorseinon Road (W)	0.53	4.80	1.1	A	716	1074
3 - Llewellyn Road	0.35	9.74	0.5	A	167	251

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	563	141	19	1467	0.384	561	687	0.0	0.6	3.962	A
2 - Gorseinon Road (W)	587	147	47	1620	0.363	585	532	0.0	0.6	3.472	A
3 - Llewellyn Road	137	34	570	712	0.19	136	62	0.0	0.2	6.236	A

					2						
--	--	--	--	--	---	--	--	--	--	--	--

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	672	168	22	1465	0.459	672	823	0.6	0.8	4.535	A
2 - Gorseinon Road (W)	701	175	57	1615	0.434	700	637	0.6	0.8	3.932	A
3 - Llewellyn Road	164	41	682	652	0.251	163	75	0.2	0.3	7.349	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	824	206	27	1462	0.564	822	1007	0.8	1.3	5.613	A
2 - Gorseinon Road (W)	859	215	69	1609	0.534	857	780	0.8	1.1	4.780	A
3 - Llewellyn Road	200	50	835	571	0.351	200	91	0.3	0.5	9.678	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	824	206	28	1461	0.564	824	1010	1.3	1.3	5.642	A
2 - Gorseinon Road (W)	859	215	69	1609	0.534	859	782	1.1	1.1	4.799	A
3 - Llewellyn Road	200	50	837	570	0.352	200	91	0.5	0.5	9.738	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	672	168	23	1464	0.459	674	826	1.3	0.9	4.566	A
2 - Gorseinon Road (W)	701	175	57	1615	0.434	703	640	1.1	0.8	3.953	A
3 - Llewellyn Road	164	41	685	651	0.251	164	75	0.5	0.3	7.406	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	563	141	19	1467	0.384	564	691	0.9	0.6	3.991	A
2 - Gorseinon Road	587	147	48	1620	0.36	588	535	0.8	0.6	3.494	A

(W)					3						
3 - Llewellyn Road	137	34	573	711	0.19 3	137	63	0.3	0.2	6.282	A

2020 + Dev (Scenario 3), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.58	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	Relationship type	Relationship
D16	2020 + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	923	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	989	100.000
3 - Llewellyn Road		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	812	111
	2 - Gorseinon Road (W)	966	0	23
	3 - Llewellyn Road	89	7	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.69	7.85	2.2	A	847	1270
2 - Gorseinon Road (W)	0.68	7.07	2.1	A	908	1361
3 - Llewellyn Road	0.23	10.32	0.3	B	88	132

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	695	174	5	1476	0.471	691	790	0.0	0.9	4.570	A
2 - Gorseinon Road (W)	745	186	83	1617	0.460	741	613	0.0	0.8	4.093	A
3 - Llewellyn Road	72	18	724	634	0.114	72	100	0.0	0.1	6.398	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	830	207	6	1475	0.563	828	947	0.9	1.3	5.552	A
2 - Gorseinon Road (W)	889	222	100	1609	0.553	888	735	0.8	1.2	4.979	A
3 - Llewellyn Road	86	22	867	558	0.155	86	120	0.1	0.2	7.618	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road	1016	254	8	1474	0.68	1013	1158	1.3	2.2	7.739	A

(E)					9						
2 - Gorseinon Road (W)	1089	272	122	1598	0.681	1085	899	1.2	2.1	6.976	A
3 - Llewellyn Road	106	26	1060	456	0.232	105	147	0.2	0.3	10.243	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1016	254	8	1474	0.689	1016	1161	2.2	2.2	7.854	A
2 - Gorseinon Road (W)	1089	272	122	1598	0.682	1089	902	2.1	2.1	7.070	A
3 - Llewellyn Road	106	26	1063	454	0.233	106	148	0.3	0.3	10.320	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	830	207	6	1475	0.563	833	952	2.2	1.3	5.639	A
2 - Gorseinon Road (W)	889	222	100	1609	0.553	893	739	2.1	1.3	5.049	A
3 - Llewellyn Road	86	22	872	556	0.155	87	121	0.3	0.2	7.681	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	695	174	5	1476	0.471	697	796	1.3	0.9	4.629	A
2 - Gorseinon Road (W)	745	186	84	1617	0.460	746	618	1.3	0.9	4.140	A
3 - Llewellyn Road	72	18	729	631	0.114	72	101	0.2	0.1	6.442	A

2028 + Com, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.11	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	Relationship type	Relationship
D17	2028 + Com	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1+D9

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	819	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	881	100.000
3 - Llewellyn Road		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	772	47
	2 - Gorseinon Road (W)	863	0	18
	3 - Llewellyn Road	88	18	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	2	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.61	6.36	1.6	A	752	1127
2 - Gorseinon Road (W)	0.60	5.53	1.5	A	808	1213
3 - Llewellyn Road	0.23	9.14	0.3	A	97	146

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	617	154	13	1471	0.419	614	713	0.0	0.7	4.185	A
2 - Gorseinon Road (W)	663	166	35	1629	0.407	661	592	0.0	0.7	3.705	A
3 - Llewellyn Road	80	20	647	672	0.119	79	49	0.0	0.1	6.068	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	736	184	16	1470	0.501	735	854	0.7	1.0	4.895	A
2 - Gorseinon Road (W)	792	198	42	1626	0.487	791	709	0.7	0.9	4.306	A
3 - Llewellyn Road	95	24	775	604	0.158	95	58	0.1	0.2	7.070	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	902	225	20	1467	0.615	899	1045	1.0	1.6	6.313	A
2 - Gorseinon Road (W)	970	243	52	1621	0.598	968	868	0.9	1.5	5.493	A
3 - Llewellyn Road	117	29	948	512	0.228	116	71	0.2	0.3	9.094	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	902	225	20	1467	0.615	902	1047	1.6	1.6	6.363	A
2 - Gorseinon Road (W)	970	243	52	1621	0.598	970	870	1.5	1.5	5.528	A
3 - Llewellyn Road	117	29	950	511	0.229	117	72	0.3	0.3	9.138	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
-----	-----------------------	-------------------------	---------------------------	-------------------	-----	---------------------	----------------------------	-------------------	-----------------	-----------	-------------------------------

	d (Veh/hr)	Arrivals (Veh)	(Veh/hr)	(Veh/hr)			(Veh/hr)	e (Veh)	e (Veh)		service
1 - Gorseinon Road (E)	736	184	16	1470	0.501	739	857	1.6	1.0	4.941	A
2 - Gorseinon Road (W)	792	198	42	1626	0.487	794	712	1.5	1.0	4.340	A
3 - Llewellyn Road	95	24	778	602	0.158	96	59	0.3	0.2	7.110	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	617	154	14	1471	0.419	618	717	1.0	0.7	4.223	A
2 - Gorseinon Road (W)	663	166	35	1629	0.407	664	596	1.0	0.7	3.734	A
3 - Llewellyn Road	80	20	651	670	0.119	80	49	0.2	0.1	6.104	A

2028 + Com, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D18	2028 + Com	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1+D10

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	891	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	1009	100.000
3 - Llewellyn Road		ONE HOUR	✓	70	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	832	59
	2 - Gorseinon Road (W)	991	0	18
	3 - Llewellyn Road	65	5	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.67	7.28	2.0	A	818	1226
2 - Gorseinon Road (W)	0.68	6.97	2.1	A	926	1389
3 - Llewellyn Road	0.18	9.92	0.2	A	64	96

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	671	168	4	1476	0.454	667	791	0.0	0.8	4.434	A
2 - Gorseinon Road (W)	760	190	44	1637	0.464	756	627	0.0	0.9	4.071	A
3 - Llewellyn Road	53	13	743	624	0.084	52	58	0.0	0.1	6.291	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	801	200	4	1476	0.543	800	948	0.8	1.2	5.314	A
2 - Gorseinon Road (W)	907	227	53	1633	0.556	906	751	0.9	1.2	4.940	A
3 - Llewellyn Road	63	16	889	547	0.115	63	69	0.1	0.1	7.438	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	981	245	5	1475	0.665	978	1159	1.2	1.9	7.197	A
2 - Gorseinon Road (W)	1111	278	65	1627	0.683	1107	919	1.2	2.1	6.883	A
3 - Llewellyn Road	77	19	1088	442	0.174	77	85	0.1	0.2	9.853	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	981	245	6	1475	0.665	981	1163	1.9	2.0	7.282	A
2 - Gorseinon Road (W)	1111	278	65	1627	0.683	1111	921	2.1	2.1	6.975	A
3 - Llewellyn Road	77	19	1091	440	0.175	77	85	0.2	0.2	9.916	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	801	200	5	1476	0.543	804	953	2.0	1.2	5.385	A
2 - Gorseinon Road (W)	907	227	53	1633	0.556	911	755	2.1	1.3	5.010	A
3 - Llewellyn Road	63	16	894	544	0.116	63	69	0.2	0.1	7.491	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	671	168	4	1476	0.454	672	797	1.2	0.8	4.485	A
2 - Gorseinon Road (W)	760	190	45	1637	0.464	761	632	1.3	0.9	4.119	A
3 - Llewellyn Road	53	13	748	622	0.085	53	58	0.1	0.1	6.333	A

2028 + Com + Dev (Scenario 1), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.51	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	Relationship type	Relationship
D19	2028 + Com + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D17+D3

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	832	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	882	100.000
3 - Llewellyn Road		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	772	60
	2 - Gorseinon Road (W)	863	0	19
	3 - Llewellyn Road	144	24	0

Vehicle Mix

HV %s

		To		
From		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	2	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.63	6.57	1.7	A	763	1145
2 - Gorseinon Road (W)	0.60	5.60	1.5	A	809	1214
3 - Llewellyn Road	0.36	11.05	0.6	B	154	231

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	626	157	18	1469	0.426	623	755	0.0	0.7	4.245	A
2 - Gorseinon Road (W)	664	166	45	1624	0.409	661	596	0.0	0.7	3.726	A
3 - Llewellyn Road	126	32	647	672	0.188	126	59	0.0	0.2	6.576	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	748	187	22	1467	0.510	747	904	0.7	1.0	4.993	A
2 - Gorseinon Road (W)	793	198	54	1620	0.489	792	714	0.7	0.9	4.341	A
3 - Llewellyn Road	151	38	775	604	0.250	151	71	0.2	0.3	7.932	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	916	229	26	1464	0.626	914	1106	1.0	1.6	6.517	A

2 - Gorseinon Road (W)	971	243	66	1614	0.602	969	874	0.9	1.5	5.561	A
3 - Llewellyn Road	185	46	948	512	0.361	184	87	0.3	0.6	10.956	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	916	229	26	1463	0.626	916	1109	1.6	1.7	6.572	A
2 - Gorseinon Road (W)	971	243	66	1614	0.602	971	876	1.5	1.5	5.599	A
3 - Llewellyn Road	185	46	950	511	0.362	185	87	0.6	0.6	11.051	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	748	187	22	1466	0.510	750	908	1.7	1.1	5.046	A
2 - Gorseinon Road (W)	793	198	54	1620	0.489	795	718	1.5	1.0	4.374	A
3 - Llewellyn Road	151	38	778	602	0.251	152	71	0.6	0.3	8.007	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	626	157	18	1469	0.427	628	760	1.1	0.7	4.288	A
2 - Gorseinon Road (W)	664	166	45	1624	0.409	665	600	1.0	0.7	3.759	A
3 - Llewellyn Road	126	32	651	670	0.189	127	60	0.3	0.2	6.634	A

2028 + Com + Dev (Scenario 1), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D20	2028 + Com + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D18+D4

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	932	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	1013	100.000
3 - Llewellyn Road		ONE HOUR	✓	92	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	832	100
	2 - Gorseinon Road (W)	991	0	22
	3 - Llewellyn Road	85	7	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.70	8.02	2.3	A	855	1283
2 - Gorseinon Road (W)	0.70	7.36	2.3	A	930	1394

3 - Llewellyn Road	0.23	10.62	0.3	B	84	127
--------------------	------	-------	-----	---	----	-----

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	702	175	5	1476	0.475	698	806	0.0	0.9	4.607	A
2 - Gorseinon Road (W)	763	191	75	1622	0.470	759	628	0.0	0.9	4.156	A
3 - Llewellyn Road	69	17	743	624	0.111	69	91	0.0	0.1	6.476	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	838	209	6	1475	0.568	836	966	0.9	1.3	5.621	A
2 - Gorseinon Road (W)	911	228	90	1614	0.564	909	753	0.9	1.3	5.092	A
3 - Llewellyn Road	83	21	889	547	0.151	82	109	0.1	0.2	7.752	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1026	257	8	1474	0.696	1022	1181	1.3	2.2	7.900	A
2 - Gorseinon Road (W)	1115	279	110	1604	0.695	1112	920	1.3	2.2	7.247	A
3 - Llewellyn Road	101	25	1087	442	0.229	101	134	0.2	0.3	10.536	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1026	257	8	1474	0.696	1026	1185	2.2	2.3	8.024	A
2 - Gorseinon Road (W)	1115	279	110	1604	0.695	1115	924	2.2	2.3	7.357	A
3 - Llewellyn Road	101	25	1091	440	0.230	101	134	0.3	0.3	10.625	B

17:15 - 17:30

Arm	Total	Junctio	Circulatin	Capacit	RFC	Throughp	Throughp	Start	End	Dela	Unsignalise
-----	-------	---------	------------	---------	-----	----------	----------	-------	-----	------	-------------

	Demand (Veh/hr)	Arrivals (Veh)	g flow (Veh/hr)	y (Veh/hr)		ut (Veh/hr)	ut (exit) (Veh/hr)	queue (Veh)	queue (Veh)	y (s)	d level of service
1 - Gorseinon Road (E)	838	209	6	1475	0.568	842	971	2.3	1.3	5.716	A
2 - Gorseinon Road (W)	911	228	90	1614	0.564	914	758	2.3	1.3	5.173	A
3 - Llewellyn Road	83	21	895	544	0.152	83	110	0.3	0.2	7.821	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	702	175	5	1476	0.475	703	812	1.3	0.9	4.671	A
2 - Gorseinon Road (W)	763	191	75	1622	0.470	764	633	1.3	0.9	4.207	A
3 - Llewellyn Road	69	17	748	622	0.111	69	92	0.2	0.1	6.523	A

2028 + Com + Dev (Scenario 2), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D21	2028 + Com + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D17+D5

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	830	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	882	100.000
3 - Llewellyn Road		ONE HOUR	✓	159	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	772	58
2 - Gorseinon Road (W)	863	0	19
3 - Llewellyn Road	136	23	0

Vehicle Mix

HV %s

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	1	0
2 - Gorseinon Road (W)	2	0	0
3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.62	6.54	1.6	A	762	1142
2 - Gorseinon Road (W)	0.60	5.59	1.5	A	809	1214
3 - Llewellyn Road	0.34	10.73	0.5	B	146	219

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	625	156	17	1469	0.425	622	749	0.0	0.7	4.235	A
2 - Gorseinon Road (W)	664	166	43	1625	0.409	661	596	0.0	0.7	3.723	A
3 - Llewellyn Road	120	30	647	672	0.17	119	58	0.0	0.2	6.498	A

					8						
--	--	--	--	--	---	--	--	--	--	--	--

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	746	187	21	1467	0.509	745	897	0.7	1.0	4.977	A
2 - Gorseinon Road (W)	793	198	52	1621	0.489	792	714	0.7	0.9	4.337	A
3 - Llewellyn Road	143	36	775	604	0.237	143	69	0.2	0.3	7.795	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	914	228	25	1464	0.624	911	1097	1.0	1.6	6.484	A
2 - Gorseinon Road (W)	971	243	64	1615	0.601	969	873	0.9	1.5	5.551	A
3 - Llewellyn Road	175	44	948	512	0.342	174	85	0.3	0.5	10.642	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	914	228	25	1464	0.624	914	1100	1.6	1.6	6.538	A
2 - Gorseinon Road (W)	971	243	64	1615	0.601	971	875	1.5	1.5	5.589	A
3 - Llewellyn Road	175	44	950	511	0.343	175	85	0.5	0.5	10.725	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	746	187	21	1467	0.509	749	901	1.6	1.0	5.029	A
2 - Gorseinon Road (W)	793	198	52	1621	0.489	795	717	1.5	1.0	4.370	A
3 - Llewellyn Road	143	36	778	602	0.237	144	69	0.5	0.3	7.863	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	625	156	17	1469	0.425	626	753	1.0	0.7	4.276	A
2 - Gorseinon Road	664	166	44	1625	0.40	665	600	1.0	0.7	3.756	A

(W)					9						
3 - Llewellyn Road	120	30	651	670	0.17 9	120	58	0.3	0.2	6.551	A

2028 + Com + Dev (Scenario 2), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D22	2028 + Com + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D18+D6

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	930	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	1013	100.000
3 - Llewellyn Road		ONE HOUR	✓	90	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To		
	1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
1 - Gorseinon Road (E)	0	832	98
2 - Gorseinon Road (W)	991	0	22
3 - Llewellyn Road	83	7	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.69	7.99	2.2	A	853	1280
2 - Gorseinon Road (W)	0.69	7.34	2.2	A	930	1394
3 - Llewellyn Road	0.23	10.56	0.3	B	83	124

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	700	175	5	1476	0.474	697	805	0.0	0.9	4.599	A
2 - Gorseinon Road (W)	763	191	73	1623	0.470	759	628	0.0	0.9	4.153	A
3 - Llewellyn Road	68	17	743	624	0.109	67	90	0.0	0.1	6.458	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	836	209	6	1475	0.567	834	964	0.9	1.3	5.605	A
2 - Gorseinon Road (W)	911	228	88	1615	0.564	909	753	0.9	1.3	5.086	A
3 - Llewellyn Road	81	20	889	547	0.148	81	108	0.1	0.2	7.722	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road	1024	256	8	1474	0.69	1020	1178	1.3	2.2	7.863	A

(E)					5						
2 - Gorseinon Road (W)	1115	279	108	1606	0.695	1112	920	1.3	2.2	7.231	A
3 - Llewellyn Road	99	25	1087	442	0.224	99	132	0.2	0.3	10.471	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1024	256	8	1474	0.695	1024	1182	2.2	2.2	7.986	A
2 - Gorseinon Road (W)	1115	279	108	1605	0.695	1115	924	2.2	2.2	7.340	A
3 - Llewellyn Road	99	25	1091	440	0.225	99	132	0.3	0.3	10.556	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	836	209	6	1475	0.567	840	970	2.2	1.3	5.697	A
2 - Gorseinon Road (W)	911	228	88	1615	0.564	914	758	2.2	1.3	5.164	A
3 - Llewellyn Road	81	20	895	544	0.149	81	108	0.3	0.2	7.791	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	700	175	5	1476	0.474	702	810	1.3	0.9	4.662	A
2 - Gorseinon Road (W)	763	191	74	1622	0.470	764	633	1.3	0.9	4.205	A
3 - Llewellyn Road	68	17	748	622	0.109	68	91	0.2	0.1	6.505	A

2028 + Com + Dev (Scenario 3), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.63	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	Relationship type	Relationship
D23	2028 + Com + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D17+D7

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	835	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	883	100.000
3 - Llewellyn Road		ONE HOUR	✓	182	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	772	63
	2 - Gorseinon Road (W)	863	0	20
	3 - Llewellyn Road	157	25	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	2	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.63	6.62	1.7	A	766	1149
2 - Gorseinon Road (W)	0.60	5.62	1.5	A	810	1215

3 - Llewellyn Road	0.39	11.60	0.6	B	167	251
--------------------	------	-------	-----	---	-----	-----

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	629	157	19	1468	0.428	626	764	0.0	0.7	4.258	A
2 - Gorseinon Road (W)	665	166	47	1623	0.409	662	597	0.0	0.7	3.733	A
3 - Llewellyn Road	137	34	647	672	0.204	136	62	0.0	0.3	6.703	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	751	188	22	1466	0.512	749	916	0.7	1.0	5.016	A
2 - Gorseinon Road (W)	794	198	57	1619	0.490	793	715	0.7	1.0	4.353	A
3 - Llewellyn Road	164	41	775	604	0.271	163	75	0.3	0.4	8.157	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	919	230	27	1463	0.628	917	1120	1.0	1.7	6.562	A
2 - Gorseinon Road (W)	972	243	69	1612	0.603	970	875	1.0	1.5	5.584	A
3 - Llewellyn Road	200	50	948	512	0.392	199	91	0.4	0.6	11.485	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	919	230	28	1463	0.628	919	1123	1.7	1.7	6.620	A
2 - Gorseinon Road (W)	972	243	69	1612	0.603	972	877	1.5	1.5	5.622	A
3 - Llewellyn Road	200	50	950	511	0.392	200	91	0.6	0.6	11.600	B

08:45 - 09:00

Arm	Total	Junctio	Circulatin	Capacit	RFC	Throughp	Throughp	Start	End	Dela	Unsignalise
-----	-------	---------	------------	---------	-----	----------	----------	-------	-----	------	-------------

	Demand (Veh/hr)	Arrivals (Veh)	g flow (Veh/hr)	y (Veh/hr)		ut (Veh/hr)	ut (exit) (Veh/hr)	queue (Veh)	queue (Veh)	y (s)	d level of service
1 - Gorseinon Road (E)	751	188	23	1466	0.512	753	920	1.7	1.1	5.069	A
2 - Gorseinon Road (W)	794	198	57	1619	0.490	796	719	1.5	1.0	4.388	A
3 - Llewellyn Road	164	41	778	602	0.272	165	75	0.6	0.4	8.245	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	629	157	19	1468	0.428	630	769	1.1	0.8	4.302	A
2 - Gorseinon Road (W)	665	166	48	1623	0.410	666	601	1.0	0.7	3.763	A
3 - Llewellyn Road	137	34	651	670	0.204	137	63	0.4	0.3	6.767	A

2028 + Com + Dev (Scenario 3), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D19 - 2028 + Com + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D24	2028 + Com + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D18+D8

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	Av. Demand (Veh/hr)	Scaling Factor (%)
1 - Gorseinon Road (E)		ONE HOUR	✓	943	100.000
2 - Gorseinon Road (W)		ONE HOUR	✓	1014	100.000
3 - Llewellyn Road		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	832	111
	2 - Gorseinon Road (W)	991	0	23
	3 - Llewellyn Road	89	7	0

Vehicle Mix

HV %s

		To		
		1 - Gorseinon Road (E)	2 - Gorseinon Road (W)	3 - Llewellyn Road
From	1 - Gorseinon Road (E)	0	1	0
	2 - Gorseinon Road (W)	1	0	0
	3 - Llewellyn Road	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Gorseinon Road (E)	0.70	8.24	2.3	A	865	1298
2 - Gorseinon Road (W)	0.70	7.47	2.3	A	930	1396
3 - Llewellyn Road	0.24	10.76	0.3	B	88	132

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	710	177	5	1476	0.481	706	809	0.0	0.9	4.655	A
2 - Gorseinon Road (W)	763	191	83	1618	0.472	760	628	0.0	0.9	4.180	A
3 - Llewellyn Road	72	18	743	624	0.11	72	100	0.0	0.1	6.511	A

					6						
--	--	--	--	--	---	--	--	--	--	--	--

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	848	212	6	1475	0.575	846	969	0.9	1.3	5.706	A
2 - Gorseinon Road (W)	912	228	100	1609	0.566	910	753	0.9	1.3	5.135	A
3 - Llewellyn Road	86	22	889	547	0.158	86	120	0.1	0.2	7.811	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1038	260	8	1474	0.704	1034	1185	1.3	2.3	8.105	A
2 - Gorseinon Road (W)	1116	279	122	1598	0.698	1113	920	1.3	2.3	7.351	A
3 - Llewellyn Road	106	26	1087	442	0.239	105	147	0.2	0.3	10.671	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	1038	260	8	1474	0.704	1038	1189	2.3	2.3	8.243	A
2 - Gorseinon Road (W)	1116	279	122	1598	0.699	1116	924	2.3	2.3	7.466	A
3 - Llewellyn Road	106	26	1091	440	0.240	106	148	0.3	0.3	10.765	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	848	212	6	1475	0.575	852	975	2.3	1.4	5.809	A
2 - Gorseinon Road (W)	912	228	100	1609	0.566	915	758	2.3	1.3	5.217	A
3 - Llewellyn Road	86	22	895	544	0.159	87	121	0.3	0.2	7.885	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Gorseinon Road (E)	710	177	5	1476	0.481	712	815	1.4	0.9	4.720	A
2 - Gorseinon Road	763	191	84	1617	0.47	765	633	1.3	0.9	4.231	A

(W)					2						
3 - Llewellyn Road	72	18	748	622	0.11 6	73	101	0.2	0.1	6.559	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
© Copyright TRL Limited, 2019

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 205631 - Llewellyn Road_Mount Crescent - V1.j9

Path: C:\Users\ellen.axon\Documents\Ben Stone Modelling\205631 - Penllergaer

Report generation date: 12/04/2021 16:22:12

»2020, AM

»2020, PM

»2020 + Dev (Scenario 1), AM

»2020 + Dev (Scenario 1), PM

»2020 + Dev (Scenario 2), AM

»2020 + Dev (Scenario 2), PM

»2020 + Dev (Scenario 3), AM

»2020 + Dev (Scenario 3), PM

»2028, AM

»2028, PM

»2028 + Dev (Scenario 1), AM

»2028 + Dev (Scenario 1), PM

»2028 + Dev (Scenario 2), AM

»2028 + Dev (Scenario 2), PM

»2028 + Dev (Scenario 3), AM

»2028 + Dev (Scenario 3), PM

Summary of junction performance

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2020						
Stream B-ACD	0.0	7.61	0.04	0.0	7.29	0.02
Stream A-BCD	0.0	5.01	0.00	0.0	4.93	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.0	5.13	0.00	0.0	5.27	0.00
2020 + Dev (Scenario 1)						
Stream B-ACD	0.0	7.92	0.04	0.0	7.53	0.02
Stream A-BCD	0.0	5.12	0.02	0.1	5.27	0.07
Stream D-ABC	0.1	6.37	0.11	0.0	5.91	0.04
Stream C-ABD	0.0	5.16	0.00	0.0	5.41	0.00
2020 + Dev (Scenario 2)						
Stream B-ACD	0.0	7.88	0.04	0.0	7.52	0.02
Stream A-BCD	0.0	5.10	0.02	0.1	5.25	0.07

Stream D-ABC	0.1	6.27	0.10	0.0	5.90	0.04
Stream C-ABD	0.0	5.15	0.00	0.0	5.40	0.00
2020 + Dev (Scenario 3)						
Stream B-ACD	0.0	8.00	0.04	0.0	7.59	0.02
Stream A-BCD	0.0	5.15	0.03	0.1	5.38	0.09
Stream D-ABC	0.2	6.56	0.14	0.1	5.95	0.05
Stream C-ABD	0.0	5.17	0.00	0.0	5.45	0.00
2028						
Stream B-ACD	0.0	7.61	0.04	0.0	7.29	0.02
Stream A-BCD	0.0	5.01	0.00	0.0	4.93	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.0	5.13	0.00	0.0	5.27	0.00
2028 + Dev (Scenario 1)						
Stream B-ACD	0.0	7.92	0.04	0.0	7.53	0.02
Stream A-BCD	0.0	5.12	0.02	0.1	5.27	0.07
Stream D-ABC	0.1	6.37	0.11	0.0	5.91	0.04
Stream C-ABD	0.0	5.16	0.00	0.0	5.41	0.00
2028 + Dev (Scenario 2)						
Stream B-ACD	0.0	7.88	0.04	0.0	7.52	0.02
Stream A-BCD	0.0	5.10	0.02	0.1	5.25	0.07
Stream D-ABC	0.1	6.27	0.10	0.0	5.90	0.04
Stream C-ABD	0.0	5.15	0.00	0.0	5.40	0.00
2028 + Dev (Scenario 3)						
Stream B-ACD	0.0	8.00	0.04	0.0	7.59	0.02
Stream A-BCD	0.0	5.15	0.03	0.1	5.38	0.09
Stream D-ABC	0.2	6.56	0.14	0.1	5.95	0.05
Stream C-ABD	0.0	5.17	0.00	0.0	5.45	0.00

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 Av. delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	29/03/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\ellen.hill
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (s)	Q 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	Relationship type	Relationship
D1	2020	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2020	PM	ONE HOUR	16:15	17:45	15	✓		
D3	Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15			
D4	Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15			
D5	Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15			
D6	Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15			
D7	Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15			
D8	Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15			
D9	2020 + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3
D10	2020 + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D4
D11	2020 + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5
D12	2020 + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D6
D13	2020 + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D7
D14	2020 + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8
D15	2028	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1
D16	2028	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1
D17	2028 + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D3
D18	2028 + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D16+D4
D19	2028 + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D5
D20	2028 + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D16+D6
D21	2028 + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D7
D22	2028 + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D16+D8

Analysis Set Details

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

2020, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Llewellyn Road (E)		Major
B	Golwg-Y-Garn		Minor
C	Llewellyn Road (W)		Major
D	Mount Crescent		Minor

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)
A - Llewellyn Road (E)	6.77			250.0	✓	0.00
C - Llewellyn Road (W)	6.77			184.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Golwg-Y-Garn	One lane	3.09	21	23
D - Mount Crescent	One lane	3.17	21	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	719	-	-	-	-	-	-	0.269	0.385	0.269	-	-	-
B-A	500	0.088	0.223	0.223	-	-	-	0.140	0.318	-	0.223	0.223	0.111
B-C	644	0.095	0.241	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	500	0.088	0.223	0.223	-	-	-	0.140	0.318	0.140	-	-	-
B-D, offside lane	500	0.088	0.223	0.223	-	-	-	0.140	0.318	0.140	-	-	-

C-B	681	0.255	0.255	0.364	-	-	-	-	-	-	-	-	-
D-A	650	-	-	-	-	-	-	0.243	-	0.096	-	-	-
D-B, nearside lane	505	0.141	0.141	0.321	-	-	-	0.225	0.225	0.089	-	-	-
D-B, offside lane	505	0.141	0.141	0.321	-	-	-	0.225	0.225	0.089	-	-	-
D-C	505	-	0.141	0.321	0.112	0.225	0.225	0.225	0.225	0.089	-	-	-

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	2020	AM	ONE HOUR	07:45	09:15	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	30	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	1
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	2	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	7.61	0.0	A	16	23
A-BCD	0.00	5.01	0.0	A	0.95	1
A-B					6	10
A-C					20	30
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	5.13	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	496	0.026	13	0.0	0.0	7.439	A
A-BCD	0.78	0.19	720	0.001	0.77	0.0	0.0	5.006	A
A-B	5	1			5				
A-C	17	4			17				
D-ABC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-ABD	0.80	0.20	702	0.001	0.80	0.0	0.0	5.130	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	494	0.031	15	0.0	0.0	7.512	A
A-BCD	0.93	0.23	720	0.001	0.93	0.0	0.0	5.006	A
A-B	6	2			6				
A-C	20	5			20				
D-ABC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-ABD	0.97	0.24	707	0.001	0.97	0.0	0.0	5.100	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	492	0.038	19	0.0	0.0	7.610	A
A-BCD	1	0.29	720	0.002	1	0.0	0.0	5.005	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A

C-ABD	1	0.30	713	0.002	1	0.0	0.0	5.059	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	492	0.038	19	0.0	0.0	7.610	A
A-BCD	1	0.29	720	0.002	1	0.0	0.0	5.005	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.30	713	0.002	1	0.0	0.0	5.061	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	494	0.031	15	0.0	0.0	7.516	A
A-BCD	0.93	0.23	720	0.001	0.93	0.0	0.0	5.006	A
A-B	6	2			6				
A-C	20	5			20				
D-ABC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-ABD	0.97	0.24	707	0.001	0.97	0.0	0.0	5.100	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	496	0.026	13	0.0	0.0	7.442	A
A-BCD	0.78	0.19	720	0.001	0.78	0.0	0.0	5.008	A
A-B	5	1			5				
A-C	17	4			17				
D-ABC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-ABD	0.80	0.20	702	0.001	0.80	0.0	0.0	5.132	A
C-D	2	0.38			2				
C-A	43	11			43				

2020, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.96	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	2020	PM	ONE HOUR	16:15	17:45	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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	40	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	1
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	0	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.29	0.0	A	7	11
A-BCD	0.00	4.93	0.0	A	0.97	1
A-B					7	11
A-C					28	43
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	5.27	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	506	0.012	6	0.0	0.0	7.197	A
A-BCD	0.78	0.20	732	0.001	0.78	0.0	0.0	4.926	A
A-B	6	2			6				
A-C	23	6			23				
D-ABC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-ABD	0.77	0.19	684	0.001	0.77	0.0	0.0	5.271	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	504	0.014	7	0.0	0.0	7.238	A
A-BCD	0.94	0.24	734	0.001	0.94	0.0	0.0	4.910	A
A-B	7	2			7				
A-C	28	7			28				
D-ABC	0	0	525	0.000	0	0.0	0.0	0.000	A
C-ABD	0.93	0.23	684	0.001	0.93	0.0	0.0	5.268	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	502	0.018	9	0.0	0.0	7.294	A
A-BCD	1	0.29	737	0.002	1	0.0	0.0	4.888	A
A-B	9	2			9				
A-C	34	9			34				
D-ABC	0	0	523	0.000	0	0.0	0.0	0.000	A

C-ABD	1	0.29	685	0.002	1	0.0	0.0	5.263	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	502	0.018	9	0.0	0.0	7.294	A
A-BCD	1	0.29	737	0.002	1	0.0	0.0	4.890	A
A-B	9	2			9				
A-C	34	9			34				
D-ABC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.29	685	0.002	1	0.0	0.0	5.265	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	504	0.014	7	0.0	0.0	7.241	A
A-BCD	0.94	0.24	734	0.001	0.95	0.0	0.0	4.910	A
A-B	7	2			7				
A-C	28	7			28				
D-ABC	0	0	525	0.000	0	0.0	0.0	0.000	A
C-ABD	0.93	0.23	684	0.001	0.93	0.0	0.0	5.268	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	506	0.012	6	0.0	0.0	7.200	A
A-BCD	0.78	0.20	732	0.001	0.79	0.0	0.0	4.926	A
A-B	6	2			6				
A-C	23	6			23				
D-ABC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-ABD	0.77	0.19	684	0.001	0.77	0.0	0.0	5.271	A
C-D	0	0			0				
C-A	17	4			17				

2020 + Dev (Scenario 1), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.38	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	Relationship type	Relationship
D9	2020 + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D3

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	44	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	15
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	63	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	7.92	0.0	A	16	23
A-BCD	0.02	5.12	0.0	A	14	21
A-B					6	9
A-C					20	30
D-ABC	0.11	6.37	0.1	A	58	87
C-ABD	0.00	5.16	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	484	0.026	13	0.0	0.0	7.636	A
A-BCD	12	3	720	0.016	12	0.0	0.0	5.083	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	47	12	639	0.074	47	0.0	0.1	6.076	A
C-ABD	0.80	0.20	699	0.001	0.80	0.0	0.0	5.157	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	479	0.032	15	0.0	0.0	7.755	A
A-BCD	14	3	720	0.019	14	0.0	0.0	5.098	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	57	14	637	0.089	57	0.1	0.1	6.199	A
C-ABD	0.97	0.24	702	0.001	0.97	0.0	0.0	5.132	A

C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	473	0.040	19	0.0	0.0	7.919	A
A-BCD	17	4	720	0.024	17	0.0	0.0	5.120	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	69	17	634	0.109	69	0.1	0.1	6.370	A
C-ABD	1	0.30	707	0.002	1	0.0	0.0	5.098	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	473	0.040	19	0.0	0.0	7.920	A
A-BCD	17	4	720	0.024	17	0.0	0.0	5.120	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	69	17	634	0.109	69	0.1	0.1	6.370	A
C-ABD	1	0.30	707	0.002	1	0.0	0.0	5.100	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	479	0.032	15	0.0	0.0	7.759	A
A-BCD	14	3	720	0.019	14	0.0	0.0	5.099	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	57	14	637	0.089	57	0.1	0.1	6.201	A
C-ABD	0.97	0.24	702	0.001	0.97	0.0	0.0	5.134	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	484	0.026	13	0.0	0.0	7.642	A
A-BCD	12	3	720	0.016	12	0.0	0.0	5.083	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	47	12	639	0.074	47	0.1	0.1	6.082	A
C-ABD	0.80	0.20	699	0.001	0.81	0.0	0.0	5.158	A
C-D	2	0.38			2				
C-A	43	11			43				

2020 + Dev (Scenario 1), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.26	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	Relationship type	Relationship
D10	2020 + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D4

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	85	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	46
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	22	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.53	0.0	A	7	11
A-BCD	0.07	5.27	0.1	A	44	67
A-B					7	10
A-C					27	40
D-ABC	0.04	5.91	0.0	A	21	32
C-ABD	0.00	5.41	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.352	A
A-BCD	36	9	732	0.049	36	0.0	0.1	5.174	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	17	4	637	0.027	17	0.0	0.0	5.812	A
C-ABD	0.77	0.19	671	0.001	0.77	0.0	0.0	5.367	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	492	0.015	7	0.0	0.0	7.426	A
A-BCD	43	11	734	0.059	43	0.1	0.1	5.212	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	21	5	636	0.033	21	0.0	0.0	5.854	A

C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.383	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	487	0.018	9	0.0	0.0	7.531	A
A-BCD	54	13	737	0.073	54	0.1	0.1	5.265	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	25	6	634	0.040	25	0.0	0.0	5.913	A
C-ABD	1	0.29	667	0.002	1	0.0	0.0	5.404	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	487	0.018	9	0.0	0.0	7.531	A
A-BCD	54	13	737	0.073	54	0.1	0.1	5.267	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	25	6	634	0.040	25	0.0	0.0	5.913	A
C-ABD	1	0.29	667	0.002	1	0.0	0.0	5.406	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	492	0.015	7	0.0	0.0	7.427	A
A-BCD	43	11	734	0.059	44	0.1	0.1	5.215	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	21	5	636	0.033	21	0.0	0.0	5.857	A
C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.385	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.353	A
A-BCD	36	9	732	0.049	36	0.1	0.1	5.177	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	17	4	637	0.027	17	0.0	0.0	5.815	A
C-ABD	0.77	0.19	671	0.001	0.77	0.0	0.0	5.368	A
C-D	0	0			0				
C-A	17	4			17				

2020 + Dev (Scenario 2), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.18	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	Relationship type	Relationship
D11	2020 + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D5

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	42	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	13
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	55	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	7.88	0.0	A	16	23
A-BCD	0.02	5.10	0.0	A	12	19
A-B					6	9
A-C					20	30
D-ABC	0.10	6.27	0.1	A	50	76
C-ABD	0.00	5.15	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	486	0.026	13	0.0	0.0	7.610	A
A-BCD	10	3	720	0.014	10	0.0	0.0	5.072	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	41	10	639	0.065	41	0.0	0.1	6.015	A
C-ABD	0.80	0.20	699	0.001	0.80	0.0	0.0	5.153	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	481	0.032	15	0.0	0.0	7.723	A
A-BCD	12	3	720	0.017	12	0.0	0.0	5.085	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	49	12	637	0.078	49	0.1	0.1	6.123	A

C-ABD	0.97	0.24	703	0.001	0.97	0.0	0.0	5.128	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	476	0.039	19	0.0	0.0	7.878	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.103	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	61	15	634	0.095	60	0.1	0.1	6.272	A
C-ABD	1	0.30	708	0.002	1	0.0	0.0	5.092	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	476	0.039	19	0.0	0.0	7.878	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.103	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	61	15	634	0.095	61	0.1	0.1	6.272	A
C-ABD	1	0.30	708	0.002	1	0.0	0.0	5.092	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	481	0.032	15	0.0	0.0	7.726	A
A-BCD	12	3	720	0.017	12	0.0	0.0	5.087	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	49	12	637	0.078	50	0.1	0.1	6.127	A
C-ABD	0.97	0.24	703	0.001	0.97	0.0	0.0	5.130	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	485	0.026	13	0.0	0.0	7.615	A
A-BCD	10	3	720	0.014	10	0.0	0.0	5.074	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	41	10	639	0.065	41	0.1	0.1	6.023	A
C-ABD	0.80	0.20	699	0.001	0.81	0.0	0.0	5.154	A
C-D	2	0.38			2				
C-A	43	11			43				

2020 + Dev (Scenario 2), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.18	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	Relationship type	Relationship
D12	2020 + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D6

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	83	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	44
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	20	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.52	0.0	A	7	11
A-BCD	0.07	5.25	0.1	A	43	64
A-B					7	10
A-C					27	40
D-ABC	0.04	5.90	0.0	A	19	29
C-ABD	0.00	5.40	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.342	A
A-BCD	35	9	732	0.047	34	0.0	0.1	5.162	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	16	4	636	0.025	16	0.0	0.0	5.806	A
C-ABD	0.77	0.19	672	0.001	0.77	0.0	0.0	5.363	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	493	0.015	7	0.0	0.0	7.415	A
A-BCD	42	10	734	0.057	42	0.1	0.1	5.198	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	19	5	635	0.030	19	0.0	0.0	5.845	A

C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.378	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	488	0.018	9	0.0	0.0	7.516	A
A-BCD	51	13	737	0.070	51	0.1	0.1	5.247	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	23	6	633	0.037	23	0.0	0.0	5.899	A
C-ABD	1	0.29	668	0.002	1	0.0	0.0	5.397	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	488	0.018	9	0.0	0.0	7.517	A
A-BCD	51	13	737	0.070	51	0.1	0.1	5.249	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	23	6	633	0.037	23	0.0	0.0	5.899	A
C-ABD	1	0.29	668	0.002	1	0.0	0.0	5.398	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	493	0.015	7	0.0	0.0	7.419	A
A-BCD	42	10	734	0.057	42	0.1	0.1	5.201	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	19	5	635	0.030	19	0.0	0.0	5.848	A
C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.380	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.344	A
A-BCD	35	9	732	0.047	35	0.1	0.1	5.165	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	16	4	636	0.025	16	0.0	0.0	5.806	A
C-ABD	0.77	0.19	672	0.001	0.77	0.0	0.0	5.366	A
C-D	0	0			0				
C-A	17	4			17				

2020 + Dev (Scenario 3), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.72	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	Relationship type	Relationship
D13	2020 + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1+D7

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	48	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	19
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	78	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	8.00	0.0	A	16	23
A-BCD	0.03	5.15	0.0	A	18	27
A-B					6	9
A-C					20	29
D-ABC	0.14	6.56	0.2	A	72	107
C-ABD	0.00	5.17	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	481	0.027	13	0.0	0.0	7.687	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.105	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	59	15	639	0.092	58	0.0	0.1	6.192	A
C-ABD	0.80	0.20	698	0.001	0.80	0.0	0.0	5.165	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	476	0.032	15	0.0	0.0	7.818	A
A-BCD	18	4	720	0.025	18	0.0	0.0	5.125	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	70	18	637	0.110	70	0.1	0.1	6.346	A

C-ABD	0.97	0.24	701	0.001	0.97	0.0	0.0	5.142	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	469	0.040	19	0.0	0.0	8.000	A
A-BCD	22	5	720	0.030	22	0.0	0.0	5.153	A
A-B	7	2			7				
A-C	23	6			23				
D-ABC	86	21	634	0.135	86	0.1	0.2	6.559	A
C-ABD	1	0.30	706	0.002	1	0.0	0.0	5.109	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	469	0.040	19	0.0	0.0	8.000	A
A-BCD	22	5	720	0.030	22	0.0	0.0	5.154	A
A-B	7	2			7				
A-C	23	6			23				
D-ABC	86	21	634	0.135	86	0.2	0.2	6.561	A
C-ABD	1	0.30	706	0.002	1	0.0	0.0	5.109	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	476	0.032	15	0.0	0.0	7.820	A
A-BCD	18	4	720	0.025	18	0.0	0.0	5.128	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	70	18	637	0.110	70	0.2	0.1	6.352	A
C-ABD	0.97	0.24	701	0.001	0.97	0.0	0.0	5.142	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	481	0.027	13	0.0	0.0	7.693	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.106	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	59	15	639	0.092	59	0.1	0.1	6.201	A
C-ABD	0.80	0.20	698	0.001	0.81	0.0	0.0	5.168	A
C-D	2	0.38			2				
C-A	43	11			43				

2020 + Dev (Scenario 3), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.58	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	Relationship type	Relationship
D14	2020 + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2+D8

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	97	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	58
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	27	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.59	0.0	A	7	11
A-BCD	0.09	5.38	0.1	A	56	84
A-B					7	10
A-C					26	39
D-ABC	0.05	5.95	0.1	A	26	39
C-ABD	0.00	5.45	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	493	0.012	6	0.0	0.0	7.392	A
A-BCD	45	11	732	0.062	45	0.0	0.1	5.246	A
A-B	6	1			6				
A-C	22	5			22				
D-ABC	21	5	638	0.033	21	0.0	0.0	5.832	A
C-ABD	0.77	0.19	668	0.001	0.77	0.0	0.0	5.393	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	489	0.015	7	0.0	0.0	7.475	A
A-BCD	55	14	734	0.075	55	0.1	0.1	5.299	A
A-B	7	2			7				
A-C	26	6			26				
D-ABC	25	6	637	0.040	25	0.0	0.0	5.883	A

C-ABD	0.93	0.23	666	0.001	0.93	0.0	0.0	5.414	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	483	0.018	9	0.0	0.0	7.593	A
A-BCD	68	17	737	0.092	68	0.1	0.1	5.375	A
A-B	8	2			8				
A-C	31	8			31				
D-ABC	31	8	636	0.049	31	0.0	0.1	5.952	A
C-ABD	1	0.29	662	0.002	1	0.0	0.0	5.443	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	483	0.018	9	0.0	0.0	7.593	A
A-BCD	68	17	737	0.092	68	0.1	0.1	5.375	A
A-B	8	2			8				
A-C	31	8			31				
D-ABC	31	8	636	0.049	31	0.1	0.1	5.952	A
C-ABD	1	0.29	662	0.002	1	0.0	0.0	5.445	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	489	0.015	7	0.0	0.0	7.480	A
A-BCD	55	14	734	0.075	55	0.1	0.1	5.303	A
A-B	7	2			7				
A-C	26	6			26				
D-ABC	25	6	637	0.040	25	0.1	0.0	5.884	A
C-ABD	0.93	0.23	666	0.001	0.93	0.0	0.0	5.417	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	493	0.012	6	0.0	0.0	7.394	A
A-BCD	46	11	732	0.062	46	0.1	0.1	5.248	A
A-B	6	1			6				
A-C	22	5			22				
D-ABC	21	5	638	0.033	21	0.0	0.0	5.837	A
C-ABD	0.77	0.19	668	0.001	0.77	0.0	0.0	5.394	A
C-D	0	0			0				
C-A	17	4			17				

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		1.31	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	Relationship type	Relationship
D15	2028	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D1*1

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	30	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	2	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	1
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	2	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	7.61	0.0	A	16	23
A-BCD	0.00	5.01	0.0	A	0.95	1
A-B					6	10
A-C					20	30
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	5.13	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	496	0.026	13	0.0	0.0	7.439	A
A-BCD	0.78	0.19	720	0.001	0.77	0.0	0.0	5.006	A
A-B	5	1			5				
A-C	17	4			17				
D-ABC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-ABD	0.80	0.20	702	0.001	0.80	0.0	0.0	5.130	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	494	0.031	15	0.0	0.0	7.512	A
A-BCD	0.93	0.23	720	0.001	0.93	0.0	0.0	5.006	A
A-B	6	2			6				
A-C	20	5			20				
D-ABC	0	0	519	0.000	0	0.0	0.0	0.000	A

C-ABD	0.97	0.24	707	0.001	0.97	0.0	0.0	5.100	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	492	0.038	19	0.0	0.0	7.610	A
A-BCD	1	0.29	720	0.002	1	0.0	0.0	5.005	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.30	713	0.002	1	0.0	0.0	5.059	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	492	0.038	19	0.0	0.0	7.610	A
A-BCD	1	0.29	720	0.002	1	0.0	0.0	5.005	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.30	713	0.002	1	0.0	0.0	5.061	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	494	0.031	15	0.0	0.0	7.516	A
A-BCD	0.93	0.23	720	0.001	0.93	0.0	0.0	5.006	A
A-B	6	2			6				
A-C	20	5			20				
D-ABC	0	0	519	0.000	0	0.0	0.0	0.000	A
C-ABD	0.97	0.24	707	0.001	0.97	0.0	0.0	5.100	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	496	0.026	13	0.0	0.0	7.442	A
A-BCD	0.78	0.19	720	0.001	0.78	0.0	0.0	5.008	A
A-B	5	1			5				
A-C	17	4			17				
D-ABC	0	0	521	0.000	0	0.0	0.0	0.000	A
C-ABD	0.80	0.20	702	0.001	0.80	0.0	0.0	5.132	A
C-D	2	0.38			2				
C-A	43	11			43				

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		0.96	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	Relationship type	Relationship
D16	2028	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*1

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	40	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	1	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	1
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	0	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.29	0.0	A	7	11
A-BCD	0.00	4.93	0.0	A	0.97	1
A-B					7	11
A-C					28	43
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	5.27	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	506	0.012	6	0.0	0.0	7.197	A
A-BCD	0.78	0.20	732	0.001	0.78	0.0	0.0	4.926	A
A-B	6	2			6				
A-C	23	6			23				
D-ABC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-ABD	0.77	0.19	684	0.001	0.77	0.0	0.0	5.271	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	504	0.014	7	0.0	0.0	7.238	A
A-BCD	0.94	0.24	734	0.001	0.94	0.0	0.0	4.910	A
A-B	7	2			7				
A-C	28	7			28				
D-ABC	0	0	525	0.000	0	0.0	0.0	0.000	A

C-ABD	0.93	0.23	684	0.001	0.93	0.0	0.0	5.268	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	502	0.018	9	0.0	0.0	7.294	A
A-BCD	1	0.29	737	0.002	1	0.0	0.0	4.888	A
A-B	9	2			9				
A-C	34	9			34				
D-ABC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.29	685	0.002	1	0.0	0.0	5.263	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	502	0.018	9	0.0	0.0	7.294	A
A-BCD	1	0.29	737	0.002	1	0.0	0.0	4.890	A
A-B	9	2			9				
A-C	34	9			34				
D-ABC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.29	685	0.002	1	0.0	0.0	5.265	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	504	0.014	7	0.0	0.0	7.241	A
A-BCD	0.94	0.24	734	0.001	0.95	0.0	0.0	4.910	A
A-B	7	2			7				
A-C	28	7			28				
D-ABC	0	0	525	0.000	0	0.0	0.0	0.000	A
C-ABD	0.93	0.23	684	0.001	0.93	0.0	0.0	5.268	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	506	0.012	6	0.0	0.0	7.200	A
A-BCD	0.78	0.20	732	0.001	0.79	0.0	0.0	4.926	A
A-B	6	2			6				
A-C	23	6			23				
D-ABC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-ABD	0.77	0.19	684	0.001	0.77	0.0	0.0	5.271	A
C-D	0	0			0				
C-A	17	4			17				

2028 + Dev (Scenario 1), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.38	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	Relationship type	Relationship
D17	2028 + Dev (Scenario 1)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D3

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	44	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	63	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	15
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	63	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	7.92	0.0	A	16	23
A-BCD	0.02	5.12	0.0	A	14	21
A-B					6	9
A-C					20	30
D-ABC	0.11	6.37	0.1	A	58	87
C-ABD	0.00	5.16	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	484	0.026	13	0.0	0.0	7.636	A
A-BCD	12	3	720	0.016	12	0.0	0.0	5.083	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	47	12	639	0.074	47	0.0	0.1	6.076	A
C-ABD	0.80	0.20	699	0.001	0.80	0.0	0.0	5.157	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	479	0.032	15	0.0	0.0	7.755	A
A-BCD	14	3	720	0.019	14	0.0	0.0	5.098	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	57	14	637	0.089	57	0.1	0.1	6.199	A

C-ABD	0.97	0.24	702	0.001	0.97	0.0	0.0	5.132	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	473	0.040	19	0.0	0.0	7.919	A
A-BCD	17	4	720	0.024	17	0.0	0.0	5.120	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	69	17	634	0.109	69	0.1	0.1	6.370	A
C-ABD	1	0.30	707	0.002	1	0.0	0.0	5.098	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	473	0.040	19	0.0	0.0	7.920	A
A-BCD	17	4	720	0.024	17	0.0	0.0	5.120	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	69	17	634	0.109	69	0.1	0.1	6.370	A
C-ABD	1	0.30	707	0.002	1	0.0	0.0	5.100	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	479	0.032	15	0.0	0.0	7.759	A
A-BCD	14	3	720	0.019	14	0.0	0.0	5.099	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	57	14	637	0.089	57	0.1	0.1	6.201	A
C-ABD	0.97	0.24	702	0.001	0.97	0.0	0.0	5.134	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	484	0.026	13	0.0	0.0	7.642	A
A-BCD	12	3	720	0.016	12	0.0	0.0	5.083	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	47	12	639	0.074	47	0.1	0.1	6.082	A
C-ABD	0.80	0.20	699	0.001	0.81	0.0	0.0	5.158	A
C-D	2	0.38			2				
C-A	43	11			43				

2028 + Dev (Scenario 1), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.26	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	Relationship type	Relationship
D18	2028 + Dev (Scenario 1)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D16+D4

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	85	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	46
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	22	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.53	0.0	A	7	11
A-BCD	0.07	5.27	0.1	A	44	67
A-B					7	10
A-C					27	40
D-ABC	0.04	5.91	0.0	A	21	32
C-ABD	0.00	5.41	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.352	A
A-BCD	36	9	732	0.049	36	0.0	0.1	5.174	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	17	4	637	0.027	17	0.0	0.0	5.812	A
C-ABD	0.77	0.19	671	0.001	0.77	0.0	0.0	5.367	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	492	0.015	7	0.0	0.0	7.426	A
A-BCD	43	11	734	0.059	43	0.1	0.1	5.212	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	21	5	636	0.033	21	0.0	0.0	5.854	A

C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.383	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	487	0.018	9	0.0	0.0	7.531	A
A-BCD	54	13	737	0.073	54	0.1	0.1	5.265	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	25	6	634	0.040	25	0.0	0.0	5.913	A
C-ABD	1	0.29	667	0.002	1	0.0	0.0	5.404	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	487	0.018	9	0.0	0.0	7.531	A
A-BCD	54	13	737	0.073	54	0.1	0.1	5.267	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	25	6	634	0.040	25	0.0	0.0	5.913	A
C-ABD	1	0.29	667	0.002	1	0.0	0.0	5.406	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	492	0.015	7	0.0	0.0	7.427	A
A-BCD	43	11	734	0.059	44	0.1	0.1	5.215	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	21	5	636	0.033	21	0.0	0.0	5.857	A
C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.385	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.353	A
A-BCD	36	9	732	0.049	36	0.1	0.1	5.177	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	17	4	637	0.027	17	0.0	0.0	5.815	A
C-ABD	0.77	0.19	671	0.001	0.77	0.0	0.0	5.368	A
C-D	0	0			0				
C-A	17	4			17				

2028 + Dev (Scenario 2), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.18	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	Relationship type	Relationship
D19	2028 + Dev (Scenario 2)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D5

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	42	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	13
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	55	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	7.88	0.0	A	16	23
A-BCD	0.02	5.10	0.0	A	12	19
A-B					6	9
A-C					20	30
D-ABC	0.10	6.27	0.1	A	50	76
C-ABD	0.00	5.15	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	486	0.026	13	0.0	0.0	7.610	A
A-BCD	10	3	720	0.014	10	0.0	0.0	5.072	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	41	10	639	0.065	41	0.0	0.1	6.015	A
C-ABD	0.80	0.20	699	0.001	0.80	0.0	0.0	5.153	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	481	0.032	15	0.0	0.0	7.723	A
A-BCD	12	3	720	0.017	12	0.0	0.0	5.085	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	49	12	637	0.078	49	0.1	0.1	6.123	A

C-ABD	0.97	0.24	703	0.001	0.97	0.0	0.0	5.128	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	476	0.039	19	0.0	0.0	7.878	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.103	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	61	15	634	0.095	60	0.1	0.1	6.272	A
C-ABD	1	0.30	708	0.002	1	0.0	0.0	5.092	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	476	0.039	19	0.0	0.0	7.878	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.103	A
A-B	8	2			8				
A-C	24	6			24				
D-ABC	61	15	634	0.095	61	0.1	0.1	6.272	A
C-ABD	1	0.30	708	0.002	1	0.0	0.0	5.092	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	481	0.032	15	0.0	0.0	7.726	A
A-BCD	12	3	720	0.017	12	0.0	0.0	5.087	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	49	12	637	0.078	50	0.1	0.1	6.127	A
C-ABD	0.97	0.24	703	0.001	0.97	0.0	0.0	5.130	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	485	0.026	13	0.0	0.0	7.615	A
A-BCD	10	3	720	0.014	10	0.0	0.0	5.074	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	41	10	639	0.065	41	0.1	0.1	6.023	A
C-ABD	0.80	0.20	699	0.001	0.81	0.0	0.0	5.154	A
C-D	2	0.38			2				
C-A	43	11			43				

2028 + Dev (Scenario 2), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.18	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	Relationship type	Relationship
D20	2028 + Dev (Scenario 2)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D16+D6

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	83	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	44
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	20	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.52	0.0	A	7	11
A-BCD	0.07	5.25	0.1	A	43	64
A-B					7	10
A-C					27	40
D-ABC	0.04	5.90	0.0	A	19	29
C-ABD	0.00	5.40	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.342	A
A-BCD	35	9	732	0.047	34	0.0	0.1	5.162	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	16	4	636	0.025	16	0.0	0.0	5.806	A
C-ABD	0.77	0.19	672	0.001	0.77	0.0	0.0	5.363	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	493	0.015	7	0.0	0.0	7.415	A
A-BCD	42	10	734	0.057	42	0.1	0.1	5.198	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	19	5	635	0.030	19	0.0	0.0	5.845	A

C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.378	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	488	0.018	9	0.0	0.0	7.516	A
A-BCD	51	13	737	0.070	51	0.1	0.1	5.247	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	23	6	633	0.037	23	0.0	0.0	5.899	A
C-ABD	1	0.29	668	0.002	1	0.0	0.0	5.397	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	488	0.018	9	0.0	0.0	7.517	A
A-BCD	51	13	737	0.070	51	0.1	0.1	5.249	A
A-B	8	2			8				
A-C	32	8			32				
D-ABC	23	6	633	0.037	23	0.0	0.0	5.899	A
C-ABD	1	0.29	668	0.002	1	0.0	0.0	5.398	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	493	0.015	7	0.0	0.0	7.419	A
A-BCD	42	10	734	0.057	42	0.1	0.1	5.201	A
A-B	7	2			7				
A-C	26	7			26				
D-ABC	19	5	635	0.030	19	0.0	0.0	5.848	A
C-ABD	0.93	0.23	670	0.001	0.93	0.0	0.0	5.380	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	496	0.012	6	0.0	0.0	7.344	A
A-BCD	35	9	732	0.047	35	0.1	0.1	5.165	A
A-B	6	1			6				
A-C	22	6			22				
D-ABC	16	4	636	0.025	16	0.0	0.0	5.806	A
C-ABD	0.77	0.19	672	0.001	0.77	0.0	0.0	5.366	A
C-D	0	0			0				
C-A	17	4			17				

2028 + Dev (Scenario 3), AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.72	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	Relationship type	Relationship
D21	2028 + Dev (Scenario 3)	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D15+D7

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	48	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	17	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	60	100.000
D - Mount Crescent		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	7	22	19
	B - Golwg-Y-Garn	16	0	1	0
	C - Llewellyn Road (W)	57	1	0	2
	D - Mount Crescent	78	0	0	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.04	8.00	0.0	A	16	23
A-BCD	0.03	5.15	0.0	A	18	27
A-B					6	9
A-C					20	29
D-ABC	0.14	6.56	0.2	A	72	107
C-ABD	0.00	5.17	0.0	A	1.00	1
C-D					2	3
C-A					52	78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	481	0.027	13	0.0	0.0	7.687	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.105	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	59	15	639	0.092	58	0.0	0.1	6.192	A
C-ABD	0.80	0.20	698	0.001	0.80	0.0	0.0	5.165	A
C-D	2	0.38			2				
C-A	43	11			43				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	476	0.032	15	0.0	0.0	7.818	A
A-BCD	18	4	720	0.025	18	0.0	0.0	5.125	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	70	18	637	0.110	70	0.1	0.1	6.346	A

C-ABD	0.97	0.24	701	0.001	0.97	0.0	0.0	5.142	A
C-D	2	0.45			2				
C-A	51	13			51				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	469	0.040	19	0.0	0.0	8.000	A
A-BCD	22	5	720	0.030	22	0.0	0.0	5.153	A
A-B	7	2			7				
A-C	23	6			23				
D-ABC	86	21	634	0.135	86	0.1	0.2	6.559	A
C-ABD	1	0.30	706	0.002	1	0.0	0.0	5.109	A
C-D	2	0.55			2				
C-A	63	16			63				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19	5	469	0.040	19	0.0	0.0	8.000	A
A-BCD	22	5	720	0.030	22	0.0	0.0	5.154	A
A-B	7	2			7				
A-C	23	6			23				
D-ABC	86	21	634	0.135	86	0.2	0.2	6.561	A
C-ABD	1	0.30	706	0.002	1	0.0	0.0	5.109	A
C-D	2	0.55			2				
C-A	63	16			63				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	15	4	476	0.032	15	0.0	0.0	7.820	A
A-BCD	18	4	720	0.025	18	0.0	0.0	5.128	A
A-B	6	2			6				
A-C	19	5			19				
D-ABC	70	18	637	0.110	70	0.2	0.1	6.352	A
C-ABD	0.97	0.24	701	0.001	0.97	0.0	0.0	5.142	A
C-D	2	0.45			2				
C-A	51	13			51				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	13	3	481	0.027	13	0.0	0.0	7.693	A
A-BCD	15	4	720	0.021	15	0.0	0.0	5.106	A
A-B	5	1			5				
A-C	16	4			16				
D-ABC	59	15	639	0.092	59	0.1	0.1	6.201	A
C-ABD	0.80	0.20	698	0.001	0.81	0.0	0.0	5.168	A
C-D	2	0.38			2				
C-A	43	11			43				

2028 + Dev (Scenario 3), PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D17 - 2028 + Dev (Scenario 1), AM	Demand Set relationships are chained. This may slow down the file.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.58	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	Relationship type	Relationship
D22	2028 + Dev (Scenario 3)	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D16+D8

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	Av. Demand (Veh/hr)	Scaling Factor (%)
A - Llewellyn Road (E)		ONE HOUR	✓	97	100.000
B - Golwg-Y-Garn		ONE HOUR	✓	8	100.000
C - Llewellyn Road (W)		ONE HOUR	✓	24	100.000
D - Mount Crescent		ONE HOUR	✓	28	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	8	31	58
	B - Golwg-Y-Garn	7	0	1	0
	C - Llewellyn Road (W)	23	1	0	0
	D - Mount Crescent	27	0	1	0

Vehicle Mix

HV %s

		To			
		A - Llewellyn Road (E)	B - Golwg-Y-Garn	C - Llewellyn Road (W)	D - Mount Crescent
From	A - Llewellyn Road (E)	0	0	0	0
	B - Golwg-Y-Garn	0	0	0	0
	C - Llewellyn Road (W)	0	0	0	0
	D - Mount Crescent	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (Veh)	Max LOS	Av. Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.59	0.0	A	7	11
A-BCD	0.09	5.38	0.1	A	56	84
A-B					7	10
A-C					26	39
D-ABC	0.05	5.95	0.1	A	26	39
C-ABD	0.00	5.45	0.0	A	0.95	1
C-D					0	0
C-A					21	32

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	493	0.012	6	0.0	0.0	7.392	A
A-BCD	45	11	732	0.062	45	0.0	0.1	5.246	A
A-B	6	1			6				
A-C	22	5			22				
D-ABC	21	5	638	0.033	21	0.0	0.0	5.832	A
C-ABD	0.77	0.19	668	0.001	0.77	0.0	0.0	5.393	A
C-D	0	0			0				
C-A	17	4			17				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	489	0.015	7	0.0	0.0	7.475	A
A-BCD	55	14	734	0.075	55	0.1	0.1	5.299	A
A-B	7	2			7				
A-C	26	6			26				
D-ABC	25	6	637	0.040	25	0.0	0.0	5.883	A

C-ABD	0.93	0.23	666	0.001	0.93	0.0	0.0	5.414	A
C-D	0	0			0				
C-A	21	5			21				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	483	0.018	9	0.0	0.0	7.593	A
A-BCD	68	17	737	0.092	68	0.1	0.1	5.375	A
A-B	8	2			8				
A-C	31	8			31				
D-ABC	31	8	636	0.049	31	0.0	0.1	5.952	A
C-ABD	1	0.29	662	0.002	1	0.0	0.0	5.443	A
C-D	0	0			0				
C-A	25	6			25				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	9	2	483	0.018	9	0.0	0.0	7.593	A
A-BCD	68	17	737	0.092	68	0.1	0.1	5.375	A
A-B	8	2			8				
A-C	31	8			31				
D-ABC	31	8	636	0.049	31	0.1	0.1	5.952	A
C-ABD	1	0.29	662	0.002	1	0.0	0.0	5.445	A
C-D	0	0			0				
C-A	25	6			25				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	2	489	0.015	7	0.0	0.0	7.480	A
A-BCD	55	14	734	0.075	55	0.1	0.1	5.303	A
A-B	7	2			7				
A-C	26	6			26				
D-ABC	25	6	637	0.040	25	0.1	0.0	5.884	A
C-ABD	0.93	0.23	666	0.001	0.93	0.0	0.0	5.417	A
C-D	0	0			0				
C-A	21	5			21				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6	2	493	0.012	6	0.0	0.0	7.394	A
A-BCD	46	11	732	0.062	46	0.1	0.1	5.248	A
A-B	6	1			6				
A-C	22	5			22				
D-ABC	21	5	638	0.033	21	0.0	0.0	5.837	A
C-ABD	0.77	0.19	668	0.001	0.77	0.0	0.0	5.394	A
C-D	0	0			0				
C-A	17	4			17				

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661