

**LIDL GREAT BRITAIN LIMITED**

**PROPOSED FOODSTORE, BLACKWOOD**

**TRANSPORT ASSESSMENT**

24-01027/TA/01

February 2025



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<b>CONTENTS</b>		<b>Page</b>
<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Background	1
1.2	Scope	1
<b>2</b>	<b>EXISTING CONDITIONS</b>	<b>3</b>
2.1	Site Summary	3
2.2	Local Highway Network	3
2.3	Pedestrian Facilities	4
2.4	Cycle Facilities	6
2.5	Public Transport Facilities	6
2.6	Local Highway Safety	8
<b>3</b>	<b>LOCAL AND NATIONAL PLANNING GUIDANCE</b>	<b>10</b>
3.2	Overall Policy Objective	10
3.3	Planning Policy Wales (February 2024)	10
3.4	Technical Advice Note (TAN 18)	12
3.5	Future Wales: The National Plan 2040 (February 2021)	12
3.6	Electric Vehicle Charging Strategy for Wales (March 2021)	13
3.7	CCBC Local Development Plan up to 2021 (Adopted November 2010)	14
3.8	Conclusion	14
<b>4</b>	<b>DEVELOPMENT PROPOSAL</b>	<b>15</b>
4.1	Proposed Development	15
4.2	Vehicle Access	15
4.3	Pedestrian Access	15
4.4	Parking Provision	16
4.5	Cycle Parking	17
4.6	Servicing	17
<b>5</b>	<b>DEVELOPMENT TRAFFIC GENERATION</b>	<b>18</b>
5.1	Introduction	18
5.2	Proposed Development Anticipated Trip Generation	18
5.3	Primary and Secondary Trip Generation	19
5.4	Existing Site Use Anticipated Trip Generation	20
<b>6</b>	<b>CAPACITY ASSESSMENT METHODOLOGY</b>	<b>23</b>
6.8	Scenario Development Summary	28
7.8	Capacity Assessment Summary	37
<b>8</b>	<b>SUMMARY AND CONCLUSION</b>	<b>38</b>
8.1	Summary	38
8.2	Conclusion	40

## **FIGURES**

Figure 1.1: Capacity assessment junctions

Figure 2.1: Site location with indicative red line boundary

Figure 2.2: Site location in wider strategic context

Figure 2.3: Indicative 1.2km and 2km walking catchments from the site

Figure 2.4: Bus stops and services accessible within the immediate vicinity of the site

Figure 2.5: CrashMap extract

## **APPENDICES**

Appendix A – Proposed Development Plans

Appendix B – TRICS Outputs

Appendix C – Traffic Survey Data

Appendix D – Network Flow Diagrams

Appendix E – Junctions 9 Model Outputs

Appendix F – LinSig Model Outputs



# 1 INTRODUCTION

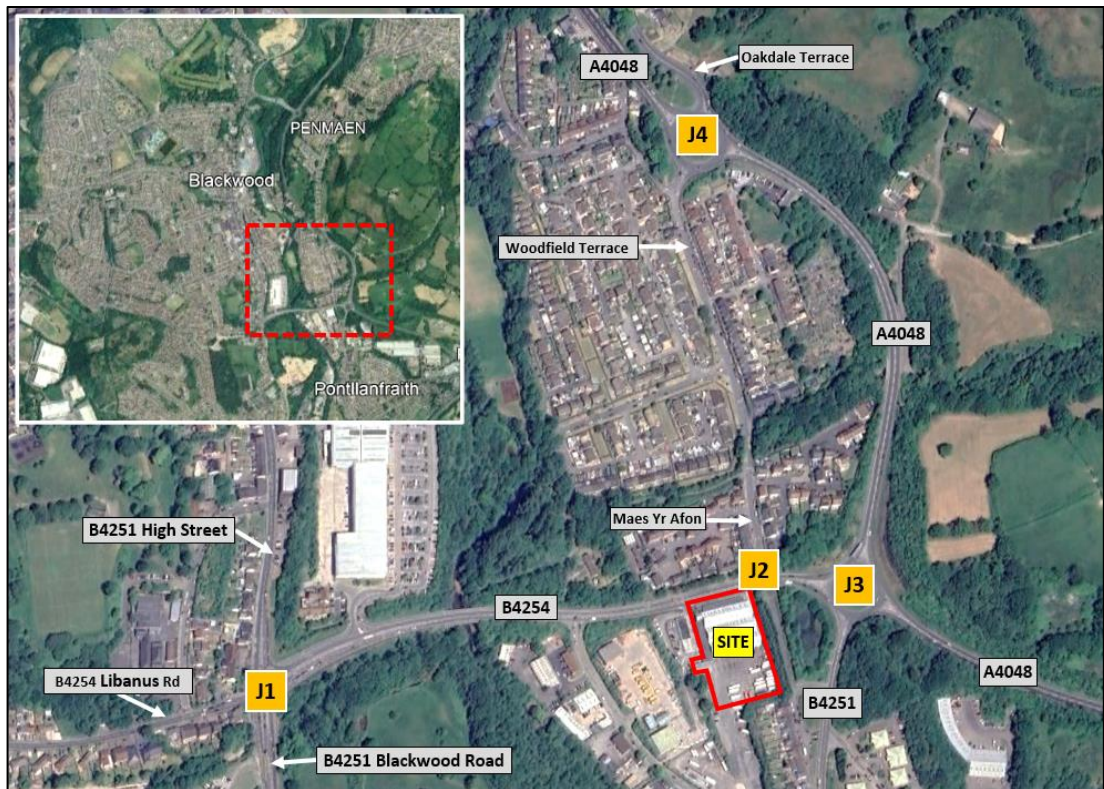
## 1.1 Background

- 1.1.1 This Transport Assessment (TA) has been produced by Corun Associates Ltd (Corun) on behalf of Lidl Great Britain Limited (the applicant), to examine the highway and transportation issues associated with a proposed foodstore unit in Blackwood.
- 1.1.2 The proposed development site consists of the former Stagecoach bus depot building and a portion of its associated hardstanding area.
- 1.1.3 The proposals are for the re-development of the site, with demolition of all existing buildings, and creation of a new foodstore unit with a GEA of 2,045m<sup>2</sup>, and an associated 114 space car park.
- 1.1.4 The proposed development plans are contained at **Appendix A**.
- 1.1.5 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed brownfield development site should not be granted planning permission.

## 1.2 Scope

- 1.2.1 This report will discuss the following key transportation issues arising from the proposals:
- (i) the existing site location and transport infrastructure;
  - (ii) analysis of personal injury traffic accident data;
  - (iii) the site's compliance with applicable transport policy;
  - (iv) the development proposal in detail;
  - (v) development-generated vehicular traffic; and
  - (vi) development impact on the surrounding highway network.
- 1.2.2 With due consideration of the scale of the proposed development, the following junctions have been included in the development impact assessment (please also see **Figure 1.1**).
- **Junction 1** – Signalised junction (4-arm) with B4254 (east arm) / B4251 Blackwood Road / B4254 Libanus Road / B4251 High Street;
  - **Junction 2** – Priority junction (3-arm) with B4254 (major arms) / Penmaen Road (minor arm);
  - **Junction 3** – Roundabout junction (4-arm) with A4048 (east arm) / B4251 / B4254 / A4048 (north arm); and
  - **Junction 4** – Roundabout junction (4-arm) with A4048 (south arm) / Woodfield Terrace / A4048 (north arm) / Oakdale Terrace.

**Figure 1.1: Capacity assessment junctions**



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## 2 EXISTING CONDITIONS

### 2.1 Site Summary

- 2.1.1 The proposed development site (herein referred to as the 'site') consists of the former Stagecoach bus depot building and a portion of its associated hardstanding area, located to the south of the B4254 in Blackwood. The red line area of the site totals approximately 8,657m<sup>2</sup>.
- 2.1.2 The site is bordered by the B4254 to the north, Penmaen Road (no through vehicle access road) to the east, residential units (along Penmaen Road) additional hardstanding area to the south, and Penmaen Industrial Estate to the west.
- 2.1.3 **Figure 2.1** below illustrates the site location in a local context, complete with an indicative red line boundary.

**Figure 2.1: Site location with indicative red line boundary**



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### 2.2 Local Highway Network

- 2.2.1 The site currently has two vehicle access points, provided from a simple dropped kerb arrangement along the B4254 in the north, and a more formal priority junction arrangement provided through to the Penmaen Industrial Estate access road in the south (accessed through the hardstanding area and land beyond the red line boundary of the site).
- 2.2.2 As identified in more detail in **Section 4**, all existing access arrangements into the site are to be closed off, with the proposed foodstore unit taking access from a newly developed priority junction along the B4254 in the north of the site.
- 2.2.3 The B4254 forms part of the key strategic road network through Blackwood, connecting directly with onward A-Road and B-Road routes through both the local and wider areas.
- 2.2.4 In the vicinity of the site, the B4254 is a 30mph single carriageway road, with hatched segregation provided between the eastbound and westbound lanes.



- 2.2.5 Approximately 120m east of the site, the B4254 connects to the A4048 and B4251 via a 4-arm roundabout junction (Assessment Junction J3). From this roundabout junction, onward connecting A-Road routes continue south towards M4 Junctions in both Newport and Cardiff (approximately 20km).
- 2.2.6 The site is shown in a wider strategic context in **Figure 2.2**.

**Figure 2.2: Site location in a wider strategic context**



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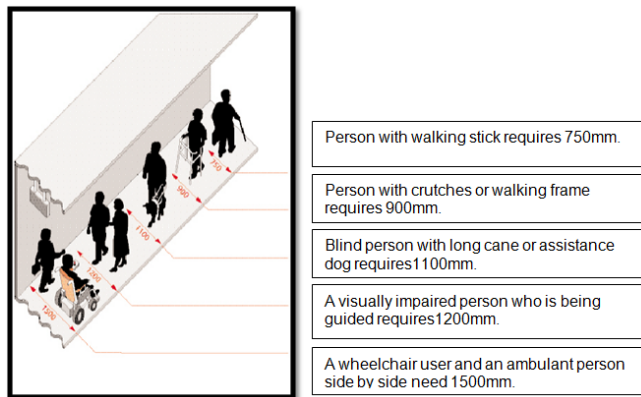
### B4254 ATC

- 2.2.7 To understand existing speeds and volume along the B4252, an Automatic Traffic Counter (ATC) was placed in the vicinity of the proposed site access point. This ATC was located at a point along the B4254, approximately 70m west of Maes Yr Afon, and was in place for a period of 7-days between Friday 8<sup>th</sup> November 2024, and Thursday 14<sup>th</sup> November 2024.
- 2.2.8 Over the survey period, the ATC identified 85<sup>th</sup> percentile vehicle speeds of 37.2mph in the eastbound direction, and 35.6mph in the westbound direction. These observed 85<sup>th</sup> percentile speeds are therefore above the posted 30mph speed limit along the road.
- 2.2.9 The ATC identified a 7-day average daily flow (two-way) of 14,391 vehicles along the road.

## **2.3 Pedestrian Facilities**

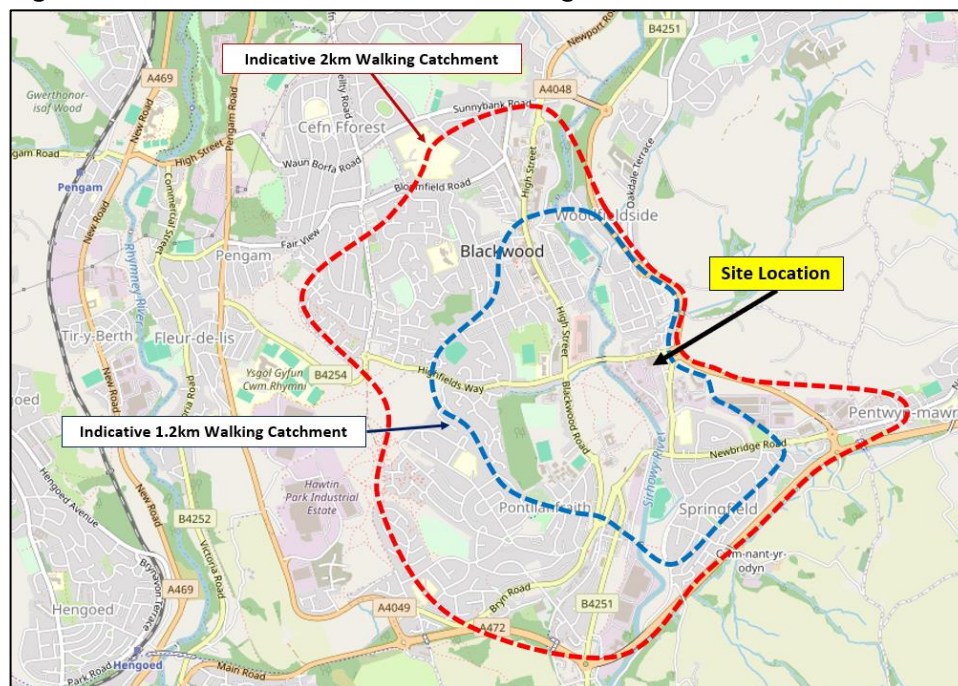
- 2.3.1 Pedestrian access will be provided in both the north and east of the site, with direct connections through to existing footway routes of at least 2m in width along both the B4254 and Penmaen Road respectively. These footways connect directly into the extensive onward pedestrian network continuing in all directions through the local and wider Blackwood area.
- 2.3.2 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths of approximately 2m are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

**Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)**



- 2.3.3 A dropped kerb crossing with a segregated pedestrian refuge island is located along the B4254, directly east of the site. This accommodates pedestrian movements north of the site across the B4254. As outlined in more detail at Section 4 of this report, this crossing will be retained, but amended slightly to accommodate the proposed new site access junction. Further to this, the proposals would see a further pedestrian refuge crossing island provided along the B4254 directly west of the site access junction.
- 2.3.4 Table 3.3 in The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' identifies suggested acceptable walking distances for pedestrians to a range of local facilities.
- 2.3.5 For the proposed foodstore the CIHT preferred maximum walking distance specified (applicable under the 'elsewhere' category) is 1.2km for access by customers / visitors, and 2km for employee commuting trips.
- 2.3.6 **Figure 2.3** identifies the indicative 1.2km and 2km walking catchments from the site, based on the CIHT maximum distances specified.

**Figure 2.3: Indicative 1.2km and 2km walking catchments from the site**



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2.3.7 **Figure 2.3** demonstrates that almost the entirety of the wider Blackwood area is located within an approximate 2km walking distance from the site. This identifies that the site is well located near a large residential catchment to attract and accommodate potential customer and staff walking trips to the site.

## 2.4 Cycle Facilities

2.4.1 Cycling within the local area is predominantly catered for on-road, with limited off-road routes available. The lack of traffic-free routes within the local area however is not considered to be a barrier to supporting any localised cycle trips. As advocated by the walking and cycling charity Sustrans, providing simple road safety advice is adhered to, on-road cycling is safe.

2.4.2 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles). The entirety of the wider Blackwood, and immediately neighbouring Ystrad Mynach, Newbridge, and Bargoed areas are within an approximate 4km cycling catchment from the site.

2.4.3 With the location of Blackwood in respect to other settlement areas further afield, the proposed development would not be expected to attract a significant volume of cycling trips from locations outside of the immediate locality.

2.4.4 The site is therefore located within cycle distance to a large residential population, and offers viable opportunities to support cycle travel, especially for staff commuting trips.

## 2.5 Public Transport Facilities

### Bus

2.5.1 Bus stops located within the immediate vicinity of the site are shown on **Figure 2.4**.

**Figure 2.4: Bus stops and services accessible within the immediate vicinity of the site**



© Google Earth Pro  
Information correct as per February 2025

2.5.2 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

*“new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop ...”.*

2.5.3 The nearest bus stops to the site are the 'Pleasant Close' and 'Woodfieldside Business Park' stops, each located an approximate 200m walk from the site respectively. These stops provide access to Stagecoach service 5, which routes between Blackwood and Pant Estate. This service operates between Monday to Saturday, with a frequency of approximately one service in each direction per hour.

2.5.4 The 'Blackwood Gate Retail Park' stop is also located an approximate 500m walk west of the site, which provides access to a much greater range of bus services. Although located slightly beyond the IHT suggested 400m distance, this distance is not definitive, and the stop would still be very accessible for users of the site.

2.5.5 The 'Blackwood Gate Retail Park' stop provides access to all the key bus services routing through the Blackwood area. These bus services route locally, while also routing wider through to areas such as Cardiff, Newport, and Cwmbran. These services provide regular bus travel opportunities across the week, with service 151 (Newport to Blackwood) in particular, running as frequent as every 15-minutes on weekdays, and 30-minutes on Saturdays.

2.5.6 Bus travel is therefore a viable option for users of the site, especially for accommodating staff commuting journeys.

#### Rail

2.5.7 The nearest railway station to the site is Newbridge station, located approximately 3km from the site. Although beyond a reasonable walking distance, this station can be reached by an approximate 11-minute cycle from the site.

2.5.8 A number of the bus services identified in **Figure 2.4** also route to Newbridge rail station, via an approximate 10-minute ride time. These include service 5, which is accessible from the bus stops within just a 200m walk of the site, and the frequent service 151 accessible from the Blackwood Gate Retail Park stop slightly further afield.

2.5.9 Newbridge station provides access to rail services routing between Ebbw Vale Town and Cardiff Central (Via Newport). Services in each direction operate with a frequency of approximately 60-minutes across the week.

2.5.10 Key stations accessible from Newbridge include Cross Keys (10-minutes), Ebbw Vale Town (20-minutes), Rogerstone (20-minutes), and Cardiff Central (40-minutes).

2.5.11 Multi-modal rail and cycle, or rail and bus travel is therefore a potentially viable option to accommodate staff commuting journeys at the site.

#### Summary

2.5.12 The site is accessible by both foot and cycle to a large residential population living within the entirety of the wider Blackwood settlement area, offering potential staff and customers living within in the area, opportunities to travel to the site by these modes.

- 2.5.13 A range of bus stops are situated in proximity of the site, which provide access to all the key bus services routing through Blackwood. These stops provide access to an excellent range of regular bus services routing across the local and wider areas.
- 2.5.14 Newbridge rail also offers potential multi-modal rail and cycle, or rail and bus travel opportunities to accommodate longer distance staff commuting journeys at the site.
- 2.5.15 It is evident therefore that the site is able to offer potential staff and customers, viable alternatives to private car travel, which will help reduce dependency on this mode of travel.

## 2.6 Local Highway Safety

- 2.6.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal.
- 2.6.2 The website [www.crashmap.co.uk](http://www.crashmap.co.uk) has been interrogated to provide a review of Personal Injury Collisions (PICs) in the surrounding area.
- 2.6.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy to use format showing each incident on a map. Incidents are plotted to within 10-metres of their location and the data includes all incidents up to the end of 2023.
- 2.6.4 **Figure 2.5** provides an extract of all PICs identified on CrashMap in the vicinity of the site over the 5-year period between 2019 and 2023.

**Figure 2.5: CrashMap extract**



Source: [www.crashmap.co.uk](http://www.crashmap.co.uk) (extracted February 2025)



- 
- 2.6.5 The CrashMap data identifies that two slight PICs occurred along the B4254 in the vicinity of the site. One of these occurred in the vicinity of Assessment Junction J2 in 2019, with the other occurring at the Penmaen Industrial Estate access road junction in 2022. Both PICs involved motor vehicles only (with the later involving a goods vehicle). Although all collisions are regrettable, these are isolated incidents, which do not identify any significant highways safety issues in these locations, or along this part of the B2454 strategic route.
- 2.6.6 East of the site, two PICs are also identified at Assessment Junction J3. These include a serious PIC occurring in 2019, and a slight PIC occurring in 2022. Again, these are isolated incidents, which do not suggest any significant highway safety issues at a key strategic junction of this nature.
- 2.6.7 With regards the other assessment junctions, just one slight PIC is identified at Assessment Junction J1, and no PICs are identified at Assessment Junction J4. This again therefore suggests that there are no significant highway safety issues at these key strategic junctions.
- 2.6.8 On a wider basis, the CrashMap data identifies no significant clustering of incidents at any location on the highway network.
- 2.6.9 The accident data does not therefore identify any significant highway safety issue on the local highway network to the site, and the increase in traffic generated by the proposed development (as discussed later in this report) is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

### 3 LOCAL AND NATIONAL PLANNING GUIDANCE

#### 3.1 Overview

3.1.1 In preparing this TA the site has been considered in the context of relevant transport planning policy guidance at national, regional and local level. The following documents have been reviewed:

3.1.2 In transport terms the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 12, February 2024);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Future Wales: The National Plan 2040 (February 2021);
- Electric Vehicle Charging Strategy for Wales (March 2021); and
- Caerphilly County Borough Local Development Plan up to 2021 (Adopted November 2010).

3.1.3 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

#### 3.2 Overall Policy Objective

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel by private car is reduced, in locations where there is good access to high quality public transport, walking and cycling provision.

#### 3.3 Planning Policy Wales (February 2024)

3.3.1 Planning Policy Wales (PPW) confirms that transport plays a key role in promoting a healthier Wales, a more equal Wales, cohesive communities and a globally responsible Wales.

3.3.2 Under the sustainable transport category, PPW identifies that:

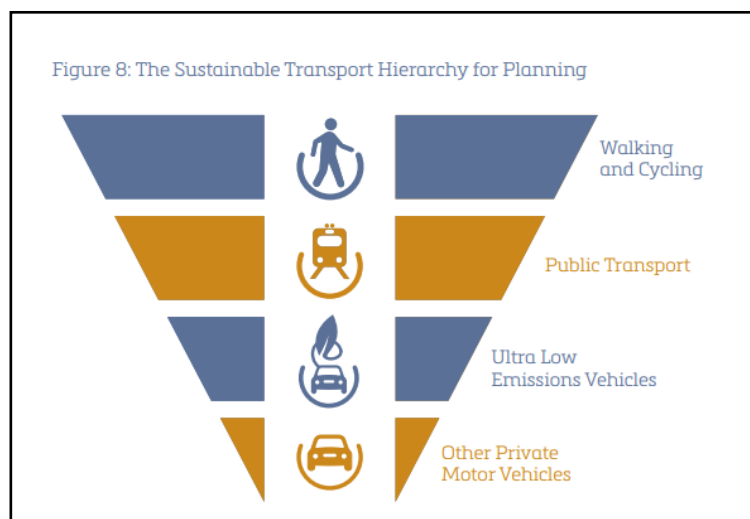
*'The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health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

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

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

Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

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



The sustainable transport hierarchy should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport.

The sustainable transport hierarchy must be a key principle in the preparation of development plans, including site allocations, and when considering and determining planning applications.

Different approaches to sustainable transport will be required in different parts of Wales, particularly in rural areas, and new development will need to reflect local circumstances.'

### 3.4 Technical Advice Note (TAN 18)

3.4.1 Technical Advice Note 18 (TAN 18) promotes the overall integration of transport in the following ways:

- Integration of transport and land use planning.
- Integration between different types of transport; and
- Integration of transport policy with policies for the environment, education, social justice, health, economic development and wealth creation.

3.4.2 The integration of land use planning and the development of transport has a key role to play in the promotion of sustainable development. TAN 18 identifies the following ways in which integration can help achieve sustainable environmental outcomes:

- promoting resource and travel efficient settlement patterns;
- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips;
- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

### 3.5 Future Wales: The National Plan 2040 (February 2021)

3.5.1 'Future Wales: The National Plan 2040' is the Welsh Government national development framework, setting the direction for development in Wales to 2040.

3.5.2 With regards to transport, Future Wales draws the same conclusions to those identified in PPW and TAN 18, identifying that the Welsh Government's aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport, with development to be focussed in areas where these modes of travel can be supported.

3.5.3 Future Wales identifies 11 outcomes for where Wales should be within 20 years' time. Outcome 7 reflects the anticipated Outcome for transport as follows:

*“Outcome 7 – A Wales where people live in place where travel is sustainable. All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today’s petrol and diesel vehicles.*

*Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.”*

- 3.5.4 The report also makes plenty of references to the promotion of electric vehicle use, and provision of charging infrastructure that these vehicles rely on. Although the public sector is anticipated to play a major role in meeting these ambitions, the report also identifies how the private sector will also play an important role, as identified in the following extracts:

*“The Welsh Government will embrace the adoption of electric vehicles in an inclusive manner, supported by the necessary investment in charging infrastructure”*

*“Battery electric vehicles currently offer the most immediate route to the transition away from petrol and diesel vehicles to zero and ultra-low emission vehicles. It is important that we plan and deliver the infrastructure, and in particular the charging infrastructure, that electric vehicles will rely on. We expect business and industry to drive much of the roll-out of charging infrastructure.”*

*“The provision of electric vehicle charging infrastructure points should be planned as part of the overall design of a development.”*

### **3.6 Electric Vehicle Charging Strategy for Wales (March 2021)**

- 3.6.1 The document ‘Electric Vehicle Charging Strategy for Wales’ provides further information to support Future Wales on how the Welsh Government will support the uptake of electric vehicles. The document sets out the following key vision:

*“By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.”*

- 3.6.2 A ban on the sales of new petrol and diesel only cars and vans in the UK will be introduced in 2030. With this in mind the document outlines that:

*“There is an immediate need for more charging and better charging infrastructure to facilitate consumer confidence in making the switch to electric vehicles.”*

- 3.6.3 Section 8 of the document identifies the action planning required to meet the overall vision. One of the key points outlined, relevant to the proposed development is as follows:

*“New non-residential buildings with more than 10 parking spaces will have a charge point provided by 2025.”*

### 3.7 CCBC Local Development Plan up to 2021 (Adopted November 2010)

- 3.7.1 The Caerphilly County Borough Local Plan is a document that sets out the visions, objectives, strategies and policies for managing development in the county area up to 2021.
- 3.7.2 Although a revised LDP is currently being prepared by CCBC, this is currently in consultation stage, and the current LDP remains in force until this replacement LDP is finalised and adopted.
- 3.7.3 The LDP identifies five 'Principal Towns' based on their functions as major employers, retail centres, providers of services and centres of population. Blackwood is identified as one of these Principal Towns, and can therefore be considered a suitable location within the Borough to support the proposed development.
- 3.7.4 Blackwood and Ystrad Mynach are identified in the LDP as Principal Towns, located within the 'Northern Connections Corridor'. Policy SP2 of the LDP identifies the development strategy in the Northern Connections Corridor, with Paragraph 1.58 stating how Blackwood can support this:

*"1.58: The Strategy seeks to capitalise on the development opportunities in the Principal Towns of Blackwood and Ystrad Mynach, as well as the Local Centres of Newbridge and Nelson and the economic opportunities offered by the Oakdale / Penylan plateau by providing for a range of uses that reflect the roles and functions of settlements in order to enhance quality of life for residents. Development in the Northern Connections Corridor will be targeted to settlements with good public transport links to encourage travel by sustainable modes."*

### 3.8 Conclusion

- 3.8.1 As identified in **Section 2** of this report, the site is well located to encourage travel by sustainable modes for both staff and customers of the proposed development.
- 3.8.2 The development proposals will also include provision of two electric vehicle charging points on the site, which support the Welsh Government's ambition to promote the use of these vehicles, and develop a network of accessible charging points across the country.
- 3.8.3 As outlined in **Section 7** of this report, a robust impact assessment has identified that the proposed development will have a negligible impact on highway safety, and will not cause any significant capacity issues along the surrounding highway network. The proposed new site access junction along the B4254 is also anticipated to operate with no capacity issues.
- 3.8.4 The proposed development is therefore concluded to comply with transport planning policy at both local and national level.

## 4 DEVELOPMENT PROPOSAL

### 4.1 Proposed Development

4.1.1 The proposals are for the re-development of the site, with demolition of all existing buildings, and creation of a new foodstore unit with a GEA of 2,045m<sup>2</sup>, and an associated 114 space car park.

4.1.2 The proposed development plans are contained at **Appendix A**.

### 4.2 Vehicle Access

4.2.1 The site currently has two vehicle access points, provided from a simple dropped kerb arrangement along the B4254 in the north, and a more formal priority junction arrangement provided through to the Penmaen Industrial Estate access road in the south (accessed through land beyond the red line boundary of the site).

4.2.2 The re-development of the site would see these existing vehicle access arrangements removed, with vehicle access to the proposed new foodstore unit being provided from a newly developed access junction along the B4254 in the north of the site.

4.2.3 The new access junction will comprise a priority arrangement with a dedicated lane for right turners into the site, an overall width of 10.5m, and kerb radii of 6m.

4.2.4 Visibility splays from the site access of 2.4m x 59.1m to the west and 2.4m x 61.2m to the east can be provided, in line with the recorded speeds of 37.2mph and 35.6mph respectively.

4.2.5 To ensure delivery vehicles can safely enter and exit the site at the proposed new access junction, a slight widening of the B4254 carriageway is required in the immediate vicinity of the site.

4.2.6 To accommodate HGV movements at the site, and also to ensure bus movements can remain unaffected through the Maes Yr Afon junction (which lies along a bus route), the existing pedestrian refuge island to the east of the proposed access junction will also be amended and widened slightly. This amendment will not impact on the pedestrian desire line for this crossing, with the widening providing an improvement to pedestrian users.

4.2.7 To further promote pedestrian movements west of the site along the B4254, a further pedestrian refuge island will be provided directly west of the proposed new site access junction.

4.2.8 Swept path analysis for a max legal 16.5m articulated vehicle accessing the site through the proposed new site access is shown on the layout plans at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to safely enter and exit the site in a forward gear, via the proposed new site access junction.

### 4.3 Pedestrian Access

4.3.1 The new site access junction will include direct pedestrian links into the existing footway running along the southern edge of the B4254.

4.3.2 A further pedestrian connection will also be provided in the east of the site, connecting directly into the existing footway running along the western edge of Penmaen Road.

- 4.3.3 Internal pedestrian routes will be provided connecting between the proposed store entrance, and each proposed pedestrian access point. These routes will follow a direct pedestrian line, and will include marked pedestrian crossing facilities where required.

#### 4.4 Parking Provision

- 4.4.1 Parking standards are set out in the CCBC Supplementary Planning Guidance (SPG) document 'Car Parking Standards' adopted in January 2017. This sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across six distinct zones identified within the document. The proposed development can be considered to fall within either 'Zone 2 – Town Centre or City Fringe' or 'Zone 3 – Urban'.
- 4.4.2 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.
- 4.4.3 The proposed foodstore unit has a GEA of 2,045m<sup>2</sup>. Within the SPG, the site would therefore fall on the boundary of the 'Shops and Small Supermarkets (1,001m<sup>2</sup> – 2,000m<sup>2</sup>)' category, and the 'Supermarkets & Superstores (predominantly food > 2,000m<sup>2</sup>)' category. Each of these categories have a significantly different parking requirement, with the prior requiring car parking at a rate of 1 space per 14m<sup>2</sup> of GFA, and the former requiring car parking at a rate of 1 space per 40m<sup>2</sup> of GFA. For the proposed development this would therefore equate to a range of between 52 and 146 car parking spaces respectively.
- 4.4.4 The proposed development will provide a total of 114 car parking spaces within its associated parking area. This level of parking provision falls within the range identified above for the identified supermarket categories.

##### Enhanced Space Provision

- 4.4.5 the proposed development will provide 6 enhanced parking spaces allocated for disabled users. These spaces are conveniently located near the proposed store entrance, and will include a buffer strip around each space to assist with access, especially for wheelchair users.
- 4.4.6 A further 9 parent and child parking spaces will also be provided. These will be enhanced bays located along the unit perimeter, to assist with access, especially for push chairs.

##### Electric Vehicle (EV) Parking Provision

- 4.4.7 The proposals include one Electric Vehicle (EV) 'rapid charger' pod, allowing two cars to charge simultaneously. This provision of EV charging is deemed appropriate for the proposed development, and will support the aims of both national and local policies to promote use of these vehicles, and develop a network of accessible charging points across the country.

##### Proposed Use Parking Provision Summary

- 4.4.8 In total, the proposed development will provide 114 car parking spaces within the associated car park area, which include 97 standard car parking spaces, 6 enhanced spaces for disabled users, 9 enhanced Parent and Child spaces, and 2 EV charging space. This provision is in line with the CCBC maximum parking requirements.



## 4.5 Cycle Parking

- 4.5.1 The SPG outlines a minimum requirement of both 1 long-stay cycle stand, and 1 short stay cycle stand per 500m<sup>2</sup> of floorspace at supermarket developments. Based on these standards, the proposed development requires a minimum provision of 8 cycle stands (rounded to 4 long-stay, and 4 short-stay stands).
- 4.5.2 The proposed development will therefore provide a minimum of 8 cycle stands, providing parking for up to 16 cycles. These spaces will be located along the northern edge of the store, in close proximity to the store entrance. These spaces will be overlooked by the checkout area, allowing for good surveillance.
- 4.5.3 The cycle parking stands will be covered by the overhanging canopy of the store unit, as per a similar arrangement as those shown in **Image 4.1**, which shows the cycle stand locations at a Lidl store within Brynmawr.

**Image 4.1: Photograph identifying the cycle stand location at the Lidl store in Brynmawr**



## 4.6 Servicing

- 4.6.1 The SPG outlines that for supermarket uses, 3 non-operational commercial vehicle parking spaces are required.
- 4.6.2 The proposed development will include only 1 loading bay space for vehicles, located at the southern edge of the proposed unit. Although this is below the SPG requirements, based on the end operator's (Lidl) extensive experience throughout the UK, this is deemed sufficient for the site's needs, and this loading bay will be managed to ensure that no more than one articulated vehicle is scheduled to arrive and park within the site at any one time.
- 4.6.3 Swept path analysis for a max legal 16.5m articulated vehicle accessing the site is shown on the layout plans at **Appendix A**. This shows that there is sufficient room for a vehicle of this size to safely manoeuvre within the site and into the loading bay, and safely exit the site in a forward gear.

## 5 DEVELOPMENT TRAFFIC GENERATION

### 5.1 Introduction

- 5.1.1 The following section outlines the anticipated trip generation of the proposed development.
- 5.1.2 Estimated traffic flows have been forecast using the TRICS database. TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom. From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measurement (in this case per 100m<sup>2</sup> floor space).
- 5.1.3 Trips have been developed to represent both the 12-hour (07:00 to 19:00) weekday and Saturday periods respectively.
- 5.1.4 A copy all TRICS output is included in **Appendix B**.

### 5.2 Proposed Development Anticipated Trip Generation

- 5.2.1 To represent the proposed Lidl foodstore unit on the site, the TRICS category '01 – Retail / C – Discount Food Stores' was utilised.
- 5.2.2 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied:
- All sites in Greater London and Ireland excluded;
  - Includes only 'Edge of Town' and 'Suburban' located sites; and
  - Sites with surveys identified as undertaken during Covid pandemic period excluded.
- 5.2.3 Utilising the TRICS trip rates for the discount foodstore category, **Table 5.1** and **Table 5.2** identify the anticipated trip generation for the proposed new store, over both a typical weekday and Saturday 12-hour period respectively.
- 5.2.4 **Table 5.1** identifies that the proposed store would be anticipated to generate a total of 2,066 total two-way vehicular trips into the site over the 12-hour weekday period. The peak hour in trips over the weekday period would be anticipated to occur between 12:00 to 13:00 with 215 total two-way trips.
- 5.2.5 **Table 5.2** identifies that the proposed store would be anticipated to generate a total of 2,015 total two-way vehicular trips into the site over the 12-hour Saturday period. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with 244 total two-way trips.

**Table 5.1: Proposed new foodstore, anticipated weekday vehicular trip generation into the site (based on 2,045m<sup>2</sup> GEA)**

Time Period	Trip Rates (per 100m <sup>2</sup> GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.574	0.215	0.789	12	4	16
08:00 - 09:00	3.032	2.165	5.197	62	44	106
09:00 - 10:00	3.665	3.173	6.838	75	65	140
10:00 - 11:00	4.572	4.349	8.921	93	89	182
11:00 - 12:00	5.080	4.810	9.890	104	98	202
12:00 - 13:00	5.295	5.240	10.535	108	107	215
13:00 - 14:00	4.982	5.354	10.336	102	109	211
14:00 - 15:00	5.057	5.053	10.110	103	103	206
15:00 - 16:00	5.150	5.143	10.293	105	105	210
16:00 - 17:00	4.881	4.939	9.820	100	101	201
17:00 - 18:00	4.881	5.123	10.004	100	105	205
18:00 - 19:00	4.056	4.353	8.409	83	89	172
12-Hour Period	-	-	-	1,047	1,019	2,066

Note: highlight identifies weekday peak hour in two-way vehicle trips

**Table 5.2: Proposed new foodstore, anticipated Saturday vehicular trip generation into the site (based on 2,045m<sup>2</sup> GEA)**

Time Period	Trip Rates (per 100m <sup>2</sup> GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.471	0.105	0.576	10	2	12
08:00 - 09:00	2.539	1.897	4.436	52	39	91
09:00 - 10:00	3.809	3.017	6.826	78	62	140
10:00 - 11:00	4.951	4.444	9.395	101	91	192
11:00 - 12:00	6.124	5.833	11.957	125	119	244
12:00 - 13:00	5.444	6.161	11.605	111	126	237
13:00 - 14:00	5.146	5.071	10.217	105	104	209
14:00 - 15:00	5.049	5.258	10.307	103	108	211
15:00 - 16:00	4.959	5.063	10.022	101	104	205
16:00 - 17:00	4.720	4.839	9.559	97	99	196
17:00 - 18:00	3.839	3.861	7.700	79	79	158
18:00 - 19:00	2.733	3.107	5.840	56	64	120
12-Hour Period	-	-	-	1,018	997	2,015

Note: Yellow highlight identifies Saturday peak hour in two-way vehicle trips

### 5.3 Primary and Secondary Trip Generation

- 5.3.1 For many new retail developments, the traffic volume generated into the development site, is different to the amount of traffic the development adds to wider road network. Vehicle trips to retail uses like that proposed can be split into 'primary' and 'secondary' trip purposes.
- 5.3.2 Primary trips are those which are new trips generated on the highway network, and have their main reason for the journey as a visit to the new store. These trips would typically start and end at home (although other secondary destinations can also be taken on route).
- 5.3.3 The remaining proportion of trips generated at the new store would likely be secondary trips. These are trips which already exist on the highway network, and at the proposed store can be divided further as either pass-by, diverted, or transferred trips as follows:

- **Pass-By Trips** – Vehicles which are already travelling along roads in the immediate vicinity of the development, and make a ‘pass-by’ stop along the way. At the proposed store these could include vehicles already travelling directly past the site along the B4254, and would make a ‘pass-by’ stop at the store during a longer journey purpose.
- **Diverted Trips** – These are similar to pass-by trips, but have to deviate further to make use of a development. Diverted trips will tend to return to their original route after visiting the development. At the proposed store these could include vehicles travelling along the A4048, or B4251, and diverting slightly from their primary journey route to visit the proposed store.
- **Transferred Trips** – These are trips already present on the local road network, accessing similar sites in close proximity to the proposed development, and will have the potential to transfer their destination to the proposed development. These are slightly different from diverted trips as these wholly transfer from using an existing development to a new one. These would include shoppers switching from existing supermarket offerings within Blackwood, if they perceive the proposed new store to be more convenient, economical, or offer a preferential retail offering.

5.3.4 There is not currently any definitive guidance available providing levels of anticipated primary and secondary trips at new retail developments. The ‘TRICS Research Report 14/1 (2014)’ however provides a review on the subject, and identifies that levels of primary and secondary trips at any development will be dependent on variables such as location, range of services offered, and size, and that a site-by-site approach should be taken in calculating these trip levels.

5.3.5 New foodstores typically provide an alternative destination for an existing trip, as will be the case with the proposed development, which will offer an additional foodstore opportunity within the Blackwood area. It is likely therefore that the store will draw a majority of its custom from residents within the local area who are currently undertaking retail trips to other existing stores in the area (Aldi, Sainsbury’s, ASDA etc). The store is therefore anticipated to generate a minimal volume of additional new primary trips on the highway network.

5.3.6 Located directly along the B4254, and in close proximity to the other key strategic A-Road and B-Road routes through the local area (A4048, A472, B4251), the proposed store is therefore well placed to accommodate pass-by and diverted trips.

5.3.7 The vast majority of trips generated at the site are therefore anticipated from pass-by / diverted trips, and transferred trips.

5.3.8 As such, if only considering primary trip attractions to the development (i.e. completely new trips on the highway network) the actual impact on the local highway network would likely to be significantly lower than identified in **Table 5.1** and **Table 5.2**.

## 5.4 Existing Site Use Anticipated Trip Generation

5.4.1 The site is currently occupied by the former Stagecoach bus depot unit and associated external storage yard / hardstanding area. The existing Stagecoach building unit on the site has an approximate footprint of 3,400m<sup>2</sup> (as measured from aerial imagery).

- 5.4.2 As this extant use does not fall within a generic use class category, the vehicle trip generation of the former use is difficult to determine without site specific operational information (i.e. volume of staff movements, volume of operational bus movements etc).
- 5.4.3 In order to provide a general estimate of vehicle trips that a general logistical site similar to a bus depot could generate however, the TRICS database has again been utilised, using the category '02- Employment / F – Warehousing Commercial'. This category contains general logistics and warehousing operation uses.
- 5.4.4 In order to extract the most representative sample of survey sites from the TRICS database, the following parameters were applied:
- All sites in Greater London and Ireland excluded;
  - Includes only 'Edge of Town' and 'Suburban' located sites; and
  - Includes only sites with a GFA between 1,000m<sup>2</sup> and 6,000m<sup>2</sup>;
  - As a limited number of sites were available within this category, the search range was extended back to 2011 (from the default 2016) to increase the sample size; and
  - Sites with surveys identified as undertaken during Covid pandemic period excluded.
- 5.4.5 Utilising the TRICS trip rates for the Warehousing (Commercial) category, **Table 5.3** identifies the anticipated trip generation for a unit of similar size to that of the former Stagecoach building unit on the development site, over a typical weekday 12-hour period respectively. The trip rates outlined exclude OGV movements, to provide a basic understanding of non-operational vehicle movements only.
- 5.4.6 No data in this TRICS category was available over a weekend period.

**Table 5.3: Extant bus depot use, estimate of anticipated weekday vehicular trip generation (based on approximate 3,400m<sup>2</sup> footprint). OGV movements excluded from trip rates**

Time Period	Trip Rates (per 100m <sup>2</sup> GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.202	0.024	0.226	7	1	8
08:00 - 09:00	0.268	0.072	0.340	9	2	11
09:00 - 10:00	0.083	0.006	0.089	3	0	3
10:00 - 11:00	0.155	0.096	0.251	5	3	8
11:00 - 12:00	0.048	0.060	0.108	2	2	4
12:00 - 13:00	0.078	0.077	0.155	3	3	6
13:00 - 14:00	0.143	0.102	0.245	5	3	8
14:00 - 15:00	0.090	0.160	0.250	3	5	8
15:00 - 16:00	0.048	0.268	0.316	2	9	11
16:00 - 17:00	0.066	0.184	0.250	2	6	8
17:00 - 18:00	0.095	0.263	0.358	3	9	12
18:00 - 19:00	0.035	0.113	0.148	1	4	5
<b>12-Hour Period</b>	-	-	-	<b>45</b>	<b>47</b>	<b>92</b>

- 5.4.7 **Table 5.3** identifies that a typical commercial warehousing unit use would be anticipated to generate a total of 92 total two-way non-operational vehicular trips over the 12-hour weekday period, with between approximately 4 to 11 two-way vehicle trips per any individual hour period.

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- 5.4.8 As mentioned above, although the exact trip generation at the extant bus depot use would be dependent on site specific operational criteria, **Table 5.3** gives a general understanding of the volume of non-operational vehicle movements that could be anticipated at the extant use.
- 5.4.9 At a robust estimate, the volume of primary new trips generated by the proposed foodstore unit could be considered no more than approximately 10% of the total trip generation. Based on the anticipated weekday 12-hour trip generation outlined in **Table 5.1**, no more than approximately 200 trips at the proposed foodstore unit would therefore be anticipated as primary new trips generated on the highway network over this period. This is in the region of the volume of movements identified in **Table 5.3**, which represent primary non-operational vehicle trip movements.
- 5.4.10 A similar impact would also be anticipated over the weekend period.
- 5.4.11 When considering only primary new trips generated at the site, the proposed re-development would therefore be anticipated to generate a negligible change in vehicle trip generation on the highway network, in comparison to the extant use.

## 6 CAPACITY ASSESSMENT METHODOLOGY

### 6.1 Introduction

6.1.1 A capacity assessment has been undertaken to identify the impact the development proposals are anticipated to have on the surrounding highway network. This section discusses the methodology used to create the assessment scenarios.

### 6.2 Assessment Network

6.2.1 With due consideration of the scale of the proposed development, the following junctions have been included in the development impact assessment (as previously identified in **Figure 1.1**):

- **Junction 1** – Signalised junction (4-arm) with B4254 (east arm) / B4251 Blackwood Road / B4254 Libanus Road / B4251 High Street;
- **Junction 2** – Priority junction (3-arm) with B4254 (major arms) / Maes Yr Afon (minor arm);
- **Junction 3** – Roundabout junction (4-arm) with A4048 (east arm) / B4251 / B4254 / A4048 (north arm); and
- **Junction 4** – Roundabout junction (4-arm) with A4048 (south arm) / Woodfield Terrace / A4048 (north arm) / Oakdale Terrace.

6.2.2 A further model has also been developed to assess operation of the proposed new site access junction along the B4254.

### 6.3 Existing Traffic Flows

6.3.1 Traffic surveys were undertaken by 'Sevenside Transportation Data Collection' at each of the assessment junctions on both Friday 8<sup>th</sup> November 2024, and Saturday 09<sup>th</sup> November 2024.

6.3.2 All surveys were undertaken over the 12-hour period between 07:00 to 19:00, and represent the existing 'base flows' at each junction.

6.3.3 No issues were identified by the survey company over the survey period.

6.3.4 A copy of all MCC survey data is contained at **Appendix C**.

### 6.4 Assessment Hours

6.4.1 From the traffic surveys, the total traffic through each assessment junction has been summarised into 60-minute periods to identify the peak hours in traffic flow across each.

6.4.2 **Table 6.1** identifies the summarised hourly flows at each surveyed junction over the weekday 12-hour period.

**Table 6.1: Weekday summarised assessment junction flows**

Hour Period	J1 Total Movements	J2 Total Movements	J3 Total Movements	J4 Total Movements	Network Total (J1 + J2 + J3 + J4)	Development Two-Way Trips	Network Total + Development Trips
07:00 to 08:00	1,002	619	1,450	1,104	4,175	16	4,191
07:15 to 08:15	1,203	787	1,735	1,371	5,096	39	5,135
07:30 to 08:30	1,411	903	1,975	1,583	5,872	61	5,933
07:45 to 08:45	1,577	1,004	2,151	1,735	6,467	84	6,551
08:00 to 09:00	1,723	1,100	2,225	1,783	6,831	106	6,937
08:15 to 09:15	1,818	1,128	2,238	1,734	6,918	114	7,032
08:30 to 09:30	1,804	1,149	2,201	1,663	6,817	124	6,941
08:45 to 09:45	1,780	1,188	2,135	1,562	6,665	132	6,797
09:00 to 10:00	1,703	1,164	2,053	1,481	6,401	140	6,541
09:15 to 10:15	1,625	1,141	1,949	1,387	6,102	151	6,253
09:30 to 10:30	1,590	1,146	1,866	1,325	5,927	161	6,088
09:45 to 10:45	1,638	1,137	1,873	1,371	6,019	172	6,191
10:00 to 11:00	1,739	1,175	1,944	1,397	6,255	182	6,437
10:15 to 11:15	1,748	1,188	1,979	1,464	6,379	187	6,566
10:30 to 11:30	1,821	1,207	2,050	1,522	6,600	193	6,793
10:45 to 11:45	1,882	1,264	2,114	1,550	6,810	197	7,007
11:00 to 12:00	1,833	1,272	2,099	1,551	6,755	202	6,957
11:15 to 12:15	1,902	1,333	2,178	1,588	7,001	205	7,206
11:30 to 12:30	1,888	1,364	2,226	1,619	7,097	209	7,306
11:45 to 12:45	1,858	1,348	2,222	1,616	7,044	212	7,256
12:00 to 13:00	1,836	1,329	2,237	1,670	7,072	215	7,287
12:15 to 13:15	1,809	1,313	2,269	1,677	7,068	215	7,283
12:30 to 13:30	1,839	1,325	2,294	1,681	7,139	213	7,352
12:45 to 13:45	1,873	1,399	2,368	1,663	7,303	213	7,516
13:00 to 14:00	1,885	1,421	2,398	1,660	7,364	211	7,575
13:15 to 14:15	1,860	1,425	2,356	1,641	7,282	210	7,492
13:30 to 14:30	1,834	1,428	2,385	1,681	7,328	209	7,537
13:45 to 14:45	1,807	1,367	2,358	1,733	7,265	208	7,473
14:00 to 15:00	1,849	1,360	2,399	1,814	7,422	206	7,628
14:15 to 15:15	1,923	1,418	2,563	1,980	7,884	208	8,092
14:30 to 15:30	1,976	1,405	2,580	2,031	7,992	208	8,200
14:45 to 15:45	2,042	1,450	2,712	2,150	8,354	210	8,564
15:00 to 16:00	2,077	1,483	2,756	2,171	8,487	210	8,697
15:15 to 16:15	2,082	1,446	2,722	2,158	8,408	208	8,616
15:30 to 16:30	2,069	1,438	2,747	2,165	8,419	206	8,625
15:45 to 16:45	2,042	1,378	2,682	2,143	8,245	203	8,448
16:00 to 17:00	2,045	1,354	2,701	2,165	8,265	201	8,466
16:15 to 17:15	2,007	1,333	2,639	2,110	8,089	202	8,291
16:30 to 17:30	1,965	1,299	2,530	2,033	7,827	203	8,030
16:45 to 17:45	1,898	1,294	2,418	1,875	7,485	204	7,689
17:00 to 18:00	1,813	1,232	2,262	1,756	7,063	205	7,268
17:15 to 18:15	1,737	1,176	2,171	1,677	6,761	197	6,958
17:30 to 18:30	1,689	1,122	2,040	1,570	6,421	189	6,610
17:45 to 18:45	1,588	1,017	1,901	1,525	6,031	180	6,211
18:00 to 19:00	1,491	966	1,757	1,394	5,608	172	5,780

Note: Red border identifies weekday peak hour in vehicle movements  
Green border identifies weekday AM period (07:00 to 10:00) peak hour in vehicle movements

- 6.4.3 **Table 6.1** identifies that all junctions surveyed experience their weekday peak hour in total traffic flow between either 15:00 to 16:00 or 15:15 to 16:15, with the total network peak hour experienced between 15:00 to 16:00. The period between 15:00 to 16:00 is also the network peak, when the total anticipated development trip generation is also included. The hour between 15:00 to 16:00 is therefore the most critical period in terms of capacity across the study network on a weekday, and has therefore been modelled in the impact assessment work.
- 6.4.4 Over a weekday period, road networks typically experience two peak periods in traffic flows, with one peak observed during the early AM period, and the other observed within the PM period. These peaks would generally be influenced by movements of outgoing commuting / school run trips in the morning, and returning homebound trips in the afternoon / evening. Each peak would therefore likely see a different traffic movement pattern through junctions, and could impact on capacity differently.
- 6.4.5 As identified above, the study network has a clear weekday PM peak hour between 15:00 to 16:00. An early AM peak in total network trips however can also be identified between 08:15 to 09:15.



6.4.6 During this early AM peak hour period, the combined traffic movements across all surveyed junctions total 6,918 vehicles, which is significantly lower than that observed during the identified PM peak hour period with 8,487 vehicles (a difference of 1,569 vehicles). Although this early weekday AM peak hour period is therefore far less critical in terms of capacity, it does represent the likely critical peak period in outbound trip movements from Blackwood, and has therefore been modelled in the impact assessment work.

6.4.7 **Table 6.2** identifies the summarised hourly flows at each surveyed junction over the Saturday 12-hour period.

**Table 6.2: Saturday summarised assessment junction flows**

Hour Period	J1 Total Movements	J2 Total Movements	J3 Total Movements	J4 Total Movements	Network Total (J1 + J2 + J3 + J4)	Development Two-Way Trips	Network Total + Development Trips
07:00 to 08:00	384	218	444	318	1,364	12	1,376
07:15 to 08:15	464	272	551	403	1,690	32	1,722
07:30 to 08:30	566	366	692	513	2,137	52	2,189
07:45 to 08:45	680	447	834	618	2,579	72	2,651
08:00 to 09:00	824	538	979	741	3,082	91	3,173
09:15 to 09:15	926	643	1,109	836	3,514	104	3,618
08:30 to 09:30	1,046	758	1,296	959	4,059	116	4,175
08:45 to 09:45	1,125	831	1,418	1,049	4,423	128	4,551
09:00 to 10:00	1,215	957	1,599	1,156	4,927	140	5,067
09:15 to 10:15	1,330	1,028	1,765	1,263	5,386	153	5,539
09:30 to 10:30	1,402	1,072	1,803	1,321	5,598	167	5,765
09:45 to 10:45	1,502	1,144	1,931	1,412	5,989	179	6,168
10:00 to 11:00	1,588	1,160	1,957	1,448	6,153	192	6,345
10:15 to 11:15	1,635	1,228	2,042	1,540	6,445	205	6,650
10:30 to 11:30	1,699	1,279	2,159	1,594	6,731	218	6,949
10:45 to 11:45	1,765	1,369	2,278	1,657	7,069	231	7,300
11:00 to 12:00	1,764	1,435	2,382	1,709	7,290	244	7,534
11:15 to 12:15	1,806	1,485	2,448	1,721	7,460	243	7,703
11:30 to 12:30	1,820	1,488	2,480	1,779	7,567	241	7,808
11:45 to 12:45	1,822	1,472	2,466	1,792	7,552	239	7,791
12:00 to 13:00	1,831	1,453	2,447	1,813	7,544	237	7,781
12:15 to 13:15	1,874	1,465	2,507	1,866	7,712	231	7,943
12:30 to 13:30	1,883	1,509	2,493	1,812	7,697	223	7,920
12:45 to 13:45	1,821	1,512	2,476	1,806	7,615	217	7,832
13:00 to 14:00	1,842	1,530	2,478	1,796	7,646	209	7,855
13:15 to 14:15	1,811	1,511	2,379	1,739	7,440	210	7,650
13:30 to 14:30	1,805	1,473	2,339	1,730	7,347	210	7,557
13:45 to 14:45	1,843	1,468	2,310	1,669	7,290	211	7,501
14:00 to 15:00	1,772	1,420	2,261	1,613	7,066	211	7,277
14:15 to 15:15	1,714	1,379	2,196	1,537	6,826	210	7,036
14:30 to 15:30	1,665	1,363	2,132	1,464	6,624	208	6,832
14:45 to 15:45	1,613	1,324	2,053	1,434	6,424	207	6,631
15:00 to 16:00	1,576	1,319	2,007	1,398	6,300	205	6,505
15:15 to 16:15	1,545	1,302	2,049	1,451	6,347	203	6,550
15:30 to 16:30	1,566	1,251	2,015	1,473	6,305	201	6,506
15:45 to 16:45	1,538	1,211	1,967	1,445	6,161	198	6,359
16:00 to 17:00	1,582	1,143	1,939	1,488	6,152	196	6,348
16:15 to 17:15	1,589	1,104	1,837	1,404	5,934	187	6,121
16:30 to 17:30	1,551	1,064	1,815	1,375	5,805	177	5,982
16:45 to 17:45	1,509	1,024	1,864	1,442	5,839	168	6,007
17:00 to 18:00	1,430	999	1,820	1,379	5,628	158	5,786
17:15 to 18:15	1,384	962	1,771	1,371	5,488	148	5,636
17:30 to 18:30	1,296	907	1,692	1,315	5,210	140	5,350
17:45 to 18:45	1,247	832	1,534	1,179	4,792	130	4,922
18:00 to 19:00	1,179	749	1,408	1,097	4,433	120	4,553

Note: Red border identifies Saturday peak hour in vehicle movements

6.4.8 **Table 6.2** identifies that all junctions surveyed experience their Saturday peak hour in total traffic flow between either 12:15 to 13:15, 12:30 to 13:30, or 14:00 to 15:00, with the total network peak hour experienced between 12:15 to 13:15. The period between 12:15 to 13:15 is also the network peak, when the total anticipated development two-way trip generation is also included. The hour between 12:15 to 13:15 is therefore the most critical period in terms of capacity across the study network on a Saturday, and has therefore been modelled in the impact assessment work.

6.4.9 Each of the following hour periods have therefore been modelled in the impact assessment work.

- **Weekday AM Assessment Hour:** 08:15 to 09:15
- **Weekday PM Peak Hour:** 15:00 to 16:00
- **Saturday Peak Hour:** 12:15 to 13:15

6.4.10 The surveyed flows over each of the assessment peak hours is identified in the diagrams contained at **Appendix D (Diagrams 2a to 2d)**.

## 6.5 Forecast Years

6.5.1 Forecast scenarios have been prepared to represent anticipated traffic conditions during the proposed development application year, along with 5-years and 10-years thereafter. These years are expected to be 2025, 2030 and 2035 respectively.

6.5.2 To provide an understanding of anticipated background traffic growth in each forecast year, factors have been identified using the TEMPRO V8.1 computer program. This is the latest version of the software (published in December 2023). The NTM growth calculations were then applied using the 'N RTP 2022 Core' dataset, with separate factors developed for 'A-Road' and 'Minor Road' categories.

6.5.3 The site is located close to the border of two MSOA zones, 'Caerphilly 009' and 'Caerphilly 011'. To represent growth factors anticipated for the local highway network, these zones and the wider 'Caerphilly' zone were selected. A summary of the calculated growth factors is provided in **Table 6.3**.

**Table 6.3: TEMPro Growth Factors**

Years	TEMPro Growth Factor		
	Weekday AM Period	Weekday PM Period	Saturday Period
<b>'Caerphilly' Zone – A Roads</b>			
2024-2025	1.0035	1.0034	1.0040
2024-2030	1.0471	1.0468	1.0500
2024-2035	1.0800	1.0787	1.0837
<b>'Caerphilly' Zone – Minor Roads</b>			
2024-2025	1.0038	1.0041	1.0049
2024-2030	1.0497	1.0507	1.0548
2024-2035	1.0849	1.0856	1.0929
<b>'Caerphilly 009' Zone – A Roads</b>			
2024-2025	1.0038	1.0036	1.0045
2024-2030	1.0487	1.0479	1.0524
2024-2035	1.0819	1.0802	1.0882
<b>'Caerphilly 009' Zone – Minor Roads</b>			
2024-2025	1.0041	1.0039	1.0048
2024-2030	1.0513	1.0505	1.0551
2024-2035	1.0868	1.0851	1.0932
<b>'Caerphilly 011' Zone – A Roads</b>			
2024-2025	1.0035	1.0033	1.0039
2024-2030	1.0470	1.0469	1.0499
2024-2035	1.0799	1.0788	1.0837
<b>'Caerphilly 011' Zone – Minor Roads</b>			
2024-2025	1.0038	1.0036	1.0042
2024-2030	1.0496	1.0495	1.0525
2024-2035	1.0848	1.0837	1.0886

Note: Values rounded to 4 decimal places

Yellow highlight represents highest growth values for A-Roads

Green highlight represents highest growth values for minor roads

6.5.4 The growth factors derived for the localised 'Caerphilly 009' zone are typically the highest for each category. As such, these- generally more robust growth factors from the 'Caerphilly 009' zone have been applied within the assessment work.

## 6.6 Without Development Scenario

- 6.6.1 To provide a consistent assessment, a forecast 'Without Development' scenario was developed which represents the basis from which all future 'With Development' scenarios can be compared. In this instance, the Without Development scenario is calculated by factoring all observed 2024 traffic survey data to represent a 2025, 2030, and 2035 forecast year respectively.
- 6.6.2 The Without Development flows for the 2025, 2030 and 2035 forecast years are shown on the traffic flow diagrams contained at **Appendix D (Diagrams 4a to 6d)**.

## 6.7 With Development Scenario

- 6.7.1 A forecast 'With Development' scenario has been developed to assess the impact that the proposed development will have on the local highway network.

### Development Trips

- 6.7.2 The trip generation of the proposed development over a weekday and Saturday period has been based on the values identified in **Table 5.1** and **Table 5.2** respectively.
- 6.7.3 As was previously identified in **Section 5**, for many new retail developments, the traffic volume generated into the development site, is different to the amount of traffic the development adds to wider road network.
- 6.7.4 For the proposed development, the vast majority of the trip generation would be anticipated from secondary trip movements (pass-by, diverted, or transferred trips), which already exist on the highway network. The volume of new primary trips generated on the highway network would therefore be considerably lower than the values identified in **Table 5.1** and **Table 5.2**.
- 6.7.5 In order to provide a very robust assessment however, no reductions in the trip generation, or re-routing of existing trips on the network have been applied within the assessment work, with the trip generation values summarised in **Table 5.1** and **Table 5.2** all assumed as primary new trips on the network.
- 6.7.6 The site will generate a negligible volume of HGV trips, at a volume well within normal daily variations in traffic flow across the wider network. No additional site HGV movements have therefore been anticipated across the study network within the assessment work.

### Development Trips Distribution

- 6.7.7 All development trips have been routed through the proposed new access junction along the B4254.
- 6.7.8 Development trips have been distributed across the study network on a zonal basis between Assessment Junctions J1, J2, and J3. This distribution has been based on the observed proportion of total light vehicles entering and exiting the study network between these junctions, over each modelled hour period respectively.
- 6.7.9 The onward distribution of vehicles at Assessment Junction J4 has then been based on the proportion of the total light vehicle movements observed at this junction over each modelled period respectively.

- 6.7.10 In the distribution calculations, it has been assumed that no vehicles route between Assessment Junction J2 and J4 using Woodfield Terrace / Maes Yr Afon, with all these trips routing via the strategic A4048 route instead.
- 6.7.11 The calculated distribution proportions of the proposed development trips are identified in the flow diagrams contained at **Appendix D (Diagram 3a)**.
- 6.7.12 The final distributed development traffic movements across the study network during each assessment period are identified in the flow diagrams contained at **Appendix D (Diagram 3b)**.
- 6.7.13 All With Development scenario traffic flows are shown in the flow diagrams contained at **Appendix D (Diagrams 7a to 9c)**.

## **6.8 Scenario Development Summary**

- 6.8.1 The above methodology outlines a very robust set of assumptions with regards to developing traffic flows across the surrounding highway network in the forecast years for both the Without Development and With Development scenarios. These robust assumptions have been carried through into the junction modelling work outlined in **Section 7**.

## 7 CAPACITY ANALYSIS

### 7.1 Introduction

7.1.1 Capacity analysis has been undertaken at both the proposed new site access junction, and at each of the identified Assessment Junctions on the wider highway network. The following section outlines the results from all assessment model work undertaken.

### 7.2 Junction Modelling Software

7.2.1 Capacity analysis of each roundabout and priority junction has been undertaken using the Junctions 9 computer modelling tools. The roundabout junctions (J3, J4) have been modelled using ARCADY, while the priority junctions (proposed new access junction, J2) have been modelled using PICADY.

7.2.2 The signalised Assessment Junction J1 has been modelled using the LinSig V3 computer modelling tool.

7.2.3 The model for the proposed new access junction along the B4254 link has been developed based on the proposed new site access layout identified on the drawings contained in **Appendix A**.

7.2.4 The models for all other existing assessment junctions have been developed using measurements taken from both OS mapping and satellite imagery.

7.2.5 The output from the Junctions 9 program provides measurements informing a junction's operation. These relate to the 'Ratio of Flow to Capacity' (RFC), maximum queue length in PCUs, and delay in minutes per vehicle. The main indication of the performance of a junction is given by the RFC for each arm of the junction. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait in the approach. This is reached when the RFC attains a value of 1. An RFC value of 0.85 is normally accepted as being within capacity as this reduces the risk of delays due to traffic count inaccuracies and analytical and modelling assumptions.

7.2.6 The output from LinSig provides a number of measurements relating a junction's operation, with the 'Degree of Saturation' (DoS), and 'Practical Reserve Capacity' (PRC), being two of the key indicators. A summary of each is as follows:

- **Degree of Saturation (%)** - This is defined as the ratio of Flow to Capacity. A value of 90% is generally taken as the maximum acceptable DoS for a Lane to avoid significant performance issues (on that lane).
- **Practical Reserve Capacity (%)** - The PRC is calculated from the maximum degree of saturation on a Lane and is a measure of how much additional traffic could pass through a junction whilst maintaining a maximum degree of saturation of 90% on all Lanes. A value above 0% is generally accepted as identifying that a junction is operating within capacity.

7.2.7 The 2024 base year models at each junction have been calibrated utilising the video footage recorded as part of the MCC surveys.

7.2.8 A summary of the capacity assessments at each junction for both the Without Development and With Development scenarios are provided in the next sections. Models for each assessment period have been based on the flows identified in the network flow diagrams contained at **Appendix D**. For ease of reading where appropriate, only the results for the more critical 2035 assessment year have been summarised in this section.

7.2.9 A copy of all the Junctions 9 modelling outputs are provided at **Appendix E**, with a copy of all the LinSig modelling outputs provided at **Appendix F**.

### 7.3 Proposed New Site Access Junction Model Results

7.3.1 This section summarises the modelling results for the proposed new site access junction along the B4254. As the site is not currently in operation, only the With Development scenarios are applicable for this assessment.

7.3.2 The modelling has identified that the proposed site access junction would be anticipated to operate within capacity during all modelled scenarios, across each the 2025, 2030, and 2035 forecast years respectively.

7.3.3 **Table 7.1** summarises the model results for the most critical 2035 forecast year scenarios at the proposed new site access junction.

**Table 7.1: Proposed new site access junction, 2035 'With Development' scenario model results**

Movement	Weekday AM Peak Hour (08:15 to 09:15)			Weekday PM Peak Hour (15:00 to 16:00)			Saturday Peak Hour (12:15 to 13:15)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
<b>With Development Scenario</b>									
<b>Stream B - C</b>	0.1	7.61	0.05	0.1	9.58	0.13	0.1	9.34	0.12
<b>Stream B - A</b>	0.1	15.17	0.11	0.4	22.79	0.28	0.6	26.58	0.38
<b>Stream C - AB</b>	0.1	7.34	0.07	0.1	8.53	0.10	0.1	8.31	0.12

*Stream A = B4254 (East arm), Stream B= Site Access, Stream C= B4254 (West arm)*

7.3.4 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of just 0.38 is seen for the right turn site exit movements during the Saturday peak hour period. This maximum RFC values is well within theoretical capacity.

#### Proposed New Site Access Junction Modelling Summary

7.3.5 In summary, the modelling has identified that the proposed new site access junction would be expected to operate within capacity with the development in operation, in each of the 2025, 2030, and 2035 forecast years.

### 7.4 Assessment Junction 1 Model Results

7.4.1 This section summarises the modelling results for Assessment Junction J1, which comprises a 4-arm signalised junction with the B4254 (east arm), B4251 Blackwood Road, B4254 Libanus Road, and B4251 High Street.

### Signal Timings

- 7.4.2 At the signalised junction, green times run on a variable demand basis, allowing variable cycle times, and signal sequences to operate. During the modelled periods, the MCC footage identified cycle times at the junction of between approximately 70 seconds and 150 seconds, with an average cycle time of approximately 110 seconds. During some cycles, certain vehicle movement stages were also bypassed if no vehicle demand was present.
- 7.4.3 LinSig however operates on fixed cycle times, with a fixed signal sequence. Cycle times within the models were therefore applied with the average observed cycle time of 110 seconds, with all vehicle movement stages assumed to run in each cycle. Green times were also optimized for PRC, to try and represent best operation.
- 7.4.4 Although a reasonable representation, the LinSig models will therefore not fully replicate the efficiency of the variable demand signal timing in operation across the junction. As such, the models can be seen as a robust reflection of junction operation.

### Pedestrian Demand

- 7.4.5 Pedestrian stages are present and operate across all arms of the junction. Across the B4254 (east arm), and B4251 approach arms, the pedestrian crossings include central refuge islands, which allow pedestrian crossing movements to be split in two stages, with pedestrian green stages automatically operating during periods with no opposing traffic movements possible at each individual crossing section. No separate pedestrian only stages are therefore required to accommodate these pedestrian crossing movements at the junction.
- 7.4.6 The pedestrian crossing at the B4254 Libanus Road arm however, does not include a pedestrian refuge island, with crossing movements required to be undertaken in one single movement. This pedestrian stage is called on a demand only basis, and when called, requires all opposing traffic movements at the junction to be delayed and off-set within the signal cycle.
- 7.4.7 Observations from the MCC video footage however identified that the pedestrian crossing on Libanus Road was called very infrequently, approximately no more than 5 times over any hour period.
- 7.4.8 On this basis, no pedestrian stages have been included within the LinSig model, as these have little or no impact on the overall operation and capacity of the vehicle stages of the junction.

### PCU Conversion

- 7.4.9 All traffic flow data has been converted to Passenger Car Units (PCUs) prior to entry in the LinSig models using the conversion factors of 1 PCU for light vehicles, and 2.5 PCUs for heavy vehicles.

### Base Year Model Calibration

- 7.4.10 From the MCC footage it is evident that some queuing periodically occurs along the B4254 Libanus Road approach arm of the junction, especially during the weekday PM peak hour period. This queuing can often extend back up the road, with some vehicles having to wait more than one cycle to cross the stop line. This queuing however is not constant, with waiting vehicles on the approach are generally able to clear the stop line in a single green stage.

- 7.4.11 Some slight queuing can also be observed periodically along the B4251 High Street approach. This queuing however is dispersed each green cycle along the lane approach.
- 7.4.12 No significant periods of queuing were identified along the other approach arms of the junction.
- 7.4.13 Overall, the MCC footage identified that although some queuing periodically occurs along the Libanus Road and B4251 High Street approach arms during the busiest periods, the junction overall operated with no significant capacity issues over the surveyed periods.
- 7.4.14 This queuing is reflected in the 2024 base year models, which do identify some minor queuing along the Libanus Road and B4251 High Street approach arms, but overall show the junction, and all individual arms, to be operating within capacity.

#### Assessment Junction J1 2035 Forecast Year Model Results

- 7.4.15 The modelling has identified that Assessment Junction J1 would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.
- 7.4.16 **Table 7.2 Table 7.3, and Table 7.4** identify the LinSig outputs for the most critical 2035 forecast year models, for the weekday AM, weekday PM, and Saturday peak hour scenarios respectively.

**Table 7.2: Assessment Junction J1, 2035 forecast year model results. Weekday AM Peak**

Junction Approach Stream	Without Development		With Development	
	Max Deg. of Sat (%)	Mean Max Queue (PCU)	Max Deg. of Sat (%)	Mean Max Queue (PCU)
<b>Weekday AM Peak Hour (08:15 to 09:15)</b>				
<b>B4254 (East Arm)</b>	80.0%	8.6	79.3%	8.9
<b>B4251 Blackwood Rd</b>	76.6%	9.8	81.3%	10.0
<b>B4254 Libanus Rd</b>	79.3%	17.1	81.9%	18.1
<b>B4251 High Street - All</b>	77.6%	12.3	82.1%	13.3
<b>Overall PRC</b>	<b>12.5%</b>		<b>9.6%</b>	
<b>Overall delay (pcu/Hr)</b>	<b>31.3</b>		<b>33.5</b>	

**Table 7.3: Assessment Junction J1, 2035 forecast year model results. Weekday AM Peak**

Junction Approach Stream	Without Development		With Development	
	Max Deg. of Sat (%)	Mean Max Queue (PCU)	Max Deg. of Sat (%)	Mean Max Queue (PCU)
<b>Weekday AM Peak Hour (08:15 to 09:15)</b>				
<b>B4254 (East Arm)</b>	80.4%	11.4	83.6%	12.5
<b>B4251 Blackwood Rd</b>	79.0%	8.0	84.8%	8.2
<b>B4254 Libanus Rd</b>	80.8%	13.9	84.0%	15.1
<b>B4251 High Street - All</b>	80.9%	14.8	85.8%	16.2
<b>Overall PRC</b>	<b>11.2%</b>		<b>4.9%</b>	
<b>Overall delay (pcu/Hr)</b>	<b>33.7</b>		<b>37.3</b>	



**Table 7.4: Assessment Junction J1, 2035 forecast year model results. Saturday Peak**

Junction Approach Stream	Without Development		With Development	
	Max Deg. of Sat (%)	Mean Max Queue (PCU)	Max Deg. of Sat (%)	Mean Max Queue (PCU)
<b>Weekday AM Peak Hour (08:15 to 09:15)</b>				
<b>B4254 (East Arm)</b>	78.1%	9.0	84.0%	10.4
<b>B4251 Blackwood Rd</b>	73.6%	7.1	79.8%	7.1
<b>B4254 Libanus Rd</b>	78.8%	13.4	83.4%	14.9
<b>B4251 High Street - All</b>	80.0%	15.5	82.8%	16.5
<b>Overall PRC</b>	<b>12.5%</b>		<b>7.2%</b>	
<b>Overall delay (pcu/Hr)</b>	<b>29.5</b>		<b>33.1</b>	

- 7.4.17 During the 2035 weekday AM peak Without Development scenario, a total junction PRC of 12.5% is identified, with a maximum degree of saturation on any arm of 80.0%. During the 2035 weekday AM peak With Development scenario, a total junction PRC of 9.6% is identified (a decrease in PRC of 2.9 percentage points from the Without Development scenario), with a maximum degree of saturation on any arm of 82.1% (an increase in maximum DoS of 1.7 percentage points from the Without Development scenario).
- 7.4.18 During the 2035 weekday PM peak Without Development scenario, a total junction PRC of 11.2% is identified, with a maximum degree of saturation on any arm of 80.9%. During the 2035 weekday PM peak With Development scenario, a total junction PRC of 4.9% is identified (a decrease in PRC of 6.3 percentage points from the Without Development scenario), with a maximum degree of saturation on any arm of 85.8% (an increase in maximum DoS of 4.9 percentage points from the Without Development scenario).
- 7.4.19 During the 2035 Saturday peak Without Development scenario, a total junction PRC of 12.5% is identified, with a maximum degree of saturation on any arm of 80.0%. During the 2035 Saturday peak With Development scenario, a total junction PRC of 7.2% is identified (a decrease in PRC of 5.3 percentage points from the Without Development scenario), with a maximum degree of saturation on any arm of 84.0% (an increase in maximum DoS of 4.0 percentage points from the Without Development scenario).

#### Assessment Junction J2 Modelling Summary

- 7.4.20 In summary, a robust LinSig modelling has identified that Assessment Junction J1 would be expected to operate within theoretical capacity with the development in operation, in each of a 2025, 2030, and 2035 forecast year respectively, with the addition of the proposed development traffic through the junction anticipated to have a negligible impact on overall junction performance.

## **7.5 Assessment Junction J2 Model Results**

- 7.5.1 This section summarises the modelling results for Assessment Junction J2, which comprises a 3-arm priority junction with the B4254 (major arms) and Maes Yr Afon (minor arm).
- 7.5.2 The modelling has identified that Assessment Junction J2 would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

Base Year Model Calibration

- 7.5.3 The volume of modelled queuing and delay in the 2024 base year models was identified as representative of that observed in the MCC video footage, with no significant episodes of queuing identified on any arm, over any modelled peak hour period.

Assessment Junction J2 2035 Forecast Year Model Results

- 7.5.4 **Table 7.5** summarises the model results for the most critical 2035 forecast year scenario at Assessment Junction J2.

**Table 7.5: Assessment Junction J2, 2035 Forecast Year Model results**

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
<b>Weekday AM Peak Hour (08:15 to 09:15)</b>						
Stream B - C	0.1	8.89	0.11	0.1	9.08	0.11
Stream B - A	0.2	20.30	0.15	0.2	21.28	0.16
Stream C - AB	0.1	7.35	0.06	0.1	7.47	0.06
<b>Weekday PM Peak Hour (15:00 to 16:00)</b>						
Stream B - C	0.1	10.44	0.11	0.1	11.14	0.11
Stream B - A	0.3	30.82	0.22	0.3	37.16	0.26
Stream C - AB	0.2	8.84	0.14	0.2	9.22	0.15
<b>Saturday Peak Hour (12:15 to 13:15)</b>						
Stream B - C	0.1	10.35	0.13	0.2	11.15	0.14
Stream B - A	0.2	27.97	0.15	0.2	34.03	0.19
Stream C - AB	0.1	8.73	0.08	0.1	9.22	0.09

*Stream A = B4254 (East arm), Stream B= Maes Yr Afon, Stream C= B4254 (West arm)*

- 7.5.5 In the 2035 'Without Development' scenario, a maximum RFC in any assessment period of 0.22 is seen on the Maes Yr Afon right turn approach arm, during the weekday PM peak hour. This maximum RFC value is well within theoretical capacity.
- 7.5.6 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of 0.26 is again seen on the Maes Yr Afon right turn approach arm, during the weekday PM peak hour. This is an increase in maximum RFC of just +0.04 from the 'Without Development' scenario, and still well within theoretical capacity.

Assessment Junction J2 Modelling Summary

- 7.5.7 In summary, the modelling has identified that Assessment Junction J2 would be expected to operate well within theoretical capacity with the development in operation, in each of a 2025, 2030, and 2035 forecast year respectively, with the addition of the proposed development traffic through the junction anticipated to have a negligible impact on overall junction performance.

**7.6 Assessment Junction J3 Model Results**

- 7.6.1 This section summarises the modelling results for Assessment Junction J3, which comprises a 4-arm roundabout junction with the A4048 (east arm) / B4251 / B4254 / A4048 (north arm).
- 7.6.2 The modelling has identified that Assessment Junction J3 would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

Base Year Model Calibration

- 7.6.3 The volume of modelled queuing and delay in the 2024 base year models was identified as representative of that observed in the MCC video footage.
- 7.6.4 Periods of slight queuing were identified along the B4254 approach arm, especially during the weekday PM peak hour period, when queuing was occasionally observed extending back towards (but not beyond) the Maes Yr Afon junction. These observed periods of queuing however were very quickly dispersed, causing minimal delay to vehicles on this approach.
- 7.6.5 Similar periods of slight queuing were also identified along the A4048 (east arm) approach arm, especially during the weekday PM peak hour period. Again however, these observed periods of queuing were very quickly dispersed, causing minimal delay to vehicles on this approach.
- 7.6.6 No significant periods of queuing were identified along the B4251 or A4048 (north arm) approaches of the junction.
- 7.6.7 Overall, the MCC footage identified that although minimal queuing was periodically observed during the busiest periods, the junction operated with no significant capacity issues over the surveyed periods. This queuing is reflected in the 2024 base year models.

Assessment Junction J3 2035 Forecast Year Model Results

- 7.6.8 **Table 7.6** summarises the model results for the most critical 2035 forecast year scenario at Assessment Junction J3.

**Table 7.6: Assessment Junction J3, 2035 Forecast Year Model results**

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
<b>Weekday AM Peak Hour (08:15 to 09:15)</b>						
A4048 (E)	1.4	5.60	0.59	1.5	5.85	0.60
B4251	0.4	5.96	0.27	0.4	6.16	0.28
B4254	1.1	6.59	0.53	1.2	6.95	0.55
A4048 (N)	1.4	5.36	0.59	1.5	5.55	0.60
<b>Weekday PM Peak Hour (15:00 to 16:00)</b>						
A4048 (E)	3.3	10.14	0.77	4.0	11.91	0.81
B4251	0.7	9.36	0.43	0.8	10.30	0.46
B4254	2.5	12.05	0.72	3.3	14.92	0.78
A4048 (N)	1.9	6.37	0.65	2.0	6.81	0.67
<b>Saturday Peak Hour (12:15 to 13:15)</b>						
A4048 (E)	1.6	5.77	0.62	1.9	6.46	0.66
B4251	0.3	5.72	0.21	0.3	6.14	0.23
B4254	2.5	10.33	0.72	3.1	12.36	0.76
A4048 (N)	1.3	5.10	0.56	1.5	5.68	0.60

- 7.6.9 In the 2035 'Without Development' scenario, a maximum RFC in any assessment period of 0.77 is seen on the A4048 (E) approach arm during the weekday PM peak hour. This maximum RFC value is within theoretical capacity.

- 7.6.10 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of 0.81 is again seen on A4048 (E) approach arm during the weekday PM peak hour. This is an increase in maximum RFC of just +0.04 from the 'Without Development' scenario, and still within theoretical capacity.

#### Assessment Junction J3 Modelling Summary

- 7.6.11 In summary, the modelling has identified that Assessment Junction J3 would be expected to operate within theoretical capacity with the development in operation in the 2025, 2030, and 2035 forecast years respectively. The addition of the proposed development traffic through the junction will have a negligible impact on overall junction performance.

## 7.7 Assessment Junction J4 Model Results

- 7.7.1 This section summarises the modelling results for Assessment Junction J4, which comprises a 4-arm roundabout junction with the A4048 (south arm) / Woodfield Terrace / A4048 (north arm) / Oakdale Terrace.

- 7.7.2 The modelling has identified that Assessment Junction J4 would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

#### Base Year Model Calibration

- 7.7.3 The volume of modelled queuing and delay in the 2024 base year models at Assessment Junction J4 were identified as representative of that observed in the MCC video footage, with no significant episodes of existing queuing identified on any approach arm during any modelled peak hour period respectively.

#### Assessment Junction J4 2035 Forecast Year Model Results

- 7.7.4 **Table 7.7** summarises the model results for the most critical 2035 forecast year scenario at Assessment Junction J4.

**Table 7.7: Assessment Junction J4, 2035 Forecast Year Model results**

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
<b>Weekday AM Peak Hour (08:15 to 09:15)</b>						
Unnamed Arm	1.4	10.39	0.59	1.5	10.62	0.60
A4048 (S)	1.0	4.30	0.50	1.0	4.35	0.51
Woodfield Terrace	0.3	8.32	0.21	0.3	8.38	0.21
A4048 (N)	0.9	4.80	0.46	0.9	4.86	0.47
<b>Weekday PM Peak Hour (15:00 to 16:00)</b>						
Unnamed Arm	1.3	10.37	0.56	1.3	10.73	0.57
A4048 (S)	2.2	6.89	0.69	2.4	7.27	0.71
Woodfield Terrace	0.7	13.67	0.40	0.7	14.56	0.41
A4048 (N)	1.6	7.12	0.62	1.7	7.37	0.64
<b>Saturday Peak Hour (12:15 to 13:15)</b>						
Unnamed Arm	1.0	8.35	0.49	1.0	8.55	0.50
A4048 (S)	1.3	4.67	0.56	1.3	4.84	0.57
Woodfield Terrace	0.5	10.63	0.34	0.5	10.95	0.35
A4048 (N)	0.9	4.87	0.48	0.9	4.97	0.49

- 7.7.5 In the 2035 'Without Development' scenario, a maximum RFC in any assessment period of 0.69 is seen on the A4048 (S) approach arm during the weekday PM peak hour. This maximum RFC value is within theoretical capacity.
- 7.7.6 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of 0.71 is again seen on A4048 (S) approach arm during the weekday PM peak hour. This is an increase in maximum RFC of just +0.02 from the 'Without Development' scenario, and still within theoretical capacity.

#### Assessment Junction J4 Modelling Summary

- 7.7.7 In summary, the modelling has identified that Assessment Junction J4 would be expected to operate within theoretical capacity with the development in operation, in the 2025, 2030, and 2035 forecast years respectively. The addition of the proposed development traffic through the junction will have a negligible impact on overall junction performance.

### **7.8 Capacity Assessment Summary**

- 7.8.1 In summary, the modelling has identified that the proposed new access junction would be expected to operate well within theoretical capacity with the proposed development in operation. Furthermore, robust junction modelling has identified that all assessment junctions across the wider highway network would be expected to operate within theoretical capacity with the proposed development in operation in future year forecast scenarios up to 2035.
- 7.8.2 The proposed development would not therefore be anticipated to cause any significant capacity impact on the surrounding highway network to the site.

## 8 SUMMARY AND CONCLUSION

### 8.1 Summary

- 8.1.1 This Transport Assessment has been produced by Corun Associates Ltd on behalf of Lidl Great Britain Limited (the applicant), to examine the highway and transportation issues associated with a proposed foodstore unit in Blackwood.
- 8.1.2 The proposed development site (herein referred to as the 'site') consists of the former Stagecoach bus depot building and a portion of its associated hardstanding area, located to the south of the B4254 in Blackwood. The red line area of the site totals approximately 8,657m<sup>2</sup>.
- 8.1.3 The proposals are for the re-development of the site, with demolition of all existing buildings, and creation of a new foodstore unit with a GEA of 2,045m<sup>2</sup>, and an associated 114 space car park.
- 8.1.4 The site is accessible by both foot and cycle to a large residential population living within the entirety of the wider Blackwood settlement area. The site is also located in close proximity to an excellent range of frequent bus services routing through the local and wider areas. It is evident therefore that the site is able to offer potential staff and customers, viable alternatives to private car travel, which will help reduce dependency on this mode of travel.
- 8.1.5 The site currently has two vehicle access points, provided from a simple dropped kerb arrangement along the B4254 in the north, and a more formal priority junction arrangement provided through to the Penmaen Industrial Estate access road in the south (accessed through land beyond the red line boundary of the site).
- 8.1.6 The re-development of the site would see these existing vehicle access arrangements removed, with vehicle access to the proposed new foodstore unit being provided from a newly developed access junction along the B4254 in the north of the site.
- 8.1.7 The new access junction will comprise a priority arrangement with a dedicated lane for right turners into the site, and an overall width of 10.5m, and a kerb radii of 6m.
- 8.1.8 Visibility splays from the site access of 2.4m x 59.1m to the west and 2.4m x 61.2m to the east can be provided, in line with the recorded speeds of 37.2mph and 35mph respectively.
- 8.1.9 To ensure delivery vehicles can safely enter and exit the site at the proposed new access junction, a slight widening of the B4254 carriageway is required in the immediate vicinity of the site.
- 8.1.10 To accommodate HGV movements at the site, and also to ensure bus movements can remain unaffected through the Maes Yr Afon junction (which lies along a bus route), the existing pedestrian refuge island to the east of the proposed access junction will also be amended and widened slightly. This amendment will not impact on the pedestrian desire line for this crossing, with the widening providing an improvement to pedestrian users.
- 8.1.11 To further promote pedestrian movements west of the site along the B4254, a further pedestrian refuge island will be provided directly west of the proposed new site access junction.

- 8.1.12 The new site access junction will include direct pedestrian links into the existing footway running along the southern edge of the B4254. A further pedestrian connection will also be provided in the east of the site, connecting directly into the existing footway running along the western edge of Penmaen Road.
- 8.1.13 Internal pedestrian routes will be provided connecting between the proposed store entrance, and each proposed pedestrian access point. These routes will follow a direct pedestrian line, and will include marked pedestrian crossing facilities where required.
- 8.1.14 The proposed development will provide 114 car parking spaces within the associated car park area, which include 97 standard car parking spaces, 6 enhanced spaces for disabled users, 9 enhanced Parent and Child spaces, and 2 EV charging spaces. This provision is in line with the CCBC maximum parking requirements.
- 8.1.15 The proposed development will provide a minimum of 8 cycle stands, providing parking for up to 16 cycles. These spaces will be located along the northern edge of the store, in close proximity to the store entrance. These spaces will be overlooked by the checkout area, allowing for good surveillance of spaces. This provision is in line with the CCBC minimum cycle parking requirements.
- 8.1.16 The proposed development will include 1 loading bay space for vehicles, located at the southern edge of the proposed unit. This loading bay will be managed to ensure that no more than one articulated vehicle is scheduled to arrive and park within the site at any one time.
- 8.1.17 Swept path analysis for a max legal 16.5m articulated vehicle accessing the site identifies that there is sufficient room for a vehicle of this size to safely manoeuvre within the site and into the loading bay, and safely exit the site in a forward gear.
- 8.1.18 The proposed development would be anticipated to generate a total of 2,066 and 2,015 two-way vehicular trips over the 12-hour (07:00 to 19:00) weekday and Saturday periods respectively. The peak hour in trips over the weekday period would be anticipated to occur between 12:00 to 13:00 with 215 total two-way trips. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with 244 total two-way trips.
- 8.1.19 For many new retail developments, the traffic volume generated into the development site, is different to the amount of traffic the development adds to wider road network.
- 8.1.20 New foodstores typically provide an alternative destination for an existing trip, as will be the case with the proposed development, which will offer an additional foodstore opportunity within the Blackwood area. It is likely therefore that the store will draw a majority of its custom from residents within the local area who are currently undertaking retail trips to other existing stores in the area (Aldi, Sainsbury's, ASDA etc). The store is therefore anticipated to generate a minimal volume of additional new primary trips on the highway network.
- 8.1.21 Located directly along the B4254, and in close proximity to the other key strategic B-Road and A-Road routes through the local area (B4251, A4048, A472), the proposed store is therefore well placed to accommodate pass-by and diverted trips.

- 8.1.22 The vast majority of trips generated at the site therefore are anticipated from pass-by / diverted trips, and transferred trips (at a robust estimate, the volume of primary new trips generated by the proposed foodstore unit could be considered no more than approximately 10% of the total trip generation). As such, if only considering primary trip attractions to the development (i.e. completely new trips on the highway network) the actual impact on the local highway network would likely to be significantly lower than identified above.
- 8.1.23 The volume of primary new trips generated at the site would be anticipated at a similar volume to that generated by the extant bus depot use at the site. When considering only primary new trips generated at the site, the proposed re-development would therefore be anticipated to generate a negligible change in vehicle trip generation on the highway network, in comparison to the extant use.
- 8.1.24 With due consideration of the scale of the proposed development, the following junctions have been included in the development impact assessment
- **Junction 1** – Signalised junction (4-arm) with B4254 (east arm) / B4251 Blackwood Road / B4254 Libanus Road / B4251 High Street;
  - **Junction 2** – Priority junction (3-arm) with B4254 (major arms) / Penmaen Road (minor arm);
  - **Junction 3** – Roundabout junction (4-arm) with A4048 (east arm) / B4251 / B4254 / A4048 (north arm); and
  - **Junction 4** – Roundabout junction (4-arm) with A4048 (south arm) / Woodfield Terrace / A4048 (north arm) / Oakdale Terrace.
- 8.1.25 A further model has also been developed to assess operation of the proposed new site access junction along the B4354.
- 8.1.26 Robust modelling scenarios have been developed to assess operation of each assessment junction up to a 2035 forecast year period.
- 8.1.27 The modelling has identified that the proposed new access junction would be expected to operate well within theoretical capacity with the proposed development in operation.
- 8.1.28 Junction modelling has identified that even when including for very robust levels of anticipated development traffic, Assessment Junctions J1, J2, J3 and J4 are anticipated to operate within theoretical capacity in future year scenarios up to 2035, with the proposed development anticipated to have a negligible impact on capacity at each junction.
- 8.1.29 The proposed development would not therefore be anticipated to cause any significant capacity impact on the surrounding highway network to the site.
- 8.1.30 A review of the accident record does not identify any significant highway safety issue along the surrounding highway network to the site, and the increase in traffic generated by the proposed development is unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

## 8.2 Conclusion

- 8.2.1 This Transport Assessment has demonstrated that the proposed development should be considered acceptable in terms of highways and transportation.



8.2.2 There are no reasons in highway and transportation terms why the proposed development should not be granted consent.

# **APPENDIX A**

## **Proposed Development Plans**

SITE AREA = 2.14 ACRES  
OR 8657 SQ M

PV LAYOUT SUBJECT TO DISCUSSION WITH SPECIALIST DESIGN CONSULTANT TO ACCOMMODATE NON SPEC CAT LADDER POSITION. PLACED HERE TO REDUCE RET WALL HEIGHT.

Council Depot

NON SPEC PLANT AREA



KEY		SCHEDULE OF AREAS (TYPE 1300)	
	TREES TO BE REMOVED (INDICATIVE ONLY)		SALES = 1334 m <sup>2</sup>
	PROPOSED TREES (INDICATIVE ONLY)		WAREHOUSE = 410 m <sup>2</sup>
	EXISTING TREES (INDICATIVE ONLY)		ANCILLARY = 218 m <sup>2</sup>
			GIA = 1962 m <sup>2</sup>
			GEA (EX. CANOPY) = 2045 m <sup>2</sup>
			GEA (INC. CANOPY) = 2215 m <sup>2</sup>

- KEY**
- SITE ACCESS AND VISIBILITY SPLAY IN ACCORDANCE TO CORUN DESIGN 01027 PL01A RECEIVED ON 18.12.24 ROAD MARKINGS TO BE CONFIRMED BY CORUN
  - EXISTING SUBSTATION WITH CONNECTED SERVICE YARD. TO REMAIN AS EXISTING.
  - 2x NO RAPID ELECTRIC VEHICLE CHARGING POINT WITH FEEDING UNIT.
  - 6m HIGH LIDL FLAGPOLE.
  - PEDESTRIAN LINK.
  - STORE ENTRANCE.
  - RED LINE BOUNDARY.
  - SHEFFIELD CYCLE STANDS.
  - TROLLEY BAY.



Rev	Date	Description	Drawn
E	24/01/2025	DISABLED SPACE	LS
D	22/01/2025	UPDATE TO CAR PARK, RETAINING WALLS	LS
C	13/01/2025	RET WALL REVIEW - CAR PARK LAYOUT UPDATED	LS

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E: info@htcarchitects.co.uk

client  
**Lidl GB Ltd.**



project  
**Blackwood**

drawing title  
**Proposed Setting Out Plan**

date **October 2024**  
status **Planning**  
scale **1:500 @ A3**  
drawn **NG** checked **LS**  
job no. **2973** dwg no. **P403** rev. **E**



SITE AREA = 2.14 ACRES  
OR 8657 SQ M

B4254 PENMAEN ROAD

PENMAEN ROAD

Council Depot

SALES AREA  
1394 m<sup>2</sup>

114 CAR PARK SPACES  
INC 6 DISABLED, 9 P&C, 2 EVC

Rev	Date	Description	Drawn
D	24/01/2025	DISABLED SPACE	LS
C	22/01/2025	DISABLED SPACE AND NUMBERS ETC CAR PARK	LS
B	03/01/2025	STRATEGY REVIEW	NG

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E: [info@htcarchitects.co.uk](mailto:info@htcarchitects.co.uk)

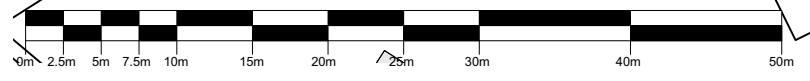
client  
**Lidl GB Ltd.**



project  
**Blackwood**

drawing title  
**Proposed GA Site Plan**

date **October 2024**  
status **Planning**  
scale **1:500 @ A3**  
drawn **NG** checked **LS**  
job no. **2973** dwg no. **P404** rev. **D**



k A

1 to 3

WB

51



A3

ORIGINAL PLOT SIZE

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NOTES:

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This drawing is based on [Company's Name] Drawing No:

Rev	Date	Details	Drawn by	Checked by
B	07.02.25	Latest site plan 2973_P403 Rev. E dated 24.01.25 inserted	MP	MA
A	18.12.24	Visibility splays amended to reflected recorded 85th percentile speeds	MP	MA

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CLIENT:  
**Lidl Great Britain Ltd**

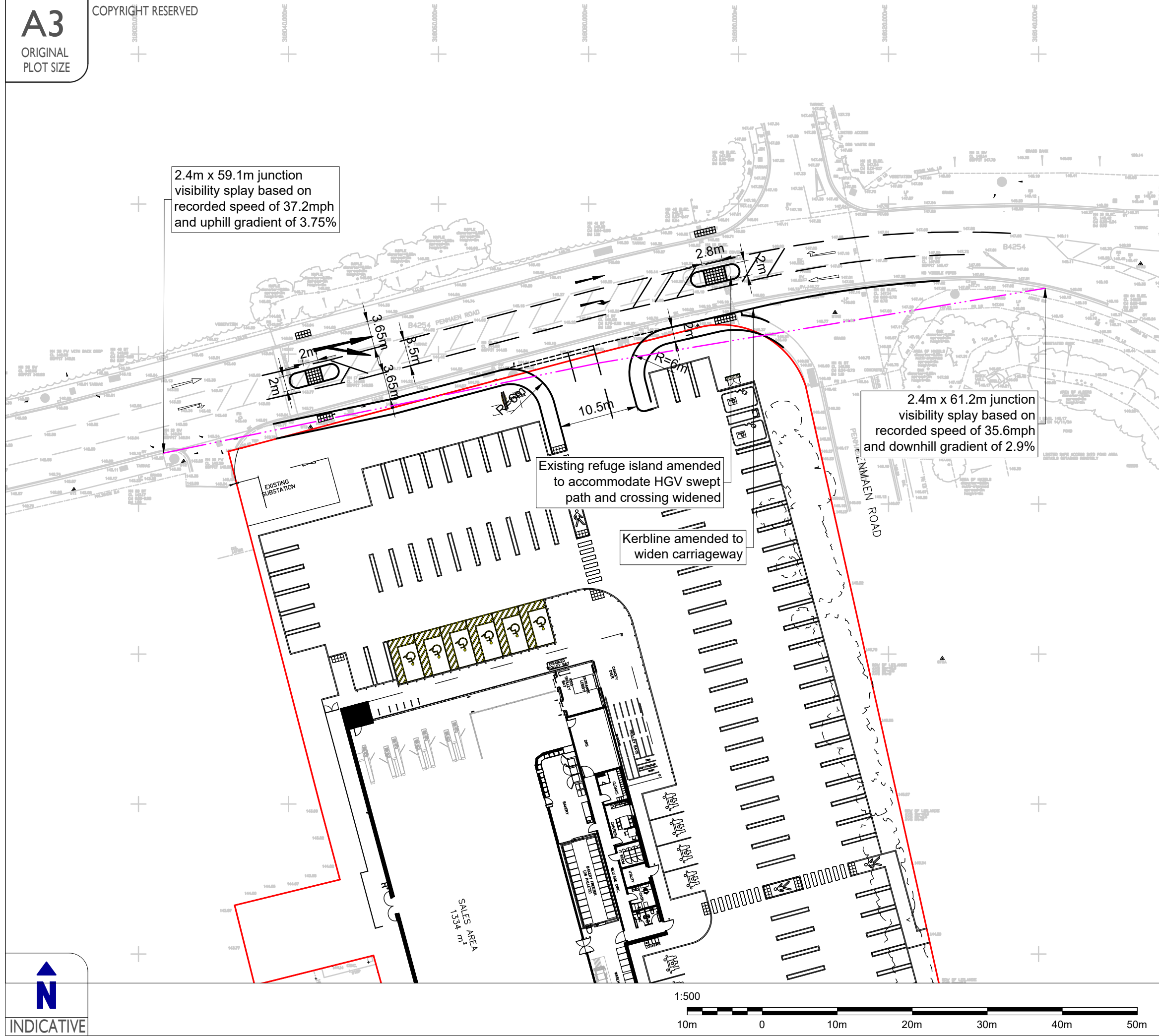
PROJECT:  
**Penmaen Road  
Blackwood**

TITLE:  
**Proposed Site Access  
Arrangement**

STATUS:  
**Preliminary**

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	12.12.24	MP	MA

JOB NO:	DRAWING NO:	REVISION:
24-01027	PL01	B



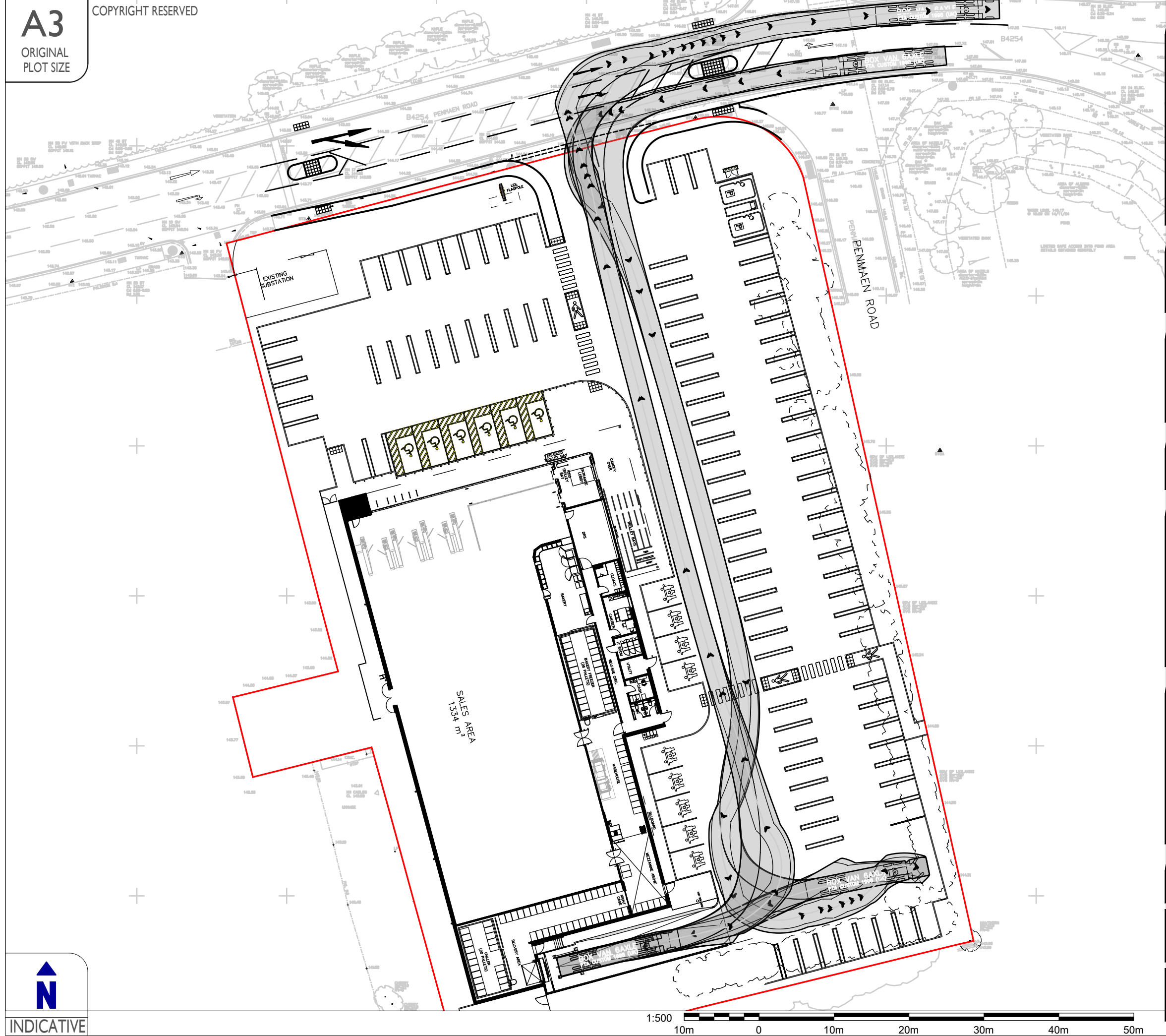
**N**  
INDICATIVE



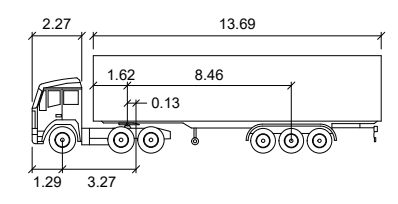
A3

ORIGINAL  
PLOT SIZE

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NOTES:



Max Legal Articulated HGV

meters	
Tractor Width	: 2.55
Trailer Width	: 2.55
Tractor Track	: 2.55
Trailer Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 25.5
Articulating Angle	: 70.0

Rev	Date	Details	Drawn by	Checked by
A	07.02.25	Latest site plan 2973_P403 Rev. E dated 24.01.25 inserted	MP	MA

**CORUN**  
Transport and Highway Engineering

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CLIENT:  
**Lidl Great Britain Ltd**

PROJECT:  
**Penmaen Road  
Blackwood**

TITLE:  
**Swept Path Analysis  
Max Legal (16.5m)  
Articulated HGV**

STATUS:  
**Preliminary**

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	18.12.24	MP	MA

JOB NO:	DRAWING NO:	REVISION:
24-01027	SP01	A

INDICATIVE

# APPENDIX B

## TRICS Output



## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days

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

Corun Swansea Road Swansea

Licence No: 751101

## Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 1023 to 2568 (units: sqm)  
Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	13 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)	5
Edge of Town	8

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

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	2
Residential Zone	2
Retail Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	12 days - Selected
Servicing vehicles Excluded	5 days - Selected

## Secondary Filtering selection:

Use Class:

E(a)	13 days
------	---------

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	4 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	8 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	13 days

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

Travel Plan:

Not Known	1 days
Yes	5 days
No	7 days

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-01-C-01 CROMWELL ROAD WISBECH	LIDL		CAMBRI DGESHI RE
	Edge of Town Retail Zone Total Gross floor area:		1466 sqm	
	<i>Survey date: FRIDAY</i>		<i>21/10/16</i>	<i>Survey Type: MANUAL</i>
2	CF-01-C-01 EAST TYNDALL STREET CARDIFF	LIDL		CARDIFF
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		2568 sqm	
	<i>Survey date: THURSDAY</i>		<i>29/06/17</i>	<i>Survey Type: MANUAL</i>
3	DH-01-C-01 WATLING ROAD BISHOP AUCKLAND	ALDI		DURHAM
	Edge of Town Retail Zone Total Gross floor area:		1023 sqm	
	<i>Survey date: THURSDAY</i>		<i>06/04/17</i>	<i>Survey Type: MANUAL</i>
4	NN-01-C-01 SAXON WAY WEST CORBY GREAT OAKLEY	ALDI		NORTH NORTHAMPTONSHIRE
	Edge of Town Development Zone Total Gross floor area:		1924 sqm	
	<i>Survey date: TUESDAY</i>		<i>14/06/22</i>	<i>Survey Type: MANUAL</i>
5	NT-01-C-01 CHAPEL LANE BINGHAM	LIDL		NOTTINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		2440 sqm	
	<i>Survey date: FRIDAY</i>		<i>15/07/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

6	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Gross floor area:		2247 sqm	
	Survey date: THURSDAY		22/06/17	Survey Type: MANUAL
7	SO-01-C-01 BATH ROAD SLOUGH SLOUGH RETAIL PARK Suburban Area (PPS6 Out of Centre) Retail Zone	LIDL		SLOUGH
	Total Gross floor area:		1880 sqm	
	Survey date: THURSDAY		22/09/22	Survey Type: MANUAL
8	TW-01-C-02 FOXHUNTERS ROAD WHITLEY BAY	ALDI		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		1600 sqm	
	Survey date: TUESDAY		17/05/22	Survey Type: MANUAL
9	WL-01-C-02 HUNGERDOWN LANE CHIPPENHAM	LIDL		WILTSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		2125 sqm	
	Survey date: TUESDAY		09/05/23	Survey Type: MANUAL
10	WO-01-C-01 BLACKPOLE ROAD WORCESTER BRICKFIELDS Edge of Town Retail Zone	LIDL		WORCESTERSHIRE
	Total Gross floor area:		2417 sqm	
	Survey date: WEDNESDAY		13/07/16	Survey Type: MANUAL
11	WS-01-C-05 WESTHAMPNETT ROAD CHICHESTER	LIDL		WEST SUSSEX
	Edge of Town Retail Zone Total Gross floor area:		2125 sqm	
	Survey date: THURSDAY		08/09/22	Survey Type: MANUAL
12	WS-01-C-06 FOUNDRY LANE HORSHAM	LIDL		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:		1616 sqm	
	Survey date: WEDNESDAY		07/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

13 WS-01-C-07 LI DL WEST SUSSEX  
 NEWLANDS ROAD  
 BOGNOR REGIS

Edge of Town  
 Industrial Zone  
 Total Gross floor area: 2159 sqm  
*Survey date: THURSDAY 21/09/23 Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AD-01-C-02	Covid 19

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.34

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1871	0.454	2	1871	0.000	2	1871	0.454
07:00 - 08:00	13	1968	0.574	13	1968	0.215	13	1968	0.789
08:00 - 09:00	13	1968	3.032	13	1968	2.165	13	1968	5.197
09:00 - 10:00	13	1968	3.665	13	1968	3.173	13	1968	6.838
10:00 - 11:00	13	1968	4.572	13	1968	4.349	13	1968	8.921
11:00 - 12:00	13	1968	5.080	13	1968	4.810	13	1968	9.890
12:00 - 13:00	13	1968	5.295	13	1968	5.240	13	1968	10.535
13:00 - 14:00	13	1968	4.982	13	1968	5.354	13	1968	10.336
14:00 - 15:00	13	1968	5.057	13	1968	5.053	13	1968	10.110
15:00 - 16:00	13	1968	5.150	13	1968	5.143	13	1968	10.293
16:00 - 17:00	13	1968	4.881	13	1968	4.939	13	1968	9.820
17:00 - 18:00	13	1968	4.881	13	1968	5.123	13	1968	10.004
18:00 - 19:00	13	1968	4.056	13	1968	4.353	13	1968	8.409
19:00 - 20:00	13	1968	2.724	13	1968	3.220	13	1968	5.944
20:00 - 21:00	13	1968	1.762	13	1968	2.173	13	1968	3.935
21:00 - 22:00	13	1968	0.672	13	1968	1.059	13	1968	1.731
22:00 - 23:00	13	1968	0.016	13	1968	0.176	13	1968	0.192
23:00 - 24:00									
<b>Total Rates:</b>			56.853			56.545			113.398

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

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

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#### Parameter summary

Trip rate parameter range selected: 1023 - 2568 (units: sqm)  
Survey date date range: 01/01/16 - 21/09/23  
Number of weekdays (Monday-Friday): 13  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 3  
Surveys manually removed from selection: 1

*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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

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

Corun Swansea Road Swansea

Licence No: 751101

## Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 1485 to 2568 (units: sqm)  
Range Selected by User: 570 to 2773 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/09/23

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

Selected survey days:

Saturday 6 days

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

Selected survey types:

Manual count 6 days  
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 1  
Development Zone 1  
Retail Zone 1  
High Street 1  
No Sub Category 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
Servicing vehicles Excluded 3 days - Selected

## Secondary Filtering selection:

Use Class:

E(a) 6 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
1.1 to 1.5	4 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

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

Travel Plan:

Not Known	1 days
Yes	1 days
No	4 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CF-01-C-01 EAST TYNDALL STREET CARDIFF	LIDL	CARDIFF
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area: 2568 sqm <i>Survey date: SATURDAY 01/07/17</i>		
	<i>Survey Type: MANUAL</i>		
2	LN-01-C-02 DIXON STREET LINCOLN NEW BOULTHAM	LIDL	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area: 2233 sqm <i>Survey date: SATURDAY 28/10/17</i>		
	<i>Survey Type: MANUAL</i>		
3	LN-01-C-03 NEWARK ROAD LINCOLN BRACEBRIDGE	ALDI	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) High Street Total Gross floor area: 1485 sqm <i>Survey date: SATURDAY 28/10/17</i>		
	<i>Survey Type: MANUAL</i>		
4	NT-01-C-01 CHAPEL LANE BINGHAM	LIDL	NOTTINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 2440 sqm <i>Survey date: SATURDAY 16/07/16</i>		
	<i>Survey Type: MANUAL</i>		
5	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL	SOMERSET
	Edge of Town No Sub Category Total Gross floor area: 2247 sqm <i>Survey date: SATURDAY 24/06/17</i>		
	<i>Survey Type: MANUAL</i>		
6	WO-01-C-01 BLACKPOLE ROAD WORCESTER BRICKFIELDS	LIDL	WORCESTERSHIRE
	Edge of Town Retail Zone Total Gross floor area: 2417 sqm <i>Survey date: SATURDAY 16/07/16</i>		
	<i>Survey Type: MANUAL</i>		

*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.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-01-C-05	Covid 19
SF-01-C-01	Covid 19
SF-01-C-02	Covid 19

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	2232	0.471	6	2232	0.105	6	2232	0.576
08:00 - 09:00	6	2232	2.539	6	2232	1.897	6	2232	4.436
09:00 - 10:00	6	2232	3.809	6	2232	3.017	6	2232	6.826
10:00 - 11:00	6	2232	4.951	6	2232	4.444	6	2232	9.395
11:00 - 12:00	6	2232	6.124	6	2232	5.833	6	2232	11.957
12:00 - 13:00	6	2232	5.444	6	2232	6.161	6	2232	11.605
13:00 - 14:00	6	2232	5.146	6	2232	5.071	6	2232	10.217
14:00 - 15:00	6	2232	5.049	6	2232	5.258	6	2232	10.307
15:00 - 16:00	6	2232	4.959	6	2232	5.063	6	2232	10.022
16:00 - 17:00	6	2232	4.720	6	2232	4.839	6	2232	9.559
17:00 - 18:00	6	2232	3.839	6	2232	3.861	6	2232	7.700
18:00 - 19:00	6	2232	2.733	6	2232	3.107	6	2232	5.840
19:00 - 20:00	6	2232	1.927	6	2232	2.547	6	2232	4.474
20:00 - 21:00	6	2232	0.993	6	2232	1.165	6	2232	2.158
21:00 - 22:00	6	2232	0.597	6	2232	0.874	6	2232	1.471
22:00 - 23:00	6	2232	0.052	6	2232	0.119	6	2232	0.171
23:00 - 24:00									
<b>Total Rates:</b>			53.353			53.361			106.714

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

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

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#### Parameter summary

Trip rate parameter range selected: 1485 - 2568 (units: sqm)  
 Survey date range: 01/01/16 - 21/09/23  
 Number of weekdays (Monday-Friday): 0  
 Number of Saturdays: 6  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 3

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

# APPENDIX C

## Traffic Survey Data



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

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

## Survey Overview

Job No'/Job Name	SS1635 Blackwood
Date	Friday 08 November 2024
Time	0700-1900
Survey Type	Classified JTC
Weather Conditions	

### Overview Map



## Comments



SS1635 Blackwood  
Friday 08 November 2024  
0700-1900  
Site 1

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	12	26	5	0	0	2	0	0	33	2	3	0	0	0	0	5	49	
0715-0730	0	0	0	0	0	0	0	0	13	5	2	0	0	2	0	22	20	14	0	0	2	0	0	36	2	3	0	0	0	0	5	63	
0730-0745	0	0	0	0	0	0	0	0	14	3	0	0	2	0	0	19	23	3	1	0	1	0	0	28	5	1	0	0	0	0	6	53	
0745-0800	0	0	0	0	0	0	0	0	19	4	1	0	0	0	0	24	25	8	1	0	4	0	0	38	7	2	0	0	0	0	9	71	
Hourly Total	0	0	0	0	0	0	0	0	55	15	3	0	2	2	0	77	94	30	2	0	9	0	0	135	17	6	1	0	0	0	24	236	
0800-0815	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23	32	5	0	0	5	0	0	42	5	2	0	0	1	0	8	73	
0815-0830	0	0	0	0	0	0	0	0	25	6	0	0	0	0	0	31	43	5	1	1	2	1	0	53	15	2	0	0	0	0	17	101	
0830-0845	0	0	0	0	0	0	0	0	25	4	0	0	0	0	0	30	37	2	0	0	2	0	0	41	7	1	0	0	1	0	9	80	
0845-0900	0	0	0	0	0	0	0	0	29	2	0	0	1	0	0	32	42	5	0	0	4	1	0	52	11	4	0	0	0	0	15	99	
Hourly Total	0	0	0	0	0	0	0	0	99	16	0	0	1	0	0	116	154	17	1	1	13	2	0	188	38	9	0	0	2	0	49	353	
0900-0915	0	0	0	0	0	0	0	0	42	4	4	0	0	0	0	50	41	7	2	0	3	0	0	53	5	2	0	0	0	0	7	110	
0915-0930	0	0	0	0	0	0	0	0	37	4	0	0	1	0	0	42	40	10	1	1	5	0	0	55	9	1	1	0	0	0	11	108	
0930-0945	0	0	0	0	0	0	0	0	38	1	0	0	1	0	0	40	41	2	0	0	2	0	0	45	7	3	0	0	0	0	10	95	
0945-1000	0	0	0	0	0	0	0	0	35	6	1	0	2	0	0	44	36	6	3	0	2	0	0	47	11	2	0	0	1	0	14	105	
Hourly Total	0	0	0	0	0	0	0	0	152	15	5	0	4	0	0	176	158	25	6	1	10	0	0	200	32	8	1	0	1	0	42	418	
1000-1015	0	0	0	0	0	0	0	0	41	5	0	0	0	0	0	46	44	6	0	0	5	0	0	55	12	3	0	0	0	0	15	116	
1015-1030	0	0	0	0	0	0	0	0	35	4	2	0	0	0	0	41	46	8	0	0	4	0	0	58	11	1	0	0	0	0	12	111	
1030-1045	0	0	0	0	0	0	0	0	49	3	0	0	0	0	0	52	52	9	1	0	1	0	0	63	18	0	0	0	0	0	18	133	
1045-1100	0	0	0	0	0	0	0	0	51	5	2	0	1	0	0	59	40	7	1	0	4	0	0	52	17	1	0	0	1	0	19	130	
Hourly Total	0	0	0	0	0	0	0	0	176	17	4	0	1	0	0	198	182	30	2	0	14	0	0	228	58	5	0	0	1	0	64	490	
1100-1115	1	0	0	0	0	0	0	0	38	2	1	1	0	0	0	42	65	6	0	0	3	1	0	75	18	1	0	0	0	0	19	137	
1115-1130	0	0	0	0	0	0	0	0	51	4	0	0	0	0	0	55	62	9	2	0	3	1	0	77	12	1	0	0	0	0	13	145	
1130-1145	0	0	0	0	0	0	0	0	56	5	0	0	0	0	0	61	51	6	2	0	2	0	1	62	16	1	1	0	0	0	18	141	
1145-1200	0	0	0	0	0	0	0	0	44	4	0	0	1	0	0	49	51	3	2	0	3	0	0	61	24	1	0	0	2	0	27	137	
Hourly Total	1	0	0	0	0	0	0	0	189	15	1	1	1	1	0	207	231	24	6	0	11	2	1	275	70	4	1	0	2	0	77	560	
1200-1215	0	0	0	0	0	0	0	0	55	1	3	0	0	0	0	59	35	4	1	0	4	0	0	44	17	0	0	0	0	0	17	120	
1215-1230	0	0	0	0	0	0	0	0	51	4	0	0	0	0	0	55	46	5	2	2	1	3	0	57	30	1	0	1	0	0	32	144	
1230-1245	0	0	0	0	0	0	0	0	50	2	0	0	0	0	0	52	65	6	1	0	1	0	0	73	17	0	0	0	0	0	17	142	
1245-1300	0	0	0	0	0	0	0	0	35	5	1	0	1	0	0	42	51	6	1	0	3	0	0	61	18	3	1	0	1	0	23	126	
Hourly Total	0	0	0	0	0	0	0	0	191	12	4	0	1	0	0	208	197	21	5	1	11	0	0	235	82	4	1	1	1	0	89	532	
1300-1315	0	0	0	0	0	0	0	0	46	10	1	0	0	0	0	57	40	9	0	0	5	1	0	55	15	2	1	0	0	0	18	130	
1315-1330	0	0	0	0	0	0	0	0	52	4	0	0	0	0	0	56	52	5	0	0	3	0	0	60	27	2	0	0	0	0	29	145	
1330-1345	0	0	0	0	0	0	0	0	45	7	0	0	0	0	0	52	55	4	1	0	1	0	0	61	22	1	0	0	0	0	23	136	
1345-1400	0	0	0	0	0	0	0	0	48	4	1	0	1	0	0	54	40	8	1	0	4	0	0	53	18	0	0	0	2	0	20	127	
Hourly Total	0	0	0	0	0	0	0	0	191	25	2	0	1	0	0	219	187	26	2	0	13	1	0	229	82	5	1	0	2	0	90	538	
1400-1415	0	0	0	0	0	0	0	0	41	3	3	0	0	1	0	48	55	5	0	0	2	1	0	63	22	0	0	0	0	0	22	133	
1415-1430	0	0	0	0	0	0	0	0	42	2	3	0	0	0	0	47	46	4	0	0	5	1	0	56	17	0	0	0	1	0	18	121	
1430-1445	0	0	0	0	0	0	0	0	37	1	1	0	0	0	0	39	41	7	0	0	2	0	0	50	23	0	0	0	0	0	23	112	
1445-1500	0	0	0	0	0	0	0	0	28	5	1	0	1	0	0	35	47	8	4	0	4	0	0	63	38	2	1	0	0	0	41	139	
Hourly Total	0	0	0	0	0	0	0	0	148	11	8	0	1	1	0	169	189	24	4	0	13	2	0	232	90	2	1	0	1	0	94	495	
1500-1515	0	0	0	0	0	0	0	0	34	4	1	0	0	0	0	39	66	1	0	0	2	0	0	69	21	0	0	0	0	0	21	129	
1515-1530	0	0	0	0	0	0	0	0	41	6	2	0	0	0	0	49	60	5	0	0	3	0	0	68	23	1	0	0	0	0	24	141	
1530-1545	0	0	0	0	0	0	0	0	46	9	2	0	0	0	0	57	55	5	0	0	2	1	0	63	23	0	0	0	0	0	23	143	
1545-1600	0	0	0	0	0	0	0	0	33	4	0	0	2	0	0	39	46	9	0	0	2	0	0	57	29	3	0	0	2	0	34	130	
Hourly Total	0	0	0	0	0	0	0	0	154	23	5	0	2	0	0	184	227	20	0	0	9	1	0	257	96	4	0	0	2	0	102	543	
1600-1615	0	0	0	0	0	0	0	0	38	3	0	0	1	0	0	42	71	4	0	0	0	1	0	76	23	0	0	0	0	0	23	141	
1615-1630	0	0	0	0	0	0	0	0	52	3	0	0	0	0	0	55	55	5	0	0	3	1	1	65	21	1	0	0	0	0	22	142	
1630-1645	0	0	0	0	0	0	0	0	36	3	1	0	0	0	0	40	67	2	1	0	1	0	0	71	19	1	0	0	0	0	21	132	
1645-1700	0	0	0	0	0	0	0	0	34	1	0	0	1	0	0	36	71	4	0	0	2	1	0	78	22	0	0	0	1	0	23	137	
Hourly Total	0	0	0	0	0	0	0	0	160	10	1	0	2	0	0	173	264	15	1	0	6	3	1	290	85	2	0	0	2	0	89	552	
1700-1715	0	0	0	0	0	0	0	0	42	3	0	0	0	0	0	45	73	2	0	0	5	0	0	80	14	2	0	0	0	1	17	142	
1715-1730	0	0	0	0	0	0	0	0	44	5	0	0	0	0	0	49	64	8	0	0	2	0	0	74	22	3	0	0	1	1	27	150	
1730-1745	0	0	0	0	0	0	0	0	39	1	1	0	0	0	0	41	55	4	0	0	2	0	0	61	26	3	0	0	0	0	29	131	
1745-1800	0	0	0	0	0	0	0	0	39	2	0	0	1	0	0	42	53	4	0	0	1	2	0	60	14	1							







<b>Total</b>	<b>2579</b>	<b>253</b>	<b>31</b>	<b>3</b>	<b>136</b>	<b>21</b>	<b>7</b>	<b>3030</b>
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<b>1166</b>	<b>95</b>	<b>19</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1292</b>
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<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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<b>949</b>	<b>108</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1077</b>
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<b>5399</b>
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Arm D - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	4	0	2	0	0	0	0	6
0715-0730	4	1	0	0	0	0	0	5
0730-0745	4	2	1	0	1	0	0	8
0745-0800	9	2	0	0	3	0	0	14
<b>Hourly Total</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>33</b>
0800-0815	10	3	0	0	0	0	0	13
0815-0830	24	2	2	0	1	0	0	29
0830-0845	20	2	0	0	1	0	0	23
0845-0900	38	2	0	0	1	0	0	41
<b>Hourly Total</b>	<b>92</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>106</b>
0900-0915	38	0	1	0	1	0	0	40
0915-0930	21	0	0	0	0	0	0	21
0930-0945	12	1	0	0	0	0	0	13
0945-1000	16	4	0	0	1	0	0	21
<b>Hourly Total</b>	<b>87</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>95</b>
1000-1015	15	2	0	0	0	0	0	17
1015-1030	19	0	0	0	0	0	0	19
1030-1045	18	3	0	0	0	0	0	21
1045-1100	25	4	0	0	0	0	0	29
<b>Hourly Total</b>	<b>77</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>
1100-1115	11	2	0	0	1	0	0	14
1115-1130	15	1	1	0	0	0	0	17
1130-1145	19	2	0	0	0	0	0	21
1145-1200	23	1	0	0	0	0	0	24
<b>Hourly Total</b>	<b>68</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>76</b>
1200-1215	21	1	1	0	0	0	0	23
1215-1230	12	0	0	0	0	0	0	12
1230-1245	18	1	1	0	0	0	0	20
1245-1300	13	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>64</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
1300-1315	16	1	0	1	0	0	0	18
1315-1330	17	1	0	0	0	0	0	18
1330-1345	16	3	0	0	0	0	0	19
1345-1400	25	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>74</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
1400-1415	13	1	1	0	0	0	0	15
1415-1430	15	1	2	0	0	0	0	18
1430-1445	18	1	0	0	1	0	0	20
1445-1500	14	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>60</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>67</b>
1500-1515	16	4	0	0	0	0	0	20
1515-1530	38	2	0	0	0	0	0	40
1530-1545	28	2	0	0	1	0	0	31
1545-1600	12	2	0	0	0	0	0	14
<b>Hourly Total</b>	<b>94</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>105</b>
1600-1615	24	0	0	0	0	1	0	25
1615-1630	16	1	0	0	0	0	0	17
1630-1645	19	1	0	0	0	0	0	20
1645-1700	18	3	0	0	0	0	0	21
<b>Hourly Total</b>	<b>77</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>83</b>
1700-1715	17	0	0	0	0	0	0	17
1715-1730	19	0	0	0	0	0	0	19
1730-1745	16	0	0	0	0	0	0	16
1745-1800	20	0	0	0	0	0	0	20
<b>Hourly Total</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>
1800-1815	15	2	0	0	0	0	0	17
1815-1830	12	0	0	0	0	0	0	12
1830-1845	9	2	0	0	0	0	0	11
1845-1900	13	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>

Arm D - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
28	6	0	0	0	1	0	0	45
45	10	3	1	2	0	0	0	61
47	9	3	0	4	0	0	0	63
62	13	0	0	1	0	0	0	76
<b>192</b>	<b>38</b>	<b>6</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>245</b>
50	7	1	0	0	0	0	0	58
67	4	1	0	0	0	0	0	72
52	12	1	0	1	0	0	0	66
48	7	2	0	0	0	0	0	57
<b>217</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>253</b>
64	6	2	0	0	0	0	0	72
55	8	1	0	0	0	0	0	64
56	6	1	0	0	0	0	0	63
54	7	2	0	0	0	0	0	59
<b>229</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258</b>
51	8	0	0	0	0	0	0	59
26	6	0	0	0	0	0	0	38
33	4	1	0	0	0	0	0	38
49	3	0	0	0	0	0	0	52
<b>159</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>
37	7	1	1	0	0	0	0	46
35	6	3	1	0	1	0	0	46
47	4	2	0	0	0	0	0	53
48	4	1	0	0	0	0	0	53
<b>167</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>198</b>
60	4	2	0	0	0	0	0	66
53	7	0	0	0	0	0	0	60
40	2	0	0	0	0	0	0	42
60	7	0	0	0	0	0	0	67
<b>213</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>
48	3	1	0	0	0	0	0	52
62	6	1	1	0	0	0	0	70
65	3	0	0	0	0	0	0	68
44	5	0	0	0	0	0	0	49
<b>219</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>239</b>
38	4	1	1	1	0	0	0	45
45	3	0	0	2	1	0	0	51
45	9	2	0	0	0	0	0	56
43	4	0	0	1	0	0	0	48
<b>171</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>200</b>
51	2	1	0	1	0	0	0	55
39	6	0	0	1	0	0	0	46
47	3	0	0	0	0	0	0	50
53	4	0	0	0	0	0	0	57
<b>190</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208</b>
53	2	1	0	0	0	0	0	56
58	6	2	0	0	0	0	0	66
55	3	0	0	0	0	0	0	58
59	4	0	0	0	0	0	0	63
<b>225</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>
48	1	0	0	0	0	0	0	49
50	3	0	0	0	0	0	0	53
45	1	0	0	0	1	0	0	47
45	0	1	0	1	0	0	0	47
<b>188</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>196</b>
53	1	0	0	0	0	0	0	54
39	1	0	0	0	0	0	0	40
26	4	0	0	0	0	0	0	30
38	1	0	0	0	0	0	0	39
<b>156</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163</b>

Arm D - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
19	1	0	0	0	0	0	0	20
9	1	0	0	0	0	0	0	10
10	1	0	0	1	0	0	0	12
24	6	0	0	0	0	0	0	30
<b>62</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>
13	2	0	0	0	0	0	0	15
23	3	0	0	0	0	0	0	26
26	0	1	0	0	0	0	0	27
26	1	0	0	1	0	0	0	28
<b>88</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>
30	1	0	0	0	0	0	0	31
24	0	1	0	0	0	0	0	25
16	2	0	0	0	0	0	0	18
15	0	1	0	0	0	0	0	16
<b>85</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>
12	5	0	0	0	0	0	0	17
17	1	0	0	0	0	0	0	18
24	1	1	0	0	0	0	0	26
20	1	0	0	0	0	0	0	21
<b>73</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
21	3	0	0	0	0	0	0	24
11	2	0	0	0	0	0	0	13
28	3	1	0	0	0	0	0	32
19	2	0	0	0	0	0	0	21
<b>79</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>
19	0	0	0	0	0	0	0	19
23	1	1	0	0	0	0	0	25
19	2	0	0	0	0	0	0	21
11	2	1	0	0	0	0	0	14
<b>72</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>
21	2	0	0	0	0	0	0	23
16	0	0	0	0	0	1	0	17
13	0	1	0	0	0	0	0	14
17	2	0	0	0	0	0	0	19
<b>67</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>73</b>
15	0	0	0	0	0	0	0	15
13	0	1	0	0	0	0	0	14
27	2	1	0	0	0	0	0	30
16	1	1	0	0	0	0	0	18
<b>71</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>				

<b>Total</b>	<b>835</b>	<b>63</b>	<b>12</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>924</b>
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<b>2326</b>	<b>232</b>	<b>37</b>	<b>5</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>2619</b>
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<b>904</b>	<b>65</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>985</b>
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<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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<b>4528</b>
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	38	8	1	0	2	0	0	49
0715-0730	35	23	2	0	2	2	0	63
0730-0745	42	7	1	0	3	0	0	53
0745-0800	51	14	2	0	4	0	0	71
Hourly Total	166	51	6	0	11	2	0	236
0800-0815	56	11	0	0	6	0	0	73
0815-0830	83	13	1	1	2	1	0	101
0830-0845	70	7	0	0	3	0	0	80
0845-0900	82	11	0	0	5	1	0	99
Hourly Total	291	42	1	1	16	2	0	353
0900-0915	88	13	6	0	3	0	0	110
0915-0930	86	15	2	1	4	0	0	108
0930-0945	86	5	0	0	3	0	0	95
0945-1000	82	14	4	0	5	0	0	105
Hourly Total	342	48	12	1	15	0	0	418
1000-1015	97	14	0	0	5	0	0	116
1015-1030	92	13	2	0	4	0	0	111
1030-1045	119	12	1	0	1	0	0	133
1045-1100	108	13	3	0	6	0	0	130
Hourly Total	416	52	6	0	16	0	0	490
1100-1115	122	9	1	1	3	1	0	137
1115-1130	125	14	2	0	3	1	0	145
1130-1145	123	12	3	0	2	0	1	141
1145-1200	121	8	2	0	6	0	0	137
Hourly Total	491	43	8	1	14	2	1	560
1200-1215	107	5	4	0	4	0	0	120
1215-1230	127	10	2	2	3	0	0	144
1230-1245	132	8	1	0	1	0	0	142
1245-1300	104	14	3	0	5	0	0	126
Hourly Total	470	37	10	2	13	0	0	532
1300-1315	101	21	2	0	5	1	0	130
1315-1330	131	11	0	0	3	0	0	145
1330-1345	122	12	1	0	1	0	0	136
1345-1400	106	12	2	0	7	0	0	127
Hourly Total	460	56	5	0	16	1	0	538
1400-1415	118	8	3	0	2	2	0	133
1415-1430	105	6	3	0	6	1	0	121
1430-1445	101	8	1	0	2	0	0	112
1445-1500	103	15	6	0	5	0	0	129
Hourly Total	427	37	13	0	15	3	0	495
1500-1515	121	5	1	0	2	0	0	129
1515-1530	124	12	2	0	3	0	0	141
1530-1545	124	14	2	0	2	1	0	143
1545-1600	108	16	0	0	6	0	0	130
Hourly Total	477	47	5	0	13	1	0	543
1600-1615	132	7	0	0	1	1	0	141
1615-1630	128	9	0	0	3	1	1	142
1630-1645	122	6	2	0	2	0	0	132
1645-1700	127	5	0	0	4	1	0	137
Hourly Total	509	27	2	0	10	3	1	552
1700-1715	129	7	0	0	5	1	0	142
1715-1730	130	16	0	0	3	1	0	150
1730-1745	120	8	1	0	2	0	0	131
1745-1800	106	7	0	0	3	2	0	118
Hourly Total	485	38	1	0	13	4	0	541
1800-1815	130	9	0	0	2	1	1	143
1815-1830	105	4	0	0	4	0	0	113
1830-1845	92	4	0	0	6	3	0	105
1845-1900	85	5	0	0	2	0	0	92
Hourly Total	412	22	0	0	14	4	1	453

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	40	8	0	0	0	0	0	38
0715-0730	24	10	2	0	1	0	0	37
0730-0745	40	8	1	0	0	0	0	49
0745-0800	60	14	0	2	0	0	0	76
Hourly Total	164	40	3	2	1	0	0	210
0800-0815	104	20	2	0	2	1	0	129
0815-0830	86	16	1	0	5	0	0	108
0830-0845	95	10	1	1	2	0	0	109
0845-0900	99	19	4	0	1	0	1	124
Hourly Total	384	65	8	1	10	1	1	470
0900-0915	84	13	2	1	1	0	0	101
0915-0930	77	16	4	0	1	0	1	99
0930-0945	69	14	5	4	1	1	0	94
0945-1000	81	9	1	0	1	0	0	92
Hourly Total	311	52	12	5	4	1	1	386
1000-1015	77	15	3	1	1	0	0	97
1015-1030	88	9	4	0	0	0	0	101
1030-1045	85	17	2	1	0	4	0	109
1045-1100	105	18	2	0	2	3	0	130
Hourly Total	355	59	11	2	3	7	0	437
1100-1115	75	18	1	0	1	2	0	97
1115-1130	85	12	4	0	0	0	0	101
1130-1145	104	14	2	0	0	0	0	120
1145-1200	92	13	4	0	0	0	0	109
Hourly Total	356	57	11	0	1	2	0	427
1200-1215	116	17	6	1	1	0	0	141
1215-1230	106	9	1	0	0	0	0	116
1230-1245	103	8	2	2	0	0	0	115
1245-1300	93	11	1	0	2	0	0	107
Hourly Total	418	45	10	3	3	0	0	479
1300-1315	92	17	3	0	1	0	0	113
1315-1330	105	17	2	0	0	2	0	126
1330-1345	120	12	4	2	0	0	0	138
1345-1400	88	12	1	0	0	0	0	101
Hourly Total	405	58	10	2	1	2	0	478
1400-1415	98	12	5	0	1	0	0	116
1415-1430	118	9	2	0	0	1	0	130
1430-1445	108	15	2	0	0	1	0	126
1445-1500	123	15	2	0	0	0	0	140
Hourly Total	447	51	11	0	1	2	0	512
1500-1515	140	15	1	0	5	0	0	161
1515-1530	117	12	3	0	2	0	0	134
1530-1545	139	11	1	0	1	0	0	152
1545-1600	143	6	3	1	0	1	0	154
Hourly Total	539	44	8	1	8	1	0	601
1600-1615	127	8	3	0	1	0	0	139
1615-1630	104	11	1	0	0	1	0	117
1630-1645	128	7	1	0	1	3	0	140
1645-1700	130	11	2	0	0	0	0	143
Hourly Total	489	37	7	0	2	4	0	539
1700-1715	123	5	1	0	0	0	0	129
1715-1730	96	7	0	0	1	0	0	104
1730-1745	111	8	0	0	0	0	0	119
1745-1800	93	7	0	0	0	0	0	100
Hourly Total	423	27	1	0	1	0	0	452
1800-1815	79	3	1	0	0	1	0	84
1815-1830	123	4	0	0	0	0	0	127
1830-1845	82	5	0	0	1	0	0	88
1845-1900	79	3	0	0	1	0	0	83
Hourly Total	363	15	1	0	2	1	0	382

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	30	6	0	0	1	0	0	37
0715-0730	40	10	1	0	0	0	0	51
0730-0745	43	10	1	1	4	0	1	60
0745-0800	48	7	2	0	1	1	0	59
Hourly Total	161	33	4	1	6	1	1	207
0800-0815	84	18	2	0	4	0	0	108
0815-0830	93	12	1	0	2	1	1	110
0830-0845	81	14	4	0	6	0	0	105
0845-0900	107	13	1	0	2	1	1	125
Hourly Total	365	57	8	0	14	2	2	448
0900-0915	114	17	2	0	3	1	0	137
0915-0930	103	9	1	0	2	0	0	115
0930-0945	88	8	2	0	4	1	0	103
0945-1000	78	15	5	0	4	0	0	102
Hourly Total	383	49	10	0	13	2	0	457
1000-1015	90	11	1	1	2	2	0	107
1015-1030	97	15	0	0	3	0	0	115
1030-1045	92	8	2	0	4	1	0	107
1045-1100	112	14	2	0	5	1	0	134
Hourly Total	391	48	5	1	14	4	0	463
1100-1115	88	15	1	0	1	0	0	105
1115-1130	134	9	1	0	3	0	1	148
1130-1145	109	9	4	0	5	2	0	129
1145-1200	94	5	0	0	4	0	0	103
Hourly Total	425	38	6	0	13	2	1	485
1200-1215	114	3	3	0	2	0	0	122
1215-1230	86	6	2	0	4	0	0	98
1230-1245	109	11	0	0	5	0	1	126
1245-1300	87	8	0	0	3	0	1	99
Hourly Total	396	28	5	0	14	0	2	445
1300-1315	104	18	0	0	4	2	0	128
1315-1330	96	11	2	0	1	0	0	110
1330-1345	113	4	1	0	5	1	0	124
1345-1400	101	10	2	0	3	0	0	116
Hourly Total	414	43	5	0	13	3	0	478
1400-1415	101	9	1	0	2	2	0	115
1415-1430	105	9	5	1	3	2	0	125
1430-1445	107	11	4	0	4	2	0	128
1445-1500	109	12	3	0	5	1	0	130
Hourly Total	422	41	13	1	14	7	0	498
1500-1515	111	4	1	1	2	0	0	119

Total	4946	500	69	5	166	22	3	5711
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4654	550	93	16	37	21	2	5373
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4694	456	64	4	147	26	8	5399
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4065	360	60	6	30	6	1	4528
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21011
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	Destination - Arm A							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	30	4	2	0	1	0	0	37
0715-0730	35	8	2	0	1	0	0	46
0730-0745	41	10	3	1	5	0	1	61
0745-0800	49	8	2	0	4	1	0	64
Hourly Total	155	30	9	1	11	1	1	208
0800-0815	66	20	0	0	4	0	0	90
0815-0830	90	13	4	0	2	1	1	111
0830-0845	101	17	3	1	6	0	0	128
0845-0900	130	15	1	0	3	0	1	150
Hourly Total	387	65	8	1	15	1	2	479
0900-0915	144	12	4	0	5	1	0	166
0915-0930	114	8	2	0	1	0	0	125
0930-0945	84	12	2	1	4	1	0	104
0945-1000	100	14	2	0	5	0	0	122
Hourly Total	443	46	10	1	15	2	0	517
1000-1015	100	14	2	0	3	1	0	120
1015-1030	114	12	1	0	3	0	0	130
1030-1045	92	10	2	1	4	1	0	110
1045-1100	113	16	2	0	5	2	0	138
Hourly Total	419	52	7	1	15	4	0	498
1100-1115	96	12	1	0	3	0	0	112
1115-1130	130	10	1	0	3	0	1	145
1130-1145	112	15	2	0	4	2	0	135
1145-1200	98	7	2	0	4	0	0	111
Hourly Total	436	44	6	0	14	2	1	503
1200-1215	117	9	5	0	3	0	0	134
1215-1230	90	5	1	0	3	0	0	99
1230-1245	106	10	2	1	5	0	1	125
1245-1300	85	5	0	0	3	0	1	94
Hourly Total	398	29	8	1	14	0	2	452
1300-1315	99	14	0	1	4	1	0	119
1315-1330	100	13	0	1	1	1	0	115
1330-1345	121	7	1	2	5	1	0	137
1345-1400	112	10	1	0	3	0	0	126
Hourly Total	432	44	2	3	13	3	0	497
1400-1415	102	11	1	0	3	2	0	119
1415-1430	108	7	4	1	2	2	0	124
1430-1445	106	12	2	0	5	3	0	128
1445-1500	118	14	0	0	5	1	0	138
Hourly Total	434	44	7	1	15	8	0	509
1500-1515	113	15	1	1	2	0	0	132
1515-1530	125	12	1	0	4	0	0	142
1530-1545	129	14	1	0	3	0	0	147
1545-1600	110	6	2	0	7	1	0	126
Hourly Total	477	47	5	1	16	1	0	547
1600-1615	121	7	1	0	1	2	1	133
1615-1630	102	6	0	0	4	1	0	113
1630-1645	120	8	0	0	4	0	0	132
1645-1700	119	16	1	0	3	0	0	139
Hourly Total	462	37	2	0	12	3	1	517
1700-1715	109	3	1	0	1	0	0	114
1715-1730	91	6	0	0	4	0	0	101
1730-1745	93	3	0	0	4	0	0	100
1745-1800	114	4	0	0	3	0	0	121
Hourly Total	407	16	1	0	12	0	0	436
1800-1815	84	4	1	0	2	2	0	93
1815-1830	98	8	0	0	2	1	0	109
1830-1845	88	9	0	0	4	0	0	101
1845-1900	73	7	0	0	3	0	0	83
Hourly Total	343	28	1	0	11	3	0	386
Total	4793	482	66	10	163	28	7	5549

	Destination - Arm B							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
56	12	0	0	0	1	0	0	69
73	19	5	1	2	2	0	0	101
77	14	3	0	6	0	0	0	100
92	18	1	0	1	0	0	0	112
Hourly Total	297	63	9	1	9	3	0	382
94	13	3	0	1	0	0	0	111
120	15	1	0	2	0	0	0	138
96	17	1	0	1	0	0	0	115
105	10	3	0	1	1	0	0	120
Hourly Total	415	55	8	0	5	1	0	484
134	14	6	0	0	0	0	0	154
119	14	2	0	1	0	0	0	136
122	8	1	0	1	0	0	0	132
103	14	4	0	2	0	0	0	123
Hourly Total	478	50	13	0	4	0	0	545
117	15	0	1	0	1	0	0	134
86	11	2	0	0	0	0	0	99
105	7	2	0	0	0	0	0	114
127	12	3	0	1	0	0	0	143
Hourly Total	435	45	7	1	1	1	0	490
99	13	2	2	0	0	0	0	116
117	11	3	1	0	1	0	0	133
126	10	4	0	1	0	0	0	141
113	10	1	0	1	0	0	0	125
Hourly Total	455	44	10	3	2	1	0	515
145	6	6	0	0	0	0	0	157
131	13	0	0	1	0	0	0	145
113	9	0	0	0	0	0	0	122
115	14	1	0	1	0	0	0	131
Hourly Total	504	42	7	0	2	0	0	555
127	19	2	0	1	1	0	0	150
139	11	1	1	0	0	0	0	152
145	10	0	0	0	0	0	0	155
112	10	1	0	1	0	0	0	124
Hourly Total	523	50	4	1	2	1	0	581
100	8	5	1	1	1	0	0	116
114	7	4	0	3	1	0	0	129
108	13	4	0	0	0	0	0	125
100	11	3	0	2	0	0	0	116
Hourly Total	422	39	16	1	6	2	0	486
115	6	2	0	1	0	0	0	124
101	17	2	0	1	0	0	0	121
128	12	2	0	0	0	0	0	142
116	11	1	0	2	0	0	0	130
Hourly Total	460	46	7	0	4	0	0	517
132	7	1	0	1	0	0	0	141
140	11	3	0	0	0	0	0	154
116	7	2	0	0	0	0	0	125
114	5	0	0	1	0	0	0	120
Hourly Total	502	30	6	0	2	0	0	540
118	6	0	0	0	0	0	0	124
122	9	1	0	0	0	0	0	132
109	4	1	0	0	1	1	0	116
110	4	1	0	2	0	0	0	117
Hourly Total	459	23	3	0	2	1	1	489
124	3	0	0	0	0	0	1	128
96	2	0	0	0	0	0	0	98
61	6	0	0	1	1	0	0	69
81	2	0	0	1	0	0	0	84
Hourly Total	362	13	0	0	2	1	1	379
Total	5312	500	90	7	41	11	2	5963

	Destination - Arm C							
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
51	6	0	0	2	0	0	0	59
39	19	0	0	2	0	0	0	60
42	7	1	0	2	0	0	0	52
66	18	1	1	4	0	0	0	90
Hourly Total	198	50	2	1	10	0	0	261
70	12	1	0	5	0	0	0	88
86	9	1	1	3	1	0	0	101
86	3	2	0	3	0	0	0	94
95	10	0	0	5	1	0	0	111
Hourly Total	337	34	4	1	16	2	0	394
95	9	2	1	3	0	0	0	110
81	15	4	1	3	0	0	0	104
74	7	0	2	2	0	0	0	85
71	8	4	0	2	0	0	0	85
Hourly Total	321	39	10	4	10	0	0	384
69	16	0	1	5	0	0	0	91
78	11	1	0	4	0	0	0	94
84	16	2	0	1	0	0	0	113
82	13	1	0	5	0	0	0	101
Hourly Total	323	56	4	1	15	0	0	399
104	13	1	0	3	1	0	0	122
95	14	3	0	3	1	0	0	116
112	13	3	0	2	0	1	0	131
97	9	4	0	3	0	0	0	113
Hourly Total	408	49	11	0	11	2	1	482
82	8	2	1	4	0	0	0	97
97	7	3	1	3	0	0	0	111
104	9	2	1	1	0	0	0	117
83	13	2	0	3	0	0	0	101
Hourly Total	366	37	9	3	11	0	0	426
84	13	1	0	5	1	0	0	104
88	9	0	0	3	1	1	0	102
89	8	2	0	1	0	0	0	100
75	11	1	0	4	0	0	0	91
Hourly Total	336	41	4	0	13	2	1	397
84	5	2	0	2	1	0	0	94
74	7	2	0	5	1	0	0	89
84	11	2	0	2	0	0	0	99
81	11	5	0	4	0	0	0	101
Hourly Total	323	34	11	0	13	2	0	383
113	4	1	0	7	0	0	0	125
106	12	0	0	3	1	0	0	122
114	8	1	0	2	1	0	0	126
96	11	1	0	3	0	0	0	111
Hourly Total	429	35	3	0	15	2	0	484
111	5	0	0	0	1	0	0	117
107	8	0	0	3	1	1	0	120
116	4	1	0	1	1	0	0	123
113	6	0	0	2	1	0	0	122
Hourly Total	447	23	1	0	6	4	1	482
115	4	0	0	5	0	0	0	124
105								



Total 0 0 0 0 0 0 0 0

363 29 0 0 14 1 0 407

255 33 12 0 2 2 1 305

712

	Arm B Arm A							Total
	Car	LDV	ODV1	ODV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	1	0	0	0	0	4	4
0730-0745	1	0	0	0	0	0	1	1
0745-0800	1	1	0	0	1	0	3	3
Hourly Total	3	2	0	0	2	1	8	8
0800-0815	2	0	0	0	0	0	2	2
0815-0830	1	3	0	0	1	0	4	4
0830-0845	3	1	0	0	0	0	4	4
0845-0900	6	0	0	0	0	0	6	6
Hourly Total	12	3	0	0	1	0	16	16
0900-0915	10	1	0	0	0	0	11	11
0915-0930	5	2	0	0	1	0	8	8
0930-0945	4	1	0	0	0	0	5	5
0945-1000	5	0	0	0	0	0	5	5
Hourly Total	24	4	0	0	1	0	29	29
1000-1015	6	2	0	0	0	0	8	8
1015-1030	5	1	1	0	1	0	8	8
1030-1045	6	0	0	0	0	0	6	6
Hourly Total	17	3	1	0	1	0	22	22
1045-1100	6	7	0	0	0	0	8	8
Hourly Total	23	5	1	0	1	0	30	30
1100-1115	3	0	0	0	0	1	4	4
1115-1130	6	0	0	0	1	0	7	7
1130-1145	3	0	1	0	0	0	4	4
Hourly Total	7	2	0	0	0	0	9	9
1145-1200	7	2	0	0	0	0	9	9
Hourly Total	21	2	1	0	1	1	26	26
1200-1215	7	2	0	0	0	0	9	9
1215-1230	9	2	0	0	1	0	12	12
1230-1245	5	2	0	0	0	0	7	7
Hourly Total	7	2	0	0	0	0	9	9
1245-1300	7	2	0	0	0	0	9	9
Hourly Total	28	8	0	0	1	0	37	37
1300-1315	7	3	0	0	0	0	10	10
1315-1330	6	1	0	0	1	0	8	8
1330-1345	7	0	0	0	0	0	7	7
Hourly Total	7	2	0	0	0	0	9	9
1345-1400	7	2	0	0	0	0	9	9
Hourly Total	27	6	0	0	1	0	35	35
1400-1415	7	2	0	0	0	0	9	9
1415-1430	9	0	0	0	1	0	10	10
1430-1445	7	0	0	0	0	0	7	7
Hourly Total	9	1	0	0	0	0	10	10
1445-1500	32	3	0	0	1	0	36	36
Hourly Total	16	1	0	0	0	0	17	17
1500-1515	12	2	0	0	0	0	14	14
1515-1530	9	3	0	0	1	1	14	14
Hourly Total	11	1	0	0	0	0	12	12
1545-1600	48	7	0	0	1	1	57	57
Hourly Total	12	0	0	0	0	0	12	12
1600-1615	15	1	0	0	1	0	17	17
1615-1630	8	0	0	0	0	0	8	8
Hourly Total	12	3	0	0	0	0	15	15
1645-1700	47	4	0	0	1	0	52	52
Hourly Total	8	0	0	0	0	0	8	8
1700-1715	11	2	0	0	0	0	13	13
1715-1730	9	1	0	0	1	0	11	11
Hourly Total	9	2	0	0	0	0	11	11
1745-1800	33	5	0	0	1	0	39	39
Hourly Total	6	0	0	0	0	0	6	6
1800-1815	9	1	0	0	0	0	10	10
1815-1830	2	0	0	0	0	0	2	2
Hourly Total	9	0	0	0	1	0	10	10
1845-1900	22	1	0	0	1	0	24	24

	Arm B Arm B							Total
	Car	LDV	ODV1	ODV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0

	Arm B Arm C							Total	
	Car	LDV	ODV1	ODV2	PSV	MC	PC		
0700-0715	34	1	0	0	0	0	0	37	
0715-0730	44	10	2	0	0	1	0	56	
0730-0745	44	8	0	1	0	0	0	54	
0745-0800	74	15	0	1	0	0	0	90	
Hourly Total	190	36	2	2	1	1	0	232	240
0800-0815	170	23	1	0	4	1	0	199	191
0815-0830	90	10	1	0	3	0	0	110	114
0830-0845	103	10	3	1	3	0	0	122	125
0845-0900	133	20	5	1	2	0	0	163	162
Hourly Total	456	63	10	2	12	1	0	544	560
0900-0915	110	16	2	0	1	0	0	129	140
0915-0930	95	26	6	1	1	0	1	130	138
0930-0945	92	20	3	3	0	1	0	109	114
0945-1000	118	13	0	0	1	0	0	132	137
Hourly Total	415	65	11	4	3	1	1	500	529
1000-1015	90	14	5	1	2	0	0	112	120
1015-1030	120	8	3	0	0	0	0	140	148
1030-1045	109	13	2	1	0	5	0	130	136
Hourly Total	317	34	1	0	0	4	0	351	353
1045-1100	460	49	11	2	2	9	0	533	563
1100-1115	107	16	2	0	1	0	0	126	130
1115-1130	110	14	1	0	0	0	0	124	128
1130-1145	138	16	1	0	0	1	0	156	160
Hourly Total	116	12	7	1	0	0	0	136	145
1145-1200	471	58	12	1	1	1	0	544	570
1200-1215	137	11	2	0	1	0	0	151	160
1215-1230	118	11	1	1	0	0	0	130	144
1230-1245	110	11	2	0	0	0	0	123	130
Hourly Total	113	10	2	0	2	0	0	127	136
1245-1300	478	43	7	2	3	0	0	533	570
1300-1315	134	12	0	1	1	0	0	148	158
1315-1330	136	14	3	1	0	1	0	155	164
1330-1345	148	13	2	1	0	1	0	165	172
Hourly Total	118	11	3	0	0	0	0	132	141
1345-1400	536	50	8	3	1	2	0	600	635
1400-1415	136	14	6	0	1	0	0	157	166
1415-1430	145	12	4	1	0	1	0	164	174
1430-1445	128	13	0	0	0	1	0	140	147
Hourly Total	128	13	1	0	0	0	0	142	152
1445-1500	536								





Total 334 28 1 0 2 1 0 366

0004 522 91 14 37 14 3 6745

1 0 0 0 0 0 0 1

7112

	Dirigo Arm A							Total
	Car	LDV	ODV1	ODV2	PSV	MC	PC	
0700-0710	10	2	0	0	0	0	0	12
0710-0720	20	0	0	0	0	0	0	20
0720-0730	0	2	1	0	1	0	0	13
0730-0740	8	0	0	0	0	0	0	8
0740-0750	8	0	0	0	0	0	0	8
Hourly Total	35	5	1	0	1	0	0	42
0800-0810	19	0	1	0	0	0	0	20
0810-0820	0	4	0	0	2	0	0	16
0820-0830	13	1	1	0	0	0	0	15
0830-0840	20	2	0	0	0	0	1	23
0840-0900	61	7	2	0	2	0	1	73
Hourly Total	122	14	4	0	4	0	2	146
0900-0910	0	1	0	0	0	0	0	1
0910-0920	16	3	0	0	2	0	0	21
0920-0930	4	1	0	0	0	0	0	5
0930-1000	45	6	1	0	2	1	0	55
Hourly Total	9	0	0	0	0	0	0	9
1000-1010	15	2	0	0	0	1	0	18
1010-1020	12	0	1	0	1	0	0	14
1020-1030	10	1	0	0	0	0	0	11
1030-1100	42	3	1	0	1	1	0	48
Hourly Total	14	2	0	0	0	0	0	16
1100-1110	11	1	0	0	1	0	0	13
1110-1120	20	1	0	0	0	0	0	21
1120-1200	4	1	0	0	0	0	0	5
Hourly Total	49	7	0	0	1	0	0	57
1200-1210	18	3	2	0	0	0	0	23
1210-1220	12	0	0	0	0	0	0	12
1220-1245	25	1	1	0	1	0	0	28
1245-1300	32	2	1	0	0	0	0	35
Hourly Total	67	6	4	0	1	0	0	78
1300-1310	15	2	0	0	0	0	0	17
1310-1320	19	1	1	0	0	0	0	21
1320-1345	10	0	0	0	1	0	0	11
1345-1400	7	3	0	0	0	0	0	10
Hourly Total	51	6	1	0	1	0	0	59
1400-1410	4	0	0	0	0	0	0	4
1410-1420	14	1	0	0	1	0	0	16
1420-1445	12	4	0	0	0	0	0	16
1445-1500	15	2	1	0	0	0	0	18
Hourly Total	45	7	1	0	1	0	0	54
1500-1510	22	0	1	0	2	0	0	25
1510-1520	17	2	0	0	0	0	0	19
1520-1545	5	1	0	0	1	0	0	7
1545-1600	8	2	0	0	0	0	0	10
Hourly Total	52	5	1	0	3	0	0	61
1600-1610	15	1	0	0	0	0	0	16
1610-1620	21	2	0	0	0	0	0	23
1620-1645	16	0	0	0	0	1	0	17
1645-1700	20	2	0	0	1	0	0	23
Hourly Total	72	5	0	0	1	1	0	79
1700-1710	13	1	0	0	0	0	0	14
1710-1720	13	0	0	0	0	0	0	13
1720-1745	16	0	0	0	1	0	0	17
1745-1800	10	1	0	0	0	0	0	11
Hourly Total	52	2	0	0	1	0	0	55
1800-1810	13	0	0	0	0	0	0	13
1810-1820	11	0	0	0	0	0	0	11
1820-1845	11	2	0	0	1	0	0	14
1845-1900	12	1	0	0	0	0	0	13
Hourly Total	47	3	0	0	1	0	0	51

	Dirigo Arm B							Total
	Car	LDV	ODV1	ODV2	PSV	MC	PC	
0700-0710	35	1	0	0	0	0	0	37
0710-0720	27	11	2	0	2	0	0	42
0720-0730	45	8	0	1	0	0	0	54
0730-0740	75	16	0	1	1	0	0	93
0740-0750	122	23	2	2	3	2	0	140
Hourly Total	192	38	6	4	6	2	0	228
0800-0810	120	17	2	0	1	0	0	140
0810-0820	200	38	6	2	2	0	1	228
0820-0830	208	11	3	1	3	0	0	226
0830-0840	141	20	5	1	2	0	0	169
0840-0900	468	66	10	2	13	1	0	560
Hourly Total	120	17	2	0	1	0	0	140
0900-0910	96	16	5	1	2	0	0	120
0910-0920	134	9	4	0	3	0	0	148
0920-0930	95	11	3	3	0	1	0	114
0930-1000	123	11	0	0	1	0	0	137
Hourly Total	439	69	11	4	4	1	1	529
1000-1010	96	16	5	1	2	0	0	120
1010-1020	134	9	4	0	3	0	0	148
1020-1030	155	13	2	1	0	5	0	176
1030-1100	138	16	1	0	0	4	0	159
Hourly Total	483	54	12	2	3	9	0	561
1100-1110	110	16	2	0	3	1	0	130
1110-1120	128	14	3	0	3	1	0	149
1120-1145	141	16	2	0	0	1	0	160
1145-1200	123	14	7	1	0	0	0	145
Hourly Total	492	60	13	1	2	2	0	570
1200-1210	144	13	2	0	1	0	0	160
1210-1220	127	13	1	2	1	0	0	144
1220-1245	115	13	2	0	0	0	0	130
1245-1300	120	12	2	0	2	0	0	136
Hourly Total	506	51	7	2	4	0	0	570
1300-1310	141	15	0	1	1	0	0	158
1310-1320	142	15	3	1	1	1	1	164
1320-1345	155	13	2	1	0	1	0	172
1345-1400	125	13	3	0	0	0	0	141
Hourly Total	563	56	8	3	2	2	1	635
1400-1410	143	16	6	0	1	0	0	166
1410-1420	155	12	4	1	3	1	0	174
1420-1445	133	13	0	0	0	1	0	147
1445-1500	137	14	1	0	0	0	0	152
Hourly Total	568	55	11	1	2	2	0	639
1500-1510	180	11	3	0	5	0	0	199
1510-1520	160	18	0	1	3	1	0	181
1520-1545	169	17	1	1	2	1	0	191
1545-1600	154	8	3	0	0	1	0	166
Hourly Total	663	64	7	2	8	3	0	737
1600-1610	152	14	1	0	1	0	0	169
1610-1620	155	12	1	0	1	0	0	169
1620-1645	137	7	2	0	1	0	0	147
1645-1700	150	18	1	0	0	1	0	170
Hourly Total	574	51	5	0	3	2	0	635
1700-1710	147	6	1	0	0	0	0	154
1710-1720	157	9	0	0	1	0	0	167
1720-1745	135	10	0	0	1	0	0	146
1745-1800	111	11	1	0	0	0	0	123
Hourly Total	510	36	2	0	2	0	0	550
1800-1810	122	2	0	0	0	0	0	124
1810-1820	103	10	0	0	0	0	0	113
1820-1845	90	3	0	0	1	1	0	95
1845-1900	90	2	0	0	2	0	0	94
Hourly Total	409	17	0	0	3	1	0	430

	Dirigo Arm C							Total
	Car	LDV	ODV1	ODV2	PSV	MC	PC	
0700-0710	47	7	0	0	0	0	0	55
0710-0720	62	19	2	0	0	0	0	82
0720-0730	87	8	3	0	0	0	0	98
0730-0740	85	19	5	0	2	0	0	111
0740-0750	261	54	11	1	7	3	0	337
Hourly Total	47	7	0	0	0	0	0	55
0800-0810	82	14	3	1	1	1	0	101
0810-0820	123	13	3	1	2	0	0	139
0820-0830	85	19	2	0	1	1	0	111
0830-0840	104	8	3	1	2	1	0	117
0840-0900	397	50	10	3	6	2	0	468
Hourly Total	124	17	4	0	0	0	0	145
0900-0910	213	26	6	0	2	0	0	248
0910-0920	142	12	2	0	0	0	0	156
0920-0930	118	15	3	1	1	0	0	138
0930-1000	502	60	15	1	3	0	0	581
Hourly Total	130	12	3	1	0	2	0	148
1000-1010	134	11	2	0	0	1	0	148
1010-1020	119	12	1	0	0	0	0	132
1020-1030	138	14	1	0	1	0	0	154
1030-1100	503	49	7	1	1	3	0	564
Hourly Total	130	11	1	2	0	0	0	144
1100-1110	148	14	3	0	0	1	0	166
1110-1120	142	9	5	0	1	1	0	158
1120-1145	161	14	2	0	1	0	0	178
Hourly Total	581	46	12	2	2	2	0	645
1200-1210	156	8	4	0	0	0	0	168
1210-1220	167	20	1	0	1	0	0	189
1220-1245	152	13	0	0	0	0	0	165
1245-1300	141	15	2	1	1	0	0	160
Hourly Total	616	56	7	1	2	0	0	682
1300-1310	140	19	1	0	0	0	0	160
1310-1320	150	12	1	0	0	0	0	163
1320-1345	200	13	1	0	0	0	0	214
1345-1400	168	9	0	2	2	1	0	182
Hourly Total	667	53	3	2	2	1	0	728
1400-1410	151	15	0	1	1	1	0	169
1410-1420	157	7	1	0	3	1	0	169
1420-1445	157	13	2	1	0	0	0	173
1445-1500	136	13	5	0	2	0	0	156
Hourly Total	601	48	8	2	6	2	0	667
1500-1510	157	12	3	0	1	0	0	173
1510-1520	128	15	2	0	1	0	0	146
1520-1545	167	14	2	0	0	0	0	183
1545-1600	160	8	3	0	2	1	0	183
Hourly Total	621	49	10	0	4	1	0	685</

Total 018 02 12 0 16 3 1 712

	Destination - Arm A							Total
	Car	LVV	ODV1	ODV2	PSV	MC	PC	
0700-0711	1	0	0	0	0	0	0	1
0715-0729	1	1	0	0	1	0	0	3
0730-0744	2	0	0	0	1	0	0	3
0745-0800	2	1	0	0	1	0	0	4
Hourly Total	8	2	0	0	3	1	0	14
0800-0813	3	1	0	0	0	0	0	4
0815-0830	5	3	0	0	1	0	0	9
0830-0845	9	3	0	0	0	0	0	12
0845-0900	14	1	0	0	0	0	0	15
Hourly Total	31	8	0	0	1	0	0	40
0900-0915	16	1	0	0	0	0	0	17
0915-0930	9	2	0	0	1	0	0	12
0930-0945	10	1	0	0	0	0	0	11
0945-1000	11	2	0	0	0	0	0	13
Hourly Total	46	6	0	0	1	0	0	53
1000-1015	10	3	0	0	0	1	0	14
1015-1030	13	2	1	0	1	0	0	17
1030-1045	15	0	0	0	0	0	0	15
1045-1100	10	3	0	0	0	0	0	13
Hourly Total	48	8	1	0	1	1	0	59
1100-1115	11	1	0	0	0	1	0	13
1115-1130	11	0	0	0	1	0	0	12
1130-1145	12	0	1	0	0	0	0	13
1145-1200	11	2	0	0	0	0	0	13
Hourly Total	45	3	1	0	1	1	0	51
1200-1215	15	2	0	0	0	0	0	17
1215-1230	18	4	0	0	1	0	0	23
1230-1245	14	3	0	0	0	0	0	17
1245-1300	14	4	0	0	0	0	0	18
Hourly Total	61	13	0	0	1	0	0	75
1300-1315	19	4	0	0	0	0	0	23
1315-1330	14	1	0	0	1	0	1	17
1330-1345	15	1	0	0	0	0	0	16
1345-1400	21	2	0	0	0	0	0	23
Hourly Total	69	8	0	0	1	0	1	79
1400-1415	15	4	0	0	0	0	0	19
1415-1430	13	0	0	0	1	0	0	14
1430-1445	11	1	0	0	0	0	0	12
1445-1500	14	1	0	0	1	0	0	16
Hourly Total	53	6	0	0	2	0	0	61
1500-1515	25	1	0	0	0	0	0	26
1515-1530	15	4	0	0	0	0	0	19
1530-1545	22	3	0	0	1	1	0	27
1545-1600	21	1	0	0	0	0	0	22
Hourly Total	83	9	0	0	1	1	0	94
1600-1615	22	1	0	0	0	0	0	23
1615-1630	26	1	0	0	1	0	0	28
1630-1645	22	0	0	0	0	0	0	22
1645-1700	23	3	0	0	0	0	0	26
Hourly Total	93	5	0	0	1	0	0	99
1700-1715	22	1	0	0	0	0	0	23
1715-1730	22	3	0	0	0	0	0	25
1730-1745	13	2	0	0	1	0	0	16
1745-1800	11	1	1	0	0	0	0	13
Hourly Total	70	9	1	0	1	0	0	81
1800-1815	13	0	0	0	0	0	0	13
1815-1830	19	1	0	0	0	0	0	20
1830-1845	5	0	0	0	0	0	0	5
1845-1900	10	0	0	0	1	0	0	11
Hourly Total	47	1	0	0	1	0	0	49

Total 654 78 3 0 15 4 1 755

5868 607 88 19 49 25 2 6658

	Destination - Arm B							Total
	Car	LVV	ODV1	ODV2	PSV	MC	PC	
0700-0711	53	8	0	0	0	1	0	62
0715-0729	87	18	3	0	0	2	0	99
0730-0744	72	10	3	0	3	0	0	90
0745-0800	80	19	5	0	2	0	0	116
Hourly Total	282	56	11	1	7	3	0	360
0800-0813	91	13	3	1	1	0	0	109
0815-0830	126	12	2	1	3	0	0	144
0830-0845	89	18	2	0	1	1	0	111
0845-0900	106	7	3	1	2	1	0	120
Hourly Total	412	50	10	3	7	2	0	484
0900-0915	128	17	4	0	0	1	0	150
0915-0930	120	17	6	0	2	0	0	145
0930-0945	145	13	2	0	2	0	0	162
0945-1000	116	14	3	1	1	0	0	135
Hourly Total	509	61	15	1	5	1	0	592
1000-1015	130	11	3	1	0	1	0	146
1015-1030	146	10	2	0	0	1	0	159
1030-1045	155	12	1	0	1	0	0	169
1045-1100	138	13	1	0	1	0	0	153
Hourly Total	499	46	7	1	2	2	0	557
1100-1115	128	10	1	2	0	0	0	141
1115-1130	121	12	2	0	0	0	0	135
1130-1145	142	9	5	0	1	1	0	158
1145-1200	159	14	2	0	1	0	0	176
Hourly Total	580	45	12	2	3	2	0	644
1200-1215	159	9	4	0	0	0	0	172
1215-1230	165	18	1	0	1	0	0	185
1230-1245	162	13	0	0	1	0	0	176
1245-1300	162	14	2	1	1	0	0	180
Hourly Total	628	54	7	1	3	0	0	693
1300-1315	138	18	1	0	0	0	0	157
1315-1330	163	12	1	0	0	0	0	176
1330-1345	199	12	1	0	1	0	0	213
1345-1400	157	11	0	2	2	1	0	173
Hourly Total	657	53	3	2	3	1	0	719
1400-1415	143	13	0	1	1	1	0	159
1415-1430	164	8	1	0	4	1	0	178
1430-1445	159	14	2	1	0	0	0	176
1445-1500	160	13	5	0	1	0	0	180
Hourly Total	606	48	8	2	6	2	0	672
1500-1515	161	12	3	0	2	0	0	178
1515-1530	134	15	2	0	1	0	0	152
1530-1545	155	15	2	0	1	0	0	173
1545-1600	163	10	3	0	2	1	0	179
Hourly Total	613	52	10	0	6	1	0	682
1600-1615	161	10	1	1	1	0	0	174
1615-1630	154	12	1	0	0	0	0	167
1630-1645	141	8	1	0	0	0	0	150
1645-1700	135	8	1	0	2	0	0	147
Hourly Total	591	39	4	1	3	0	0	638
1700-1715	154	9	1	0	0	0	0	164
1715-1730	149	11	1	0	0	0	0	161
1730-1745	153	4	1	0	1	1	1	161
1745-1800	120	6	0	0	2	0	0	130
Hourly Total	582	30	3	0	3	1	1	620
1800-1815	141	6	0	0	0	0	1	148
1815-1830	139	1	0	0	0	0	0	140
1830-1845	96	7	1	0	2	0	1	107
1845-1900	117	3	0	0	1	0	0	121
Hourly Total	468	17	1	0	3	0	2	491

6427 551 91 14 51 15 3 7152

6399 590 92 14 39 15 3 7112

	Destination - Arm C							Total
	Car	LVV	ODV1	ODV2	PSV	MC	PC	
0700-0711	37	4	0	0	0	0	0	41
0715-0729	47	13	2	0	2	0	0	64
0730-0744	47	9	1	1	0	0	0	58
0745-0800	76	15	0	1	0	0	0	92
Hourly Total	199	39	3	2	1	1	0	245
0800-0813	129	23	2	0	4	1	0	159
0815-0830	96	12	1	0	4	0	0	113
0830-0845	111	10	4	1	3	0	0	129
0845-0900	145	20	5	1	2	0	1	174
Hourly Total	483	65	12	2	13	1	1	577
0900-0915	112	17	3	0	1	0	0	133
0915-0930	96	12	6	0	2	0	0	116
0930-0945	99	12	3	3	0	1	0	118
0945-1000	124	13	0	0	1	0	0	138
Hourly Total	431	68	12	4	3	1	1	520
1000-1015	95	14	5	1	2	0	0	117
1015-1030	124	10	3	0	0	1	0	140
1030-1045	116	13	3	1	0	5	0	138
1045-1100	138	15	1	0	0	4	0	156
Hourly Total	481	52	12	2	2	10	0	559
1100-1115	115	18	2	0	1	0	0	136
1115-1130	111	15	2	0	0	0	0	128
1130-1145	149	17	1	0	0	1	0	168
1145-1200	118	15	7	1	0	0	0	141
Hourly Total	497	65	12	1	1	1	0	577
1200-1215	144	13	4	0	1	0	0	162
1215-1230	123	11	1	2	0	0	0	137
1230-1245	118	11	3	0	0	0	0	130
1245-1300	117	11	3	0	2	0	0	133
Hourly Total	500	46	11	2	3	0	0	562
1300-1315	139	14	0	1	1	0	0	155
1315-1330	141	15	4	1	0	1	0	166
1330-1345	151	13	2	1	0	1	0	168
1345-1400	122	12	3	0	0	0	0	137
Hourly Total	555	54	9	3	1	2	0	624
1400-1415	140	14	6	0	1	0	0	161
1415-1430	149	12	4	1	0	1	0	167
1430-1445	132	15	0	0	0	1	0	148
1445-1500	134	15	2	0	0	0	0	151
Hourly Total	555	56	12	1	1	2	0	627
1500-1515	173	10	4	0	6	0	0	193
1515-1530	156	16	0	1	2	1	0	175
1530-1545	164	14	1	1	1	0	0	181
1545-1600	147	7	3	0	0	1	0	158
Hourly Total	640	47	8	2	8	2	0	707
1600-1615	146	14	1	0	1	1	0	163
1615-1630	139	12	1	0	0	0	0	151
1630-1645	138	7	2					



	Arm A - Arm A							Arm A - Arm B							Arm A - Arm C							Arm A - Arm D							Arm Total					
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2		PSV	MC	PC	Total	
0700-0715	0	0	0	0	0	0	0	0	64	14	3	5	0	0	0	86	41	2	0	0	0	0	0	0	14	10	1	0	1	0	0	0	12	112
0715-0730	0	0	0	0	0	0	0	0	69	19	3	4	0	0	0	95	13	5	1	0	0	0	0	19	14	4	0	0	0	0	0	18	132	
0730-0745	0	0	0	0	0	0	0	0	96	10	3	4	0	2	0	115	13	4	1	1	0	0	0	19	20	3	1	0	0	0	0	24	158	
0745-0800	0	0	0	0	0	0	0	0	94	14	2	1	0	1	0	112	27	4	0	1	0	0	0	32	27	4	0	1	0	0	0	32	176	
Hourly Total	0	0	0	0	0	0	0	0	323	57	11	14	0	3	0	408	65	15	2	2	0	0	0	84	71	12	1	2	0	0	0	86	578	
0800-0815	0	0	0	0	0	0	0	0	98	9	1	0	0	0	0	108	35	4	0	0	0	0	0	39	49	7	0	0	3	0	0	59	206	
0815-0830	1	0	0	0	0	0	0	1	101	14	2	9	2	0	0	128	52	3	0	0	0	0	0	55	40	3	0	0	0	0	0	43	227	
0830-0845	1	0	0	0	0	0	0	1	90	14	2	4	0	0	0	110	41	6	1	0	0	0	0	48	28	3	1	0	1	0	0	33	192	
0845-0900	1	0	0	0	0	0	0	1	93	12	2	3	1	0	0	111	39	5	0	0	1	0	0	45	48	8	2	0	1	0	0	59	216	
Hourly Total	3	0	0	0	0	0	0	3	382	49	7	16	3	0	0	457	167	18	1	0	1	0	0	187	165	21	3	0	5	0	0	194	841	
0900-0915	0	0	0	0	0	0	0	0	96	12	1	2	0	0	0	101	32	5	0	0	1	0	0	38	34	1	1	0	0	0	0	36	175	
0915-0930	0	0	0	0	0	0	0	0	71	15	3	4	0	0	0	93	32	3	1	0	0	0	0	36	28	6	1	0	0	0	0	35	164	
0930-0945	0	0	0	0	0	0	0	0	83	13	4	5	1	0	0	106	24	1	0	0	0	0	0	25	31	1	1	1	0	0	0	34	165	
0945-1000	0	0	0	0	0	0	0	0	75	10	2	10	0	0	0	97	13	3	1	0	0	0	0	17	38	3	0	0	1	0	0	42	156	
Hourly Total	0	0	0	0	0	0	0	0	315	50	10	21	1	0	0	397	101	12	2	0	1	0	0	116	131	11	3	1	1	0	0	147	660	
1000-1015	0	0	0	0	0	0	0	0	80	7	1	7	0	0	0	95	16	4	1	0	0	0	0	21	23	6	0	0	1	0	0	30	146	
1015-1030	0	1	0	0	0	0	0	1	70	7	2	5	0	0	0	84	21	1	2	0	0	1	0	25	31	0	0	0	0	0	0	31	141	
1030-1045	0	0	0	0	0	0	0	0	99	10	1	7	0	0	0	117	23	3	0	0	0	0	0	26	31	4	0	0	0	0	0	35	178	
1045-1100	0	0	0	0	0	0	0	0	86	9	3	6	1	0	0	105	24	3	3	0	0	1	0	31	33	4	0	0	0	0	0	37	173	
Hourly Total	0	1	0	0	0	0	0	1	335	33	7	25	1	0	0	401	84	11	6	0	0	2	0	103	118	14	0	0	1	0	0	133	638	
1100-1115	1	0	0	0	0	0	0	1	85	7	4	1	0	1	0	98	24	2	0	0	0	0	0	26	24	7	1	0	0	0	0	32	157	
1115-1130	0	0	0	0	0	0	0	0	94	11	4	3	0	0	0	112	20	3	1	0	0	0	0	24	31	6	0	0	0	0	0	37	173	
1130-1145	0	0	0	0	0	0	0	0	87	11	2	3	0	0	0	103	27	5	1	0	0	0	0	33	49	6	1	0	0	0	0	56	192	
1145-1200	0	0	0	0	0	0	0	0	84	11	3	4	0	0	0	102	18	4	0	0	0	0	0	22	32	2	0	0	0	0	0	34	158	
Hourly Total	1	0	0	0	0	0	0	1	350	40	13	11	0	1	0	415	89	14	2	0	0	0	0	105	136	21	2	0	0	0	0	159	680	
1200-1215	0	0	0	0	0	0	0	0	77	12	0	6	0	1	0	96	29	5	0	0	0	0	0	34	42	1	0	0	0	0	0	43	173	
1215-1230	1	0	0	0	0	0	0	1	107	12	2	5	0	0	0	126	34	8	1	0	0	0	0	43	36	2	0	0	0	0	0	38	208	
1230-1245	0	0	0	0	0	0	0	0	106	5	1	3	0	1	0	116	27	2	1	0	0	0	0	30	31	5	2	0	0	0	0	38	184	
1245-1300	1	0	0	0	0	0	0	1	89	10	3	3	0	0	0	105	21	4	0	0	0	0	0	25	32	3	0	0	0	0	0	35	166	
Hourly Total	2	0	0	0	0	0	0	2	379	39	6	17	0	2	0	443	111	19	2	0	0	0	0	132	141	11	2	0	0	0	0	154	731	
1300-1315	0	0	0	0	0	0	0	0	88	14	2	6	0	0	0	110	26	6	0	0	0	0	0	32	39	3	0	0	0	0	0	42	184	
1315-1330	0	0	0	0	0	0	0	0	78	12	2	4	0	0	0	96	40	5	1	0	0	0	0	46	32	2	0	0	0	1	0	35	177	
1330-1345	1	0	0	0	0	0	0	1	99	14	1	0	0	0	0	114	30	5	1	0	0	0	0	36	33	4	0	0	0	0	0	37	188	
1345-1400	0	0	0	0	0	0	0	0	85	19	3	4	0	1	0	112	28	3	2	1	0	0	0	34	27	1	0	0	0	0	0	28	174	
Hourly Total	1	0	0	0	0	0	0	1	350	59	8	14	0	1	0	432	124	19	4	1	0	0	0	148	131	10	0	0	0	1	0	142	723	
1400-1415	0	0	0	0	0	0	0	0	81	10	3	3	0	0	0	99	25	4	0	0	1	0	0	30	31	3	2	0	0	0	0	36	165	
1415-1430	0	0	0	0	0	0	0	0	110	9	2	2	1	1	0	125	26	3	0	0	0	0	0	29	37	2	2	0	0	0	0	41	195	
1430-1445	0	0	0	0	0	0	0	0	102	4	1	7	0	0	0	114	15	2	0	0	0	0	0	17	30	2	0	0	0	0	0	32	163	
1445-1500	0	0	0	0	0	0	0	0	98	17	3	3	0	0	0	121	30	2	0	0	0	0	0	32	38	4	1	0	0	0	0	43	196	
Hourly Total	0	0	0	0	0	0	0	0	393	40	9	15	1	1	0	459	96	11	0	1	0	0	0	108	136	11	5	0	0	0	0	152	719	
1500-1515	1	0	0	0	0	0	0	1	125	9	1	3	3	0	0	141	55	7	0	0	1	0	0	63	45	1	1	0	3	0	0	50	255	
1515-1530	0	0	0	0	0	0	0	0	104	11	2	6	0	0	0	123	31	5	0	0	0	0	0	36	43	5	1	0	1	0	0	50	209	
1530-1545	0	0	0	0	0	0	0	0	134	15	2	3	1	1	1	153	37	3	0	0	0	0	0	40	50	4	0	0	0	1	0	55	248	
1545-1600	0	0	0	0	0	0	0	0	93	10	0	2	0	0	0	105	25	7	2	0	0	0	0	34	38	2	2	0	0	0	0	42	181	
Hourly Total	1	0	0	0	0	0	0	1	456	42	5	14	4	1	0	522	148	22	2	0	1	0	0	173	176	12	4	0	4	1	0	197	893	
1600-1615	1	0	0	0	0	0	0	1	107	9	2	0	0	0	0	119	45	11	0	0	0	0	0	56	46	2	0	0	0	0	0	48	224	
1615-1630	2	0	0	0	0	0	0	2	94	9	0	2	0	0	0	105	39	8	2	0	0	0	0	49	39	3	0	0	0	0	0	42	198	
1630-1645	3	0	0	0	0	0	0	3	106	7	0	3	0	1	0	117	43	4	1	0	0	0	0	48	39	0	1	0	0	0	0	40	208	
1645-1700	2	0	0	0	0	0	0	2	105	5	0	0	0	0	0	110	39	7	0	0	0	0	1	47	35	6	1	0	0	0	0	42	201	
Hourly Total	8	0	0	0	0	0	0	8	412	30	2	5	0	2	0	451	166	30	3	0	0	1	0	200	159	11	2	0	0	0	0	172	831	
1700-1715	0	0	0	0	0	0	0	0	111	8	1	2	0	0	0	122	45	1	0</															





<b>Total</b>	<b>994</b>	<b>146</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1177</b>
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<b>Total</b>	<b>147</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>161</b>
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<b>Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
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<b>Total</b>	<b>528</b>	<b>69</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>624</b>
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<b>Total</b>	<b>1971</b>
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	Arm D - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	9	1	0	0	0	0	0	10
0715-0730	12	6	1	1	0	0	0	20
0730-0745	12	0	0	0	1	0	0	13
0745-0800	24	5	0	0	1	0	0	30
<b>Hourly Total</b>	<b>57</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>73</b>
0800-0815	37	2	2	0	0	0	0	41
0815-0830	47	3	1	0	3	0	0	54
0830-0845	27	7	0	0	0	1	0	35
0845-0900	38	3	0	0	0	1	0	42
<b>Hourly Total</b>	<b>149</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>172</b>
0900-0915	32	4	2	0	0	0	0	38
0915-0930	41	4	3	0	2	0	0	50
0930-0945	38	2	0	0	0	0	0	40
0945-1000	33	2	1	0	0	0	0	36
<b>Hourly Total</b>	<b>144</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>164</b>
1000-1015	33	2	2	1	0	1	0	39
1015-1030	47	2	0	0	0	0	0	49
1030-1045	47	2	1	0	0	0	0	50
1045-1100	39	5	0	0	0	0	0	44
<b>Hourly Total</b>	<b>166</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>182</b>
1100-1115	38	6	1	1	0	0	0	46
1115-1130	45	3	1	1	0	0	0	50
1130-1145	45	1	2	0	1	1	0	50
1145-1200	59	1	1	0	0	0	0	61
<b>Hourly Total</b>	<b>187</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>207</b>
1200-1215	64	3	1	0	0	0	0	68
1215-1230	75	4	0	0	0	0	0	79
1230-1245	70	7	0	0	0	0	0	77
1245-1300	63	5	1	0	0	0	0	69
<b>Hourly Total</b>	<b>272</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>293</b>
1300-1315	46	8	0	0	0	0	0	54
1315-1330	54	6	0	0	0	0	0	60
1330-1345	63	0	1	0	0	0	0	64
1345-1400	56	3	0	0	0	1	0	60
<b>Hourly Total</b>	<b>219</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>238</b>
1400-1415	42	4	0	0	1	0	0	47
1415-1430	62	2	0	0	1	0	0	65
1430-1445	64	5	0	0	0	0	0	69
1445-1500	54	4	4	0	0	0	0	62
<b>Hourly Total</b>	<b>222</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>243</b>
1500-1515	79	3	1	0	1	0	0	84
1515-1530	50	8	0	0	0	0	0	58
1530-1545	63	2	0	0	0	0	0	65
1545-1600	66	4	1	0	0	0	0	71
<b>Hourly Total</b>	<b>258</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>280</b>
1600-1615	71	1	0	0	0	0	0	72
1615-1630	60	3	1	0	0	0	0	64
1630-1645	48	1	0	0	0	0	0	49
1645-1700	53	3	0	0	0	0	0	56
<b>Hourly Total</b>	<b>232</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>
1700-1715	68	4	0	0	0	0	0	72
1715-1730	56	4	1	0	0	0	0	61
1730-1745	44	2	0	0	0	1	0	47
1745-1800	54	0	0	0	0	1	0	55
<b>Hourly Total</b>	<b>222</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>235</b>
1800-1815	49	1	0	0	0	0	0	50
1815-1830	46	0	0	0	0	0	0	46
1830-1845	38	5	0	0	0	0	0	43
1845-1900	38	2	0	0	0	0	0	40
<b>Hourly Total</b>	<b>171</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>179</b>

	Arm D - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
42	6	0	0	0	1	0	0	49
49	10	1	0	0	2	0	0	62
53	11	3	0	2	0	0	0	69
60	8	3	0	2	0	0	0	73
<b>204</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>253</b>
49	10	2	1	0	0	0	0	62
66	9	1	1	0	0	0	0	77
57	10	1	0	1	0	0	0	69
45	4	3	1	2	0	0	0	55
<b>217</b>	<b>33</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263</b>
76	11	2	0	0	0	0	0	89
65	9	3	0	0	0	0	0	77
85	7	2	0	1	0	0	0	95
62	13	2	1	1	0	0	0	77
<b>288</b>	<b>38</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>338</b>
77	10	1	0	0	0	0	0	88
48	7	1	0	0	0	0	0	56
48	7	0	0	1	0	0	0	56
74	6	0	0	1	0	0	0	81
<b>247</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>281</b>
70	5	0	0	0	0	0	0	75
76	9	2	0	0	0	1	0	88
68	6	2	0	0	0	0	0	76
72	9	1	0	1	0	0	0	83
<b>286</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>322</b>
61	7	3	0	0	0	0	0	71
71	9	1	0	1	0	0	0	82
61	2	0	0	0	0	0	0	63
55	7	1	1	1	0	0	0	65
<b>248</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>281</b>
72	4	1	0	0	0	0	0	77
80	3	1	0	0	0	0	0	84
101	7	0	0	0	0	0	0	108
73	6	0	2	2	0	0	0	83
<b>326</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>352</b>
61	4	0	1	0	1	0	0	67
68	5	1	0	2	1	0	0	77
71	6	2	1	0	0	0	0	80
64	7	0	0	1	0	0	0	73
<b>264</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>297</b>
59	8	1	0	0	0	0	0	68
60	8	3	0	1	0	0	0	72
68	9	2	0	0	0	0	0	79
74	5	0	0	2	0	0	0	81
<b>261</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>
63	5	1	1	1	0	0	0	71
73	6	0	0	0	0	0	0	79
65	6	1	0	0	0	0	0	72
63	4	1	0	1	0	0	0	69
<b>264</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>291</b>
67	5	0	0	0	0	0	0	72
69	6	0	0	0	0	0	0	75
87	2	1	0	0	0	0	0	90
52	3	0	0	2	0	0	0	57
<b>275</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>294</b>
70	5	0	0	0	0	0	1	76
56	1	0	0	0	0	0	0	57
43	2	0	0	1	0	0	0	46
55	2	1	0	1	0	0	0	59
<b>224</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>238</b>

	Arm D - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	1	0	0	0	0	0	0	3
5	2	0	0	0	0	0	0	7
5	0	0	0	1	0	0	0	6
7	2	0	0	0	0	0	0	9
<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
2	1	0	0	0	0	0	0	3
11	1	0	0	1	0	0	0	13
5	2	1	0	0	0	0	0	8
15	0	0	0	0	0	0	0	15
<b>33</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
12	1	0	0	0	1	0	0	14
10	2	0	0	0	0	0	0	12
14	2	0	0	1	0	0	0	17
9	1	0	0	0	0	0	0	10
<b>45</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>53</b>
15	0	0	0	0	0	0	0	15
12	2	1	0	0	1	0	0	16
10	3	0	0	0	0	0	0	13
14	0	1	0	0	0	0	0	15
<b>51</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>59</b>
10	0	0	0	0	0	0	0	10
16	0	0	0	1	0	0	0	17
19	1	1	0	0	0	0	0	21
18	4	0	0	0	0	0	0	22
<b>63</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
24	0	0	0	0	0	0	0	24
20	4	0	0	0	0	0	0	24
29	3	0	0	1	0	0	0	33
15	1	0	0	0	0	0	0	16
<b>88</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>
22	5	0	0	0	0	0	0	27
20	3	0	0	0	0	0	0	23
24	5	0	0	1	0	0	0	30
19	1	0	0	0	0	0	0	20
<b>85</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>
25	4	0	0	0	0	0	0	29
25	0	0	0	1	0	0	0	26
13	2	0	0	0	0	0	0	15
18	2	0	0	0				

Total	2299	155	31	4	11	6	1	2507
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3104	309	52	10	28	6	1	3510
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686	69	4	0	12	2	1	774
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330	14	4	0	0	1	0	349
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7140
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	86	17	3	6	0	0	0	112
0715-0730	95	28	4	4	0	0	0	132
0730-0745	129	17	5	5	0	2	0	158
0745-0800	148	22	2	3	0	1	0	176
Hourly Total	459	84	14	18	0	3	0	578
0800-0815	182	20	1	0	3	0	0	206
0815-0830	194	20	2	9	2	0	0	227
0830-0845	160	23	4	4	1	0	0	192
0845-0900	181	25	4	3	3	0	0	216
Hourly Total	717	88	11	16	9	0	0	841
0900-0915	152	18	2	2	1	0	0	175
0915-0930	131	24	5	4	0	0	0	164
0930-0945	138	15	5	6	1	0	0	165
0945-1000	126	16	3	10	1	0	0	156
Hourly Total	547	73	15	22	3	0	0	660
1000-1015	119	17	2	7	1	0	0	146
1015-1030	122	9	4	5	0	1	0	141
1030-1045	153	17	1	7	0	0	0	178
1045-1100	143	16	6	6	1	1	0	173
Hourly Total	537	59	13	25	2	2	0	638
1100-1115	134	16	5	1	0	1	0	157
1115-1130	145	20	5	3	0	0	0	173
1130-1145	163	22	4	3	0	0	0	192
1145-1200	134	17	3	4	0	0	0	158
Hourly Total	576	75	17	11	0	1	0	680
1200-1215	148	18	0	6	0	1	0	173
1215-1230	178	22	3	5	0	0	0	208
1230-1245	164	12	4	3	0	1	0	184
1245-1300	143	17	3	3	0	0	0	166
Hourly Total	633	69	10	17	0	2	0	731
1300-1315	153	23	2	6	0	0	0	184
1315-1330	150	19	3	4	0	1	0	177
1330-1345	163	23	2	0	0	0	0	188
1345-1400	140	23	5	5	0	1	0	174
Hourly Total	606	88	12	15	0	2	0	723
1400-1415	130	17	5	4	0	0	0	166
1415-1430	173	14	4	2	1	1	0	195
1430-1445	147	8	1	7	0	0	0	163
1445-1500	166	23	4	3	0	0	0	196
Hourly Total	625	62	14	16	1	1	0	719
1500-1515	226	17	2	3	7	0	0	255
1515-1530	178	21	3	6	1	0	0	209
1530-1545	221	19	2	3	1	2	0	248
1545-1600	156	19	4	2	0	0	0	181
Hourly Total	781	76	11	14	9	2	0	893
1600-1615	199	22	2	0	0	1	0	224
1615-1630	174	20	2	2	0	0	0	198
1630-1645	191	11	2	3	0	1	0	208
1645-1700	181	18	1	0	0	1	0	201
Hourly Total	745	71	7	5	0	3	0	831
1700-1715	195	10	1	2	0	0	0	208
1715-1730	174	11	1	0	0	0	0	186
1730-1745	162	8	1	0	0	0	0	171
1745-1800	140	6	0	0	0	1	0	147
Hourly Total	671	35	3	2	0	1	0	712
1800-1815	150	9	0	1	0	1	0	161
1815-1830	134	6	0	0	0	1	0	141
1830-1845	102	9	0	1	0	0	0	112
1845-1900	97	4	0	1	0	0	0	102
Hourly Total	483	28	0	3	0	2	0	516

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
64	8	2	3	0	0	0	77	
75	17	3	5	1	2	0	104	
89	14	2	3	0	2	0	110	
122	34	4	4	1	0	0	165	
351	73	11	15	2	4	0	456	
160	27	2	2	4	2	0	197	
153	11	3	2	3	0	0	172	
173	19	5	9	1	0	0	207	
159	28	5	6	1	0	0	199	
Hourly Total	645	85	15	19	9	2	0	775
157	24	3	4	1	1	0	150	
145	27	5	9	2	0	0	188	
114	19	4	4	0	1	0	142	
156	17	0	5	1	0	0	139	
Hourly Total	572	87	12	22	4	2	0	699
115	14	7	5	1	0	0	142	
141	14	6	6	0	0	0	167	
141	11	6	3	0	7	0	168	
177	28	2	3	0	4	0	214	
Hourly Total	574	67	21	17	1	11	0	691
142	21	3	6	1	0	0	173	
159	19	5	6	0	0	0	189	
151	20	3	4	0	1	0	179	
138	21	10	4	0	0	0	173	
Hourly Total	590	81	21	20	1	1	0	714
162	18	5	4	1	1	0	191	
133	19	2	6	0	0	0	160	
142	15	1	2	0	0	0	160	
171	23	3	3	3	0	0	203	
Hourly Total	608	75	11	15	4	1	0	714
194	19	1	2	2	0	0	218	
201	19	4	6	0	0	0	230	
182	11	2	2	0	1	0	198	
172	22	6	5	0	0	0	205	
Hourly Total	749	71	13	15	2	1	0	851
181	14	5	5	1	1	0	207	
209	21	6	5	1	1	0	243	
194	24	3	4	0	1	0	226	
210	17	1	1	0	0	0	229	
Hourly Total	794	76	15	15	2	3	0	905
229	21	5	5	3	0	0	263	
212	26	6	7	0	1	0	252	
215	16	1	5	1	1	0	239	
236	20	4	1	0	1	0	262	
Hourly Total	892	83	16	18	4	3	0	1016
190	30	4	3	1	0	0	228	
233	33	2	3	0	0	0	271	
229	23	2	1	0	2	0	257	
250	20	0	1	0	1	0	282	
Hourly Total	912	106	8	8	1	3	0	1038
207	9	1	2	0	1	0	220	
171	15	0	1	1	0	0	188	
174	19	0	1	0	1	0	195	
191	15	1	0	0	0	0	207	
Hourly Total	743	58	2	4	1	2	0	810
199	6	0	0	0	0	0	205	
146	11	0	1	0	0	0	158	
157	13	0	0	1	0	0	171	
135	12	0	1	2	0	0	150	
Hourly Total	637	42	0	2	3	0	0	684

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
10	3	0	0	0	0	0	13	
19	4	0	0	1	0	0	24	
19	4	1	0	0	0	0	24	
32	2	0	1	1	0	0	36	
80	13	1	1	2	0	0	97	
32	1	1	0	1	0	0	35	
42	7	1	0	2	0	0	52	
37	7	0	0	1	0	0	45	
37	4	1	0	0	0	0	42	
Hourly Total	148	19	3	0	4	0	0	174
47	5	0	0	0	0	0	52	
45	11	4	1	1	0	1	63	
26	6	1	0	0	0	0	33	
27	5	0	0	0	0	0	32	
Hourly Total	145	27	5	1	1	1	0	180
24	5	0	0	0	1	0	30	
33	9	0	0	1	0	0	43	
36	3	1	0	0	0	0	30	
29	4	1	0	0	0	0	34	
Hourly Total	112	21	2	0	1	1	0	137
23	5	1	0	0	1	0	30	
21	1	0	0	1	0	0	23	
34	4	1	0	1	0	0	40	
33	6	3	0	0	0	0	42	
Hourly Total	111	16	5	0	2	1	0	135
36	6	0	0	0	0	0	42	
26	8	0	1	1	0	0	36	
33	3	1	0	0	0	0	37	
29	5	2	0	0	0	0	36	
Hourly Total	124	22	3	1	1	0	0	151
37	6	0	1	0	0	0	44	
33	5	0	0	1	0	1	40	
33	3	1	0	0	0	0	37	
39	5	0	1	0	0	0	45	
Hourly Total	142	19	1	2	1	0	1	166
40	6	1	0	0	0	0	47	
31	4	0	0	0	0	0	36	
42	6	0	0	1	0	0	49	
36	8	1	0	0	0	0	45	
Hourly Total	149	24	2	0	2	0	0	177
42	6	0	0	1	0	0	49	
48	3	1	0	0	0	0	52	
72	8	1	0	2	0	0	83	
52	6	0	0	0	0	0	58	
Hourly Total	214	23	2	0	3	0	0	242
58	6	2	0	0	1	0	67	
42	10	0	0	1	1	0	54	
59	7	1	0	1	0	0	68	
55	4	0	0	0	0	0	59	
Hourly Total	214	27	3	0	2	2	0	248
35	3	0	0	0	1	0	39	
36	6	0	0	0	0	1	43	
31	1	0	0	1	0	0	33	
41	5	1	0	0	0	0	47	
Hourly Total	143	15	1	0	1	1	0	162
27	2	0	0	0	1	0	30	
23	0	1	0	0	0	0	24	
23	1	0	0	0	1	0	25	
21	1	0	0	1	0	0	23	
Hourly Total	94	4	1	0	1	2	0	102

	Origin - Arm D							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
53								

Total	7380	808	127	164	24	19	0	8522
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8067	904	145	170	34	33	0	9353
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1676	230	29	5	21	7	3	1971
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6419	547	91	14	51	15	3	7140
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26986
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Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	55	5	2	3	0	0	0	65
0715-0730	75	18	3	6	0	0	0	102
0730-0745	94	13	3	2	1	2	0	115
0745-0800	127	30	4	5	2	0	0	168
Hourly Total	351	66	12	16	3	2	0	450
0800-0815	157	13	5	2	4	1	0	182
0815-0830	173	13	4	2	4	0	0	196
0830-0845	148	26	3	8	0	1	0	186
0845-0900	134	15	4	5	0	1	0	159
Hourly Total	612	67	16	17	8	3	0	723
0900-0915	146	17	3	4	0	1	0	171
0915-0930	151	23	7	9	3	0	0	193
0930-0945	114	16	3	2	0	0	0	135
0945-1000	332	13	1	5	1	0	0	352
Hourly Total	543	69	14	20	4	1	0	651
1000-1015	104	9	4	6	0	2	0	125
1015-1030	120	17	3	6	0	0	0	146
1030-1045	134	6	6	2	0	2	0	150
1045-1100	146	23	2	3	0	0	0	174
Hourly Total	513	55	14	17	0	4	0	603
1100-1115	132	21	4	7	0	0	0	164
1115-1130	146	14	5	7	0	0	0	172
1130-1145	149	14	4	4	1	1	0	173
1145-1200	146	14	8	3	0	0	0	171
Hourly Total	573	63	21	21	1	1	0	680
1200-1215	161	15	4	4	0	1	0	185
1215-1230	139	19	1	5	0	0	0	164
1230-1245	157	18	2	2	0	0	0	179
1245-1300	172	21	4	3	1	0	0	201
Hourly Total	629	73	11	14	1	1	0	729
1300-1315	176	20	1	2	1	0	0	200
1315-1330	170	20	0	4	0	0	0	194
1330-1345	160	4	2	2	0	0	0	168
1345-1400	173	15	3	6	0	1	0	198
Hourly Total	679	59	6	14	1	1	0	760
1400-1415	162	13	2	5	1	1	0	184
1415-1430	194	16	2	4	2	0	0	218
1430-1445	199	25	3	4	1	0	0	232
1445-1500	202	18	6	1	0	0	0	227
Hourly Total	757	72	13	14	4	1	0	861
1500-1515	217	21	4	5	3	0	0	250
1515-1530	190	23	7	6	0	0	0	226
1530-1545	230	14	2	4	1	1	0	252
1545-1600	231	21	6	1	0	1	0	260
Hourly Total	868	79	19	16	4	2	0	988
1600-1615	220	26	5	3	0	0	0	254
1615-1630	242	34	2	3	0	1	0	282
1630-1645	234	21	2	1	0	2	0	260
1645-1700	254	18	0	1	0	0	0	273
Hourly Total	950	99	9	8	0	3	0	1069
1700-1715	208	11	1	2	0	2	0	224
1715-1730	190	16	1	1	0	0	1	209
1730-1745	153	13	0	1	0	2	0	169
1745-1800	201	12	2	0	0	0	1	216
Hourly Total	752	52	4	4	0	4	2	818
1800-1815	184	8	0	0	0	1	0	193
1815-1830	141	4	1	1	0	0	0	147
1830-1845	154	16	0	0	0	0	0	170
1845-1900	138	11	0	1	1	0	0	151
Hourly Total	617	39	1	2	1	1	0	661

Total	7844	793	140	163	27	24	2	8993
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Destination - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
106	22	3	5	0	1	0	0	137
123	29	4	4	0	2	0	0	161
150	21	6	4	2	2	0	0	185
154	23	5	1	2	1	0	0	186
Hourly Total	532	95	18	14	4	6	0	669
148	19	3	1	0	0	0	0	171
168	23	3	10	2	0	0	0	206
153	24	3	4	1	0	0	0	185
143	17	5	4	3	0	0	0	172
Hourly Total	612	83	14	19	6	0	0	734
172	23	3	2	0	0	0	0	200
142	24	6	4	0	0	0	0	176
170	20	6	5	2	0	0	0	203
161	23	4	11	1	0	0	0	178
Hourly Total	625	88	19	22	3	0	0	757
158	17	2	7	0	0	0	0	184
149	17	1	7	1	0	0	0	175
149	17	1	7	1	0	0	0	175
161	16	3	6	2	0	0	0	188
Hourly Total	592	64	9	25	3	0	0	693
155	13	4	1	0	1	0	0	174
172	20	6	3	0	1	0	0	202
157	17	4	3	1	0	0	0	182
157	21	4	4	1	0	0	0	187
Hourly Total	641	71	18	11	2	2	0	745
143	19	3	6	0	1	0	0	172
181	21	3	5	1	0	0	0	211
169	7	1	3	0	1	0	0	181
148	18	4	4	1	0	0	0	175
Hourly Total	641	65	11	18	2	2	0	739
165	18	3	6	0	0	0	0	192
164	15	3	4	0	0	0	0	186
203	21	1	0	0	0	0	0	225
162	25	3	6	2	1	0	0	199
Hourly Total	694	79	10	16	2	1	0	802
145	16	3	4	0	1	0	0	169
181	14	3	2	3	2	0	0	205
174	10	3	8	0	0	0	0	195
165	24	4	3	1	0	0	0	197
Hourly Total	665	64	13	17	4	3	0	766
187	17	2	3	3	0	0	0	212
166	19	5	6	1	0	0	0	197
213	21	4	3	1	1	0	0	243
175	15	0	2	2	0	0	0	194
Hourly Total	741	72	11	14	7	1	0	846
173	14	3	1	1	1	0	0	193
169	16	0	2	0	0	1	0	187
181	15	1	3	0	1	0	0	201
173	9	1	1	0	1	0	0	184
Hourly Total	696	54	5	6	2	2	0	765
179	13	1	2	0	0	0	0	195
170	15	1	0	0	0	0	0	186
184	7	1	0	0	0	0	0	192
142	7	0	0	2	1	0	0	152
Hourly Total	675	42	3	2	2	1	0	725
168	13	0	1	0	1	1	0	184
147	4	0	0	0	1	0	0	152
101	6	0	1	1	0	0	0	109
106	3	1	1	1	0	0	0	112
Hourly Total	522	26	1	3	2	2	1	557

7636	803	132	167	39	20	1	8798
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Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
18	4	0	0	0	0	0	0	22
19	0	1	0	0	0	0	0	29
19	4	1	1	1	0	0	0	26
35	6	0	1	0	0	0	0	42
Hourly Total	91	23	2	2	1	0	0	119
40	6	0	0	0	0	0	0	46
70	4	0	0	1	0	0	0	75
54	8	2	0	0	0	0	0	64
63	8	0	0	1	0	0	0	72
Hourly Total	227	26	2	0	2	0	0	257
52	6	0	0	1	1	0	0	60
48	6	2	0	0	0	0	0	56
44	5	0	0	1	0	0	0	50
25	4	1	0	0	0	0	0	30
Hourly Total	169	21	3	0	2	1	0	196
31	5	1	0	0	0	0	0	37
33	4	3	0	0	2	0	0	42
36	6	0	0	0	0	0	0	42
39	4	4	0	0	1	0	0	48
Hourly Total	139	19	8	0	0	3	0	169
36	3	0	0	0	0	0	0	39
37	4	1	0	1	0	0	0	43
46	6	2	0	0	0	0	0	54
39	9	0	0	0	0	0	0	48
Hourly Total	158	22	3	0	1	0	0	184
54	5	0	0	0	0	0	0	59
58	13	1	0	0	0	0	0	72
60	5	1	0	1	0	0	0	67
39	5	0	0	0	0	0	0	44
Hourly Total	211	28	2	0	1	0	0	242
48	11	0	0	0	0	0	0	59
65	9	2	0	0	0	0	0	76
59	10	1	0	1	0	0	0	71
48	5	2	1	0	0	0	0	56
Hourly Total	220	35	5	1	1	0	0	262
51	4	0	1	0	0	0	0	60
53	4	2	0	1	0	0	0	60
29	5	0	0	0	0	0	0	34
48	5	0	0	0	0	0	0	53
Hourly Total	181	22	2	1	1	0	0	207
70	7	0	0	2	0	0	0	79
53	7	0	0	0	0	0	0	60
58	4	0	0	0	0	0	0	62
61	10	2	0	1	0	0	0	64
Hourly Total	222	28	2	0	3	0	0	255
70	14	0	0	0	0	0	0	84
59	12	2	0	0	0	0	0	73
63	5	1	0	0	0	0	0	69
58	8	0	0	1	1	0	0	68
Hourly Total	250							





SS1635 Blackwood  
Friday 08 November 2024  
0700-1900  
Site 4

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	
0700-0715	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38	0	0	0	0	0	0	0	0	4	2	0	0	0	0	6	44	
0715-0730	0	0	0	0	0	0	0	0	40	5	1	0	0	0	0	46	0	0	1	0	1	0	0	0	2	11	0	0	0	0	0	11	59
0730-0745	0	0	0	0	0	0	0	0	43	9	1	0	0	0	0	53	3	1	0	0	0	0	0	0	4	6	1	0	0	0	0	7	64
0745-0800	0	0	0	0	0	0	0	0	48	11	0	0	1	0	0	60	7	1	1	0	0	0	0	0	9	7	2	0	0	0	0	9	78
Hourly Total	0	0	0	0	0	0	0	0	165	29	2	0	1	0	0	197	10	2	2	0	1	0	0	15	28	5	0	0	0	0	33	245	
0800-0815	1	1	0	0	0	0	0	2	67	7	1	0	0	0	0	75	4	0	0	0	0	0	0	4	17	0	0	0	0	0	17	98	
0815-0830	0	0	0	0	0	0	0	0	65	8	0	0	0	0	0	73	4	0	0	0	2	0	0	6	13	0	0	0	0	0	13	92	
0830-0845	0	0	0	0	0	0	0	0	68	8	1	0	0	0	0	77	14	1	0	0	0	0	0	15	6	2	2	0	0	0	10	102	
0845-0900	0	0	0	0	0	0	0	0	89	8	1	0	2	0	0	100	14	1	1	0	0	0	0	16	14	2	0	0	0	0	16	132	
Hourly Total	1	1	0	0	0	0	0	2	289	31	3	0	2	0	0	325	36	2	1	0	2	0	0	41	50	4	2	0	0	0	56	424	
0900-0915	0	0	0	0	0	0	0	0	62	7	1	0	1	0	0	71	5	2	0	0	0	0	0	7	11	2	0	0	0	0	13	91	
0915-0930	0	0	0	0	0	0	0	0	44	8	1	0	0	0	0	53	17	3	0	0	0	0	0	15	12	2	0	0	0	0	14	82	
0930-0945	0	0	0	0	0	0	0	0	41	3	1	0	0	0	0	45	8	1	0	0	2	0	0	11	9	0	0	0	1	0	10	66	
0945-1000	0	0	0	0	0	0	0	0	33	2	1	0	0	0	0	36	8	1	0	0	0	0	0	9	12	2	0	0	0	0	14	59	
Hourly Total	0	0	0	0	0	0	0	0	180	20	4	0	1	0	0	205	33	7	0	0	2	0	0	42	44	6	0	0	1	0	51	298	
1000-1015	0	0	0	0	0	0	0	0	43	5	0	0	1	0	0	49	9	0	0	0	0	1	0	10	4	0	0	0	0	0	4	63	
1015-1030	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40	12	2	0	0	0	0	0	14	7	1	0	0	0	0	8	62	
1030-1045	0	0	0	0	0	0	0	0	54	6	0	2	0	0	0	62	7	2	0	0	1	0	0	10	12	1	0	0	0	0	13	85	
1045-1100	0	0	0	0	0	0	0	0	46	3	0	0	0	0	0	49	7	0	0	0	0	0	0	7	8	0	0	0	0	0	8	64	
Hourly Total	0	0	0	0	0	0	0	0	181	16	0	2	1	0	0	200	35	4	0	0	1	1	0	41	31	2	0	0	0	0	33	274	
1100-1115	0	0	0	0	0	0	0	0	36	8	1	0	0	1	0	46	4	2	0	0	0	0	0	6	9	2	0	0	0	0	11	63	
1115-1130	0	1	0	0	0	0	0	1	41	4	1	0	0	0	0	46	15	1	0	0	1	0	0	17	7	0	0	0	0	0	7	71	
1130-1145	0	1	0	0	0	0	0	1	67	10	0	0	0	0	0	77	10	2	0	0	0	0	0	12	8	0	1	0	0	0	9	99	
1145-1200	0	0	0	0	0	0	0	0	42	5	0	0	0	0	0	47	11	0	0	0	0	0	0	12	11	2	0	0	0	0	13	64	
Hourly Total	0	2	0	0	0	0	0	2	186	27	2	0	0	1	0	216	33	5	0	0	1	0	0	39	35	4	1	0	0	0	40	297	
1200-1215	0	0	0	0	0	0	0	0	38	6	0	0	0	0	0	44	7	2	1	0	0	0	0	10	12	0	0	0	0	0	12	66	
1215-1230	0	0	0	0	0	0	0	0	55	6	1	0	0	0	0	62	9	1	0	0	0	0	0	10	14	0	0	0	0	0	14	86	
1230-1245	0	0	0	0	0	0	0	0	55	1	1	0	0	0	0	57	8	1	0	0	1	0	0	10	13	2	0	0	0	0	15	82	
1245-1300	0	0	0	0	0	0	0	0	47	3	1	0	0	0	0	51	10	1	0	0	0	1	0	12	10	0	0	0	0	0	10	73	
Hourly Total	0	0	0	0	0	0	0	0	195	16	3	0	0	0	0	214	34	5	1	0	1	1	0	42	49	2	0	0	0	0	51	307	
1300-1315	0	0	0	0	0	0	0	0	40	6	1	0	0	0	0	47	6	0	0	0	0	0	0	6	6	1	0	0	0	0	7	60	
1315-1330	0	0	0	0	0	0	0	0	47	4	0	0	0	1	0	52	8	0	0	0	0	0	0	8	9	2	0	0	0	0	11	71	
1330-1345	0	0	0	0	0	0	0	0	52	1	0	0	0	0	0	53	3	0	0	0	1	0	0	4	5	0	0	0	0	0	5	62	
1345-1400	0	0	0	0	0	0	0	0	31	7	3	1	0	0	0	42	3	1	0	0	0	0	0	4	20	2	0	1	0	0	0	23	69
Hourly Total	0	0	0	0	0	0	0	0	170	18	4	1	0	1	0	194	20	1	0	0	1	0	0	22	40	5	0	1	0	0	0	46	262
1400-1415	0	0	0	0	0	0	0	0	40	9	0	0	0	0	0	49	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7	60
1415-1430	0	0	0	0	0	0	0	0	46	4	0	0	0	0	0	50	6	0	0	0	1	0	0	7	14	0	0	0	0	0	14	71	
1430-1445	1	0	0	0	0	0	0	1	23	3	0	0	0	0	0	26	5	0	0	0	0	0	0	5	5	0	0	0	0	0	5	47	
1445-1500	0	0	0	0	0	0	0	0	43	7	0	0	0	0	0	50	6	2	1	0	0	0	0	9	20	3	0	0	0	0	23	82	
Hourly Total	1	0	0	0	0	0	0	1	162	23	0	0	0	0	0	185	21	2	1	0	1	0	0	25	46	3	0	0	0	0	49	260	
1500-1515	1	0	0	0	0	0	0	1	66	5	1	0	0	0	0	72	17	0	0	0	0	0	0	17	14	0	0	0	0	0	14	104	
1515-1530	1	0	0	0	0	0	0	1	55	9	1	0	0	0	0	65	12	1	0	0	0	0	0	13	9	0	0	0	0	0	9	88	
1530-1545	0	0	0	0	0	0	0	0	65	5	0	0	0	1	0	71	14	0	0	0	1	0	0	15	18	1	0	0	0	0	19	105	
1545-1600	0	0	0	0	0	0	0	0	44	5	2	0	0	0	0	51	9	1	0	0	0	0	0	10	10	2	0	0	0	0	12	73	
Hourly Total	2	0	0	0	0	0	0	2	230	24	4	0	0	1	0	259	52	2	0	0	1	0	0	55	51	3	0	0	0	0	54	370	
1600-1615	0	0	0	0	0	0	0	0	75	5	1	0	0	0	0	79	11	0	0	0	0	0	0	11	10	2	0	0	0	0	12	102	
1615-1630	0	0	0	0	0	0	0	0	47	5	2	0	0	0	0	54	7	2	0	0	0	0	0	9	9	2	0	0	0	0	11	74	
1630-1645	0	0	0	0	0	0	0	0	60	3	0	0	0	0	0	63	7	0	1	0	1	1	0	10	16	5	0	0	0	0	21	94	
1645-1700	0	0	0	0	0	0	0	0	46	6	1	0	0	0	0	53	9	0	0	0	0	0	0	9	11	2	0	0	1	0	14	76	
Hourly Total	0	0	0	0	0	0	0	0	226	19	4	0	0	0	0	249	34	2	1	0	1	1	0	39	46	11	0	0	1	0	0	58	346
1700-1715	0	0	0	0	0	0	0	0	62	2	0	0	0	0	0	64	9	1	0	0	0	0	0	10	9	2	0	0	0	0	11	85	
1715-1730	0	1	0	0	0	0	0	1	57	3	1	0	0	0	0	61	12	1	0	0	0	0	0	13	16	2	0	0	0	0	18	93	
1730-1745	0	0	0	0	0	0	0	0	50	2	0	0	0	0	0	52	5	0	0	0	1	0	0	6	11	1	0	0	0	0	12	70	
1745-1800	0	0	0	0	0	0	0	0	46	2	0	0	0	1	0	49	12	0	0	0	0	0	0	12	11	0	0	0	0	0	11	72	
Hourly Total	0	1	0	0	0	0	0	1	215	9	1	0	0	1	0	226	38	2	0	0	1	0	0	41	47	5	0	0	0	0	52	32	







Total	493	50	6	1	1	2	2	555
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4460	514	98	161	19	11	0	5263
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331	20	3	0	2	0	0	356
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7	1	1	0	0	0	0	9
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6183
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0710	38	6	0	0	0	0	0	44
0715-0725	51	5	2	0	1	0	0	59
0730-0745	52	11	1	0	0	0	0	64
0745-0800	62	14	1	0	1	0	0	78
Hourly Total	203	36	4	0	2	0	0	245
0800-0815	89	8	1	0	0	0	0	98
0815-0830	82	8	0	0	2	0	0	92
0830-0845	88	11	3	0	0	0	0	102
0845-0900	117	11	2	0	2	0	0	132
Hourly Total	376	38	6	0	4	0	0	424
0900-0915	78	11	1	0	1	0	0	91
0915-0930	68	13	1	0	0	0	0	82
0930-0945	58	4	1	0	3	0	0	66
0945-1000	33	5	1	0	0	0	0	39
Hourly Total	257	33	4	0	4	0	0	298
1000-1015	56	5	0	0	1	1	0	63
1015-1030	57	5	0	0	0	0	0	62
1030-1045	73	9	0	2	1	0	0	85
1045-1100	61	3	0	0	0	0	0	64
Hourly Total	247	22	0	2	2	1	0	274
1100-1115	49	12	1	0	0	1	0	63
1115-1130	63	6	1	0	1	0	0	71
1130-1145	85	13	1	0	0	0	0	99
1145-1200	57	7	0	0	0	0	0	64
Hourly Total	254	38	3	0	1	1	0	297
1200-1215	57	8	1	0	0	0	0	66
1215-1230	78	7	1	0	0	0	0	86
1230-1245	76	4	1	0	1	0	0	82
1245-1300	67	4	1	0	0	1	0	73
Hourly Total	278	23	4	0	1	1	0	307
1300-1315	52	7	1	0	0	0	0	60
1315-1330	64	6	0	0	0	1	0	71
1330-1345	60	1	0	0	1	0	0	62
1345-1400	54	10	3	2	0	0	0	69
Hourly Total	230	24	4	2	1	1	0	262
1400-1415	51	9	0	0	0	0	0	60
1415-1430	66	4	0	0	1	0	0	71
1430-1445	44	3	0	0	0	0	0	47
1445-1500	69	12	1	0	0	0	0	82
Hourly Total	230	28	1	0	1	0	0	260
1500-1515	98	5	1	0	0	0	0	104
1515-1530	77	10	1	0	0	0	0	88
1530-1545	97	6	0	0	1	1	0	105
1545-1600	63	8	2	0	0	0	0	73
Hourly Total	335	29	4	0	1	1	0	370
1600-1615	94	7	1	0	0	0	0	102
1615-1630	63	9	2	0	0	0	0	74
1630-1645	83	8	1	0	1	1	0	94
1645-1700	66	8	1	0	1	0	0	76
Hourly Total	306	32	5	0	2	1	0	346
1700-1715	80	5	0	0	0	0	0	85
1715-1730	85	7	1	0	0	0	0	93
1730-1745	66	3	0	0	1	0	0	70
1745-1800	69	2	0	0	0	1	0	72
Hourly Total	300	17	1	0	1	1	0	320
1800-1815	81	6	0	0	0	1	0	88
1815-1830	64	2	1	0	0	1	0	68
1830-1845	50	4	0	0	1	0	0	55
1845-1900	44	2	0	0	0	0	0	46
Hourly Total	239	14	1	0	1	2	0	257

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
51	6	2	3	0	0	0	0	62
76	15	3	5	0	0	0	0	99
88	14	3	3	1	2	0	0	111
126	28	4	4	2	0	0	0	164
Hourly Total	341	63	12	15	3	2	0	436
164	15	5	3	4	1	0	0	192
172	11	4	2	4	0	0	0	193
150	28	3	8	0	1	0	0	190
131	16	4	5	0	1	0	0	157
Hourly Total	617	70	16	18	8	3	0	732
148	15	3	4	0	1	0	0	171
150	24	7	8	3	0	0	0	192
116	17	3	3	0	0	0	0	139
131	13	1	5	1	0	0	0	151
Hourly Total	545	69	14	20	4	1	0	653
102	7	4	6	0	2	0	0	121
130	17	2	6	0	0	0	0	155
132	7	5	2	0	2	0	0	148
144	24	2	3	0	0	0	0	173
Hourly Total	508	55	13	17	0	4	0	597
135	21	5	7	0	0	0	0	168
145	14	5	6	0	0	0	0	170
147	15	4	4	1	1	0	0	172
147	16	8	4	0	0	0	0	175
Hourly Total	574	66	22	21	1	1	0	685
152	14	4	4	0	1	0	0	175
149	20	1	4	0	0	0	0	174
153	16	2	3	0	0	0	0	174
172	22	3	3	1	0	0	0	201
Hourly Total	626	72	10	14	1	1	0	724
174	18	1	2	1	0	0	0	196
170	23	0	4	0	0	0	0	197
165	4	3	2	0	0	0	0	174
174	13	3	6	0	1	0	0	197
Hourly Total	683	58	7	14	1	1	0	764
162	15	2	5	1	1	0	0	186
194	17	1	4	2	0	0	0	218
199	24	4	4	1	0	0	0	232
202	18	6	1	0	0	0	0	227
Hourly Total	757	74	13	14	4	1	0	863
215	17	4	5	2	0	0	0	243
192	23	7	6	1	0	0	0	229
224	17	2	4	1	1	0	0	249
236	20	5	1	0	1	0	0	263
Hourly Total	867	77	18	16	4	2	0	984
219	29	5	1	0	0	0	0	254
241	31	3	5	0	1	0	0	281
230	24	2	1	0	2	0	0	259
250	17	0	1	0	0	0	0	278
Hourly Total	950	101	10	8	0	3	0	1072
208	10	1	2	0	2	0	0	223
184	17	1	1	0	0	1	0	204
159	12	0	1	0	2	0	0	174
201	12	2	0	0	0	1	0	216
Hourly Total	752	51	4	4	0	4	2	817
175	10	0	0	0	1	0	0	186
150	5	1	1	0	0	0	0	157
154	15	0	0	0	0	0	0	169
138	11	0	1	1	0	0	0	151
Hourly Total	617	41	1	2	1	1	0	663

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
9	3	0	0	0	0	0	0	12
8	2	0	0	1	0	0	0	11
17	0	0	0	1	1	0	0	19
17	2	0	0	0	0	0	0	19
Hourly Total	51	7	0	0	2	1	0	61
25	3	0	0	1	0	0	0	29
28	1	0	0	1	0	0	0	30
19	4	0	0	0	0	0	0	23
17	1	0	0	0	0	0	0	18
Hourly Total	89	9	0	0	2	0	0	100
21	2	0	0	0	0	0	0	23
15	2	0	0	1	0	0	0	18
20	1	0	0	0	0	0	0	21
25	2	0	0	0	0	0	0	27
Hourly Total	81	7	0	0	1	0	0	89
27	1	0	0	0	0	0	0	28
28	3	0	0	1	0	0	0	32
23	5	1	0	0	0	0	0	29
19	1	0	0	0	0	0	0	20
Hourly Total	97	10	1	0	1	0	0	109
24	5	0	0	0	1	0	0	30
29	3	0	0	1	0	0	0	33
32	2	0	0	0	0	0	0	34
24	5	0	0	0	0	0	0	29
Hourly Total	109	15	0	0	1	1	0	126
28	2	1	0	0	0	0	0	31
34	5	0	0	1	0	0	0	40
27	1	0	0	0	0	0	0	28
26	3	0	0	0	0	0	0	29
Hourly Total	115	11	1	0	1	0	0	128
22	1	0	0	0	0	0	0	23
32	2	0	0	1	0	1	0	36
31	3	0	0	0	0	0	0	34
30	6	0	0	0	0	0	0	36
Hourly Total	115	12	0	0	1	0	1	129
20	0	0	0	0	0	0	0	20
23	2	0	0	1	1	0	0	41
32	3	0	0	0	0	0	0	35
26	4	0	0	1	0	0	0	31
Hourly Total	115	9	0	0	2	1	0	127
28	2	0	0	0	0	0	0	30
41	5	0	0	0	0	0	0	46
26	7	0	0	0	0	0	0	33
32	4	0	0	1	0	0	0	37
Hourly Total	127	18	0	0	1	0	0	146
25	3	0	0	0	1	0	0	29
22	1	0	0	1	0	0	0	24
32	5	0	0	0	0	0	0	37
140	14	1	2	1	1	0	0	33
145	11	0	0	0	0	1	0	33
Hourly Total	112	9	0	0	1	1	0	123
40	2	0	0	0	0	0	0	42
28	2	0	0	0	0	0	0	30
27	1	0	0	1	0	0	0	29
26	0	1	0	0	0	0	0	27
Hourly Total	121	5	1	0	1			

<b>Total</b>	<b>3255</b>	<b>334</b>	<b>37</b>	<b>4</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>3660</b>
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<b>7837</b>	<b>797</b>	<b>140</b>	<b>163</b>	<b>27</b>	<b>24</b>	<b>2</b>	<b>8990</b>
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<b>1215</b>	<b>118</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>1356</b>
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<b>5291</b>	<b>585</b>	<b>108</b>	<b>162</b>	<b>22</b>	<b>13</b>	<b>2</b>	<b>6183</b>
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<b>20189</b>
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Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	15	2	1	0	0	0	0	18
0715-0730	16	5	0	0	1	0	0	22
0730-0745	23	4	2	0	1	0	0	30
0745-0800	33	9	0	1	0	0	0	43
Hourly Total	87	20	3	1	2	0	0	113
0800-0815	34	10	0	0	0	0	0	44
0815-0830	54	7	1	0	2	0	0	64
0830-0845	71	8	1	1	0	0	0	81
0845-0900	45	6	0	0	0	1	0	52
Hourly Total	204	31	2	1	2	1	0	241
0900-0915	42	8	1	0	0	1	0	52
0915-0930	43	12	1	0	2	0	0	58
0930-0945	42	8	0	0	0	0	0	50
0945-1000	42	4	0	1	0	0	0	47
Hourly Total	169	32	2	1	2	1	0	207
1000-1015	41	5	0	0	0	0	0	46
1015-1030	41	10	1	0	1	0	0	53
1030-1045	44	4	1	0	0	0	0	49
1045-1100	47	9	0	0	0	1	0	57
Hourly Total	173	28	2	0	1	1	0	205
1100-1115	46	2	0	0	0	1	0	49
1115-1130	42	4	3	0	1	0	0	50
1130-1145	50	10	0	0	0	0	0	60
1145-1200	53	4	3	0	0	0	0	60
Hourly Total	191	20	6	0	1	1	0	219
1200-1215	44	5	1	0	0	1	0	51
1215-1230	48	6	0	0	1	0	0	55
1230-1245	57	4	0	0	0	0	0	61
1245-1300	65	7	2	0	1	0	0	75
Hourly Total	214	22	3	0	2	1	0	242
1300-1315	58	7	0	0	1	0	1	67
1315-1330	67	5	0	1	1	0	1	75
1330-1345	66	2	0	0	0	0	0	68
1345-1400	49	5	0	0	0	0	0	54
Hourly Total	240	19	0	1	2	0	2	264
1400-1415	67	5	0	0	0	0	0	72
1415-1430	83	8	0	0	1	1	0	93
1430-1445	98	15	0	0	0	0	0	113
1445-1500	73	7	0	0	1	0	0	81
Hourly Total	321	35	0	0	2	1	0	359
1500-1515	92	4	2	0	1	0	0	99
1515-1530	94	8	0	0	1	0	0	103
1530-1545	92	10	1	0	0	0	0	103
1545-1600	91	11	0	0	1	0	0	105
Hourly Total	371	33	3	0	3	0	0	410
1600-1615	89	9	2	0	0	0	0	100
1615-1630	111	12	1	0	1	0	0	125
1630-1645	83	7	1	0	1	0	0	92
1645-1700	104	7	0	0	0	0	0	111
Hourly Total	387	35	4	0	2	0	0	428
1700-1715	65	2	0	0	0	0	0	67
1715-1730	52	11	1	0	0	0	0	64
1730-1745	45	2	0	0	1	1	0	49
1745-1800	56	4	1	0	0	0	1	62
Hourly Total	218	19	2	0	1	1	1	242
1800-1815	61	2	0	0	0	2	0	65
1815-1830	67	1	1	0	0	0	0	69
1830-1845	50	2	0	0	0	0	0	52
1845-1900	57	5	0	0	2	0	0	64
Hourly Total	235	10	1	0	2	2	0	250

<b>Total</b>	<b>2810</b>	<b>304</b>	<b>28</b>	<b>4</b>	<b>22</b>	<b>9</b>	<b>3</b>	<b>3180</b>
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Destination - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
86	17	3	7	0	0	0	0	113
104	28	4	3	0	0	0	0	139
122	17	5	5	0	2	0	0	151
150	22	2	3	1	1	0	0	179
462	84	14	18	1	3	0	0	582
184	20	1	0	2	0	0	0	207
192	20	3	9	2	0	0	0	226
166	26	4	4	1	0	0	0	201
177	26	3	3	3	0	0	0	212
Hourly Total	719	92	11	16	8	0	0	846
157	16	2	2	1	0	0	0	178
126	22	6	5	0	0	0	0	159
141	15	4	5	1	0	0	0	166
122	19	3	11	1	0	0	0	156
Hourly Total	546	72	15	23	3	0	0	659
118	13	2	6	1	0	0	0	140
122	10	4	5	0	1	0	0	142
162	17	3	7	0	0	0	0	189
139	14	4	6	1	1	0	0	165
Hourly Total	541	54	13	24	2	2	0	636
130	18	5	1	0	1	0	0	155
146	19	5	4	0	0	0	0	174
165	23	4	2	0	0	0	0	194
130	16	3	6	0	0	0	0	155
Hourly Total	571	76	17	13	0	1	0	678
148	18	2	4	0	1	0	0	173
178	22	1	5	0	1	0	0	207
167	13	4	3	0	0	0	0	187
143	19	3	3	0	0	0	0	168
Hourly Total	636	72	10	15	0	2	0	735
150	20	2	6	0	0	0	0	178
157	21	3	4	0	1	0	0	186
157	21	2	0	0	0	0	0	180
133	23	5	5	0	1	0	0	167
Hourly Total	597	85	12	15	0	2	0	711
141	17	5	4	0	0	0	0	167
176	14	5	2	1	1	0	0	199
143	8	0	8	0	0	0	0	159
175	24	4	2	0	0	0	0	205
Hourly Total	635	63	14	16	1	1	0	730
216	15	3	4	7	0	0	0	245
188	22	2	5	1	0	0	0	218
213	18	2	3	1	2	0	0	239
Hourly Total	771	74	11	14	9	2	0	881
199	23	2	0	0	1	0	0	225
173	19	3	3	0	0	0	0	198
194	15	1	2	0	1	0	0	213
180	14	1	0	0	1	0	0	196
Hourly Total	746	71	7	5	0	3	0	832
194	11	1	2	0	0	0	0	208
174	10	1	0	0	0	0	0	185
163	8	1	0	0	0	0	0	172
139	6	0	0	0	1	0	0	146
Hourly Total	670	35	3	2	0	1	0	711
155	10	0	1	0	1	0	0	167
130	5	0	0	0	1	0	0	136
105	9	0	1	0	0	0	0	115
94	4	0	1	0	0	0	0	99
Hourly Total	484	28	0	3	0	2	0	517

<b>7378</b>	<b>806</b>	<b>127</b>	<b>164</b>	<b>24</b>	<b>19</b>	<b>0</b>	<b>8518</b>
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Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0	0
7	0	1	0	1	0	0	0	9
6	1	0	0	0	0	0	0	7
11	1	1	0	0	0	0	0	13
24	2	2	0	1	0	0	0	29
11	3	0	0	0	0	0	0	14
20	1	0	0	2	0	0	0	23
35	1	1	0	0	0	0	0	37
26	2	1	0	0	0	0	0	29
Hourly Total	92	7	2	0	2	0	0	103
25	6	0	0	0	0	0	0	31
33	4	0	0	0	0	0	0	37
19	2	0	0	2	0	0	0	23
25	1	0	0	0	0	0	0	26
Hourly Total	102	13	0	0	2	0	0	117
23	0	0	0	0	1	0	0	24
28	3	1	0	0	0	0	0	32
25	2	0	0	1	0	0	0	28
25	3	0	0	0	0	0	0	28
Hourly Total	101	8	1	0	1	1	0	112
21	5	0	0	0	0	0	0	26
28	2	0	0	1	0	0	0	31
24	3	0	0	0	0	0	0	27
18	1	0	0	0	0	0	0	19
Hourly Total	91	11	0	0	1	0	0	103
33	5	2	0	0	0	0	0	40
30	2	1	0	0	0	0	0	33
24	2	0	0	1	0	0	0	27
25	2	1	0	0	1	0	0	29
Hourly Total	112	11	4	0	1	1	0	129
30	1	1	0	0	0	0	0	32
30	6	0	0	0	0	0	0	36
27	1	0	0	1	0	0	0	29
21	3	0	0	0	0	0	0	24
Hourly Total	108	11	1	0	1	0	0	121
25	4	0	0	0	0	0	0	26
27	4	0	0	1	0	0	0	32
23	1	0	0	0	0	0	0	24
27	5	2	0	0	0	0	0	34
Hourly Total	102	11	2	0	1	0	0	116
42	2	0	0	2	0	0	0	46
41	1	0	0	0	0	0	0	42
28	3	0	0	1	1	0	0	33
61	4	0	0	0	0	0	0	65
Hourly Total	152	10	0	0	3	1	0	166
34	1	0	0	0	0	0	0	35
25	7	0	0	0	0	0	0	32
194	15	1	0	1	3	0	0	35
38	1	0	0	0	0	0	0	39
Hourly Total	124	12	1	0				



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

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

## Survey Overview

Job No'/Job Name	SS1635 Blackwood
Date	Saturday 09 November 2024
Time	0700-1900
Survey Type	Classified JTC
Weather Conditions	

### Overview Map



## Comments









<b>Total</b>	<b>2269</b>	<b>136</b>	<b>9</b>	<b>1</b>	<b>126</b>	<b>18</b>	<b>12</b>	<b>2571</b>
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<b>978</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1028</b>
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<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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<b>657</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>704</b>
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<b>4303</b>
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Arm D - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	2	1	0	0	0	0	0	3
0715-0730	4	2	0	0	1	0	0	7
0730-0745	9	0	0	0	2	0	0	11
0745-0800	3	0	0	0	1	0	0	4
<b>Hourly Total</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>
0800-0815	10	0	0	0	0	0	0	10
0815-0830	11	0	0	0	1	1	0	13
0830-0845	11	1	1	0	1	0	0	14
0845-0900	19	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>51</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>56</b>
0900-0915	10	2	0	0	0	1	0	13
0915-0930	12	1	0	0	0	0	0	13
0930-0945	17	2	0	0	0	0	0	19
0945-1000	14	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>53</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>59</b>
1000-1015	11	1	0	0	1	1	0	14
1015-1030	14	0	0	0	0	0	0	14
1030-1045	25	0	0	0	0	0	0	25
1045-1100	18	2	0	0	0	0	0	20
<b>Hourly Total</b>	<b>65</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>70</b>
1100-1115	13	1	0	0	0	0	0	14
1115-1130	16	2	0	0	0	0	0	18
1130-1145	23	0	0	0	0	0	0	23
1145-1200	21	1	0	0	0	0	0	22
<b>Hourly Total</b>	<b>73</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>
1200-1215	15	0	0	0	0	0	0	15
1215-1230	11	1	0	0	0	0	0	12
1230-1245	19	1	0	0	0	0	0	20
1245-1300	11	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>
1300-1315	14	2	0	0	0	0	0	16
1315-1330	16	1	0	0	0	0	0	17
1330-1345	15	0	0	0	0	0	0	15
1345-1400	15	2	0	0	1	0	0	18
<b>Hourly Total</b>	<b>60</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>66</b>
1400-1415	11	0	0	0	0	0	0	11
1415-1430	12	1	0	0	0	0	0	13
1430-1445	23	1	0	0	0	0	0	24
1445-1500	14	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>60</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>
1500-1515	17	0	0	0	0	0	0	17
1515-1530	11	0	0	0	0	0	0	11
1530-1545	18	1	0	0	0	0	0	19
1545-1600	12	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>58</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
1600-1615	15	0	0	0	0	0	0	15
1615-1630	18	1	0	0	0	1	0	20
1630-1645	12	0	0	0	0	0	0	12
1645-1700	12	1	0	0	0	1	0	14
<b>Hourly Total</b>	<b>57</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>61</b>
1700-1715	11	0	0	0	0	0	0	11
1715-1730	17	0	0	0	0	0	0	17
1730-1745	9	0	0	0	0	0	0	9
1745-1800	11	1	0	0	0	0	0	12
<b>Hourly Total</b>	<b>48</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
1800-1815	4	1	0	0	0	0	0	5
1815-1830	12	1	0	0	0	0	0	13
1830-1845	11	1	0	0	0	0	0	12
1845-1900	9	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>

Arm D - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
14	2	1	0	0	0	0	0	17
10	2	0	0	0	0	0	0	12
13	2	0	0	0	0	0	0	15
19	5	0	0	0	0	0	0	24
<b>56</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
19	3	1	0	0	0	0	0	23
33	3	0	0	0	0	0	0	36
30	7	2	0	0	0	0	0	39
39	0	1	0	0	0	1	0	41
<b>121</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>139</b>
34	2	1	1	0	0	0	0	38
43	2	0	0	0	4	0	0	49
41	3	0	0	0	0	0	0	44
46	2	0	0	0	0	0	0	48
<b>164</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>179</b>
49	3	0	0	0	1	0	0	53
53	2	0	0	0	0	0	0	55
46	2	0	0	0	0	0	0	48
63	3	0	0	0	1	0	0	67
<b>211</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>223</b>
59	2	0	0	0	0	0	0	61
54	1	1	0	0	0	0	0	56
60	5	0	0	0	0	0	0	65
58	1	0	0	0	0	0	0	59
<b>231</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>
45	5	0	0	1	1	0	0	52
61	3	0	0	0	0	0	0	64
63	1	0	0	0	0	0	0	64
53	3	0	0	0	0	0	0	56
<b>222</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>236</b>
70	3	0	0	0	0	0	0	73
59	2	0	0	0	0	0	0	61
58	1	0	0	0	0	0	0	59
52	2	0	0	0	0	0	0	54
<b>239</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>247</b>
47	2	0	0	0	0	0	0	49
48	4	0	0	0	0	0	0	52
56	3	0	0	0	0	0	0	59
36	4	1	0	0	0	0	0	41
<b>187</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>201</b>
39	3	0	0	0	0	0	0	42
44	6	1	0	0	2	0	0	53
38	1	0	0	0	0	0	0	39
41	2	0	0	0	0	0	0	43
<b>162</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>177</b>
49	2	0	0	0	0	0	0	51
38	0	1	0	0	0	0	0	39
39	2	0	0	0	0	0	0	41
32	3	0	0	0	0	0	0	35
<b>158</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
36	1	0	0	0	0	0	0	37
37	2	0	0	0	0	0	0	39
31	1	0	0	0	0	0	0	32
29	0	0	0	0	0	0	0	29
<b>133</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>
42	1	0	0	0	0	0	0	43
44	1	0	0	0	0	0	0	45
31	2	0	0	0	0	0	0	33
28	1	0	0	0	0	0	0	29
<b>145</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>

Arm D - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
5	0	0	0	0	0	0	0	5
6	0	0	0	0	0	0	0	6
6	0	0	0	0	0	0	0	6
2	0	0	0	0	0	0	0	2
<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
4	0	0	0	0	0	0	0	4
15	0	0	0	0	0	0	0	15
8	0	0	0	0	0	0	0	8
15	0	0	0	0	0	0	0	15
<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
6	0	0	0	0	0	0	0	6
11	0	0	0	0	0	0	0	11
15	0	0	0	0	0	0	0	15
5	1	0	0	0	0	0	0	10
<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
23	1	0	0	0	0	0	0	24
23	1	0	0	0	0	0	0	24
15	1	0	0	0	0	0	0	16
12	0	0	0	0	0	0	0	12
<b>73</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>
12	4	0	0	0	0	0	0	16
17	1	0	0	0	0	0	0	18
15	2	0	0	0	0	0	0	17
14	0	0	0	0	0	0	0	14
<b>58</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>
11	1	0	0	0	0	0	0	12
21	1	0	0	0	0	0	0	22
13	1	0	0	0	0	0	0	14
19	1	0	0	0	0	0	0	20
<b>64</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
23	0	0	0	0	0	0	0	23
19	1	1	0	0	0	0	0	21
8	1	0	0	0	1	0	0	10
14	4	0	0	0	0	0	0	18
<b>64</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>72</b>
19	1	0	0	0	0	0	0	20
21	0	0	0	0	0	0	0	21
21	2	0	0	0	0	1	0	24
10	0	0	0	0	0	0	0	10
<b>71</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>75</b>

<b>Total</b>	<b>635</b>	<b>32</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>681</b>
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<b>2029</b>	<b>113</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>2164</b>
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<b>627</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>662</b>
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<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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<b>3507</b>
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	10	3	0	0	3	0	2	18
0715-0730	18	3	0	1	1	0	0	23
0730-0745	25	3	1	1	0	0	0	30
0745-0800	27	1	0	0	5	0	0	33
Hourly Total	80	10	1	2	9	0	2	104
0800-0815	37	8	1	1	2	0	0	49
0815-0830	33	2	0	0	2	0	0	37
0830-0845	49	4	1	0	1	0	0	55
0845-0900	48	5	0	0	6	0	0	59
Hourly Total	167	19	2	1	11	0	0	200
0900-0915	64	2	1	0	4	0	2	73
0915-0930	68	5	0	0	3	0	0	76
0930-0945	73	6	1	0	0	0	1	81
0945-1000	88	11	0	0	6	0	0	105
Hourly Total	293	24	2	0	13	0	3	335
1000-1015	84	10	0	0	4	0	0	98
1015-1030	87	7	0	0	4	0	1	99
1030-1045	100	5	0	0	1	0	1	107
1045-1100	131	4	0	0	7	2	0	144
Hourly Total	402	26	0	0	16	2	2	448
1100-1115	102	0	0	0	2	2	0	106
1115-1130	122	6	1	0	5	0	0	134
1130-1145	123	8	2	0	0	0	0	133
1145-1200	117	5	0	0	6	2	0	130
Hourly Total	464	19	3	0	13	4	0	503
1200-1215	129	7	0	0	5	1	10	152
1215-1230	139	7	0	0	5	1	0	152
1230-1245	115	5	0	0	1	3	0	124
1245-1300	123	6	0	0	6	0	0	135
Hourly Total	506	25	0	0	17	5	10	563
1300-1315	119	6	0	0	4	0	0	129
1315-1330	122	7	1	0	2	2	1	135
1330-1345	114	7	1	0	1	0	0	123
1345-1400	129	2	0	0	8	0	1	140
Hourly Total	484	22	2	0	15	2	2	527
1400-1415	128	2	0	0	3	1	0	134
1415-1430	128	6	0	0	3	1	1	139
1430-1445	130	9	1	0	1	2	0	143
1445-1500	105	12	3	0	6	0	0	126
Hourly Total	491	29	4	0	13	4	1	542
1500-1515	123	8	1	0	2	0	0	134
1515-1530	116	4	2	0	4	1	0	127
1530-1545	97	9	0	0	1	0	0	107
1545-1600	119	4	0	0	7	1	0	131
Hourly Total	455	25	3	0	14	2	0	499
1600-1615	114	6	0	0	5	0	0	125
1615-1630	130	9	1	0	5	1	0	146
1630-1645	96	3	0	0	1	0	0	100
1645-1700	135	1	0	0	4	0	1	141
Hourly Total	475	19	1	0	15	1	1	512
1700-1715	133	7	1	0	5	2	0	148
1715-1730	116	7	0	0	4	0	0	127
1730-1745	101	2	1	0	2	0	1	107
1745-1800	101	4	0	0	3	0	0	108
Hourly Total	451	20	2	0	14	2	1	490
1800-1815	94	4	0	0	4	0	0	102
1815-1830	83	3	0	0	2	0	0	88
1830-1845	66	2	0	0	3	0	0	71
1845-1900	59	5	0	0	3	1	0	68
Hourly Total	302	14	0	0	12	1	0	329

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	9	2	1	1	1	0	0	14
0715-0730	13	2	0	0	0	0	0	15
0730-0745	22	3	1	0	0	0	0	26
0745-0800	18	4	1	0	0	0	0	23
Hourly Total	62	11	3	1	1	0	0	78
0800-0815	22	6	0	0	1	1	0	30
0815-0830	37	6	0	1	1	0	0	45
0830-0845	35	5	1	0	1	1	0	43
0845-0900	47	2	1	0	0	1	0	51
Hourly Total	141	19	2	1	3	3	0	169
0900-0915	56	3	0	0	2	0	1	62
0915-0930	76	7	2	0	0	0	0	85
0930-0945	67	3	3	0	0	0	0	73
0945-1000	95	7	0	0	0	0	0	98
Hourly Total	294	16	5	0	2	0	1	318
1000-1015	77	6	1	0	1	1	0	86
1015-1030	95	7	0	0	0	2	0	104
1030-1045	89	6	0	0	0	0	0	105
1045-1100	80	8	1	0	0	0	0	89
Hourly Total	351	27	2	0	1	3	0	384
1100-1115	116	3	0	0	1	0	0	120
1115-1130	100	8	0	0	0	0	0	108
1130-1145	122	8	0	0	0	1	0	131
1145-1200	93	12	0	0	0	2	0	107
Hourly Total	431	31	0	0	1	3	0	466
1200-1215	115	5	1	0	2	1	1	125
1215-1230	92	4	0	0	0	0	0	96
1230-1245	126	4	1	0	0	0	0	131
1245-1300	99	5	2	0	0	1	0	107
Hourly Total	492	18	4	0	2	2	1	459
1300-1315	133	8	1	0	2	1	0	145
1315-1330	89	6	0	0	0	0	0	95
1330-1345	92	8	2	0	1	0	0	103
1345-1400	109	2	0	0	0	1	0	112
Hourly Total	423	24	3	0	3	2	0	455
1400-1415	115	9	1	0	1	0	0	126
1415-1430	113	5	0	0	0	0	0	118
1430-1445	96	5	0	0	0	1	0	102
1445-1500	88	6	0	0	0	0	0	94
Hourly Total	412	25	1	0	1	1	0	440
1500-1515	88	8	0	0	1	0	1	98
1515-1530	97	2	1	0	0	0	0	100
1530-1545	113	7	0	0	0	1	1	122
1545-1600	86	5	0	0	0	2	0	93
Hourly Total	384	22	1	0	1	3	2	413
1600-1615	91	6	0	0	1	0	0	98
1615-1630	88	4	0	0	0	0	2	94
1630-1645	89	10	0	0	1	0	0	100
1645-1700	85	5	0	0	0	0	0	90
Hourly Total	353	25	0	0	1	1	2	382
1700-1715	85	3	0	0	0	0	0	88
1715-1730	80	3	0	0	1	0	0	84
1730-1745	77	2	0	0	0	0	0	79
1745-1800	79	1	1	0	0	0	0	81
Hourly Total	321	9	1	0	1	0	0	332
1800-1815	86	2	1	0	0	1	0	90
1815-1830	58	0	0	0	1	0	0	59
1830-1845	66	2	0	0	0	0	0	68
1845-1900	54	1	0	0	0	0	0	55
Hourly Total	264	5	1	0	1	1	0	272

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	10	1	0	1	0	0	0	12
0715-0730	17	4	0	0	0	0	0	21
0730-0745	15	5	0	0	3	0	0	23
0745-0800	28	6	0	0	2	0	0	36
Hourly Total	70	16	0	1	5	0	0	92
0800-0815	23	6	0	0	2	0	0	31
0815-0830	38	2	0	0	0	0	0	40
0830-0845	57	4	0	0	4	1	1	67
0845-0900	74	5	0	0	2	0	1	82
Hourly Total	192	17	0	0	8	1	2	220
0900-0915	50	6	1	0	2	1	0	60
0915-0930	59	11	0	0	1	1	0	72
0930-0945	66	1	1	0	5	0	0	73
0945-1000	72	5	2	0	2	0	1	82
Hourly Total	247	23	4	0	10	2	1	287
1000-1015	79	5	1	0	4	0	0	89
1015-1030	79	4	0	0	0	0	0	83
1030-1045	101	1	0	0	5	0	0	107
1045-1100	99	7	0	0	2	2	0	110
Hourly Total	358	17	1	0	11	2	0	389
1100-1115	87	2	1	0	4	0	0	94
1115-1130	101	4	0	0	1	2	0	108
1130-1145	89	6	1	0	5	0	0	101
1145-1200	98	7	1	0	2	1	1	110
Hourly Total	375	19	3	0	12	3	1	413
1200-1215	99	5	0	0	4	0	0	108
1215-1230	103	5	0	0	2	0	3	113
1230-1245	109	4	0	0	4	2	0	119
1245-1300	110	6	2	0	3	0	1	122
Hourly Total	421	20	2	0	13	2	4	462
1300-1315	101	7	0	0	2	0	0	110
1315-1330	127	6	1	0	2	1	2	139
1330-1345	89	4	0	0	7	0	0	100
1345-1400	120	9	0	0	1	1	0	131
Hourly Total	437	26	1	0	12	2	2	480
1400-1415	114	7	0	0	4	0	0	125
1415-1430	105	7	0	0	1	0	0	117
1430-1445	90	3	0	0	4	0	1	98
1445-1500	102	5	2	0	4	2	0	115
Hourly Total	415	22	2	0	13	2	1	455
1500-1515	97	4	1	0	3	0	0	105
1515-1530	100	3	1	0	3	1	0	108
1530-1545	81	9	0	0	5	0	0	95
1545-1600								

Total	4570	252	20	3	162	23	22	5052
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3868	232	23	2	18	19	6	4168
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3904	222	15	1	127	21	13	4303
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3291	175	13	1	10	16	1	3507
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17030
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Destination - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	9	1	0	1	1	0	0	12
0715-0730	23	6	0	0	1	0	0	30
0730-0745	26	5	1	0	5	0	0	37
0745-0800	26	5	1	0	3	0	0	35
Hourly Total	84	17	2	1	10	0	0	114
0800-0815	32	2	0	0	3	0	0	37
0815-0830	48	6	0	0	2	1	0	57
0830-0845	55	5	2	0	6	1	1	70
0845-0900	92	2	0	0	2	0	1	97
Hourly Total	227	15	2	0	13	2	2	261
0900-0915	73	6	0	0	4	2	0	85
0915-0930	79	11	0	0	1	1	0	92
0930-0945	80	4	2	0	5	0	0	91
0945-1000	83	6	1	0	2	0	1	93
Hourly Total	315	27	3	0	12	3	1	361
1000-1015	93	3	0	0	6	2	0	104
1015-1030	97	8	0	0	2	0	0	107
1030-1045	122	3	3	0	5	0	0	130
1045-1100	105	7	0	0	2	2	0	116
Hourly Total	417	21	0	0	13	6	0	457
1100-1115	98	4	0	0	5	0	0	107
1115-1130	107	7	0	0	1	2	0	117
1130-1145	107	6	0	0	5	0	0	118
1145-1200	105	11	1	0	2	2	1	122
Hourly Total	417	28	1	0	13	4	1	464
1200-1215	118	6	1	0	5	1	0	131
1215-1230	84	4	0	0	2	0	3	93
1230-1245	114	5	0	0	4	1	0	124
1245-1300	107	6	2	0	3	1	1	120
Hourly Total	423	21	3	0	14	3	4	468
1300-1315	113	8	0	0	4	0	0	125
1315-1330	107	5	1	0	2	1	2	118
1330-1345	88	6	0	0	7	0	0	101
1345-1400	120	9	0	0	2	2	0	133
Hourly Total	428	28	1	0	15	3	2	477
1400-1415	115	9	0	0	5	0	0	129
1415-1430	107	5	0	0	1	0	0	113
1430-1445	99	3	0	0	4	1	0	107
1445-1500	99	5	1	0	4	2	0	111
Hourly Total	420	22	1	0	14	3	0	460
1500-1515	101	4	1	0	4	0	0	110
1515-1530	97	4	2	0	3	0	0	106
1530-1545	107	12	0	0	5	0	0	124
1545-1600	72	5	0	0	2	0	0	79
Hourly Total	377	25	3	0	14	0	0	419
1600-1615	79	6	0	0	3	1	1	90
1615-1630	94	4	0	0	2	1	1	102
1630-1645	94	4	0	0	5	1	0	104
1645-1700	89	3	0	0	1	3	0	96
Hourly Total	356	17	0	0	11	6	2	392
1700-1715	79	4	0	0	2	0	0	85
1715-1730	99	5	0	0	2	0	0	106
1730-1745	82	3	0	0	4	0	0	89
1745-1800	80	4	1	0	3	1	0	89
Hourly Total	340	16	1	0	11	1	0	369
1800-1815	79	3	1	0	0	1	0	84
1815-1830	84	2	0	0	4	0	1	91
1830-1845	90	4	0	0	3	0	0	97
1845-1900	89	3	0	0	3	0	0	95
Hourly Total	342	12	1	0	10	1	1	367
Total	4146	249	18	1	150	32	13	4609

Destination - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
18	3	1	0	0	0	0	0	22
19	3	0	1	0	0	0	0	23
24	3	1	0	0	0	0	0	28
41	6	0	0	1	0	0	0	48
102	15	2	1	1	1	0	0	121
45	10	1	0	0	0	0	0	56
57	4	0	0	0	0	0	0	61
71	9	3	0	0	0	0	0	83
75	4	1	0	0	1	1	0	82
Hourly Total	248	27	5	0	1	1	0	282
70	4	1	1	1	0	0	0	77
89	7	0	0	0	4	0	0	100
84	6	0	0	0	0	0	0	90
109	7	1	0	0	1	0	0	118
352	24	2	1	2	4	0	0	385
94	13	1	0	0	1	0	0	109
116	3	0	0	0	0	0	0	119
108	3	0	0	0	0	0	0	111
139	6	0	0	2	2	2	0	149
Hourly Total	457	25	1	0	2	3	0	488
122	2	1	0	0	1	0	0	126
134	3	1	0	0	0	0	0	138
132	8	1	0	0	0	0	0	141
141	3	0	0	2	2	0	0	148
Hourly Total	529	16	3	0	2	3	0	553
124	9	0	0	1	1	1	1	136
147	7	0	0	0	1	0	0	155
146	5	0	0	0	3	0	0	154
147	4	0	0	1	0	0	0	152
Hourly Total	564	25	0	0	2	5	1	597
152	9	0	0	0	0	0	0	161
142	5	0	0	0	0	0	0	147
135	5	0	0	0	0	0	0	140
145	4	0	0	2	0	1	1	152
Hourly Total	574	23	0	0	2	0	1	600
135	4	0	0	0	0	0	0	139
132	9	0	0	0	0	0	0	141
140	6	1	0	0	0	0	1	148
118	14	3	0	0	1	0	0	136
Hourly Total	525	33	4	0	1	0	1	564
121	7	1	0	0	0	0	0	129
113	8	3	0	0	2	0	0	126
98	6	0	0	0	0	0	0	104
105	4	0	0	2	0	0	0	111
Hourly Total	437	25	4	0	2	2	0	470
112	6	0	0	0	0	0	0	118
117	5	1	0	0	0	1	0	124
88	4	0	0	0	0	0	0	92
109	3	0	0	0	1	0	1	114
Hourly Total	426	18	1	0	1	1	1	448
103	3	0	0	1	0	0	0	107
99	5	0	0	0	0	0	0	104
79	2	1	0	0	0	0	0	82
80	1	0	0	1	0	0	0	82
Hourly Total	361	11	1	0	2	0	0	375
86	2	0	0	0	0	0	0	88
84	3	0	0	0	0	0	0	87
57	3	0	0	0	0	0	0	60
52	2	0	0	1	0	0	0	55
Hourly Total	279	10	0	0	1	0	0	290
4854	252	23	2	19	19	4	5173	

Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
15	3	1	0	3	0	2	2	24
16	2	0	0	1	0	0	0	19
24	3	0	1	0	0	0	0	28
16	1	0	0	4	0	0	0	21
71	9	1	1	8	0	2	2	92
26	8	1	1	2	0	0	0	38
34	0	0	0	2	0	0	0	36
32	1	0	0	1	0	0	0	34
35	4	0	0	5	0	0	0	44
Hourly Total	127	13	1	1	10	0	0	152
46	2	0	0	3	0	3	3	54
48	4	0	0	3	0	0	0	55
65	2	1	0	0	0	1	0	69
65	5	0	0	4	0	0	0	74
Hourly Total	224	13	1	0	10	0	4	252
72	5	0	0	4	0	0	0	81
81	7	0	0	4	0	1	0	93
83	5	0	0	1	0	1	0	90
82	4	0	0	4	1	0	0	91
Hourly Total	318	21	0	0	13	1	2	355
88	4	0	0	2	1	0	0	95
93	5	1	0	5	0	0	0	104
88	5	0	0	0	0	0	0	93
83	3	0	0	3	1	0	0	90
Hourly Total	352	17	1	0	10	2	0	382
91	4	0	0	4	1	10	10	110
102	6	0	0	5	0	0	0	113
92	2	0	0	1	1	0	0	96
93	8	1	0	4	0	0	0	106
Hourly Total	378	20	1	0	14	2	10	425
117	2	0	0	4	1	0	0	124
91	11	2	0	2	2	1	0	109
79	5	1	0	2	1	0	0	88
90	5	0	0	5	0	0	0	100
Hourly Total	377	23	3	0	13	4	1	421
92	4	0	0	3	1	0	0	100
103	4	0	0	3	1	1	0	112
87	10	0	0	1	2	1	0	101
69	4	2	0	5	0	0	0	80
Hourly Total	351	22	2	0	12	4	2	393
79	5	0	0	2	0	0	1	87
89	2	0	0	4	1	0	0	96
77	4	0	0	0	0	1	0	82
81	3	1	0	4	1	0	0	90
Hourly Total	326	14	1	0	10	2	2	355
76	3	0	0	5	0	0	0	84
81	6	1	0	4	0	1	0	93
80	2	0	0	1	1	0	0	84
87	3	0	0	2	0	0	0	92
Hourly Total	324	14	1	0	12	1	1	353
80	7	1	0	4	2	0	0	94
76	4	0	0	3	0	0	0	83
76	2	0	0	1	0	1	0	80
64	2	0	0	1	0	0	0	67



<b>Total</b>	0	0	0	0	0	0	0	0
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339	27	0	0	12	2	0	380
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239	22	1	0	0	2	0	264
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644
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Arm B - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	2	0	0	0	0	0	0	2
0715-0730	1	0	0	0	1	0	0	2
0730-0745	1	1	0	0	0	0	0	2
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>
0800-0815	2	0	0	0	0	0	0	2
0815-0830	0	1	0	0	1	0	0	2
0830-0845	2	0	0	0	0	0	0	2
0845-0900	6	1	1	0	0	0	0	8
<b>Hourly Total</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>
0900-0915	2	0	0	0	0	0	0	2
0915-0930	8	0	0	0	1	0	0	9
0930-0945	5	1	0	0	0	0	0	6
0945-1000	2	2	1	0	0	0	0	5
<b>Hourly Total</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>
1000-1015	6	0	0	0	0	0	0	6
1015-1030	8	0	0	0	1	0	0	9
1030-1045	6	0	0	0	0	0	1	7
1045-1100	5	3	0	0	0	0	0	8
<b>Hourly Total</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>30</b>
1100-1115	9	0	0	0	0	0	0	9
1115-1130	6	0	0	0	1	0	0	7
1130-1145	10	0	0	0	0	0	0	10
1145-1200	12	2	0	0	0	1	0	15
<b>Hourly Total</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>41</b>
1200-1215	15	3	0	0	0	0	0	18
1215-1230	2	1	0	0	1	0	0	4
1230-1245	2	0	0	0	0	0	0	2
1245-1300	9	2	0	0	0	0	0	11
<b>Hourly Total</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>35</b>
1300-1315	14	0	0	0	0	0	0	14
1315-1330	10	1	0	0	1	0	0	12
1330-1345	8	0	0	0	0	0	0	8
1345-1400	6	1	0	0	0	0	0	7
<b>Hourly Total</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>41</b>
1400-1415	5	2	0	0	0	0	0	7
1415-1430	9	1	0	0	1	0	0	11
1430-1445	9	0	0	0	0	0	1	10
1445-1500	5	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>33</b>
1500-1515	6	1	0	0	0	0	0	7
1515-1530	6	0	0	0	1	0	0	7
1530-1545	9	0	0	0	0	0	0	9
1545-1600	13	0	0	0	0	1	0	14
<b>Hourly Total</b>	<b>34</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>37</b>
1600-1615	6	0	0	0	0	0	0	6
1615-1630	7	0	0	0	1	1	0	9
1630-1645	10	0	0	0	0	0	0	10
1645-1700	8	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>33</b>
1700-1715	7	2	0	0	0	0	0	9
1715-1730	7	1	0	0	0	0	0	8
1730-1745	4	0	0	0	1	0	0	5
1745-1800	11	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>
1800-1815	4	0	0	0	0	0	0	4
1815-1830	9	0	0	0	0	1	0	10
1830-1845	2	1	0	0	0	0	0	3
1845-1900	7	0	0	0	1	0	0	8
<b>Hourly Total</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>25</b>

Arm B - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100-1115	0	0	0	0	0	0	0	0
1115-1130	1	0	0	0	0	0	0	1
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300-1315	0	0	0	0	0	0	0	0
1315-1330	1	0	0	0	0	0	0	1
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	9	1	0	0	1	0	0	11
0715-0730	16	2	1	0	0	0	0	19
0730-0745	20	3	1	0	0	0	1	25
0745-0800	30	7	1	0	0	0	0	38
<b>Hourly Total</b>	<b>75</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>93</b>
0800-0815	38	4	0	0	1	1	0	44
0815-0830	52	5	1	1	1	0	0	60
0830-0845	46	5	0	0	1	1	0	53
0845-0900	64	4	1	0	0	0	0	69
<b>Hourly Total</b>	<b>200</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>226</b>
0900-0915	76	6	0	0	2	1	1	86
0915-0930	99	11	1	0	0	0	0	111
0930-0945	85	5	3	0	0	0	0	93
0945-1000	123	7	0	0	0	0	0	130
<b>Hourly Total</b>	<b>383</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>420</b>
1000-1015	103	9	2	0	1	1	0	116
1015-1030	119	6	1	0	0	2	0	128
1030-1045	124	6	0	0	0	0	0	130
1045-1100	103	9	1	0	0	0	0	113
<b>Hourly Total</b>	<b>449</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>487</b>
1100-1115	151	5	1	1	1	0	0	159
1115-1130	149	9	0	1	0	0	0	159
1130-1145	145	8	1	1	0	0	0	155
1145-1200	156	4	0	0	0	1	0	161
<b>Hourly Total</b>	<b>601</b>	<b>26</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>634</b>
1200-1215	163	4	1	0	2	1	0	171
1215-1230	148	6	0	0	0	0	0	154
1230-1245	136	7	0	1	0	0	0	144
1245-1300	136	8	1	0	0	1	0	146
<b>Hourly Total</b>	<b>583</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>615</b>
1300-1315	166	9	1	0	2	0	0	178
1315-1330	148	8	0	0	0	0	0	156
1330-1345	138	6	3	0	1	0	0	148
1345-1400	141	4	0	0	0	1	0	146
<b>Hourly Total</b>	<b>593</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>628</b>
1400-1415	159	9	1	0	1	1	0	171
1415-143								

<b>Total</b>	<b>303</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>350</b>
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<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
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<b>5028</b>	<b>276</b>	<b>24</b>	<b>5</b>	<b>18</b>	<b>17</b>	<b>6</b>	<b>5374</b>
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<b>5727</b>
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Arm C - Arm A								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	0	1
0730-0745	1	1	0	0	0	0	0	2
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
0800-0815	1	1	0	0	0	0	0	2
0815-0830	2	1	0	0	0	0	0	3
0830-0845	5	0	0	0	0	0	0	5
0845-0900	7	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
0900-0915	6	0	0	0	0	1	0	7
0915-0930	2	2	0	0	0	0	0	4
0930-0945	5	0	0	0	0	0	0	5
0945-1000	9	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>25</b>
1000-1015	6	0	0	0	0	0	0	6
1015-1030	7	0	0	0	0	0	0	7
1030-1045	7	0	0	0	0	0	0	7
1045-1100	9	2	0	0	0	0	0	11
<b>Hourly Total</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
1100-1115	10	0	0	0	0	0	0	10
1115-1130	11	0	0	0	0	0	0	11
1130-1145	12	0	0	0	0	0	0	12
1145-1200	16	0	0	0	0	0	0	16
<b>Hourly Total</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
1200-1215	6	0	0	0	0	0	0	6
1215-1230	13	1	0	0	0	0	0	14
1230-1245	17	0	0	0	0	0	0	17
1245-1300	13	1	0	0	0	0	0	14
<b>Hourly Total</b>	<b>49</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
1300-1315	12	0	0	0	0	0	0	12
1315-1330	15	0	0	0	0	0	0	15
1330-1345	14	2	0	0	0	0	0	16
1345-1400	10	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>51</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
1400-1415	4	0	0	0	0	0	0	4
1415-1430	6	0	0	0	0	0	0	6
1430-1445	8	0	0	0	0	0	0	8
1445-1500	3	1	0	0	0	0	0	4
<b>Hourly Total</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
1500-1515	8	0	0	0	0	0	0	8
1515-1530	14	1	0	0	0	0	0	15
1530-1545	6	1	0	0	0	0	0	7
1545-1600	15	0	0	0	0	0	0	15
<b>Hourly Total</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>
1600-1615	12	1	0	0	0	0	0	13
1615-1630	9	2	0	0	0	0	0	11
1630-1645	8	0	0	0	0	0	0	8
1645-1700	11	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
1700-1715	6	0	0	0	0	0	0	6
1715-1730	5	2	0	0	0	0	0	7
1730-1745	7	0	0	0	0	0	0	7
1745-1800	8	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
1800-1815	6	0	0	0	0	0	0	6
1815-1830	11	1	0	0	0	0	0	12
1830-1845	6	0	0	0	0	0	0	6
1845-1900	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>

Arm C - Arm B								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
18	3	2	1	0	0	0	0	24
18	3	0	1	0	0	0	0	22
24	2	1	1	0	0	0	0	28
25	7	0	0	0	1	0	0	33
<b>85</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107</b>
28	6	1	0	0	0	0	0	35
62	4	0	0	0	0	0	0	66
57	8	3	0	0	0	0	0	68
68	3	1	0	0	1	0	0	73
<b>215</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>242</b>
86	5	1	1	1	0	0	0	94
92	10	1	0	0	4	0	0	107
84	9	0	0	0	1	0	0	94
128	7	0	0	0	1	0	0	136
<b>390</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>431</b>
114	12	0	0	0	0	0	0	126
135	4	0	0	0	0	0	0	139
116	6	1	0	0	0	0	0	123
151	4	0	0	2	2	0	0	159
<b>516</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>547</b>
128	7	0	0	1	1	0	0	137
148	5	0	0	0	0	0	0	153
172	5	0	0	0	0	0	0	177
156	6	1	1	2	1	0	0	167
<b>604</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>634</b>
159	12	0	0	1	1	1	1	174
154	8	1	0	0	1	0	0	164
170	7	0	1	0	2	0	0	180
160	6	0	0	1	0	0	0	167
<b>643</b>	<b>33</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>685</b>
175	5	0	2	0	0	0	0	182
190	4	0	0	0	0	0	0	194
173	3	0	0	0	0	0	0	176
184	6	0	0	2	0	1	0	193
<b>722</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>745</b>
170	6	0	0	0	0	0	0	176
163	9	0	0	0	0	0	0	172
174	9	1	0	0	1	1	1	186
160	11	2	0	1	1	0	0	175
<b>667</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>709</b>
149	11	1	0	0	1	0	0	162
160	10	2	0	0	1	0	0	173
138	5	0	0	0	1	0	0	144
143	9	1	0	2	0	0	0	155
<b>590</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>634</b>
150	6	0	0	0	0	0	0	156
159	5	0	0	0	1	0	0	165
129	5	0	0	0	0	0	0	134
122	6	0	0	1	0	1	0	130
<b>560</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>585</b>
142	2	0	0	1	0	0	1	146
118	5	0	0	0	0	0	0	123
112	3	0	0	0	0	0	0	115
109	2	0	0	1	0	0	0	112
<b>481</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>496</b>
118	1	0	0	0	0	0	0	119
95	4	0	0	0	0	0	0	99
64	2	0	0	0	0	0	0	66
67	6	0	0	1	0	0	0	74
<b>344</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>358</b>

Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>24</b>
<b>23</b>
<b>30</b>
<b>33</b>
<b>110</b>
<b>37</b>
<b>69</b>
<b>73</b>
<b>80</b>
<b>259</b>
<b>101</b>
<b>111</b>
<b>99</b>
<b>145</b>
<b>456</b>
<b>132</b>
<b>146</b>
<b>130</b>
<b>170</b>
<b>578</b>
<b>147</b>
<b>164</b>
<b>189</b>
<b>183</b>
<b>683</b>
<b>180</b>
<b>178</b>
<b>197</b>
<b>181</b>
<b>736</b>
<b>194</b>
<b>209</b>
<b>192</b>
<b>203</b>
<b>798</b>
<b>180</b>



<b>Total</b>	372	20	0	0	0	1	0	393
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5817	284	20	8	20	19	5	6173
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0	0	0	0	0	0	0	0
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6566
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	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	1	0	0	0	0	0	0	1
0715-0730	1	0	0	0	1	0	0	2
0730-0745	1	1	0	0	0	0	0	2
0745-0800	4	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>
0800-0815	8	1	0	0	0	0	0	9
0815-0830	7	1	0	0	1	0	0	9
0830-0845	8	2	0	0	0	1	0	11
0845-0900	9	0	0	0	0	1	0	10
<b>Hourly Total</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>39</b>
0900-0915	9	0	0	0	0	0	0	9
0915-0930	20	3	1	0	0	0	0	24
0930-0945	12	1	0	0	1	0	0	14
0945-1000	13	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>54</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>60</b>
1000-1015	14	0	0	0	0	0	0	14
1015-1030	16	0	0	0	0	0	0	16
1030-1045	15	2	0	0	1	0	0	18
1045-1100	16	2	0	0	0	0	0	18
<b>Hourly Total</b>	<b>61</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>66</b>
1100-1115	20	1	0	0	0	0	0	21
1115-1130	19	1	0	0	0	0	0	20
1130-1145	17	1	0	0	1	1	0	20
1145-1200	14	2	0	0	0	0	0	16
<b>Hourly Total</b>	<b>70</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>77</b>
1200-1215	18	0	0	0	0	0	0	18
1215-1230	15	2	0	0	0	0	0	17
1230-1245	14	0	0	0	1	0	0	15
1245-1300	16	2	0	0	0	0	0	18
<b>Hourly Total</b>	<b>63</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>68</b>
1300-1315	12	0	0	0	0	0	0	12
1315-1330	18	1	0	0	1	0	0	20
1330-1345	11	2	0	0	0	0	0	13
1345-1400	16	3	0	0	0	0	0	19
<b>Hourly Total</b>	<b>57</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>64</b>
1400-1415	18	3	0	0	0	0	0	21
1415-1430	18	0	0	0	1	1	0	20
1430-1445	13	2	0	0	0	0	0	15
1445-1500	17	1	0	0	0	0	0	18
<b>Hourly Total</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>74</b>
1500-1515	14	3	0	0	0	0	0	17
1515-1530	9	1	0	0	0	0	0	10
1530-1545	10	2	0	0	1	0	0	13
1545-1600	10	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>43</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>
1600-1615	10	0	0	0	0	0	0	10
1615-1630	13	1	0	0	0	0	0	14
1630-1645	11	0	0	0	1	0	0	12
1645-1700	7	2	0	0	0	0	0	9
<b>Hourly Total</b>	<b>41</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>45</b>
1700-1715	8	1	0	0	0	0	0	9
1715-1730	16	2	0	0	0	0	0	18
1730-1745	10	0	0	0	1	0	0	11
1745-1800	9	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>43</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>47</b>
1800-1815	21	0	0	0	0	0	0	21
1815-1830	7	0	0	0	0	0	0	7
1830-1845	9	2	0	0	1	0	0	12
1845-1900	4	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>44</b>

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
11	1	0	0	1	0	0	0	13
17	2	1	0	1	0	0	0	21
21	4	1	0	0	0	1	0	27
30	7	1	0	0	0	0	0	38
<b>79</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>99</b>
40	4	0	0	1	1	0	0	46
52	6	1	1	2	0	0	0	62
48	5	0	0	1	1	0	0	55
70	5	2	0	0	0	0	0	77
<b>210</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>240</b>
78	6	0	0	2	1	1	1	88
107	11	1	0	1	0	0	0	120
90	6	3	0	0	0	0	0	99
125	9	1	0	0	0	0	0	135
<b>400</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>442</b>
109	9	2	0	1	1	0	0	122
127	6	1	0	1	2	0	0	137
130	6	0	0	0	0	1	0	137
108	12	1	0	0	0	0	0	121
<b>474</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>517</b>
160	5	1	1	1	0	0	0	168
156	9	0	1	1	0	0	0	167
155	8	1	1	0	0	0	0	165
168	6	0	0	0	2	0	0	176
<b>639</b>	<b>28</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>676</b>
178	7	1	0	2	1	0	0	189
150	7	0	0	1	0	0	0	158
138	7	0	1	0	0	0	0	146
145	10	1	0	0	1	0	0	157
<b>611</b>	<b>31</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>650</b>
180	9	1	0	2	0	0	0	192
159	9	0	0	1	0	0	0	169
146	6	3	0	1	0	0	0	156
147	5	0	0	0	1	0	0	153
<b>632</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>670</b>
164	11	1	0	1	1	0	0	178
152	8	0	0	1	0	0	0	161
139	8	0	0	0	1	1	0	149
123	6	0	0	0	0	0	0	129
<b>578</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>617</b>
143	6	1	0	1	0	0	0	152
140	3	0	0	1	1	0	0	145
142	9	0	0	0	2	1	0	154
133	7	0	0	0	1	0	0	141
<b>558</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>592</b>
132	9	0	0	1	0	0	0	142
93	6	0	0	1	2	2	0	104
111	12	0	0	0	0	0	0	123
103	2	0	0	0	0	0	0	105
<b>439</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>474</b>
119	2	0	0	1	0	0	0	122
99	5	0	0	0	0	0	0	104
100	3	0	0	1	0	0	0	104
94	5	0	0	0	0	0	0	99
<b>412</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>429</b>
92	5	1	0	0	1	0	0	99
77	0	0	0	1	1	0	0	79
74	4	0	0	0	0	0	0	78
59	5	0	0	1	0	0	0	65
<b>302</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>321</b>

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
18	3	2	1	0	0	0	0	24
19	3	0	1	0	0	0	0	23
25	3	1	1	0	0	0	0	30
25	7	0	0	1	0	0	0	33
<b>87</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>
29	7	1	0	0	0	0	0	37
64	5	0	0	0	0	0	0	69
62	8	3	0	0	0	0	0	73
75	3	1	0	1	0	0	0	80
<b>230</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259</b>
92	5	1	1	1	1	0	0	101
94	12	1	0	0	4	0	0	111
89	9	0	0	0	1	0	0	99
137	7	0	0	1	0	0	0	145
<b>412</b>	<b>33</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>456</b>
120	12	0	0	0	0	0	0	132
142	4	0	0	0	0	0	0	146
123	6	1	0	0	0	0	0	130
160	6	0	0	2	2	0	0	170
<b>545</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>578</b>
138	7	0	0	1	1	0	0	147
159	5	0	0	0	0	0	0	164
184	5	0	0	0	0	0	0	189
172	6	1	1	2	1	0	0	183
<b>653</b>	<b>23</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>683</b>
165	12	0	0	1	1	1	0	180
167	9	1	0	0	1	0	0	178
187	7	0	1	0	2	0	0	197
173	7	0	0	1	0	0	0	181
<b>692</b>	<b>35</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>736</b>
187	5	0	2	0	0	0	0	194
205	4	0	0	0	0	0	0	209
187	5	0	0	0	0	0	0	192
194	6	0	0	2	0	1	0	203
<b>773</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>798</b>
174	6	0	0	0	0	0	0	180
169	9	0	0	0	0	0	0	178
182	9	1	0	0	1	1	0	194
163	12	2	0	1	1	0	0	179
<b>688</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>731</b>
157	11	1	0	0	1	0	0	170
174								

<b>Total</b>	<b>578</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>644</b>
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<b>5334</b>	<b>303</b>	<b>26</b>	<b>5</b>	<b>30</b>	<b>21</b>	<b>8</b>	<b>5727</b>
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<b>6189</b>	<b>304</b>	<b>20</b>	<b>8</b>	<b>20</b>	<b>20</b>	<b>5</b>	<b>6566</b>
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<b>12937</b>
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	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	2	0	0	0	0	0	0	2
0715-0730	2	0	0	0	1	0	0	3
0730-0745	2	2	0	0	0	0	0	4
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>
0800-0815	3	1	0	0	0	0	0	4
0815-0830	2	2	0	0	1	0	0	5
0830-0845	7	0	0	0	0	0	0	7
0845-0900	13	1	1	0	0	0	0	15
<b>Hourly Total</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>
0900-0915	8	0	0	0	0	1	0	9
0915-0930	10	2	0	0	1	0	0	13
0930-0945	10	1	1	0	0	0	0	11
0945-1000	11	2	1	0	0	0	0	14
<b>Hourly Total</b>	<b>39</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>47</b>
1000-1015	12	0	0	0	0	0	0	12
1015-1030	15	0	0	0	1	0	0	16
1030-1045	13	0	0	0	0	0	1	14
1045-1100	14	5	0	0	0	0	0	19
<b>Hourly Total</b>	<b>54</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>61</b>
1100-1115	19	0	0	0	0	0	0	19
1115-1130	17	0	0	0	1	0	0	18
1130-1145	22	0	0	0	0	0	0	22
1145-1200	28	2	0	0	0	1	0	31
<b>Hourly Total</b>	<b>86</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>90</b>
1200-1215	21	3	0	0	0	0	0	24
1215-1230	15	2	0	0	1	0	0	18
1230-1245	19	0	0	0	0	0	0	19
1245-1300	22	3	0	0	0	0	0	25
<b>Hourly Total</b>	<b>77</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>86</b>
1300-1315	26	0	0	0	0	0	0	26
1315-1330	25	1	0	0	1	0	0	27
1330-1345	22	2	0	0	0	0	0	24
1345-1400	16	1	0	0	0	0	0	17
<b>Hourly Total</b>	<b>89</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>94</b>
1400-1415	9	2	0	0	0	0	0	11
1415-1430	15	1	0	0	1	0	0	17
1430-1445	17	0	0	0	0	0	1	18
1445-1500	8	1	0	0	0	0	0	9
<b>Hourly Total</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>55</b>
1500-1515	14	1	0	0	0	0	0	15
1515-1530	20	1	0	0	1	0	0	22
1530-1545	15	1	0	0	0	0	0	16
1545-1600	28	0	0	0	0	1	0	29
<b>Hourly Total</b>	<b>77</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>82</b>
1600-1615	18	1	0	0	0	0	0	19
1615-1630	16	2	0	0	1	1	0	20
1630-1645	18	0	0	0	0	0	0	18
1645-1700	19	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>71</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>76</b>
1700-1715	13	2	0	0	0	0	0	15
1715-1730	12	3	0	0	0	0	0	15
1730-1745	11	0	0	0	1	0	0	12
1745-1800	19	0	0	0	0	0	0	19
<b>Hourly Total</b>	<b>55</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>
1800-1815	10	0	0	0	0	0	0	10
1815-1830	20	1	0	0	0	1	0	22
1830-1845	8	1	0	0	0	0	0	9
1845-1900	9	0	0	0	1	0	0	10
<b>Hourly Total</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>51</b>

<b>Total</b>	<b>675</b>	<b>47</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>743</b>
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	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
18	3	2	1	0	0	0	0	24
19	3	0	1	1	1	0	0	24
25	2	1	1	0	0	0	0	29
29	8	0	0	0	1	0	0	38
<b>91</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>115</b>
34	6	1	0	0	0	0	0	41
66	5	0	0	1	0	0	0	72
62	9	3	0	0	1	0	0	75
76	3	1	0	1	0	0	0	81
<b>238</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>269</b>
90	5	1	1	1	0	0	0	98
106	12	1	0	0	4	0	0	123
89	10	0	0	1	1	0	0	101
137	7	0	0	1	0	0	0	145
<b>422</b>	<b>34</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>467</b>
124	12	0	0	0	0	0	0	136
144	4	0	0	0	0	0	0	148
124	7	1	0	1	0	0	0	133
159	4	0	0	2	2	0	0	167
<b>551</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>584</b>
141	8	0	0	1	1	0	0	151
159	5	0	0	0	0	0	0	164
179	6	0	0	1	0	0	0	186
165	6	1	1	2	1	0	0	176
<b>644</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>677</b>
171	12	0	0	1	1	1	1	186
165	10	1	0	0	1	0	0	177
180	7	0	1	1	2	0	0	191
170	7	0	0	1	0	0	0	178
<b>686</b>	<b>36</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>732</b>
183	5	0	2	0	0	0	0	190
207	5	0	0	1	0	0	0	213
180	4	0	0	0	0	0	0	184
194	9	0	0	2	0	1	0	206
<b>764</b>	<b>23</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>793</b>
177	7	0	0	0	0	0	0	184
173	9	0	0	1	1	0	0	184
180	10	1	0	0	1	1	1	193
167	12	2	0	1	1	0	0	183
<b>697</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>744</b>
157	12	1	0	0	1	0	0	171
161	10	2	0	0	1	0	0	174
142	7	0	0	1	1	0	0	151
150	9	1	0	2	0	0	0	162
<b>610</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>658</b>
156	6	0	0	0	0	0	0	162
165	6	0	0	0	1	0	0	172
131	5	0	0	1	0	0	0	137
128	7	0	0	1	0	1	1	137
<b>580</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>608</b>
147	2	0	0	1	0	0	0	151
125	5	0	0	0	0	0	0	130
117	3	0	0	1	0	0	0	121
115	2	0	0	1	0	0	0	118
<b>504</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>520</b>
130	1	0	0	0	0	0	0	131
101	4	0	0	0	0	0	0	105
70	4	0	0	1	0	0	0	75
71	6	0	0	1	0	0	0	78
<b>372</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>389</b>

<b>6159</b>	<b>311</b>	<b>20</b>	<b>8</b>	<b>32</b>	<b>21</b>	<b>5</b>	<b>6556</b>
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	Destination - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
10	1	0	0	1	0	0	0	12
16	2	1	0	0	0	0	0	19
20	4	1	0	0	0	0	1	26
30	7	1	0	0	0	0	0	38
<b>76</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>95</b>
40	5	0	0	1	1	0	0	47
55	5	1	1	1	0	0	0	63
49	6	0	0	1	1	0	0	57
65	4	1	0	0	1	0	0	71
<b>209</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>238</b>
81	6	0	0	2	1	1	1	91
105	12	2	0	0	0	0	0	119
92	5	3	0	0	0	0	0	100
127	7	0	0	0	0	0	0	134
<b>405</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>444</b>
107	9	2	0	1	1	0	0	120
126	6	1	0	0	2	0	0	135
131	7	0	0	0	0	0	0	138
111	11	1	0	0	0	0	0	123
<b>475</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>516</b>
158	5	1	1	1	0	0	0	166
158	10	0	1	0	0	0	0	169
155	8	1	1	0	1	0	0	166
161	6	0	0	0	1	0	0	168
<b>632</b>	<b>29</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>669</b>
169	4	1	0	2	1	0	0	177
152	6	0	0	0	0	0	0	158
140	7	0	1	0	0	0	0	148
142	9	1	0	0	1	0	0	153
<b>603</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>636</b>
170	9	1	0	2	0	0	0	182
150	8	0	0	0	0	0	0	158
142	7	3	0	1	0	0	0	153
147	4	0	0	0	1	0	0	152
<b>609</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>645</b>



	Arm B - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	8	1	2	0	0	0	0	11
0715-0730	14	3	0	1	0	0	0	18
0730-0745	19	1	0	1	0	0	0	21
0745-0800	19	4	0	0	0	0	0	23
<b>Hourly Total</b>	<b>60</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
0800-0815	27	9	1	0	0	0	0	37
0815-0830	28	8	1	0	0	1	0	38
0830-0845	37	8	0	1	0	0	0	46
0845-0900	53	2	0	1	1	0	0	57
<b>Hourly Total</b>	<b>145</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>178</b>
0900-0915	35	6	0	1	0	0	0	42
0915-0930	68	7	0	0	0	0	0	75
0930-0945	56	4	0	1	0	0	0	61
0945-1000	86	2	1	2	0	0	15	106
<b>Hourly Total</b>	<b>245</b>	<b>19</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>284</b>
1000-1015	81	7	0	3	0	0	0	91
1015-1030	68	8	0	0	0	0	0	76
1030-1045	82	8	0	1	0	1	0	92
1045-1100	72	6	1	0	0	0	0	79
<b>Hourly Total</b>	<b>303</b>	<b>29</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>338</b>
1100-1115	85	7	2	0	0	0	0	94
1115-1130	87	0	2	0	1	0	0	90
1130-1145	121	4	2	1	0	1	0	129
1145-1200	101	4	1	0	0	0	1	107
<b>Hourly Total</b>	<b>394</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>420</b>
1200-1215	102	3	1	2	0	1	0	109
1215-1230	98	7	3	0	0	0	0	108
1230-1245	101	4	1	0	0	0	0	106
1245-1300	104	6	0	0	2	0	0	112
<b>Hourly Total</b>	<b>405</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>435</b>
1300-1315	121	13	0	1	0	0	0	135
1315-1330	84	6	0	1	0	0	0	91
1330-1345	113	6	0	1	0	0	0	120
1345-1400	98	5	0	0	0	0	0	103
<b>Hourly Total</b>	<b>416</b>	<b>30</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>449</b>
1400-1415	98	6	0	0	0	0	0	104
1415-1430	94	3	1	2	0	0	0	100
1430-1445	101	1	1	1	0	0	0	104
1445-1500	110	4	1	0	0	1	0	116
<b>Hourly Total</b>	<b>403</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>424</b>
1500-1515	77	0	1	0	0	1	0	79
1515-1530	107	6	0	1	0	0	1	115
1530-1545	102	3	0	2	0	0	0	107
1545-1600	83	6	0	1	0	0	0	90
<b>Hourly Total</b>	<b>369</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>391</b>
1600-1615	128	8	0	0	0	0	0	136
1615-1630	91	3	0	0	2	0	0	96
1630-1645	82	5	0	0	0	0	0	87
1645-1700	97	4	0	0	0	0	0	101
<b>Hourly Total</b>	<b>398</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>420</b>
1700-1715	90	5	0	0	0	2	0	97
1715-1730	87	4	0	0	0	0	0	91
1730-1745	132	3	1	0	0	0	0	136
1745-1800	111	3	0	0	0	0	0	114
<b>Hourly Total</b>	<b>420</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>438</b>
1800-1815	83	2	0	1	0	1	0	87
1815-1830	84	2	0	0	0	0	0	86
1830-1845	85	1	0	0	0	0	0	86
1845-1900	64	3	0	1	0	0	0	68
<b>Hourly Total</b>	<b>316</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>327</b>
<b>Total</b>	<b>3874</b>	<b>221</b>	<b>23</b>	<b>27</b>	<b>6</b>	<b>9</b>	<b>17</b>	<b>4177</b>

	Arm B - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	1	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1000-1015	0	0	0	0	0	0	0	0
1015-1030	1	0	0	0	0	0	0	1
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	1	0	0	0	0	0	0	1
1145-1200	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400-1415	0	0	0	0	0	0	0	0
1415-1430	1	0	0	0	0	0	0	1
1430-1445	3	0	0	0	0	0	0	3
1445-1500	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1600-1615	0	0	0	0	0	0	0	0
1615-1630	1	0	0	0	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

	Arm B - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0800-0815	1	0	0	0	0	0	0	1
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	1	0	0	0	0	0	0	1
0930-0945	2	0	0	0	0	0	0	2
0945-1000	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1000-1015	0	0	0	0	0	0	0	0
1015-1030	1	0	0	0	0	0	0	1
1030-1045	1	0	0	0	0	0	0	1
1045-1100	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1100-1115	3	0	0	0	0	0	0	3
1115-1130	2	0	0	0	0	0	0	2
1130-1145	0	0	0	0	0	0	0	0
1145-1200	3	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1200-1215	3	0	0	0	0	0	0	3
1215-1230	0	1	0	0	0	0	0	1
1230-1245	1	0	0	0	0	0	0	1
1245-1300	3	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1300-1315	2	0	0	0	0	0	0	2
1315-1330	1	0	0	0	0	0	0	1
1330-1345	3	0	0	0	0	0	0	3
1345-1400	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
1400-1415	1	0	0	0	0	0	0	1
1415-1430	4	0	0	0	0	0	0	4
1430-1445	3	0	0	0	0	0	0	3
1445-1500	1	0						

	Arm C - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	2	1	0	0	0	0	0	3
0715-0730	6	0	0	0	0	0	0	6
0730-0745	4	0	0	0	0	0	0	4
0745-0800	6	1	1	0	0	0	0	8
<b>Hourly Total</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
0800-0815	5	3	0	0	0	0	0	8
0815-0830	7	1	0	0	0	0	0	8
0830-0845	8	0	0	0	0	0	2	10
0845-0900	12	2	0	0	0	1	0	15
<b>Hourly Total</b>	<b>32</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>41</b>
0900-0915	13	0	0	0	0	0	0	13
0915-0930	17	3	0	0	0	0	0	20
0930-0945	7	3	0	0	0	0	0	10
0945-1000	17	0	1	0	0	0	0	18
<b>Hourly Total</b>	<b>54</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
1000-1015	15	3	0	0	0	0	0	18
1015-1030	16	1	0	0	0	0	1	18
1030-1045	11	5	0	0	0	0	0	16
1045-1100	17	1	0	0	0	1	0	19
<b>Hourly Total</b>	<b>59</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>71</b>
1100-1115	18	2	0	0	0	0	0	20
1115-1130	21	2	0	0	0	0	0	23
1130-1145	17	0	0	0	0	0	0	17
1145-1200	18	2	0	0	0	0	0	20
<b>Hourly Total</b>	<b>74</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
1200-1215	23	1	0	0	0	1	0	25
1215-1230	27	0	0	0	0	0	0	27
1230-1245	18	2	0	0	0	1	0	21
1245-1300	25	2	0	0	0	0	0	27
<b>Hourly Total</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>100</b>
1300-1315	16	0	0	0	0	0	0	16
1315-1330	17	1	0	0	0	0	0	18
1330-1345	19	1	0	0	0	0	0	20
1345-1400	17	1	1	1	0	1	0	21
<b>Hourly Total</b>	<b>69</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>75</b>
1400-1415	23	0	0	0	0	0	0	23
1415-1430	20	1	0	0	0	0	0	21
1430-1445	17	0	0	0	0	0	0	17
1445-1500	21	1	0	0	0	0	0	22
<b>Hourly Total</b>	<b>81</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>
1500-1515	17	0	0	0	0	0	0	17
1515-1530	19	2	0	0	0	0	0	21
1530-1545	14	0	0	0	0	1	0	15
1545-1600	23	0	0	0	0	0	0	23
<b>Hourly Total</b>	<b>73</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>76</b>
1600-1615	28	1	0	0	0	0	0	29
1615-1630	16	0	0	0	0	0	0	16
1630-1645	15	0	0	0	0	0	0	15
1645-1700	20	1	0	0	1	0	0	22
<b>Hourly Total</b>	<b>79</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>82</b>
1700-1715	16	2	0	0	0	0	0	18
1715-1730	11	0	0	0	0	0	0	11
1730-1745	20	0	0	0	0	0	0	20
1745-1800	18	1	0	0	0	0	0	19
<b>Hourly Total</b>	<b>65</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
1800-1815	25	0	0	0	0	1	0	26
1815-1830	8	1	1	0	0	0	0	10
1830-1845	10	1	0	0	0	0	0	11
1845-1900	17	1	0	0	0	0	0	18
<b>Hourly Total</b>	<b>60</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>65</b>
<b>Total</b>	<b>757</b>	<b>50</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>823</b>

	Arm C - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	1	0	0	0	0	0	0	1
0730-0745	1	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800-0815	1	0	0	0	0	0	0	1
0815-0830	0	0	0	0	0	0	0	0
0830-0845	1	0	0	0	0	0	0	1
0845-0900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	1	1
0945-1000	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>
1000-1015	0	0	0	0	0	0	0	0
1015-1030	1	0	0	0	0	0	0	1
1030-1045	1	1	0	0	0	0	0	2
1045-1100	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1100-1115	2	0	0	0	0	0	0	2
1115-1130	0	0	0	0	0	0	0	0
1130-1145	3	0	0	0	0	0	0	3
1145-1200	2	1	0	0	0	0	0	3
<b>Hourly Total</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
1200-1215	1	1	0	0	0	0	0	2
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	1	0	0	0	0	0	0	1
1345-1400	0	1	0	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1500-1515	1	0	0	0	0	0	0	1
1515-1530	1	0	0	0	0	0	0	1
1530-1545	0	0	0	0	0	0	0	0
1545-1600	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1600-1615	2	0	0	0	0	0	0	2
1615-1630	0	0	0	0	0	0	0	0
1630-1645	1	0	0	0	0	0	0	1
1645-1700	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
1700-1715	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0
1730-1745	2	0	1	0	0	0	0	3
1745-1800	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>32</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>

	Arm C - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400-1415	0	0	0	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<				

	Arm D - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	6	3	1	0	0	0	0	10
0715-0730	2	1	0	0	0	0	0	3
0730-0745	6	1	0	0	0	0	0	7
0745-0800	4	1	0	0	0	0	0	5
Hourly Total	18	6	1	0	0	0	0	25
0800-0815	7	4	0	0	0	0	0	11
0815-0830	22	0	0	0	0	0	0	22
0830-0845	19	1	1	0	0	0	0	21
0845-0900	27	2	1	0	0	0	0	30
Hourly Total	75	7	2	0	0	0	0	84
0900-0915	31	2	0	0	0	0	0	33
0915-0930	30	3	0	0	0	0	0	33
0930-0945	26	4	0	0	0	0	0	30
0945-1000	39	1	0	0	0	0	0	40
Hourly Total	126	10	0	0	0	0	0	136
1000-1015	35	6	0	0	0	0	0	41
1015-1030	58	1	0	0	0	0	0	59
1030-1045	41	0	0	0	0	0	0	41
1045-1100	50	2	0	0	0	0	0	52
Hourly Total	184	9	0	0	0	0	0	193
1100-1115	37	2	0	0	0	0	0	39
1115-1130	42	1	0	0	0	0	0	43
1130-1145	47	1	0	0	0	0	0	48
1145-1200	62	4	0	0	0	0	0	66
Hourly Total	188	8	0	0	0	0	0	196
1200-1215	61	5	0	0	0	0	1	67
1215-1230	49	5	1	0	0	0	0	55
1230-1245	63	1	0	0	0	0	0	64
1245-1300	59	2	0	0	0	0	0	61
Hourly Total	232	13	1	0	0	0	1	247
1300-1315	73	0	0	0	0	0	0	73
1315-1330	74	1	0	0	0	0	0	75
1330-1345	62	1	0	0	0	0	0	63
1345-1400	71	2	0	0	1	0	0	74
Hourly Total	280	4	0	0	1	0	0	285
1400-1415	58	2	0	0	0	0	0	60
1415-1430	70	4	0	0	0	0	0	74
1430-1445	53	4	0	0	0	0	1	58
1445-1500	53	2	1	0	0	0	0	56
Hourly Total	234	12	1	0	0	0	1	248
1500-1515	58	2	0	0	0	1	0	61
1515-1530	54	3	0	0	0	0	0	57
1530-1545	56	0	0	0	0	0	0	56
1545-1600	34	3	0	0	0	0	0	37
Hourly Total	202	8	0	0	0	1	0	211
1600-1615	58	3	0	0	0	0	0	61
1615-1630	55	2	0	0	0	0	0	57
1630-1645	54	0	0	0	0	0	0	54
1645-1700	48	1	0	0	0	0	0	49
Hourly Total	215	6	0	0	0	0	0	221
1700-1715	42	1	0	0	0	0	0	43
1715-1730	36	1	0	0	0	0	0	37
1730-1745	36	1	0	0	0	0	0	37
1745-1800	44	2	0	0	0	0	0	46
Hourly Total	158	5	0	0	0	0	0	163
1800-1815	48	1	0	0	0	0	0	49
1815-1830	34	1	0	0	0	0	0	35
1830-1845	15	0	0	0	0	0	0	15
1845-1900	24	1	0	0	0	0	0	25
Hourly Total	121	3	0	0	0	0	0	124
<b>Total</b>	<b>2033</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2133</b>

	Arm D - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
11	0	1	1	0	0	0	0	13
16	2	0	1	0	0	0	0	19
17	1	1	1	0	0	0	0	20
23	6	0	0	1	0	0	0	30
Hourly Total	67	9	2	3	1	0	0	82
24	2	1	0	0	0	0	0	27
39	5	0	0	0	0	0	0	44
38	8	2	0	0	1	0	0	49
41	1	0	0	1	0	0	0	43
Hourly Total	142	16	3	0	1	1	0	163
46	2	1	1	1	0	0	0	51
59	6	1	0	0	4	0	0	70
53	5	0	0	0	1	0	0	59
78	6	0	0	1	0	0	0	85
Hourly Total	236	19	2	1	2	5	0	265
58	4	0	0	0	0	0	0	62
68	3	0	0	0	0	0	0	71
58	6	0	0	0	0	0	0	64
80	2	0	0	2	2	0	0	86
Hourly Total	264	15	0	0	2	2	0	283
73	5	0	0	1	1	0	0	80
97	2	0	0	0	0	0	0	99
93	5	0	0	0	0	0	0	98
83	2	1	1	2	1	0	0	90
Hourly Total	346	14	1	1	3	2	0	367
82	6	0	0	1	1	0	0	90
92	4	0	0	0	1	0	0	97
87	4	0	1	0	2	0	0	94
85	4	0	0	1	0	0	0	90
Hourly Total	346	18	0	1	2	4	0	371
89	5	0	2	0	0	0	0	96
98	4	0	0	1	0	0	0	103
86	2	0	0	0	0	0	0	88
90	5	0	0	1	0	0	0	96
Hourly Total	363	16	0	2	2	0	0	383
80	2	0	0	0	0	0	0	82
67	5	0	0	0	0	0	0	72
89	3	1	0	0	0	0	0	93
82	6	1	0	1	1	0	0	91
Hourly Total	318	16	2	0	1	1	0	338
81	7	1	0	0	0	0	0	89
77	8	2	0	0	1	0	0	88
59	2	0	0	0	0	0	0	61
82	4	1	0	2	0	0	0	89
Hourly Total	299	21	4	0	2	1	0	327
62	1	0	0	0	0	0	0	63
72	4	0	0	0	1	0	0	77
53	5	0	0	0	0	0	0	58
63	6	0	0	1	0	0	1	71
Hourly Total	250	16	0	0	1	1	1	269
70	1	0	0	1	0	0	1	73
69	2	0	0	0	0	0	0	71
53	0	0	0	0	0	0	0	53
46	0	0	0	1	0	0	0	47
Hourly Total	238	3	0	0	2	0	1	244
60	0	0	0	0	0	0	0	60
54	4	0	0	0	0	0	0	58
43	4	0	0	0	0	0	0	47
40	3	0	0	1	0	0	0	44
Hourly Total	197	11	0	0	1	0	0	209
<b>Total</b>	<b>3066</b>	<b>174</b>	<b>14</b>	<b>8</b>	<b>20</b>	<b>17</b>	<b>2</b>	<b>3301</b>

	Arm D - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	0	0	0	0	0	0	0	1
1	0	0	0	1	0	0	0	2
2	0	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
Hourly Total	5	1	0	0	1	0	0	7
3	0	0	0	0	0	0	0	3
4	0	0	0	1	0	0	0	5
5	0	0	0	0	0	0	0	5
6	0	0	0	0	0	0	0	6
Hourly Total	18	0	0	0	1	0	0	19
10	1	0	0	0	0	0	0	11
10	2	0	0	0	0	0	0	12
9	2	0	0	1	0	0	0	12
11	0	0	0	0	0	0	0	11
Hourly Total	40	5	0	0	1	0	0	46
24	1	0	0	0	0	0	0	25
13	0	0	0	0	0	0	0	13
16	2	1	0	1	0	0	0	20
19	0	0	0	0	0	0	0	19
Hourly Total	72	3	1	0	1	0	0	77
19	1	0	0	0	0	0	0	20
14	2	0	0	0	0	0	0	16
24	0	0	0	1	0	0	0	25
18	0	0	0	0	0	0	0	18
Hourly Total	75	3	0	0	1	0	0	79
15	1	0	0	0	0	0	0	16
17	1	0	0	0	0	0	0	18
24	2	0	0	1	0	0	0	27
15	1	0	0	0	0	0	0	16
Hourly Total	71	5	0	0	1	0	0	77
14	0	0	0	0	0	0	0	14
25	0	0	0	0	0	0	0	25
19	1	0	0	0	0	0	0	20
21	2	0	0	0	0	1	24	
Hourly Total	79	3	0	0	0	0	1	83
24	1	0	0	0	0	0	0	25
19	0	0	0	1	1	0	0	21
25	3	0	0	0	1	0	0	29
21	2	0	0	0	0	0	0	23
Hourly Total	89	6	0	0	1	2	0	98
11	3	0	0	0	0	0	0	14
14	0	0	0	0	0	0	0	14
15	0	0	0	1	0	0	0	16
18	0	0	0	0	0	0	0	18
Hourly Total	58	3	0	0	1	0	0	62
21	2	0	0	0	0	0	0	23
26	1	0	0	0	0	0	0	27
14	0	0	0	1	0	0	0	15
12	0	0	0	0	0	0	0	12
Hourly Total	73	3	0	0	1	0	0	77
23	0	0	0	0	0	0	0	23
13	0	0	0	0	0	0	0	13
18	2	0	0	1	0	0	0	21
19	0	0	0	0	0	0	0	19
Hourly Total	73	2	0	0	1	0	0	76
12	0	0	0	0	0	0	0	12
9	0	0	0	0	0	0	0	9
13	0	0	0	1	0	0	0	14
8	1	0	0	0	0	0	0	9
Hourly Total	42	1	0	0	1	0	0	44
<b>Total</b>	<b>695</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>745</b>

	Arm D - Arm D							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0							

	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	23	4	0	2	0	0	0	29
0715-0730	26	8	2	0	0	0	0	36
0730-0745	29	6	2	1	0	0	1	39
0745-0800	57	7	0	0	0	0	0	64
<b>Hourly Total</b>	<b>135</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>168</b>
0800-0815	50	10	0	0	0	0	0	60
0815-0830	78	4	0	0	0	0	0	82
0830-0845	71	6	1	1	0	0	0	79
0845-0900	90	7	0	0	0	0	0	97
<b>Hourly Total</b>	<b>289</b>	<b>27</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>318</b>
0900-0915	88	15	4	1	1	0	1	110
0915-0930	136	7	3	1	0	0	0	147
0930-0945	131	8	1	0	0	0	0	140
0945-1000	133	11	0	0	0	0	0	144
<b>Hourly Total</b>	<b>488</b>	<b>41</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>541</b>
1000-1015	147	6	1	2	0	0	0	156
1015-1030	114	13	0	2	0	0	0	129
1030-1045	157	11	1	2	0	0	0	171
1045-1100	161	13	0	2	0	0	0	176
<b>Hourly Total</b>	<b>579</b>	<b>43</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>632</b>
1100-1115	191	9	2	1	0	0	0	203
1115-1130	187	18	1	1	0	0	0	207
1130-1145	190	7	2	0	0	0	0	199
1145-1200	170	10	0	0	0	0	0	180
<b>Hourly Total</b>	<b>738</b>	<b>44</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>789</b>
1200-1215	168	12	2	0	0	0	0	182
1215-1230	185	15	1	0	0	0	0	201
1230-1245	181	14	1	1	0	0	0	197
1245-1300	165	10	1	0	0	2	0	178
<b>Hourly Total</b>	<b>699</b>	<b>51</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>758</b>
1300-1315	203	12	0	0	1	0	0	216
1315-1330	167	3	0	0	0	0	0	170
1330-1345	180	11	1	0	1	0	0	193
1345-1400	165	6	0	1	1	0	0	173
<b>Hourly Total</b>	<b>715</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>752</b>
1400-1415	177	12	1	0	0	1	0	191
1415-1430	154	8	1	2	0	0	0	165
1430-1445	144	10	0	0	0	0	0	154
1445-1500	130	6	0	1	0	0	1	138
<b>Hourly Total</b>	<b>605</b>	<b>36</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>648</b>
1500-1515	144	6	0	0	0	1	0	151
1515-1530	104	4	0	0	0	0	0	108
1530-1545	124	4	0	1	0	1	1	131
1545-1600	139	9	0	0	0	0	0	148
<b>Hourly Total</b>	<b>511</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>538</b>
1600-1615	147	12	1	0	0	1	0	161
1615-1630	118	7	0	1	0	1	1	128
1630-1645	104	2	1	0	0	0	0	107
1645-1700	146	5	0	1	0	0	0	152
<b>Hourly Total</b>	<b>515</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>548</b>
1700-1715	123	7	0	0	0	0	0	130
1715-1730	136	1	0	0	0	1	0	138
1730-1745	137	4	0	1	0	0	0	142
1745-1800	105	6	0	0	0	1	0	112
<b>Hourly Total</b>	<b>501</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>522</b>
1800-1815	100	3	0	0	0	2	0	105
1815-1830	91	6	0	0	0	0	0	97
1830-1845	85	6	0	0	0	0	0	91
1845-1900	89	4	0	0	0	0	0	93
<b>Hourly Total</b>	<b>365</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>386</b>

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
15	2	2	0	1	0	0	0	20
25	4	1	1	0	0	0	0	31
33	6	1	1	0	0	0	0	41
38	9	1	0	0	0	0	0	48
<b>Hourly Total</b>	<b>111</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>140</b>
51	11	1	0	1	1	1	0	65
55	14	2	1	1	1	1	0	74
72	12	0	1	1	1	1	0	87
91	5	2	1	1	0	0	0	100
<b>Hourly Total</b>	<b>269</b>	<b>42</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>326</b>
78	11	0	1	2	1	0	0	93
127	11	0	0	0	0	0	0	138
109	7	2	1	0	0	0	0	119
160	9	1	2	0	0	0	15	187
<b>Hourly Total</b>	<b>474</b>	<b>38</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>537</b>
145	13	1	3	1	1	1	0	164
150	10	0	0	0	2	0	0	162
164	15	0	1	0	1	0	0	181
134	13	1	0	0	0	0	0	148
<b>Hourly Total</b>	<b>593</b>	<b>51</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>655</b>
175	11	2	1	1	0	0	0	190
177	2	2	1	1	0	0	0	183
207	10	2	2	0	1	0	0	222
214	7	1	0	0	1	1	0	224
<b>Hourly Total</b>	<b>773</b>	<b>30</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>819</b>
214	8	2	2	2	2	2	0	230
192	12	3	0	0	0	0	0	207
187	10	1	1	0	0	0	0	199
193	11	1	0	2	0	0	0	207
<b>Hourly Total</b>	<b>786</b>	<b>41</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>843</b>
238	20	0	1	1	0	0	0	260
179	15	0	1	0	0	0	0	195
183	8	3	1	0	0	0	0	195
194	8	0	0	0	1	0	0	203
<b>Hourly Total</b>	<b>794</b>	<b>51</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>853</b>
189	9	0	0	1	0	0	0	199
190	8	1	2	0	0	0	0	201
193	6	1	1	0	1	0	0	202
193	9	1	0	0	1	0	0	204
<b>Hourly Total</b>	<b>765</b>	<b>32</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>806</b>
177	4	2	0	1	1	1	0	186
185	7	0	1	0	1	1	0	195
185	9	0	2	0	0	1	0	197
161	11	0	1	0	0	1	0	174
<b>Hourly Total</b>	<b>708</b>	<b>31</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>752</b>
202	12	0	0	1	0	0	0	215
140	8	0	0	2	0	1	0	151
164	14	0	0	0	0	0	0	178
153	4	0	0	0	0	0	0	157
<b>Hourly Total</b>	<b>659</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>701</b>
160	5	0	0	1	2	0	0	168
150	10	0	0	0	0	0	0	160
192	6	1	0	0	0	0	0	199
170	6	0	0	0	0	0	0	176
<b>Hourly Total</b>	<b>672</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>703</b>
145	5	1	1	0	1	0	0	153
143	2	0	0	1	0	0	0	146
136	4	0	0	0	0	0	0	140
99	5	0	1	0	0	0	0	105
<b>Hourly Total</b>	<b>523</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>544</b>

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	1	0	0	0	0	0	0	3
10	1	0	0	1	0	0	0	12
7	0	0	0	0	0	0	0	7
7	1	1	0	0	0	0	0	9
<b>Hourly Total</b>	<b>26</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>
12	3	0	0	0	0	0	0	15
13	1	0	0	1	0	0	0	15
14	0	0	0	0	0	2	16	
23	3	0	0	0	1	0	0	27
<b>Hourly Total</b>	<b>62</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>73</b>
20	0	0	0	0	0	0	0	20
28	4	0	0	1	0	0	0	33
13	4	1	0	0	0	1	19	
29	1	2	0	0	0	0	0	32
<b>Hourly Total</b>	<b>90</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>104</b>
29	3	0	0	0	0	0	0	32
31	3	1	0	1	0	1	37	
23	6	0	0	0	0	1	30	
28	1	1	0	0	1	0	31	
<b>Hourly Total</b>	<b>111</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>130</b>
30	3	0	0	0	0	0	0	33
34	3	0	0	1	0	0	38	
32	1	0	0	0	0	0	33	
32	4	0	0	0	1	0	37	
<b>Hourly Total</b>	<b>128</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>141</b>
43	2	0	0	0	1	0	46	
37	1	0	0	1	0	0	39	
26	2	0	0	0	1	0	29	
40	3	0	0	0	1	0	44	
<b>Hourly Total</b>	<b>146</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>158</b>
29	0	1	0	0	0	0	30	
32	1	0	0	1	0	0	34	
32	2	0	0	0	0	0	34	
25	2	1	1	0	1	0	30	
<b>Hourly Total</b>	<b>118</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>128</b>
33	0	0	0	0	0	0	33	
31	1	0	0	1	0	0	33	
28	0	0	0	0	0	1	29	
37	2	0	0	0	0	0	39	
<b>Hourly Total</b>	<b>129</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>134</b>
23	1	0	0	0	0	0	24	
34	2	0	0	1	0	0	37	
25	0	0	0	0	1	0	26	
36	0	0	0	0	0	0	36	
<b>Hourly Total</b>	<b>118</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>123</b>
43	1	0	0	0	0	0	44	
22	2	0	0	1	2	0	27	

	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	16	5	3	0	0	0	0	24
0715-0730	22	4	0	1	0	0	0	27
0730-0745	29	2	0	1	0	0	0	32
0745-0800	29	6	1	0	0	0	0	36
<b>Hourly Total</b>	<b>96</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>
0800-0815	39	16	1	0	0	0	0	56
0815-0830	57	9	1	0	0	1	0	68
0830-0845	64	9	1	1	0	0	2	77
0845-0900	92	6	1	1	1	1	0	102
<b>Hourly Total</b>	<b>252</b>	<b>40</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>303</b>
0900-0915	79	8	0	1	0	0	0	88
0915-0930	115	13	0	0	0	0	0	128
0930-0945	91	11	0	1	0	0	0	103
0945-1000	142	3	2	2	0	0	0	164
<b>Hourly Total</b>	<b>427</b>	<b>35</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>483</b>
1000-1015	131	16	0	3	0	0	0	150
1015-1030	142	10	0	0	0	0	1	153
1030-1045	134	13	0	1	0	1	0	149
1045-1100	139	9	1	0	0	1	0	150
<b>Hourly Total</b>	<b>546</b>	<b>48</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>602</b>
1100-1115	140	11	2	0	0	0	0	153
1115-1130	150	3	2	0	1	0	0	156
1130-1145	185	5	2	1	0	1	0	194
1145-1200	181	10	1	0	0	0	1	193
<b>Hourly Total</b>	<b>656</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>696</b>
1200-1215	186	9	1	2	0	2	1	201
1215-1230	174	12	4	0	0	0	0	190
1230-1245	182	7	1	0	0	1	0	191
1245-1300	188	10	0	0	2	0	0	200
<b>Hourly Total</b>	<b>730</b>	<b>38</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>782</b>
1300-1315	210	13	0	1	0	0	0	224
1315-1330	175	8	0	1	0	0	0	184
1330-1345	194	8	0	1	0	0	0	203
1345-1400	186	8	1	1	1	1	0	198
<b>Hourly Total</b>	<b>765</b>	<b>37</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>809</b>
1400-1415	179	8	0	0	0	0	0	187
1415-1430	184	8	1	2	0	0	0	195
1430-1445	171	5	1	1	0	0	1	179
1445-1500	185	7	2	0	0	1	0	195
<b>Hourly Total</b>	<b>719</b>	<b>28</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>756</b>
1500-1515	152	2	1	0	0	2	0	157
1515-1530	180	11	0	1	0	0	1	193
1530-1545	172	4	0	2	0	1	0	179
1545-1600	140	9	0	1	0	0	0	150
<b>Hourly Total</b>	<b>644</b>	<b>26</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>679</b>
1600-1615	214	12	0	0	0	0	0	226
1615-1630	162	5	0	0	2	0	0	169
1630-1645	151	5	0	0	0	0	0	156
1645-1700	165	6	0	0	1	0	0	172
<b>Hourly Total</b>	<b>692</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>723</b>
1700-1715	148	8	0	0	0	2	0	158
1715-1730	134	5	0	0	0	0	0	139
1730-1745	188	4	1	0	0	0	0	193
1745-1800	173	6	0	0	0	0	0	179
<b>Hourly Total</b>	<b>643</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>669</b>
1800-1815	156	3	0	1	0	2	0	162
1815-1830	126	4	1	0	0	0	0	131
1830-1845	110	2	0	0	0	0	0	112
1845-1900	105	5	0	1	0	0	0	111
<b>Hourly Total</b>	<b>497</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>516</b>
<b>Total</b>	<b>6667</b>	<b>363</b>	<b>32</b>	<b>28</b>	<b>8</b>	<b>17</b>	<b>22</b>	<b>7137</b>

	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
29	3	1	2	0	0	0	0	35
37	8	2	1	0	0	0	0	48
35	8	2	2	0	0	0	0	47
64	10	0	0	1	0	0	0	75
<b>165</b>	<b>29</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
62	8	1	0	0	0	0	0	71
83	7	0	0	0	0	0	0	90
90	11	3	1	0	1	0	0	106
100	5	0	0	1	0	0	0	106
<b>335</b>	<b>31</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>373</b>
98	11	5	2	2	0	0	0	118
147	8	1	1	0	4	0	0	161
131	11	1	0	0	1	1	1	145
154	14	0	0	1	0	0	0	169
<b>530</b>	<b>44</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>593</b>
149	6	0	2	0	0	0	0	157
143	10	0	2	0	0	0	0	155
155	15	1	2	0	0	0	0	173
186	7	0	2	2	2	2	0	199
<b>633</b>	<b>38</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>684</b>
183	11	0	1	1	1	1	0	197
207	9	1	1	0	0	0	0	218
216	10	1	0	0	0	0	0	227
188	8	1	1	2	1	0	0	201
<b>794</b>	<b>38</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>843</b>
192	15	2	0	1	1	0	0	211
219	16	1	0	0	1	0	0	237
201	12	1	2	0	2	0	0	218
193	10	1	0	1	1	0	0	206
<b>805</b>	<b>53</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>872</b>
211	15	0	2	0	0	0	0	228
200	6	0	0	1	0	0	0	207
190	8	0	0	0	0	0	0	198
196	10	0	1	1	0	0	0	208
<b>797</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>841</b>
190	8	0	0	0	0	0	0	198
156	8	0	2	0	0	0	0	166
186	8	1	0	0	0	0	0	195
164	10	1	1	1	1	1	1	179
<b>696</b>	<b>34</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>738</b>
165	11	1	0	0	1	0	0	178
141	10	2	0	0	1	0	0	154
135	3	0	1	0	0	1	0	140
167	9	1	0	2	0	0	0	179
<b>608</b>	<b>33</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>651</b>
151	8	1	0	0	1	0	0	161
157	8	0	1	0	0	1	0	167
126	6	0	0	0	0	0	0	132
157	9	0	1	1	0	1	0	169
<b>591</b>	<b>31</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>629</b>
147	1	0	0	1	0	1	0	150
166	3	0	0	0	0	0	0	169
135	4	1	1	0	0	0	0	141
118	4	0	0	1	1	0	0	124
<b>566</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>584</b>
137	1	0	0	0	1	0	0	139
117	8	0	0	0	0	0	0	125
99	8	0	0	0	0	0	0	107
101	5	0	0	1	0	0	0	107
<b>454</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>478</b>
<b>Total</b>	<b>6974</b>	<b>404</b>	<b>33</b>	<b>32</b>	<b>21</b>	<b>22</b>	<b>5</b>	<b>7491</b>

	Destination - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	1	0	1	0	0	0	0	4
4	2	0	0	1	0	0	0	7
9	0	1	0	0	0	0	0	10
6	2	0	0	0	0	0	0	8
<b>21</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
6	2	0	0	0	0	0	0	8
21	2	0	0	1	0	0	0	24
17	2	0	0	0	0	0	0	19
19	1	0	0	0	0	0	0	20
<b>63</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>
23	4	0	0	0	0	0	0	27
29	4	2	0	0	0	0	0	35
30	2	0	0	1	0	0	0	33
36	1	0	0	0	0	0	0	37
<b>118</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>
52	3	0	0	0	0	0	0	55
29	4	0	0	0	0	0	0	33
45	5	1	0	1	0	0	0	52
50	4	0	0	0	0	0	0	54
<b>176</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
59	4	1	0	0	0	0	0	64
40	7	0	0	0	0	0	0	47
55	1	0	0	1	0	0	0	57
42	3	0	0	0	0	0	0	45
<b>196</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>
38	4	0	0	0	0	0	0	42
39	3	0	0	0	0	0	0	42
55	6	0	0	1	0	0	0	62
41	2	0	0	0	1	0	0	44
<b>173</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>190</b>
52	0	0	0	0	0	0	0	52
49	0	0	0	0	0	0	0	49
46	3	1	0	0	0	0	0	50
43	3	0	0	1	0	1	0	48
<b>190</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>199</b>
47	1	0	0	0	0	0	0	48
49	2	1	0	1	1	0	0	54
53	5	0	0	0	1	0	0	59
47	4	0	0	0	0	0	0	51
<b>196</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>212</b>
36	3	0	0	0	0	0	0	39
32	2	0	0	0	0	0	0	34
30								





SS1635 Blackwood  
 Saturday 09 November 2024  
 0700-1900  
 Site 4

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								Arm Total	
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total		
0700-0715	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1	0	0	0	0	0	0	10			
0715-0730	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	2	1	0	0	1	0	0	0	4	2	0	0	0	0	2	14		
0730-0745	0	0	0	0	0	0	0	0	20	2	0	0	0	0	1	23	1	0	0	0	0	0	0	0	1	5	0	0	0	0	5	29		
0745-0800	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	1	2	0	0	0	0	0	0	3	3	2	0	0	0	5	29		
Hourly Total	0	0	0	0	0	0	0	0	53	7	0	0	0	0	1	61	5	3	0	0	1	0	0	0	9	10	2	0	0	0	12	82		
0800-0815	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22	7	0	0	0	0	0	0	0	7	6	0	0	0	0	6	35		
0815-0830	0	0	0	0	0	0	0	0	32	1	0	0	0	0	0	33	2	1	0	0	1	0	0	0	4	5	1	0	0	0	0	6	43	
0830-0845	1	0	0	0	0	0	0	1	26	3	0	0	0	0	0	29	8	0	0	0	0	0	0	8	12	1	0	0	0	1	0	14	52	
0845-0900	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	41	4	0	0	0	0	0	0	0	4	10	0	0	0	0	0	10	55	
Hourly Total	1	0	0	0	0	0	0	1	116	9	0	0	0	0	0	125	21	1	0	0	1	0	0	0	23	33	2	0	0	0	1	0	36	185
0900-0915	0	0	0	0	0	0	0	0	49	6	1	0	0	0	1	57	6	1	0	0	0	0	0	0	7	9	1	0	0	0	0	10	74	
0915-0930	0	0	0	0	0	0	0	0	51	4	1	0	0	0	0	56	3	0	0	0	0	0	0	0	3	5	0	0	0	0	0	5	64	
0930-0945	0	0	0	0	0	0	0	0	55	3	0	0	0	0	0	58	6	0	0	0	1	0	0	0	7	7	0	0	0	0	0	7	72	
0945-1000	0	0	0	0	0	0	0	0	57	2	0	0	0	0	0	59	8	0	0	0	0	0	0	0	8	9	1	0	0	0	0	10	77	
Hourly Total	0	0	0	0	0	0	0	0	212	15	2	0	0	0	1	230	23	1	0	0	1	0	0	0	25	30	2	0	0	0	0	32	287	
1000-1015	0	0	0	0	0	0	0	0	55	2	1	0	0	0	0	58	8	0	0	0	0	0	0	0	8	13	2	0	0	0	0	15	81	
1015-1030	0	0	0	0	0	0	0	0	40	6	0	0	0	0	0	46	13	0	0	0	0	0	0	0	13	13	0	0	0	0	0	13	72	
1030-1045	0	0	0	0	0	0	0	0	49	7	0	0	0	0	0	56	5	2	0	0	1	0	0	0	8	6	1	0	0	0	0	7	71	
1045-1100	0	0	0	0	0	0	0	0	65	4	0	0	0	0	0	69	5	0	0	0	0	0	0	0	5	9	1	0	0	0	0	10	84	
Hourly Total	0	0	0	0	0	0	0	0	209	19	1	0	0	0	0	229	31	2	0	0	1	0	0	0	34	41	4	0	0	0	0	45	308	
1100-1115	0	0	0	0	0	0	0	0	58	4	0	0	0	0	0	62	13	0	0	0	0	0	0	0	13	15	2	0	0	0	0	17	92	
1115-1130	0	1	0	0	0	0	0	1	58	7	0	0	0	0	0	65	12	0	0	0	1	0	0	0	13	9	1	0	0	0	0	10	89	
1130-1145	0	0	0	0	0	0	0	0	50	2	0	0	0	0	0	52	5	0	0	0	0	0	0	0	5	13	2	0	0	0	0	15	72	
1145-1200	0	0	0	0	0	0	0	0	52	5	0	0	0	0	0	57	7	2	0	0	0	0	0	0	9	8	0	0	0	0	0	8	74	
Hourly Total	0	1	0	0	0	0	0	1	218	18	0	0	0	0	0	236	37	2	0	0	1	0	0	0	40	45	5	0	0	0	0	50	327	
1200-1215	0	0	0	0	0	0	0	0	49	3	1	0	0	0	0	53	14	1	0	0	0	0	0	0	15	9	0	0	0	0	0	9	77	
1215-1230	0	0	0	0	0	0	0	0	45	7	0	0	0	0	0	52	13	1	0	0	0	0	0	0	14	19	2	0	0	0	0	21	87	
1230-1245	0	0	0	0	0	0	0	0	59	8	0	0	0	0	0	67	9	1	0	0	0	0	0	0	10	13	0	0	0	0	0	13	90	
1245-1300	0	0	0	0	0	0	0	0	45	1	0	0	0	0	0	46	12	1	1	0	0	0	0	0	14	18	0	0	0	0	0	18	78	
Hourly Total	0	0	0	0	0	0	0	0	198	19	1	0	0	0	0	218	48	4	1	0	0	0	0	0	53	59	2	0	0	0	0	61	332	
1300-1315	0	0	0	0	0	0	0	0	58	2	0	0	0	0	0	60	10	0	0	0	0	0	0	0	10	19	1	1	0	0	0	21	91	
1315-1330	0	0	0	0	0	0	0	0	55	3	0	0	0	0	0	58	7	1	0	0	1	0	0	0	9	11	1	0	0	0	0	12	79	
1330-1345	0	0	0	0	0	0	0	0	55	2	1	0	0	0	0	58	7	1	0	0	0	0	0	0	8	6	0	0	0	0	0	6	72	
1345-1400	1	0	0	0	0	0	0	1	48	2	0	0	1	0	0	51	11	2	0	0	0	0	0	0	13	14	2	0	0	0	0	16	81	
Hourly Total	1	0	0	0	0	0	0	1	216	9	1	0	1	0	0	227	35	4	0	0	1	0	0	0	40	50	4	1	0	0	0	55	323	
1400-1415	0	0	0	0	0	0	0	0	56	3	0	0	0	0	0	59	20	2	0	0	0	0	0	0	22	10	0	0	0	0	0	10	91	
1415-1430	0	0	0	0	0	0	0	0	42	1	0	0	0	0	0	43	9	0	0	0	1	0	0	0	10	13	0	0	0	0	0	13	66	
1430-1445	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37	10	0	0	0	0	0	0	0	10	8	0	0	0	0	0	8	55	
1445-1500	0	0	0	0	0	0	0	0	39	1	0	0	0	0	0	40	10	1	0	0	0	0	1	12	10	0	0	0	0	0	0	9	61	
Hourly Total	0	0	0	0	0	0	0	0	174	5	0	0	0	0	0	179	49	3	0	0	1	0	1	1	54	40	0	0	0	0	0	40	273	
1500-1515	0	0	0	0	0	0	0	0	36	1	0	0	0	0	0	37	6	4	0	0	0	0	0	0	10	8	0	0	0	0	0	8	55	
1515-1530	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	30	9	0	0	0	0	0	0	0	9	6	0	1	0	0	0	7	46	
1530-1545	1	0	0	0	0	0	0	1	33	1	0	0	0	0	0	34	6	0	0	0	1	0	0	0	7	6	1	0	0	0	0	7	49	
1545-1600	0	0	0	0	0	0	0	0	34	1	0	0	0	0	0	35	8	0	0	0	0	0	0	0	8	9	0	0	0	0	0	9	52	
Hourly Total	1	0	0	0	0	0	0	1	132	4	0	0	0	0	0	136	29	4	0	0	1	0	0	0	34	29	1	1	0	0	0	31	202	
1600-1615	0	0	0	0	0	0	0	0	44	3	1	0	0	0	0	48	10	0	0	0	0	0	0	0	10	8	0	0	0	0	0	8	66	
1615-1630	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	27	5	1	0	0	0	0	0	0	6	16	0	0	0	0	0	16	49	
1630-1645	0	0	0	0	0	0	0	0	31	2	1	0	0	0	0	34	6	0	0	0	1	1	0	0	8	7	0	0	0	0	0	7	49	
1645-1700	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	48	4	0	0	0	0	0	0	0	4	11	0	0	0	0	0	11	63	
Hourly Total	0	0	0	0	0	0	0	0	150	5	2	0	0	0	0	157	25	1	0	0	1	1	1	0	28	42	0	0	0	0	0	42	227	
1700-1715	0	0	0	0	0	0	0	0	36	3	0	0	0	0	0	39	7	1	0	0	0	0	0	0	8	11	0	0	0	0	0	11	58	
1715-1730	0	0	0	0	0	0	0	0	49	1	0	0	0	0	0	50	8	0	0	0	0	0	0	0	8	19	0	0	0	0	0	19	77	
1730-1745	0	0	0	0	0	0	0	0	45	2	0	0	0	0	0	47	10	1	0	0	1	0	0	0	12	11	1	1	0	0	0	14	73	
1745-1800	0	0	0	0	0	0	0	0	27	2	0	0	0	1	0	30	5	0	0	0	0	0	0	0	5	8	0	0	0	0	0	8	43	

	Arm B - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	4	2	0	0	0	0	0	6
0715-0730	6	1	0	0	0	0	0	7
0730-0745	7	0	0	0	0	0	0	7
0745-0800	8	3	0	0	0	0	0	11
<b>Hourly Total</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
0800-0815	9	9	0	0	0	0	0	18
0815-0830	14	4	0	0	0	0	0	18
0830-0845	18	1	1	0	0	0	0	20
0845-0900	24	2	1	0	0	0	0	27
<b>Hourly Total</b>	<b>65</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>
0900-0915	22	3	0	0	0	0	0	25
0915-0930	25	4	0	0	0	0	0	29
0930-0945	29	2	0	0	0	0	0	31
0945-1000	50	1	1	0	0	0	0	52
<b>Hourly Total</b>	<b>126</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>
1000-1015	42	7	0	0	0	0	0	49
1015-1030	40	4	0	0	0	0	1	45
1030-1045	42	1	0	0	0	1	0	44
1045-1100	34	1	1	0	0	0	0	36
<b>Hourly Total</b>	<b>158</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>174</b>
1100-1115	48	3	0	0	0	0	0	51
1115-1130	30	1	1	0	0	0	0	32
1130-1145	48	4	1	0	0	0	0	53
1145-1200	53	3	0	0	0	0	0	56
<b>Hourly Total</b>	<b>179</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192</b>
1200-1215	42	5	0	0	0	0	1	48
1215-1230	45	3	0	0	0	0	0	48
1230-1245	49	2	0	0	0	0	0	51
1245-1300	51	3	0	0	1	0	0	55
<b>Hourly Total</b>	<b>187</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>202</b>
1300-1315	60	5	0	0	0	0	0	65
1315-1330	42	2	0	0	0	0	0	44
1330-1345	55	0	0	0	0	0	0	55
1345-1400	54	3	0	0	0	0	0	57
<b>Hourly Total</b>	<b>211</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>
1400-1415	47	3	0	0	0	0	0	50
1415-1430	46	1	0	0	0	0	0	47
1430-1445	56	0	0	0	0	0	1	57
1445-1500	50	3	0	0	0	0	0	53
<b>Hourly Total</b>	<b>199</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>207</b>
1500-1515	43	1	1	0	0	0	0	45
1515-1530	44	2	0	0	0	0	0	46
1530-1545	48	1	0	0	0	0	0	49
1545-1600	41	0	0	0	0	0	0	41
<b>Hourly Total</b>	<b>176</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>
1600-1615	56	2	0	0	0	0	0	58
1615-1630	48	2	0	0	0	0	0	50
1630-1645	46	1	0	0	0	0	0	47
1645-1700	49	1	0	0	0	0	0	50
<b>Hourly Total</b>	<b>199</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
1700-1715	43	2	0	0	0	0	0	45
1715-1730	47	2	0	0	0	0	0	49
1730-1745	46	3	1	0	0	0	0	50
1745-1800	59	5	0	0	0	0	0	64
<b>Hourly Total</b>	<b>195</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>208</b>
1800-1815	39	2	0	0	0	0	0	41
1815-1830	34	2	0	0	0	0	0	36
1830-1845	35	3	0	0	0	0	0	38
1845-1900	35	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>143</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
<b>Total</b>	<b>1863</b>	<b>115</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1991</b>

	Arm B - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	1
0745-0800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0800-0815	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1000-1015	0	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1100-1115	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1200-1215	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1300-1315	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1400-1415	1	0	0	0	0	0	0	1
1415-1430	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1500-1515	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	0	0	0	0
1545-1600	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1600-1615	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
1700-1715	1	0	0	0	0	0	0	1
1715-1730	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
1800-1815	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

	Arm B - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	1	0	0	0	0	0	0	1
0715-0730	1	0	0	0	0	0	0	1
0730-0745	0	0	0	0	0	0	0	0
0745-0800	2	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
0800-0815	3	1	0	0	0	0	0	4
0815-0830	5	1	0	0	0	0	0	6
0830-0845	5	0	0	0	0	0	0	5
0845-0900	8	2	0	0	0	0	0	10
<b>Hourly Total</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
0900-0915	7	0	0	0	0	0	0	7
0915-0930	9	1	0	0	0	0	0	10
0930-0945	8	1	0	0	0	0	0	9
0945-1000	11	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>
1000-1015	6	1	0	0	0	0	0	7
1015-1030	9	0	0	0	0	0	0	9
1030-1045	11	0	0	0	0	0	0	11
1045-1100	13	2	0	0	0	0	0	15
<b>Hourly Total</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
1100-1115	9	1	0	0	0	0	0	10
1115-1130	10	0	0	0	0	0	0	10
1130-1145	11	0	0	0	0	0	0	11
1145-1200	21	2	0	0	0	0	0	23
<b>Hourly Total</b>	<b>51</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>
1200-1215	23	0	0	0	0	1	0	24
1215-1230	21	0	0	0	0	0	0	21
1230-1245	16	0	0	0	0	0	0	16
1245-1300	16	1	0	0	1	0	0	18
<b>Hourly Total</b>	<b>76</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>79</b>
1300-1315	15	1	0	0	0	0	0	16
1315-1330	16	1	0	0	0	0	0	17
1330-1345	19	2	0	0	0	0	0	21
1345-1400	18	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>68</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>72</b>
1400-1415	24	1	0	0	0	0	0	25
1415-1430	14	0	1	0	0	0	0	15
1430-1445	16	0	0	0	0	0	0	16
1445-1500	26	0						

	Arm C - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	1	1	0	0	0	0	0	2
0715-0730	1	0	0	0	1	0	0	2
0730-0745	0	1	0	0	0	0	0	1
0745-0800	1	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>
0800-0815	3	0	0	0	0	0	0	3
0815-0830	3	0	0	0	1	0	0	4
0830-0845	1	0	0	0	0	0	0	1
0845-0900	4	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>
0900-0915	0	0	0	0	0	0	0	0
0915-0930	4	1	0	0	1	0	0	6
0930-0945	3	1	0	0	0	1	0	5
0945-1000	4	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>
1000-1015	3	0	0	0	0	0	0	3
1015-1030	4	0	0	0	1	0	0	5
1030-1045	8	2	0	0	0	0	0	10
1045-1100	7	1	0	0	0	0	0	8
<b>Hourly Total</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>26</b>
1100-1115	12	1	0	0	0	0	0	13
1115-1130	14	0	0	0	1	0	0	15
1130-1145	8	0	0	0	0	0	0	8
1145-1200	7	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>43</b>
1200-1215	5	0	0	0	0	0	0	5
1215-1230	9	1	0	0	1	0	0	11
1230-1245	7	0	0	0	0	0	0	7
1245-1300	10	1	0	0	0	0	0	11
<b>Hourly Total</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>
1300-1315	7	0	0	0	0	0	0	7
1315-1330	7	0	0	0	1	0	0	8
1330-1345	5	1	0	0	0	0	0	6
1345-1400	11	2	0	0	0	0	0	13
<b>Hourly Total</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34</b>
1400-1415	9	0	0	0	0	0	0	9
1415-1430	9	0	0	0	1	0	0	10
1430-1445	8	0	0	0	0	0	1	9
1445-1500	9	2	0	0	0	0	0	11
<b>Hourly Total</b>	<b>35</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>39</b>
1500-1515	4	0	0	0	0	0	0	4
1515-1530	2	0	0	0	1	0	0	3
1530-1545	9	0	0	0	0	0	0	9
1545-1600	4	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>20</b>
1600-1615	5	0	0	0	0	0	1	6
1615-1630	15	2	0	0	1	0	0	18
1630-1645	8	2	0	0	0	0	0	10
1645-1700	16	1	0	0	0	0	0	17
<b>Hourly Total</b>	<b>44</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>51</b>
1700-1715	6	0	0	0	0	0	0	6
1715-1730	7	0	0	0	0	0	0	7
1730-1745	11	1	0	0	1	0	0	13
1745-1800	4	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>
1800-1815	7	0	0	0	0	0	0	7
1815-1830	9	0	0	0	0	0	0	9
1830-1845	9	0	0	0	0	0	0	9
1845-1900	6	0	0	0	1	0	0	7
<b>Hourly Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>
<b>Total</b>	<b>306</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>344</b>

	Arm C - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0
5	1	0	0	0	0	0	0	6
<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
4	1	0	0	0	0	0	0	5
3	1	0	0	0	0	0	0	4
4	1	0	0	0	0	0	0	5
1	1	0	0	0	0	0	0	2
<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
2	0	0	0	0	0	0	0	2
9	0	0	0	0	0	0	0	9
9	1	0	0	0	0	0	0	10
11	1	0	0	0	0	0	0	12
<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
8	0	0	0	0	0	0	0	8
10	1	0	0	0	0	0	0	11
7	0	0	0	0	0	0	0	7
17	0	0	0	0	0	0	0	17
<b>42</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
13	0	0	0	0	0	0	0	13
19	0	0	0	0	0	0	0	19
14	1	0	0	0	0	0	0	15
11	1	0	0	0	0	0	0	12
<b>57</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>
9	1	0	0	0	0	0	0	10
22	0	0	0	0	0	0	0	22
20	1	0	0	0	0	0	0	21
16	1	0	0	0	0	0	0	17
<b>67</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
17	0	0	0	0	0	0	0	17
11	0	0	0	0	0	0	0	11
17	1	0	0	0	0	0	0	18
9	0	0	0	0	0	0	0	9
<b>54</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>
16	0	0	0	0	0	0	0	16
16	0	0	0	0	0	0	0	16
17	1	0	0	0	0	0	0	18
13	0	0	0	0	0	0	0	13
<b>62</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>
16	1	0	0	0	0	0	0	17
13	0	0	0	0	0	0	0	13
8	0	0	0	0	0	0	0	8
15	0	0	0	0	0	0	0	15
<b>52</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
16	1	0	0	0	0	0	0	17
25	1	0	0	0	0	0	0	26
14	1	0	0	0	0	0	0	15
13	0	0	0	0	0	0	0	13
<b>68</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>
11	2	0	0	0	0	0	0	13
22	1	0	0	0	0	0	0	23
10	0	0	0	0	0	0	0	10
11	0	0	0	0	0	0	0	11
<b>54</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>
8	1	0	0	0	0	0	0	9
6	0	0	0	0	0	0	0	6
6	0	0	0	0	0	0	0	6
7	0	0	0	0	0	0	0	7
<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
<b>Total</b>	<b>533</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>556</b>

	Arm C - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2	0	0	0	0	0	0	0	2
9	0	0	0	0	0	0	0	9
9	1	0	0	0	0	0	0	10
11	1	0	0	0	0	0	0	12
<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

	Arm C - Arm D							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
1	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
4	0	0	0	0				

	Arm D - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0
0730-0745	1	0	0	0	0	0	0	1
0745-0800	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0800-0815	1	0	0	0	0	0	0	1
0815-0830	2	1	0	0	0	1	0	4
0830-0845	4	1	0	0	0	0	0	5
0845-0900	4	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>
0900-0915	6	0	1	0	0	0	0	7
0915-0930	6	0	0	0	0	0	0	6
0930-0945	8	0	0	0	0	0	0	8
0945-1000	6	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>26</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
1000-1015	6	0	0	0	0	0	0	6
1015-1030	11	5	0	0	0	0	0	16
1030-1045	5	0	0	0	0	0	0	5
1045-1100	8	1	0	0	0	0	0	9
<b>Hourly Total</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
1100-1115	7	3	0	0	0	0	0	10
1115-1130	7	0	0	0	0	0	0	7
1130-1145	8	0	0	0	0	0	0	8
1145-1200	8	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
1200-1215	12	2	0	0	0	0	0	14
1215-1230	16	0	0	0	0	0	0	16
1230-1245	11	0	0	0	0	0	0	11
1245-1300	11	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>50</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
1300-1315	9	2	0	0	0	0	0	11
1315-1330	10	0	0	0	0	0	0	10
1330-1345	5	0	0	0	0	0	0	5
1345-1400	2	1	0	0	0	0	0	3
<b>Hourly Total</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
1400-1415	9	2	0	0	0	0	0	11
1415-1430	3	0	0	0	0	0	0	3
1430-1445	3	0	0	0	0	0	0	3
1445-1500	9	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
1500-1515	10	1	0	0	0	0	0	11
1515-1530	11	0	0	0	0	0	0	11
1530-1545	7	1	0	0	0	0	0	8
1545-1600	10	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>
1600-1615	14	0	0	0	0	0	0	14
1615-1630	8	0	0	0	0	0	0	8
1630-1645	16	0	0	0	0	0	0	16
1645-1700	15	0	0	0	0	0	0	15
<b>Hourly Total</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
1700-1715	11	0	0	0	0	0	0	11
1715-1730	12	0	1	0	0	0	0	13
1730-1745	8	1	0	0	0	0	0	9
1745-1800	10	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>41</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>
1800-1815	11	0	1	0	0	0	0	12
1815-1830	10	1	0	0	0	0	0	11
1830-1845	5	0	0	0	0	0	0	5
1845-1900	8	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>34</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>
<b>Total</b>	<b>365</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>392</b>

	Arm D - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
14	3	0	2	0	0	0	0	19
18	7	2	1	0	0	0	0	28
12	5	2	0	0	0	0	0	19
33	2	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>77</b>	<b>17</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>
30	5	0	0	0	0	0	0	35
43	2	0	0	0	0	0	0	45
40	2	1	1	0	0	0	0	44
50	5	2	0	0	0	0	0	57
<b>Hourly Total</b>	<b>163</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>
44	7	1	1	1	0	0	0	54
75	4	2	1	0	0	0	0	82
59	5	1	0	0	0	0	0	65
71	9	0	0	0	0	0	0	80
<b>Hourly Total</b>	<b>249</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>281</b>
80	2	0	2	0	0	0	0	84
77	5	0	2	0	0	0	0	84
101	6	1	2	0	0	0	0	110
82	7	0	2	0	0	0	0	91
<b>Hourly Total</b>	<b>340</b>	<b>20</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>369</b>
122	5	2	1	0	0	0	0	130
111	11	1	1	0	0	0	0	124
123	5	2	0	0	0	0	0	130
106	4	0	0	0	0	0	0	110
<b>Hourly Total</b>	<b>462</b>	<b>25</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>494</b>
113	8	1	0	0	0	0	0	122
128	7	1	0	0	0	0	0	136
97	5	1	1	0	0	0	0	104
104	7	1	0	0	2	0	0	114
<b>Hourly Total</b>	<b>442</b>	<b>27</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>476</b>
126	8	0	0	1	0	0	0	135
105	2	0	0	0	0	0	0	107
110	8	0	1	1	0	0	0	120
104	4	0	0	0	1	0	0	109
<b>Hourly Total</b>	<b>445</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>471</b>
99	7	2	0	0	0	0	0	108
97	7	0	2	0	0	0	0	106
91	9	0	0	0	0	0	0	100
75	4	0	1	0	0	1	0	81
<b>Hourly Total</b>	<b>362</b>	<b>27</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>395</b>
86	5	0	0	0	1	0	0	92
69	2	0	0	0	0	1	0	72
77	4	0	1	0	1	0	0	83
86	7	0	0	0	0	0	0	93
<b>Hourly Total</b>	<b>318</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>340</b>
79	8	0	0	0	2	0	0	89
64	6	0	1	0	0	1	0	72
55	2	0	0	0	0	0	0	57
87	2	0	1	0	0	0	0	90
<b>Hourly Total</b>	<b>285</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>308</b>
78	2	0	0	0	0	0	0	80
63	0	0	0	0	1	0	0	64
76	3	0	1	0	0	0	0	80
61	3	0	0	0	0	0	0	64
<b>Hourly Total</b>	<b>278</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>288</b>
62	3	0	0	0	2	0	0	67
44	7	0	0	0	0	0	0	51
53	4	0	0	0	0	0	0	57
56	3	0	0	0	0	0	0	59
<b>Hourly Total</b>	<b>215</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>234</b>
<b>Total</b>	<b>3636</b>	<b>238</b>	<b>23</b>	<b>25</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>3938</b>

	Arm D - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	0
<b>Hourly Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
1	0	0	0	0	0	0	0	1
5	0	0	0	0	0	0	0	5
2	1	0	0	0	0	0	0	3
0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
7	0	0	0	0	0	0	0	7
6	2	0	0	0	0	0	0	8
5	1	0	0	0	0	0	0	6
6	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
6	0	0	0	0	0	0	0	6
17	1	0	0	0	0	0	0	18
8	1	0	0	0	0	0	0	9
11	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
12	0	0	0	0	0	0	0	12
5	2	0	0	0	0	0	0	7
5	0	0	0	0	1	0	0	6
6	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>31</b>
8	3	0	0	0	0	0	0	11
7	0	0	0	0	0	0	0	7
7	0	0	0	0	0	0	0	7
7	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>
6	0	0	0	0	0	0	0	6
7	0	0	0	0	0	0	0	7
8	0	0	0	0	0	0	0	8
10	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
9	1	0	0	0	0	0	0	10
8	0	0	0	0	0	0	0	8
4	1	0	0	0	0	0	0	5
7	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
11	0	0	0	0	0	0	0	11
3	0	0	0	0	0	0	0	3
4	1	0	0	0	0	0	0	5
6	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
5	0	0	0	0	0	0	0	5
8	1	0	0					

	Origin - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	10	0	0	0	0	0	0	10
0715-0730	10	3	0	0	1	0	0	14
0730-0745	26	2	0	0	0	0	1	29
0745-0800	22	7	0	0	0	0	0	29
<b>Hourly Total</b>	<b>68</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>82</b>
0800-0815	31	4	0	0	0	0	0	35
0815-0830	39	3	0	0	1	0	0	43
0830-0845	47	4	0	0	0	1	0	52
0845-0900	54	1	0	0	0	0	0	55
<b>Hourly Total</b>	<b>171</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>185</b>
0900-0915	64	8	1	0	0	0	1	74
0915-0930	59	4	1	0	0	0	0	64
0930-0945	68	3	0	0	1	0	0	72
0945-1000	74	3	0	0	0	0	0	77
<b>Hourly Total</b>	<b>265</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>287</b>
1000-1015	76	4	1	0	0	0	0	81
1015-1030	66	6	0	0	0	0	0	72
1030-1045	60	10	0	0	1	0	0	71
1045-1100	79	5	0	0	0	0	0	84
<b>Hourly Total</b>	<b>281</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>308</b>
1100-1115	86	6	0	0	0	0	0	92
1115-1130	79	9	0	0	1	0	0	89
1130-1145	68	4	0	0	0	0	0	72
1145-1200	67	7	0	0	0	0	0	74
<b>Hourly Total</b>	<b>300</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>327</b>
1200-1215	72	4	1	0	0	0	0	77
1215-1230	77	10	0	0	0	0	0	87
1230-1245	81	9	0	0	0	0	0	90
1245-1300	75	2	1	0	0	0	0	78
<b>Hourly Total</b>	<b>305</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>332</b>
1300-1315	87	3	1	0	0	0	0	91
1315-1330	73	5	0	0	1	0	0	79
1330-1345	68	3	1	0	0	0	0	72
1345-1400	74	6	0	0	1	0	0	81
<b>Hourly Total</b>	<b>302</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>323</b>
1400-1415	86	5	0	0	0	0	0	91
1415-1430	64	1	0	0	1	0	0	66
1430-1445	55	0	0	0	0	0	0	55
1445-1500	58	2	0	0	0	0	1	61
<b>Hourly Total</b>	<b>263</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>273</b>
1500-1515	50	5	0	0	0	0	0	55
1515-1530	44	1	1	0	0	0	0	46
1530-1545	46	2	0	0	1	0	0	49
1545-1600	51	1	0	0	0	0	0	52
<b>Hourly Total</b>	<b>191</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>202</b>
1600-1615	62	3	1	0	0	0	0	66
1615-1630	48	1	0	0	0	0	0	49
1630-1645	44	2	1	0	1	1	0	49
1645-1700	63	0	0	0	0	0	0	63
<b>Hourly Total</b>	<b>217</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>227</b>
1700-1715	54	4	0	0	0	0	0	58
1715-1730	76	1	0	0	0	0	0	77
1730-1745	66	4	1	0	2	0	0	73
1745-1800	40	2	0	0	0	1	0	43
<b>Hourly Total</b>	<b>236</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>251</b>
1800-1815	63	1	0	0	0	0	0	64
1815-1830	50	3	0	0	0	0	0	53
1830-1845	42	1	0	0	1	0	0	44
1845-1900	44	1	0	0	0	0	0	45
<b>Hourly Total</b>	<b>199</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>206</b>
<b>Total</b>	<b>2798</b>	<b>175</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>3003</b>

	Origin - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
16	5	3	0	0	0	0	0	24
22	4	0	1	0	0	0	0	27
29	2	0	1	0	0	0	0	32
29	6	1	0	0	0	0	0	36
<b>Hourly Total</b>	<b>96</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>119</b>
39	16	1	0	0	0	0	0	56
56	9	1	0	0	1	0	0	67
63	8	1	1	0	0	2	75	
94	7	1	1	1	1	0	0	105
<b>Hourly Total</b>	<b>252</b>	<b>40</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>303</b>
78	8	0	1	0	0	0	0	87
113	12	0	0	0	0	0	0	125
91	10	0	1	0	0	0	0	102
140	4	2	2	0	0	0	15	163
<b>Hourly Total</b>	<b>422</b>	<b>34</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>477</b>
129	16	0	3	0	0	0	0	148
140	11	0	0	0	0	1	152	
139	12	0	1	0	1	0	153	
139	9	1	0	0	1	0	150	
<b>Hourly Total</b>	<b>547</b>	<b>48</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>603</b>
144	10	2	0	0	0	0	156	
148	2	2	0	1	0	0	153	
175	6	2	1	0	1	0	185	
185	11	1	0	0	0	0	198	
<b>Hourly Total</b>	<b>652</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>692</b>
188	8	0	2	0	2	1	201	
177	13	5	0	0	0	0	195	
185	7	1	0	0	1	0	194	
187	10	0	0	2	0	0	199	
<b>Hourly Total</b>	<b>737</b>	<b>38</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>789</b>
208	13	0	1	0	0	0	222	
179	8	0	1	0	0	0	188	
191	9	0	1	0	0	0	201	
191	8	1	1	1	1	0	203	
<b>Hourly Total</b>	<b>769</b>	<b>38</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>814</b>
182	8	0	0	0	0	0	190	
180	8	1	2	0	0	0	191	
174	4	1	1	0	0	1	181	
189	5	2	0	0	1	0	197	
<b>Hourly Total</b>	<b>725</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>759</b>
158	4	1	0	0	2	0	165	
174	8	0	1	0	0	1	184	
171	5	0	2	0	1	0	179	
147	9	0	1	0	0	0	157	
<b>Hourly Total</b>	<b>650</b>	<b>26</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>685</b>
207	11	0	0	0	0	0	218	
165	7	0	0	2	0	0	174	
151	5	0	0	0	0	0	156	
163	7	0	0	1	0	0	171	
<b>Hourly Total</b>	<b>686</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>719</b>
146	8	0	0	0	2	0	156	
136	5	0	0	0	0	0	141	
187	5	1	0	0	0	0	193	
169	8	0	0	0	0	0	177	
<b>Hourly Total</b>	<b>638</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>667</b>
153	2	0	1	0	2	0	158	
126	5	1	0	0	0	0	132	
110	3	0	0	0	0	0	113	
104	4	0	1	0	0	0	109	
<b>Hourly Total</b>	<b>493</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>512</b>
<b>Total</b>	<b>6667</b>	<b>365</b>	<b>32</b>	<b>28</b>	<b>8</b>	<b>17</b>	<b>22</b>	<b>7139</b>

	Origin - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
3	1	0	0	0	0	0	0	4
4	0	0	0	1	0	0	0	5
1	2	0	0	0	0	0	0	3
7	2	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>
11	1	0	0	0	0	0	0	12
15	1	0	0	1	0	0	0	17
10	3	0	0	0	0	0	0	13
12	1	0	0	0	0	0	0	13
<b>Hourly Total</b>	<b>48</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>55</b>
9	2	0	0	0	0	0	0	11
21	1	0	0	1	0	0	0	23
22	2	0	0	0	1	1	26	
19	4	0	0	0	0	0	23	
<b>Hourly Total</b>	<b>71</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>83</b>
18	1	0	0	0	0	0	0	19
20	1	1	0	1	0	0	23	
21	2	0	0	0	0	0	23	
32	1	0	0	0	0	0	33	
<b>Hourly Total</b>	<b>91</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>98</b>
36	1	0	0	0	0	0	0	37
38	0	0	0	1	0	0	39	
32	1	0	0	0	0	0	33	
32	1	0	0	0	0	0	33	
<b>Hourly Total</b>	<b>138</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>142</b>
22	1	0	0	0	0	0	0	23
32	2	0	0	1	0	0	35	
38	2	0	0	0	0	0	40	
35	5	0	0	0	0	0	40	
<b>Hourly Total</b>	<b>127</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>138</b>
35	0	0	0	0	0	0	0	35
28	0	0	0	1	0	0	29	
33	2	0	0	0	0	0	35	
32	2	0	0	0	0	0	34	
<b>Hourly Total</b>	<b>128</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>133</b>
33	1	0	0	0	1	0	35	
38	0	0	0	1	0	0	39	
33	1	0	0	0	0	2	36	
27	2	0	0	0	0	0	29	
<b>Hourly Total</b>	<b>131</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>139</b>
30	2	0	0	0	0	0	32	
23	0	0	0	1	0	0	24	
24	0	0	0	0	1	0	25	
30	0	0	0	0	0	0	30	
<b>Hourly Total</b>	<b>107</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>111</b>
25	2	0	0	0	0	1	28	
45	4	0	0	1	0	0	50	
32	3	0	0	0	0	0	35	
40	1	0	0	0	0	0</		

	Destination - Arm A							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
0700-0715	5	3	0	0	0	0	0	8
0715-0730	7	1	0	0	1	0	0	9
0730-0745	8	1	0	0	0	0	0	9
0745-0800	10	4	0	0	0	0	0	14
<b>Hourly Total</b>	<b>30</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>40</b>
0800-0815	13	9	0	0	0	0	0	22
0815-0830	19	5	0	0	1	1	0	26
0830-0845	24	2	1	0	0	0	0	27
0845-0900	32	2	1	0	0	0	0	35
<b>Hourly Total</b>	<b>88</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>110</b>
0900-0915	28	3	1	0	0	0	0	32
0915-0930	35	5	0	0	1	0	0	41
0930-0945	40	3	0	0	0	1	0	44
0945-1000	60	2	1	0	0	0	0	63
<b>Hourly Total</b>	<b>163</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>180</b>
1000-1015	51	7	0	0	0	0	0	58
1015-1030	55	9	0	0	1	0	1	66
1030-1045	55	3	0	0	0	1	0	59
1045-1100	49	3	1	0	0	0	0	53
<b>Hourly Total</b>	<b>210</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>236</b>
1100-1115	67	7	0	0	0	0	0	74
1115-1130	51	2	1	0	1	0	0	55
1130-1145	64	4	1	0	0	0	0	69
1145-1200	68	3	0	0	0	0	0	71
<b>Hourly Total</b>	<b>250</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>269</b>
1200-1215	59	7	0	0	0	0	1	67
1215-1230	70	4	0	0	1	0	0	75
1230-1245	67	2	0	0	0	0	0	69
1245-1300	72	4	0	0	1	0	0	77
<b>Hourly Total</b>	<b>268</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>288</b>
1300-1315	76	7	0	0	0	0	0	83
1315-1330	59	2	0	0	1	0	0	62
1330-1345	65	1	0	0	0	0	0	66
1345-1400	68	6	0	0	0	0	0	74
<b>Hourly Total</b>	<b>268</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>285</b>
1400-1415	65	5	0	0	0	0	0	70
1415-1430	58	1	0	0	1	0	0	60
1430-1445	67	0	0	0	0	0	2	69
1445-1500	68	6	0	0	0	0	0	74
<b>Hourly Total</b>	<b>258</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>273</b>
1500-1515	57	2	1	0	0	0	0	60
1515-1530	57	2	0	0	1	0	0	60
1530-1545	65	2	0	0	0	0	0	67
1545-1600	55	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>234</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>242</b>
1600-1615	75	2	0	0	0	0	1	78
1615-1630	71	4	0	0	1	0	0	76
1630-1645	70	3	0	0	0	0	0	73
1645-1700	80	2	0	0	0	0	0	82
<b>Hourly Total</b>	<b>296</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>309</b>
1700-1715	60	2	0	0	0	0	0	62
1715-1730	66	2	1	0	0	0	0	69
1730-1745	65	5	1	0	1	0	0	72
1745-1800	73	5	0	0	0	0	0	78
<b>Hourly Total</b>	<b>264</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>281</b>
1800-1815	57	2	1	0	0	0	0	60
1815-1830	53	3	0	0	0	0	0	56
1830-1845	49	3	0	0	0	0	0	52
1845-1900	49	0	0	0	1	0	0	50
<b>Hourly Total</b>	<b>208</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>218</b>
<b>Total</b>	<b>2537</b>	<b>162</b>	<b>11</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>2731</b>

	Destination - Arm B							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
24	3	0	2	0	0	0	0	29
25	9	2	1	0	0	0	0	37
33	7	2	0	0	0	1	43	
56	6	0	0	0	0	0	62	
<b>138</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>171</b>	
52	10	0	0	0	0	0	62	
78	4	0	0	0	0	0	82	
70	6	1	1	0	0	0	78	
91	7	2	0	0	0	0	100	
<b>291</b>	<b>27</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>322</b>	
95	13	2	1	1	0	1	113	
135	8	3	1	0	0	0	147	
123	9	1	0	0	0	0	133	
139	12	0	0	0	0	0	151	
<b>492</b>	<b>42</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>544</b>	
143	4	1	2	0	0	0	150	
127	12	0	2	0	0	0	141	
157	13	1	2	0	0	0	173	
164	11	0	2	0	0	0	177	
<b>591</b>	<b>40</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>641</b>	
193	9	2	1	0	0	0	205	
188	18	1	1	0	0	0	208	
187	8	2	0	0	0	0	197	
169	10	0	0	0	0	0	179	
<b>737</b>	<b>45</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>789</b>	
171	12	2	0	0	0	0	185	
195	14	1	0	0	0	0	210	
176	14	1	1	0	0	0	192	
165	9	1	0	0	2	0	177	
<b>707</b>	<b>49</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>764</b>	
201	10	0	0	1	0	0	212	
171	5	0	0	0	0	0	176	
182	11	1	1	1	0	0	196	
161	6	0	0	1	1	0	169	
<b>715</b>	<b>32</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>753</b>	
172	10	2	0	0	0	0	184	
155	8	0	2	0	0	0	165	
145	10	0	0	0	0	0	155	
127	5	0	1	0	0	1	134	
<b>599</b>	<b>33</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>638</b>	
138	7	0	0	0	1	0	146	
111	3	0	0	0	0	1	115	
118	5	0	1	0	1	0	125	
136	8	0	0	0	0	0	144	
<b>503</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>530</b>	
139	12	1	0	0	2	0	154	
116	7	0	1	0	0	1	125	
100	5	1	0	0	0	0	106	
148	2	0	1	0	0	0	151	
<b>503</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>536</b>	
126	7	0	0	0	0	0	133	
134	2	0	0	0	1	0	137	
131	5	0	1	0	0	0	137	
99	5	0	0	0	1	0	105	
<b>490</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>512</b>	
109	4	0	0	0	2	0	115	
82	8	0	0	0	0	0	90	
84	4	0	0	0	0	0	88	
95	4	0	0	0	0	0	99	
<b>370</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>392</b>	
<b>Total</b>	<b>6136</b>	<b>381</b>	<b>30</b>	<b>25</b>	<b>4</b>	<b>11</b>	<b>5</b>	<b>6592</b>

	Destination - Arm C							Total
	Car	LGV	OGV1	OGV2	PSV	MC	PC	
2	0	0	0	0	0	0	2	
3	1	0	0	1	0	0	5	
2	1	0	0	0	0	0	3	
3	2	0	0	0	0	0	5	
<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	
11	1	0	0	0	0	0	12	
12	2	0	0	1	0	0	15	
15	1	0	0	0	0	0	16	
12	3	0	0	0	0	0	15	
<b>50</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>58</b>	
20	1	0	0	0	0	0	21	
19	3	0	0	0	0	0	22	
19	2	0	0	1	0	0	22	
25	0	0	0	0	0	0	25	
<b>83</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>90</b>	
20	1	0	0	0	0	0	21	
39	1	0	0	0	0	0	40	
24	3	0	0	1	0	0	28	
29	2	0	0	0	0	0	31	
<b>112</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>120</b>	
34	1	0	0	0	0	0	35	
27	2	0	0	1	0	0	30	
22	0	0	0	0	1	0	23	
34	4	0	0	0	0	0	38	
<b>117</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>126</b>	
45	4	0	0	0	1	0	50	
42	1	0	0	0	0	0	43	
32	1	0	0	0	0	0	33	
35	3	1	0	1	0	0	40	
<b>154</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>166</b>	
31	1	0	0	0	0	0	32	
30	2	0	0	1	0	0	33	
35	3	0	0	0	0	0	38	
39	2	0	0	0	0	0	41	
<b>135</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>144</b>	
53	4	0	0	0	0	0	57	
31	0	1	0	1	0	0	33	
30	1	0	0	0	0	0	31	
43	2	0	0	0	0	1	46	
<b>157</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>167</b>	
34	4	0	0	0	0	0	38	
26	0	0	0	0	0	0	26	
25	1	0	0	1	0	0	27	
24	0	0	0	0	0	0	24	
<b>109</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>115</b>	
28	0	0	0	0	0	0	28	
22	2	0	0	0	0	0	24	
24	2	0	0	1	1	0	28	
24	0	0	0	0	0	0	24	
<b>98</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>104</b>	
29	2	0	0	0	0	0	31	
22	2	0	0	0	0	0	24	
25	1	0	0	1	0	0	27	
29	0	0	0	0	0	0	29	
<b>105</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>111</b>	

Job Number & Title: **SS1635 Blackwood**

Site Location: **B4254**

Survey Date: **08 November 2024**

Site Location Plan





SS1635 Blackwood

NOVEMBER 2024

Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%		
1	B4254	51.66118, -3.18678	Eastbound	08 November 2024	14 November 2024	30	52824	7959	7546	34164	64.7	14055	26.6	956	1.8	32.0	37.2
			Westbound	08 November 2024	14 November 2024		47914	7330	6845	29478	61.5	8548	17.8	293	0.6	31.3	35.6
			Two-Way	08 November 2024	14 November 2024		100738	15289	14391	63642	63	22603	22	1249	1	32	37



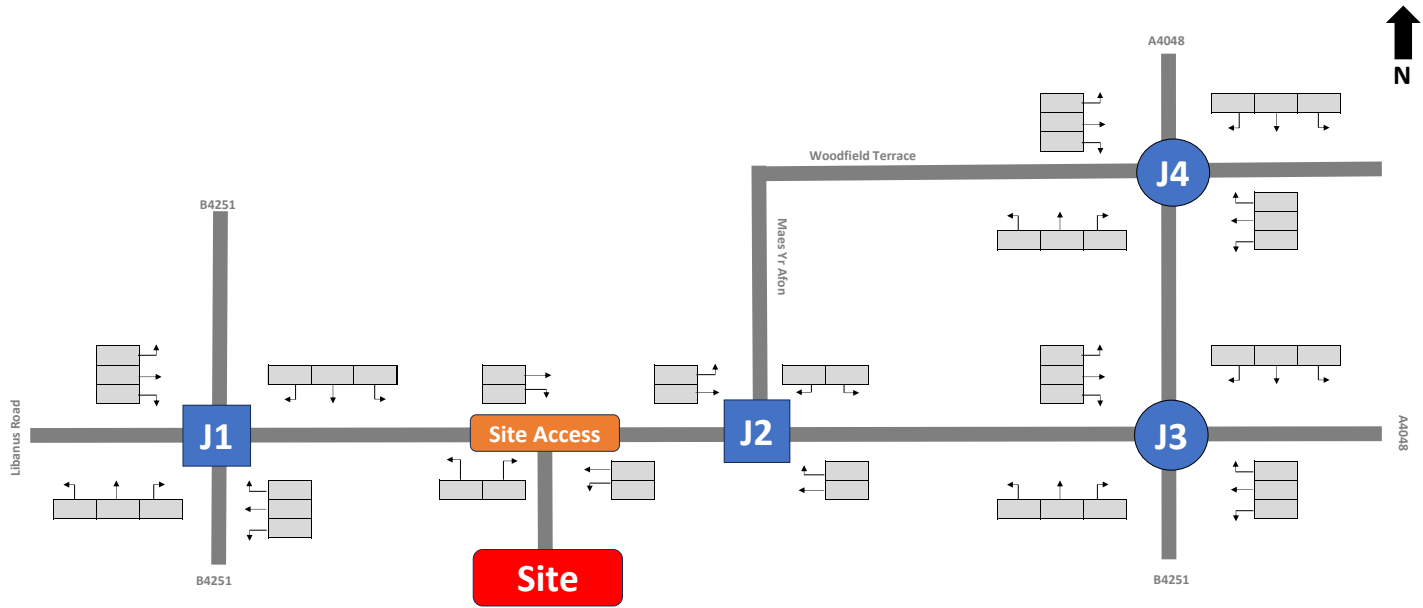


# APPENDIX D

## Network Flow Diagrams

# 24-01027 - Lidl, Penmaen Road, Blackwood

## Peak Hour Calculations



	Total Movements - Friday							Total Movements - Saturday						
	J1	J2	J3	J4	Dev	Total	Peak	J1	J2	J3	J4	Dev	Total	Peak
07:00 to 08:00	1,002	619	1,450	1,104	16	4,191		384	218	444	318	12	1,376	
07:15 to 08:15	1,203	787	1,735	1,371	39	5,135		464	272	551	403	32	1,722	
07:30 to 08:30	1,411	903	1,975	1,583	61	5,933		566	366	692	513	52	2,189	
07:45 to 08:45	1,577	1,004	2,151	1,735	84	6,551		680	447	834	618	72	2,651	
08:00 to 09:00	1,723	1,100	2,225	1,783	106	6,937		824	538	979	741	91	3,173	
08:15 to 09:15	1,818	1,128	2,238	1,734	114	7,032	AM Peak	926	643	1,109	836	104	3,618	
08:30 to 09:30	1,804	1,149	2,201	1,663	124	6,941		1,046	758	1,296	959	116	4,175	
08:45 to 09:45	1,780	1,188	2,135	1,562	132	6,797		1,125	831	1,418	1,049	128	4,551	
09:00 to 10:00	1,703	1,164	2,053	1,481	140	6,541		1,215	957	1,599	1,156	140	5,067	
09:15 to 10:15	1,625	1,141	1,949	1,387	151	6,253		1,330	1,028	1,765	1,263	153	5,539	
09:30 to 10:30	1,590	1,146	1,866	1,325	161	6,088		1,402	1,072	1,803	1,321	167	5,765	
09:45 to 10:45	1,638	1,137	1,873	1,371	172	6,191		1,502	1,144	1,931	1,412	179	6,168	
10:00 to 11:00	1,739	1,175	1,944	1,397	182	6,437		1,588	1,160	1,957	1,448	192	6,345	
10:15 to 11:15	1,748	1,188	1,979	1,464	187	6,566		1,635	1,228	2,042	1,540	205	6,650	
10:30 to 11:30	1,821	1,207	2,050	1,522	193	6,793		1,699	1,279	2,159	1,594	218	6,949	
10:45 to 11:45	1,882	1,264	2,114	1,550	197	7,007		1,765	1,369	2,278	1,657	231	7,300	
11:00 to 12:00	1,833	1,272	2,099	1,551	202	6,957		1,764	1,435	2,382	1,709	244	7,534	
11:15 to 12:15	1,902	1,333	2,178	1,588	205	7,206		1,806	1,485	2,448	1,721	243	7,703	
11:30 to 12:30	1,888	1,364	2,226	1,619	209	7,306		1,820	1,488	2,480	1,779	241	7,808	
11:45 to 12:45	1,858	1,348	2,222	1,616	212	7,256		1,822	1,472	2,466	1,792	239	7,791	
12:00 to 13:00	1,836	1,329	2,237	1,670	215	7,287		1,831	1,453	2,447	1,813	237	7,781	
12:15 to 13:15	1,809	1,313	2,269	1,677	215	7,283		1,874	1,465	2,507	1,866	231	7,943	Peak
12:30 to 13:30	1,839	1,325	2,294	1,681	213	7,352		1,883	1,509	2,493	1,812	223	7,920	
12:45 to 13:45	1,873	1,399	2,368	1,663	213	7,516		1,821	1,512	2,476	1,806	217	7,832	
13:00 to 14:00	1,885	1,421	2,398	1,660	211	7,575		1,842	1,530	2,478	1,796	209	7,855	
13:15 to 14:15	1,860	1,425	2,356	1,641	210	7,492		1,811	1,511	2,379	1,739	210	7,650	
13:30 to 14:30	1,834	1,428	2,385	1,681	209	7,537		1,805	1,473	2,339	1,730	210	7,557	
13:45 to 14:45	1,807	1,367	2,358	1,733	208	7,473		1,843	1,468	2,310	1,669	211	7,501	
14:00 to 15:00	1,849	1,360	2,399	1,814	206	7,628		1,772	1,420	2,261	1,613	211	7,277	
14:15 to 15:15	1,923	1,418	2,563	1,980	208	8,092		1,714	1,379	2,196	1,537	210	7,036	
14:30 to 15:30	1,976	1,405	2,580	2,031	208	8,200		1,665	1,363	2,132	1,464	208	6,832	
14:45 to 15:45	2,042	1,450	2,712	2,150	210	8,564		1,613	1,324	2,053	1,434	207	6,631	
15:00 to 16:00	2,077	1,483	2,756	2,171	210	8,697	PM PEAK	1,576	1,319	2,007	1,398	205	6,505	
15:15 to 16:15	2,082	1,446	2,722	2,158	208	8,616		1,545	1,302	2,049	1,451	203	6,550	
15:30 to 16:30	2,069	1,438	2,747	2,165	206	8,625		1,566	1,251	2,015	1,473	201	6,506	
15:45 to 16:45	2,042	1,378	2,682	2,143	203	8,448		1,538	1,211	1,967	1,445	198	6,359	
16:00 to 17:00	2,045	1,354	2,701	2,165	201	8,466		1,582	1,143	1,939	1,488	196	6,348	
16:15 to 17:15	2,007	1,333	2,639	2,110	202	8,291		1,589	1,104	1,837	1,404	187	6,121	
16:30 to 17:30	1,965	1,299	2,530	2,033	203	8,030		1,551	1,064	1,815	1,375	177	5,982	
16:45 to 17:45	1,898	1,294	2,418	1,875	204	7,689		1,509	1,024	1,864	1,442	168	6,007	
17:00 to 18:00	1,813	1,232	2,262	1,756	205	7,268		1,430	999	1,820	1,379	158	5,786	
17:15 to 18:15	1,737	1,176	2,171	1,677	197	6,958		1,384	962	1,771	1,371	148	5,636	
17:30 to 18:30	1,689	1,122	2,040	1,570	189	6,610		1,296	907	1,692	1,315	140	5,350	
17:45 to 18:45	1,588	1,017	1,901	1,525	180	6,211		1,247	832	1,534	1,179	130	4,922	
18:00 to 19:00	1,491	966	1,757	1,394	172	5,780		1,179	749	1,408	1,097	120	4,553	

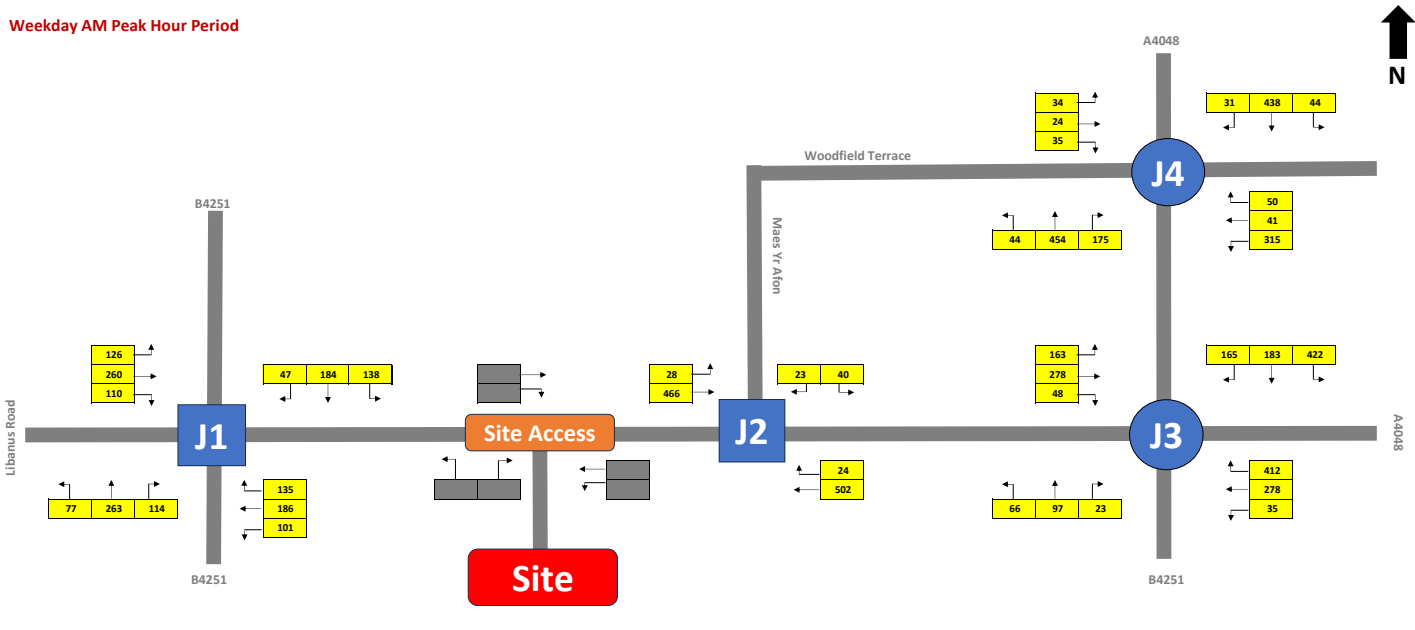
Weekday AM Peak = 08:15 to 09:15  
 Weekday Internal Peak = 15:00 to 16:00  
 Saturday Peak = 12:15 to 13:15

Notes:

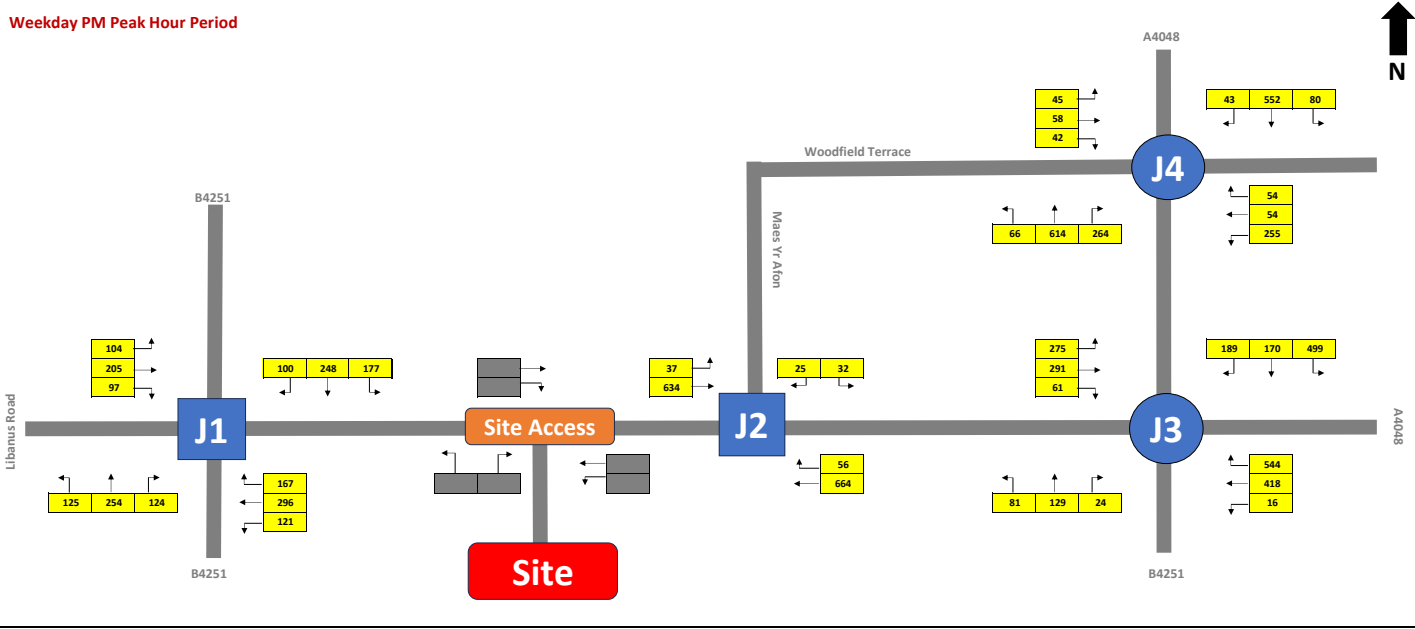
**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2024 Survey Flows - Light Vehicles**



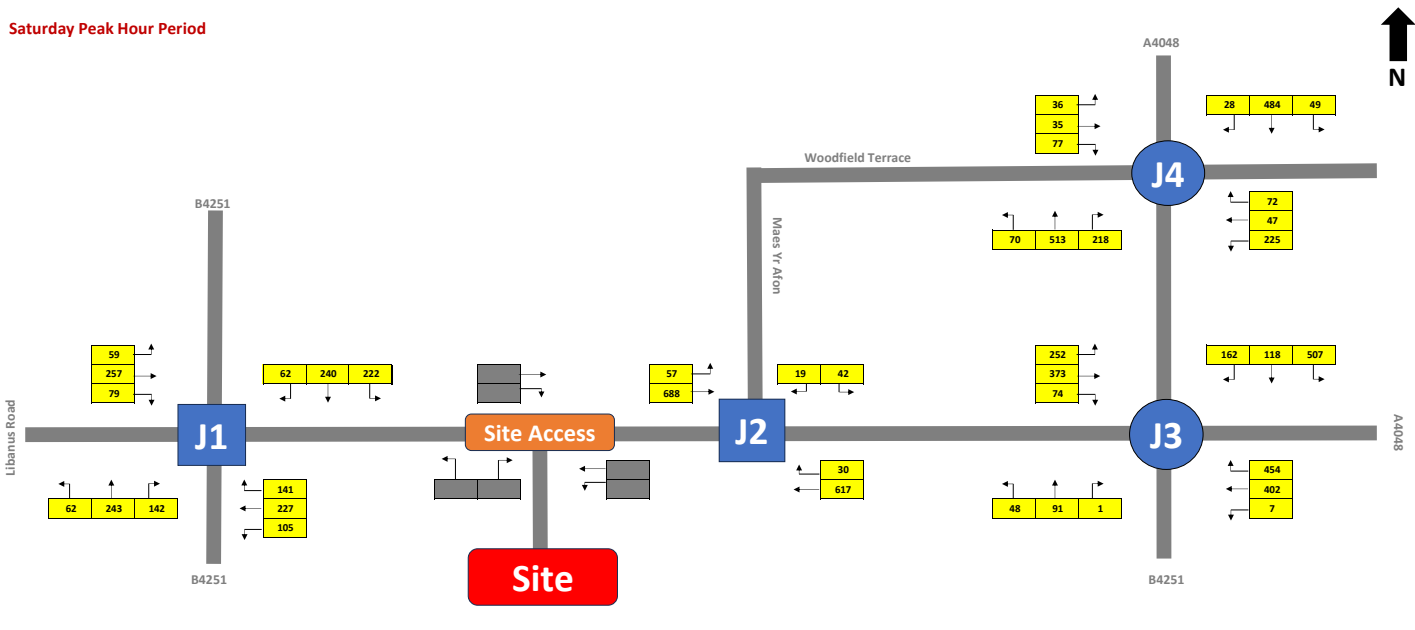
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**



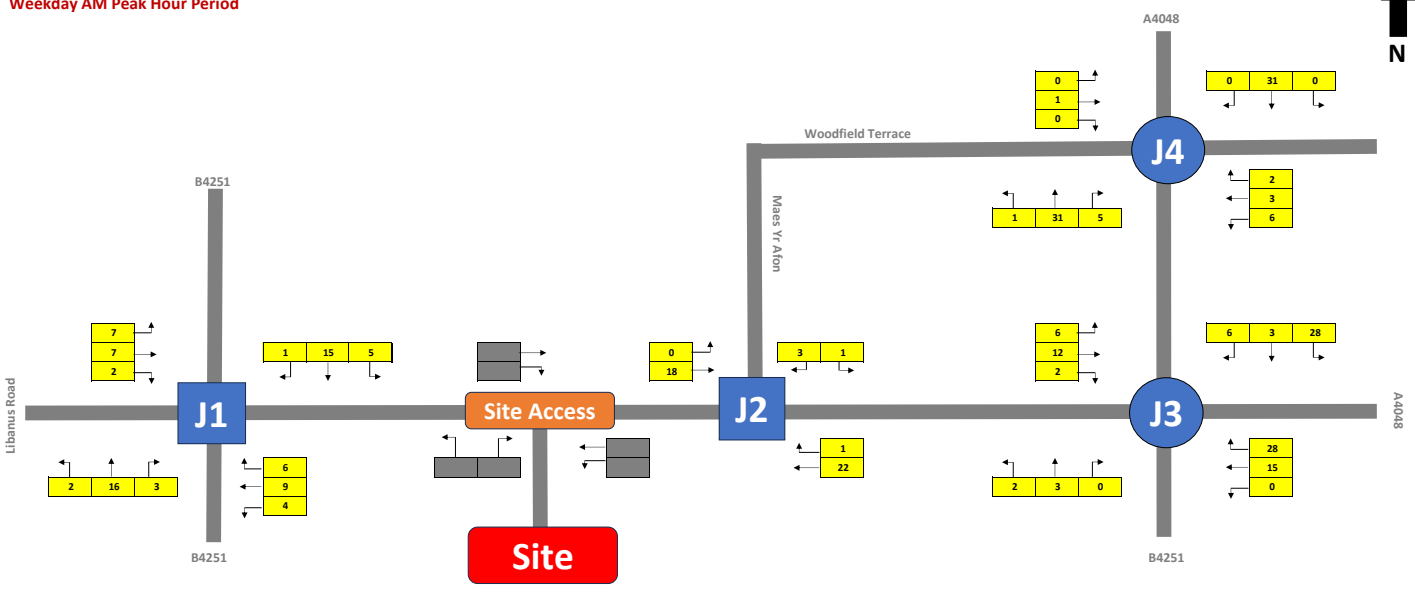
Notes:

← x → - Light Vehicles

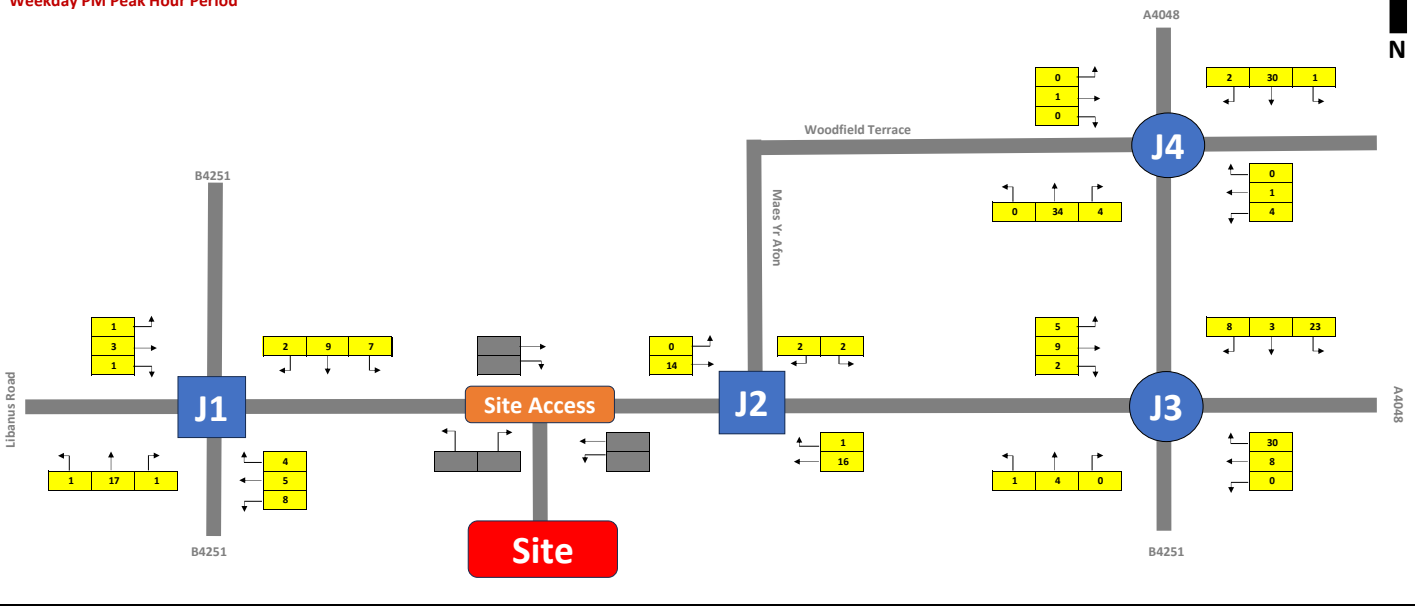
**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2024 Survey Flows - Heavy Vehicles**



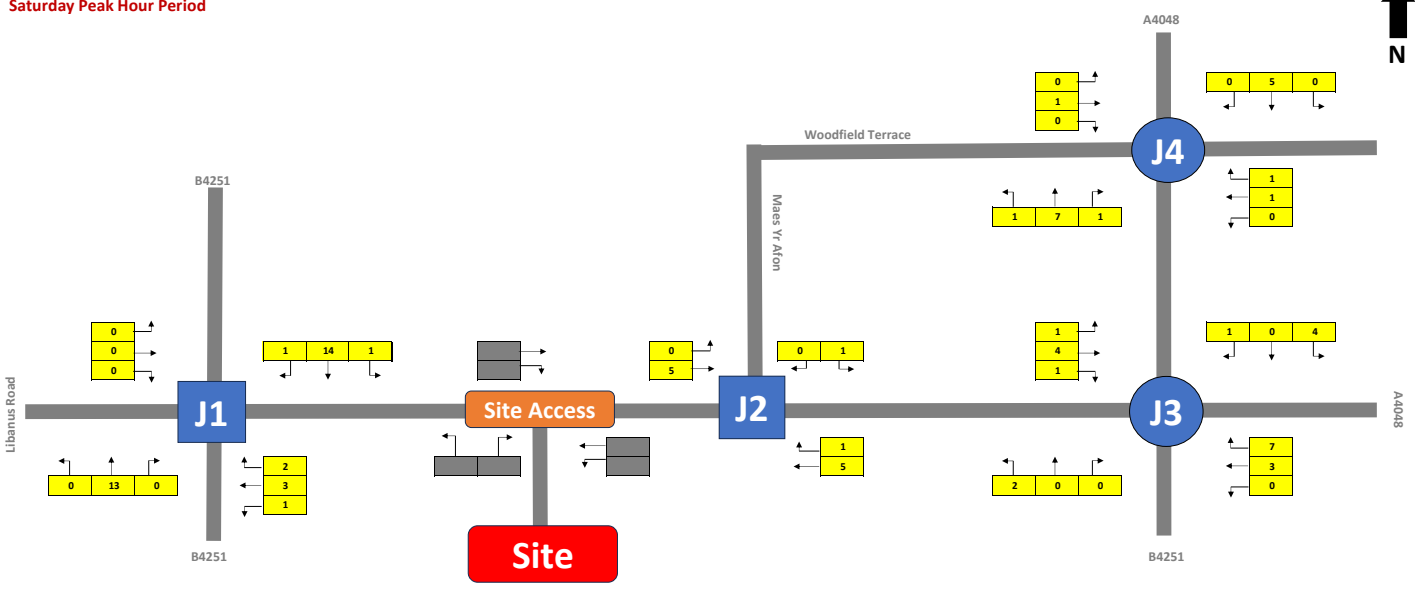
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**



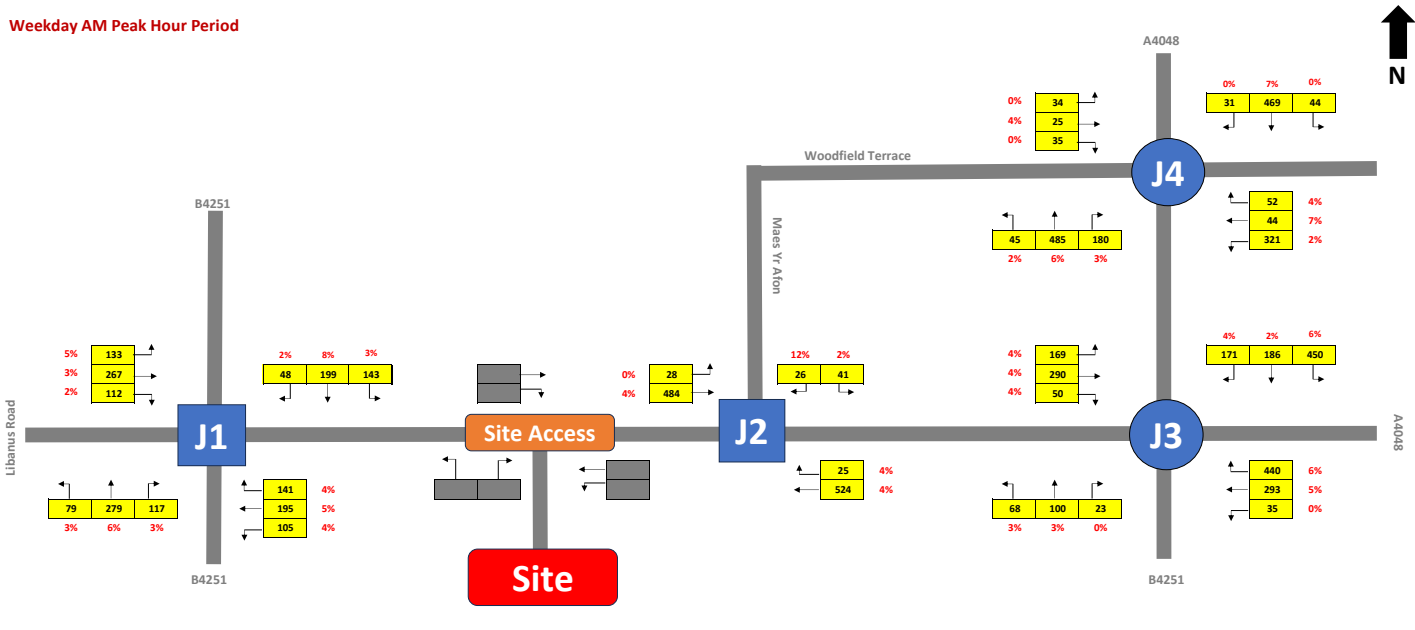
Notes:

← x → - Heavy Vehicles

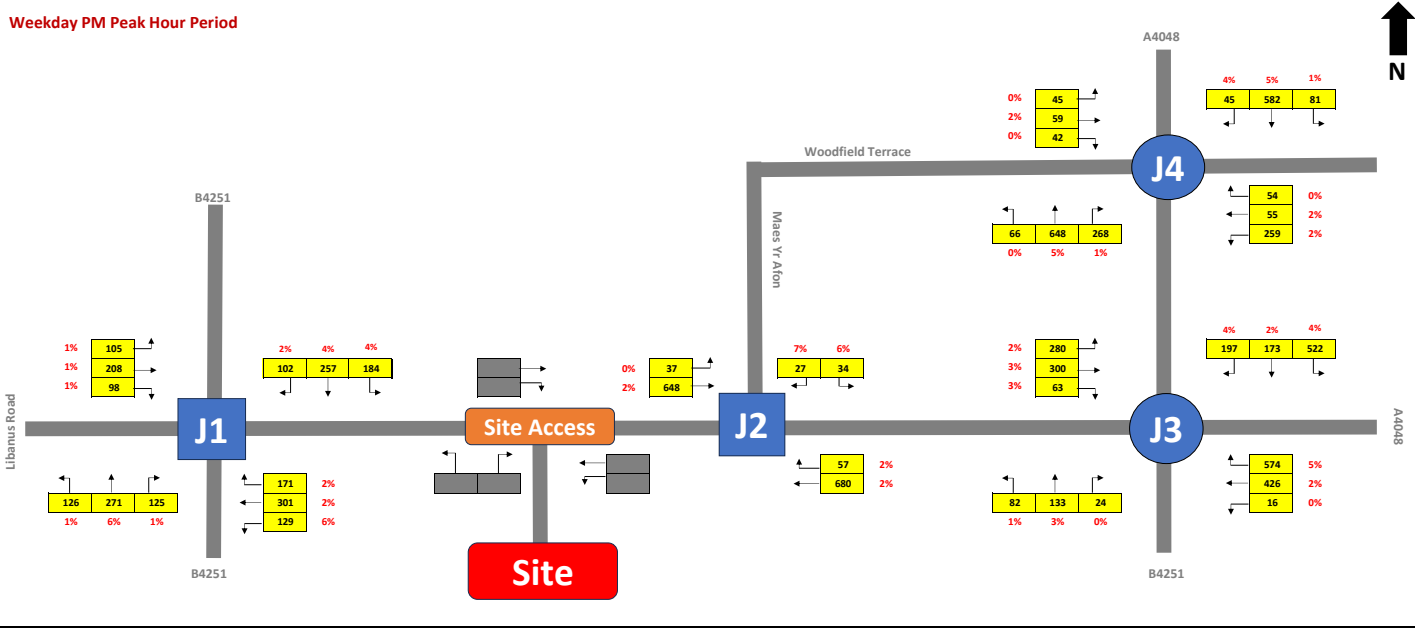
**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2024 Survey Flows - All Vehicles**



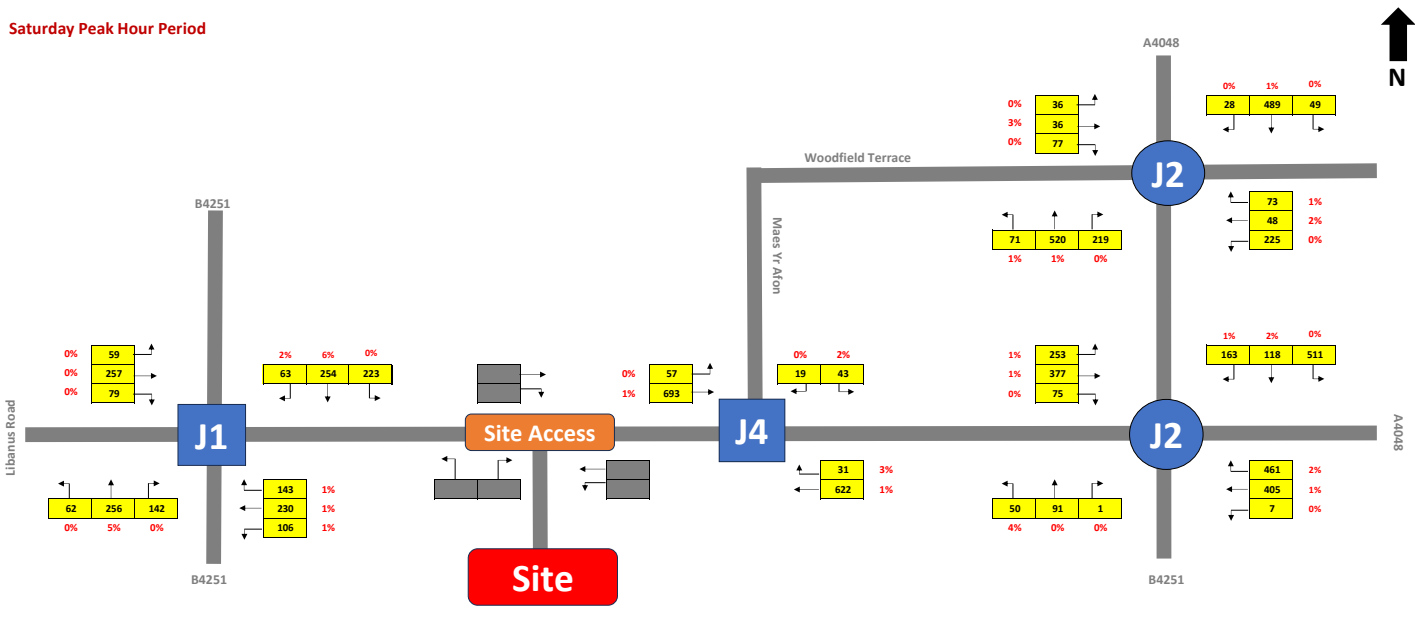
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**



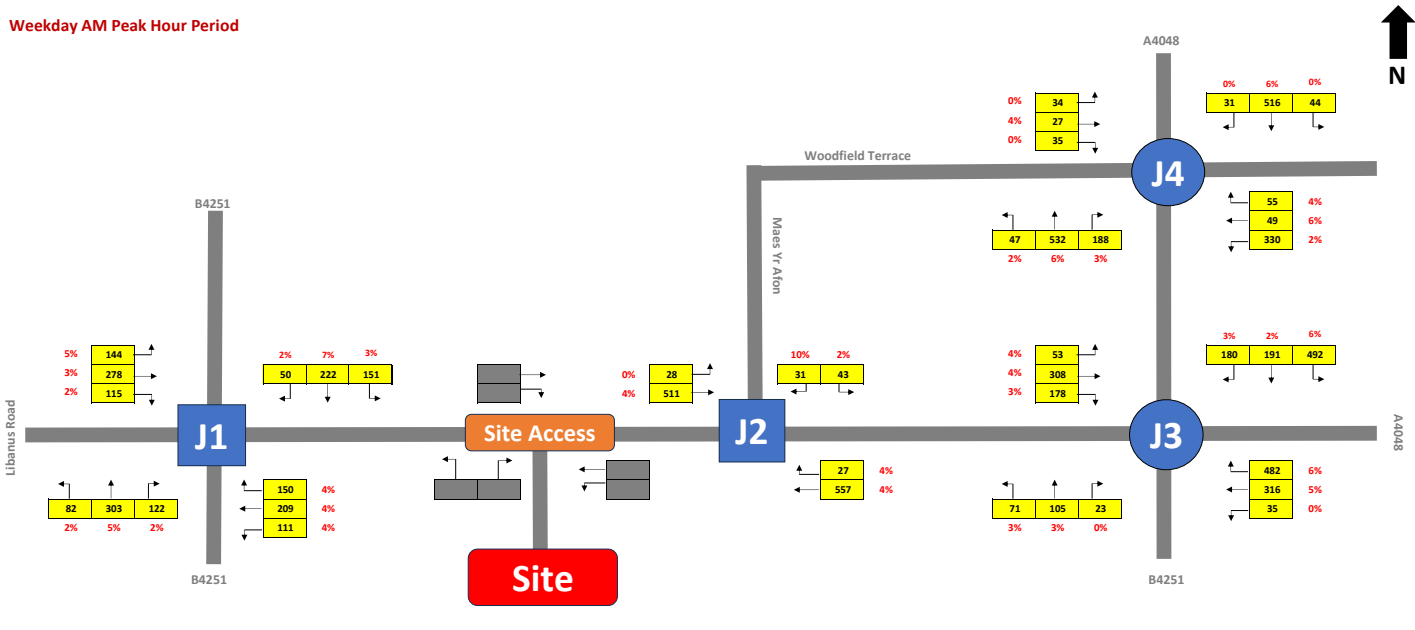
Notes:

← x - All vehicles  
 x - HGV %

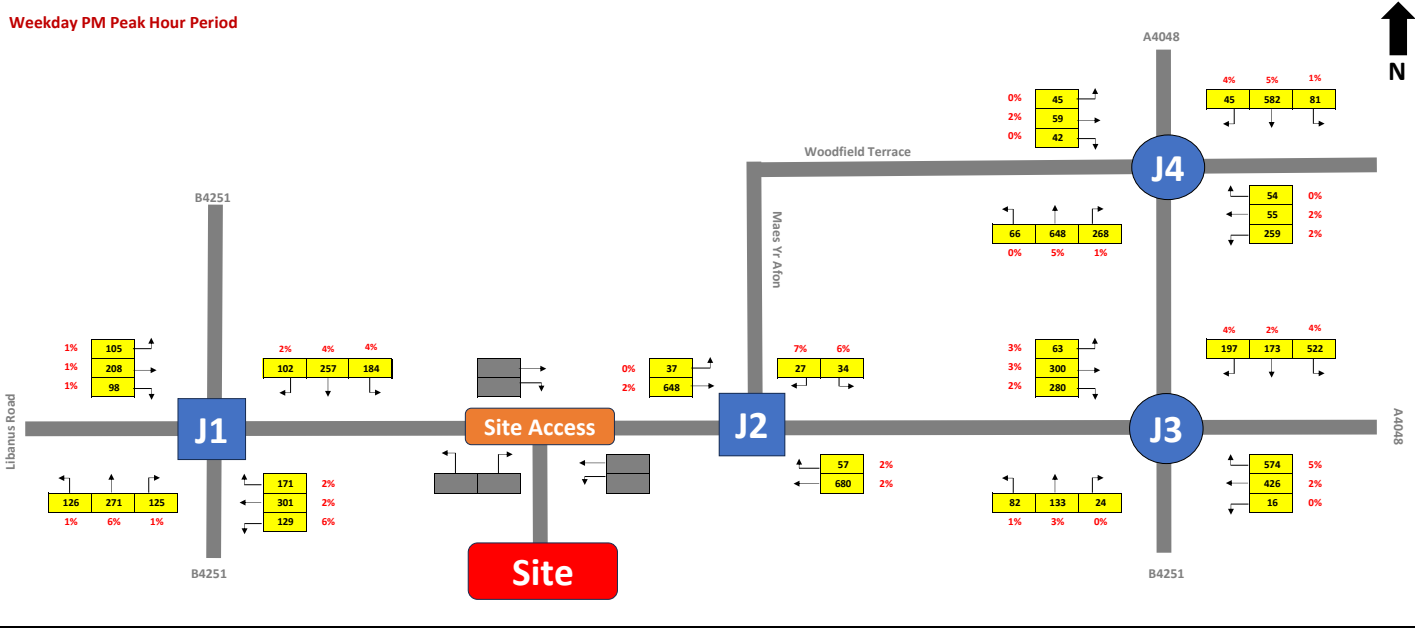
**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2024 Survey Flows - PCUs**



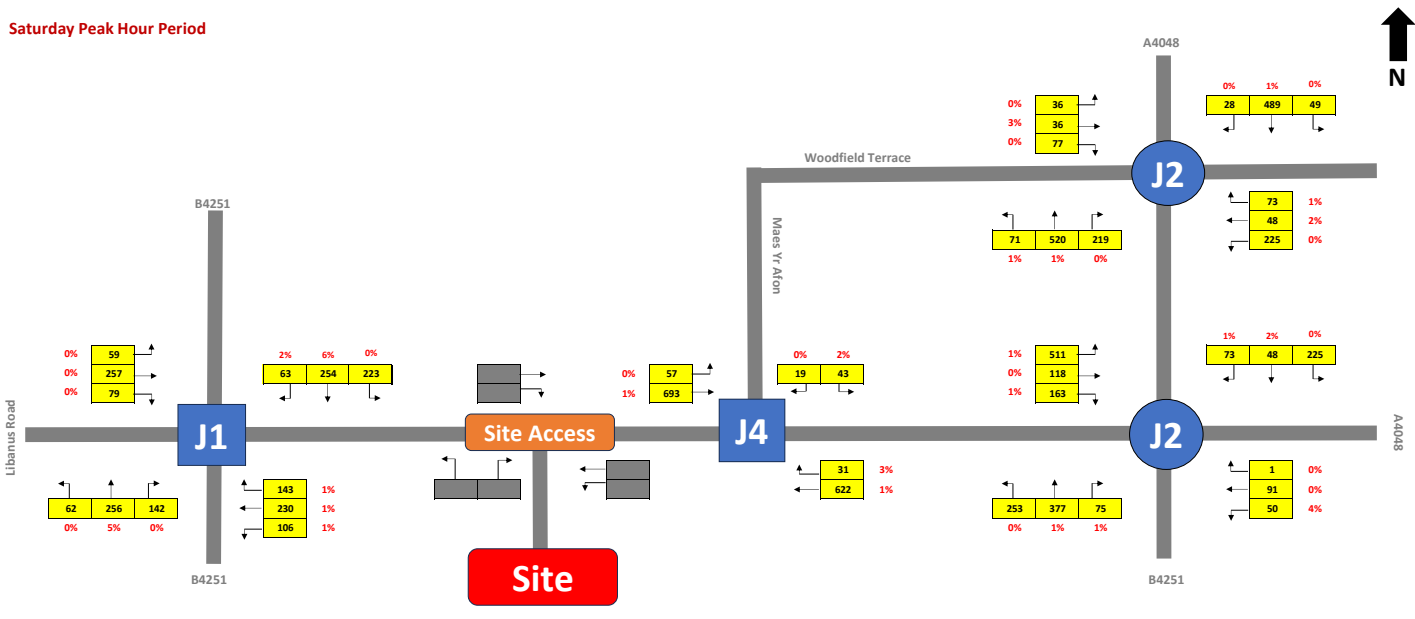
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**



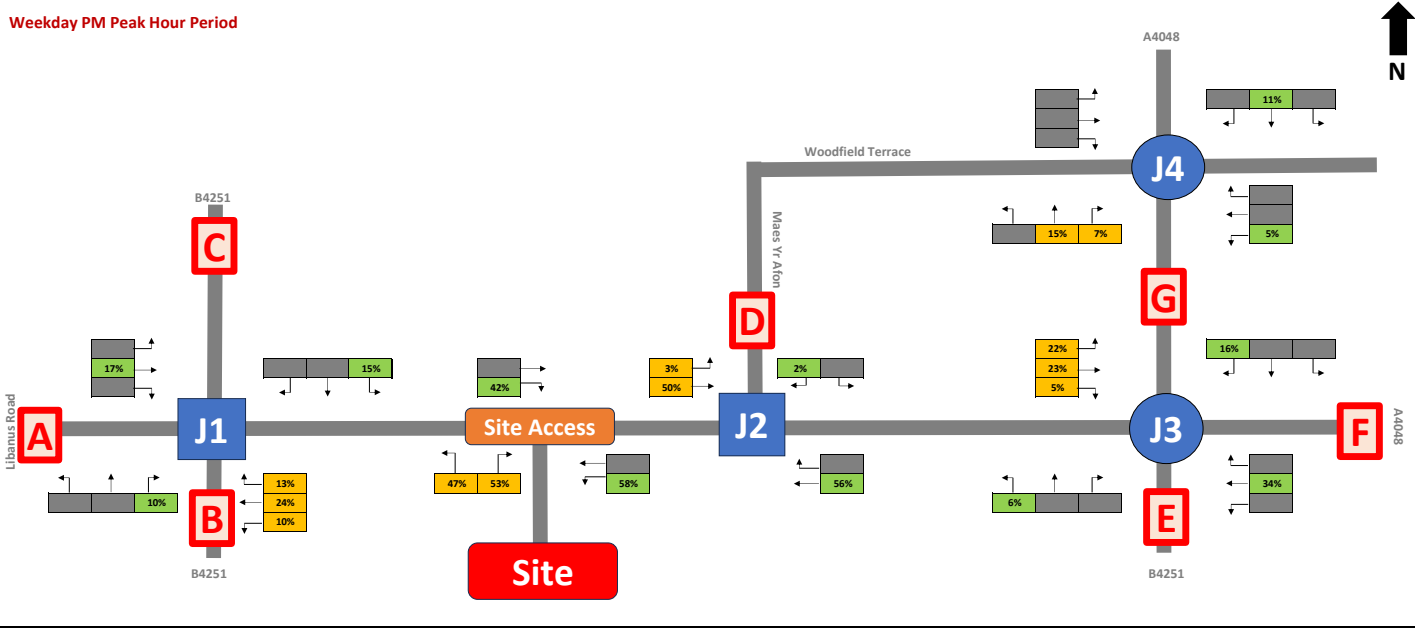
Notes:

← X - PCUs  
 X - HGV %

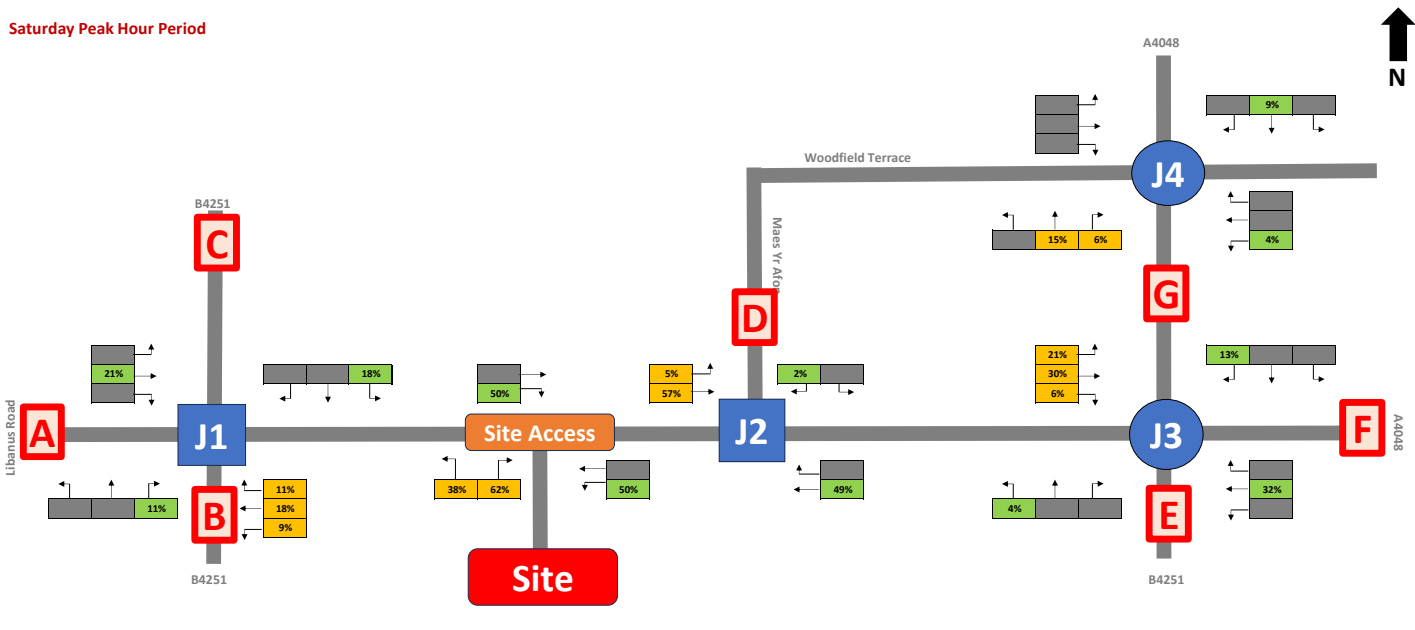
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



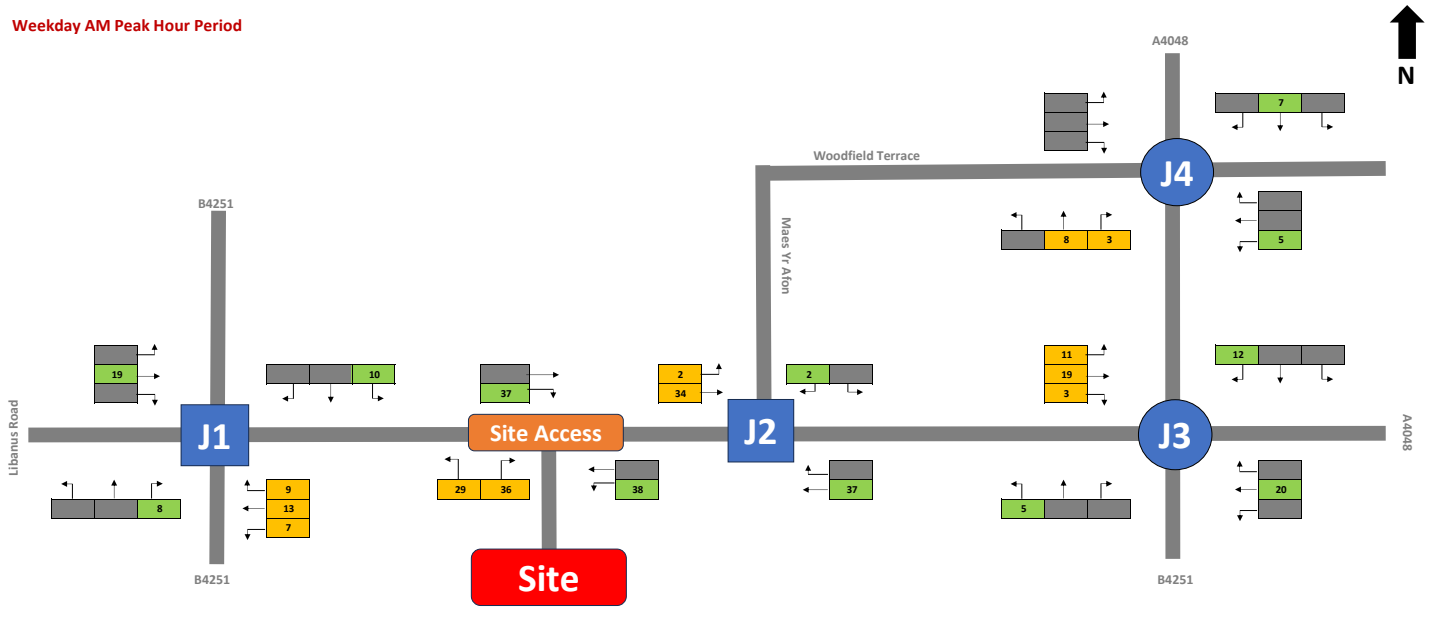
Saturday Peak Hour Period



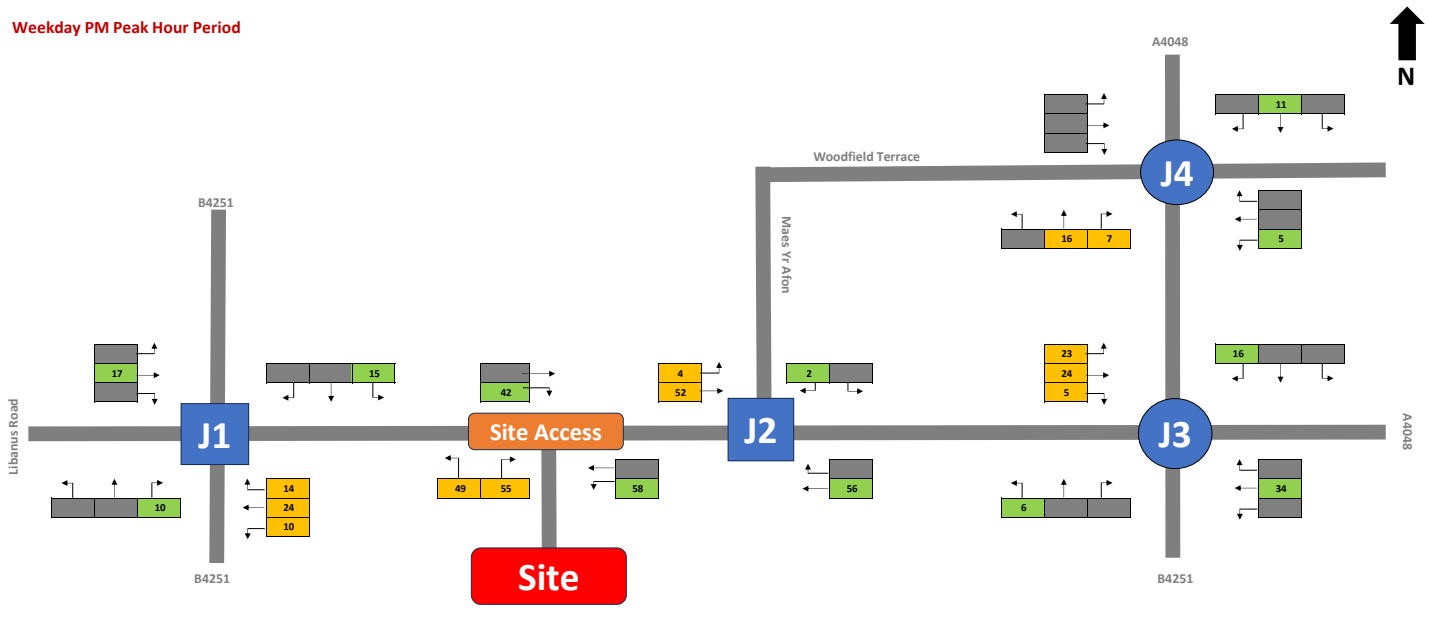
Notes:



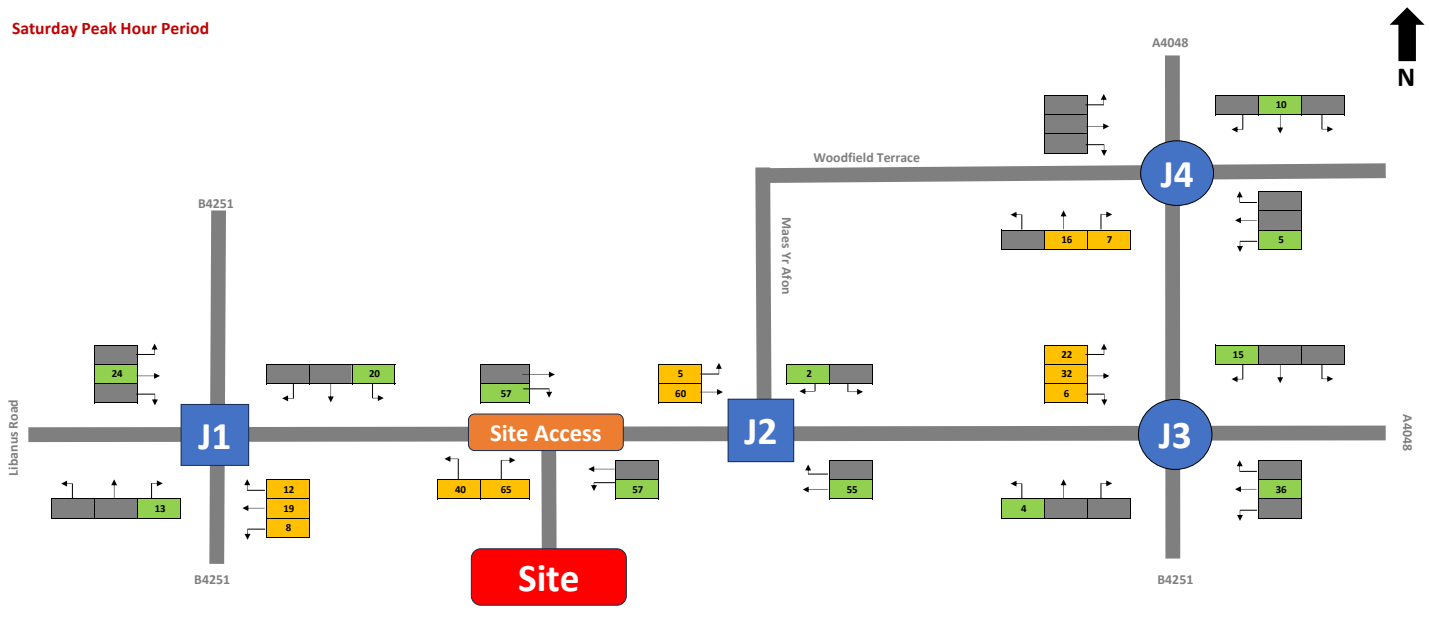
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period

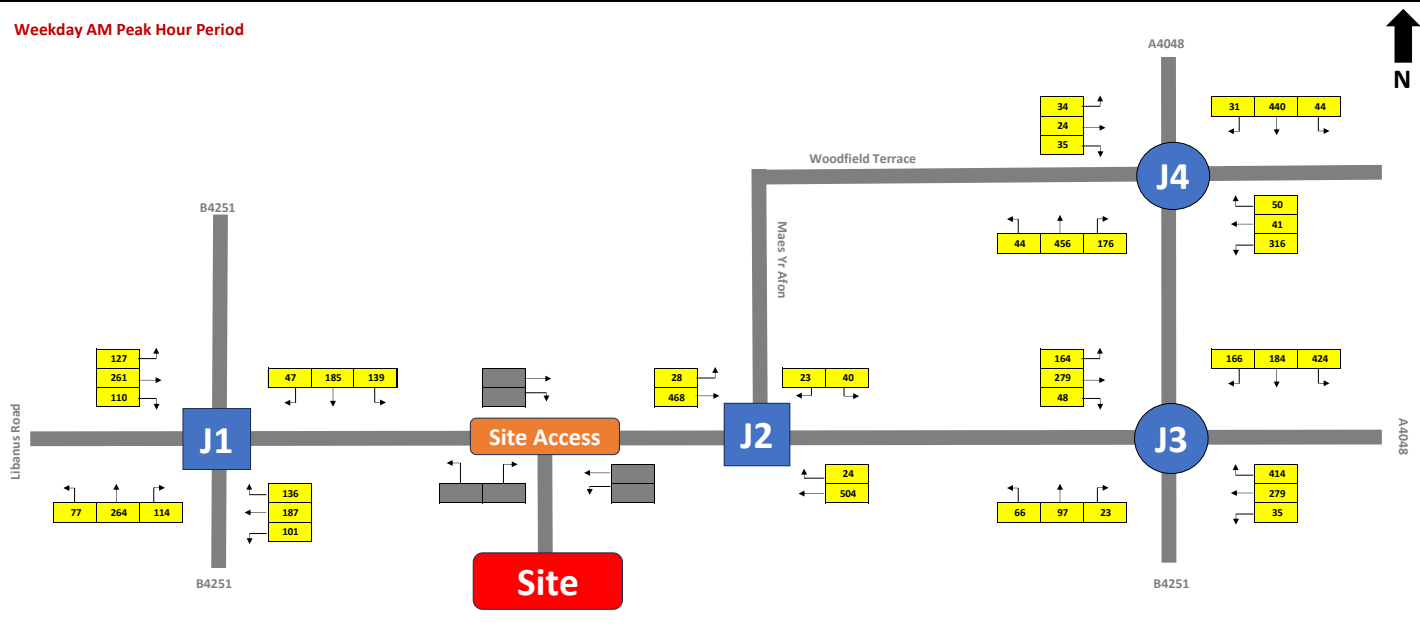


Notes:

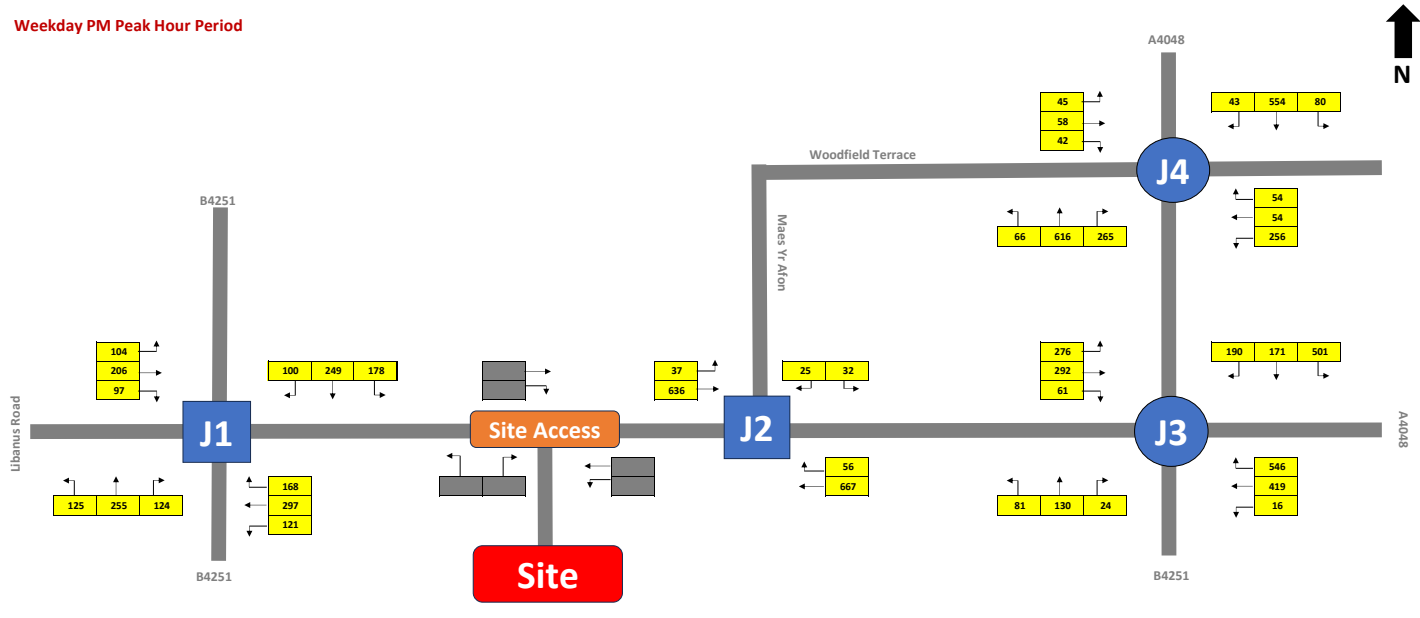
← X - Arrivals  
← X - Departures



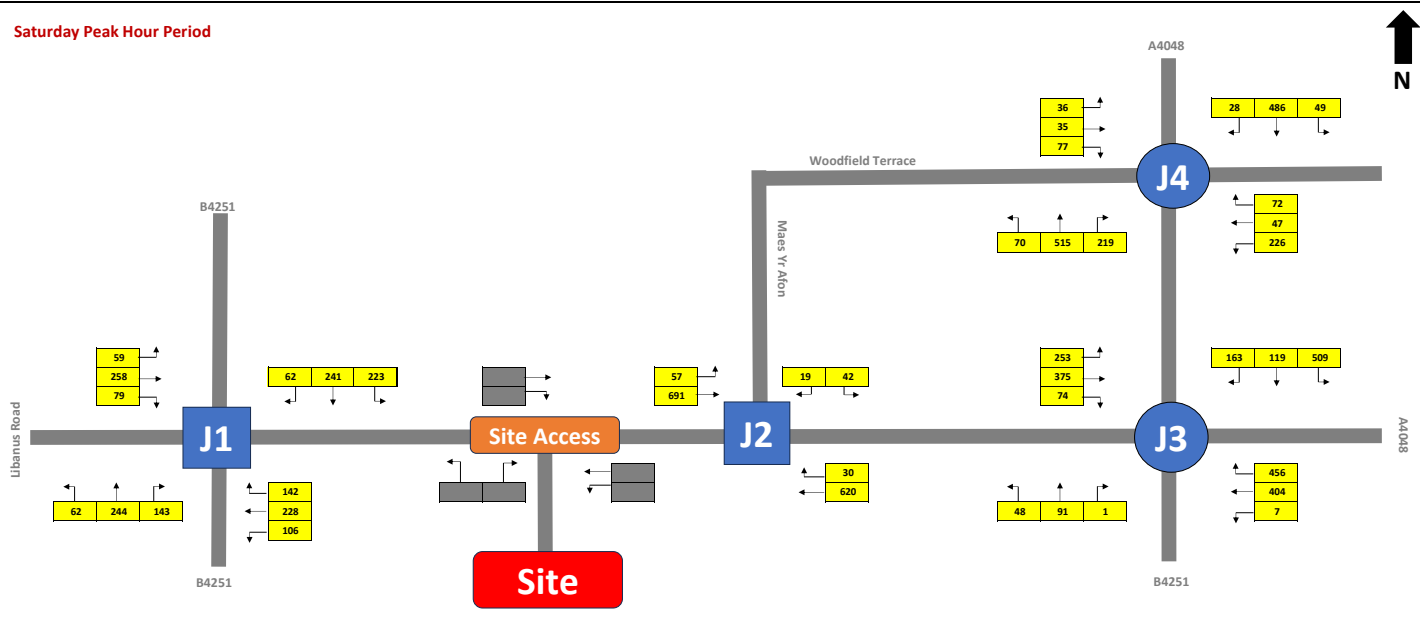
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period

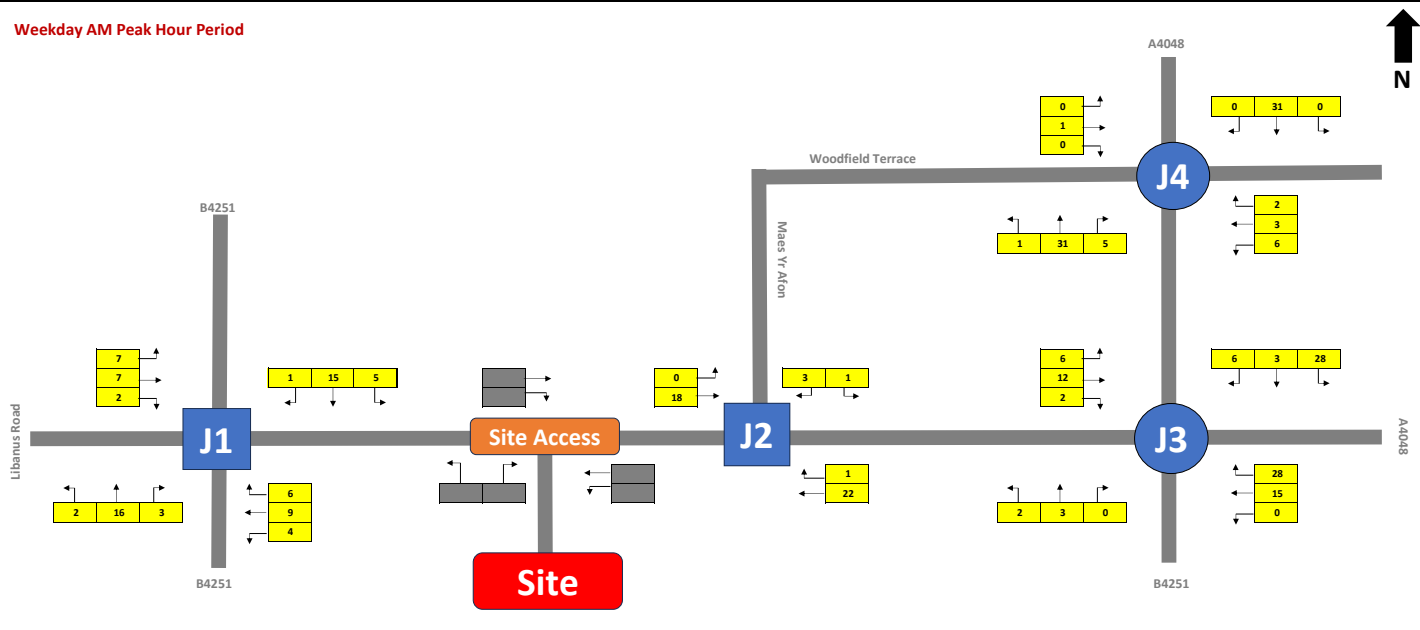


Notes:  
Tempo Growth Factors 2024 - 2025 'Caerphilly 009'

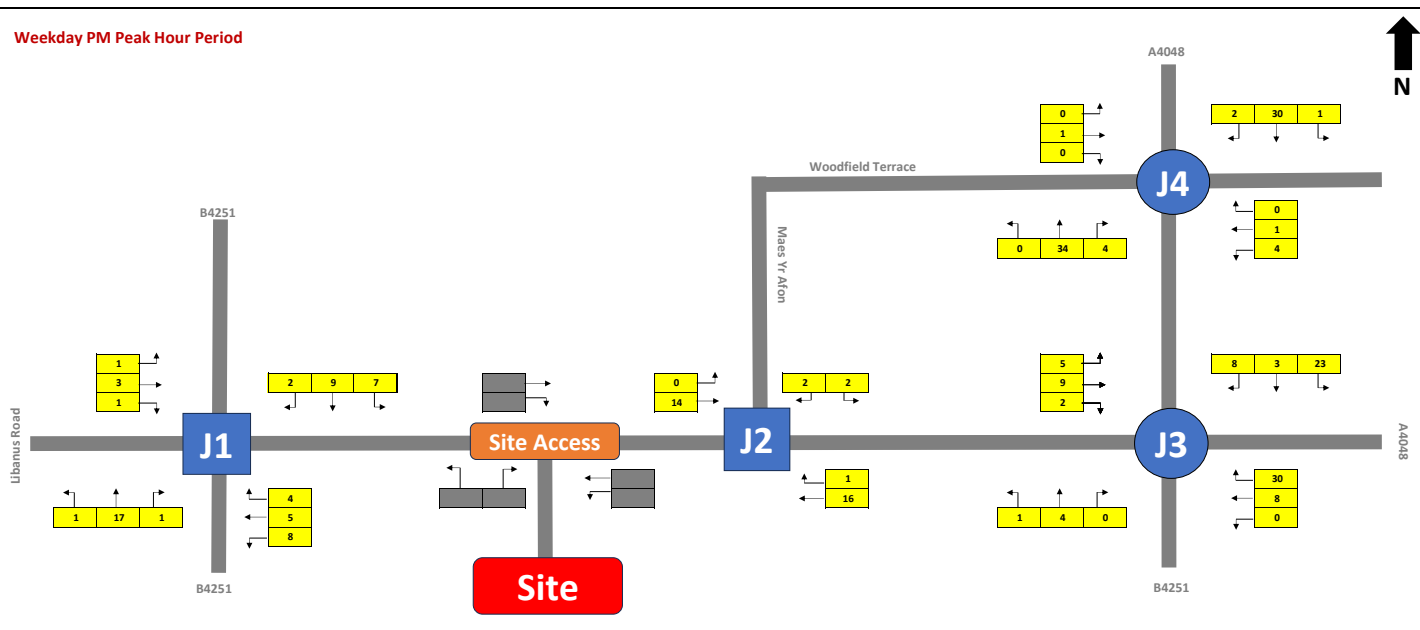
	A Roads	Minor Roads
AM Peak -	1.0038378	1.004134
PM Peak -	1.0035884	1.0038845
Saturday Peak -	1.0044863	1.0047827

← X - Light Vehicles

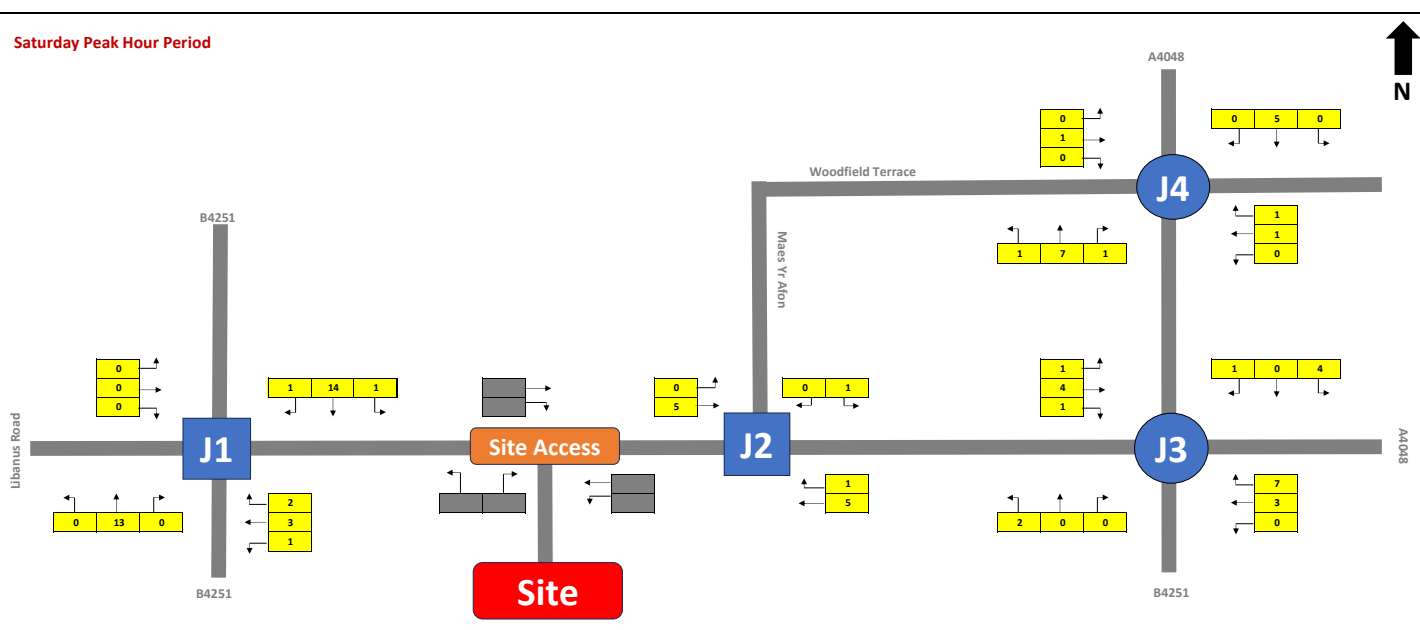
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 009'

	A Roads	Minor Roads
AM Peak -	1.0038378	1.004134
PM Peak -	1.0035884	1.0038845
Saturday Peak -	1.0044863	1.0047827

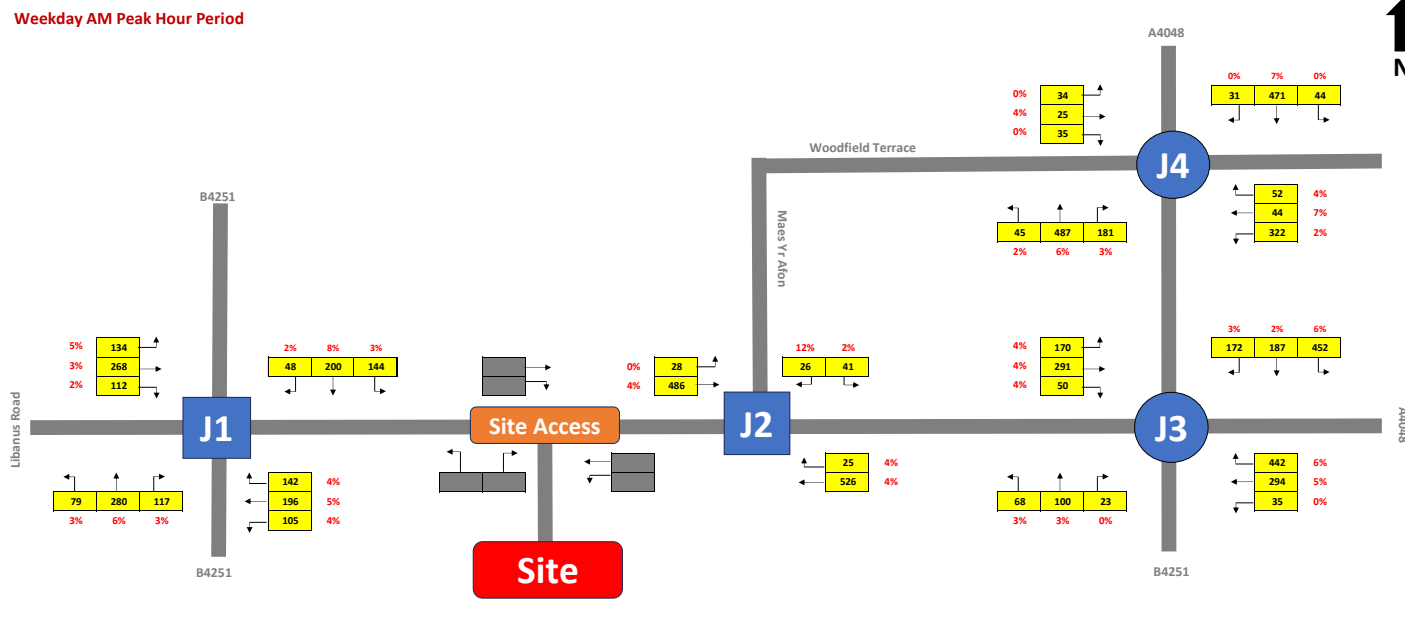
← X - Heavy Vehicles

# 24-01027 - Lidl, Penmaen Road, Blackwood

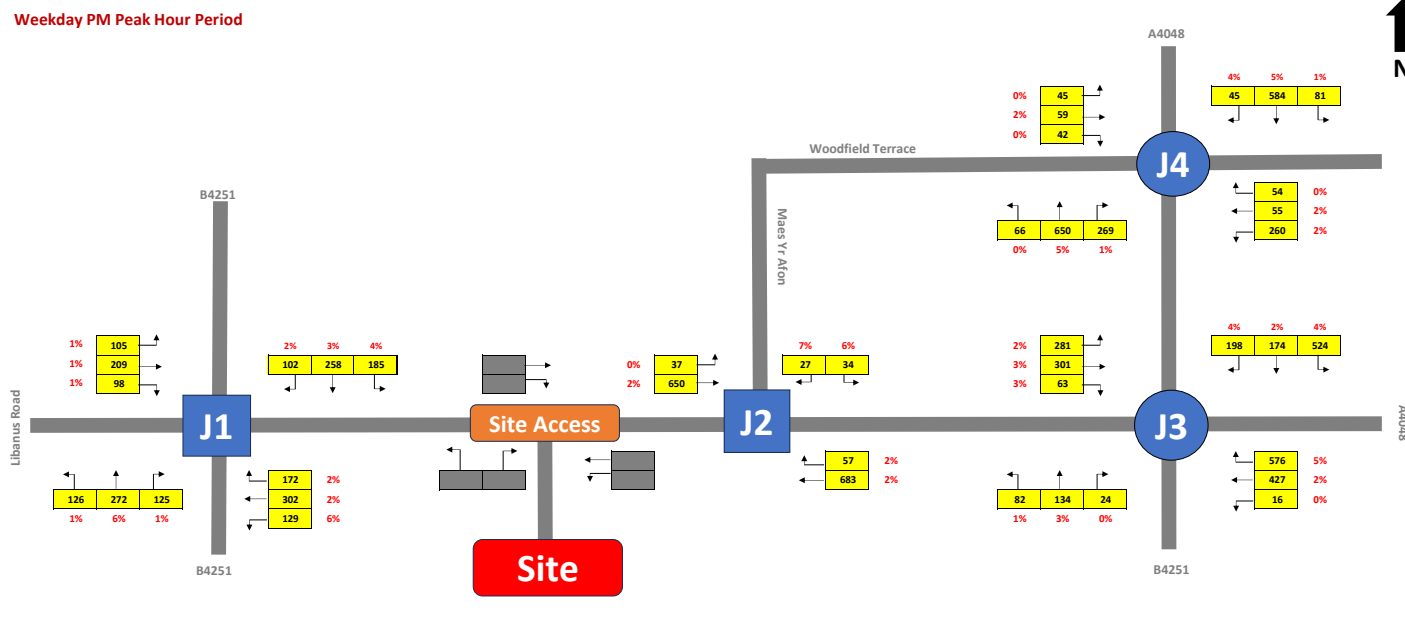
## 2025 Without Development - All Vehicles



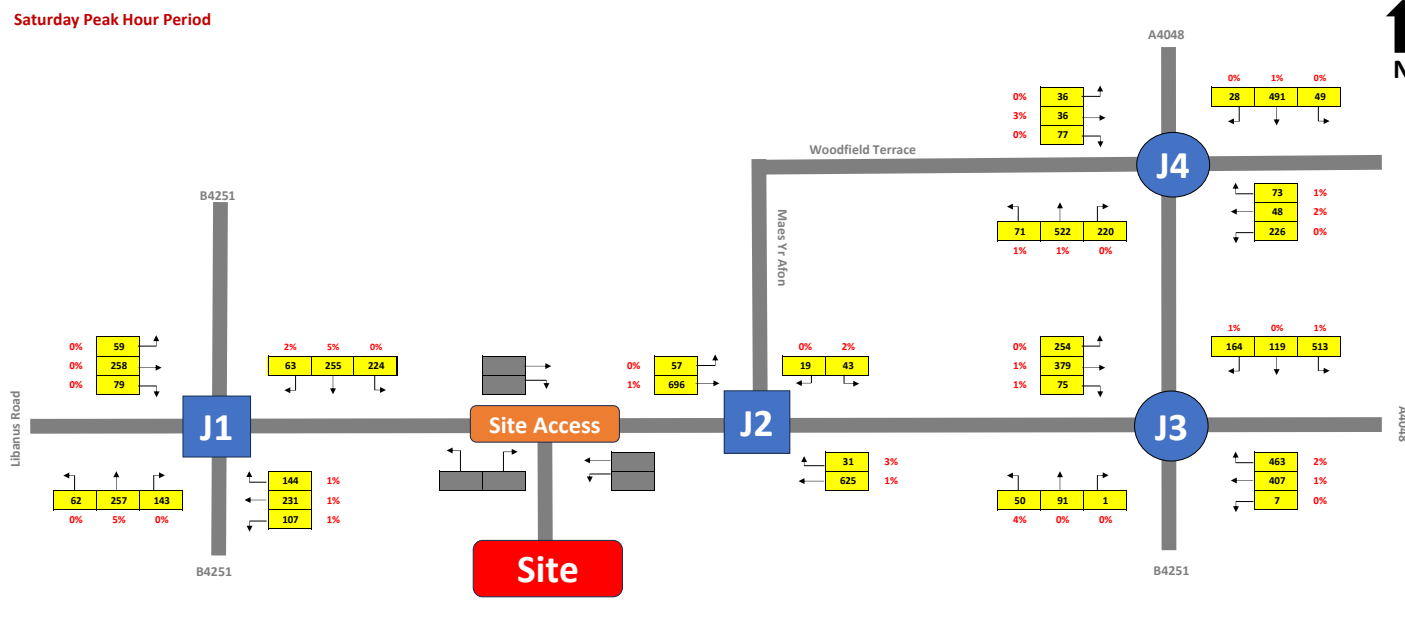
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period



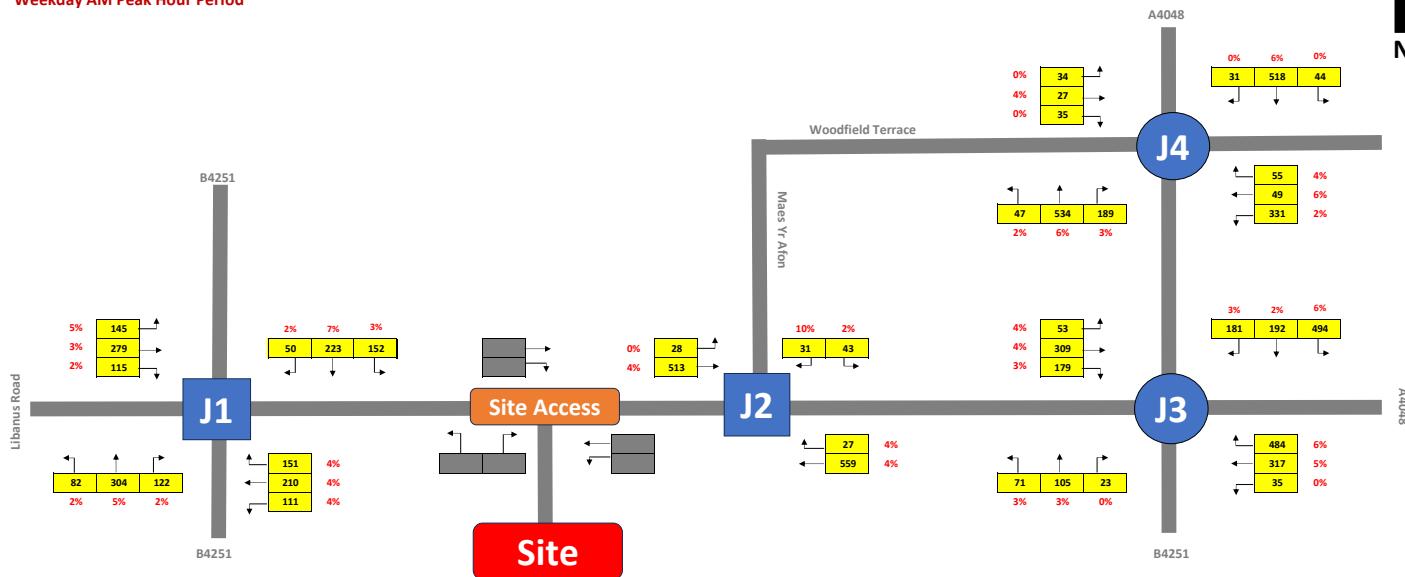
Notes:

X - All vehicles  
X - HGV %

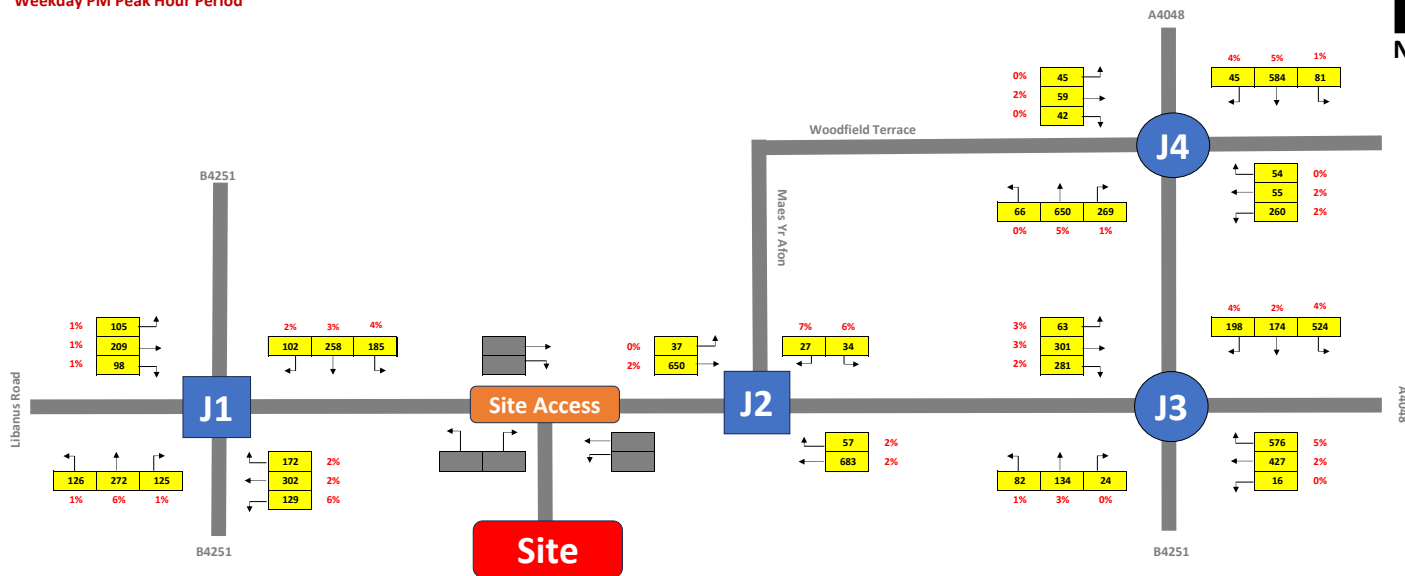
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2025 Without Development - PCUs

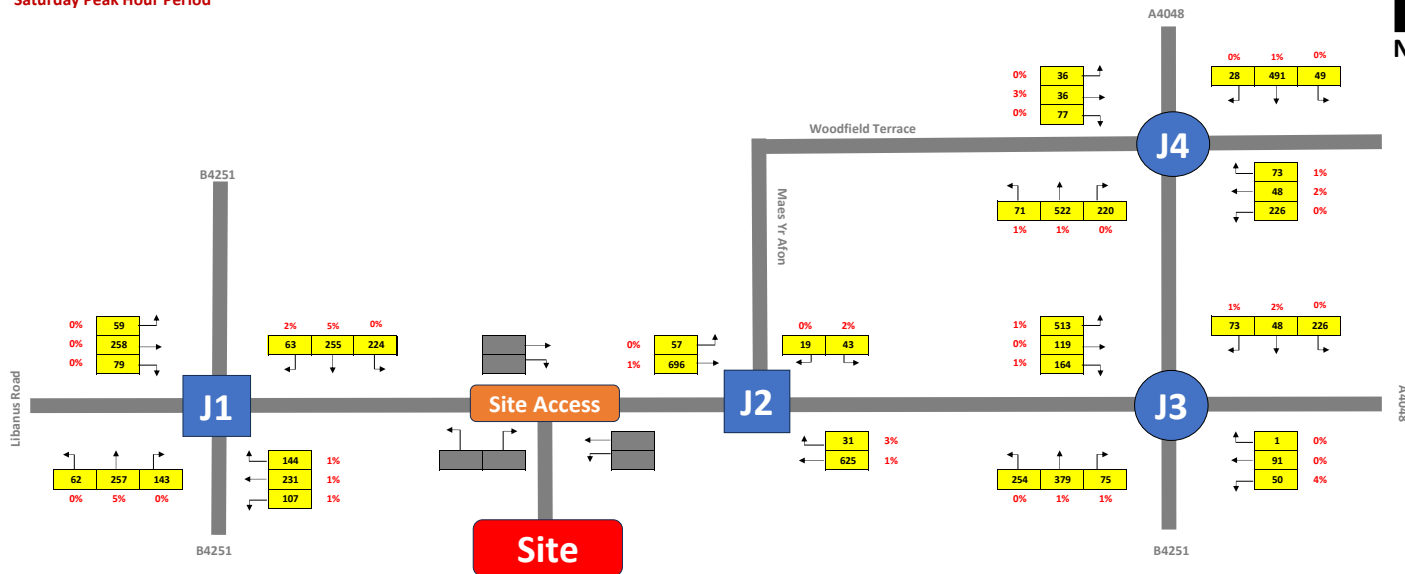
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



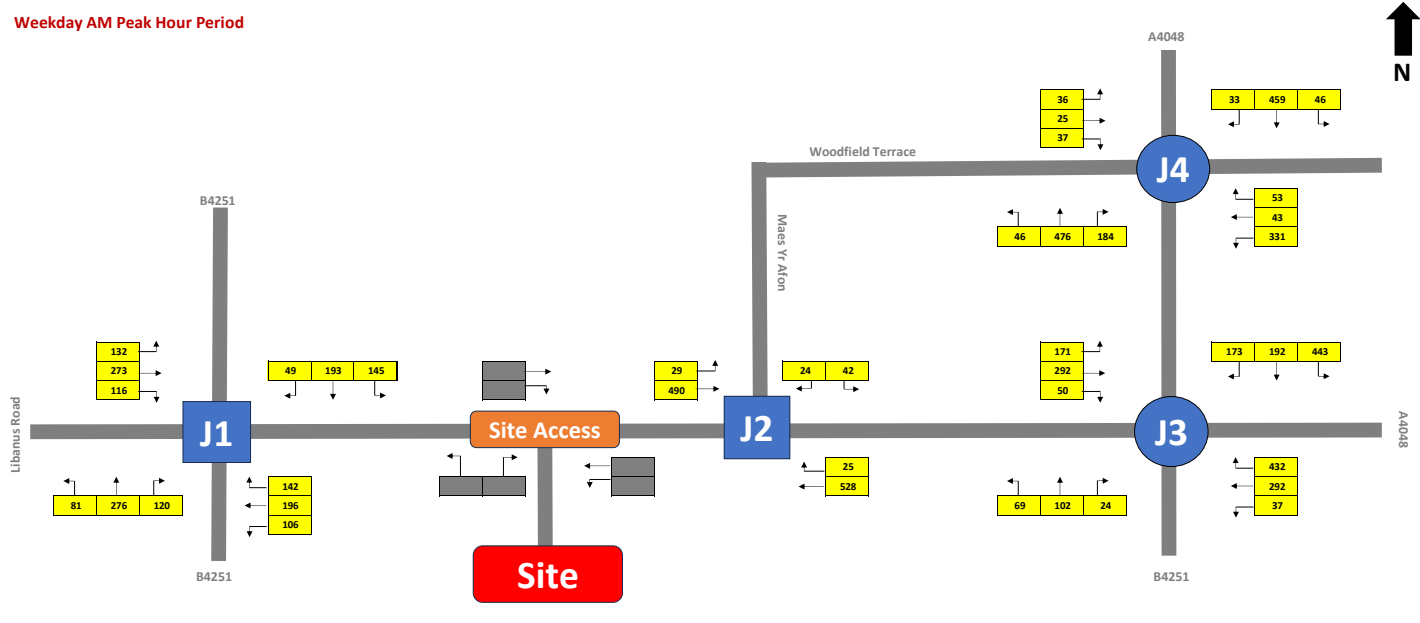
### Saturday Peak Hour Period



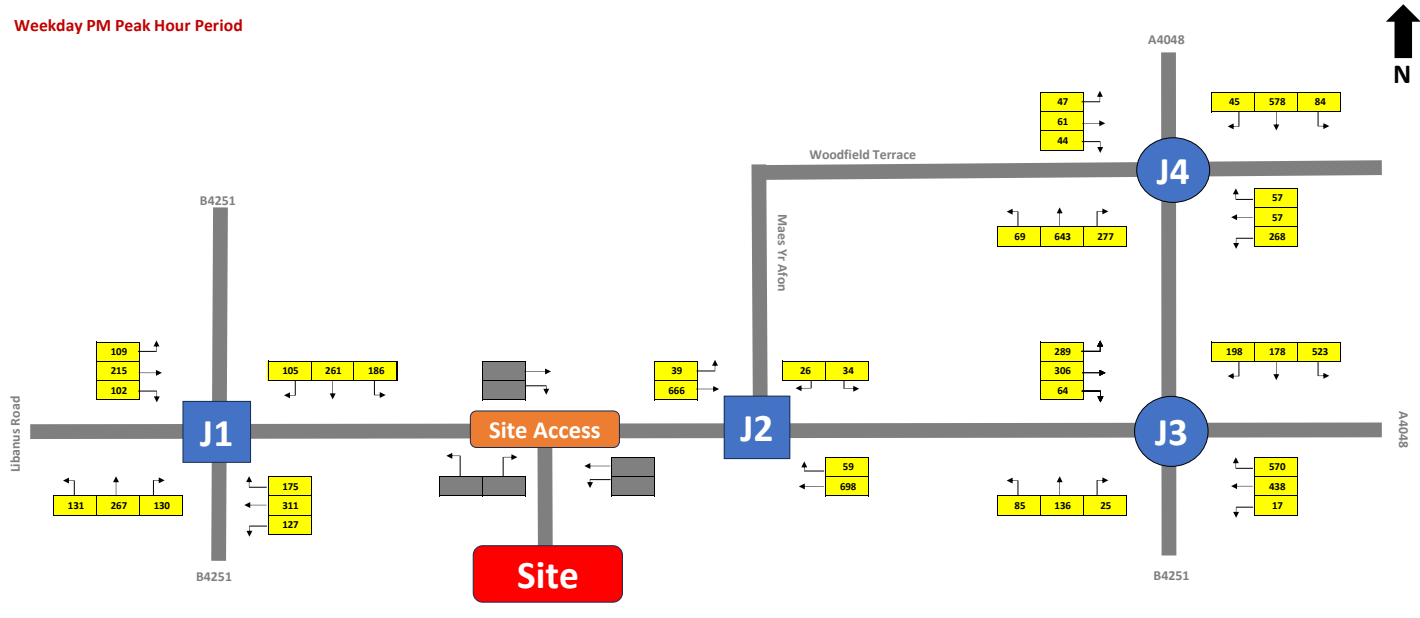
Notes:

← X - PCUs  
X - HGV %

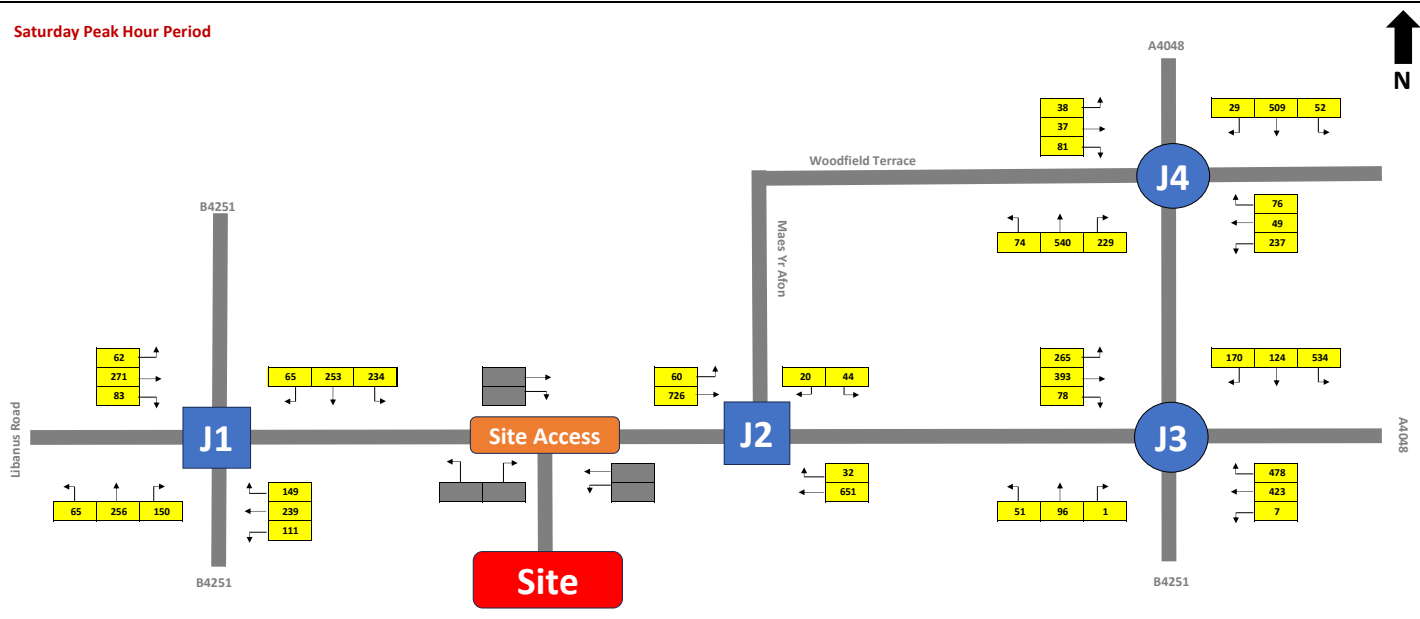
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



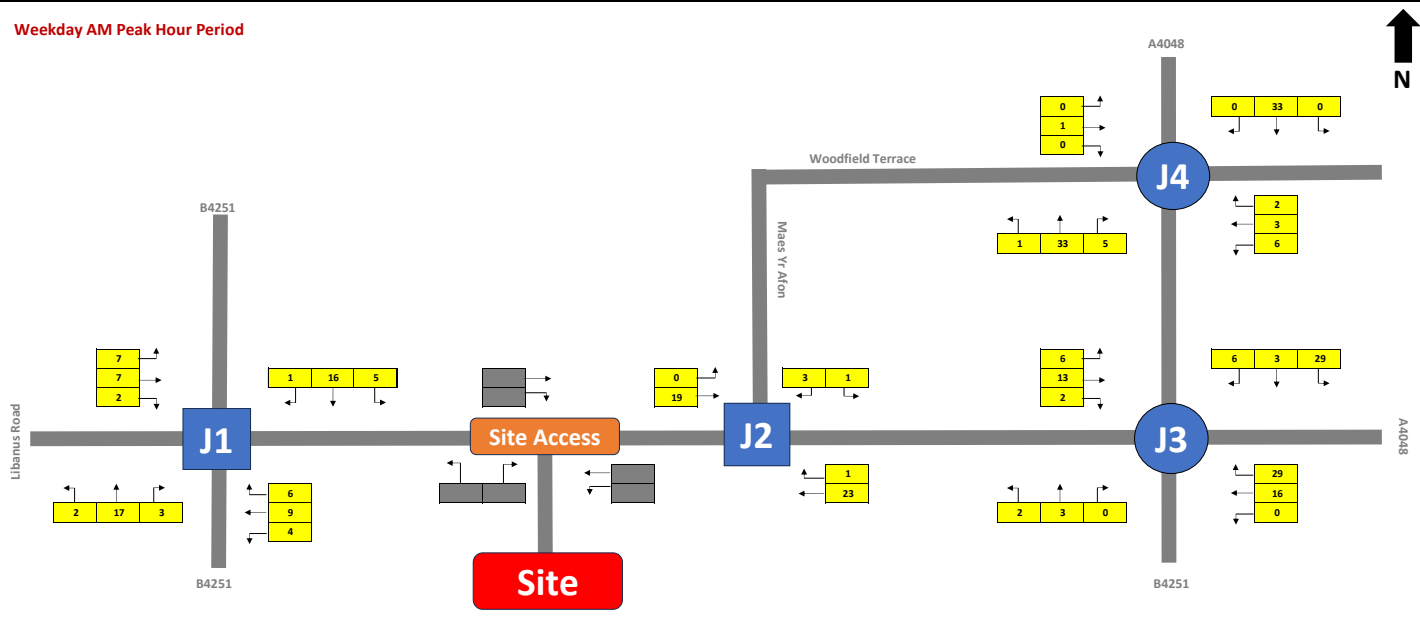
Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 009'

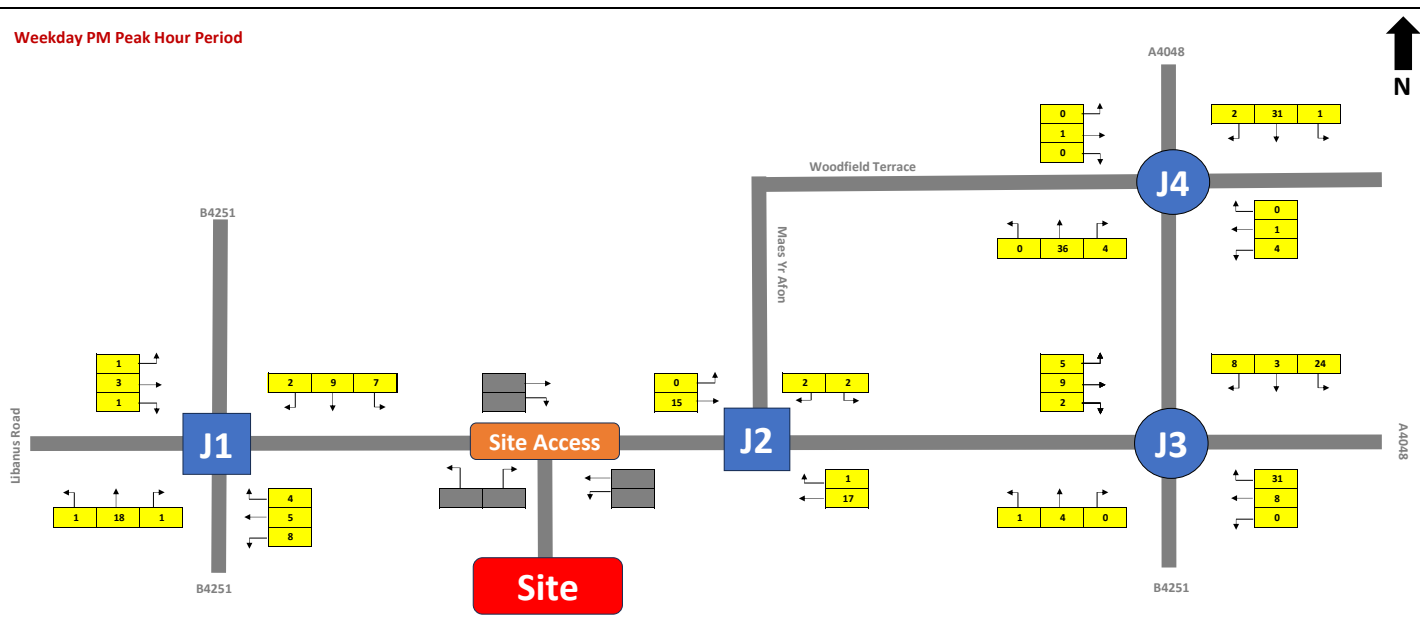
	A Roads	Minor Roads
AM Peak -	1.048692	1.0512872
PM Peak -	1.0479307	1.050524
Saturday Peak -	1.0524478	1.0550523

X - Light Vehicles

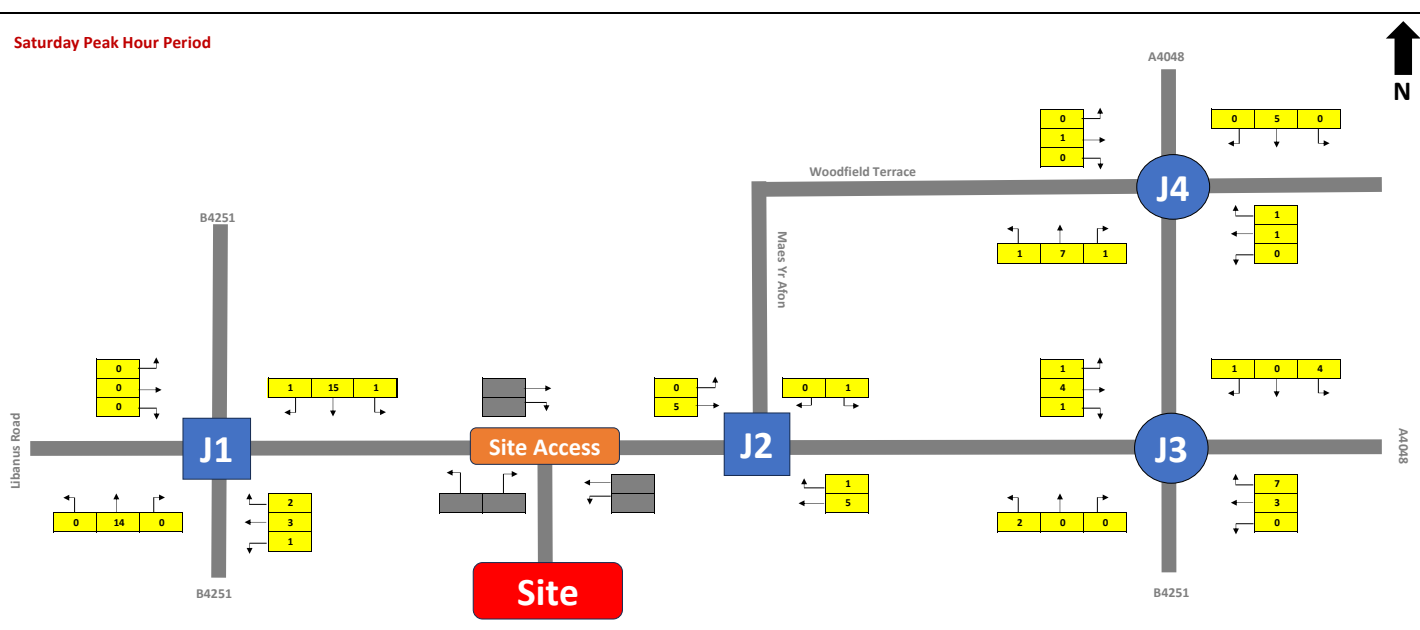
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

Tempo Growth Factors 2024 - 2025 'Caerphilly 009'

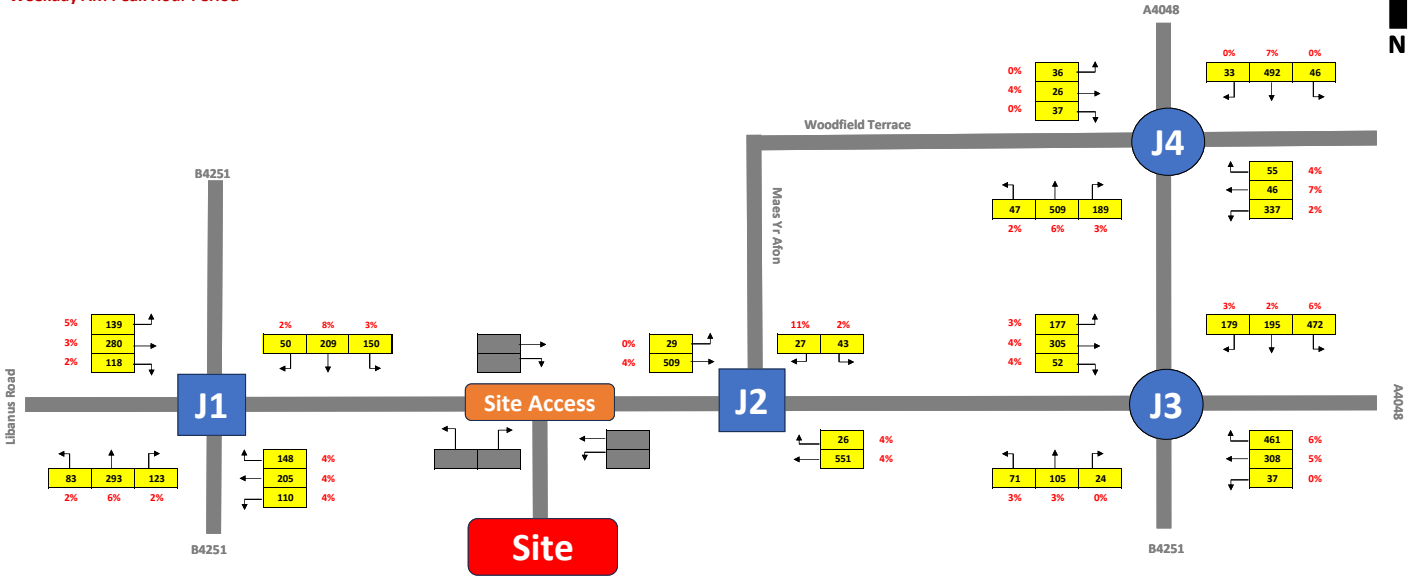
	A Roads	Minor Roads
AM Peak -	1.048692	1.0512872
PM Peak -	1.0479307	1.050524
Saturday Peak -	1.0524478	1.0550523

← X - Heavy Vehicles

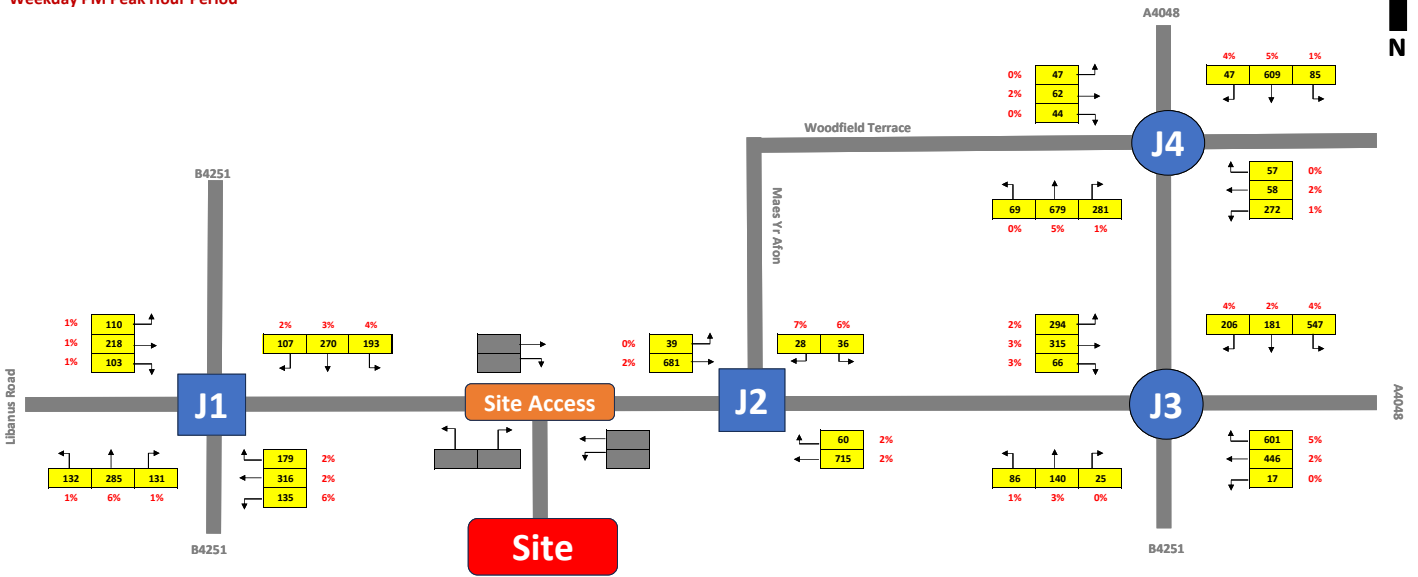
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2030 Without Development - All Vehicles

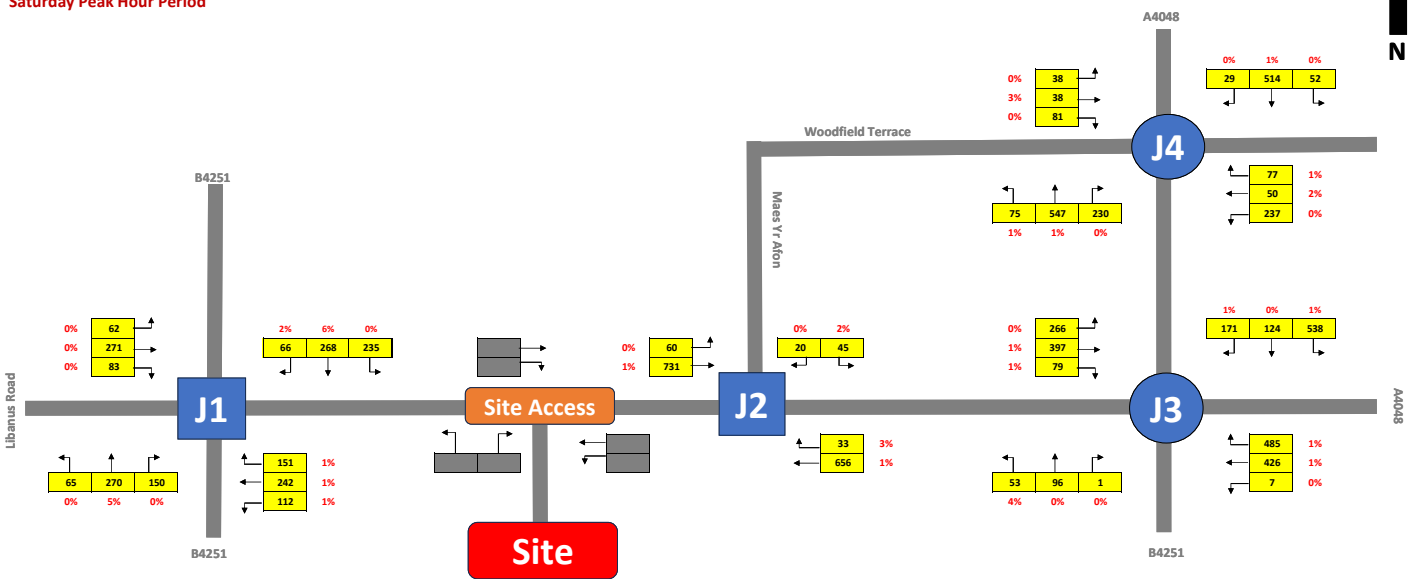
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period

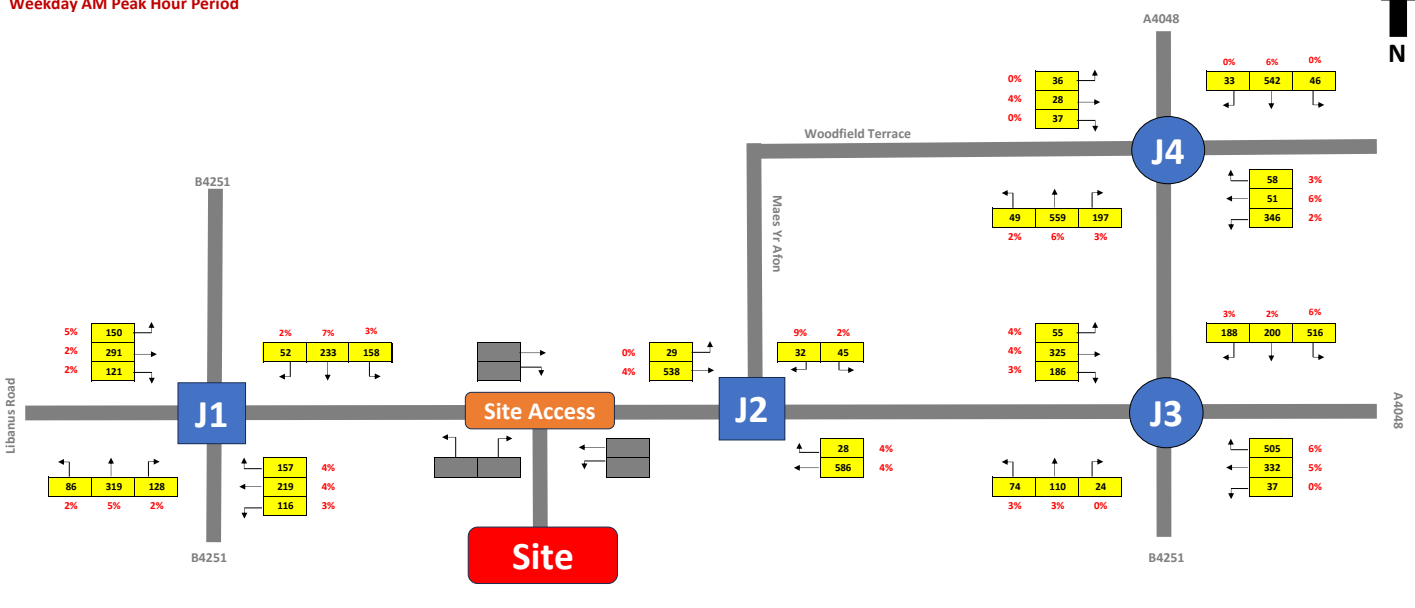


Notes:

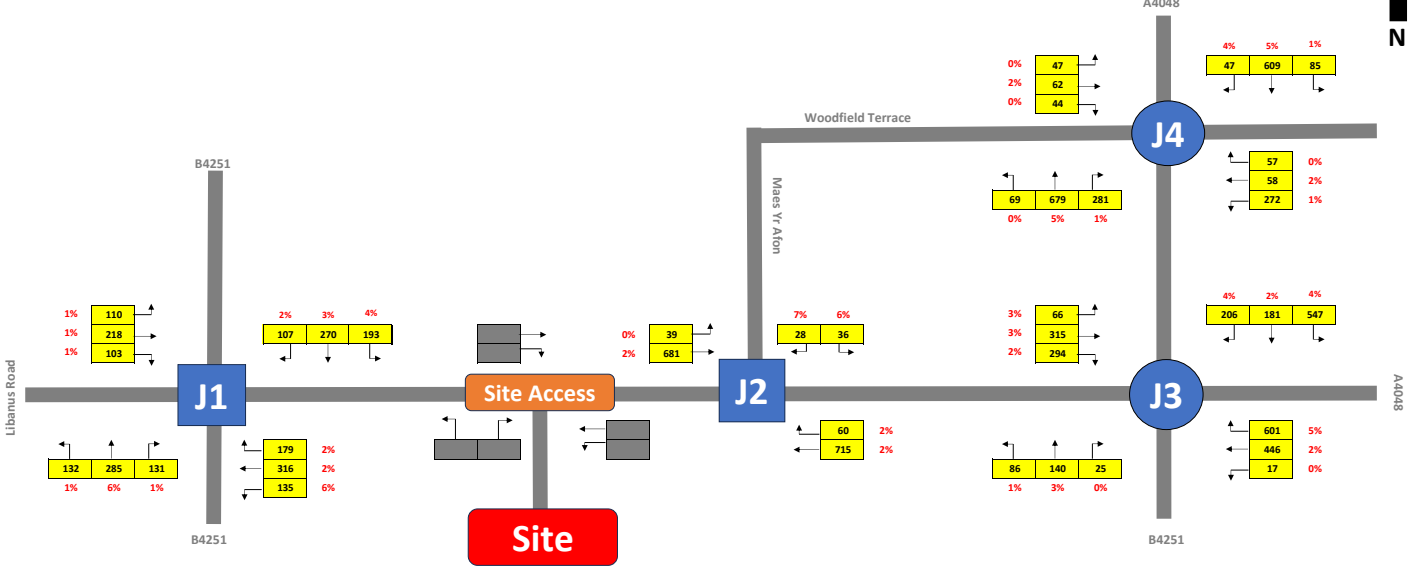
- All vehicles  
 - HGV %

**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2030 Without Development - PCUs**

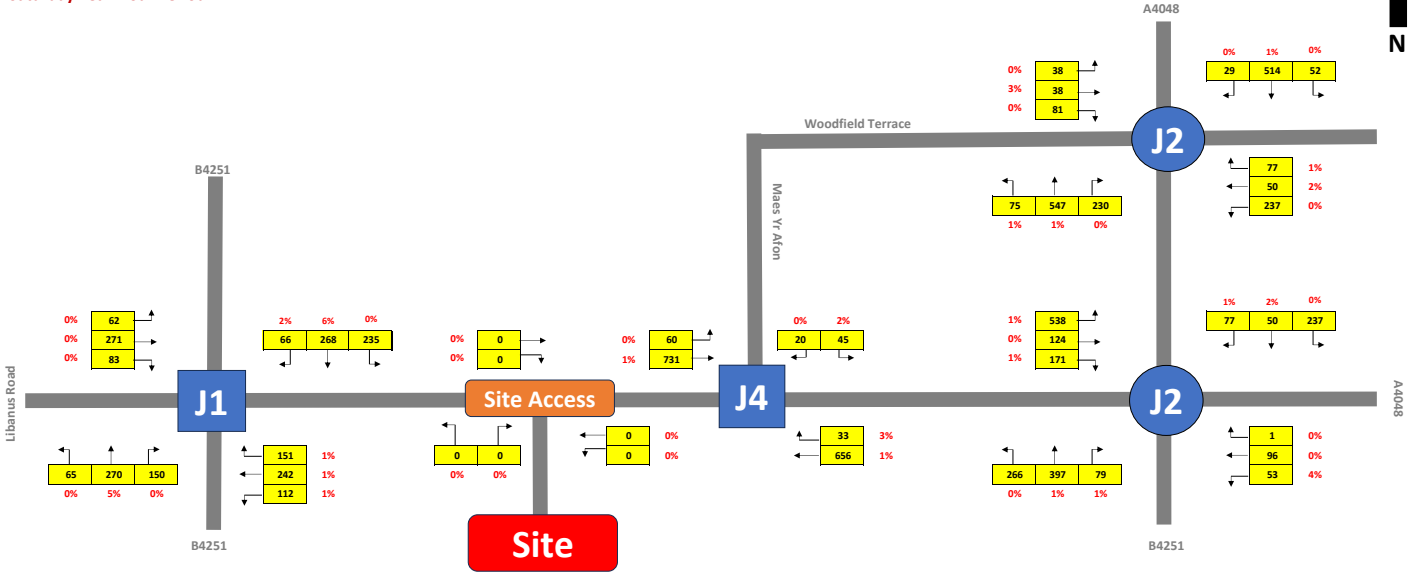
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**



Notes:

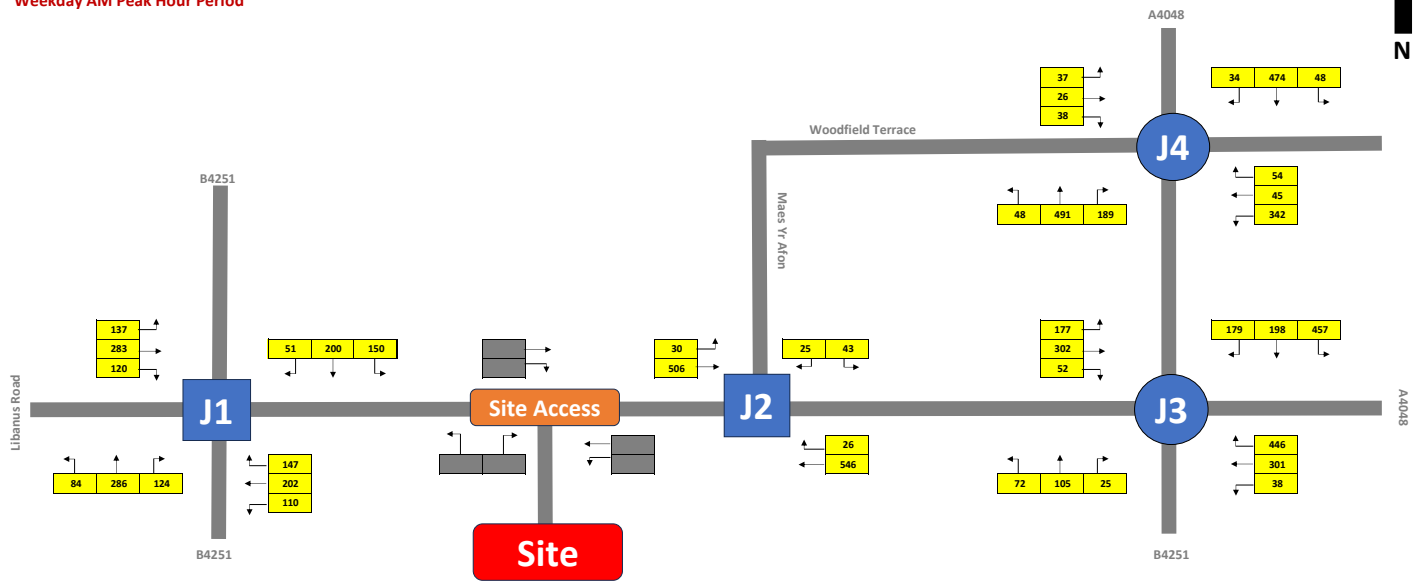
← X - PCUs  
 X - HGV %



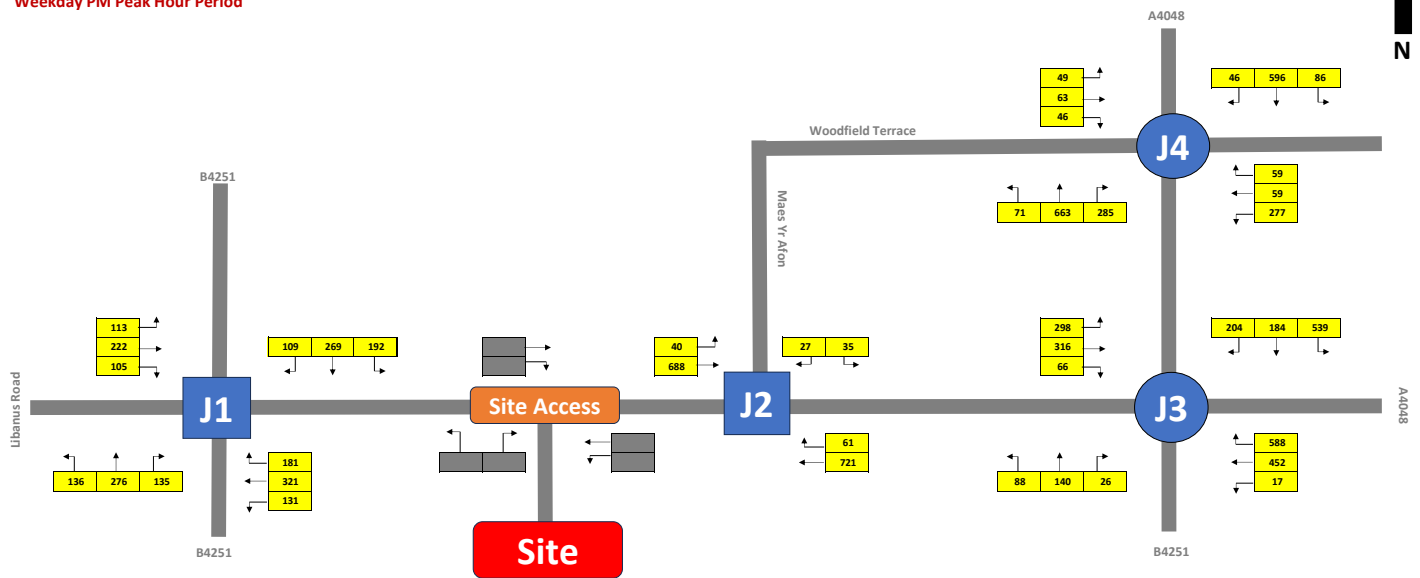
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2035 Without Development - Light Vehicles

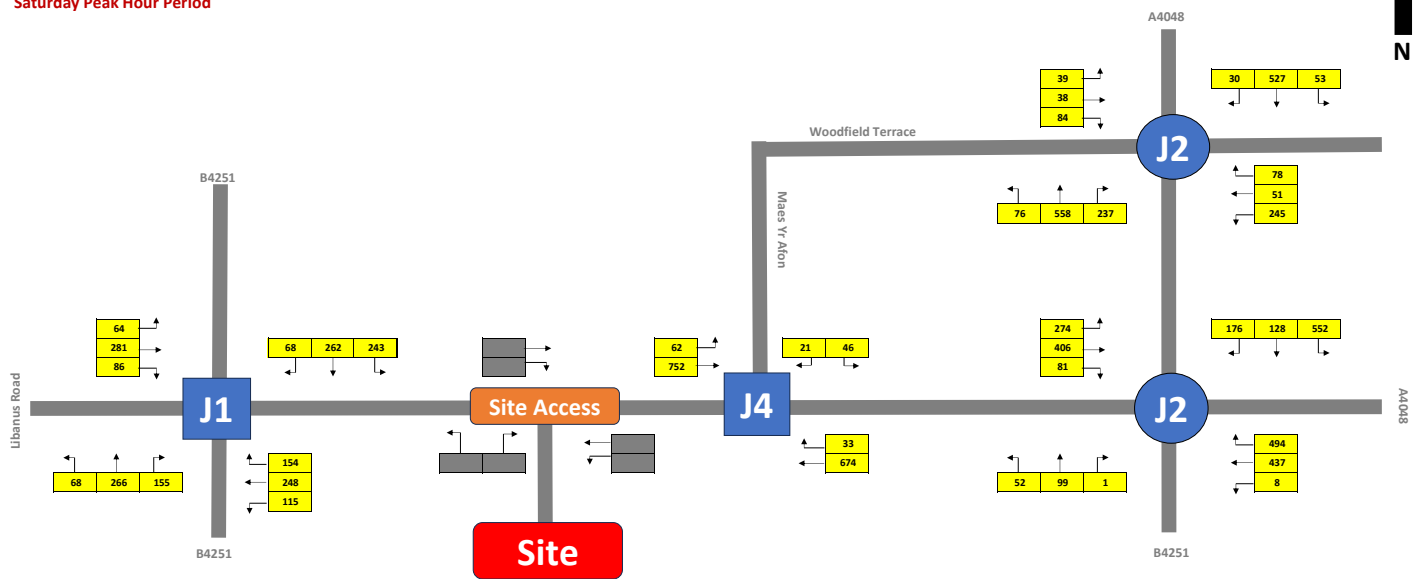
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period



Notes:

Tempo Growth Factors 2024 - 2035 'Caerphilly 009'

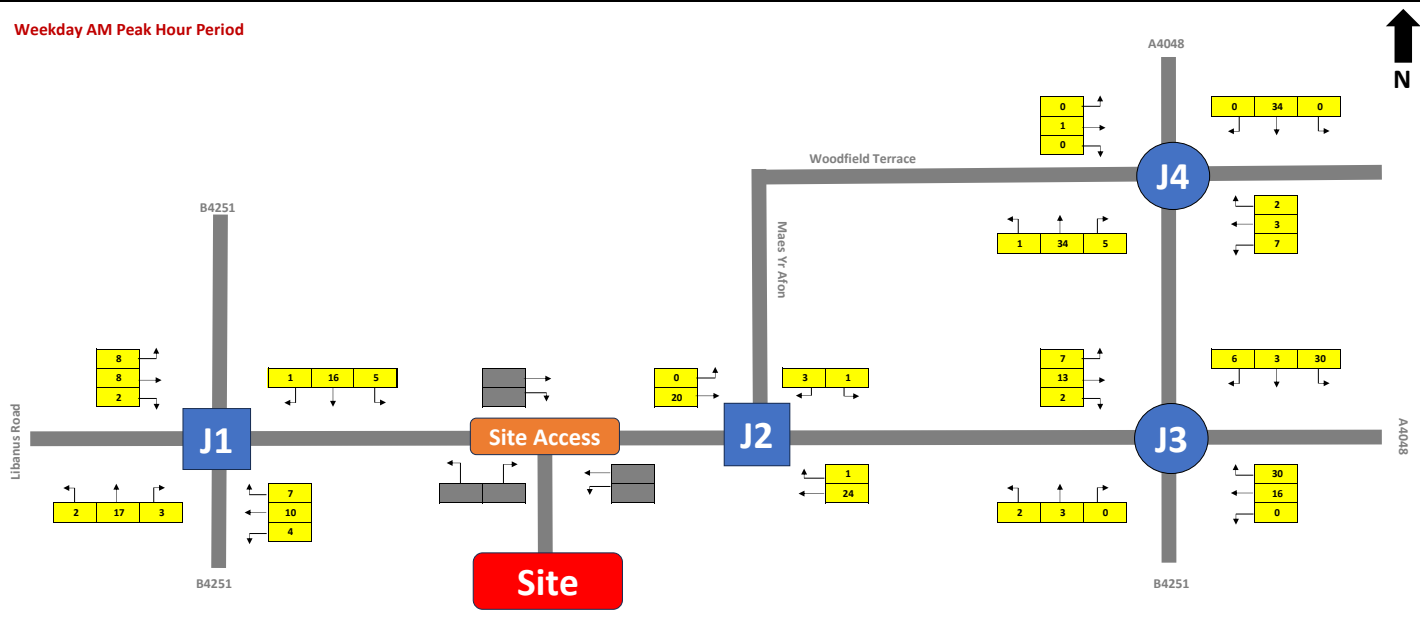
	A Roads	Minor Roads
AM Peak -	1.0818517	1.0867724
PM Peak -	1.0802159	1.0851291
Saturday Peak -	1.0882417	1.0931914

← X - Light Vehicles

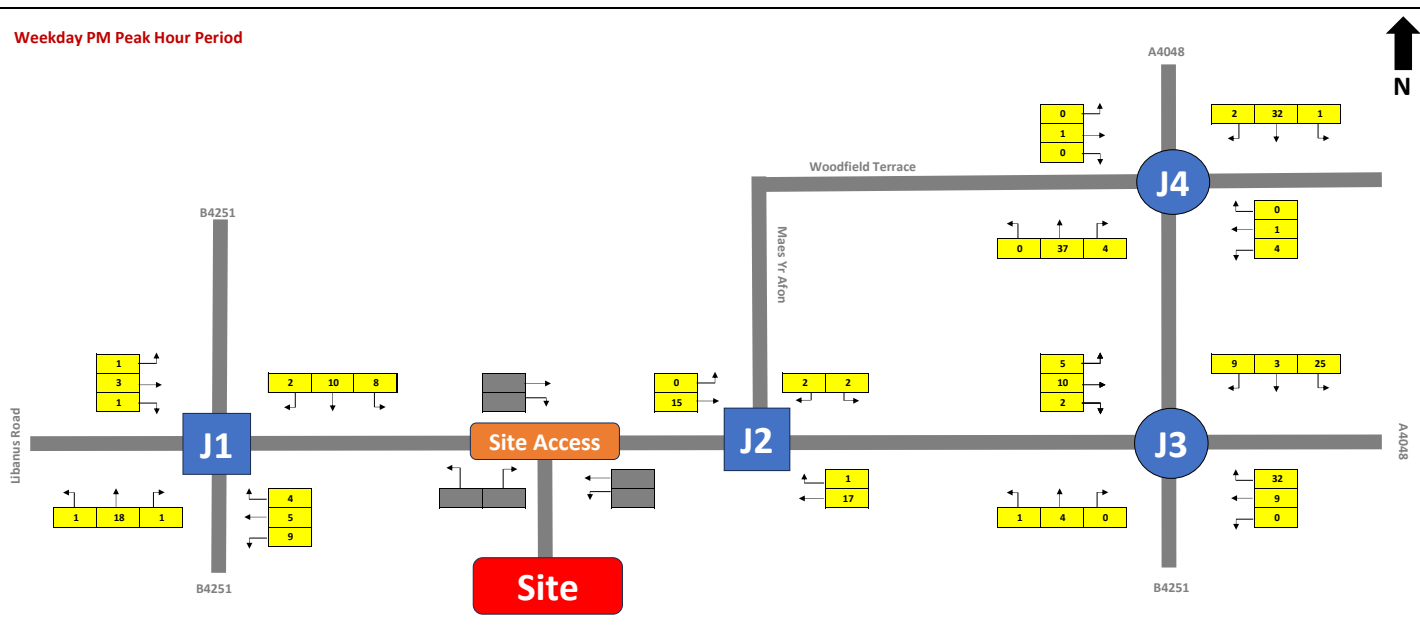
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2035 Without Development - Heavy Vehicles

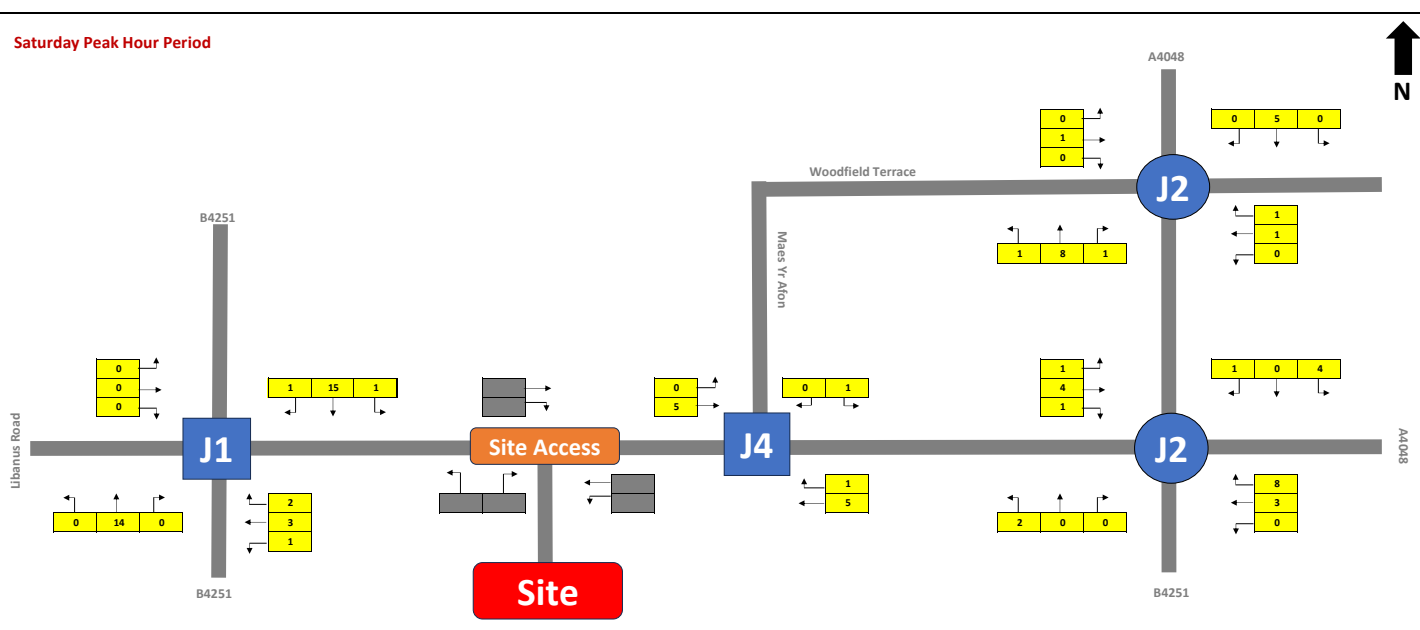
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period



**Notes:**

Tempro Growth Factors 2024 - 2035 'Caerphilly 009'

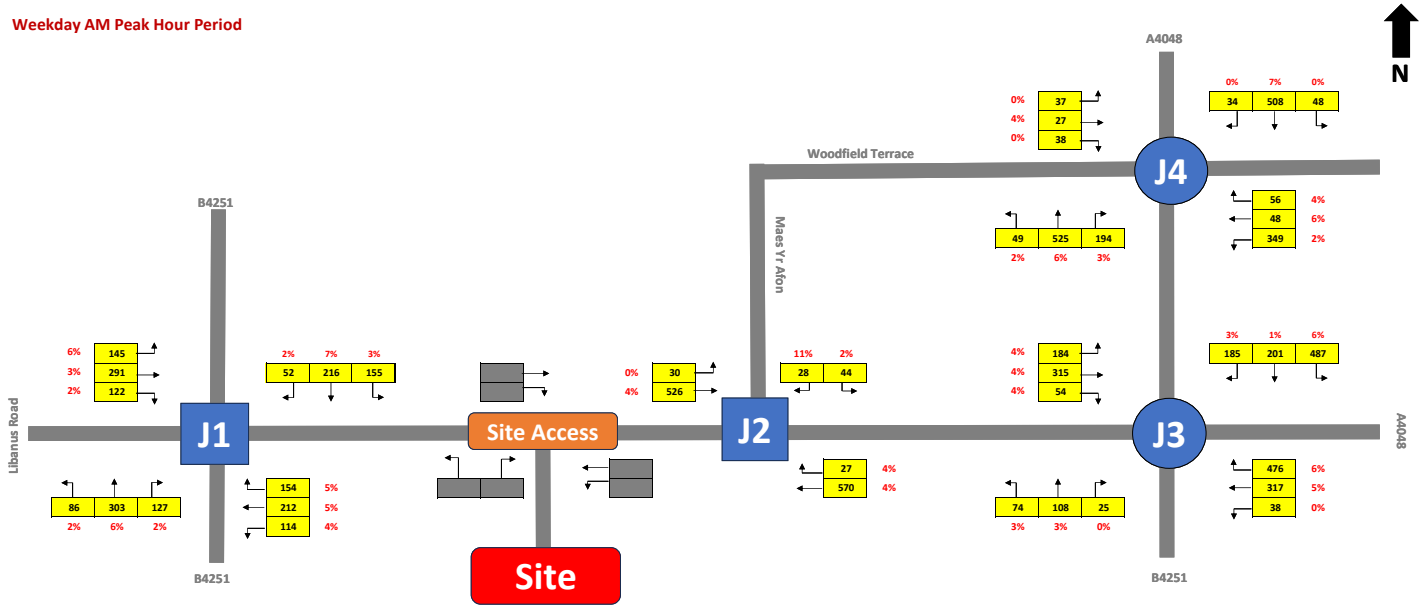
	A Roads	Minor Roads
AM Peak -	1.0818517	1.0867724
PM Peak -	1.0802159	1.0851291
Saturday Peak -	1.0882417	1.0931914

← X - Heavy Vehicles

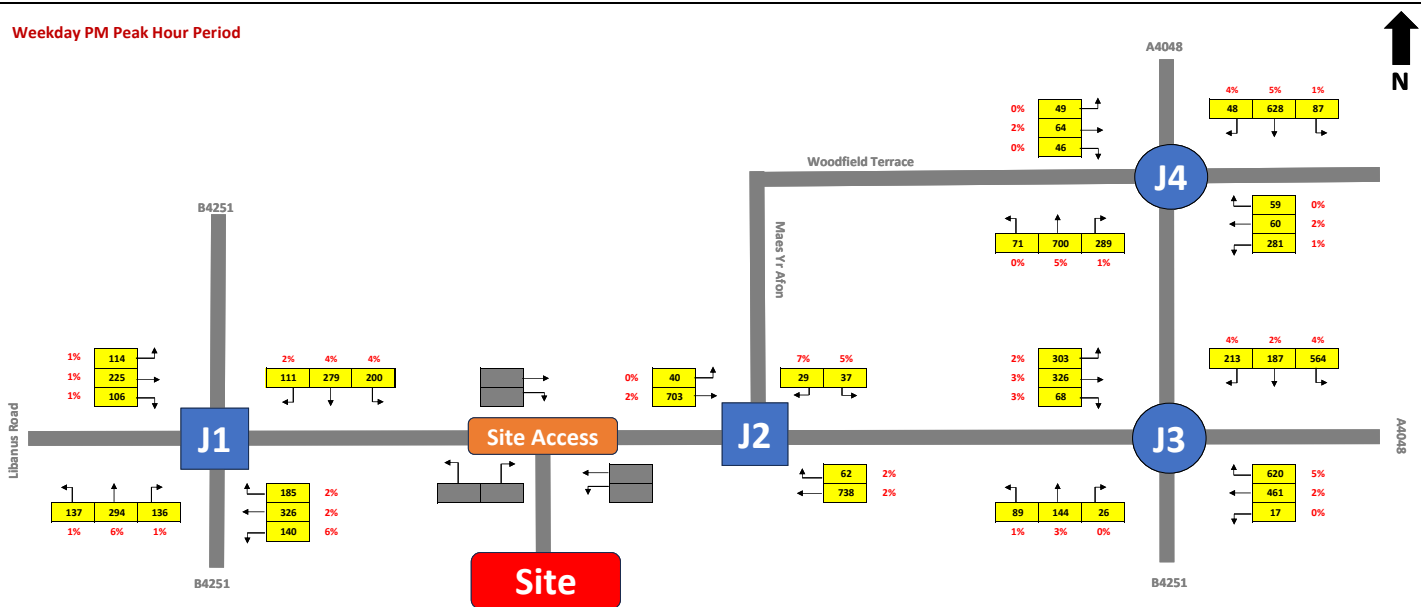
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2035 Without Development - All Vehicles

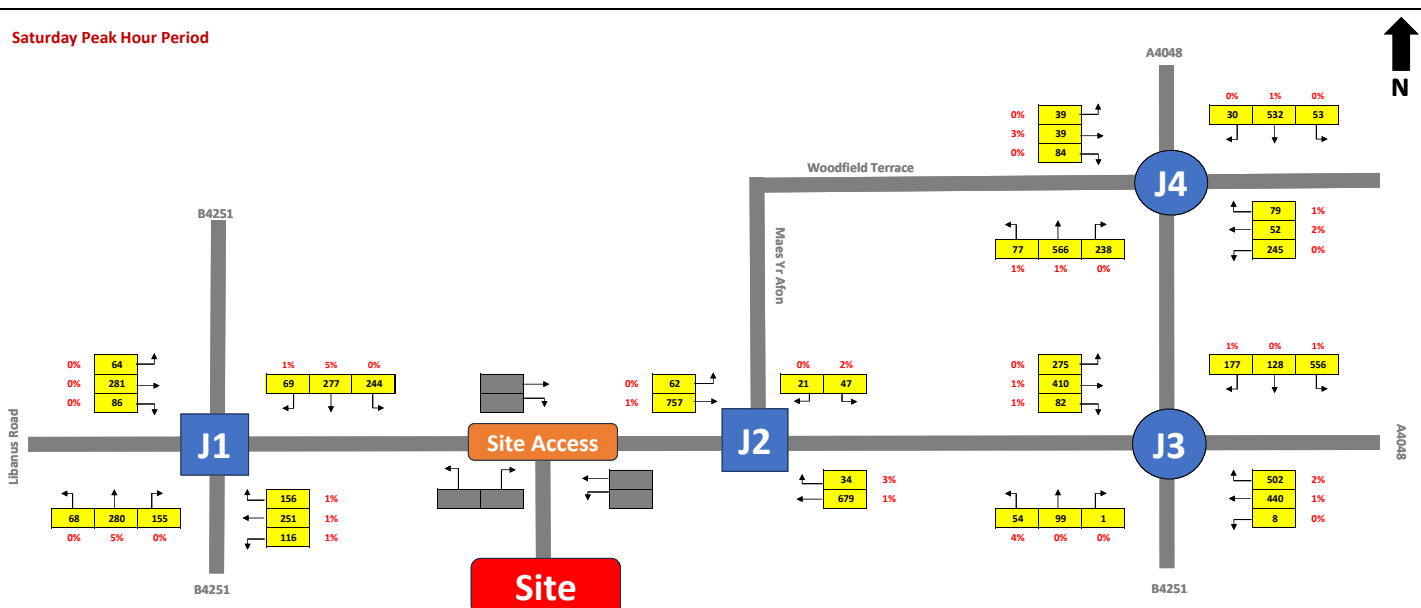
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period

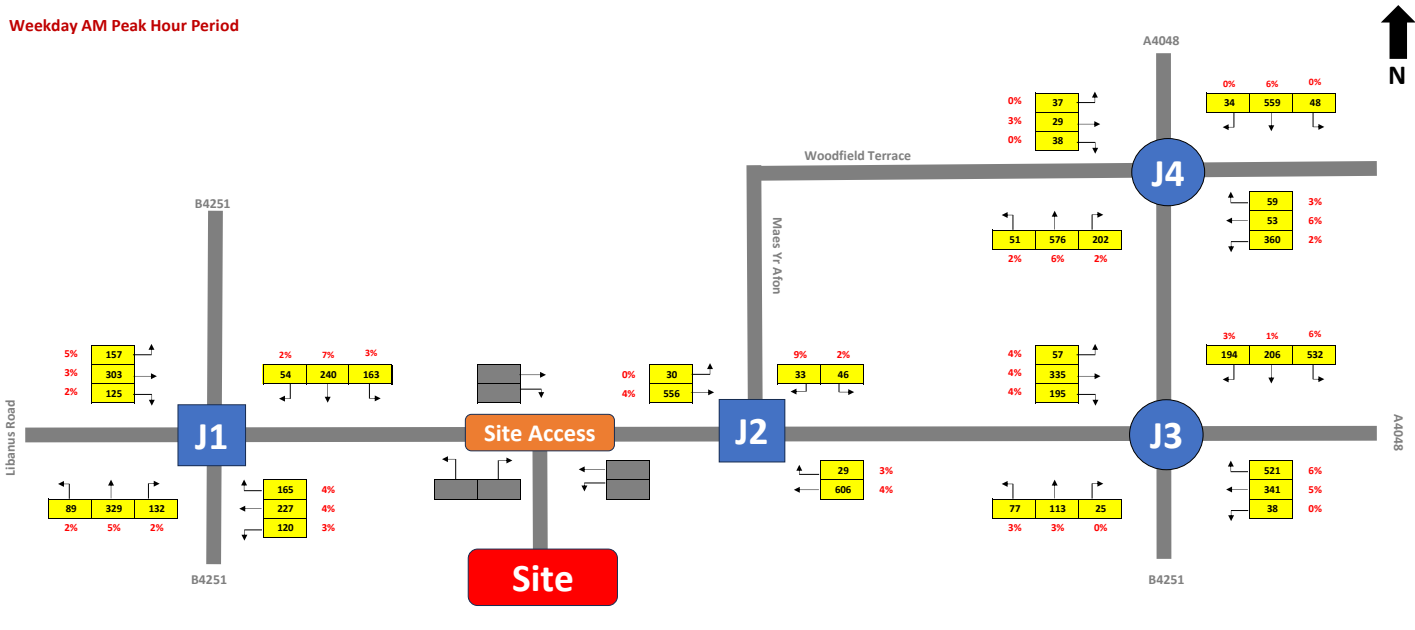


Notes:

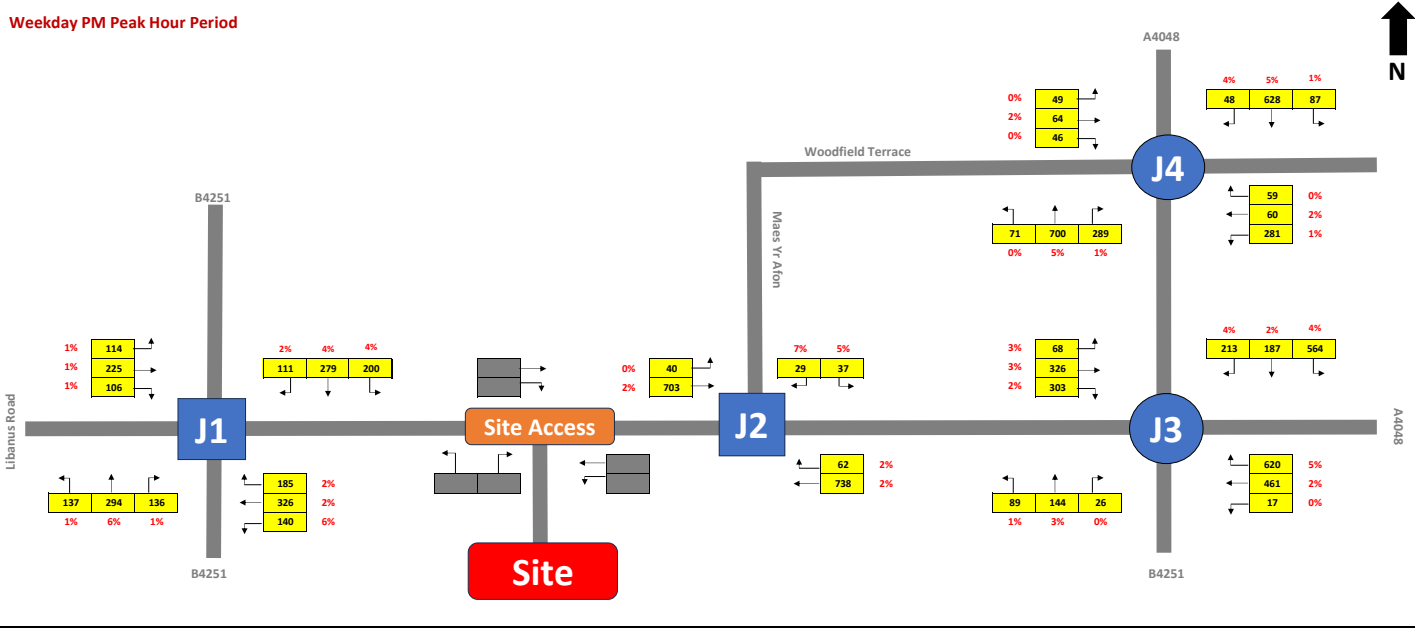
- All vehicles  
 - HGV %

**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2035 Without Development - PCUs**

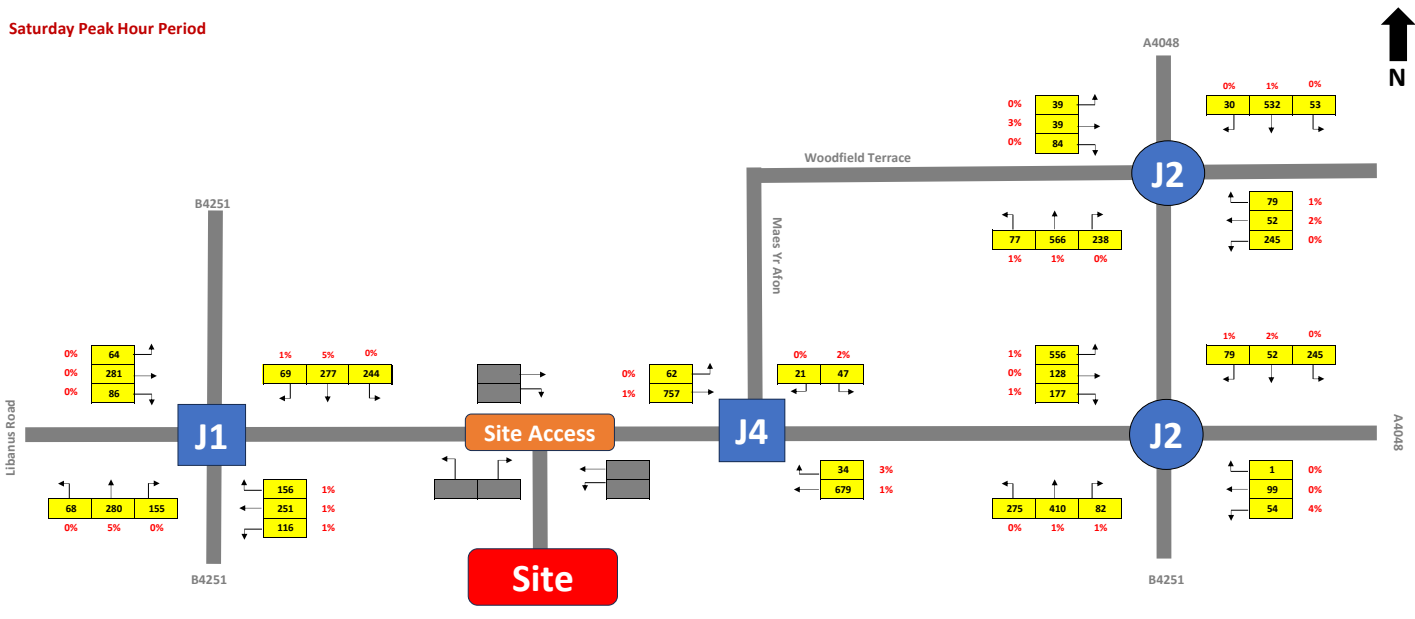
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**

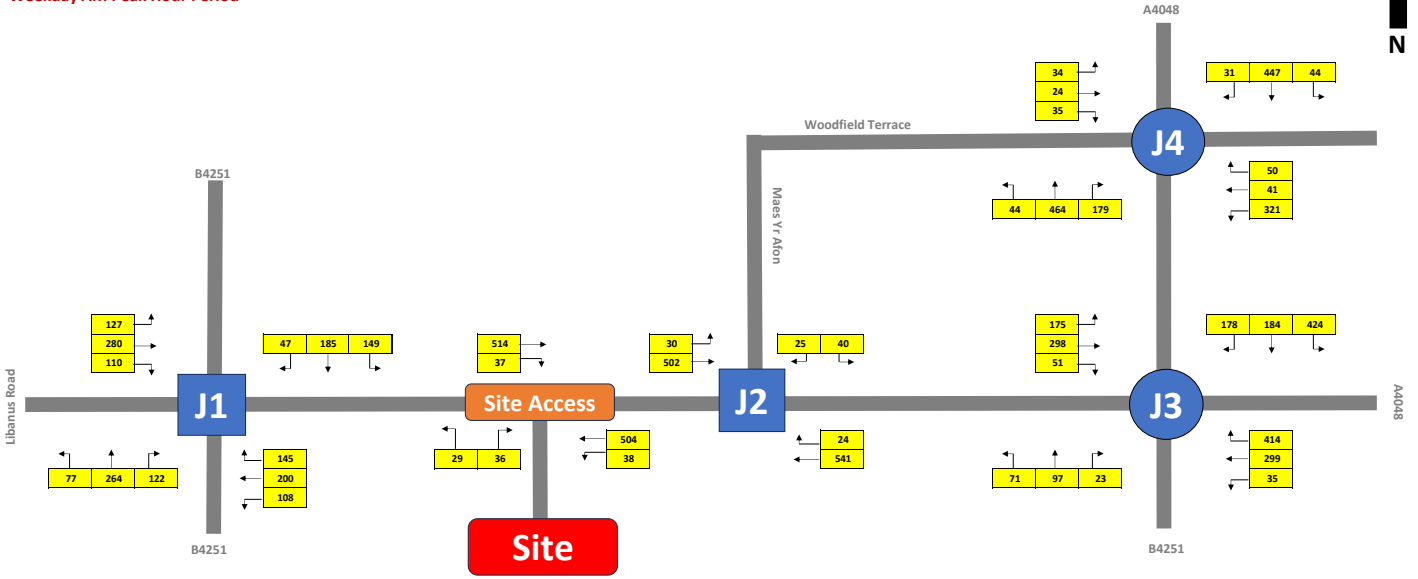


Notes:

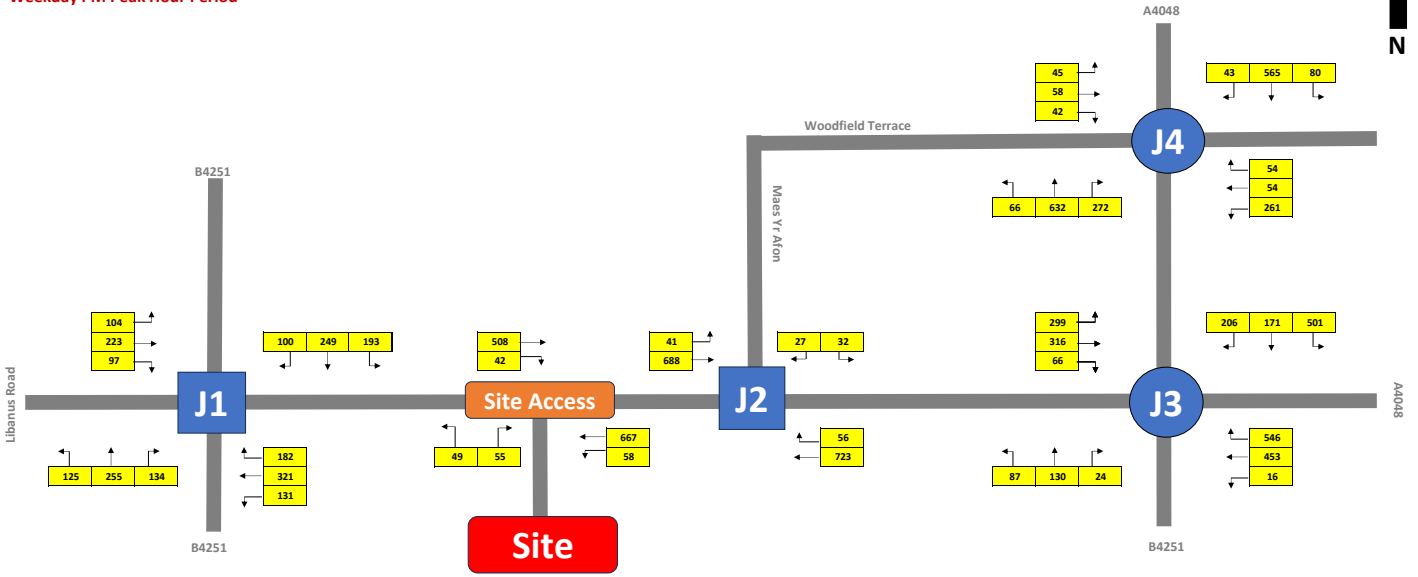
← X - PCUs  
 X - HGV %

**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2025 With Development - Light Vehicles**

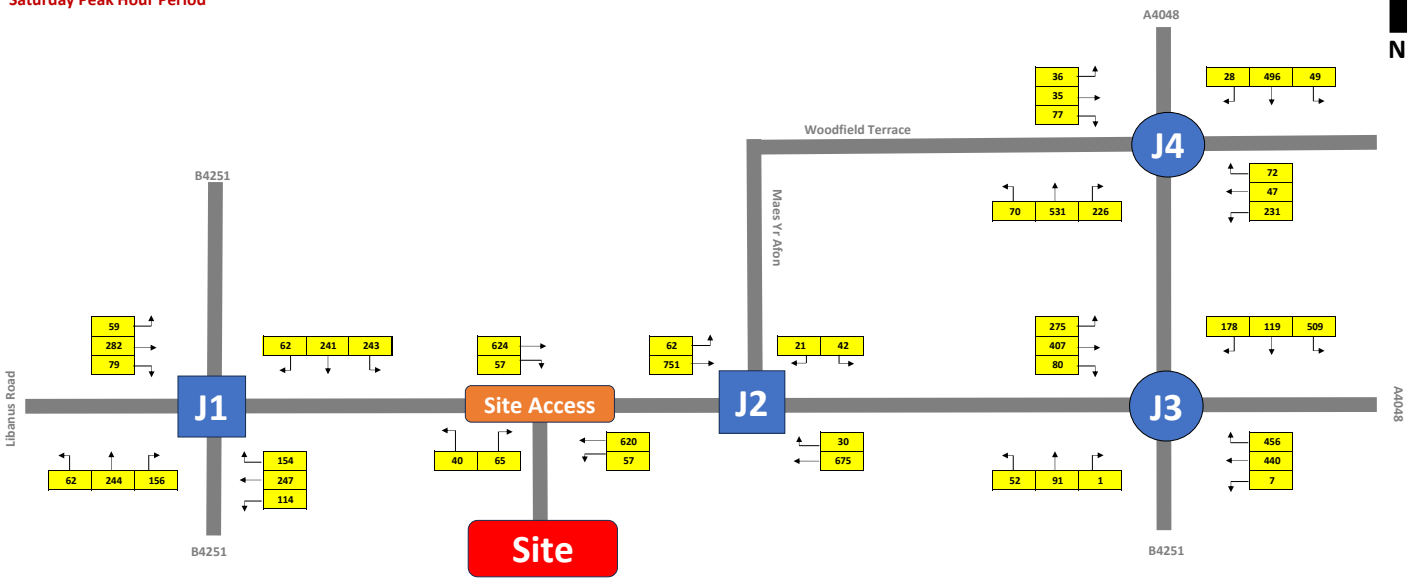
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



**Saturday Peak Hour Period**



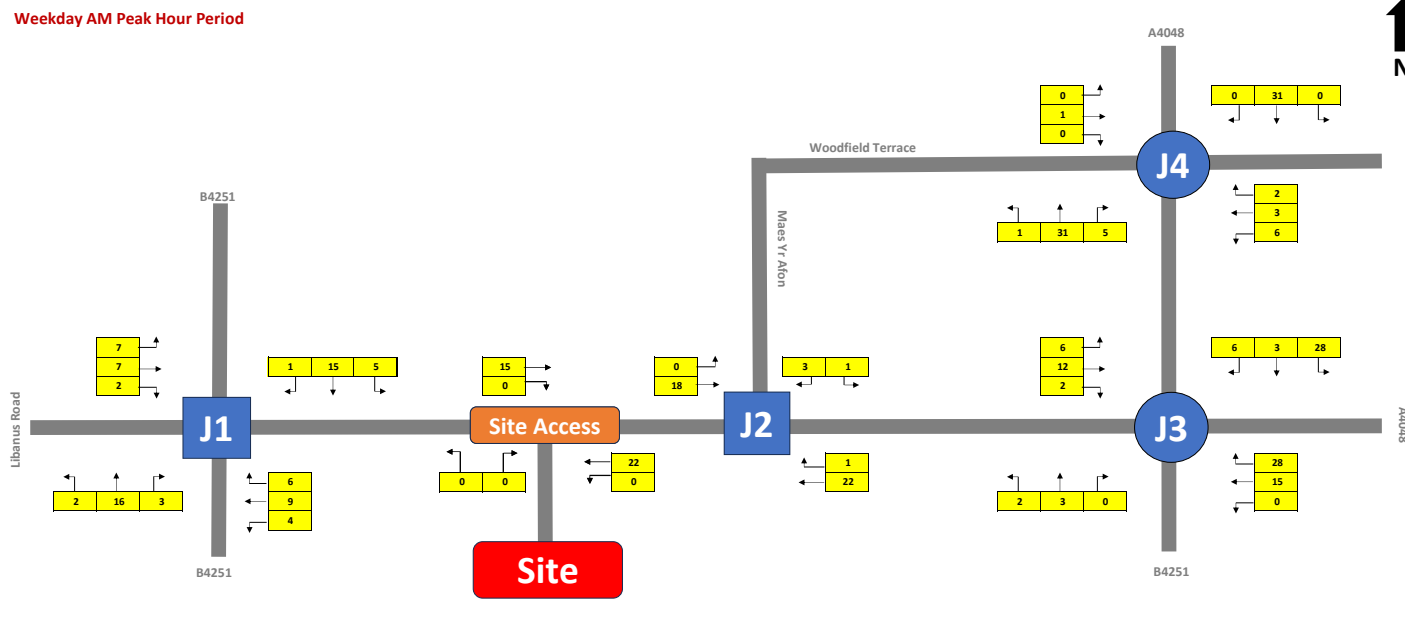
Notes:

← X - Light Vehicles

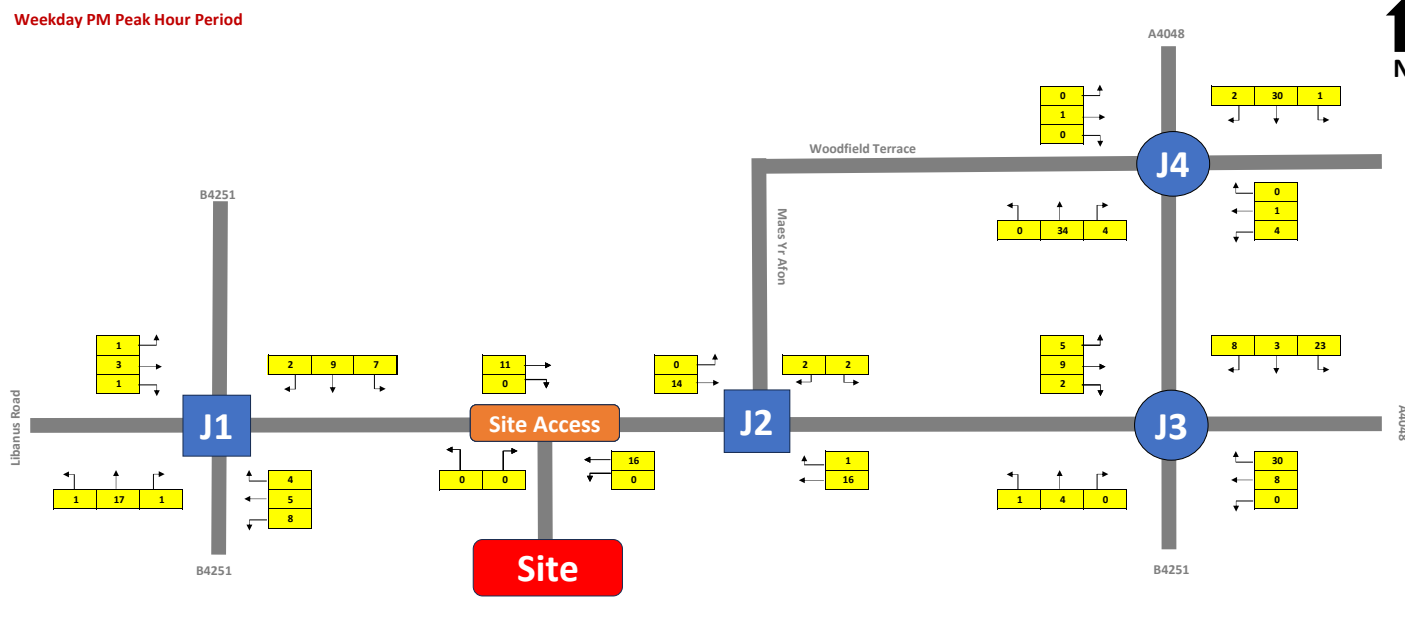
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2025 With Development - Heavy Vehicles

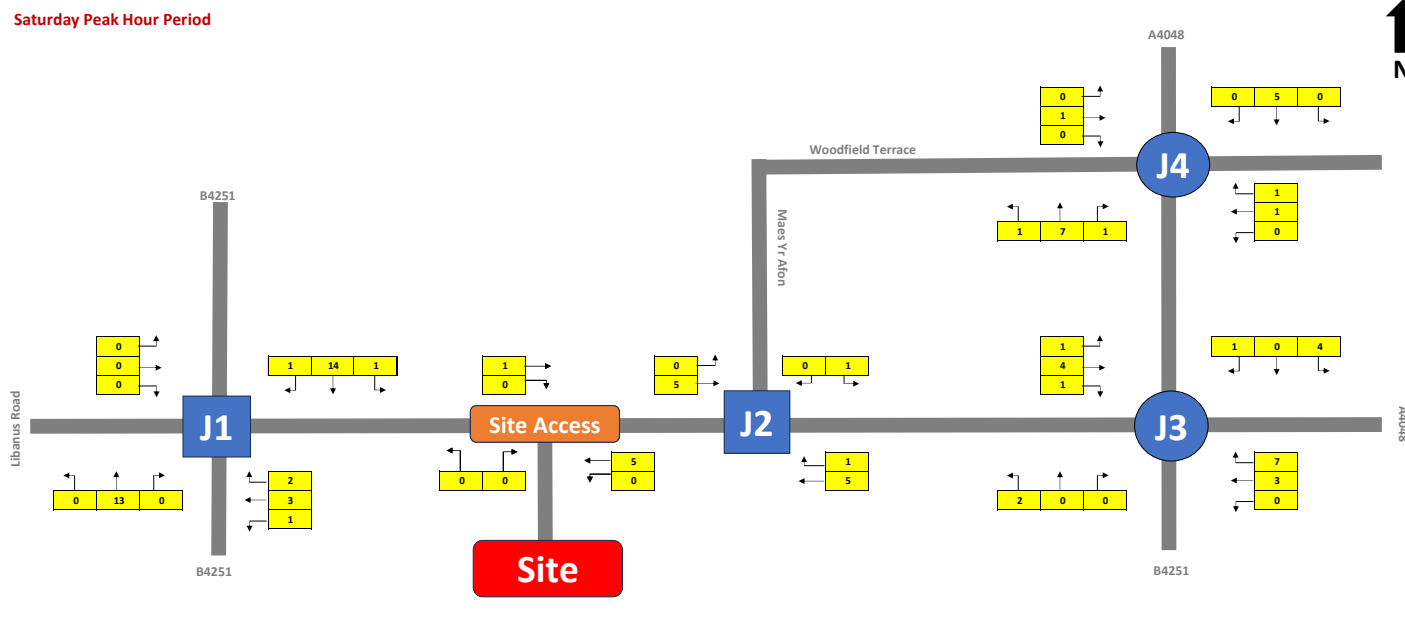
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



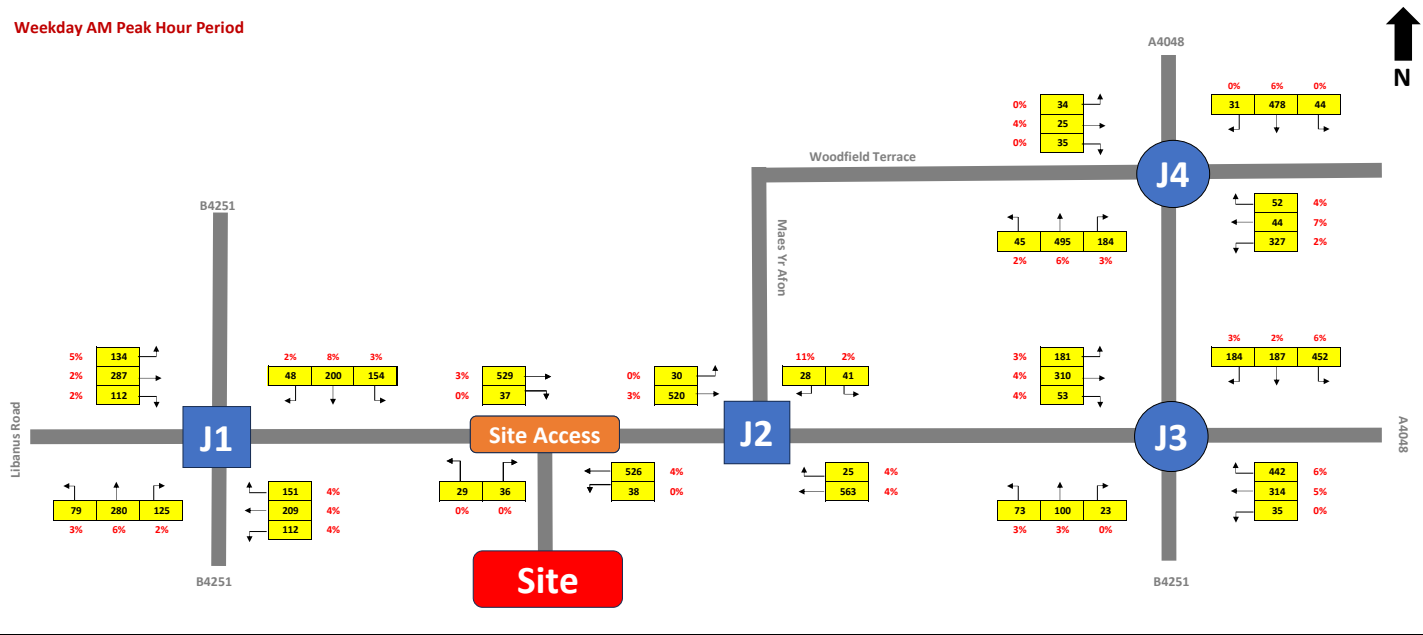
### Saturday Peak Hour Period



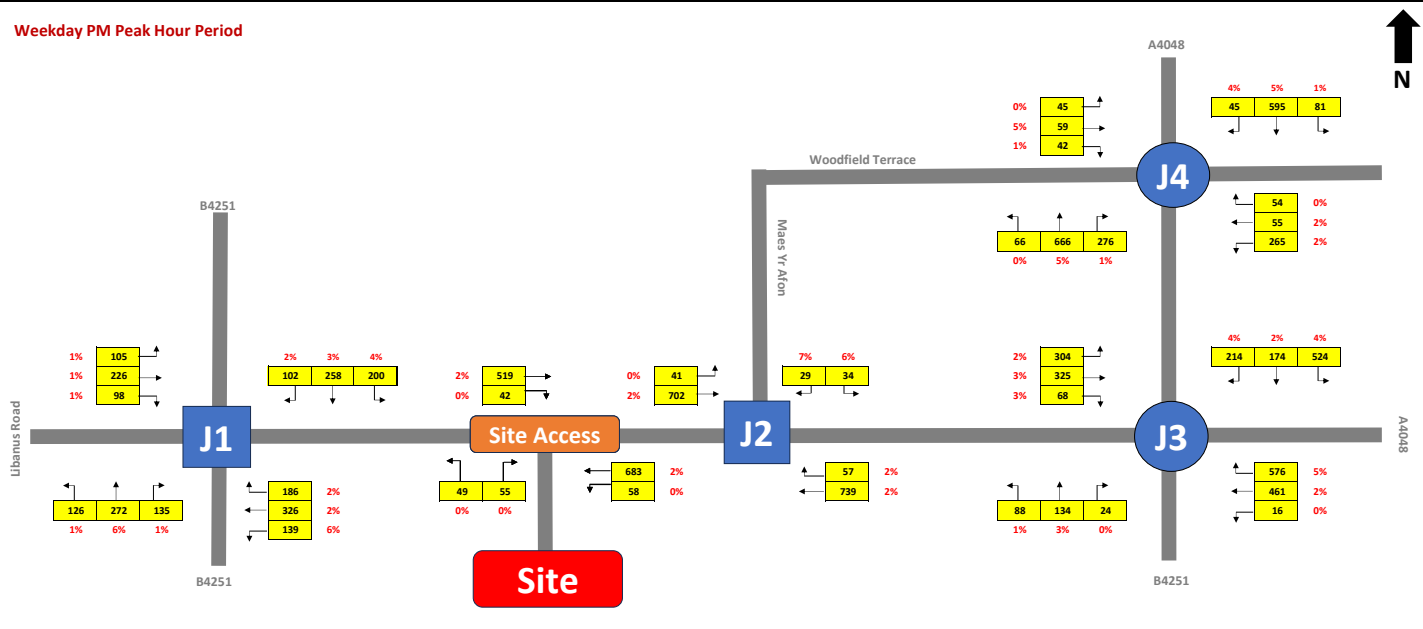
Notes:

← X - Heavy Vehicles

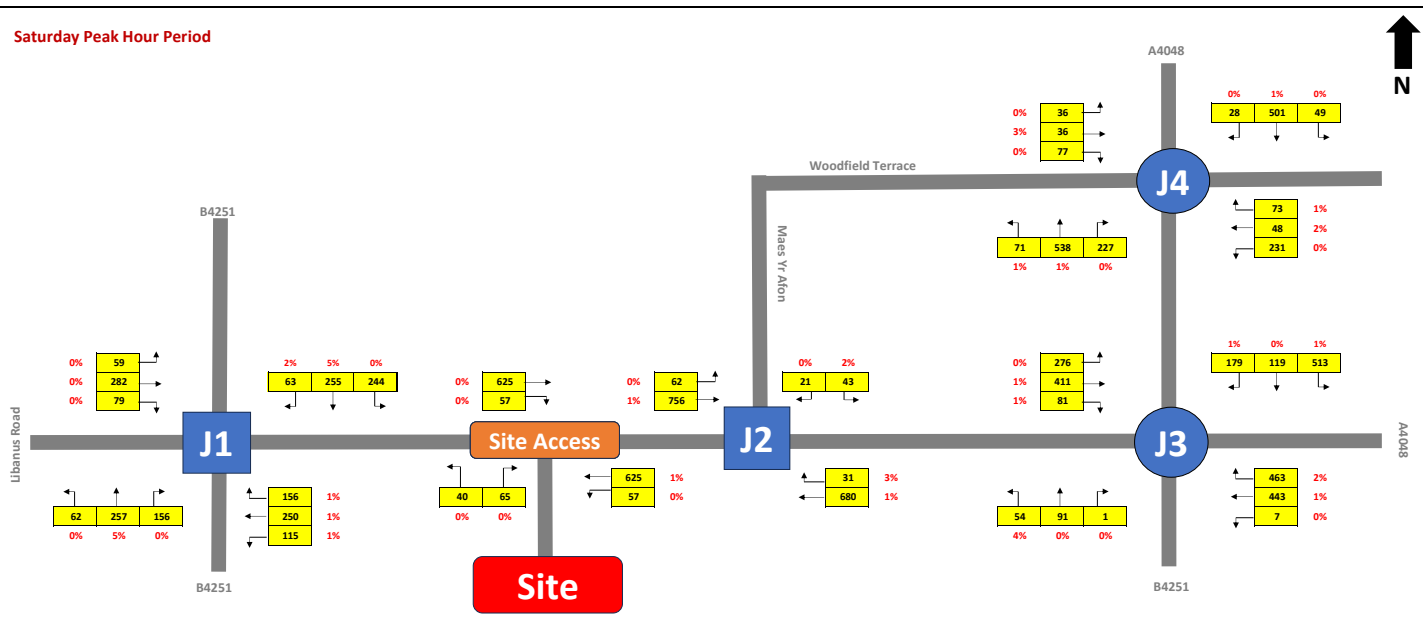
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



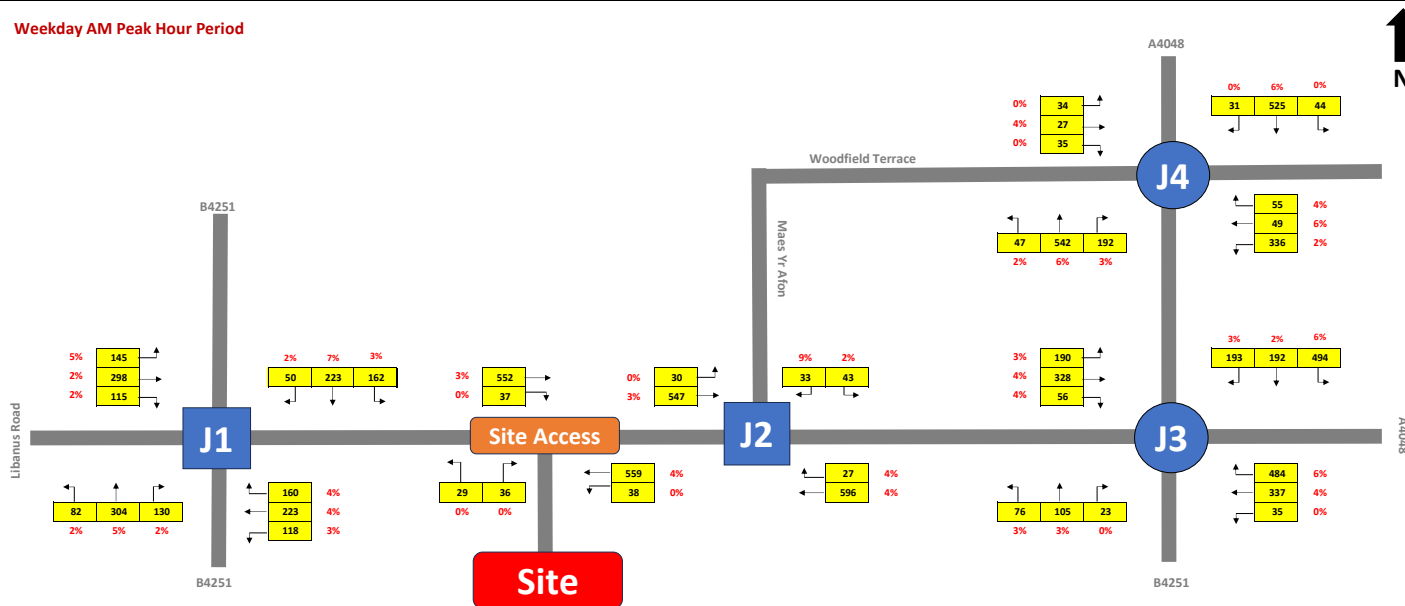
Notes:

- All vehicles  
 - HGV %

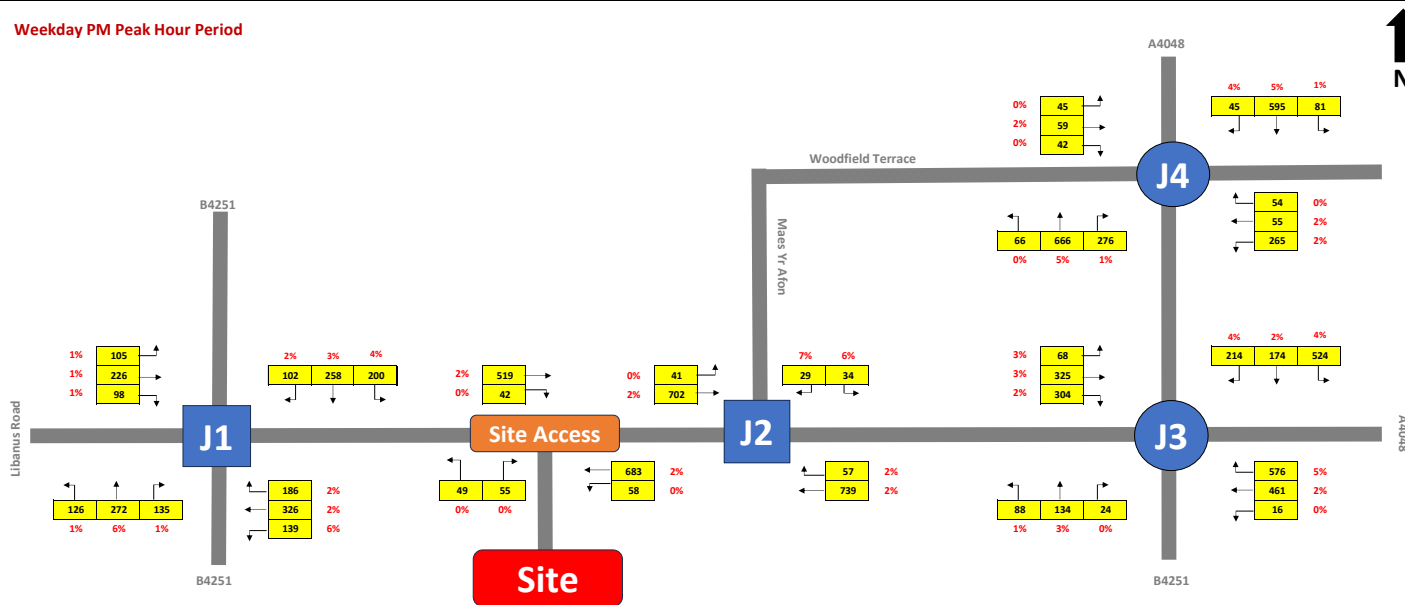
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2025 With Development - PCUs

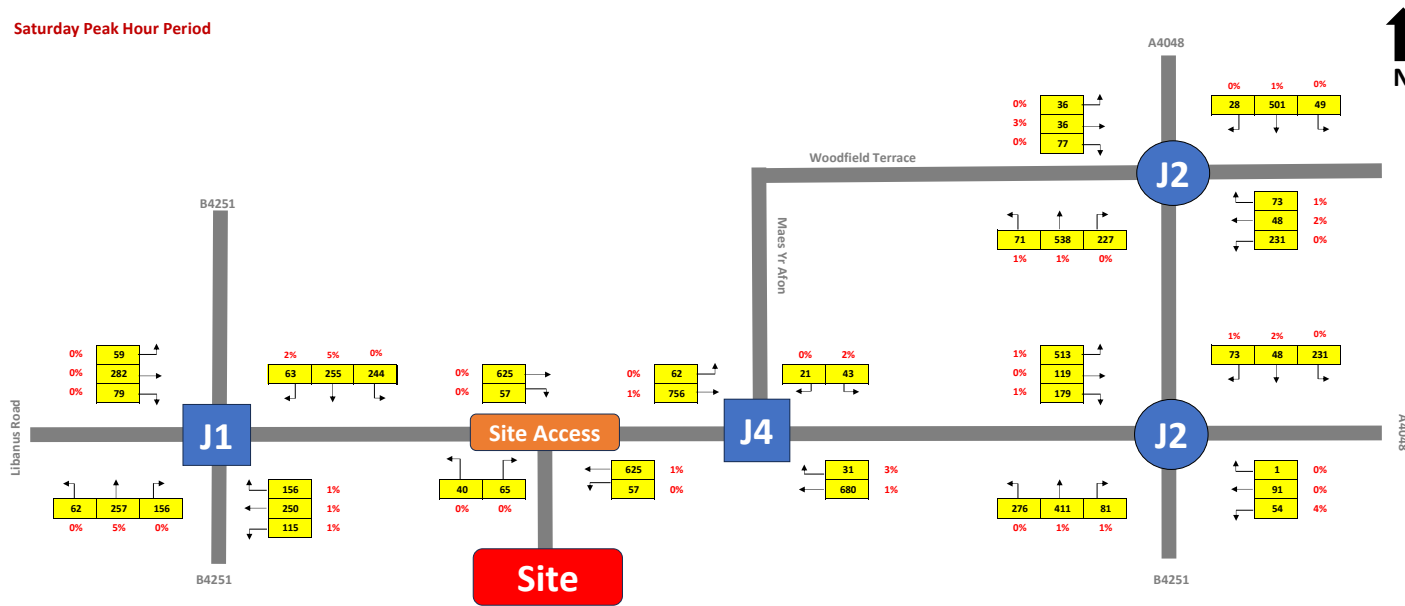
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period

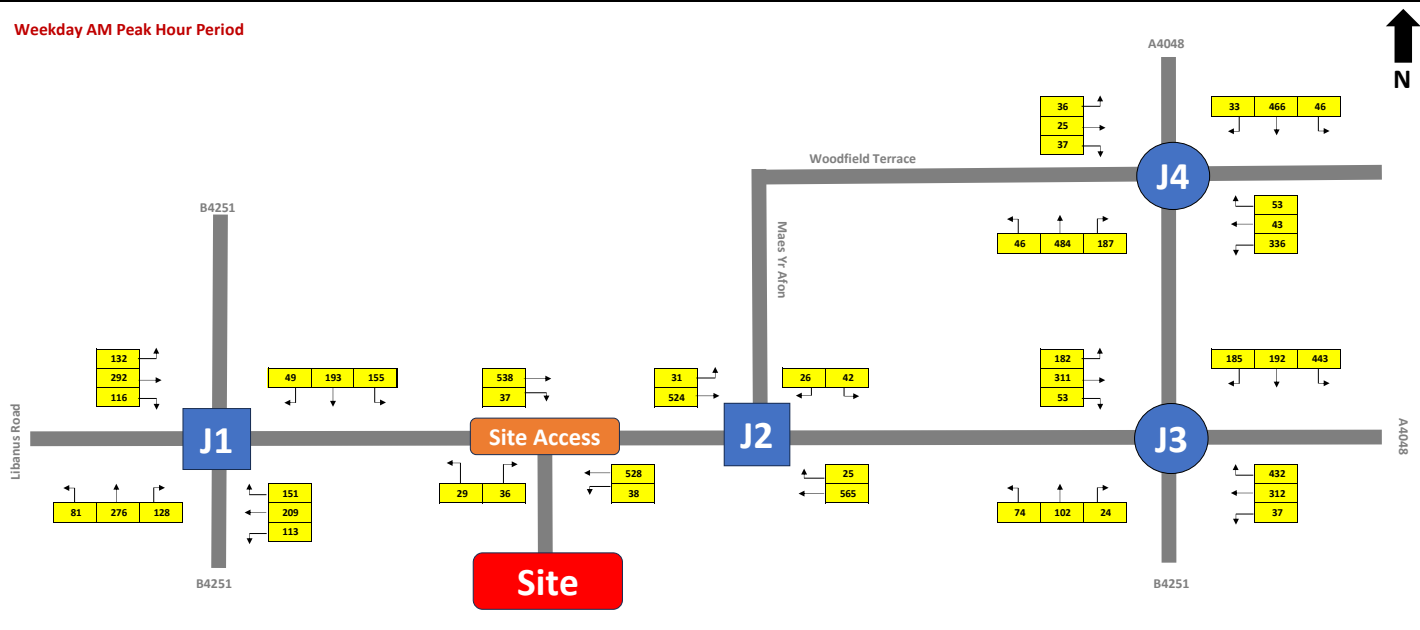


Notes:

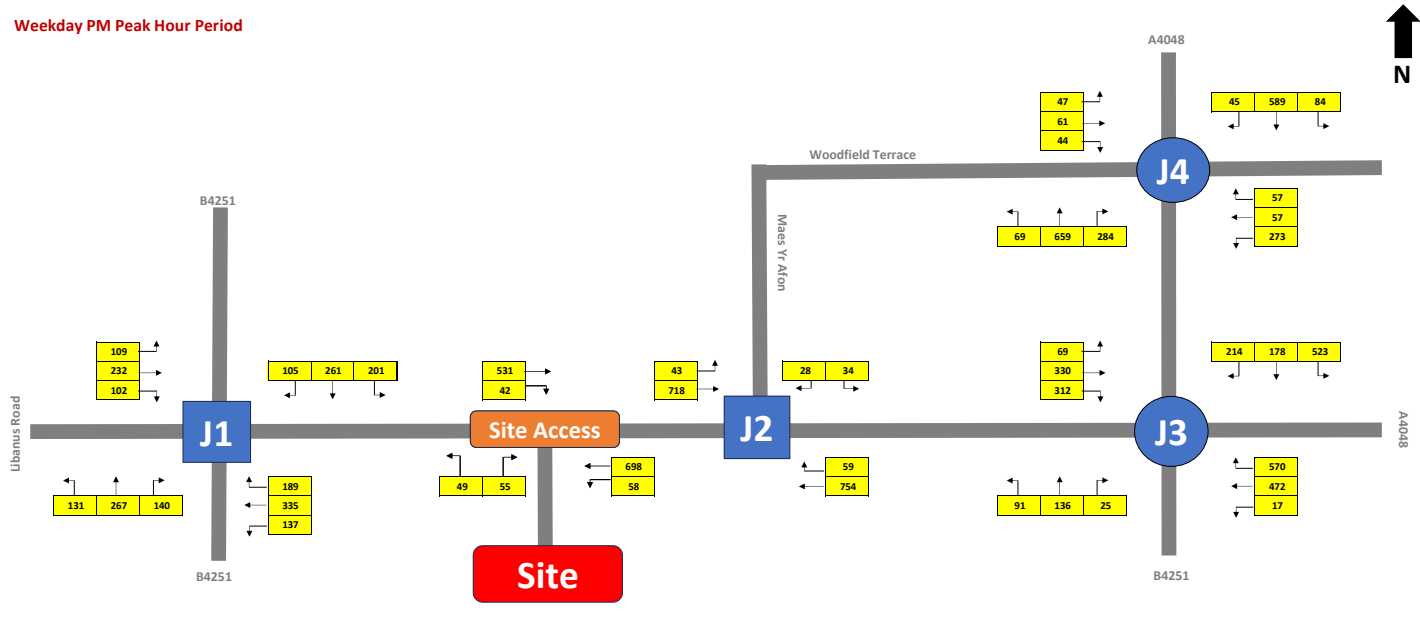
← X - PCUs  
X - HGV %



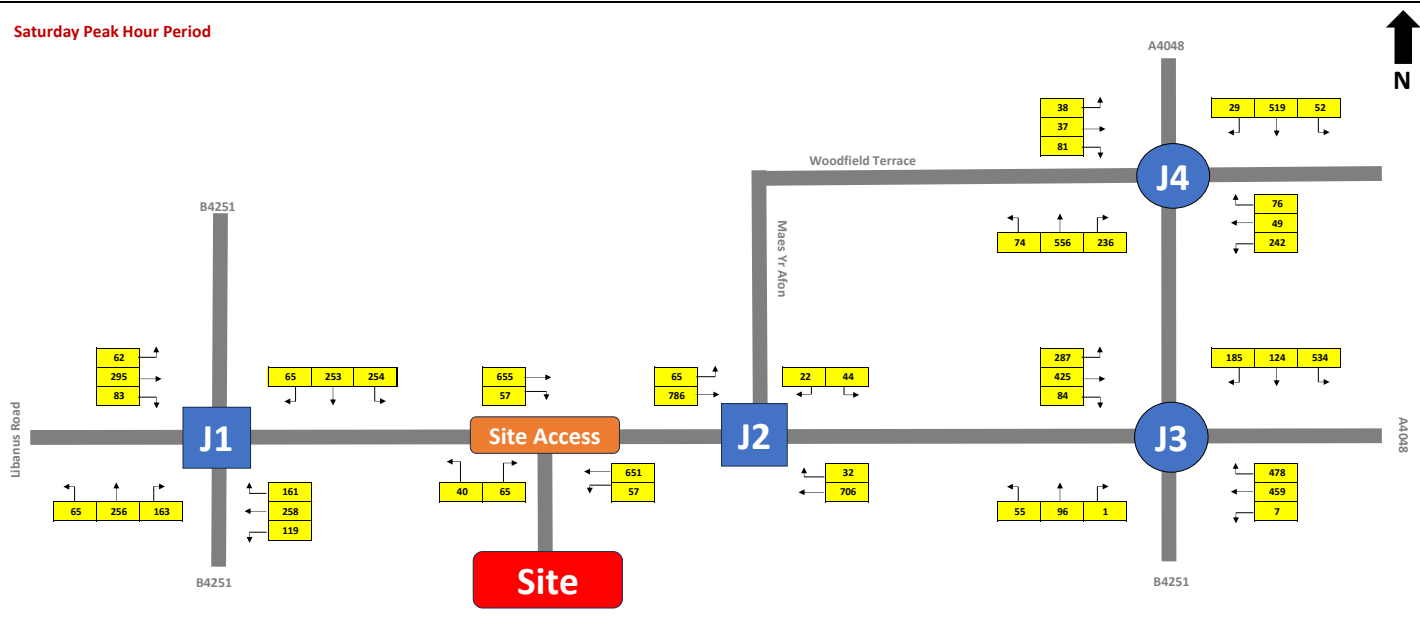
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



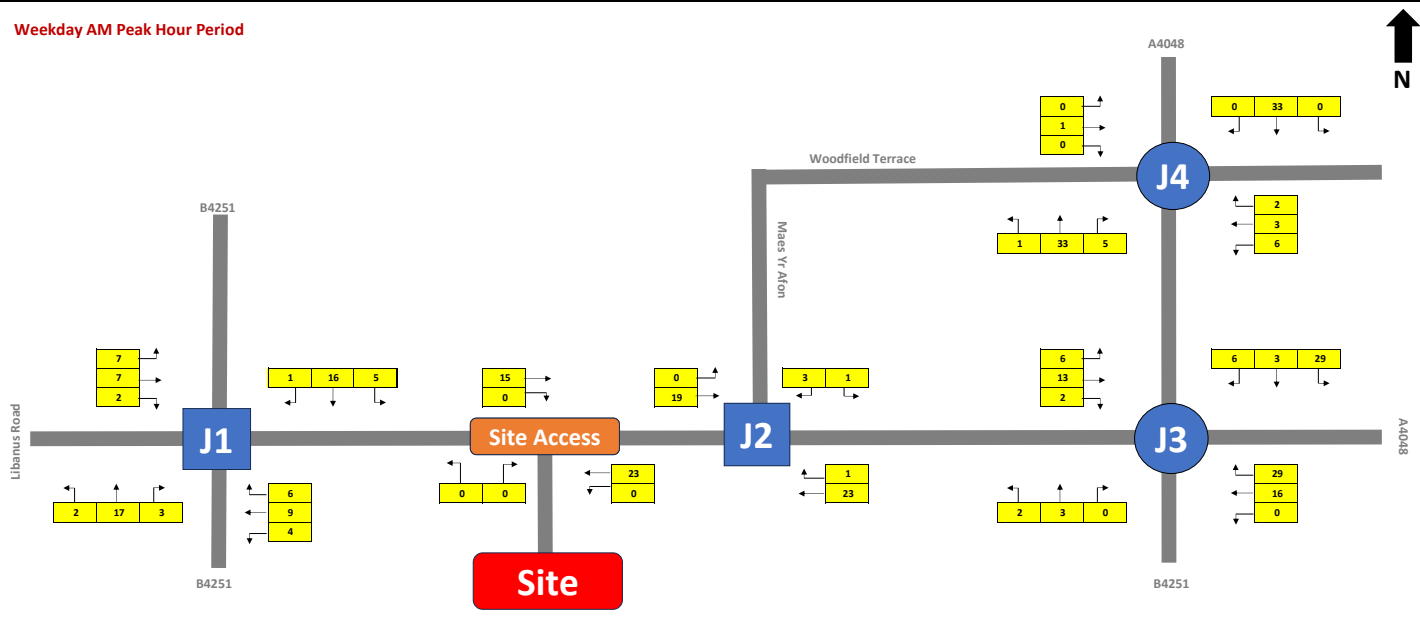
Saturday Peak Hour Period



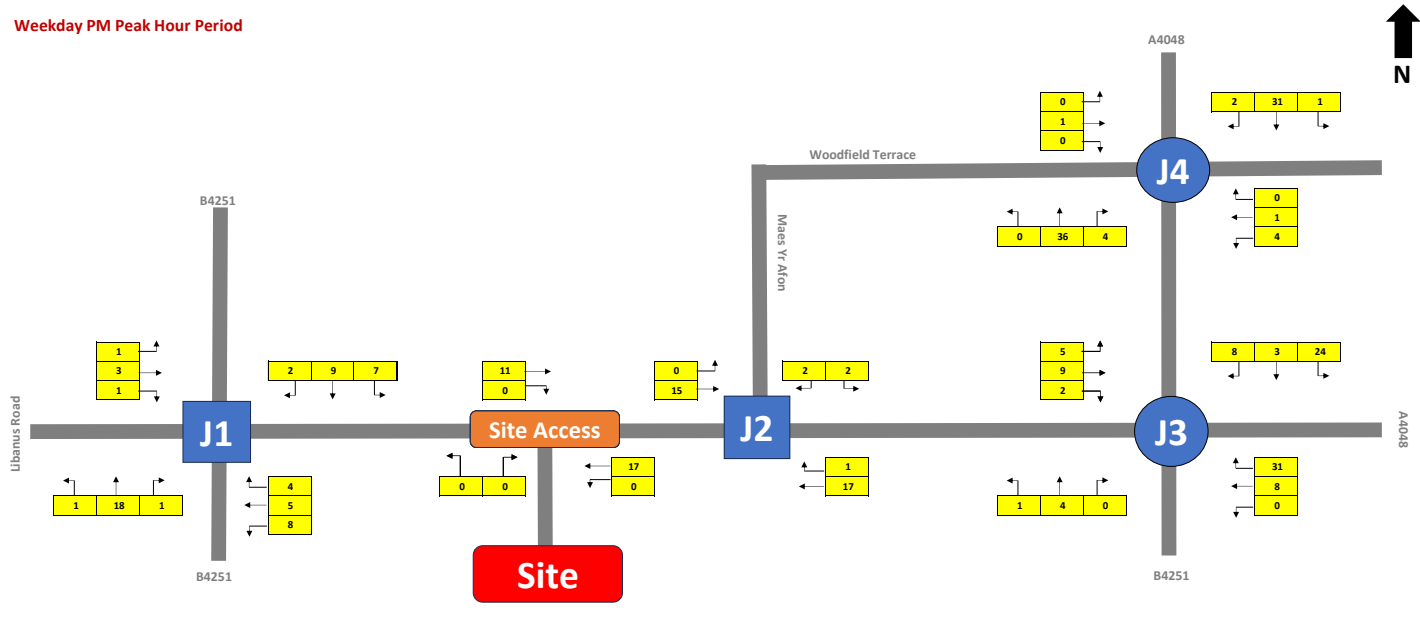
Notes:

← X - Light Vehicles

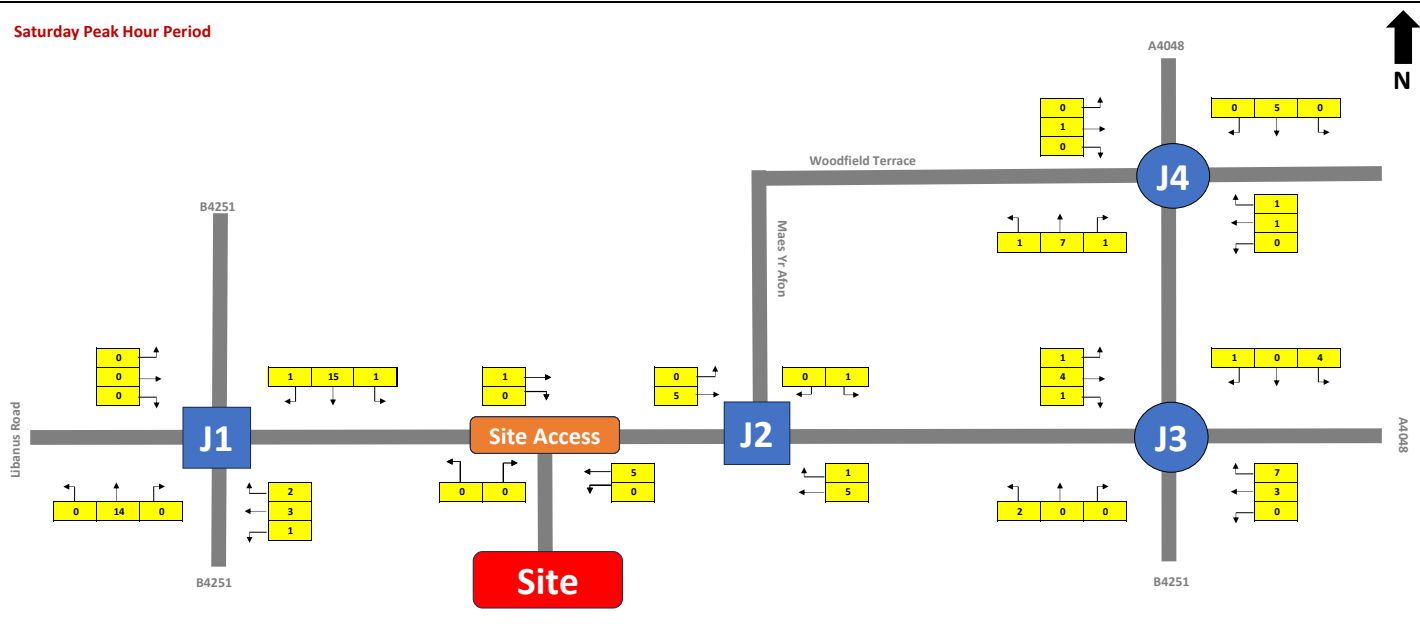
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



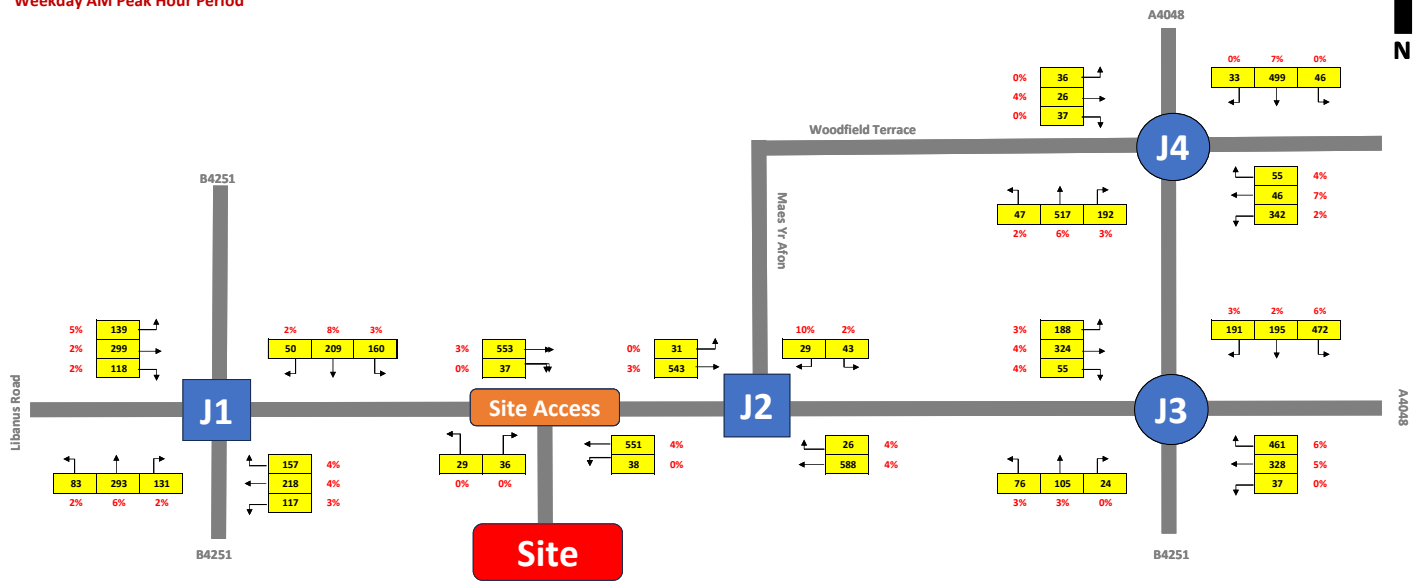
Saturday Peak Hour Period



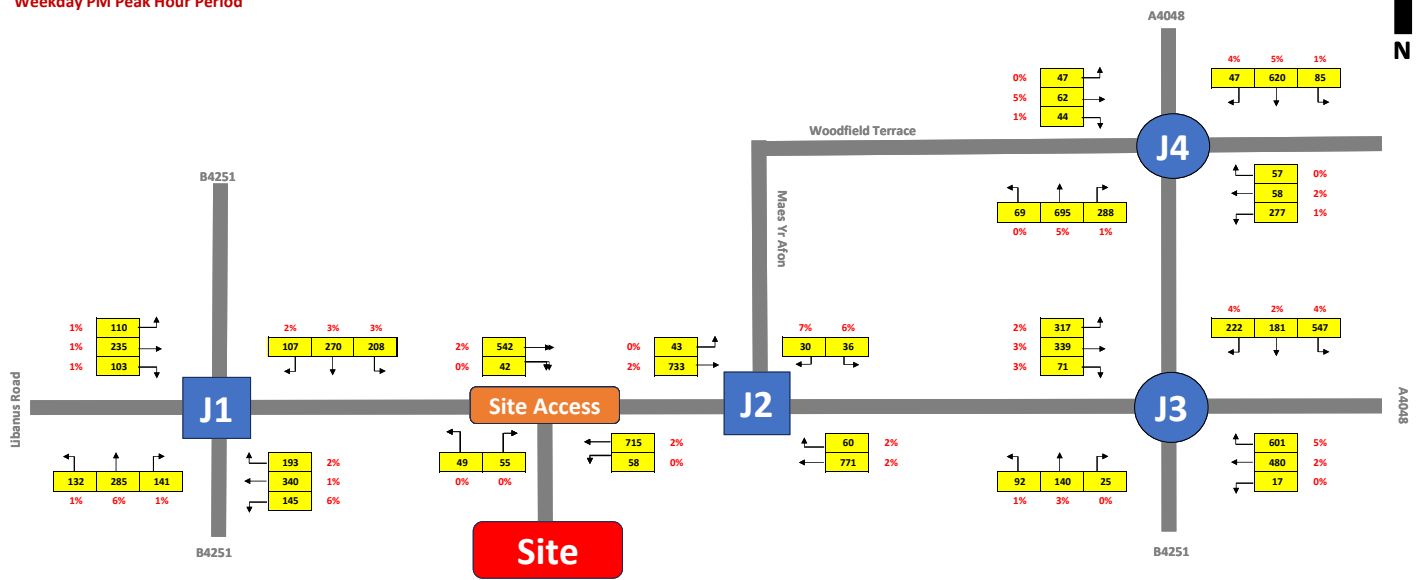
Notes:

← X - Heavy Vehicles

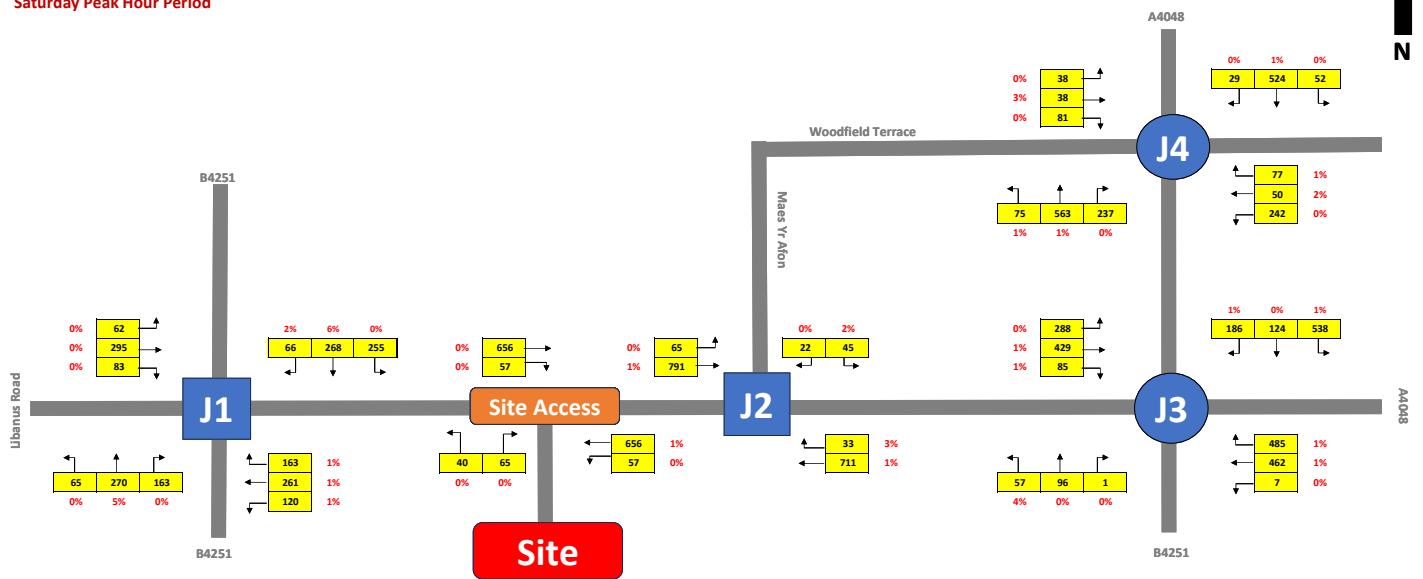
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



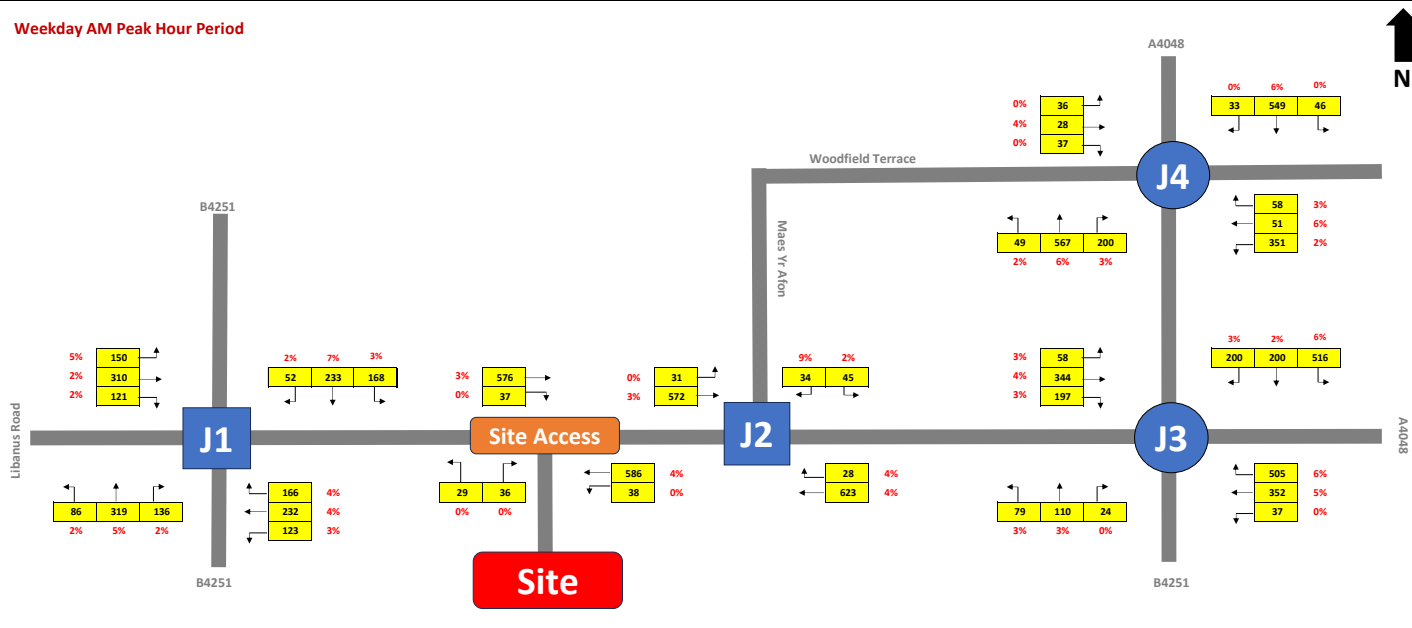
Notes:

- All vehicles  
 - HGV %

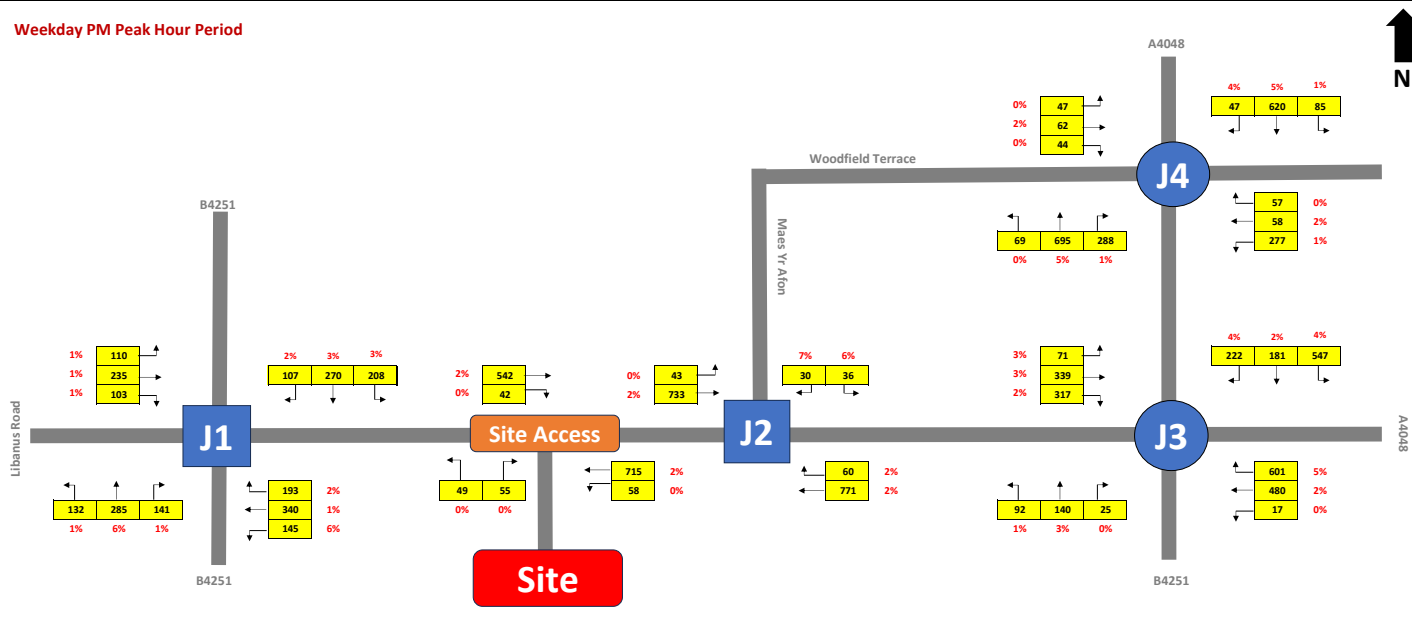
# 24-01027 - Lidl, Penmaen Road, Blackwood

## 2030 With Development - PCUs

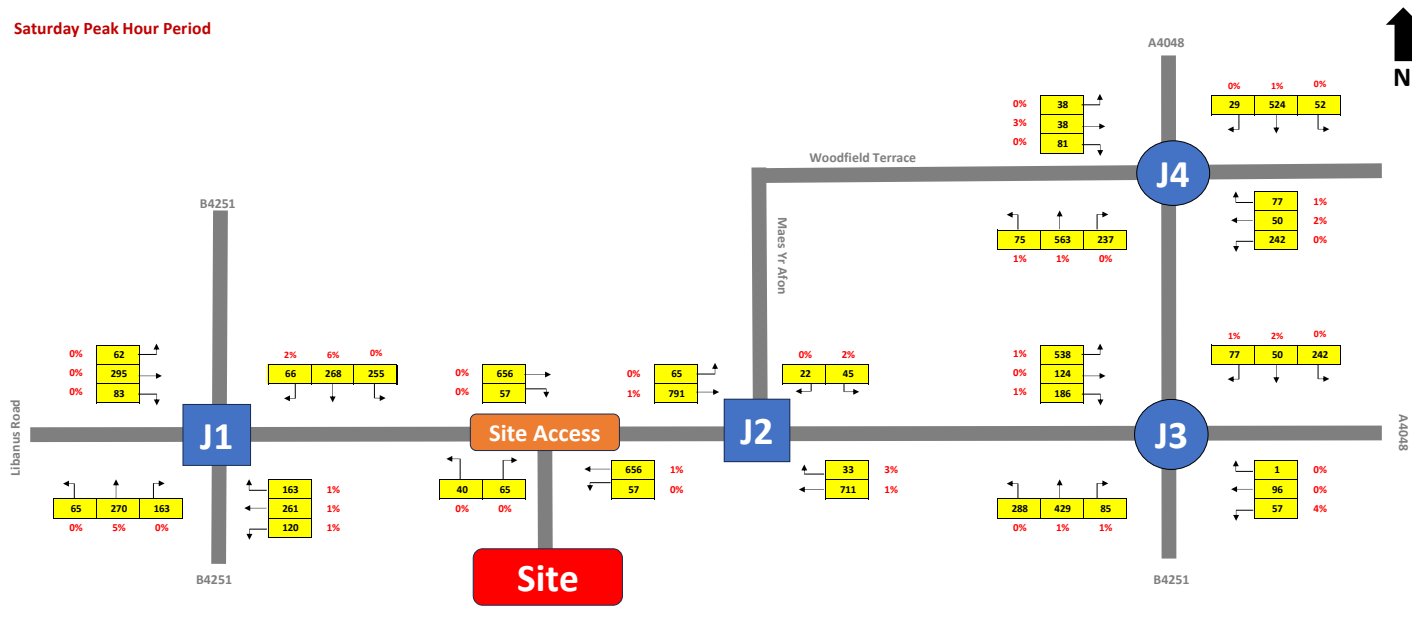
### Weekday AM Peak Hour Period



### Weekday PM Peak Hour Period



### Saturday Peak Hour Period

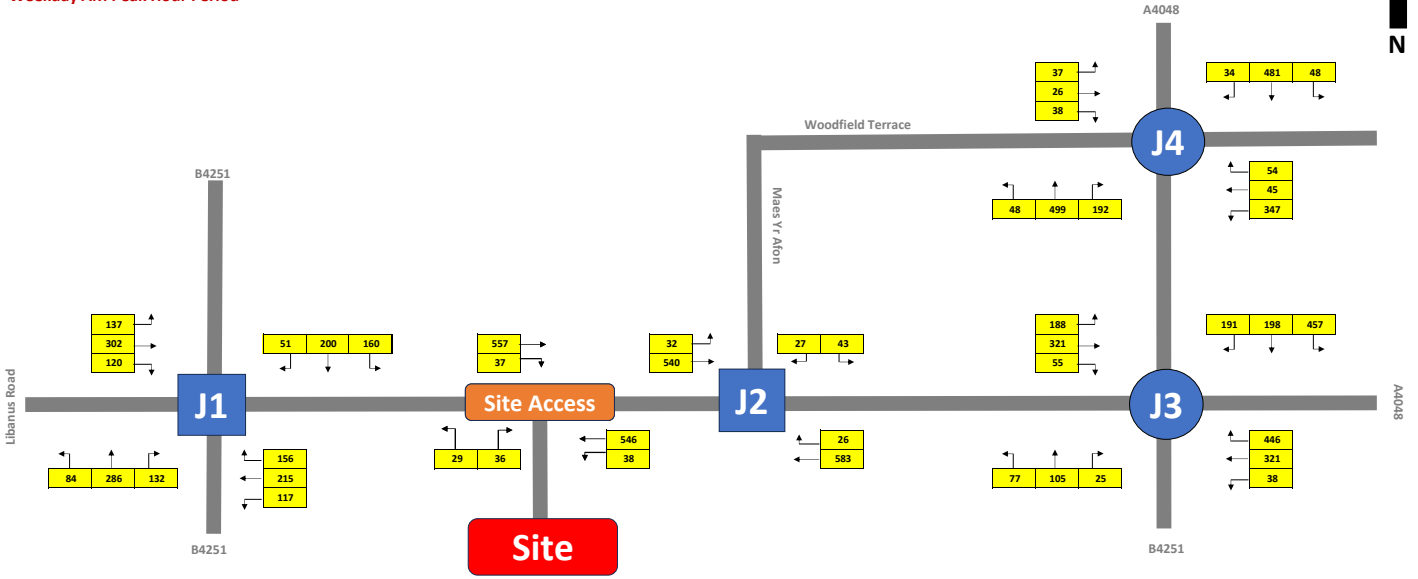


Notes:

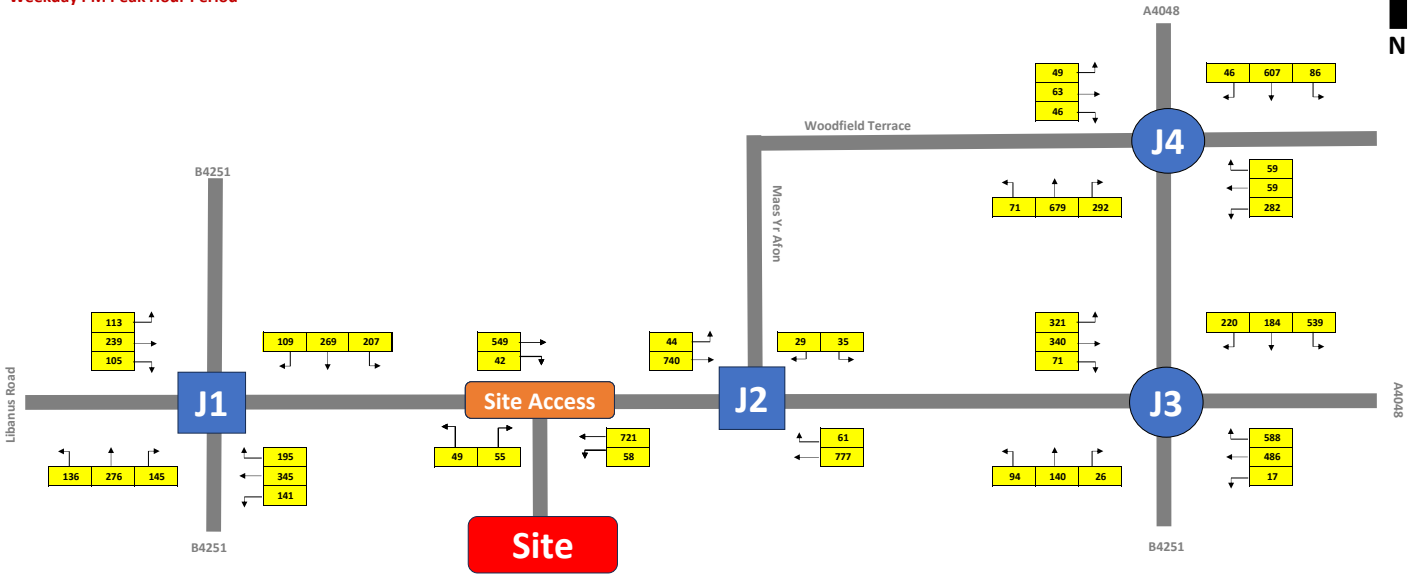
← X - PCUs  
X - HGV %

**24-01027 - Lidl, Penmaen Road, Blackwood**  
**2035 With Development - Light Vehicles**

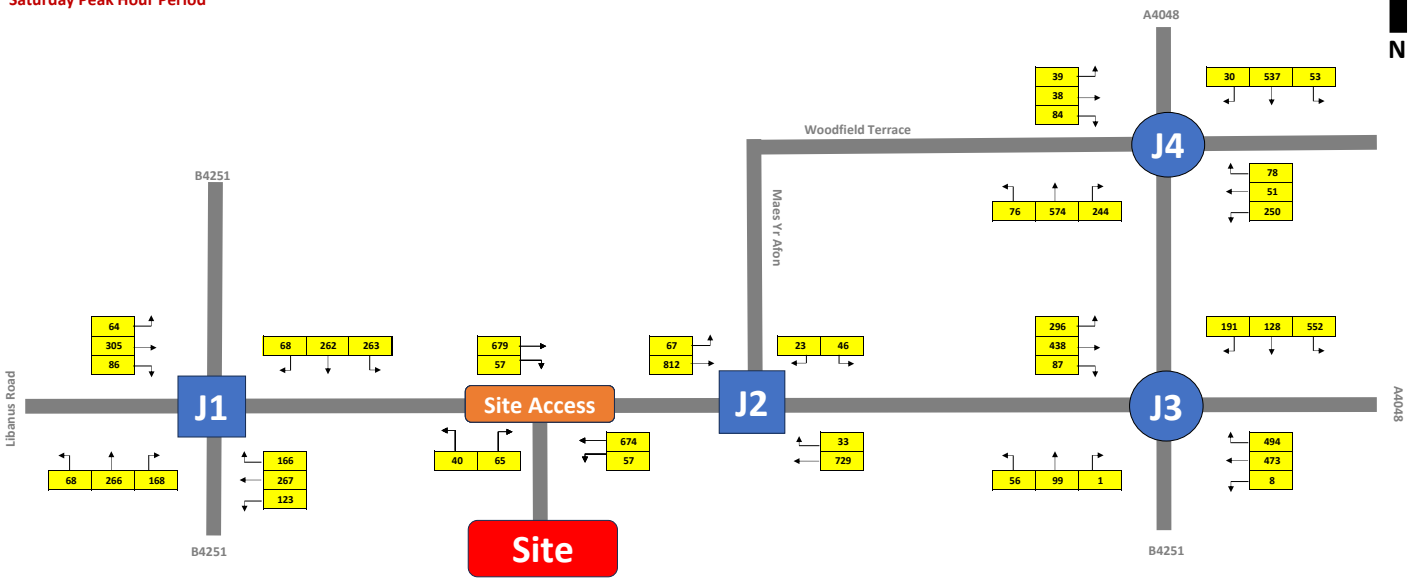
**Weekday AM Peak Hour Period**



**Weekday PM Peak Hour Period**



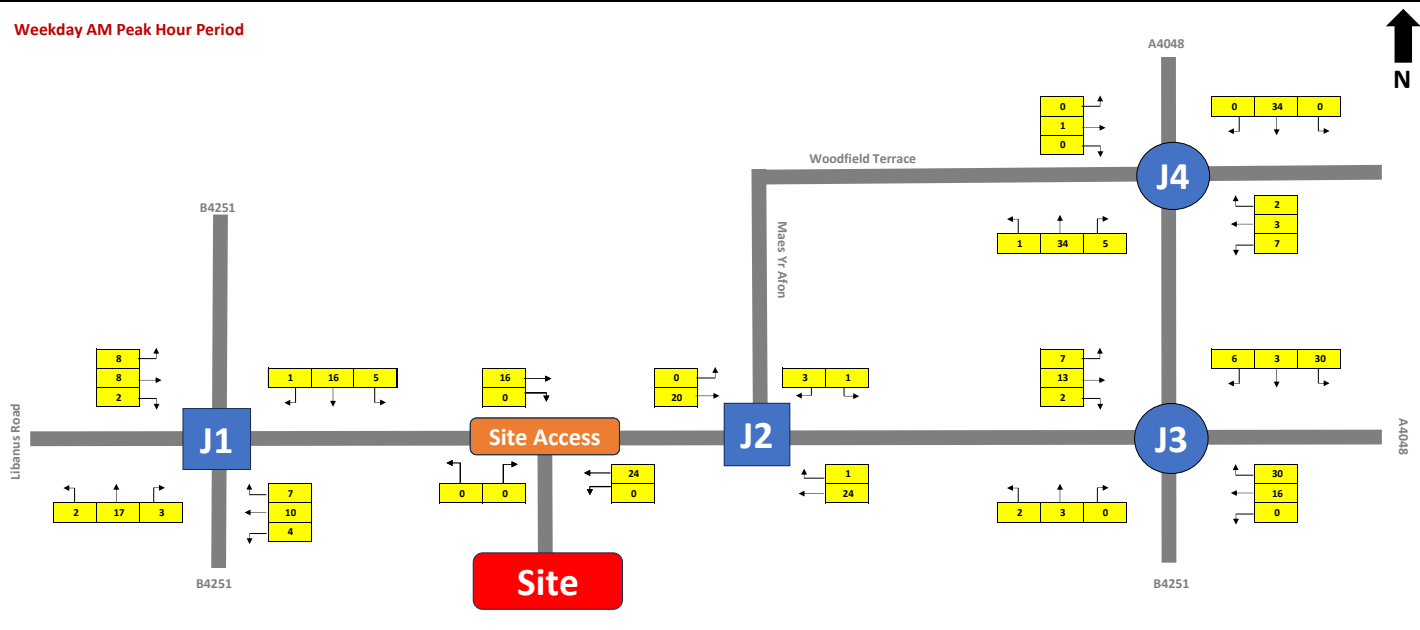
**Saturday Peak Hour Period**



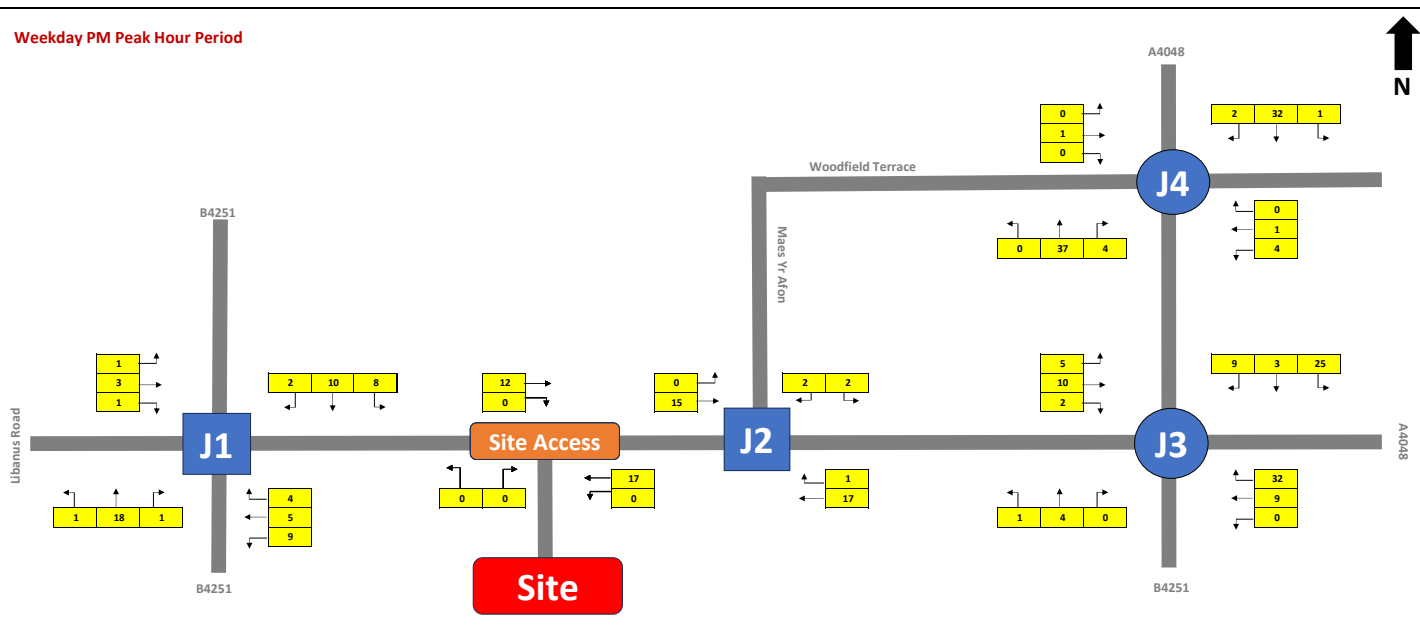
Notes:

← X - Light Vehicles

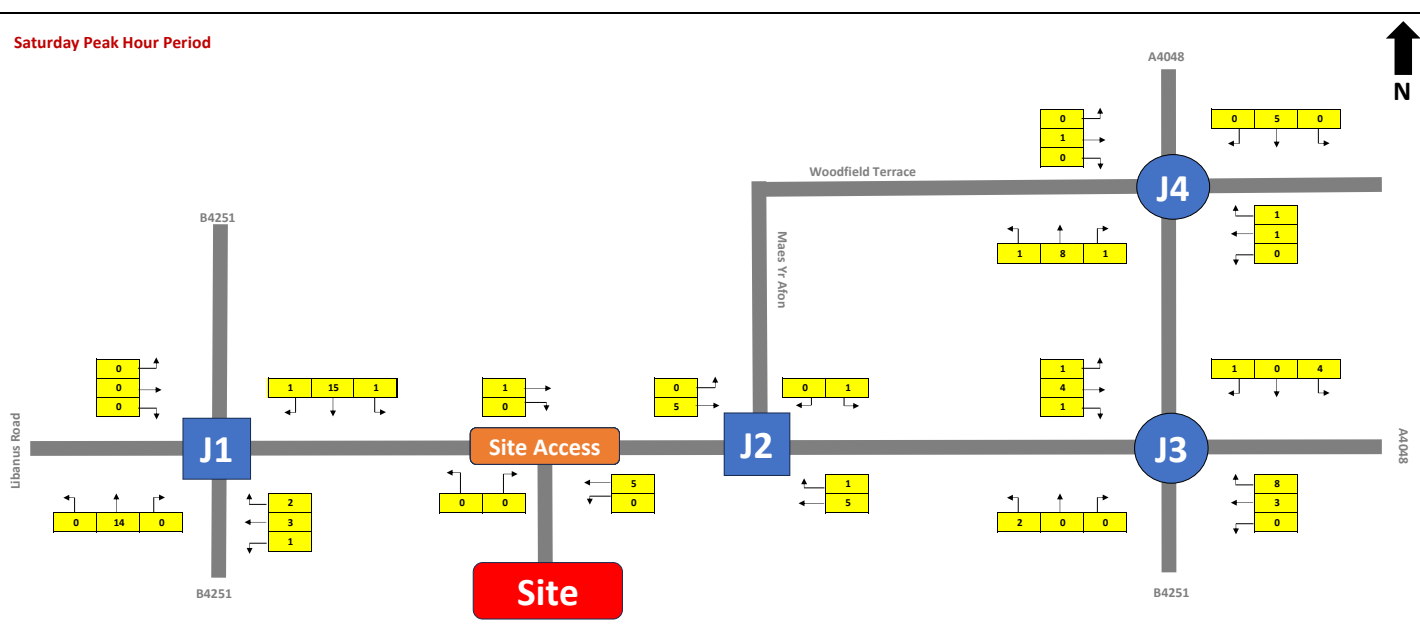
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



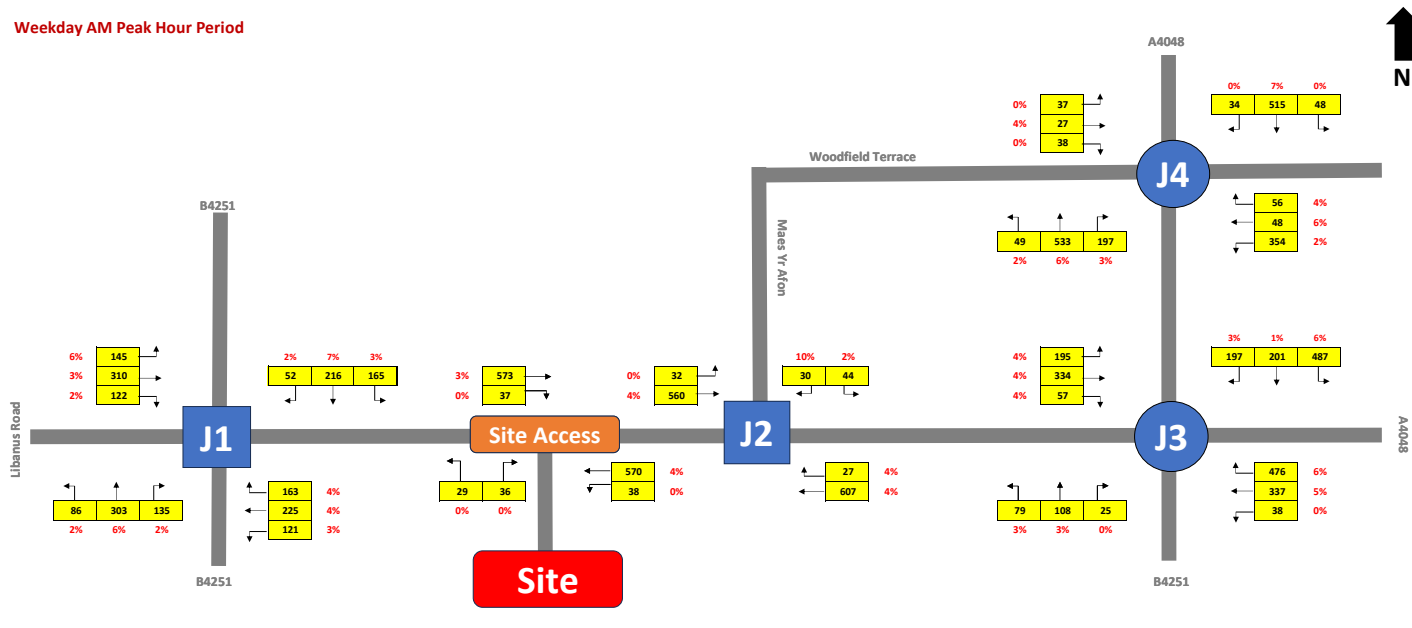
Saturday Peak Hour Period



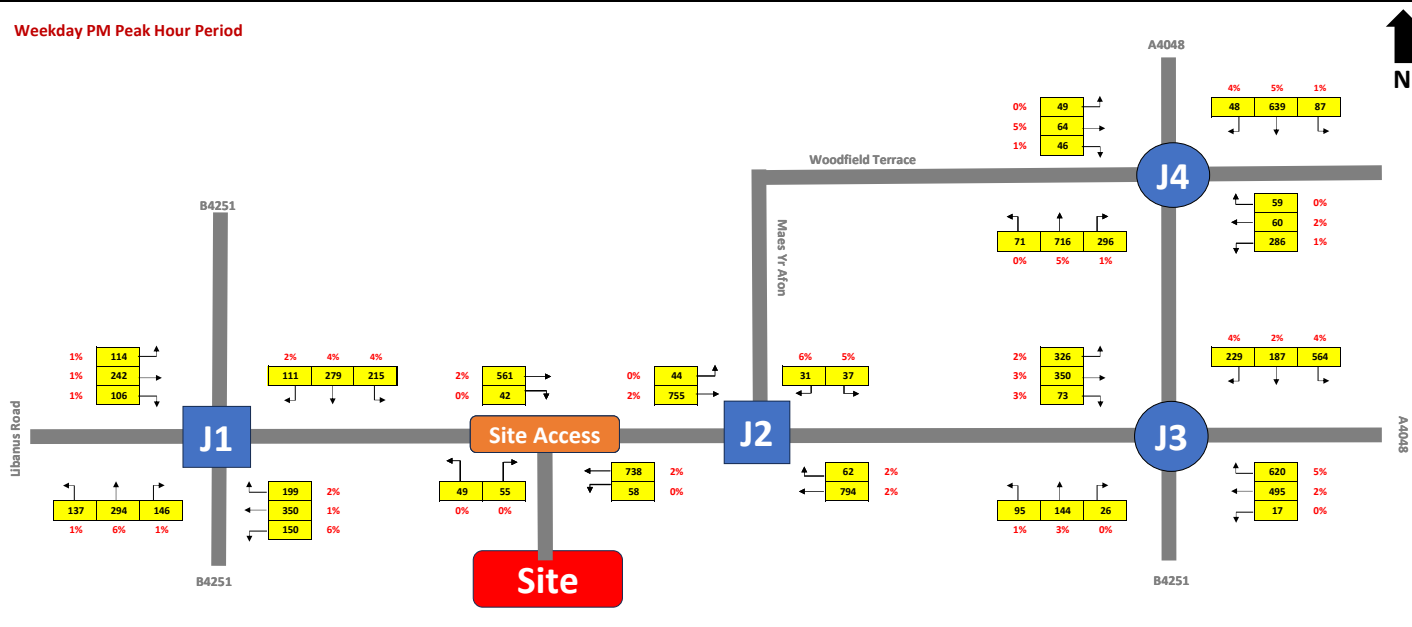
Notes:

← X - Heavy Vehicles

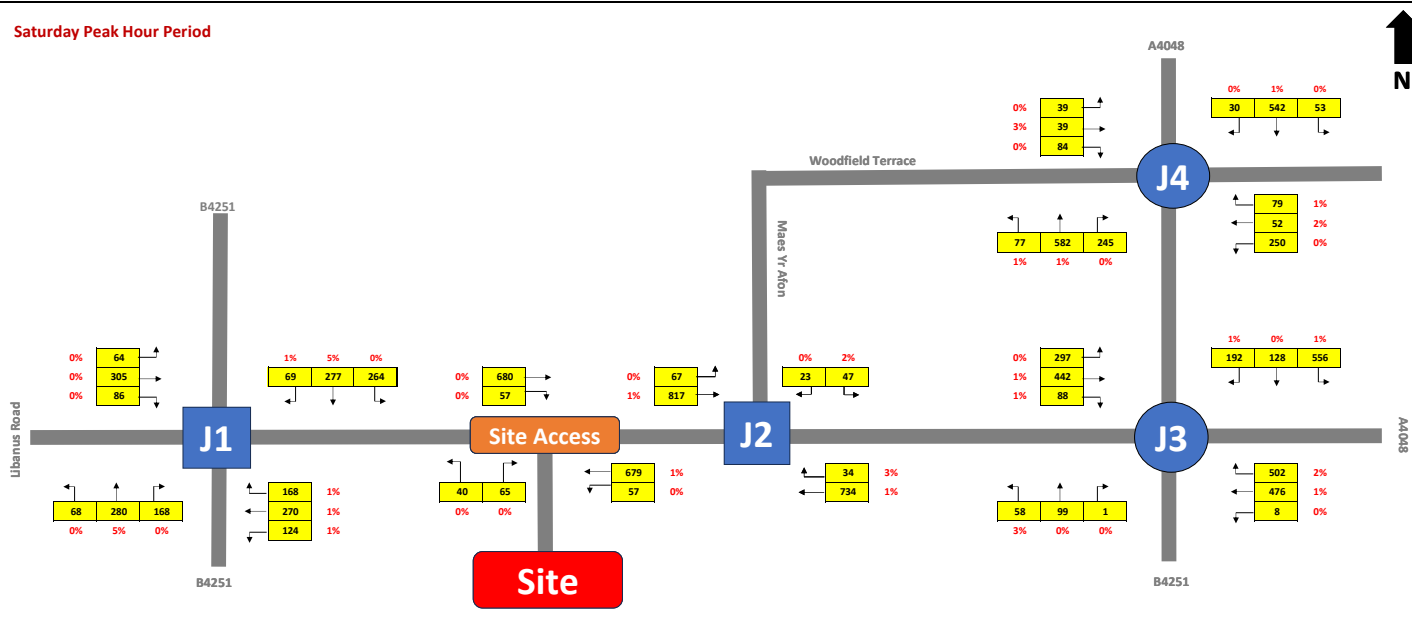
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period

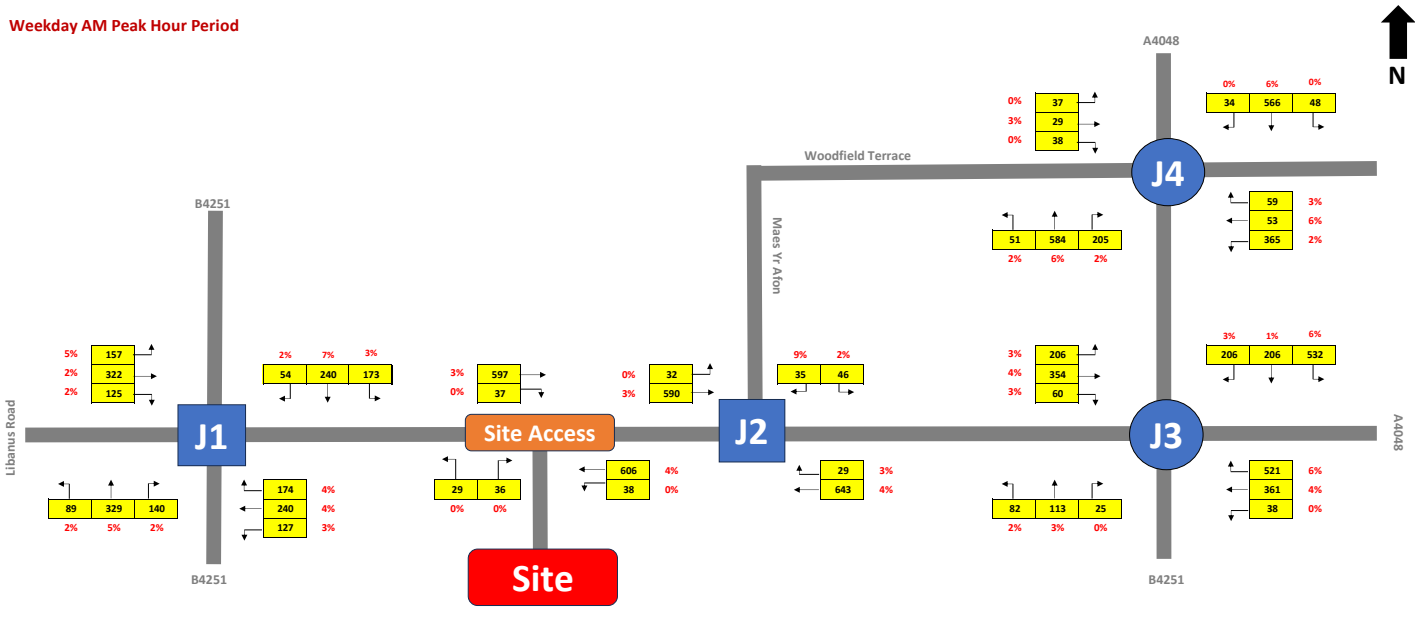


Notes:

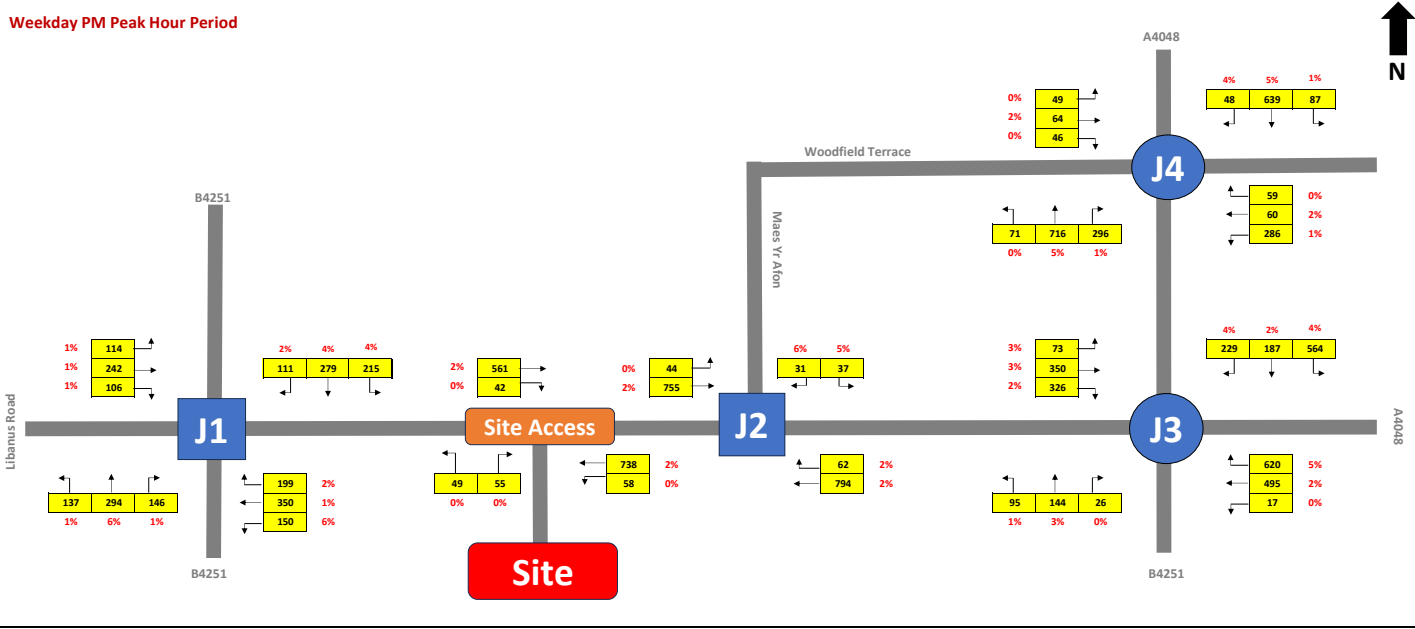
X - All vehicles  
X - HGV %

24-01027 - Lidl, Penmaen Road, Blackwood  
2035 With Development - PCUs

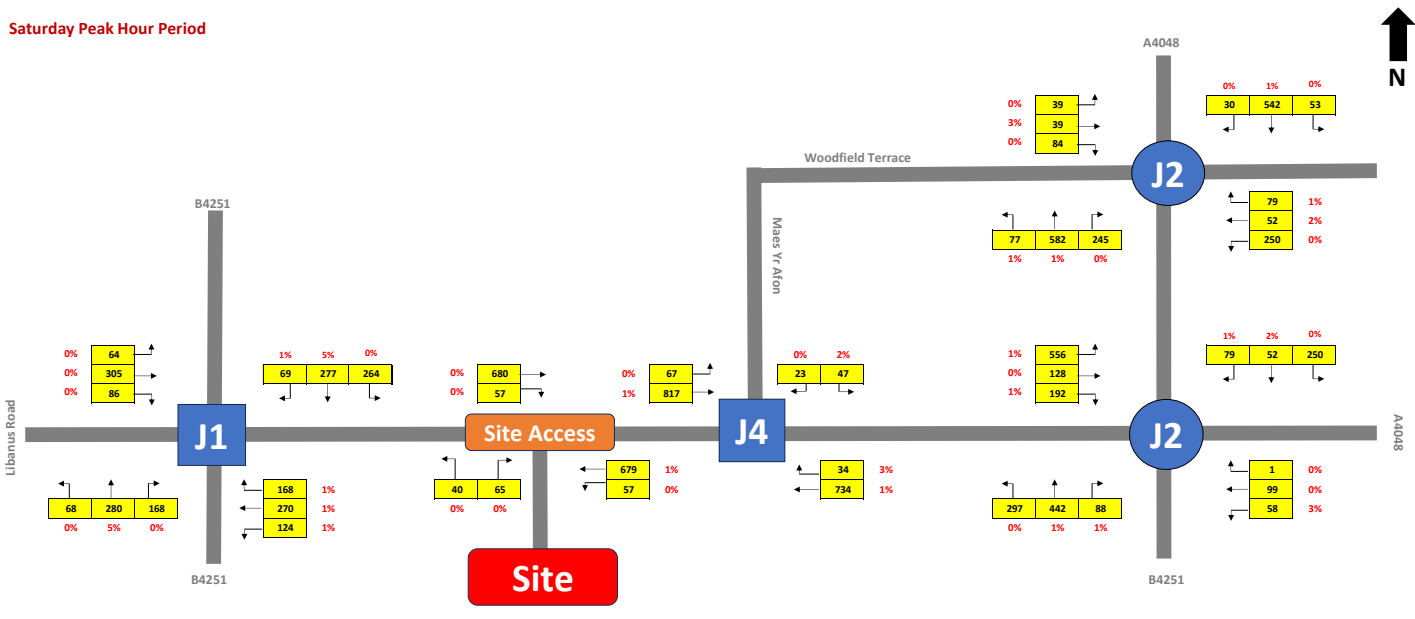
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

← X - PCUs  
X - HGV %



# APPENDIX E

## Junctions 9 Outputs

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

**Filename:** Site Access.j9  
**Path:** C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\24-01027 - Lidl, Penmaen Road, Blackwood\Capacity Analysis\PICADY  
**Report generation date:** 12/12/2024 09:40:41

- »2025 With Development, AM
- »2025 With Development, PM
- »2025 With Development, SAT
- »2030 With Development, AM
- »2030 With Development, PM
- »2030 With Development, SAT
- »2035 With Development, AM
- »2035 With Development, PM
- »2035 With Development, SAT

**Summary of junction performance**

	AM					PM					SAT				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2025 With Development															
Stream B-C	D1	0.0	7.40	0.05	A	D2	0.1	9.15	0.12	A	D3	0.1	8.91	0.11	A
Stream B-A		0.1	14.01	0.10	B		0.3	20.00	0.26	C		0.5	22.66	0.34	C
Stream C-AB		0.1	7.15	0.07	A		0.1	8.21	0.10	A		0.1	8.02	0.12	A
2030 With Development															
Stream B-C	D4	0.1	7.52	0.05	A	D5	0.1	9.40	0.12	A	D6	0.1	9.15	0.12	A
Stream B-A		0.1	14.63	0.11	B		0.4	21.51	0.27	C		0.5	24.74	0.36	C
Stream C-AB		0.1	7.26	0.07	A		0.1	8.40	0.10	A		0.1	8.19	0.12	A
2035 With Development															
Stream B-C	D7	0.1	7.61	0.05	A	D8	0.1	9.58	0.13	A	D9	0.1	9.34	0.12	A
Stream B-A		0.1	15.17	0.11	C		0.4	22.79	0.28	C		0.6	26.58	0.38	D
Stream C-AB		0.1	7.34	0.07	A		0.1	8.53	0.10	A		0.1	8.31	0.12	A

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

## File summary

### File Description

Title	
Location	
Site number	
Date	09/12/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PJKROJB\lloyd
Description	

## Units

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

## Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 With Development	AM	ONE HOUR	08:00	09:30	15
D2	2025 With Development	PM	ONE HOUR	14:45	16:15	15
D3	2025 With Development	SAT	ONE HOUR	12:00	13:30	15
D4	2030 With Development	AM	ONE HOUR	08:00	09:30	15
D5	2030 With Development	PM	ONE HOUR	14:45	16:15	15
D6	2030 With Development	SAT	ONE HOUR	12:00	13:30	15
D7	2035 With Development	AM	ONE HOUR	08:00	09:30	15
D8	2035 With Development	PM	ONE HOUR	14:45	16:15	15
D9	2035 With Development	SAT	ONE HOUR	12:00	13:30	15

## Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2025 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.64	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.66		✓	3.33	100.0	✓	3.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.50	3.50	43	43

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.095	0.241	0.151	0.344
B-C	684	0.102	0.257	-	-
C-B	710	0.267	0.267	-	-

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)
D1	2025 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	559	100.000
B		✓	49	100.000
C		✓	561	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A	B	C	
From	A	0	33	526	
	B	27	0	22	
	C	529	32	0	

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A	B	C	
From	A	0	0	4	
	B	0	0	0	
	C	3	0	0	

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.40	0.0	A
B-A	0.10	14.01	0.1	B
C-AB	0.07	7.15	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	567	0.029	16	0.0	6.537	A
B-A	20	366	0.055	20	0.1	10.390	B
C-AB	24	593	0.041	24	0.0	6.326	A
C-A	398			398			
A-B	25			25			
A-C	396			396			

**08:15 - 08:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	544	0.036	20	0.0	6.871	A
B-A	24	333	0.073	24	0.1	11.657	B
C-AB	29	570	0.050	29	0.1	6.648	A
C-A	476			476			
A-B	30			30			
A-C	473			473			

**08:30 - 08:45**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	511	0.047	24	0.0	7.395	A
B-A	30	287	0.104	30	0.1	13.991	B
C-AB	35	539	0.065	35	0.1	7.146	A
C-A	582			582			
A-B	36			36			
A-C	579			579			

**08:45 - 09:00**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	511	0.047	24	0.0	7.396	A
B-A	30	287	0.104	30	0.1	14.005	B
C-AB	35	539	0.065	35	0.1	7.146	A
C-A	582			582			
A-B	36			36			
A-C	579			579			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	544	0.036	20	0.0	6.873	A
B-A	24	333	0.073	24	0.1	11.676	B
C-AB	29	570	0.050	29	0.1	6.652	A
C-A	476			476			
A-B	30			30			
A-C	473			473			

**09:15 - 09:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	567	0.029	17	0.0	6.542	A
B-A	20	366	0.055	20	0.1	10.411	B
C-AB	24	593	0.041	24	0.0	6.330	A
C-A	398			398			
A-B	25			25			
A-C	396			396			

# 2025 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.34	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	744	100.000
B		✓	105	100.000
C		✓	563	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	683
	B	56	0	49
	C	519	44	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	9.15	0.1	A
B-A	0.26	20.00	0.3	C
C-AB	0.10	8.21	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	526	0.070	37	0.1	7.343	A
B-A	42	335	0.126	42	0.1	12.226	B
C-AB	33	557	0.059	33	0.1	6.867	A
C-A	391			391			
A-B	46			46			
A-C	514			514			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	494	0.089	44	0.1	7.993	A
B-A	50	296	0.170	50	0.2	14.623	B
C-AB	40	527	0.075	39	0.1	7.379	A
C-A	467			467			
A-B	55			55			
A-C	614			614			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	448	0.120	54	0.1	9.129	A
B-A	62	242	0.255	61	0.3	19.892	C
C-AB	49	487	0.100	48	0.1	8.211	A
C-A	571			571			
A-B	67			67			
A-C	752			752			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	448	0.121	54	0.1	9.145	A
B-A	62	242	0.255	62	0.3	20.003	C
C-AB	49	487	0.100	48	0.1	8.215	A
C-A	571			571			
A-B	67			67			
A-C	752			752			



15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	494	0.089	44	0.1	8.010	A
B-A	50	296	0.170	51	0.2	14.716	B
C-AB	40	527	0.075	40	0.1	7.386	A
C-A	467			467			
A-B	55			55			
A-C	614			614			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	526	0.070	37	0.1	7.363	A
B-A	42	335	0.126	42	0.1	12.297	B
C-AB	33	557	0.059	33	0.1	6.877	A
C-A	391			391			
A-B	46			46			
A-C	514			514			

# 2025 With Development, SAT

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.71	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2025 With Development	SAT	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	680	100.000
B		✓	121	100.000
C		✓	680	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	625
	B	74	0	47
	C	625	55	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	8.91	0.1	A
B-A	0.34	22.66	0.5	C
C-AB	0.12	8.02	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	534	0.066	35	0.1	7.211	A
B-A	56	335	0.166	55	0.2	12.835	B
C-AB	41	572	0.072	41	0.1	6.778	A
C-A	471			471			
A-B	41			41			
A-C	471			471			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	502	0.084	42	0.1	7.820	A
B-A	67	295	0.226	66	0.3	15.707	C
C-AB	49	546	0.091	49	0.1	7.255	A
C-A	562			562			
A-B	49			49			
A-C	562			562			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	456	0.113	52	0.1	8.897	A
B-A	81	240	0.339	81	0.5	22.429	C
C-AB	61	509	0.119	61	0.1	8.018	A
C-A	688			688			
A-B	61			61			
A-C	688			688			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	456	0.114	52	0.1	8.912	A
B-A	81	240	0.339	81	0.5	22.657	C
C-AB	61	509	0.119	61	0.1	8.023	A
C-A	688			688			
A-B	61			61			
A-C	688			688			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	502	0.084	42	0.1	7.836	A
B-A	67	295	0.226	67	0.3	15.875	C
C-AB	49	546	0.091	50	0.1	7.260	A
C-A	562			562			
A-B	49			49			
A-C	562			562			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	534	0.066	35	0.1	7.229	A
B-A	56	335	0.167	56	0.2	12.947	B
C-AB	41	572	0.072	42	0.1	6.788	A
C-A	471			471			
A-B	41			41			
A-C	471			471			

# 2030 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.63	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)
D4	2030 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	584	100.000
B		✓	49	100.000
C		✓	585	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	551
	B	27	0	22
	C	553	32	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.52	0.1	A
B-A	0.11	14.63	0.1	B
C-AB	0.07	7.26	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	562	0.029	16	0.0	6.598	A
B-A	20	359	0.057	20	0.1	10.616	B
C-AB	24	588	0.041	24	0.0	6.385	A
C-A	416			416			
A-B	25			25			
A-C	415			415			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	537	0.037	20	0.0	6.953	A
B-A	24	324	0.075	24	0.1	12.003	B
C-AB	29	564	0.051	29	0.1	6.726	A
C-A	497			497			
A-B	30			30			
A-C	495			495			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	503	0.048	24	0.1	7.514	A
B-A	30	276	0.108	30	0.1	14.607	B
C-AB	35	531	0.066	35	0.1	7.256	A
C-A	609			609			
A-B	36			36			
A-C	607			607			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	503	0.048	24	0.1	7.515	A
B-A	30	276	0.108	30	0.1	14.625	B
C-AB	35	531	0.066	35	0.1	7.256	A
C-A	609			609			
A-B	36			36			
A-C	607			607			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	537	0.037	20	0.0	6.958	A
B-A	24	324	0.075	24	0.1	12.024	B
C-AB	29	564	0.051	29	0.1	6.730	A
C-A	497			497			
A-B	30			30			
A-C	495			495			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	562	0.029	17	0.0	6.606	A
B-A	20	359	0.057	20	0.1	10.641	B
C-AB	24	588	0.041	24	0.0	6.389	A
C-A	416			416			
A-B	25			25			
A-C	415			415			

# 2030 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	776	100.000
B		✓	105	100.000
C		✓	586	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	715
	B	56	0	49
	C	542	44	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	9.40	0.1	A
B-A	0.27	21.51	0.4	C
C-AB	0.10	8.40	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	520	0.071	37	0.1	7.444	A
B-A	42	327	0.129	42	0.1	12.593	B
C-AB	33	550	0.060	33	0.1	6.955	A
C-A	408			408			
A-B	46			46			
A-C	538			538			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	486	0.091	44	0.1	8.141	A
B-A	50	286	0.176	50	0.2	15.258	C
C-AB	40	519	0.076	39	0.1	7.501	A
C-A	487			487			
A-B	55			55			
A-C	643			643			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	437	0.123	54	0.1	9.380	A
B-A	62	229	0.269	61	0.4	21.363	C
C-AB	49	477	0.102	48	0.1	8.396	A
C-A	597			597			
A-B	67			67			
A-C	787			787			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	437	0.123	54	0.1	9.395	A
B-A	62	229	0.269	62	0.4	21.509	C
C-AB	49	477	0.102	49	0.1	8.400	A
C-A	597			597			
A-B	67			67			
A-C	787			787			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	486	0.091	44	0.1	8.157	A
B-A	50	286	0.176	51	0.2	15.370	C
C-AB	40	519	0.076	40	0.1	7.507	A
C-A	487			487			
A-B	55			55			
A-C	643			643			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	519	0.071	37	0.1	7.464	A
B-A	42	327	0.129	42	0.2	12.674	B
C-AB	33	550	0.060	33	0.1	6.965	A
C-A	408			408			
A-B	46			46			
A-C	538			538			

# 2030 With Development, SAT

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.75	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With Development	SAT	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	711	100.000
B		✓	121	100.000
C		✓	711	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	656
	B	74	0	47
	C	656	55	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	9.15	0.1	A
B-A	0.36	24.74	0.5	C
C-AB	0.12	8.19	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	528	0.067	35	0.1	7.304	A
B-A	56	325	0.171	55	0.2	13.265	B
C-AB	41	566	0.073	41	0.1	6.855	A
C-A	494			494			
A-B	41			41			
A-C	494			494			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	495	0.085	42	0.1	7.958	A
B-A	67	284	0.234	66	0.3	16.490	C
C-AB	49	538	0.092	49	0.1	7.365	A
C-A	590			590			
A-B	49			49			
A-C	590			590			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	446	0.116	52	0.1	9.138	A
B-A	81	227	0.359	81	0.5	24.435	C
C-AB	61	500	0.121	61	0.1	8.183	A
C-A	722			722			
A-B	61			61			
A-C	722			722			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	445	0.116	52	0.1	9.153	A
B-A	81	227	0.359	81	0.5	24.737	C
C-AB	61	500	0.121	61	0.1	8.188	A
C-A	722			722			
A-B	61			61			
A-C	722			722			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	494	0.086	42	0.1	7.975	A
B-A	67	284	0.234	67	0.3	16.699	C
C-AB	49	538	0.092	50	0.1	7.370	A
C-A	590			590			
A-B	49			49			
A-C	590			590			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	527	0.067	35	0.1	7.323	A
B-A	56	325	0.171	56	0.2	13.393	B
C-AB	41	566	0.073	42	0.1	6.869	A
C-A	494			494			
A-B	41			41			
A-C	494			494			

# 2035 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.63	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)
D7	2035 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	603	100.000
B		✓	49	100.000
C		✓	605	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	570
	B	27	0	22
	C	573	32	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	3	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.61	0.1	A
B-A	0.11	15.17	0.1	C
C-AB	0.07	7.34	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	558	0.030	16	0.0	6.647	A
B-A	20	353	0.058	20	0.1	10.808	B
C-AB	24	584	0.041	24	0.0	6.431	A
C-A	431			431			
A-B	25			25			
A-C	429			429			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	533	0.037	20	0.0	7.017	A
B-A	24	317	0.077	24	0.1	12.296	B
C-AB	29	559	0.051	29	0.1	6.786	A
C-A	515			515			
A-B	30			30			
A-C	512			512			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	497	0.049	24	0.1	7.609	A
B-A	30	267	0.111	30	0.1	15.146	C
C-AB	35	525	0.067	35	0.1	7.343	A
C-A	631			631			
A-B	36			36			
A-C	628			628			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	24	497	0.049	24	0.1	7.610	A
B-A	30	267	0.111	30	0.1	15.168	C
C-AB	35	525	0.067	35	0.1	7.343	A
C-A	631			631			
A-B	36			36			
A-C	628			628			

**09:00 - 09:15**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	20	533	0.037	20	0.0	7.023	A
B-A	24	317	0.077	24	0.1	12.320	B
C-AB	29	559	0.051	29	0.1	6.791	A
C-A	515			515			
A-B	30			30			
A-C	512			512			

**09:15 - 09:30**

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17	558	0.030	17	0.0	6.652	A
B-A	20	353	0.058	20	0.1	10.833	B
C-AB	24	584	0.041	24	0.0	6.437	A
C-A	431			431			
A-B	25			25			
A-C	429			429			



# 2035 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.38	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)
D8	2035 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	799	100.000
B		✓	105	100.000
C		✓	605	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	61	738
	B	56	0	49
	C	561	44	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	2	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	9.58	0.1	A
B-A	0.28	22.79	0.4	C
C-AB	0.10	8.53	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	515	0.072	37	0.1	7.517	A
B-A	42	320	0.132	42	0.1	12.882	B
C-AB	33	546	0.061	33	0.1	7.018	A
C-A	422			422			
A-B	46			46			
A-C	556			556			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	480	0.092	44	0.1	8.247	A
B-A	50	278	0.181	50	0.2	15.771	C
C-AB	40	514	0.077	39	0.1	7.588	A
C-A	504			504			
A-B	55			55			
A-C	663			663			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	430	0.125	54	0.1	9.566	A
B-A	62	220	0.281	61	0.4	22.615	C
C-AB	49	470	0.103	48	0.1	8.528	A
C-A	618			618			
A-B	67			67			
A-C	813			813			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	54	430	0.126	54	0.1	9.582	A
B-A	62	220	0.281	62	0.4	22.793	C
C-AB	49	470	0.103	49	0.1	8.533	A
C-A	618			618			
A-B	67			67			
A-C	813			813			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	44	480	0.092	44	0.1	8.266	A
B-A	50	278	0.181	51	0.2	15.901	C
C-AB	40	514	0.077	40	0.1	7.592	A
C-A	504			504			
A-B	55			55			
A-C	663			663			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	515	0.072	37	0.1	7.537	A
B-A	42	320	0.132	42	0.2	12.970	B
C-AB	33	546	0.061	33	0.1	7.025	A
C-A	422			422			
A-B	46			46			
A-C	556			556			

# 2035 With Development, SAT

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.79	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2035 With Development	SAT	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	734	100.000
B		✓	121	100.000
C		✓	735	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	55	679
	B	74	0	47
	C	680	55	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	0	0	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	9.34	0.1	A
B-A	0.38	26.58	0.6	D
C-AB	0.12	8.31	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	523	0.068	35	0.1	7.376	A
B-A	56	319	0.175	55	0.2	13.611	B
C-AB	41	561	0.074	41	0.1	6.916	A
C-A	512			512			
A-B	41			41			
A-C	511			511			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	489	0.086	42	0.1	8.061	A
B-A	67	276	0.241	66	0.3	17.133	C
C-AB	49	533	0.093	49	0.1	7.449	A
C-A	611			611			
A-B	49			49			
A-C	610			610			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	438	0.118	52	0.1	9.323	A
B-A	81	217	0.376	80	0.6	26.190	D
C-AB	61	494	0.123	61	0.1	8.309	A
C-A	749			749			
A-B	61			61			
A-C	748			748			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	437	0.118	52	0.1	9.345	A
B-A	81	217	0.376	81	0.6	26.577	D
C-AB	61	494	0.123	61	0.1	8.314	A
C-A	749			749			
A-B	61			61			
A-C	748			748			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	488	0.087	42	0.1	8.083	A
B-A	67	276	0.241	68	0.3	17.380	C
C-AB	49	533	0.093	50	0.1	7.457	A
C-A	611			611			
A-B	49			49			
A-C	610			610			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	522	0.068	35	0.1	7.396	A
B-A	56	318	0.175	56	0.2	13.750	B
C-AB	41	561	0.074	42	0.1	6.930	A
C-A	512			512			
A-B	41			41			
A-C	511			511			

<h1>Junctions 9</h1>
<h2>PICADY 9 - Priority Intersection Module</h2>
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**Filename:** J2.j9

**Path:** C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\24-01027 - Lidl, Penmaen Road, Blackwood\Capacity Analysis\PICADY

**Report generation date:** 12/12/2024 10:17:41

- 
- »2024 Survey Flows, AM
  - »2024 Survey Flows, PM
  - »2024 Survey Flows, Sat
  - »2025 Without Development, AM
  - »2025 Without Development, PM
  - »2025 Without Development, Sat
  - »2030 Without Development, AM
  - »2030 Without Development, PM
  - »2030 Without Development, Sat
  - »2035 Without Development, AM
  - »2035 Without Development, PM
  - »2035 Without Development, Sat
  - »2025 With Development, AM
  - »2025 With Development, PM
  - »2025 With Development, Sat
  - »2030 With Development, AM
  - »2030 With Development, PM
  - »2030 With Development, Sat
  - »2035 With Development, AM
  - »2035 With Development, PM
  - »2035 With Development, Sat

### Summary of junction performance

	AM					PM					Sat				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
<b>2024 Survey Flows</b>															
Stream B-C	D1	0.1	8.52	0.10	A	D2	0.1	9.88	0.09	A	D3	0.1	9.63	0.11	A
Stream B-A		0.1	18.56	0.13	C		0.2	25.44	0.17	D		0.1	23.45	0.12	C
Stream C-AB		0.1	7.14	0.05	A		0.1	8.37	0.13	A		0.1	8.28	0.07	A
<b>2025 Without Development</b>															
Stream B-C	D4	0.1	8.53	0.10	A	D5	0.1	9.90	0.09	A	D6	0.1	9.65	0.11	A
Stream B-A		0.1	18.62	0.13	C		0.2	25.60	0.17	D		0.1	23.61	0.12	C
Stream C-AB		0.1	7.15	0.05	A		0.1	8.39	0.13	A		0.1	8.29	0.07	A
<b>2030 Without Development</b>															
Stream B-C	D7	0.1	8.73	0.10	A	D8	0.1	10.27	0.10	B	D9	0.1	10.02	0.12	B
Stream B-A		0.2	19.49	0.14	C		0.2	28.52	0.20	D		0.2	25.91	0.14	D
Stream C-AB		0.1	7.26	0.05	A		0.2	8.65	0.14	A		0.1	8.54	0.08	A
<b>2035 Without Development</b>															
Stream B-C	D10	0.1	8.89	0.11	A	D11	0.1	10.44	0.11	B	D12	0.1	10.35	0.13	B
Stream B-A		0.2	20.30	0.15	C		0.3	30.82	0.22	D		0.2	27.97	0.15	D
Stream C-AB		0.1	7.35	0.06	A		0.2	8.84	0.14	A		0.1	8.73	0.08	A
<b>2025 With Development</b>															
Stream B-C	D13	0.1	8.70	0.10	A	D14	0.1	10.45	0.10	B	D15	0.1	10.30	0.12	B
Stream B-A		0.2	19.41	0.14	C		0.3	30.00	0.21	D		0.2	27.67	0.15	D
Stream C-AB		0.1	7.26	0.05	A		0.2	8.73	0.13	A		0.1	8.74	0.08	A
<b>2030 With Development</b>															
Stream B-C	D16	0.1	8.92	0.10	A	D17	0.1	10.91	0.11	B	D18	0.1	10.75	0.13	B
Stream B-A		0.2	20.55	0.15	C		0.3	34.13	0.24	D		0.2	30.98	0.17	D
Stream C-AB		0.1	7.38	0.06	A		0.2	9.01	0.14	A		0.1	9.01	0.08	A
<b>2035 With Development</b>															
Stream B-C	D19	0.1	9.08	0.11	A	D20	0.1	11.14	0.11	B	D21	0.2	11.15	0.14	B
Stream B-A		0.2	21.28	0.16	C		0.3	37.16	0.26	E		0.2	34.03	0.19	D
Stream C-AB		0.1	7.47	0.06	A		0.2	9.22	0.15	A		0.1	9.22	0.09	A

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

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

### File summary

#### File Description

Title	
Location	
Site number	
Date	07/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PKROJB\lloyd
Description	

### Units

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



### Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Survey Flows	AM	ONE HOUR	08:00	09:30	15
D2	2024 Survey Flows	PM	ONE HOUR	14:45	16:15	15
D3	2024 Survey Flows	Sat	ONE HOUR	12:00	13:30	15
D4	2025 Without Development	AM	ONE HOUR	08:00	09:30	15
D5	2025 Without Development	PM	ONE HOUR	14:45	16:15	15
D6	2025 Without Development	Sat	ONE HOUR	12:00	13:30	15
D7	2030 Without Development	AM	ONE HOUR	08:00	09:30	15
D8	2030 Without Development	PM	ONE HOUR	14:45	16:15	15
D9	2030 Without Development	Sat	ONE HOUR	12:00	13:30	15
D10	2035 Without Development	AM	ONE HOUR	08:00	09:30	15
D11	2035 Without Development	PM	ONE HOUR	14:45	16:15	15
D12	2035 Without Development	Sat	ONE HOUR	12:00	13:30	15
D13	2025 With Development	AM	ONE HOUR	08:00	09:30	15
D14	2025 With Development	PM	ONE HOUR	14:45	16:15	15
D15	2025 With Development	Sat	ONE HOUR	12:00	13:30	15
D16	2030 With Development	AM	ONE HOUR	08:00	09:30	15
D17	2030 With Development	PM	ONE HOUR	14:45	16:15	15
D18	2030 With Development	Sat	ONE HOUR	12:00	13:30	15
D19	2035 With Development	AM	ONE HOUR	08:00	09:30	15
D20	2035 With Development	PM	ONE HOUR	14:45	16:15	15
D21	2035 With Development	Sat	ONE HOUR	12:00	13:30	15

### Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2024 Survey Flows, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.92	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description	Arm type
A	B4254 (E)		Major
B	Penmaen Road		Minor
C	B4254 (W)		Major

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.01		✓	3.20	121.0	✓	6.00

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	6.17	3.10	3.00	3.00	3.00	✓	1.00	0	0

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	455	0.083	0.210	0.132	0.299
B-C	633	0.097	0.245	-	-
C-B	714	0.277	0.277	-	-

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)
D1	2024 Survey Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	512	100.000
B		✓	67	100.000
C		✓	549	100.000

## Origin-Destination Data

### Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	28	484
	B	26	0	41
	C	524	25	0

## Vehicle Mix

### Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	12	0	2
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	8.52	0.1	A
B-A	0.13	18.56	0.1	C
C-AB	0.05	7.14	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	518	0.060	31	0.1	7.376	A
B-A	20	281	0.070	19	0.1	13.756	B
C-AB	19	581	0.032	19	0.0	6.405	A
C-A	394			394			
A-B	21			21			
A-C	364			364			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	498	0.074	37	0.1	7.812	A
B-A	23	256	0.091	23	0.1	15.436	C
C-AB	22	560	0.040	22	0.0	6.697	A
C-A	471			471			
A-B	25			25			
A-C	435			435			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	468	0.096	45	0.1	8.510	A
B-A	29	222	0.129	28	0.1	18.542	C
C-AB	28	531	0.052	27	0.1	7.142	A
C-A	577			577			
A-B	31			31			
A-C	533			533			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	468	0.097	45	0.1	8.517	A
B-A	29	223	0.129	29	0.1	18.560	C
C-AB	28	531	0.052	28	0.1	7.142	A
C-A	577			577			
A-B	31			31			
A-C	533			533			

#### 09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	497	0.074	37	0.1	7.822	A
B-A	23	257	0.091	24	0.1	15.454	C
C-AB	22	560	0.040	23	0.0	6.700	A
C-A	471			471			
A-B	25			25			
A-C	435			435			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	518	0.060	31	0.1	7.389	A
B-A	20	281	0.070	20	0.1	13.775	B
C-AB	19	581	0.032	19	0.0	6.411	A
C-A	394			394			
A-B	21			21			
A-C	364			364			

# 2024 Survey Flows, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.04	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Survey Flows	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	685	100.000
B		✓	61	100.000
C		✓	737	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	648
	B	27	0	34
	C	680	57	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	6
	C	2	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	9.88	0.1	A
B-A	0.17	25.44	0.2	D
C-AB	0.13	8.37	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	468	0.055	25	0.1	8.135	A
B-A	20	255	0.080	20	0.1	15.322	C
C-AB	43	559	0.077	43	0.1	6.969	A
C-A	512			512			
A-B	28			28			
A-C	488			488			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	441	0.069	30	0.1	8.765	A
B-A	24	220	0.111	24	0.1	18.400	C
C-AB	51	531	0.097	51	0.1	7.499	A
C-A	611			611			
A-B	33			33			
A-C	583			583			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	402	0.093	37	0.1	9.864	A
B-A	30	171	0.174	29	0.2	25.342	D
C-AB	63	493	0.127	63	0.1	8.369	A
C-A	749			749			
A-B	41			41			
A-C	713			713			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	402	0.093	37	0.1	9.879	A
B-A	30	171	0.174	30	0.2	25.444	D
C-AB	63	493	0.127	63	0.1	8.374	A
C-A	749			749			
A-B	41			41			
A-C	713			713			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	441	0.069	31	0.1	8.781	A
B-A	24	220	0.110	25	0.1	18.451	C
C-AB	51	531	0.097	51	0.1	7.510	A
C-A	611			611			
A-B	33			33			
A-C	583			583			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	467	0.055	26	0.1	8.155	A
B-A	20	255	0.080	20	0.1	15.361	C
C-AB	43	559	0.077	43	0.1	6.982	A
C-A	512			512			
A-B	28			28			
A-C	488			488			



# 2024 Survey Flows, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.77	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Survey Flows	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	750	100.000
B		✓	62	100.000
C		✓	653	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	693
	B	19	0	43
	C	622	31	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	9.63	0.1	A
B-A	0.12	23.45	0.1	C
C-AB	0.07	8.28	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	490	0.066	32	0.1	7.863	A
B-A	14	253	0.057	14	0.1	15.046	C
C-AB	23	540	0.043	23	0.0	6.970	A
C-A	468			468			
A-B	43			43			
A-C	522			522			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	462	0.084	39	0.1	8.508	A
B-A	17	220	0.078	17	0.1	17.709	C
C-AB	28	510	0.055	28	0.1	7.466	A
C-A	559			559			
A-B	51			51			
A-C	623			623			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	421	0.112	47	0.1	9.616	A
B-A	21	174	0.120	21	0.1	23.409	C
C-AB	34	469	0.073	34	0.1	8.275	A
C-A	685			685			
A-B	63			63			
A-C	763			763			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	421	0.112	47	0.1	9.627	A
B-A	21	174	0.120	21	0.1	23.448	C
C-AB	34	469	0.073	34	0.1	8.276	A
C-A	685			685			
A-B	63			63			
A-C	763			763			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	461	0.084	39	0.1	8.525	A
B-A	17	221	0.077	17	0.1	17.729	C
C-AB	28	510	0.055	28	0.1	7.468	A
C-A	559			559			
A-B	51			51			
A-C	623			623			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	489	0.066	32	0.1	7.880	A
B-A	14	254	0.056	14	0.1	15.059	C
C-AB	23	540	0.043	23	0.0	6.977	A
C-A	468			468			
A-B	43			43			
A-C	522			522			

# 2025 Without Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.92	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	514	100.000
B		✓	67	100.000
C		✓	551	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	28	486
	B	26	0	41
	C	526	25	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	12	0	2
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	8.53	0.1	A
B-A	0.13	18.62	0.1	C
C-AB	0.05	7.15	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	518	0.060	31	0.1	7.381	A
B-A	20	280	0.070	19	0.1	13.780	B
C-AB	19	580	0.032	19	0.0	6.410	A
C-A	396			396			
A-B	21			21			
A-C	366			366			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	497	0.074	37	0.1	7.819	A
B-A	23	256	0.091	23	0.1	15.472	C
C-AB	22	559	0.040	22	0.0	6.703	A
C-A	473			473			
A-B	25			25			
A-C	437			437			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	467	0.097	45	0.1	8.522	A
B-A	29	222	0.129	28	0.1	18.599	C
C-AB	28	531	0.052	27	0.1	7.150	A
C-A	579			579			
A-B	31			31			
A-C	535			535			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	467	0.097	45	0.1	8.528	A
B-A	29	222	0.129	29	0.1	18.625	C
C-AB	28	531	0.052	28	0.1	7.150	A
C-A	579			579			
A-B	31			31			
A-C	535			535			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	497	0.074	37	0.1	7.829	A
B-A	23	256	0.091	24	0.1	15.493	C
C-AB	22	559	0.040	23	0.0	6.704	A
C-A	473			473			
A-B	25			25			
A-C	437			437			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	518	0.060	31	0.1	7.397	A
B-A	20	281	0.070	20	0.1	13.802	B
C-AB	19	580	0.032	19	0.0	6.415	A
C-A	396			396			
A-B	21			21			
A-C	366			366			

# 2025 Without Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.04	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	687	100.000
B		✓	61	100.000
C		✓	740	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	37	650
	B	27	0	34
	C	683	57	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	6
	C	2	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	9.90	0.1	A
B-A	0.17	25.60	0.2	D
C-AB	0.13	8.39	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	467	0.055	25	0.1	8.142	A
B-A	20	254	0.080	20	0.1	15.361	C
C-AB	43	558	0.077	43	0.1	6.975	A
C-A	514			514			
A-B	28			28			
A-C	489			489			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	441	0.069	30	0.1	8.774	A
B-A	24	219	0.111	24	0.1	18.480	C
C-AB	51	531	0.097	51	0.1	7.507	A
C-A	614			614			
A-B	33			33			
A-C	584			584			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	402	0.093	37	0.1	9.881	A
B-A	30	170	0.175	29	0.2	25.516	D
C-AB	63	492	0.128	63	0.1	8.380	A
C-A	752			752			
A-B	41			41			
A-C	716			716			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	401	0.093	37	0.1	9.896	A
B-A	30	170	0.175	30	0.2	25.599	D
C-AB	63	492	0.128	63	0.1	8.385	A
C-A	752			752			
A-B	41			41			
A-C	716			716			



15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	440	0.069	31	0.1	8.790	A
B-A	24	219	0.111	25	0.1	18.518	C
C-AB	51	531	0.097	51	0.1	7.517	A
C-A	614			614			
A-B	33			33			
A-C	584			584			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	467	0.055	26	0.1	8.160	A
B-A	20	254	0.080	20	0.1	15.399	C
C-AB	43	558	0.077	43	0.1	6.985	A
C-A	514			514			
A-B	28			28			
A-C	489			489			

# 2025 Without Development, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.77	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	753	100.000
B		✓	62	100.000
C		✓	656	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	696
	B	19	0	43
	C	625	31	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	9.65	0.1	A
B-A	0.12	23.61	0.1	C
C-AB	0.07	8.29	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	489	0.066	32	0.1	7.872	A
B-A	14	252	0.057	14	0.1	15.091	C
C-AB	23	539	0.043	23	0.0	6.978	A
C-A	471			471			
A-B	43			43			
A-C	524			524			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	461	0.084	39	0.1	8.522	A
B-A	17	219	0.078	17	0.1	17.785	C
C-AB	28	509	0.055	28	0.1	7.477	A
C-A	562			562			
A-B	51			51			
A-C	626			626			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	421	0.113	47	0.1	9.638	A
B-A	21	173	0.121	21	0.1	23.570	C
C-AB	34	468	0.073	34	0.1	8.292	A
C-A	688			688			
A-B	63			63			
A-C	766			766			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	420	0.113	47	0.1	9.649	A
B-A	21	173	0.121	21	0.1	23.609	C
C-AB	34	468	0.073	34	0.1	8.293	A
C-A	688			688			
A-B	63			63			
A-C	766			766			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	461	0.084	39	0.1	8.539	A
B-A	17	220	0.078	17	0.1	17.806	C
C-AB	28	509	0.055	28	0.1	7.480	A
C-A	562			562			
A-B	51			51			
A-C	626			626			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	489	0.066	32	0.1	7.890	A
B-A	14	253	0.057	14	0.1	15.104	C
C-AB	23	539	0.043	23	0.0	6.985	A
C-A	471			471			
A-B	43			43			
A-C	524			524			

# 2030 Without Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.94	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	538	100.000
B		✓	70	100.000
C		✓	577	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	509
	B	27	0	43
	C	551	26	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	11	0	2
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	8.73	0.1	A
B-A	0.14	19.49	0.2	C
C-AB	0.05	7.26	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	514	0.063	32	0.1	7.475	A
B-A	20	276	0.074	20	0.1	14.050	B
C-AB	20	576	0.034	19	0.0	6.466	A
C-A	415			415			
A-B	22			22			
A-C	383			383			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	491	0.079	39	0.1	7.948	A
B-A	24	250	0.097	24	0.1	15.917	C
C-AB	23	554	0.042	23	0.0	6.779	A
C-A	495			495			
A-B	26			26			
A-C	458			458			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	460	0.103	47	0.1	8.720	A
B-A	30	214	0.139	30	0.2	19.459	C
C-AB	29	524	0.055	29	0.1	7.261	A
C-A	607			607			
A-B	32			32			
A-C	560			560			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	460	0.103	47	0.1	8.727	A
B-A	30	214	0.139	30	0.2	19.487	C
C-AB	29	524	0.055	29	0.1	7.261	A
C-A	607			607			
A-B	32			32			
A-C	560			560			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	491	0.079	39	0.1	7.960	A
B-A	24	251	0.097	24	0.1	15.940	C
C-AB	23	554	0.042	23	0.0	6.780	A
C-A	495			495			
A-B	26			26			
A-C	458			458			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	513	0.063	32	0.1	7.492	A
B-A	20	276	0.074	20	0.1	14.073	B
C-AB	20	576	0.034	20	0.0	6.472	A
C-A	415			415			
A-B	22			22			
A-C	383			383			

# 2030 Without Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	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)
D8	2030 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	720	100.000
B		✓	64	100.000
C		✓	775	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	39	681
	B	28	0	36
	C	715	60	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	6
	C	2	2	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	10.27	0.1	B
B-A	0.20	28.52	0.2	D
C-AB	0.14	8.65	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	461	0.059	27	0.1	8.284	A
B-A	21	244	0.086	21	0.1	16.061	C
C-AB	45	552	0.082	45	0.1	7.095	A
C-A	538			538			
A-B	29			29			
A-C	513			513			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	433	0.075	32	0.1	8.983	A
B-A	25	208	0.121	25	0.1	19.674	C
C-AB	54	523	0.103	54	0.1	7.676	A
C-A	643			643			
A-B	35			35			
A-C	612			612			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	391	0.101	40	0.1	10.249	B
B-A	31	157	0.197	30	0.2	28.392	D
C-AB	66	482	0.137	66	0.2	8.642	A
C-A	787			787			
A-B	43			43			
A-C	750			750			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	390	0.102	40	0.1	10.269	B
B-A	31	157	0.196	31	0.2	28.517	D
C-AB	66	482	0.137	66	0.2	8.648	A
C-A	787			787			
A-B	43			43			
A-C	750			750			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	432	0.075	32	0.1	9.004	A
B-A	25	208	0.121	26	0.1	19.747	C
C-AB	54	523	0.103	54	0.1	7.685	A
C-A	643			643			
A-B	35			35			
A-C	612			612			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	461	0.059	27	0.1	8.304	A
B-A	21	245	0.086	21	0.1	16.110	C
C-AB	45	552	0.082	45	0.1	7.109	A
C-A	538			538			
A-B	29			29			
A-C	513			513			

# 2030 Without Development, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.81	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)
D9	2030 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	791	100.000
B		✓	65	100.000
C		✓	689	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	60	731
	B	20	0	45
	C	656	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	10.02	0.1	B
B-A	0.14	25.91	0.2	D
C-AB	0.08	8.54	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	482	0.070	34	0.1	8.026	A
B-A	15	244	0.062	15	0.1	15.687	C
C-AB	25	532	0.047	25	0.0	7.091	A
C-A	494			494			
A-B	45			45			
A-C	550			550			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	452	0.090	40	0.1	8.744	A
B-A	18	209	0.086	18	0.1	18.799	C
C-AB	30	501	0.059	30	0.1	7.636	A
C-A	590			590			
A-B	54			54			
A-C	657			657			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	409	0.121	49	0.1	10.006	B
B-A	22	161	0.137	22	0.2	25.856	D
C-AB	36	458	0.079	36	0.1	8.536	A
C-A	722			722			
A-B	66			66			
A-C	805			805			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	409	0.121	50	0.1	10.021	B
B-A	22	161	0.137	22	0.2	25.913	D
C-AB	36	458	0.079	36	0.1	8.539	A
C-A	722			722			
A-B	66			66			
A-C	805			805			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	452	0.090	41	0.1	8.763	A
B-A	18	210	0.086	18	0.1	18.835	C
C-AB	30	501	0.059	30	0.1	7.639	A
C-A	590			590			
A-B	54			54			
A-C	657			657			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	481	0.070	34	0.1	8.045	A
B-A	15	244	0.062	15	0.1	15.709	C
C-AB	25	532	0.047	25	0.0	7.098	A
C-A	494			494			
A-B	45			45			
A-C	550			550			

# 2035 Without Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	556	100.000
B		✓	72	100.000
C		✓	597	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	30	526
	B	28	0	44
	C	570	27	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	11	0	2
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	8.89	0.1	A
B-A	0.15	20.30	0.2	C
C-AB	0.06	7.35	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	510	0.065	33	0.1	7.549	A
B-A	21	272	0.078	21	0.1	14.315	B
C-AB	20	573	0.035	20	0.0	6.510	A
C-A	429			429			
A-B	23			23			
A-C	396			396			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	487	0.081	39	0.1	8.051	A
B-A	25	245	0.103	25	0.1	16.341	C
C-AB	24	551	0.044	24	0.0	6.839	A
C-A	512			512			
A-B	27			27			
A-C	473			473			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	454	0.107	48	0.1	8.877	A
B-A	31	208	0.148	31	0.2	20.265	C
C-AB	30	519	0.057	30	0.1	7.349	A
C-A	628			628			
A-B	33			33			
A-C	579			579			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	454	0.107	48	0.1	8.887	A
B-A	31	208	0.148	31	0.2	20.302	C
C-AB	30	519	0.057	30	0.1	7.349	A
C-A	628			628			
A-B	33			33			
A-C	579			579			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	486	0.081	40	0.1	8.064	A
B-A	25	246	0.103	25	0.1	16.370	C
C-AB	24	551	0.044	24	0.0	6.841	A
C-A	512			512			
A-B	27			27			
A-C	473			473			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	509	0.065	33	0.1	7.567	A
B-A	21	272	0.077	21	0.1	14.342	B
C-AB	20	573	0.035	20	0.0	6.514	A
C-A	429			429			
A-B	23			23			
A-C	396			396			



# 2035 Without Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.17	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)
D11	2035 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	743	100.000
B		✓	66	100.000
C		✓	800	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	703
	B	29	0	37
	C	738	62	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	5
	C	2	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	10.44	0.1	B
B-A	0.22	30.82	0.3	D
C-AB	0.14	8.84	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	461	0.060	28	0.1	8.305	A
B-A	22	239	0.091	21	0.1	16.506	C
C-AB	47	547	0.085	46	0.1	7.179	A
C-A	556			556			
A-B	30			30			
A-C	529			529			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	431	0.077	33	0.1	9.039	A
B-A	26	201	0.130	26	0.1	20.510	C
C-AB	56	517	0.108	56	0.1	7.795	A
C-A	663			663			
A-B	36			36			
A-C	632			632			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	386	0.106	41	0.1	10.416	B
B-A	32	148	0.215	31	0.3	30.644	D
C-AB	68	476	0.144	68	0.2	8.829	A
C-A	813			813			
A-B	44			44			
A-C	774			774			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	385	0.106	41	0.1	10.444	B
B-A	32	149	0.215	32	0.3	30.822	D
C-AB	68	476	0.144	68	0.2	8.836	A
C-A	813			813			
A-B	44			44			
A-C	774			774			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	431	0.077	33	0.1	9.066	A
B-A	26	202	0.129	27	0.2	20.604	C
C-AB	56	517	0.108	56	0.1	7.805	A
C-A	663			663			
A-B	36			36			
A-C	632			632			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	460	0.061	28	0.1	8.326	A
B-A	22	240	0.091	22	0.1	16.564	C
C-AB	47	547	0.085	47	0.1	7.193	A
C-A	556			556			
A-B	30			30			
A-C	529			529			

# 2035 Without Development, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.86	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2035 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	819	100.000
B		✓	68	100.000
C		✓	713	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	757
	B	21	0	47
	C	679	34	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	10.35	0.1	B
B-A	0.15	27.97	0.2	D
C-AB	0.08	8.73	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	476	0.074	35	0.1	8.152	A
B-A	16	238	0.066	16	0.1	16.166	C
C-AB	26	527	0.049	25	0.1	7.171	A
C-A	511			511			
A-B	47			47			
A-C	570			570			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	445	0.095	42	0.1	8.930	A
B-A	19	202	0.094	19	0.1	19.647	C
C-AB	31	495	0.062	31	0.1	7.754	A
C-A	610			610			
A-B	56			56			
A-C	681			681			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	400	0.129	52	0.1	10.326	B
B-A	23	152	0.152	23	0.2	27.884	D
C-AB	37	450	0.083	37	0.1	8.722	A
C-A	748			748			
A-B	68			68			
A-C	833			833			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	400	0.129	52	0.1	10.346	B
B-A	23	152	0.152	23	0.2	27.965	D
C-AB	37	450	0.083	37	0.1	8.726	A
C-A	748			748			
A-B	68			68			
A-C	833			833			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	445	0.095	42	0.1	8.952	A
B-A	19	202	0.093	19	0.1	19.691	C
C-AB	31	495	0.062	31	0.1	7.760	A
C-A	610			610			
A-B	56			56			
A-C	681			681			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	476	0.074	35	0.1	8.174	A
B-A	16	238	0.066	16	0.1	16.194	C
C-AB	26	527	0.049	26	0.1	7.179	A
C-A	511			511			
A-B	47			47			
A-C	570			570			

# 2025 With Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.92	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2025 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	541	100.000
B		✓	68	100.000
C		✓	583	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	29	512
	B	27	0	41
	C	558	25	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	11	0	2
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	8.70	0.1	A
B-A	0.14	19.41	0.2	C
C-AB	0.05	7.26	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	513	0.060	31	0.1	7.467	A
B-A	20	277	0.073	20	0.1	13.970	B
C-AB	19	575	0.033	19	0.0	6.472	A
C-A	420			420			
A-B	22			22			
A-C	385			385			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	490	0.075	37	0.1	7.935	A
B-A	24	251	0.097	24	0.1	15.836	C
C-AB	22	553	0.041	22	0.0	6.784	A
C-A	502			502			
A-B	26			26			
A-C	460			460			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	459	0.098	45	0.1	8.696	A
B-A	30	215	0.138	30	0.2	19.382	C
C-AB	28	523	0.053	27	0.1	7.265	A
C-A	614			614			
A-B	32			32			
A-C	564			564			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45	459	0.098	45	0.1	8.703	A
B-A	30	215	0.138	30	0.2	19.410	C
C-AB	28	523	0.053	28	0.1	7.265	A
C-A	614			614			
A-B	32			32			
A-C	564			564			



09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	490	0.075	37	0.1	7.945	A
B-A	24	252	0.096	24	0.1	15.861	C
C-AB	22	553	0.041	23	0.0	6.785	A
C-A	502			502			
A-B	26			26			
A-C	460			460			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	512	0.060	31	0.1	7.484	A
B-A	20	278	0.073	20	0.1	13.996	B
C-AB	19	575	0.033	19	0.0	6.475	A
C-A	420			420			
A-B	22			22			
A-C	385			385			

# 2025 With Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.11	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)
D14	2025 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	743	100.000
B		✓	63	100.000
C		✓	799	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	40	703
	B	29	0	34
	C	742	57	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	6
	C	2	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	10.45	0.1	B
B-A	0.21	30.00	0.3	D
C-AB	0.13	8.73	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	456	0.056	25	0.1	8.358	A
B-A	22	243	0.090	21	0.1	16.225	C
C-AB	43	547	0.078	43	0.1	7.133	A
C-A	559			559			
A-B	30			30			
A-C	529			529			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	427	0.072	30	0.1	9.084	A
B-A	26	205	0.127	26	0.1	20.106	C
C-AB	51	517	0.099	51	0.1	7.728	A
C-A	667			667			
A-B	36			36			
A-C	632			632			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	382	0.098	37	0.1	10.430	B
B-A	32	152	0.211	31	0.3	29.842	D
C-AB	63	475	0.132	63	0.2	8.719	A
C-A	817			817			
A-B	44			44			
A-C	774			774			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	382	0.098	37	0.1	10.452	B
B-A	32	152	0.210	32	0.3	30.000	D
C-AB	63	475	0.132	63	0.2	8.726	A
C-A	817			817			
A-B	44			44			
A-C	774			774			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	426	0.072	31	0.1	9.106	A
B-A	26	205	0.127	27	0.1	20.191	C
C-AB	51	517	0.099	51	0.1	7.738	A
C-A	667			667			
A-B	36			36			
A-C	632			632			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	455	0.056	26	0.1	8.381	A
B-A	22	243	0.090	22	0.1	16.280	C
C-AB	43	547	0.078	43	0.1	7.147	A
C-A	559			559			
A-B	30			30			
A-C	529			529			

# 2025 With Development, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.81	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)
D15	2025 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	828	100.000
B		✓	64	100.000
C		✓	709	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	63	765
	B	21	0	43
	C	678	31	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	10.30	0.1	B
B-A	0.15	27.67	0.2	D
C-AB	0.08	8.74	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	474	0.068	32	0.1	8.145	A
B-A	16	241	0.066	16	0.1	15.976	C
C-AB	23	524	0.045	23	0.0	7.189	A
C-A	510			510			
A-B	47			47			
A-C	576			576			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	443	0.087	39	0.1	8.909	A
B-A	19	204	0.093	19	0.1	19.425	C
C-AB	28	491	0.057	28	0.1	7.768	A
C-A	610			610			
A-B	57			57			
A-C	688			688			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	397	0.119	47	0.1	10.283	B
B-A	23	153	0.151	23	0.2	27.598	D
C-AB	34	446	0.077	34	0.1	8.735	A
C-A	746			746			
A-B	69			69			
A-C	842			842			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	397	0.119	47	0.1	10.300	B
B-A	23	153	0.151	23	0.2	27.673	D
C-AB	34	446	0.077	34	0.1	8.738	A
C-A	746			746			
A-B	69			69			
A-C	842			842			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	442	0.087	39	0.1	8.929	A
B-A	19	204	0.092	19	0.1	19.462	C
C-AB	28	491	0.057	28	0.1	7.774	A
C-A	610			610			
A-B	57			57			
A-C	688			688			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	473	0.068	32	0.1	8.165	A
B-A	16	241	0.066	16	0.1	16.001	C
C-AB	23	524	0.045	23	0.0	7.194	A
C-A	510			510			
A-B	47			47			
A-C	576			576			

# 2030 With Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.95	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2030 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	565	100.000
B		✓	71	100.000
C		✓	609	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	30	535
	B	28	0	43
	C	583	26	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	11	0	2
	C	4	4	0



## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.10	8.92	0.1	A
B-A	0.15	20.55	0.2	C
C-AB	0.06	7.38	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	508	0.064	32	0.1	7.566	A
B-A	21	271	0.078	21	0.1	14.374	B
C-AB	20	571	0.034	19	0.0	6.530	A
C-A	439			439			
A-B	23			23			
A-C	403			403			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	484	0.080	39	0.1	8.073	A
B-A	25	244	0.103	25	0.1	16.454	C
C-AB	23	548	0.043	23	0.0	6.863	A
C-A	524			524			
A-B	27			27			
A-C	481			481			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	451	0.105	47	0.1	8.909	A
B-A	31	206	0.150	31	0.2	20.512	C
C-AB	29	516	0.055	29	0.1	7.379	A
C-A	642			642			
A-B	33			33			
A-C	589			589			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47	451	0.105	47	0.1	8.919	A
B-A	31	206	0.150	31	0.2	20.554	C
C-AB	29	516	0.055	29	0.1	7.379	A
C-A	642			642			
A-B	33			33			
A-C	589			589			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	39	484	0.080	39	0.1	8.084	A
B-A	25	244	0.103	25	0.1	16.483	C
C-AB	23	548	0.043	23	0.0	6.864	A
C-A	524			524			
A-B	27			27			
A-C	481			481			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	507	0.064	32	0.1	7.581	A
B-A	21	271	0.078	21	0.1	14.403	B
C-AB	20	571	0.034	20	0.0	6.533	A
C-A	439			439			
A-B	23			23			
A-C	403			403			

# 2030 With Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.20	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2030 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	776	100.000
B		✓	66	100.000
C		✓	834	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	734
	B	30	0	36
	C	774	60	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	7	0	6
	C	2	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	10.91	0.1	B
B-A	0.24	34.13	0.3	D
C-AB	0.14	9.01	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	450	0.060	27	0.1	8.506	A
B-A	23	233	0.097	22	0.1	17.028	C
C-AB	45	540	0.084	45	0.1	7.259	A
C-A	583			583			
A-B	32			32			
A-C	553			553			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	419	0.077	32	0.1	9.309	A
B-A	27	193	0.139	27	0.2	21.564	C
C-AB	54	509	0.106	54	0.1	7.908	A
C-A	696			696			
A-B	38			38			
A-C	660			660			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	370	0.107	39	0.1	10.877	B
B-A	33	138	0.239	32	0.3	33.870	D
C-AB	66	466	0.142	66	0.2	9.004	A
C-A	852			852			
A-B	46			46			
A-C	808			808			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	370	0.107	40	0.1	10.910	B
B-A	33	138	0.239	33	0.3	34.132	D
C-AB	66	466	0.142	66	0.2	9.012	A
C-A	852			852			
A-B	46			46			
A-C	808			808			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	418	0.077	33	0.1	9.339	A
B-A	27	194	0.139	28	0.2	21.687	C
C-AB	54	509	0.106	54	0.1	7.917	A
C-A	696			696			
A-B	38			38			
A-C	660			660			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27	449	0.060	27	0.1	8.533	A
B-A	23	234	0.097	23	0.1	17.087	C
C-AB	45	540	0.084	45	0.1	7.271	A
C-A	583			583			
A-B	32			32			
A-C	553			553			

# 2030 With Development, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2030 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	866	100.000
B		✓	67	100.000
C		✓	742	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	800
	B	22	0	45
	C	709	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.13	10.75	0.1	B
B-A	0.17	30.98	0.2	D
C-AB	0.08	9.01	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	467	0.073	34	0.1	8.308	A
B-A	17	232	0.071	16	0.1	16.668	C
C-AB	25	517	0.048	25	0.1	7.306	A
C-A	534			534			
A-B	50			50			
A-C	602			602			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	434	0.093	40	0.1	9.153	A
B-A	20	194	0.102	20	0.1	20.680	C
C-AB	30	483	0.061	30	0.1	7.940	A
C-A	637			637			
A-B	59			59			
A-C	719			719			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	385	0.129	49	0.1	10.722	B
B-A	24	140	0.173	24	0.2	30.852	D
C-AB	36	436	0.083	36	0.1	9.010	A
C-A	781			781			
A-B	73			73			
A-C	881			881			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	385	0.129	50	0.1	10.746	B
B-A	24	140	0.173	24	0.2	30.979	D
C-AB	36	436	0.083	36	0.1	9.013	A
C-A	781			781			
A-B	73			73			
A-C	881			881			

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	433	0.093	41	0.1	9.178	A
B-A	20	194	0.102	20	0.1	20.739	C
C-AB	30	483	0.061	30	0.1	7.945	A
C-A	637			637			
A-B	59			59			
A-C	719			719			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	466	0.073	34	0.1	8.331	A
B-A	17	232	0.071	17	0.1	16.705	C
C-AB	25	517	0.048	25	0.1	7.316	A
C-A	534			534			
A-B	50			50			
A-C	602			602			



# 2035 With Development, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.97	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)
D19	2035 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	583	100.000
B		✓	73	100.000
C		✓	629	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	31	552
	B	29	0	44
	C	602	27	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	4
	B	10	4	2
	C	4	4	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	9.08	0.1	A
B-A	0.16	21.28	0.2	C
C-AB	0.06	7.47	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	504	0.066	33	0.1	7.636	A
B-A	22	269	0.081	21	0.1	14.536	B
C-AB	20	568	0.036	20	0.0	6.575	A
C-A	453			453			
A-B	23			23			
A-C	416			416			

#### 08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	480	0.082	39	0.1	8.174	A
B-A	26	240	0.108	26	0.1	16.771	C
C-AB	24	544	0.045	24	0.0	6.925	A
C-A	541			541			
A-B	28			28			
A-C	496			496			

#### 08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	445	0.109	48	0.1	9.070	A
B-A	32	201	0.159	32	0.2	21.268	C
C-AB	30	512	0.058	30	0.1	7.470	A
C-A	663			663			
A-B	34			34			
A-C	608			608			

#### 08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	48	445	0.109	48	0.1	9.081	A
B-A	32	201	0.159	32	0.2	21.278	C
C-AB	30	512	0.058	30	0.1	7.470	A
C-A	663			663			
A-B	34			34			
A-C	608			608			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	40	479	0.082	40	0.1	8.187	A
B-A	26	241	0.108	26	0.1	16.804	C
C-AB	24	544	0.045	24	0.0	6.926	A
C-A	541			541			
A-B	28			28			
A-C	496			496			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	504	0.066	33	0.1	7.654	A
B-A	22	269	0.081	22	0.1	14.566	B
C-AB	20	568	0.036	20	0.0	6.581	A
C-A	453			453			
A-B	23			23			
A-C	416			416			

# 2035 With Development, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	2035 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	799	100.000
B		✓	68	100.000
C		✓	859	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	43	756
	B	31	0	37
	C	797	62	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	6	0	5
	C	2	2	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	11.14	0.1	B
B-A	0.26	37.16	0.3	E
C-AB	0.15	9.22	0.2	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 14:45 - 15:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	450	0.062	28	0.1	8.527	A
B-A	23	230	0.102	23	0.1	17.384	C
C-AB	47	536	0.087	46	0.1	7.347	A
C-A	600			600			
A-B	32			32			
A-C	569			569			

#### 15:00 - 15:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	417	0.080	33	0.1	9.374	A
B-A	28	188	0.148	28	0.2	22.389	C
C-AB	56	504	0.111	56	0.1	8.034	A
C-A	716			716			
A-B	39			39			
A-C	680			680			

#### 15:15 - 15:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	365	0.112	41	0.1	11.099	B
B-A	34	131	0.261	33	0.3	36.790	E
C-AB	68	459	0.149	68	0.2	9.207	A
C-A	878			878			
A-B	47			47			
A-C	832			832			

#### 15:30 - 15:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41	364	0.112	41	0.1	11.140	B
B-A	34	131	0.261	34	0.3	37.160	E
C-AB	68	459	0.149	68	0.2	9.216	A
C-A	878			878			
A-B	47			47			
A-C	832			832			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	416	0.080	33	0.1	9.409	A
B-A	28	189	0.148	29	0.2	22.546	C
C-AB	56	504	0.111	56	0.1	8.046	A
C-A	716			716			
A-B	39			39			
A-C	680			680			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28	449	0.062	28	0.1	8.554	A
B-A	23	230	0.101	24	0.1	17.458	C
C-AB	47	536	0.087	47	0.1	7.362	A
C-A	600			600			
A-B	32			32			
A-C	569			569			

# 2035 With Development, Sat

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

## Junction Network

### Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.94	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)
D21	2035 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	894	100.000
B		✓	70	100.000
C		✓	766	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To		
		A	B	C
From	A	0	68	826
	B	23	0	47
	C	732	34	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	2
	C	1	3	0

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.14	11.15	0.2	B
B-A	0.19	34.03	0.2	D
C-AB	0.09	9.22	0.1	A
C-A				
A-B				
A-C				

### Main Results for each time segment

#### 12:00 - 12:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	461	0.077	35	0.1	8.444	A
B-A	17	226	0.077	17	0.1	17.233	C
C-AB	26	512	0.050	25	0.1	7.396	A
C-A	551			551			
A-B	51			51			
A-C	622			622			

#### 12:15 - 12:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	427	0.099	42	0.1	9.359	A
B-A	21	186	0.111	21	0.1	21.737	C
C-AB	31	477	0.064	31	0.1	8.069	A
C-A	658			658			
A-B	61			61			
A-C	743			743			

#### 12:30 - 12:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	375	0.138	52	0.2	11.115	B
B-A	25	131	0.194	25	0.2	33.845	D
C-AB	37	428	0.088	37	0.1	9.218	A
C-A	806			806			
A-B	75			75			
A-C	909			909			

#### 12:45 - 13:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	52	375	0.138	52	0.2	11.147	B
B-A	25	131	0.193	25	0.2	34.032	D
C-AB	37	428	0.088	37	0.1	9.221	A
C-A	806			806			
A-B	75			75			
A-C	909			909			



13:00 - 13:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	426	0.099	42	0.1	9.389	A
B-A	21	187	0.111	21	0.1	21.817	C
C-AB	31	477	0.064	31	0.1	8.076	A
C-A	658			658			
A-B	61			61			
A-C	743			743			

13:15 - 13:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	461	0.077	35	0.1	8.471	A
B-A	17	226	0.077	17	0.1	17.274	C
C-AB	26	512	0.050	26	0.1	7.406	A
C-A	551			551			
A-B	51			51			
A-C	622			622			

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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**Filename:** J3.j9

**Path:** C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\24-01027 - Lidl, Penmaen Road, Blackwood\Capacity Analysis\ARCADY

**Report generation date:** 12/12/2024 10:23:15

- 
- »2024 Survey Flows, AM
  - »2024 Survey Flows, PM
  - »2024 Survey Flows, Sat
  - »2025 Without Development, AM
  - »2025 Without Development, PM
  - »2025 Without Development, Sat
  - »2030 Without Development, AM
  - »2030 Without Development, PM
  - »2030 Without Development, Sat
  - »2035 Without Development, AM
  - »2035 Without Development, PM
  - »2035 Without Development, Sat
  - »2025 With Development, AM
  - »2025 With Development, PM
  - »2025 With Development, Sat
  - »2030 With Development, AM
  - »2030 With Development, PM
  - »2030 With Development, Sat
  - »2035 With Development, AM
  - »2035 With Development, PM
  - »2035 With Development, Sat

### Summary of junction performance

	AM					PM					Sat				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
<b>2024 Survey Flows</b>															
Arm 1	D1	1.2	4.92	0.54	A	D2	2.4	7.71	0.71	A	D3	1.3	5.05	0.57	A
Arm 2		0.3	5.44	0.24	A		0.6	7.82	0.36	A		0.2	5.31	0.19	A
Arm 3		0.9	5.79	0.47	A		1.8	9.16	0.64	A		1.7	7.81	0.63	A
Arm 4		1.2	4.75	0.54	A		1.5	5.40	0.60	A		1.1	4.57	0.53	A
<b>2025 Without Development</b>															
Arm 1	D4	1.2	4.95	0.54	A	D5	2.4	7.78	0.71	A	D6	1.4	5.08	0.58	A
Arm 2		0.3	5.45	0.24	A		0.6	7.88	0.37	A		0.2	5.33	0.19	A
Arm 3		0.9	5.82	0.48	A		1.8	9.25	0.65	A		1.7	7.84	0.63	A
Arm 4		1.2	4.76	0.54	A		1.5	5.44	0.60	A		1.1	4.64	0.53	A
<b>2030 Without Development</b>															
Arm 1	D7	1.3	5.31	0.57	A	D8	2.9	8.96	0.74	A	D9	1.5	5.44	0.60	A
Arm 2		0.3	5.72	0.26	A		0.7	8.65	0.40	A		0.3	5.60	0.20	A
Arm 3		1.0	6.18	0.50	A		2.2	10.68	0.69	B		2.0	8.81	0.67	A
Arm 4		1.3	5.10	0.57	A		1.7	5.92	0.63	A		1.3	5.00	0.56	A
<b>2035 Without Development</b>															
Arm 1	D10	1.4	5.60	0.59	A	D11	3.3	10.14	0.77	B	D12	1.6	5.77	0.62	A
Arm 2		0.4	5.96	0.27	A		0.7	9.36	0.43	A		0.3	5.72	0.21	A
Arm 3		1.1	6.59	0.53	A		2.5	12.05	0.72	B		2.5	10.33	0.72	B
Arm 4		1.4	5.36	0.59	A		1.9	6.37	0.65	A		1.3	5.10	0.56	A
<b>2025 With Development</b>															
Arm 1	D13	1.2	5.15	0.55	A	D14	2.8	8.79	0.74	A	D15	1.5	5.48	0.60	A
Arm 2		0.3	5.62	0.25	A		0.6	8.54	0.39	A		0.2	5.60	0.20	A
Arm 3		1.0	6.06	0.50	A		2.3	10.88	0.70	B		2.2	9.38	0.69	A
Arm 4		1.2	4.91	0.55	A		1.6	5.77	0.62	A		1.2	4.93	0.55	A
<b>2030 With Development</b>															
Arm 1	D16	1.4	5.54	0.58	A	D17	3.4	10.32	0.78	B	D18	1.7	5.91	0.63	A
Arm 2		0.4	5.91	0.27	A		0.7	9.45	0.43	A		0.3	5.89	0.22	A
Arm 3		1.1	6.50	0.53	A		2.8	12.89	0.74	B		2.6	10.80	0.73	B
Arm 4		1.4	5.27	0.58	A		1.8	6.31	0.65	A		1.4	5.33	0.58	A
<b>2035 With Development</b>															
Arm 1	D19	1.5	5.85	0.60	A	D20	4.0	11.91	0.81	B	D21	1.9	6.46	0.66	A
Arm 2		0.4	6.16	0.28	A		0.8	10.30	0.46	B		0.3	6.14	0.23	A
Arm 3		1.2	6.95	0.55	A		3.3	14.92	0.78	B		3.1	12.36	0.76	B
Arm 4		1.5	5.55	0.60	A		2.0	6.81	0.67	A		1.5	5.68	0.60	A

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

## File summary

### File Description

Title	
Location	
Site number	
Date	07/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PJKROJB\lloyd
Description	

## Units

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

## Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Survey Flows	AM	ONE HOUR	08:00	09:30	15
D2	2024 Survey Flows	PM	ONE HOUR	14:45	16:15	15
D3	2024 Survey Flows	Sat	ONE HOUR	12:00	13:30	15
D4	2025 Without Development	AM	ONE HOUR	08:00	09:30	15
D5	2025 Without Development	PM	ONE HOUR	14:45	16:15	15
D6	2025 Without Development	Sat	ONE HOUR	12:00	13:30	15
D7	2030 Without Development	AM	ONE HOUR	08:00	09:30	15
D8	2030 Without Development	PM	ONE HOUR	14:45	16:15	15
D9	2030 Without Development	Sat	ONE HOUR	12:00	13:30	15
D10	2035 Without Development	AM	ONE HOUR	08:00	09:30	15
D11	2035 Without Development	PM	ONE HOUR	14:45	16:15	15
D12	2035 Without Development	Sat	ONE HOUR	12:00	13:30	15
D13	2025 With Development	AM	ONE HOUR	08:00	09:30	15
D14	2025 With Development	PM	ONE HOUR	14:45	16:15	15
D15	2025 With Development	Sat	ONE HOUR	12:00	13:30	15
D16	2030 With Development	AM	ONE HOUR	08:00	09:30	15
D17	2030 With Development	PM	ONE HOUR	14:45	16:15	15
D18	2030 With Development	Sat	ONE HOUR	12:00	13:30	15
D19	2035 With Development	AM	ONE HOUR	08:00	09:30	15
D20	2035 With Development	PM	ONE HOUR	14:45	16:15	15
D21	2035 With Development	Sat	ONE HOUR	12:00	13:30	15

## Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2024 Survey Flows, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.10	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	A4048 (E)	
2	B4251	
3	B4254	
4	A4048 (N)	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.10	7.86	23.3	9.2	60.1	22.3	
2	3.50	7.14	7.4	15.5	60.1	40.4	
3	3.00	7.56	13.6	16.7	60.1	26.4	
4	4.29	7.24	18.1	17.8	60.1	14.2	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.589	1933
2	0.494	1413
3	0.536	1580
4	0.618	1979

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Survey Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	768	100.000
2		✓	191	100.000
3		✓	509	100.000
4		✓	807	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	1	2	3	4
1	0	35	293	440
2	23	0	68	100
3	290	50	0	169
4	450	186	171	0

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	1	2	3	4
1	0	0	5	6
2	0	0	3	3
3	4	4	0	4
4	6	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.54	4.92	1.2	A
2	0.24	5.44	0.3	A
3	0.47	5.79	0.9	A
4	0.54	4.75	1.2	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	578	305	1659	0.349	576	0.5	3.320	A
2	144	678	1033	0.139	143	0.2	4.042	A
3	383	422	1290	0.297	382	0.4	3.956	A
4	608	272	1724	0.352	605	0.5	3.212	A

**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	690	365	1624	0.425	690	0.7	3.849	A
2	172	812	966	0.178	171	0.2	4.532	A
3	458	506	1245	0.368	457	0.6	4.566	A
4	725	326	1691	0.429	725	0.7	3.720	A

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	846	447	1577	0.536	844	1.1	4.900	A
2	210	993	873	0.241	210	0.3	5.421	A
3	560	619	1183	0.474	559	0.9	5.757	A
4	889	399	1647	0.540	887	1.2	4.727	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	846	448	1576	0.536	846	1.2	4.925	A
2	210	995	873	0.241	210	0.3	5.435	A
3	560	620	1183	0.474	560	0.9	5.785	A
4	889	400	1646	0.540	888	1.2	4.750	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	690	367	1623	0.425	692	0.7	3.873	A
2	172	815	964	0.178	172	0.2	4.549	A
3	458	507	1244	0.368	459	0.6	4.595	A
4	725	327	1691	0.429	727	0.8	3.744	A

**09:15 - 09:30**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	578	307	1658	0.349	579	0.5	3.341	A
2	144	682	1031	0.139	144	0.2	4.057	A
3	383	424	1289	0.297	384	0.4	3.981	A
4	608	274	1723	0.353	608	0.5	3.233	A

# 2024 Survey Flows, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.31	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)
D2	2024 Survey Flows	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1016	100.000
2		✓	239	100.000
3		✓	643	100.000
4		✓	892	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	16	426	574
	2	24	0	82	133
	3	300	63	0	280
	4	522	173	197	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.71	7.71	2.4	A
2	0.36	7.82	0.6	A
3	0.64	9.16	1.8	A
4	0.60	5.40	1.5	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	765	325	1674	0.457	762	0.8	3.930	A
2	180	897	934	0.193	179	0.2	4.759	A
3	484	548	1241	0.390	482	0.6	4.726	A
4	672	290	1732	0.388	669	0.6	3.375	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	913	389	1637	0.558	912	1.2	4.954	A
2	215	1074	846	0.254	214	0.3	5.700	A
3	578	656	1182	0.489	577	0.9	5.938	A
4	802	347	1697	0.472	801	0.9	4.013	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1119	475	1586	0.705	1114	2.3	7.561	A
2	263	1313	726	0.363	262	0.6	7.756	A
3	708	802	1102	0.642	705	1.7	8.985	A
4	982	424	1650	0.595	980	1.4	5.354	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1119	477	1585	0.706	1119	2.4	7.705	A
2	263	1318	723	0.364	263	0.6	7.824	A
3	708	805	1101	0.643	708	1.8	9.160	A
4	982	426	1649	0.596	982	1.5	5.399	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	913	390	1636	0.558	918	1.3	5.044	A
2	215	1081	842	0.255	216	0.3	5.755	A
3	578	660	1180	0.490	581	1.0	6.050	A
4	802	350	1696	0.473	804	0.9	4.048	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	765	327	1673	0.457	767	0.8	3.979	A
2	180	903	932	0.193	180	0.2	4.794	A
3	484	552	1239	0.391	485	0.6	4.785	A
4	672	292	1731	0.388	673	0.6	3.407	A

# 2024 Survey Flows, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	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)
D3	2024 Survey Flows	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	873	100.000
2		✓	142	100.000
3		✓	705	100.000
4		✓	792	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	405	461
	2	1	0	50	91
	3	377	75	0	253
	4	511	118	163	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	4	0
	3	1	0	0	1
	4	0	2	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	5.05	1.3	A
2	0.19	5.31	0.2	A
3	0.63	7.81	1.7	A
4	0.53	4.57	1.1	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	657	267	1747	0.376	655	0.6	3.289	A
2	107	772	1012	0.106	106	0.1	3.973	A
3	531	415	1342	0.396	528	0.6	4.411	A
4	596	339	1759	0.339	594	0.5	3.086	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	785	320	1716	0.457	784	0.8	3.857	A
2	128	924	937	0.136	127	0.2	4.445	A
3	634	497	1297	0.489	633	0.9	5.405	A
4	712	406	1717	0.415	711	0.7	3.579	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	961	391	1674	0.574	959	1.3	5.019	A
2	156	1131	835	0.187	156	0.2	5.300	A
3	776	608	1237	0.627	773	1.6	7.711	A
4	872	497	1661	0.525	870	1.1	4.544	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	961	392	1674	0.574	961	1.3	5.050	A
2	156	1133	834	0.188	156	0.2	5.313	A
3	776	609	1237	0.628	776	1.7	7.813	A
4	872	499	1660	0.525	872	1.1	4.568	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	785	321	1716	0.457	787	0.8	3.885	A
2	128	927	935	0.136	128	0.2	4.459	A
3	634	498	1296	0.489	637	1.0	5.480	A
4	712	409	1716	0.415	714	0.7	3.597	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	657	268	1746	0.376	658	0.6	3.310	A
2	107	776	1010	0.106	107	0.1	3.986	A
3	531	417	1340	0.396	532	0.7	4.461	A
4	596	342	1757	0.339	597	0.5	3.104	A

# 2025 Without Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	771	100.000
2		✓	191	100.000
3		✓	511	100.000
4		✓	811	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	35	294	442
	2	23	0	68	100
	3	291	50	0	170
	4	452	187	172	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	6
	2	0	0	3	3
	3	4	4	0	4
	4	6	2	3	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.54	4.95	1.2	A
2	0.24	5.45	0.3	A
3	0.48	5.82	0.9	A
4	0.54	4.76	1.2	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	580	307	1659	0.350	578	0.5	3.325	A
2	144	681	1032	0.139	143	0.2	4.046	A
3	385	424	1289	0.298	383	0.4	3.966	A
4	611	273	1727	0.353	608	0.5	3.212	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	693	367	1624	0.427	692	0.7	3.861	A
2	172	815	964	0.178	171	0.2	4.539	A
3	459	507	1244	0.369	459	0.6	4.582	A
4	729	327	1694	0.430	728	0.8	3.723	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	849	449	1577	0.538	847	1.2	4.924	A
2	210	998	872	0.241	210	0.3	5.432	A
3	563	621	1182	0.476	561	0.9	5.788	A
4	893	400	1649	0.541	891	1.2	4.738	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	849	450	1576	0.539	849	1.2	4.949	A
2	210	1000	871	0.241	210	0.3	5.446	A
3	563	622	1181	0.476	563	0.9	5.817	A
4	893	401	1649	0.542	893	1.2	4.761	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	693	369	1623	0.427	695	0.8	3.885	A
2	172	818	963	0.178	172	0.2	4.555	A
3	459	509	1243	0.370	461	0.6	4.612	A
4	729	328	1693	0.431	731	0.8	3.744	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	580	308	1658	0.350	581	0.5	3.346	A
2	144	685	1031	0.140	144	0.2	4.063	A
3	385	426	1288	0.299	385	0.4	3.991	A
4	611	274	1726	0.354	611	0.6	3.233	A



# 2025 Without Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.38	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)
D5	2025 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1019	100.000
2		✓	240	100.000
3		✓	645	100.000
4		✓	896	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	16	427	576
	2	24	0	82	134
	3	301	63	0	281
	4	524	174	198	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.71	7.78	2.4	A
2	0.37	7.88	0.6	A
3	0.65	9.25	1.8	A
4	0.60	5.44	1.5	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	767	326	1673	0.458	764	0.8	3.944	A
2	181	900	933	0.194	180	0.2	4.774	A
3	486	550	1240	0.392	483	0.6	4.741	A
4	675	291	1732	0.390	672	0.6	3.388	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	916	390	1636	0.560	914	1.3	4.979	A
2	216	1078	844	0.256	215	0.3	5.725	A
3	580	659	1180	0.491	579	1.0	5.970	A
4	805	348	1697	0.475	804	0.9	4.030	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1122	478	1585	0.708	1118	2.4	7.633	A
2	264	1317	723	0.365	263	0.6	7.810	A
3	710	805	1100	0.645	707	1.8	9.073	A
4	987	425	1649	0.598	984	1.5	5.395	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1122	479	1584	0.708	1122	2.4	7.782	A
2	264	1322	721	0.367	264	0.6	7.881	A
3	710	808	1099	0.646	710	1.8	9.254	A
4	987	427	1648	0.599	986	1.5	5.440	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	916	392	1635	0.560	920	1.3	5.070	A
2	216	1085	840	0.257	217	0.3	5.781	A
3	580	663	1178	0.492	583	1.0	6.085	A
4	805	351	1695	0.475	808	0.9	4.067	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	767	328	1672	0.459	769	0.9	3.992	A
2	181	906	930	0.194	181	0.2	4.811	A
3	486	554	1238	0.392	487	0.7	4.805	A
4	675	293	1730	0.390	676	0.6	3.415	A

# 2025 Without Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.73	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	877	100.000
2		✓	142	100.000
3		✓	708	100.000
4		✓	796	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	407	463
	2	1	0	50	91
	3	379	75	0	254
	4	513	119	164	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	4	0
	3	1	1	0	0
	4	1	0	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.58	5.08	1.4	A
2	0.19	5.33	0.2	A
3	0.63	7.84	1.7	A
4	0.53	4.64	1.1	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	660	269	1747	0.378	658	0.6	3.298	A
2	107	776	1010	0.106	106	0.1	3.981	A
3	533	416	1344	0.397	530	0.7	4.410	A
4	599	341	1751	0.342	597	0.5	3.114	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	788	321	1716	0.459	787	0.8	3.872	A
2	128	928	935	0.137	127	0.2	4.458	A
3	636	498	1300	0.490	635	0.9	5.408	A
4	716	408	1710	0.419	715	0.7	3.614	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	393	1674	0.577	964	1.3	5.052	A
2	156	1136	832	0.188	156	0.2	5.322	A
3	780	610	1239	0.629	777	1.7	7.735	A
4	876	499	1653	0.530	875	1.1	4.614	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	394	1674	0.577	966	1.4	5.084	A
2	156	1138	831	0.188	156	0.2	5.335	A
3	780	611	1239	0.629	779	1.7	7.837	A
4	876	501	1652	0.530	876	1.1	4.638	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	788	323	1715	0.460	790	0.9	3.901	A
2	128	932	933	0.137	128	0.2	4.472	A
3	636	500	1299	0.490	639	1.0	5.482	A
4	716	411	1708	0.419	717	0.7	3.640	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	660	270	1746	0.378	661	0.6	3.323	A
2	107	780	1008	0.106	107	0.1	3.996	A
3	533	418	1343	0.397	534	0.7	4.458	A
4	599	343	1750	0.342	600	0.5	3.132	A

# 2030 Without Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	806	100.000
2		✓	200	100.000
3		✓	534	100.000
4		✓	846	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	37	308	461
	2	24	0	71	105
	3	305	52	0	177
	4	472	195	179	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	6
	2	0	0	3	3
	3	4	4	0	3
	4	6	2	3	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	5.31	1.3	A
2	0.26	5.72	0.3	A
3	0.50	6.18	1.0	A
4	0.57	5.10	1.3	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	607	320	1651	0.367	604	0.6	3.432	A
2	151	711	1017	0.148	150	0.2	4.147	A
3	402	442	1283	0.313	400	0.5	4.070	A
4	637	286	1720	0.370	635	0.6	3.311	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	725	382	1615	0.449	724	0.8	4.034	A
2	180	851	946	0.190	180	0.2	4.694	A
3	480	530	1235	0.389	479	0.6	4.757	A
4	761	342	1685	0.451	760	0.8	3.886	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	887	468	1566	0.567	885	1.3	5.274	A
2	220	1042	850	0.259	220	0.3	5.708	A
3	588	648	1171	0.502	586	1.0	6.145	A
4	931	418	1638	0.569	930	1.3	5.067	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	887	469	1566	0.567	887	1.3	5.308	A
2	220	1044	849	0.259	220	0.3	5.725	A
3	588	650	1170	0.502	588	1.0	6.182	A
4	931	419	1637	0.569	931	1.3	5.099	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	725	384	1614	0.449	726	0.8	4.063	A
2	180	854	945	0.190	180	0.2	4.713	A
3	480	532	1234	0.389	481	0.6	4.790	A
4	761	344	1684	0.452	762	0.8	3.916	A



09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	607	321	1650	0.368	608	0.6	3.455	A
2	151	715	1015	0.148	151	0.2	4.165	A
3	402	445	1282	0.314	403	0.5	4.099	A
4	637	287	1718	0.371	638	0.6	3.333	A

# 2030 Without Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.35	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1064	100.000
2		✓	251	100.000
3		✓	675	100.000
4		✓	934	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	17	446	601
	2	25	0	86	140
	3	315	66	0	294
	4	547	181	206	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.74	8.96	2.9	A
2	0.40	8.65	0.7	A
3	0.69	10.68	2.2	B
4	0.63	5.92	1.7	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	340	1666	0.481	797	0.9	4.129	A
2	189	939	913	0.207	188	0.3	4.955	A
3	508	574	1227	0.414	505	0.7	4.972	A
4	703	304	1724	0.408	700	0.7	3.510	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	957	407	1626	0.588	955	1.4	5.342	A
2	226	1124	820	0.275	225	0.4	6.042	A
3	607	687	1165	0.521	605	1.1	6.418	A
4	840	364	1687	0.498	838	1.0	4.237	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1171	497	1573	0.745	1166	2.8	8.716	A
2	276	1373	695	0.398	275	0.6	8.550	A
3	743	839	1082	0.687	739	2.1	10.382	B
4	1028	445	1637	0.628	1026	1.7	5.858	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1171	499	1572	0.745	1171	2.9	8.959	A
2	276	1379	692	0.399	276	0.7	8.653	A
3	743	843	1080	0.688	743	2.2	10.681	B
4	1028	447	1636	0.629	1028	1.7	5.921	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	957	409	1625	0.589	962	1.5	5.477	A
2	226	1133	816	0.276	227	0.4	6.117	A
3	607	693	1162	0.522	611	1.1	6.583	A
4	840	367	1685	0.498	842	1.0	4.288	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	342	1664	0.481	803	0.9	4.191	A
2	189	946	910	0.208	189	0.3	5.000	A
3	508	578	1224	0.415	510	0.7	5.048	A
4	703	307	1722	0.408	704	0.7	3.541	A

# 2030 Without Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.25	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2030 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	918	100.000
2		✓	150	100.000
3		✓	742	100.000
4		✓	833	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	426	485
	2	1	0	53	96
	3	397	79	0	266
	4	538	124	171	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	4	0
	3	1	1	0	0
	4	1	0	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.60	5.44	1.5	A
2	0.20	5.60	0.3	A
3	0.67	8.81	2.0	A
4	0.56	5.00	1.3	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	691	280	1749	0.395	689	0.6	3.386	A
2	113	812	994	0.114	112	0.1	4.081	A
3	559	436	1335	0.418	556	0.7	4.603	A
4	627	357	1741	0.360	625	0.6	3.217	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	825	336	1717	0.481	824	0.9	4.028	A
2	135	971	916	0.147	135	0.2	4.608	A
3	667	523	1289	0.518	666	1.1	5.763	A
4	749	428	1698	0.441	748	0.8	3.787	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1011	411	1673	0.604	1008	1.5	5.400	A
2	165	1189	809	0.204	165	0.3	5.588	A
3	817	639	1226	0.666	813	1.9	8.649	A
4	917	523	1639	0.560	915	1.3	4.963	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1011	412	1672	0.605	1011	1.5	5.443	A
2	165	1191	808	0.205	165	0.3	5.603	A
3	817	641	1225	0.667	817	2.0	8.806	A
4	917	525	1637	0.560	917	1.3	4.997	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	825	337	1716	0.481	828	0.9	4.063	A
2	135	975	914	0.148	135	0.2	4.627	A
3	667	525	1288	0.518	671	1.1	5.865	A
4	749	431	1696	0.442	751	0.8	3.819	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	691	282	1748	0.395	692	0.7	3.414	A
2	113	816	992	0.114	113	0.1	4.097	A
3	559	439	1334	0.419	560	0.7	4.662	A
4	627	360	1740	0.361	628	0.6	3.240	A

# 2035 Without Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.77	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	831	100.000
2		✓	207	100.000
3		✓	553	100.000
4		✓	873	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	38	317	476
	2	25	0	74	108
	3	315	54	0	184
	4	487	201	185	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	6
	2	0	0	3	3
	3	4	4	0	4
	4	6	1	3	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.59	5.60	1.4	A
2	0.27	5.96	0.4	A
3	0.53	6.59	1.1	A
4	0.59	5.36	1.4	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	626	330	1646	0.380	623	0.6	3.510	A
2	156	733	1006	0.155	155	0.2	4.228	A
3	416	457	1271	0.328	414	0.5	4.192	A
4	657	295	1717	0.383	655	0.6	3.381	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	747	395	1609	0.464	746	0.9	4.165	A
2	186	878	933	0.200	186	0.2	4.819	A
3	497	547	1222	0.407	496	0.7	4.954	A
4	785	354	1681	0.467	784	0.9	4.006	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	915	483	1559	0.587	913	1.4	5.555	A
2	228	1074	833	0.273	227	0.4	5.934	A
3	609	669	1156	0.527	607	1.1	6.541	A
4	961	433	1633	0.589	959	1.4	5.325	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	915	484	1558	0.587	915	1.4	5.598	A
2	228	1077	832	0.274	228	0.4	5.956	A
3	609	670	1155	0.527	609	1.1	6.589	A
4	961	434	1632	0.589	961	1.4	5.364	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	747	397	1608	0.465	749	0.9	4.203	A
2	186	882	931	0.200	187	0.3	4.839	A
3	497	549	1221	0.407	499	0.7	4.995	A
4	785	355	1680	0.467	787	0.9	4.038	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	626	332	1645	0.380	627	0.6	3.540	A
2	156	737	1004	0.155	156	0.2	4.249	A
3	416	459	1270	0.328	417	0.5	4.225	A
4	657	297	1716	0.383	658	0.6	3.405	A

# 2035 Without Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.30	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)
D11	2035 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1098	100.000
2		✓	259	100.000
3		✓	697	100.000
4		✓	964	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	17	461	620
	2	26	0	89	144
	3	326	68	0	303
	4	564	187	213	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.77	10.14	3.3	B
2	0.43	9.36	0.7	A
3	0.72	12.05	2.5	B
4	0.65	6.37	1.9	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	827	351	1659	0.498	823	1.0	4.285	A
2	195	970	898	0.217	194	0.3	5.105	A
3	525	592	1217	0.431	522	0.8	5.157	A
4	726	314	1717	0.423	723	0.7	3.610	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	987	420	1619	0.610	985	1.5	5.660	A
2	233	1161	802	0.290	232	0.4	6.313	A
3	627	709	1153	0.543	625	1.2	6.794	A
4	867	377	1679	0.516	865	1.1	4.416	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1209	513	1564	0.773	1202	3.3	9.768	A
2	285	1417	673	0.424	284	0.7	9.215	A
3	767	865	1068	0.719	762	2.4	11.601	B
4	1061	459	1628	0.652	1058	1.8	6.279	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1209	515	1563	0.774	1209	3.3	10.138	B
2	285	1424	670	0.426	285	0.7	9.360	A
3	767	870	1065	0.720	767	2.5	12.053	B
4	1061	462	1627	0.653	1061	1.9	6.366	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	987	423	1617	0.610	994	1.6	5.840	A
2	233	1171	797	0.292	234	0.4	6.410	A
3	627	715	1150	0.545	632	1.2	7.021	A
4	867	381	1677	0.517	870	1.1	4.478	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	827	353	1658	0.499	829	1.0	4.355	A
2	195	977	895	0.218	196	0.3	5.153	A
3	525	596	1214	0.432	527	0.8	5.248	A
4	726	317	1715	0.423	727	0.7	3.649	A

# 2035 Without Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.91	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2035 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	937	100.000
2		✓	149	100.000
3		✓	802	100.000
4		✓	828	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	446	483
	2	1	0	59	89
	3	416	89	0	297
	4	517	128	183	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	3	0
	3	1	1	0	0
	4	1	0	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.62	5.77	1.6	A
2	0.21	5.72	0.3	A
3	0.72	10.33	2.5	B
4	0.56	5.10	1.3	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	705	300	1738	0.406	703	0.7	3.470	A
2	112	834	985	0.114	112	0.1	4.119	A
3	604	430	1339	0.451	601	0.8	4.854	A
4	623	379	1728	0.361	621	0.6	3.245	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	842	359	1703	0.495	841	1.0	4.173	A
2	134	998	904	0.148	134	0.2	4.670	A
3	721	514	1293	0.557	719	1.2	6.252	A
4	744	454	1682	0.443	743	0.8	3.833	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1032	439	1656	0.623	1029	1.6	5.718	A
2	164	1221	794	0.206	164	0.3	5.705	A
3	883	629	1232	0.717	878	2.4	10.051	B
4	912	554	1620	0.563	910	1.3	5.055	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1032	440	1655	0.623	1032	1.6	5.772	A
2	164	1224	793	0.207	164	0.3	5.723	A
3	883	631	1231	0.717	883	2.5	10.331	B
4	912	557	1618	0.564	912	1.3	5.097	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	842	361	1702	0.495	845	1.0	4.214	A
2	134	1003	902	0.148	134	0.2	4.689	A
3	721	517	1292	0.558	726	1.3	6.408	A
4	744	458	1679	0.443	746	0.8	3.867	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	705	302	1737	0.406	707	0.7	3.501	A
2	112	839	983	0.114	112	0.1	4.134	A
3	604	432	1338	0.451	606	0.8	4.929	A
4	623	382	1726	0.361	624	0.6	3.269	A



# 2025 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.31	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)
D13	2025 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	789	100.000
2		✓	195	100.000
3		✓	537	100.000
4		✓	821	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	35	312	442
	2	23	0	72	100
	3	306	53	0	178
	4	452	187	182	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	6
	2	0	0	3	3
	3	4	4	0	3
	4	6	2	3	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.55	5.15	1.2	A
2	0.25	5.62	0.3	A
3	0.50	6.06	1.0	A
4	0.55	4.91	1.2	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	594	317	1653	0.359	592	0.6	3.385	A
2	147	702	1022	0.144	146	0.2	4.109	A
3	404	424	1293	0.313	402	0.5	4.033	A
4	618	286	1719	0.359	616	0.6	3.255	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	709	379	1617	0.439	708	0.8	3.958	A
2	175	840	952	0.184	175	0.2	4.634	A
3	483	507	1248	0.387	482	0.6	4.698	A
4	738	343	1685	0.438	737	0.8	3.796	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	869	464	1569	0.554	867	1.2	5.116	A
2	215	1028	857	0.251	214	0.3	5.600	A
3	591	621	1186	0.499	590	1.0	6.025	A
4	904	420	1638	0.552	902	1.2	4.883	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	869	465	1568	0.554	869	1.2	5.146	A
2	215	1031	856	0.251	215	0.3	5.615	A
3	591	622	1185	0.499	591	1.0	6.060	A
4	904	421	1637	0.552	904	1.2	4.910	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	709	380	1616	0.439	711	0.8	3.983	A
2	175	844	950	0.184	176	0.2	4.650	A
3	483	509	1247	0.387	484	0.6	4.731	A
4	738	344	1684	0.438	740	0.8	3.820	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	594	318	1652	0.360	595	0.6	3.409	A
2	147	706	1020	0.144	147	0.2	4.126	A
3	404	426	1292	0.313	405	0.5	4.062	A
4	618	288	1718	0.360	619	0.6	3.279	A

# 2025 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.32	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2025 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1056	100.000
2		✓	246	100.000
3		✓	698	100.000
4		✓	912	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	16	464	576
	2	24	0	88	134
	3	325	68	0	305
	4	524	174	214	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.74	8.79	2.8	A
2	0.39	8.54	0.6	A
3	0.70	10.88	2.3	B
4	0.62	5.77	1.6	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	795	342	1665	0.477	791	0.9	4.104	A
2	185	940	913	0.203	184	0.3	4.929	A
3	525	550	1240	0.424	523	0.7	5.000	A
4	687	312	1718	0.400	684	0.7	3.471	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	949	409	1626	0.584	947	1.4	5.293	A
2	221	1125	820	0.270	221	0.4	5.999	A
3	627	659	1180	0.532	626	1.1	6.473	A
4	820	374	1681	0.488	819	0.9	4.172	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	501	1572	0.740	1157	2.7	8.564	A
2	271	1375	695	0.390	270	0.6	8.444	A
3	769	805	1101	0.698	764	2.2	10.554	B
4	1004	457	1630	0.616	1002	1.6	5.706	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1163	502	1571	0.740	1162	2.8	8.794	A
2	271	1380	692	0.391	271	0.6	8.541	A
3	769	808	1099	0.699	768	2.3	10.875	B
4	1004	459	1628	0.617	1004	1.6	5.765	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	949	411	1624	0.584	955	1.4	5.418	A
2	221	1133	816	0.271	222	0.4	6.069	A
3	627	664	1178	0.533	632	1.2	6.650	A
4	820	378	1678	0.488	822	1.0	4.219	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	795	344	1664	0.478	797	0.9	4.162	A
2	185	946	910	0.203	186	0.3	4.971	A
3	525	554	1238	0.425	527	0.7	5.080	A
4	687	315	1717	0.400	688	0.7	3.501	A

# 2025 With Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2025 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	912	100.000
2		✓	146	100.000
3		✓	777	100.000
4		✓	810	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	442	463
	2	1	0	54	91
	3	416	82	0	279
	4	513	119	178	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	4	0
	3	1	1	0	0
	4	1	0	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.60	5.48	1.5	A
2	0.20	5.60	0.2	A
3	0.69	9.38	2.2	A
4	0.55	4.93	1.2	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	687	284	1738	0.395	684	0.6	3.406	A
2	110	812	992	0.111	109	0.1	4.079	A
3	585	416	1344	0.435	582	0.8	4.704	A
4	610	374	1731	0.352	608	0.5	3.200	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	820	340	1705	0.481	819	0.9	4.055	A
2	131	972	913	0.144	131	0.2	4.605	A
3	699	498	1300	0.537	697	1.1	5.957	A
4	728	448	1685	0.432	727	0.8	3.754	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1004	416	1661	0.605	1002	1.5	5.441	A
2	161	1190	805	0.200	160	0.2	5.580	A
3	855	610	1239	0.690	851	2.2	9.184	A
4	892	547	1624	0.549	890	1.2	4.893	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1004	417	1660	0.605	1004	1.5	5.484	A
2	161	1192	804	0.200	161	0.2	5.596	A
3	855	611	1239	0.691	855	2.2	9.384	A
4	892	549	1622	0.550	892	1.2	4.927	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	820	342	1704	0.481	822	0.9	4.090	A
2	131	976	911	0.144	132	0.2	4.622	A
3	699	500	1299	0.538	703	1.2	6.082	A
4	728	451	1683	0.433	730	0.8	3.786	A



13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	687	286	1737	0.395	688	0.7	3.435	A
2	110	817	989	0.111	110	0.1	4.096	A
3	585	419	1343	0.436	587	0.8	4.769	A
4	610	377	1729	0.353	611	0.5	3.220	A

# 2030 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	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)
D16	2030 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	824	100.000
2		✓	204	100.000
3		✓	560	100.000
4		✓	856	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	37	326	461
	2	24	0	75	105
	3	320	55	0	185
	4	472	195	189	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	6
	2	0	0	3	3
	3	4	4	0	3
	4	6	2	3	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.58	5.54	1.4	A
2	0.27	5.91	0.4	A
3	0.53	6.50	1.1	A
4	0.58	5.27	1.4	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	620	329	1646	0.377	618	0.6	3.495	A
2	154	732	1007	0.153	153	0.2	4.213	A
3	422	442	1283	0.329	420	0.5	4.161	A
4	644	299	1712	0.377	642	0.6	3.359	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	741	394	1609	0.461	740	0.8	4.139	A
2	183	876	934	0.196	183	0.2	4.796	A
3	503	530	1235	0.407	503	0.7	4.907	A
4	770	358	1675	0.459	769	0.8	3.966	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	907	482	1558	0.582	905	1.4	5.496	A
2	225	1072	835	0.269	224	0.4	5.891	A
3	617	648	1171	0.527	615	1.1	6.454	A
4	942	438	1626	0.580	940	1.4	5.234	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	907	483	1557	0.583	907	1.4	5.536	A
2	225	1075	833	0.270	225	0.4	5.912	A
3	617	650	1170	0.527	617	1.1	6.501	A
4	942	439	1625	0.580	942	1.4	5.270	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	741	396	1608	0.461	743	0.9	4.174	A
2	183	880	932	0.197	184	0.2	4.817	A
3	503	532	1234	0.408	505	0.7	4.949	A
4	770	360	1674	0.460	772	0.9	3.997	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	620	331	1645	0.377	621	0.6	3.522	A
2	154	736	1005	0.153	154	0.2	4.232	A
3	422	445	1282	0.329	422	0.5	4.195	A
4	644	301	1710	0.377	645	0.6	3.383	A

# 2030 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.60	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)
D17	2030 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1101	100.000
2		✓	257	100.000
3		✓	728	100.000
4		✓	950	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	17	483	601
	2	25	0	92	140
	3	339	71	0	318
	4	547	181	222	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.78	10.32	3.4	B
2	0.43	9.45	0.7	A
3	0.74	12.89	2.8	B
4	0.65	6.31	1.8	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	829	355	1657	0.500	825	1.0	4.304	A
2	193	979	894	0.216	192	0.3	5.124	A
3	548	574	1227	0.447	545	0.8	5.256	A
4	715	326	1710	0.418	712	0.7	3.597	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	990	425	1616	0.612	988	1.6	5.705	A
2	231	1172	797	0.290	231	0.4	6.348	A
3	654	687	1165	0.562	653	1.3	7.002	A
4	854	390	1671	0.511	853	1.0	4.393	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1212	520	1561	0.777	1205	3.3	9.931	A
2	283	1430	667	0.424	282	0.7	9.309	A
3	802	839	1082	0.741	796	2.7	12.328	B
4	1046	476	1618	0.646	1043	1.8	6.225	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1212	522	1560	0.777	1212	3.4	10.323	B
2	283	1438	664	0.426	283	0.7	9.455	A
3	802	843	1080	0.742	801	2.8	12.893	B
4	1046	479	1616	0.647	1046	1.8	6.308	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	990	428	1615	0.613	997	1.6	5.895	A
2	231	1182	792	0.292	232	0.4	6.448	A
3	654	693	1161	0.563	660	1.3	7.266	A
4	854	395	1668	0.512	857	1.1	4.455	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	829	358	1656	0.501	831	1.0	4.377	A
2	193	986	890	0.217	194	0.3	5.173	A
3	548	578	1224	0.448	550	0.8	5.356	A
4	715	329	1708	0.419	717	0.7	3.633	A

# 2030 With Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.16	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)
D18	2030 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	953	100.000
2		✓	154	100.000
3		✓	811	100.000
4		✓	847	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	7	461	485
	2	1	0	57	96
	3	434	86	0	291
	4	538	124	185	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	4	0
	3	1	1	0	0
	4	1	0	1	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.63	5.91	1.7	A
2	0.22	5.89	0.3	A
3	0.73	10.80	2.6	B
4	0.58	5.33	1.4	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	296	1740	0.412	715	0.7	3.503	A
2	116	848	976	0.119	115	0.1	4.182	A
3	611	436	1335	0.457	607	0.8	4.923	A
4	638	390	1721	0.371	635	0.6	3.309	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	857	355	1706	0.502	856	1.0	4.229	A
2	138	1015	893	0.155	138	0.2	4.766	A
3	729	522	1289	0.566	727	1.3	6.389	A
4	761	467	1673	0.455	760	0.8	3.940	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1049	434	1659	0.632	1047	1.7	5.848	A
2	170	1242	782	0.217	169	0.3	5.870	A
3	893	639	1226	0.728	888	2.6	10.478	B
4	933	570	1609	0.579	930	1.4	5.285	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1049	435	1658	0.633	1049	1.7	5.906	A
2	170	1245	780	0.217	170	0.3	5.892	A
3	893	641	1225	0.729	893	2.6	10.804	B
4	933	573	1607	0.580	933	1.4	5.333	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	857	356	1704	0.503	859	1.0	4.275	A
2	138	1020	891	0.155	139	0.2	4.786	A
3	729	525	1288	0.566	734	1.3	6.564	A
4	761	472	1670	0.456	764	0.8	3.980	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	298	1739	0.413	719	0.7	3.535	A
2	116	853	973	0.119	116	0.1	4.202	A
3	611	439	1334	0.458	612	0.9	5.005	A
4	638	393	1719	0.371	639	0.6	3.335	A

# 2035 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.03	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)
D19	2035 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	849	100.000
2		✓	211	100.000
3		✓	579	100.000
4		✓	883	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	38	335	476
	2	25	0	78	108
	3	330	57	0	192
	4	487	201	195	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	5	6
	2	0	4	3	3
	3	4	4	0	4
	4	6	1	3	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.60	5.85	1.5	A
2	0.28	6.16	0.4	A
3	0.55	6.95	1.2	A
4	0.60	5.55	1.5	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	639	340	1641	0.390	637	0.6	3.577	A
2	159	754	995	0.160	158	0.2	4.296	A
3	436	457	1271	0.343	434	0.5	4.289	A
4	665	309	1709	0.389	662	0.6	3.429	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	407	1602	0.476	762	0.9	4.279	A
2	190	903	920	0.206	189	0.3	4.927	A
3	521	547	1222	0.426	520	0.7	5.117	A
4	794	370	1672	0.475	793	0.9	4.090	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	935	498	1550	0.603	932	1.5	5.803	A
2	232	1105	818	0.284	232	0.4	6.135	A
3	637	669	1156	0.551	636	1.2	6.893	A
4	972	452	1621	0.600	970	1.5	5.509	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	935	499	1550	0.603	935	1.5	5.853	A
2	232	1108	817	0.284	232	0.4	6.159	A
3	637	670	1155	0.552	637	1.2	6.953	A
4	972	454	1620	0.600	972	1.5	5.555	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	408	1601	0.477	766	0.9	4.319	A
2	190	907	918	0.207	190	0.3	4.951	A
3	521	549	1221	0.426	522	0.8	5.168	A
4	794	372	1671	0.475	796	0.9	4.128	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	639	342	1640	0.390	640	0.6	3.608	A
2	159	759	993	0.160	159	0.2	4.319	A
3	436	459	1270	0.343	437	0.5	4.326	A
4	665	311	1708	0.389	666	0.6	3.459	A

# 2035 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.89	B

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	2035 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1135	100.000
2		✓	265	100.000
3		✓	750	100.000
4		✓	980	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	17	498	620
	2	26	0	95	144
	3	350	73	0	327
	4	564	187	229	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	5
	2	0	0	1	3
	3	3	3	0	2
	4	4	2	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.81	11.91	4.0	B
2	0.46	10.30	0.8	B
3	0.78	14.92	3.3	B
4	0.67	6.81	2.0	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	854	367	1651	0.518	850	1.1	4.475	A
2	200	1009	879	0.227	198	0.3	5.283	A
3	565	592	1217	0.464	561	0.9	5.462	A
4	738	336	1704	0.433	735	0.8	3.705	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1020	439	1608	0.634	1018	1.7	6.069	A
2	238	1208	779	0.306	238	0.4	6.645	A
3	674	708	1153	0.585	672	1.4	7.450	A
4	881	402	1663	0.530	880	1.1	4.586	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1250	536	1551	0.806	1241	3.9	11.290	B
2	292	1474	645	0.452	290	0.8	10.095	B
3	826	864	1068	0.773	819	3.2	14.026	B
4	1079	490	1609	0.670	1076	2.0	6.699	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1250	538	1550	0.806	1249	4.0	11.912	B
2	292	1483	641	0.455	292	0.8	10.303	B
3	826	869	1065	0.775	825	3.3	14.922	B
4	1079	494	1607	0.671	1079	2.0	6.814	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1020	442	1607	0.635	1029	1.8	6.330	A
2	238	1221	773	0.308	240	0.5	6.774	A
3	674	716	1149	0.587	682	1.4	7.824	A
4	881	408	1660	0.531	885	1.1	4.665	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	854	369	1649	0.518	857	1.1	4.560	A
2	200	1017	875	0.228	200	0.3	5.341	A
3	565	597	1214	0.465	567	0.9	5.579	A
4	738	339	1702	0.434	739	0.8	3.748	A



# 2035 With Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.92	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D21	2035 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	985	100.000
2		✓	158	100.000
3		✓	836	100.000
4		✓	875	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	475	502
	2	1	0	58	99
	3	447	89	0	300
	4	556	128	191	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	2
	2	0	0	3	0
	3	1	1	0	0
	4	1	0	1	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.66	6.46	1.9	A
2	0.23	6.14	0.3	A
3	0.76	12.36	3.1	B
4	0.60	5.68	1.5	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	742	306	1725	0.430	739	0.7	3.638	A
2	119	876	964	0.123	118	0.1	4.255	A
3	629	451	1325	0.475	626	0.9	5.123	A
4	659	402	1714	0.384	656	0.6	3.398	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	885	366	1690	0.524	884	1.1	4.459	A
2	142	1048	878	0.162	142	0.2	4.887	A
3	752	540	1277	0.589	750	1.4	6.805	A
4	787	481	1664	0.473	786	0.9	4.091	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1085	448	1643	0.660	1081	1.9	6.376	A
2	174	1282	762	0.228	174	0.3	6.109	A
3	920	661	1212	0.760	914	3.0	11.851	B
4	963	587	1599	0.603	961	1.5	5.621	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1085	449	1642	0.661	1084	1.9	6.457	A
2	174	1286	761	0.229	174	0.3	6.135	A
3	920	663	1211	0.760	920	3.1	12.357	B
4	963	591	1597	0.603	963	1.5	5.684	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	885	368	1689	0.524	889	1.1	4.516	A
2	142	1054	876	0.162	142	0.2	4.914	A
3	752	543	1275	0.589	758	1.5	7.042	A
4	787	487	1661	0.474	789	0.9	4.141	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	742	308	1724	0.430	743	0.8	3.675	A
2	119	881	961	0.124	119	0.1	4.276	A
3	629	454	1324	0.476	632	0.9	5.217	A
4	659	406	1711	0.385	660	0.6	3.426	A

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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- »2024 Survey Flows, AM
  - »2024 Survey Flows, PM
  - »2024 Survey Flows, Sat
  - »2025 Without Development, AM
  - »2025 Without Development, PM
  - »2025 Without Development, Sat
  - »2030 Without Development, AM
  - »2030 Without Development, PM
  - »2030 Without Development, Sat
  - »2035 Without Development, AM
  - »2035 Without Development, PM
  - »2035 Without Development, Sat
  - »2025 With Development, AM
  - »2025 With Development, PM
  - »2025 With Development, Sat
  - »2030 With Development, AM
  - »2030 With Development, PM
  - »2030 With Development, Sat
  - »2035 With Development, AM
  - »2035 With Development, PM
  - »2035 With Development, Sat

### Summary of junction performance

	AM					PM					Sat				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
<b>2024 Survey Flows</b>															
Arm 1	D1	1.1	8.80	0.53	A	D2	1.0	8.89	0.50	A	D3	0.8	7.33	0.44	A
Arm 2		0.9	3.97	0.46	A		1.7	5.85	0.64	A		1.0	4.20	0.51	A
Arm 3		0.2	7.73	0.18	A		0.5	11.62	0.34	B		0.4	9.43	0.30	A
Arm 4		0.7	4.44	0.43	A		1.3	6.18	0.57	A		0.8	4.45	0.43	A
<b>2025 Without Development</b>															
Arm 1	D4	1.1	8.84	0.53	A	D5	1.0	8.93	0.50	A	D6	0.8	7.36	0.44	A
Arm 2		0.9	3.98	0.46	A		1.8	5.88	0.64	A		1.0	4.22	0.51	A
Arm 3		0.2	7.75	0.18	A		0.5	11.67	0.34	B		0.4	9.46	0.30	A
Arm 4		0.7	4.46	0.43	A		1.3	6.21	0.57	A		0.8	4.46	0.44	A
<b>2030 Without Development</b>															
Arm 1	D7	1.3	9.68	0.56	A	D8	1.1	9.65	0.53	A	D9	0.9	7.90	0.47	A
Arm 2		0.9	4.17	0.49	A		2.0	6.44	0.67	A		1.2	4.47	0.54	A
Arm 3		0.2	8.08	0.20	A		0.6	12.73	0.37	B		0.5	10.12	0.33	B
Arm 4		0.8	4.65	0.45	A		1.5	6.71	0.60	A		0.8	4.68	0.46	A
<b>2035 Without Development</b>															
Arm 1	D10	1.4	10.39	0.59	B	D11	1.3	10.37	0.56	B	D12	1.0	8.35	0.49	A
Arm 2		1.0	4.30	0.50	A		2.2	6.89	0.69	A		1.3	4.67	0.56	A
Arm 3		0.3	8.32	0.21	A		0.7	13.67	0.40	B		0.5	10.63	0.34	B
Arm 4		0.9	4.80	0.46	A		1.6	7.12	0.62	A		0.9	4.87	0.48	A
<b>2025 With Development</b>															
Arm 1	D13	1.1	8.96	0.54	A	D14	1.0	9.20	0.51	A	D15	0.8	7.52	0.45	A
Arm 2		0.9	4.02	0.47	A		1.9	6.14	0.65	A		1.1	4.36	0.53	A
Arm 3		0.2	7.80	0.18	A		0.5	12.33	0.36	B		0.4	9.72	0.31	A
Arm 4		0.7	4.44	0.43	A		1.4	6.40	0.59	A		0.8	4.54	0.45	A
<b>2030 With Development</b>															
Arm 1	D16	1.3	9.88	0.57	A	D17	1.2	9.96	0.54	A	D18	0.9	8.08	0.48	A
Arm 2		1.0	4.21	0.49	A		2.2	6.76	0.69	A		1.2	4.62	0.55	A
Arm 3		0.2	8.14	0.20	A		0.6	13.52	0.39	B		0.5	10.41	0.33	B
Arm 4		0.8	4.70	0.45	A		1.6	6.93	0.61	A		0.9	4.78	0.47	A
<b>2035 With Development</b>															
Arm 1	D19	1.5	10.62	0.60	B	D20	1.3	10.73	0.57	B	D21	1.0	8.55	0.50	A
Arm 2		1.0	4.35	0.51	A		2.4	7.27	0.71	A		1.3	4.84	0.57	A
Arm 3		0.3	8.38	0.21	A		0.7	14.56	0.41	B		0.5	10.95	0.35	B
Arm 4		0.9	4.86	0.47	A		1.7	7.37	0.64	A		0.9	4.97	0.49	A

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

## File summary

### File Description

Title	
Location	
Site number	
Date	07/11/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	LAPTOP-7PJKROJB\lloyd
Description	

## Units

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

## Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Survey Flows	AM	ONE HOUR	08:00	09:30	15
D2	2024 Survey Flows	PM	ONE HOUR	14:45	16:15	15
D3	2024 Survey Flows	Sat	ONE HOUR	12:00	13:30	15
D4	2025 Without Development	AM	ONE HOUR	08:00	09:30	15
D5	2025 Without Development	PM	ONE HOUR	14:45	16:15	15
D6	2025 Without Development	Sat	ONE HOUR	12:00	13:30	15
D7	2030 Without Development	AM	ONE HOUR	08:00	09:30	15
D8	2030 Without Development	PM	ONE HOUR	14:45	16:15	15
D9	2030 Without Development	Sat	ONE HOUR	12:00	13:30	15
D10	2035 Without Development	AM	ONE HOUR	08:00	09:30	15
D11	2035 Without Development	PM	ONE HOUR	14:45	16:15	15
D12	2035 Without Development	Sat	ONE HOUR	12:00	13:30	15
D13	2025 With Development	AM	ONE HOUR	08:00	09:30	15
D14	2025 With Development	PM	ONE HOUR	14:45	16:15	15
D15	2025 With Development	Sat	ONE HOUR	12:00	13:30	15
D16	2030 With Development	AM	ONE HOUR	08:00	09:30	15
D17	2030 With Development	PM	ONE HOUR	14:45	16:15	15
D18	2030 With Development	Sat	ONE HOUR	12:00	13:30	15
D19	2035 With Development	AM	ONE HOUR	08:00	09:30	15
D20	2035 With Development	PM	ONE HOUR	14:45	16:15	15
D21	2035 With Development	Sat	ONE HOUR	12:00	13:30	15

## Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

# 2024 Survey Flows, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.43	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Arms

### Arms

Arm	Name	Description
1	Unnamed Arm	
2	A4048 (S)	
3	Woodfield Terrace	
4	A4048 (N)	

### Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.50	6.21	1.1	16.9	61.1	19.0	
2	3.50	8.75	21.8	14.9	61.1	40.4	
3	3.00	5.82	2.0	7.2	61.1	55.0	
4	3.73	7.40	20.4	8.6	61.1	43.2	

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.471	1187
2	0.564	1855
3	0.365	878
4	0.511	1633

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Survey Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	417	100.000
2		✓	710	100.000
3		✓	94	100.000
4		✓	544	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	321	44	52
	2	180	0	45	485
	3	25	35	0	34
	4	44	469	31	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	7	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.53	8.80	1.1	A
2	0.46	3.97	0.9	A
3	0.18	7.73	0.2	A
4	0.43	4.44	0.7	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	314	401	960	0.327	312	0.5	5.542	A
2	535	95	1713	0.312	533	0.5	3.045	A
3	71	538	665	0.106	70	0.1	6.045	A
4	410	180	1451	0.282	408	0.4	3.448	A



**08:15 - 08:30**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	375	480	921	0.407	374	0.7	6.572	A
2	638	114	1703	0.375	638	0.6	3.378	A
3	85	644	625	0.135	84	0.2	6.662	A
4	489	216	1433	0.341	489	0.5	3.809	A

**08:30 - 08:45**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	459	588	869	0.529	457	1.1	8.718	A
2	782	139	1689	0.463	781	0.9	3.961	A
3	103	788	570	0.182	103	0.2	7.712	A
4	599	264	1409	0.425	598	0.7	4.434	A

**08:45 - 09:00**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	459	589	868	0.529	459	1.1	8.795	A
2	782	140	1688	0.463	782	0.9	3.970	A
3	103	789	569	0.182	103	0.2	7.727	A
4	599	264	1409	0.425	599	0.7	4.443	A

**09:00 - 09:15**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	375	482	920	0.407	377	0.7	6.641	A
2	638	115	1702	0.375	639	0.6	3.391	A
3	85	646	624	0.135	85	0.2	6.679	A
4	489	216	1433	0.341	490	0.5	3.820	A

**09:15 - 09:30**

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	314	403	959	0.328	315	0.5	5.600	A
2	535	96	1713	0.312	535	0.5	3.059	A
3	71	540	664	0.107	71	0.1	6.074	A
4	410	181	1450	0.282	410	0.4	3.461	A

# 2024 Survey Flows, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.83	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Survey Flows	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	368	100.000
2		✓	982	100.000
3		✓	146	100.000
4		✓	708	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	259	55	54
	2	268	0	66	648
	3	59	42	0	45
	4	81	582	45	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	0
	2	1	0	0	5
	3	2	0	0	0
	4	1	5	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.50	8.89	1.0	A
2	0.64	5.85	1.7	A
3	0.34	11.62	0.5	B
4	0.57	6.18	1.3	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	277	501	924	0.300	275	0.4	5.535	A
2	739	115	1727	0.428	736	0.7	3.625	A
3	110	727	598	0.184	109	0.2	7.343	A
4	533	276	1426	0.374	531	0.6	4.010	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	331	600	876	0.378	330	0.6	6.587	A
2	883	138	1714	0.515	882	1.1	4.318	A
3	131	871	545	0.241	131	0.3	8.695	A
4	636	331	1399	0.455	636	0.8	4.709	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	405	735	811	0.500	404	1.0	8.804	A
2	1081	169	1697	0.637	1079	1.7	5.796	A
3	161	1065	471	0.341	160	0.5	11.527	B
4	780	405	1363	0.572	778	1.3	6.132	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	405	737	810	0.500	405	1.0	8.886	A
2	1081	170	1697	0.637	1081	1.7	5.849	A
3	161	1068	470	0.342	161	0.5	11.619	B
4	780	406	1362	0.572	779	1.3	6.180	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	331	603	875	0.378	332	0.6	6.656	A
2	883	139	1714	0.515	885	1.1	4.361	A
3	131	875	543	0.242	132	0.3	8.774	A
4	636	333	1398	0.455	638	0.8	4.750	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	277	505	922	0.300	278	0.4	5.592	A
2	739	116	1726	0.428	741	0.8	3.659	A
3	110	732	597	0.184	110	0.2	7.405	A
4	533	278	1425	0.374	534	0.6	4.044	A

# 2024 Survey Flows, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.27	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Survey Flows	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	346	100.000
2		✓	810	100.000
3		✓	149	100.000
4		✓	566	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	225	48	73
	2	219	0	71	520
	3	36	77	0	36
	4	49	489	28	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.44	7.33	0.8	A
2	0.51	4.20	1.0	A
3	0.30	9.43	0.4	A
4	0.43	4.45	0.8	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	260	445	971	0.268	259	0.4	5.049	A
2	610	112	1778	0.343	608	0.5	3.071	A
3	112	609	650	0.173	111	0.2	6.679	A
4	426	249	1492	0.286	425	0.4	3.368	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	311	533	929	0.335	311	0.5	5.816	A
2	728	134	1765	0.412	727	0.7	3.467	A
3	134	729	606	0.221	134	0.3	7.620	A
4	509	298	1467	0.347	508	0.5	3.752	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	381	653	873	0.437	380	0.8	7.291	A
2	892	164	1749	0.510	890	1.0	4.188	A
3	164	893	546	0.300	163	0.4	9.394	A
4	623	365	1433	0.435	622	0.8	4.435	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	381	654	872	0.437	381	0.8	7.330	A
2	892	164	1748	0.510	892	1.0	4.202	A
3	164	894	546	0.301	164	0.4	9.435	A
4	623	366	1433	0.435	623	0.8	4.445	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	311	535	928	0.335	312	0.5	5.853	A
2	728	134	1765	0.413	729	0.7	3.479	A
3	134	731	605	0.221	135	0.3	7.660	A
4	509	299	1467	0.347	510	0.5	3.768	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	260	448	969	0.269	261	0.4	5.086	A
2	610	112	1778	0.343	611	0.5	3.088	A
3	112	612	649	0.173	112	0.2	6.718	A
4	426	250	1491	0.286	427	0.4	3.381	A

# 2025 Without Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.45	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2025 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	418	100.000
2		✓	713	100.000
3		✓	94	100.000
4		✓	546	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	322	44	52
	2	181	0	45	487
	3	25	35	0	34
	4	44	471	31	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	7	0	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.53	8.84	1.1	A
2	0.46	3.98	0.9	A
3	0.18	7.75	0.2	A
4	0.43	4.46	0.7	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	315	403	959	0.328	313	0.5	5.555	A
2	537	95	1713	0.313	535	0.5	3.051	A
3	71	540	664	0.107	70	0.1	6.057	A
4	411	181	1450	0.283	409	0.4	3.455	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	376	482	920	0.408	375	0.7	6.594	A
2	641	114	1703	0.376	640	0.6	3.386	A
3	85	647	624	0.136	84	0.2	6.674	A
4	491	216	1433	0.343	490	0.5	3.818	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	460	590	868	0.530	459	1.1	8.764	A
2	785	139	1689	0.465	784	0.9	3.976	A
3	103	792	569	0.182	103	0.2	7.733	A
4	601	265	1409	0.427	600	0.7	4.449	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	460	591	867	0.531	460	1.1	8.842	A
2	785	140	1688	0.465	785	0.9	3.984	A
3	103	793	568	0.182	103	0.2	7.748	A
4	601	265	1408	0.427	601	0.7	4.459	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	376	484	919	0.409	377	0.7	6.661	A
2	641	115	1702	0.377	642	0.6	3.399	A
3	85	648	623	0.136	85	0.2	6.694	A
4	491	217	1432	0.343	492	0.5	3.830	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	315	405	958	0.329	316	0.5	5.613	A
2	537	96	1713	0.313	537	0.5	3.065	A
3	71	543	663	0.107	71	0.1	6.080	A
4	411	182	1450	0.284	412	0.4	3.468	A

# 2025 Without Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.86	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	369	100.000
2		✓	985	100.000
3		✓	146	100.000
4		✓	710	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	260	55	54
	2	269	0	66	650
	3	59	42	0	45
	4	81	584	45	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	0
	2	1	0	0	5
	3	2	0	0	0
	4	1	5	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.50	8.93	1.0	A
2	0.64	5.88	1.8	A
3	0.34	11.67	0.5	B
4	0.57	6.21	1.3	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	278	503	923	0.301	276	0.4	5.548	A
2	742	115	1727	0.429	739	0.7	3.633	A
3	110	729	598	0.184	109	0.2	7.355	A
4	535	277	1426	0.375	532	0.6	4.018	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	332	602	875	0.379	331	0.6	6.609	A
2	885	138	1714	0.517	884	1.1	4.333	A
3	131	873	543	0.241	131	0.3	8.716	A
4	638	332	1399	0.456	637	0.8	4.723	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	406	737	810	0.502	405	1.0	8.849	A
2	1085	169	1697	0.639	1082	1.7	5.827	A
3	161	1069	470	0.342	160	0.5	11.574	B
4	782	406	1362	0.574	780	1.3	6.162	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	406	739	809	0.502	406	1.0	8.935	A
2	1085	170	1697	0.639	1084	1.8	5.878	A
3	161	1071	469	0.343	161	0.5	11.666	B
4	782	407	1361	0.574	782	1.3	6.209	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	332	605	874	0.380	333	0.6	6.681	A
2	885	139	1714	0.517	888	1.1	4.375	A
3	131	877	542	0.242	132	0.3	8.797	A
4	638	334	1398	0.457	640	0.8	4.764	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	278	506	922	0.301	279	0.4	5.606	A
2	742	116	1726	0.430	743	0.8	3.664	A
3	110	734	596	0.184	110	0.2	7.421	A
4	535	279	1425	0.375	536	0.6	4.054	A

# 2025 Without Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.29	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2025 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	347	100.000
2		✓	813	100.000
3		✓	149	100.000
4		✓	568	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	226	48	73
	2	220	0	71	522
	3	36	77	0	36
	4	49	491	28	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.44	7.36	0.8	A
2	0.51	4.22	1.0	A
3	0.30	9.46	0.4	A
4	0.44	4.46	0.8	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	261	447	970	0.269	260	0.4	5.060	A
2	612	112	1778	0.344	610	0.5	3.077	A
3	112	611	649	0.173	111	0.2	6.689	A
4	428	250	1492	0.287	426	0.4	3.374	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	312	535	928	0.336	311	0.5	5.832	A
2	731	134	1765	0.414	730	0.7	3.476	A
3	134	732	605	0.221	134	0.3	7.636	A
4	511	299	1467	0.348	510	0.5	3.761	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	382	655	871	0.438	381	0.8	7.322	A
2	895	164	1749	0.512	894	1.0	4.204	A
3	164	896	545	0.301	163	0.4	9.424	A
4	625	366	1433	0.436	624	0.8	4.448	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	382	656	871	0.439	382	0.8	7.362	A
2	895	164	1748	0.512	895	1.0	4.219	A
3	164	897	544	0.301	164	0.4	9.465	A
4	625	367	1432	0.437	625	0.8	4.460	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	312	537	927	0.336	313	0.5	5.869	A
2	731	134	1765	0.414	732	0.7	3.491	A
3	134	734	604	0.222	135	0.3	7.679	A
4	511	300	1466	0.348	512	0.5	3.774	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	261	449	969	0.270	262	0.4	5.098	A
2	612	112	1778	0.344	613	0.5	3.094	A
3	112	614	648	0.173	112	0.2	6.731	A
4	428	251	1491	0.287	428	0.4	3.388	A



# 2030 Without Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.80	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	438	100.000
2		✓	745	100.000
3		✓	99	100.000
4		✓	571	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	337	46	55
	2	189	0	47	509
	3	26	37	0	36
	4	46	492	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	7	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.56	9.68	1.3	A
2	0.49	4.17	0.9	A
3	0.20	8.08	0.2	A
4	0.45	4.65	0.8	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	330	421	950	0.347	328	0.5	5.767	A
2	561	100	1710	0.328	559	0.5	3.121	A
3	75	565	655	0.114	74	0.1	6.194	A
4	430	189	1446	0.297	428	0.4	3.529	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	394	505	909	0.433	393	0.8	6.957	A
2	670	120	1699	0.394	669	0.6	3.492	A
3	89	676	612	0.145	89	0.2	6.874	A
4	513	226	1428	0.360	513	0.6	3.931	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	482	618	854	0.565	480	1.3	9.569	A
2	820	147	1684	0.487	819	0.9	4.154	A
3	109	828	555	0.196	109	0.2	8.064	A
4	629	277	1403	0.448	628	0.8	4.639	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	482	619	854	0.565	482	1.3	9.682	A
2	820	148	1684	0.487	820	0.9	4.167	A
3	109	829	554	0.197	109	0.2	8.082	A
4	629	277	1403	0.448	629	0.8	4.651	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	394	506	909	0.433	396	0.8	7.047	A
2	670	121	1699	0.394	671	0.7	3.507	A
3	89	678	612	0.146	89	0.2	6.897	A
4	513	227	1427	0.360	514	0.6	3.947	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	330	424	949	0.348	331	0.5	5.836	A
2	561	101	1710	0.328	562	0.5	3.135	A
3	75	568	654	0.114	75	0.1	6.221	A
4	430	190	1446	0.297	430	0.4	3.546	A

# 2030 Without Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.46	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	387	100.000
2		✓	1029	100.000
3		✓	153	100.000
4		✓	741	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	272	58	57
	2	281	0	69	679
	3	62	44	0	47
	4	85	609	47	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	0
	2	1	0	0	5
	3	2	0	0	0
	4	1	5	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.53	9.65	1.1	A
2	0.67	6.44	2.0	A
3	0.37	12.73	0.6	B
4	0.60	6.71	1.5	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	291	524	919	0.317	290	0.5	5.702	A
2	775	121	1723	0.450	771	0.8	3.770	A
3	115	762	585	0.197	114	0.2	7.628	A
4	558	290	1419	0.393	555	0.6	4.153	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	348	628	869	0.401	347	0.7	6.904	A
2	925	145	1710	0.541	924	1.2	4.569	A
3	138	913	529	0.260	137	0.3	9.183	A
4	666	347	1391	0.479	665	0.9	4.951	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	426	768	800	0.532	424	1.1	9.530	A
2	1133	178	1692	0.670	1130	2.0	6.364	A
3	168	1116	452	0.372	168	0.6	12.601	B
4	816	425	1353	0.603	814	1.5	6.644	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	426	771	799	0.533	426	1.1	9.647	A
2	1133	178	1692	0.670	1133	2.0	6.439	A
3	168	1120	451	0.373	168	0.6	12.732	B
4	816	426	1352	0.603	816	1.5	6.709	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	348	632	867	0.401	350	0.7	6.986	A
2	925	146	1709	0.541	928	1.2	4.627	A
3	138	918	527	0.261	138	0.4	9.290	A
4	666	349	1390	0.479	668	0.9	5.006	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	291	528	917	0.318	292	0.5	5.767	A
2	775	122	1723	0.450	776	0.8	3.807	A
3	115	767	583	0.197	116	0.2	7.704	A
4	558	292	1418	0.393	559	0.7	4.195	A

# 2030 Without Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.62	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2030 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	364	100.000
2		✓	852	100.000
3		✓	157	100.000
4		✓	595	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	237	50	77
	2	230	0	75	547
	3	38	81	0	38
	4	52	514	29	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.47	7.90	0.9	A
2	0.54	4.47	1.2	A
3	0.33	10.12	0.5	B
4	0.46	4.68	0.8	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	274	468	960	0.285	272	0.4	5.225	A
2	641	117	1775	0.361	639	0.6	3.162	A
3	118	641	638	0.185	117	0.2	6.901	A
4	448	261	1486	0.301	446	0.4	3.457	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	327	560	916	0.357	327	0.5	6.099	A
2	766	140	1762	0.435	765	0.8	3.608	A
3	141	767	592	0.238	141	0.3	7.973	A
4	535	313	1459	0.367	534	0.6	3.888	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	401	686	857	0.468	400	0.9	7.846	A
2	938	171	1744	0.538	937	1.2	4.449	A
3	173	939	529	0.327	172	0.5	10.062	B
4	655	383	1424	0.460	654	0.8	4.669	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	401	687	856	0.468	401	0.9	7.899	A
2	938	172	1744	0.538	938	1.2	4.466	A
3	173	940	529	0.327	173	0.5	10.116	B
4	655	384	1423	0.460	655	0.8	4.685	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	327	562	915	0.358	328	0.6	6.149	A
2	766	141	1761	0.435	767	0.8	3.629	A
3	141	769	591	0.239	142	0.3	8.025	A
4	535	315	1459	0.367	536	0.6	3.906	A



13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	274	471	959	0.286	275	0.4	5.267	A
2	641	118	1775	0.361	642	0.6	3.183	A
3	118	644	637	0.186	119	0.2	6.951	A
4	448	263	1485	0.302	449	0.4	3.474	A

# 2035 Without Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.08	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2035 Without Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	453	100.000
2		✓	768	100.000
3		✓	102	100.000
4		✓	590	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	349	48	56
	2	194	0	49	525
	3	27	38	0	37
	4	48	508	34	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	7	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.59	10.39	1.4	B
2	0.50	4.30	1.0	A
3	0.21	8.32	0.3	A
4	0.46	4.80	0.9	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	341	435	944	0.361	339	0.6	5.926	A
2	578	103	1709	0.338	576	0.5	3.172	A
3	77	581	648	0.118	76	0.1	6.287	A
4	444	194	1444	0.308	442	0.4	3.589	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	407	521	902	0.451	406	0.8	7.241	A
2	690	124	1698	0.407	690	0.7	3.570	A
3	92	696	605	0.152	92	0.2	7.011	A
4	530	233	1425	0.372	530	0.6	4.020	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	499	637	846	0.590	496	1.4	10.240	B
2	846	151	1682	0.503	844	1.0	4.290	A
3	112	852	546	0.206	112	0.3	8.295	A
4	650	285	1399	0.464	649	0.9	4.790	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	499	639	845	0.590	499	1.4	10.387	B
2	846	152	1682	0.503	846	1.0	4.304	A
3	112	853	545	0.206	112	0.3	8.317	A
4	650	285	1399	0.464	650	0.9	4.804	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	407	523	902	0.452	410	0.8	7.354	A
2	690	125	1697	0.407	692	0.7	3.587	A
3	92	698	604	0.152	92	0.2	7.034	A
4	530	233	1424	0.372	531	0.6	4.037	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	341	437	943	0.362	342	0.6	6.001	A
2	578	104	1708	0.338	579	0.5	3.188	A
3	77	584	647	0.119	77	0.1	6.315	A
4	444	195	1443	0.308	445	0.4	3.609	A

# 2035 Without Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	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)
D11	2035 Without Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	400	100.000
2		✓	1060	100.000
3		✓	159	100.000
4		✓	763	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	281	60	59
	2	289	0	71	700
	3	64	46	0	49
	4	87	628	48	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	0
	2	1	0	0	5
	3	2	0	0	0
	4	1	5	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.56	10.37	1.3	B
2	0.69	6.89	2.2	A
3	0.40	13.67	0.7	B
4	0.62	7.12	1.6	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	301	541	911	0.331	299	0.5	5.864	A
2	798	125	1721	0.464	795	0.9	3.871	A
3	120	786	577	0.208	119	0.3	7.846	A
4	574	299	1415	0.406	572	0.7	4.255	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	360	648	859	0.419	359	0.7	7.182	A
2	953	150	1708	0.558	951	1.2	4.751	A
3	143	941	518	0.276	142	0.4	9.567	A
4	686	358	1386	0.495	685	1.0	5.127	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	440	792	789	0.559	438	1.2	10.216	B
2	1167	183	1689	0.691	1163	2.2	6.798	A
3	175	1150	440	0.398	174	0.6	13.494	B
4	840	438	1346	0.624	837	1.6	7.036	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	440	795	787	0.559	440	1.3	10.373	B
2	1167	184	1689	0.691	1167	2.2	6.894	A
3	175	1154	438	0.399	175	0.7	13.670	B
4	840	439	1346	0.624	840	1.6	7.117	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	360	652	857	0.420	362	0.7	7.295	A
2	953	151	1707	0.558	957	1.3	4.821	A
3	143	946	516	0.277	144	0.4	9.696	A
4	686	360	1385	0.495	689	1.0	5.191	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	301	545	909	0.331	302	0.5	5.939	A
2	798	126	1721	0.464	800	0.9	3.916	A
3	120	791	575	0.208	120	0.3	7.932	A
4	574	301	1414	0.406	576	0.7	4.302	A

# 2035 Without Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2035 Without Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	376	100.000
2		✓	881	100.000
3		✓	162	100.000
4		✓	615	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	245	52	79
	2	238	0	77	566
	3	39	84	0	39
	4	53	532	30	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.49	8.35	1.0	A
2	0.56	4.67	1.3	A
3	0.34	10.63	0.5	B
4	0.48	4.87	0.9	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	283	484	952	0.297	281	0.4	5.354	A
2	663	121	1773	0.374	661	0.6	3.230	A
3	122	662	630	0.194	121	0.2	7.057	A
4	463	270	1481	0.313	461	0.5	3.523	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	338	580	907	0.373	337	0.6	6.312	A
2	792	144	1759	0.450	791	0.8	3.714	A
3	146	793	583	0.250	145	0.3	8.226	A
4	553	324	1454	0.380	552	0.6	3.990	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	710	846	0.490	413	0.9	8.285	A
2	970	177	1741	0.557	968	1.2	4.648	A
3	178	970	518	0.345	178	0.5	10.562	B
4	677	396	1417	0.478	676	0.9	4.848	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	414	711	845	0.490	414	1.0	8.351	A
2	970	177	1741	0.557	970	1.3	4.669	A
3	178	972	517	0.345	178	0.5	10.626	B
4	677	397	1417	0.478	677	0.9	4.867	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	338	582	906	0.373	339	0.6	6.369	A
2	792	145	1759	0.450	794	0.8	3.735	A
3	146	796	582	0.250	146	0.3	8.288	A
4	553	326	1453	0.380	554	0.6	4.008	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	283	487	951	0.298	284	0.4	5.402	A
2	663	121	1772	0.374	664	0.6	3.250	A
3	122	666	629	0.194	122	0.2	7.110	A
4	463	272	1480	0.313	464	0.5	3.542	A

# 2025 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.49	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2025 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	422	100.000
2		✓	721	100.000
3		✓	94	100.000
4		✓	552	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	326	44	52
	2	183	0	45	493
	3	25	35	0	34
	4	44	477	31	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	6	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.54	8.96	1.1	A
2	0.47	4.02	0.9	A
3	0.18	7.80	0.2	A
4	0.43	4.44	0.7	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	318	407	958	0.332	316	0.5	5.586	A
2	543	95	1713	0.317	541	0.5	3.061	A
3	71	546	662	0.107	70	0.1	6.081	A
4	416	182	1461	0.284	414	0.4	3.433	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	379	488	920	0.413	379	0.7	6.645	A
2	648	114	1703	0.381	648	0.6	3.410	A
3	85	654	621	0.136	84	0.2	6.708	A
4	496	218	1443	0.344	496	0.5	3.797	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	465	597	867	0.536	463	1.1	8.873	A
2	794	139	1689	0.470	793	0.9	4.013	A
3	103	800	565	0.183	103	0.2	7.789	A
4	608	267	1419	0.428	607	0.7	4.428	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	465	598	866	0.536	465	1.1	8.956	A
2	794	140	1688	0.470	794	0.9	4.024	A
3	103	802	565	0.183	103	0.2	7.804	A
4	608	268	1419	0.428	608	0.7	4.438	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	379	489	919	0.413	381	0.7	6.715	A
2	648	115	1702	0.381	649	0.6	3.420	A
3	85	656	620	0.136	85	0.2	6.729	A
4	496	219	1443	0.344	497	0.5	3.811	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	318	409	957	0.332	319	0.5	5.645	A
2	543	96	1713	0.317	543	0.5	3.079	A
3	71	549	661	0.107	71	0.1	6.106	A
4	416	183	1461	0.284	416	0.4	3.446	A

# 2025 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.12	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2025 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	374	100.000
2		✓	1009	100.000
3		✓	146	100.000
4		✓	721	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	265	55	54
	2	276	0	66	667
	3	59	42	0	45
	4	81	595	45	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	2	0
	2	1	0	0	5
	3	5	1	0	0
	4	1	5	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.51	9.20	1.0	A
2	0.65	6.14	1.9	A
3	0.36	12.33	0.5	B
4	0.59	6.40	1.4	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	282	511	919	0.306	280	0.4	5.617	A
2	760	115	1727	0.440	757	0.8	3.698	A
3	110	747	582	0.189	109	0.2	7.595	A
4	543	282	1422	0.382	540	0.6	4.071	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	336	612	870	0.386	335	0.6	6.723	A
2	907	138	1714	0.529	906	1.1	4.447	A
3	131	895	528	0.249	131	0.3	9.065	A
4	648	338	1394	0.465	647	0.9	4.812	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	412	749	804	0.512	410	1.0	9.105	A
2	1111	169	1697	0.655	1108	1.9	6.081	A
3	161	1095	454	0.354	160	0.5	12.219	B
4	794	414	1357	0.585	792	1.4	6.344	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	412	751	803	0.513	412	1.0	9.200	A
2	1111	170	1696	0.655	1111	1.9	6.144	A
3	161	1098	453	0.355	161	0.5	12.332	B
4	794	415	1356	0.585	794	1.4	6.399	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	336	615	869	0.387	338	0.6	6.802	A
2	907	139	1713	0.529	910	1.1	4.499	A
3	131	899	526	0.250	132	0.3	9.158	A
4	648	340	1393	0.465	650	0.9	4.857	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	282	514	917	0.307	282	0.4	5.677	A
2	760	116	1726	0.440	761	0.8	3.737	A
3	110	752	580	0.189	110	0.2	7.663	A
4	543	284	1421	0.382	544	0.6	4.107	A



# 2025 With Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.41	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2025 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	352	100.000
2		✓	838	100.000
3		✓	149	100.000
4		✓	577	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	231	48	73
	2	229	0	71	538
	3	36	77	0	36
	4	49	500	28	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.45	7.52	0.8	A
2	0.53	4.36	1.1	A
3	0.31	9.72	0.4	A
4	0.45	4.54	0.8	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	265	454	967	0.274	264	0.4	5.109	A
2	631	112	1778	0.355	629	0.5	3.127	A
3	112	630	642	0.175	111	0.2	6.763	A
4	434	256	1488	0.292	433	0.4	3.406	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	316	543	924	0.342	316	0.5	5.911	A
2	753	134	1765	0.427	753	0.7	3.553	A
3	134	754	597	0.225	134	0.3	7.771	A
4	519	307	1463	0.355	518	0.5	3.809	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	388	665	867	0.447	386	0.8	7.474	A
2	923	164	1749	0.528	921	1.1	4.343	A
3	164	923	535	0.307	163	0.4	9.676	A
4	635	376	1428	0.445	634	0.8	4.531	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	388	666	866	0.447	388	0.8	7.518	A
2	923	164	1748	0.528	923	1.1	4.359	A
3	164	925	534	0.307	164	0.4	9.722	A
4	635	377	1427	0.445	635	0.8	4.544	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	316	545	923	0.343	318	0.5	5.953	A
2	753	134	1765	0.427	755	0.7	3.567	A
3	134	757	596	0.225	135	0.3	7.816	A
4	519	308	1462	0.355	520	0.6	3.823	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	265	456	965	0.274	266	0.4	5.149	A
2	631	112	1778	0.355	632	0.6	3.143	A
3	112	633	641	0.175	112	0.2	6.817	A
4	434	258	1488	0.292	435	0.4	3.423	A

# 2030 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.88	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D16	2030 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	442	100.000
2		✓	753	100.000
3		✓	99	100.000
4		✓	577	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	341	46	55
	2	191	0	47	515
	3	26	37	0	36
	4	46	498	33	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	7	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	7	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	9.88	1.3	A
2	0.49	4.21	1.0	A
3	0.20	8.14	0.2	A
4	0.45	4.70	0.8	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	333	426	948	0.351	331	0.5	5.815	A
2	567	100	1710	0.331	565	0.5	3.137	A
3	75	571	652	0.114	74	0.1	6.218	A
4	434	190	1445	0.301	433	0.4	3.548	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	510	907	0.438	396	0.8	7.042	A
2	677	120	1699	0.398	676	0.7	3.517	A
3	89	683	610	0.146	89	0.2	6.910	A
4	519	228	1427	0.364	518	0.6	3.959	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	487	624	851	0.572	485	1.3	9.762	A
2	829	147	1684	0.492	828	1.0	4.197	A
3	109	836	552	0.198	109	0.2	8.124	A
4	635	279	1402	0.453	634	0.8	4.686	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	487	625	851	0.572	487	1.3	9.884	A
2	829	148	1684	0.492	829	1.0	4.210	A
3	109	838	551	0.198	109	0.2	8.144	A
4	635	280	1401	0.453	635	0.8	4.699	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	512	906	0.439	399	0.8	7.139	A
2	677	121	1699	0.398	678	0.7	3.532	A
3	89	686	609	0.146	89	0.2	6.931	A
4	519	229	1426	0.364	520	0.6	3.974	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	333	428	946	0.352	334	0.5	5.886	A
2	567	101	1710	0.332	568	0.5	3.154	A
3	75	574	651	0.114	75	0.1	6.246	A
4	434	192	1445	0.301	435	0.4	3.565	A

# 2030 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.77	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)
D17	2030 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	392	100.000
2		✓	1053	100.000
3		✓	153	100.000
4		✓	752	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	277	58	57
	2	288	0	69	696
	3	62	44	0	47
	4	85	620	47	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	0
	2	1	0	0	5
	3	5	1	0	0
	4	1	5	4	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.54	9.96	1.2	A
2	0.69	6.76	2.2	A
3	0.39	13.52	0.6	B
4	0.61	6.93	1.6	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	295	533	915	0.323	293	0.5	5.773	A
2	793	121	1723	0.460	789	0.8	3.841	A
3	115	780	570	0.202	114	0.3	7.882	A
4	566	295	1416	0.400	564	0.7	4.211	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	352	638	864	0.408	352	0.7	7.020	A
2	947	145	1710	0.554	945	1.2	4.697	A
3	138	934	513	0.268	137	0.4	9.565	A
4	676	353	1387	0.487	675	0.9	5.047	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	432	780	794	0.543	430	1.2	9.824	A
2	1159	178	1692	0.685	1156	2.1	6.668	A
3	168	1143	436	0.386	167	0.6	13.356	B
4	828	432	1348	0.614	825	1.6	6.858	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	432	783	793	0.544	432	1.2	9.956	A
2	1159	178	1692	0.685	1159	2.2	6.760	A
3	168	1146	435	0.388	168	0.6	13.517	B
4	828	434	1347	0.615	828	1.6	6.931	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	352	642	862	0.409	354	0.7	7.122	A
2	947	146	1709	0.554	950	1.3	4.763	A
3	138	939	511	0.269	139	0.4	9.690	A
4	676	356	1386	0.488	678	1.0	5.107	A



16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	295	536	913	0.323	296	0.5	5.843	A
2	793	122	1723	0.460	794	0.9	3.884	A
3	115	785	568	0.203	116	0.3	7.966	A
4	566	297	1415	0.400	567	0.7	4.253	A

# 2030 With Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.76	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2030 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	369	100.000
2		✓	877	100.000
3		✓	157	100.000
4		✓	604	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	242	50	77
	2	239	0	75	563
	3	38	81	0	38
	4	52	523	29	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.48	8.08	0.9	A
2	0.55	4.62	1.2	A
3	0.33	10.41	0.5	B
4	0.47	4.78	0.9	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	278	474	957	0.290	276	0.4	5.276	A
2	660	117	1775	0.372	658	0.6	3.215	A
3	118	659	631	0.187	117	0.2	6.993	A
4	455	268	1482	0.307	453	0.4	3.491	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	332	568	913	0.364	331	0.6	6.185	A
2	788	140	1762	0.447	788	0.8	3.691	A
3	141	789	584	0.242	141	0.3	8.119	A
4	543	321	1455	0.373	542	0.6	3.940	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	406	696	852	0.477	405	0.9	8.021	A
2	966	171	1744	0.554	964	1.2	4.603	A
3	173	966	519	0.333	172	0.5	10.350	B
4	665	393	1419	0.469	664	0.9	4.762	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	406	697	852	0.477	406	0.9	8.078	A
2	966	172	1744	0.554	966	1.2	4.624	A
3	173	968	519	0.333	173	0.5	10.408	B
4	665	394	1418	0.469	665	0.9	4.778	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	332	570	912	0.364	333	0.6	6.238	A
2	788	141	1762	0.448	790	0.8	3.714	A
3	141	792	583	0.242	142	0.3	8.175	A
4	543	323	1455	0.373	544	0.6	3.958	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	278	477	955	0.291	278	0.4	5.324	A
2	660	118	1775	0.372	661	0.6	3.235	A
3	118	663	630	0.188	119	0.2	7.045	A
4	455	270	1481	0.307	455	0.4	3.512	A

# 2035 With Development, AM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.17	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)
D19	2035 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	457	100.000
2		✓	776	100.000
3		✓	102	100.000
4		✓	596	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	353	48	56
	2	196	0	49	531
	3	27	38	0	37
	4	48	514	34	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	2	6	4
	2	3	0	2	6
	3	4	0	0	0
	4	0	7	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.60	10.62	1.5	B
2	0.51	4.35	1.0	A
3	0.21	8.38	0.3	A
4	0.47	4.86	0.9	A

### Main Results for each time segment

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	344	439	942	0.365	342	0.6	5.975	A
2	584	103	1709	0.342	582	0.5	3.190	A
3	77	587	646	0.119	76	0.1	6.312	A
4	449	196	1443	0.311	447	0.4	3.608	A

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	411	526	900	0.457	410	0.8	7.333	A
2	698	124	1697	0.411	697	0.7	3.596	A
3	92	703	602	0.152	92	0.2	7.049	A
4	536	234	1424	0.376	535	0.6	4.049	A

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	503	644	842	0.597	501	1.4	10.460	B
2	854	151	1682	0.508	853	1.0	4.335	A
3	112	861	542	0.207	112	0.3	8.359	A
4	656	287	1398	0.469	655	0.9	4.840	A

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	503	645	842	0.598	503	1.5	10.620	B
2	854	152	1682	0.508	854	1.0	4.350	A
3	112	862	542	0.207	112	0.3	8.382	A
4	656	287	1398	0.470	656	0.9	4.855	A

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	411	528	899	0.457	413	0.9	7.451	A
2	698	125	1697	0.411	699	0.7	3.610	A
3	92	705	601	0.153	92	0.2	7.072	A
4	536	235	1423	0.376	537	0.6	4.065	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	344	442	941	0.366	345	0.6	6.056	A
2	584	104	1708	0.342	585	0.5	3.205	A
3	77	590	645	0.119	77	0.1	6.339	A
4	449	197	1442	0.311	449	0.5	3.626	A

# 2035 With Development, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.34	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	2035 With Development	PM	ONE HOUR	14:45	16:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	405	100.000
2		✓	1084	100.000
3		✓	159	100.000
4		✓	774	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	286	60	59
	2	296	0	71	717
	3	64	46	0	49
	4	87	639	48	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	1	2	0
	2	1	0	0	5
	3	5	1	0	0
	4	1	5	4	0



## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	10.73	1.3	B
2	0.71	7.27	2.4	A
3	0.41	14.56	0.7	B
4	0.64	7.37	1.7	A

### Main Results for each time segment

#### 14:45 - 15:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	305	549	907	0.336	303	0.5	5.941	A
2	816	125	1721	0.474	813	0.9	3.947	A
3	120	803	561	0.213	119	0.3	8.110	A
4	583	304	1411	0.413	580	0.7	4.316	A

#### 15:00 - 15:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	364	658	854	0.426	363	0.7	7.322	A
2	974	150	1707	0.571	973	1.3	4.890	A
3	143	962	503	0.284	142	0.4	9.976	A
4	696	364	1382	0.504	695	1.0	5.230	A

#### 15:15 - 15:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	446	804	782	0.570	444	1.3	10.555	B
2	1194	183	1689	0.707	1189	2.3	7.145	A
3	175	1176	424	0.413	174	0.7	14.348	B
4	852	445	1341	0.635	849	1.7	7.274	A

#### 15:30 - 15:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	446	807	781	0.571	446	1.3	10.729	B
2	1194	184	1689	0.707	1193	2.4	7.265	A
3	175	1180	422	0.415	175	0.7	14.563	B
4	852	447	1340	0.636	852	1.7	7.369	A

#### 15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	364	662	852	0.427	366	0.8	7.444	A
2	974	151	1707	0.571	979	1.3	4.971	A
3	143	968	501	0.286	144	0.4	10.131	B
4	696	367	1380	0.504	699	1.0	5.302	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	305	553	905	0.337	306	0.5	6.018	A
2	816	126	1721	0.474	818	0.9	3.995	A
3	120	809	559	0.214	120	0.3	8.207	A
4	583	306	1410	0.413	584	0.7	4.363	A

# 2035 With Development, Sat

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.04	A

### Junction Network Options

Driving side	Lighting
Left	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D21	2035 With Development	Sat	ONE HOUR	12:00	13:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	381	100.000
2		✓	906	100.000
3		✓	162	100.000
4		✓	624	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	250	52	79
	2	247	0	77	582
	3	39	84	0	39
	4	53	541	30	0

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	2	1
	2	0	0	1	1
	3	3	0	0	0
	4	0	1	0	0

## Results

### Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.50	8.55	1.0	A
2	0.57	4.84	1.3	A
3	0.35	10.95	0.5	B
4	0.49	4.97	0.9	A

### Main Results for each time segment

#### 12:00 - 12:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	287	491	949	0.302	285	0.4	5.408	A
2	682	121	1773	0.385	680	0.6	3.286	A
3	122	681	623	0.196	121	0.2	7.153	A
4	470	277	1478	0.318	468	0.5	3.559	A

#### 12:15 - 12:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	343	588	903	0.379	342	0.6	6.404	A
2	814	144	1759	0.463	814	0.9	3.802	A
3	146	815	574	0.254	145	0.3	8.382	A
4	561	332	1450	0.387	560	0.6	4.044	A

#### 12:30 - 12:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	720	841	0.499	418	1.0	8.479	A
2	998	177	1741	0.573	996	1.3	4.817	A
3	178	998	508	0.351	178	0.5	10.878	B
4	687	406	1412	0.487	686	0.9	4.948	A

#### 12:45 - 13:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	419	721	840	0.499	419	1.0	8.552	A
2	998	177	1741	0.573	997	1.3	4.842	A
3	178	1000	507	0.352	178	0.5	10.951	B
4	687	407	1412	0.487	687	0.9	4.967	A

#### 13:00 - 13:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	343	590	902	0.380	344	0.6	6.466	A
2	814	145	1759	0.463	816	0.9	3.825	A
3	146	818	573	0.254	146	0.3	8.450	A
4	561	334	1449	0.387	562	0.6	4.066	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	287	494	948	0.303	288	0.4	5.459	A
2	682	121	1772	0.385	683	0.6	3.309	A
3	122	685	622	0.196	122	0.2	7.211	A
4	470	279	1477	0.318	470	0.5	3.578	A

# APPENDIX F

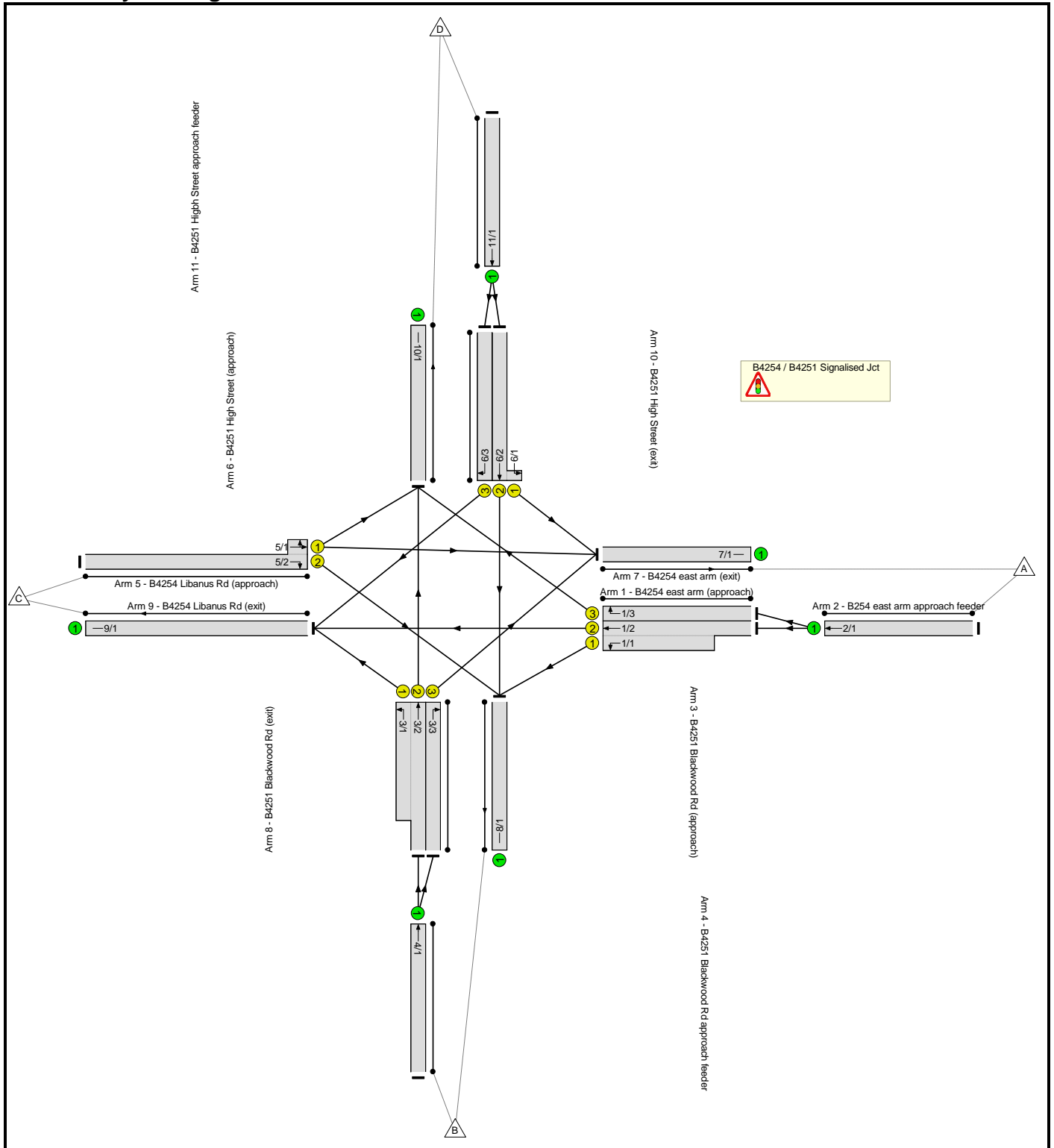
## LinSig Model Outputs

**Full Input Data And Results**

**User and Project Details**

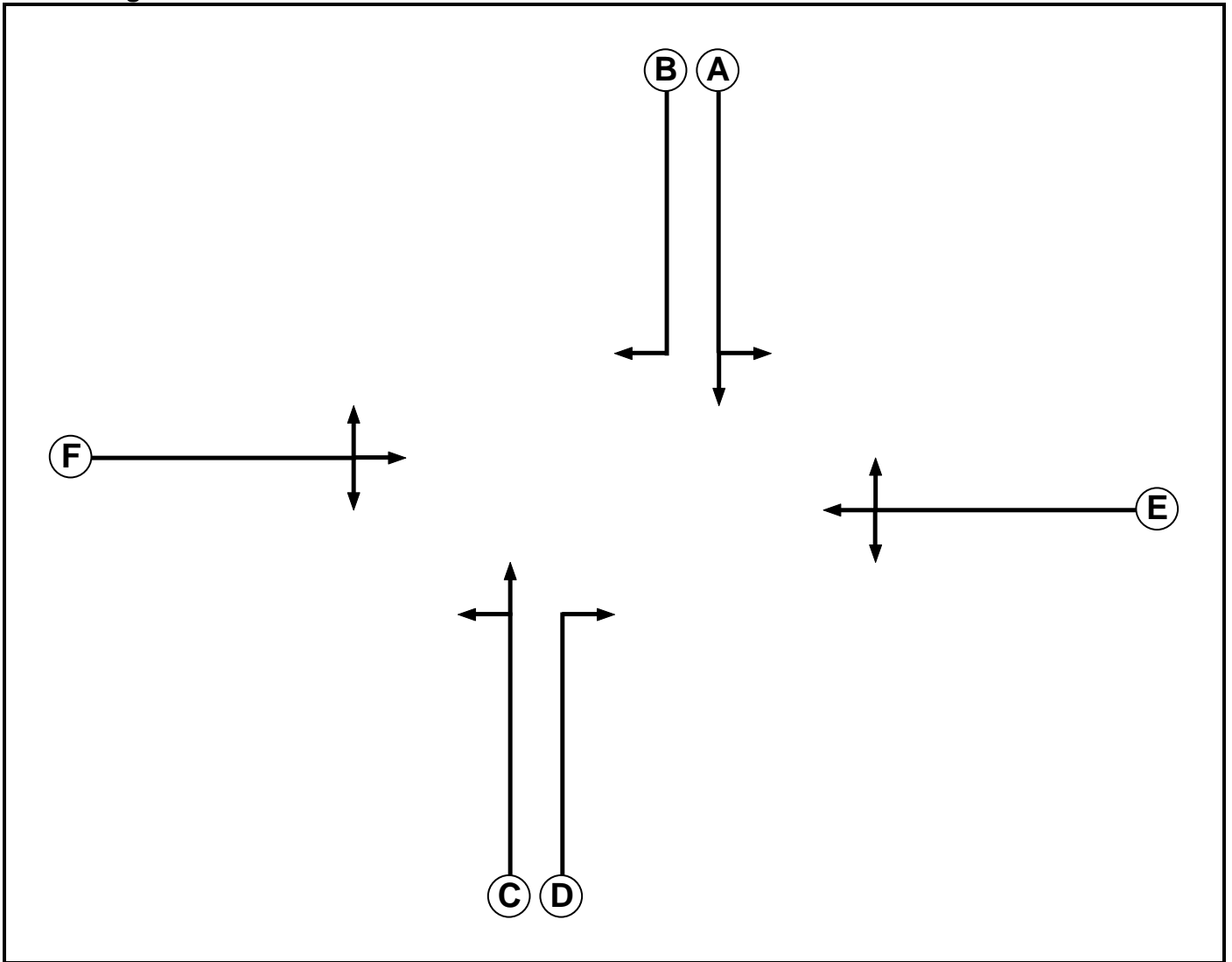
<b>Project:</b>	<b>Lidl, Blackwood</b>
<b>Title:</b>	<b>Assessment Junction J1</b>
<b>Location:</b>	
<b>Additional detail:</b>	
<b>File name:</b>	Assessment Junction J1_November 2024.lsg3x
<b>Author:</b>	
<b>Company:</b>	
<b>Address:</b>	

### Network Layout Diagram





**Phase Diagram**



**Phase Input Data**

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

## Full Input Data And Results

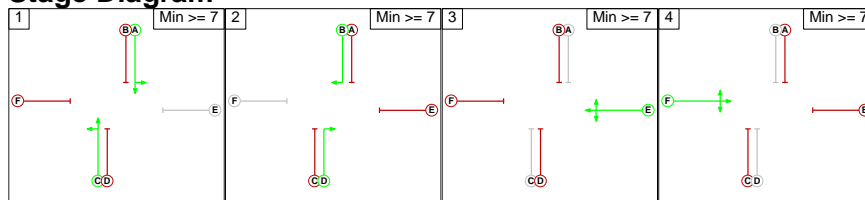
### Phase Intergrens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	-	-	5	-	-	-
	B	-	-	-	5	-	-
	C	-	5	-	-	-	-
	D	-	-	-	-	5	-
	E	-	-	-	-	-	5
	F	5	-	5	-	-	-

### Phases in Stage

Stage No.	Phases in Stage
1	A C
2	B D
3	E
4	F

### Stage Diagram



### Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

### Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	-	5	2	2
	2	2	-	5	2
	3	2	2	-	5
	4	5	2	2	-

Full Input Data And Results

**Give-Way Lane Input Data**

**Junction: B4254 / B4251 Signalised Jct**

There are no Opposed Lanes in this Junction

Full Input Data And Results

**Lane Input Data**

Junction: B4254 / B4251 Signalised Jct												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B4254 east arm approach))	U	E	2	3	11.3	Geom	-	3.25	0.00	Y	Arm 8 Left	Inf
1/2 (B4254 east arm approach))	U	E	2	3	22.6	Geom	-	3.25	0.00	N	Arm 9 Ahead	Inf
1/3 (B4254 east arm approach))	U	E	2	3	22.6	Geom	-	3.25	0.00	N	Arm 10 Right	Inf
2/1 (B254 east arm approach feeder)	U		2	3	60.0	Geom	-	4.20	0.00	Y	Arm 1 Ahead	Inf
3/1 (B4251 Blackwood Rd approach))	U	C	2	3	12.2	Geom	-	2.50	0.00	Y	Arm 9 Left	Inf
3/2 (B4251 Blackwood Rd approach))	U	C	2	3	15.7	Geom	-	3.00	0.00	N	Arm 10 Ahead	Inf
3/3 (B4251 Blackwood Rd approach))	U	D	2	3	15.7	Geom	-	3.50	0.00	N	Arm 7 Right	Inf
4/1 (B4251 Blackwood Rd approach feeder)	U		2	3	60.0	Geom	-	3.60	0.00	Y	Arm 3 Ahead	Inf
5/1 (B4254 Libanus Rd approach))	U	F	2	3	2.0	Geom	-	2.80	0.00	Y	Arm 7 Ahead	Inf
											Arm 10 Left	Inf
5/2 (B4254 Libanus Rd approach))	U	F	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 8 Right	Inf
6/1 (B4251 High Street approach))	U	A	2	3	1.0	Geom	-	3.50	0.00	Y	Arm 7 Left	Inf
6/2 (B4251 High Street approach))	U	A	2	3	11.3	Geom	-	3.50	0.00	Y	Arm 8 Ahead	Inf
6/3 (B4251 High Street approach))	U	B	2	3	11.3	Geom	-	3.50	0.00	N	Arm 9 Right	Inf

### Full Input Data And Results

7/1 (B4254 east arm (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B4251 Blackwood Rd (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (B4254 Libanus Rd (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (B4251 High Street (exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
11/1 (B4251 High Street approach feeder)	U		2	3	60.0	Inf	-	-	-	-	-	-

### Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base_Weekday AM'	08:15	09:15	01:00	
2: '2024 Base_Weekday PM'	15:00	16:00	01:00	
3: '2024 Base_Saturday'	12:15	13:15	01:00	
4: '2025 Without Development_Weekday AM'	08:15	09:15	01:00	
5: '2025 Without Development_Weekday PM'	15:00	16:00	01:00	
6: '2025 Without Development_Saturday'	12:15	13:15	01:00	
7: '2030 Without Development_Weekday AM'	08:15	09:15	01:00	
8: '2030 Without Development_Weekday PM'	15:00	16:00	01:00	
9: '2030 Without Development_Saturday'	12:15	13:15	01:00	
10: '2035 Without Development_Weekday AM'	08:15	09:15	01:00	
11: '2035 Without Development_Weekday PM'	15:00	16:00	01:00	
12: '2035 Without Development_Saturday'	12:15	13:15	01:00	
13: '2025 With Development_Weekday AM'	08:15	09:15	01:00	
14: '2025 With Development_Weekday PM'	15:00	16:00	01:00	
15: '2025 With Development_Saturday'	12:15	13:15	01:00	
16: '2030 With Development_Weekday AM'	08:15	09:15	01:00	
17: '2030 With Development_Weekday PM'	15:00	16:00	01:00	
18: '2030 With Development_Saturday'	12:15	13:15	01:00	
19: '2035 With Development_Weekday AM'	08:15	09:15	01:00	
20: '2035 With Development_Weekday PM'	15:00	16:00	01:00	
21: '2035 With Development_Saturday'	12:15	13:15	01:00	

Full Input Data And Results

**Traffic Flows, Desired**

**Scenario 1: '2024 Base\_Weekday AM'** (FG1: '2024 Base\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	111	209	150	470
	B	122	0	82	303	507
	C	278	115	0	144	537
	D	151	222	50	0	423
	Tot.	551	448	341	597	1937

**Scenario 2: '2024 Base\_Weekday PM'** (FG2: '2024 Base\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	129	301	171	601
	B	125	0	126	271	522
	C	208	98	0	105	411
	D	184	257	102	0	543
	Tot.	517	484	529	547	2077

**Scenario 3: '2024 Base\_Saturday'** (FG3: '2024 Base\_Saturday', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

	Destination					
		A	B	C	D	Tot.
Origin	A	0	106	230	143	479
	B	142	0	62	256	460
	C	257	79	0	59	395
	D	223	254	63	0	540
	Tot.	622	439	355	458	1874

Full Input Data And Results

**Scenario 4: '2025 Without Development\_Weekday AM'** (FG4: '2025 Without Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	111	210	151	472
	B	122	0	82	304	508
	C	279	115	0	145	539
	D	152	223	50	0	425
	Tot.	553	449	342	600	1944

**Scenario 5: '2025 Without Development\_Weekday PM'** (FG5: '2025 Without Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	129	302	172	603
	B	125	0	126	272	523
	C	209	98	0	105	412
	D	185	258	102	0	545
	Tot.	519	485	530	549	2083

**Scenario 6: '2025 Without Development\_Saturday'** (FG6: '2025 Without Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	107	231	144	482
	B	143	0	62	257	462
	C	258	79	0	59	396
	D	224	255	63	0	542
	Tot.	625	441	356	460	1882

**Scenario 7: '2030 Without Development\_Weekday AM'** (FG7: '2030 Without Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	219	157	492
	B	128	0	86	319	533
	C	291	121	0	150	562
	D	158	233	52	0	443
	Tot.	577	470	357	626	2030

Full Input Data And Results

**Scenario 8: '2030 Without Development\_Weekday PM'** (FG8: '2030 Without Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	135	316	179	630
	B	131	0	132	285	548
	C	218	103	0	110	431
	D	193	270	107	0	570
	Tot.	542	508	555	574	2179

**Scenario 9: '2030 Without Development\_Saturday'** (FG9: '2030 Without Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	112	242	151	505
	B	150	0	65	270	485
	C	271	83	0	62	416
	D	235	268	66	0	569
	Tot.	656	463	373	483	1975

**Scenario 10: '2035 Without Development\_Weekday AM'** (FG10: '2035 Without Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	120	227	165	512
	B	132	0	89	329	550
	C	303	125	0	157	585
	D	163	240	54	0	457
	Tot.	598	485	370	651	2104

**Scenario 11: '2035 Without Development\_Weekday PM'** (FG11: '2035 Without Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	140	326	185	651
	B	136	0	137	294	567
	C	225	106	0	114	445
	D	200	279	111	0	590
	Tot.	561	525	574	593	2253



Full Input Data And Results

**Scenario 12: '2035 Without Development\_Saturday'** (FG12: '2035 Without Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	116	251	156	523
	B	155	0	68	280	503
	C	281	86	0	64	431
	D	244	277	69	0	590
	Tot.	680	479	388	500	2047

**Scenario 13: '2025 With Development\_Weekday AM'** (FG13: '2025 With Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	118	223	160	501
	B	130	0	82	304	516
	C	298	115	0	145	558
	D	162	223	50	0	435
	Tot.	590	456	355	609	2010

**Scenario 14: '2025 With Development\_Weekday PM'** (FG14: '2025 With Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	139	326	186	651
	B	135	0	126	272	533
	C	226	98	0	105	429
	D	200	258	102	0	560
	Tot.	561	495	554	563	2173

**Scenario 15: '2025 With Development\_Saturday'** (FG15: '2025 With Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	115	250	156	521
	B	156	0	62	257	475
	C	282	79	0	59	420
	D	244	255	63	0	562
	Tot.	682	449	375	472	1978

Full Input Data And Results

**Scenario 16: '2030 With Development\_Weekday AM'** (FG16: '2030 With Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	123	232	166	521
	B	136	0	86	319	541
	C	310	121	0	150	581
	D	168	233	52	0	453
	Tot.	614	477	370	635	2096

**Scenario 17: '2030 With Development\_Weekday PM'** (FG17: '2030 With Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	145	340	193	678
	B	141	0	132	285	558
	C	235	103	0	110	448
	D	208	270	107	0	585
	Tot.	584	518	579	588	2269

**Scenario 18: '2030 With Development\_Saturday'** (FG18: '2030 With Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	120	261	163	544
	B	163	0	65	270	498
	C	295	83	0	62	440
	D	255	268	66	0	589
	Tot.	713	471	392	495	2071

**Scenario 19: '2035 With Development\_Weekday AM'** (FG19: '2035 With Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	127	240	174	541
	B	140	0	89	329	558
	C	322	125	0	157	604
	D	173	240	54	0	467
	Tot.	635	492	383	660	2170

Full Input Data And Results

**Scenario 20: '2035 With Development\_Weekday PM'** (FG20: '2035 With Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	150	350	199	699
	B	146	0	137	294	577
	C	242	106	0	114	462
	D	215	279	111	0	605
	Tot.	603	535	598	607	2343

**Scenario 21: '2035 With Development\_Saturday'** (FG21: '2035 With Development\_Saturday', Plan 1: 'Network Control Plan 1')

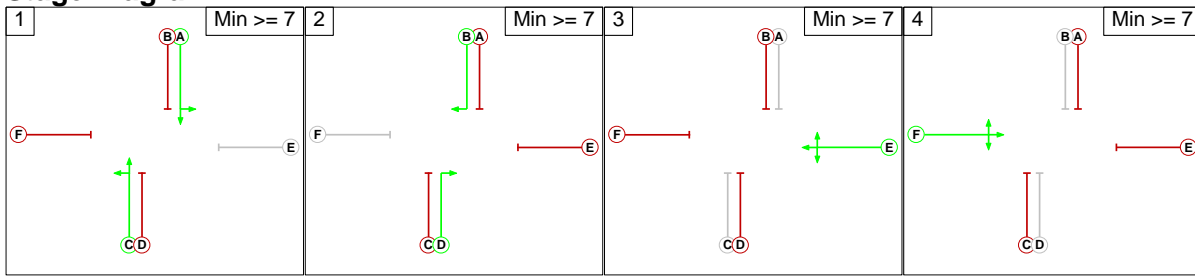
**Desired Flow :**

		Destination				
		A	B	C	D	Tot.
Origin	A	0	124	270	168	562
	B	168	0	68	280	516
	C	305	86	0	64	455
	D	264	277	69	0	610
	Tot.	737	487	407	512	2143

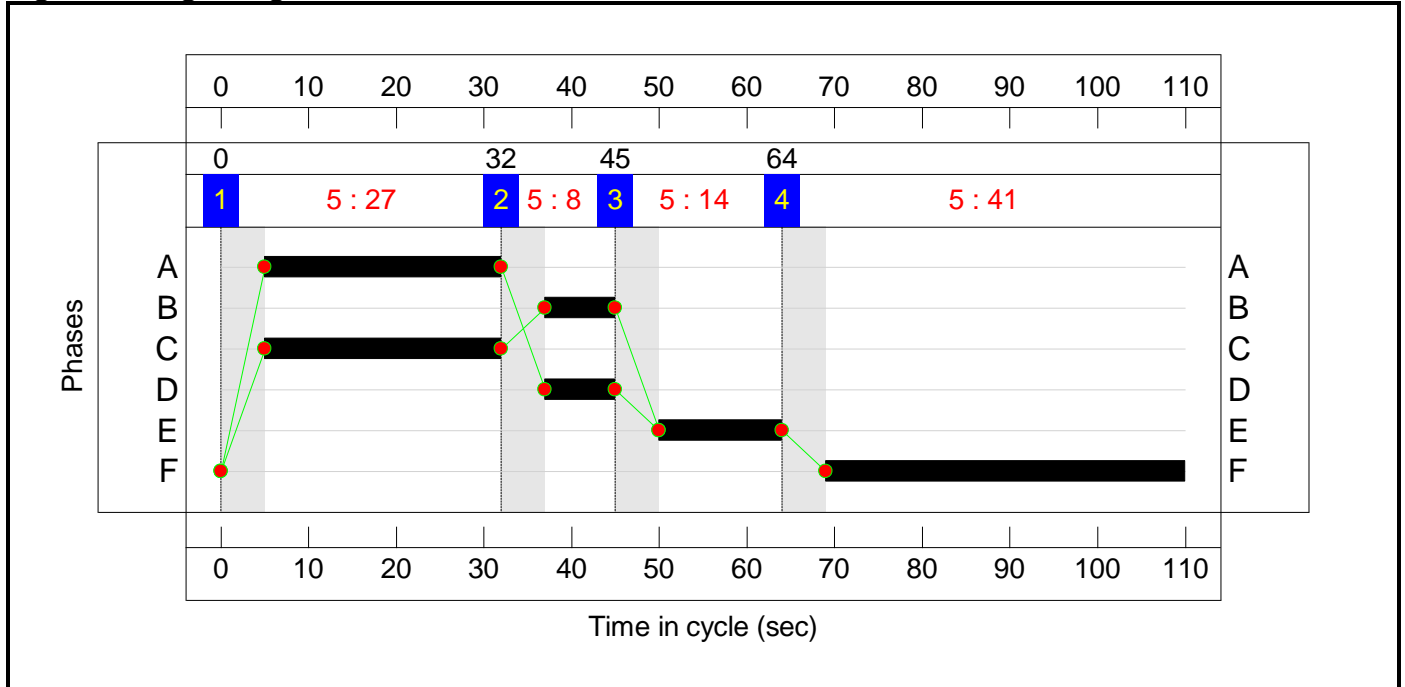
Full Input Data And Results

Scenario 1: '2024 Base\_Weekday AM' (FG1: '2024 Base\_Weekday AM', Plan 1: 'Network Control Plan 1')

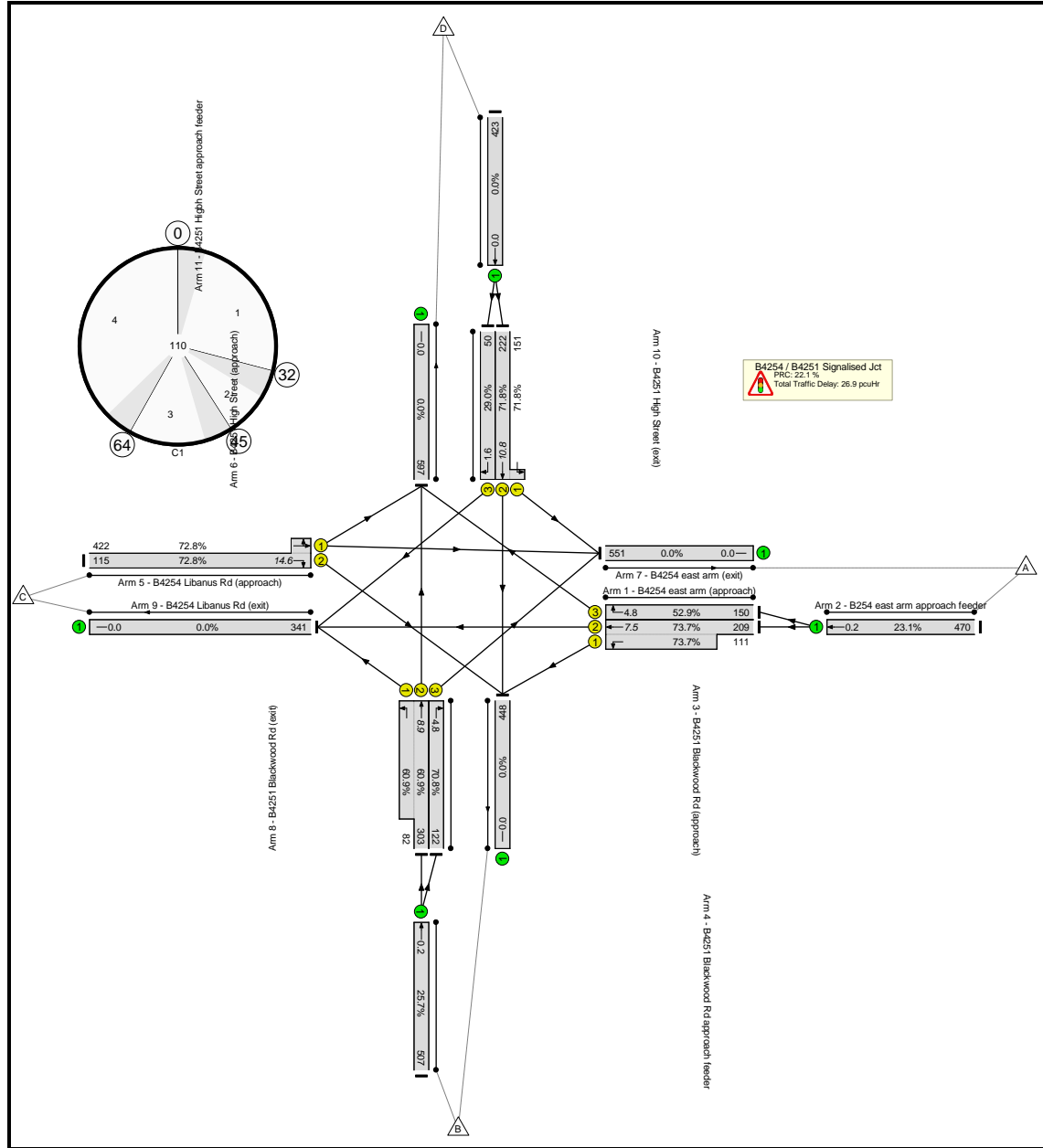
Stage Diagram



Signal Timings Diagram



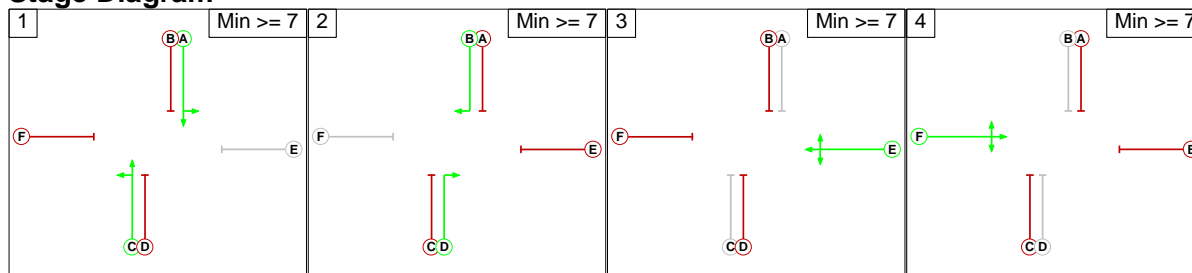
# Full Input Data And Results Network Layout Diagram



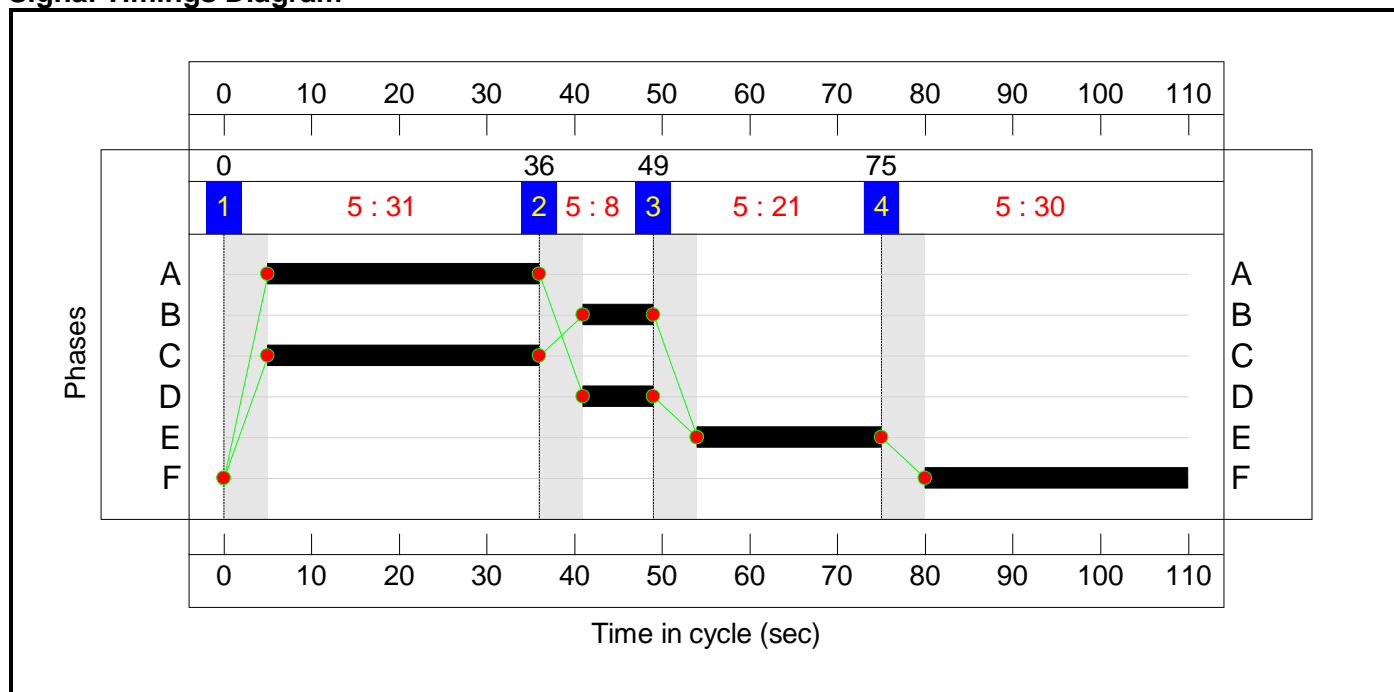
Full Input Data And Results

Scenario 2: '2024 Base\_Weekday PM' (FG2: '2024 Base\_Weekday PM', Plan 1: 'Network Control Plan 1')

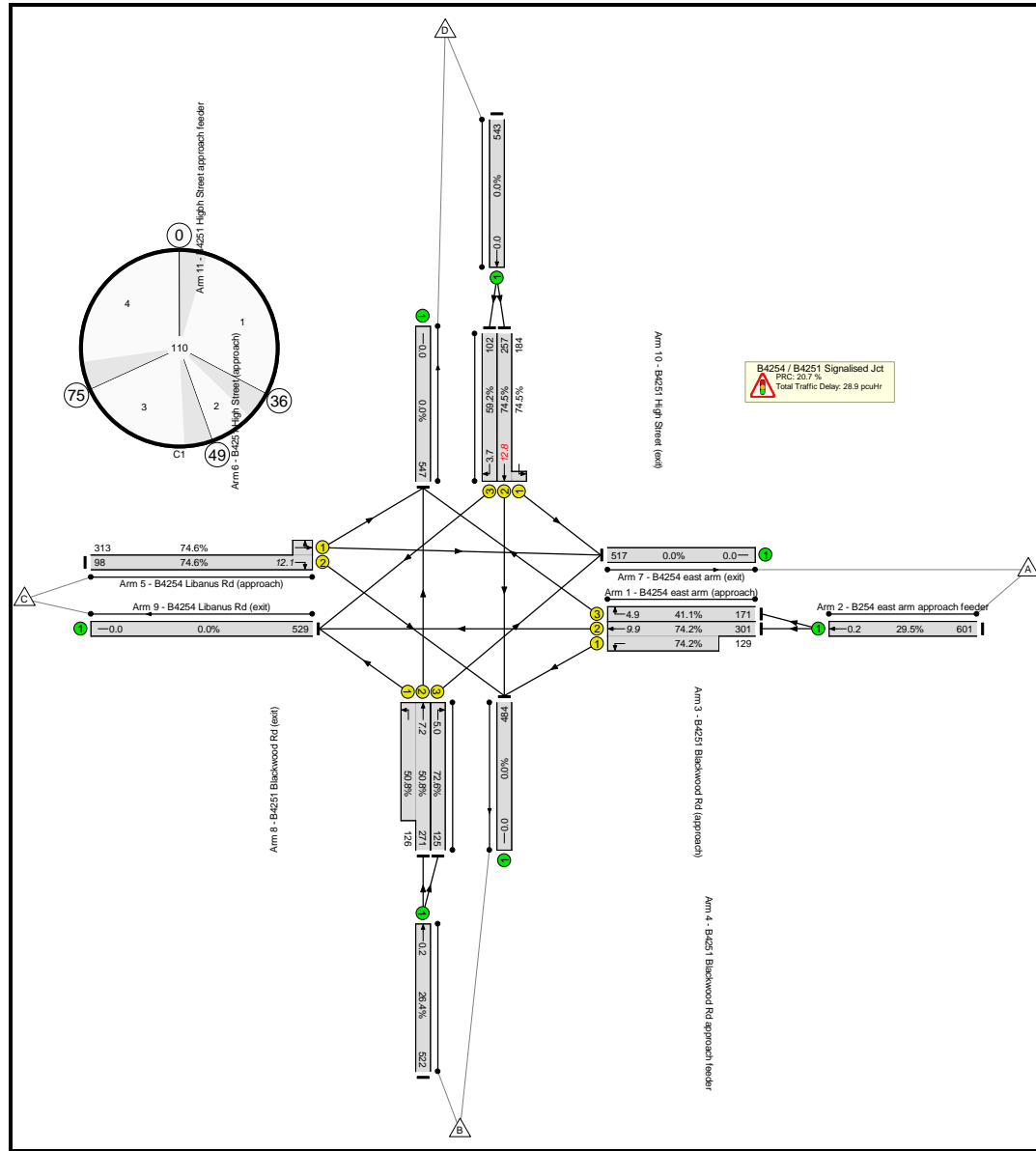
Stage Diagram



Signal Timings Diagram



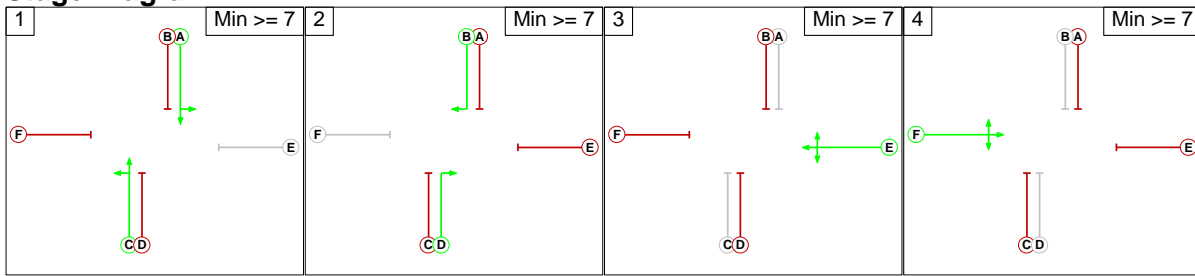
# Full Input Data And Results Network Layout Diagram



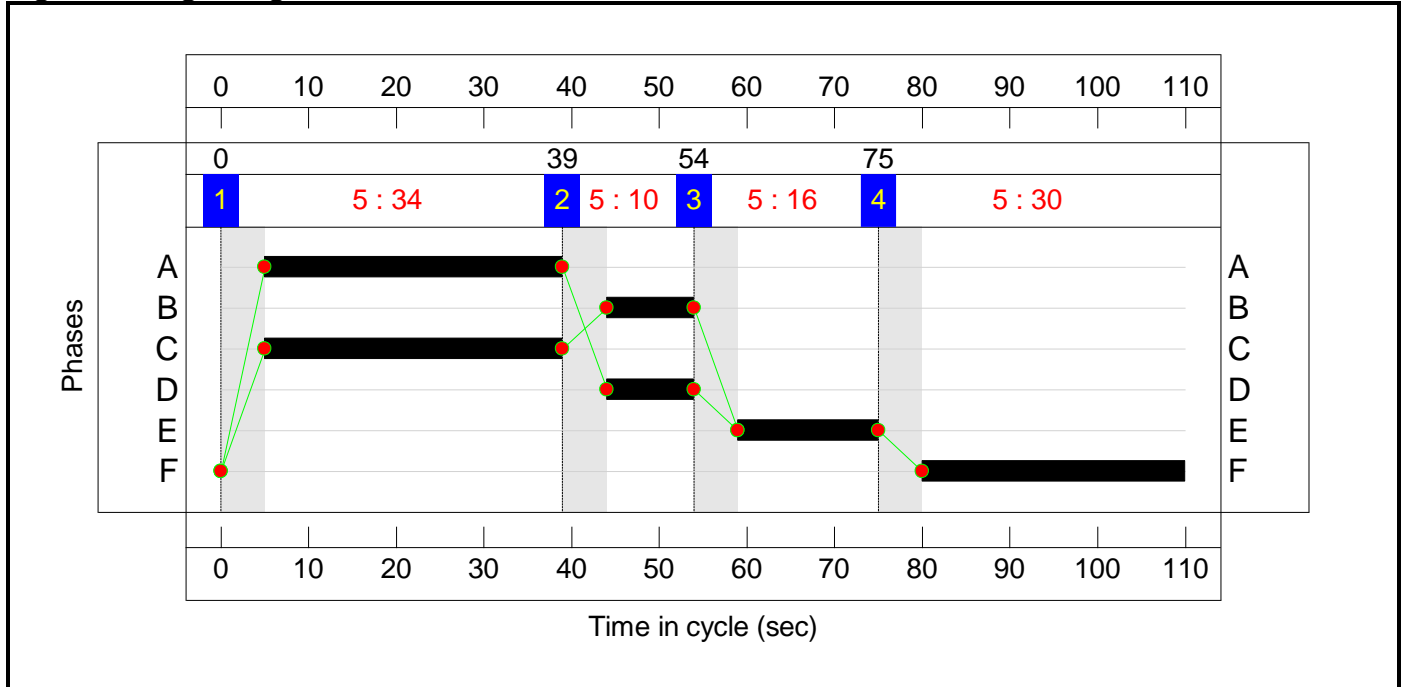
Full Input Data And Results

Scenario 3: '2024 Base\_Saturday' (FG3: '2024 Base\_Saturday', Plan 1: 'Network Control Plan 1')

Stage Diagram

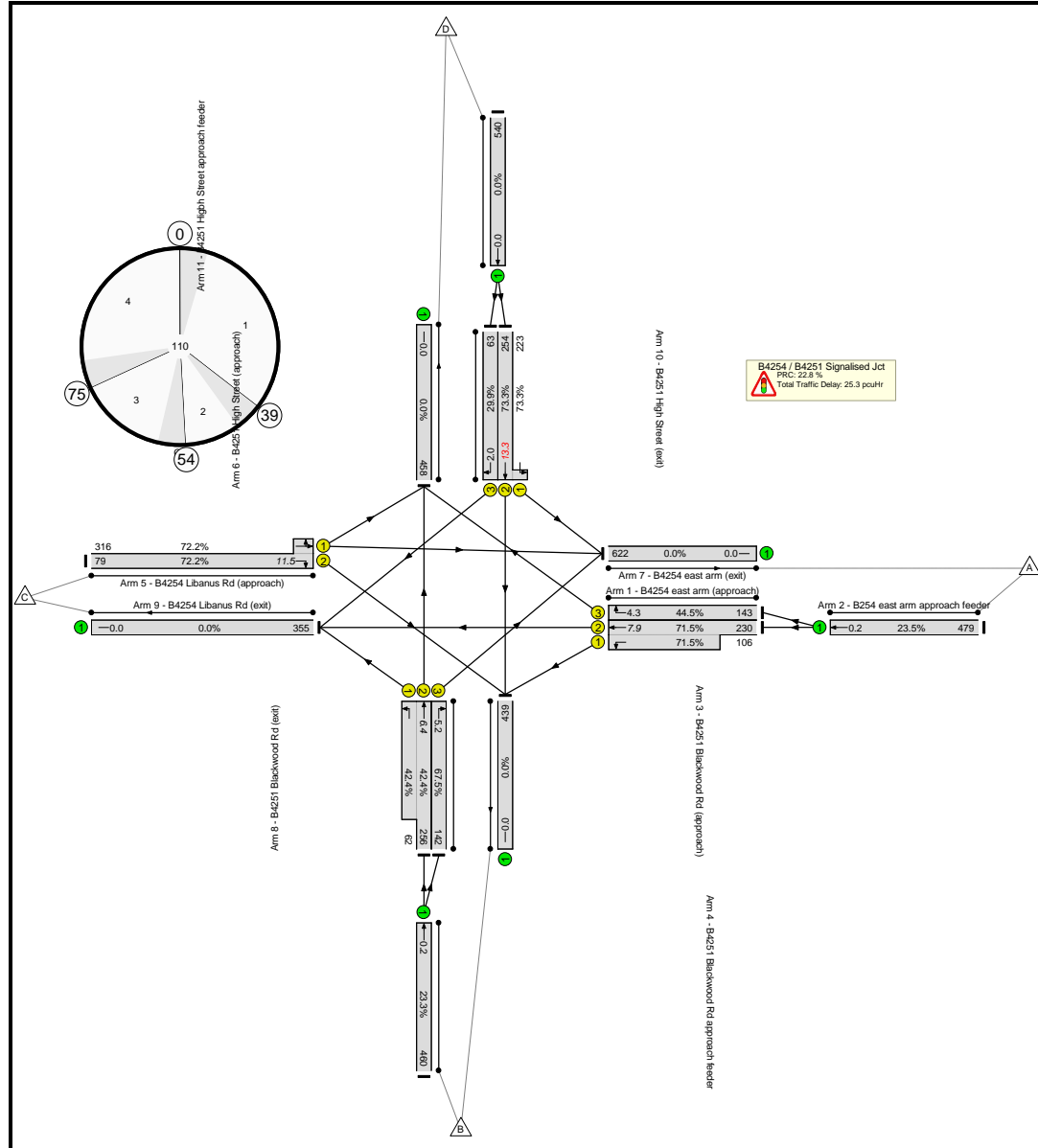


Signal Timings Diagram





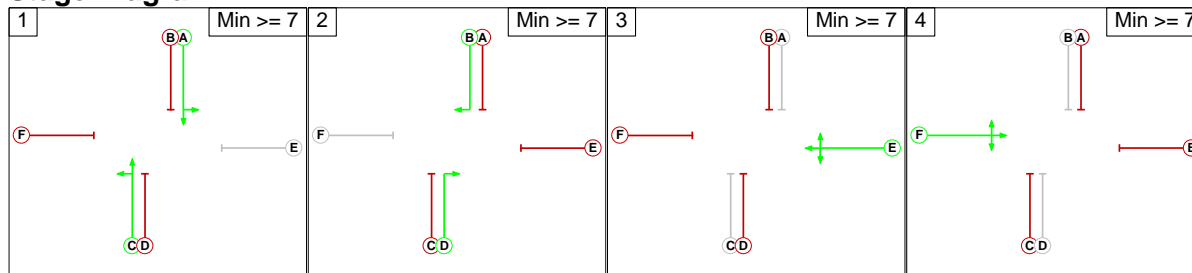
# Full Input Data And Results Network Layout Diagram



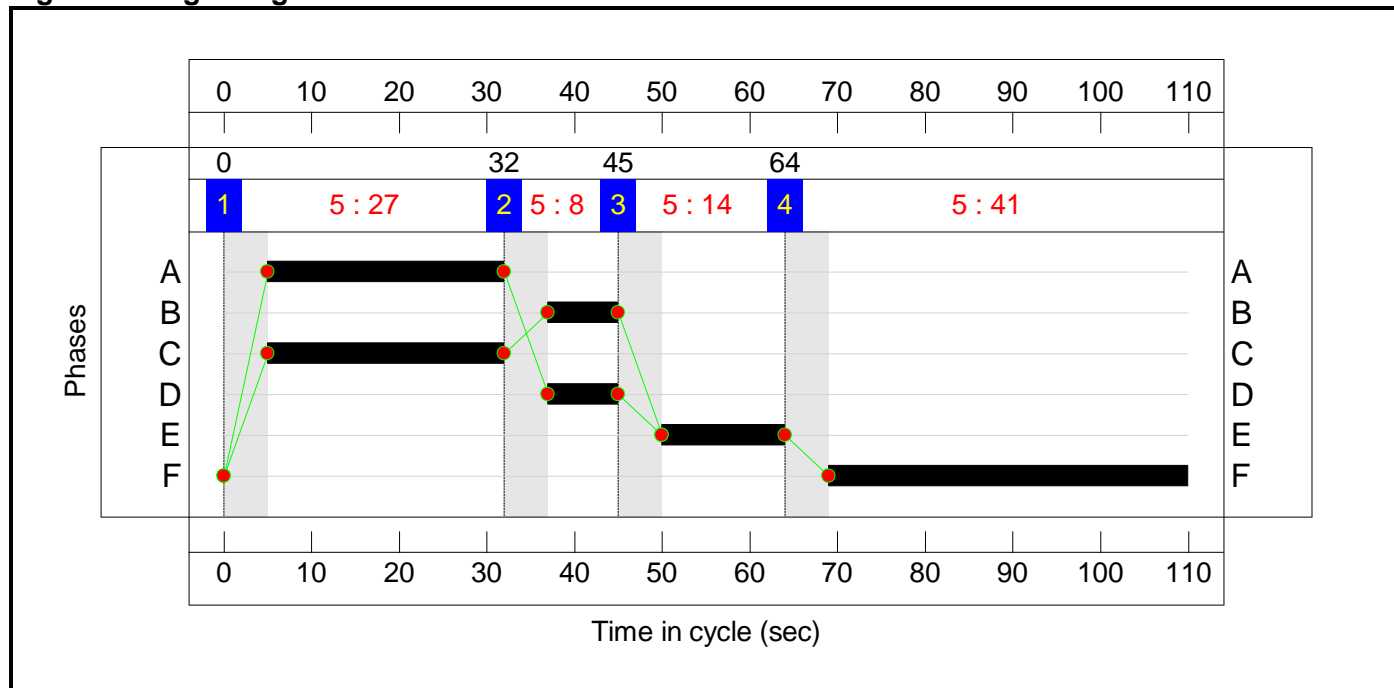
Full Input Data And Results

**Scenario 4: '2025 Without Development\_Weekday AM'** (FG4: '2025 Without Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

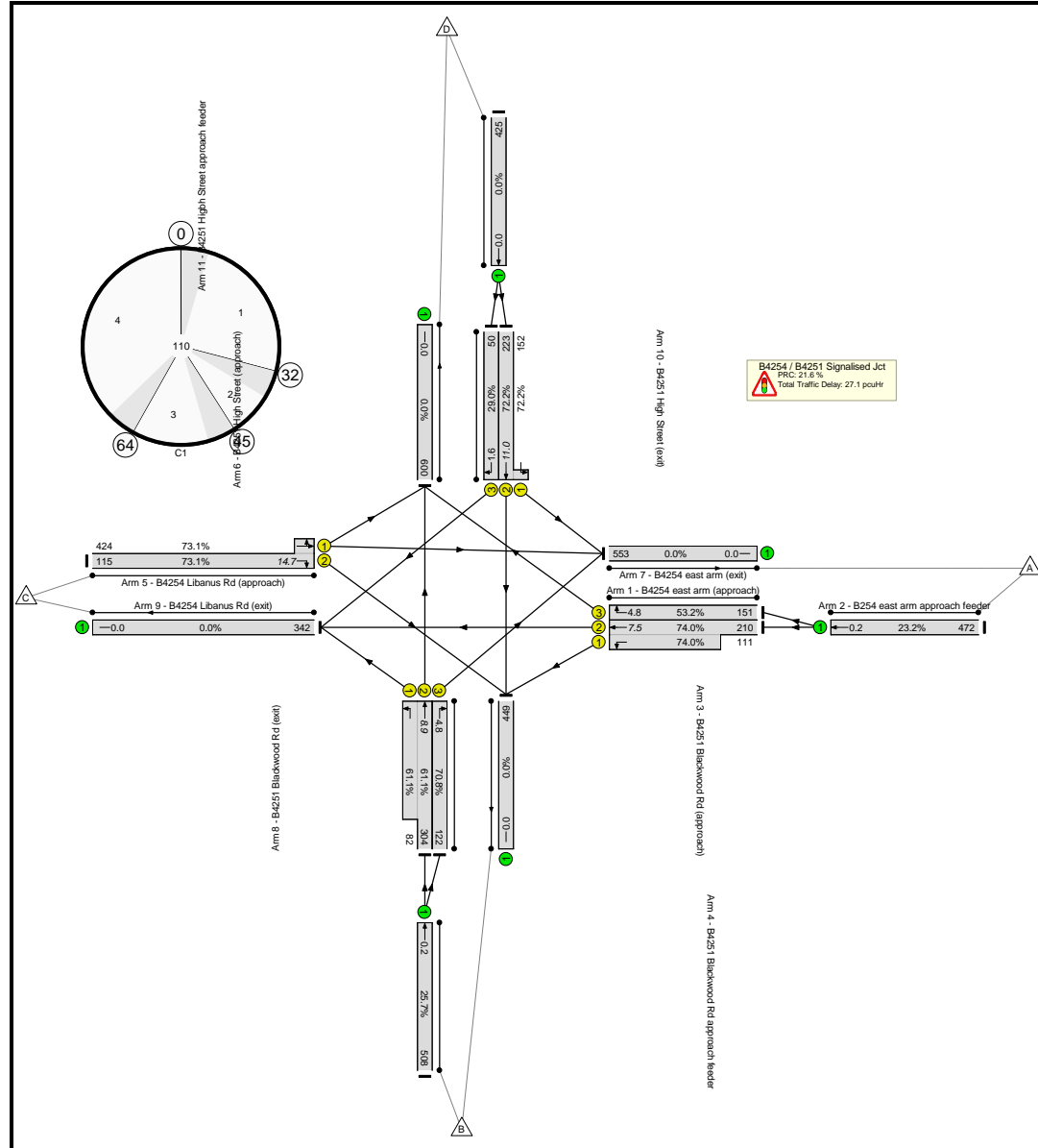
**Stage Diagram**



**Signal Timings Diagram**



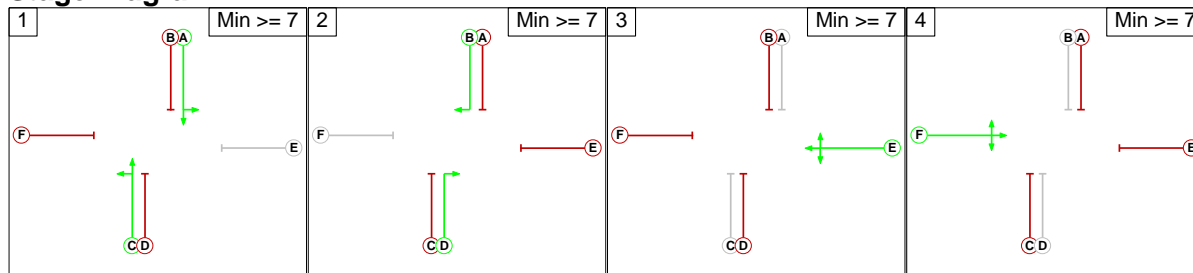
# Full Input Data And Results Network Layout Diagram



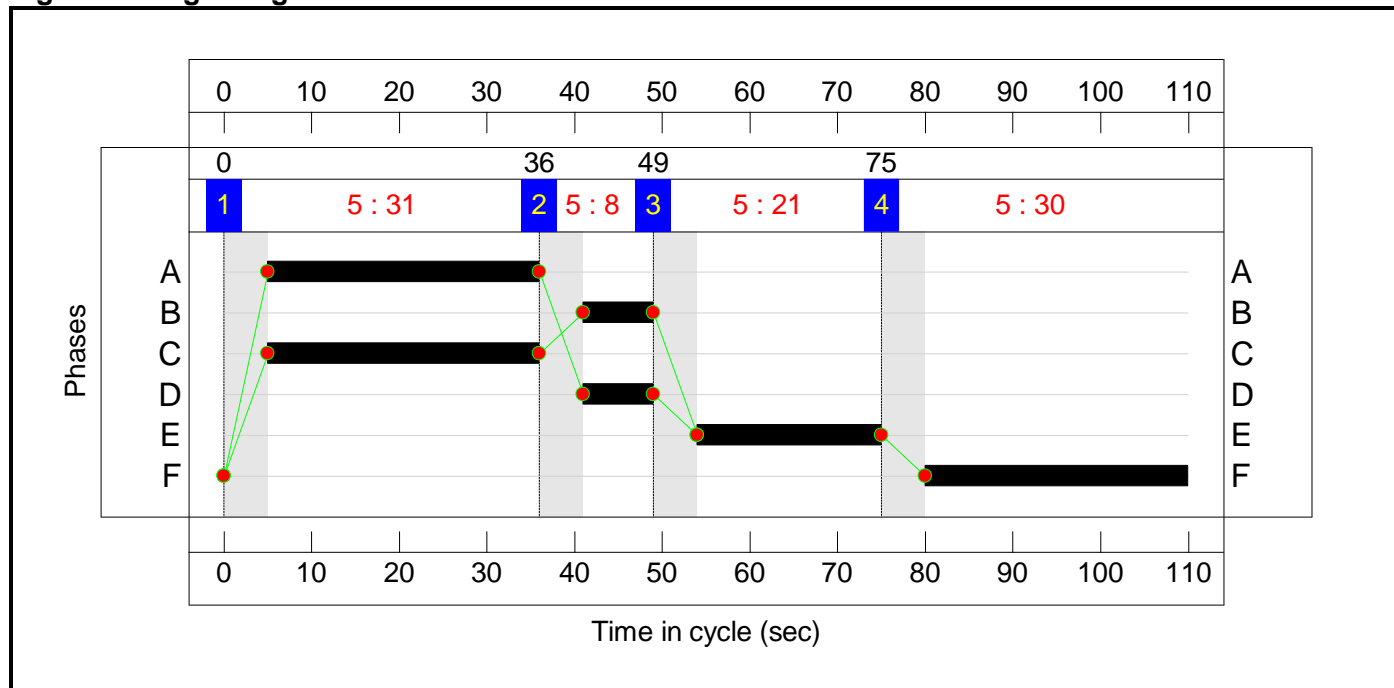
Full Input Data And Results

**Scenario 5: '2025 Without Development\_Weekday PM'** (FG5: '2025 Without Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

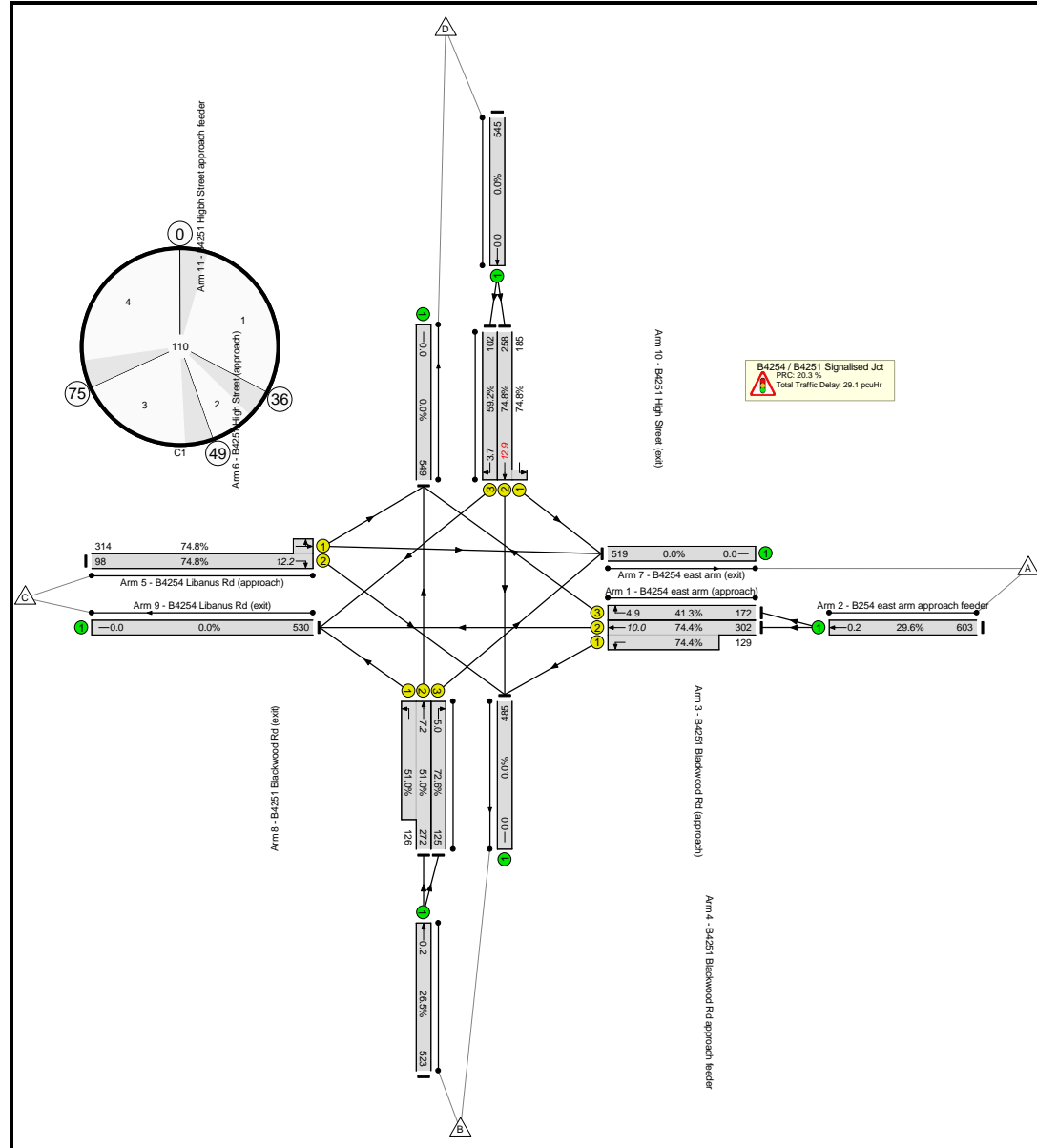
**Stage Diagram**



**Signal Timings Diagram**



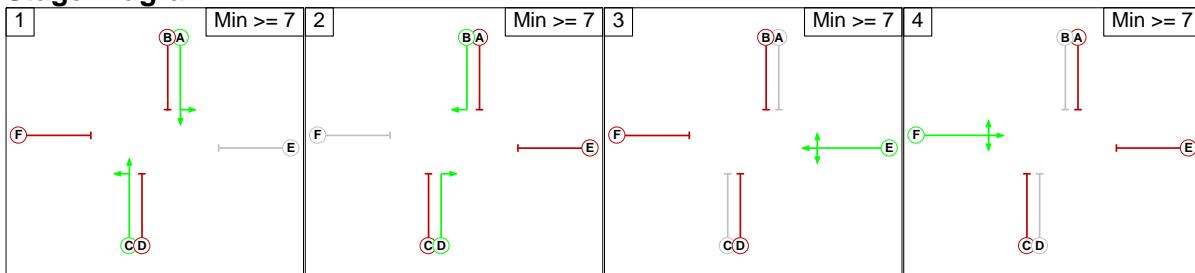
# Full Input Data And Results Network Layout Diagram



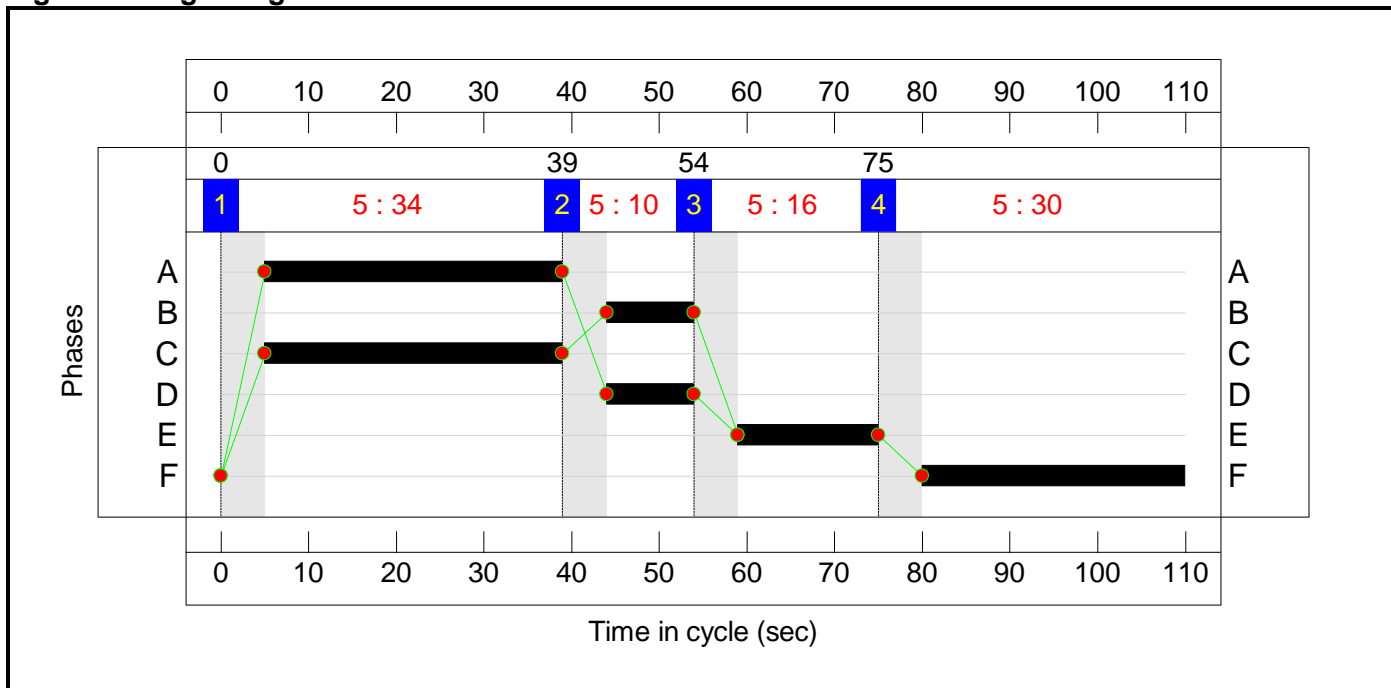
Full Input Data And Results

**Scenario 6: '2025 Without Development\_Saturday'** (FG6: '2025 Without Development\_Saturday', Plan 1: 'Network Control Plan 1')

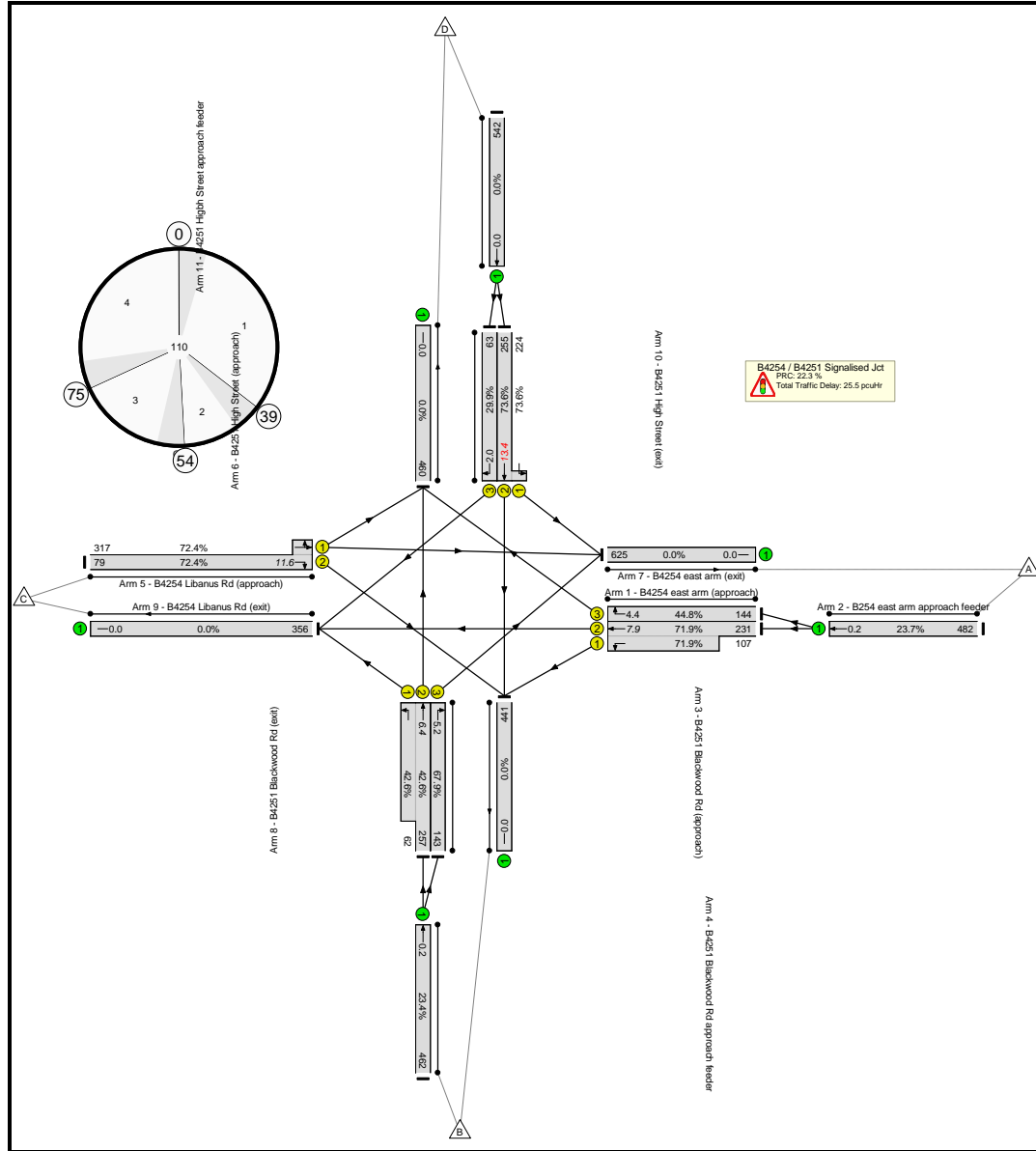
**Stage Diagram**



**Signal Timings Diagram**



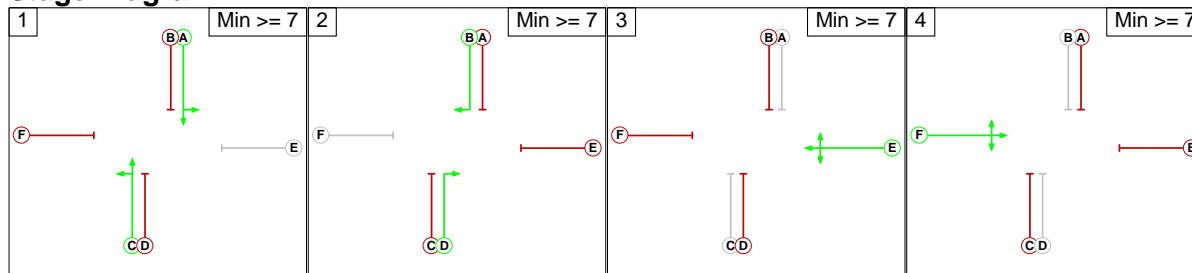
# Full Input Data And Results Network Layout Diagram



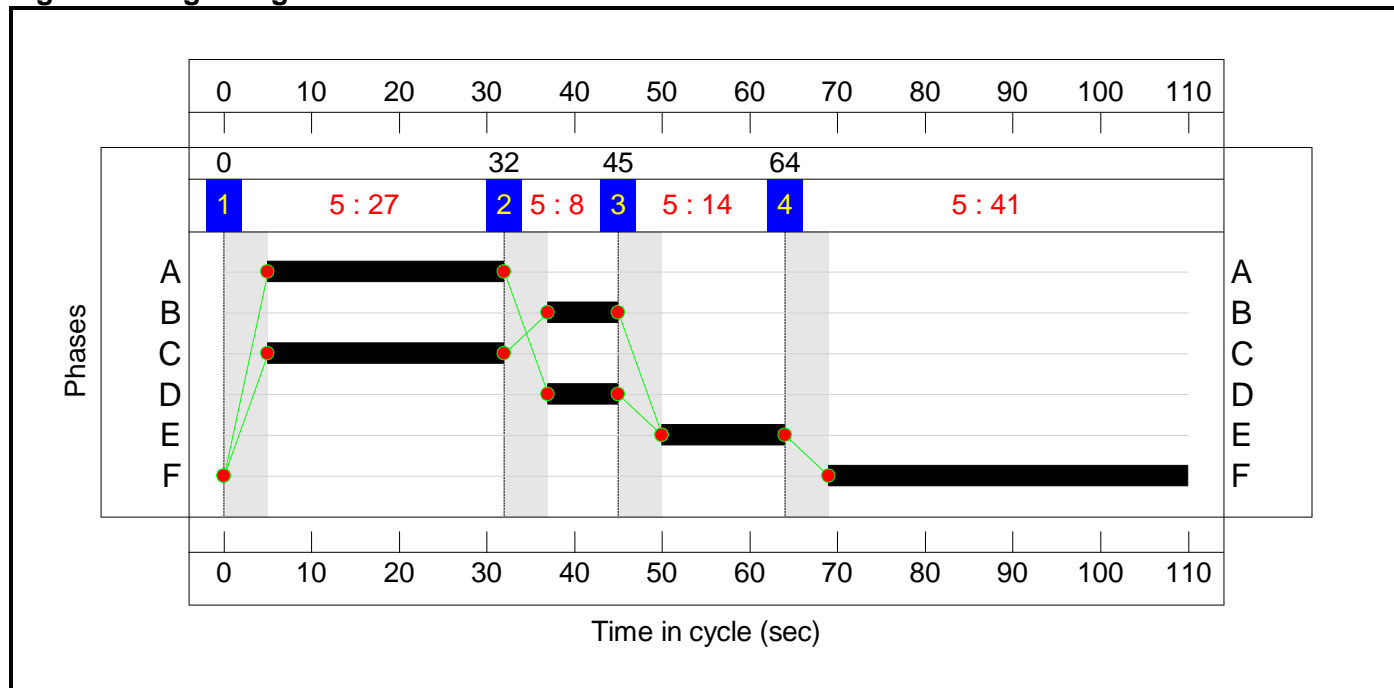
Full Input Data And Results

**Scenario 7: '2030 Without Development\_Weekday AM'** (FG7: '2030 Without Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Stage Diagram**

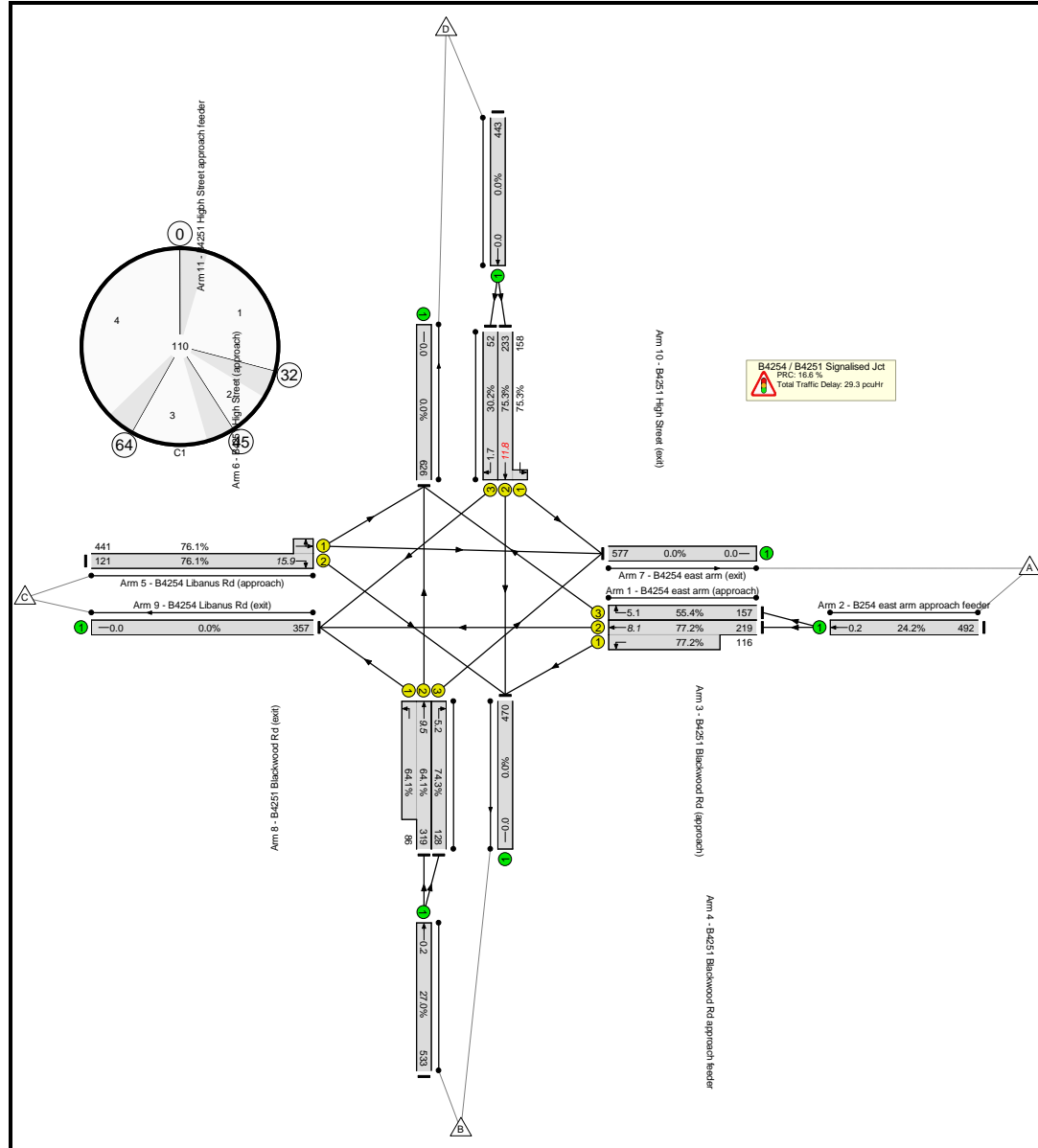


**Signal Timings Diagram**





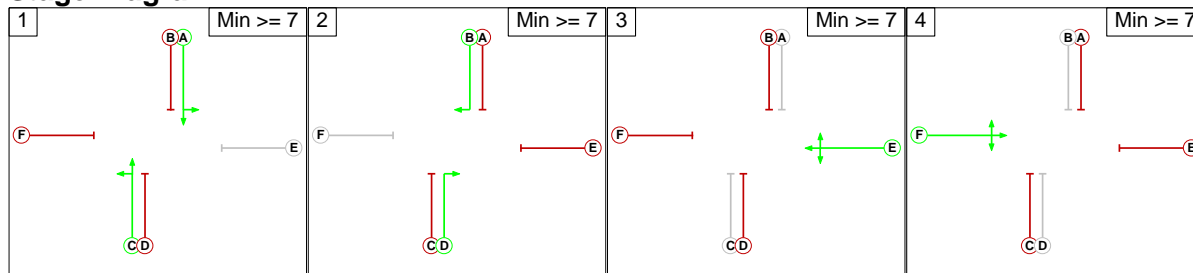
# Full Input Data And Results Network Layout Diagram



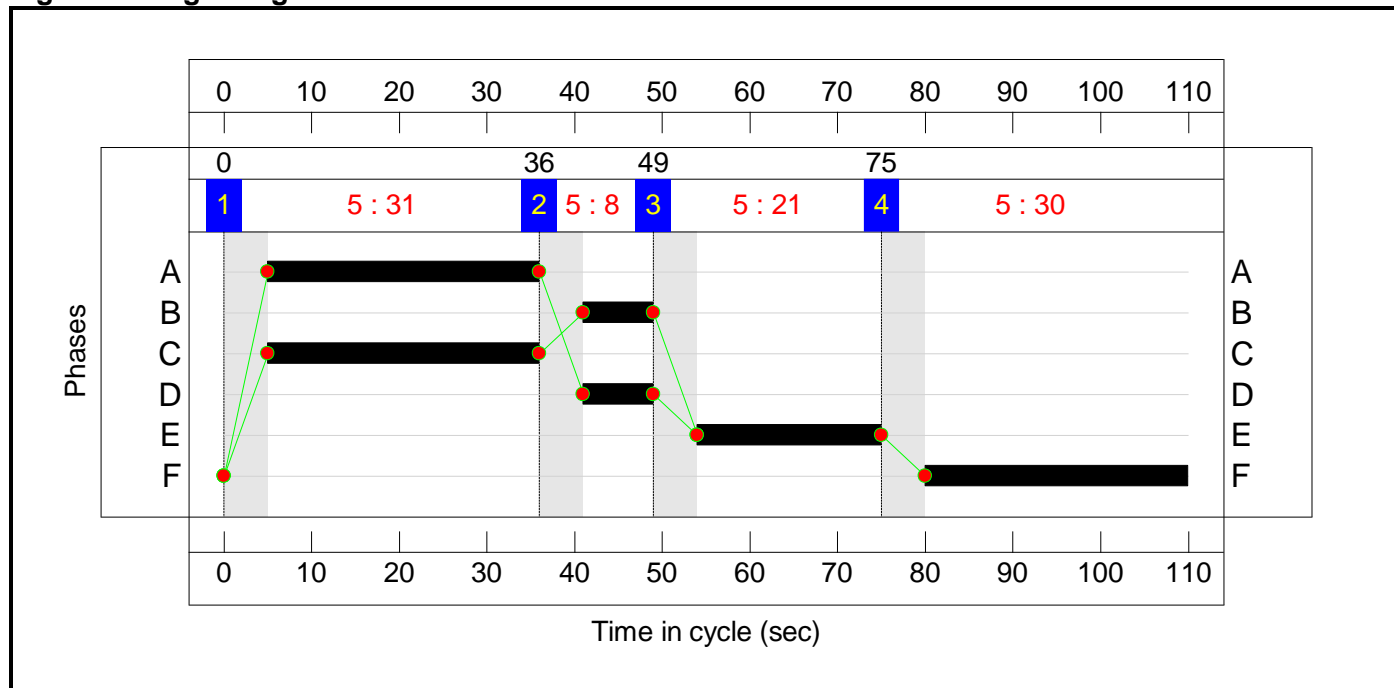
Full Input Data And Results

**Scenario 8: '2030 Without Development\_Weekday PM'** (FG8: '2030 Without Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

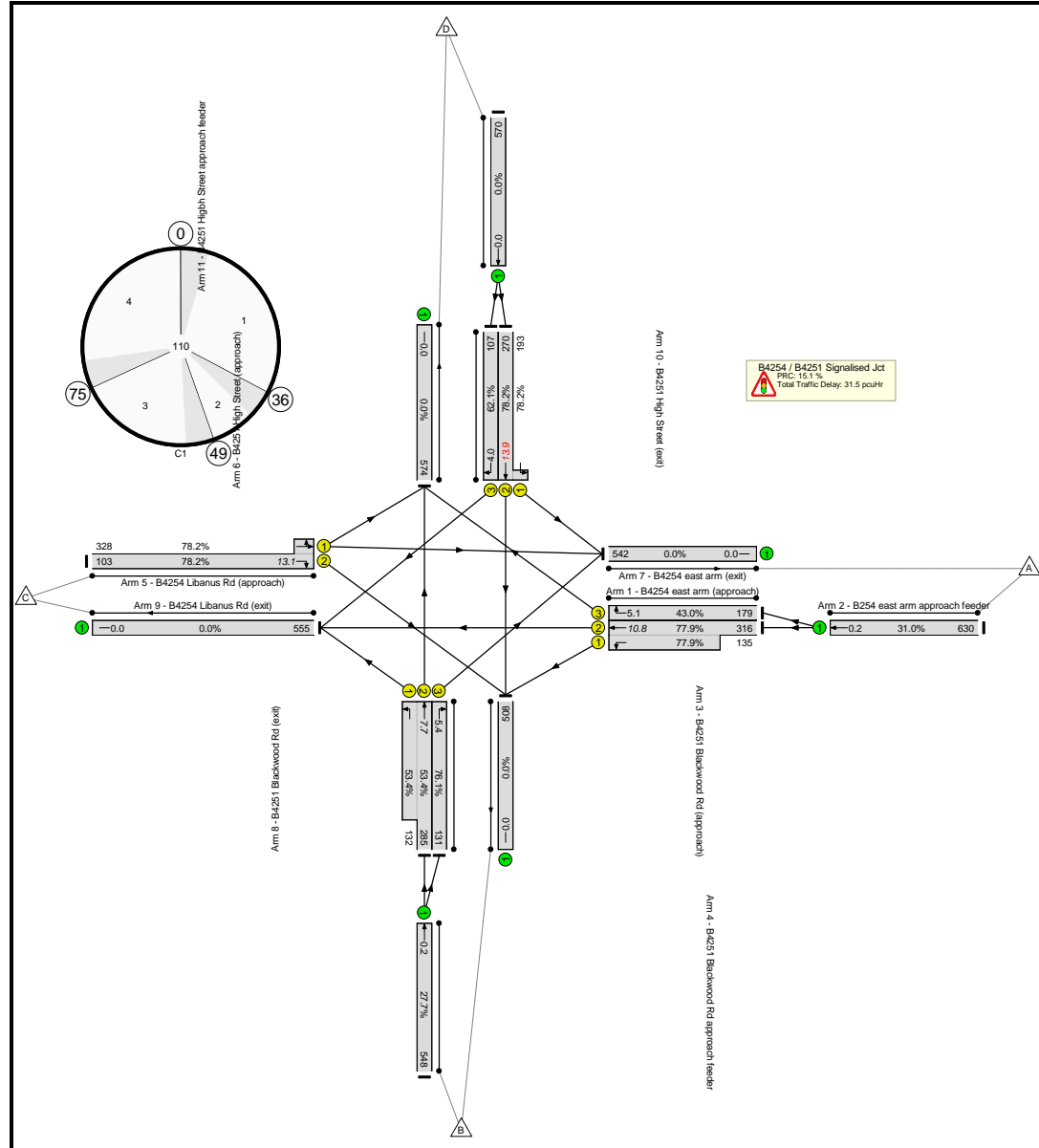
**Stage Diagram**



**Signal Timings Diagram**



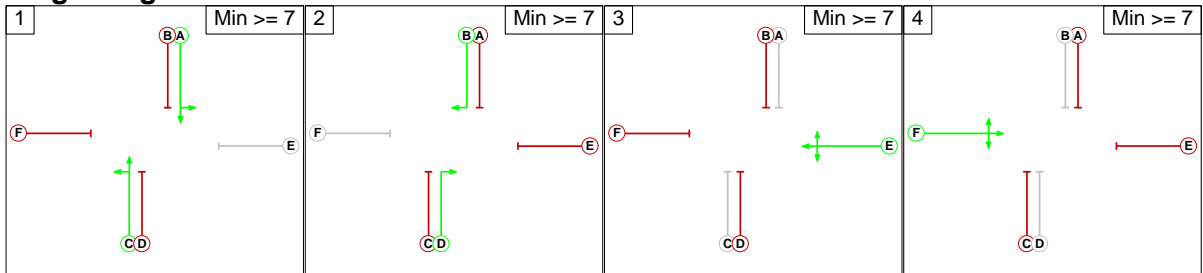
# Full Input Data And Results Network Layout Diagram



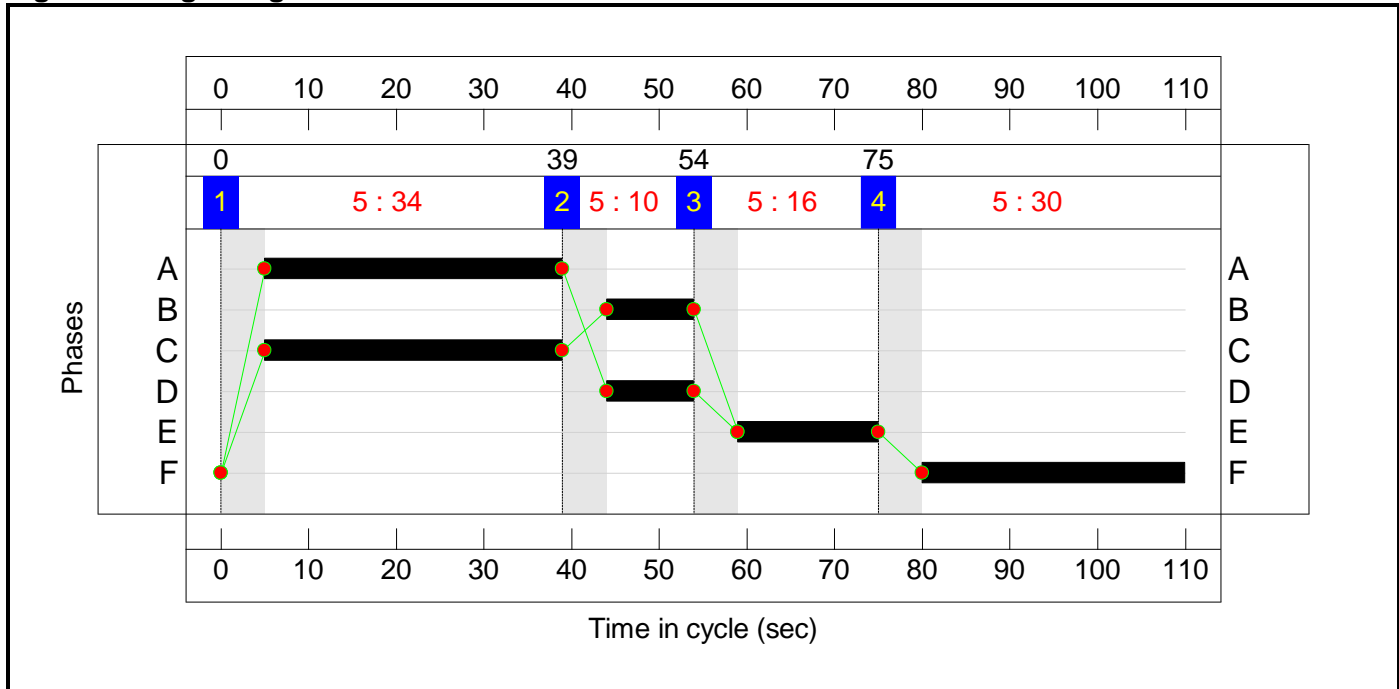
Full Input Data And Results

**Scenario 9: '2030 Without Development\_Saturday'** (FG9: '2030 Without Development\_Saturday', Plan 1: 'Network Control Plan 1')

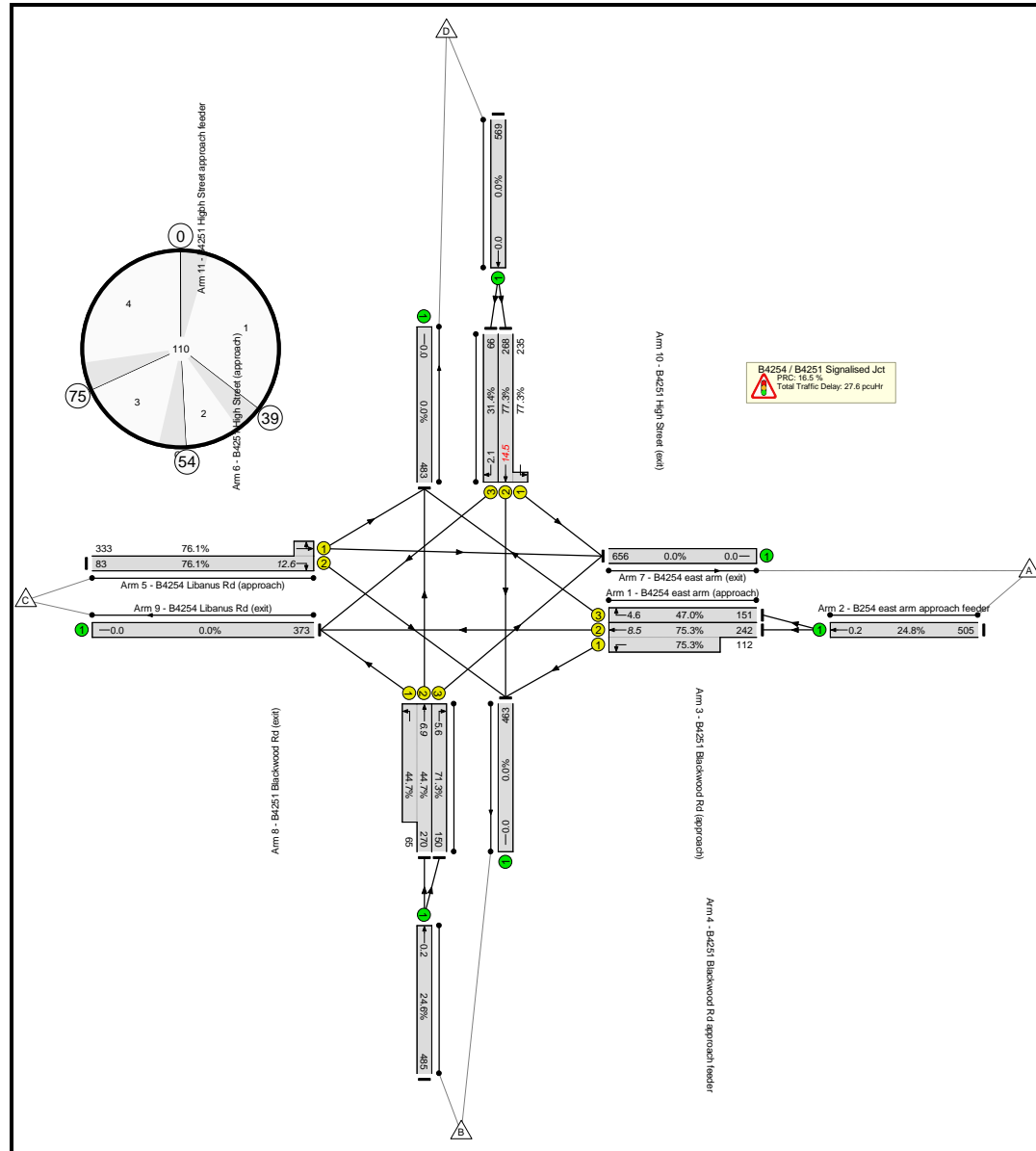
**Stage Diagram**



**Signal Timings Diagram**



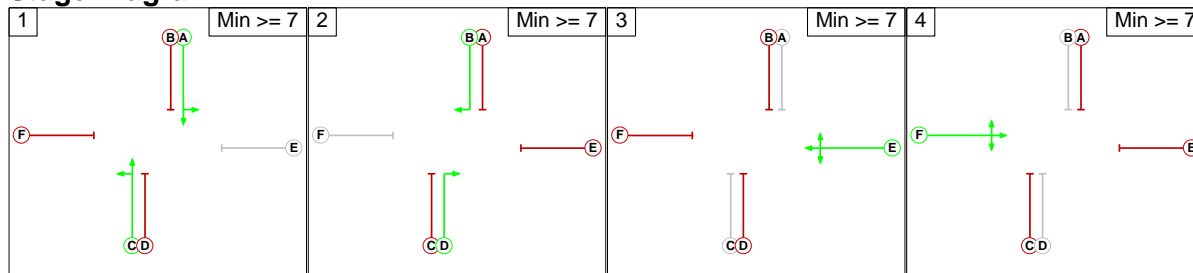
# Full Input Data And Results Network Layout Diagram



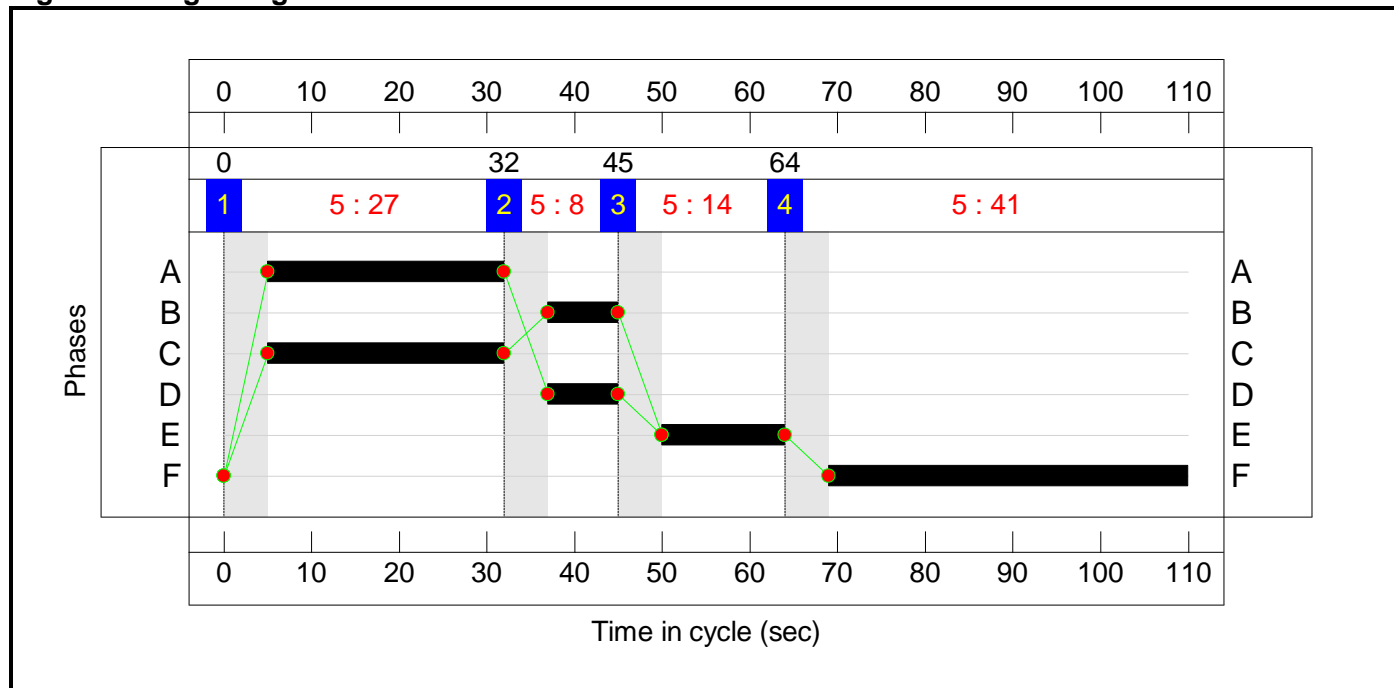
Full Input Data And Results

**Scenario 10: '2035 Without Development\_Weekday AM'** (FG10: '2035 Without Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Stage Diagram**



**Signal Timings Diagram**

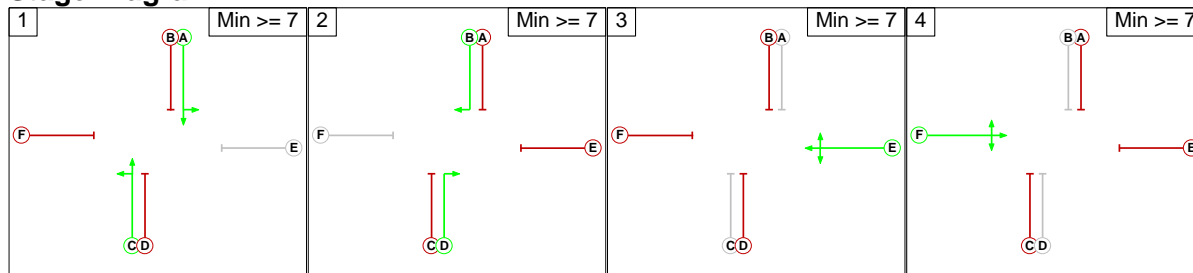




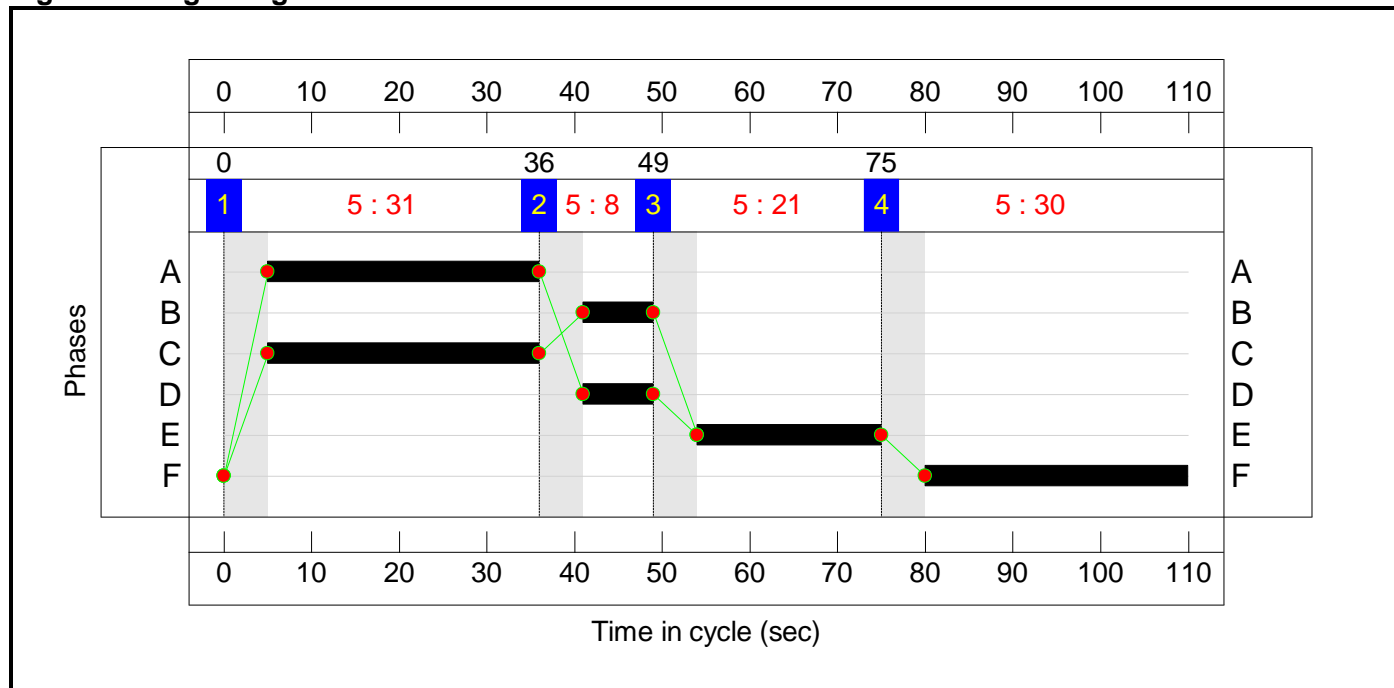
Full Input Data And Results

**Scenario 11: '2035 Without Development\_Weekday PM'** (FG11: '2035 Without Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

**Stage Diagram**

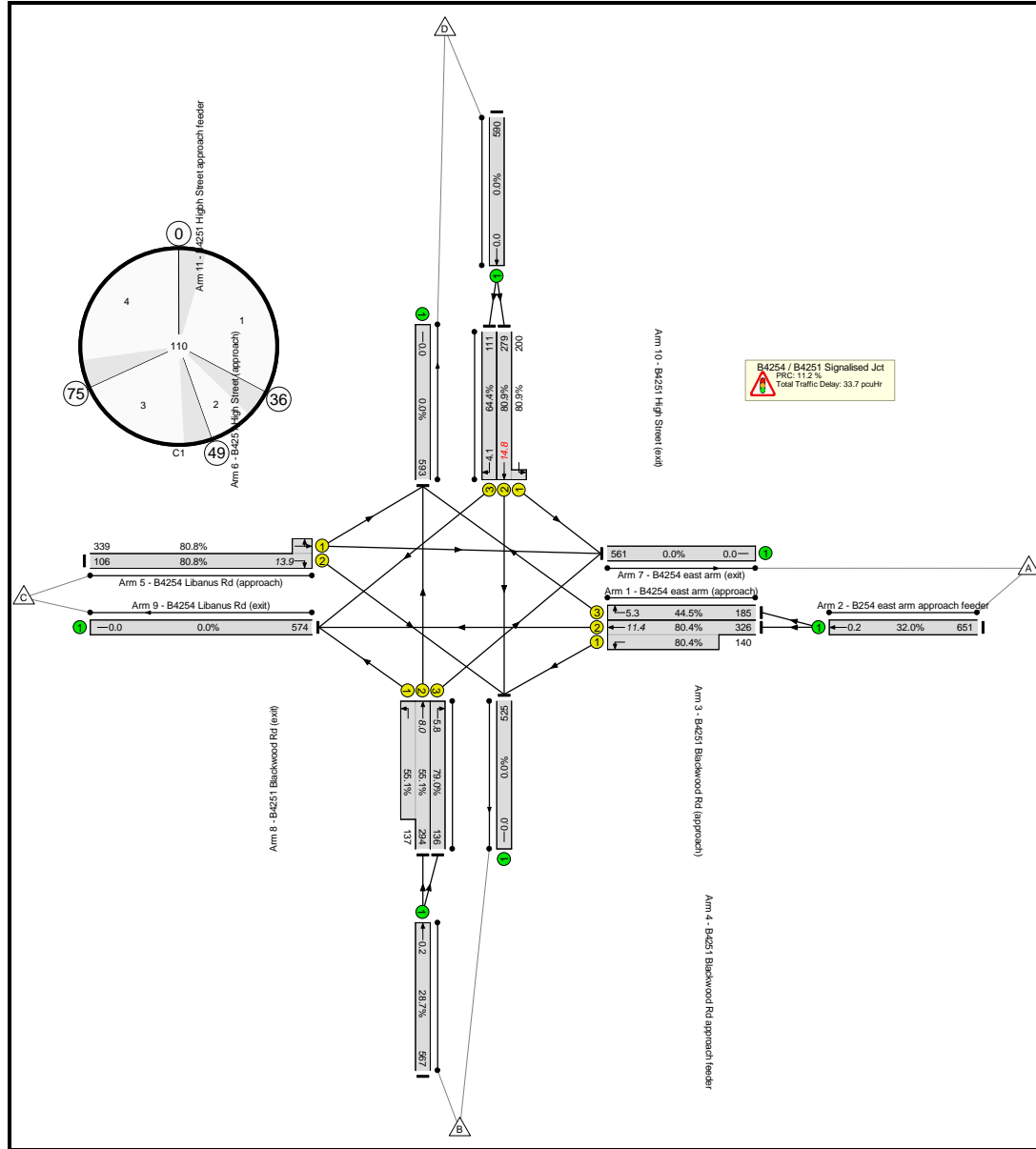


**Signal Timings Diagram**





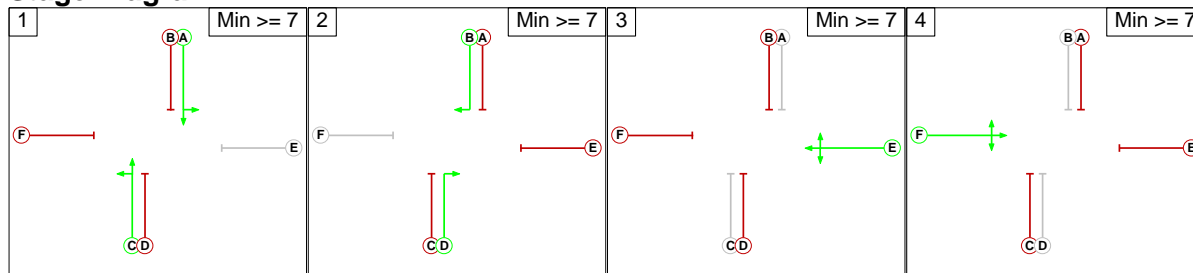
# Full Input Data And Results Network Layout Diagram



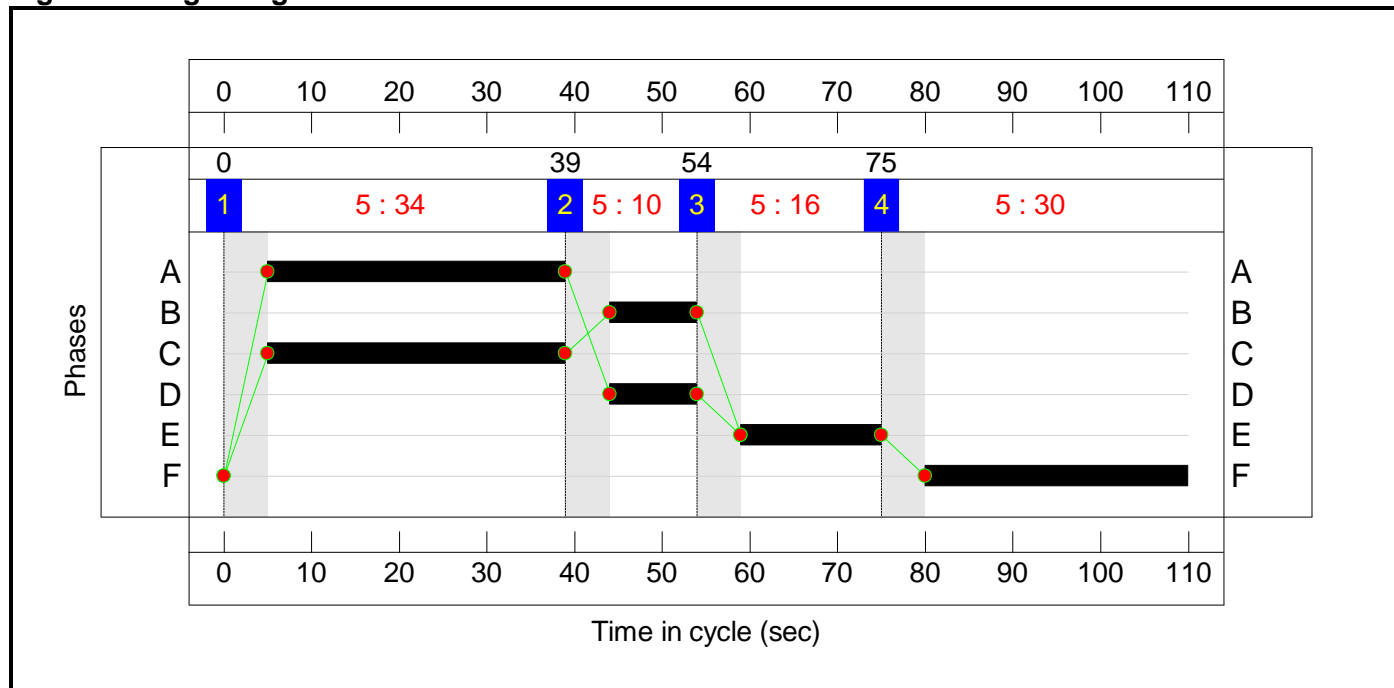
Full Input Data And Results

**Scenario 12: '2035 Without Development\_Saturday'** (FG12: '2035 Without Development\_Saturday', Plan 1: 'Network Control Plan 1')

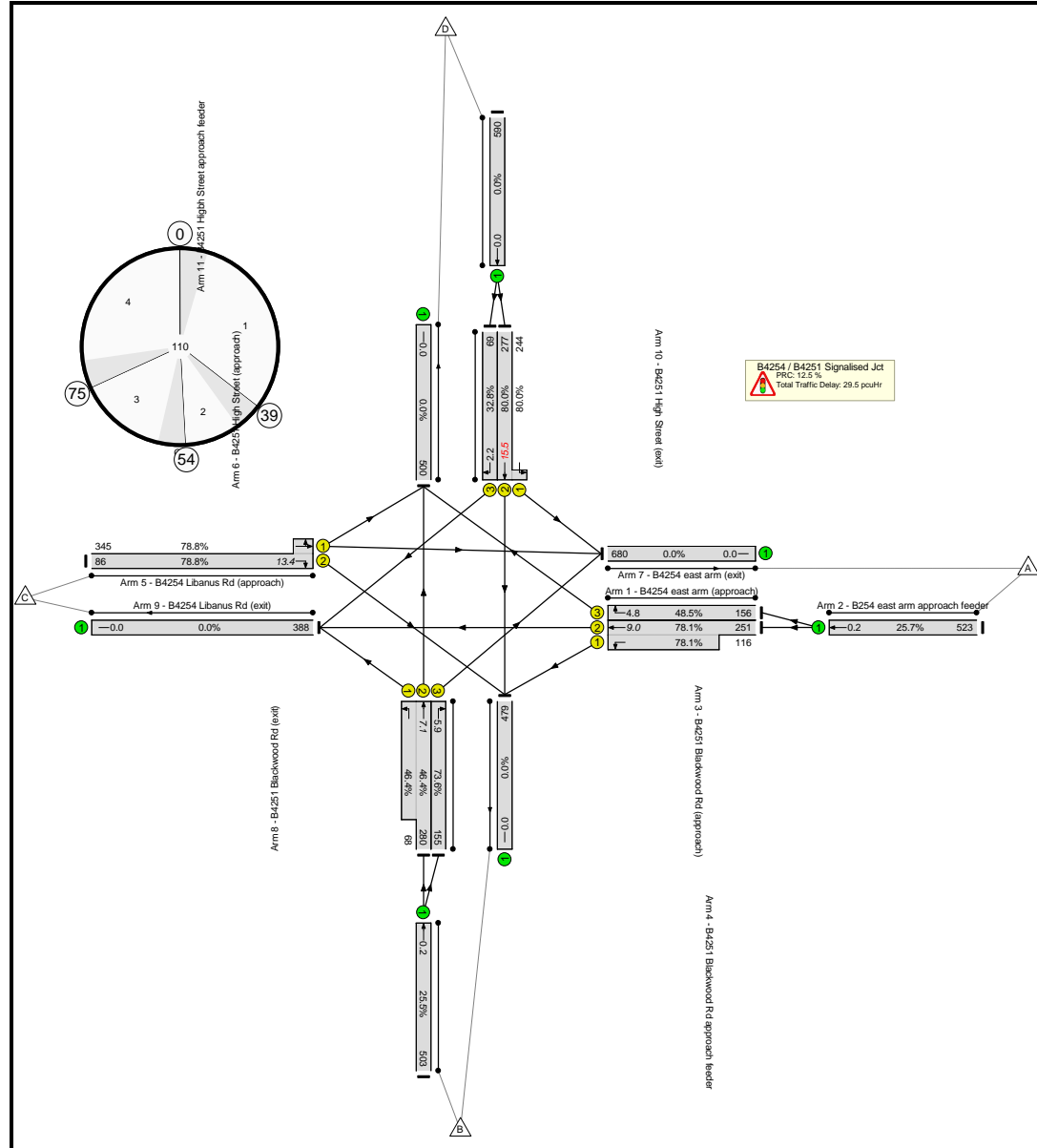
**Stage Diagram**



**Signal Timings Diagram**



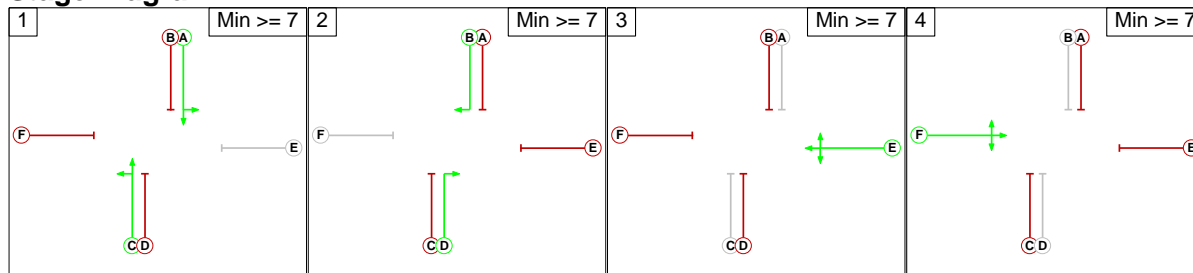
# Full Input Data And Results Network Layout Diagram



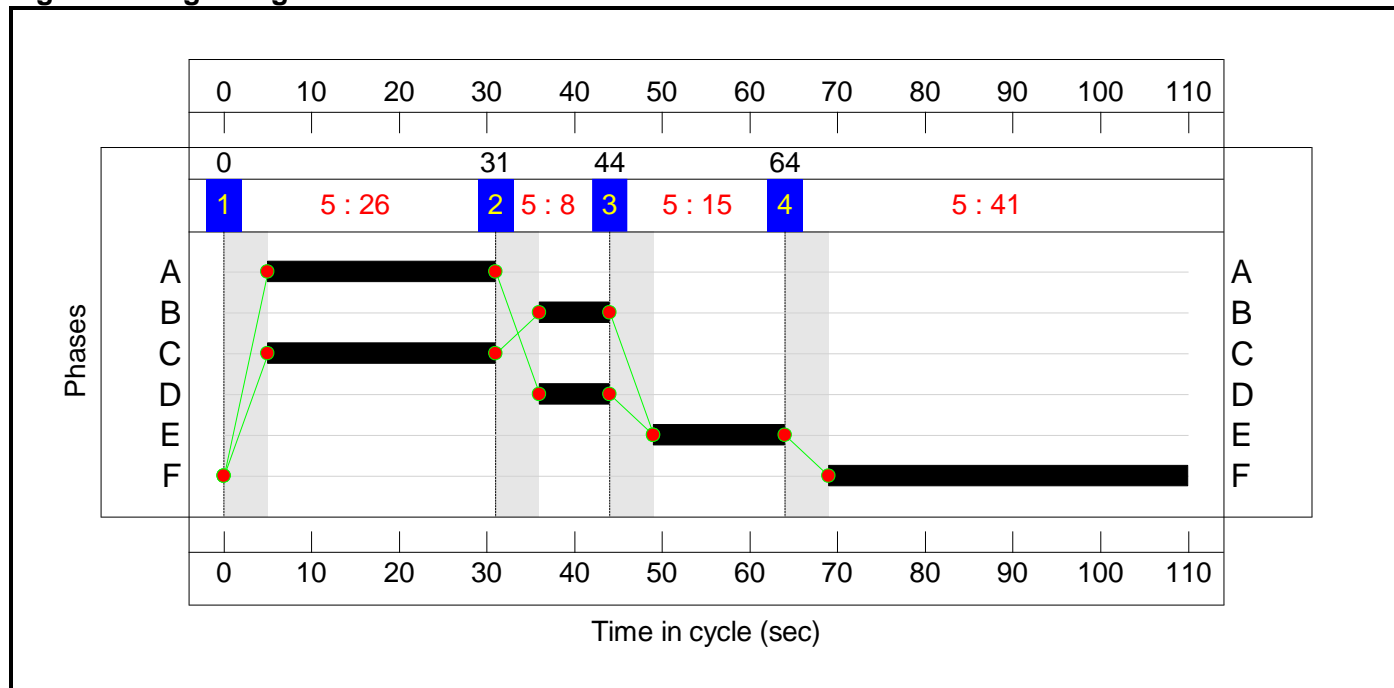
Full Input Data And Results

**Scenario 13: '2025 With Development\_Weekday AM'** (FG13: '2025 With Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

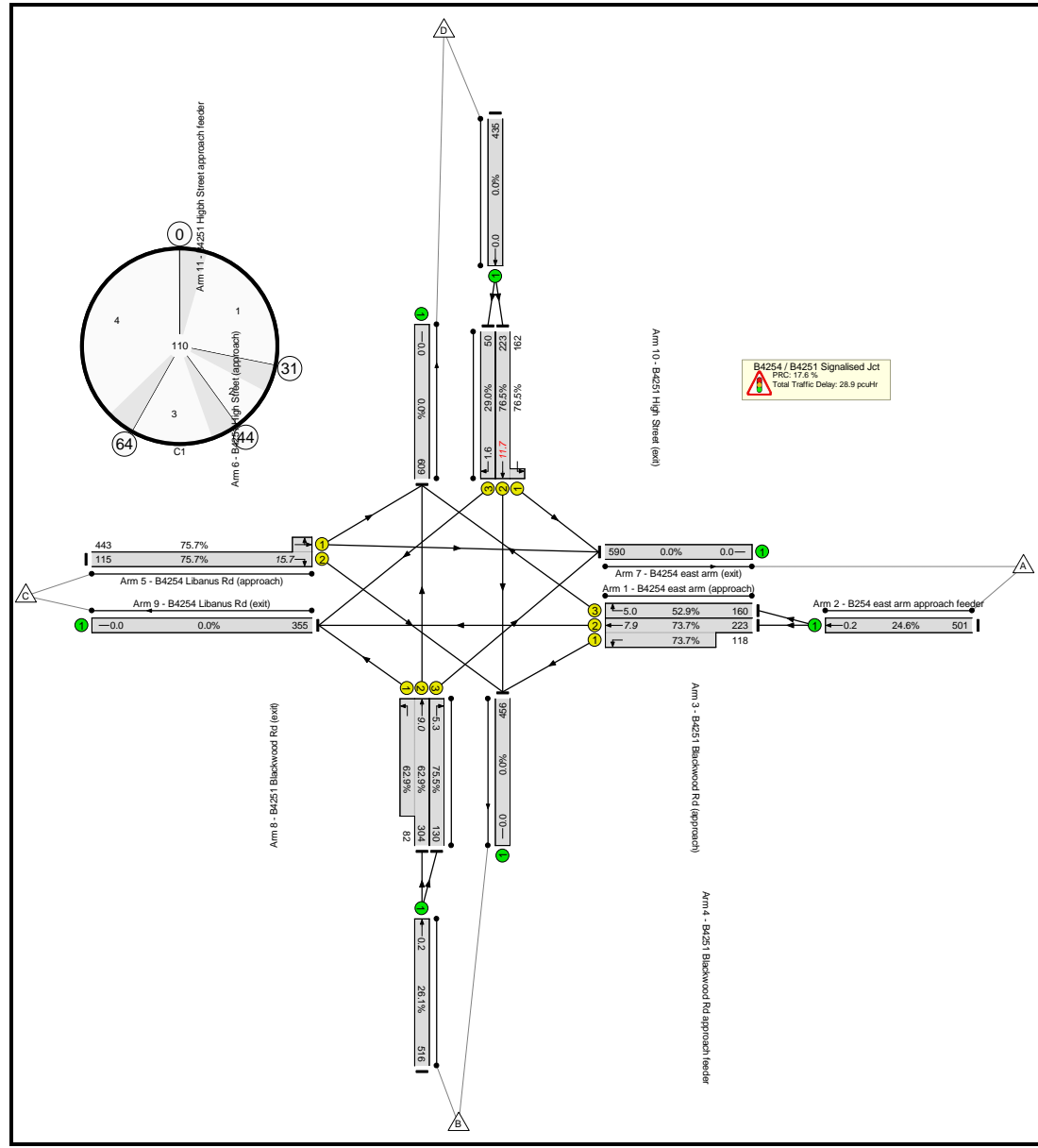
**Stage Diagram**



**Signal Timings Diagram**



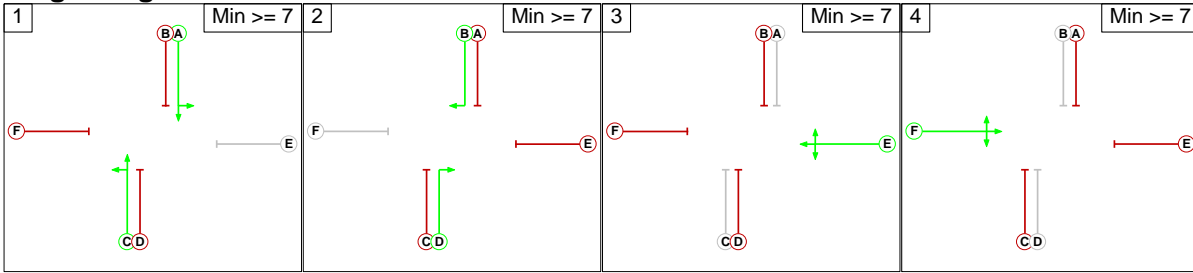
# Full Input Data And Results Network Layout Diagram



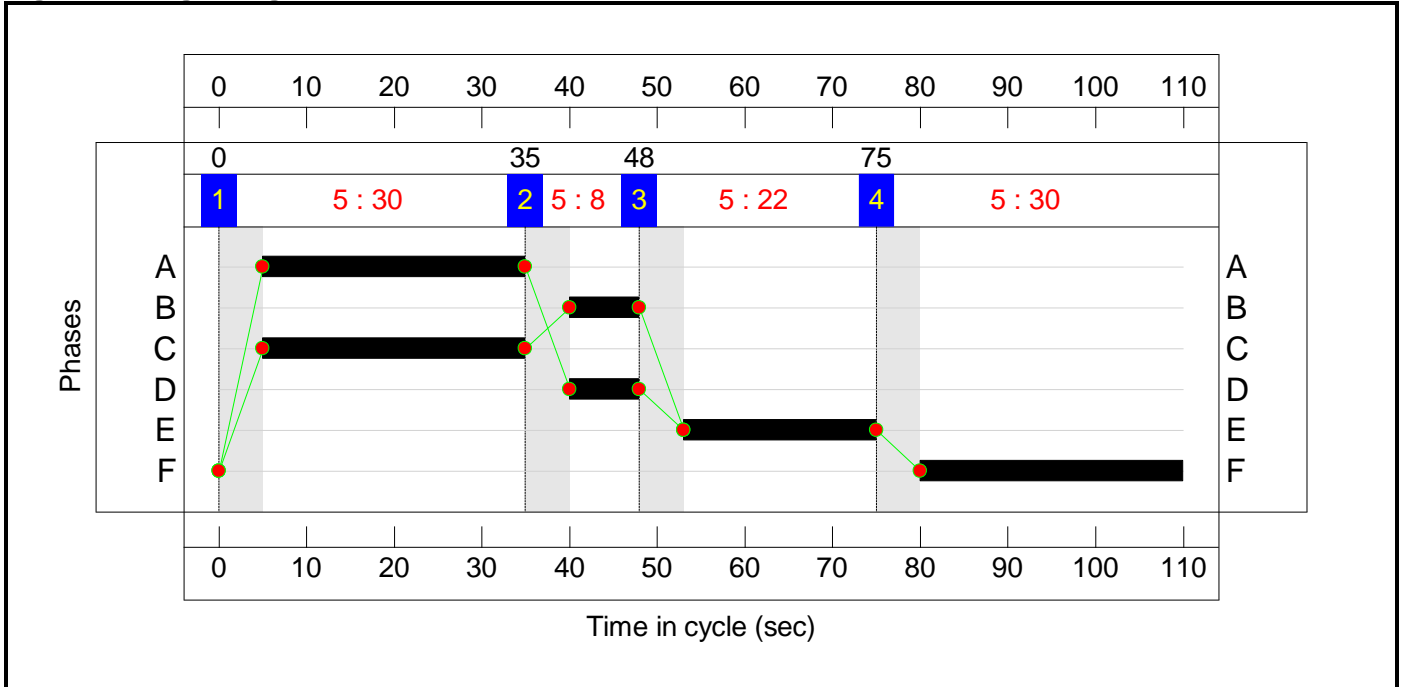
Full Input Data And Results

**Scenario 14: '2025 With Development\_Weekday PM'** (FG14: '2025 With Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

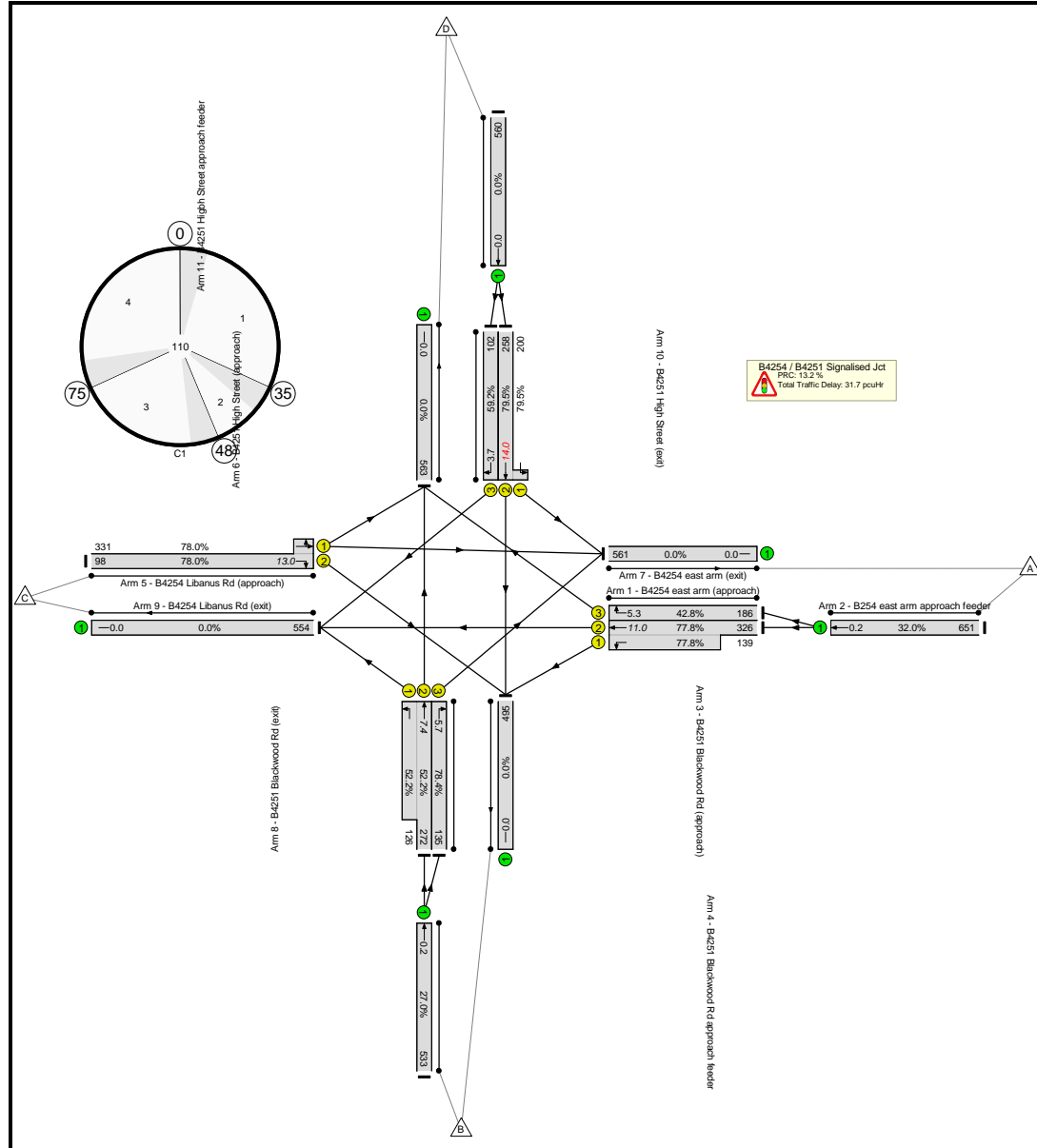
**Stage Diagram**



**Signal Timings Diagram**



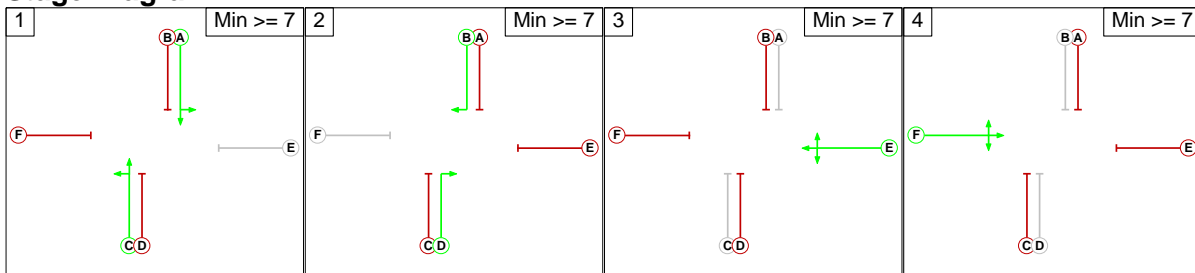
# Full Input Data And Results Network Layout Diagram



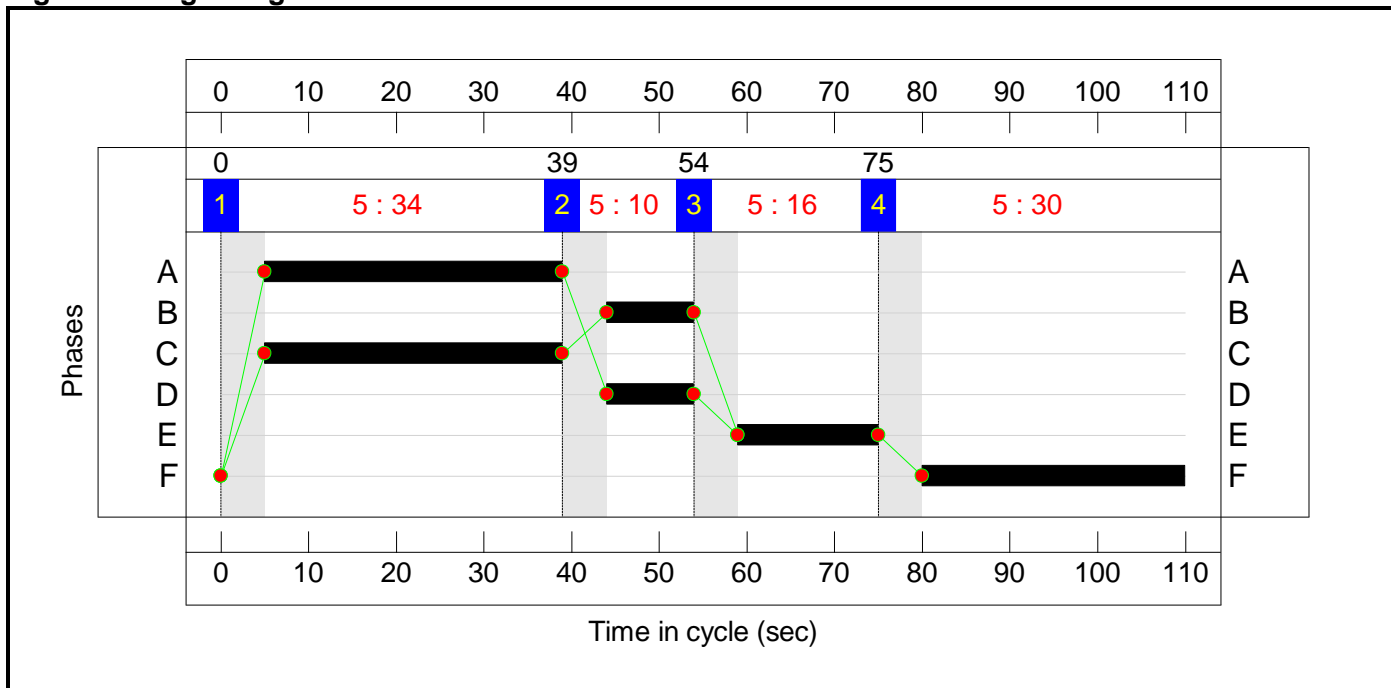
Full Input Data And Results

**Scenario 15: '2025 With Development\_Saturday'** (FG15: '2025 With Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Stage Diagram**

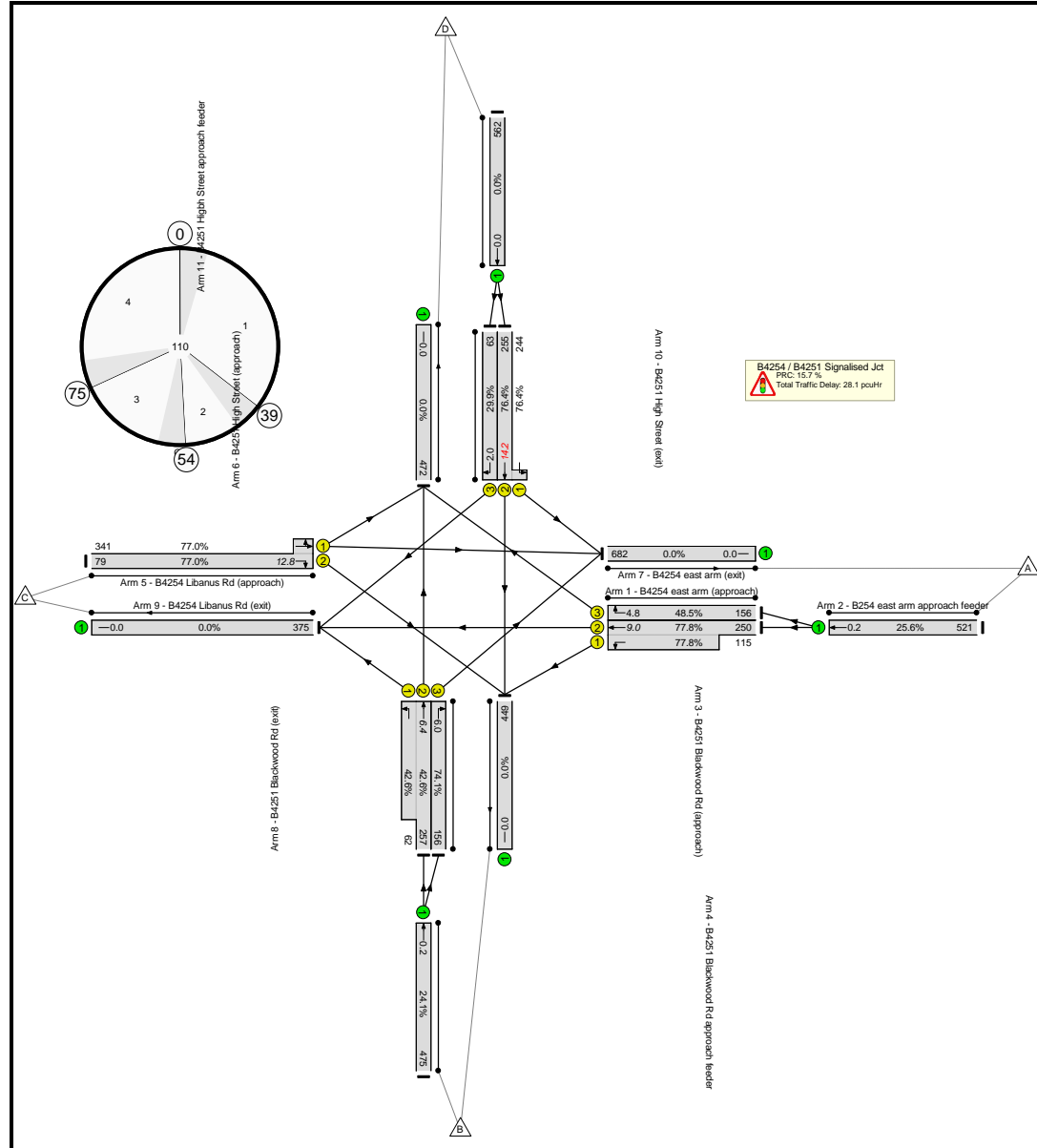


**Signal Timings Diagram**





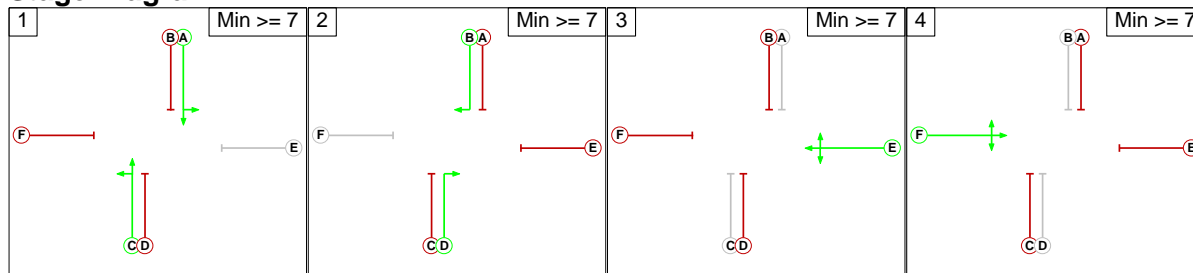
# Full Input Data And Results Network Layout Diagram



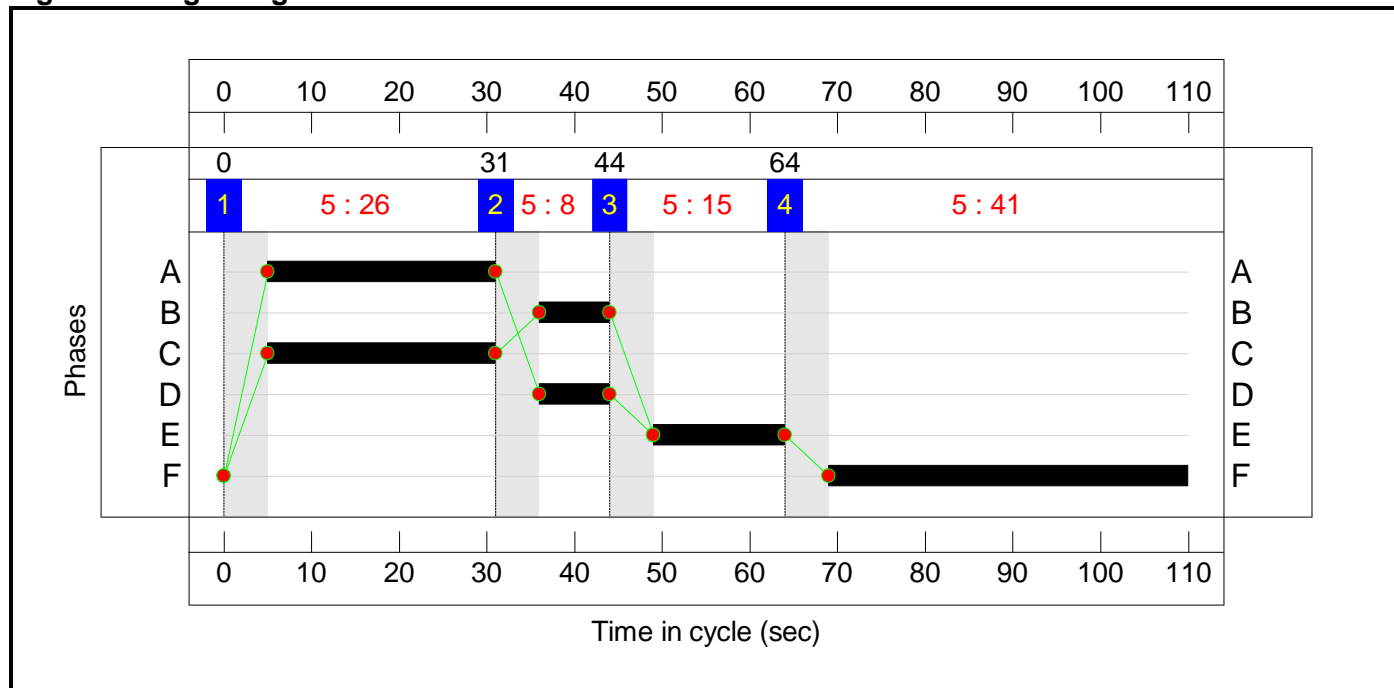
Full Input Data And Results

**Scenario 16: '2030 With Development\_Weekday AM'** (FG16: '2030 With Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

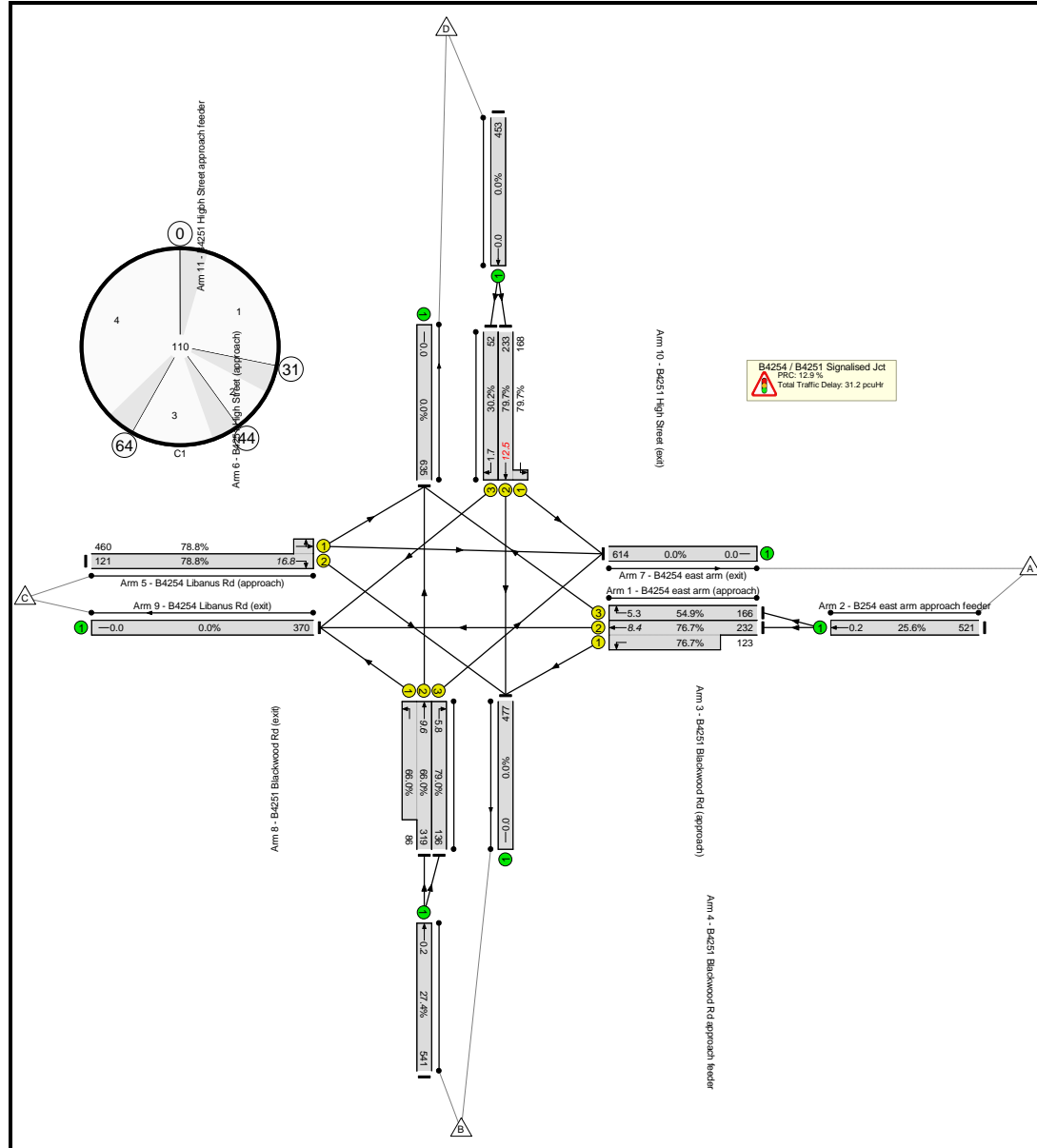
**Stage Diagram**



**Signal Timings Diagram**



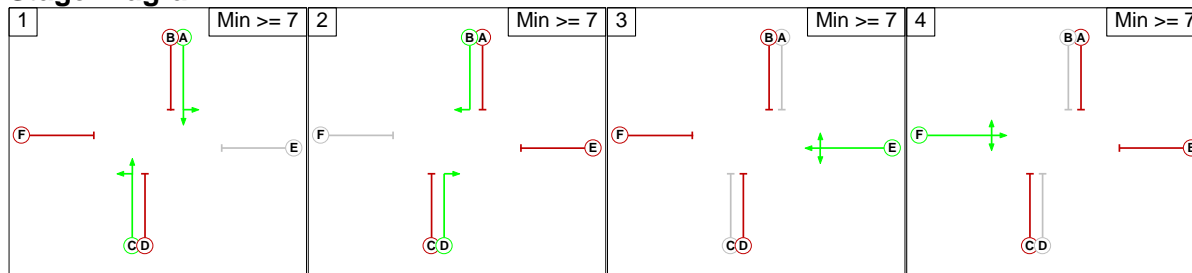
# Full Input Data And Results Network Layout Diagram



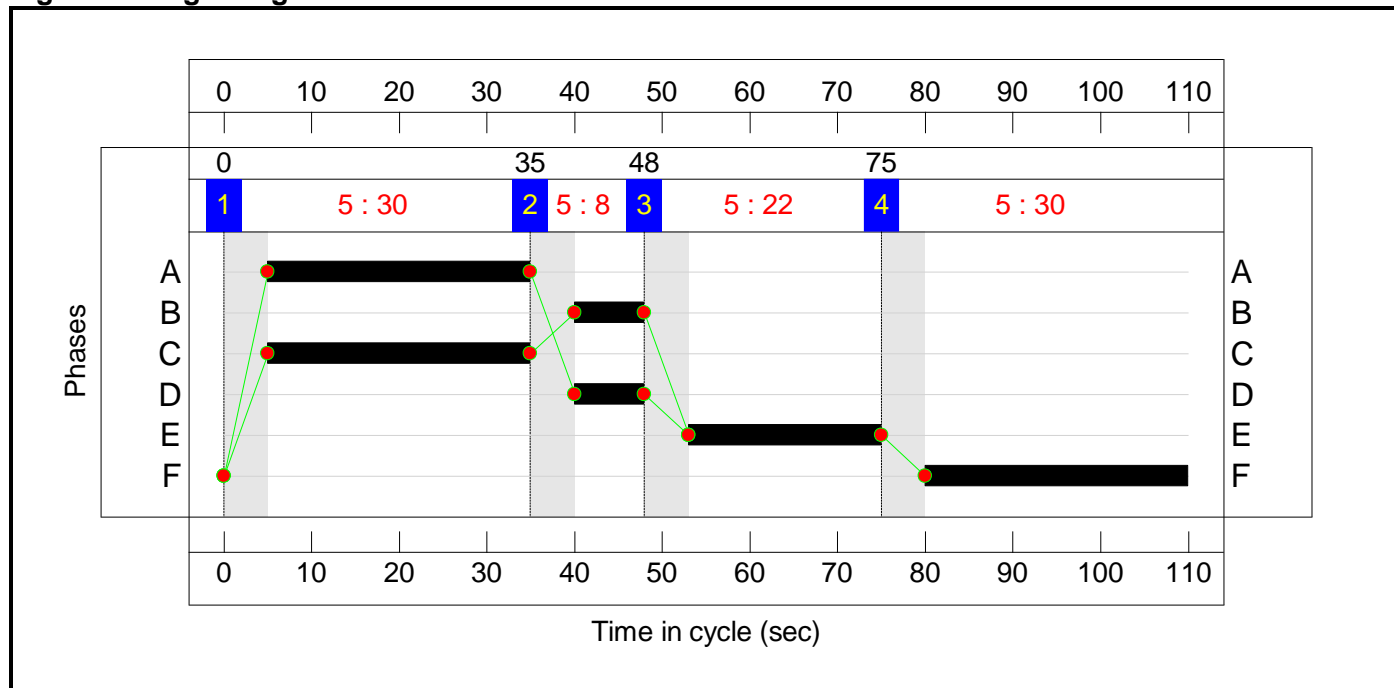
Full Input Data And Results

**Scenario 17: '2030 With Development\_Weekday PM'** (FG17: '2030 With Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

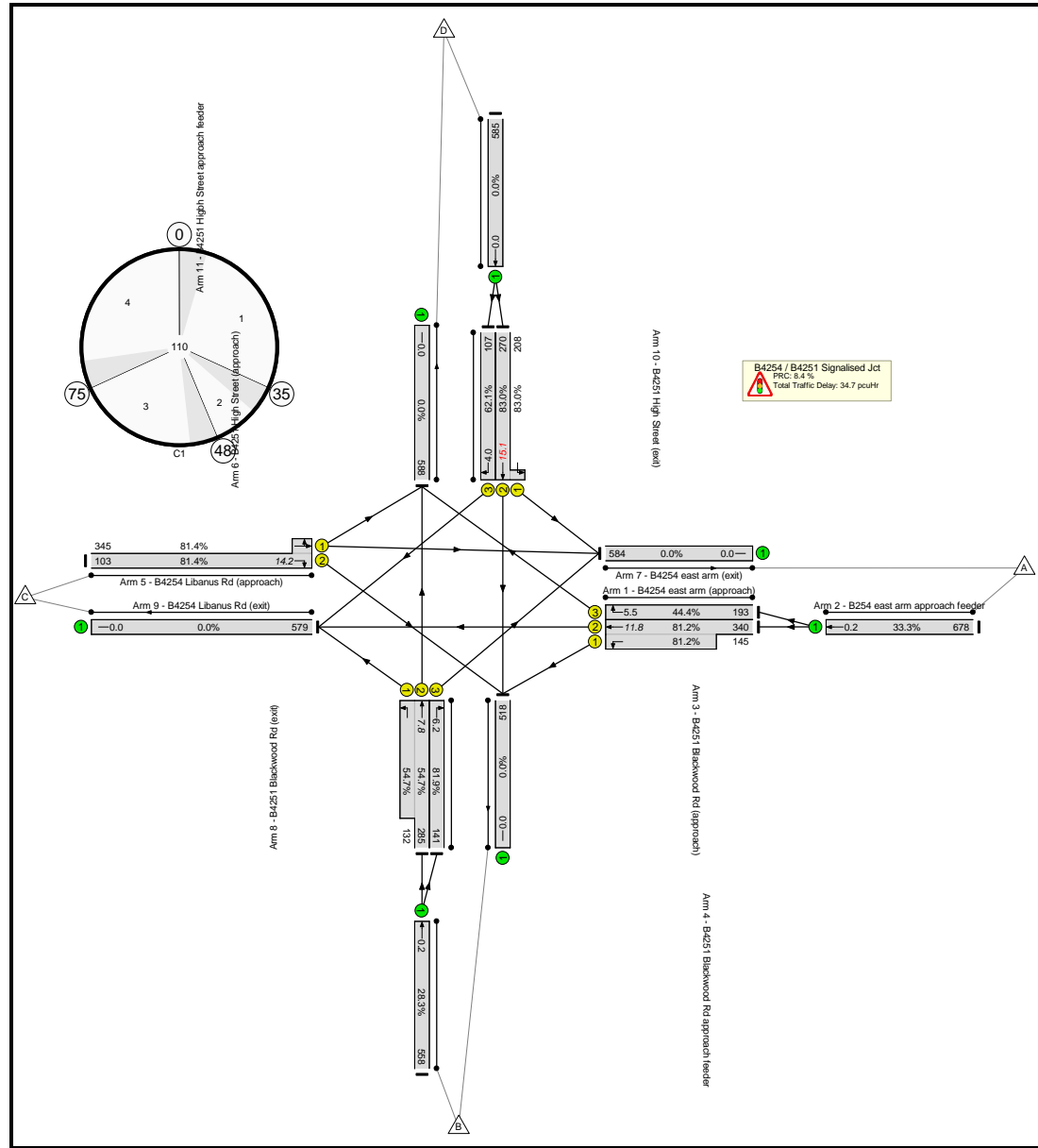
**Stage Diagram**



**Signal Timings Diagram**



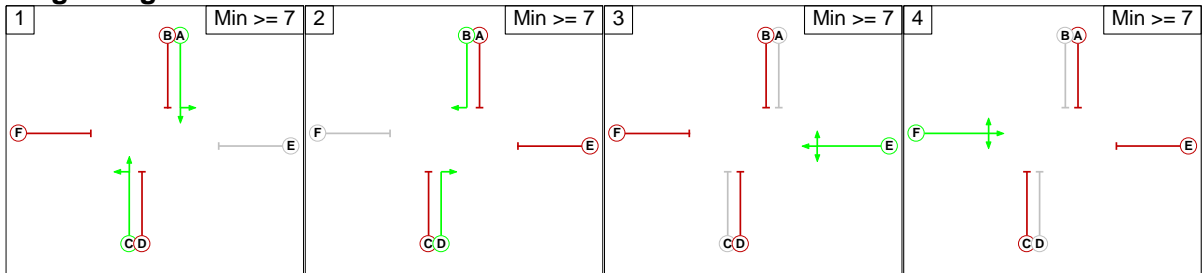
# Full Input Data And Results Network Layout Diagram



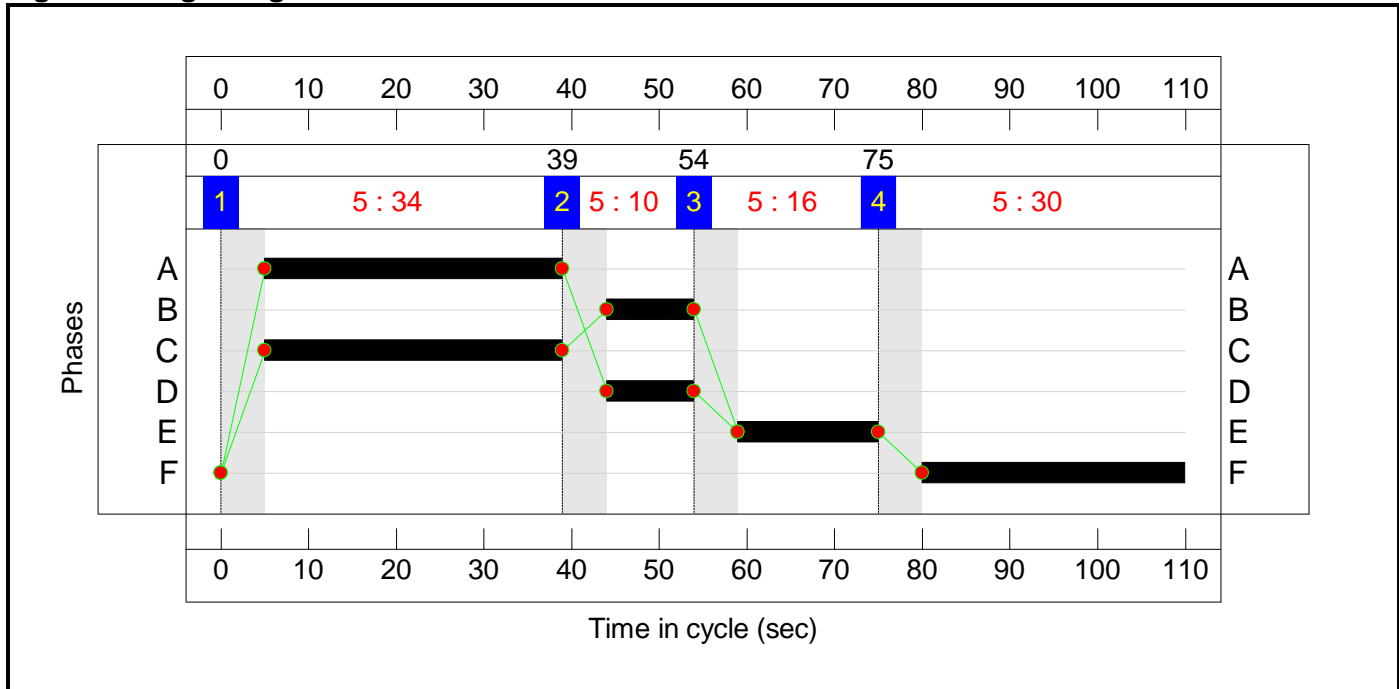
Full Input Data And Results

**Scenario 18: '2030 With Development\_Saturday'** (FG18: '2030 With Development\_Saturday', Plan 1: 'Network Control Plan 1')

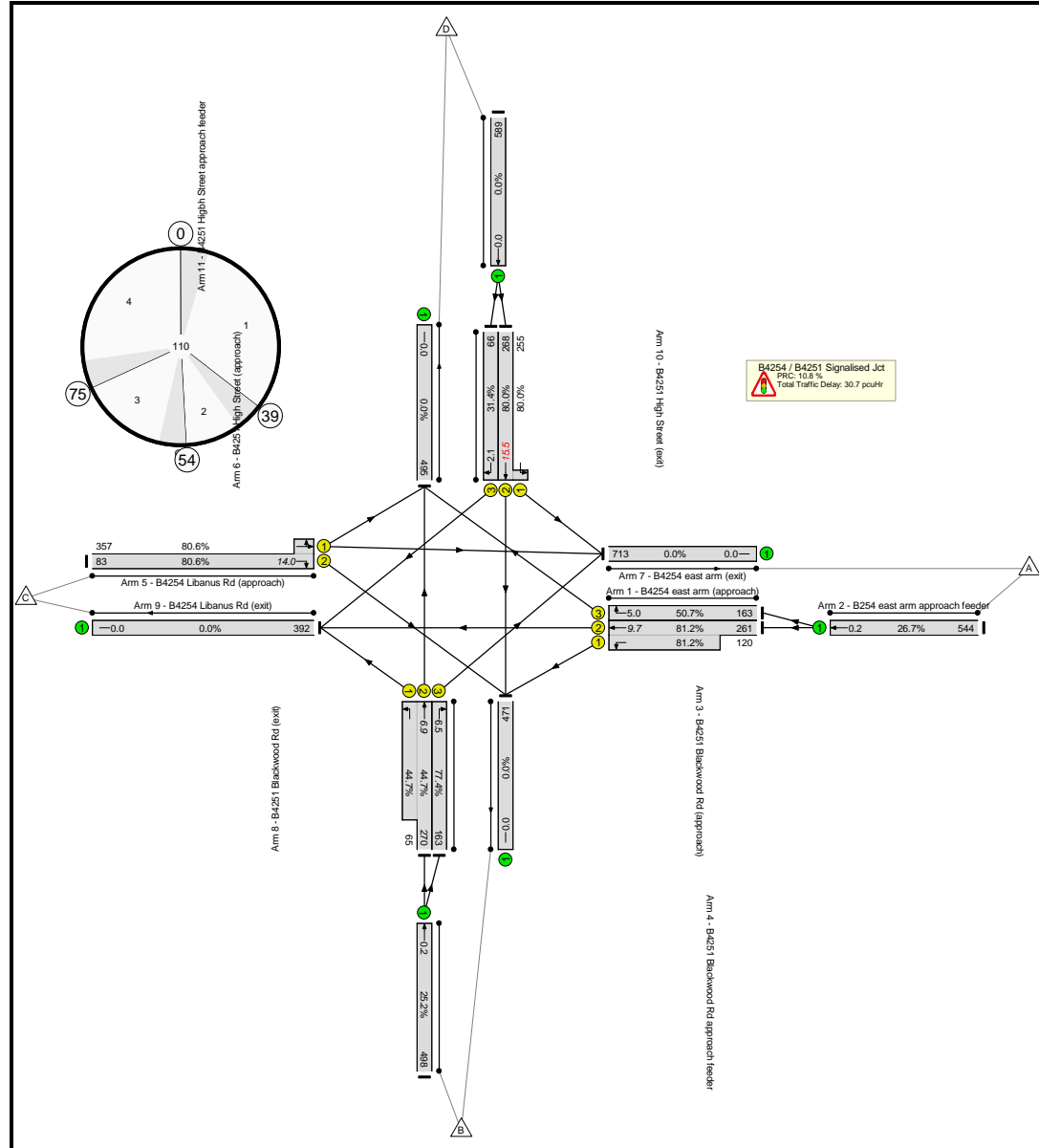
**Stage Diagram**



**Signal Timings Diagram**



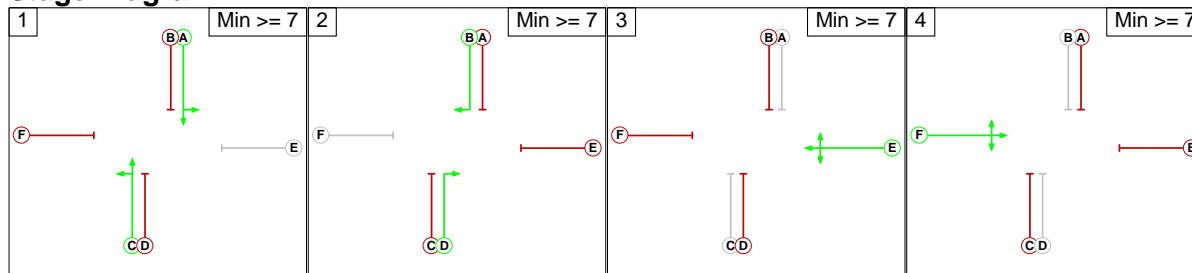
# Full Input Data And Results Network Layout Diagram



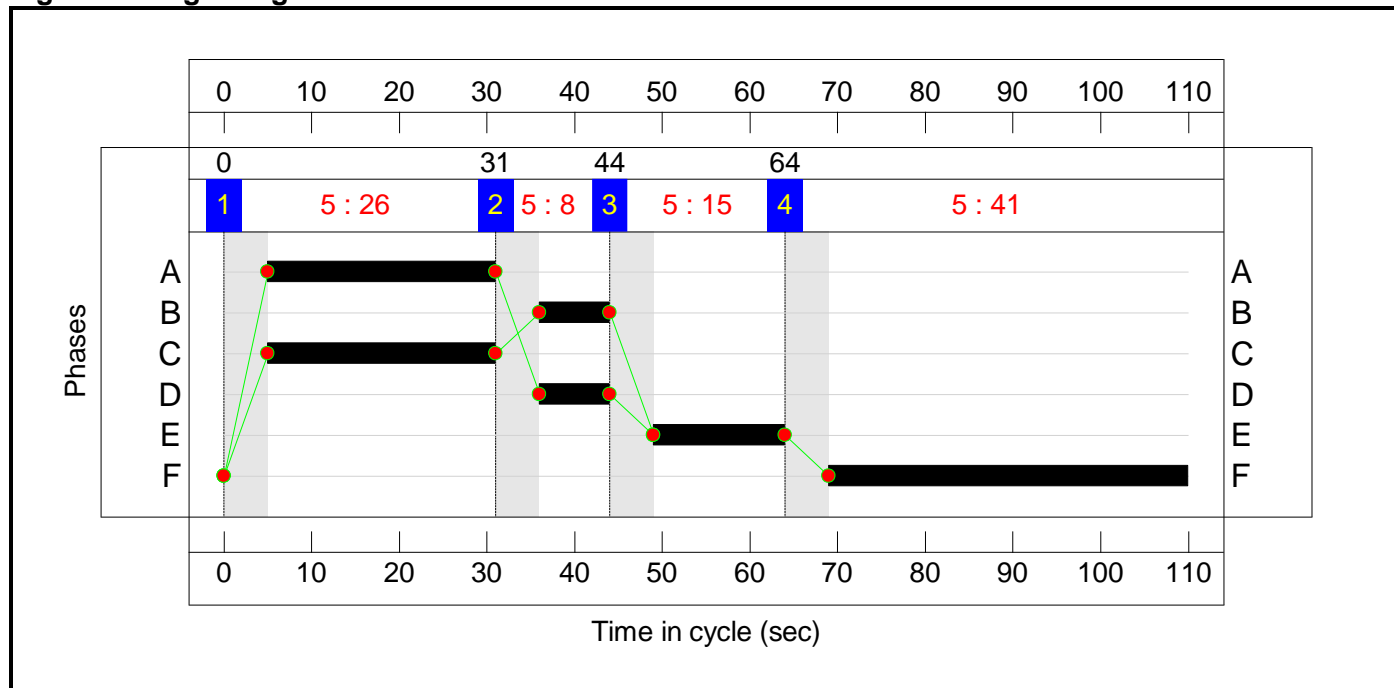
Full Input Data And Results

**Scenario 19: '2035 With Development\_Weekday AM'** (FG19: '2035 With Development\_Weekday AM', Plan 1: 'Network Control Plan 1')

**Stage Diagram**

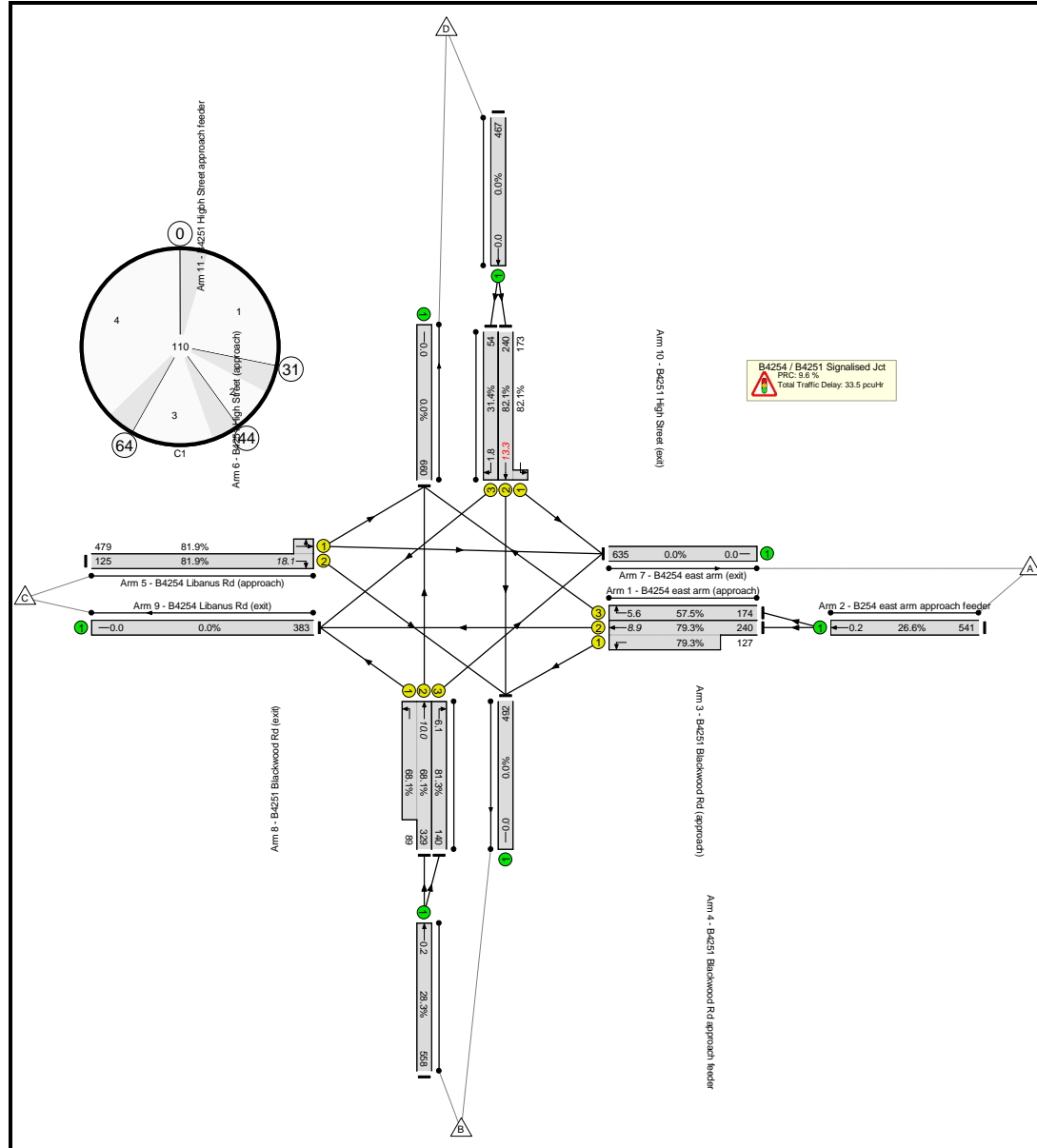


**Signal Timings Diagram**





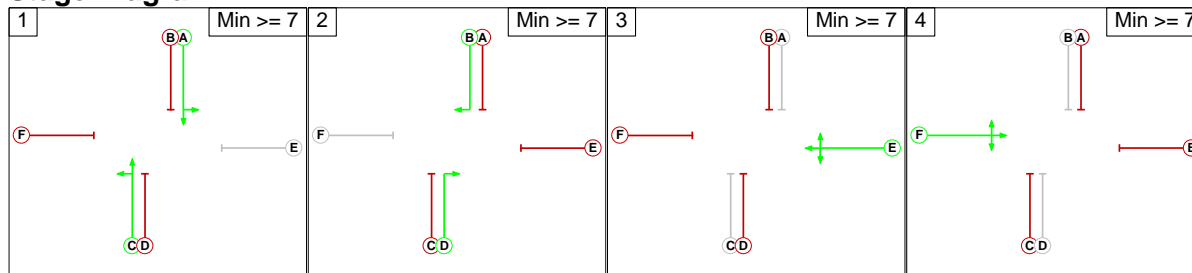
# Full Input Data And Results Network Layout Diagram



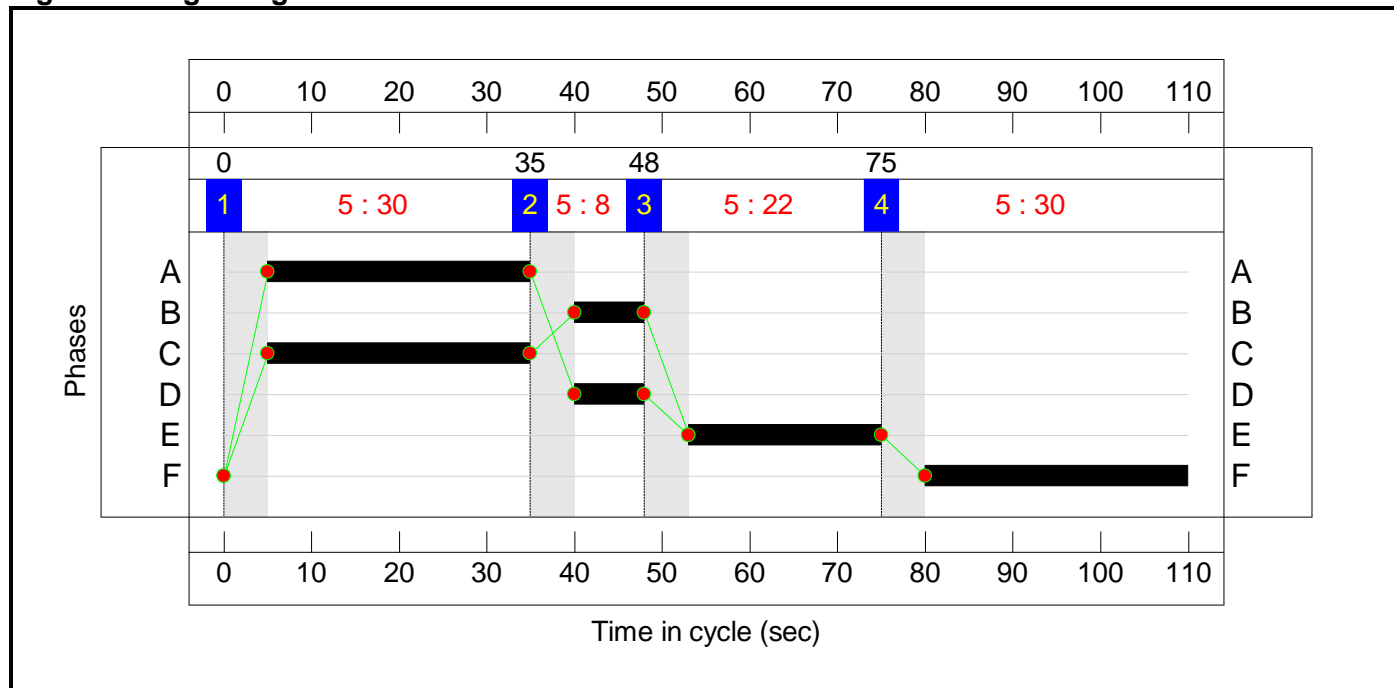
Full Input Data And Results

**Scenario 20: '2035 With Development\_Weekday PM'** (FG20: '2035 With Development\_Weekday PM', Plan 1: 'Network Control Plan 1')

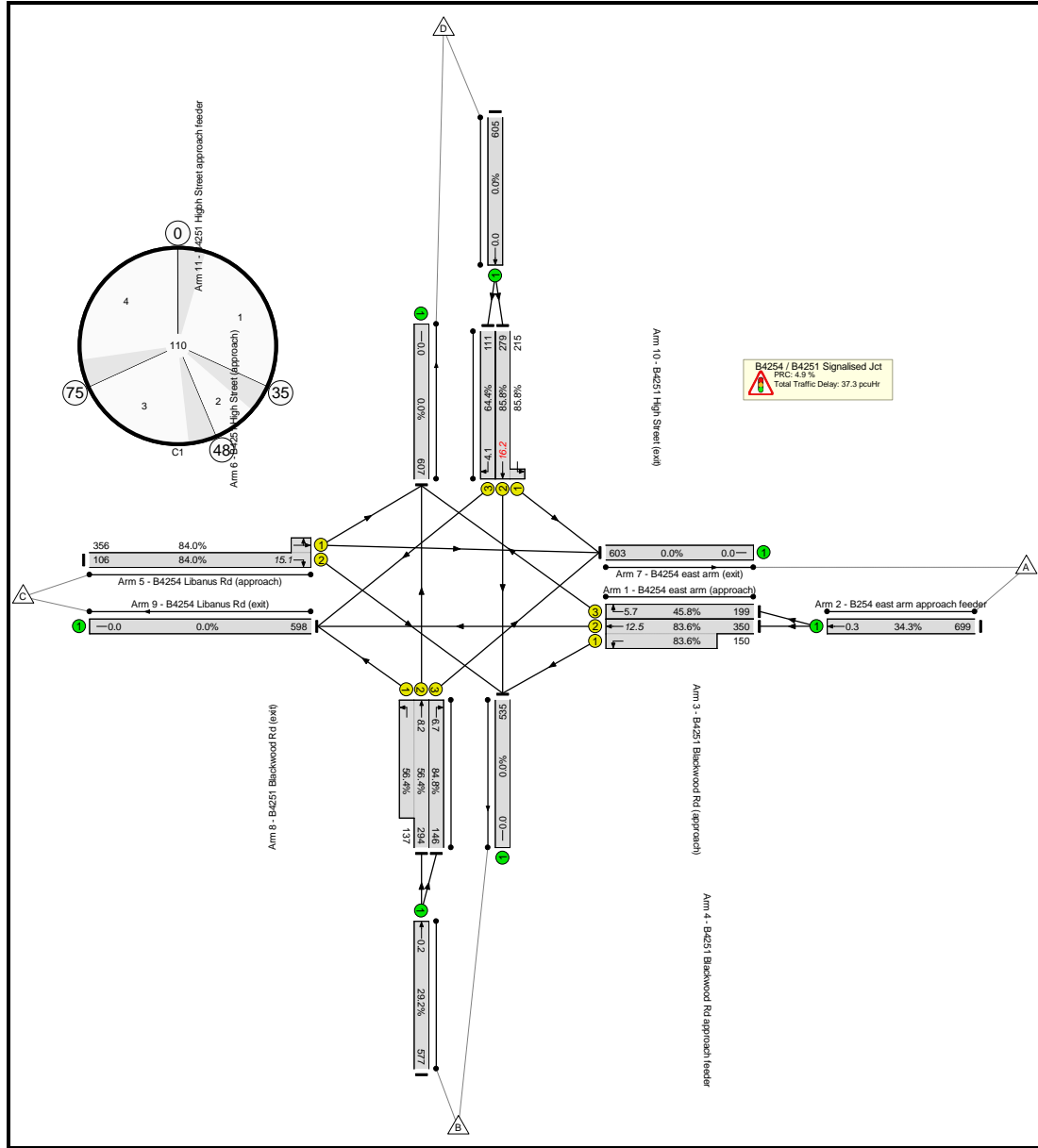
**Stage Diagram**



**Signal Timings Diagram**



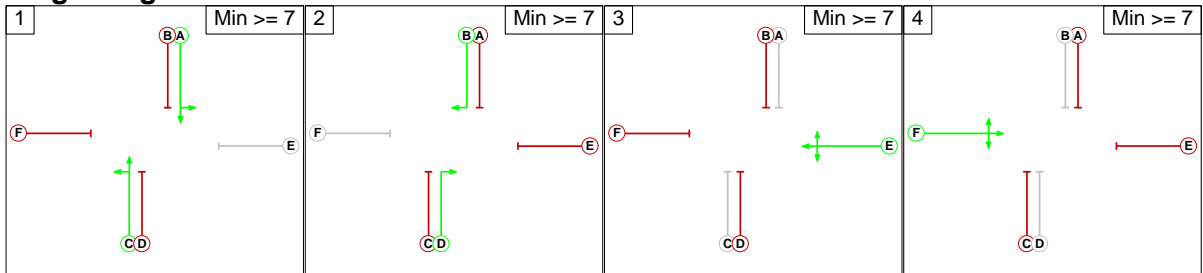
# Full Input Data And Results Network Layout Diagram



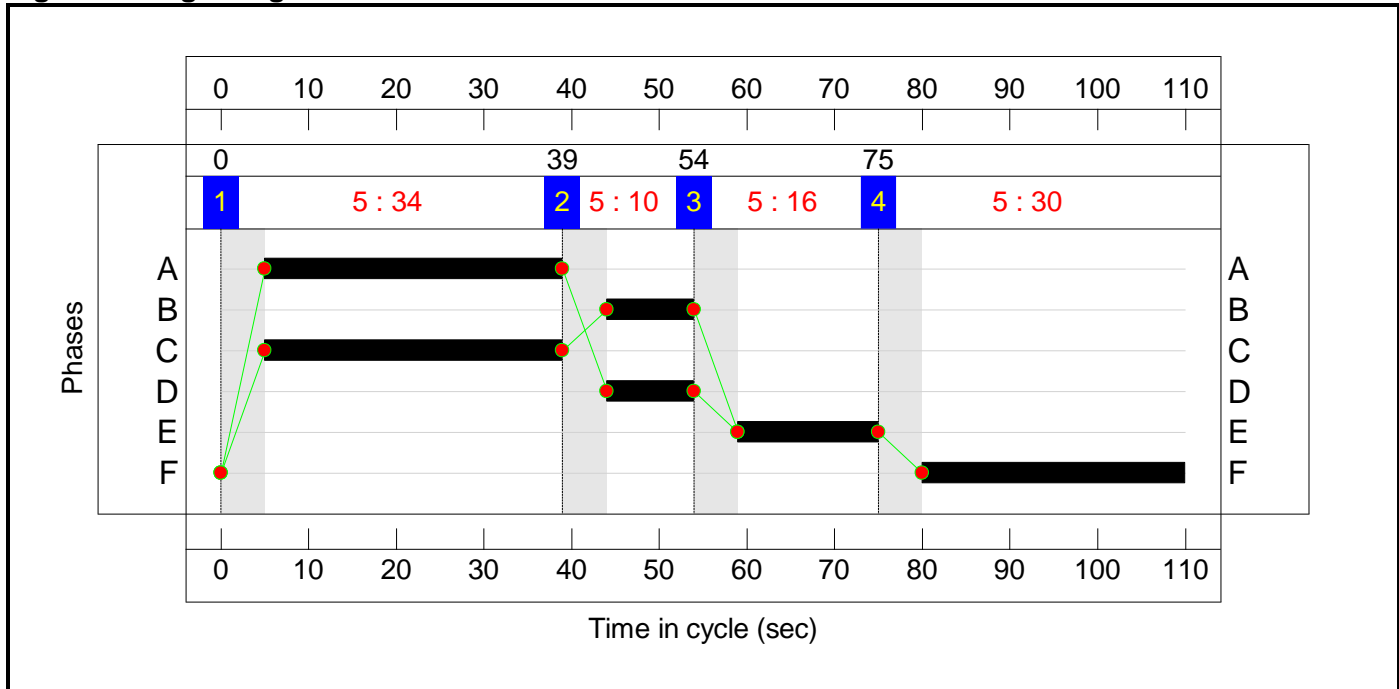
Full Input Data And Results

**Scenario 21: '2035 With Development\_Saturday'** (FG21: '2035 With Development\_Saturday', Plan 1: 'Network Control Plan 1')

**Stage Diagram**



**Signal Timings Diagram**



# Full Input Data And Results Network Layout Diagram

