LIDL GREAT BRITAIN LIMITED

PROPOSED FOODSTORE, RISCA

TRANSPORT ASSESSMENT

23-00849/TA/01

January 2025

CORUN
Transport and Highway Engineering

DOCUMENT SIGNATURE AND MODIFICATION SHEET

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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 along Commercial Street, Risca.

1.1.2 The development proposals are for the creation of a new foodstore unit with a GIA of 1,962m^2, and an associated 112 space car park.

1.1.3 The proposed site masterplan is contained at **Appendix A**.

1.1.4 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.

1.1.5 A scoping note setting out the proposed TA methodology, and seeking agreement that this methodology was sent to Caerphilly County Borough Council (CCBC) via email on 17th July 2024. No response however was received from CCBC to this scoping email.

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 –** Roundabout junction (4-arm) A467 (West Arm) / B4591 / A467 (east arm) / un-named road;
- **Junction 2 –** Roundabout junction (4-arm) with B4591 (north arm) / ALDI store access / B4591 (south arm) / Tesco access;
- **Junction 3 –** Roundabout junction (4-arm) with B4591 Commercial Street / Mill Street / B4591 Newport Road / B4591; and
- **Junction 4** – Priority junction with B4591 Commercial Street (Major Arms) / Maryland Road (Minor Arm).

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 a parcel of brownfield land to the south of the B4591 Commercial Street, Risca.

2.1.2 The site is located to the rear of a garage and further high street units along Commercial Street. The site is located within a wider established commercial / retail park area, bordered directly by further brownfield land to the west, the Ebbw River to the south, and the B4591 to the east.

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

© Google Earth Pro

2.2 Local Highway Network

2.2.1 As outlined in more detail at **Section 4**, vehicular access to the site will be provided from both the B4591 Commercial Street in the north, and from the B4591 link road in the east.

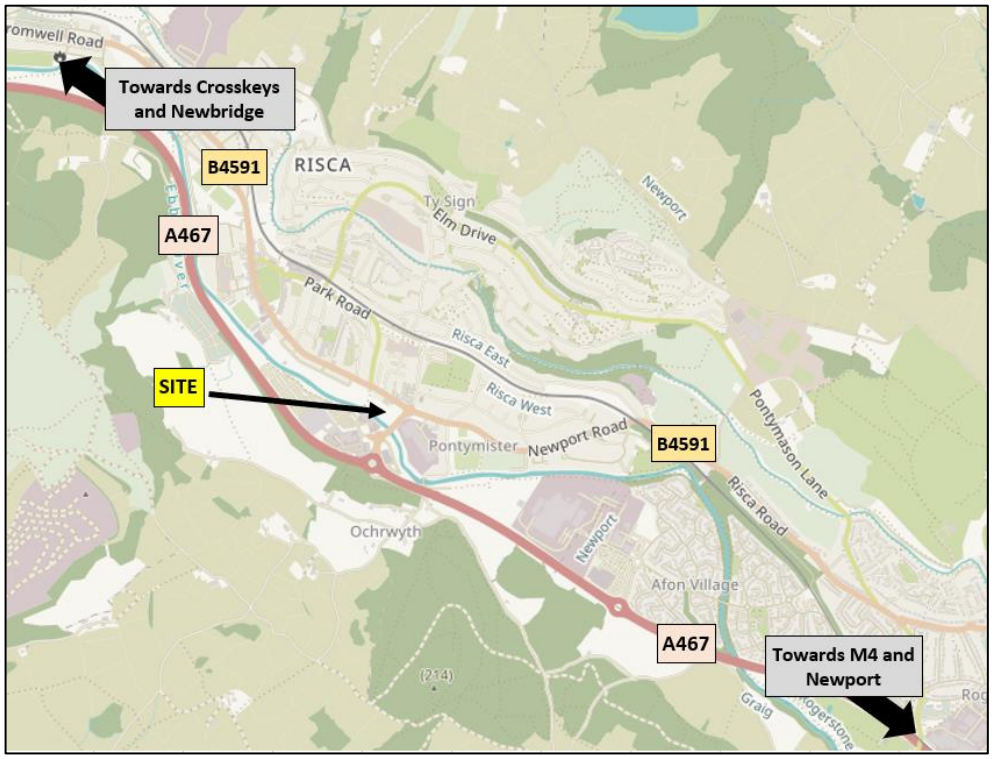
2.2.2 The B4591 Commercial Street forms part of the key strategic route through the wider Risca, Cross Keys, and Rogerstone areas. This B4591 route also provides connections into all local routes through the wider Risca area to the north.

2.2.3 Directly east of the site, the B4591 link road (approximately 250m in length) continues south, providing a connection to the A467.

2.2.4 The A467 forms part of the key strategic A-Road network through the wider area continuing to the M4 J28 in Newport to the south (approximately 6km), and through Newbridge (approximately 10km) and onward through the valley settlements to the north.

2.2.5 The site is shown in a wider strategic context in **Figure 2.2**.

Figure 2.2: Site location in a wider strategic context



© *Open Street Map*

2.3 Pedestrian Facilities

2.3.1 The proposed development will provide direct pedestrian connections into existing footways along both Commercial Street and the B4591 link.

2.3.2 These footways form part of the well established pedestrian network continuing through the local and wider Risca area.

2.3.3 A zebra crossing is located along Commercial Street, approximately just 50m to the west of the site. This provides a priority crossing point for pedestrians across Commercial Street.

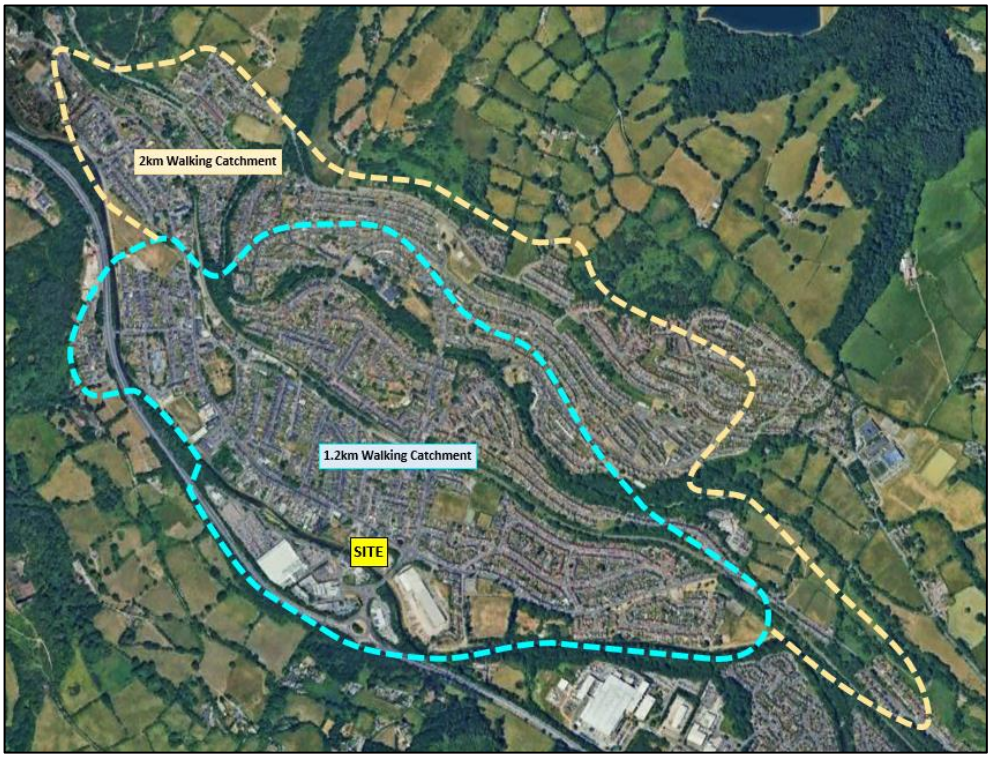
2.3.4 Uncontrolled dropped kerb crossing points with central refuge islands are also provided across the B4591 roundabout directly east of the site.

2.3.5 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.

2.3.6 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.

2.3.7 **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



© Google Earth Pro

2.3.8 **Figure 2.3** demonstrates that almost the entirety of the wider Risca 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 visitor / customer and staff walking trips to the site.

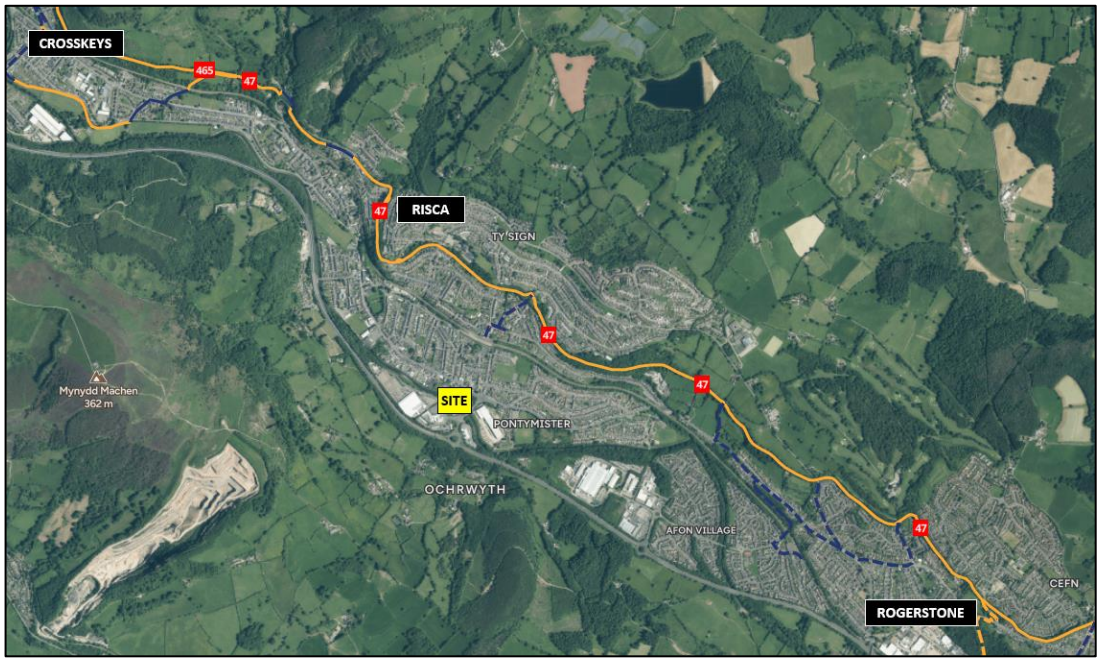
2.4 Cycle Facilities

2.4.1 Cycling within Risca 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 As shown in **Figure 2.4** however, National Cycle Route 47 does route through Risca, providing a predominantly off-road route through to Crosskeys and Ystrad Mynach to the north, and through to Rogerstone and Newport to the south.

2.4.3 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles). The entirety of the Risca area and neighbouring Rogerstone and Crosskeys areas are within an approximate 4km cycling catchment from the site.

Figure 2.4: National Cycle Route 47



Data source: www.sustrans.org.uk

2.4.4 With the slightly rural location of Risca in respect to other settlement areas, the proposed development would not be expected to attract a significant volume of cycling trips from locations outside of these local areas.

2.4.5 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 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 …".*

2.5.2 Bus stops are located in the immediate vicinity of both proposed site access points, with the Aldi bus stop along the B4591 link, and the Pontymister Crossing stop along Commercial Street. These stops are both located less than a 50m walk from the site.

2.5.3 These bus stops provide access to all key bus service routing through Risca, as summarised in **Table 2.1**.

Table 2.1 – Summary of regular bus services available from bus stops in the immediate vicinity of the site

Service	Route	Approximate Service Frequency		
		Weekdays	Saturday	Sunday
R1 (Newport Bus)	Newport City Centre – Risca - Pontymister	60-minutes	60-minutes	120-minutes
R2 (Newport Bus)	Ynys Ddu – Rogerstone – Risca - Pontymister	60-minutes	60-minutes	No Services
56 (Stagecoach)	Newport – Risca – Blackwood - Tredegar	30-minutes	30-minutes	120-minutes
151 (Stagecoach)	Newport – Risca – Newbridge - Blackwood	15-minutes	15-minutes	60-minutes
X15 (Stagecoach)	Newport – Risca – Newbridge – Abertilary – Brynmawr	60-minutes	60-minutes	60-minutes

Note: Times stated are approximations only, as per latest timetable data available in January 2025

2.5.4 **Table 2.1** identifies that for a slightly rural area like Risca, the site has excellent accessibility to a wide range of regular bus services operating through the local and wider area.

Rail

2.5.5 Risca and Pontymister rail station is located approximate just 500m north from the site, and accessible within an approximate 5-minute walk or 2-minute cycle journey time.

2.5.6 This station is located along the Ebbw Vale Line, providing access to services routing between Cardiff Central / Newport and Ebbw Vale. Stations within a short rail journey time to Risca include Rogerstone (3-minutes), Cross Keys (5-minutes), Pye Corner (7-minutes), Newbridge (12-minutes), Newport (17-minutes), Ebbw Vale Parkway (25-minutes), and Cardiff Central (30-minutes). Services to these stations operate with an approximate frequency of one service every 30-minute in each direction between Monday and Saturday, with a slightly less frequent service on Sundays.

2.5.7 Risca and Pontymister train station therefore provides opportunities to support potential longer distance employee commuting trips to the site.

Summary

2.5.8 The site is located in the south of Risca, and is accessible by both foot and cycle to a large residential population living within the entirety of the wider Risca settlement area, offering potential employees or customers / visitors living within in the area, opportunities to travel to the site by these modes.

2.5.9 Bus stops are situated directly next to the site which provide access to all the key bus services routing through Risca. These services provide frequent bus travel opportunities through both Risca and the wider area.

2.5.10 Risca and Pontymister rail station is located a short walk from the site. The station provides access to regular rail services routing between Cardiff / Newport and Ebbw Vale, which can support potential longer distance employee commuting trips to the site.

2.5.11 It is evident therefore that the site is able to offer potential employees and customers / visitors, a viable alternative 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. In this instance, a cluster is identified as a closely defined area of five or more accidents.

2.6.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents 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 PIAs identified on CrashMap in the vicinity of the site over the 5-year period between 2019 and 2023.

Figure 2.5: PIA plot extract

Source: www.crashmap.co.uk (extracted January 2025)

2.6.5 The CrashMap data identifies that one slight PIA occurred at the existing site access junction along Commercial Street. This PIA occurred in 2020 and involved motor vehicles only (including a young driver). Although all PIAs are regrettable, this is an isolated incident, which does not suggest any significant highway safety issue at this location.

2.6.6 A further slight PIA is also located at the proposed new access junction point along the B4591 link section. This PIA occurred in 2019 and involved a pedestrian casualty. Again, although all PIAs are regrettable, this is an isolated incident, which does not suggest any significant highway safety issue at this location.

2.6.7 Across the wider highway network, no significant clustering of PIAs are identified.

2.6.8 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 (CCB) 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;

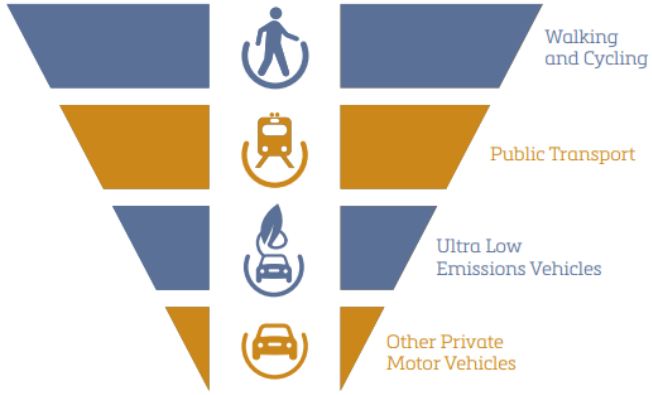
• are designed in a way which integrates them with existing land uses and neighbourhoods; and

• 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.

Figure 8: The Sustainable Transport Hierarchy for Planning



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 CCB 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. Risca/Pontymister is identified as one of these Principal Towns, and Risca can therefore be considered a suitable location within the Borough to support the proposed development.

3.7.4 Paragraph 3.166 expands on the suitability of a retail development on a brownfield plot in Risca as follows:

> *"**3.166**: Whilst there is a need for Risca / Pontymister and Caerphilly to continue to capitalise on their proximity to Newport and Cardiff respectively and exploit the economic opportunities that this can bring, there is also a need to ensure that these areas do not 'over-heat' to the extent that economic progress is outweighed by negative environmental effects of over development. The priority and emphasis in this area will be on the redevelopment of existing sites and not on the release of any substantial new greenfield land. The Plan will need to ensure, however, that all the brownfield sites are not developed for housing to the detriment of the important employment, retailing and service roles played by the local centres."*

3.7.5 Sustainable development is a key aspect of the LDP. Policy CW1 concerns sustainable transport, accessibility, and inclusion, and states that:

> *"**Policy CW1**: Development proposals that are likely to generate a significant number of trips will only be permitted provided:*
>
> *A) Walking and cycling are modes of travel which have been actively encouraged for short trips to and within the development and to nearby services and facilities, including public transport nodes, through the provision of appropriate infrastructure;*
>
> *B) Provision has been made for ease of cycling, including secure bike storage and cyclist facilities;*
>
> *C) It has been demonstrated that where a significant number of freight trips will be generated, the least environmentally damaging route will be utilised; and*
>
> *D) The use of Green Travel Plans has been encouraged, where appropriate*

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 visitors and employees of the proposed development.

3.8.2 Located on a brownfield site within an already established retail / commercial zone in Risca, and directly accessible to the A-Road network (which will reduce impact in Risca from freight movements), the site is in line with LDP aspirations for retail developments within the Borough.

3.8.3 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.

3.8.4 A robust impact assessment has identified that the proposed development will have a minimal impact on highway safety, and will not cause any significant capacity issues along the surrounding highway network.

3.8.5 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 development proposals are for creation of a new foodstore unit with a GIA of 1,962m^2, and an associated 112 space car park.

4.1.2 The proposed site masterplan is contained at **Appendix A**.

4.2 Vehicle Access

4.2.1 The site currently takes access from a priority junction arrangement with Commercial Street in the north. This access is to be retained within the development proposals. This retained access will provide access for servicing vehicles only. All other vehicles will be restricted from accessing the site via this access.

4.2.2 The proposals also include a new access junction to be developed in the east of the site along the B4591 link. This access will provide access for all non-servicing vehicles; servicing HGVs will be restricted from using this access.

4.2.3 The new junction will comprise a priority junction arrangement with a dedicated lane for right turners into the site. Visibility splays from the site access of 2.4m x 43m can be achieved in both directions along the B4591 link, which is in line with the minimum requirements for a road speed of 30mph (which this road is restricted to).

4.2.4 Development of the proposed new access along the B4591 will require the relocation of the existing bus stop at this point (Aldi northbound stop). The position of the relocated stop is to be agreed with CCBC.

4.2.5 Both access junctions will include direct pedestrian links into the existing footways along Commercial Street and the B4591 link. A further pedestrian connection will also be provided in the rear (south) of the site, connecting into the existing pedestrian footbridge across the Ebbw River.

4.2.6 Internal pedestrian routes will be provided connecting between the proposed store entrance, and each proposed pedestrian access point. These routes include marked pedestrian crossing facilities where required.

4.3 Parking Provision

4.3.1 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’.

4.3.2 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.

4.3.3 The proposed foodstore unit has a GIA of 1,962m^2. Although within the SPG, the site would therefore fall within the 'Shops and Small Supermarkets (1,001m^2 – 2,000m^2) category, the site is also only just (38m^2) below falling within the 'Supermarkets & Superstores (predominantly food > 2,000m^2)' 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^2 of GFA, and the former requiring car parking at a rate of 1 space per 40m^2 of GFA. For the proposed development this would therefore equate to a range of between 50 and 141 car parking spaces respectively.

4.3.4 The proposed development will provide a total of 112 car parking spaces within its associated parking area. This level of parking provision falls within the range identified above for the identified supermarket categories.

4.3.5 The neighbouring ALDI unit located to the south of the application site also has a similar footprint to that of the proposed foodstore, and provides circa 120 parking spaces. The proposed development will provide a similar offering to this existing unit, and the proposed parking provision is also therefore in line with what is provided at this existing ALDI unit.

Disabled Parking Provision

4.3.6 The SPG identifies that for car parks associated with shopping area, 6% of the total car park capacity should be provided as enhanced bay spaces. Based on the total 112 car parking spaces to be provided for the proposed use, this equates to a requirement of 7 enhanced bay space.

4.3.7 In line with these standards the proposed development will provide 7 (6%) enhanced parking spaces allocated for disabled users.

4.3.8 All enhanced bays 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.

Parent and Child Spaces

4.3.9 The proposed parking provision will include 9 parent and child parking spaces. These will be enhanced bays located along the unit perimeter, to assist with access, especially for push chairs.

Electric Vehicle (EV) Parking Provision

4.3.10 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

4.3.11 In total, the proposed development will provide 112 car parking spaces within the associated car park area, which include 94 standard car parking spaces, 7 enhanced spaces for disabled users, 9 enhanced Parent and Child spaces, 2 EV charging space. This provision is line with the CCBC maximum parking requirements.

4.4 Cycle Parking

4.4.1 The SPG outlines a minimum requirement of both 1 long-stay cycle stand, and 1 short stay cycle stand per 500m^2 of floorspace at supermarket developments. Based on these standards, the proposed development requires a minimum provision of 8 cycle stands (4 long-stay, and 4 short-stay).

4.4.2 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 eastern 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.

4.4.3 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

4.5 Servicing

4.5.1 The SPG outlines that for supermarket uses, 3 non-operational commercial vehicle parking spaces are required.

4.5.2 The proposed development will include only 1 loading bay space for vehicles, located at the western 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.

4.5.3 Servicing vehicles will access the site through the Commercial Street access only, and will be restricted from routing via the B4591 link access. 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^2 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 In order to extract a representative sample of survey sites from the TRICS database, the following parameters were applied as a first principle:

- TRICS category '01 – Retail / C - Discount Foodstores' category selected;
- 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.

5.1.5 A copy all TRICS output is included in **Appendix B.**

5.2 Anticipated Trip Generation

5.2.1 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 weekday and Saturday 12-hour period respectively.

5.2.2 **Table 5.1** identifies that the proposed store would be anticipated to generate a total of 1,984 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 207 total two-way trips.

5.2.3 **Table 5.2** identifies that the proposed store would be anticipated to generate a total of 1,930 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 234 total two-way trips.

Table 5.1: Proposed new foodstore, anticipated weekday vehicular trip generation into the site (based on 1,962m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.574	0.215	0.789	11	4	15
08:00 - 09:00	3.032	2.165	5.197	59	42	101
09:00 - 10:00	3.665	3.173	6.838	72	62	134
10:00 - 11:00	4.572	4.349	8.921	90	85	175
11:00 - 12:00	5.080	4.810	9.890	100	94	194
12:00 - 13:00	5.295	5.240	10.535	104	103	207
13:00 - 14:00	4.982	5.354	10.336	98	105	203
14:00 - 15:00	5.057	5.053	10.110	99	99	198
15:00 - 16:00	5.150	5.143	10.293	101	101	202
16:00 - 17:00	4.881	4.939	9.820	96	97	193
17:00 - 18:00	4.881	5.123	10.004	96	101	197
18:00 - 19:00	4.056	4.353	8.409	80	85	165
12-Hour Period	-	-	-	**1,006**	**978**	**1,984**

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 1,962m² GIA)

Time Period	Trip Rates (per 100m² GFA)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.471	0.105	0.576	9	2	11
08:00 - 09:00	2.539	1.897	4.436	50	37	87
09:00 - 10:00	3.809	3.017	6.826	75	59	134
10:00 - 11:00	4.951	4.444	9.395	97	87	184
11:00 - 12:00	6.124	5.833	11.957	120	114	234
12:00 - 13:00	5.444	6.161	11.605	107	121	228
13:00 - 14:00	5.146	5.071	10.217	101	99	200
14:00 - 15:00	5.049	5.258	10.307	99	103	202
15:00 - 16:00	4.959	5.063	10.022	97	99	196
16:00 - 17:00	4.72	4.839	9.559	93	95	188
17:00 - 18:00	3.839	3.861	7.7	75	76	151
18:00 - 19:00	2.733	3.107	5.84	54	61	115
12-Hour Period	-	-	-	**977**	**953**	**1,930**

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 Commercial Street or the B4591 link, 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 A467, 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 the existing neighbouring Tesco and Aldi stores in Risca, 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 Risca area. It is likely therefore that the store will draw a majority of its custom from residents within the Risca area who are currently undertaking retail trips to other existing stores in the area. The store is therefore anticipated to generate a minimal volume of additional new primary trips on the highway network.

5.3.6 With the site located within a wider established retail area, with a number of other large foodstore offerings established within the town (Tesco, Aldi, Morrisons, existing Lidl store etc), and located adjacent to the A467 and B4591 key strategic routes through the local area, the largest proportion of trips generated at the site are anticipated from pass-by, diverted, and transferred trips.

5.3.7 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**.

5.3.8 In order to provide a robust assessment in **Section 7** of this TA however, a further sensitivity model assessment has been run which includes for a +20% increase in the anticipated development generated trips. This would therefore represent a robust assessment which assumes trip generation at the proposed new foodstore unit is in line with that at the existing neighbouring Aldi unit in Risca.

5.4 Comparison to Aldi Trips

5.4.1 The TRICS trip rates identified in **Table 5.1** and **Table 5.2**, represent the average values for a typical discount foodstore unit like that proposed. Although this is an accepted method for estimating development trips, as a sense check, trips generated at the existing neighbouring Aldi store in Risca, located to the south of the site, have been explored.

5.4.2 This existing Aldi store has an approximate GFA of 1,800m^2 (as measured using Google Earth), and is therefore similar in size to the proposed store which has a GIA of 1,962m^2.

5.4.3 As part of the traffic surveys undertaken for this TA (as detailed in **Section 6** of this report), the survey at Assessment Junction 2 included a count of all vehicles entering and exiting the Aldi store. This count was therefore used to develop a comparative trip rate (per 100m^2 GFA) for the existing Aldi store over the surveyed weekday and Saturday periods respectively.

5.4.4 **Table 5.3** identifies how the calculated Aldi trip rates compare to the TRICS anticipated trip rates, over both the weekday and Saturday period respectively.

Table 5.3: Comparison of calculated Aldi Risca trip rates against the TRICS calculated trip rates for the proposed store

Time Period	Weekday two-way trips				Saturday two-way trips			
	TRICS	Aldi	Diff	% Diff	TRICS	Aldi	Diff	% Diff
07:00 - 08:00	0.789	0.556	**-0.233**	**-42%**	0.576	0.444	**-0.132**	**-30%**
08:00 - 09:00	5.197	5.500	**0.303**	**6%**	4.436	4.111	**-0.325**	**-8%**
09:00 - 10:00	6.838	9.389	**2.551**	**27%**	6.826	8.889	**2.063**	**23%**
10:00 - 11:00	8.921	10.000	**1.079**	**11%**	9.395	10.056	**0.661**	**7%**
11:00 - 12:00	9.89	10.889	**0.999**	**9%**	11.957	12.056	**0.099**	**1%**
12:00 - 13:00	10.535	13.389	**2.854**	**21%**	11.605	14.500	**2.895**	**20%**
13:00 - 14:00	10.336	12.389	**2.053**	**17%**	10.217	13.056	**2.839**	**22%**
14:00 - 15:00	10.11	13.778	**3.668**	**27%**	10.307	12.444	**2.137**	**17%**
15:00 - 16:00	10.293	12.167	**1.874**	**15%**	10.022	13.389	**3.367**	**25%**
16:00 - 17:00	9.82	13.667	**3.847**	**28%**	9.559	11.667	**2.108**	**18%**
17:00 - 18:00	10.004	12.833	**2.829**	**22%**	7.7	11.444	**3.744**	**33%**
18:00 - 19:00	8.409	9.778	**1.369**	**14%**	5.84	11.444	**5.604**	**49%**
12-Hour Period	**101**	**124**	**23.191**	**19%**	**98**	**124**	**25.060**	**20%**

5.4.5 **Table 5.3** shows that the calculated Aldi Risca trip rates are typically greater than those anticipated for the proposed store using the TRICS methodology, over both the weekday and Saturday period. Over both 12-hour periods, these calculated Aldi Risca trip rates are circa 20% greater over both the weekday and Saturday.

5.4.6 This does not mean that the TRICS generated trip rates are invalid however, as the survey at the Aldi store in Risca is a standalone count, whereas the TRICS methodology utilises data from multiple surveys, generating an average trip rate reflecting the typical trip generation of sites, and smoothing out the effect of any site specific, or survey date specific trends.

5.4.7 However, in order to provide an additionally robust assessment in **Section 8** of this TA, further sensitivity models have been run, which include for a +20% increase in the anticipated development generated trips. This would therefore represent a robust assessment which assumes trip generation at the proposed new foodstore unit is in line with that at the existing neighbouring Aldi unit in Risca.

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 –** Roundabout junction (4-arm) A467 (West Arm) / B4591 / A467 (east arm) / un-named road;
- **Junction 2 –** Roundabout junction (4-arm) with B4591 (north arm) / ALDI store access / B4591 (south arm) / Tesco access;
- **Junction 3 –**Roundabout junction (4-arm) with B4591 Commercial Street / Mill Street / B4591 Newport Road / B4591; and
- **Junction 4** – Priority junction with B4591 Commercial Street (Major Arms) / Maryland Road (Minor Arm).

6.2.2 All non-servicing trips at the site will be accommodated via the proposed new access along the B4591 link, in the east of the site. A further model has therefore been developed to assess operation of this junction.

6.2.3 The existing access junction along Commercial Street in the north west of the site will only accommodate servicing vehicle movements at the site. The site will generate a negligible volume of servicing vehicles across a daily period, and therefore no capacity assessment has been undertaken for this access junction.

6.3 Existing Traffic Flows

6.3.1 Traffic surveys were undertaken by 'PCC Traffic Information Consultancy' at each of the assessment junctions on both Friday 13th September 2024, and Saturday 14th September 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 as follows.

6.3.3 No issues across the study network 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	2,620	902	921	596	5,039	15	5,054
07:15 to 08:15	2,715	1,032	1,049	669	5,465	37	5,502
07:30 to 08:30	2,748	1,130	1,163	739	5,780	58	5,838
07:45 to 08:45	2,706	1,227	1,305	872	6,110	80	6,190
08:00 to 09:00	2,652	1,352	1,459	1,004	6,467	101	6,568
08:15 to 09:15	2,573	1,445	1,551	1,083	6,652	109	6,761
08:30 to 09:30	2,543	1,559	1,644	1,185	6,931	118	7,049
08:45 to 09:45	2,431	1,583	1,608	1,163	6,785	126	6,911
09:00 to 10:00	2,376	1,576	1,552	1,108	6,612	134	6,746
09:15 to 10:15	2,303	1,555	1,452	1,063	6,373	145	6,518
09:30 to 10:30	2,272	1,565	1,411	1,019	6,267	155	6,422
09:45 to 10:45	2,267	1,620	1,435	1,008	6,330	165	6,495
10:00 to 11:00	2,320	1,693	1,437	1,020	6,470	175	6,645
10:15 to 11:15	2,387	1,745	1,514	1,064	6,710	180	6,890
10:30 to 11:30	2,364	1,758	1,548	1,091	6,761	185	6,946
10:45 to 11:45	2,432	1,811	1,597	1,126	6,966	190	7,156
11:00 to 12:00	2,397	1,825	1,601	1,120	6,943	194	7,137
11:15 to 12:15	2,424	1,881	1,619	1,118	7,042	197	7,239
11:30 to 12:30	2,532	1,913	1,599	1,107	7,151	201	7,352
11:45 to 12:45	2,558	1,894	1,575	1,087	7,114	204	7,318
12:00 to 13:00	2,638	1,889	1,618	1,136	7,281	207	7,488
12:15 to 13:15	2,626	1,849	1,575	1,114	7,164	207	7,371
12:30 to 13:30	2,638	1,857	1,581	1,095	7,171	205	7,376
12:45 to 13:45	2,661	1,864	1,580	1,092	7,197	205	7,402
13:00 to 14:00	2,678	1,877	1,565	1,067	7,187	203	7,390
13:15 to 14:15	2,755	1,930	1,589	1,076	7,350	202	7,552
13:30 to 14:30	2,802	1,941	1,666	1,140	7,549	201	7,750
13:45 to 14:45	2,840	1,953	1,730	1,215	7,738	200	7,938
14:00 to 15:00	2,868	1,963	1,757	1,204	7,792	198	7,990
14:15 to 15:15	2,881	1,914	1,803	1,243	7,841	200	8,041
14:30 to 15:30	2,880	1,913	1,848	1,291	7,932	200	8,132
14:45 to 15:45	3,078	1,991	1,920	1,328	8,317	202	8,519
15:00 to 16:00	3,302	2,054	1,962	1,380	8,698	202	8,900
15:15 to 16:15	3,442	2,131	2,021	1,387	8,981	200	9,181
15:30 to 16:30	3,580	2,181	1,993	1,368	9,122	198	9,320
15:45 to 16:45	3,487	2,134	1,912	1,311	8,844	195	9,039
16:00 to 17:00	3,425	2,117	1,888	1,265	8,695	193	8,888
16:15 to 17:15	3,355	2,131	1,867	1,285	8,638	194	8,832
16:30 to 17:30	3,298	2,128	1,860	1,256	8,542	195	8,737
16:45 to 17:45	3,251	2,169	1,886	1,266	8,572	196	8,768
17:00 to 18:00	3,143	2,147	1,870	1,272	8,432	197	8,629
17:15 to 18:15	3,032	2,052	1,781	1,187	8,052	189	8,241
17:30 to 18:30	2,861	1,942	1,684	1,130	7,617	181	7,798
17:45 to 18:45	2,727	1,834	1,608	1,079	7,248	173	7,421
18:00 to 19:00	2,537	1,730	1,549	1,029	6,845	165	7,010

Note: Red border identifies weekday peak hour in vehicle movements

6.4.3 **Table 6.1** identifies that all junction surveyed experience their weekday peak hour in total traffic flow between either 15:15 to 16:15 or 15:30 to 16:30, with the total network peak hour experienced between 15:30 to 16:30. The period between 15:30 to 16:30 is also the network peak, when the total anticipated development two-way trip generation is also included. The hour between 15:30 to 16:30 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 Road networks typically experience two peak hours in traffic flows, with one during the early AM period and the other 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.

6.4.5 As identified above, the study network has a clear weekday PM peak hour between 15:30 to 16:30. Although **Table 6.1** identifies that the total network trips generally increase gradually through the total morning period (peaking at 11:00 to 12:00), an early AM peak in total network trips can be identified between 08:30 to 09:30. During this early AM peak hour period, the combined traffic movements across all surveyed junctions total just 6,931 vehicles, which is significantly lower than that observed during the identified PM peak hour period with 9,122 vehicles (a difference of 2,191 vehicles). Although this early weekday AM peak hour period is therefore far less critical in terms of capacity, it does represent the likely peak period in outbound trip movements from Risca, and has therefore been modelled in the impact assessment work.

6.4.6 **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	818	357	362	226	1,763	11	1,774
07:15 to 08:15	927	450	424	276	2,077	30	2,107
07:30 to 08:30	1,080	589	531	357	2,557	50	2,607
07:45 to 08:45	1,208	724	656	444	3,032	68	3,100
08:00 to 09:00	1,352	851	777	538	3,518	87	3,605
08:15 to 09:15	1,511	1,010	908	646	4,075	99	4,174
08:30 to 09:30	1,606	1,089	974	688	4,357	111	4,468
08:45 to 09:45	1,733	1,186	1,062	760	4,741	123	4,864
09:00 to 10:00	1,931	1,342	1,187	829	5,289	134	5,423
09:15 to 10:15	2,030	1,431	1,244	847	5,552	147	5,699
09:30 to 10:30	2,119	1,573	1,380	943	6,015	159	6,174
09:45 to 10:45	2,257	1,715	1,518	1,026	6,516	172	6,688
10:00 to 11:00	2,297	1,770	1,556	1,068	6,691	184	6,875
10:15 to 11:15	2,478	1,900	1,698	1,137	7,213	197	7,410
10:30 to 11:30	2,619	2,001	1,776	1,190	7,586	210	7,796
10:45 to 11:45	2,662	2,033	1,775	1,243	7,713	221	7,934
11:00 to 12:00	2,699	2,079	1,840	1,280	7,898	234	8,132
11:15 to 12:15	2,664	2,103	1,846	1,307	7,920	233	8,153
11:30 to 12:30	2,702	2,069	1,824	1,283	7,878	232	8,110
11:45 to 12:45	2,785	2,125	1,904	1,287	8,101	229	8,330
12:00 to 13:00	2,887	2,169	1,935	1,310	8,301	228	8,529
12:15 to 13:15	2,967	2,171	1,959	1,338	8,435	222	8,657
12:30 to 13:30	2,951	2,203	1,973	1,372	8,499	214	8,713
12:45 to 13:45	2,858	2,092	1,839	1,284	8,073	208	8,281
13:00 to 14:00	2,784	1,932	1,729	1,212	7,717	200	7,917
13:15 to 14:15	2,673	1,869	1,606	1,117	7,265	201	7,466
13:30 to 14:30	2,605	1,796	1,551	1,071	7,023	201	7,224
13:45 to 14:45	2,578	1,833	1,554	1,060	7,025	202	7,227
14:00 to 15:00	2,482	1,852	1,572	1,070	6,976	202	7,178
14:15 to 15:15	2,403	1,851	1,516	1,049	6,819	201	7,020
14:30 to 15:30	2,378	1,820	1,457	977	6,632	199	6,831
14:45 to 15:45	2,322	1,771	1,418	951	6,462	198	6,660
15:00 to 16:00	2,313	1,718	1,346	878	6,255	196	6,451
15:15 to 16:15	2,363	1,754	1,413	900	6,430	194	6,624
15:30 to 16:30	2,376	1,801	1,488	961	6,626	192	6,818
15:45 to 16:45	2,395	1,832	1,521	995	6,743	190	6,933
16:00 to 17:00	2,438	1,891	1,568	1,019	6,916	188	7,104
16:15 to 17:15	2,412	1,858	1,548	1,005	6,823	179	7,002
16:30 to 17:30	2,447	1,832	1,520	976	6,775	170	6,945
16:45 to 17:45	2,431	1,790	1,528	977	6,726	161	6,887
17:00 to 18:00	2,420	1,737	1,499	977	6,633	151	6,784
17:15 to 18:15	2,361	1,709	1,495	973	6,538	142	6,680
17:30 to 18:30	2,230	1,649	1,478	984	6,341	134	6,475
17:45 to 18:45	2,135	1,563	1,400	928	6,026	124	6,150
18:00 to 19:00	1,956	1,454	1,350	901	5,661	115	5,776

Note: Red border identifies Saturday peak hour in vehicle movements

6.4.7 **Table 6.2** identifies that all junction surveyed experience their Saturday peak hour in total traffic flow between either 12:15 to 13:15 or 12:30 to 13:30, with the total network peak hour experienced between 12:30 to 13:30. The period between 12:30 to 13:30 is also the network peak, when the total anticipated development two-way trip generation is also included. The hour between 12:30 to 13:30 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.

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

- **Weekday AM Assessment Hour:** 08:30 to 09:30
- **Weekday PM Peak Hour:** 15:30 to 16:30
- **Saturday Peak Hour:** 12:30 to 13:30

6.5 Forecast Years

6.5.1 Forecast scenarios have been prepared to represent anticipated traffic conditions during the proposed development application year, a period 5-years after, and a period 10 years after. 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 'NRTP 2022 Core' dataset, with separate factors developed for 'A-Road' and 'Minor Road' categories.

6.5.3 To represent growth factors anticipated for the local highway network, both the wider 'Caerphilly' and more localised 'Caerphilly 017' TEMPro zones were selected. A summary of the calculated growth factors are provided in **Table 6.3**.

Table 6.3: TEMPro Growth Factors

Years	TEMPro Growth Factor		
	Weekday AM Period	Weekday PM Period	Saturday Period
'Caerphilly' Zone – A Roads			
2024-2025	1.003489	1.003389	1.003987
2024-2030	1.047119	1.046814	1.049961
2024-2035	1.07996	1.078682	1.083743
'Caerphilly 017' Zone – Minor Roads			
2024-2025	1.004237	1.0040872	1.004885
2024-2030	1.050874	1.0506714	1.054783
2024-2035	1.086248	1.0856346	1.092945
'Caerphilly 017' Zone – A Roads			
2024-2025	1.003785	1.003685	1.004284
2024-2030	1.04971	1.049405	1.052559
2024-2035	1.084872	1.083589	1.088672
'Caerphilly 017' Zone – Minor Roads			
2024-2025	1.004533	1.0043835	1.005182
2024-2030	1.053475	1.0532715	1.057393
2024-2035	1.091189	1.0905724	1.097916

6.5.4 The growth factors derived for the localised 'Caerphilly 017' zone are typically higher than those associated with the wider 'Caerphilly' zone. As such, the more robust growth factors from the 'Caerphilly 017' 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 3a to 5c)**.

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 (pas-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 B4591 link.

6.7.8 The proposed development will attract a similar customer base to that of the existing neighbouring Aldi store in Risca. The distribution of trips from the proposed new store would therefore be anticipated to be similar to that of the existing Aldi store.

6.7.9 The distribution of all development generated trips has therefore been primarily based on the observed distribution of the Aldi arrival and departure movements observed at Assessment Junction 2.

6.7.10 The distribution of Aldi trips at Assessment Junction 2 is identified in the flow diagrams contained at **Appendix D** (**Diagram 6a**). These outbound and inbound distributions have been applied to the proposed development as shown in **Table 6.4** and **Table 6.5** respectively.

Table 6.4: Proposed store rounded outbound trip proportions (based on observed Aldi store movements)

Assessment Period	North To J3	South To Pontymister Industrial Estate (J2)	South To J1
Weekday AM Assessment Hour	**24%**	**30%**	**46%**
Weekday PM Peak Hour	**34%**	**19%**	**47%**
Saturday Peak Hour	**35%**	**19%**	**46%**

Table 6.5: Proposed store rounded inbound trip proportions (based on observed Aldi store movements)

Assessment Period	South From J3	North From Pontymister Industrial Estate (J2)	North From J1
Weekday AM Assessment Hour	**47%**	**11%**	**42%**
Weekday PM Peak Hour	**33%**	**16%**	**52%**
Saturday Peak Hour	**43%**	**18%**	**39%**

6.7.11 The survey data at Assessment Junction 2 identifies a significant proportion of observed vehicle movements between the Aldi store and Pontymister Industrial Estate / Tesco arms, suggesting a significant volume of linked trips between these land uses. As the proposed development would be located a similar distance away from the Pontymister Industrial Estate / Tesco site, a similar volume of linked trips could therefore be expected, and has been applied.

6.7.12 A small proportion of linked trips may also be assumed between the proposed new store and the existing Aldi store, with some customers possibly choosing to shop at both stores in a single trip. The modelling however has assumed no linked trip movements for such movements.

6.7.13 Distributions at Assessment Junctions J1, J3, and J4 (which are beyond where Aldi trips can be directly traced) have then been distributed based on the observed turning proportions for the associated movements at each junction. The turning proportions at Assessment Junctions J1, J3 and J4 are contained in **Appendix D (Diagram 6b)**.

6.7.14 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 6c and 6d**).

6.7.15 All With Development scenario traffic flows are shown in the flow diagrams contained at **Appendix D** (**Diagrams 7a to 9c**).

6.8 Sensitivity Test Scenario

6.8.1 As outlined in **Section 5**, for additional robustness, a further 'With Development + 20%' sensitivity scenario has also been tested which includes for a 20% uplift on all anticipated development trips, over each respective period.

6.8.2 The anticipated sensitivity test development trips have been added to the Without Development trips to develop 2025, 2030 and 2035 'With Development - Sensitivity Test' assessment scenarios. All With Development - Sensitivity Test scenario traffic flows are shown in the flow diagrams contained at **Appendix D** (**Diagrams 10a to 12c**).

6.9 Scenario Development Summary

6.9.1 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, and at each of the identified Assessment Junctions on the wider highway network.

7.2 Junction Modelling Software

7.2.1 Capacity analysis of each junction has been undertaken using the Junctions 9 computer modelling tools. The roundabout junctions (J1, J2, J3) have been modelled using ARCADY, while the priority junctions (proposed site access, J4) have been modelled using PICADY.

7.2.2 The model for the proposed new access junction along the B4591 link has been developed based on the proposed new site access layout identified on the drawings contained in **Appendix A**.

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

7.2.4 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.

7.2.5 A summary of the capacity assessments at each assessment 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.

7.2.6 A copy of all junction modelling outputs is provided at **Appendix E**.

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. 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 the 2025, 2030, and 2035 forecast years.

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 (08:30 to 09:30)			Weekday PM Peak Hour (15:30 to 16:30)			Saturday Peak Hour (12:30 to 13:30)		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
With Development Scenario									
Stream B - C	0.0	6.63	0.02	0.1	9.39	0.09	0.1	10.1	0.11
Stream B - A	0.2	16.7	0.17	0.7	34.47	0.41	0.9	41.04	0.47
Stream C - AB	0.1	7.85	0.07	0.1	9.37	0.08	0.1	9.6	0.12
With Development +20% Sensitivity Test Scenario									
Stream B - C	0.0	6.77	0.03	0.1	10.69	0.12	0.2	12.52	0.15
Stream B - A	0.2	17.59	0.20	1.0	41.96	0.50	1.4	54.25	0.59
Stream C - AB	0.1	8.00	0.08	0.1	9.66	0.10	0.2	9.95	0.14

Stream A = B4591 south arm), Stream B= Site Access, Stream C= B4216 (north arm)

7.3.4 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of just 0.47 is seen for the right turn site exit movements during the Saturday peak hour. In the 2035 With Development +20% Sensitivity Scenario, a maximum RFC of 0.59 is observed for right turn site exit movements during the Saturday peak hour. These maximum RFC values are 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 a 2025, 2030, and 2035 forecast year.

7.4 Assessment Junction 1 Model Results

7.4.1 This section summarises the modelling results for Assessment Junction 1, which comprises a 4-arm roundabout junction with the A467 (west arm) / B4591 / A467 (east arm) / un-named road.

7.4.2 The modelling has identified that Assessment Junction 1 currently experiences capacity issues during the weekday PM peak hour period. These capacity issues are experienced on the A467 (east arm) approach only. The junction does not experience any capacity issues however in the weekday AM hour and Saturday peak hour modelled periods.

7.4.3 A breakdown of all forecast year models are therefore provided within this section.

J1 2025 Forecast Year Model Results

7.4.4 **Table 7.2** summarises the model results for the 2025 forecast year scenarios at the junction.

7.4.5 In the 2025 'Without Development' scenario, the A467 (east arm) approach arm has an RFC of 1.03 in the weekday PM peak hour period. This maximum RFC value is therefore above theoretical capacity, with a queue of approximately 51 vehicles also modelled along the approach.

7.4.6 In the 2025 'With Development' scenario, the PM peak hour RFC value along the A467 (East Arm) approach arm is 1.06, with a queue of approximately 72 vehicles. This is an increase in maximum RFC of just +0.03 from the 'Without Development' scenario, with an increase in queue of approximately 21 vehicles.

Table 7.2: Assessment Junction 1, 2025 Forecast Year Model results

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
A467 (E)	1.1	4.07	0.53	1.2	4.17	0.54	1.2	4.19	0.54
South Arm	0.1	6.08	0.06	0.1	6.21	0.06	0.1	6.23	0.06
A467 (W)	1.1	3.31	0.52	1.1	3.38	0.52	1.1	3.4	0.53
B4591	0.6	3.37	0.36	0.6	3.46	0.38	0.6	3.47	0.38
Weekday PM Peak Hour (15:30 to 16:30)									
A467 (E)	51.3	87.1	1.03	72.4	116.32	1.06	76.5	122.1	1.07
South Arm	0.1	19.55	0.13	0.1	20.31	0.13	0.2	20.55	0.14
A467 (W)	1.1	3.53	0.51	1.1	3.7	0.53	1.1	3.72	0.53
B4591	1.1	4.38	0.52	1.2	4.67	0.55	1.2	4.73	0.56
Saturday Peak Hour (12:30 to 13:30)									
A467 (E)	1.9	5.46	0.66	2.1	5.81	0.68	2.1	5.88	0.68
South Arm	0.1	7.77	0.06	0.1	8.14	0.06	0.1	8.21	0.06
A467 (W)	1.0	3.25	0.5	1	3.35	0.51	1	3.37	0.51
B4591	1.0	4.05	0.49	1.1	4.33	0.53	1.1	4.39	0.53

7.4.7 In the 2025 'With Development +20% Sensitivity' scenario, the PM peak hour RFC value along the A467 (east arm) approach arm is 1.07, with a queue of approximately 77 vehicles. This is an increase in maximum RFC of just +0.04 from the 'Without Development' scenario, with an increase in queue of approximately 26 vehicles.

7.4.8 During the weekday PM peak hour period the A467 (east arm) approach has a total flow of 1,783 vehicles in the 2025 'Without Development' scenario. Under the robust modelling assumptions applied, the proposed development would be anticipated to add an additional +37 vehicles to this approach during the 'Without Development' scenario, and an additional +44 vehicles to this approach during the 'Without Development + 25% Sensitivity' scenario. This equates to an increase in flow along the approach arm of approximately just +2.1% and +2.5% respectively, which is in line with what might be anticipated from daily fluctuations in traffic anyway.

7.4.9 Across all other approach arms of the junction, no capacity issues are identified in the weekday PM peak hour period, with a maximum RFC value on any arm of 0.52 in the 'Without Development' scenario, 0.55 in the 'With Development' scenario, and 0.56 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

7.4.10 Within the weekday AM hour model, a maximum RFC value on any arm of 0.53 is identified in the 'Without Development' scenario, 0.54 in the 'With Development' scenario, and 0.54 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

7.4.11 Within the Saturday peak hour model, a maximum RFC value on any arm of 0.66 is identified in the 'Without Development' scenario, 0.68 in the 'With Development' scenario, and 0.68 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

J1 2030 Forecast Year Model Results

7.4.12 **Table 7.3** summarises the model results for the 2030 forecast year scenarios at the junction.

Table 7.3: Assessment Junction 1, 2030 Forecast Year Model results

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
A467 (E)	1.3	4.31	0.56	1.3	4.43	0.57	1.3	4.45	0.57
South Arm	0.1	6.36	0.06	0.1	6.51	0.07	0.1	6.53	0.07
A467 (W)	1.2	3.53	0.54	1.2	3.62	0.55	1.2	3.63	0.55
B4591	0.6	3.54	0.38	0.7	3.64	0.4	0.7	3.65	0.40
Weekday PM Peak Hour (15:30 to 16:30)									
A467 (E)	93.6	145.28	1.09	118.7	181.05	1.11	123.4	190.39	1.12
South Arm	0.2	20.46	0.14	0.2	21.09	0.14	0.2	21.32	0.15
A467 (W)	1.2	3.78	0.54	1.2	3.89	0.55	1.2	3.91	0.56
B4591	1.2	4.73	0.55	1.4	5.08	0.58	1.4	5.15	0.59
Saturday Peak Hour (12:30 to 13:30)									
A467 (E)	2.2	6.07	0.69	2.4	6.5	0.71	2.5	6.59	0.71
South Arm	0.1	8.35	0.06	0.1	8.78	0.07	0.1	8.86	0.07
A467 (W)	1.1	3.46	0.53	1.2	3.58	0.54	1.2	3.6	0.54
B4591	1.1	4.35	0.52	1.2	4.68	0.56	1.3	4.75	0.56

7.4.13 In the 2030 'Without Development' scenario, the A467 (east arm) approach arm has an RFC of 1.09 in the weekday PM peak hour period. This maximum RFC value is therefore above theoretical capacity, with a queue of approximately 94 vehicles also modelled along the approach.

7.4.14 In the 2030 'With Development' scenario, the PM peak hour RFC value along the A467 (East Arm) approach arm is 1.11, with a queue of approximately 119 vehicles. This is an increase in maximum RFC of just +0.02 from the 'Without Development' scenario, with an increase in queue of approximately 25 vehicles.

7.4.15 In the 2030 'With Development +20% Sensitivity' scenario, the PM peak hour RFC value along the A467 (east arm) approach arm is 1.12, with a queue of approximately 123 vehicles. This is an increase in maximum RFC of just +0.03 from the 'Without Development' scenario, with an increase in queue of approximately 29 vehicles.

7.4.16 During the weekday PM peak hour period the A467 (east arm) approach has a total flow of 1,866 vehicles in the 2030 'Without Development' scenario. Under the robust modelling assumptions applied, the proposed development would be anticipated to add an additional +37 vehicles to this approach during the 'Without Development' scenario, and an additional +44 vehicles to this approach during the 'Without Development + 25% Sensitivity' scenario. This equates to an increase in flow along the approach arm of approximately just +2.0% and +2.4% respectively, which is in line with what might be anticipated from daily fluctuations in traffic anyway.

7.4.17 Across all other approach arms of the junction, no capacity issues are identified in the weekday PM peak hour period, with a maximum RFC value on any arm of 0.55 in the 'Without Development' scenario, 0.57 in the 'With Development' scenario, and 0.57 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

7.4.18 Within the weekday AM hour model, a maximum RFC value on any arm of 0.56 is identified in the 'Without Development' scenario, 0.57 in the 'With Development' scenario, and 0.59 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

7.4.19 Within the Saturday peak hour model, a maximum RFC value on any arm of 0.69 is identified in the 'Without Development' scenario, 0.71 in the 'With Development' scenario, and 0.71 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

J1 2035 Forecast Year Model Results

7.4.20 **Table 7.4** summarises the model results for the 2035 forecast year scenarios at the junction.

Table 7.4: Assessment Junction 1, 2035 Forecast Year Model results

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
A467 (E)	1.3	4.5	0.58	1.4	4.63	0.59	1.4	4.65	0.59
South Arm	0.1	6.57	0.07	0.1	6.73	0.07	0.1	6.75	0.07
A467 (W)	1.3	3.69	0.56	1.3	3.78	0.57	1.3	3.8	0.57
B4591	0.7	3.67	0.40	0.7	3.77	0.42	0.7	3.79	0.42
Weekday PM Peak Hour (15:30 to 16:30)									
A467 (E)	131.2	207.33	1.13	157.8	267.29	1.16	162.8	278.37	1.16
South Arm	0.2	21.06	0.15	0.2	21.67	0.15	0.2	21.9	0.16
A467 (W)	1.3	3.93	0.56	1.3	4.06	0.57	1.3	4.08	0.57
B4591	1.3	5.06	0.57	1.5	5.46	0.61	1.6	5.54	0.61
Saturday Peak Hour (15:30 to 16:30)									
A467 (E)	2.5	6.66	0.72	2.8	7.19	0.74	2.8	7.29	0.74
South Arm	0.1	8.89	0.07	0.1	9.38	0.07	0.1	9.47	0.08
A467 (W)	1.2	3.65	0.55	1.3	3.78	0.56	1.3	3.8	0.56
B4591	1.2	4.62	0.55	1.4	4.98	0.58	1.4	5.07	0.59

7.4.21 In the 2035 'Without Development' scenario, the A467 (east arm) approach arm has an RFC of 1.13 in the weekday PM peak hour period. This maximum RFC value is therefore above theoretical capacity, with a queue of approximately 131 vehicles also modelled along the approach.

7.4.22 In the 2035 'With Development' scenario, the PM peak hour RFC value along the A467 (East Arm) approach arm is 1.16, with a queue of approximately 158 vehicles. This is an increase in maximum RFC of just +0.03 from the 'Without Development' scenario, with an increase in queue of approximately 27 vehicles.

7.4.23 In the 2035 'With Development +20% Sensitivity' scenario, the PM peak hour RFC value along the A467 (East Arm) approach arm is 1.16, with a queue of approximately 163 vehicles. This is an increase in maximum RFC of just +0.03 from the 'Without Development' scenario, with an increase in queue of approximately 32 vehicles.

7.4.24 During the weekday PM peak hour period the A467 (east arm) approach has a total flow of 1,929 vehicles in the 2035 'Without Development' scenario. Under the robust modelling assumptions applied, the proposed development would be anticipated to add an additional +37 vehicles to this approach during the 'Without Development' scenario, and an additional +44 vehicles to this approach during the 'Without Development + 25% Sensitivity' scenario. This equates to an increase in flow along the approach arm of approximately just +1.9% and +2.3% respectively, which is in line with what might be anticipated from daily fluctuations in traffic anyway.

7.4.25 Across all other approach arms of the junction, no capacity issues are identified in the weekday PM peak hour period, with a maximum RFC value on any arm of 0.57 in the 'Without Development' scenario, 0.61 in the 'With Development' scenario, and 0.61 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

7.4.26 Within the weekday AM hour model, a maximum RFC value on any arm of 0.58 is identified in the 'Without Development' scenario, 0.59 in the 'With Development' scenario, and 0.59 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

7.4.27 Within the Saturday peak hour model, a maximum RFC value on any arm of 0.72 is identified in the 'Without Development' scenario, 0.74 in the 'With Development' scenario, and 0.74 in the 'With Development + 25% Sensitivity' scenario. These values are all well within theoretical capacity.

Assessment Junction 1 Modelling Summary

7.4.28 In summary, the modelling has identified that Assessment Junction 1 currently experiences capacity issues along the A467 (east arm) approach during the busiest weekday PM peak hour period. During this period, the arm experiences a high volume of traffic demand, and give-way requirements to the circulatory movements on the roundabout lead to delay and queuing building up along the approach arm.

7.4.29 No other arms of the junction experience capacity issues during the weekday PM peak hour period, and all arms of the junction operate within capacity during the weekday AM hour and Saturday peak hour model periods.

7.4.30 These capacity issues are anticipated to increase gradually in future 2030 and 2035 forecast years. This increase however is anticipated as a result of background increases in traffic flows at the junction, and not directly as a result of the proposed development traffic movements, which even under the robust trip generation assumptions applied within this TA, would have a negligible increase on traffic volumes on the A467 (east arm) approach to the junction during the critical weekday PM peak hour period.

7.4.31 During both the weekday AM hour and Saturday peak hour periods, the junction would be anticipated to operate within capacity, even with the proposed development in operation, in all forecast years.

7.4.32 The proposed development would therefore have a negligible impact on capacity at Assessment Junction 1, and would not be anticipated to have a significant impact on the existing capacity issues identified at the junction during the busiest weekday PM peak hour period.

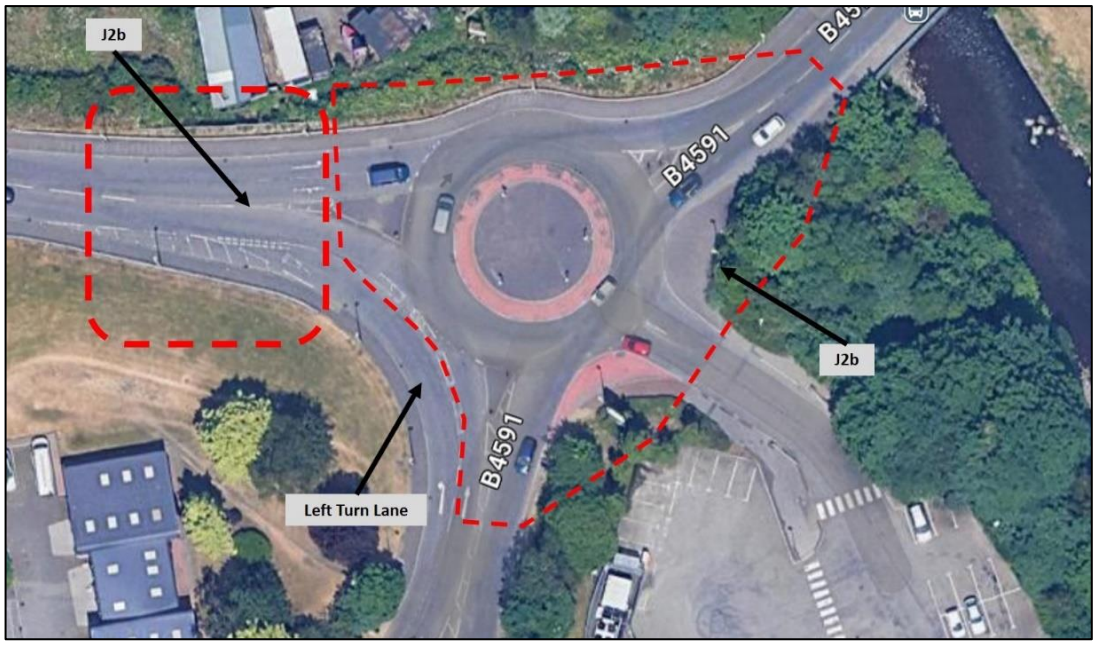
7.5 Assessment Junction 2 Model Results

7.5.1 This section summarises the modelling results for Assessment Junction 2, which comprises a 4-arm roundabout junction with the B4591 (north arm) / ALDI store access / B4591 (south arm) / Tesco access

7.5.2 The junction includes a filter lane along the B4591 (south arm) approach, for left turn movements into the Tesco / Pontymister Industrial Estate site. These movements then have to give-way at the end of this filter lane.

7.5.3 For modelling purposes, the junction has therefore been split into sections 2a and 2b as identified in **Figure 7.1**.

Figure 7.1: Assessment junction 3 model areas



© Google Earth Pro

Assessment Junction 2a Model Results

7.5.4 The modelling has identified that Assessment Junction 2a would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

7.5.5 **Table 7.5** summarises the ARCADY model results for the Assessment Junction 2a 2035 forecast year scenario.

7.5.6 In the 2035 'Without Development' scenario, a maximum RFC in any assessment period of 0.72 is seen on the B4591 (south arm) approach arm during the weekday PM peak hour. This maximum RFC value is within theoretical capacity.

Table 7.5: Assessment Junction 2a Model Results – 2035 Forecast Year

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
Aldi Access	0.1	6.54	0.12	0.1	6.78	0.13	0.1	6.84	0.13
B4591 (south)	1.2	9.50	0.55	1.4	10.58	0.59	1.5	10.58	0.6
Tesco Access	0.3	3.31	0.24	0.3	3.40	0.25	0.3	3.41	0.25
B4591 (north)	0.9	4.68	0.48	1.0	4.96	0.51	1.1	5.02	0.52
Weekday PM Peak Hour (15:30 to 16:30)									
Aldi Access	0.4	10.36	0.30	0.5	11.44	0.32	0.5	11.67	0.32
B4591 (south)	2.5	15.24	0.72	3.7	20.99	0.80	4.1	22.58	0.81
Tesco Access	1.0	5.56	0.51	1.1	6.05	0.53	1.2	6.16	0.54
B4591 (north)	1.6	6.98	0.61	2.0	8.13	0.67	2.1	8.38	0.68
Saturday Peak Hour (15:30 to 16:30)									
Aldi Access	0.6	11.41	0.36	0.6	12.89	0.39	0.6	13.22	0.39
B4591 (south)	1.9	13.13	0.67	2.6	16.39	0.73	2.8	17.32	0.74
Tesco Access	1.0	5.34	0.50	1.1	5.76	0.53	1.1	5.86	0.54
B4591 (north)	1.8	7.52	0.65	2.4	9.03	0.71	2.5	9.38	0.72

7.5.7 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of 0.80 is seen on the B4591 (south arm) approach arm during the weekday PM peak hour. This is an increase in maximum RFC of just +0.08 from the 'Without Development' scenario, and still within theoretical capacity.

7.5.8 In the 2035 'With Development + 20% Sensitivity Test' scenario, a maximum RFC in any assessment period of 0.81 is seen on the B4591 south approach arm during the weekday PM peak hour. This is an increase in maximum RFC of just +0.09 from the 'Without Development' scenario, and still within theoretical capacity.

Assessment Junction 2b Model Results

7.5.9 The modelling has identified that Assessment Junction 2b would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

7.5.10 **Table 7.6** provides the PICADY model results of the Assessment Junction 2b 2035 forecast year scenario. The only capacity restricted movement at this junction is for vehicles within the left turn filter lane giving-way to other inbound movements along the Tesco / Pontymister Industrial Estate site access road.

7.5.11 In the 2035 'Without Development' scenario, the maximum RFC is 0.57, seen during both the weekday PM and Saturday peak hour periods. This maximum RFC remains at 0.57 in both the 'With Development', and 'With Development +20% Sensitivity' models. These maximum RFC values are all within theoretical capacity.

Table 7.6: Assessment Junction J2b Model Results – 2035 Forecast Year

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
Stream B-AC	0.7	9.13	0.41	0.7	9.13	0.41	0.7	9.13	0.41
Weekday PM Peak Hour (15:30 to 16:30)									
Stream B-AC	1.3	12.46	0.57	1.3	12.46	0.57	1.3	12.46	0.57
Saturday Peak Hour (12:30 to 13:30)									
Stream B-AC	1.3	12.43	0.57	1.3	12.43	0.57	1.3	12.43	0.57

Arm A = Tesco Access (east arm), Arm B = B4591 left turn filter lane, Arm C = Tesco Access (west arm)

Assessment Junction J2 Summary

7.5.12 In summary, the modelling has identified that Assessment Junction 2 would be expected to operate well within theoretical capacity with the development in operation, in a 2025, 2030, and 2035 forecast year, 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 3 Model Results

7.6.1 This section summarises the modelling results for Assessment Junction 3, which comprises a 4-arm roundabout junction with the B4591 Commercial Street / Mill Street / B4591 Newport Road / B4591.

7.6.2 The modelling has identified that Assessment Junction 3 would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

7.6.3 **Table 7.7** summarises the model results for the most critical 2035 forecast year scenario at the junction.

Table 7.7: Assessment Junction 3, 2035 Forecast Year Model results

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
Newport Rd	0.2	2.66	0.19	0.2	2.72	0.20	0.3	2.73	0.20
B4591 link	0.7	4.13	0.40	0.7	4.20	0.41	0.7	4.21	0.41
Commercial St	0.7	3.60	0.43	0.8	3.69	0.44	0.8	3.71	0.44
Mill Street	0.5	6.14	0.35	0.6	6.35	0.36	0.6	6.4	0.36
Weekday PM Peak Hour (15:30 to 16:30)									
Newport Rd	0.3	2.79	0.24	0.3	2.86	0.24	0.3	2.87	0.24
B4591 link	1.4	5.71	0.58	1.5	6.07	0.61	1.6	6.15	0.61
Commercial St	1.0	4.52	0.51	1.1	4.7	0.52	1.1	4.73	0.53
Mill Street	0.5	6.38	0.34	0.5	6.65	0.36	0.6	6.69	0.36
Saturday Peak Hour (15:30 to 16:30)									
Newport Rd	0.3	2.86	0.25	0.3	2.95	0.26	0.4	2.97	0.26
B4591 link	1.3	5.47	0.56	1.4	5.85	0.59	1.5	5.94	0.60
Commercial St	1.0	4.35	0.50	1.1	4.57	0.52	1.1	4.62	0.53
Mill Street	0.5	6.65	0.35	0.6	7.04	0.37	0.6	7.14	0.37

7.6.4 In the 2035 'Without Development' scenario, a maximum RFC in any assessment period of 0.58 is seen on the B4591 link approach arm during the weekday PM peak hour. This maximum RFC value is within theoretical capacity.

7.6.5 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of 0.61 is seen on the B4591 link approach arm during the weekday PM peak hour. This is an increase in maximum RFC of just +0.03 from the 'Without Development' scenario, and still within theoretical capacity.

7.6.6 In the 2035 'Sensitivity Test' scenario, a maximum RFC in any assessment period of 0.61 is seen on the B4591 link approach arm during the weekday PM peak hour. This is an increase in maximum RFC of just +0.03 from the 'Without Development' scenario, and still within theoretical capacity.

Assessment Junction 3 Modelling Summary

7.6.7 In summary, the modelling has identified that Assessment Junction 3 would be expected to operate well within theoretical capacity with the development in operation, in a 2025, 2030, and 2035 forecast year, with the addition of the proposed development traffic through the junction anticipated to have a negligible impact on overall junction performance.

7.7 Assessment Junction 4 Model Results

7.7.1 This section summarises the modelling results for Assessment Junction 4, which comprises a 4-arm roundabout junction with the B4591 / Commercial Street (Major Arms) / Maryland Road (Minor Arm).

7.7.2 The modelling has identified that Assessment Junction 4 would be anticipated to operate within capacity during all modelled scenarios, across the 2025, 2030, and 2035 forecast years.

7.7.3 **Table 7.8** summarises the model results for the most critical 2035 forecast year scenario at the junction.

Table 7.8: Assessment Junction 4, 2035 Forecast Year Model results

Junction Approach Arm	'Without Development' Scenario			'With Development' Scenario			'With Dev + 20% Sensitivity' scenario		
	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC	Max Q	Delay (s)	Max RFC
Weekday AM Peak Hour (08:30 to 09:30)									
Stream B-AC	0.6	11.54	0.37	0.6	11.9	0.38	0.6	11.97	0.38
Stream C-AB	0.3	7.37	0.20	0.3	7.41	0.20	0.3	7.42	0.20
Weekday PM Peak Hour (15:30 to 16:30)									
Stream B-AC	0.8	13.2	0.43	0.8	13.7	0.45	0.8	13.81	0.45
Stream C-AB	0.6	7.58	0.30	0.6	7.6	0.31	0.7	7.6	0.31
Saturday Peak Hour (12:30 to 13:30)									
Stream B-AC	0.6	12.94	0.39	0.7	13.54	0.40	0.7	13.67	0.41
Stream C-AB	0.5	7.55	0.26	0.5	7.58	0.27	0.5	7.59	0.28

Arm A = Commercial Street *(*West *arm), Arm B* = Maryland Road*, Arm C* = Commercial Street (East)

7.7.4 In the 2035 'Without Development' scenario, a maximum RFC in any assessment period of 0.43 is seen on the Maryland Road approach arm during the weekday PM peak hour. This maximum RFC value is well within theoretical capacity.

7.7.5 In the 2035 'With Development' scenario, a maximum RFC in any assessment period of 0.45 is seen on the Maryland Road 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 well within theoretical capacity.

7.7.6 In the 2035 'Sensitivity Test' scenario, a maximum RFC in any assessment period of 0.45 is seen on the Maryland Road 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 well within theoretical capacity.

Assessment Junction 4 Modelling Summary

7.7.7 In summary, the modelling has identified that Assessment Junction 4 would be expected to operate well within theoretical capacity with the development in operation, in a 2025, 2030, and 2035 forecast year, with the addition of the proposed development traffic through the junction anticipated to 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.

7.8.2 Junction modelling has identified that even when including for very robust levels of anticipated development traffic, Assessment Junctions J2, J3 and J4 are anticipated to operate within theoretical capacity in future year scenarios up to 2035.

7.8.3 The modelling however has identified that Assessment Junction 1 (which comprises a 4-arm roundabout junction with the A467 (West Arm) / B4591 / A467 (east arm) / un-named road), currently experiences capacity issues along the A467 (east arm) approach during the busiest weekday PM peak hour period. No other arms of the junction experience capacity issues during the weekday PM peak hour period, and all arms of the junction operate within capacity during the weekday AM hour and Saturday peak hour model periods.

7.8.4 The proposed development however would be anticipated to have a negligible impact on capacity at Assessment Junction 1, and would not be anticipated to have a significant impact on the existing capacity issues identified at the junction during the busiest weekday PM peak hour period.

7.8.5 During both the weekday AM hour and Saturday peak hour periods, Assessment Junction 1 would be anticipated to operate within capacity, even with the proposed development in operation, in all forecast years

7.8.6 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 (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 along Commercial Street, Risca.

8.1.2 The proposed development site consists of a parcel of brownfield land to the south of the B4591 Commercial Street, Risca.

8.1.3 The development proposals are for creation of a new foodstore unit with a GIA of 1,962m^2, and an associated 112 space car park.

8.1.4 The site is located in the south of Risca, and is accessible by both foot and cycle to a large residential population living within the entirety of the wider Risca settlement area, offering potential employees or customers / visitors living within in the area, opportunities to travel to the site by these modes. The additional excellent accessibility to regular bus and rail services will also allow opportunities for sustainable travel for longer distance trips to the site (especially for staff commuting trips).

8.1.5 Located on a brownfield site within an already established retail / commercial zone in Risca, and directly accessible to the A-Road network (which will reduce impact in Risca from freight movements), the site is in line with LDP aspirations for retail developments within the Borough.

8.1.6 The site currently takes access from a priority junction arrangement with Commercial Street in the north. This access is to be retained within the development proposals. This retained access will provide access for servicing vehicles only. All other vehicles will be restricted from accessing the site via this access.

8.1.7 The proposals also include a new access junction to be developed in the east of the site along the B4591 link. This access will provide access for all non-servicing vehicles, and servicing HGVs will be restricted from using this access.

8.1.8 The new junction will comprise a priority junction arrangement with a dedicated lane for right turners into the site. Visibility splays from the site access of 2.4m x 43m can be achieved in both directions along the B4591, which is in line with the minimum requirements for a road speed of 30mph.

8.1.9 Development of the proposed new access along the B4591 will require the relocation of the existing bus stop at this point (Aldi northbound stop). The position of the relocated stop is to be agreed with CCBC.

8.1.10 Both access junctions will include direct pedestrian links into the existing footways along Commercial Street and the B4591 link. A further pedestrian connection will also be provided in the rear (south) of the site, connecting into the existing pedestrian footbridge across the Ebbw River.

8.1.11 The proposed development will provide 112 car parking spaces within the associated car park area, which include 94 standard car parking spaces, 7 enhanced spaces for disabled users, 9 enhanced Parent and Child spaces, 2 EV charging space. This provision is line with the CCBC maximum car parking requirements.

8.1.12 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 eastern 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 line with the CCBC minimum cycle parking requirements.

8.1.13 The proposed development will include 1 loading bay space for vehicles, located at the western 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.

8.1.14 Servicing vehicles will access the site through the Commercial Street access only, and will be restricted from routing via the B4591 link access. 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.

8.1.15 The proposed development would be anticipated to generate a total of 1,984 and 1,930 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 207 total two-way trips. The peak hour in trips over the Saturday period is anticipated to occur between 11:00 to 12:00, with 234 total two-way trips.

8.1.16 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.

8.1.17 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 Risca area. It is likely therefore that the store will draw a majority of its custom from residents within the Risca area who are currently undertaking retail trips to other existing stores within the local or wider area. The store is therefore anticipated to generate a minimal volume of additional new primary trips on the highway network.

8.1.18 With the site located within a wider established retail area, with a number of other large foodstore offerings established within the town (Tesco, Aldi, Morrisons, existing Lidl store etc), and located along adjacent to the A467 and B4591 key strategic routes through the local area, the largest proportion of trips generated at the site are anticipated from pass-by, diverted, and transferred trips, which already exist on the wider highway network.

8.1.19 With due consideration of the scale of the proposed development, the following junctions have been included in the development impact assessment

- **Junction 1 –** Roundabout junction (4-arm) A467 (West Arm) / B4591 / A467 (east arm) / un-named road;
- **Junction 2 –** Roundabout junction (4-arm) with B4591 (north arm) / ALDI store access / B4591 (south arm) / Tesco access;
- **Junction 3 –**Roundabout junction (4-arm) with B4591 Commercial Street / Mill Street / B4591 Newport Road / B4591; and
- **Junction 4** – Priority junction with B4591 Commercial Street (Major Arms) / Maryland Road (Minor Arm).

8.1.20 All non-servicing trips at the site will be accommodated via the proposed new access along the B4591 link, in the east of the site. A further model has therefore been developed to assess operation of this junction also.

8.1.21 The existing access junction along Commercial Street in the north west of the site will only accommodate servicing vehicle movements at the site. The site will generate a negligible volume of servicing vehicles across a daily period, and therefore no capacity assessment has been undertaken for this access junction.

8.1.22 Robust modelling scenarios have been developed to assess operation of each assessment junction up to a 2035 forecast year period.

8.1.23 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.

8.1.24 Junction modelling has identified that even when including for very robust levels of anticipated development traffic, Assessment Junctions J2, J3 and J4 are anticipated to operate within theoretical capacity in future year scenarios up to 2035.

8.1.25 The modelling however has identified that Assessment Junction 1 (which comprises a 4-arm roundabout junction with the A467 (West Arm) / B4591 / A467 (east arm) / un-named road), currently experiences capacity issues along the A467 (east arm) approach during the busiest weekday PM peak hour period. No other arms of the junction experience capacity issues during the weekday PM peak hour period, and all arms of the junction operate within capacity during the weekday AM hour and Saturday peak hour model periods.

8.1.26 The proposed development however would be anticipated have a negligible impact on capacity at Assessment Junction 1, and would not be anticipated to have a significant impact on the existing capacity issues identified at the junction during the busiest weekday PM peak hour period.

8.1.27 During both the weekday AM hour and Saturday peak hour periods, Assessment Junction 1 junction would be anticipated to operate within capacity, even with the proposed development in operation, in all forecast years.

8.1.28 The proposed development would not therefore be anticipated to cause any significant capacity impact on the surrounding highway network to the site.

8.1.29 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

DO NOT SCALE!
ALL DIMENSIONS SHOULD BE CHECKED ON SITE BEFORE WORK COMMENCES

DESIGN SUBJECT TO FOLLOWING:
HIGHWAYS ENGINEER DESIGN AND COMMENT
TREE & TPO SURVEY
M+E DESIGN
FLOOD RISK ASSESSMENT
GROUND INVESTIGATION
LANDSCAPE ARCHITECTS DESIGN
LEVELS REVIEW
DRAINAGE DESIGN
TITLE DEED REVIEW

LIDL DESIGN BASED OFF OF LATEST BBS 2023 LIDL SPECIFCATION - FEBRUARY 2024

HIGHWAYS DRAWINGS BASED ON CORUN DRAWING: 23-00849 PL01 Rev B Potential Ghost Island Junction

COMMERCIAL STREET

Shelters

139

151

153

Garage

43.9m

SITE AREA = 10,710 SQ M / 2.64 ACRES

EXISTING TELECOMS POLE WITH OVERHEAD UTILITIES - SHOWN IN TURQUOISE

EXISTING TREES TO REMAIN - RPA TO BE SURVEYED, ANY EXCAVATION TO BE DONE AS PER SPECIALIST INSTRUCTION

SCHEDULE OF AREAS (TYPE 1300)

SALES	=1334 m²
WAREHOUSE	=410 m²
ANCILLARY	=218 m²
GIA	=1962 m²

SALES AREA
1334 m²

PLANT AREA
CHILLER (20 PALLETS)
DELIVERY AREA
SUB STATION
NIGHT CAGE
MEZZANINE ABOVE
WAREHOUSE
BAKERY FREEZER (26 PALLETS)
BAKERY
WELFARE CIRC.
BILLIBOARD
UTILITY
IT ROOM
CANTEEN
CLOAKS
DRS
CUSTOMERS TOILET
ENTRANCE LOBBY
CANOPY OVER
TROLLEY BAYS

7500
7500
12000
8000
11250
4700
2700
2100
22700
56000
6000
6500
5200
3600
2400
2700
2100
4700
6500
B4591

112 Car Parking Spaces
Inc 9 P&C, 7 Accessible & 2 EVC

12060

EXISTING RIGHT OF WAY TO SLIGHTLY MODIFIED TO BE BROUGHT AWAY FROM THE PROPOSED ROADWAY AND STRIAGHTEN UP TO CONNECT TO BRIDGE CROSSING

SITE ACCESS AND HIGHWAYS BASED ON CORUN HIGHWAYS DRAWING: 23-00849 PL01 Rev B

PROPOSED LANDSCAPING BASED ON LANDSCAPE ARCHITECTS DESIGN. REFER TO CA 2024-RISCA-03 LANDSCAPEPROPOSALSOVERALL FOR MORE INFORMATION

Afon Ebwy / Ebbw River

FLOOD RISK ASSESSMENT = LOW TO MEDIUM

Sloping masonry

FB

0m 10m 20m 30m 40m 50m

Rev.	Date	Description	Drawn
W	23/01/2025	Scale bar added, north point adjusted, general annotation moved.	KA
V	13/11/2024	Proposed landscaping scheme updated as per Corscadden drawing:173 CA-2024- RISCA-0 REV B	KA
U	11/11/2024	Proposed rear retaining wall location adjusted.	KA
T	06/11/2024	Scheme updated as per new topographical survey recieved 04/11/24 and updated as per Corscadden Landscaping scheme.	KA
S	04/10/2024	Lidl Flagpole added	KA

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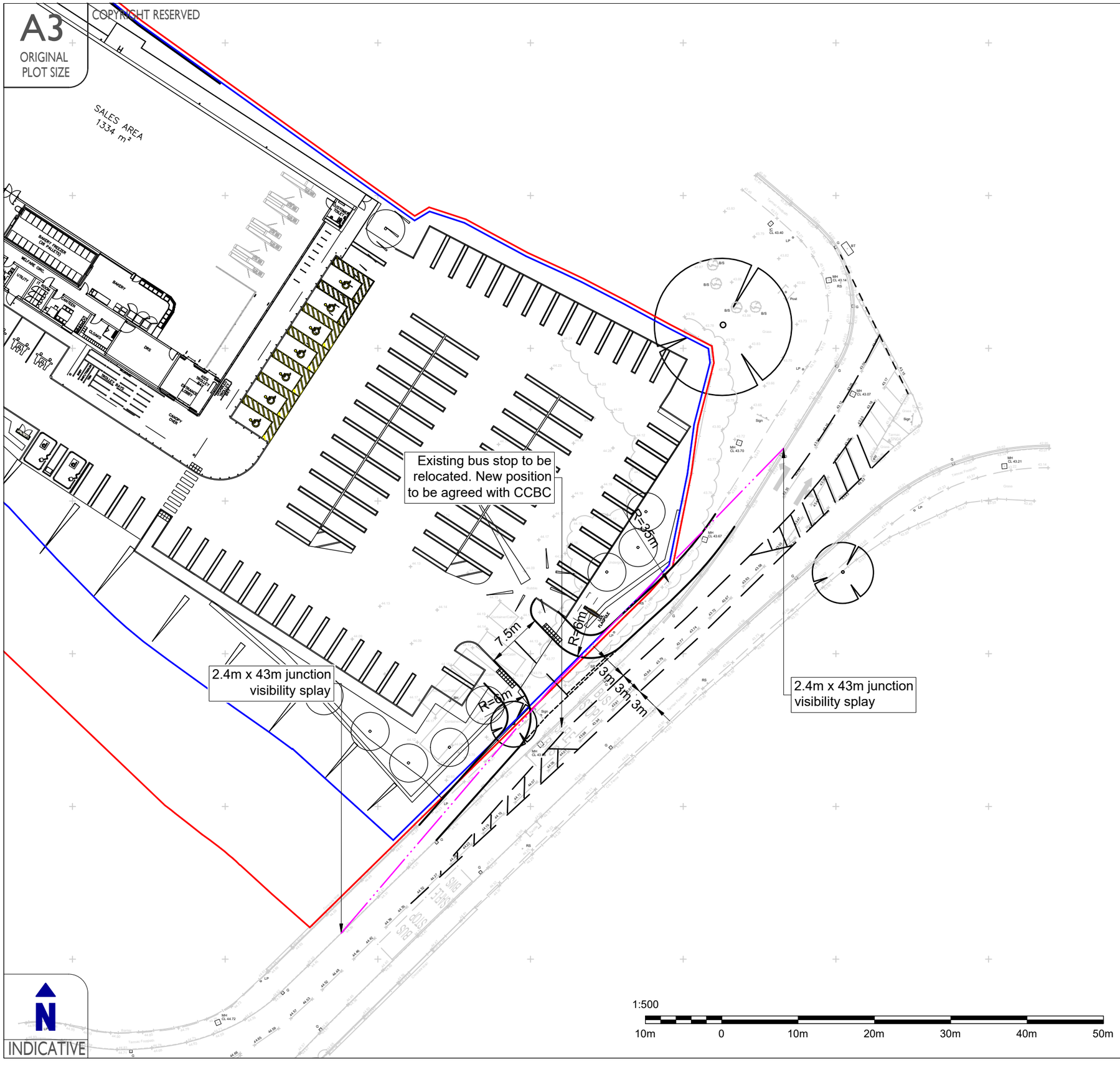
client: Lidl GB Ltd.

project: Commercial Street Risca

drawing title: Proposed Setting Out Plan

date: September 2024
status: Planning
scale: 1:500 @ A3
drawn: KA checked: BM
job no. 3067 dwg no. P402 rev. W

A3
ORIGINAL
PLOT SIZE



NOTES:

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

Rev	Date	Details	Drawn by	Checked by
D	22.01.25	Scale bar added	MP	MA
C	18.11.24	Site layout plan inserted, connection to car park amended to suit	MP	MA
B	26.09.24	Junction layout amended for light vehicle use only	MP	MA
A	08.06.23	Design amended following topographical survey	MP	MA

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CLIENT:
LIDL GREAT BRITAIN LTD,

PROJECT:
Land at Pontymister
Risca

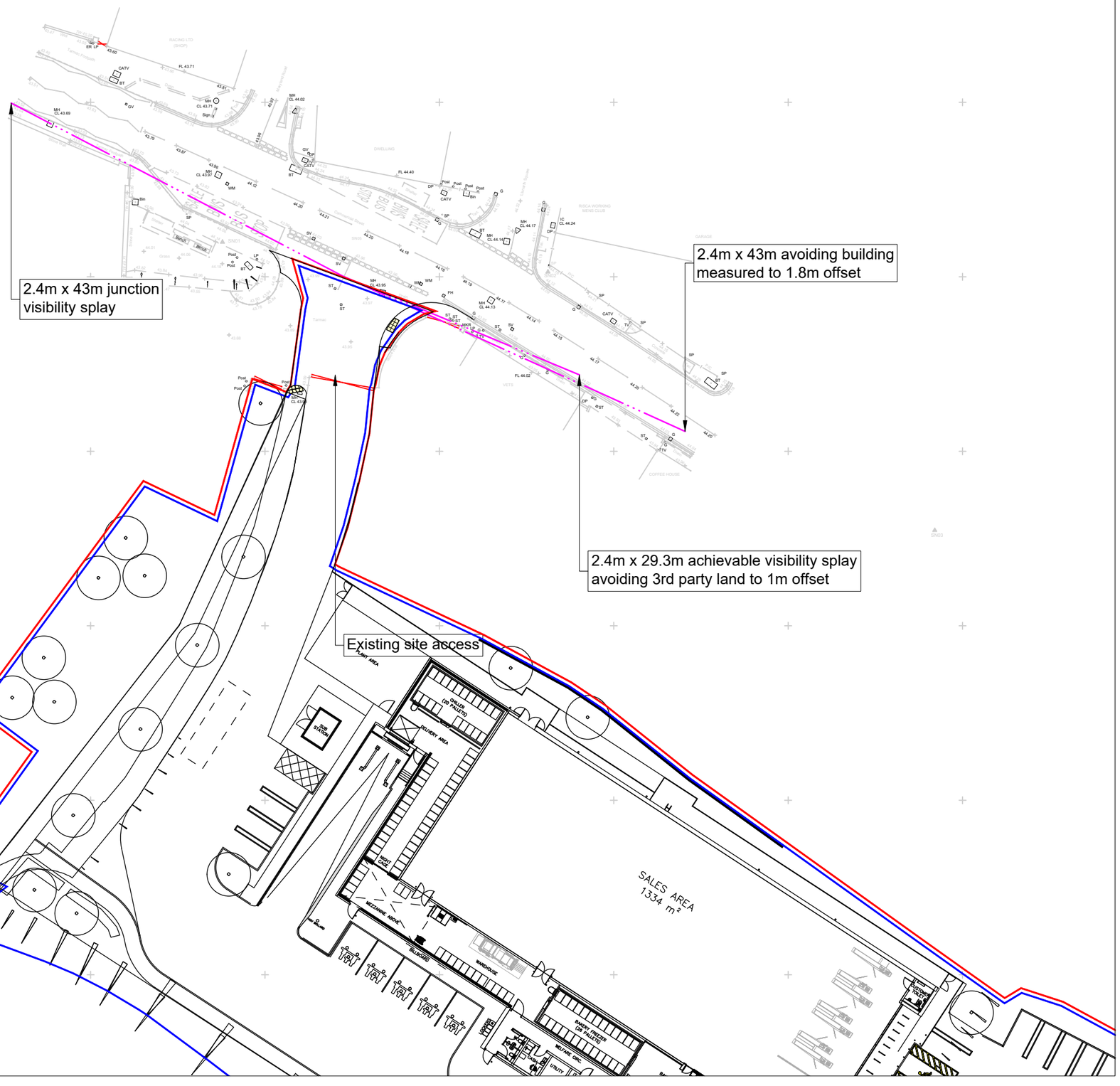
TITLE:
Potential Site Access
With Ghost Island

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	16.05.23	MP	MA

JOB NO:	DRAWING NO:	REVISION:
23-00849	PL01	D

A3
ORIGINAL
PLOT SIZE



NOTES:

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

Rev	Date	Details	Drawn by	Checked by
B	22.01.25	Scale bar added	MP	MA
A	18.11.24	Site layout plan added	MP	MA

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CLIENT:
LIDL GREAT BRITAIN LTD,

PROJECT:
Land at Pontymister
Risca

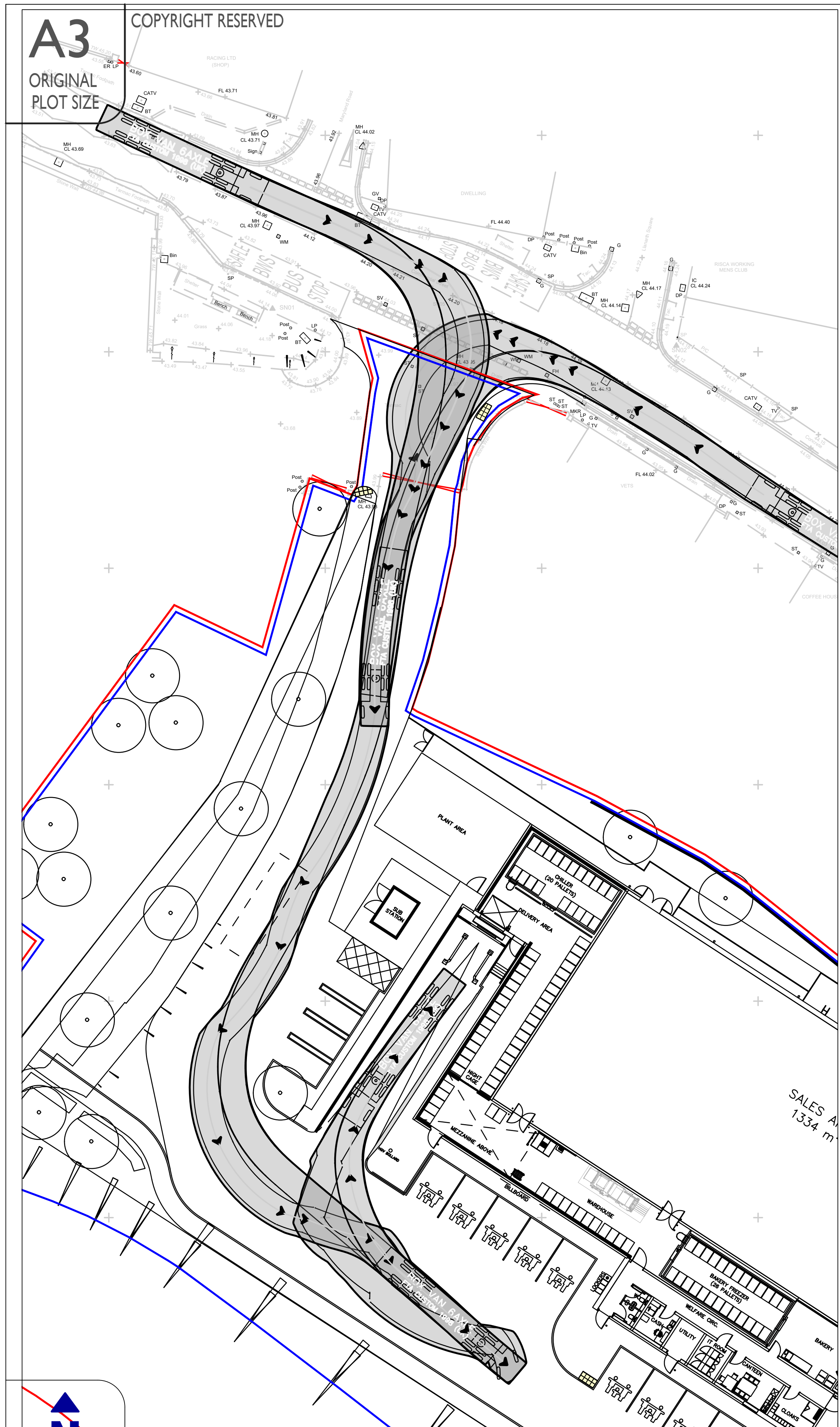
TITLE:
Existing Access From
Commercial Street

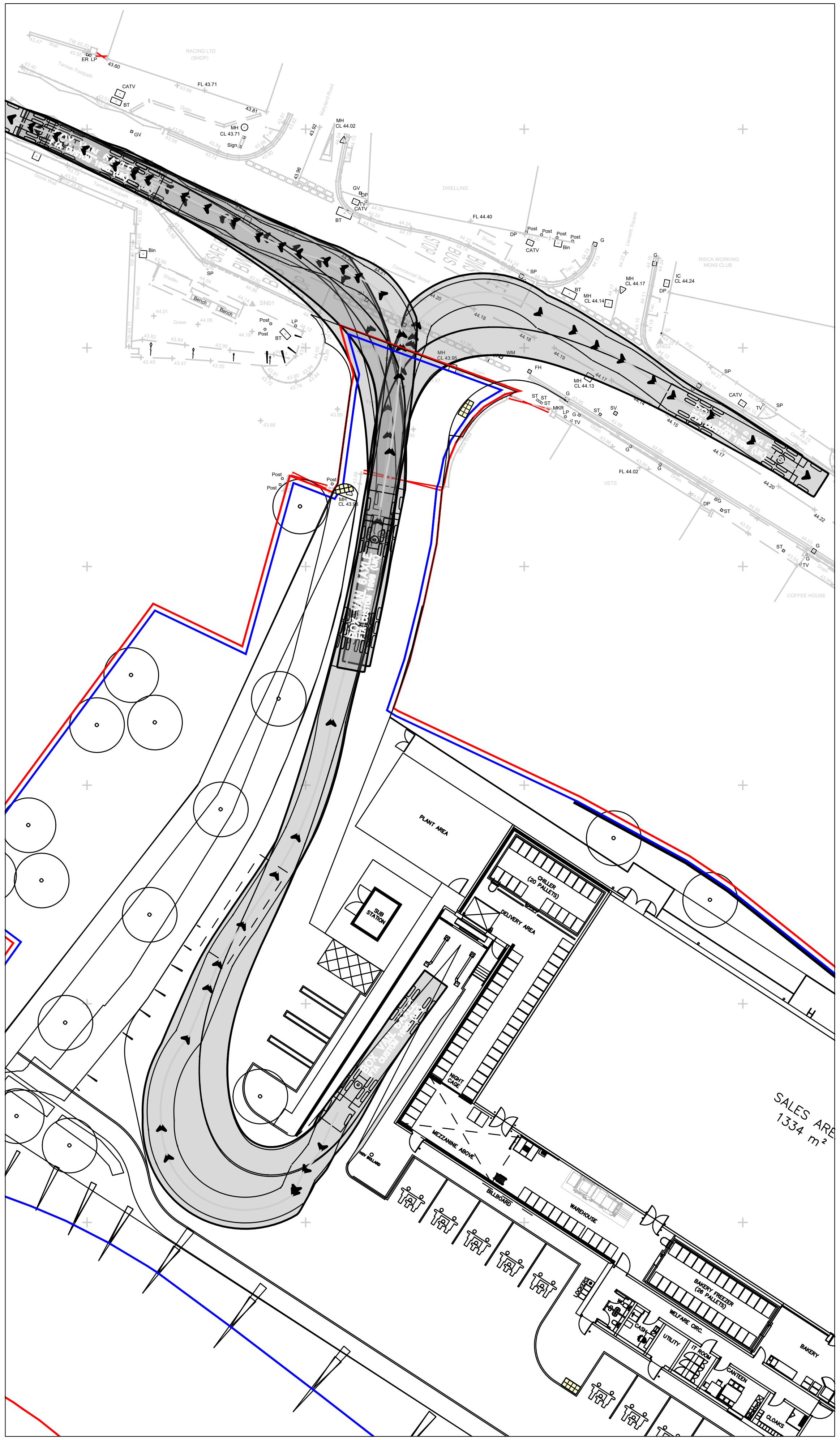
STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	08.06.23	MP	MA

JOB NO:	DRAWING NO:	REVISION:
23-00849	PL02	B

A3
ORIGINAL PLOT SIZE





INDICATIVE

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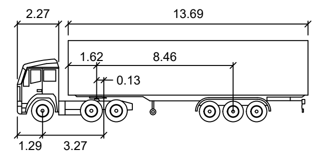
NOTES:



BOX VAN 6AXLE

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

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

Rev	Date	Details	Drawn by	Checked by
B	22.01.25	Scale bar added	MP	MA
A	18.11.24	Site layout plan added	MP	MA

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CLIENT:
LIDL GREAT BRITAIN LTD,

PROJECT:
Land at Pontymister
Risca

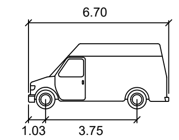
TITLE:
Swept Path Of 16.5m Articulated HGV Using Existing Access

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	08.06.23	MP	MA

JOB NO:	DRAWING NO:	REVISION:
23-00849	SP02	B

NOTES:



LWB Transit

	meters
Width	: 2.13
Track	: 2.13
Lock to Lock Time	: 6.0
Steering Angle	: 40.1

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

Rev	Date	Details	Drawn by	Checked by
A	22.01.25	Scale bar added	MP	MA

CORUN
Transport and Highway Engineering

Corun Associates Ltd
Swansea

E swansea@corun.uk.com
W www.corun.uk.com

CLIENT:
LIDL GREAT BRITAIN LTD,

PROJECT:
Land at Pontymister
Risca

TITLE:
Swept Path Of Long Wheelbase Panel Van Using Proposed Site Access

STATUS:
PRELIMINARY

SCALE:	DATE:	DRAWN:	CHECKED:
1:500	18.11.24	MP	MA

JOB NO:	DRAWING NO:	REVISION:
23-00849	SP03	A

APPENDIX B

TRICS Output

Corun Swansea Road Swansea Licence No: 751101

Calculation Reference: AUDIT-751101-241017-1054

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

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 undertaking 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 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

4 NN-01-C-01 ALDI NORTH NORTHAMPTONSHIRE
SAXON WAY WEST
CORBY
GREAT OAKLEY
Edge of Town
Development Zone
Total Gross floor area: 1924 sqm
Survey date: TUESDAY *14/06/22* *Survey Type: MANUAL*

5 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

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 LIDL SLOUGH
BATH ROAD
SLOUGH
SLOUGH RETAIL PARK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1880 sqm
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

8 TW-01-C-02 ALDI TYNE & WEAR
FOXHUNTERS ROAD
WHITLEY BAY

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 LIDL WILTSHIRE
HUNGERDOWN LANE
CHIPPENHAM

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 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Gross floor area: 2417 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

11 WS-01-C-05 LIDL WEST SUSSEX
WESTHAMPNETT ROAD
CHICHESTER

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 LIDL WEST SUSSEX
FOUNDRY LANE
HORSHAM

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 LIDL 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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.*

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.

Corun Swansea Road Swansea Licence No: 751101

Calculation Reference: AUDIT-751101-241017-1054

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

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 undertaking 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 LIDL CAMBRIDGESHIRE
CROMWELL ROAD
WISBECH

Edge of Town
Retail Zone
Total Gross floor area: 1466 sqm
Survey date: FRIDAY *21/10/16* *Survey Type: MANUAL*

2 CF-01-C-01 LIDL CARDIFF
EAST TYNDALL STREET
CARDIFF

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 2568 sqm
Survey date: THURSDAY *29/06/17* *Survey Type: MANUAL*

3 DH-01-C-01 ALDI DURHAM
WATLING ROAD
BISHOP AUCKLAND

Edge of Town
Retail Zone
Total Gross floor area: 1023 sqm
Survey date: THURSDAY *06/04/17* *Survey Type: MANUAL*

4 NN-01-C-01 ALDI NORTH NORTHAMPTONSHIRE
SAXON WAY WEST
CORBY
GREAT OAKLEY
Edge of Town
Development Zone
Total Gross floor area: 1924 sqm
Survey date: TUESDAY *14/06/22* *Survey Type: MANUAL*

5 NT-01-C-01 LIDL NOTTINGHAMSHIRE
CHAPEL LANE
BINGHAM

Edge of Town
Industrial Zone
Total Gross floor area: 2440 sqm
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

6 SM-01-C-01 LIDL SOMERSET
SEAWARD WAY
MINEHEAD

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 LIDL SLOUGH
BATH ROAD
SLOUGH
SLOUGH RETAIL PARK
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 1880 sqm
Survey date: THURSDAY *22/09/22* *Survey Type: MANUAL*

8 TW-01-C-02 ALDI TYNE & WEAR
FOXHUNTERS ROAD
WHITLEY BAY

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 LIDL WILTSHIRE
HUNGERDOWN LANE
CHIPPENHAM

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 LIDL WORCESTERSHIRE
BLACKPOLE ROAD
WORCESTER
BRICKFIELDS
Edge of Town
Retail Zone
Total Gross floor area: 2417 sqm
Survey date: WEDNESDAY *13/07/16* *Survey Type: MANUAL*

11 WS-01-C-05 LIDL WEST SUSSEX
WESTHAMPNETT ROAD
CHICHESTER

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 LIDL WEST SUSSEX
FOUNDRY LANE
HORSHAM

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 LIDL 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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
Total Rates:			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.*

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.

APPENDIX C

MCC Survey

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 1
Approach: Mill Street

	Left to B4591 Newport Road								Ahead to B4591								Right to B4591 Commercial Street								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	1	0	0	0	3	0	1	17	3	0	0	0	21	0	0	8	3	0	0	0	11	0	0	0	1	0	0	0	1
07:15 - 07:30	0	0	1	2	1	0	0	4	0	0	22	6	0	0	0	28	0	0	7	2	0	0	0	9	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	3	0	0	0	0	3	0	1	27	3	0	0	0	31	0	1	7	2	0	0	0	10	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	3	0	0	0	0	3	0	1	27	5	0	0	0	33	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**3**	**1**	**0**	**0**	**13**	**0**	**3**	**93**	**17**	**0**	**0**	**0**	**113**	**0**	**1**	**34**	**11**	**1**	**0**	**0**	**47**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	2	1	0	0	0	3	0	0	38	5	0	0	0	43	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	3	0	0	0	0	3	0	0	32	2	0	0	0	34	0	0	17	3	0	0	0	20	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	2	0	1	0	0	3	0	0	30	0	0	0	0	30	0	0	33	4	0	0	1	38	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	4	0	0	0	0	4	1	1	30	3	0	0	0	35	0	0	24	1	0	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**1**	**1**	**0**	**0**	**13**	**1**	**1**	**130**	**10**	**0**	**0**	**0**	**142**	**0**	**0**	**88**	**9**	**0**	**0**	**1**	**98**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	5	2	1	0	0	8	0	0	39	2	0	0	0	41	0	0	21	2	0	0	0	23	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	2	0	1	0	0	3	0	0	37	0	0	0	0	37	0	0	14	1	0	0	0	15	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	2	2	1	0	0	5	0	0	17	3	0	0	0	20	0	0	15	1	1	0	0	17	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	2	0	0	0	0	2	0	0	19	3	0	0	0	22	0	0	15	0	0	0	0	15	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**11**	**4**	**3**	**0**	**0**	**18**	**0**	**0**	**112**	**8**	**0**	**0**	**0**	**120**	**0**	**0**	**65**	**4**	**1**	**0**	**0**	**70**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	15	2	1	0	0	18	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	5	0	0	0	0	5	0	0	35	1	0	0	0	36	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	3	0	0	0	0	3	0	0	32	2	0	0	0	34	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	1	0	0	0	0	1	0	1	22	4	0	0	0	27	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**1**	**104**	**9**	**1**	**0**	**0**	**115**	**0**	**0**	**58**	**3**	**0**	**0**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	22	7	0	0	0	29	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	2	1	0	0	0	3	0	0	30	1	0	0	0	31	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	2	0	0	0	4	0	0	28	2	0	0	0	30	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	2	1	0	0	0	3	0	0	27	1	0	0	0	28	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**11**	**0**	**0**	**107**	**11**	**0**	**0**	**0**	**118**	**0**	**0**	**59**	**4**	**0**	**0**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	1	1	0	0	0	2	0	0	29	1	0	0	0	30	0	0	10	1	1	0	0	12	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	1	0	0	0	0	1	0	0	27	6	0	0	0	33	1	0	12	1	0	0	0	14	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	1	1	0	0	0	2	0	0	21	5	0	0	0	26	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	4	0	0	0	0	4	0	1	22	3	1	0	0	27	0	1	15	2	1	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**2**	**0**	**0**	**0**	**9**	**0**	**1**	**99**	**15**	**1**	**0**	**0**	**116**	**1**	**1**	**48**	**5**	**2**	**0**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	6	2	0	0	0	8	0	0	19	4	0	0	0	23	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	1	34	1	0	0	0	36	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	2	0	0	0	0	2	0	0	29	2	0	0	0	31	0	0	16	1	0	0	0	17	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	3	0	0	0	0	3	0	0	28	2	0	0	0	30	1	0	22	1	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**13**	**0**	**1**	**110**	**9**	**0**	**0**	**0**	**120**	**1**	**0**	**67**	**4**	**0**	**0**	**0**	**72**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	0	3	0	0	0	0	3	0	0	24	5	0	0	0	29	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	36	5	0	0	0	41	0	0	19	2	0	0	0	21	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	1	0	0	0	0	1	0	0	24	7	0	0	0	31	0	0	19	3	1	0	0	23	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	3	0	0	0	0	3	0	0	32	2	1	0	0	35	0	0	32	3	0	0	0	35	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**116**	**19**	**1**	**0**	**0**	**136**	**0**	**0**	**80**	**9**	**1**	**0**	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	1	3	0	0	0	0	4	0	0	21	1	0	0	0	22	0	0	22	4	0	0	0	26	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	8	0	0	0	0	8	0	0	37	2	0	0	0	39	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	5	0	0	0	0	5	0	0	33	3	0	0	0	36	0	0	24	0	0	0	0	24	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	1	1	0	0	0	2	0	0	42	2	0	0	0	44	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**17**	**1**	**0**	**0**	**0**	**19**	**0**	**0**	**133**	**8**	**0**	**0**	**0**	**141**	**0**	**0**	**77**	**5**	**0**	**0**	**0**	**82**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	12	1	0	0	0	13	0	0	46	1	0	0	0	47	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	2	2	0	0	0	4	0	0	26	0	0	0	0	26	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	1	2	0	0	0	3	0	0	24	1	0	0	0	25	0	0	21	1	0	0	0	22	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	0	0	0	0	2	0	0	29	6	0	0	0	35	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**17**	**5**	**0**	**0**	**0**	**22**	**0**	**0**	**125**	**8**	**0**	**0**	**0**	**133**	**0**	**0**	**67**	**3**	**0**	**0**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	7	0	0	0	0	7	0	1	29	2	0	0	0	32	0	0	12	3	0	0	0	15	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	5	0	0	0	0	5	0	0	27	2	0	0	0	29	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	5	2	0	0	0	7	0	0	31	2	0	0	0	33	0	0	28	1	0	0	0	29	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	5	0	0	0	0	5	0	0	31	1	0	0	0	32	0	2	22	1	0	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**22**	**2**	**0**	**0**	**0**	**24**	**0**	**1**	**118**	**7**	**0**	**0**	**0**	**126**	**0**	**2**	**79**	**8**	**0**	**0**	**0**	**89**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	1	0	3	0	0	0	0	4	0	0	27	2	0	0	0	29	0	0	15	2	0	0	0	17	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	2	0	0	0	0	2	0	0	30	0	0	0	0	30	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	5	0	0	0	0	5	0	0	24	0	0	0	0	24	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	0	27	1	0	0	0	28	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**11**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**108**	**3**	**0**	**0**	**0**	**111**	**0**	**0**	**55**	**8**	**0**	**0**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1**	**1**	**141**	**24**	**5**	**0**	**0**	**172**	**1**	**8**	**1355**	**124**	**3**	**0**	**0**	**1491**	**2**	**4**	**777**	**73**	**5**	**0**	**1**	**862**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 1
Approach: B4591 Newport Road

	Left to B4591								Ahead to B4591 Commercial Street								Right to Mill Street								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	9	2	0	0	0	11	1	0	8	4	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	14	1	1	0	0	16	0	0	13	2	0	0	1	16	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	10	3	0	1	0	14	0	0	9	3	0	0	1	13	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	15	2	0	0	0	17	0	0	17	4	0	0	1	22	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**48**	**8**	**1**	**1**	**0**	**58**	**1**	**0**	**47**	**13**	**0**	**0**	**4**	**65**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	1	12	3	0	0	0	16	0	0	20	4	1	0	0	25	0	0	3	0	0	0	0	3	0	0	0	0	1	0	0	1
08:15 - 08:30	0	0	21	3	2	0	0	26	2	0	30	1	1	0	0	34	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	14	1	0	0	0	15	0	0	47	2	0	0	2	51	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
08:45 - 09:00	0	1	15	1	1	0	0	18	0	1	44	3	1	0	0	49	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**62**	**8**	**3**	**0**	**0**	**75**	**2**	**1**	**141**	**10**	**3**	**0**	**2**	**159**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
09:00 - 09:15	0	0	17	4	1	0	0	22	2	1	45	3	1	0	1	53	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	14	2	1	0	0	17	0	0	37	1	0	0	1	39	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	16	1	0	0	0	17	1	1	28	6	0	0	2	38	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	27	4	0	0	0	31	0	0	40	7	0	0	1	48	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**74**	**11**	**2**	**0**	**0**	**87**	**3**	**2**	**150**	**17**	**1**	**0**	**5**	**178**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	1	20	1	0	0	0	22	0	0	22	5	1	0	0	28	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	24	3	1	1	0	29	1	1	21	1	0	0	1	25	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	28	3	1	0	0	32	2	0	32	3	0	0	1	38	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	22	4	1	0	0	27	0	0	24	5	0	0	1	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**94**	**11**	**3**	**1**	**0**	**110**	**3**	**1**	**99**	**14**	**1**	**0**	**3**	**121**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	19	2	1	0	0	22	0	0	31	4	0	0	2	37	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	29	0	0	0	0	29	0	1	32	4	0	0	1	38	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	25	3	0	0	0	29	2	1	35	5	0	0	1	44	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	23	2	0	0	0	25	2	2	31	3	0	0	1	39	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**96**	**7**	**1**	**0**	**0**	**105**	**4**	**4**	**129**	**16**	**0**	**0**	**5**	**158**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	28	2	0	1	0	31	0	0	32	2	0	0	2	36	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	20	3	1	0	0	24	0	1	35	5	0	0	1	42	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
12:30 - 12:45	1	0	28	3	0	0	0	32	0	0	29	4	3	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	1	17	2	0	0	0	20	0	0	42	3	0	0	1	46	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**1**	**1**	**93**	**10**	**1**	**1**	**0**	**107**	**0**	**1**	**138**	**14**	**3**	**0**	**4**	**160**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	24	3	0	0	0	27	1	1	24	3	0	0	2	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	23	2	1	0	1	27	1	2	28	5	1	0	1	38	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	26	4	0	0	0	30	1	1	32	3	1	0	1	39	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	22	4	0	0	0	26	2	1	46	6	1	0	1	57	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**95**	**13**	**1**	**0**	**1**	**110**	**5**	**5**	**130**	**17**	**3**	**0**	**5**	**165**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	23	1	3	1	0	28	0	0	36	4	0	0	1	41	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1
14:15 - 14:30	1	0	33	2	0	0	0	36	0	0	44	3	1	0	2	50	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	24	3	0	0	0	27	0	0	32	5	0	0	1	38	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	25	5	1	0	0	31	0	0	38	4	1	0	1	44	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**105**	**11**	**4**	**1**	**0**	**122**	**0**	**0**	**150**	**16**	**2**	**0**	**5**	**173**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
15:00 - 15:15	0	1	44	6	0	0	0	51	1	2	49	3	3	0	2	60	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
15:15 - 15:30	0	2	32	2	1	1	0	38	0	1	32	8	1	0	1	43	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	28	5	0	0	0	33	0	0	31	3	0	0	2	36	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	13	4	0	0	0	17	0	0	46	4	0	0	1	51	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**117**	**17**	**1**	**1**	**0**	**139**	**1**	**3**	**158**	**18**	**4**	**0**	**6**	**190**	**0**	**0**	**16**	**1**	**0**	**0**	**0**	**17**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	1	37	0	0	0	0	38	0	2	54	3	0	0	2	61	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	29	5	0	1	0	35	0	2	41	5	0	0	1	49	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	27	2	0	0	0	29	1	0	39	7	0	0	0	47	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
16:45 - 17:00	0	1	32	4	0	0	0	37	0	0	42	6	0	0	0	48	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**125**	**11**	**0**	**1**	**0**	**139**	**1**	**4**	**176**	**21**	**0**	**0**	**3**	**205**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	29	3	0	0	0	32	0	0	37	4	0	0	5	46	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	24	4	0	0	0	28	0	0	45	4	0	0	2	51	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	29	3	0	0	0	32	0	0	41	2	1	0	0	44	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	32	3	0	0	0	35	1	1	39	3	0	0	2	46	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**114**	**13**	**0**	**0**	**0**	**127**	**1**	**1**	**162**	**13**	**1**	**0**	**9**	**187**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	19	4	0	0	0	23	0	1	25	2	0	0	2	30	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	16	1	0	0	0	17	0	1	28	2	1	0	0	32	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	36	0	0	0	0	36	0	1	41	3	0	0	1	46	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	27	4	0	0	0	32	0	0	33	0	1	0	1	35	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**98**	**9**	**0**	**0**	**0**	**108**	**0**	**3**	**127**	**7**	**2**	**0**	**4**	**143**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2**	**11**	**1121**	**129**	**17**	**6**	**1**	**1287**	**21**	**25**	**1607**	**176**	**20**	**0**	**55**	**1904**	**0**	**0**	**113**	**11**	**0**	**0**	**1**	**125**	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**

PCC Traffic Information Consultancy

Risca, Friday 13th September 2024

Junction: 1
Approach: B4591

	Left to B4591 Commercial Street								Ahead to Mill Street								Right to B4591 Newport Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	20	5	1	0	0	26	0	0	5	1	0	0	0	6	0	0	8	0	0	1	0	9	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	19	2	0	0	0	21	0	0	7	0	0	0	0	7	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	32	7	1	0	0	40	0	0	9	5	0	0	0	14	0	1	8	2	0	1	0	12	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	33	12	0	1	1	47	0	0	12	5	0	0	0	17	0	1	9	1	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**104**	**26**	**2**	**1**	**1**	**134**	**0**	**0**	**33**	**11**	**0**	**0**	**0**	**44**	**0**	**2**	**36**	**4**	**0**	**2**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	1	30	10	0	0	1	42	0	0	20	3	0	0	0	23	0	1	17	2	0	0	0	20	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	51	3	1	1	0	56	0	0	23	0	0	0	0	23	0	0	20	1	0	1	0	22	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	70	13	2	0	0	85	0	0	25	2	0	0	0	27	0	0	10	2	1	0	0	13	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	71	7	0	0	0	78	0	0	23	7	0	0	0	30	0	1	9	2	1	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**222**	**33**	**3**	**1**	**1**	**261**	**0**	**0**	**91**	**12**	**0**	**0**	**0**	**103**	**0**	**2**	**56**	**7**	**2**	**1**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	65	7	1	0	2	75	0	0	19	2	0	0	0	21	0	1	22	6	1	0	0	30	0	0	2	0	0	0	0	2
09:15 - 09:30	0	0	63	9	2	1	1	76	0	1	19	5	0	0	0	25	0	0	18	2	0	0	0	20	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	50	9	1	0	0	61	0	0	23	3	0	0	0	26	0	0	12	4	1	0	0	17	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	55	9	0	1	1	66	0	0	25	2	0	0	0	27	0	0	22	2	1	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**233**	**34**	**4**	**2**	**4**	**278**	**0**	**1**	**86**	**12**	**0**	**0**	**0**	**99**	**0**	**1**	**74**	**14**	**3**	**0**	**0**	**92**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	54	8	2	0	1	65	0	0	19	4	0	0	0	23	0	1	13	2	0	0	0	16	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	67	13	1	0	1	82	0	0	18	4	0	0	0	22	0	0	15	5	0	0	0	20	0	0	1	0	0	0	0	1
10:30 - 10:45	0	1	62	12	1	0	0	76	0	0	17	0	0	0	0	17	0	0	28	2	1	1	0	32	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	85	5	2	0	2	94	0	0	17	1	0	0	0	18	0	0	18	4	0	0	0	22	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**268**	**38**	**6**	**0**	**4**	**317**	**0**	**0**	**71**	**9**	**0**	**0**	**0**	**80**	**0**	**1**	**74**	**13**	**1**	**1**	**0**	**90**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
11:00 - 11:15	0	0	78	9	0	0	0	87	0	1	22	5	0	0	0	28	0	0	23	0	0	1	0	24	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	69	9	0	0	1	79	0	0	22	3	0	0	0	25	0	0	19	5	0	0	0	24	0	0	0	1	0	0	0	1
11:30 - 11:45	0	1	65	9	0	0	0	75	0	0	28	0	0	0	0	28	0	0	15	2	1	0	0	18	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	71	9	1	1	2	84	0	0	29	3	0	0	0	32	0	0	16	3	0	1	0	20	0	0	1	1	0	0	0	2
Hourly Total	**0**	**1**	**283**	**36**	**1**	**1**	**3**	**325**	**0**	**1**	**101**	**11**	**0**	**0**	**0**	**113**	**0**	**0**	**73**	**10**	**1**	**2**	**0**	**86**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**
12:00 - 12:15	0	1	88	3	0	0	1	93	0	2	26	2	0	0	0	30	0	0	21	0	0	0	0	21	0	0	1	0	0	0	0	1
12:15 - 12:30	0	1	69	8	1	1	1	81	0	1	23	0	0	0	0	24	0	0	22	2	0	0	0	24	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	82	6	0	0	0	88	0	1	24	4	0	0	0	29	0	0	26	3	0	0	0	29	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	83	14	1	0	2	100	0	1	31	6	0	0	0	38	0	1	22	3	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**322**	**31**	**2**	**1**	**4**	**362**	**0**	**5**	**104**	**12**	**0**	**0**	**0**	**121**	**0**	**1**	**91**	**8**	**0**	**0**	**0**	**100**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	1	76	9	0	1	0	87	0	0	25	2	0	0	0	27	0	0	26	1	0	0	0	27	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	81	7	1	0	1	90	0	1	31	3	0	0	0	35	0	0	13	1	2	0	0	16	0	0	1	0	0	0	0	1
13:30 - 13:45	0	1	76	11	0	0	1	89	0	0	40	6	0	0	0	46	0	0	21	3	0	0	0	24	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	78	8	0	1	0	87	0	0	29	2	0	0	0	31	0	0	21	5	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**311**	**35**	**1**	**2**	**2**	**353**	**0**	**1**	**125**	**13**	**0**	**0**	**0**	**139**	**0**	**0**	**81**	**10**	**2**	**0**	**0**	**93**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	1	0	77	10	1	0	1	90	0	1	39	4	0	0	0	44	0	0	23	2	0	0	0	25	0	0	2	0	0	0	0	2
14:15 - 14:30	0	0	90	6	0	0	1	97	0	0	41	2	0	0	0	43	0	0	20	4	1	0	0	25	0	0	0	0	0	0	0	0
14:30 - 14:45	1	0	94	9	0	0	0	104	0	0	34	2	0	0	0	36	0	0	21	4	0	0	0	25	0	0	0	0	0	0	0	0
14:45 - 15:00	0	1	90	5	0	0	1	97	0	1	41	4	0	0	0	46	0	0	21	4	0	0	0	25	0	0	1	0	0	0	0	1
Hourly Total	**2**	**1**	**351**	**30**	**1**	**0**	**3**	**388**	**0**	**2**	**155**	**12**	**0**	**0**	**0**	**169**	**0**	**0**	**85**	**14**	**1**	**0**	**0**	**100**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
15:00 - 15:15	0	0	73	11	1	0	1	86	0	1	28	1	0	0	0	30	0	0	23	2	0	0	0	25	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	94	7	2	0	2	105	0	0	31	3	0	0	0	34	0	0	22	3	0	0	0	25	0	0	1	0	0	0	0	1
15:30 - 15:45	0	0	95	7	0	0	1	103	0	0	34	3	0	0	0	37	0	1	27	1	0	0	0	29	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	99	11	0	0	0	110	0	1	51	3	0	0	0	55	0	0	21	1	1	0	0	23	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**361**	**36**	**3**	**0**	**4**	**404**	**0**	**2**	**144**	**10**	**0**	**0**	**0**	**156**	**0**	**1**	**93**	**7**	**1**	**0**	**0**	**102**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	87	9	0	0	1	97	0	0	47	0	0	0	0	47	0	0	32	2	0	0	0	34	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	104	11	0	0	1	116	0	1	41	6	0	0	0	48	0	0	29	5	0	0	0	34	0	0	0	0	0	0	0	0
16:30 - 16:45	1	4	85	13	0	0	0	103	0	1	39	3	0	0	0	43	0	0	28	1	0	0	0	29	0	0	0	0	0	0	0	0
16:45 - 17:00	0	2	89	7	1	0	1	100	0	0	38	3	0	0	0	41	0	0	31	1	0	0	0	32	0	0	0	0	0	0	0	0
Hourly Total	**1**	**6**	**365**	**40**	**1**	**0**	**3**	**416**	**0**	**2**	**165**	**12**	**0**	**0**	**0**	**179**	**0**	**0**	**120**	**9**	**0**	**0**	**0**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	1	109	3	0	0	1	114	0	0	33	2	0	0	0	35	0	0	28	0	0	0	0	28	0	0	0	0	0	0	0	0
17:15 - 17:30	0	1	106	3	0	0	0	110	0	0	41	1	0	0	0	42	0	0	34	4	0	0	1	39	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	96	6	0	0	1	104	0	1	39	1	0	0	0	41	0	0	26	2	0	0	0	28	0	0	2	0	0	0	0	2
17:45 - 18:00	0	1	84	5	0	0	0	90	0	2	46	3	0	0	0	51	0	0	24	1	0	0	0	25	0	0	1	0	0	0	0	1
Hourly Total	**0**	**4**	**395**	**17**	**0**	**0**	**2**	**418**	**0**	**3**	**159**	**7**	**0**	**0**	**0**	**169**	**0**	**0**	**112**	**7**	**0**	**0**	**1**	**120**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
18:00 - 18:15	0	0	86	3	0	2	1	92	0	1	41	3	0	0	0	45	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	86	5	0	0	0	91	0	1	35	1	0	0	0	37	0	0	28	1	0	0	0	29	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	82	8	0	0	0	90	0	1	28	1	0	0	0	30	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	96	3	0	0	1	100	0	0	25	2	0	0	0	27	0	0	24	2	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**350**	**19**	**0**	**2**	**2**	**373**	**0**	**3**	**129**	**7**	**0**	**0**	**0**	**139**	**0**	**0**	**82**	**4**	**0**	**0**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**3**	**19**	**3565**	**375**	**24**	**10**	**33**	**4029**	**0**	**20**	**1363**	**128**	**0**	**0**	**0**	**1511**	**0**	**8**	**977**	**107**	**11**	**6**	**1**	**1110**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**19**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 1
Approach: B4591 Commercial Street

	Left to Mill Street								Ahead to B4591 Newport Road								Right to B4591								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	3	0	0	0	6	0	1	29	5	0	0	1	36	0	0	52	11	1	0	0	64	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	2	0	0	0	0	2	0	0	17	7	0	0	3	27	0	0	41	13	0	0	1	55	0	0	1	0	0	0	0	1
07:30 - 07:45	0	0	5	1	0	0	0	6	0	1	22	3	0	1	1	28	0	0	48	17	0	0	0	65	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	4	5	0	0	0	9	0	0	23	3	0	0	1	27	0	0	56	15	1	0	0	72	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**14**	**9**	**0**	**0**	**0**	**23**	**0**	**2**	**91**	**18**	**0**	**1**	**6**	**118**	**0**	**0**	**197**	**56**	**2**	**0**	**1**	**256**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	11	3	0	0	0	14	0	0	31	9	1	0	1	42	0	1	69	16	1	0	1	88	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	9	3	0	0	0	12	1	0	21	4	0	0	2	28	0	0	47	7	0	1	0	55	0	0	0	1	0	0	0	1
08:30 - 08:45	0	0	11	0	0	0	0	11	0	0	23	2	0	0	1	26	0	2	66	9	0	0	1	78	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	17	1	0	0	0	18	0	0	55	3	0	0	1	59	0	0	93	10	0	0	0	103	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**48**	**7**	**0**	**0**	**0**	**55**	**1**	**0**	**130**	**18**	**1**	**0**	**5**	**155**	**0**	**3**	**275**	**42**	**1**	**1**	**2**	**324**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
09:00 - 09:15	0	0	18	1	0	0	0	19	0	0	31	5	0	0	1	37	0	0	84	9	0	0	1	94	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	10	1	0	0	0	11	1	0	50	5	0	0	2	58	0	1	93	10	0	0	0	104	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	10	0	0	0	0	10	0	0	30	5	0	0	2	37	0	0	80	13	1	0	2	96	0	0	1	1	0	0	0	2
09:45 - 10:00	0	1	14	1	0	0	0	16	0	0	36	5	0	0	1	42	0	0	65	12	2	0	0	79	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**52**	**3**	**0**	**0**	**0**	**56**	**1**	**0**	**147**	**20**	**0**	**0**	**6**	**174**	**0**	**1**	**322**	**44**	**3**	**0**	**3**	**373**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
10:00 - 10:15	0	0	10	0	0	0	0	10	0	1	21	9	2	0	1	34	0	0	85	8	1	0	1	95	0	0	3	1	0	0	0	4
10:15 - 10:30	0	0	6	1	0	0	0	7	0	0	28	5	0	0	1	34	0	1	74	6	2	1	0	84	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	8	1	0	0	0	9	2	0	20	3	0	0	3	28	0	0	74	10	2	0	2	88	0	0	1	0	0	0	0	1
10:45 - 11:00	0	0	12	2	0	0	0	14	0	0	39	3	1	0	0	43	0	0	70	13	2	1	0	86	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**36**	**4**	**0**	**0**	**0**	**40**	**2**	**1**	**108**	**20**	**3**	**0**	**5**	**139**	**0**	**1**	**303**	**37**	**7**	**2**	**3**	**353**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
11:00 - 11:15	0	0	8	0	0	0	0	8	0	0	43	3	1	0	3	50	0	0	89	7	1	0	1	98	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	11	2	0	0	0	13	1	2	30	7	1	0	1	42	0	1	84	13	0	0	0	98	0	0	1	1	0	0	0	2
11:30 - 11:45	0	0	17	0	0	0	0	17	0	0	43	7	0	0	2	52	0	0	93	5	0	0	5	103	0	0	2	0	0	0	0	2
11:45 - 12:00	0	0	14	2	0	0	0	16	0	0	25	2	0	0	1	28	0	1	86	8	0	0	0	95	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**50**	**4**	**0**	**0**	**0**	**54**	**1**	**2**	**141**	**19**	**2**	**0**	**7**	**172**	**0**	**2**	**352**	**33**	**1**	**0**	**6**	**394**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
12:00 - 12:15	3	0	16	3	0	0	0	22	0	0	37	2	0	0	1	40	0	1	94	6	0	1	1	103	0	0	6	0	0	0	0	6
12:15 - 12:30	0	0	7	1	0	0	0	8	1	2	35	3	0	0	0	41	0	0	80	6	0	0	0	86	0	0	2	0	0	0	0	2
12:30 - 12:45	0	0	9	0	0	0	0	9	1	1	36	2	1	0	3	44	0	0	77	9	0	0	2	88	0	0	1	0	0	0	0	1
12:45 - 13:00	0	0	12	0	0	0	0	12	0	0	34	5	0	0	1	40	0	0	86	3	1	1	0	91	0	0	0	0	0	0	0	0
Hourly Total	**3**	**0**	**44**	**4**	**0**	**0**	**0**	**51**	**2**	**3**	**142**	**12**	**1**	**0**	**5**	**165**	**0**	**1**	**337**	**24**	**1**	**2**	**3**	**368**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**
13:00 - 13:15	0	0	11	1	0	0	0	12	2	0	32	3	0	0	1	38	0	0	78	8	1	0	1	88	0	0	1	1	0	0	0	2
13:15 - 13:30	0	0	12	0	0	0	0	12	0	2	25	0	0	0	0	27	0	0	78	5	1	1	0	85	0	0	2	0	0	0	0	2
13:30 - 13:45	0	0	12	1	0	0	0	13	2	0	32	1	0	0	3	38	0	0	57	5	0	0	2	64	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	8	1	0	0	0	9	1	0	31	5	0	0	1	38	0	0	75	5	0	0	0	80	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**43**	**3**	**0**	**0**	**0**	**46**	**5**	**2**	**120**	**9**	**0**	**0**	**5**	**141**	**0**	**0**	**288**	**23**	**2**	**1**	**3**	**317**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
14:00 - 14:15	0	0	12	2	0	0	0	14	0	1	23	3	0	0	2	29	0	0	73	9	1	1	2	86	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	10	2	0	0	0	12	1	2	42	4	1	0	2	52	0	0	75	8	0	0	1	84	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	11	1	0	0	0	12	0	0	39	3	0	1	2	45	0	0	97	11	1	0	2	111	0	0	4	0	0	0	0	4
14:45 - 15:00	0	0	16	3	0	0	0	19	1	2	19	1	0	0	0	23	0	0	66	8	0	0	0	74	0	0	0	2	0	0	0	2
Hourly Total	**0**	**0**	**49**	**8**	**0**	**0**	**0**	**57**	**2**	**5**	**123**	**11**	**1**	**1**	**6**	**149**	**0**	**0**	**311**	**36**	**2**	**1**	**5**	**355**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
15:00 - 15:15	0	0	16	1	0	0	0	17	0	0	28	3	0	0	1	32	0	0	78	11	0	0	1	90	0	0	4	0	0	0	0	4
15:15 - 15:30	0	0	25	4	0	0	0	29	0	0	56	7	0	0	3	66	0	0	92	6	1	0	0	99	0	0	0	1	0	0	0	1
15:30 - 15:45	0	0	25	2	0	0	0	27	0	1	57	6	0	0	4	68	0	1	113	7	3	0	3	127	0	0	4	0	0	0	0	4
15:45 - 16:00	0	0	23	1	0	0	0	24	0	1	29	2	0	0	2	34	0	0	87	13	0	0	0	100	0	0	2	1	0	0	0	3
Hourly Total	**0**	**0**	**89**	**8**	**0**	**0**	**0**	**97**	**0**	**2**	**170**	**18**	**0**	**0**	**10**	**200**	**0**	**1**	**370**	**37**	**4**	**0**	**4**	**416**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**
16:00 - 16:15	0	0	20	2	0	0	0	22	0	0	42	4	0	0	1	47	0	1	79	4	1	0	0	85	0	0	2	0	0	0	0	2
16:15 - 16:30	0	0	12	0	0	0	0	12	1	0	40	2	0	0	2	45	0	0	89	7	0	0	1	97	0	1	1	0	0	0	0	2
16:30 - 16:45	0	0	16	2	1	0	0	19	0	1	33	4	0	0	3	41	0	1	77	7	0	0	1	86	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	8	2	0	0	0	10	0	0	37	6	0	0	1	44	0	1	72	6	0	0	2	81	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**56**	**6**	**1**	**0**	**0**	**63**	**1**	**1**	**152**	**16**	**0**	**0**	**7**	**177**	**0**	**3**	**317**	**24**	**1**	**0**	**4**	**349**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**5**
17:00 - 17:15	0	0	22	3	0	0	0	25	0	1	37	3	0	0	2	43	0	0	98	6	1	0	1	106	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	12	4	0	0	0	16	1	0	45	1	0	0	1	48	0	0	70	6	0	0	1	77	0	0	3	0	0	0	0	3
17:30 - 17:45	0	0	17	2	0	0	0	19	0	0	41	4	0	0	2	47	0	0	80	7	0	0	1	88	0	0	1	0	0	0	0	1
17:45 - 18:00	1	0	20	1	0	0	0	22	0	4	26	3	0	0	1	34	0	0	70	2	0	0	2	74	0	0	2	1	0	0	0	3
Hourly Total	**1**	**0**	**71**	**10**	**0**	**0**	**0**	**82**	**1**	**5**	**149**	**11**	**0**	**0**	**6**	**172**	**0**	**0**	**318**	**21**	**1**	**0**	**5**	**345**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
18:00 - 18:15	1	0	19	1	0	0	0	21	0	0	31	6	0	0	1	38	0	1	73	7	0	0	2	83	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	15	0	0	0	0	15	2	0	28	3	0	0	3	36	0	0	60	7	0	0	1	68	0	0	2	0	0	0	0	2
18:30 - 18:45	0	0	15	2	0	0	0	17	0	0	32	0	0	0	1	33	0	0	76	4	0	0	2	82	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	13	2	0	0	0	15	0	0	27	2	0	0	2	31	0	0	58	7	0	1	0	66	0	0	2	0	0	0	0	2
Hourly Total	**1**	**0**	**62**	**5**	**0**	**0**	**0**	**68**	**2**	**0**	**118**	**11**	**0**	**0**	**7**	**138**	**0**	**1**	**267**	**25**	**0**	**1**	**5**	**299**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
TOTAL	**5**	**1**	**614**	**71**	**1**	**0**	**0**	**692**	**18**	**23**	**1591**	**183**	**8**	**2**	**75**	**1900**	**0**	**13**	**3657**	**402**	**25**	**8**	**44**	**4149**	**0**	**1**	**59**	**10**	**0**	**0**	**0**	**70**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 1
Approach: Mill Street

	Left to B4591 Newport Road								Ahead to B4591								Right to B4591 Commercial Street								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	1	0	0	5	0	0	0	0	5	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	8	1	0	0	0	9	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	0	0	0	0	2	0	0	12	1	0	0	0	13	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**39**	**3**	**0**	**0**	**0**	**42**	**0**	**0**	**25**	**3**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	18	2	0	0	0	20	0	0	4	3	0	0	0	7	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	24	2	0	0	0	26	0	0	1	4	0	0	0	5	0	0	1	0	0	0	0	1
08:30 - 08:45	0	0	2	0	0	0	0	2	0	1	20	5	0	0	0	26	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	4	1	0	0	0	5	0	0	14	1	0	0	0	15	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**1**	**76**	**10**	**0**	**0**	**0**	**87**	**0**	**0**	**27**	**9**	**0**	**0**	**0**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	4	0	0	0	0	4	0	0	18	2	0	0	0	20	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
09:15 - 09:30	0	1	1	0	0	0	0	2	0	0	29	2	0	0	0	31	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	2	0	0	0	0	2	1	0	34	1	0	0	0	36	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	33	0	1	14	2	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**8**	**1**	**0**	**113**	**6**	**0**	**0**	**0**	**120**	**0**	**1**	**53**	**3**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	2	0	0	0	0	2	0	0	36	1	0	0	0	37	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	4	1	0	0	0	5	0	0	27	0	0	0	0	27	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	6	0	0	0	0	6	1	0	35	1	0	0	0	37	1	0	12	0	1	0	0	14	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	4	1	0	0	0	5	0	1	30	2	0	0	0	33	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**16**	**2**	**0**	**0**	**0**	**18**	**1**	**1**	**128**	**4**	**0**	**0**	**0**	**134**	**1**	**0**	**47**	**3**	**1**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	1	6	1	0	0	0	8	0	1	36	1	0	0	0	38	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	5	0	0	0	0	5	0	0	35	2	0	0	0	37	0	1	23	3	0	0	0	27	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	2	0	0	0	0	2	0	1	43	1	0	0	0	45	0	0	20	4	0	0	0	24	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	4	0	0	0	0	4	0	0	25	5	0	0	0	30	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**17**	**1**	**0**	**0**	**0**	**19**	**0**	**2**	**139**	**9**	**0**	**0**	**0**	**150**	**0**	**1**	**76**	**9**	**0**	**0**	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	2	0	0	0	0	2	0	0	31	4	0	0	0	35	0	0	17	1	0	0	0	18	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	4	0	0	0	0	4	0	1	32	1	0	0	0	34	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	32	1	0	0	0	33	0	1	16	2	0	0	0	19	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	12	0	0	0	0	12	0	1	30	3	0	0	0	34	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**2**	**125**	**9**	**0**	**0**	**0**	**136**	**0**	**1**	**73**	**4**	**0**	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	5	0	0	0	0	5	0	0	41	3	0	0	0	44	0	1	16	1	0	0	0	18	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	2	0	0	0	0	2	0	1	23	2	0	0	0	26	0	1	16	1	0	0	0	18	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	1	0	0	0	0	1	0	1	37	2	0	0	0	40	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	4	0	0	0	0	4	0	1	36	0	0	0	0	37	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**3**	**137**	**7**	**0**	**0**	**0**	**147**	**0**	**2**	**56**	**2**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	1	4	0	0	0	0	5	0	0	27	2	0	0	0	29	0	1	13	0	0	0	0	14	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	2	0	0	0	0	2	0	0	37	2	0	0	0	39	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	3	1	0	0	0	4	0	0	25	3	0	0	0	28	0	1	12	1	0	0	0	14	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	2	0	0	0	0	2	0	4	27	1	0	0	0	32	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**11**	**1**	**0**	**0**	**0**	**13**	**0**	**4**	**116**	**8**	**0**	**0**	**0**	**128**	**0**	**2**	**55**	**2**	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	3	0	0	0	0	3	0	1	22	1	0	0	0	24	0	0	10	3	0	0	0	13	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	4	0	0	0	0	4	0	0	42	2	0	0	0	44	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	6	0	0	0	0	6	0	2	19	0	0	0	0	21	0	0	11	3	0	0	0	14	0	0	0	0	0	0	0	0
15:45 - 16:00	4	0	3	1	0	0	0	8	0	1	24	1	0	0	0	26	0	0	9	2	0	0	0	11	0	0	0	0	0	0	0	0
Hourly Total	**4**	**0**	**16**	**1**	**0**	**0**	**0**	**21**	**0**	**4**	**107**	**4**	**0**	**0**	**0**	**115**	**0**	**0**	**40**	**9**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	5	0	0	0	0	5	0	0	29	2	0	0	0	31	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2
16:15 - 16:30	0	0	3	0	0	0	0	3	0	1	35	2	0	0	0	38	0	0	17	3	0	0	0	20	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	3	0	0	0	0	3	0	0	18	1	0	0	0	19	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	1	0	0	0	1	0	0	27	3	0	0	0	30	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**	**0**	**1**	**109**	**8**	**0**	**0**	**0**	**118**	**0**	**0**	**59**	**5**	**0**	**0**	**0**	**64**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	3	0	0	0	0	3	0	0	28	1	0	0	0	29	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	3	0	0	0	0	3	0	1	21	0	0	0	0	22	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	4	1	0	0	0	5	0	0	29	1	0	0	0	30	0	0	17	0	0	0	0	17	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	18	0	0	0	0	18	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**1**	**96**	**2**	**0**	**0**	**0**	**99**	**0**	**0**	**56**	**2**	**0**	**0**	**0**	**58**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	2	0	0	0	0	2	0	2	25	0	0	0	0	27	0	1	20	0	0	0	0	21	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	3	0	0	0	0	3	0	0	24	2	0	0	0	26	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	28	0	0	0	0	28	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	4	0	0	0	0	4	0	1	27	0	0	0	0	28	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**3**	**104**	**2**	**0**	**0**	**0**	**109**	**0**	**1**	**67**	**0**	**0**	**0**	**0**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**4**	**3**	**147**	**8**	**0**	**0**	**0**	**162**	**2**	**22**	**1289**	**72**	**0**	**0**	**0**	**1385**	**1**	**8**	**634**	**51**	**1**	**0**	**0**	**695**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 1
Approach: B4591 Newport Road

	Left to B4591								Ahead to B4591 Commercial Street								Right to Mill Street								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	1	0	0	0	**2**	0	0	6	2	0	0	2	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	2	0	0	0	0	**2**	0	1	7	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	7	2	0	0	0	**9**	0	0	4	0	0	0	1	**5**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	5	0	0	0	0	**5**	1	0	3	2	0	0	0	**6**	0	0	3	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**15**	**3**	**0**	**0**	**0**	**18**	**1**	**1**	**20**	**6**	**0**	**0**	**3**	**31**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	8	2	0	0	0	**10**	1	0	10	1	0	0	2	**14**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	12	0	0	0	0	**12**	0	0	12	4	0	0	0	**16**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	14	3	0	0	0	**17**	0	1	10	2	0	0	1	**14**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	14	1	0	0	0	**15**	3	0	24	1	0	0	1	**29**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**48**	**6**	**0**	**0**	**0**	**54**	**4**	**1**	**56**	**8**	**0**	**0**	**4**	**73**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	16	1	0	0	0	**17**	1	0	18	2	0	0	2	**23**	1	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**
09:15 - 09:30	0	0	15	0	0	0	0	**15**	0	0	16	1	0	0	1	**18**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	2	0	17	1	0	0	0	**20**	2	0	23	3	0	0	1	**29**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
09:45 - 10:00	0	4	22	1	0	0	0	**27**	1	0	26	4	0	0	1	**32**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**4**	**70**	**3**	**0**	**0**	**0**	**79**	**4**	**0**	**83**	**10**	**0**	**0**	**5**	**102**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	24	0	0	0	0	**24**	0	0	24	1	0	0	2	**27**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	28	4	0	0	0	**32**	0	1	33	3	0	0	1	**38**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	23	2	0	0	0	**25**	0	1	33	1	0	0	1	**36**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	24	4	0	0	0	**28**	1	0	36	2	0	0	1	**40**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**99**	**10**	**0**	**0**	**0**	**109**	**1**	**2**	**126**	**7**	**0**	**0**	**5**	**141**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	27	5	0	0	0	**32**	2	0	31	4	0	0	2	**39**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	1	43	3	0	0	0	**47**	3	0	50	4	0	0	1	**58**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	22	1	0	0	0	**23**	7	0	34	4	0	0	1	**46**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	26	1	0	0	0	**27**	1	0	55	2	0	0	1	**59**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**118**	**10**	**0**	**0**	**0**	**129**	**13**	**0**	**170**	**14**	**0**	**0**	**5**	**202**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	35	3	0	0	0	**38**	1	0	31	2	0	0	2	**36**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	0	25	2	0	0	0	**27**	1	2	51	4	0	0	1	**59**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	42	1	0	0	0	**43**	0	1	40	2	0	0	1	**44**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	35	3	0	0	0	**38**	1	4	50	5	0	0	1	**61**	1	0	2	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**137**	**9**	**0**	**0**	**0**	**146**	**3**	**7**	**172**	**13**	**0**	**0**	**5**	**200**	**1**	**0**	**7**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	29	3	0	0	0	**32**	0	1	45	3	0	0	2	**51**	0	0	3	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**
13:15 - 13:30	0	0	32	0	0	0	0	**32**	0	0	34	1	0	0	1	**36**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
13:30 - 13:45	0	0	27	1	0	0	0	**28**	0	0	32	1	0	0	1	**34**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	25	2	0	0	0	**27**	0	2	40	0	0	0	1	**43**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**113**	**6**	**0**	**0**	**0**	**119**	**0**	**3**	**151**	**5**	**0**	**0**	**5**	**164**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
14:00 - 14:15	0	1	31	1	0	0	0	**33**	0	2	26	1	0	0	2	**31**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	2	1	22	0	0	0	0	**25**	3	0	33	1	0	0	1	**38**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	26	2	0	0	0	**28**	1	2	26	3	0	0	1	**33**	0	0	2	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	27	4	0	0	0	**31**	0	2	37	3	0	0	1	**43**	0	0	3	1	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**2**	**106**	**7**	**0**	**0**	**0**	**117**	**4**	**6**	**122**	**8**	**0**	**0**	**5**	**145**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	16	3	0	0	0	**19**	0	1	20	0	0	0	1	**22**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	23	0	0	0	0	**23**	0	0	19	2	0	0	2	**23**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	18	2	0	0	0	**20**	0	2	28	2	0	0	1	**33**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	24	2	0	0	0	**26**	1	0	31	2	1	0	1	**36**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**81**	**7**	**0**	**0**	**0**	**88**	**1**	**3**	**98**	**6**	**1**	**0**	**5**	**114**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	33	0	0	0	0	**33**	0	0	35	4	0	0	2	**41**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	25	1	0	0	0	**26**	0	0	45	0	0	0	1	**46**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	1	46	1	0	0	0	**48**	0	0	32	0	0	0	1	**33**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	2	21	2	0	0	0	**25**	0	0	34	0	0	0	0	**34**	0	0	4	1	0	0	0	**5**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**3**	**125**	**4**	**0**	**0**	**0**	**132**	**0**	**0**	**146**	**4**	**0**	**0**	**4**	**154**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	1	29	0	0	0	0	**30**	3	1	24	5	0	0	2	**35**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	2	0	32	1	0	0	0	**35**	2	2	30	1	0	0	1	**36**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	21	1	0	0	0	**22**	0	1	40	4	0	0	1	**46**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	34	2	0	0	0	**36**	0	0	24	6	0	0	2	**32**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**1**	**116**	**4**	**0**	**0**	**0**	**123**	**5**	**4**	**118**	**16**	**0**	**0**	**6**	**149**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	1	0	26	1	0	0	0	**28**	0	1	32	0	0	0	1	**34**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	1	0	22	0	0	0	0	**23**	1	0	36	3	0	0	1	**41**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	19	0	0	0	0	**19**	0	0	17	2	0	0	1	**20**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	1	14	1	0	0	0	**16**	0	1	23	1	0	0	1	**26**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
Hourly Total	**2**	**1**	**81**	**2**	**0**	**0**	**0**	**86**	**1**	**2**	**108**	**6**	**0**	**0**	**4**	**121**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**8**	**12**	**1109**	**71**	**0**	**0**	**0**	**1200**	**37**	**29**	**1370**	**103**	**1**	**0**	**56**	**1596**	**2**	**0**	**106**	**6**	**0**	**0**	**0**	**114**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**6**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 1
Approach: B4591

	Left to B4591 Commercial Street								Ahead to Mill Street								Right to B4591 Newport Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	4	4	0	0	1	9	0	0	6	1	0	0	0	7	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	6	1	1	0	0	8	0	0	3	2	0	0	0	5	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30 - 07:45	1	0	13	4	0	0	0	18	0	0	6	0	0	0	0	6	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	20	5	0	0	1	26	0	0	3	0	0	0	0	3	0	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**43**	**14**	**1**	**0**	**2**	**61**	**0**	**0**	**18**	**3**	**0**	**0**	**0**	**21**	**0**	**0**	**14**	**7**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	1	19	4	0	0	1	25	0	0	4	2	0	0	0	6	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	1	37	8	0	0	0	46	0	0	6	3	0	0	0	9	0	0	3	3	0	0	0	6	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	38	7	0	0	0	45	0	0	8	1	1	0	0	10	1	0	11	0	0	0	0	12	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	47	3	3	0	1	54	0	0	12	0	0	0	0	12	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
Hourly Total	**0**	**2**	**141**	**22**	**3**	**0**	**2**	**170**	**0**	**0**	**30**	**6**	**1**	**0**	**0**	**37**	**1**	**0**	**27**	**3**	**0**	**0**	**0**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	54	6	0	0	1	61	0	0	12	1	0	0	0	13	0	0	15	3	0	0	0	18	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	46	8	0	0	0	54	0	0	10	1	0	0	0	11	0	0	12	2	0	0	0	14	0	0	1	0	0	0	0	1
09:30 - 09:45	2	0	56	8	0	0	0	66	0	0	17	3	0	0	0	20	0	0	19	1	0	0	0	20	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	68	3	0	0	2	73	0	0	26	4	0	0	0	30	0	0	21	1	0	0	0	22	0	0	0	0	0	0	0	0
Hourly Total	**2**	**0**	**224**	**25**	**0**	**0**	**3**	**254**	**0**	**0**	**65**	**9**	**0**	**0**	**0**	**74**	**0**	**0**	**67**	**7**	**0**	**0**	**0**	**74**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	64	4	0	0	0	68	0	0	16	1	1	0	0	18	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	91	1	0	0	1	93	0	0	24	1	0	0	0	25	0	0	23	2	0	0	0	25	0	0	0	0	0	0	0	0
10:30 - 10:45	0	1	80	6	0	0	1	88	0	1	28	2	0	0	0	31	0	1	26	4	0	0	0	31	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	82	7	0	0	1	90	0	1	21	2	0	0	0	24	0	0	32	2	0	0	0	34	0	0	1	0	0	0	0	1
Hourly Total	**0**	**1**	**317**	**18**	**0**	**0**	**3**	**339**	**0**	**2**	**89**	**6**	**1**	**0**	**0**	**98**	**0**	**1**	**95**	**8**	**0**	**0**	**0**	**104**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
11:00 - 11:15	0	0	91	6	0	0	0	97	0	0	37	4	0	0	0	41	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	90	5	0	0	1	96	0	0	25	1	0	0	0	26	0	0	22	1	0	0	0	23	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	98	9	0	0	1	109	0	0	25	4	1	0	0	30	0	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0
11:45 - 12:00	0	1	94	8	0	0	1	104	0	0	28	3	0	0	0	31	0	0	38	0	0	0	0	38	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**373**	**28**	**0**	**0**	**3**	**406**	**0**	**0**	**115**	**12**	**1**	**0**	**0**	**128**	**0**	**0**	**115**	**1**	**0**	**0**	**0**	**116**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	1	93	7	0	0	0	101	0	0	35	5	0	0	0	40	0	0	41	1	0	0	0	42	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	91	8	0	0	1	101	0	0	29	2	0	0	0	31	0	1	24	1	0	0	0	26	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	112	4	0	0	0	116	0	0	31	1	0	0	0	32	0	1	44	2	0	0	0	47	0	0	0	0	0	0	0	0
12:45 - 13:00	0	1	102	5	0	0	1	109	0	0	26	4	0	0	0	30	0	1	29	3	0	0	0	33	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**398**	**24**	**0**	**0**	**2**	**427**	**0**	**0**	**121**	**12**	**0**	**0**	**0**	**133**	**0**	**3**	**138**	**7**	**0**	**0**	**0**	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	93	7	0	0	1	101	0	2	33	1	0	0	0	36	0	1	25	0	0	0	0	26	0	0	1	0	0	0	0	1
13:15 - 13:30	0	1	88	7	0	0	1	97	0	0	40	1	0	0	0	41	0	0	31	3	0	0	0	34	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	77	2	0	0	0	79	0	0	32	1	0	0	0	33	0	0	16	1	0	0	0	17	0	0	2	1	0	0	0	3
13:45 - 14:00	0	0	72	0	0	0	2	74	0	0	29	2	0	0	0	31	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**330**	**16**	**0**	**0**	**4**	**351**	**0**	**2**	**134**	**5**	**0**	**0**	**0**	**141**	**0**	**1**	**84**	**5**	**0**	**0**	**0**	**90**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
14:00 - 14:15	0	1	64	4	0	0	0	69	0	0	29	0	0	0	0	29	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
14:15 - 14:30	1	0	67	2	0	0	1	71	0	1	30	3	0	0	0	34	0	0	21	1	0	0	0	22	0	0	0	0	0	0	0	0
14:30 - 14:45	0	2	79	4	0	0	0	85	0	2	34	1	0	0	0	37	0	0	27	1	0	0	0	28	0	0	1	0	0	0	0	1
14:45 - 15:00	0	0	80	3	1	1	2	87	0	1	28	1	0	0	0	30	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	**1**	**3**	**290**	**13**	**1**	**1**	**3**	**312**	**0**	**4**	**121**	**5**	**0**	**0**	**0**	**130**	**0**	**0**	**81**	**4**	**0**	**0**	**0**	**85**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	3	58	3	0	0	0	64	0	0	21	2	0	0	0	23	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	65	0	0	0	1	67	0	1	36	0	0	0	0	37	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	1
15:30 - 15:45	0	3	66	4	0	0	0	73	0	0	39	3	0	0	0	42	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
15:45 - 16:00	0	2	51	5	0	0	2	60	0	0	34	2	0	0	0	36	0	1	21	1	0	0	0	23	0	0	0	0	0	0	0	0
Hourly Total	**0**	**9**	**240**	**12**	**0**	**0**	**3**	**264**	**0**	**1**	**130**	**7**	**0**	**0**	**0**	**138**	**0**	**1**	**76**	**1**	**0**	**0**	**0**	**78**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	3	62	1	0	0	0	66	0	1	43	0	0	0	0	44	0	0	26	1	0	0	0	27	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	73	3	0	0	1	78	0	0	26	2	0	0	0	28	0	0	31	1	0	0	0	32	0	0	1	0	0	0	0	1
16:30 - 16:45	0	0	89	6	0	0	0	95	0	2	28	1	0	0	0	31	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	78	3	0	0	1	82	0	1	46	3	0	0	0	50	0	1	24	0	0	0	0	25	0	0	1	0	0	0	0	1
Hourly Total	**0**	**4**	**302**	**13**	**0**	**0**	**2**	**321**	**0**	**4**	**143**	**6**	**0**	**0**	**0**	**153**	**0**	**1**	**92**	**2**	**0**	**0**	**0**	**95**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	69	2	0	0	1	72	0	1	42	1	0	0	0	44	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	72	13	0	1	0	86	0	0	45	1	0	0	0	46	0	0	24	0	0	0	0	24	0	0	0	0	0	0	0	0
17:30 - 17:45	0	2	94	1	0	0	1	98	0	0	34	0	0	0	0	34	0	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	72	1	0	0	0	73	0	2	29	1	0	0	0	32	0	0	16	3	0	0	0	19	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**307**	**17**	**0**	**1**	**2**	**329**	**0**	**3**	**150**	**3**	**0**	**0**	**0**	**156**	**0**	**0**	**82**	**3**	**0**	**0**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	1	2	80	2	0	0	1	86	0	2	33	1	0	0	0	36	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	77	3	0	0	0	80	0	0	30	0	0	0	0	30	0	0	26	1	0	0	0	27	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	84	0	0	0	0	84	0	0	29	2	0	0	0	31	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	74	0	0	0	1	75	0	2	23	0	0	0	0	25	0	0	22	0	0	0	0	22	0	0	0	0	0	0	0	0
Hourly Total	**1**	**2**	**315**	**5**	**0**	**0**	**2**	**325**	**0**	**4**	**115**	**3**	**0**	**0**	**0**	**122**	**0**	**0**	**82**	**2**	**0**	**0**	**0**	**84**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**5**	**29**	**3280**	**207**	**5**	**2**	**31**	**3559**	**0**	**20**	**1231**	**77**	**3**	**0**	**0**	**1331**	**1**	**7**	**953**	**50**	**0**	**0**	**0**	**1011**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 1
Approach: B4591 Commercial Street

	Left to Mill Street								Ahead to B4591 Newport Road								Right to B4591								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	0	0	0	0	**3**	0	1	5	1	0	0	1	**8**	0	0	7	6	0	0	0	**13**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	1	0	0	0	0	**1**	0	0	6	3	0	0	1	**10**	0	0	12	4	1	0	0	**17**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	3	0	0	0	0	**3**	5	0	8	0	0	0	1	**14**	0	0	21	0	0	0	1	**22**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	1	1	0	0	0	**2**	0	0	10	3	0	0	1	**14**	0	0	24	7	0	0	0	**31**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**5**	**1**	**29**	**7**	**0**	**0**	**4**	**46**	**0**	**0**	**64**	**17**	**1**	**0**	**1**	**83**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	7	1	0	0	0	**8**	0	0	7	2	0	0	0	**9**	0	0	26	5	0	0	1	**32**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	0	0	3	0	0	0	0	**3**	1	0	7	4	1	0	1	**14**	0	1	38	7	0	0	0	**46**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	4	1	0	0	0	**5**	5	0	14	0	0	0	1	**20**	0	1	55	7	0	0	2	**65**	0	0	1	0	0	0	0	**1**
08:45 - 09:00	0	0	9	0	0	0	0	**9**	1	0	19	0	0	0	1	**21**	0	0	51	6	0	0	0	**57**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**23**	**2**	**0**	**0**	**0**	**25**	**7**	**0**	**47**	**6**	**1**	**0**	**3**	**64**	**0**	**2**	**170**	**25**	**0**	**0**	**3**	**200**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
09:00 - 09:15	0	0	3	0	0	0	0	**3**	7	3	22	3	0	0	1	**36**	0	0	61	3	0	0	0	**64**	0	0	1	0	0	0	0	**1**
09:15 - 09:30	0	0	9	2	0	0	0	**11**	0	1	24	2	0	0	1	**28**	0	2	43	4	2	0	0	**51**	0	0	2	0	0	0	0	**2**
09:30 - 09:45	0	0	7	0	0	0	0	**7**	4	0	23	2	0	0	1	**30**	0	1	69	5	0	0	2	**77**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	7	1	0	0	0	**8**	1	1	30	6	0	0	1	**39**	0	2	79	1	0	0	1	**83**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**26**	**3**	**0**	**0**	**0**	**29**	**12**	**5**	**99**	**13**	**0**	**0**	**4**	**133**	**0**	**5**	**252**	**13**	**2**	**0**	**3**	**275**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
10:00 - 10:15	0	0	9	0	0	0	0	**9**	0	0	21	2	0	0	1	**24**	0	0	78	3	0	0	1	**82**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	8	1	0	0	0	**9**	4	0	28	3	0	0	1	**36**	0	1	72	3	0	0	0	**76**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	16	0	0	0	0	**16**	16	1	42	6	1	0	2	**68**	0	0	109	3	1	0	2	**115**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	7	0	0	0	0	**7**	0	0	32	1	1	0	1	**35**	0	0	87	3	1	0	0	**91**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**41**	**20**	**1**	**123**	**12**	**2**	**0**	**5**	**163**	**0**	**1**	**346**	**12**	**2**	**0**	**3**	**364**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
11:00 - 11:15	0	0	12	0	0	0	0	**12**	1	0	34	2	0	0	1	**38**	2	0	94	10	0	0	1	**107**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	1	10	1	0	0	0	**12**	1	0	27	2	0	0	1	**31**	0	0	92	9	0	0	0	**101**	0	0	1	0	0	0	0	**1**
11:30 - 11:45	0	0	9	0	0	0	0	**9**	0	0	28	5	0	0	2	**35**	0	2	93	5	0	0	2	**102**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	13	0	0	0	0	**13**	0	0	44	2	0	0	1	**47**	0	0	89	2	0	0	0	**91**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**44**	**1**	**0**	**0**	**0**	**46**	**2**	**0**	**133**	**11**	**0**	**0**	**5**	**151**	**2**	**2**	**368**	**26**	**0**	**0**	**3**	**401**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	0	15	1	0	0	0	**16**	1	1	32	2	0	0	1	**37**	0	1	96	7	0	0	0	**104**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	2	11	1	0	0	0	**14**	0	1	37	3	0	0	1	**42**	0	1	80	4	0	0	1	**86**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	10	4	0	0	0	**14**	2	0	48	7	0	0	2	**59**	0	0	113	4	0	0	1	**118**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	14	0	0	0	0	**14**	1	1	36	4	0	0	1	**43**	0	0	93	5	0	0	1	**99**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**50**	**6**	**0**	**0**	**0**	**58**	**4**	**3**	**153**	**16**	**0**	**0**	**5**	**181**	**0**	**2**	**382**	**20**	**0**	**0**	**3**	**407**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	13	0	0	0	0	**13**	1	1	46	4	0	0	1	**53**	0	1	108	3	0	0	0	**112**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	16	0	0	0	0	**16**	1	0	41	1	0	0	1	**44**	0	1	101	5	0	0	1	**108**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	18	1	0	0	0	**19**	1	1	36	2	0	0	2	**42**	0	1	75	9	0	0	2	**87**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	18	1	0	0	0	**19**	0	2	35	1	0	0	0	**38**	1	0	78	5	1	0	0	**85**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**65**	**2**	**0**	**0**	**0**	**67**	**3**	**4**	**158**	**8**	**0**	**0**	**4**	**177**	**1**	**3**	**362**	**22**	**1**	**0**	**3**	**392**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	0	13	1	0	0	0	**14**	0	1	35	1	0	0	2	**39**	0	2	82	4	0	0	0	**88**	0	0	2	0	0	0	0	**2**
14:15 - 14:30	0	0	14	0	0	0	0	**14**	0	1	37	2	0	0	1	**41**	0	1	95	7	1	0	1	**105**	0	1	2	1	0	0	0	**4**
14:30 - 14:45	0	0	8	0	0	0	0	**8**	1	0	39	0	0	0	2	**42**	0	1	83	3	0	0	2	**89**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	15	0	0	0	0	**15**	2	2	29	4	0	0	1	**38**	1	2	85	2	0	0	0	**90**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**50**	**1**	**0**	**0**	**0**	**51**	**3**	**4**	**140**	**7**	**0**	**0**	**6**	**160**	**1**	**6**	**345**	**16**	**1**	**0**	**3**	**372**	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**6**
15:00 - 15:15	0	0	10	1	0	0	0	**11**	0	1	29	3	0	0	1	**34**	0	2	77	2	0	0	1	**82**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	2	0	7	0	0	0	0	**9**	0	0	26	1	0	0	1	**28**	0	1	71	2	0	1	0	**75**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	1	0	14	1	0	0	0	**16**	0	0	28	2	0	0	2	**32**	0	1	75	3	0	0	2	**81**	0	0	0	1	0	0	0	**1**
15:45 - 16:00	0	0	12	0	0	0	0	**12**	0	0	28	0	0	0	1	**29**	1	1	66	3	0	0	0	**71**	0	0	0	0	0	0	0	**0**
Hourly Total	**3**	**0**	**43**	**2**	**0**	**0**	**0**	**48**	**0**	**1**	**111**	**6**	**0**	**0**	**5**	**123**	**1**	**5**	**289**	**10**	**0**	**1**	**3**	**309**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	0	16	0	0	0	0	**16**	1	1	29	2	0	0	1	**34**	0	2	66	4	0	0	1	**73**	0	0	1	0	0	0	0	**1**
16:15 - 16:30	0	0	9	1	0	0	0	**10**	1	0	35	5	0	0	1	**42**	0	0	89	1	0	0	0	**90**	0	0	2	0	0	0	0	**2**
16:30 - 16:45	0	0	21	2	0	0	0	**23**	0	1	28	1	0	0	2	**32**	0	0	67	8	0	0	1	**76**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	15	0	0	0	0	**15**	0	1	25	1	0	0	0	**27**	0	0	65	7	0	0	0	**72**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**61**	**3**	**0**	**0**	**0**	**64**	**2**	**3**	**117**	**9**	**0**	**0**	**4**	**135**	**0**	**2**	**287**	**20**	**0**	**0**	**2**	**311**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
17:00 - 17:15	0	0	17	1	0	0	0	**18**	1	1	25	1	0	0	1	**29**	0	0	63	4	0	0	1	**68**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	17	1	0	0	0	**18**	0	0	29	2	1	0	1	**33**	0	1	71	2	0	0	0	**74**	0	0	1	0	0	0	0	**1**
17:30 - 17:45	0	0	12	1	0	0	0	**13**	0	0	32	0	0	0	2	**34**	0	1	74	1	0	0	1	**77**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	1	16	0	0	0	0	**17**	1	0	31	1	0	0	0	**33**	0	2	73	2	0	0	1	**78**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**62**	**3**	**0**	**0**	**0**	**66**	**2**	**1**	**117**	**4**	**1**	**0**	**4**	**129**	**0**	**4**	**281**	**9**	**0**	**0**	**3**	**297**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	14	0	0	0	0	**14**	0	0	24	2	0	0	1	**27**	0	0	59	2	0	0	0	**61**	0	0	1	0	0	0	0	**1**
18:15 - 18:30	0	0	13	0	0	0	0	**13**	0	1	31	1	0	0	2	**35**	0	0	71	2	0	1	2	**76**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	13	0	0	0	0	**13**	0	0	32	4	0	0	0	**36**	0	1	53	1	0	0	0	**55**	0	0	6	0	0	0	0	**6**
18:45 - 19:00	0	0	12	0	0	0	0	**12**	0	0	32	0	0	0	2	**34**	0	0	42	1	0	0	0	**43**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**52**	**0**	**1**	**119**	**7**	**0**	**0**	**5**	**132**	**0**	**1**	**225**	**6**	**0**	**1**	**2**	**235**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
TOTAL	**3**	**4**	**524**	**25**	**0**	**0**	**0**	**556**	**60**	**24**	**1346**	**106**	**4**	**0**	**54**	**1594**	**5**	**33**	**3371**	**196**	**7**	**2**	**32**	**3646**	**0**	**1**	**33**	**3**	**0**	**0**	**0**	**37**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 2
Approach: B4591 North

	Left to Aldi								Ahead to B4591 (S)								Right to Pontymister Industrial Estate								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	1	59	14	1	0	0	**75**	0	0	15	3	0	0	0	**18**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	62	19	1	0	1	**83**	0	0	16	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	0	82	19	0	1	0	**102**	0	1	5	3	0	0	0	**9**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	2	0	0	0	0	**2**	0	1	80	17	1	0	0	**99**	0	0	17	4	0	0	0	**21**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**283**	**69**	**3**	**1**	**1**	**359**	**0**	**1**	**53**	**11**	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	1	0	0	0	0	**1**	0	2	95	14	1	0	1	**113**	0	0	23	9	0	0	0	**32**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	6	1	0	0	0	**7**	0	0	83	9	2	1	0	**95**	0	0	14	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	9	0	0	0	0	**9**	0	2	80	5	0	0	1	**88**	2	0	19	5	0	0	0	**26**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	8	1	0	0	0	**9**	1	0	88	6	1	0	0	**96**	0	2	44	7	0	0	0	**53**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**	**1**	**4**	**346**	**34**	**4**	**1**	**2**	**392**	**2**	**2**	**100**	**23**	**0**	**0**	**0**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	9	0	0	0	0	**9**	0	0	76	12	0	0	1	**89**	0	0	58	3	0	0	0	**61**	0	0	1	0	0	0	0	**1**
09:15 - 09:30	0	0	8	0	0	0	0	**8**	0	0	89	5	1	0	0	**95**	0	1	46	7	0	0	0	**54**	0	0	1	0	0	0	0	**1**
09:30 - 09:45	0	0	7	0	0	0	0	**7**	0	0	60	11	0	0	1	**72**	0	0	45	6	2	0	1	**54**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	12	1	0	0	0	**13**	0	0	63	13	0	0	0	**76**	0	0	33	5	2	0	0	**40**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**	**0**	**0**	**288**	**41**	**1**	**0**	**2**	**332**	**0**	**1**	**182**	**21**	**4**	**0**	**1**	**209**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
10:00 - 10:15	0	0	10	0	0	0	0	**10**	0	0	71	12	1	0	0	**84**	0	1	39	0	0	0	0	**40**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	9	0	0	0	0	**9**	0	0	65	8	4	2	0	**79**	0	0	59	2	0	0	1	**62**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	8	0	0	0	0	**8**	0	0	78	11	3	0	1	**93**	0	0	47	4	0	0	1	**52**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	7	0	0	0	0	**7**	0	1	66	15	1	1	0	**84**	0	0	42	5	2	0	0	**49**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**34**	**0**	**1**	**280**	**46**	**9**	**3**	**1**	**340**	**0**	**1**	**187**	**11**	**2**	**0**	**2**	**203**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	12	0	0	0	0	**12**	0	1	70	12	1	0	0	**84**	0	0	46	4	1	0	1	**52**	0	0	2	0	0	0	0	**2**
11:15 - 11:30	0	0	10	0	0	0	0	**10**	0	1	82	12	0	0	0	**95**	0	0	54	2	0	0	0	**56**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	7	0	0	0	0	**7**	0	0	82	6	0	0	3	**91**	0	1	57	4	0	0	2	**64**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	9	1	0	0	0	**10**	0	1	75	9	0	0	0	**85**	0	0	52	2	0	0	0	**54**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**38**	**1**	**0**	**0**	**0**	**39**	**0**	**3**	**309**	**39**	**1**	**0**	**3**	**355**	**0**	**1**	**209**	**12**	**1**	**0**	**3**	**226**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
12:00 - 12:15	0	0	13	0	0	0	0	**13**	0	0	73	8	0	2	0	**83**	0	1	65	4	0	0	1	**71**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	0	10	0	0	0	0	**10**	0	0	69	12	1	0	0	**82**	0	0	48	4	0	0	0	**52**	0	0	1	0	0	0	0	**1**
12:30 - 12:45	0	0	12	2	0	0	0	**14**	0	0	67	10	0	0	1	**78**	0	0	48	4	0	0	1	**53**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	8	0	0	0	0	**8**	0	0	69	5	1	1	0	**76**	0	2	45	2	1	0	0	**50**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**43**	**2**	**0**	**0**	**0**	**45**	**0**	**0**	**278**	**35**	**2**	**3**	**1**	**319**	**0**	**3**	**206**	**14**	**1**	**0**	**2**	**226**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	5	1	0	0	0	**6**	0	0	68	12	1	0	0	**81**	0	0	49	2	0	0	1	**52**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	13	0	0	0	0	**13**	0	1	76	6	2	1	1	**87**	0	0	42	4	0	0	0	**46**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	12	0	0	0	0	**12**	0	0	65	5	0	0	1	**71**	0	0	36	5	0	0	1	**42**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	12	0	0	0	0	**12**	0	0	77	7	0	0	0	**84**	0	0	35	4	0	0	0	**39**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**42**	**1**	**0**	**0**	**0**	**43**	**0**	**1**	**286**	**30**	**3**	**1**	**2**	**323**	**0**	**0**	**162**	**15**	**0**	**0**	**2**	**179**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	0	16	0	0	0	0	**16**	0	0	70	14	1	2	2	**89**	0	0	36	7	2	0	0	**45**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	10	0	0	0	0	**10**	0	0	86	11	0	0	0	**97**	0	0	50	3	0	0	1	**54**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	13	0	0	0	0	**13**	0	0	94	13	1	0	1	**109**	0	0	34	7	0	0	1	**42**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	12	0	0	0	0	**12**	0	0	80	13	2	0	0	**95**	0	0	34	3	0	0	0	**37**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**330**	**51**	**4**	**2**	**3**	**390**	**0**	**0**	**154**	**20**	**2**	**0**	**2**	**178**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	1	9	0	0	0	0	**10**	0	1	92	12	0	0	0	**105**	0	0	37	3	0	0	1	**41**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	11	0	0	0	0	**11**	0	0	93	7	2	1	0	**103**	0	1	57	2	0	0	0	**60**	0	0	1	0	0	0	0	**1**
15:30 - 15:45	0	0	12	0	0	0	0	**12**	0	1	111	14	3	0	2	**131**	0	0	47	5	0	0	1	**53**	0	0	1	0	0	0	0	**1**
15:45 - 16:00	0	0	6	0	0	0	0	**6**	0	0	91	11	0	0	0	**102**	0	0	49	3	0	0	0	**52**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**38**	**0**	**0**	**0**	**0**	**39**	**0**	**2**	**387**	**44**	**5**	**1**	**2**	**441**	**0**	**1**	**190**	**13**	**0**	**0**	**2**	**206**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
16:00 - 16:15	0	0	11	1	0	0	0	**12**	0	1	101	4	1	0	0	**107**	0	0	45	1	0	0	0	**46**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	9	1	0	0	0	**10**	0	0	93	7	0	1	0	**101**	0	1	40	4	0	0	1	**46**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	5	0	0	0	0	**5**	0	1	80	9	0	0	0	**90**	0	0	42	2	0	0	1	**45**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	4	1	0	0	0	**5**	0	2	84	9	0	0	2	**97**	0	0	52	4	0	0	0	**56**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**29**	**3**	**0**	**0**	**0**	**32**	**0**	**4**	**358**	**29**	**1**	**1**	**2**	**395**	**0**	**1**	**179**	**11**	**0**	**0**	**2**	**193**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	7	0	0	0	0	**7**	0	1	96	8	1	0	1	**107**	0	0	41	3	0	0	0	**44**	0	0	1	0	0	0	0	**1**
17:15 - 17:30	0	0	7	1	0	0	0	**8**	0	0	74	8	0	0	0	**82**	0	0	44	3	0	0	1	**48**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	6	1	0	0	0	**7**	0	0	92	4	0	0	1	**97**	0	0	43	6	0	0	0	**49**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	1	8	0	0	0	0	**9**	0	0	84	3	0	0	2	**89**	0	0	42	4	0	0	0	**46**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**28**	**2**	**0**	**0**	**0**	**31**	**0**	**1**	**346**	**23**	**1**	**0**	**4**	**375**	**0**	**0**	**170**	**16**	**0**	**0**	**1**	**187**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	5	0	0	0	0	**5**	0	0	88	11	0	0	2	**101**	0	0	32	2	0	0	0	**34**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	6	0	0	0	0	**6**	0	0	61	4	0	0	0	**65**	0	0	36	4	0	0	1	**41**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	8	0	0	0	0	**8**	0	0	88	2	0	0	1	**91**	0	0	41	2	0	0	1	**44**	0	0	2	0	0	0	0	**2**
18:45 - 19:00	0	0	10	0	0	0	0	**10**	0	1	79	10	0	1	0	**91**	0	0	26	2	0	0	0	**28**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**29**	**0**	**1**	**316**	**27**	**0**	**1**	**3**	**348**	**0**	**0**	**135**	**10**	**0**	**0**	**2**	**147**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
TOTAL	**0**	**2**	**394**	**12**	**0**	**0**	**0**	**408**	**1**	**19**	**3807**	**468**	**34**	**14**	**26**	**4369**	**2**	**11**	**1927**	**177**	**10**	**0**	**19**	**2146**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 2
Approach: Aldi

	Left to B4591 (S)								Ahead to Pontymister Industrial Estate								Right to B4591 (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**
07:45 - 08:00	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	4	0	0	0	0	**4**
08:30 - 08:45	0	0	6	0	0	0	0	**6**	0	0	7	0	0	0	0	**7**	0	0	4	0	0	0	0	**4**
08:45 - 09:00	0	0	7	2	0	0	0	**9**	0	0	5	0	0	0	0	**5**	0	0	3	1	0	0	0	**4**
Hourly Total	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**
09:00 - 09:15	0	0	8	1	0	0	0	**9**	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**
09:15 - 09:30	0	0	5	0	0	0	0	**5**	0	0	5	0	0	0	0	**5**	0	0	5	0	0	0	0	**5**
09:30 - 09:45	0	0	7	0	0	0	0	**7**	0	0	8	0	0	0	0	**8**	0	0	2	0	0	0	0	**2**
09:45 - 10:00	0	0	12	1	0	0	0	**13**	0	0	9	0	0	0	0	**9**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**32**	**2**	**0**	**0**	**0**	**34**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**24**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**
10:00 - 10:15	0	0	8	1	0	0	0	**9**	0	0	5	0	0	0	0	**5**	0	0	2	1	1	0	0	**4**
10:15 - 10:30	0	0	13	0	0	0	0	**13**	0	0	7	0	0	0	0	**7**	0	0	6	0	0	0	0	**6**
10:30 - 10:45	0	0	11	0	1	0	0	**12**	0	0	5	0	0	0	0	**5**	0	0	8	0	0	0	0	**8**
10:45 - 11:00	0	0	10	3	0	0	0	**13**	0	0	9	0	0	0	0	**9**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**42**	**4**	**1**	**0**	**0**	**47**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**19**	**1**	**1**	**0**	**0**	**21**
11:00 - 11:15	0	0	8	0	0	0	0	**8**	0	0	4	0	0	0	0	**4**	0	0	7	0	0	0	0	**7**
11:15 - 11:30	0	0	13	1	0	0	0	**14**	0	0	7	0	0	0	0	**7**	0	0	3	0	0	0	0	**3**
11:30 - 11:45	0	0	13	0	0	0	0	**13**	0	0	8	0	0	0	0	**8**	0	0	9	0	0	0	0	**9**
11:45 - 12:00	0	0	16	0	0	0	0	**16**	0	0	5	1	0	0	0	**6**	0	0	6	1	0	0	0	**7**
Hourly Total	**0**	**0**	**50**	**1**	**0**	**0**	**0**	**51**	**0**	**0**	**24**	**1**	**0**	**0**	**0**	**25**	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**26**
12:00 - 12:15	0	0	15	2	0	0	0	**17**	0	0	7	0	0	0	0	**7**	0	0	5	0	0	0	0	**5**
12:15 - 12:30	0	0	15	0	0	0	0	**15**	0	0	7	0	0	0	0	**7**	0	0	9	0	0	0	0	**9**
12:30 - 12:45	0	0	9	0	0	0	0	**9**	0	0	4	0	0	0	0	**4**	0	0	13	0	0	0	0	**13**
12:45 - 13:00	0	0	14	1	0	0	0	**15**	0	0	8	1	0	0	0	**9**	0	0	5	2	0	0	0	**7**
Hourly Total	**0**	**0**	**53**	**3**	**0**	**0**	**0**	**56**	**0**	**0**	**26**	**1**	**0**	**0**	**0**	**27**	**0**	**0**	**32**	**2**	**0**	**0**	**0**	**34**
13:00 - 13:15	0	0	16	1	0	0	0	**17**	0	0	5	0	0	0	0	**5**	0	0	6	0	0	0	0	**6**
13:15 - 13:30	0	0	14	2	0	0	0	**16**	0	0	5	0	0	0	0	**5**	0	0	7	1	0	0	0	**8**
13:30 - 13:45	0	0	16	1	0	0	0	**17**	0	0	2	0	0	0	0	**2**	0	0	6	0	0	0	0	**6**
13:45 - 14:00	0	0	14	1	0	0	0	**15**	0	0	5	0	0	0	0	**5**	0	0	9	0	0	0	0	**9**
Hourly Total	**0**	**0**	**60**	**5**	**0**	**0**	**0**	**65**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**28**	**1**	**0**	**0**	**0**	**29**
14:00 - 14:15	0	0	19	1	0	0	0	**20**	0	0	4	0	0	0	0	**4**	0	0	8	0	0	0	0	**8**
14:15 - 14:30	0	0	16	0	0	0	0	**16**	0	0	7	0	0	0	0	**7**	0	0	11	0	0	0	0	**11**
14:30 - 14:45	0	0	13	1	0	0	0	**14**	0	0	6	0	0	0	0	**6**	0	0	8	0	0	0	0	**8**
14:45 - 15:00	0	1	13	0	0	0	0	**14**	0	0	8	0	0	0	0	**8**	0	0	16	0	0	0	0	**16**
Hourly Total	**0**	**1**	**61**	**2**	**0**	**0**	**0**	**64**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**25**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**43**
15:00 - 15:15	0	0	14	1	0	0	0	**15**	0	0	3	0	0	0	0	**3**	0	1	4	0	0	0	0	**5**
15:15 - 15:30	0	0	11	0	0	0	0	**11**	0	0	8	0	0	0	0	**8**	0	0	12	1	0	0	0	**13**
15:30 - 15:45	0	0	10	1	0	0	0	**11**	0	0	4	0	0	0	0	**4**	0	0	7	0	0	0	0	**7**
15:45 - 16:00	0	0	8	0	0	0	0	**8**	0	0	8	0	0	0	0	**8**	0	0	15	0	0	0	0	**15**
Hourly Total	**0**	**0**	**43**	**2**	**0**	**0**	**0**	**45**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**23**	**0**	**1**	**38**	**1**	**0**	**0**	**0**	**40**
16:00 - 16:15	0	0	19	2	0	0	0	**21**	0	0	2	0	0	0	0	**2**	0	0	9	1	0	0	0	**10**
16:15 - 16:30	0	0	17	1	0	0	0	**18**	0	0	9	0	0	0	0	**9**	0	0	8	2	0	0	0	**10**
16:30 - 16:45	0	0	17	0	0	0	0	**17**	0	0	5	0	0	0	0	**5**	0	0	10	0	0	0	0	**10**
16:45 - 17:00	0	0	18	0	0	0	0	**18**	0	0	5	0	0	0	0	**5**	0	0	8	0	0	0	0	**8**
Hourly Total	**0**	**0**	**71**	**3**	**0**	**0**	**0**	**74**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**35**	**3**	**0**	**0**	**0**	**38**
17:00 - 17:15	0	0	16	2	0	0	0	**18**	0	0	6	1	0	0	0	**7**	0	0	11	0	0	0	0	**11**
17:15 - 17:30	0	0	11	0	0	0	0	**11**	0	0	4	0	0	0	0	**4**	0	0	10	0	0	0	0	**10**
17:30 - 17:45	0	0	18	0	0	0	0	**18**	0	0	5	0	0	0	0	**5**	0	0	9	1	0	0	0	**10**
17:45 - 18:00	0	0	18	0	0	0	0	**18**	0	0	2	1	0	0	0	**3**	0	0	6	0	0	0	0	**6**
Hourly Total	**0**	**0**	**63**	**2**	**0**	**0**	**0**	**65**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**19**	**0**	**0**	**36**	**1**	**0**	**0**	**0**	**37**
18:00 - 18:15	0	0	19	0	0	0	0	**19**	0	0	4	0	0	0	0	**4**	0	1	5	0	0	0	0	**6**
18:15 - 18:30	0	0	10	1	0	0	0	**11**	0	0	7	0	0	0	0	**7**	0	0	14	0	0	0	0	**14**
18:30 - 18:45	0	0	10	0	0	0	0	**10**	0	0	5	0	0	0	0	**5**	0	0	4	0	0	0	0	**4**
18:45 - 19:00	0	0	14	0	0	0	0	**14**	0	0	2	0	0	0	0	**2**	0	0	5	0	0	0	0	**5**
Hourly Total	**0**	**0**	**53**	**1**	**0**	**0**	**0**	**54**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**	**0**	**1**	**28**	**0**	**0**	**0**	**0**	**29**
TOTAL	**0**	**1**	**543**	**27**	**1**	**0**	**0**	**572**	**0**	**0**	**234**	**4**	**0**	**0**	**0**	**238**	**0**	**2**	**312**	**12**	**1**	**0**	**0**	**327**

PCC Traffic Information Consultancy

Risca, Friday 13th September 2024

Junction: 2
Approach: B4591 South

	Left to Pontymister Industrial Estate								Ahead to B4591 (N)								Right to Aldi								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	26	6	0	0	0	33	0	0	31	4	1	1	0	37	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
07:15 - 07:30	0	1	33	6	0	0	0	40	0	0	22	3	0	0	0	25	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
07:30 - 07:45	0	0	27	10	0	0	0	37	0	0	37	12	1	1	0	51	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	30	5	0	0	0	35	0	0	43	14	0	1	1	59	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**116**	**27**	**0**	**0**	**0**	**145**	**0**	**0**	**133**	**33**	**2**	**3**	**1**	**172**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	1	48	6	0	0	1	56	0	1	53	14	0	0	0	68	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	30	4	0	0	0	34	0	0	70	2	1	2	0	75	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	34	7	1	0	0	42	0	0	87	16	2	0	0	105	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	44	9	1	0	0	54	0	0	81	8	1	0	0	90	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**156**	**26**	**2**	**0**	**1**	**186**	**0**	**1**	**291**	**40**	**4**	**2**	**0**	**338**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	57	9	2	0	0	68	0	1	73	9	2	0	1	86	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	54	8	1	0	0	63	0	0	61	12	2	1	1	77	0	0	7	0	0	0	0	7	0	0	2	0	0	0	0	2
09:30 - 09:45	0	0	40	9	0	0	1	50	0	0	54	10	1	0	0	65	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	48	4	2	0	0	54	0	0	57	10	1	1	0	69	0	0	17	4	0	0	0	21	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**199**	**30**	**5**	**0**	**1**	**235**	**0**	**1**	**245**	**41**	**6**	**2**	**2**	**297**	**0**	**0**	**38**	**5**	**0**	**0**	**0**	**43**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	75	5	0	0	1	81	0	0	53	8	1	0	1	63	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	1
10:15 - 10:30	0	0	55	8	0	1	0	64	0	0	54	23	1	0	0	78	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	42	8	0	0	1	51	0	1	52	10	1	1	0	65	0	0	12	0	1	0	0	13	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	58	7	1	0	0	66	0	0	76	9	0	0	1	86	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**230**	**28**	**1**	**1**	**2**	**262**	**0**	**1**	**235**	**50**	**3**	**1**	**2**	**292**	**0**	**0**	**36**	**0**	**1**	**0**	**0**	**37**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
11:00 - 11:15	0	0	65	6	1	0	1	73	0	1	60	11	0	1	0	73	0	0	9	1	1	0	0	11	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	56	6	2	0	0	64	0	0	68	13	0	0	0	81	0	0	13	0	0	0	0	13	0	0	0	1	0	0	0	1
11:30 - 11:45	0	0	59	6	1	0	1	67	0	0	64	8	0	0	0	72	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
11:45 - 12:00	0	1	68	3	1	0	0	73	0	0	62	11	1	2	1	77	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**248**	**21**	**5**	**0**	**2**	**277**	**0**	**1**	**254**	**43**	**1**	**3**	**1**	**303**	**0**	**0**	**39**	**1**	**1**	**0**	**0**	**41**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	60	8	0	1	2	71	0	0	73	3	0	0	1	77	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	77	6	0	0	0	83	0	1	71	8	1	1	0	82	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	54	7	0	0	1	62	0	1	82	11	0	0	0	94	0	0	11	0	0	0	0	11	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	56	6	0	0	0	62	0	1	76	14	1	0	1	93	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**247**	**27**	**0**	**1**	**3**	**278**	**0**	**3**	**302**	**36**	**2**	**1**	**2**	**346**	**0**	**0**	**49**	**2**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	77	9	0	0	1	87	0	0	66	6	0	1	0	73	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	66	5	0	0	0	71	0	1	64	2	3	0	0	70	0	0	15	0	0	0	0	15	0	0	1	0	0	0	0	1
13:30 - 13:45	0	1	60	5	0	0	1	67	0	1	82	13	0	0	0	96	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	62	12	0	0	0	74	0	0	63	9	0	1	0	73	0	0	14	3	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**265**	**31**	**0**	**0**	**2**	**299**	**0**	**2**	**275**	**30**	**3**	**2**	**0**	**312**	**0**	**0**	**49**	**4**	**0**	**0**	**0**	**53**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	63	12	0	1	1	77	1	1	90	10	1	0	1	104	0	0	12	3	0	0	0	15	0	0	0	1	0	0	0	1
14:15 - 14:30	0	0	60	7	1	0	0	68	0	0	95	7	1	0	0	103	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	45	3	0	1	0	49	0	0	90	9	0	0	0	99	0	1	9	0	0	0	0	10	0	0	0	0	0	0	0	0
14:45 - 15:00	0	1	47	7	1	1	1	58	0	1	91	9	0	0	0	101	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**215**	**29**	**2**	**3**	**2**	**252**	**1**	**2**	**366**	**35**	**2**	**0**	**1**	**407**	**0**	**1**	**40**	**4**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	1	54	6	0	1	1	63	0	1	74	11	1	0	1	88	0	0	14	1	0	0	0	15	0	0	3	0	0	0	0	3
15:15 - 15:30	0	0	49	4	0	0	0	53	0	0	91	9	2	0	1	103	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	69	6	0	0	0	75	0	0	102	7	0	0	0	109	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	80	4	0	2	1	87	0	1	106	12	1	0	0	120	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**252**	**20**	**0**	**3**	**2**	**278**	**0**	**2**	**373**	**39**	**4**	**0**	**2**	**420**	**0**	**0**	**51**	**3**	**0**	**0**	**0**	**54**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
16:00 - 16:15	0	0	76	6	0	1	1	84	0	0	84	10	0	0	1	95	0	0	19	0	0	0	0	19	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	62	5	0	1	0	68	0	1	108	14	0	0	0	123	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
16:30 - 16:45	0	1	60	4	0	0	0	65	0	3	99	16	0	0	0	118	0	0	16	2	0	0	0	18	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	80	3	0	0	0	83	0	2	105	11	1	0	0	119	0	0	14	1	0	1	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**278**	**18**	**0**	**2**	**1**	**300**	**0**	**6**	**396**	**51**	**1**	**0**	**1**	**455**	**0**	**0**	**63**	**3**	**0**	**1**	**0**	**67**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	91	6	0	0	0	97	0	1	96	5	0	0	1	103	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	93	4	0	0	0	97	0	1	114	4	0	0	1	120	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	82	5	0	0	0	87	0	2	93	6	0	0	0	101	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	83	2	0	0	0	85	0	3	108	7	0	0	0	118	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**349**	**17**	**0**	**0**	**0**	**366**	**0**	**7**	**411**	**22**	**0**	**0**	**2**	**442**	**0**	**0**	**61**	**1**	**0**	**0**	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	61	1	0	0	0	62	0	0	82	3	0	2	1	88	0	0	12	0	0	0	0	12	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	51	5	0	1	0	57	0	2	91	6	0	0	0	99	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	55	5	0	0	0	60	0	0	76	6	0	0	0	82	0	0	10	0	0	1	0	11	0	0	0	1	0	0	0	1
18:45 - 19:00	0	0	37	2	0	0	0	39	0	0	101	3	0	0	0	104	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**204**	**13**	**0**	**1**	**0**	**218**	**0**	**2**	**350**	**18**	**0**	**2**	**1**	**373**	**0**	**0**	**40**	**0**	**0**	**1**	**0**	**41**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
TOTAL	**0**	**8**	**2759**	**287**	**15**	**11**	**16**	**3096**	**1**	**28**	**3631**	**438**	**28**	**16**	**15**	**4157**	**0**	**1**	**493**	**25**	**2**	**2**	**0**	**523**	**0**	**1**	**11**	**3**	**0**	**0**	**0**	**15**

PCC Traffic Information Consultancy

Risca, Friday 13th September 2024

Junction: 2
Approach: Pontymister Industrial Estate

	Left to B4591 (N)								Ahead to Aldi								Right to B4591 (S)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	1	16	10	0	0	0	27	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	0	0	0	0	0	0	0	0
07:30 - 07:45	0	1	10	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	0	0	0	0	0	0	0	0
07:45 - 08:00	0	1	13	4	0	0	0	18	0	0	0	0	0	0	0	0	0	0	18	7	0	0	0	25	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**40**	**7**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**78**	**23**	**0**	**0**	**0**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	1	14	2	0	0	1	18	0	0	3	0	0	0	0	3	0	0	24	9	0	0	1	34	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	20	3	0	0	0	23	0	0	3	0	0	0	0	3	0	0	24	12	0	0	0	36	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	14	1	1	0	0	16	0	0	2	0	0	0	0	2	0	0	17	7	0	0	1	25	0	0	0	0	0	0	0	0
08:45 - 09:00	0	1	23	5	0	0	0	29	0	0	1	0	0	0	0	1	0	0	29	3	0	0	0	32	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**71**	**11**	**1**	**0**	**1**	**86**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**94**	**31**	**0**	**0**	**2**	**127**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	35	7	0	0	1	43	0	0	2	0	0	0	0	2	0	0	31	10	0	0	0	41	0	0	0	0	0	0	0	0
09:15 - 09:30	0	1	34	5	0	0	0	40	0	0	3	0	0	0	0	3	0	0	43	8	1	0	0	52	0	0	0	0	0	0	0	0
09:30 - 09:45	0	1	28	5	1	0	1	36	0	0	4	0	0	0	0	4	0	0	42	5	2	0	1	50	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	35	4	0	0	0	39	0	0	5	0	0	0	0	5	0	0	26	6	1	0	0	33	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**132**	**21**	**1**	**0**	**2**	**158**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**14**	**0**	**0**	**142**	**29**	**4**	**0**	**1**	**176**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	1	32	5	0	0	0	38	0	0	2	0	0	0	0	2	0	0	47	8	1	0	1	57	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	38	2	0	0	1	41	0	0	7	0	0	0	0	7	0	0	47	5	0	0	0	52	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	49	4	1	0	0	54	0	0	1	1	0	0	0	2	0	0	48	6	0	0	0	54	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	44	2	1	0	1	48	0	0	2	2	0	0	0	4	0	0	63	6	1	1	1	72	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**163**	**13**	**2**	**0**	**2**	**181**	**0**	**0**	**12**	**3**	**0**	**0**	**0**	**15**	**0**	**0**	**205**	**25**	**2**	**1**	**2**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	50	5	0	0	0	55	0	0	3	0	0	0	0	3	0	0	58	9	1	0	1	69	0	0	1	0	0	0	0	1
11:15 - 11:30	0	0	46	3	1	0	0	50	0	0	3	0	0	0	0	3	0	0	39	1	0	0	1	41	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	36	4	1	0	0	42	0	0	3	1	0	0	0	4	0	0	76	5	2	0	0	83	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	44	3	0	0	1	48	0	0	4	0	0	0	0	4	0	0	73	4	2	0	1	80	0	0	0	1	0	0	0	1
Hourly Total	**0**	**1**	**176**	**15**	**2**	**0**	**1**	**195**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**246**	**19**	**5**	**0**	**3**	**273**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	3	56	2	0	0	0	61	0	0	5	0	0	0	0	5	0	1	75	4	2	0	1	83	0	0	0	0	0	0	0	0
12:15 - 12:30	0	1	35	2	0	0	1	39	0	0	14	0	0	0	0	14	0	0	61	3	0	0	0	64	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	40	2	0	0	0	42	0	0	4	1	0	0	0	5	0	0	57	8	0	0	1	66	0	0	0	0	0	0	0	0
12:45 - 13:00	0	1	54	7	0	0	1	63	0	0	3	1	0	0	0	4	0	0	55	5	1	0	0	61	0	0	0	0	0	0	0	0
Hourly Total	**0**	**5**	**185**	**13**	**0**	**0**	**2**	**205**	**0**	**0**	**26**	**2**	**0**	**0**	**0**	**28**	**0**	**1**	**248**	**20**	**3**	**0**	**2**	**274**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	1	54	6	0	0	0	61	0	0	2	0	0	0	0	2	0	0	60	6	1	0	0	67	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	56	8	0	0	1	65	0	0	3	0	0	0	0	3	0	0	71	6	1	0	0	78	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	47	7	0	0	1	55	0	0	5	0	0	0	0	5	0	0	68	5	1	0	0	74	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	57	6	0	0	0	63	0	0	6	0	0	0	0	6	0	1	74	3	0	0	0	78	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**214**	**27**	**0**	**0**	**2**	**244**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**16**	**0**	**1**	**273**	**20**	**3**	**0**	**0**	**297**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	44	6	0	0	0	50	0	0	8	0	0	0	0	8	0	0	73	11	0	0	1	85	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	45	5	0	0	1	51	0	0	3	0	0	0	0	3	0	0	53	7	1	0	0	61	0	3	0	0	0	0	0	3
14:30 - 14:45	1	0	47	5	0	0	0	53	0	0	6	0	0	0	0	6	0	0	54	6	2	0	0	62	0	0	0	0	0	0	0	0
14:45 - 15:00	1	1	49	5	0	0	1	57	0	0	3	0	0	0	0	3	0	0	65	4	1	1	1	72	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**185**	**21**	**0**	**0**	**2**	**211**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**245**	**28**	**4**	**1**	**2**	**280**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**
15:00 - 15:15	0	0	46	4	0	0	0	50	0	0	4	0	0	0	0	4	0	1	59	11	0	0	1	72	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	46	3	0	0	1	50	0	0	3	0	0	0	0	3	0	0	59	3	0	1	0	63	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	47	4	0	0	1	52	0	0	6	0	0	0	0	6	0	0	66	6	1	0	1	74	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	49	0	0	0	0	49	0	0	5	0	0	0	0	5	0	0	71	8	0	0	1	80	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**188**	**11**	**0**	**0**	**2**	**201**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**	**0**	**1**	**255**	**28**	**1**	**1**	**3**	**289**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	70	1	0	0	0	71	0	0	5	0	0	0	0	5	0	1	67	5	2	0	1	76	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	50	6	0	0	1	57	0	0	2	1	0	0	0	3	0	0	69	8	0	0	1	78	0	0	0	0	0	0	0	0
16:30 - 16:45	0	2	51	0	0	0	0	53	0	0	2	0	0	0	0	2	0	0	66	5	0	2	0	73	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	50	1	0	0	1	52	0	0	4	0	0	0	0	4	0	0	65	1	0	2	0	68	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**221**	**8**	**0**	**0**	**2**	**233**	**0**	**0**	**13**	**1**	**0**	**0**	**0**	**14**	**0**	**1**	**267**	**19**	**2**	**4**	**2**	**295**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	1	65	2	0	0	0	68	0	0	5	0	0	0	0	5	0	0	79	4	0	0	0	83	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	56	3	0	0	0	59	0	0	5	0	0	0	0	5	0	0	73	3	0	0	0	76	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	56	2	0	0	1	59	0	0	6	0	0	0	0	6	0	0	79	5	0	0	0	84	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	40	2	0	0	0	42	0	0	1	0	0	0	0	1	0	0	69	4	1	1	0	75	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**217**	**9**	**0**	**0**	**1**	**228**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**300**	**16**	**1**	**1**	**0**	**318**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	54	2	0	0	0	56	0	0	3	0	0	0	0	3	0	0	73	2	1	0	1	77	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	45	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	68	3	0	0	0	71	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	43	5	0	0	0	48	0	0	2	0	0	0	0	2	0	0	65	3	0	1	0	69	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	41	3	0	0	1	45	0	0	0	0	0	0	0	0	0	0	54	3	0	0	0	57	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**183**	**10**	**0**	**0**	**1**	**194**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**260**	**11**	**1**	**1**	**1**	**274**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2**	**18**	**1975**	**166**	**6**	**0**	**18**	**2185**	**0**	**0**	**163**	**7**	**0**	**0**	**0**	**170**	**0**	**5**	**2613**	**269**	**26**	**9**	**18**	**2940**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**5**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 2
Approach: B4591 North

	Left to Aldi								Ahead to B4591 (S)								Right to Pontymister Industrial Estate								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	12	3	0	0	0	15	0	0	3	2	0	0	0	5	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	18	5	1	0	0	24	0	0	9	1	0	0	0	10	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	30	1	0	0	1	32	0	0	9	3	0	0	0	12	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	2	1	0	0	0	3	0	0	27	4	0	0	0	31	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**87**	**13**	**1**	**0**	**1**	**102**	**0**	**0**	**29**	**8**	**0**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	4	0	0	0	0	4	0	0	32	4	0	0	0	36	0	0	19	4	0	0	1	24	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	5	2	0	0	0	7	0	1	51	4	0	0	0	56	0	0	18	3	0	0	0	21	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	7	0	0	0	0	7	0	1	59	13	0	0	1	74	0	0	27	3	0	0	1	31	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	5	0	0	0	0	5	0	1	45	5	0	0	0	51	0	0	26	2	0	0	0	28	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**21**	**2**	**0**	**0**	**0**	**23**	**0**	**3**	**187**	**26**	**0**	**0**	**1**	**217**	**0**	**0**	**90**	**12**	**0**	**0**	**2**	**104**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	7	1	0	0	0	8	0	0	51	4	0	0	0	55	0	0	33	3	0	0	0	36	0	0	0	0	0	0	0	0
09:15 - 09:30	0	1	4	1	0	0	0	6	0	1	61	2	1	0	0	65	0	0	26	1	1	0	0	28	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	6	0	0	0	0	6	3	1	71	5	0	0	1	81	0	0	38	2	0	0	1	41	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	9	0	0	0	0	9	0	4	86	4	0	0	1	95	0	2	39	0	0	0	0	41	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**26**	**2**	**0**	**0**	**0**	**29**	**3**	**6**	**269**	**15**	**1**	**0**	**2**	**296**	**0**	**2**	**136**	**6**	**1**	**0**	**1**	**146**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	8	0	0	0	0	8	0	0	83	4	0	0	0	87	0	0	48	0	0	0	1	49	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	7	0	0	0	0	7	0	1	61	3	0	0	0	65	0	0	66	5	0	0	0	71	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	6	0	0	0	0	6	0	0	91	3	1	0	1	96	0	0	55	2	0	0	1	58	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	4	0	0	0	0	4	0	1	89	5	1	0	0	96	0	0	50	5	0	0	0	55	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**25**	**0**	**2**	**324**	**15**	**2**	**0**	**1**	**344**	**0**	**0**	**219**	**12**	**0**	**0**	**2**	**233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	8	0	0	0	0	8	2	1	97	9	0	0	0	109	0	0	54	6	0	0	0	60	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	9	0	0	0	0	9	0	1	98	11	0	0	0	110	0	0	62	3	0	0	1	66	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	14	0	0	0	0	14	0	3	90	2	0	0	0	95	0	0	51	5	0	0	2	58	0	0	1	1	0	0	0	2
11:45 - 12:00	0	0	8	1	0	0	0	9	0	0	83	2	0	0	0	85	0	0	48	3	0	0	0	51	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**40**	**2**	**5**	**368**	**24**	**0**	**0**	**0**	**399**	**0**	**0**	**215**	**17**	**0**	**0**	**3**	**235**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	9	0	0	0	0	9	0	1	93	11	0	0	0	105	0	0	56	2	0	0	0	58	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	16	0	0	0	0	16	0	1	73	4	0	0	0	78	0	0	50	4	0	0	1	55	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	12	0	0	0	0	12	0	1	107	2	0	0	1	111	0	0	68	1	0	0	0	69	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	22	0	0	0	0	22	0	0	91	9	0	0	0	100	0	1	47	4	0	0	1	53	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**59**	**0**	**0**	**0**	**0**	**59**	**0**	**3**	**364**	**26**	**0**	**0**	**1**	**394**	**0**	**1**	**221**	**11**	**0**	**0**	**2**	**235**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	17	0	0	0	0	17	0	0	111	6	0	0	0	117	0	1	50	1	0	0	0	52	0	0	1	0	0	0	0	1
13:15 - 13:30	0	0	9	0	0	0	0	9	0	2	95	7	0	0	0	104	0	0	57	2	0	0	1	60	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	7	1	0	0	0	8	0	2	92	6	0	0	1	101	0	0	41	3	0	0	1	45	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	6	0	0	0	0	6	1	1	91	6	1	0	0	100	0	0	40	2	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**40**	**1**	**5**	**389**	**25**	**1**	**0**	**1**	**422**	**0**	**1**	**188**	**8**	**0**	**0**	**2**	**199**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	11	1	0	0	0	12	0	1	89	2	0	0	1	93	0	2	40	2	0	0	0	44	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	11	0	0	0	0	11	0	2	94	7	1	0	0	104	0	0	50	2	0	0	1	53	0	0	1	0	0	0	0	1
14:30 - 14:45	0	0	11	0	0	0	0	11	0	0	80	7	0	0	1	88	0	1	44	0	0	0	1	46	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	7	0	0	0	0	7	1	4	81	6	0	0	0	92	0	2	51	4	0	0	0	57	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**40**	**1**	**0**	**0**	**0**	**41**	**1**	**7**	**344**	**22**	**1**	**0**	**2**	**377**	**0**	**5**	**185**	**8**	**0**	**0**	**2**	**200**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	12	1	0	0	0	13	0	3	69	3	0	0	0	75	0	0	42	1	0	0	0	43	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	8	0	0	0	0	8	0	1	76	4	0	1	0	82	0	0	43	1	0	0	0	44	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	13	0	0	0	0	13	0	2	67	5	0	0	1	75	0	1	32	0	0	0	1	34	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	10	0	0	0	0	10	1	2	62	3	0	0	0	68	0	0	44	2	0	0	0	46	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**43**	**1**	**0**	**0**	**0**	**44**	**1**	**8**	**274**	**15**	**0**	**1**	**1**	**300**	**0**	**1**	**161**	**4**	**0**	**0**	**1**	**167**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	5	0	0	0	0	5	0	2	69	2	0	0	0	73	0	0	45	1	0	0	1	47	0	0	2	0	0	0	0	2
16:15 - 16:30	0	0	7	1	0	0	0	8	0	1	92	6	0	0	0	99	0	0	55	1	0	0	0	56	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	9	1	0	0	0	10	0	0	71	7	0	0	0	78	0	1	51	0	0	0	1	53	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	1	1	0	0	0	2	1	0	75	11	0	0	0	87	0	2	37	3	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**22**	**3**	**0**	**0**	**0**	**25**	**1**	**3**	**307**	**26**	**0**	**0**	**0**	**337**	**0**	**3**	**188**	**5**	**0**	**0**	**2**	**198**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	10	1	0	0	0	11	0	2	69	3	0	0	0	74	0	0	37	2	0	0	1	40	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	7	0	0	0	0	7	2	2	74	2	0	0	0	80	0	0	45	1	0	0	0	46	0	0	0	1	0	0	0	1
17:30 - 17:45	0	0	5	0	0	0	0	5	0	1	76	0	0	0	1	78	0	0	38	1	0	0	0	39	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	12	0	0	0	0	12	0	2	75	5	0	0	0	82	0	0	41	1	0	0	1	43	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**34**	**1**	**0**	**0**	**0**	**35**	**2**	**7**	**294**	**10**	**0**	**0**	**1**	**314**	**0**	**0**	**161**	**5**	**0**	**0**	**2**	**168**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	13	0	0	0	0	13	1	2	64	3	0	0	0	70	0	0	32	0	0	0	0	32	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	4	0	0	0	0	4	0	0	75	3	0	1	0	79	0	0	37	1	0	0	1	39	0	0	2	0	0	0	0	2
18:30 - 18:45	0	1	12	0	0	0	0	13	0	0	70	1	0	0	1	72	1	0	18	1	0	0	0	20	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	4	0	0	0	0	5	0	1	53	2	0	0	0	56	0	0	26	0	0	0	0	26	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**33**	**0**	**0**	**0**	**0**	**35**	**1**	**3**	**262**	**9**	**0**	**1**	**1**	**277**	**1**	**0**	**113**	**2**	**0**	**0**	**1**	**117**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
TOTAL	**0**	**3**	**383**	**13**	**0**	**0**	**0**	**399**	**12**	**52**	**3469**	**226**	**6**	**2**	**12**	**3779**	**1**	**13**	**1906**	**98**	**1**	**0**	**20**	**2039**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 2
Approach: Aldi

	Left to B4591 (S)								Ahead to Pontymister Industrial Estate								Right to B4591 (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	4	0	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	3
08:30 - 08:45	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 - 09:00	0	0	5	0	0	0	0	5	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
09:00 - 09:15	0	0	3	0	0	0	0	3	0	0	9	0	0	0	0	9	0	0	6	0	0	0	0	6
09:15 - 09:30	0	1	5	0	0	0	0	6	0	0	10	0	0	0	0	10	0	0	5	0	0	0	0	5
09:30 - 09:45	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6	0	0	2	0	0	0	0	2
09:45 - 10:00	0	0	9	0	0	0	0	9	0	0	8	0	0	0	0	8	0	0	5	0	0	0	0	5
Hourly Total	**0**	**1**	**19**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**33**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**18**
10:00 - 10:15	0	0	12	0	0	0	0	12	0	0	8	0	0	0	0	8	0	0	4	0	0	0	0	4
10:15 - 10:30	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	4
10:30 - 10:45	0	0	6	0	0	0	0	6	0	0	8	0	0	0	0	8	0	0	7	0	0	0	0	7
10:45 - 11:00	0	0	15	1	0	0	0	16	0	0	4	0	0	0	0	4	0	1	7	1	0	0	0	9
Hourly Total	**0**	**0**	**39**	**1**	**0**	**0**	**0**	**40**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**1**	**22**	**1**	**0**	**0**	**0**	**24**
11:00 - 11:15	0	0	11	0	0	0	0	11	0	0	9	0	0	0	0	9	0	0	6	0	0	0	0	6
11:15 - 11:30	0	0	17	0	0	0	0	17	0	0	7	0	0	0	0	7	0	0	6	0	0	0	0	6
11:30 - 11:45	0	0	12	0	0	0	0	12	0	0	2	0	0	0	0	2	0	0	6	0	0	0	0	6
11:45 - 12:00	0	0	16	0	0	0	0	16	0	0	8	0	0	0	0	8	0	0	7	1	0	0	0	8
Hourly Total	**0**	**0**	**56**	**0**	**0**	**0**	**0**	**56**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**26**	**0**	**0**	**25**	**1**	**0**	**0**	**0**	**26**
12:00 - 12:15	0	0	8	0	0	0	0	8	0	0	7	1	0	0	0	8	0	0	18	1	0	0	0	19
12:15 - 12:30	0	1	12	1	0	0	0	14	0	0	3	0	0	0	0	3	0	0	6	0	0	0	0	6
12:30 - 12:45	0	0	15	0	0	0	0	15	0	0	10	0	0	0	0	10	0	0	14	1	0	0	0	15
12:45 - 13:00	0	0	14	3	0	0	0	17	0	0	4	0	0	0	0	4	0	0	8	0	0	0	0	8
Hourly Total	**0**	**1**	**49**	**4**	**0**	**0**	**0**	**54**	**0**	**0**	**24**	**1**	**0**	**0**	**0**	**25**	**0**	**0**	**46**	**2**	**0**	**0**	**0**	**48**
13:00 - 13:15	0	0	19	0	0	0	0	19	0	0	6	0	0	0	0	6	0	0	12	0	0	0	0	12
13:15 - 13:30	0	0	16	0	0	0	0	16	0	0	6	1	0	0	0	7	0	0	16	0	0	0	0	16
13:30 - 13:45	0	0	11	1	0	0	0	12	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5
13:45 - 14:00	0	0	13	0	0	0	0	13	0	0	5	0	0	0	0	5	0	0	10	0	0	0	0	10
Hourly Total	**0**	**0**	**59**	**1**	**0**	**0**	**0**	**60**	**0**	**0**	**23**	**1**	**0**	**0**	**0**	**24**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**43**
14:00 - 14:15	0	0	11	1	0	0	0	12	0	0	6	0	0	0	0	6	0	0	5	0	0	0	0	5
14:15 - 14:30	0	0	7	1	0	0	0	8	0	0	6	1	0	0	0	7	0	1	4	0	0	0	0	5
14:30 - 14:45	0	0	9	0	0	0	0	9	0	0	7	0	0	0	0	7	0	1	9	0	0	0	0	10
14:45 - 15:00	0	0	14	0	0	1	0	15	0	0	10	0	0	0	0	10	0	0	13	0	0	0	0	13
Hourly Total	**0**	**0**	**41**	**2**	**0**	**1**	**0**	**44**	**0**	**0**	**29**	**1**	**0**	**0**	**0**	**30**	**0**	**2**	**31**	**0**	**0**	**0**	**0**	**33**
15:00 - 15:15	0	0	23	1	0	0	0	24	0	0	4	0	0	0	0	4	0	0	6	0	0	0	0	6
15:15 - 15:30	0	0	18	0	0	0	0	18	0	0	7	0	0	0	0	7	0	0	11	0	0	0	0	11
15:30 - 15:45	0	0	12	1	0	0	0	13	0	0	3	0	0	0	0	3	0	0	5	0	0	0	0	5
15:45 - 16:00	0	0	10	1	0	0	0	11	0	0	8	0	0	0	0	8	0	0	8	0	0	0	0	8
Hourly Total	**0**	**0**	**63**	**3**	**0**	**0**	**0**	**66**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**30**
16:00 - 16:15	0	1	19	0	0	0	0	20	0	0	8	0	0	0	0	8	0	0	9	0	0	0	0	9
16:15 - 16:30	0	0	15	0	0	0	0	15	0	0	5	0	0	0	0	5	0	0	6	0	0	0	0	6
16:30 - 16:45	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1	0	1	7	0	0	0	0	8
16:45 - 17:00	0	0	19	1	0	0	0	20	0	0	1	0	0	0	0	1	0	0	7	1	0	0	0	8
Hourly Total	**0**	**1**	**62**	**1**	**0**	**0**	**0**	**64**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**15**	**0**	**1**	**29**	**1**	**0**	**0**	**0**	**31**
17:00 - 17:15	0	0	15	3	0	0	0	18	0	0	5	0	0	0	0	5	0	0	5	1	0	0	0	6
17:15 - 17:30	0	0	16	0	0	0	0	16	0	0	2	0	0	0	0	2	0	0	7	1	0	0	0	8
17:30 - 17:45	0	1	16	0	0	0	0	17	0	0	3	1	0	0	0	4	0	0	9	0	0	0	0	9
17:45 - 18:00	0	0	15	0	0	0	0	15	0	0	2	0	0	0	0	2	0	0	5	0	0	0	0	5
Hourly Total	**0**	**1**	**62**	**3**	**0**	**0**	**0**	**66**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**26**	**2**	**0**	**0**	**0**	**28**
18:00 - 18:15	0	0	13	0	0	0	0	13	0	0	7	0	0	0	0	7	0	0	13	0	0	0	0	13
18:15 - 18:30	0	0	12	0	0	0	0	12	0	0	5	0	0	0	0	5	0	0	11	0	0	0	0	11
18:30 - 18:45	0	1	14	1	0	0	0	16	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7
18:45 - 19:00	0	0	16	0	0	0	0	16	0	0	4	0	0	0	0	4	1	1	6	0	0	0	0	8
Hourly Total	**0**	**1**	**55**	**1**	**0**	**0**	**0**	**57**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**1**	**1**	**37**	**0**	**0**	**0**	**0**	**39**
TOTAL	**0**	**5**	**518**	**16**	**0**	**1**	**0**	**540**	**0**	**0**	**234**	**4**	**0**	**0**	**0**	**238**	**1**	**5**	**313**	**9**	**0**	**0**	**0**	**328**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 2
Approach: B4591 South

	Left to Pontymister Industrial Estate								Ahead to B4591 (N)								Right to Aldi								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	8	1	0	0	0	9	0	0	11	4	0	0	1	16	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	11	2	0	0	0	13	0	0	10	2	1	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	1	15	1	0	0	0	17	1	0	16	3	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	21	5	0	0	0	26	0	0	21	6	0	0	1	28	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**55**	**9**	**0**	**0**	**0**	**65**	**1**	**0**	**58**	**15**	**1**	**0**	**2**	**77**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	19	3	0	0	1	23	0	0	18	5	0	0	0	23	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0
08:15 - 08:30	0	1	27	4	0	0	0	32	0	1	29	10	0	0	0	40	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	32	0	0	0	0	32	1	0	34	6	1	0	0	42	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	46	2	0	0	0	48	0	0	44	3	3	0	1	51	0	0	6	0	0	0	0	6	0	0	1	1	0	0	0	2
Hourly Total	**0**	**1**	**124**	**9**	**0**	**0**	**1**	**135**	**1**	**1**	**125**	**24**	**4**	**0**	**1**	**156**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
09:00 - 09:15	0	0	43	0	1	0	1	45	0	0	46	9	0	0	1	56	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	38	6	0	0	0	44	0	0	43	9	0	0	0	52	0	0	8	0	0	0	0	8	0	0	0	0	1	0	0	1
09:30 - 09:45	0	0	40	2	0	0	1	43	0	0	52	9	0	0	0	61	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	59	3	1	1	0	64	2	0	78	7	0	0	1	88	0	0	15	0	0	0	0	15	0	0	3	1	1	0	0	5
Hourly Total	**0**	**0**	**180**	**11**	**2**	**1**	**2**	**196**	**2**	**0**	**219**	**34**	**0**	**0**	**2**	**257**	**0**	**0**	**55**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**3**	**1**	**2**	**0**	**0**	**6**
10:00 - 10:15	0	0	58	5	0	0	1	64	0	0	51	3	1	0	0	55	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
10:15 - 10:30	0	1	60	4	0	0	0	65	1	0	75	4	0	0	0	80	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
10:30 - 10:45	0	1	65	6	0	0	1	73	0	2	87	6	0	0	0	95	0	0	12	1	0	0	0	13	0	0	1	0	0	0	0	1
10:45 - 11:00	0	1	63	1	0	0	0	65	0	1	81	6	0	0	1	89	0	0	13	0	0	0	0	13	0	0	1	0	0	0	0	1
Hourly Total	**0**	**3**	**246**	**16**	**0**	**0**	**2**	**267**	**1**	**3**	**294**	**19**	**1**	**0**	**1**	**319**	**0**	**0**	**51**	**2**	**0**	**0**	**0**	**53**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
11:00 - 11:15	0	1	70	2	0	0	1	74	0	0	94	6	0	0	0	100	0	0	13	0	0	0	0	13	0	0	2	0	0	0	0	2
11:15 - 11:30	0	0	77	3	0	0	0	80	0	0	82	4	0	0	0	86	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
11:30 - 11:45	0	1	70	4	0	0	0	75	0	1	78	12	1	0	0	92	0	0	14	1	0	0	0	15	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	81	5	0	1	1	88	0	0	89	5	0	0	1	95	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**298**	**14**	**0**	**1**	**2**	**317**	**0**	**1**	**343**	**27**	**1**	**0**	**1**	**373**	**0**	**0**	**48**	**1**	**0**	**0**	**0**	**49**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
12:00 - 12:15	0	0	77	5	0	0	0	82	0	0	90	5	0	0	0	95	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	78	3	0	0	1	82	0	3	78	7	0	0	0	88	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
12:30 - 12:45	0	1	70	4	0	0	0	75	0	0	105	5	0	0	0	110	0	0	10	1	0	0	0	11	0	0	0	0	1	0	0	1
12:45 - 13:00	0	0	84	3	0	0	1	88	0	1	91	9	0	0	0	101	0	0	18	0	0	0	0	18	0	0	1	0	0	0	0	1
Hourly Total	**0**	**1**	**309**	**15**	**0**	**0**	**2**	**327**	**0**	**4**	**364**	**26**	**0**	**0**	**0**	**394**	**0**	**0**	**53**	**2**	**0**	**0**	**0**	**55**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**3**
13:00 - 13:15	0	0	69	2	0	0	0	71	0	2	76	8	0	0	1	87	0	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	76	4	0	0	1	81	0	1	89	8	0	0	0	98	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	57	2	0	0	0	59	0	0	80	4	0	0	0	84	0	0	9	0	0	0	0	9	0	0	1	0	0	0	0	1
13:45 - 14:00	0	1	72	2	0	0	1	76	0	0	61	1	0	0	1	63	0	0	11	0	0	0	0	11	0	0	1	0	0	0	0	1
Hourly Total	**0**	**1**	**274**	**10**	**0**	**0**	**2**	**287**	**0**	**3**	**306**	**21**	**0**	**0**	**2**	**332**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**45**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	1	68	2	0	0	1	72	0	0	64	4	0	0	0	68	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	73	5	0	0	0	78	1	0	59	1	0	0	0	61	0	0	9	0	0	1	0	10	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	65	1	1	0	1	68	0	1	73	3	0	0	0	77	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	62	1	0	0	0	63	0	1	68	3	1	1	1	75	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**268**	**9**	**1**	**0**	**2**	**281**	**1**	**2**	**264**	**11**	**1**	**1**	**1**	**281**	**0**	**0**	**52**	**1**	**0**	**1**	**0**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	69	1	0	0	1	71	0	2	50	3	0	0	0	55	0	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	68	1	0	0	0	70	0	2	61	2	0	0	0	65	0	0	15	1	0	0	0	16	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	73	1	0	0	1	76	0	2	57	2	0	0	0	61	0	0	21	0	0	0	0	21	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	60	1	0	0	0	61	0	3	61	5	0	0	0	69	0	1	16	0	0	0	0	17	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**270**	**4**	**0**	**0**	**2**	**278**	**0**	**9**	**229**	**12**	**0**	**0**	**0**	**250**	**0**	**1**	**65**	**1**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	72	2	0	0	1	75	0	5	67	2	0	0	1	75	0	1	7	0	0	0	0	8	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	63	2	0	0	0	65	0	1	76	5	0	0	0	82	0	0	14	0	0	0	0	14	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	74	2	0	0	0	76	0	1	84	5	0	0	0	90	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	61	4	0	0	0	65	0	0	81	5	0	0	0	86	0	0	18	0	0	0	0	18	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**270**	**10**	**0**	**0**	**1**	**281**	**0**	**7**	**308**	**17**	**0**	**0**	**1**	**333**	**0**	**1**	**48**	**1**	**0**	**0**	**0**	**50**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	62	7	0	0	0	69	0	0	76	3	0	0	1	80	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	63	3	0	0	0	66	0	0	72	8	0	0	0	80	0	1	15	1	0	0	0	17	0	0	0	0	0	0	0	0
17:30 - 17:45	0	1	50	5	0	0	0	56	0	1	89	1	0	1	0	92	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	58	2	0	0	0	60	0	2	76	3	0	0	0	81	0	0	12	0	0	1	0	13	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**233**	**17**	**0**	**0**	**0**	**251**	**0**	**3**	**313**	**15**	**0**	**1**	**1**	**333**	**0**	**1**	**49**	**2**	**0**	**1**	**0**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	55	3	0	0	0	58	0	4	75	2	0	0	1	82	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	41	0	0	0	0	41	0	0	77	2	0	0	0	79	0	0	13	1	0	0	0	14	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	33	1	0	0	0	34	0	0	82	1	0	0	0	83	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	35	1	0	0	0	36	0	1	77	0	0	0	0	78	0	1	7	0	0	0	0	8	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**164**	**5**	**0**	**0**	**0**	**169**	**0**	**5**	**311**	**5**	**0**	**0**	**1**	**322**	**0**	**1**	**42**	**1**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**13**	**2691**	**129**	**3**	**2**	**16**	**2854**	**6**	**38**	**3134**	**226**	**8**	**2**	**13**	**3427**	**0**	**4**	**534**	**11**	**0**	**2**	**0**	**551**	**0**	**0**	**14**	**2**	**3**	**0**	**0**	**19**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 2
Approach: Pontymister Industrial Estate

	Left to B4591 (N)								Ahead to Aldi								Right to B4591 (S)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	8	3	0	0	0	11	0	0	0	0	0	0	0	0	0	0	13	3	0	0	0	16	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**17**	**8**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**8**	**0**	**1**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	1	7	2	0	0	0	10	0	0	2	0	0	0	0	2	0	0	7	6	0	0	1	14	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	12	4	0	0	1	17	0	0	2	0	0	0	0	2	0	1	17	7	0	0	0	25	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	22	2	0	0	0	24	0	0	1	0	0	0	0	1	0	0	18	2	0	0	1	21	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	22	0	0	0	0	22	0	0	1	0	0	0	0	1	0	0	30	3	0	0	0	33	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**63**	**8**	**0**	**0**	**1**	**73**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**72**	**18**	**0**	**0**	**2**	**93**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	33	1	0	0	0	34	0	0	1	0	0	0	0	1	0	0	33	2	0	0	0	35	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	19	1	0	0	0	20	0	0	1	0	0	0	0	1	0	0	38	8	0	0	1	47	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	40	3	0	0	0	43	0	0	0	0	0	0	0	0	0	0	36	1	1	0	0	38	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	32	0	0	0	1	33	0	0	3	0	0	0	0	3	0	0	39	1	1	0	1	42	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**124**	**5**	**0**	**0**	**1**	**130**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**146**	**12**	**2**	**0**	**2**	**162**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	36	2	0	0	0	38	0	0	2	0	0	0	0	2	0	2	48	4	0	0	1	55	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	54	1	0	0	1	56	0	0	3	0	0	0	0	3	0	2	51	3	0	1	0	57	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	46	4	0	0	0	50	0	0	5	0	0	0	0	5	0	0	53	5	1	0	1	60	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	46	7	0	0	1	54	0	0	3	0	0	0	0	3	0	0	54	3	0	0	0	57	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**182**	**14**	**0**	**0**	**2**	**198**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**	**0**	**4**	**206**	**15**	**1**	**1**	**2**	**229**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	52	2	0	0	0	54	0	0	3	0	0	0	0	3	0	2	73	3	0	0	1	79	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	52	2	0	0	1	55	0	0	7	1	0	0	0	8	0	0	72	5	0	0	0	77	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	63	1	0	0	0	64	0	0	4	0	0	0	0	4	0	0	66	6	0	0	0	72	0	0	0	0	0	0	0	0
11:45 - 12:00	0	1	57	4	0	0	1	63	0	0	5	0	0	0	0	5	0	0	71	4	0	0	1	76	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**224**	**9**	**0**	**0**	**2**	**236**	**0**	**0**	**19**	**1**	**0**	**0**	**0**	**20**	**0**	**2**	**282**	**18**	**0**	**0**	**2**	**304**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	60	6	0	0	0	66	0	0	5	0	0	0	0	5	0	0	73	3	0	1	0	77	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	60	5	0	0	1	66	0	0	5	0	0	0	0	5	0	0	75	2	0	0	1	78	0	0	0	0	0	0	0	0
12:30 - 12:45	0	1	64	1	0	0	0	66	0	0	4	0	0	0	0	4	0	0	63	4	0	0	0	67	0	0	0	0	0	0	0	0
12:45 - 13:00	0	1	62	3	0	0	1	67	0	0	6	0	0	0	0	6	0	0	66	4	0	0	1	71	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**246**	**15**	**0**	**0**	**2**	**265**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**277**	**13**	**0**	**1**	**2**	**293**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	1	65	0	0	0	0	66	0	0	5	1	0	0	0	6	0	0	79	2	0	0	0	81	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	53	3	0	0	1	57	0	0	9	0	0	0	0	9	0	0	60	6	0	0	1	67	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	42	1	0	0	0	43	0	0	5	0	0	0	0	5	0	1	73	3	0	0	0	77	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	43	2	0	0	1	46	0	0	3	0	0	0	0	3	0	0	77	3	0	0	1	81	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**203**	**6**	**0**	**0**	**2**	**212**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**0**	**1**	**289**	**14**	**0**	**0**	**2**	**306**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	1	42	1	0	0	0	44	0	0	2	0	0	0	0	2	0	1	55	3	0	0	1	60	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	53	4	0	0	1	58	0	1	8	0	0	0	0	9	2	0	53	4	0	0	0	59	0	0	1	0	0	0	0	1
14:30 - 14:45	0	1	65	4	0	0	0	70	0	0	4	0	0	0	0	4	0	0	81	3	0	0	0	84	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	43	2	0	0	1	46	0	0	7	0	0	0	0	7	0	1	69	1	0	0	1	72	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**203**	**11**	**0**	**0**	**2**	**218**	**0**	**1**	**21**	**0**	**0**	**0**	**0**	**22**	**2**	**2**	**258**	**11**	**0**	**0**	**2**	**275**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
15:00 - 15:15	2	0	44	2	0	0	0	48	0	0	4	0	0	0	0	4	0	2	67	1	1	0	1	72	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	44	0	0	0	1	45	0	0	2	0	0	0	0	2	0	1	59	1	0	0	0	61	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	63	3	0	0	0	67	0	0	3	0	0	0	0	3	0	0	69	2	0	0	0	71	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	42	1	0	0	1	44	0	0	3	0	0	0	0	3	0	1	74	1	0	0	1	77	0	0	0	0	0	0	0	0
Hourly Total	**2**	**1**	**193**	**6**	**0**	**0**	**2**	**204**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**12**	**0**	**4**	**269**	**5**	**1**	**0**	**2**	**281**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	53	0	0	0	0	53	0	1	6	0	0	0	0	7	0	0	80	1	0	0	1	82	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	52	1	0	0	1	54	0	0	4	0	0	0	0	4	0	0	67	1	0	0	0	68	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	44	2	0	0	0	46	0	0	6	0	0	0	0	6	0	0	85	1	0	0	0	86	0	0	0	0	0	0	0	0
16:45 - 17:00	0	2	56	1	0	0	1	60	0	0	7	1	0	0	0	8	0	0	82	2	0	0	0	84	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**205**	**4**	**0**	**0**	**2**	**213**	**0**	**1**	**23**	**1**	**0**	**0**	**0**	**25**	**0**	**0**	**314**	**5**	**0**	**0**	**1**	**320**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	1	47	4	0	0	0	52	0	0	1	0	0	0	0	1	0	0	61	1	0	0	0	62	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	59	3	0	0	0	62	0	0	2	0	0	0	0	2	0	0	63	3	0	0	0	66	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	54	0	0	0	1	55	0	0	6	0	0	0	0	6	0	0	58	0	0	0	0	58	0	0	0	0	0	0	0	0
17:45 - 18:00	0	1	39	2	0	0	0	42	0	0	2	0	0	0	0	2	0	0	61	8	0	0	1	70	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**199**	**9**	**0**	**0**	**1**	**211**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**11**	**0**	**0**	**243**	**12**	**0**	**0**	**1**	**256**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	43	0	0	0	0	43	0	0	4	0	0	0	0	4	0	0	50	2	0	0	0	52	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	45	2	0	0	0	47	0	0	1	1	0	0	0	2	0	0	55	2	0	0	0	57	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	39	2	0	0	0	41	0	0	2	0	0	0	0	2	0	0	45	1	0	0	0	46	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	36	0	0	0	1	37	0	0	3	0	0	0	0	3	0	0	41	1	0	0	0	42	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**163**	**4**	**0**	**0**	**1**	**168**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**191**	**6**	**0**	**0**	**0**	**197**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2**	**12**	**2022**	**99**	**0**	**0**	**18**	**2153**	**0**	**2**	**162**	**4**	**0**	**0**	**0**	**168**	**2**	**14**	**2582**	**137**	**4**	**3**	**18**	**2760**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Traffic Information Consultancy

Risca, Friday 13th September 2024

Junction: 3
Approach: B4591

	Left to A467 (E)								Ahead to Ochrwyth								Right to A467 (W)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	2	59	17	1	0	0	**79**	0	0	0	0	0	0	0	**0**	0	0	17	7	0	0	0	**24**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	61	18	0	0	1	**80**	0	0	1	0	0	0	0	**1**	0	1	19	3	1	0	0	**24**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	76	18	0	1	0	**95**	0	0	1	1	0	0	0	**2**	0	0	29	5	0	0	0	**34**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	65	17	1	0	0	**83**	0	0	1	1	0	0	0	**2**	0	1	36	5	0	0	0	**42**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**261**	**70**	**2**	**1**	**1**	**337**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**2**	**101**	**20**	**1**	**0**	**0**	**124**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	75	18	0	0	1	**94**	0	0	2	0	0	0	0	**2**	0	0	39	9	1	0	0	**49**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	0	0	66	15	0	0	0	**81**	0	0	2	0	0	0	0	**2**	0	1	40	6	2	1	0	**50**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	2	69	6	0	0	0	**77**	0	0	1	0	0	0	0	**1**	0	0	36	5	0	0	1	**42**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	1	78	9	1	0	0	**89**	0	0	1	0	0	0	0	**1**	0	0	46	3	0	0	0	**49**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**3**	**288**	**48**	**1**	**0**	**1**	**341**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**161**	**23**	**3**	**1**	**1**	**190**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	0	80	12	0	0	1	**93**	0	0	0	0	0	0	0	**0**	0	0	40	6	0	0	0	**46**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	94	12	1	0	0	**107**	0	0	2	0	0	0	0	**2**	0	0	37	5	1	0	0	**43**	0	0	1	0	0	0	0	**1**
09:30 - 09:45	0	0	75	13	0	0	1	**89**	0	0	0	0	0	0	0	**0**	0	0	30	5	2	0	3	**40**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	70	8	1	0	0	**79**	0	0	1	0	0	0	0	**1**	0	0	38	9	0	0	0	**47**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**319**	**45**	**2**	**0**	**2**	**368**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**145**	**25**	**3**	**0**	**3**	**176**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	0	88	13	1	0	1	**103**	0	0	0	0	0	0	0	**0**	0	0	36	6	0	0	0	**42**	0	0	0	0	1	0	0	**1**
10:15 - 10:30	0	0	77	9	4	1	0	**91**	0	0	1	0	0	0	0	**1**	0	0	46	4	0	1	0	**51**	0	0	1	0	0	0	0	**1**
10:30 - 10:45	0	0	85	14	2	0	1	**102**	0	0	0	0	0	0	0	**0**	0	0	52	5	2	0	0	**59**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	1	90	15	2	1	0	**109**	0	0	0	0	0	0	0	**0**	0	0	51	10	0	0	1	**62**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**1**	**340**	**51**	**9**	**2**	**2**	**405**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**185**	**25**	**2**	**1**	**1**	**214**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**3**
11:00 - 11:15	0	1	90	16	1	0	1	**109**	0	0	2	0	0	0	0	**2**	0	0	44	5	1	0	0	**50**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	81	13	1	0	1	**96**	0	0	2	1	0	0	0	**3**	0	1	51	3	0	0	0	**55**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	104	3	0	0	3	**110**	0	0	2	0	0	0	0	**2**	0	0	64	5	2	0	0	**71**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	1	106	7	2	0	1	**117**	0	0	0	0	0	0	0	**0**	0	0	57	5	0	0	0	**62**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**2**	**381**	**39**	**4**	**0**	**6**	**432**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**1**	**216**	**18**	**3**	**0**	**0**	**238**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	0	102	8	1	1	1	**113**	0	0	2	0	0	0	0	**2**	0	1	57	5	2	1	0	**66**	0	0	1	0	0	0	0	**1**
12:15 - 12:30	0	0	86	9	0	0	0	**95**	0	0	1	0	0	0	0	**1**	0	0	59	7	0	0	0	**66**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	81	6	0	0	1	**88**	0	0	1	0	0	0	0	**1**	0	0	53	9	0	0	1	**63**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	78	6	1	1	0	**86**	0	0	1	0	0	0	0	**1**	0	0	61	3	1	0	0	**65**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**347**	**29**	**2**	**2**	**2**	**382**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**230**	**24**	**3**	**1**	**1**	**260**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
13:00 - 13:15	0	0	88	13	1	0	1	**103**	0	0	0	0	0	0	0	**0**	0	0	53	7	1	0	0	**61**	0	0	2	1	0	0	0	**3**
13:15 - 13:30	0	0	91	5	2	1	0	**99**	0	0	1	1	0	0	0	**2**	0	1	73	8	1	0	0	**83**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	85	5	0	0	0	**90**	0	0	1	0	0	0	0	**1**	0	0	63	7	1	0	1	**72**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	102	5	0	0	0	**107**	0	0	1	0	0	0	0	**1**	0	1	66	8	0	0	0	**75**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**366**	**28**	**3**	**1**	**1**	**399**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**2**	**255**	**30**	**3**	**0**	**1**	**291**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
14:00 - 14:15	0	0	99	13	1	2	3	**118**	0	0	1	0	0	0	0	**1**	0	0	52	13	0	0	0	**65**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	78	11	0	0	0	**89**	0	0	1	0	0	0	0	**1**	0	0	76	6	1	0	0	**83**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	98	9	2	0	1	**110**	0	0	2	0	0	0	0	**2**	0	0	61	11	1	0	0	**73**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	94	7	0	1	0	**102**	0	0	1	0	0	0	0	**1**	0	1	68	10	3	0	1	**83**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**369**	**40**	**3**	**3**	**4**	**419**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**257**	**40**	**5**	**0**	**1**	**304**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	2	101	19	0	0	1	**123**	0	0	1	0	0	0	0	**1**	0	0	65	4	0	0	0	**69**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	100	7	1	2	0	**110**	0	0	1	0	0	0	0	**1**	0	0	62	3	2	0	0	**67**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	112	12	2	0	2	**128**	0	0	2	0	0	0	0	**2**	0	0	72	7	1	0	1	**81**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	91	12	0	0	0	**103**	0	0	1	0	0	0	0	**1**	0	0	77	8	0	0	1	**86**	0	1	0	0	0	0	0	**1**
Hourly Total	**0**	**2**	**404**	**50**	**3**	**2**	**3**	**464**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**276**	**22**	**3**	**0**	**2**	**303**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	105	6	0	0	1	**112**	0	0	2	0	0	0	0	**2**	0	2	79	5	2	0	0	**88**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	116	10	0	1	1	**128**	0	0	1	0	0	0	0	**1**	0	0	67	6	0	0	0	**73**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	1	102	7	1	1	0	**112**	0	0	1	0	0	0	0	**1**	0	0	59	8	0	0	0	**67**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	2	98	3	0	1	2	**106**	0	0	1	0	0	0	0	**1**	0	0	69	7	0	1	0	**77**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**3**	**421**	**26**	**1**	**3**	**4**	**458**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**274**	**26**	**2**	**1**	**0**	**305**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	122	5	1	0	1	**129**	0	0	2	0	0	0	0	**2**	0	1	64	8	0	0	0	**73**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	99	6	0	1	0	**106**	0	0	0	0	0	0	0	**0**	0	0	58	5	0	0	0	**63**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	123	7	0	0	1	**131**	0	0	2	0	0	0	0	**2**	0	0	63	4	0	0	0	**67**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	98	3	1	1	2	**105**	0	0	1	0	0	0	0	**1**	0	0	71	4	0	0	0	**75**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**442**	**21**	**2**	**2**	**4**	**471**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**256**	**21**	**0**	**0**	**0**	**278**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
18:00 - 18:15	0	0	111	10	1	0	1	**123**	0	0	0	0	0	0	0	**0**	0	0	70	4	0	0	2	**76**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	84	6	0	0	0	**90**	0	0	1	0	0	0	0	**1**	0	0	54	2	0	0	0	**56**	0	0	1	0	0	0	0	**1**
18:30 - 18:45	0	0	103	4	0	1	1	**109**	0	0	2	0	0	0	0	**2**	0	0	56	2	0	0	0	**58**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	95	7	0	1	0	**103**	0	0	0	0	0	0	0	**0**	0	1	54	5	0	0	0	**60**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**393**	**27**	**1**	**2**	**2**	**425**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**234**	**13**	**0**	**0**	**2**	**250**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**0**	**13**	**4331**	**474**	**33**	**18**	**32**	**4901**	**0**	**0**	**50**	**4**	**0**	**0**	**0**	**54**	**0**	**12**	**2590**	**287**	**28**	**4**	**12**	**2933**	**0**	**1**	**13**	**2**	**1**	**0**	**0**	**17**

PCC Traffic Information Consultancy

Risca, Friday 13th September 2024

Junction: 3
Approach: A467 East

	Left to Ochrwyth								Ahead to A467 (W)								Right to B4591								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	105	22	1	8	0	136	0	0	28	6	0	0	1	35	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	96	10	5	10	0	121	0	1	19	4	0	0	0	24	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	1	0	0	0	0	1	0	0	123	16	4	6	1	150	0	0	33	8	0	0	0	41	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	1	0	0	0	2	0	0	123	24	8	8	0	163	0	0	41	12	0	0	1	54	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**447**	**72**	**18**	**32**	**1**	**570**	**0**	**1**	**121**	**30**	**0**	**0**	**2**	**154**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	0	2	0	0	0	2	0	1	112	20	2	7	0	142	0	1	44	12	0	1	0	58	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	95	20	5	5	0	125	0	0	49	5	2	1	0	57	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	1	0	0	0	0	1	0	0	122	30	3	13	0	168	0	0	80	14	2	0	0	96	0	0	1	0	0	0	0	1
08:45 - 09:00	0	0	2	0	0	0	0	2	0	1	93	25	4	6	0	129	0	0	78	10	0	0	0	88	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**2**	**422**	**95**	**14**	**31**	**0**	**564**	**0**	**1**	**251**	**41**	**4**	**2**	**0**	**299**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
09:00 - 09:15	0	0	1	0	0	0	0	1	0	1	96	24	0	9	0	130	0	0	79	10	2	1	1	93	0	0	0	1	0	0	0	1
09:15 - 09:30	0	0	1	0	0	0	0	1	0	0	80	26	3	9	0	118	0	0	73	8	1	0	0	82	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	80	25	4	8	0	117	0	0	66	10	0	0	1	77	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	1	0	0	0	0	1	0	0	84	10	6	3	0	103	0	0	79	9	2	1	0	91	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**340**	**85**	**13**	**29**	**0**	**468**	**0**	**0**	**297**	**37**	**5**	**2**	**2**	**343**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
10:00 - 10:15	0	0	0	0	0	0	0	0	0	1	82	15	6	12	0	116	0	0	81	7	0	0	1	89	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	1	1	0	0	0	2	0	0	94	22	7	11	0	134	0	0	69	15	2	1	0	87	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	1	0	0	0	1	0	0	87	17	5	6	0	115	0	0	62	12	0	1	1	76	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	2	0	0	0	0	2	0	0	84	20	4	5	0	113	0	0	97	6	1	0	1	105	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**1**	**347**	**74**	**22**	**34**	**0**	**478**	**0**	**0**	**309**	**40**	**3**	**2**	**3**	**357**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	1	0	0	0	0	1	0	0	90	35	2	10	0	137	0	1	88	13	0	0	0	102	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	1	1	0	0	0	2	0	0	77	18	4	3	0	102	0	0	81	12	1	0	0	94	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	1	89	19	4	12	0	125	0	0	85	10	1	0	1	97	0	0	1	0	0	0	0	1
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	87	20	3	5	0	115	0	1	83	9	2	2	2	99	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	**343**	**92**	**13**	**30**	**0**	**479**	**0**	**2**	**337**	**44**	**4**	**2**	**3**	**392**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	0	1	0	0	0	0	1	0	1	115	28	8	6	0	158	1	0	102	6	0	1	0	110	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	1	0	0	0	0	1	0	2	131	29	5	4	1	172	0	1	111	12	0	1	0	125	0	0	2	0	0	0	0	2
12:30 - 12:45	0	0	1	0	0	0	0	1	0	0	132	29	1	7	0	169	0	1	105	14	0	0	1	121	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	3	143	28	3	7	0	184	0	1	93	19	0	0	1	114	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**6**	**521**	**114**	**17**	**24**	**1**	**683**	**1**	**3**	**411**	**51**	**0**	**2**	**2**	**470**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
13:00 - 13:15	0	0	1	0	0	0	0	1	0	0	133	24	5	3	0	165	0	0	95	11	0	1	0	107	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	1	0	0	0	1	0	0	148	28	4	9	0	189	0	1	93	5	2	0	0	101	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	1	152	30	1	5	0	189	0	2	98	13	0	0	1	114	0	0	1	0	0	0	0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	151	32	5	2	0	190	0	0	102	16	0	1	0	119	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**584**	**114**	**15**	**19**	**0**	**733**	**0**	**3**	**388**	**45**	**2**	**2**	**1**	**441**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	0	0	0	1	0	0	0	1	0	1	138	27	6	6	0	178	1	1	114	17	1	0	1	135	0	0	1	0	0	0	0	1
14:15 - 14:30	0	0	2	2	0	0	0	4	0	0	164	42	1	7	0	214	0	0	104	12	0	0	0	116	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	1	0	1	0	0	2	0	1	170	29	3	4	0	207	0	1	99	10	0	1	0	111	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	1	147	42	3	4	0	197	0	1	105	10	1	1	1	119	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**7**	**0**	**3**	**619**	**140**	**13**	**21**	**0**	**796**	**1**	**3**	**422**	**49**	**2**	**2**	**2**	**481**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
15:00 - 15:15	0	0	0	0	0	0	0	0	0	3	156	49	3	3	0	214	0	0	100	12	1	1	2	116	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	184	37	5	2	0	228	0	0	101	12	2	0	1	116	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	2	0	0	0	0	2	0	0	263	59	1	1	0	324	0	0	118	11	0	0	0	129	0	0	1	0	0	0	0	1
15:45 - 16:00	0	0	1	1	0	0	0	2	0	2	251	57	0	2	0	312	0	0	137	14	1	2	1	155	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**5**	**854**	**202**	**9**	**8**	**0**	**1078**	**0**	**0**	**456**	**49**	**4**	**3**	**4**	**516**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	0	2	0	0	0	0	2	0	5	219	48	5	1	0	278	0	0	143	16	0	1	1	161	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	2	0	0	0	0	2	0	2	220	36	2	0	0	260	0	1	130	16	0	1	0	148	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	0	0	2	0	0	212	38	2	3	0	255	0	3	129	18	0	0	0	150	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	4	267	34	1	0	0	306	0	2	142	14	1	1	0	160	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**11**	**918**	**156**	**10**	**4**	**0**	**1099**	**0**	**6**	**544**	**64**	**1**	**3**	**1**	**619**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	3	216	28	0	1	0	248	0	1	136	10	0	0	1	148	0	0	2	0	0	0	0	2
17:15 - 17:30	0	0	3	0	0	0	0	3	0	1	237	25	0	3	0	266	0	1	169	7	0	0	0	177	0	0	1	0	0	0	0	1
17:30 - 17:45	0	0	1	0	0	0	0	1	0	1	162	22	1	1	1	188	0	1	133	10	0	0	0	144	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	3	1	0	0	0	4	0	1	183	29	0	2	0	215	0	2	146	7	0	0	0	155	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**6**	**798**	**104**	**1**	**7**	**1**	**917**	**0**	**5**	**584**	**34**	**0**	**0**	**1**	**624**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
18:00 - 18:15	0	0	1	0	0	0	0	1	0	6	184	14	0	0	0	204	0	1	112	4	0	2	1	120	0	0	1	0	0	0	0	1
18:15 - 18:30	0	0	0	0	0	0	0	0	0	2	186	15	1	0	0	204	0	1	102	10	0	0	0	113	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	2	179	9	0	0	0	190	0	0	99	8	0	1	0	108	0	0	2	0	0	0	0	2
18:45 - 19:00	0	0	0	0	0	0	0	0	0	1	138	12	0	2	0	153	0	0	117	3	0	0	0	120	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**11**	**687**	**50**	**1**	**2**	**0**	**751**	**0**	**2**	**430**	**25**	**0**	**3**	**1**	**461**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
TOTAL	**0**	**0**	**38**	**12**	**1**	**0**	**0**	**51**	**0**	**48**	**6880**	**1298**	**146**	**241**	**3**	**8616**	**2**	**26**	**4550**	**509**	**25**	**23**	**22**	**5157**	**0**	**0**	**24**	**2**	**0**	**0**	**0**	**26**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 3
Approach: Ochrwyth

	Left to A467 (W)								Ahead to B4591								Right to A467 (E)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	1	0	0	0	0	**1**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	4	4	0	0	0	**8**
07:45 - 08:00	0	0	5	0	0	0	0	**5**	0	0	1	0	0	0	0	**1**	0	0	3	1	0	0	0	**4**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**10**	**5**	**0**	**0**	**0**	**15**
08:00 - 08:15	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	5	3	0	0	0	**8**
08:15 - 08:30	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
08:30 - 08:45	0	0	3	0	0	0	0	**3**	0	0	4	1	0	0	0	**5**	0	0	7	0	0	0	0	**7**
08:45 - 09:00	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**17**	**4**	**0**	**0**	**0**	**21**
09:00 - 09:15	0	0	1	1	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	4	1	0	0	0	**5**
09:15 - 09:30	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	0	1	0	0	0	**1**
09:30 - 09:45	0	0	0	1	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
09:45 - 10:00	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	4	1	0	0	0	**5**
Hourly Total	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**11**	**3**	**0**	**0**	**0**	**14**
10:00 - 10:15	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
10:15 - 10:30	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**	0	0	1	0	0	0	0	**1**
10:30 - 10:45	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
11:00 - 11:15	0	0	2	1	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	1	1	0	0	0	**2**
11:15 - 11:30	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
11:30 - 11:45	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	4	0	0	0	0	**4**
11:45 - 12:00	0	1	1	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**1**	**4**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**
12:00 - 12:15	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
12:15 - 12:30	0	0	0	2	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
12:30 - 12:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	**3**
12:45 - 13:00	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**9**
13:00 - 13:15	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	1	2	0	0	0	0	**3**
13:15 - 13:30	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	2	2	0	0	0	**4**
13:30 - 13:45	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**6**	**3**	**0**	**0**	**0**	**10**
14:00 - 14:15	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
14:15 - 14:30	0	0	0	1	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
14:30 - 14:45	0	0	0	0	1	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	1	1	0	0	0	**2**
14:45 - 15:00	0	0	2	2	0	0	0	**4**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**2**	**4**	**1**	**0**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**
15:00 - 15:15	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
15:15 - 15:30	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
15:30 - 15:45	0	0	3	0	0	0	0	**3**	0	0	2	0	0	0	0	**2**	0	0	1	1	0	0	0	**2**
15:45 - 16:00	0	0	2	1	0	0	0	**3**	0	0	1	1	0	0	0	**2**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**8**	**3**	**0**	**0**	**0**	**11**
16:00 - 16:15	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
16:15 - 16:30	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
16:30 - 16:45	0	0	3	2	0	0	0	**5**	0	0	2	0	0	0	0	**2**	0	0	2	1	0	0	0	**3**
16:45 - 17:00	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**9**	**2**	**0**	**0**	**0**	**11**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
17:15 - 17:30	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
17:30 - 17:45	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	2	1	0	0	0	**3**
17:45 - 18:00	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**
18:00 - 18:15	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
18:15 - 18:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
18:30 - 18:45	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**
18:45 - 19:00	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
TOTAL	**0**	**1**	**46**	**17**	**1**	**0**	**0**	**65**	**0**	**0**	**55**	**4**	**0**	**0**	**0**	**59**	**0**	**1**	**100**	**30**	**0**	**0**	**0**	**131**

PCC Traffic Information Consultancy

Risca, Friday 13th September 2024

Junction: 3
Approach: A467 West

	Left to B4591								Ahead to A467 (E)								Right to Ochrwyth								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	28	6	1	0	0	**36**	0	0	228	65	4	5	0	**302**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	1	33	7	0	0	0	**41**	0	3	249	73	4	1	0	**330**	0	0	2	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	33	11	1	1	0	**46**	0	5	248	60	5	7	0	**325**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	31	5	0	1	0	**37**	0	2	226	44	2	6	0	**280**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**125**	**29**	**2**	**2**	**0**	**160**	**0**	**10**	**951**	**242**	**15**	**19**	**0**	**1237**	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	1	51	8	0	0	1	**61**	0	0	232	45	3	9	0	**289**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	43	3	1	0	0	**47**	0	0	242	34	4	7	0	**287**	0	0	2	2	0	0	0	**4**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	50	9	1	0	0	**60**	0	0	159	35	3	4	0	**201**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
08:45 - 09:00	0	0	48	7	1	0	0	**56**	0	0	152	29	6	10	0	**197**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**192**	**27**	**3**	**0**	**1**	**224**	**0**	**0**	**785**	**143**	**16**	**30**	**0**	**974**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	1	50	7	1	0	1	**60**	0	0	158	32	3	7	0	**200**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	52	10	0	0	0	**62**	0	3	164	21	7	15	0	**210**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	34	8	0	0	0	**42**	0	0	150	19	3	7	0	**179**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	47	4	1	0	0	**52**	0	1	137	31	5	8	1	**183**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**183**	**29**	**2**	**0**	**1**	**216**	**0**	**4**	**609**	**103**	**18**	**37**	**1**	**772**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	52	7	0	0	1	**60**	0	1	112	18	5	8	1	**145**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	45	13	0	0	0	**58**	0	2	134	23	4	8	0	**171**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	1	43	6	2	0	0	**52**	0	0	106	23	4	4	0	**137**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	50	8	0	0	0	**58**	0	2	126	21	4	10	0	**163**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**190**	**34**	**2**	**0**	**1**	**228**	**0**	**5**	**478**	**85**	**17**	**30**	**1**	**616**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	46	5	1	1	1	**54**	0	1	136	18	2	6	0	**163**	0	0	1	1	0	0	0	**2**	0	2	0	0	0	0	0	**2**
11:15 - 11:30	0	0	55	8	1	0	0	**64**	0	4	116	20	6	7	0	**153**	0	0	2	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	47	5	0	0	0	**52**	0	0	112	25	7	5	0	**149**	0	0	1	0	0	0	0	**1**	0	0	0	1	0	0	0	**1**
11:45 - 12:00	0	0	49	4	0	0	0	**53**	0	3	102	16	4	4	0	**129**	0	0	0	2	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**197**	**22**	**2**	**1**	**1**	**223**	**0**	**8**	**466**	**79**	**19**	**22**	**0**	**594**	**0**	**0**	**4**	**4**	**0**	**0**	**0**	**8**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**3**
12:00 - 12:15	0	0	43	4	0	0	1	**48**	1	0	111	24	4	11	1	**152**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	0	49	3	1	0	0	**53**	0	0	131	23	4	5	0	**163**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	40	2	0	0	0	**42**	0	1	116	24	1	9	0	**151**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
12:45 - 13:00	0	0	49	5	1	0	0	**55**	0	1	112	28	4	7	0	**152**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**181**	**14**	**2**	**0**	**1**	**198**	**1**	**2**	**470**	**99**	**13**	**32**	**1**	**618**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	55	2	1	0	1	**59**	0	3	107	20	4	5	0	**139**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	53	3	1	0	0	**57**	0	2	127	16	6	5	0	**156**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	55	6	1	0	0	**62**	0	1	103	17	3	4	0	**128**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
13:45 - 14:00	0	0	40	8	0	0	0	**48**	0	3	104	18	5	4	0	**134**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**203**	**19**	**3**	**0**	**1**	**226**	**0**	**9**	**441**	**71**	**18**	**18**	**0**	**557**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	0	49	9	0	1	1	**60**	0	2	124	20	5	6	0	**157**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
14:15 - 14:30	0	0	57	1	2	0	0	**60**	0	1	134	25	2	7	0	**169**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	46	3	0	0	0	**49**	0	0	104	28	2	7	0	**141**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
14:45 - 15:00	0	1	44	5	0	0	0	**50**	0	1	112	28	1	6	0	**148**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**196**	**18**	**2**	**1**	**1**	**219**	**0**	**4**	**474**	**101**	**10**	**26**	**0**	**615**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
15:00 - 15:15	0	2	46	4	0	0	0	**52**	0	0	121	22	5	2	0	**150**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	42	6	1	0	0	**49**	0	1	139	18	1	5	0	**164**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	65	1	0	0	0	**66**	0	1	132	21	4	0	0	**158**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	63	5	0	0	0	**68**	0	0	160	30	2	2	1	**195**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**216**	**16**	**1**	**0**	**0**	**235**	**0**	**2**	**552**	**91**	**12**	**9**	**1**	**667**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	37	2	0	0	1	**40**	0	4	152	16	5	4	0	**181**	0	0	2	1	0	0	0	**3**	0	0	1	0	0	0	0	**1**
16:15 - 16:30	0	0	51	4	0	0	0	**55**	0	1	187	11	5	3	0	**207**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	1	45	4	0	0	0	**50**	0	0	137	16	0	2	1	**156**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	61	1	0	0	0	**62**	0	0	138	12	0	2	0	**152**	0	0	2	0	0	0	0	**2**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**1**	**194**	**11**	**0**	**0**	**1**	**207**	**0**	**5**	**614**	**55**	**10**	**11**	**1**	**696**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	61	2	0	0	0	**63**	0	1	118	11	1	0	0	**131**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	51	0	0	0	1	**52**	0	1	130	16	0	0	0	**147**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	1	60	3	0	0	0	**64**	0	1	133	13	1	4	0	**152**	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	1	55	1	0	0	0	**57**	0	0	131	8	3	1	0	**143**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**2**	**227**	**6**	**0**	**0**	**1**	**236**	**0**	**3**	**512**	**48**	**5**	**5**	**0**	**573**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	41	0	0	0	0	**41**	0	3	110	7	0	1	0	**121**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	48	1	0	1	0	**50**	0	2	117	13	0	2	0	**134**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	40	4	0	0	0	**44**	0	3	89	13	0	1	0	**106**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	34	2	0	0	0	**36**	0	1	83	12	0	2	0	**98**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**163**	**7**	**0**	**1**	**0**	**171**	**0**	**9**	**399**	**45**	**0**	**6**	**0**	**459**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**11**	**2267**	**232**	**19**	**5**	**9**	**2543**	**1**	**61**	**6751**	**1162**	**153**	**245**	**5**	**8378**	**0**	**0**	**53**	**18**	**0**	**0**	**0**	**71**	**0**	**2**	**7**	**2**	**0**	**0**	**0**	**11**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 3
Approach: B4591

	Left to A467 (E)								Ahead to Ochrwyth								Right to A467 (W)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	10	1	0	2	0	13	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	6	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	16	6	1	0	0	23	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	24	2	0	0	1	27	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	26	7	0	0	0	33	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**76**	**16**	**1**	**2**	**1**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**6**	**0**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	32	9	0	0	1	42	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0
08:15 - 08:30	0	2	54	6	0	0	0	62	0	0	1	0	0	0	0	1	0	0	18	6	0	0	0	24	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	58	11	0	0	1	70	0	0	1	0	0	0	0	1	0	1	21	3	0	0	1	26	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	51	9	0	0	0	60	0	0	1	0	0	0	0	1	0	1	28	2	0	0	0	31	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**195**	**35**	**0**	**0**	**2**	**234**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**74**	**12**	**0**	**0**	**1**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	63	7	0	0	0	70	0	0	1	0	0	0	0	1	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	0
09:15 - 09:30	0	2	61	9	1	0	1	74	0	0	1	0	0	0	0	1	0	0	41	2	1	0	0	44	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	81	5	0	0	1	87	3	0	1	0	0	0	0	4	0	1	28	1	1	0	0	31	0	0	0	0	0	0	0	0
09:45 - 10:00	0	2	92	5	2	0	1	102	0	0	1	0	0	0	0	1	0	2	45	1	0	0	1	49	0	0	0	0	0	0	0	0
Hourly Total	**0**	**4**	**297**	**26**	**3**	**0**	**3**	**333**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**7**	**0**	**3**	**139**	**4**	**2**	**0**	**1**	**149**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	2	95	5	0	0	1	103	0	0	1	0	0	0	0	1	0	0	46	2	0	0	0	48	0	0	0	1	0	0	0	1
10:15 - 10:30	0	0	66	1	0	1	0	68	0	0	0	0	0	0	0	0	0	3	52	4	0	0	0	59	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	106	6	2	0	1	115	0	0	1	1	0	0	0	2	0	0	41	3	0	0	1	45	0	0	1	0	0	0	0	1
10:45 - 11:00	0	1	115	5	1	0	0	122	0	0	2	0	0	0	0	2	0	0	45	1	0	0	0	46	0	0	1	0	0	0	0	1
Hourly Total	**0**	**3**	**382**	**17**	**3**	**1**	**2**	**408**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**3**	**184**	**10**	**0**	**0**	**1**	**198**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
11:00 - 11:15	0	2	122	7	0	0	1	132	2	0	1	1	0	0	0	4	0	1	59	4	0	0	0	64	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	123	12	0	0	0	135	0	0	3	0	0	0	0	3	0	1	61	3	0	0	0	65	0	0	0	0	0	0	0	0
11:30 - 11:45	0	2	109	4	0	0	0	115	0	0	1	0	0	0	0	1	0	1	60	2	0	0	0	63	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	106	3	0	0	0	109	0	0	1	0	0	0	0	1	0	0	63	3	0	0	1	67	0	0	0	1	0	0	0	1
Hourly Total	**0**	**4**	**460**	**26**	**0**	**0**	**1**	**491**	**2**	**0**	**6**	**1**	**0**	**0**	**0**	**9**	**0**	**3**	**243**	**12**	**0**	**0**	**1**	**259**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	1	121	7	0	1	0	130	0	0	2	1	0	0	0	3	0	0	49	6	0	0	0	55	0	0	1	0	0	0	0	1
12:15 - 12:30	0	2	107	2	0	0	1	112	0	0	1	0	0	0	0	1	0	0	55	5	0	0	0	60	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	122	3	0	0	1	126	0	0	1	0	0	0	0	1	0	1	64	3	0	0	0	68	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	102	6	0	0	0	108	0	0	2	0	0	0	0	2	0	0	67	10	0	0	1	78	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**452**	**18**	**0**	**1**	**2**	**476**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**1**	**235**	**24**	**0**	**0**	**1**	**261**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	129	3	1	0	0	133	0	0	2	0	0	0	0	2	0	0	78	5	0	0	0	83	0	0	0	0	0	0	0	0
13:15 - 13:30	0	2	113	6	0	0	1	122	0	0	2	0	0	0	0	2	0	0	55	5	0	0	0	60	0	0	0	0	0	0	0	0
13:30 - 13:45	0	3	110	9	0	0	1	123	0	0	2	0	0	0	0	2	0	0	65	4	0	0	0	69	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	111	4	1	0	1	117	1	0	1	0	0	0	0	2	0	1	72	4	0	0	0	77	0	0	1	0	0	0	0	1
Hourly Total	**0**	**5**	**463**	**22**	**2**	**0**	**3**	**495**	**1**	**0**	**7**	**0**	**0**	**0**	**0**	**8**	**0**	**1**	**270**	**18**	**0**	**0**	**0**	**289**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	1	94	5	0	0	2	102	0	0	1	0	0	0	0	1	0	1	58	3	0	0	0	62	0	0	0	0	0	0	0	0
14:15 - 14:30	2	1	92	11	1	0	0	107	0	0	1	0	0	0	0	1	0	0	60	3	0	0	0	63	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	105	6	0	0	1	112	0	0	1	0	0	0	0	1	0	0	66	3	0	0	0	69	0	0	0	0	0	0	0	0
14:45 - 15:00	0	3	108	2	0	1	0	114	0	0	2	0	0	0	0	2	0	2	54	4	0	0	1	61	0	1	0	0	0	0	0	1
Hourly Total	**2**	**5**	**399**	**24**	**1**	**1**	**3**	**435**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**3**	**238**	**13**	**0**	**0**	**1**	**255**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	3	94	2	0	0	1	100	0	0	1	0	0	0	0	1	0	2	64	5	1	0	0	72	0	0	0	0	0	0	0	0
15:15 - 15:30	0	1	86	4	0	1	0	92	0	0	1	0	0	0	0	1	0	1	64	0	0	0	0	65	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	95	6	0	0	2	104	0	0	3	0	0	0	0	3	0	1	49	3	0	0	0	53	0	0	1	0	0	0	0	1
15:45 - 16:00	1	2	86	4	0	0	0	93	0	0	1	0	0	0	0	1	0	1	59	0	0	0	0	60	0	0	0	1	0	0	0	1
Hourly Total	**1**	**7**	**361**	**16**	**0**	**1**	**3**	**389**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**5**	**236**	**8**	**1**	**0**	**0**	**250**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
16:00 - 16:15	0	3	99	1	0	0	1	104	0	0	3	0	0	0	0	3	0	0	68	2	0	0	0	70	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	116	4	0	0	0	120	0	0	1	0	0	0	0	1	0	1	59	3	0	0	0	63	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	99	7	0	0	0	106	0	0	1	0	0	0	0	1	0	0	66	0	0	0	0	66	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	107	10	0	0	0	117	0	0	0	0	0	0	0	0	0	0	67	3	0	0	0	70	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**421**	**22**	**0**	**0**	**1**	**447**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**1**	**260**	**8**	**0**	**0**	**0**	**269**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	92	3	0	0	0	95	0	0	2	0	0	0	0	2	0	2	48	4	0	0	0	54	0	0	0	0	0	0	0	0
17:15 - 17:30	0	1	110	4	0	0	0	115	0	0	0	0	0	0	0	0	0	1	43	2	0	0	0	46	0	0	0	0	0	0	0	0
17:30 - 17:45	0	2	102	3	0	0	1	108	0	0	1	0	0	0	0	1	0	0	49	0	0	0	0	49	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	97	5	0	0	1	103	0	2	1	0	0	0	0	3	0	0	52	4	0	0	0	56	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**401**	**15**	**0**	**0**	**2**	**421**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**6**	**0**	**3**	**192**	**10**	**0**	**0**	**0**	**205**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	2	75	3	0	0	0	80	0	0	1	0	0	0	0	1	0	0	50	2	0	0	0	52	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	88	1	0	1	1	91	0	0	2	0	0	0	0	2	0	0	49	3	0	0	0	52	0	0	1	0	0	0	0	1
18:30 - 18:45	0	0	80	2	0	0	0	82	0	0	2	0	0	0	0	2	0	1	50	3	0	0	0	54	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	62	1	0	0	0	64	0	0	1	0	0	0	0	1	0	0	48	1	0	0	0	49	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**305**	**7**	**0**	**1**	**1**	**317**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**1**	**197**	**9**	**0**	**0**	**0**	**207**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**3**	**42**	**4212**	**244**	**10**	**7**	**24**	**4542**	**6**	**2**	**56**	**3**	**0**	**0**	**0**	**67**	**0**	**26**	**2312**	**134**	**3**	**0**	**6**	**2481**	**0**	**1**	**8**	**2**	**0**	**0**	**0**	**11**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 3
Approach: A467 East

	Left to Ochrwyth								Ahead to A467 (W)								Right to B4591								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	41	6	0	0	0	47	0	0	13	1	0	0	1	15	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	1	0	0	0	1	0	1	41	6	0	1	1	50	0	0	15	3	1	0	0	19	0	0	0	0	1	0	0	1
07:30 - 07:45	0	0	2	0	0	0	0	2	0	0	37	5	3	0	1	46	0	0	15	4	0	0	0	19	0	0	0	0	1	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	24	12	0	1	0	37	0	0	30	7	0	0	1	38	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	**143**	**29**	**3**	**2**	**2**	**180**	**0**	**0**	**73**	**15**	**1**	**0**	**2**	**91**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	42	7	1	2	0	52	0	0	26	4	0	0	0	30	0	0	0	1	0	0	0	1
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	51	10	4	1	0	66	0	1	34	8	0	0	0	43	0	0	0	1	0	0	0	1
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	40	10	2	0	0	52	0	0	32	4	1	0	0	37	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	1	0	1	55	15	2	0	0	73	0	0	56	4	3	0	1	64	0	0	1	0	1	0	0	2
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**188**	**42**	**9**	**3**	**0**	**243**	**0**	**1**	**148**	**20**	**4**	**0**	**1**	**174**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**4**
09:00 - 09:15	0	0	1	0	0	0	0	1	0	0	64	10	2	3	0	79	0	0	57	5	1	0	2	65	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	68	13	1	2	0	84	0	0	66	7	0	0	0	73	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	1	1	0	0	0	2	0	0	70	19	3	1	0	93	0	0	67	8	0	0	1	76	0	0	0	1	0	0	0	1
09:45 - 10:00	0	0	0	1	0	0	0	1	0	2	69	9	1	0	0	81	0	0	99	9	1	1	1	111	0	0	0	0	1	0	0	1
Hourly Total	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**0**	**2**	**271**	**51**	**7**	**6**	**0**	**337**	**0**	**0**	**289**	**29**	**2**	**1**	**4**	**325**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
10:00 - 10:15	0	0	0	0	0	0	0	0	1	0	84	10	0	4	0	99	0	0	80	5	0	0	0	85	0	0	0	1	0	0	0	1
10:15 - 10:30	0	0	3	0	0	0	0	3	0	0	89	10	1	0	0	100	0	0	100	8	1	0	0	109	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	1	0	0	0	0	1	0	2	117	9	2	1	0	131	0	3	101	9	0	0	1	114	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	1	2	0	0	0	3	0	7	109	12	0	0	0	128	0	1	106	4	1	0	1	113	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**1**	**9**	**399**	**41**	**3**	**5**	**0**	**458**	**0**	**4**	**387**	**26**	**2**	**0**	**2**	**421**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
11:00 - 11:15	0	0	2	0	0	0	0	2	0	1	116	12	0	0	0	129	0	1	108	7	0	0	0	116	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	2	0	0	0	0	2	0	2	104	13	2	1	0	122	0	0	116	10	0	0	0	126	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	127	14	1	2	0	144	0	2	117	8	0	0	0	127	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	1	127	8	1	1	0	138	0	0	114	6	1	0	2	123	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**474**	**47**	**4**	**4**	**0**	**533**	**0**	**3**	**455**	**31**	**1**	**0**	**2**	**492**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	118	18	3	0	0	139	0	1	112	7	0	0	0	120	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	1	145	23	0	1	1	171	0	0	109	4	0	0	0	113	0	0	0	1	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	1	148	15	0	1	0	165	0	0	130	4	0	0	0	134	0	0	0	1	0	0	0	1
12:45 - 13:00	0	1	2	0	0	0	0	3	0	0	144	18	1	1	1	165	0	1	109	6	1	0	1	118	0	0	0	1	0	0	0	1
Hourly Total	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**555**	**74**	**4**	**3**	**2**	**640**	**0**	**2**	**460**	**21**	**1**	**0**	**1**	**485**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**
13:00 - 13:15	0	0	0	0	0	0	0	0	1	0	151	21	1	1	0	175	0	0	97	7	0	0	1	105	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	1	0	0	0	0	1	0	1	141	17	1	0	0	160	0	0	110	10	0	0	0	120	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	4	131	14	2	2	0	153	0	0	95	4	0	0	1	100	0	0	0	0	1	0	0	1
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	131	18	0	2	0	151	0	0	101	1	0	0	1	103	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	**554**	**70**	**4**	**5**	**0**	**639**	**0**	**0**	**403**	**22**	**0**	**0**	**3**	**428**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
14:00 - 14:15	0	0	1	0	0	0	0	1	0	3	158	17	0	0	0	178	0	0	89	4	0	0	0	93	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	1	150	9	1	1	0	162	0	0	91	3	0	0	0	94	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	2	158	5	1	0	0	166	0	0	102	1	0	0	1	104	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	2	0	0	0	0	2	0	5	112	12	1	0	0	130	0	0	96	4	1	1	1	103	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**11**	**578**	**43**	**3**	**1**	**0**	**636**	**0**	**0**	**378**	**12**	**1**	**1**	**2**	**394**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	1	0	0	0	0	1	0	2	111	8	1	0	0	122	0	2	85	4	0	0	1	92	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	3	153	12	0	0	0	168	0	3	109	4	0	0	0	116	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	1	0	0	0	0	1	0	0	122	13	0	0	0	135	0	1	103	3	0	0	1	108	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	1	0	0	0	0	1	0	3	141	6	0	1	0	151	0	4	98	5	0	0	1	108	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**8**	**527**	**39**	**1**	**1**	**0**	**576**	**0**	**10**	**395**	**16**	**0**	**0**	**3**	**424**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	1	131	13	0	1	0	146	0	5	92	2	0	0	1	100	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0	0	1	0	5	138	3	0	1	0	147	0	0	107	3	0	0	0	110	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	1	0	0	0	1	0	1	118	7	0	2	0	128	0	0	115	5	0	0	0	120	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	1	0	0	0	0	1	0	4	121	9	0	1	0	135	0	1	113	4	0	0	0	118	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**11**	**508**	**32**	**0**	**5**	**0**	**556**	**0**	**6**	**427**	**14**	**0**	**0**	**1**	**448**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	2	0	0	0	0	2	0	1	129	8	0	0	0	138	0	0	102	8	0	0	1	111	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	2	0	0	0	0	2	0	1	158	11	2	0	0	172	0	0	102	7	0	1	0	110	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	1	132	9	0	0	0	142	0	1	108	5	0	0	0	114	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	1	134	9	1	0	0	145	0	1	98	3	0	1	1	104	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**553**	**37**	**3**	**0**	**0**	**597**	**0**	**2**	**410**	**23**	**0**	**2**	**2**	**439**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	130	6	0	3	0	139	0	4	102	2	0	0	0	108	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	1	125	11	0	0	0	137	0	0	86	1	0	0	0	87	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	2	0	0	0	0	2	0	2	106	13	0	0	0	121	0	0	86	0	0	0	0	86	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	0	0	1	0	1	112	12	0	0	0	125	0	2	80	0	0	0	0	82	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**473**	**42**	**0**	**3**	**0**	**522**	**0**	**6**	**354**	**3**	**0**	**0**	**0**	**363**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**1**	**32**	**7**	**0**	**0**	**0**	**40**	**2**	**62**	**5223**	**547**	**41**	**38**	**4**	**5917**	**0**	**34**	**4179**	**232**	**12**	**4**	**23**	**4484**	**0**	**0**	**2**	**8**	**5**	**0**	**0**	**15**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 3
Approach: Ochrwyth

	Left to A467 (W)								Ahead to B4591								Right to A467 (E)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**
07:15 - 07:30	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
07:30 - 07:45	0	0	1	0	0	0	0	**1**	1	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
07:45 - 08:00	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
08:00 - 08:15	0	0	1	0	1	0	0	**2**	0	0	0	1	0	0	0	**1**	0	0	1	0	1	0	0	**2**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
08:30 - 08:45	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	4	0	0	0	0	**4**
08:45 - 09:00	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**4**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**9**
09:00 - 09:15	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	4	2	0	0	0	**6**
09:15 - 09:30	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
09:30 - 09:45	0	0	1	0	0	0	0	**1**	2	0	0	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
09:45 - 10:00	0	0	2	1	0	0	0	**3**	0	0	0	1	0	0	0	**1**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**11**
10:00 - 10:15	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	3	1	0	0	0	**4**
10:15 - 10:30	0	0	0	0	0	0	0	**0**	1	0	1	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
10:30 - 10:45	0	0	0	1	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**
10:45 - 11:00	0	0	0	0	3	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**2**	**1**	**3**	**0**	**0**	**6**	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**
11:00 - 11:15	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	4	0	0	0	0	**4**
11:15 - 11:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
11:30 - 11:45	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
11:45 - 12:00	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**	0	0	2	0	1	0	0	**3**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**11**	**0**	**1**	**0**	**0**	**12**
12:00 - 12:15	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
12:15 - 12:30	0	0	5	0	0	0	0	**5**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
12:30 - 12:45	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	3	2	0	0	0	**5**
12:45 - 13:00	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**7**	**3**	**0**	**0**	**0**	**10**
13:00 - 13:15	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**	0	0	1	1	0	0	0	**2**
13:15 - 13:30	0	0	3	0	0	0	0	**3**	0	0	1	1	0	0	0	**2**	0	0	3	0	0	0	0	**3**
13:30 - 13:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
14:00 - 14:15	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	4	1	0	0	0	**5**
14:15 - 14:30	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	**3**	0	0	2	0	0	0	0	**2**
14:30 - 14:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
14:45 - 15:00	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**
15:00 - 15:15	0	0	1	1	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	1	1	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	1	1	0	0	0	**2**
15:30 - 15:45	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
15:45 - 16:00	0	0	1	1	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
16:00 - 16:15	0	0	2	1	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
16:15 - 16:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
16:30 - 16:45	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	1	1	0	0	0	**2**
16:45 - 17:00	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	2	1	0	0	0	**3**
17:15 - 17:30	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	3	0	0	0	0	**3**
17:30 - 17:45	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	**3**
17:45 - 18:00	0	0	0	0	0	0	0	**0**	0	0	2	1	0	0	0	**3**	0	0	1	3	0	0	0	**4**
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**8**	**5**	**0**	**0**	**0**	**13**
18:00 - 18:15	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	0	0	3	0	0	0	0	**3**
18:15 - 18:30	0	0	3	0	0	0	0	**3**	0	0	1	0	0	0	0	**1**	0	0	2	0	0	0	0	**2**
18:30 - 18:45	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**	0	0	1	0	0	0	0	**1**
18:45 - 19:00	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**
TOTAL	**0**	**0**	**44**	**12**	**4**	**0**	**0**	**60**	**4**	**0**	**46**	**7**	**0**	**0**	**0**	**57**	**0**	**0**	**91**	**21**	**2**	**0**	**0**	**114**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 3
Approach: A467 West

	Left to B4591								Ahead to A467 (E)								Right to Ochrwyth								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	5	3	0	0	0	8	0	0	48	10	2	2	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	7	1	0	0	0	8	0	1	54	15	0	0	0	70	0	0	2	1	0	0	0	3	0	0	0	0	1	0	0	1
07:30 - 07:45	0	1	15	3	0	0	0	19	0	0	88	20	0	2	0	110	0	0	0	2	1	0	0	3	0	0	0	0	1	0	0	1
07:45 - 08:00	0	0	17	4	0	0	0	21	0	0	70	10	0	1	0	81	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**44**	**11**	**0**	**0**	**0**	**56**	**0**	**1**	**260**	**55**	**2**	**5**	**0**	**323**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**
08:00 - 08:15	0	0	23	2	0	0	1	26	0	1	81	14	1	1	0	98	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:15 - 08:30	0	1	27	5	0	0	0	33	0	0	88	18	3	2	0	111	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 - 08:45	1	0	35	1	0	0	0	37	0	0	124	15	0	2	1	142	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	40	2	0	0	0	42	0	1	93	5	0	0	0	99	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	2
Hourly Total	**1**	**1**	**125**	**10**	**0**	**0**	**1**	**138**	**0**	**2**	**386**	**52**	**4**	**5**	**1**	**450**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**4**
09:00 - 09:15	0	0	41	4	0	0	0	45	0	1	102	22	0	0	0	125	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	29	5	0	0	0	34	0	2	107	12	0	1	0	122	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	40	1	1	0	0	42	0	1	145	16	0	3	0	165	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
09:45 - 10:00	0	0	56	6	1	0	0	63	0	0	141	14	3	0	0	158	0	0	1	1	0	0	0	2	0	0	0	0	1	0	0	1
Hourly Total	**0**	**0**	**166**	**16**	**2**	**0**	**0**	**184**	**0**	**4**	**495**	**64**	**3**	**4**	**0**	**570**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**
10:00 - 10:15	0	0	45	1	0	0	1	47	0	2	113	11	2	0	1	129	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
10:15 - 10:30	0	1	42	2	0	0	0	45	0	0	120	14	3	2	0	139	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	63	5	0	0	0	68	0	0	144	11	1	1	0	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	1	51	1	0	0	0	53	0	0	124	14	0	1	0	139	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**201**	**9**	**0**	**0**	**1**	**213**	**0**	**2**	**501**	**50**	**6**	**4**	**1**	**564**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
11:00 - 11:15	0	0	70	3	0	0	1	74	0	2	156	11	1	2	0	172	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	56	3	0	0	0	59	0	2	137	10	0	0	0	149	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	45	3	0	0	0	48	1	1	165	10	0	2	0	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	54	2	0	1	0	57	0	1	140	5	0	1	1	148	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**225**	**11**	**0**	**1**	**1**	**238**	**1**	**6**	**598**	**36**	**1**	**5**	**1**	**648**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
12:00 - 12:15	0	0	69	4	0	0	0	73	0	2	123	9	1	1	1	137	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
12:15 - 12:30	0	2	56	7	0	0	1	66	1	4	158	10	2	1	0	176	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:30 - 12:45	0	1	55	6	0	0	0	62	0	6	182	8	1	1	0	198	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1
12:45 - 13:00	0	0	85	5	0	0	0	90	0	0	177	7	0	1	0	185	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1
Hourly Total	**0**	**3**	**265**	**22**	**0**	**0**	**1**	**291**	**1**	**12**	**640**	**34**	**4**	**4**	**1**	**696**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**3**
13:00 - 13:15	0	2	63	0	0	0	0	65	0	0	162	15	0	0	0	177	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
13:15 - 13:30	0	1	59	2	0	0	1	63	0	0	140	11	0	0	0	151	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	54	3	0	0	0	57	0	1	148	14	0	0	0	163	0	0	2	1	0	0	0	3	0	0	0	0	1	0	0	1
13:45 - 14:00	0	1	42	2	0	0	0	45	0	2	160	12	2	3	0	179	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**4**	**218**	**7**	**0**	**0**	**1**	**230**	**0**	**3**	**610**	**52**	**2**	**3**	**0**	**670**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**
14:00 - 14:15	0	1	50	1	0	0	1	53	0	0	123	10	3	0	0	136	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	49	5	0	1	0	55	0	0	125	9	1	1	0	136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	1	52	3	1	0	0	57	0	2	119	10	0	0	0	131	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	49	1	0	0	0	50	0	5	98	6	1	1	0	111	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**200**	**10**	**1**	**1**	**1**	**215**	**0**	**7**	**465**	**35**	**5**	**2**	**0**	**514**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	46	0	0	0	0	46	0	0	106	10	0	1	0	117	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	35	0	0	0	0	35	0	0	102	7	2	0	0	111	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
15:30 - 15:45	0	1	47	0	0	0	0	48	0	0	132	0	0	0	0	132	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	37	2	0	0	0	39	0	3	103	6	0	0	0	112	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**165**	**2**	**0**	**0**	**0**	**168**	**0**	**3**	**443**	**23**	**2**	**1**	**0**	**472**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	1	53	4	0	0	0	58	0	1	107	7	0	0	0	115	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
16:15 - 16:30	0	1	44	2	0	0	0	47	0	0	107	8	2	0	0	117	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30 - 16:45	0	1	53	2	0	0	0	56	0	3	113	8	0	1	0	125	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	45	4	0	0	0	49	0	2	115	6	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**195**	**12**	**0**	**0**	**0**	**210**	**0**	**6**	**442**	**29**	**2**	**1**	**0**	**480**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	44	2	0	0	0	46	0	0	112	11	1	0	0	124	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
17:15 - 17:30	0	1	48	4	0	0	0	53	1	1	135	3	1	0	0	141	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
17:30 - 17:45	0	2	42	2	0	0	0	46	0	1	113	9	0	2	1	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	49	2	0	0	0	51	0	1	125	10	0	0	0	136	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**3**	**183**	**10**	**0**	**0**	**0**	**196**	**1**	**3**	**485**	**33**	**2**	**2**	**1**	**527**	**0**	**1**	**3**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	43	1	0	0	0	44	0	1	83	6	0	2	0	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	40	2	0	0	0	42	0	0	83	10	0	0	1	94	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	35	3	0	0	0	38	0	2	90	9	0	1	0	102	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	31	0	0	0	0	31	0	2	59	5	1	2	0	69	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**149**	**6**	**0**	**0**	**0**	**155**	**0**	**5**	**315**	**30**	**1**	**5**	**1**	**357**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1**	**20**	**2136**	**126**	**3**	**2**	**6**	**2294**	**3**	**54**	**5640**	**493**	**34**	**41**	**6**	**6271**	**0**	**1**	**54**	**14**	**1**	**0**	**0**	**70**	**0**	**0**	**2**	**8**	**5**	**0**	**0**	**15**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 4
Approach: Maryland Road

	Left to B4591 Commercial Road (E)								Right to B4591 Commercial Road (W)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	1	24	1	0	0	0	**26**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	12	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	19	3	0	0	0	**22**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	1	0	21	4	0	0	0	**26**	0	0	1	0	0	0	1	**2**
Hourly Total	**1**	**1**	**76**	**10**	**0**	**0**	**0**	**88**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**
08:00 - 08:15	0	0	32	2	1	0	0	**35**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	18	3	0	0	0	**21**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	1	**1**
08:45 - 09:00	0	0	35	2	0	0	0	**37**	0	0	2	1	0	0	0	**3**
Hourly Total	**0**	**0**	**105**	**9**	**1**	**0**	**0**	**115**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**4**
09:00 - 09:15	0	0	42	2	0	0	0	**44**	0	0	4	0	0	0	0	**4**
09:15 - 09:30	0	0	34	1	0	0	0	**35**	0	0	4	0	0	0	0	**4**
09:30 - 09:45	0	0	34	1	0	0	0	**35**	1	0	1	0	0	0	1	**3**
09:45 - 10:00	0	0	16	0	0	0	0	**16**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**0**	**126**	**4**	**0**	**0**	**0**	**130**	**1**	**0**	**9**	**1**	**0**	**0**	**1**	**12**
10:00 - 10:15	0	0	33	1	0	0	0	**34**	0	0	2	0	0	0	1	**3**
10:15 - 10:30	0	0	23	3	0	0	0	**26**	0	0	2	1	0	0	0	**3**
10:30 - 10:45	0	0	19	2	0	0	0	**21**	0	0	2	1	0	0	0	**3**
10:45 - 11:00	0	0	18	7	1	0	0	**26**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**93**	**13**	**1**	**0**	**0**	**107**	**0**	**0**	**6**	**2**	**0**	**0**	**1**	**9**
11:00 - 11:15	0	0	25	2	0	0	0	**27**	0	0	0	0	0	0	1	**1**
11:15 - 11:30	0	0	31	2	0	0	0	**33**	0	0	1	1	0	0	0	**2**
11:30 - 11:45	0	0	31	5	0	0	0	**36**	0	0	3	0	0	0	0	**3**
11:45 - 12:00	0	0	24	4	0	0	0	**28**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**111**	**13**	**0**	**0**	**0**	**124**	**0**	**0**	**5**	**1**	**0**	**0**	**1**	**7**
12:00 - 12:15	0	0	27	0	0	0	0	**27**	0	0	0	0	0	0	1	**1**
12:15 - 12:30	0	0	30	2	0	0	0	**32**	0	0	2	0	0	0	0	**2**
12:30 - 12:45	0	0	22	0	0	0	0	**22**	0	0	3	0	0	0	0	**3**
12:45 - 13:00	0	0	26	1	0	0	0	**27**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**105**	**3**	**0**	**0**	**0**	**108**	**0**	**0**	**9**	**0**	**0**	**0**	**1**	**10**
13:00 - 13:15	0	0	18	2	0	0	0	**20**	0	0	2	0	0	0	1	**3**
13:15 - 13:30	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	16	3	0	0	0	**19**	0	0	2	0	0	0	0	**2**
13:45 - 14:00	0	0	18	3	0	0	0	**21**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**72**	**10**	**0**	**0**	**0**	**82**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**9**
14:00 - 14:15	0	0	27	0	0	0	0	**27**	0	0	3	0	0	0	1	**4**
14:15 - 14:30	0	1	25	2	0	0	0	**28**	0	0	2	0	0	0	0	**2**
14:30 - 14:45	0	0	24	5	1	0	0	**30**	0	0	2	0	0	0	0	**2**
14:45 - 15:00	0	0	19	4	0	0	0	**23**	0	0	5	1	0	0	0	**6**
Hourly Total	**0**	**1**	**95**	**11**	**1**	**0**	**0**	**108**	**0**	**0**	**12**	**1**	**0**	**0**	**1**	**14**
15:00 - 15:15	0	0	21	4	0	0	0	**25**	0	0	3	1	0	0	1	**5**
15:15 - 15:30	0	0	38	3	0	0	0	**41**	0	0	4	0	0	0	0	**4**
15:30 - 15:45	0	0	51	5	0	0	0	**56**	0	0	3	0	0	0	0	**3**
15:45 - 16:00	0	0	41	5	0	0	0	**46**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**151**	**17**	**0**	**0**	**0**	**168**	**0**	**0**	**10**	**1**	**0**	**0**	**1**	**12**
16:00 - 16:15	0	0	30	2	0	0	0	**32**	0	0	1	0	0	0	0	**1**
16:15 - 16:30	0	0	26	5	0	0	0	**31**	0	0	4	0	0	0	1	**5**
16:30 - 16:45	0	0	22	2	0	0	0	**24**	0	0	2	1	0	0	0	**3**
16:45 - 17:00	0	0	26	1	0	0	0	**27**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**104**	**10**	**0**	**0**	**0**	**114**	**0**	**0**	**8**	**1**	**0**	**0**	**1**	**10**
17:00 - 17:15	0	0	31	2	0	0	0	**33**	0	0	1	0	0	0	1	**2**
17:15 - 17:30	0	0	33	2	0	0	0	**35**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	1	29	3	0	0	0	**33**	0	0	4	0	0	0	0	**4**
17:45 - 18:00	0	1	17	1	0	0	0	**19**	0	0	0	0	0	0	1	**1**
Hourly Total	**0**	**2**	**110**	**8**	**0**	**0**	**0**	**120**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**7**
18:00 - 18:15	0	0	22	1	0	0	0	**23**	0	0	2	0	0	0	0	**2**
18:15 - 18:30	0	0	16	0	0	0	0	**16**	0	0	0	0	0	0	1	**1**
18:30 - 18:45	0	0	24	0	0	0	0	**24**	0	0	2	0	0	0	1	**3**
18:45 - 19:00	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	1	**1**
Hourly Total	**0**	**0**	**82**	**3**	**0**	**0**	**0**	**85**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**7**
TOTAL	**1**	**4**	**1230**	**111**	**3**	**0**	**0**	**1349**	**1**	**0**	**79**	**8**	**0**	**0**	**15**	**103**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 4

Approach: B4591 Commercial Road East

	Ahead to B4591 Commercial Road (W)								Right to Maryland Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	26	10	0	0	2	**39**	0	0	4	2	0	0	0	**6**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	26	3	0	0	1	**30**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	1	34	7	0	0	1	**43**	0	0	7	2	0	0	0	**9**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	48	14	0	1	2	**65**	0	0	13	0	1	0	0	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**1**	**134**	**34**	**0**	**1**	**6**	**177**	**0**	**0**	**32**	**5**	**1**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	1	46	15	0	0	3	**65**	0	0	11	4	0	0	0	**15**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	1	0	78	10	2	0	0	**91**	0	0	13	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	125	14	3	0	3	**145**	0	0	18	1	0	0	0	**19**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	1	117	8	0	0	0	**126**	0	0	17	1	0	0	0	**18**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**2**	**366**	**47**	**5**	**0**	**6**	**427**	**0**	**0**	**59**	**6**	**0**	**0**	**0**	**65**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
09:00 - 09:15	0	1	98	9	3	0	2	**113**	2	0	24	3	0	0	0	**29**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	97	8	0	1	4	**110**	0	0	13	4	0	0	0	**17**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	1	2	76	16	0	0	2	**97**	0	0	9	2	0	0	0	**11**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	1	100	18	0	1	3	**123**	0	0	16	2	0	0	0	**18**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**4**	**371**	**51**	**3**	**2**	**11**	**443**	**2**	**0**	**62**	**11**	**0**	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	78	15	2	1	4	**100**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	1	1	87	13	0	0	2	**104**	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	2	0	96	10	1	0	1	**110**	0	0	16	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	2	1	104	11	1	0	3	**122**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**5**	**2**	**365**	**49**	**4**	**1**	**10**	**436**	**0**	**0**	**54**	**3**	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	2	0	112	14	0	0	2	**130**	0	0	11	2	0	0	0	**13**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	92	10	0	0	2	**104**	0	0	18	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	2	2	89	18	0	0	1	**112**	0	0	19	1	0	0	0	**20**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	1	2	90	12	0	1	3	**109**	0	0	16	2	0	0	0	**18**	0	0	0	0	0	0	0	**0**
Hourly Total	**5**	**4**	**383**	**54**	**0**	**1**	**8**	**455**	**0**	**0**	**64**	**5**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	1	107	4	1	0	3	**116**	0	0	19	1	0	0	0	**20**	0	0	1	0	0	0	0	**1**
12:15 - 12:30	1	1	107	11	0	1	2	**123**	0	1	9	2	0	0	0	**12**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	1	90	8	1	0	1	**101**	0	0	16	1	0	0	0	**17**	0	0	1	0	2	0	0	**3**
12:45 - 13:00	0	1	140	19	1	0	3	**164**	0	0	9	2	0	0	0	**11**	0	0	1	0	0	0	0	**1**
Hourly Total	**1**	**4**	**444**	**42**	**3**	**1**	**9**	**504**	**0**	**1**	**53**	**6**	**0**	**0**	**0**	**60**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**5**
13:00 - 13:15	0	0	94	12	0	1	0	**107**	0	0	19	1	0	0	0	**20**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	2	2	98	11	1	0	2	**116**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	1	2	104	17	0	0	2	**126**	0	0	14	2	0	0	0	**16**	0	0	1	0	0	0	0	**1**
13:45 - 14:00	3	2	129	16	0	1	1	**152**	0	0	20	1	0	0	0	**21**	0	0	1	0	0	0	0	**1**
Hourly Total	**6**	**6**	**425**	**56**	**1**	**2**	**5**	**501**	**0**	**0**	**63**	**4**	**0**	**0**	**0**	**67**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
14:00 - 14:15	1	0	115	13	1	0	2	**132**	0	0	17	1	0	0	0	**18**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	121	14	0	0	3	**138**	0	0	24	1	0	0	0	**25**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	2	0	121	17	0	0	1	**141**	0	0	29	1	0	0	0	**30**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	1	132	8	1	0	2	**144**	0	0	22	1	0	0	0	**23**	0	0	0	1	0	0	0	**1**
Hourly Total	**3**	**1**	**489**	**52**	**2**	**0**	**8**	**555**	**0**	**0**	**92**	**4**	**0**	**0**	**0**	**96**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
15:00 - 15:15	1	2	120	19	2	0	3	**147**	0	0	16	4	0	0	0	**20**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	1	120	15	1	0	3	**140**	0	0	18	2	0	0	0	**20**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	123	7	0	0	2	**132**	0	0	24	2	0	0	0	**26**	0	0	0	1	0	0	0	**1**
15:45 - 16:00	0	0	141	11	0	0	3	**155**	0	0	21	4	0	0	0	**25**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**3**	**504**	**52**	**3**	**0**	**11**	**574**	**0**	**0**	**79**	**12**	**0**	**0**	**0**	**91**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
16:00 - 16:15	0	2	125	13	0	0	3	**143**	0	0	23	2	0	0	0	**25**	0	0	1	0	0	0	0	**1**
16:15 - 16:30	1	2	119	14	0	0	2	**138**	0	0	43	0	0	0	0	**43**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	1	4	124	16	0	0	0	**145**	0	1	17	5	0	0	0	**23**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	2	3	123	11	1	0	1	**141**	0	0	17	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
Hourly Total	**4**	**11**	**491**	**54**	**1**	**0**	**6**	**567**	**0**	**1**	**100**	**7**	**0**	**0**	**0**	**108**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	1	126	8	0	0	5	**140**	0	0	28	3	0	0	0	**31**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	1	131	9	0	0	2	**143**	0	0	26	1	0	0	0	**27**	0	0	1	0	0	0	0	**1**
17:30 - 17:45	2	1	133	13	0	0	2	**151**	0	0	17	3	0	0	0	**20**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	6	122	8	0	0	2	**138**	0	0	21	2	0	0	0	**23**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**9**	**512**	**38**	**0**	**0**	**11**	**572**	**0**	**0**	**92**	**9**	**0**	**0**	**0**	**101**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	1	99	4	0	1	3	**108**	0	0	17	1	0	0	0	**18**	0	0	2	0	0	0	0	**2**
18:15 - 18:30	0	2	114	6	1	0	0	**123**	0	0	15	0	0	0	0	**15**	0	0	1	0	0	0	0	**1**
18:30 - 18:45	0	1	114	7	0	0	1	**123**	0	0	13	1	0	0	0	**14**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	123	3	1	0	2	**129**	0	0	13	1	0	0	0	**14**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**4**	**450**	**20**	**2**	**1**	**6**	**483**	**0**	**0**	**58**	**3**	**0**	**0**	**0**	**61**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
TOTAL	**30**	**51**	**4934**	**549**	**24**	**9**	**97**	**5694**	**2**	**2**	**808**	**75**	**1**	**0**	**0**	**888**	**0**	**0**	**13**	**2**	**2**	**0**	**0**	**17**

Risca, Friday 13th September 2024

Traffic Information Consultancy

Junction: 4

Approach: B4591 Commercial Road West

	Left to Maryland Road								Ahead to B4591 Commercial Road (E)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	52	18	0	0	1	**71**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	48	16	0	0	4	**68**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	1	54	13	0	1	1	**70**	0	0	1	0	0	0	0	**1**
07:45 - 08:00	0	0	1	1	0	0	0	**2**	0	0	65	15	0	0	2	**82**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**219**	**62**	**0**	**1**	**8**	**291**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	1	1	76	19	2	0	1	**100**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	1	0	0	0	0	**1**	1	0	53	10	0	1	2	**67**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	1	0	0	0	0	**1**	0	2	76	9	0	0	2	**89**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	0	1	0	0	0	**1**	0	0	129	7	0	0	1	**137**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**2**	**3**	**334**	**45**	**2**	**1**	**6**	**393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	1	0	0	0	0	**1**	0	0	91	11	0	0	2	**104**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	3	0	0	0	0	**3**	1	1	111	9	0	0	3	**125**	0	0	1	0	0	0	0	**1**
09:30 - 09:45	0	0	0	0	0	0	0	**0**	0	1	88	15	1	0	6	**111**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0**	0	0	94	12	2	0	1	**109**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**1**	**2**	**384**	**47**	**3**	**0**	**12**	**449**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	0	0	0	0	0	0	**0**	0	1	80	18	4	0	2	**105**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	1	0	0	0	0	**1**	0	1	84	4	3	1	1	**94**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	1	0	0	0	0	**1**	2	0	79	10	1	0	5	**97**	0	0	1	0	0	0	0	**1**
10:45 - 11:00	0	0	5	0	0	0	0	**5**	0	0	104	9	1	1	0	**115**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**2**	**2**	**347**	**41**	**9**	**2**	**8**	**411**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
11:00 - 11:15	0	0	1	2	0	0	0	**3**	0	0	108	6	2	0	4	**120**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	2	0	0	0	0	**2**	1	2	93	20	1	0	1	**118**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	1	0	0	0	0	**1**	0	0	100	5	0	0	4	**109**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	0	0	0	0	0	**0**	0	1	107	9	0	0	1	**118**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**6**	**1**	**3**	**408**	**40**	**3**	**0**	**10**	**465**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	**0**	3	1	112	10	0	1	2	**129**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	0	0	0	0	0	0	**0**	1	2	89	6	0	0	0	**98**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	1	0	0	0	0	**1**	1	1	100	9	0	0	5	**116**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	0	0	0	0	0	**0**	5	0	107	7	0	1	1	**121**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**10**	**4**	**408**	**32**	**0**	**2**	**8**	**464**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	1	0	0	0	0	**1**	1	1	103	10	1	0	2	**118**	0	0	1	0	0	0	0	**1**
13:15 - 13:30	0	0	4	0	0	0	0	**4**	0	2	85	6	1	1	1	**96**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	1	1	0	0	0	**2**	2	0	83	5	0	0	4	**94**	0	0	1	1	0	0	0	**2**
13:45 - 14:00	0	0	0	0	0	0	0	**0**	1	0	96	5	0	0	1	**103**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**4**	**3**	**367**	**26**	**2**	**1**	**8**	**411**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
14:00 - 14:15	0	0	1	0	0	0	0	**1**	0	2	80	11	1	1	1	**96**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	0	0	0	0	0	**0**	1	1	100	13	1	0	2	**118**	0	0	1	0	0	0	0	**1**
14:30 - 14:45	0	0	0	0	0	0	0	**0**	0	0	117	8	0	1	4	**130**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	0	0	0	0	0	**0**	2	2	82	6	0	0	0	**92**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**5**	**379**	**38**	**2**	**2**	**7**	**436**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
15:00 - 15:15	0	0	0	0	0	0	0	**0**	0	2	105	11	0	0	2	**120**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	1	0	0	0	0	**1**	0	1	137	13	1	0	0	**152**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0**	2	1	131	9	3	0	7	**153**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	2	0	0	0	0	**2**	0	1	99	8	0	0	2	**110**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**2**	**5**	**472**	**41**	**4**	**0**	**11**	**535**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	1	0	0	0	0	**1**	0	1	110	7	1	0	2	**121**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	3	0	0	0	0	**3**	3	1	113	4	0	0	2	**123**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	1	0	0	0	0	**1**	0	2	101	9	0	0	4	**116**	0	0	1	0	0	0	0	**1**
16:45 - 17:00	0	0	0	0	0	0	0	**0**	0	2	94	11	0	0	1	**108**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**3**	**6**	**418**	**31**	**1**	**0**	**9**	**468**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	0	1	126	7	1	0	2	**137**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	2	0	0	0	0	**2**	2	0	92	9	0	0	2	**105**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	1	0	0	0	0	**1**	0	1	105	5	0	0	3	**114**	0	0	1	0	0	0	0	**1**
17:45 - 18:00	0	0	2	0	0	0	0	**2**	0	5	102	7	0	0	1	**115**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**2**	**7**	**425**	**28**	**1**	**0**	**8**	**471**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	2	0	0	0	0	**2**	1	2	94	8	0	0	1	**106**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0**	2	0	87	7	0	0	4	**100**	0	0	2	0	0	0	0	**2**
18:30 - 18:45	0	0	4	0	0	0	0	**4**	0	1	92	7	0	0	2	**102**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	2	0	0	0	0	**2**	0	0	70	8	0	0	2	**80**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**3**	**3**	**343**	**30**	**0**	**0**	**9**	**388**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
TOTAL	**0**	**0**	**47**	**5**	**0**	**0**	**0**	**52**	**33**	**44**	**4504**	**461**	**27**	**9**	**104**	**5182**	**0**	**0**	**11**	**1**	**0**	**0**	**0**	**12**

Risca, Saturday 14th September 2024

Traffic Information Consultancy

Junction: 4
Approach: Maryland Road

	Left to B4591 Commercial Road (E)								Right to B4591 Commercial Road (W)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	2	1	0	0	0	**3**	0	0	1	0	0	0	0	**1**
07:30 - 07:45	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	11	2	0	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**21**	**3**	**0**	**0**	**0**	**24**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	10	2	0	0	0	**12**	0	0	0	0	0	0	1	**1**
08:15 - 08:30	0	1	17	4	0	0	0	**22**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	20	2	0	0	0	**22**	0	0	0	0	0	0	1	**1**
08:45 - 09:00	0	0	23	2	0	0	0	**25**	0	1	1	0	0	0	0	**2**
Hourly Total	**0**	**1**	**70**	**10**	**0**	**0**	**0**	**81**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**4**
09:00 - 09:15	0	0	27	3	0	0	0	**30**	0	1	1	0	0	0	0	**2**
09:15 - 09:30	0	0	14	2	0	0	0	**16**	0	0	1	0	0	0	0	**1**
09:30 - 09:45	0	0	24	1	0	0	0	**25**	0	0	1	0	0	0	1	**2**
09:45 - 10:00	0	0	17	0	0	0	0	**17**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**82**	**6**	**0**	**0**	**0**	**88**	**0**	**1**	**4**	**0**	**0**	**0**	**1**	**6**
10:00 - 10:15	0	0	17	0	0	0	0	**17**	0	0	1	0	0	0	1	**2**
10:15 - 10:30	0	0	11	2	0	0	0	**13**	0	0	3	0	0	0	0	**3**
10:30 - 10:45	0	0	29	1	0	0	0	**30**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	30	1	0	0	0	**31**	0	1	0	0	0	0	0	**1**
Hourly Total	**0**	**0**	**87**	**4**	**0**	**0**	**0**	**91**	**0**	**1**	**4**	**0**	**0**	**0**	**1**	**6**
11:00 - 11:15	0	0	28	1	0	0	0	**29**	0	0	1	0	0	0	1	**2**
11:15 - 11:30	0	0	26	3	0	0	0	**29**	0	0	1	0	0	0	0	**1**
11:30 - 11:45	0	0	17	2	0	0	0	**19**	0	0	1	0	0	0	1	**2**
11:45 - 12:00	0	0	32	1	0	0	0	**33**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**103**	**7**	**0**	**0**	**0**	**110**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**6**
12:00 - 12:15	0	0	28	0	0	0	0	**28**	0	0	1	0	0	0	0	**1**
12:15 - 12:30	0	0	19	4	0	0	0	**23**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	0	32	0	0	0	0	**32**	0	0	3	1	0	0	0	**4**
12:45 - 13:00	0	0	30	0	0	0	0	**30**	0	0	3	0	0	0	0	**3**
Hourly Total	**0**	**0**	**109**	**4**	**0**	**0**	**0**	**113**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
13:00 - 13:15	0	0	35	0	0	0	0	**35**	0	0	0	0	0	0	1	**1**
13:15 - 13:30	0	0	34	2	0	0	0	**36**	0	0	4	0	0	0	0	**4**
13:30 - 13:45	0	0	34	2	0	0	0	**36**	0	0	2	0	0	0	0	**2**
13:45 - 14:00	0	0	29	3	0	0	0	**32**	0	0	3	1	0	0	0	**4**
Hourly Total	**0**	**0**	**132**	**7**	**0**	**0**	**0**	**139**	**0**	**0**	**9**	**1**	**0**	**0**	**1**	**11**
14:00 - 14:15	0	0	26	0	0	0	0	**26**	0	0	1	0	0	0	1	**2**
14:15 - 14:30	0	0	24	2	0	0	0	**26**	0	0	1	0	0	0	0	**1**
14:30 - 14:45	0	0	24	2	0	0	0	**26**	0	0	1	0	0	0	0	**1**
14:45 - 15:00	0	0	28	2	0	0	0	**30**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**102**	**6**	**0**	**0**	**0**	**108**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**5**
15:00 - 15:15	0	0	30	2	0	0	0	**32**	0	0	1	0	0	0	0	**1**
15:15 - 15:30	0	0	30	1	0	0	0	**31**	0	0	1	0	0	0	0	**1**
15:30 - 15:45	0	0	26	0	0	0	0	**26**	0	0	1	0	0	0	0	**1**
15:45 - 16:00	0	1	21	0	0	0	0	**22**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**107**	**3**	**0**	**0**	**0**	**111**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
16:00 - 16:15	0	3	29	0	0	0	0	**32**	0	0	2	0	0	0	1	**3**
16:15 - 16:30	0	0	24	0	0	0	0	**24**	0	0	3	0	0	0	0	**3**
16:30 - 16:45	0	0	23	0	0	0	0	**23**	0	0	2	0	0	0	0	**2**
16:45 - 17:00	0	0	17	3	0	0	0	**20**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**3**	**93**	**3**	**0**	**0**	**0**	**99**	**0**	**0**	**7**	**0**	**0**	**0**	**1**	**8**
17:00 - 17:15	0	0	16	1	0	0	0	**17**	0	0	2	0	0	0	1	**3**
17:15 - 17:30	0	0	12	1	0	0	0	**13**	0	0	1	0	0	0	0	**1**
17:30 - 17:45	0	0	23	0	0	0	0	**23**	0	0	1	0	0	0	0	**1**
17:45 - 18:00	0	0	25	1	0	0	0	**26**	0	0	2	0	0	0	0	**2**
Hourly Total	**0**	**0**	**76**	**3**	**0**	**0**	**0**	**79**	**0**	**0**	**6**	**0**	**0**	**0**	**1**	**7**
18:00 - 18:15	0	0	15	0	0	0	0	**15**	0	0	3	0	0	0	0	**3**
18:15 - 18:30	0	0	29	0	0	0	0	**29**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	18	0	0	0	0	**18**	0	0	2	0	0	0	0	**2**
18:45 - 19:00	0	0	16	0	0	0	0	**16**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**78**	**0**	**0**	**0**	**0**	**78**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
TOTAL	**0**	**5**	**1060**	**56**	**0**	**0**	**0**	**1121**	**0**	**3**	**56**	**2**	**0**	**0**	**10**	**71**

Risca, Saturday 14th September 2024

Junction: 4

Approach: B4591 Commercial Road East

	Ahead to B4591 Commercial Road (W)								Right to Maryland Road								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	1	0	11	2	0	3	0	**17**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	1	15	3	1	0	0	**20**	0	0	2	1	0	0	0	**3**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	1	0	20	4	0	0	1	**26**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	1	0	27	7	0	0	1	**36**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
Hourly Total	**3**	**1**	**73**	**16**	**1**	**3**	**2**	**99**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	1	1	32	5	0	0	3	**42**	0	0	2	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	1	47	10	0	0	0	**58**	0	0	3	4	0	0	0	**7**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	1	0	50	7	0	0	1	**59**	0	0	3	0	0	0	0	**3**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	3	1	73	3	3	0	2	**85**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**5**	**3**	**202**	**25**	**3**	**0**	**6**	**244**	**0**	**0**	**14**	**5**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	1	0	74	7	0	0	2	**84**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	67	6	0	0	2	**75**	0	0	9	3	0	0	0	**12**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	2	0	81	9	0	0	1	**93**	0	0	10	2	0	0	0	**12**	0	0	0	1	0	0	0	**1**
09:45 - 10:00	3	0	101	9	0	0	3	**116**	0	0	6	1	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**6**	**0**	**323**	**31**	**0**	**0**	**8**	**368**	**0**	**0**	**34**	**6**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
10:00 - 10:15	0	0	83	5	0	0	2	**90**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	1	1	122	3	0	0	2	**129**	0	0	15	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	2	107	6	0	0	1	**116**	0	0	14	1	0	0	0	**15**	0	0	0	1	0	0	0	**1**
10:45 - 11:00	1	2	120	10	1	0	3	**137**	0	0	11	2	0	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**5**	**432**	**24**	**1**	**0**	**8**	**472**	**0**	**0**	**47**	**4**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
11:00 - 11:15	2	0	113	1	0	0	2	**118**	0	0	20	0	0	0	0	**20**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	3	1	150	11	0	0	2	**167**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	7	1	138	11	0	0	1	**158**	0	1	14	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	1	1	137	12	0	0	2	**153**	0	0	21	1	0	0	0	**22**	0	0	0	0	0	0	0	**0**
Hourly Total	**13**	**3**	**538**	**35**	**0**	**0**	**7**	**596**	**0**	**1**	**66**	**3**	**0**	**0**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	1	2	120	8	0	0	2	**133**	0	0	19	3	0	0	0	**22**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	1	2	133	8	0	0	2	**146**	0	0	18	2	0	0	0	**20**	0	0	0	0	0	0	0	**0**
12:30 - 12:45	0	4	136	5	0	0	1	**146**	0	1	21	1	0	0	0	**23**	0	0	1	0	0	0	0	**1**
12:45 - 13:00	1	0	156	9	0	0	2	**168**	0	0	24	1	0	0	0	**25**	0	0	0	0	0	0	0	**0**
Hourly Total	**3**	**8**	**545**	**30**	**0**	**0**	**7**	**593**	**0**	**1**	**82**	**7**	**0**	**0**	**0**	**90**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	2	119	12	0	0	3	**136**	0	0	28	0	0	0	0	**28**	0	0	1	0	0	0	0	**1**
13:15 - 13:30	0	1	110	12	0	0	2	**125**	0	0	25	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	109	2	0	0	2	**113**	0	0	15	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
13:45 - 14:00	1	2	103	0	0	0	2	**108**	0	0	14	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**5**	**441**	**26**	**0**	**0**	**9**	**482**	**0**	**0**	**82**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	3	82	8	0	0	3	**96**	0	1	12	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	3	2	97	5	0	0	2	**109**	0	0	17	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	1	4	98	8	0	0	1	**112**	0	0	11	0	0	0	0	**11**	0	0	1	0	0	0	0	**1**
14:45 - 15:00	0	2	115	4	0	1	3	**125**	0	0	18	1	0	0	0	**19**	0	0	0	0	0	0	0	**0**
Hourly Total	**4**	**11**	**392**	**25**	**0**	**1**	**9**	**442**	**0**	**1**	**58**	**1**	**0**	**0**	**0**	**60**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
15:00 - 15:15	0	0	80	5	0	0	1	**86**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	1	78	4	0	0	3	**86**	0	0	9	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	4	94	8	0	0	1	**107**	0	1	9	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	1	1	79	6	1	0	2	**90**	0	1	14	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**6**	**331**	**23**	**1**	**0**	**7**	**369**	**0**	**2**	**40**	**3**	**0**	**0**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	1	87	4	0	0	3	**95**	0	2	19	0	0	0	0	**21**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	1	110	7	0	0	2	**120**	0	0	18	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	117	5	0	0	1	**123**	0	0	18	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	102	4	0	0	1	**107**	0	0	10	1	0	0	0	**11**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**2**	**416**	**20**	**0**	**0**	**7**	**445**	**0**	**2**	**65**	**1**	**0**	**0**	**0**	**68**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
17:00 - 17:15	3	1	89	6	0	0	3	**102**	0	0	18	2	0	0	0	**20**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	1	2	93	12	1	0	1	**110**	0	0	15	1	0	0	0	**16**	0	0	3	0	0	0	0	**3**
17:30 - 17:45	0	3	121	6	0	1	2	**133**	0	0	21	1	0	0	0	**22**	0	0	2	0	0	0	0	**2**
17:45 - 18:00	0	0	87	5	0	0	3	**95**	0	0	15	0	0	0	0	**15**	0	0	1	0	0	0	0	**1**
Hourly Total	**4**	**6**	**390**	**29**	**1**	**1**	**9**	**440**	**0**	**0**	**69**	**4**	**0**	**0**	**0**	**73**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
18:00 - 18:15	1	4	107	2	0	0	2	**116**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	1	0	99	7	0	0	2	**109**	0	0	14	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	88	3	0	0	1	**92**	0	0	25	0	0	0	0	**25**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	1	95	2	0	0	2	**100**	0	0	14	0	0	0	0	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**5**	**389**	**14**	**0**	**0**	**7**	**417**	**0**	**0**	**63**	**1**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**44**	**55**	**4472**	**298**	**7**	**5**	**86**	**4967**	**0**	**7**	**632**	**36**	**0**	**0**	**0**	**675**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**12**

Risca, Saturday 14th September 2024

Junction: 4

Approach: B4591 Commercial Road West

	Left to Maryland Road								Ahead to B4591 Commercial Road (E)								U-Turn							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	1	13	4	0	0	1	**19**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	13	5	1	0	1	**20**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	5	0	21	1	0	0	2	**29**	0	0	1	0	0	0	0	**1**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	0	0	22	6	0	0	1	**29**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**69**	**16**	**1**	**0**	**5**	**97**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	0	0	28	4	0	0	1	**33**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	2	0	0	0	0	**2**	0	1	28	8	1	0	1	**39**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0**	5	0	57	4	0	0	3	**69**	0	0	0	0	0	0	0	**0**
08:45 - 09:00	0	0	1	0	0	0	0	**1**	2	0	51	4	0	0	1	**58**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**7**	**1**	**164**	**20**	**1**	**0**	**6**	**199**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	1	1	0	0	0	**2**	7	4	64	2	0	0	1	**78**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0**	0	2	55	6	2	0	1	**66**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0**	3	0	80	6	0	0	4	**93**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0**	1	3	93	7	0	0	1	**105**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**11**	**9**	**292**	**21**	**2**	**0**	**7**	**342**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	2	0	0	0	0	**2**	0	0	90	4	0	0	2	**96**	0	0	0	0	0	0	0	**0**
10:15 - 10:30	0	0	0	0	0	0	0	**0**	4	1	99	6	0	0	1	**111**	0	0	0	0	0	0	0	**0**
10:30 - 10:45	0	0	1	0	0	0	0	**1**	16	1	129	5	2	0	4	**157**	0	0	0	0	0	0	0	**0**
10:45 - 11:00	0	0	1	0	0	0	0	**1**	0	1	93	5	2	0	1	**102**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**20**	**3**	**411**	**20**	**4**	**0**	**8**	**466**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	1	0	0	0	0	**1**	3	0	106	8	0	0	2	**119**	0	0	0	0	0	0	0	**0**
11:15 - 11:30	0	0	1	0	0	0	0	**1**	1	1	106	5	0	0	1	**114**	0	0	0	0	0	0	0	**0**
11:30 - 11:45	0	0	0	0	0	0	0	**0**	0	0	155	8	0	0	4	**167**	0	0	0	0	0	0	0	**0**
11:45 - 12:00	0	0	2	0	0	0	0	**2**	1	1	106	3	0	0	1	**112**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**5**	**2**	**473**	**24**	**0**	**0**	**8**	**512**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	2	0	0	0	0	**2**	1	1	117	7	0	0	1	**127**	0	0	0	0	0	0	0	**0**
12:15 - 12:30	0	0	0	0	0	0	0	**0**	0	4	99	2	0	0	2	**107**	0	0	1	0	0	0	0	**1**
12:30 - 12:45	0	0	1	0	0	0	0	**1**	2	0	138	13	0	0	3	**156**	0	0	0	0	0	0	0	**0**
12:45 - 13:00	0	0	0	0	0	0	0	**0**	1	1	107	9	0	0	2	**120**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**4**	**6**	**461**	**31**	**0**	**0**	**8**	**510**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
13:00 - 13:15	0	0	3	0	0	0	0	**3**	2	1	126	8	0	0	1	**138**	0	0	0	0	0	0	0	**0**
13:15 - 13:30	0	0	1	0	0	0	0	**1**	1	0	131	5	0	0	2	**139**	0	0	0	0	0	0	0	**0**
13:30 - 13:45	0	0	3	1	0	0	0	**4**	1	1	91	6	0	0	4	**103**	0	0	0	1	0	0	0	**1**
13:45 - 14:00	0	0	2	0	0	0	0	**2**	1	1	105	5	1	0	1	**114**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**5**	**3**	**453**	**24**	**1**	**0**	**8**	**494**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
14:00 - 14:15	0	0	4	0	0	0	0	**4**	1	3	93	6	0	0	1	**104**	0	0	0	0	0	0	0	**0**
14:15 - 14:30	0	0	1	1	0	0	0	**2**	0	5	117	6	1	0	2	**131**	0	0	0	0	0	0	0	**0**
14:30 - 14:45	0	0	2	1	0	0	0	**3**	1	0	102	3	0	0	4	**110**	0	0	0	0	0	0	0	**0**
14:45 - 15:00	0	0	1	0	0	0	0	**1**	3	3	97	5	0	0	1	**109**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**	**5**	**11**	**409**	**20**	**1**	**0**	**8**	**454**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	1	0	0	0	0	**1**	0	3	86	3	0	0	2	**94**	0	0	0	0	0	0	0	**0**
15:15 - 15:30	0	0	1	0	0	0	0	**1**	1	1	74	5	0	1	1	**83**	0	0	0	0	0	0	0	**0**
15:30 - 15:45	0	0	0	0	0	0	0	**0**	1	1	79	7	0	0	4	**92**	0	0	0	0	0	0	0	**0**
15:45 - 16:00	0	0	0	0	0	0	0	**0**	1	0	77	4	0	0	1	**83**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**3**	**5**	**316**	**19**	**0**	**1**	**8**	**352**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	2	0	0	0	0	**2**	1	0	85	5	0	0	2	**93**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	1	0	0	0	0	**1**	1	0	99	6	0	0	1	**107**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	3	0	0	0	0	**3**	0	1	87	9	0	0	3	**100**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	3	0	0	0	0	**3**	1	1	82	9	0	0	0	**93**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**3**	**2**	**353**	**29**	**0**	**0**	**6**	**393**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	1	0	0	0	0	**1**	1	1	83	5	0	0	2	**92**	0	0	1	0	0	0	0	**1**
17:15 - 17:30	0	0	0	0	0	0	0	**0**	0	1	98	3	1	0	1	**104**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0**	1	1	84	3	0	0	3	**92**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	1	0	0	0	0	**1**	1	1	89	3	0	0	1	**95**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**3**	**4**	**354**	**14**	**1**	**0**	**7**	**383**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	2	0	0	0	0	**2**	0	0	76	4	0	0	1	**81**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	2	0	0	0	0	**2**	0	1	92	3	0	1	4	**101**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	4	0	0	0	0	**4**	0	1	67	5	0	0	0	**73**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	1	0	0	0	0	**1**	0	0	71	1	0	0	2	**74**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**9**	**0**	**2**	**306**	**13**	**0**	**1**	**7**	**329**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**0**	**0**	**54**	**4**	**0**	**0**	**0**	**58**	**71**	**49**	**4061**	**251**	**11**	**2**	**86**	**4531**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**

APPENDIX D

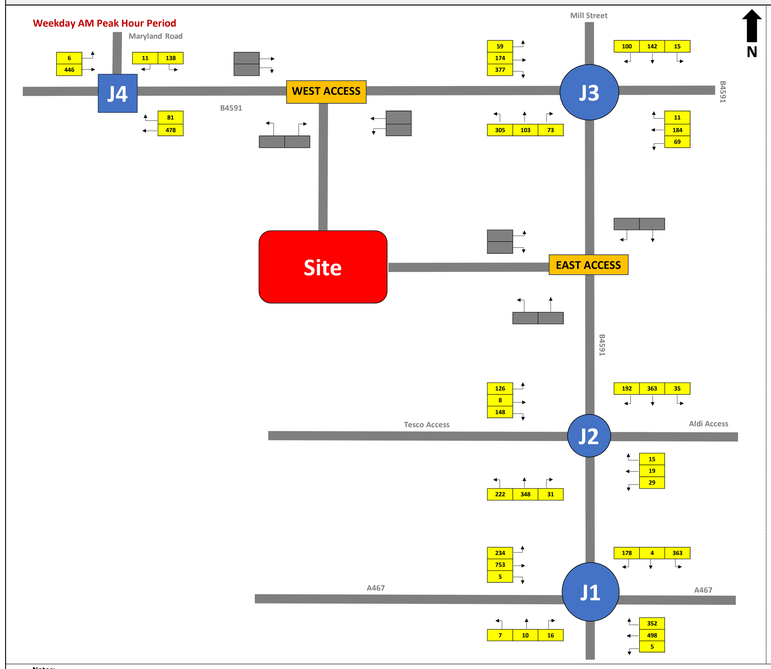
Network Flow Diagrams

23-00849 - Lidl, Land at Pontymister, Risca

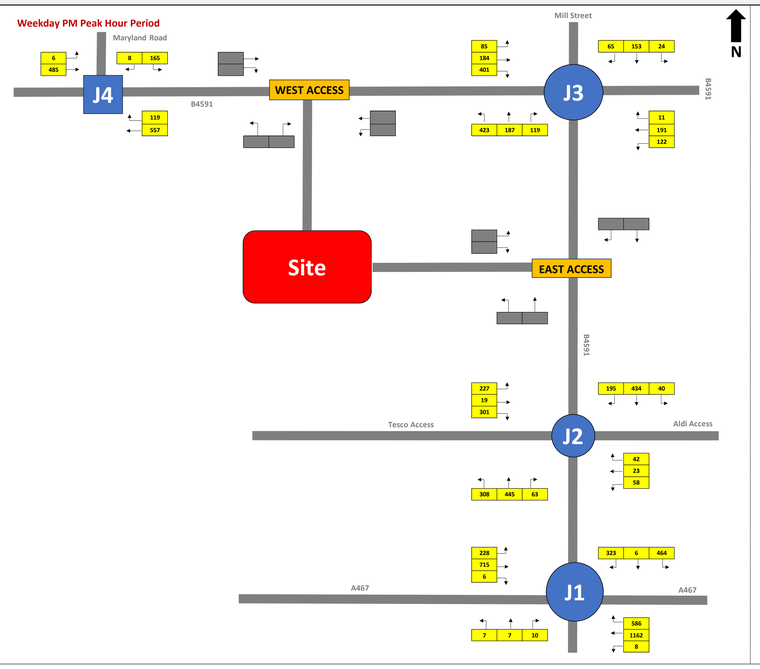
2024 Survey Flows - Light Vehicles

CORUN
Transport and Highway Engineering

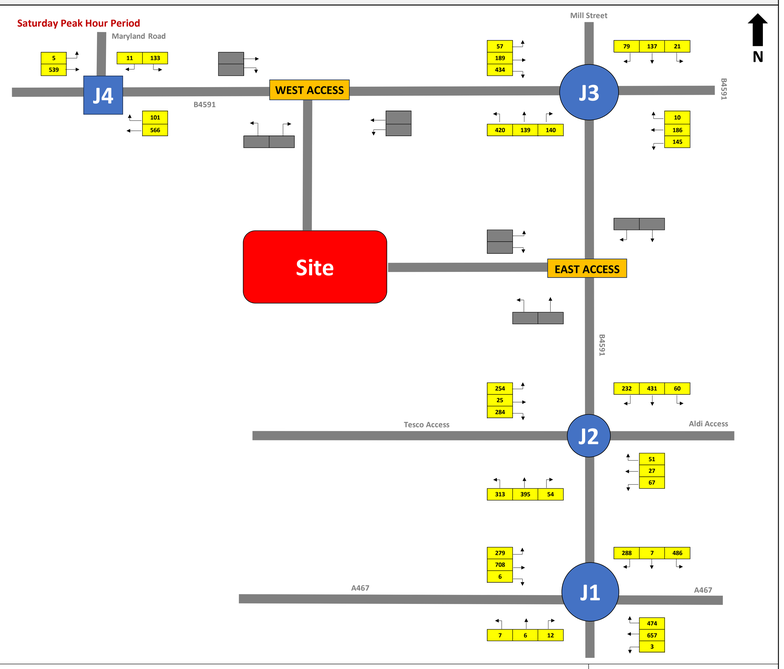
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

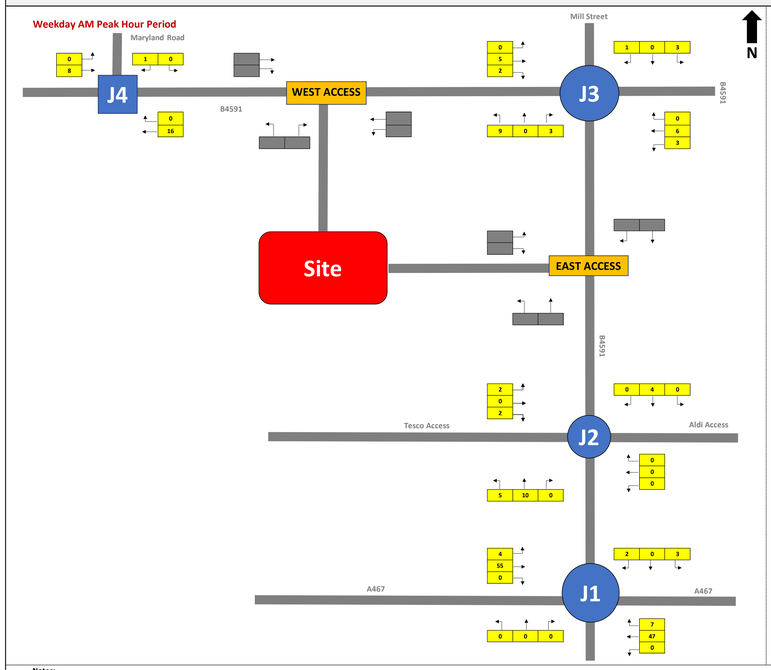
Diagram Ref No.2a

23-00849 - Lidl, Land at Pontymister, Risca

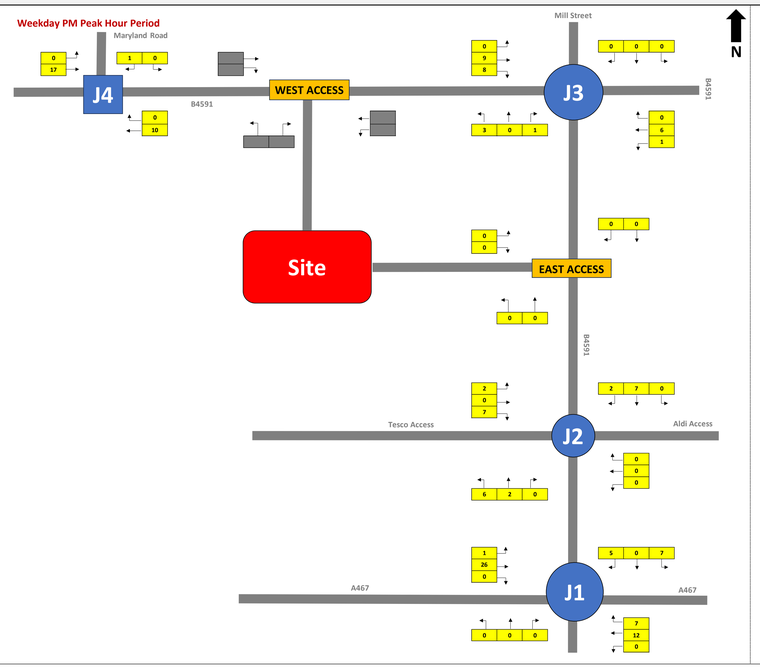
2024 Survey Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

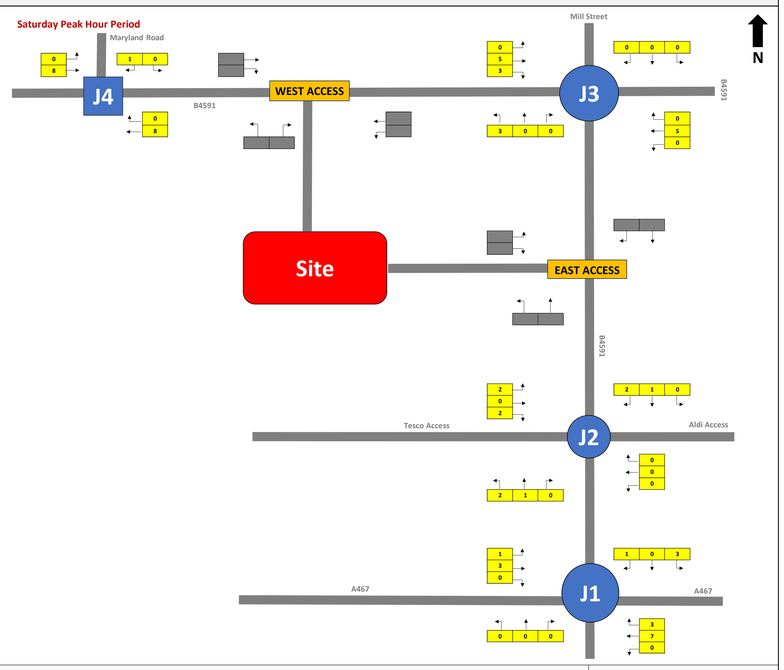
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

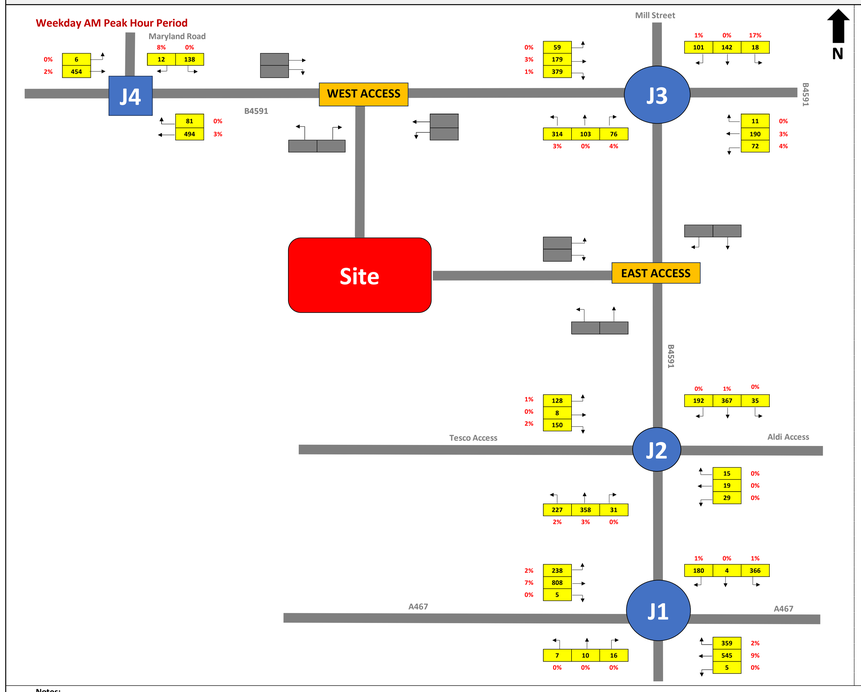
Diagram Ref No.2b

23-00849 - Lidl, Land at Pontymister, Risca

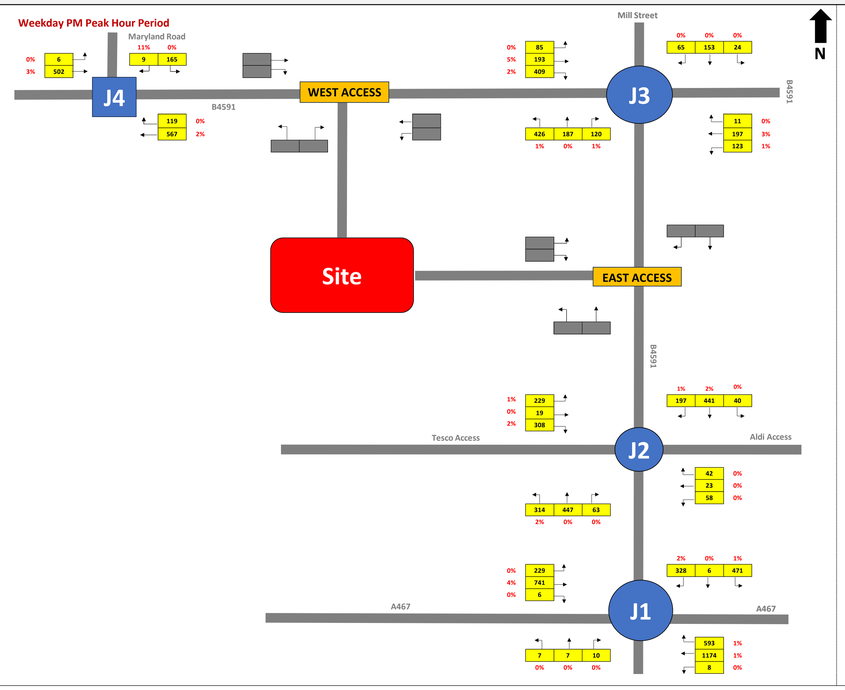
2024 Survey Flows - All Vehicles

CORUN
Transport and Highway Engineering

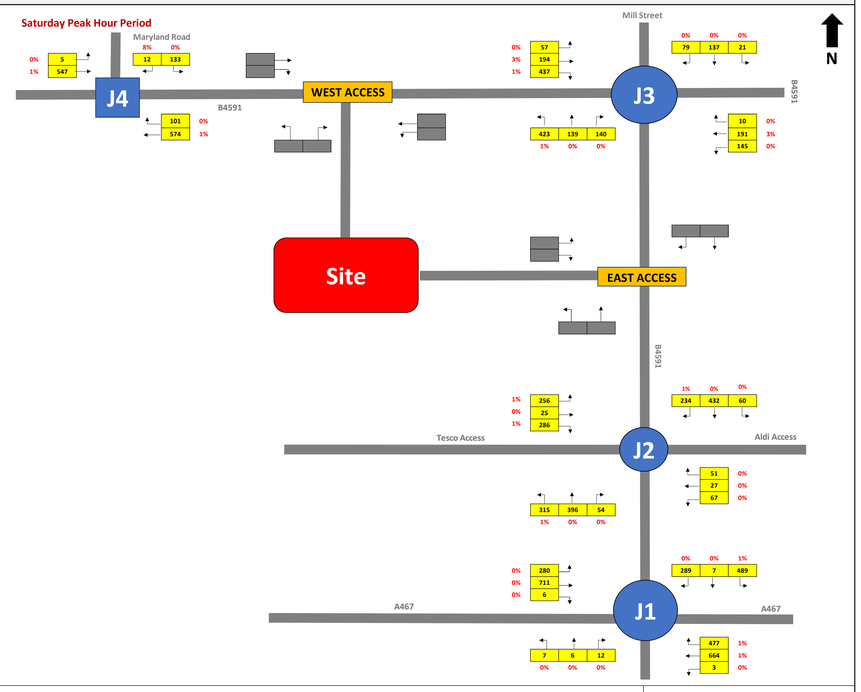
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

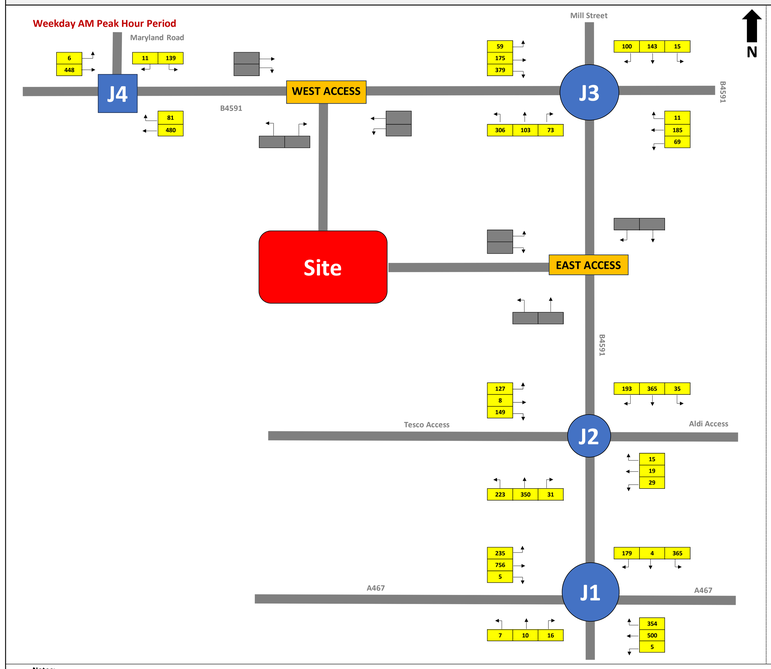
September 2024

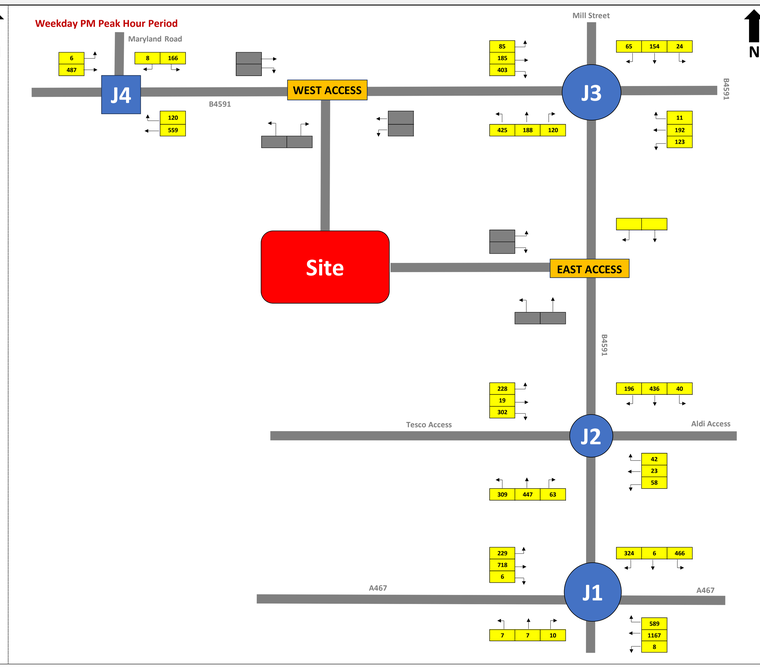
Diagram Ref No.2c

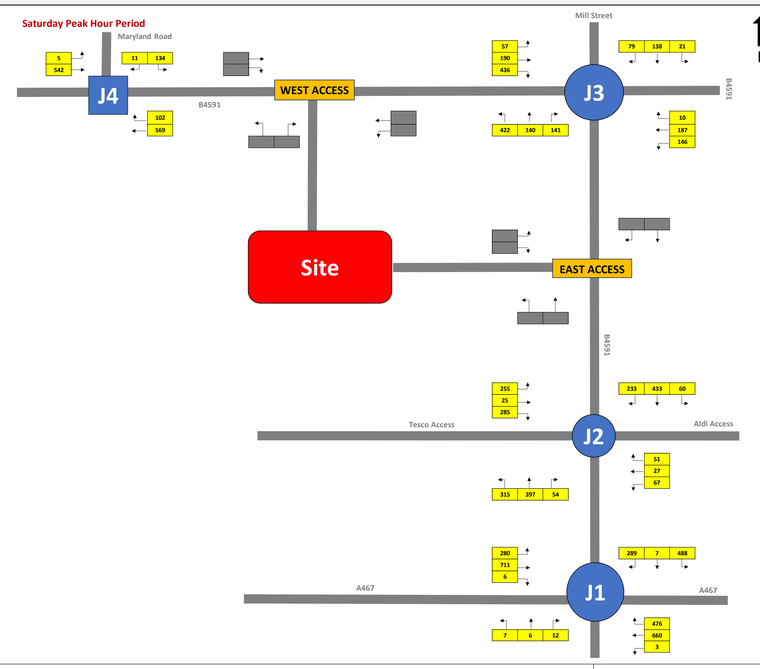
23-00849 - Lidl, Land at Pontymister, Risca

2025 Without Development Flows - Light Vehicles

CORUN Transport and Highway Engineering







Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 017'

	A Roads	Minor Roads
AM Peak -	1.0042369	1.0045332
PM Peak -	1.0040872	1.0043835
Saturday Peak -	1.0048854	1.0051819

X - Light Vehicle Movement

September 2024

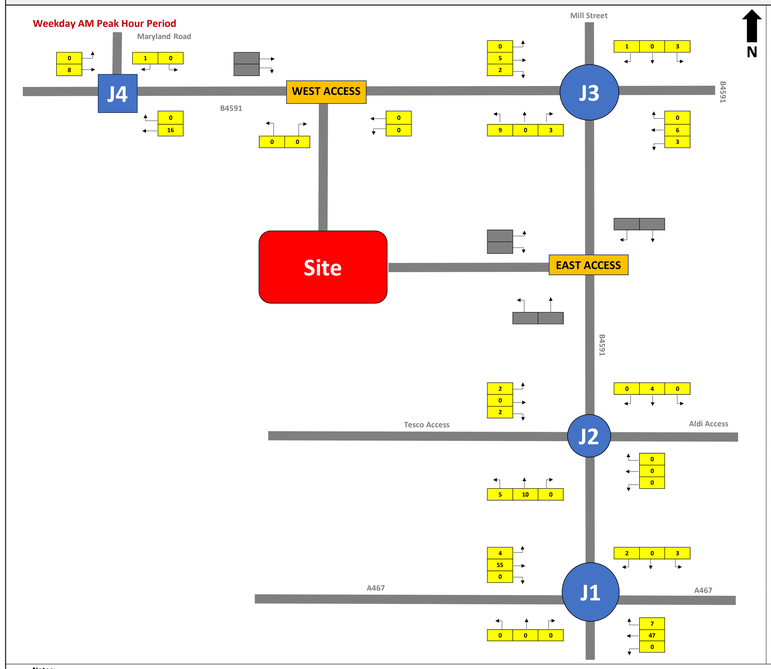
Diagram Ref No.3a

23-00849 - Lidl, Land at Pontymister, Risca

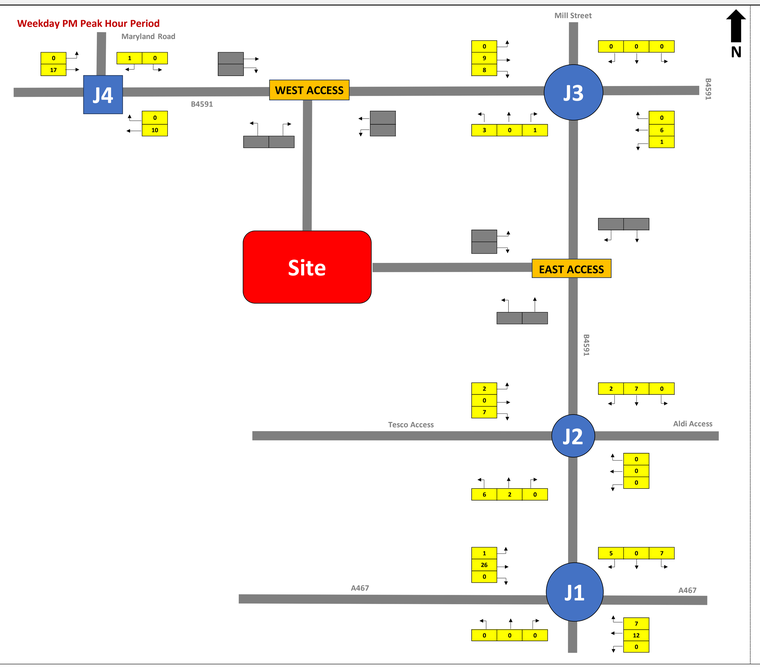
2025 Without Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

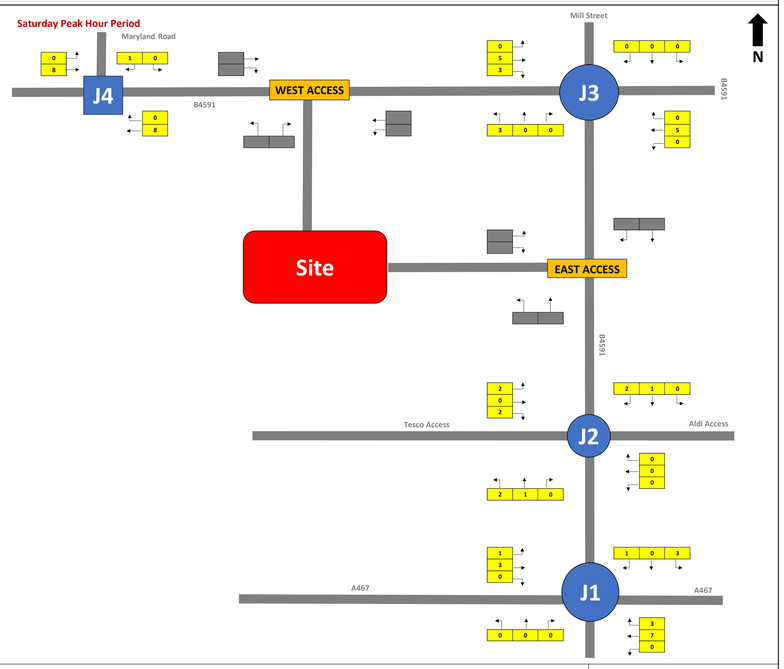
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 017'

	A Roads	Minor Roads
AM Peak -	1.0042369	1.0045332
PM Peak -	1.0040872	1.0043835
Saturday Peak -	1.0048854	1.0051819

X - Heavy Vehicle Movement

September 2024

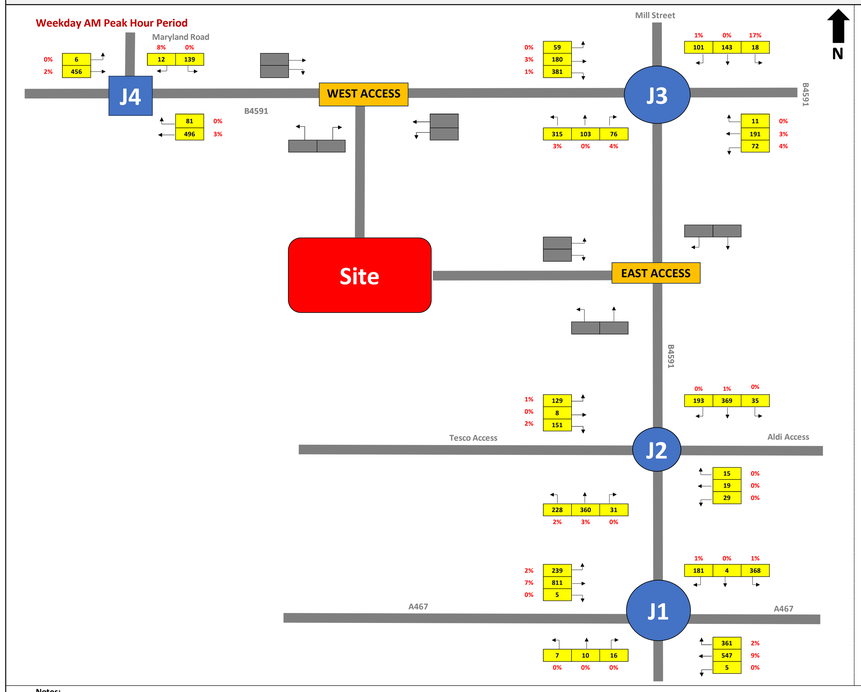
Diagram Ref No.3b

23-00849 - Lidl, Land at Pontymister, Risca

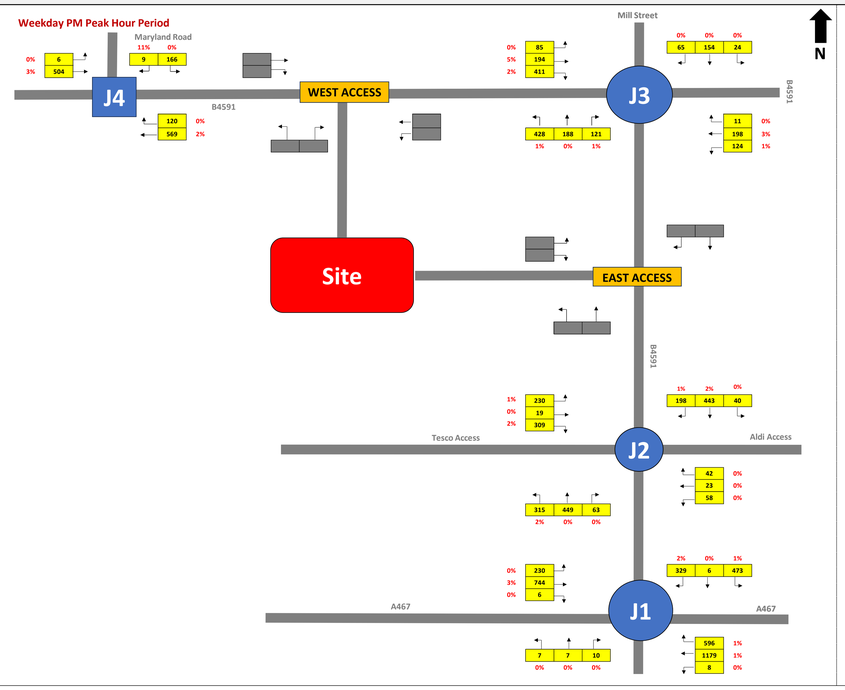
2025 Without Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

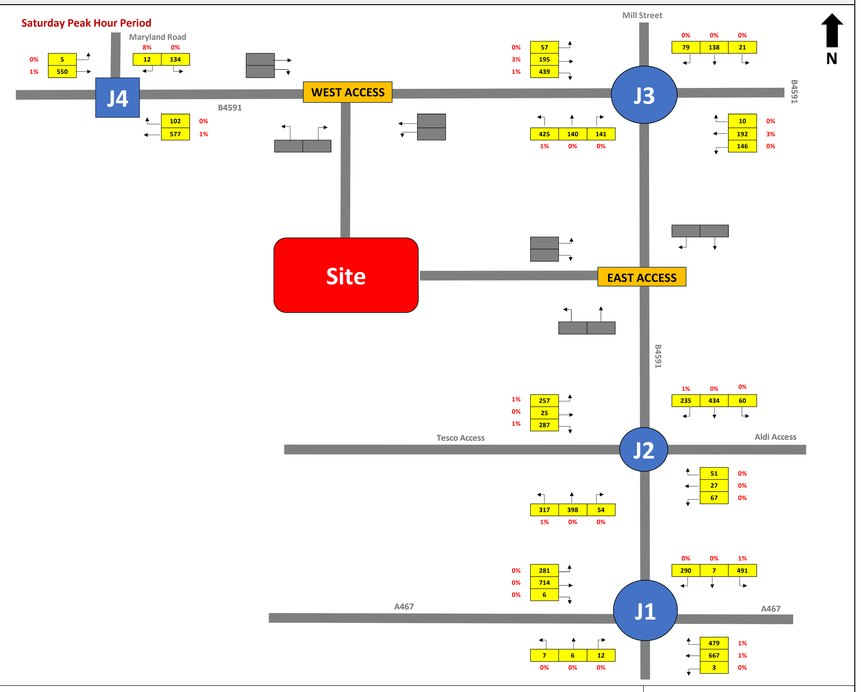
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

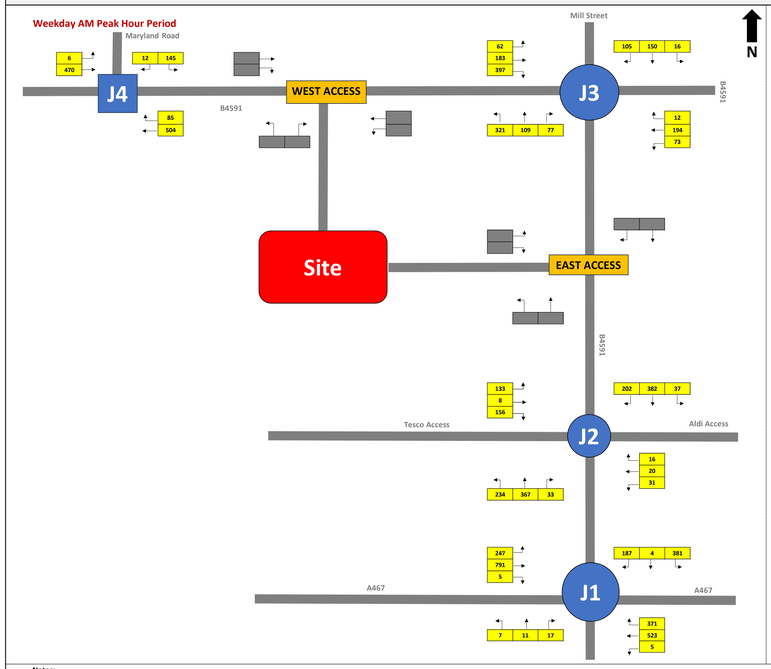
September 2024

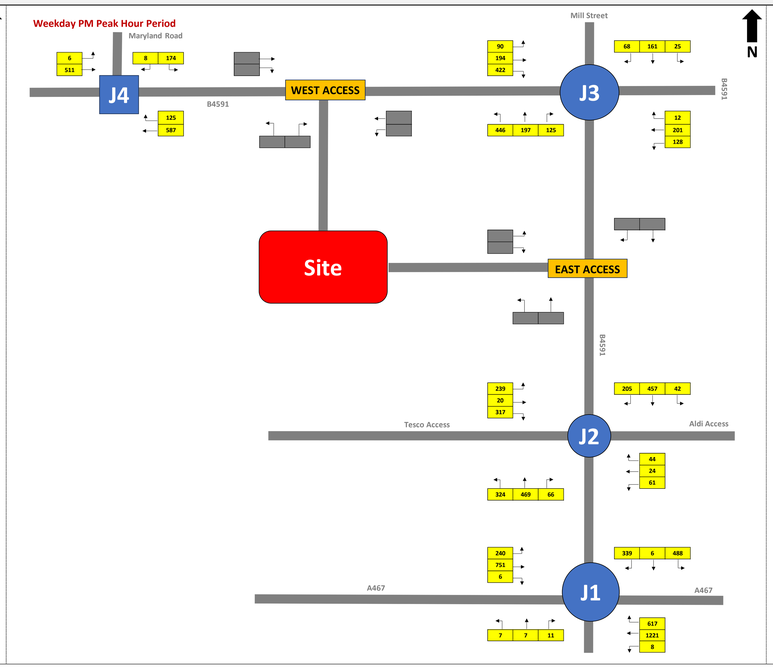
Diagram Ref No.3c

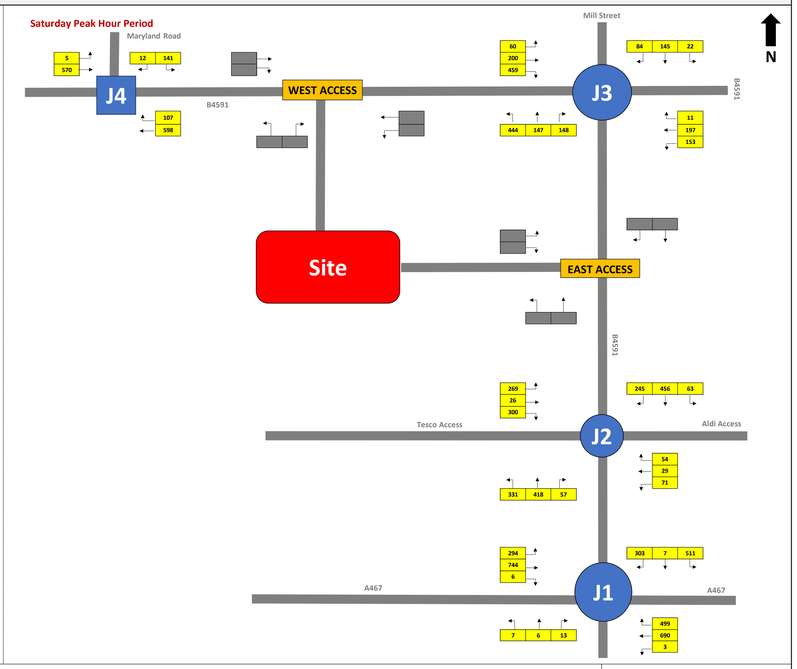
23-00849 - Lidl, Land at Pontymister, Risca

2030 Without Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering







Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 017'

	A Roads	Minor Roads
AM Peak -	1.0508744	1.053475
PM Peak -	1.0506714	1.0532715
Saturday Peak -	1.0547825	1.0573928

X - Light Vehicle Movement

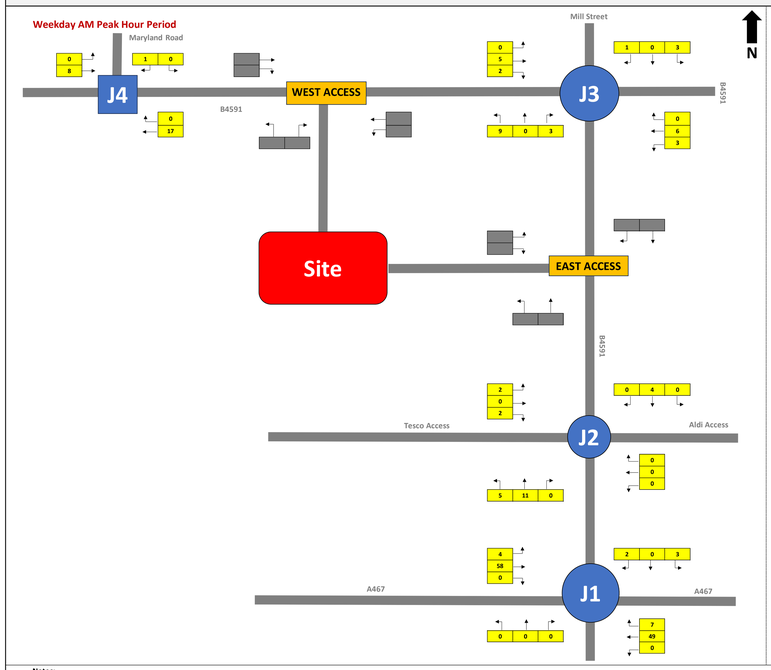
September 2024

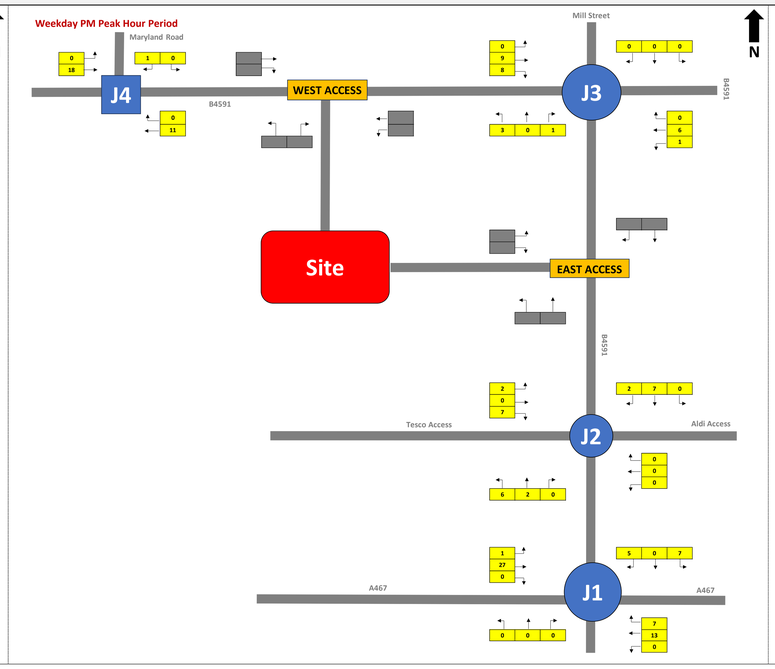
Diagram Ref No.4a

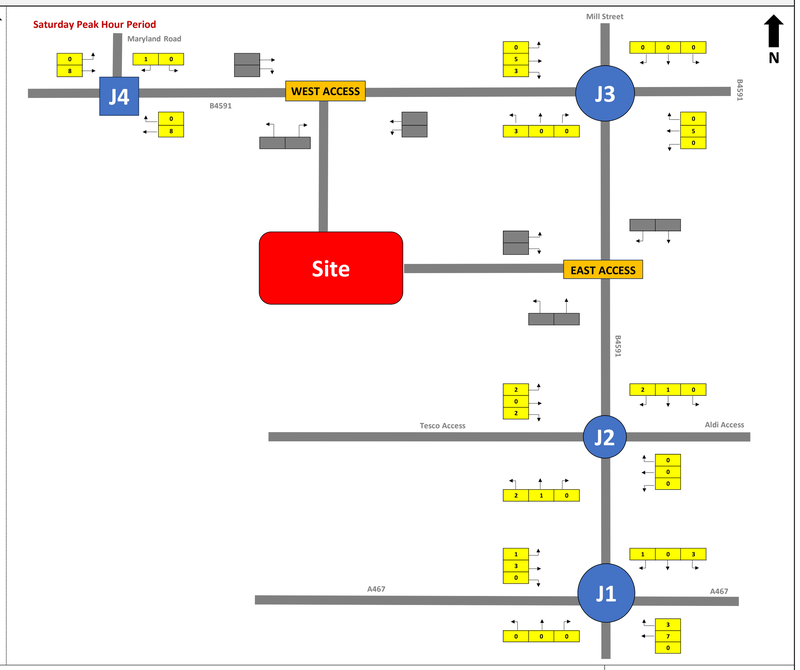
23-00849 - Lidl, Land at Pontymister, Risca

2030 Without Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering







Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 017'

	A Roads	Minor Roads
AM Peak -	1.0508744	1.053475
PM Peak -	1.0506714	1.0532715
Saturday Peak -	1.0547825	1.0573928

X - Heavy Vehicle Movement

September 2024

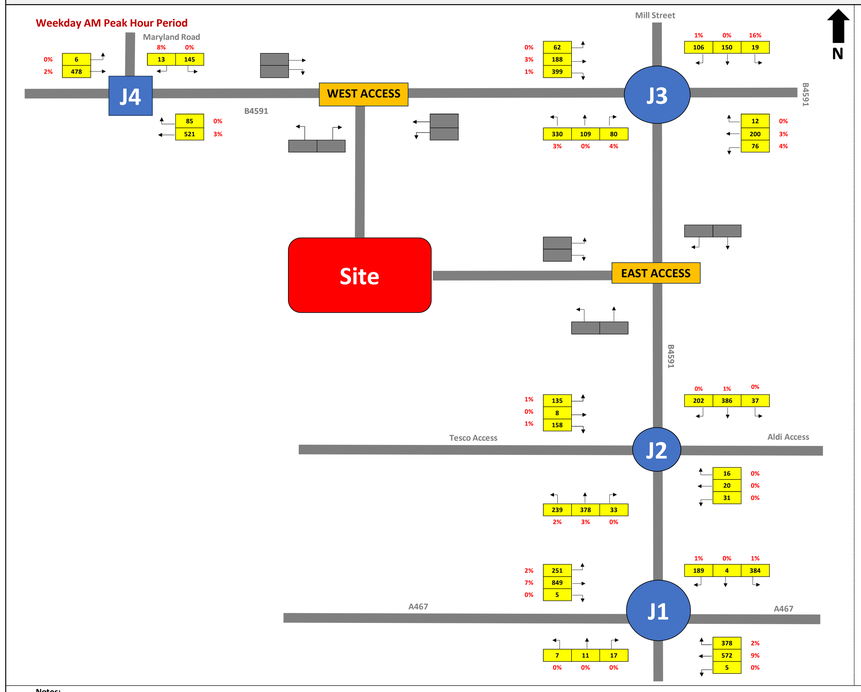
Diagram Ref No.4b

23-00849 - Lidl, Land at Pontymister, Risca

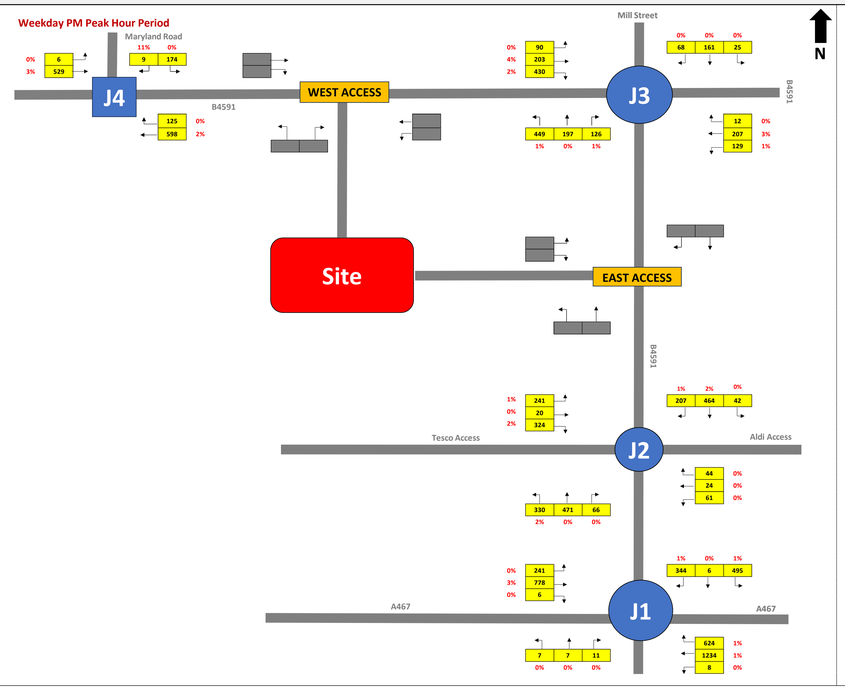
2030 Without Development Flows - All Vehicles

CORUN
Transport and Highway Engineering

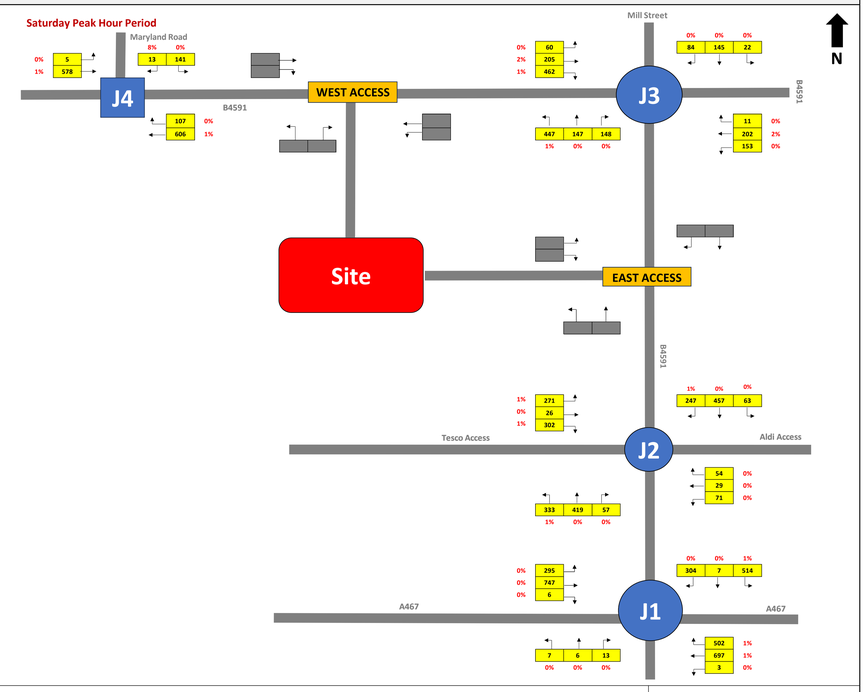
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

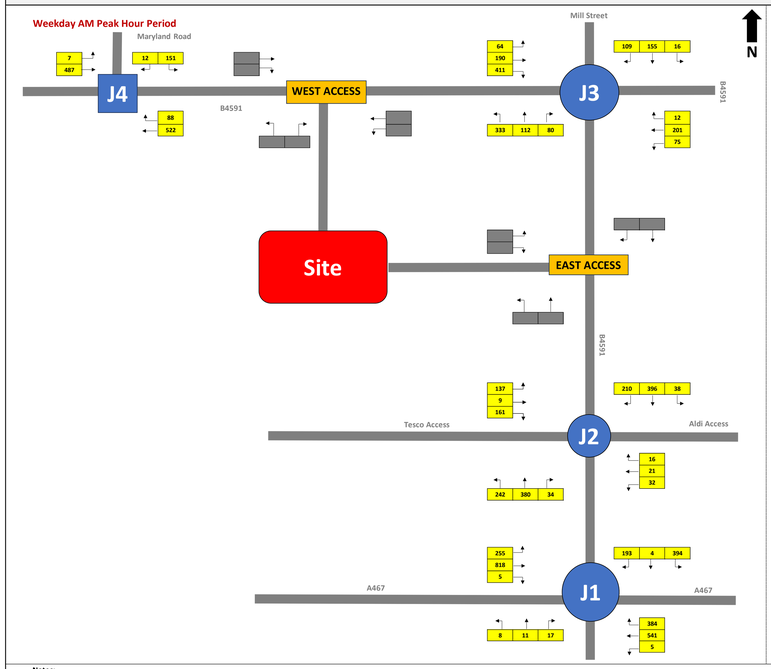
Diagram Ref No.4c

23-00849 - Lidl, Land at Pontymister, Risca

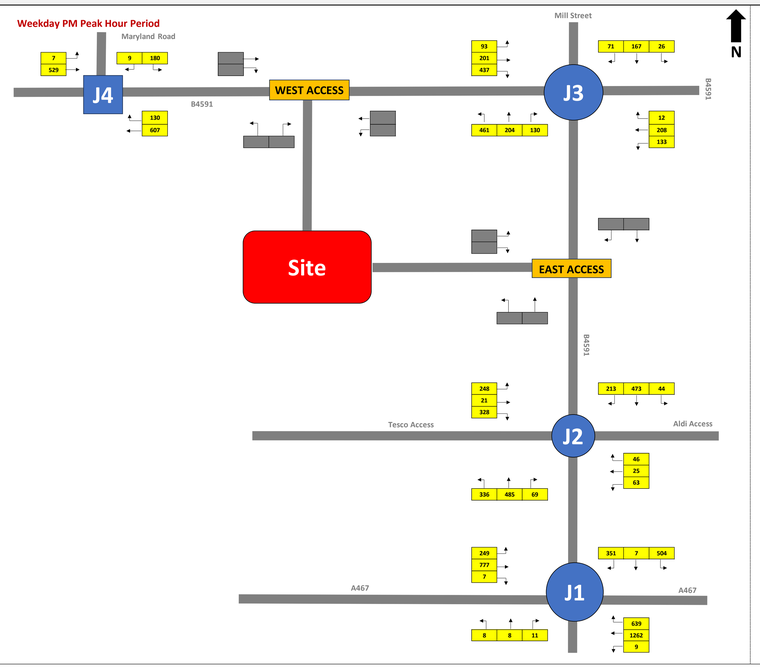
2035 Without Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

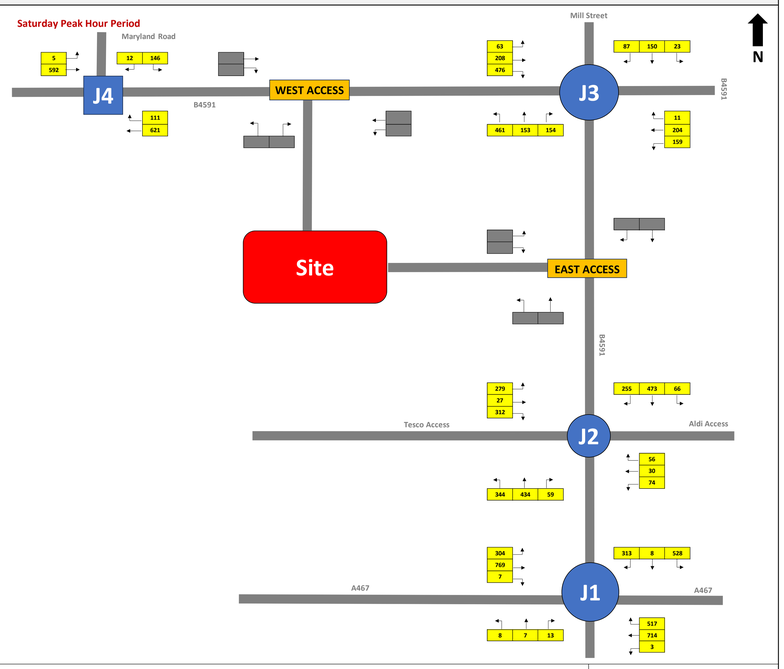
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 017'

	A Roads	Minor Roads
AM Peak -	1.086248	1.0911887
PM Peak -	1.0856346	1.0905724
Saturday Peak -	1.0929448	1.0979159

X - Light Vehicle Movement

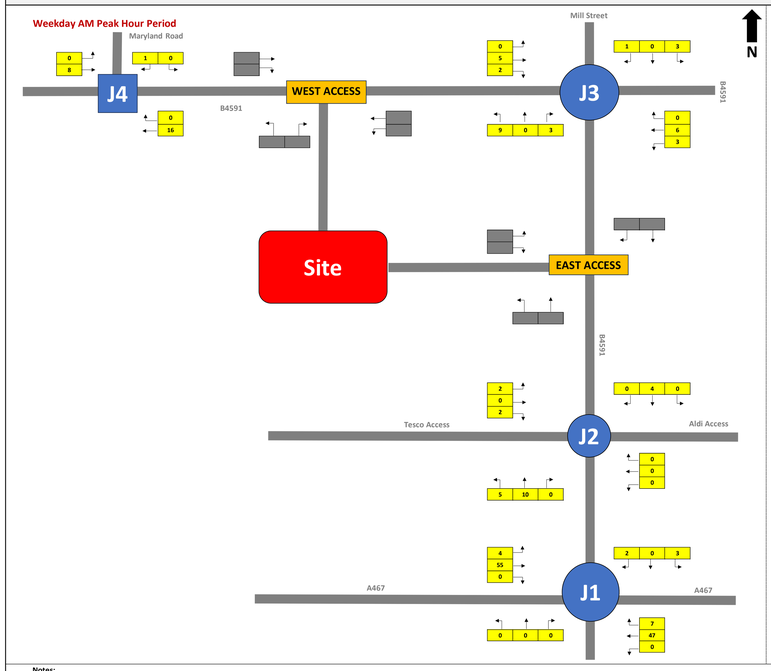
September 2024

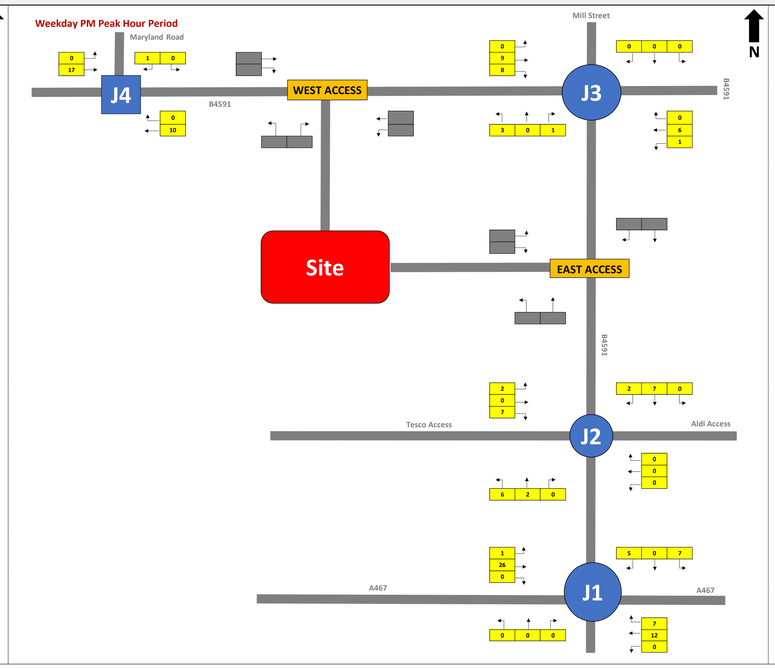
Diagram Ref No.5a

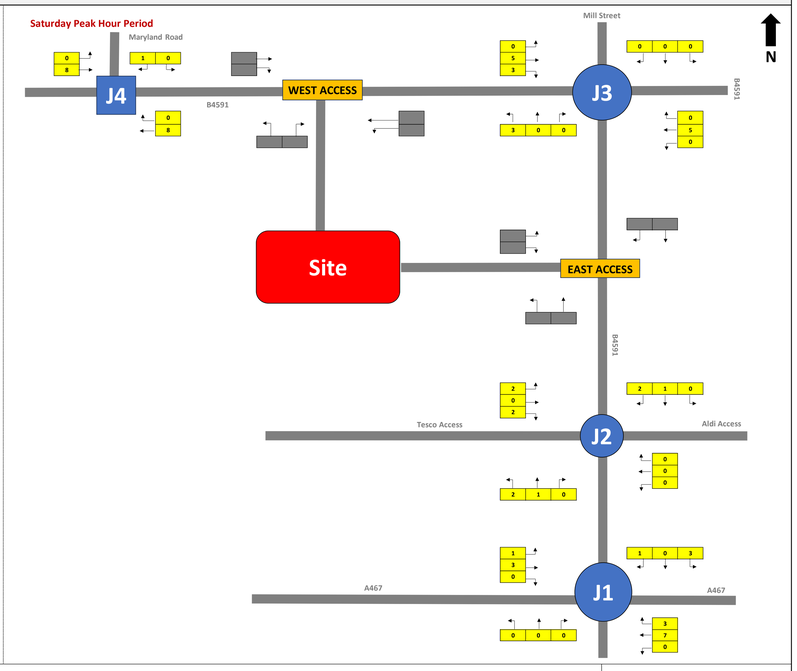
23-00849 - Lidl, Land at Pontymister, Risca

2035 Without Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering







Notes:

Tempro Growth Factors 2024 - 2025 'Caerphilly 017'

	A Roads	Minor Roads
AM Peak -	1.0042369	1.0045332
PM Peak -	1.0040872	1.0043835
Saturday Peak -	1.0048854	1.0051819

X - Heavy Vehicle Movement

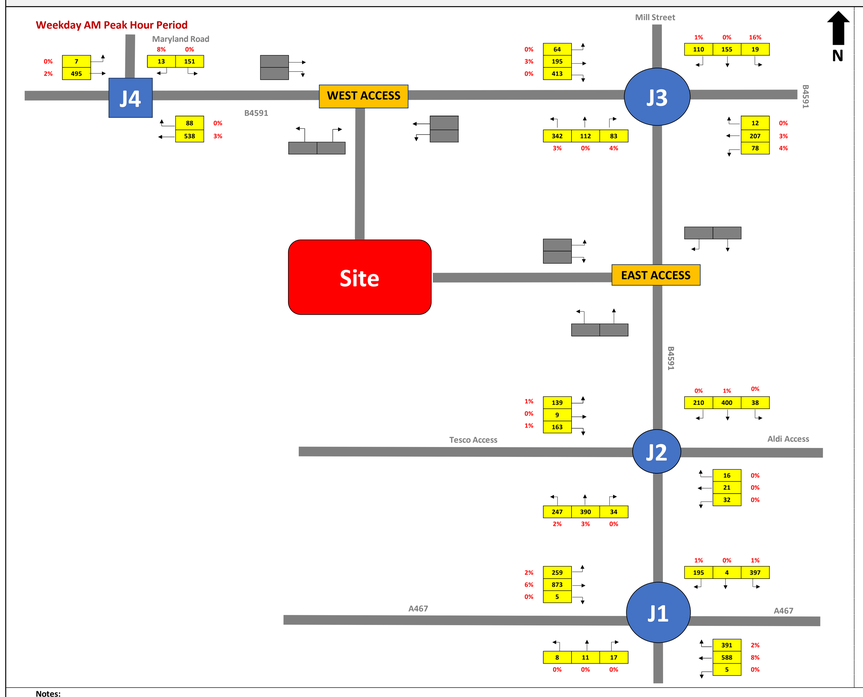
September 2024

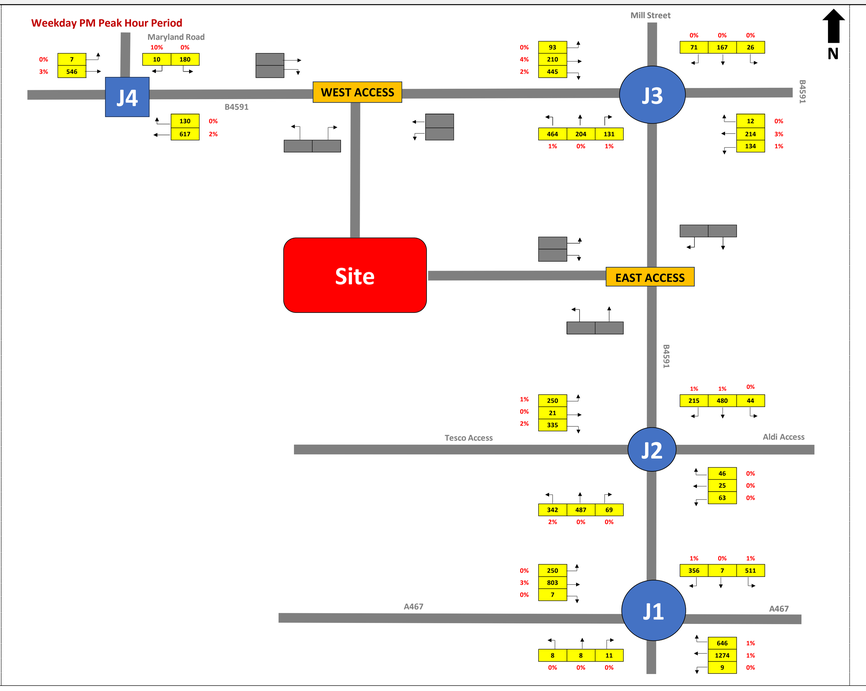
Diagram Ref No.5b

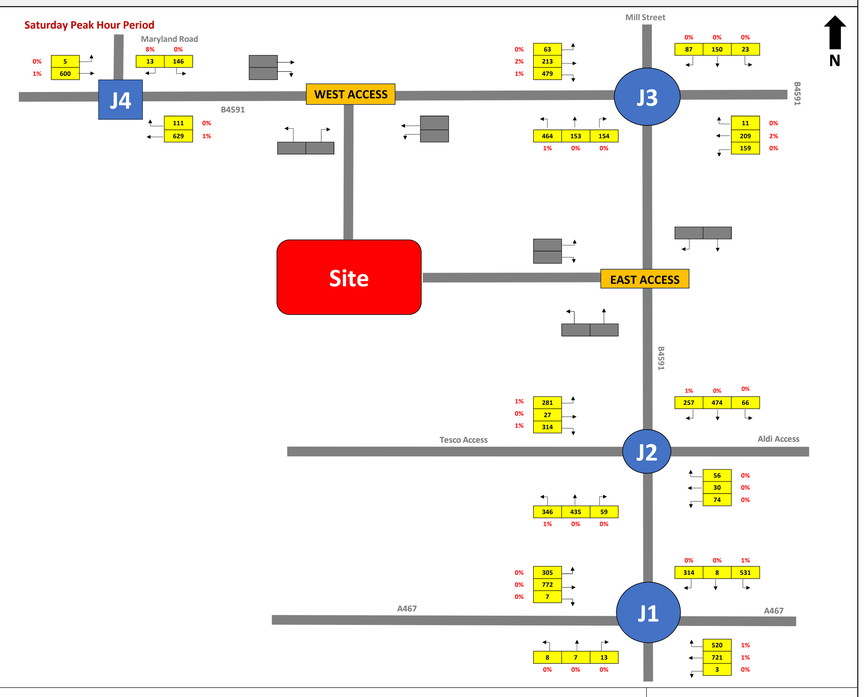
23-00849 - Lidl, Land at Pontymister, Risca

2035 Without Development Flows - All Vehicles

CORUN
Transport and Highway Engineering







Notes:

x - All Vehicle Movements
x - HGV %

September 2024

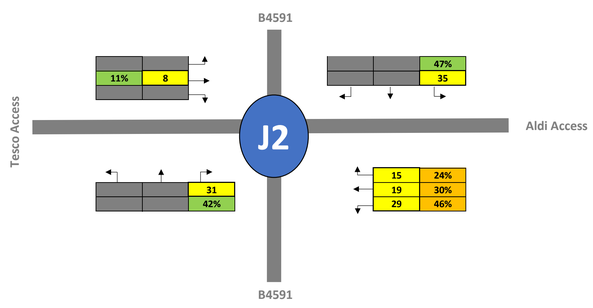
Diagram Ref No.5c

23-00849 - Lidl, Land at Pontymister, Risca

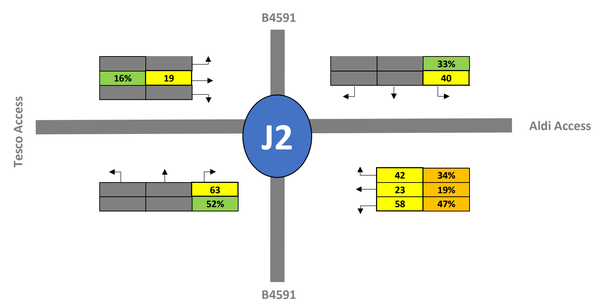
Aldi - Arrival/Departures Turning Porportions

CORUN
Transport and Highway Engineering

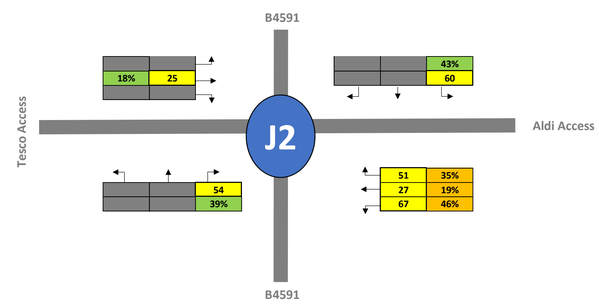
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Survey Flows
X - Arrivals
X - Departures

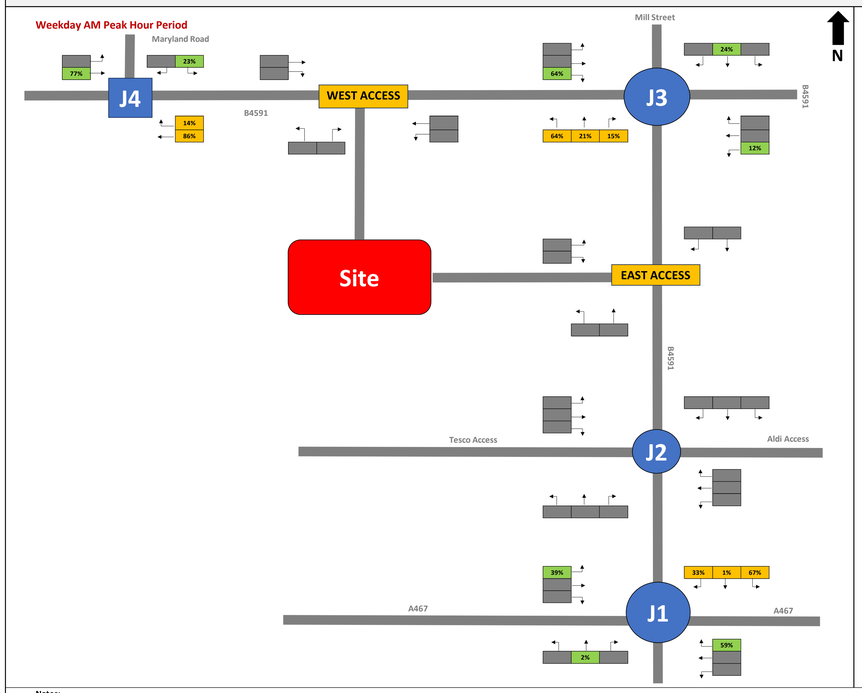
September 2024

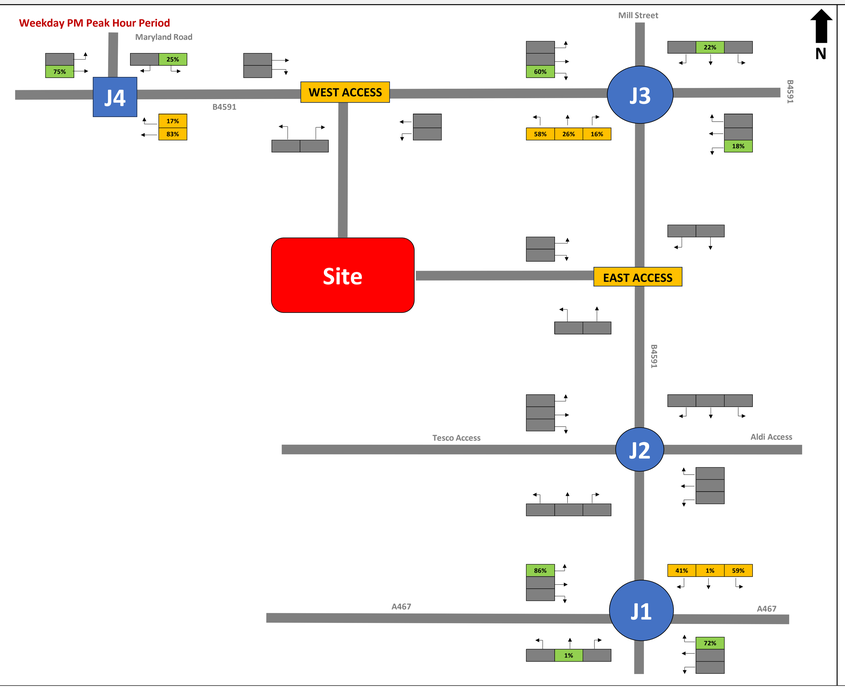
Diagram Ref No.6a

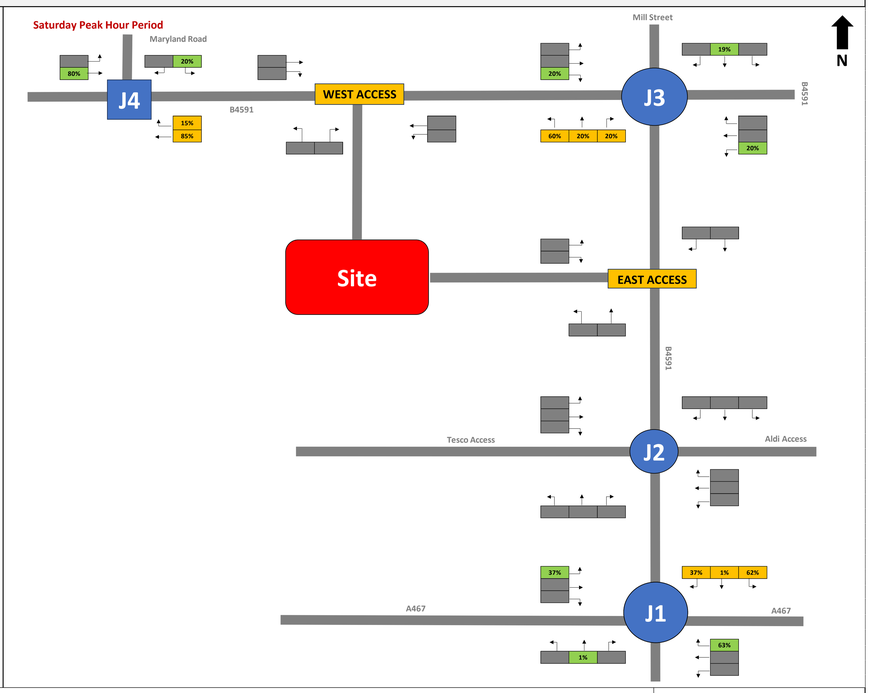
23-00849 - Lidl, Land at Pontymister, Risca

Observed Turning Proportions at Junctions 1, 2 and 3

CORUN
Transport and Highway Engineering







Notes:

X - Arrivals
x - Departures

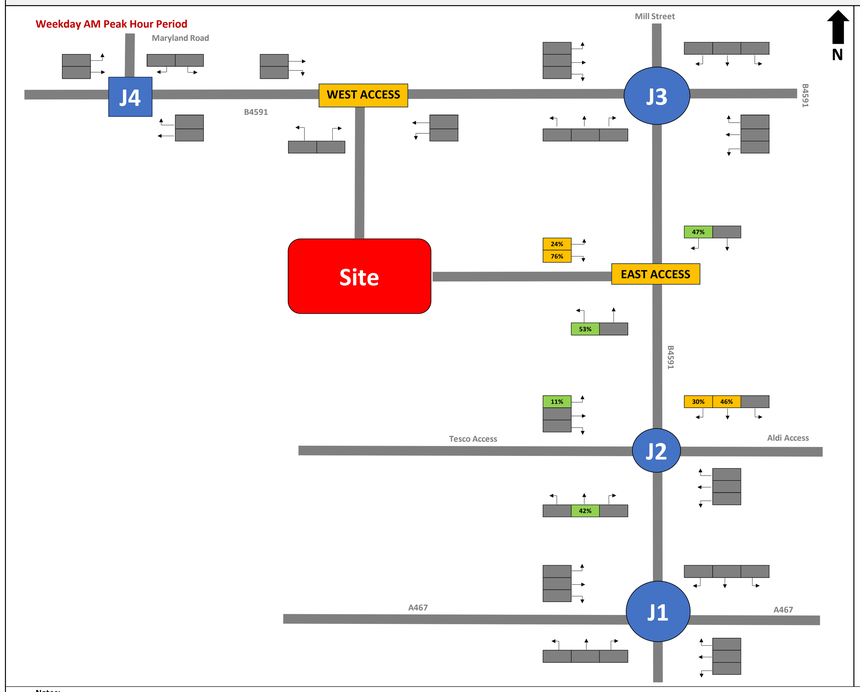
September 2024

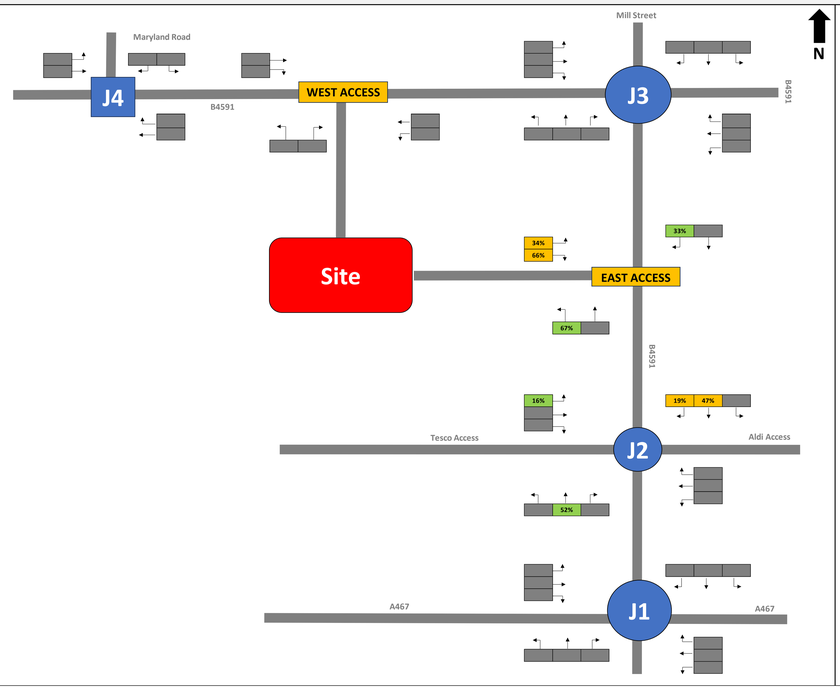
Diagram Ref No.6b

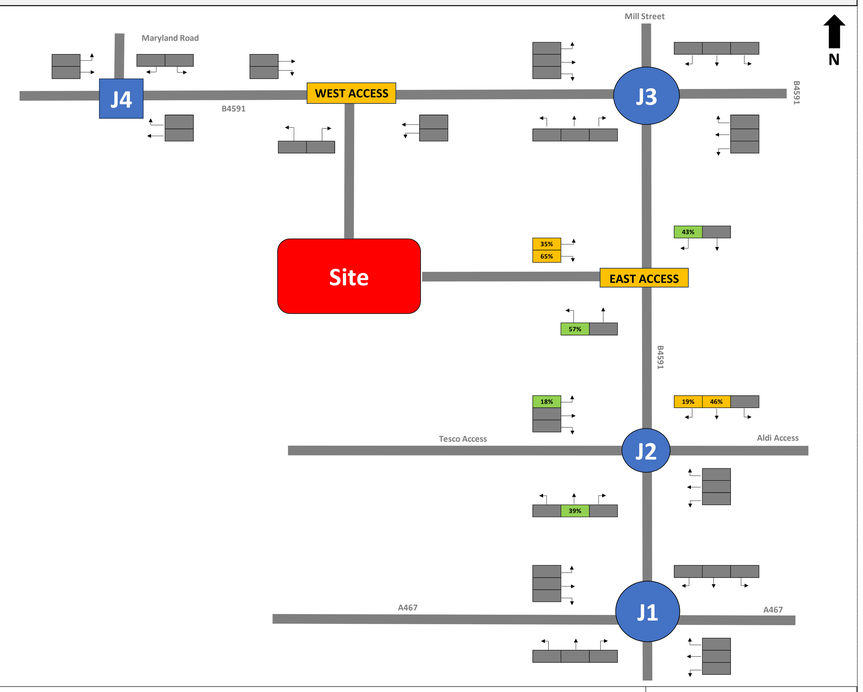
23-00849 - Lidl, Land at Pontymister, Risca

Development Distribution - Part 1

CORUN
Transport and Highway Engineering







Notes:

Proportions taken from Aldi departures/arrivals in 6a

X - Arrivals
x - Departures

September 2024

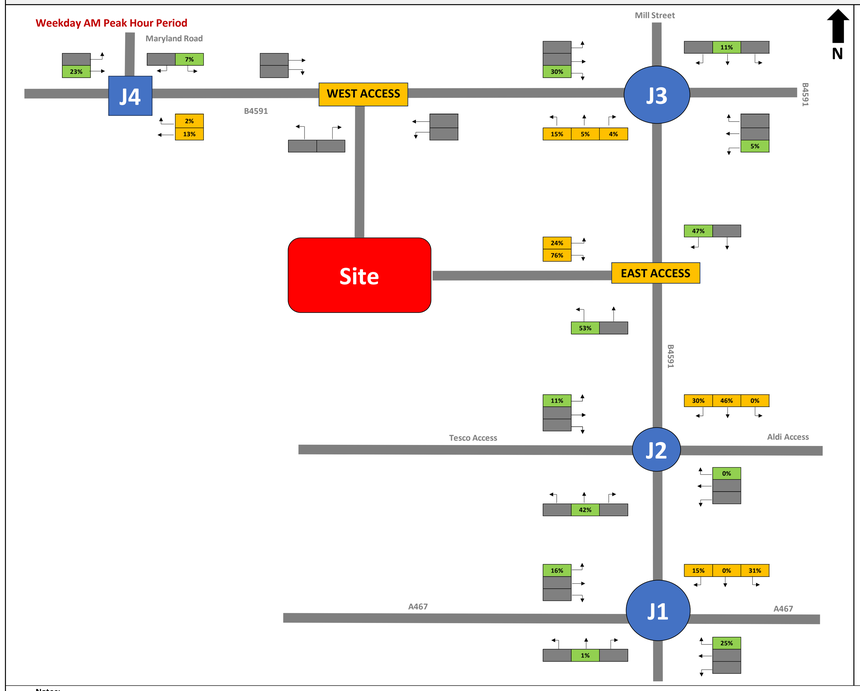
Diagram Ref No.6c

23-00849 - Lidl, Land at Pontymister, Risca

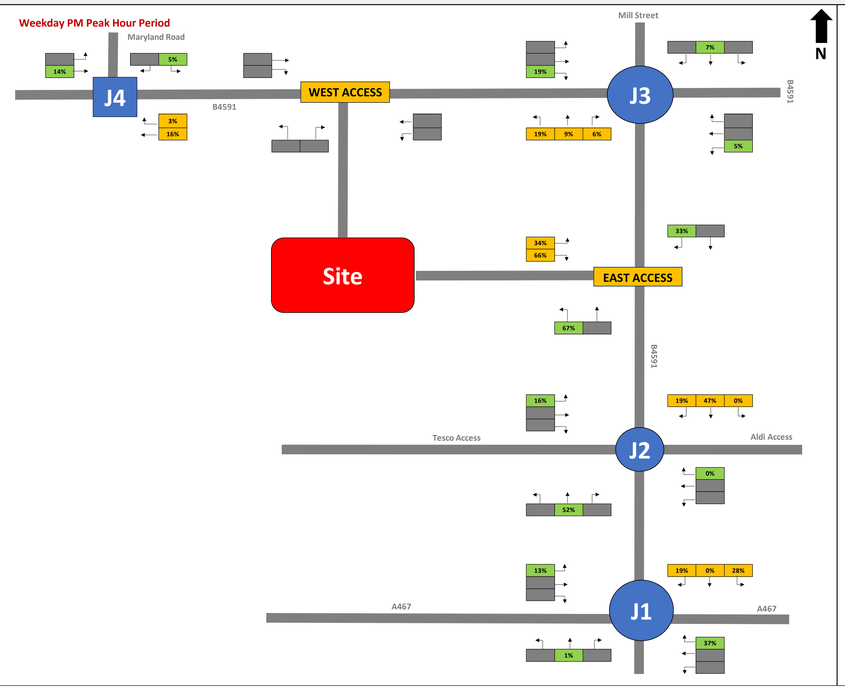
Development Distribution

CORUN
Transport and Highway Engineering

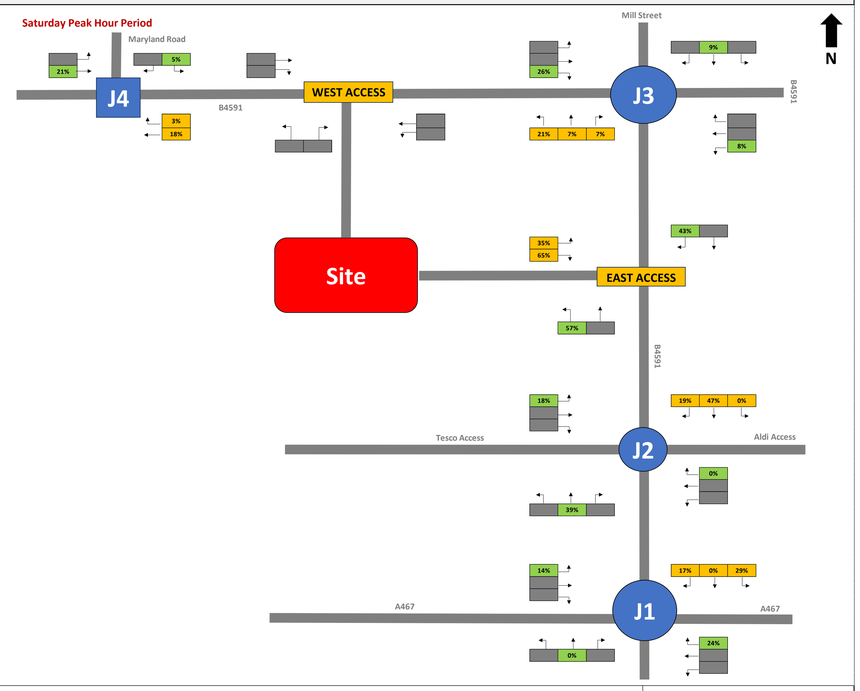
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

Distribution through J1, J3 and J4 have been determined by applying turning proportions from 6b to part 1 of the distribution in 6c

X - **Arrivals**
x - **Departures**

September 2024

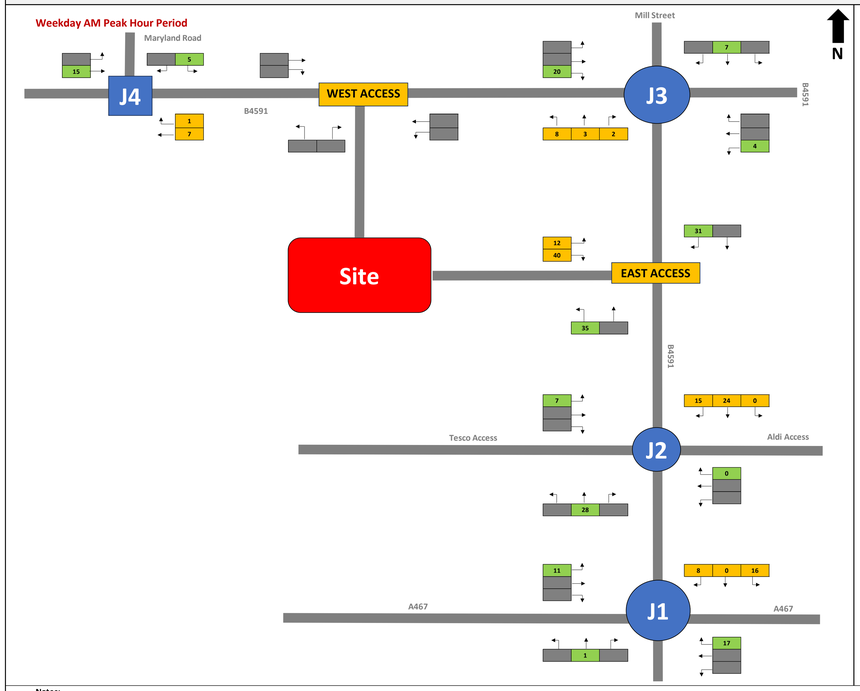
Diagram Ref No.6d

23-00849 - Lidl, Land at Pontymister, Risca

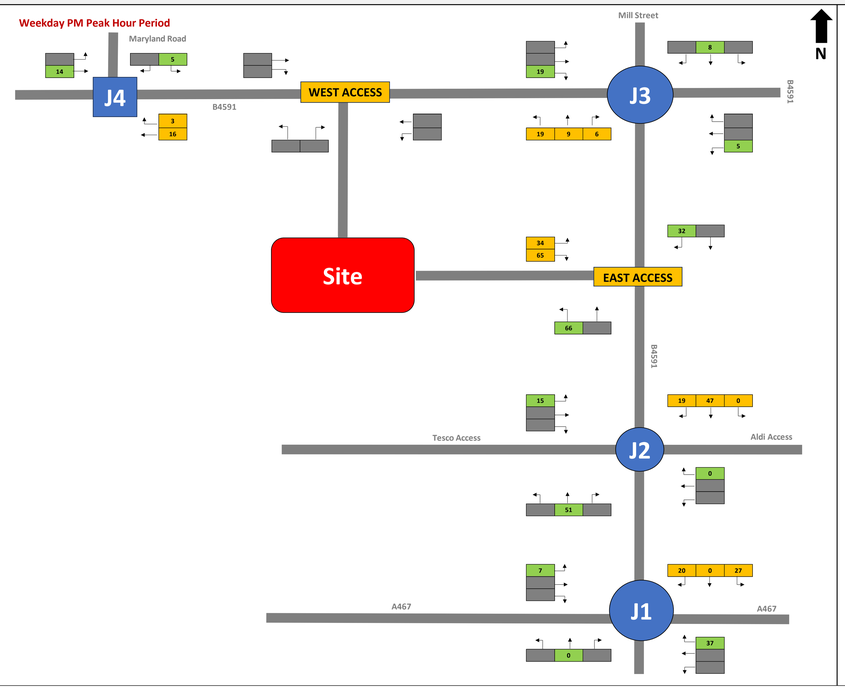
Development Trips

CORUN
Transport and Highway Engineering

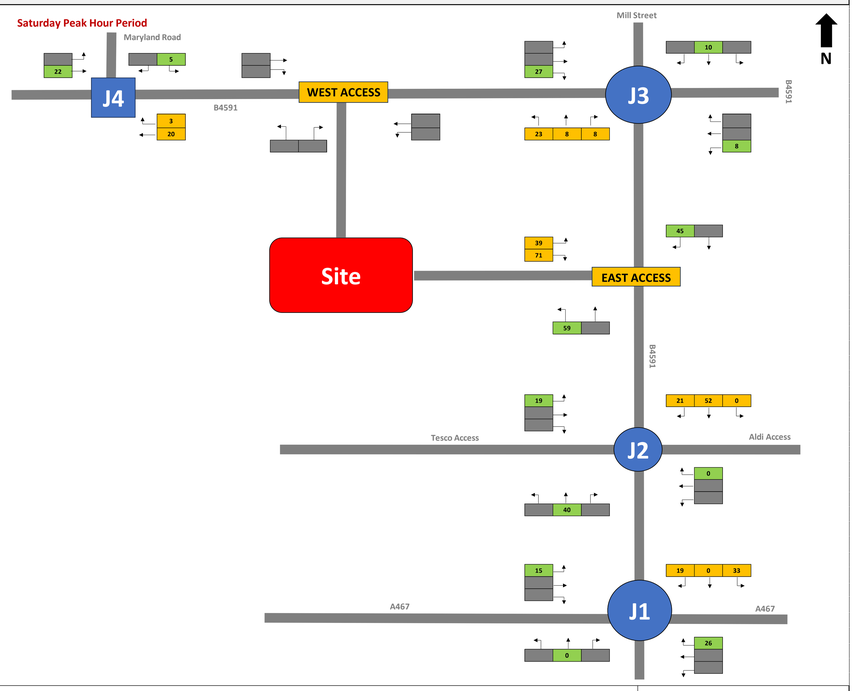
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Arrivals
x - Departures

September 2024

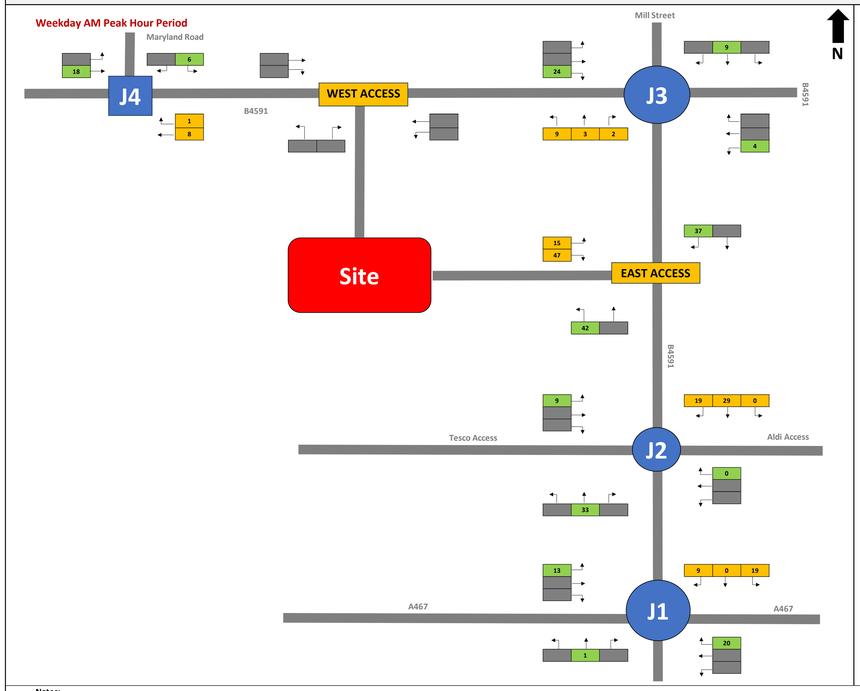
Diagram Ref No.6e

23-00849 - Lidl, Land at Pontymister, Risca

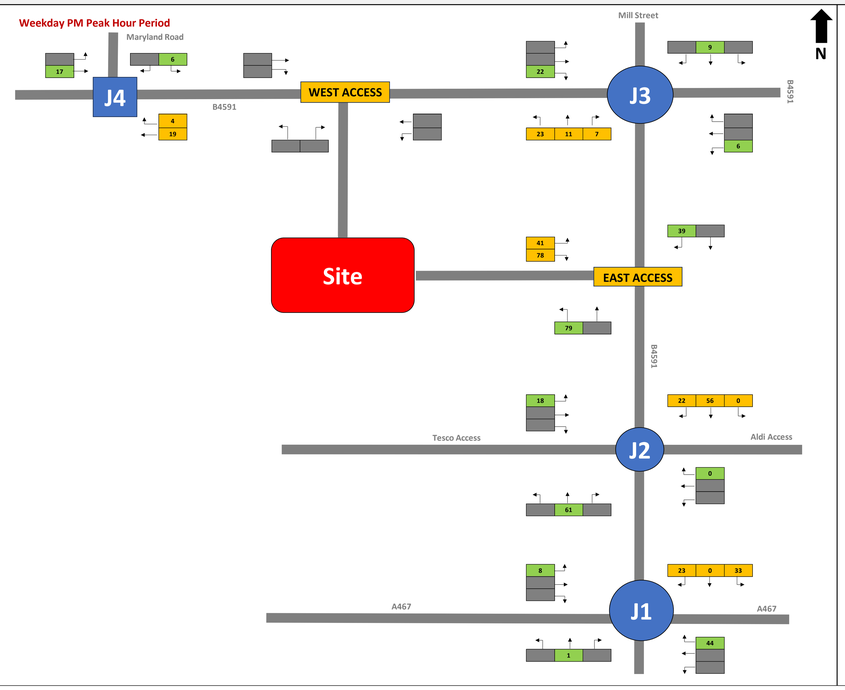
Sensitivity Test Trips - +20% Increase in Development Trips

CORUN
Transport and Highway Engineering

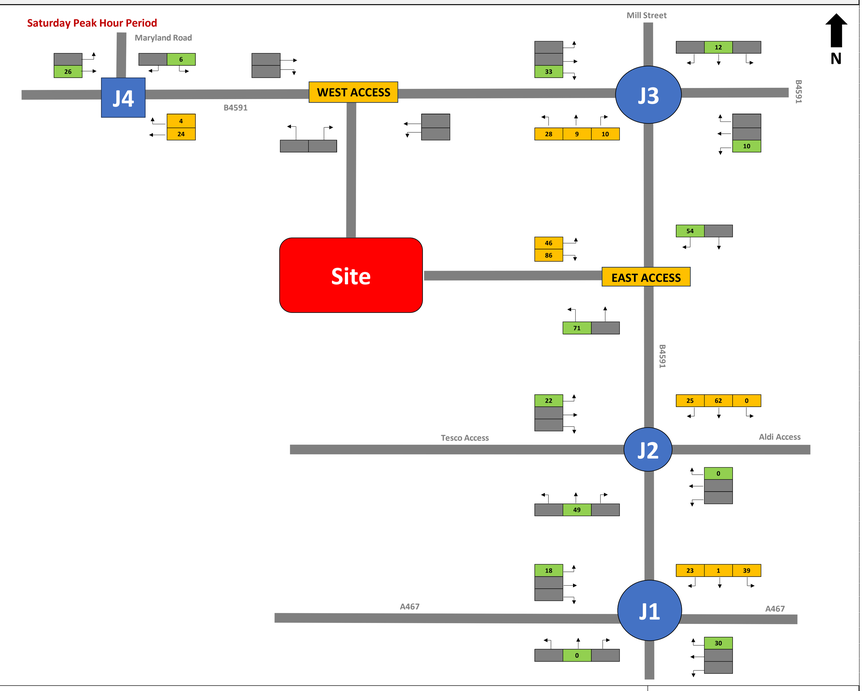
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - **Arrivals**
x - **Departures**

September 2024

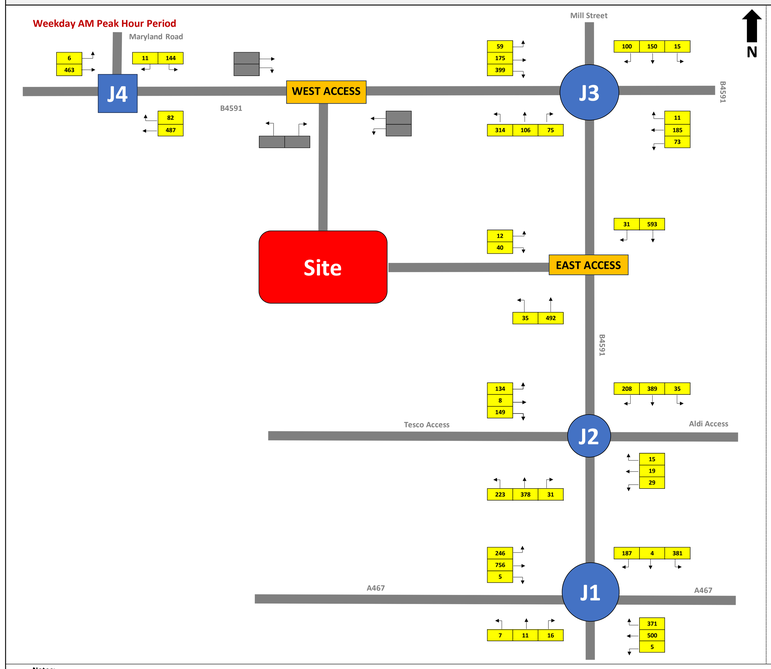
Diagram Ref No.6f

23-00849 - Lidl, Land at Pontymister, Risca

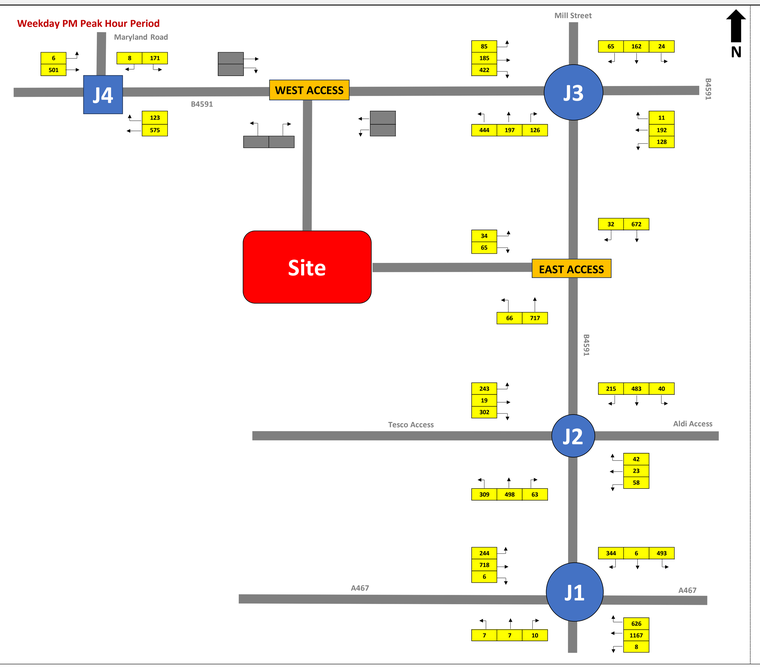
2025 With Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

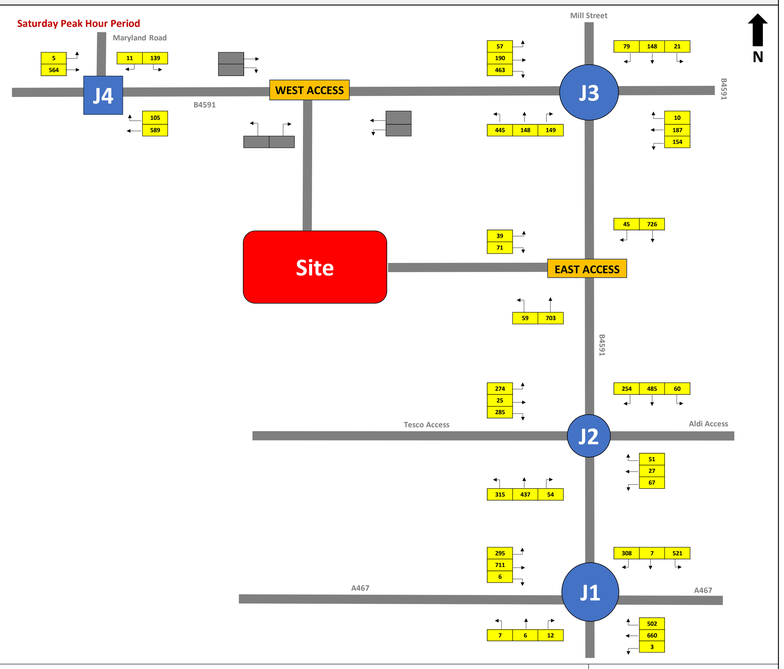
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

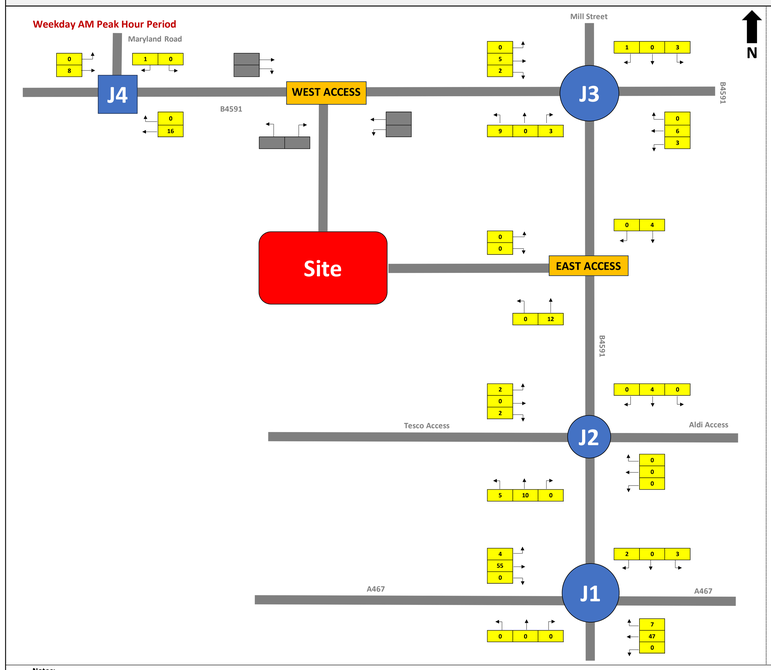
Diagram Ref No.7a

23-00849 - Lidl, Land at Pontymister, Risca

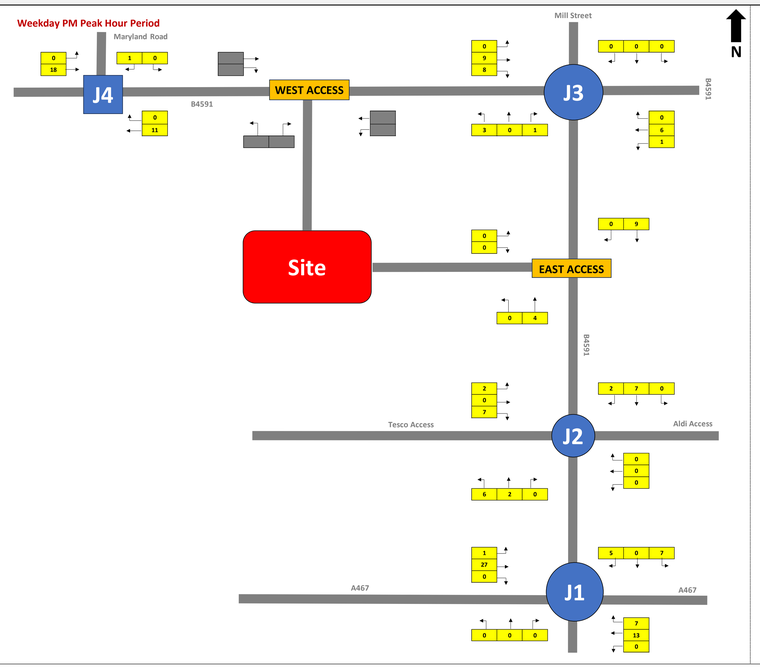
2025 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

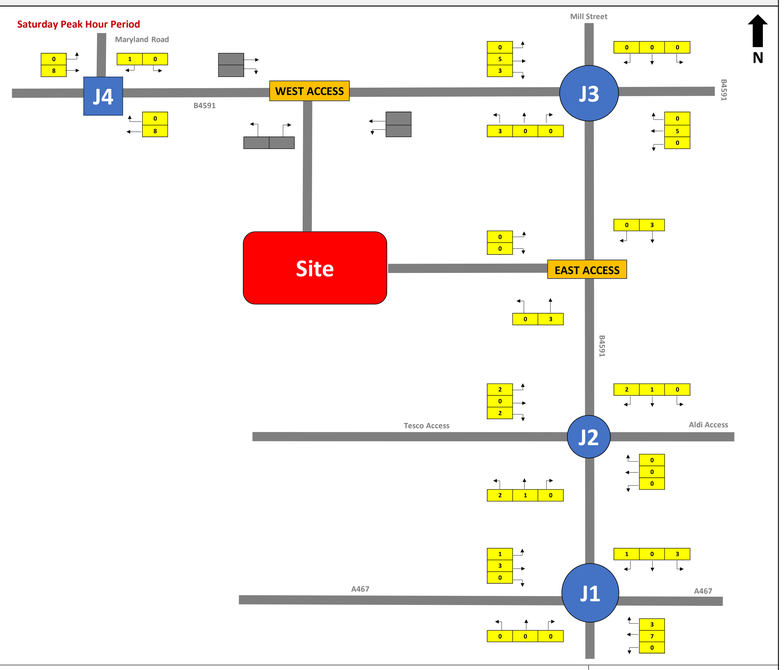
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

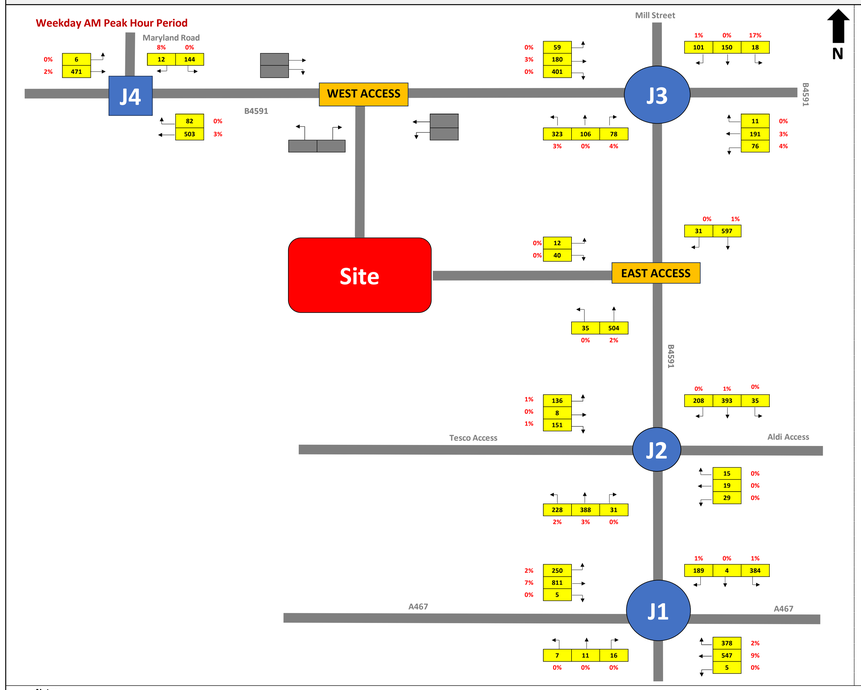
Diagram Ref No.7b

23-00849 - Lidl, Land at Pontymister, Risca

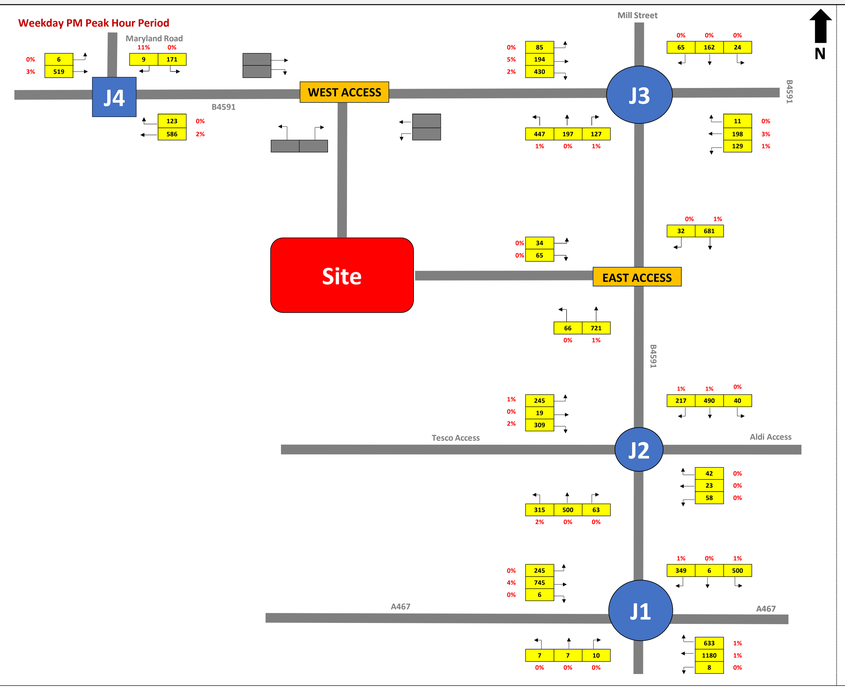
2025 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

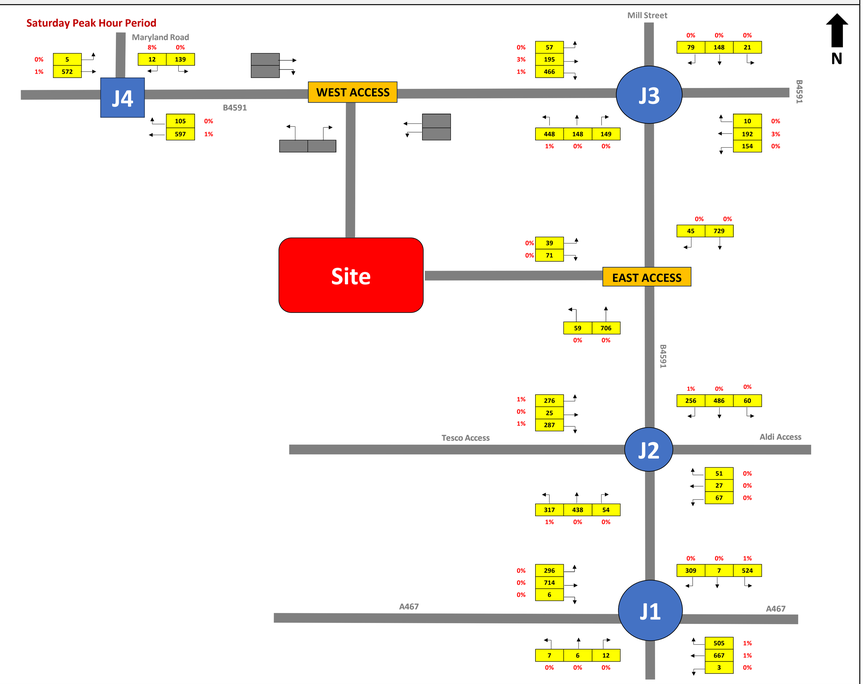
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

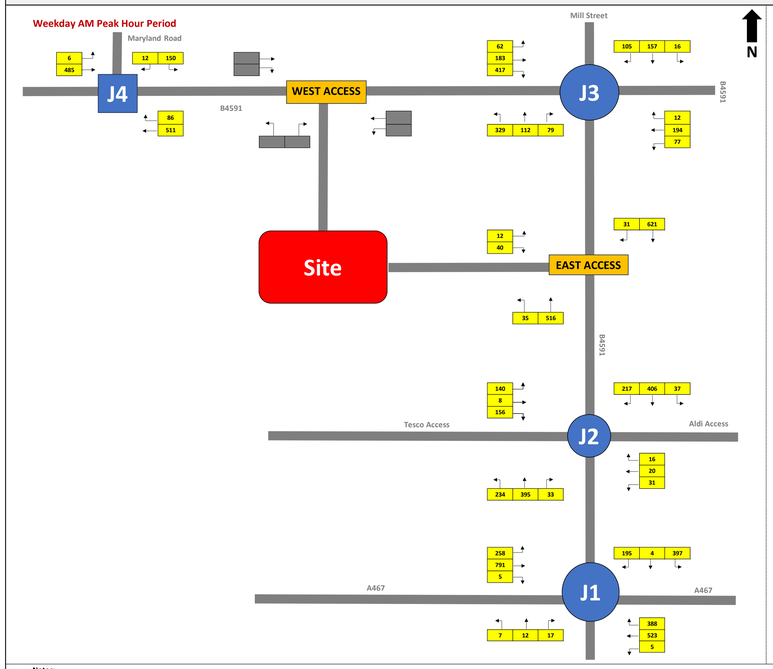
Diagram Ref No.7c

23-00849 - Lidl, Land at Pontymister, Risca

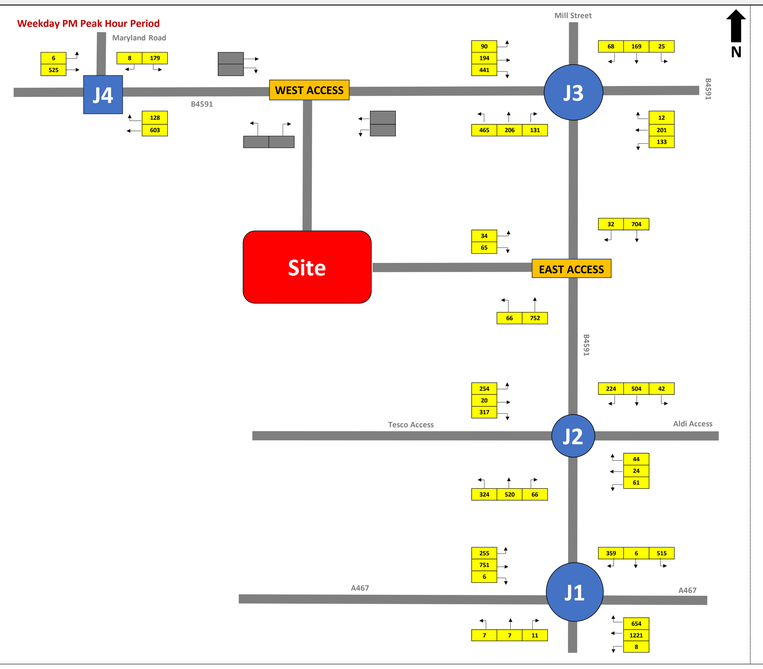
2030 With Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

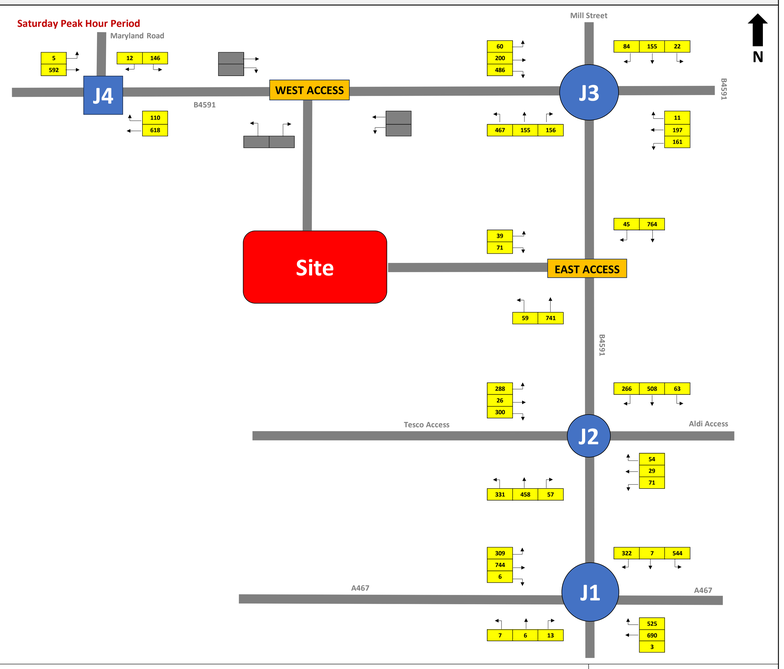
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

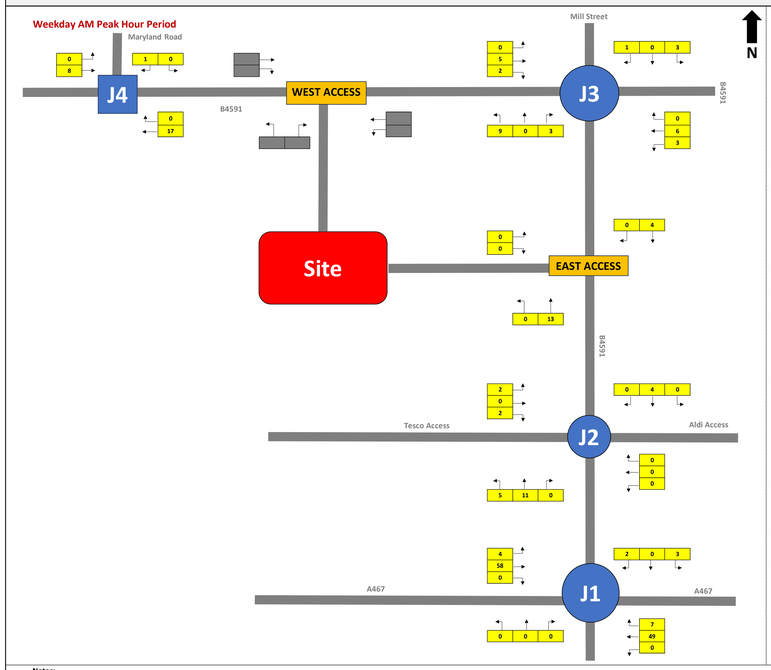
Diagram Ref No.8a

23-00849 - Lidl, Land at Pontymister, Risca

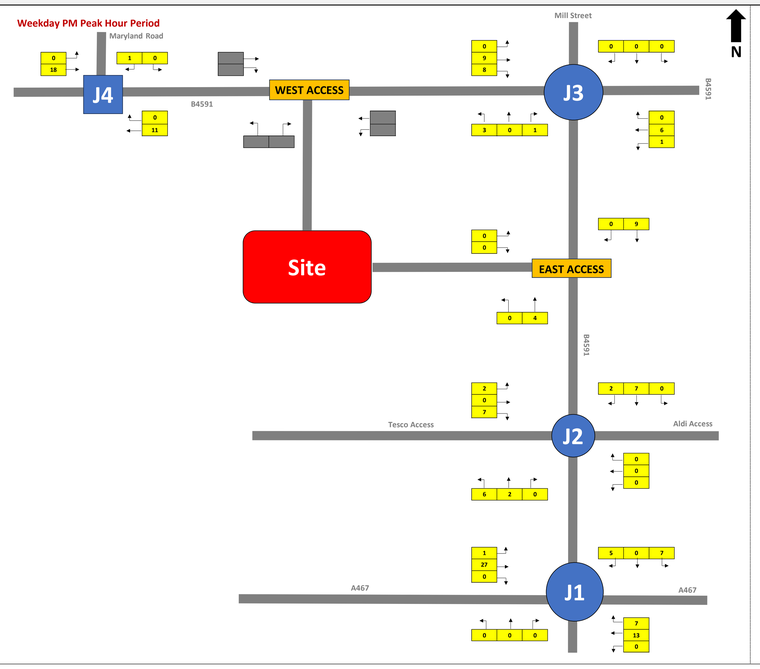
2030 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

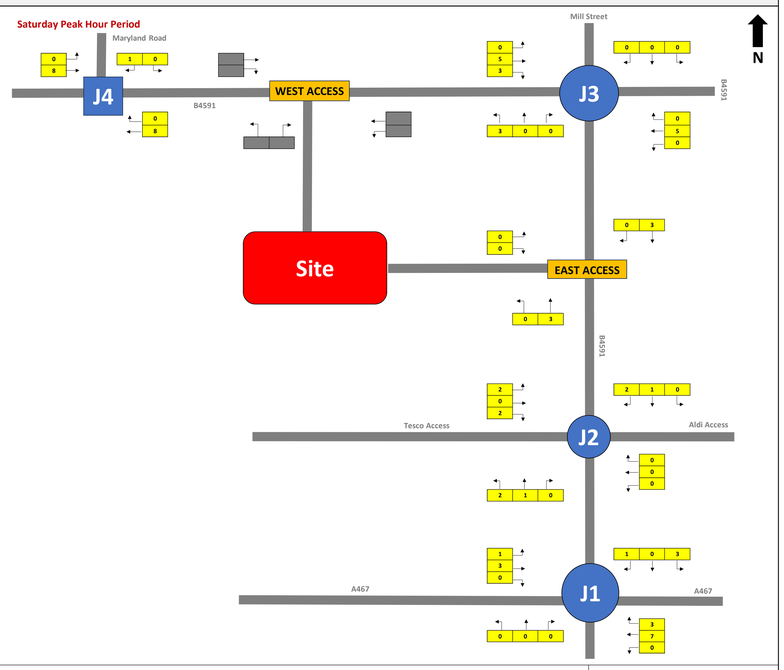
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

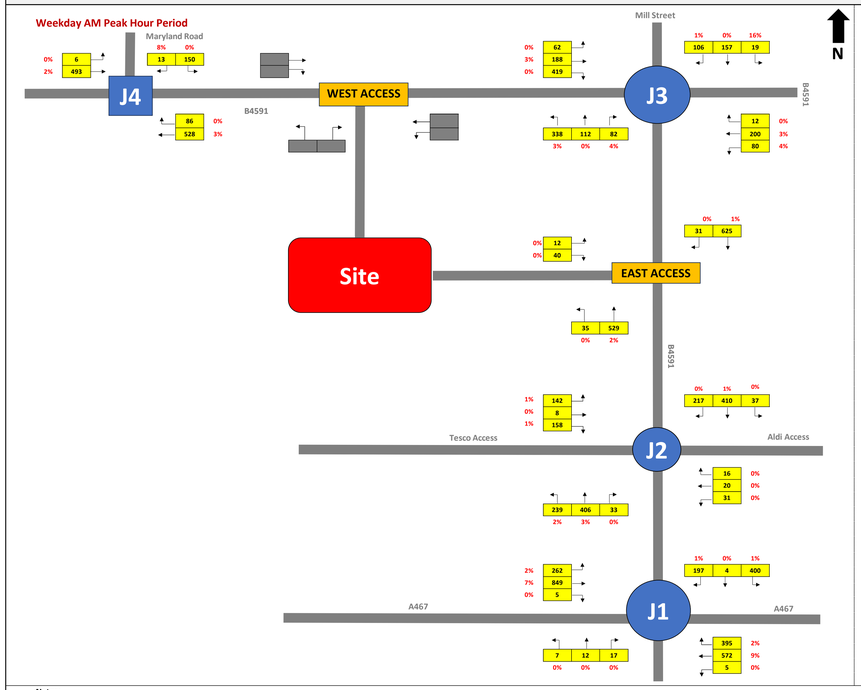
Diagram Ref No.8b

23-00849 - Lidl, Land at Pontymister, Risca

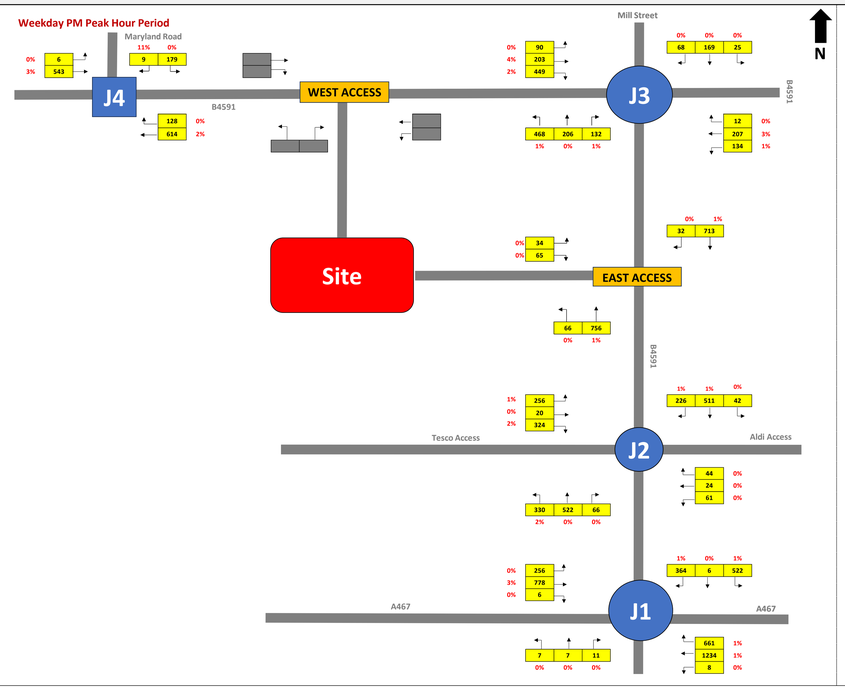
2030 With Development Flows - All Vehicles

CORUN
Transport and Highway Engineering

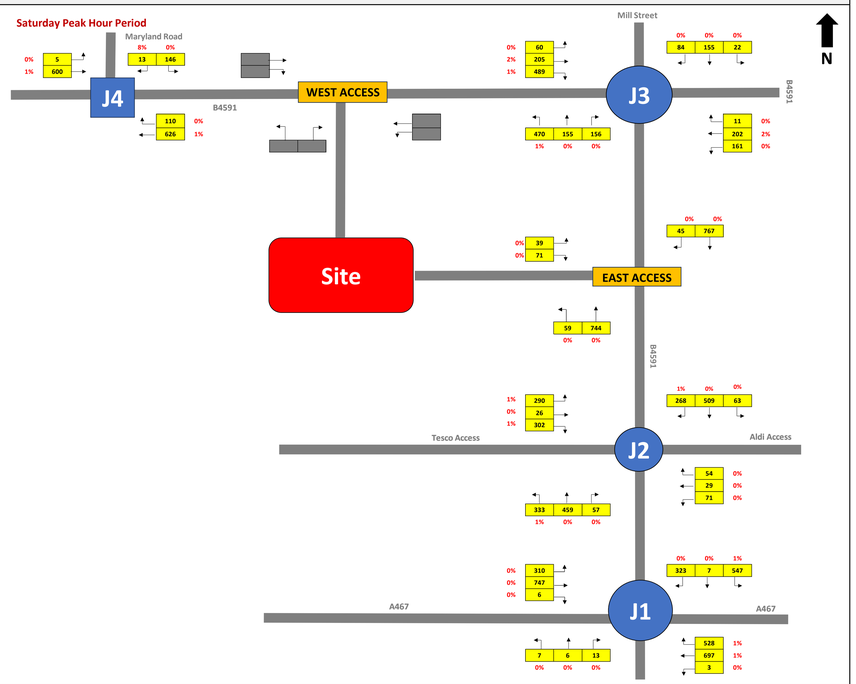
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

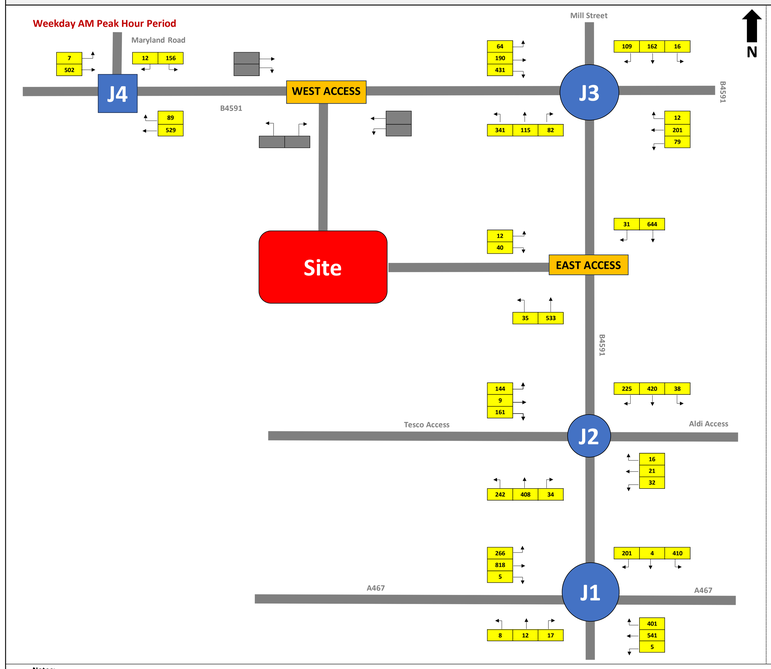
Diagram Ref No.8c

23-00849 - Lidl, Land at Pontymister, Risca

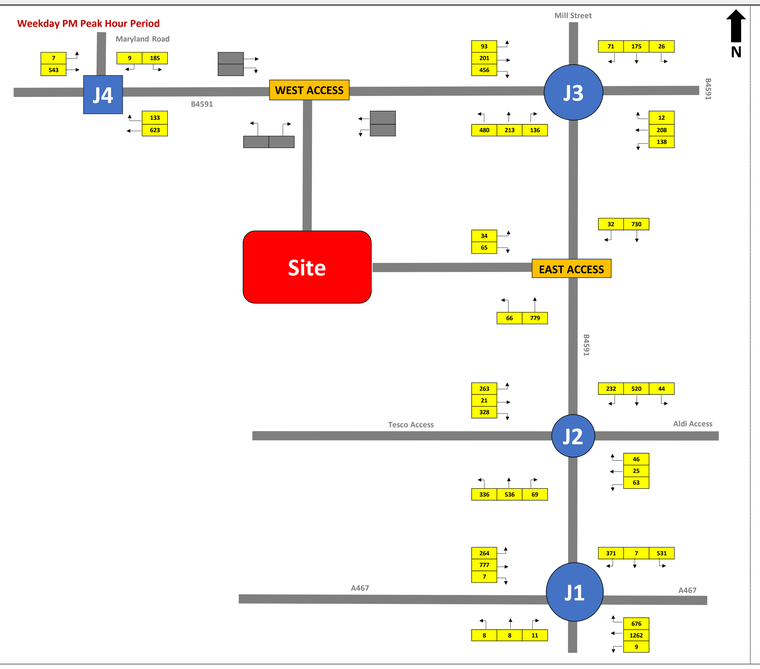
2035 With Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

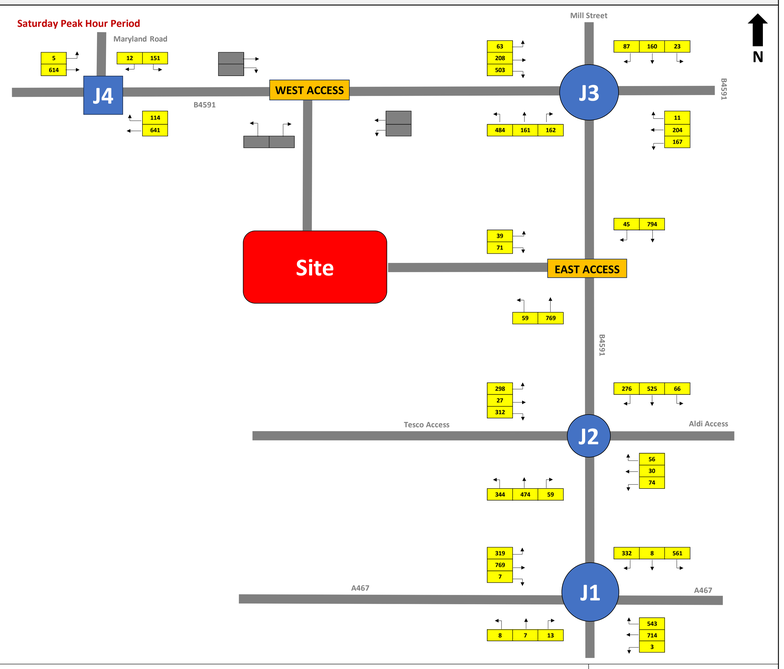
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

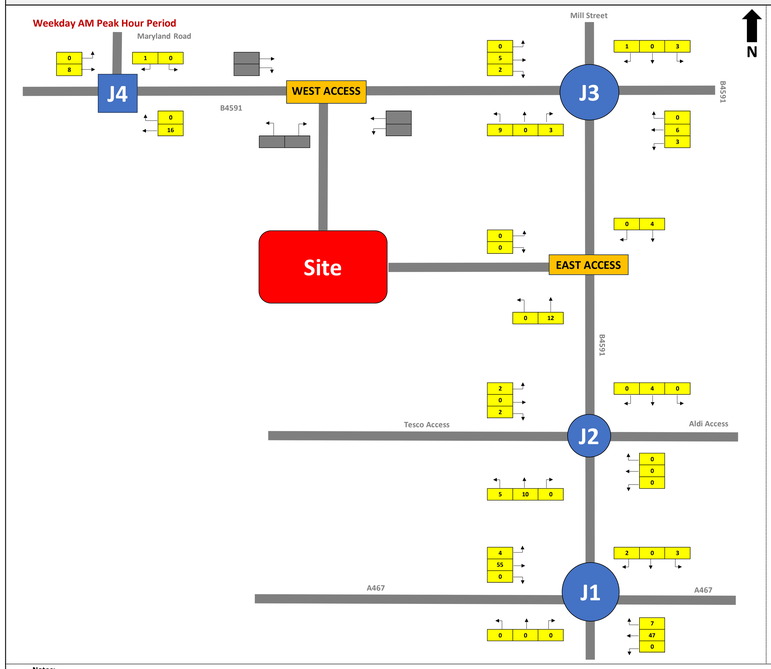
Diagram Ref No.9a

23-00849 - Lidl, Land at Pontymister, Risca

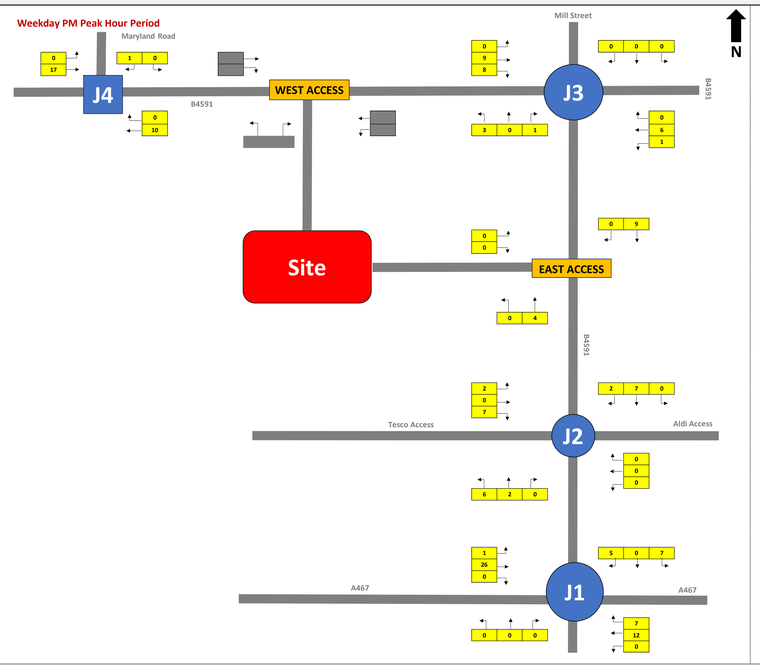
2035 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

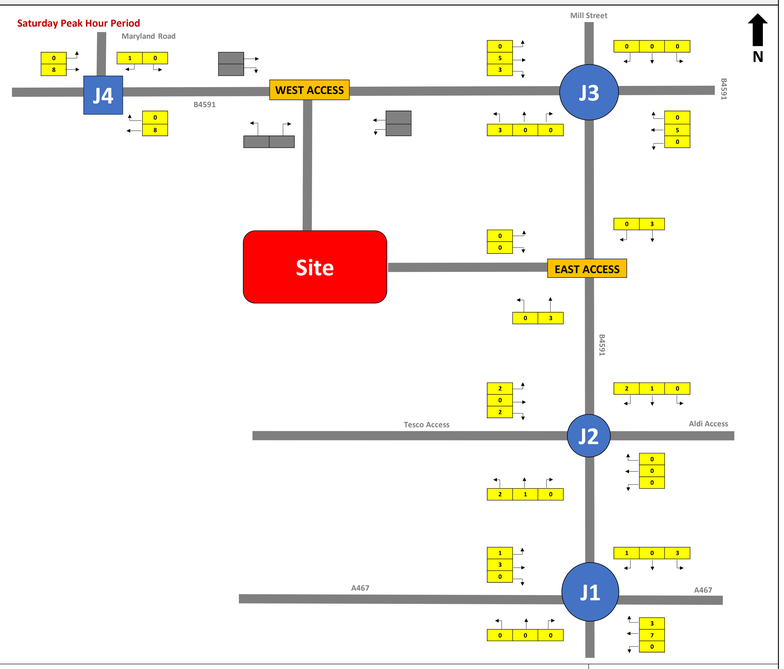
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

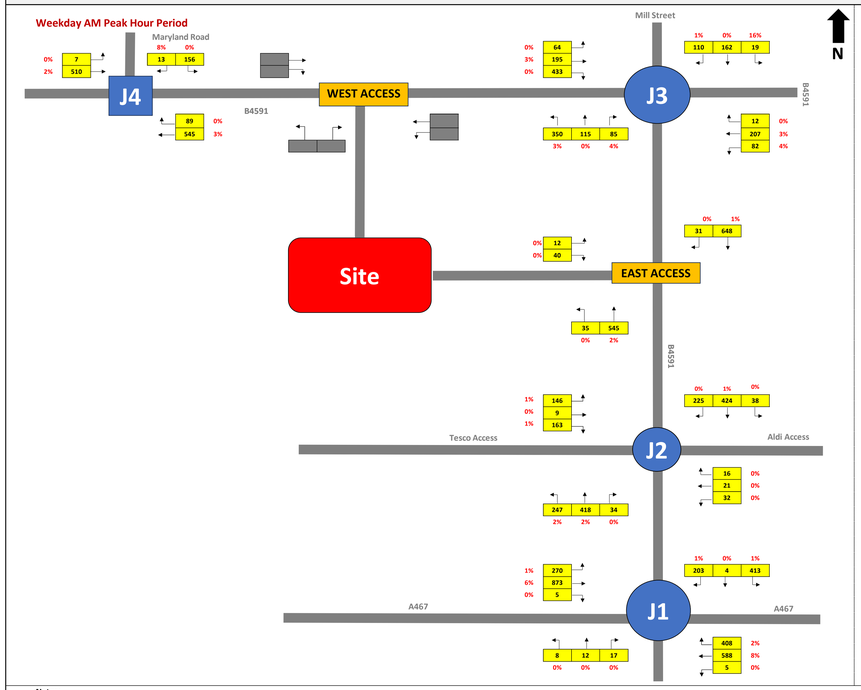
Diagram Ref No.9b

23-00849 - Lidl, Land at Pontymister, Risca

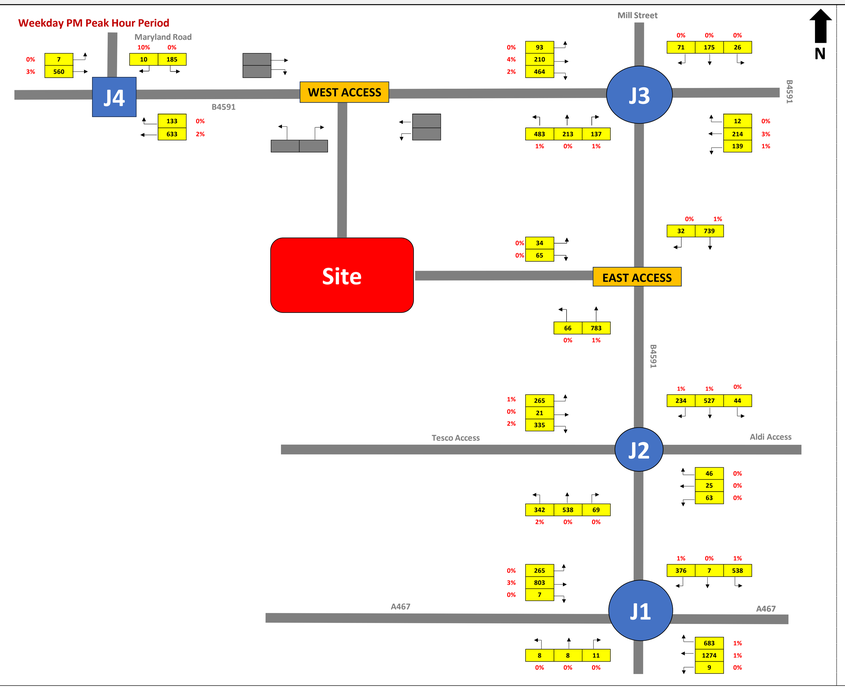
2035 With Development Flows - All Vehicles

CORUN
Transport and Highway Engineering

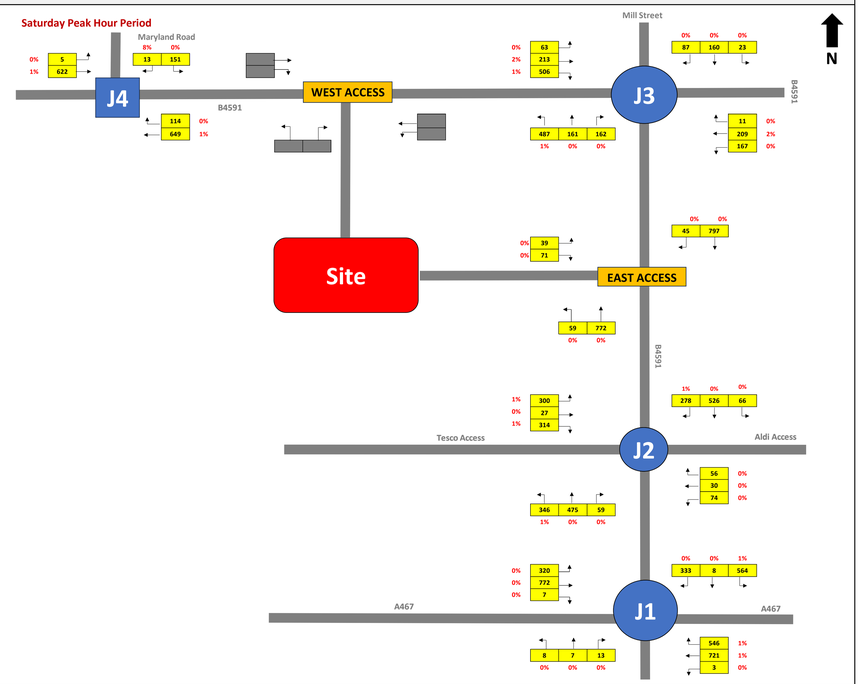
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

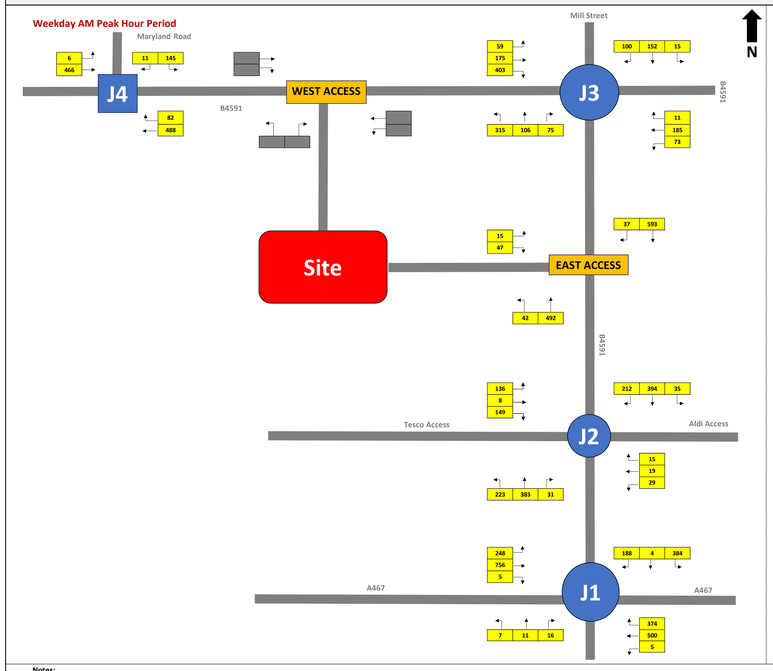
Diagram Ref No.9c

23-00849 - Lidl, Land at Pontymister, Risca

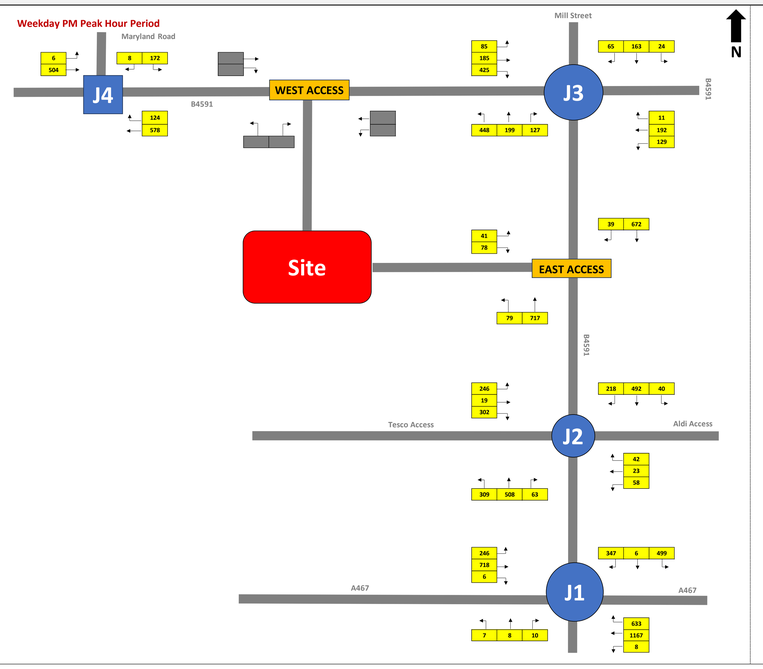
2025 With Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

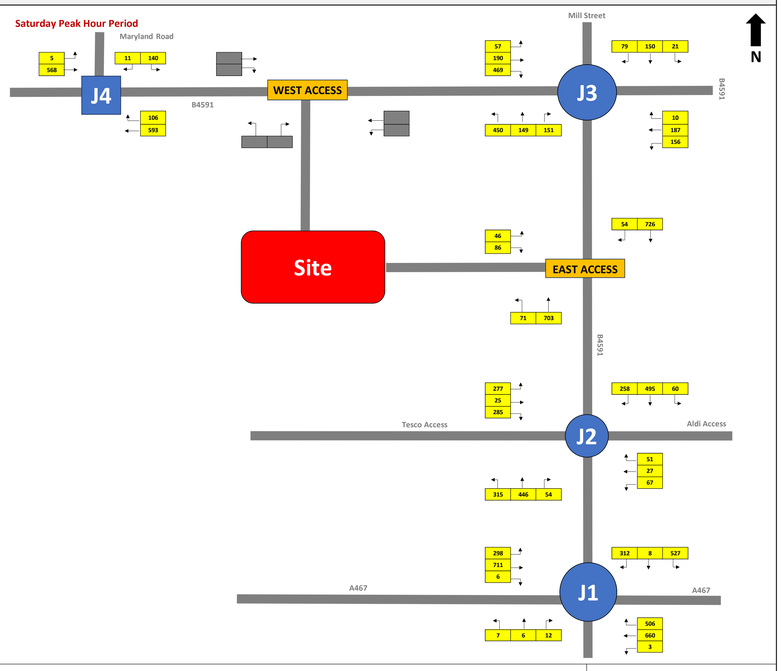
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

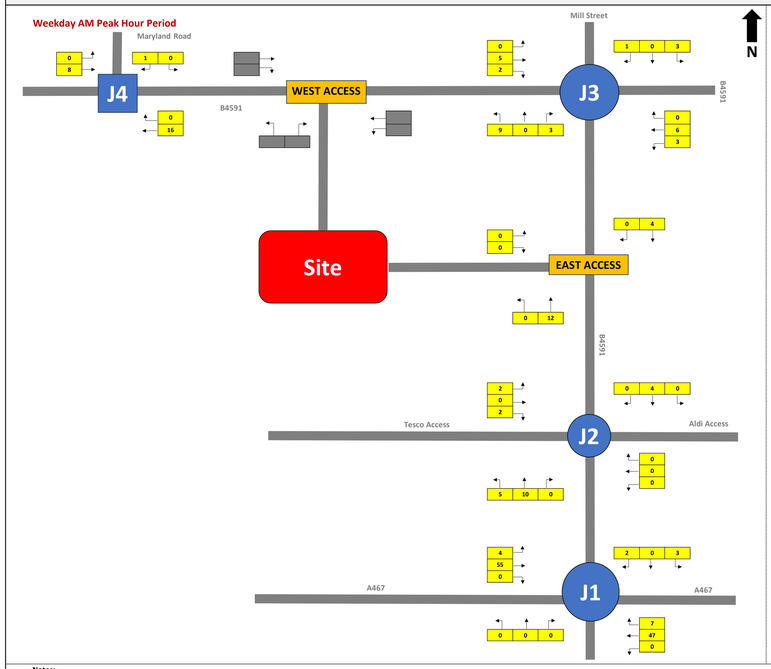
Diagram Ref No.10a

23-00849 - Lidl, Land at Pontymister, Risca

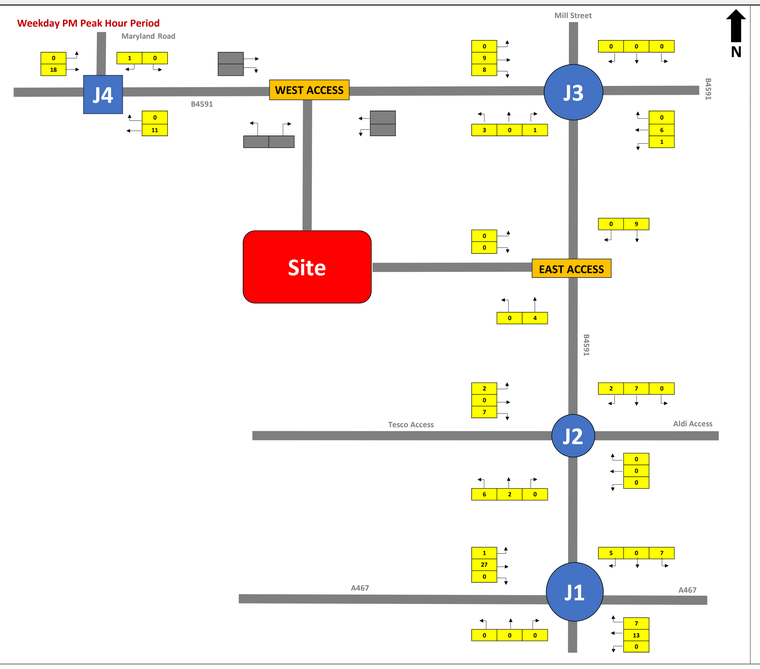
2025 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

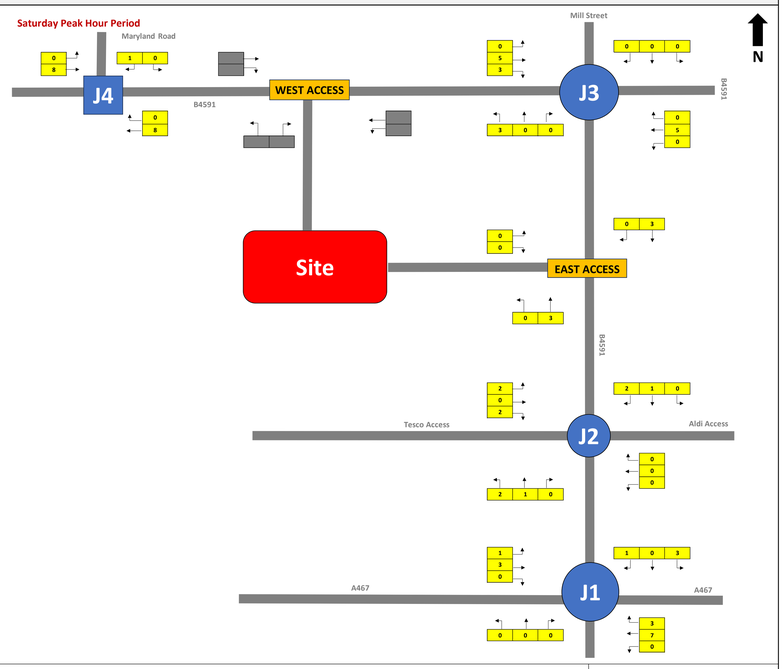
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

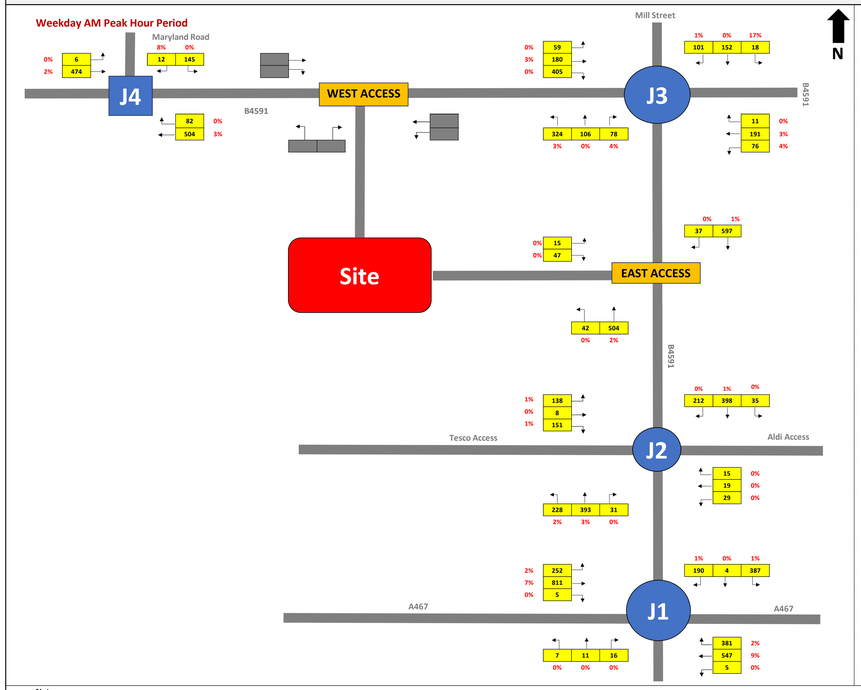
Diagram Ref No.10b

23-00849 - Lidl, Land at Pontymister, Risca

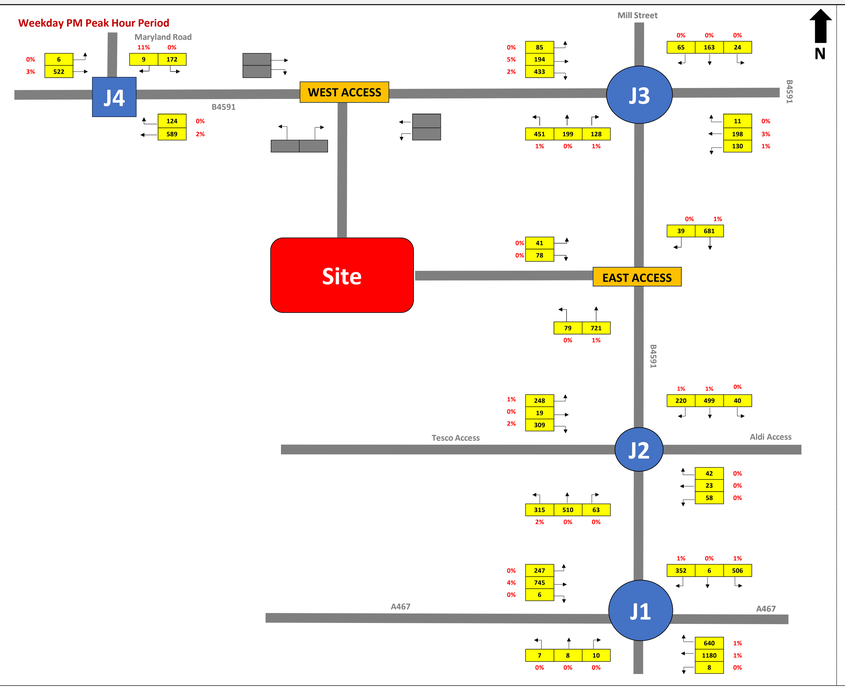
2025 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

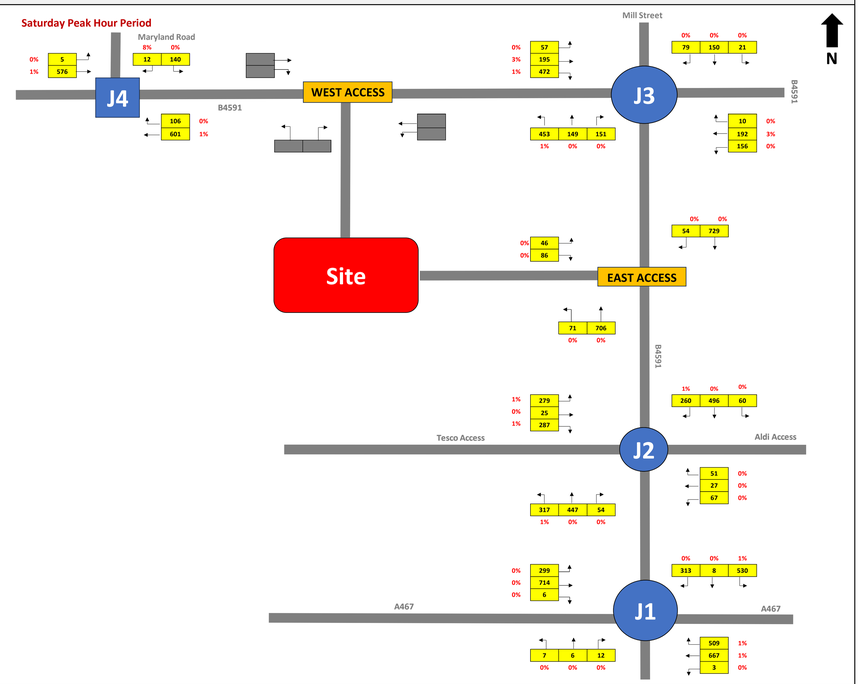
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

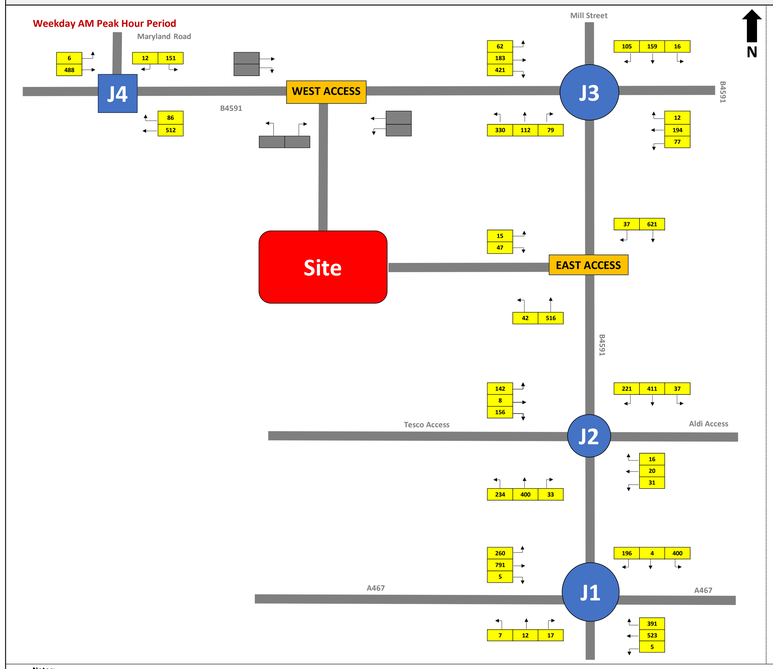
Diagram Ref No.10c

23-00849 - Lidl, Land at Pontymister, Risca

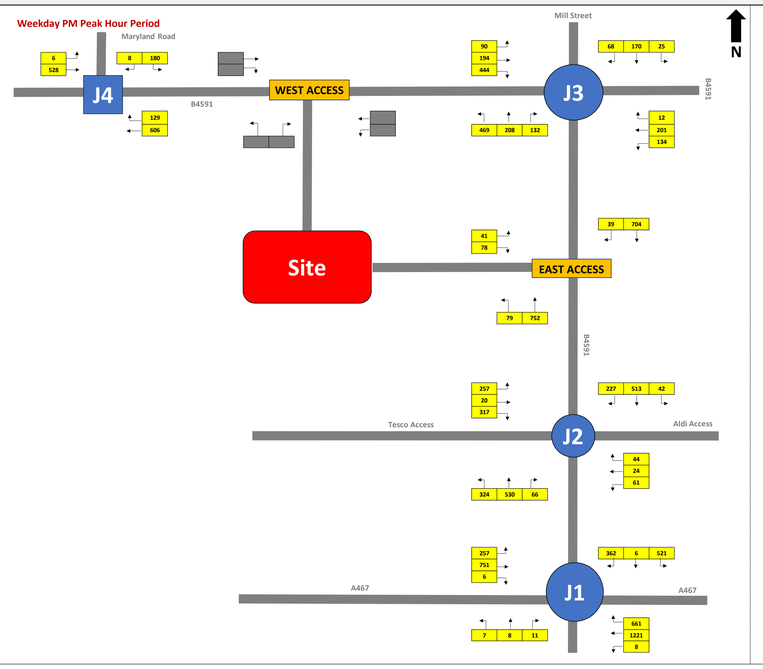
2030 With Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

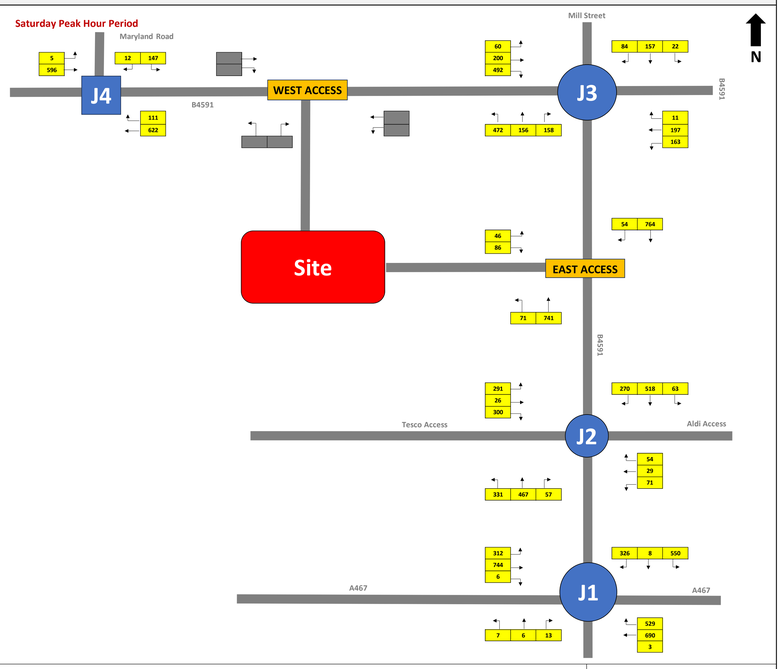
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

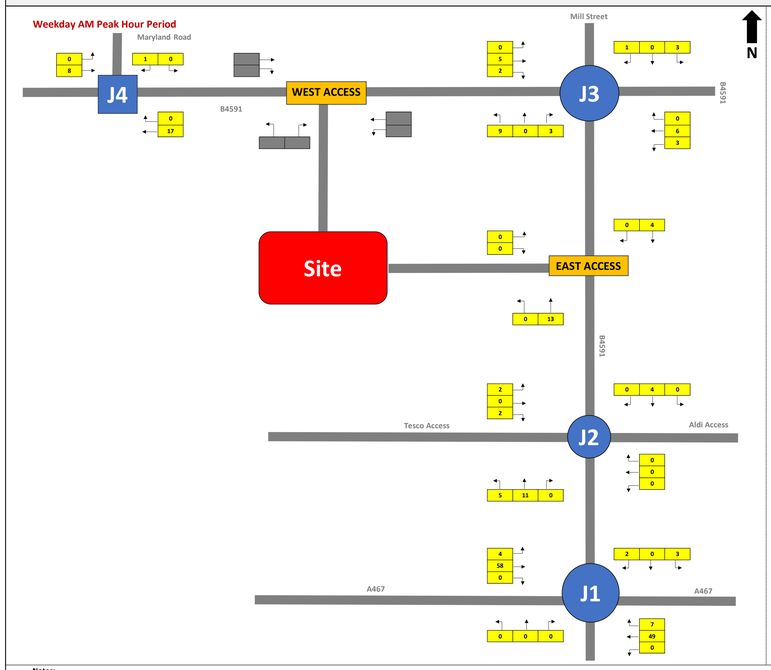
Diagram Ref No.11a

23-00849 - Lidl, Land at Pontymister, Risca

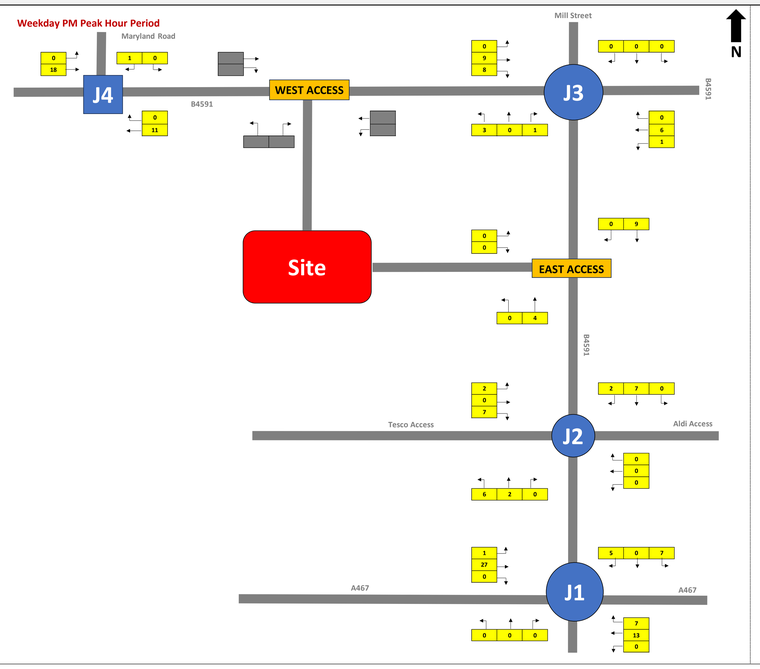
2030 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

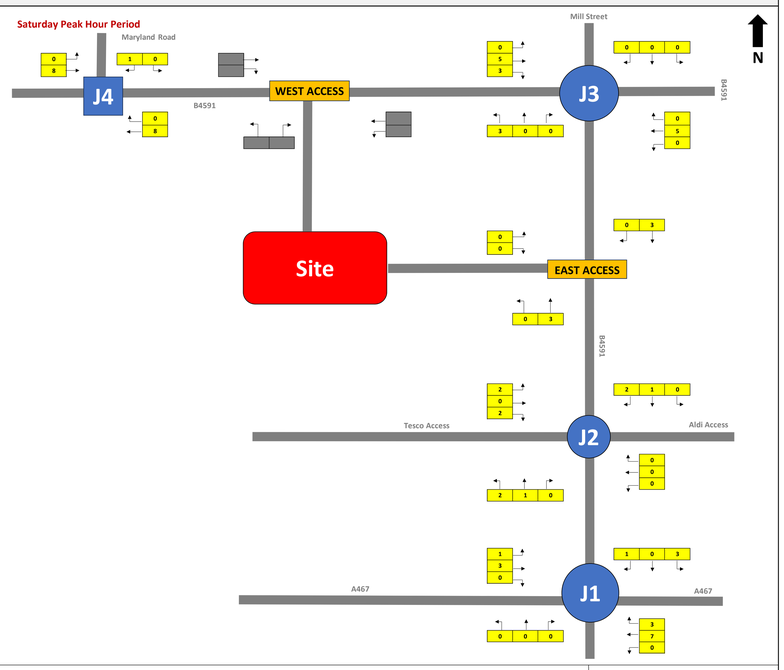
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

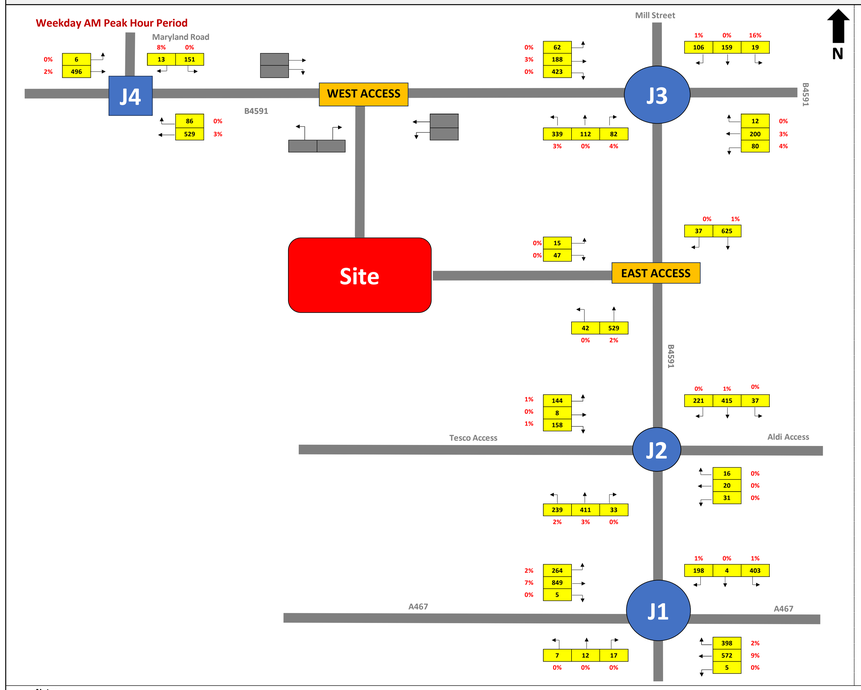
Diagram Ref No.11b

23-00849 - Lidl, Land at Pontymister, Risca

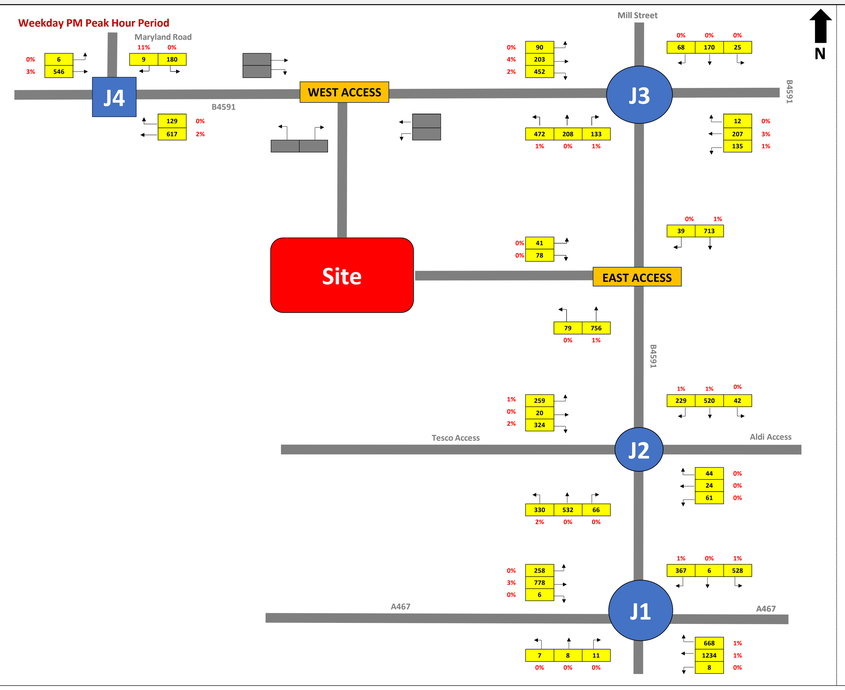
2030 With Development Flows - All Vehicles

CORUN
Transport and Highway Engineering

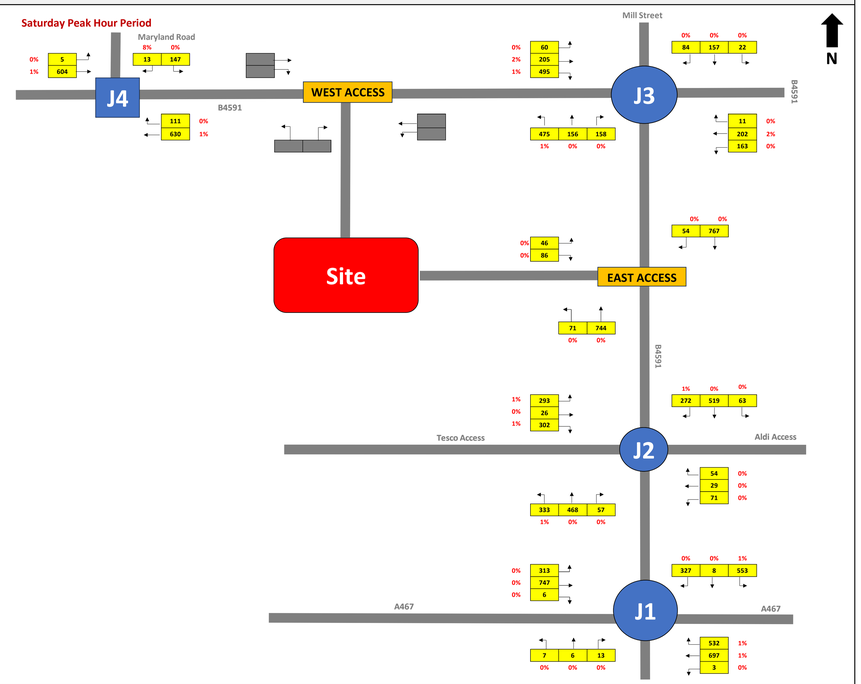
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

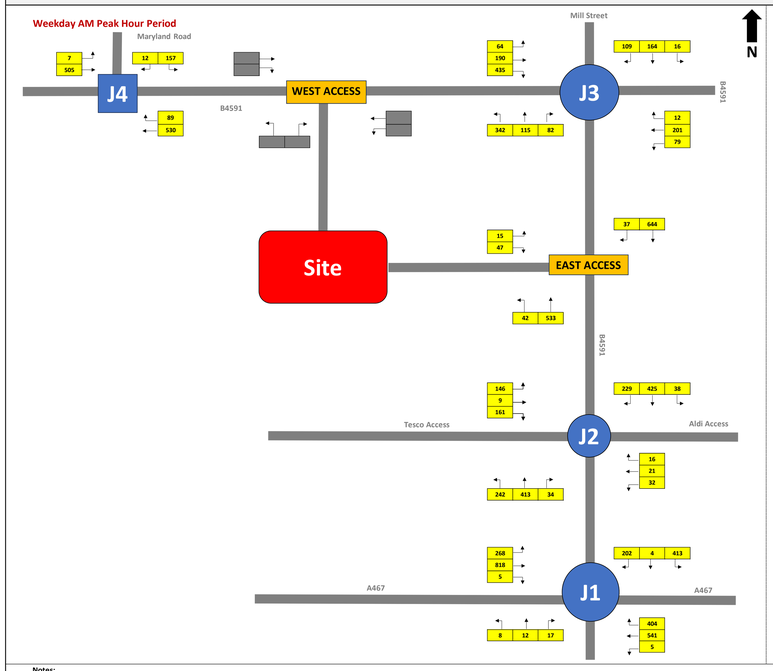
Diagram Ref No.11c

23-00849 - Lidl, Land at Pontymister, Risca

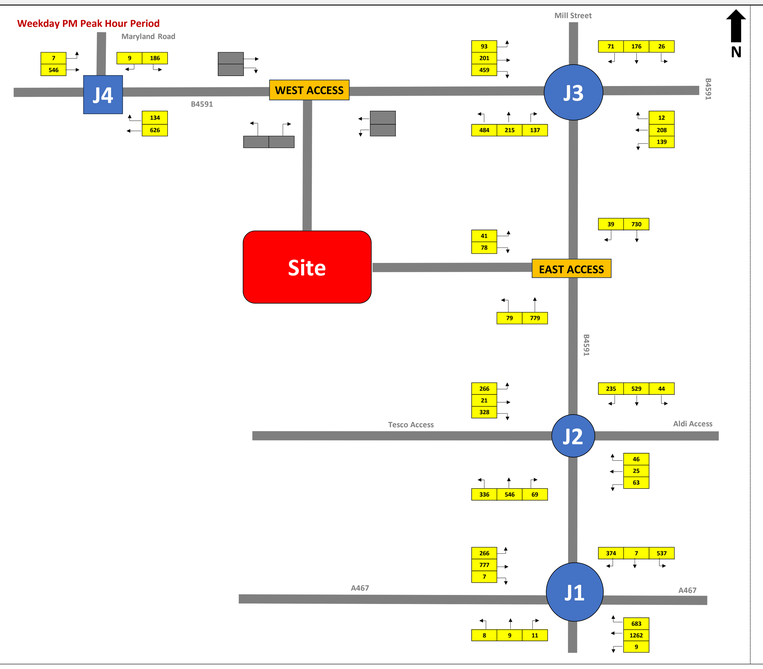
2035 With Development Flows - Light Vehicles

CORUN
Transport and Highway Engineering

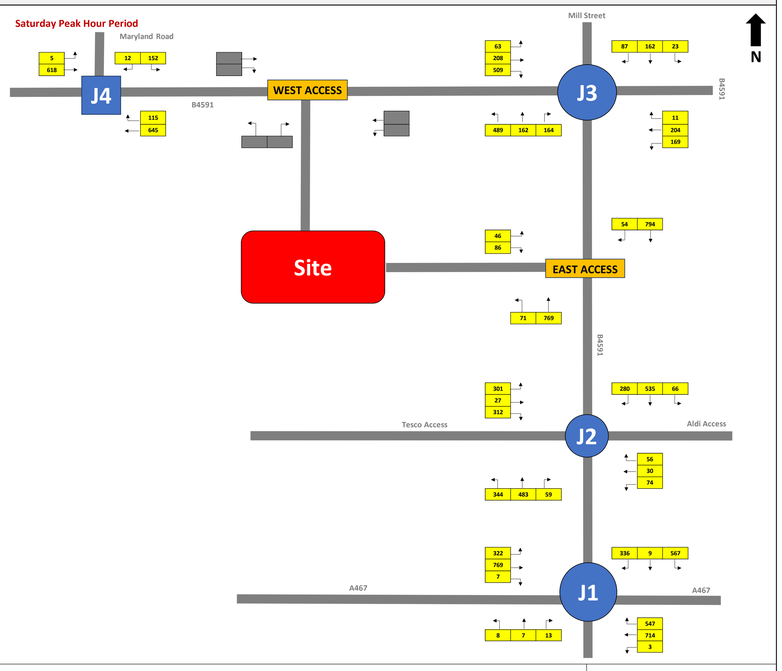
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Light Vehicle Movement

September 2024

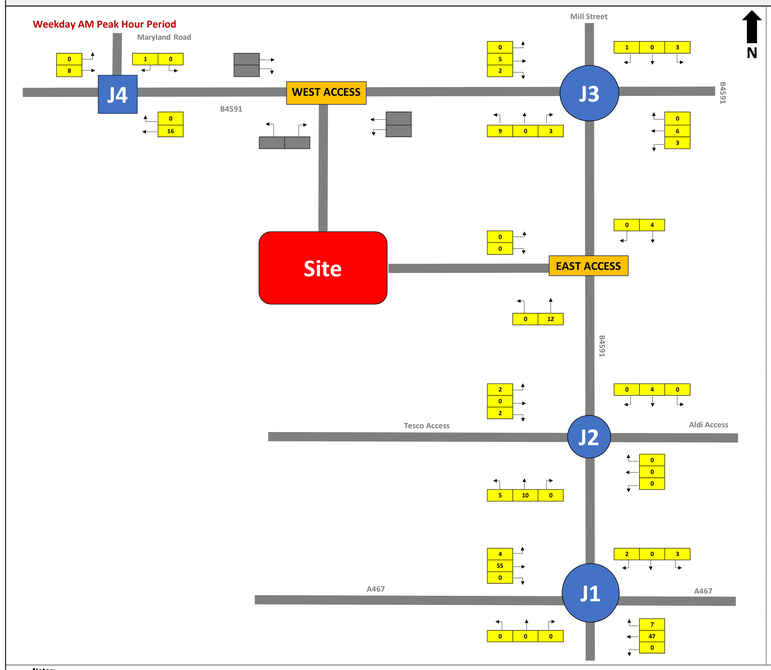
Diagram Ref No.12a

23-00849 - Lidl, Land at Pontymister, Risca

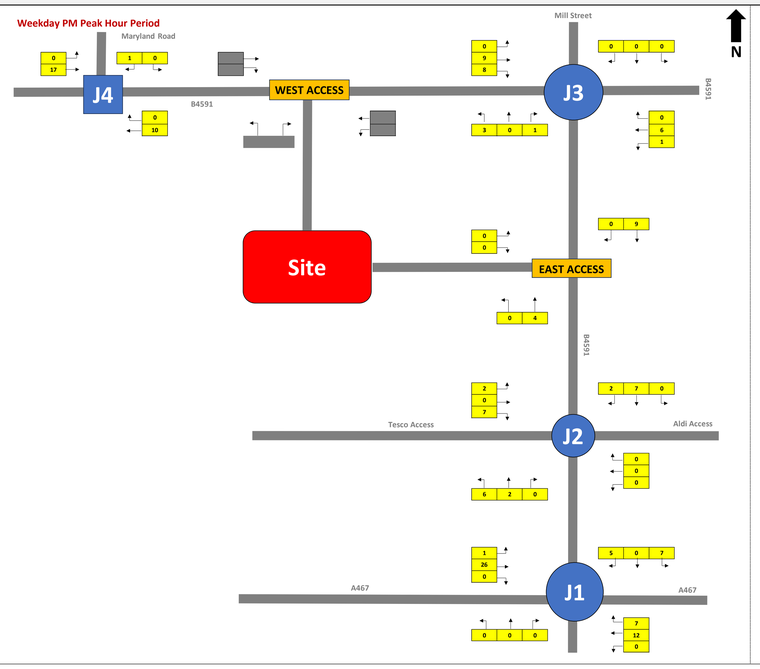
2035 With Development Flows - Heavy Vehicles

CORUN
Transport and Highway Engineering

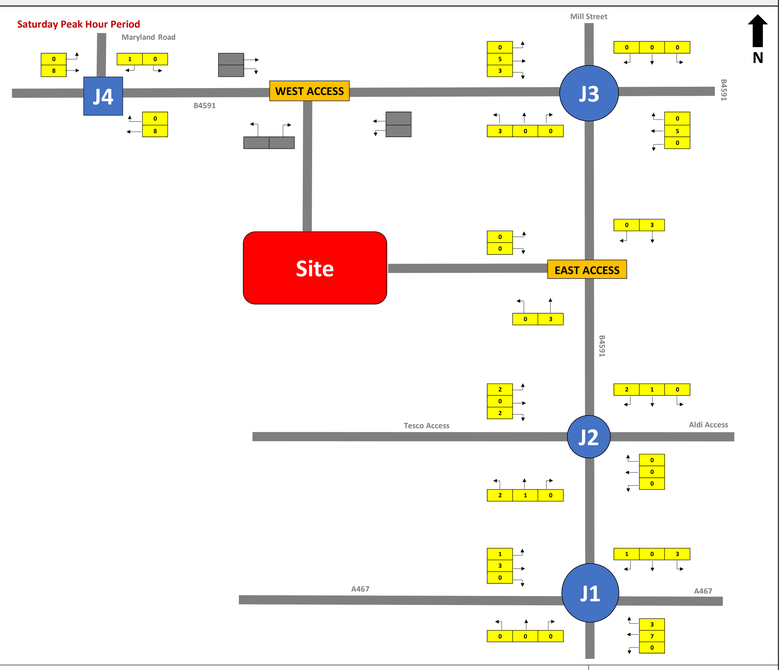
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - Heavy Vehicle Movement

September 2024

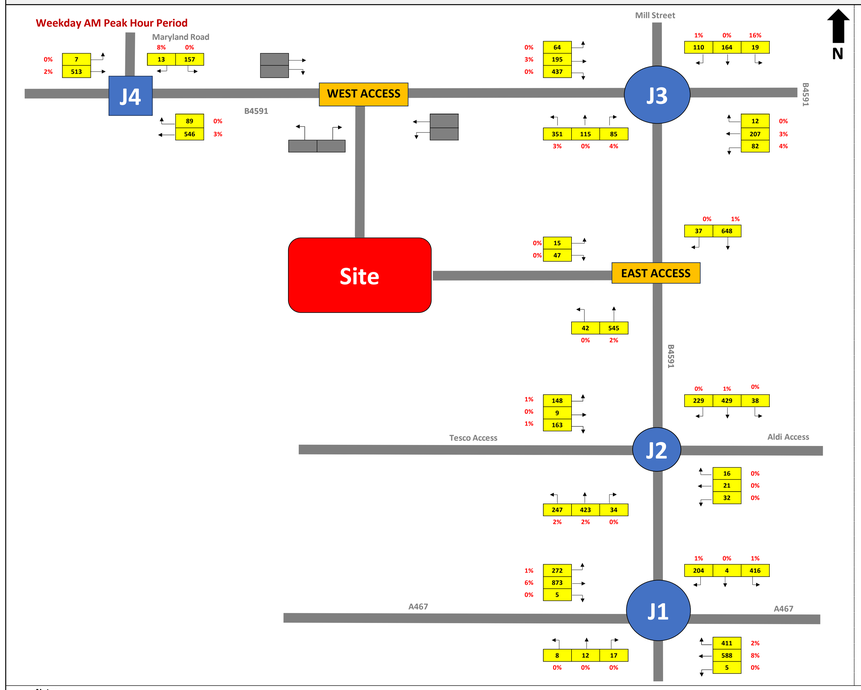
Diagram Ref No.12b

23-00849 - Lidl, Land at Pontymister, Risca

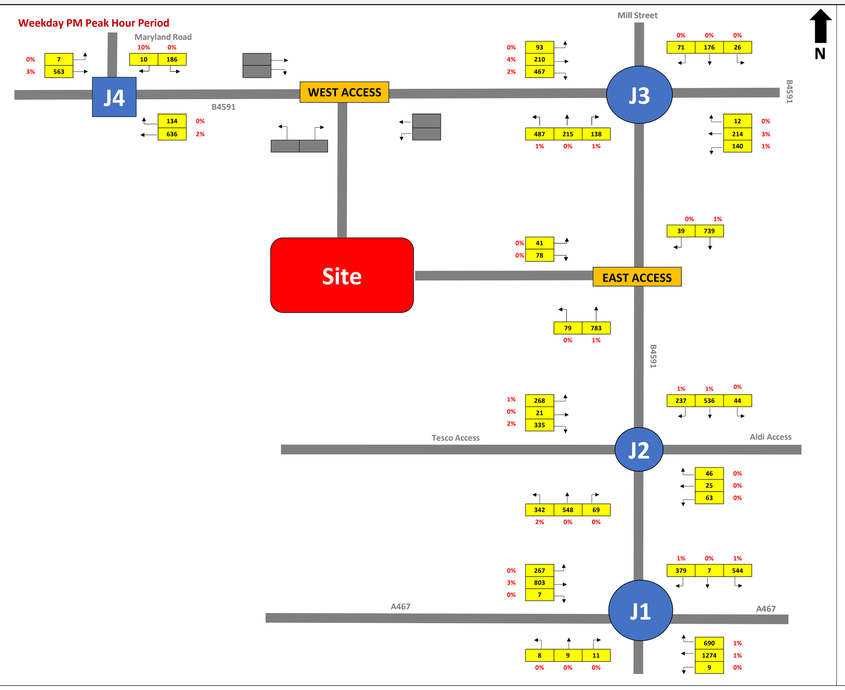
2035 With Development Flows - All Vehicles

CORUN
Transport and Highway Engineering

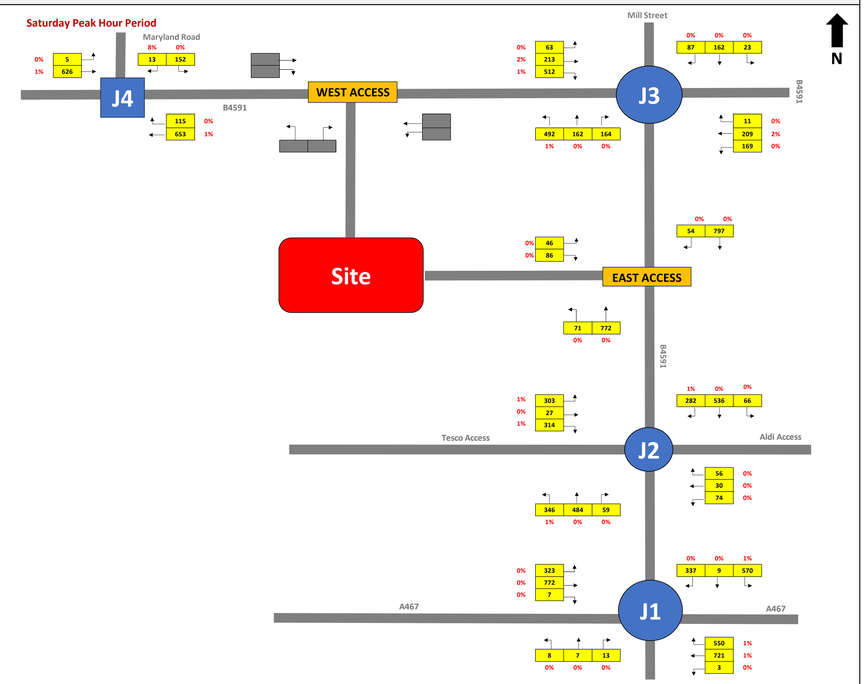
Weekday AM Peak Hour Period



Weekday PM Peak Hour Period



Saturday Peak Hour Period



Notes:

X - All Vehicle Movements
X - HGV %

September 2024

Diagram Ref No.12c

APPENDIX E

Junctions 9 Outputs

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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

Filename: Site Access.j9
Path: C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\23-00849 - Lidl, Land at Pontymister, Risca\Capacity Analysis\PICADY
Report generation date: 18/10/2024 15:05:32

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	6.45	0.02	A	D2	0.1	8.59	0.08	A	D3	0.1	8.92	0.10	A
Stream B-A		0.2	15.29	0.16	C		0.5	27.40	0.35	D		0.6	30.66	0.40	D
Stream C-AB		0.1	7.66	0.07	A		0.1	8.97	0.08	A		0.1	9.15	0.11	A
	2030 With Development														
Stream B-C	D4	0.0	6.56	0.02	A	D5	0.1	9.00	0.09	A	D6	0.1	9.51	0.10	A
Stream B-A		0.2	16.10	0.16	C		0.6	30.96	0.38	D		0.8	35.82	0.44	E
Stream C-AB		0.1	7.78	0.07	A		0.1	9.19	0.08	A		0.1	9.40	0.11	A
	2035 With Development														
Stream B-C	D7	0.0	6.63	0.02	A	D8	0.1	9.39	0.09	A	D9	0.1	10.10	0.11	B
Stream B-A		0.2	16.70	0.17	C		0.7	34.47	0.41	D		0.9	41.04	0.47	E
Stream C-AB		0.1	7.85	0.07	A		0.1	9.37	0.08	A		0.1	9.60	0.12	A
	2025 Sensitivity Test														
Stream B-C	D10	0.0	6.57	0.03	A	D11	0.1	9.41	0.11	A	D12	0.1	10.16	0.13	B
Stream B-A		0.2	16.02	0.19	C		0.7	31.95	0.43	D		1.0	37.58	0.50	E
Stream C-AB		0.1	7.80	0.08	A		0.1	9.23	0.10	A		0.2	9.46	0.14	A
	2030 Sensitivity Test														
Stream B-C	D13	0.0	6.69	0.03	A	D14	0.1	10.04	0.11	B	D15	0.2	11.26	0.14	B
Stream B-A		0.2	16.92	0.20	C		0.9	36.88	0.47	E		1.1	45.58	0.55	E
Stream C-AB		0.1	7.93	0.08	A		0.1	9.47	0.10	A		0.2	9.74	0.14	A
	2035 Sensitivity Test														
Stream B-C	D16	0.0	6.77	0.03	A	D17	0.1	10.69	0.12	B	D18	0.2	12.52	0.15	B
Stream B-A		0.2	17.59	0.20	C		1.0	41.96	0.50	E		1.4	54.25	0.59	F
Stream C-AB		0.1	8.00	0.08	A		0.1	9.66	0.10	A		0.2	9.95	0.14	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	18/09/2024
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	08:15	09:45	15
D2	2025 With Development	PM	ONE HOUR	15:15	16:45	15
D3	2025 With Development	SAT	ONE HOUR	12:15	13:45	15
D4	2030 With Development	AM	ONE HOUR	08:15	09:45	15
D5	2030 With Development	PM	ONE HOUR	15:15	16:45	15
D6	2030 With Development	SAT	ONE HOUR	12:15	13:45	15
D7	2035 With Development	AM	ONE HOUR	08:15	09:45	15
D8	2035 With Development	PM	ONE HOUR	15:15	16:45	15
D9	2035 With Development	SAT	ONE HOUR	12:15	13:45	15
D10	2025 Sensitivity Test	AM	ONE HOUR	08:15	09:45	15
D11	2025 Sensitivity Test	PM	ONE HOUR	15:15	16:45	15
D12	2025 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	15
D13	2030 Sensitivity Test	AM	ONE HOUR	08:15	09:45	15
D14	2030 Sensitivity Test	PM	ONE HOUR	15:15	16:45	15
D15	2030 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	15
D16	2035 Sensitivity Test	AM	ONE HOUR	08:15	09:45	15
D17	2035 Sensitivity Test	PM	ONE HOUR	15:15	16:45	15
D18	2035 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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		0.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B45i1 (South Arm)		Major
B	Proposed Site Access		Minor
C	B4951 (North Arm)		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	6.00		✓	3.00	55.8	✓	6.18

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	10.00	4.23	3.65	3.65	2.20	✓	1.00	33	30

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	541	0.098	0.249	0.157	0.356
B-C	772	0.118	0.299	-	-
C-B	659	0.255	0.255	-	-

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	08:15	09:45	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		✓	539	100.000
B		✓	52	100.000
C		✓	628	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	504
	B	40	0	12
	C	597	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.45	0.0	A
B-A	0.16	15.29	0.2	C
C-AB	0.07	7.66	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	9	638	0.014	9	0.0	5.720	A
B-A	30	362	0.083	30	0.1	10.821	B
C-AB	23	553	0.042	23	0.0	6.792	A
C-A	449			449			
A-B	26			26			
A-C	379			379			

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	11	611	0.018	11	0.0	5.998	A
B-A	36	327	0.110	36	0.1	12.341	B
C-AB	28	532	0.052	28	0.1	7.133	A
C-A	537			537			
A-B	31			31			
A-C	453			453			

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	13	571	0.023	13	0.0	6.451	A
B-A	44	279	0.158	44	0.2	15.258	C
C-AB	34	504	0.068	34	0.1	7.660	A
C-A	657			657			
A-B	39			39			
A-C	555			555			

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	13	571	0.023	13	0.0	6.453	A
B-A	44	279	0.158	44	0.2	15.290	C
C-AB	34	504	0.068	34	0.1	7.660	A
C-A	657			657			
A-B	39			39			
A-C	555			555			

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	11	611	0.018	11	0.0	6.001	A
B-A	36	327	0.110	36	0.1	12.375	B
C-AB	28	532	0.052	28	0.1	7.137	A
C-A	537			537			
A-B	31			31			
A-C	453			453			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	638	0.014	9	0.0	5.722	A
B-A	30	362	0.083	30	0.1	10.853	B
C-AB	23	553	0.042	23	0.0	6.796	A
C-A	449			449			
A-B	26			26			
A-C	379			379			

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		1.46	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)
D2	2025 With Development	PM	ONE HOUR	15:15	16:45	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		✓	787	100.000
B		✓	99	100.000
C		✓	713	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	721
	B	65	0	34
	C	681	32	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	8.59	0.1	A
B-A	0.35	27.40	0.5	D
C-AB	0.08	8.97	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	26	577	0.044	25	0.0	6.528	A
B-A	49	310	0.158	48	0.2	13.719	B
C-AB	24	507	0.048	24	0.0	7.448	A
C-A	513			513			
A-B	50			50			
A-C	543			543			

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	31	533	0.057	31	0.1	7.169	A
B-A	58	265	0.221	58	0.3	17.367	C
C-AB	29	477	0.060	29	0.1	8.021	A
C-A	612			612			
A-B	59			59			
A-C	648			648			

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	37	458	0.082	37	0.1	8.554	A
B-A	72	203	0.353	71	0.5	27.023	D
C-AB	35	437	0.081	35	0.1	8.963	A
C-A	750			750			
A-B	73			73			
A-C	794			794			

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	457	0.082	37	0.1	8.586	A
B-A	72	203	0.353	72	0.5	27.402	D
C-AB	35	437	0.081	35	0.1	8.967	A
C-A	750			750			
A-B	73			73			
A-C	794			794			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	531	0.058	31	0.1	7.191	A
B-A	58	265	0.221	59	0.3	17.600	C
C-AB	29	477	0.060	29	0.1	8.025	A
C-A	612			612			
A-B	59			59			
A-C	648			648			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	576	0.044	26	0.0	6.543	A
B-A	49	310	0.158	49	0.2	13.842	B
C-AB	24	507	0.048	24	0.1	7.458	A
C-A	513			513			
A-B	50			50			
A-C	543			543			

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		1.77	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	2025 With Development	SAT	ONE HOUR	12:15	13:45	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		✓	765	100.000
B		✓	110	100.000
C		✓	774	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	706
	B	71	0	39
	C	729	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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	0.10	8.92	0.1	A
B-A	0.40	30.66	0.6	D
C-AB	0.11	9.15	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	29	577	0.051	29	0.1	6.566	A
B-A	53	305	0.175	53	0.2	14.222	B
C-AB	34	511	0.066	34	0.1	7.531	A
C-A	549			549			
A-B	44			44			
A-C	532			532			

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	35	532	0.066	35	0.1	7.250	A
B-A	64	259	0.246	63	0.3	18.363	C
C-AB	40	483	0.084	40	0.1	8.138	A
C-A	655			655			
A-B	53			53			
A-C	635			635			

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	43	449	0.096	43	0.1	8.868	A
B-A	78	195	0.400	77	0.6	30.063	D
C-AB	50	443	0.112	49	0.1	9.140	A
C-A	803			803			
A-B	65			65			
A-C	777			777			

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	43	446	0.096	43	0.1	8.921	A
B-A	78	195	0.400	78	0.6	30.659	D
C-AB	50	443	0.112	50	0.1	9.146	A
C-A	803			803			
A-B	65			65			
A-C	777			777			

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	530	0.066	35	0.1	7.277	A
B-A	64	259	0.247	65	0.3	18.688	C
C-AB	40	483	0.084	41	0.1	8.143	A
C-A	655			655			
A-B	53			53			
A-C	635			635			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	577	0.051	29	0.1	6.583	A
B-A	53	305	0.175	54	0.2	14.376	B
C-AB	34	511	0.066	34	0.1	7.543	A
C-A	549			549			
A-B	44			44			
A-C	532			532			

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		0.75	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)
D4	2030 With Development	AM	ONE HOUR	08:15	09:45	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		✓	564	100.000
B		✓	52	100.000
C		✓	656	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	529
	B	40	0	12
	C	625	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.56	0.0	A
B-A	0.16	16.10	0.2	C
C-AB	0.07	7.78	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	9	632	0.014	9	0.0	5.774	A
B-A	30	354	0.085	30	0.1	11.090	B
C-AB	23	548	0.043	23	0.0	6.856	A
C-A	471			471			
A-B	26			26			
A-C	398			398			

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	11	604	0.018	11	0.0	6.072	A
B-A	36	318	0.113	36	0.1	12.763	B
C-AB	28	527	0.053	28	0.1	7.217	A
C-A	562			562			
A-B	31			31			
A-C	476			476			

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	13	562	0.024	13	0.0	6.562	A
B-A	44	268	0.165	44	0.2	16.063	C
C-AB	34	497	0.069	34	0.1	7.778	A
C-A	688			688			
A-B	39			39			
A-C	582			582			

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	13	562	0.024	13	0.0	6.564	A
B-A	44	268	0.165	44	0.2	16.101	C
C-AB	34	497	0.069	34	0.1	7.780	A
C-A	688			688			
A-B	39			39			
A-C	582			582			

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	11	603	0.018	11	0.0	6.075	A
B-A	36	318	0.113	36	0.1	12.804	B
C-AB	28	527	0.053	28	0.1	7.219	A
C-A	562			562			
A-B	31			31			
A-C	476			476			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	632	0.014	9	0.0	5.779	A
B-A	30	354	0.085	30	0.1	11.129	B
C-AB	23	548	0.043	23	0.0	6.862	A
C-A	471			471			
A-B	26			26			
A-C	398			398			

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		1.56	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	15:15	16:45	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		✓	822	100.000
B		✓	99	100.000
C		✓	745	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	756
	B	65	0	34
	C	713	32	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	9.00	0.1	A
B-A	0.38	30.96	0.6	D
C-AB	0.08	9.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	26	568	0.045	25	0.0	6.631	A
B-A	49	300	0.163	48	0.2	14.279	B
C-AB	24	500	0.048	24	0.1	7.553	A
C-A	537			537			
A-B	50			50			
A-C	569			569			

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	31	522	0.059	31	0.1	7.331	A
B-A	58	253	0.231	58	0.3	18.460	C
C-AB	29	469	0.061	29	0.1	8.167	A
C-A	641			641			
A-B	59			59			
A-C	680			680			

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	37	439	0.085	37	0.1	8.949	A
B-A	72	188	0.381	70	0.6	30.395	D
C-AB	35	427	0.083	35	0.1	9.189	A
C-A	785			785			
A-B	73			73			
A-C	832			832			

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	437	0.086	37	0.1	8.998	A
B-A	72	188	0.381	72	0.6	30.957	D
C-AB	35	427	0.083	35	0.1	9.192	A
C-A	785			785			
A-B	73			73			
A-C	832			832			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	520	0.059	31	0.1	7.359	A
B-A	58	253	0.231	60	0.3	18.764	C
C-AB	29	469	0.061	29	0.1	8.174	A
C-A	641			641			
A-B	59			59			
A-C	680			680			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	567	0.045	26	0.0	6.645	A
B-A	49	299	0.163	49	0.2	14.422	B
C-AB	24	500	0.048	24	0.1	7.561	A
C-A	537			537			
A-B	50			50			
A-C	569			569			

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		1.93	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	12:15	13:45	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		✓	803	100.000
B		✓	110	100.000
C		✓	812	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	744
	B	71	0	39
	C	767	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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	0.10	9.51	0.1	A
B-A	0.44	35.82	0.8	E
C-AB	0.11	9.40	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	29	568	0.052	29	0.1	6.677	A
B-A	53	293	0.182	53	0.2	14.901	B
C-AB	34	504	0.067	34	0.1	7.645	A
C-A	577			577			
A-B	44			44			
A-C	560			560			

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	35	519	0.068	35	0.1	7.441	A
B-A	64	245	0.260	63	0.3	19.747	C
C-AB	40	474	0.085	40	0.1	8.298	A
C-A	690			690			
A-B	53			53			
A-C	669			669			

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	43	425	0.101	43	0.1	9.424	A
B-A	78	178	0.438	77	0.7	34.849	D
C-AB	50	432	0.115	49	0.1	9.395	A
C-A	844			844			
A-B	65			65			
A-C	819			819			

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	43	421	0.102	43	0.1	9.512	A
B-A	78	178	0.438	78	0.8	35.818	E
C-AB	50	432	0.115	50	0.1	9.401	A
C-A	844			844			
A-B	65			65			
A-C	819			819			

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	517	0.068	35	0.1	7.478	A
B-A	64	245	0.260	65	0.4	20.205	C
C-AB	40	474	0.085	41	0.1	8.307	A
C-A	690			690			
A-B	53			53			
A-C	669			669			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	567	0.052	29	0.1	6.698	A
B-A	53	293	0.182	54	0.2	15.083	C
C-AB	34	504	0.067	34	0.1	7.660	A
C-A	577			577			
A-B	44			44			
A-C	560			560			

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		0.75	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)
D7	2035 With Development	AM	ONE HOUR	08:15	09:45	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		✓	580	100.000
B		✓	52	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	35	545
	B	40	0	12
	C	648	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.63	0.0	A
B-A	0.17	16.70	0.2	C
C-AB	0.07	7.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	9	629	0.014	9	0.0	5.807	A
B-A	30	348	0.086	30	0.1	11.282	B
C-AB	23	545	0.043	23	0.0	6.894	A
C-A	488			488			
A-B	26			26			
A-C	410			410			

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	11	599	0.018	11	0.0	6.117	A
B-A	36	311	0.116	36	0.1	13.069	B
C-AB	28	523	0.053	28	0.1	7.267	A
C-A	583			583			
A-B	31			31			
A-C	490			490			

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	13	556	0.024	13	0.0	6.631	A
B-A	44	260	0.170	44	0.2	16.660	C
C-AB	34	493	0.069	34	0.1	7.850	A
C-A	713			713			
A-B	39			39			
A-C	600			600			

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	13	556	0.024	13	0.0	6.633	A
B-A	44	260	0.170	44	0.2	16.705	C
C-AB	34	493	0.069	34	0.1	7.851	A
C-A	713			713			
A-B	39			39			
A-C	600			600			

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	11	599	0.018	11	0.0	6.120	A
B-A	36	311	0.116	36	0.1	13.110	B
C-AB	28	523	0.053	28	0.1	7.272	A
C-A	583			583			
A-B	31			31			
A-C	490			490			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9	629	0.014	9	0.0	5.810	A
B-A	30	348	0.086	30	0.1	11.322	B
C-AB	23	545	0.043	23	0.0	6.898	A
C-A	488			488			
A-B	26			26			
A-C	410			410			

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		1.65	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	15:15	16:45	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		✓	849	100.000
B		✓	99	100.000
C		✓	771	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	783
	B	65	0	34
	C	739	32	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.09	9.39	0.1	A
B-A	0.41	34.47	0.7	D
C-AB	0.08	9.37	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	26	561	0.046	25	0.0	6.714	A
B-A	49	291	0.168	48	0.2	14.752	B
C-AB	24	495	0.049	24	0.1	7.636	A
C-A	556			556			
A-B	50			50			
A-C	589			589			

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	31	513	0.060	31	0.1	7.465	A
B-A	58	243	0.241	58	0.3	19.420	C
C-AB	29	463	0.062	29	0.1	8.283	A
C-A	664			664			
A-B	59			59			
A-C	704			704			

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	37	424	0.088	37	0.1	9.318	A
B-A	72	176	0.407	70	0.6	33.678	D
C-AB	35	419	0.084	35	0.1	9.370	A
C-A	814			814			
A-B	73			73			
A-C	862			862			

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	421	0.089	37	0.1	9.385	A
B-A	72	176	0.407	71	0.7	34.469	D
C-AB	35	419	0.084	35	0.1	9.374	A
C-A	814			814			
A-B	73			73			
A-C	862			862			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	511	0.060	31	0.1	7.499	A
B-A	58	243	0.241	60	0.3	19.806	C
C-AB	29	463	0.062	29	0.1	8.289	A
C-A	664			664			
A-B	59			59			
A-C	704			704			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	561	0.046	26	0.0	6.731	A
B-A	49	291	0.168	49	0.2	14.912	B
C-AB	24	495	0.049	24	0.1	7.647	A
C-A	556			556			
A-B	50			50			
A-C	589			589			

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		2.09	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	12:15	13:45	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		✓	831	100.000
B		✓	110	100.000
C		✓	842	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	59	772
	B	71	0	39
	C	797	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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	10.10	0.1	B
B-A	0.47	41.04	0.9	E
C-AB	0.12	9.60	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	29	561	0.052	29	0.1	6.767	A
B-A	53	285	0.188	53	0.2	15.458	C
C-AB	34	499	0.068	34	0.1	7.735	A
C-A	600			600			
A-B	44			44			
A-C	581			581			

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	35	509	0.069	35	0.1	7.594	A
B-A	64	235	0.272	63	0.4	20.943	C
C-AB	40	468	0.087	40	0.1	8.424	A
C-A	716			716			
A-B	53			53			
A-C	694			694			

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	43	404	0.106	43	0.1	9.959	A
B-A	78	166	0.472	76	0.8	39.562	E
C-AB	50	425	0.117	49	0.1	9.588	A
C-A	878			878			
A-B	65			65			
A-C	850			850			

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	43	399	0.107	43	0.1	10.096	B
B-A	78	165	0.473	78	0.9	41.036	E
C-AB	50	425	0.117	50	0.1	9.598	A
C-A	878			878			
A-B	65			65			
A-C	850			850			

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	506	0.069	35	0.1	7.646	A
B-A	64	235	0.272	66	0.4	21.551	C
C-AB	40	468	0.087	41	0.1	8.434	A
C-A	716			716			
A-B	53			53			
A-C	694			694			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	560	0.052	29	0.1	6.789	A
B-A	53	284	0.188	54	0.2	15.669	C
C-AB	34	499	0.068	34	0.1	7.747	A
C-A	600			600			
A-B	44			44			
A-C	581			581			

2025 Sensitivity Test, 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		0.91	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)
D10	2025 Sensitivity Test	AM	ONE HOUR	08:15	09:45	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		✓	546	100.000
B		✓	62	100.000
C		✓	634	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	504
	B	47	0	15
	C	597	37	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.57	0.0	A
B-A	0.19	16.02	0.2	C
C-AB	0.08	7.80	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	11	635	0.018	11	0.0	5.770	A
B-A	35	360	0.098	35	0.1	11.059	B
C-AB	28	552	0.050	28	0.1	6.863	A
C-A	449			449			
A-B	32			32			
A-C	379			379			

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	13	607	0.022	13	0.0	6.069	A
B-A	42	325	0.130	42	0.1	12.722	B
C-AB	33	531	0.063	33	0.1	7.232	A
C-A	537			537			
A-B	38			38			
A-C	453			453			

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	17	565	0.029	16	0.0	6.568	A
B-A	52	276	0.187	51	0.2	15.978	C
C-AB	41	502	0.081	41	0.1	7.800	A
C-A	657			657			
A-B	46			46			
A-C	555			555			

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	17	564	0.029	17	0.0	6.571	A
B-A	52	276	0.187	52	0.2	16.023	C
C-AB	41	502	0.081	41	0.1	7.801	A
C-A	657			657			
A-B	46			46			
A-C	555			555			

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	13	606	0.022	14	0.0	6.073	A
B-A	42	325	0.130	43	0.2	12.767	B
C-AB	33	531	0.063	33	0.1	7.237	A
C-A	537			537			
A-B	38			38			
A-C	453			453			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	635	0.018	11	0.0	5.775	A
B-A	35	360	0.098	36	0.1	11.104	B
C-AB	28	552	0.050	28	0.1	6.874	A
C-A	449			449			
A-B	32			32			
A-C	379			379			

2025 Sensitivity Test, 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		1.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2025 Sensitivity Test	PM	ONE HOUR	15:15	16:45	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		✓	800	100.000
B		✓	119	100.000
C		✓	720	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	79	721
	B	78	0	41
	C	681	39	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	9.41	0.1	A
B-A	0.43	31.95	0.7	D
C-AB	0.10	9.23	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	31	569	0.054	31	0.1	6.682	A
B-A	59	307	0.191	58	0.2	14.395	B
C-AB	29	504	0.058	29	0.1	7.569	A
C-A	513			513			
A-B	59			59			
A-C	543			543			

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	520	0.071	37	0.1	7.444	A
B-A	70	261	0.268	70	0.4	18.719	C
C-AB	35	474	0.074	35	0.1	8.190	A
C-A	612			612			
A-B	71			71			
A-C	648			648			

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	45	431	0.105	45	0.1	9.333	A
B-A	86	198	0.433	84	0.7	31.215	D
C-AB	43	433	0.099	43	0.1	9.223	A
C-A	750			750			
A-B	87			87			
A-C	794			794			

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	45	428	0.106	45	0.1	9.406	A
B-A	86	198	0.433	86	0.7	31.952	D
C-AB	43	433	0.099	43	0.1	9.228	A
C-A	750			750			
A-B	87			87			
A-C	794			794			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	518	0.071	37	0.1	7.481	A
B-A	70	261	0.268	72	0.4	19.111	C
C-AB	35	474	0.074	35	0.1	8.196	A
C-A	612			612			
A-B	71			71			
A-C	648			648			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	568	0.054	31	0.1	6.702	A
B-A	59	307	0.191	59	0.2	14.573	B
C-AB	29	504	0.058	29	0.1	7.578	A
C-A	513			513			
A-B	59			59			
A-C	543			543			

2025 Sensitivity Test, 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		2.48	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	2025 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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		✓	777	100.000
B		✓	132	100.000
C		✓	783	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	71	706
	B	86	0	46
	C	729	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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	0.13	10.16	0.1	B
B-A	0.50	37.58	1.0	E
C-AB	0.14	9.46	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	35	568	0.061	34	0.1	6.741	A
B-A	65	302	0.215	64	0.3	15.071	C
C-AB	41	509	0.080	40	0.1	7.674	A
C-A	549			549			
A-B	53			53			
A-C	532			532			

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	41	516	0.080	41	0.1	7.584	A
B-A	77	255	0.303	77	0.4	20.134	C
C-AB	49	480	0.101	48	0.1	8.340	A
C-A	655			655			
A-B	64			64			
A-C	635			635			

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	51	410	0.124	50	0.1	10.011	B
B-A	95	190	0.498	93	0.9	36.241	E
C-AB	59	440	0.135	59	0.2	9.458	A
C-A	803			803			
A-B	78			78			
A-C	777			777			

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	51	405	0.125	51	0.1	10.156	B
B-A	95	190	0.498	95	1.0	37.576	E
C-AB	59	440	0.135	59	0.2	9.465	A
C-A	803			803			
A-B	78			78			
A-C	777			777			

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	41	513	0.081	42	0.1	7.643	A
B-A	77	255	0.304	79	0.4	20.749	C
C-AB	49	480	0.101	49	0.1	8.349	A
C-A	655			655			
A-B	64			64			
A-C	635			635			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	567	0.061	35	0.1	6.765	A
B-A	65	301	0.215	65	0.3	15.299	C
C-AB	41	509	0.080	41	0.1	7.687	A
C-A	549			549			
A-B	53			53			
A-C	532			532			

2030 Sensitivity Test, 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		0.91	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)
D13	2030 Sensitivity Test	AM	ONE HOUR	08:15	09:45	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		✓	571	100.000
B		✓	62	100.000
C		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	529
	B	47	0	15
	C	625	37	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.69	0.0	A
B-A	0.20	16.92	0.2	C
C-AB	0.08	7.93	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	11	629	0.018	11	0.0	5.827	A
B-A	35	352	0.101	35	0.1	11.341	B
C-AB	28	547	0.051	28	0.1	6.930	A
C-A	471			471			
A-B	32			32			
A-C	398			398			

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	13	599	0.023	13	0.0	6.147	A
B-A	42	315	0.134	42	0.2	13.175	B
C-AB	33	525	0.063	33	0.1	7.320	A
C-A	562			562			
A-B	38			38			
A-C	476			476			

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	17	555	0.030	16	0.0	6.688	A
B-A	52	264	0.196	51	0.2	16.868	C
C-AB	41	495	0.082	41	0.1	7.923	A
C-A	688			688			
A-B	46			46			
A-C	582			582			

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	17	554	0.030	17	0.0	6.691	A
B-A	52	264	0.196	52	0.2	16.924	C
C-AB	41	495	0.082	41	0.1	7.926	A
C-A	688			688			
A-B	46			46			
A-C	582			582			

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	13	599	0.023	14	0.0	6.153	A
B-A	42	315	0.134	43	0.2	13.225	B
C-AB	33	525	0.063	33	0.1	7.322	A
C-A	562			562			
A-B	38			38			
A-C	476			476			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	629	0.018	11	0.0	5.830	A
B-A	35	352	0.101	36	0.1	11.392	B
C-AB	28	547	0.051	28	0.1	6.940	A
C-A	471			471			
A-B	32			32			
A-C	398			398			

2030 Sensitivity Test, 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		2.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 Sensitivity Test	PM	ONE HOUR	15:15	16:45	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		✓	835	100.000
B		✓	119	100.000
C		✓	752	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	79	756
	B	78	0	41
	C	713	39	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	10.04	0.1	B
B-A	0.47	36.88	0.9	E
C-AB	0.10	9.47	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	31	560	0.055	31	0.1	6.794	A
B-A	59	297	0.198	58	0.2	15.011	C
C-AB	29	498	0.059	29	0.1	7.677	A
C-A	537			537			
A-B	59			59			
A-C	569			569			

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	508	0.072	37	0.1	7.632	A
B-A	70	249	0.282	70	0.4	19.991	C
C-AB	35	466	0.075	35	0.1	8.342	A
C-A	641			641			
A-B	71			71			
A-C	680			680			

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	45	408	0.111	45	0.1	9.924	A
B-A	86	183	0.469	84	0.8	35.728	E
C-AB	43	423	0.101	43	0.1	9.461	A
C-A	785			785			
A-B	87			87			
A-C	832			832			

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	45	404	0.112	45	0.1	10.040	B
B-A	86	183	0.469	86	0.9	36.881	E
C-AB	43	423	0.101	43	0.1	9.467	A
C-A	785			785			
A-B	87			87			
A-C	832			832			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	506	0.073	37	0.1	7.678	A
B-A	70	249	0.282	72	0.4	20.525	C
C-AB	35	466	0.075	35	0.1	8.349	A
C-A	641			641			
A-B	71			71			
A-C	680			680			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	559	0.055	31	0.1	6.816	A
B-A	59	297	0.198	59	0.3	15.218	C
C-AB	29	498	0.059	29	0.1	7.687	A
C-A	537			537			
A-B	59			59			
A-C	569			569			

2030 Sensitivity Test, 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		2.80	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)
D15	2030 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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		✓	815	100.000
B		✓	132	100.000
C		✓	821	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	71	744
	B	86	0	46
	C	767	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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	0.14	11.26	0.2	B
B-A	0.55	45.58	1.1	E
C-AB	0.14	9.74	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	35	558	0.062	34	0.1	6.868	A
B-A	65	290	0.223	64	0.3	15.831	C
C-AB	41	502	0.081	40	0.1	7.795	A
C-A	577			577			
A-B	53			53			
A-C	560			560			

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	41	502	0.082	41	0.1	7.814	A
B-A	77	241	0.321	77	0.5	21.807	C
C-AB	49	471	0.103	48	0.1	8.512	A
C-A	690			690			
A-B	64			64			
A-C	669			669			

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	51	378	0.134	50	0.2	10.984	B
B-A	95	173	0.547	92	1.1	43.208	E
C-AB	59	429	0.139	59	0.2	9.729	A
C-A	844			844			
A-B	78			78			
A-C	819			819			

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	51	370	0.137	51	0.2	11.258	B
B-A	95	173	0.548	94	1.1	45.578	E
C-AB	59	429	0.139	59	0.2	9.739	A
C-A	844			844			
A-B	78			78			
A-C	819			819			

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	41	498	0.083	42	0.1	7.898	A
B-A	77	241	0.321	80	0.5	22.713	C
C-AB	49	471	0.103	49	0.1	8.522	A
C-A	690			690			
A-B	64			64			
A-C	669			669			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	557	0.062	35	0.1	6.899	A
B-A	65	290	0.223	66	0.3	16.110	C
C-AB	41	502	0.081	41	0.1	7.811	A
C-A	577			577			
A-B	53			53			
A-C	560			560			

2035 Sensitivity Test, 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		0.91	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)
D16	2035 Sensitivity Test	AM	ONE HOUR	08:15	09:45	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		✓	587	100.000
B		✓	62	100.000
C		✓	685	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	42	545
	B	47	0	15
	C	648	37	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.03	6.77	0.0	A
B-A	0.20	17.59	0.2	C
C-AB	0.08	8.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	11	625	0.018	11	0.0	5.861	A
B-A	35	346	0.102	35	0.1	11.544	B
C-AB	28	544	0.051	28	0.1	6.969	A
C-A	488			488			
A-B	32			32			
A-C	410			410			

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	13	595	0.023	13	0.0	6.194	A
B-A	42	309	0.137	42	0.2	13.501	B
C-AB	33	522	0.064	33	0.1	7.371	A
C-A	583			583			
A-B	38			38			
A-C	490			490			

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	17	549	0.030	16	0.0	6.763	A
B-A	52	256	0.202	51	0.2	17.528	C
C-AB	41	491	0.083	41	0.1	7.997	A
C-A	713			713			
A-B	46			46			
A-C	600			600			

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	17	548	0.030	17	0.0	6.767	A
B-A	52	256	0.202	52	0.2	17.590	C
C-AB	41	491	0.083	41	0.1	8.001	A
C-A	713			713			
A-B	46			46			
A-C	600			600			

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	13	594	0.023	14	0.0	6.198	A
B-A	42	309	0.137	43	0.2	13.555	B
C-AB	33	522	0.064	33	0.1	7.374	A
C-A	583			583			
A-B	38			38			
A-C	490			490			

09:30 - 09:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11	625	0.018	11	0.0	5.867	A
B-A	35	346	0.102	36	0.1	11.593	B
C-AB	28	544	0.051	28	0.1	6.976	A
C-A	488			488			
A-B	32			32			
A-C	410			410			

2035 Sensitivity Test, 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		2.31	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)
D17	2035 Sensitivity Test	PM	ONE HOUR	15:15	16:45	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		✓	862	100.000
B		✓	119	100.000
C		✓	778	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	79	783
	B	78	0	41
	C	739	39	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.12	10.69	0.1	B
B-A	0.50	41.96	1.0	E
C-AB	0.10	9.66	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	31	553	0.056	31	0.1	6.883	A
B-A	59	289	0.204	58	0.3	15.534	C
C-AB	29	493	0.060	29	0.1	7.763	A
C-A	556			556			
A-B	59			59			
A-C	589			589			

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	499	0.074	37	0.1	7.788	A
B-A	70	239	0.293	70	0.4	21.116	C
C-AB	35	460	0.076	35	0.1	8.464	A
C-A	664			664			
A-B	71			71			
A-C	704			704			

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	45	387	0.117	45	0.1	10.513	B
B-A	86	171	0.502	84	0.9	40.250	E
C-AB	43	416	0.103	43	0.1	9.654	A
C-A	814			814			
A-B	87			87			
A-C	862			862			

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	45	382	0.118	45	0.1	10.688	B
B-A	86	171	0.502	86	1.0	41.956	E
C-AB	43	416	0.103	43	0.1	9.660	A
C-A	814			814			
A-B	87			87			
A-C	862			862			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37	496	0.074	37	0.1	7.851	A
B-A	70	239	0.293	72	0.4	21.813	C
C-AB	35	460	0.076	35	0.1	8.472	A
C-A	664			664			
A-B	71			71			
A-C	704			704			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	552	0.056	31	0.1	6.907	A
B-A	59	288	0.204	59	0.3	15.765	C
C-AB	29	493	0.060	29	0.1	7.774	A
C-A	556			556			
A-B	59			59			
A-C	589			589			

2035 Sensitivity Test, 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		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2035 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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		✓	843	100.000
B		✓	132	100.000
C		✓	851	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	71	772
	B	86	0	46
	C	797	54	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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	0.15	12.52	0.2	B
B-A	0.59	54.25	1.4	F
C-AB	0.14	9.95	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

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	35	551	0.063	34	0.1	6.967	A
B-A	65	281	0.230	64	0.3	16.462	C
C-AB	41	496	0.082	40	0.1	7.887	A
C-A	600			600			
A-B	53			53			
A-C	581			581			

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	41	491	0.084	41	0.1	8.005	A
B-A	77	230	0.335	77	0.5	23.266	C
C-AB	49	465	0.104	48	0.1	8.643	A
C-A	716			716			
A-B	64			64			
A-C	694			694			

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	51	349	0.145	50	0.2	12.052	B
B-A	95	160	0.591	92	1.3	50.375	F
C-AB	59	421	0.141	59	0.2	9.941	A
C-A	878			878			
A-B	78			78			
A-C	850			850			

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	51	338	0.150	51	0.2	12.517	B
B-A	95	160	0.592	94	1.4	54.247	F
C-AB	59	421	0.141	59	0.2	9.950	A
C-A	878			878			
A-B	78			78			
A-C	850			850			

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	41	485	0.085	42	0.1	8.119	A
B-A	77	230	0.336	81	0.5	24.536	C
C-AB	49	465	0.104	49	0.1	8.654	A
C-A	716			716			
A-B	64			64			
A-C	694			694			

13:30 - 13:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	549	0.063	35	0.1	7.002	A
B-A	65	281	0.230	66	0.3	16.784	C
C-AB	41	496	0.082	41	0.1	7.903	A
C-A	600			600			
A-B	53			53			
A-C	581			581			

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J1 - A467.j9
Path: C:\Users\lloyd\Corun Associates Ltd\Communication site - Documents\23-00849 - Lidl, Land at Pontymister, Risca\Capacity Analysis\ARCADY
Report generation date: 18/10/2024 15:22:01

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
	2024 Survey Flows														
Arm 1		1.1	4.05	0.53	A		47.8	82.28	1.03	F		1.9	5.41	0.65	A

Arm 2	D1	0.1	6.05	0.06	A	D2	0.1	19.43	0.12	C	D3	0.1	7.73	0.06	A
Arm 3		1.1	3.29	0.51	A		1.1	3.57	0.52	A		1.0	3.23	0.50	A
Arm 4		0.6	3.35	0.36	A		1.1	4.38	0.52	A		1.0	4.03	0.49	A
	2025 Without Development														
Arm 1	D4	1.1	4.07	0.53	A	D5	51.3	87.10	1.03	F	D6	1.9	5.46	0.66	A
Arm 2		0.1	6.08	0.06	A		0.1	19.55	0.13	C		0.1	7.77	0.06	A
Arm 3		1.1	3.31	0.52	A		1.1	3.53	0.51	A		1.0	3.25	0.50	A
Arm 4		0.6	3.37	0.36	A		1.1	4.38	0.52	A		1.0	4.05	0.49	A
	2030 Without Development														
Arm 1	D7	1.3	4.31	0.56	A	D8	93.6	145.28	1.09	F	D9	2.2	6.07	0.69	A
Arm 2		0.1	6.36	0.06	A		0.2	20.46	0.14	C		0.1	8.35	0.06	A
Arm 3		1.2	3.53	0.54	A		1.2	3.78	0.54	A		1.1	3.46	0.53	A
Arm 4		0.6	3.54	0.38	A		1.2	4.73	0.55	A		1.1	4.35	0.52	A
	2025 With Development														
Arm 1	D10	1.2	4.17	0.54	A	D11	72.4	116.32	1.06	F	D12	2.1	5.81	0.68	A
Arm 2		0.1	6.21	0.06	A		0.1	20.31	0.13	C		0.1	8.14	0.06	A
Arm 3		1.1	3.38	0.52	A		1.1	3.70	0.53	A		1.0	3.35	0.51	A
Arm 4		0.6	3.46	0.38	A		1.2	4.67	0.55	A		1.1	4.33	0.53	A
	2030 With Development														
Arm 1	D13	1.3	4.43	0.57	A	D14	118.7	181.05	1.11	F	D15	2.4	6.50	0.71	A
Arm 2		0.1	6.51	0.07	A		0.2	21.09	0.14	C		0.1	8.78	0.07	A
Arm 3		1.2	3.62	0.55	A		1.2	3.89	0.55	A		1.2	3.58	0.54	A
Arm 4		0.7	3.64	0.40	A		1.4	5.08	0.58	A		1.2	4.68	0.56	A
	2035 Without Development														
Arm 1	D16	1.3	4.50	0.58	A	D17	131.2	207.33	1.13	F	D18	2.5	6.66	0.72	A
Arm 2		0.1	6.57	0.07	A		0.2	21.06	0.15	C		0.1	8.89	0.07	A
Arm 3		1.3	3.69	0.56	A		1.3	3.93	0.56	A		1.2	3.65	0.55	A
Arm 4		0.7	3.67	0.40	A		1.3	5.06	0.57	A		1.2	4.62	0.55	A
	2035 With Development														
Arm 1	D19	1.4	4.63	0.59	A	D20	157.8	267.29	1.16	F	D21	2.8	7.19	0.74	A
Arm 2		0.1	6.73	0.07	A		0.2	21.67	0.15	C		0.1	9.38	0.07	A
Arm 3		1.3	3.78	0.57	A		1.3	4.06	0.57	A		1.3	3.78	0.56	A
Arm 4		0.7	3.77	0.42	A		1.5	5.46	0.61	A		1.4	4.98	0.58	A
	2025 Sensitivity Test														
Arm 1	D22	1.2	4.19	0.54	A	D23	76.5	122.10	1.07	F	D24	2.1	5.88	0.68	A
Arm 2		0.1	6.23	0.06	A		0.2	20.55	0.14	C		0.1	8.21	0.06	A
Arm 3		1.1	3.40	0.53	A		1.1	3.72	0.53	A		1.0	3.37	0.51	A
Arm 4		0.6	3.47	0.38	A		1.2	4.73	0.56	A		1.1	4.39	0.53	A
	2030 Sensitivity Test														
Arm 1	D25	1.3	4.45	0.57	A	D26	123.4	190.39	1.12	F	D27	2.5	6.59	0.71	A
Arm 2		0.1	6.53	0.07	A		0.2	21.32	0.15	C		0.1	8.86	0.07	A
Arm 3		1.2	3.63	0.55	A		1.2	3.91	0.56	A		1.2	3.60	0.54	A
Arm 4		0.7	3.65	0.40	A		1.4	5.15	0.59	A		1.3	4.75	0.56	A
	2035 Sensitivity Test														
Arm 1	D28	1.4	4.65	0.59	A	D29	162.8	278.37	1.16	F	D30	2.8	7.29	0.74	A
Arm 2		0.1	6.75	0.07	A		0.2	21.90	0.16	C		0.1	9.47	0.08	A
Arm 3		1.3	3.80	0.57	A		1.3	4.08	0.57	A		1.3	3.80	0.56	A
Arm 4		0.7	3.79	0.42	A		1.6	5.54	0.61	A		1.4	5.07	0.59	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/08/2024
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	08:15	09:45	15
D2	2024 Survey Flows	PM	ONE HOUR	15:15	16:45	15
D3	2024 Survey Flows	SAT	ONE HOUR	12:15	13:45	15
D4	2025 Without Development	AM	ONE HOUR	08:15	09:45	15
D5	2025 Without Development	PM	ONE HOUR	15:15	16:45	15
D6	2025 Without Development	SAT	ONE HOUR	12:15	13:45	15
D7	2030 Without Development	AM	ONE HOUR	08:15	09:45	15
D8	2030 Without Development	PM	ONE HOUR	15:15	16:45	15
D9	2030 Without Development	SAT	ONE HOUR	12:15	13:45	15
D10	2025 With Development	AM	ONE HOUR	08:15	09:45	15
D11	2025 With Development	PM	ONE HOUR	15:15	16:45	15
D12	2025 With Development	SAT	ONE HOUR	12:15	13:45	15
D13	2030 With Development	AM	ONE HOUR	08:15	09:45	15
D14	2030 With Development	PM	ONE HOUR	15:15	16:45	15
D15	2030 With Development	SAT	ONE HOUR	12:15	13:45	15
D16	2035 Without Development	AM	ONE HOUR	08:15	09:45	15
D17	2035 Without Development	PM	ONE HOUR	15:15	16:45	15
D18	2035 Without Development	SAT	ONE HOUR	12:15	13:45	15
D19	2035 With Development	AM	ONE HOUR	08:15	09:45	15
D20	2035 With Development	PM	ONE HOUR	15:15	16:45	15
D21	2035 With Development	SAT	ONE HOUR	12:15	13:45	15
D22	2025 Sensitivity Test	AM	ONE HOUR	08:15	09:45	15
D23	2025 Sensitivity Test	PM	ONE HOUR	15:15	16:45	15
D24	2025 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	15
D25	2030 Sensitivity Test	AM	ONE HOUR	08:15	09:45	15
D26	2030 Sensitivity Test	PM	ONE HOUR	15:15	16:45	15
D27	2030 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	15
D28	2035 Sensitivity Test	AM	ONE HOUR	08:15	09:45	15
D29	2035 Sensitivity Test	PM	ONE HOUR	15:15	16:45	15
D30	2035 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A467 (E)	
2	Unnamed Arm	
3	A467 (W)	
4	B4591	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.66	7.66	0.0	11.6	77.5	45.1	
2	3.00	4.85	3.0	53.1	74.6	23.5	
3	7.61	8.32	5.6	63.6	75.4	28.5	
4	6.50	7.83	3.6	49.7	74.6	28.1	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.521	2117
2	0.417	1156
3	0.623	2555
4	0.577	2232

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	08:15	09:45	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		✓	909	100.000
2		✓	33	100.000
3		✓	1051	100.000
4		✓	550	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	545	359
	2	16	0	7	10
	3	808	5	0	238
	4	366	4	180	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.53	4.05	1.1	A
2	0.06	6.05	0.1	A
3	0.51	3.29	1.1	A
4	0.36	3.35	0.6	A

Main Results for each time segment

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	684	142	1923	0.356	682	0.5	2.895	A
2	25	814	798	0.031	25	0.0	4.655	A
3	791	289	2335	0.339	789	0.5	2.326	A
4	414	622	1848	0.224	413	0.3	2.507	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	817	170	1910	0.428	816	0.7	3.292	A
2	30	974	728	0.041	30	0.0	5.157	A
3	945	346	2299	0.411	944	0.7	2.655	A
4	494	745	1776	0.278	494	0.4	2.807	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	1001	208	1891	0.529	999	1.1	4.032	A
2	36	1192	632	0.058	36	0.1	6.046	A
3	1157	423	2251	0.514	1156	1.1	3.283	A
4	606	912	1679	0.361	605	0.6	3.349	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	1001	208	1891	0.529	1001	1.1	4.046	A
2	36	1193	631	0.058	36	0.1	6.053	A
3	1157	424	2250	0.514	1157	1.1	3.292	A
4	606	913	1679	0.361	606	0.6	3.354	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	817	170	1909	0.428	819	0.8	3.306	A
2	30	976	726	0.041	30	0.0	5.168	A
3	945	347	2299	0.411	946	0.7	2.664	A
4	494	746	1775	0.279	495	0.4	2.815	A

09:30 - 09:45

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	684	142	1923	0.356	685	0.6	2.911	A
2	25	817	796	0.031	25	0.0	4.667	A
3	791	290	2334	0.339	792	0.5	2.335	A
4	414	625	1846	0.224	414	0.3	2.514	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	42.64	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Survey Flows	PM	ONE HOUR	15:15	16:45	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		✓	1775	100.000
2		✓	24	100.000
3		✓	976	100.000
4		✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1174	593
	2	10	0	7	7
	3	741	6	0	229
	4	471	6	328	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	0	0
	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	1.03	82.28	47.8	F
2	0.12	19.43	0.1	C
3	0.52	3.57	1.1	A
4	0.52	4.38	1.1	A

Main Results for each time segment

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	1336	255	1962	0.681	1328	2.1	5.606	A
2	18	1568	494	0.037	18	0.0	7.565	A
3	735	456	2201	0.334	733	0.5	2.449	A
4	606	568	1865	0.325	604	0.5	2.851	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	1596	305	1936	0.824	1586	4.4	10.043	B
2	22	1874	365	0.059	21	0.1	10.489	B
3	877	545	2147	0.409	877	0.7	2.833	A
4	724	680	1799	0.402	723	0.7	3.343	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	1954	374	1900	1.029	1851	30.1	43.013	E
2	26	2204	225	0.117	26	0.1	18.049	C
3	1075	637	2090	0.514	1073	1.0	3.534	A
4	886	832	1709	0.519	885	1.1	4.358	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	1954	374	1899	1.029	1884	47.8	82.285	F
2	26	2236	212	0.125	26	0.1	19.431	C
3	1075	648	2084	0.516	1075	1.1	3.566	A
4	886	833	1709	0.519	886	1.1	4.377	A

16:15 - 16:30

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	1596	306	1935	0.825	1766	5.2	35.494	E
2	22	2054	289	0.075	22	0.1	13.497	B
3	877	605	2110	0.416	879	0.7	2.929	A
4	724	682	1798	0.402	725	0.7	3.358	A

16:30 - 16:45

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	1336	256	1961	0.681	1348	2.2	5.986	A
2	18	1590	485	0.037	18	0.0	7.723	A
3	735	463	2196	0.335	736	0.5	2.465	A
4	606	571	1864	0.325	607	0.5	2.867	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Survey Flows	SAT	ONE HOUR	12:15	13:45	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		✓	1144	100.000
2		✓	25	100.000
3		✓	997	100.000
4		✓	785	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	664	477
	2	12	0	7	6
	3	711	6	0	280
	4	489	7	289	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.65	5.41	1.9	A
2	0.06	7.73	0.1	A
3	0.50	3.23	1.0	A
4	0.49	4.03	1.0	A

Main Results for each time segment

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	861	227	1979	0.435	858	0.8	3.204	A
2	19	1073	704	0.027	19	0.0	5.250	A
3	751	371	2321	0.323	749	0.5	2.286	A
4	591	547	1904	0.310	589	0.4	2.733	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	1028	271	1956	0.526	1027	1.1	3.869	A
2	22	1284	616	0.037	22	0.0	6.069	A
3	896	444	2275	0.394	896	0.6	2.608	A
4	706	655	1843	0.383	705	0.6	3.162	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	1260	332	1925	0.654	1257	1.9	5.361	A
2	28	1571	495	0.056	27	0.1	7.701	A
3	1098	544	2213	0.496	1096	1.0	3.220	A
4	864	802	1759	0.491	863	1.0	4.013	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	1260	333	1925	0.654	1260	1.9	5.411	A
2	28	1574	493	0.056	28	0.1	7.727	A
3	1098	545	2212	0.496	1098	1.0	3.230	A
4	864	803	1758	0.492	864	1.0	4.027	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	1028	272	1956	0.526	1031	1.1	3.908	A
2	22	1289	613	0.037	23	0.0	6.095	A
3	896	446	2274	0.394	898	0.7	2.617	A
4	706	656	1842	0.383	707	0.6	3.174	A

13:30 - 13:45

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	861	228	1979	0.435	863	0.8	3.228	A
2	19	1078	702	0.027	19	0.0	5.268	A
3	751	373	2320	0.324	751	0.5	2.297	A
4	591	549	1903	0.311	592	0.5	2.745	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.64	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	08:15	09:45	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		✓	913	100.000
2		✓	33	100.000
3		✓	1055	100.000
4		✓	553	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	547	361
	2	16	0	7	10
	3	811	5	0	239
	4	368	4	181	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.53	4.07	1.1	A
2	0.06	6.08	0.1	A
3	0.52	3.31	1.1	A
4	0.36	3.37	0.6	A

Main Results for each time segment

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	687	143	1923	0.357	685	0.6	2.903	A
2	25	817	796	0.031	25	0.0	4.665	A
3	794	290	2334	0.340	792	0.5	2.332	A
4	416	625	1846	0.226	415	0.3	2.513	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	821	171	1909	0.430	820	0.7	3.304	A
2	30	978	726	0.041	30	0.0	5.171	A
3	948	348	2298	0.413	948	0.7	2.664	A
4	497	747	1775	0.280	497	0.4	2.817	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	1005	209	1890	0.532	1004	1.1	4.055	A
2	36	1197	629	0.058	36	0.1	6.070	A
3	1162	425	2249	0.516	1160	1.1	3.300	A
4	609	915	1677	0.363	608	0.6	3.366	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	1005	209	1890	0.532	1005	1.1	4.068	A
2	36	1199	629	0.058	36	0.1	6.078	A
3	1162	426	2249	0.517	1162	1.1	3.309	A
4	609	916	1677	0.363	609	0.6	3.370	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	821	171	1909	0.430	822	0.8	3.319	A
2	30	981	725	0.041	30	0.0	5.181	A
3	948	349	2297	0.413	950	0.7	2.673	A
4	497	749	1774	0.280	498	0.4	2.824	A

09:30 - 09:45

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	687	143	1923	0.357	688	0.6	2.919	A
2	25	821	795	0.031	25	0.0	4.677	A
3	794	292	2333	0.340	795	0.5	2.343	A
4	416	627	1845	0.226	417	0.3	2.520	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	45.10	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2025 Without Development	PM	ONE HOUR	15:15	16:45	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		✓	1783	100.000
2		✓	24	100.000
3		✓	980	100.000
4		✓	808	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1179	596
	2	10	0	7	7
	3	744	6	0	230
	4	473	6	329	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	3	0	0	0
	4	1	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	1.03	87.10	51.3	F
2	0.13	19.55	0.1	C
3	0.51	3.53	1.1	A
4	0.52	4.38	1.1	A

Main Results for each time segment

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	1342	256	1962	0.684	1334	2.1	5.659	A
2	18	1575	491	0.037	18	0.0	7.610	A
3	738	459	2216	0.333	736	0.5	2.429	A
4	608	571	1867	0.326	606	0.5	2.852	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	1603	306	1935	0.828	1593	4.5	10.245	B
2	22	1882	361	0.060	21	0.1	10.588	B
3	881	548	2161	0.408	880	0.7	2.809	A
4	726	683	1802	0.403	726	0.7	3.344	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	1963	375	1899	1.034	1854	31.8	44.709	E
2	26	2207	224	0.118	26	0.1	18.188	C
3	1079	638	2105	0.513	1078	1.0	3.498	A
4	890	836	1712	0.520	888	1.1	4.362	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	1963	375	1899	1.034	1885	51.3	87.103	F
2	26	2239	210	0.126	26	0.1	19.549	C
3	1079	649	2099	0.514	1079	1.1	3.529	A
4	890	837	1711	0.520	890	1.1	4.380	A

16:15 - 16:30

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	1603	307	1935	0.828	1786	5.4	40.737	E
2	22	2075	280	0.077	22	0.1	13.962	B
3	881	613	2121	0.415	882	0.7	2.908	A
4	726	684	1801	0.403	728	0.7	3.360	A

16:30 - 16:45

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	1342	257	1961	0.684	1355	2.2	6.063	A
2	18	1597	481	0.038	18	0.0	7.776	A
3	738	466	2211	0.334	739	0.5	2.447	A
4	608	573	1866	0.326	609	0.5	2.865	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.36	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)
D6	2025 Without Development	SAT	ONE HOUR	12:15	13:45	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		✓	1149	100.000
2		✓	25	100.000
3		✓	1001	100.000
4		✓	788	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	667	479
	2	12	0	7	6
	3	714	6	0	281
	4	491	7	290	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.66	5.46	1.9	A
2	0.06	7.77	0.1	A
3	0.50	3.25	1.0	A
4	0.49	4.05	1.0	A

Main Results for each time segment

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	865	227	1979	0.437	862	0.8	3.213	A
2	19	1077	702	0.027	19	0.0	5.265	A
3	754	373	2320	0.325	752	0.5	2.292	A
4	593	550	1903	0.312	591	0.5	2.741	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	1033	272	1956	0.528	1032	1.1	3.889	A
2	22	1289	613	0.037	22	0.0	6.092	A
3	900	446	2274	0.396	899	0.7	2.617	A
4	708	658	1841	0.385	708	0.6	3.174	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	1265	333	1924	0.657	1262	1.9	5.408	A
2	28	1577	492	0.056	27	0.1	7.747	A
3	1102	546	2211	0.498	1101	1.0	3.237	A
4	868	805	1757	0.494	866	1.0	4.042	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	1265	334	1924	0.657	1265	1.9	5.461	A
2	28	1581	491	0.056	28	0.1	7.773	A
3	1102	547	2211	0.499	1102	1.0	3.247	A
4	868	806	1756	0.494	868	1.0	4.050	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	1033	273	1955	0.528	1036	1.1	3.929	A
2	22	1295	611	0.037	23	0.0	6.119	A
3	900	448	2273	0.396	901	0.7	2.626	A
4	708	659	1840	0.385	710	0.6	3.189	A

13:30 - 13:45

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	865	228	1978	0.437	866	0.8	3.243	A
2	19	1083	700	0.027	19	0.0	5.285	A
3	754	375	2319	0.325	754	0.5	2.301	A
4	593	552	1902	0.312	594	0.5	2.755	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 Without Development	AM	ONE HOUR	08:15	09:45	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		✓	955	100.000
2		✓	35	100.000
3		✓	1105	100.000
4		✓	577	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	572	378
	2	17	0	7	11
	3	849	5	0	251
	4	384	4	189	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.56	4.31	1.3	A
2	0.06	6.36	0.1	A
3	0.54	3.53	1.2	A
4	0.38	3.54	0.6	A

Main Results for each time segment

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	719	149	1920	0.374	717	0.6	2.984	A
2	26	855	780	0.034	26	0.0	4.776	A
3	832	305	2325	0.358	830	0.6	2.405	A
4	434	654	1829	0.237	433	0.3	2.576	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	859	178	1906	0.451	858	0.8	3.431	A
2	31	1023	706	0.045	31	0.0	5.336	A
3	993	365	2287	0.434	993	0.8	2.779	A
4	519	782	1754	0.296	518	0.4	2.912	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	1051	218	1886	0.558	1050	1.2	4.297	A
2	39	1252	605	0.064	38	0.1	6.352	A
3	1217	446	2236	0.544	1215	1.2	3.518	A
4	635	958	1652	0.384	634	0.6	3.533	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	1051	218	1886	0.558	1051	1.3	4.315	A
2	39	1254	604	0.064	39	0.1	6.361	A
3	1217	447	2236	0.544	1217	1.2	3.530	A
4	635	959	1652	0.385	635	0.6	3.541	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	859	178	1905	0.451	860	0.8	3.449	A
2	31	1026	705	0.045	32	0.0	5.348	A
3	993	366	2287	0.434	995	0.8	2.792	A
4	519	784	1753	0.296	520	0.4	2.919	A

09:30 - 09:45

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	719	149	1920	0.375	720	0.6	3.001	A
2	26	859	778	0.034	26	0.0	4.789	A
3	832	306	2324	0.358	833	0.6	2.416	A
4	434	656	1828	0.238	435	0.3	2.586	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	73.93	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 Without Development	PM	ONE HOUR	15:15	16:45	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		✓	1866	100.000
2		✓	25	100.000
3		✓	1025	100.000
4		✓	845	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1234	624
	2	11	0	7	7
	3	778	6	0	241
	4	495	6	344	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.09	145.28	93.6	F
2	0.14	20.46	0.2	C
3	0.54	3.78	1.2	A
4	0.55	4.73	1.2	A

Main Results for each time segment

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	1405	267	1957	0.718	1395	2.5	6.298	A
2	19	1647	461	0.041	19	0.0	8.128	A
3	772	480	2186	0.353	770	0.5	2.538	A
4	636	597	1856	0.343	634	0.5	2.941	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	1677	320	1930	0.869	1663	6.0	12.873	B
2	22	1965	327	0.069	22	0.1	11.798	B
3	921	572	2130	0.433	921	0.8	2.975	A
4	760	714	1786	0.425	759	0.7	3.499	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	2054	391	1893	1.086	1870	52.1	65.009	F
2	28	2240	212	0.130	27	0.1	19.503	C
3	1129	645	2086	0.541	1127	1.2	3.748	A
4	930	874	1692	0.550	928	1.2	4.707	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	2054	392	1892	1.086	1889	93.6	145.278	F
2	28	2259	203	0.135	27	0.2	20.461	C
3	1129	651	2082	0.542	1129	1.2	3.775	A
4	930	875	1691	0.550	930	1.2	4.734	A

16:15 - 16:30

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	1677	321	1929	0.870	1909	35.8	124.582	F
2	22	2211	224	0.100	23	0.1	17.902	C
3	921	655	2080	0.443	923	0.8	3.115	A
4	760	716	1785	0.426	762	0.7	3.522	A

16:30 - 16:45

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	1405	268	1956	0.718	1538	2.6	11.691	B
2	19	1790	401	0.047	19	0.0	9.430	A
3	772	528	2157	0.358	773	0.6	2.601	A
4	636	599	1854	0.343	637	0.5	2.958	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.76	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)
D9	2030 Without Development	SAT	ONE HOUR	12:15	13:45	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		✓	1202	100.000
2		✓	26	100.000
3		✓	1048	100.000
4		✓	825	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	697	502
	2	13	0	7	6
	3	747	6	0	295
	4	514	7	304	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.69	6.07	2.2	A
2	0.06	8.35	0.1	A
3	0.53	3.46	1.1	A
4	0.52	4.35	1.1	A

Main Results for each time segment

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	905	238	1973	0.459	902	0.8	3.349	A
2	20	1127	681	0.029	19	0.0	5.438	A
3	789	391	2309	0.342	787	0.5	2.362	A
4	621	575	1889	0.329	619	0.5	2.833	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	1081	285	1949	0.554	1079	1.2	4.128	A
2	23	1349	588	0.040	23	0.0	6.374	A
3	942	468	2261	0.417	941	0.7	2.727	A
4	742	688	1824	0.407	741	0.7	3.323	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	1323	348	1916	0.691	1320	2.2	5.993	A
2	29	1650	461	0.062	29	0.1	8.314	A
3	1154	572	2195	0.526	1152	1.1	3.449	A
4	908	842	1736	0.523	907	1.1	4.334	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	1323	349	1916	0.691	1323	2.2	6.070	A
2	29	1655	460	0.062	29	0.1	8.352	A
3	1154	574	2194	0.526	1154	1.1	3.460	A
4	908	843	1735	0.524	908	1.1	4.355	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	1081	286	1949	0.554	1084	1.3	4.183	A
2	23	1356	585	0.040	23	0.0	6.408	A
3	942	470	2259	0.417	944	0.7	2.741	A
4	742	690	1823	0.407	743	0.7	3.341	A

13:30 - 13:45

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	905	239	1973	0.459	907	0.9	3.382	A
2	20	1133	679	0.029	20	0.0	5.460	A
3	789	393	2308	0.342	790	0.5	2.374	A
4	621	577	1887	0.329	622	0.5	2.848	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2025 With Development	AM	ONE HOUR	08:15	09:45	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		✓	930	100.000
2		✓	34	100.000
3		✓	1066	100.000
4		✓	577	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	547	378
	2	16	0	7	11
	3	811	5	0	250
	4	384	4	189	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.54	4.17	1.2	A
2	0.06	6.21	0.1	A
3	0.52	3.38	1.1	A
4	0.38	3.46	0.6	A

Main Results for each time segment

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	700	149	1921	0.364	698	0.6	2.937	A
2	26	836	788	0.032	25	0.0	4.718	A
3	803	304	2326	0.345	800	0.5	2.357	A
4	434	625	1846	0.235	433	0.3	2.545	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	836	178	1907	0.438	835	0.8	3.358	A
2	31	1001	716	0.043	31	0.0	5.250	A
3	958	364	2288	0.419	958	0.7	2.704	A
4	519	747	1775	0.292	518	0.4	2.865	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	1024	218	1887	0.543	1022	1.2	4.155	A
2	37	1225	618	0.061	37	0.1	6.203	A
3	1174	445	2237	0.525	1172	1.1	3.375	A
4	635	915	1677	0.379	635	0.6	3.451	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	1024	218	1887	0.543	1024	1.2	4.170	A
2	37	1227	617	0.061	37	0.1	6.212	A
3	1174	446	2237	0.525	1174	1.1	3.385	A
4	635	916	1677	0.379	635	0.6	3.456	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	836	178	1907	0.438	838	0.8	3.374	A
2	31	1003	715	0.043	31	0.0	5.263	A
3	958	365	2288	0.419	960	0.7	2.713	A
4	519	749	1774	0.292	519	0.4	2.871	A

09:30 - 09:45

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	700	149	1921	0.364	701	0.6	2.951	A
2	26	840	787	0.033	26	0.0	4.731	A
3	803	305	2325	0.345	803	0.5	2.366	A
4	434	627	1845	0.235	435	0.3	2.553	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	59.23	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2025 With Development	PM	ONE HOUR	15:15	16:45	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		✓	1821	100.000
2		✓	24	100.000
3		✓	996	100.000
4		✓	855	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1180	633
	2	10	0	7	7
	3	745	6	0	245
	4	500	6	349	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.06	116.32	72.4	F
2	0.13	20.31	0.1	C
3	0.53	3.70	1.1	A
4	0.55	4.67	1.2	A

Main Results for each time segment

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	1371	271	1955	0.701	1362	2.3	5.978	A
2	18	1618	474	0.038	18	0.0	7.894	A
3	750	486	2184	0.343	748	0.5	2.504	A
4	644	571	1871	0.344	642	0.5	2.923	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	1637	324	1927	0.849	1625	5.2	11.494	B
2	22	1932	341	0.063	21	0.1	11.246	B
3	895	580	2126	0.421	895	0.7	2.922	A
4	769	683	1805	0.426	768	0.7	3.469	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	2005	397	1890	1.061	1858	41.8	54.900	F
2	26	2234	214	0.123	26	0.1	19.124	C
3	1097	665	2075	0.529	1095	1.1	3.668	A
4	941	837	1714	0.549	939	1.2	4.639	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	2005	397	1889	1.061	1883	72.4	116.321	F
2	26	2259	204	0.130	26	0.1	20.307	C
3	1097	673	2069	0.530	1097	1.1	3.699	A
4	941	838	1713	0.550	941	1.2	4.665	A

16:15 - 16:30

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	1637	325	1927	0.850	1894	8.1	79.955	F
2	22	2200	228	0.095	22	0.1	17.446	C
3	895	674	2069	0.433	897	0.8	3.076	A
4	769	685	1803	0.426	770	0.7	3.493	A

16:30 - 16:45

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	1371	272	1954	0.701	1394	2.4	6.673	A
2	18	1651	460	0.039	18	0.0	8.158	A
3	750	498	2177	0.345	751	0.5	2.526	A
4	644	574	1870	0.344	645	0.5	2.942	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2025 With Development	SAT	ONE HOUR	12:15	13:45	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		✓	1175	100.000
2		✓	25	100.000
3		✓	1016	100.000
4		✓	840	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	667	505
	2	12	0	7	6
	3	714	6	0	296
	4	524	7	309	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.68	5.81	2.1	A
2	0.06	8.14	0.1	A
3	0.51	3.35	1.0	A
4	0.53	4.33	1.1	A

Main Results for each time segment

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	242	1972	0.449	881	0.8	3.293	A
2	19	1111	688	0.027	19	0.0	5.376	A
3	765	392	2308	0.331	763	0.5	2.327	A
4	632	550	1903	0.332	630	0.5	2.825	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	1056	289	1947	0.543	1055	1.2	4.028	A
2	22	1330	596	0.038	22	0.0	6.271	A
3	913	470	2259	0.404	913	0.7	2.671	A
4	755	658	1841	0.410	754	0.7	3.310	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	1294	354	1914	0.676	1290	2.0	5.742	A
2	28	1627	472	0.058	27	0.1	8.104	A
3	1119	574	2193	0.510	1117	1.0	3.340	A
4	925	805	1757	0.526	923	1.1	4.309	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	1294	355	1913	0.676	1294	2.1	5.806	A
2	28	1631	470	0.059	28	0.1	8.139	A
3	1119	576	2193	0.510	1119	1.0	3.351	A
4	925	806	1756	0.527	925	1.1	4.329	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	1056	290	1947	0.543	1060	1.2	4.076	A
2	22	1335	594	0.038	23	0.0	6.300	A
3	913	472	2258	0.405	915	0.7	2.684	A
4	755	659	1840	0.410	757	0.7	3.328	A

13:30 - 13:45

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	885	243	1971	0.449	886	0.8	3.322	A
2	19	1117	686	0.027	19	0.0	5.398	A
3	765	394	2307	0.332	766	0.5	2.336	A
4	632	552	1902	0.332	633	0.5	2.840	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2030 With Development	AM	ONE HOUR	08:15	09:45	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		✓	972	100.000
2		✓	36	100.000
3		✓	1116	100.000
4		✓	601	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	572	395
	2	17	0	7	12
	3	849	5	0	262
	4	400	4	197	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.57	4.43	1.3	A
2	0.07	6.51	0.1	A
3	0.55	3.62	1.2	A
4	0.40	3.64	0.7	A

Main Results for each time segment

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	732	155	1918	0.381	729	0.6	3.021	A
2	27	873	772	0.035	27	0.0	4.832	A
3	840	318	2317	0.363	838	0.6	2.431	A
4	452	654	1829	0.247	451	0.3	2.610	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	874	185	1903	0.459	873	0.8	3.490	A
2	32	1045	696	0.046	32	0.0	5.420	A
3	1003	381	2278	0.440	1002	0.8	2.822	A
4	540	782	1754	0.308	540	0.4	2.964	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	1070	227	1883	0.568	1068	1.3	4.410	A
2	40	1279	594	0.067	40	0.1	6.498	A
3	1229	466	2224	0.552	1227	1.2	3.603	A
4	662	958	1652	0.400	661	0.7	3.627	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	1070	227	1883	0.568	1070	1.3	4.430	A
2	40	1282	593	0.067	40	0.1	6.508	A
3	1229	467	2224	0.553	1229	1.2	3.616	A
4	662	959	1652	0.401	662	0.7	3.635	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	874	185	1903	0.459	876	0.9	3.511	A
2	32	1049	695	0.047	32	0.0	5.433	A
3	1003	382	2277	0.441	1005	0.8	2.835	A
4	540	784	1753	0.308	541	0.4	2.971	A

09:30 - 09:45

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	732	155	1918	0.382	733	0.6	3.040	A
2	27	877	770	0.035	27	0.0	4.846	A
3	840	320	2316	0.363	841	0.6	2.443	A
4	452	656	1828	0.248	453	0.3	2.620	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	91.16	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2030 With Development	PM	ONE HOUR	15:15	16:45	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		✓	1903	100.000
2		✓	25	100.000
3		✓	1040	100.000
4		✓	892	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1234	661
	2	11	0	7	7
	3	778	6	0	256
	4	522	6	364	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.11	181.05	118.7	F
2	0.14	21.09	0.2	C
3	0.55	3.89	1.2	A
4	0.58	5.08	1.4	A

Main Results for each time segment

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	1433	282	1949	0.735	1422	2.7	6.695	A
2	19	1689	444	0.042	19	0.0	8.465	A
3	783	507	2171	0.361	781	0.6	2.585	A
4	672	597	1856	0.362	669	0.6	3.029	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	1711	338	1920	0.891	1693	7.1	14.799	B
2	22	2013	307	0.073	22	0.1	12.631	B
3	935	604	2111	0.443	934	0.8	3.053	A
4	802	714	1786	0.449	801	0.8	3.649	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	2095	413	1881	1.114	1865	64.6	77.796	F
2	28	2257	204	0.135	27	0.2	20.313	C
3	1145	668	2073	0.552	1143	1.2	3.866	A
4	982	874	1692	0.581	980	1.4	5.042	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	2095	414	1881	1.114	1879	118.7	181.048	F
2	28	2272	198	0.139	28	0.2	21.085	C
3	1145	672	2070	0.553	1145	1.2	3.892	A
4	982	875	1691	0.581	982	1.4	5.079	A

16:15 - 16:30

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	1711	339	1920	0.891	1904	70.5	180.010	F
2	22	2224	218	0.103	23	0.1	18.413	C
3	935	678	2067	0.452	937	0.8	3.191	A
4	802	716	1785	0.449	804	0.8	3.676	A

16:30 - 16:45

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	1433	283	1949	0.735	1703	2.9	35.996	E
2	19	1970	325	0.058	19	0.1	11.764	B
3	783	605	2111	0.371	784	0.6	2.716	A
4	672	599	1854	0.362	673	0.6	3.047	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	5.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D15	2030 With Development	SAT	ONE HOUR	12:15	13:45	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		✓	1228	100.000
2		✓	26	100.000
3		✓	1063	100.000
4		✓	877	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	697	528
	2	13	0	7	6
	3	747	6	0	310
	4	547	7	323	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.71	6.50	2.4	A
2	0.07	8.78	0.1	A
3	0.54	3.58	1.2	A
4	0.56	4.68	1.2	A

Main Results for each time segment

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	924	252	1966	0.470	921	0.9	3.433	A
2	20	1161	667	0.029	19	0.0	5.557	A
3	800	410	2297	0.348	798	0.5	2.399	A
4	660	575	1889	0.350	658	0.5	2.921	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	1104	302	1941	0.569	1102	1.3	4.285	A
2	23	1390	571	0.041	23	0.0	6.570	A
3	956	491	2246	0.426	955	0.7	2.787	A
4	788	688	1824	0.432	788	0.8	3.470	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	1352	369	1906	0.709	1348	2.4	6.401	A
2	29	1699	441	0.065	29	0.1	8.728	A
3	1170	600	2177	0.538	1169	1.2	3.563	A
4	966	842	1736	0.556	964	1.2	4.653	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	1352	370	1905	0.710	1352	2.4	6.500	A
2	29	1704	439	0.065	29	0.1	8.776	A
3	1170	602	2176	0.538	1170	1.2	3.579	A
4	966	843	1735	0.557	966	1.2	4.679	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	1104	303	1940	0.569	1108	1.3	4.351	A
2	23	1397	568	0.041	23	0.0	6.609	A
3	956	494	2244	0.426	957	0.7	2.802	A
4	788	690	1823	0.433	790	0.8	3.492	A

13:30 - 13:45

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	924	253	1966	0.470	926	0.9	3.468	A
2	20	1168	665	0.029	20	0.0	5.583	A
3	800	413	2295	0.349	801	0.5	2.410	A
4	660	577	1887	0.350	661	0.5	2.937	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.02	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	2035 Without Development	AM	ONE HOUR	08:15	09:45	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		✓	984	100.000
2		✓	36	100.000
3		✓	1137	100.000
4		✓	596	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	588	391
	2	17	0	8	11
	3	873	5	0	259
	4	397	4	195	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	4.50	1.3	A
2	0.07	6.57	0.1	A
3	0.56	3.69	1.3	A
4	0.40	3.67	0.7	A

Main Results for each time segment

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	153	1918	0.386	738	0.6	3.045	A
2	27	881	768	0.035	27	0.0	4.855	A
3	856	314	2319	0.369	854	0.6	2.452	A
4	449	672	1819	0.247	447	0.3	2.623	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	885	183	1903	0.465	884	0.9	3.528	A
2	32	1054	692	0.047	32	0.0	5.455	A
3	1022	376	2280	0.448	1021	0.8	2.858	A
4	536	804	1742	0.308	535	0.4	2.984	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	1083	224	1883	0.575	1081	1.3	4.482	A
2	40	1290	588	0.067	40	0.1	6.559	A
3	1252	460	2228	0.562	1250	1.3	3.677	A
4	656	984	1637	0.401	655	0.7	3.663	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	1083	225	1883	0.575	1083	1.3	4.504	A
2	40	1293	587	0.067	40	0.1	6.570	A
3	1252	461	2227	0.562	1252	1.3	3.690	A
4	656	985	1636	0.401	656	0.7	3.672	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	885	184	1903	0.465	886	0.9	3.550	A
2	32	1058	691	0.047	32	0.0	5.470	A
3	1022	377	2279	0.448	1024	0.8	2.873	A
4	536	806	1741	0.308	537	0.4	2.993	A

09:30 - 09:45

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	741	154	1918	0.386	742	0.6	3.065	A
2	27	885	767	0.035	27	0.0	4.869	A
3	856	316	2318	0.369	857	0.6	2.467	A
4	449	675	1817	0.247	449	0.3	2.633	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	104.62	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D17	2035 Without Development	PM	ONE HOUR	15:15	16:45	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		✓	1929	100.000
2		✓	27	100.000
3		✓	1060	100.000
4		✓	874	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	9	1274	646
	2	11	0	8	8
	3	803	7	0	250
	4	511	7	356	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.13	207.33	131.2	F
2	0.15	21.06	0.2	C
3	0.56	3.93	1.3	A
4	0.57	5.06	1.3	A

Main Results for each time segment

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	1452	278	1952	0.744	1441	2.8	6.906	A
2	20	1701	439	0.046	20	0.0	8.600	A
3	798	497	2176	0.367	796	0.6	2.603	A
4	658	616	1844	0.357	656	0.6	3.024	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	1734	332	1923	0.902	1714	7.8	15.896	C
2	24	2026	302	0.080	24	0.1	12.962	B
3	953	591	2119	0.450	952	0.8	3.082	A
4	786	737	1773	0.443	785	0.8	3.641	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	2124	406	1885	1.127	1871	70.9	84.127	F
2	30	2254	206	0.144	29	0.2	20.380	C
3	1167	647	2084	0.560	1165	1.3	3.909	A
4	962	902	1675	0.575	960	1.3	5.023	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	2124	407	1884	1.127	1883	131.2	198.361	F
2	30	2266	201	0.148	30	0.2	21.056	C
3	1167	651	2082	0.561	1167	1.3	3.934	A
4	962	904	1674	0.575	962	1.3	5.059	A

16:15 - 16:30

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	1734	334	1923	0.902	1908	87.8	207.334	F
2	24	2220	220	0.110	24	0.1	18.436	C
3	953	656	2079	0.458	955	0.9	3.205	A
4	786	739	1771	0.444	788	0.8	3.667	A

16:30 - 16:45

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	1452	279	1951	0.744	1791	3.2	62.136	F
2	20	2051	291	0.070	21	0.1	13.305	B
3	798	614	2105	0.379	799	0.6	2.760	A
4	658	619	1843	0.357	659	0.6	3.042	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D18	2035 Without Development	SAT	ONE HOUR	12:15	13:45	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		✓	1244	100.000
2		✓	28	100.000
3		✓	1084	100.000
4		✓	853	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	721	520
	2	13	0	8	7
	3	772	7	0	305
	4	531	8	314	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.72	6.66	2.5	A
2	0.07	8.89	0.1	A
3	0.55	3.65	1.2	A
4	0.55	4.62	1.2	A

Main Results for each time segment

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	937	247	1969	0.476	933	0.9	3.464	A
2	21	1166	665	0.032	21	0.0	5.587	A
3	816	405	2300	0.355	814	0.5	2.419	A
4	642	595	1877	0.342	640	0.5	2.904	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	1118	295	1944	0.575	1117	1.3	4.343	A
2	25	1396	569	0.044	25	0.0	6.624	A
3	974	485	2250	0.433	974	0.8	2.819	A
4	767	711	1810	0.424	766	0.7	3.443	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	1370	362	1910	0.717	1365	2.5	6.555	A
2	31	1707	438	0.070	31	0.1	8.845	A
3	1194	593	2182	0.547	1192	1.2	3.629	A
4	939	871	1719	0.546	937	1.2	4.593	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	1370	362	1909	0.717	1370	2.5	6.664	A
2	31	1712	436	0.071	31	0.1	8.895	A
3	1194	594	2181	0.547	1193	1.2	3.645	A
4	939	872	1718	0.547	939	1.2	4.619	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	1118	296	1943	0.575	1123	1.4	4.411	A
2	25	1403	565	0.045	25	0.0	6.665	A
3	974	487	2248	0.433	976	0.8	2.835	A
4	767	713	1809	0.424	769	0.7	3.467	A

13:30 - 13:45

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	937	248	1968	0.476	938	0.9	3.500	A
2	21	1173	662	0.032	21	0.0	5.616	A
3	816	407	2298	0.355	817	0.6	2.430	A
4	642	597	1876	0.342	643	0.5	2.921	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D19	2035 With Development	AM	ONE HOUR	08:15	09:45	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		✓	1001	100.000
2		✓	37	100.000
3		✓	1148	100.000
4		✓	620	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	588	408
	2	17	0	8	12
	3	873	5	0	270
	4	413	4	203	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.59	4.63	1.4	A
2	0.07	6.73	0.1	A
3	0.57	3.78	1.3	A
4	0.42	3.77	0.7	A

Main Results for each time segment

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	754	159	1916	0.393	751	0.6	3.083	A
2	28	900	760	0.037	28	0.0	4.911	A
3	864	328	2311	0.374	862	0.6	2.480	A
4	467	672	1819	0.257	465	0.3	2.658	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	900	190	1901	0.473	899	0.9	3.590	A
2	33	1077	683	0.049	33	0.1	5.542	A
3	1032	392	2270	0.455	1031	0.8	2.904	A
4	557	804	1742	0.320	557	0.5	3.036	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	1102	233	1880	0.586	1100	1.4	4.606	A
2	41	1318	577	0.071	41	0.1	6.714	A
3	1264	480	2216	0.571	1262	1.3	3.767	A
4	683	984	1637	0.417	682	0.7	3.764	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	1102	233	1879	0.586	1102	1.4	4.630	A
2	41	1320	576	0.071	41	0.1	6.727	A
3	1264	481	2215	0.571	1264	1.3	3.784	A
4	683	985	1636	0.417	683	0.7	3.774	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	900	191	1901	0.473	902	0.9	3.611	A
2	33	1080	681	0.049	33	0.1	5.559	A
3	1032	394	2270	0.455	1034	0.8	2.917	A
4	557	806	1741	0.320	558	0.5	3.049	A

09:30 - 09:45

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	754	160	1916	0.393	755	0.7	3.101	A
2	28	904	759	0.037	28	0.0	4.928	A
3	864	329	2310	0.374	865	0.6	2.493	A
4	467	675	1817	0.257	467	0.3	2.669	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	133.56	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D20	2035 With Development	PM	ONE HOUR	15:15	16:45	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		✓	1966	100.000
2		✓	27	100.000
3		✓	1075	100.000
4		✓	921	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	9	1274	683
	2	11	0	8	8
	3	803	7	0	265
	4	538	7	376	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.16	267.29	157.8	F
2	0.15	21.67	0.2	C
3	0.57	4.06	1.3	A
4	0.61	5.46	1.5	A

Main Results for each time segment

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	1480	293	1944	0.761	1468	3.1	7.383	A
2	20	1743	421	0.048	20	0.1	8.977	A
3	809	524	2160	0.375	807	0.6	2.655	A
4	693	616	1844	0.376	691	0.6	3.114	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	1767	350	1914	0.923	1742	9.5	18.643	C
2	24	2071	283	0.086	24	0.1	13.922	B
3	966	622	2101	0.460	965	0.8	3.168	A
4	828	737	1773	0.467	827	0.9	3.803	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	2165	428	1873	1.156	1864	84.6	98.866	F
2	30	2268	200	0.149	29	0.2	21.123	C
3	1184	668	2072	0.571	1182	1.3	4.034	A
4	1014	902	1675	0.606	1011	1.5	5.408	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	2165	429	1873	1.156	1872	157.8	237.428	F
2	30	2277	196	0.152	30	0.2	21.667	C
3	1184	671	2071	0.572	1184	1.3	4.058	A
4	1014	904	1674	0.606	1014	1.5	5.456	A

16:15 - 16:30

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	1767	352	1913	0.924	1901	124.4	267.294	F
2	24	2231	215	0.113	24	0.1	18.900	C
3	966	678	2067	0.468	968	0.9	3.284	A
4	828	739	1771	0.467	831	0.9	3.838	A

16:30 - 16:45

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	1480	294	1943	0.762	1928	12.6	131.510	F
2	20	2202	227	0.089	20	0.1	17.408	C
3	809	684	2063	0.392	810	0.6	2.875	A
4	693	619	1843	0.376	694	0.6	3.137	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	A467/B4591	Standard Roundabout		1, 2, 3, 4	5.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D21	2035 With Development	SAT	ONE HOUR	12:15	13:45	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		✓	1270	100.000
2		✓	28	100.000
3		✓	1099	100.000
4		✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	721	546
	2	13	0	8	7
	3	772	7	0	320
	4	564	8	333	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.74	7.19	2.8	A
2	0.07	9.38	0.1	A
3	0.56	3.78	1.3	A
4	0.58	4.98	1.4	A

Main Results for each time segment

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	956	261	1961	0.487	952	0.9	3.554	A
2	21	1200	651	0.032	21	0.0	5.712	A
3	827	424	2288	0.362	825	0.6	2.458	A
4	681	595	1877	0.363	679	0.6	2.999	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	1142	312	1935	0.590	1140	1.4	4.516	A
2	25	1436	552	0.046	25	0.0	6.837	A
3	988	508	2235	0.442	987	0.8	2.883	A
4	814	711	1811	0.449	813	0.8	3.604	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	1398	382	1899	0.736	1393	2.7	7.045	A
2	31	1756	417	0.074	31	0.1	9.312	A
3	1210	621	2164	0.559	1208	1.3	3.757	A
4	996	871	1719	0.580	994	1.4	4.950	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	1398	383	1899	0.737	1398	2.8	7.186	A
2	31	1761	415	0.074	31	0.1	9.376	A
3	1210	623	2163	0.559	1210	1.3	3.777	A
4	996	872	1718	0.580	996	1.4	4.985	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	1142	314	1934	0.590	1147	1.5	4.602	A
2	25	1444	548	0.046	25	0.0	6.886	A
3	988	511	2233	0.442	990	0.8	2.899	A
4	814	713	1809	0.450	816	0.8	3.633	A

13:30 - 13:45

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	956	262	1961	0.488	958	1.0	3.599	A
2	21	1207	648	0.033	21	0.0	5.742	A
3	827	427	2286	0.362	828	0.6	2.472	A
4	681	597	1876	0.363	682	0.6	3.017	A

2025 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D22	2025 Sensitivity Test	AM	ONE HOUR	08:15	09:45	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		✓	933	100.000
2		✓	34	100.000
3		✓	1068	100.000
4		✓	581	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	547	381
	2	16	0	7	11
	3	811	5	0	252
	4	387	4	190	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.54	4.19	1.2	A
2	0.06	6.23	0.1	A
3	0.53	3.40	1.1	A
4	0.38	3.47	0.6	A

Main Results for each time segment

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	702	149	1921	0.366	700	0.6	2.943	A
2	26	839	787	0.033	25	0.0	4.726	A
3	804	306	2324	0.346	802	0.5	2.362	A
4	437	625	1846	0.237	436	0.3	2.550	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	839	179	1907	0.440	838	0.8	3.363	A
2	31	1004	715	0.043	31	0.0	5.262	A
3	960	366	2287	0.420	959	0.7	2.711	A
4	522	747	1775	0.294	522	0.4	2.873	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	1027	219	1887	0.544	1026	1.2	4.172	A
2	37	1229	616	0.061	37	0.1	6.223	A
3	1176	448	2235	0.526	1174	1.1	3.389	A
4	640	915	1677	0.381	639	0.6	3.466	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	1027	219	1887	0.544	1027	1.2	4.188	A
2	37	1231	615	0.061	37	0.1	6.232	A
3	1176	449	2235	0.526	1176	1.1	3.398	A
4	640	916	1677	0.382	640	0.6	3.471	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	839	179	1907	0.440	840	0.8	3.380	A
2	31	1007	713	0.043	31	0.0	5.274	A
3	960	367	2286	0.420	962	0.7	2.722	A
4	522	749	1774	0.294	523	0.4	2.879	A

09:30 - 09:45

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	702	150	1921	0.366	703	0.6	2.959	A
2	26	843	786	0.033	26	0.0	4.739	A
3	804	308	2323	0.346	805	0.5	2.371	A
4	437	627	1845	0.237	438	0.3	2.560	A

2025 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	62.01	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D23	2025 Sensitivity Test	PM	ONE HOUR	15:15	16:45	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		✓	1828	100.000
2		✓	25	100.000
3		✓	998	100.000
4		✓	864	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1180	640
	2	10	0	7	8
	3	745	6	0	247
	4	506	6	352	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.07	122.10	76.5	F
2	0.14	20.55	0.2	C
3	0.53	3.72	1.1	A
4	0.56	4.73	1.2	A

Main Results for each time segment

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	1376	273	1954	0.704	1367	2.3	6.040	A
2	19	1625	471	0.040	19	0.0	7.961	A
3	751	492	2180	0.345	749	0.5	2.513	A
4	650	571	1871	0.348	648	0.5	2.939	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	1643	327	1926	0.853	1631	5.3	11.752	B
2	22	1940	338	0.067	22	0.1	11.407	B
3	897	587	2122	0.423	896	0.7	2.936	A
4	777	683	1805	0.430	776	0.8	3.496	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	2013	400	1888	1.066	1859	43.8	56.912	F
2	28	2237	213	0.129	27	0.1	19.391	C
3	1099	670	2071	0.531	1097	1.1	3.689	A
4	951	837	1714	0.555	949	1.2	4.699	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	2013	401	1888	1.066	1882	76.5	122.098	F
2	28	2261	203	0.136	27	0.2	20.553	C
3	1099	679	2066	0.532	1099	1.1	3.720	A
4	951	838	1713	0.555	951	1.2	4.726	A

16:15 - 16:30

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	1643	328	1925	0.854	1901	12.2	88.549	F
2	22	2209	224	0.100	23	0.1	17.862	C
3	897	682	2064	0.435	899	0.8	3.091	A
4	777	685	1803	0.431	779	0.8	3.521	A

16:30 - 16:45

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	1376	274	1953	0.705	1415	2.4	7.168	A
2	19	1675	450	0.042	19	0.0	8.364	A
3	751	509	2170	0.346	752	0.5	2.543	A
4	650	574	1870	0.348	651	0.5	2.958	A

2025 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.66	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)
D24	2025 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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		✓	1179	100.000
2		✓	25	100.000
3		✓	1019	100.000
4		✓	851	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	667	509
	2	12	0	7	6
	3	714	6	0	299
	4	530	8	313	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.68	5.88	2.1	A
2	0.06	8.21	0.1	A
3	0.51	3.37	1.0	A
4	0.53	4.39	1.1	A

Main Results for each time segment

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	888	245	1970	0.451	884	0.8	3.308	A
2	19	1117	686	0.027	19	0.0	5.396	A
3	767	395	2306	0.333	765	0.5	2.333	A
4	641	550	1903	0.337	639	0.5	2.842	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	1060	294	1945	0.545	1058	1.2	4.055	A
2	22	1337	593	0.038	22	0.0	6.304	A
3	916	473	2257	0.406	915	0.7	2.681	A
4	765	658	1841	0.415	764	0.7	3.341	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	1298	359	1911	0.679	1295	2.1	5.808	A
2	28	1635	468	0.059	27	0.1	8.172	A
3	1122	579	2191	0.512	1120	1.0	3.359	A
4	937	805	1757	0.533	935	1.1	4.373	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	1298	360	1911	0.679	1298	2.1	5.875	A
2	28	1639	466	0.059	28	0.1	8.207	A
3	1122	580	2190	0.512	1122	1.0	3.370	A
4	937	806	1756	0.533	937	1.1	4.393	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	1060	295	1944	0.545	1063	1.2	4.104	A
2	22	1343	591	0.038	23	0.0	6.334	A
3	916	475	2256	0.406	917	0.7	2.694	A
4	765	659	1840	0.416	767	0.7	3.359	A

13:30 - 13:45

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	888	246	1969	0.451	889	0.8	3.340	A
2	19	1123	683	0.028	19	0.0	5.419	A
3	767	397	2305	0.333	768	0.5	2.345	A
4	641	552	1902	0.337	641	0.5	2.859	A

2030 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	3.97	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)
D25	2030 Sensitivity Test	AM	ONE HOUR	08:15	09:45	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		✓	975	100.000
2		✓	36	100.000
3		✓	1118	100.000
4		✓	605	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	572	398
	2	17	0	7	12
	3	849	5	0	264
	4	403	4	198	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.57	4.45	1.3	A
2	0.07	6.53	0.1	A
3	0.55	3.63	1.2	A
4	0.40	3.65	0.7	A

Main Results for each time segment

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	734	155	1918	0.383	732	0.6	3.027	A
2	27	876	771	0.035	27	0.0	4.840	A
3	842	320	2315	0.364	839	0.6	2.436	A
4	455	654	1829	0.249	454	0.3	2.615	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	877	186	1903	0.461	876	0.8	3.500	A
2	32	1049	695	0.047	32	0.0	5.432	A
3	1005	383	2276	0.442	1004	0.8	2.829	A
4	544	782	1754	0.310	543	0.4	2.973	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	1073	228	1882	0.570	1072	1.3	4.430	A
2	40	1284	592	0.067	40	0.1	6.519	A
3	1231	469	2222	0.554	1229	1.2	3.618	A
4	666	958	1652	0.403	665	0.7	3.643	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	1073	228	1882	0.570	1073	1.3	4.450	A
2	40	1286	591	0.067	40	0.1	6.530	A
3	1231	470	2222	0.554	1231	1.2	3.631	A
4	666	959	1652	0.403	666	0.7	3.652	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	877	186	1903	0.461	878	0.9	3.519	A
2	32	1052	694	0.047	32	0.0	5.448	A
3	1005	385	2275	0.442	1007	0.8	2.841	A
4	544	784	1753	0.310	545	0.5	2.980	A

09:30 - 09:45

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	734	156	1918	0.383	735	0.6	3.047	A
2	27	880	769	0.035	27	0.0	4.854	A
3	842	322	2315	0.364	843	0.6	2.448	A
4	455	656	1828	0.249	456	0.3	2.624	A

2030 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	95.66	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D26	2030 Sensitivity Test	PM	ONE HOUR	15:15	16:45	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		✓	1910	100.000
2		✓	26	100.000
3		✓	1042	100.000
4		✓	901	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	8	1234	668
	2	11	0	7	8
	3	778	6	0	258
	4	528	6	367	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.12	190.39	123.4	F
2	0.15	21.32	0.2	C
3	0.56	3.91	1.2	A
4	0.59	5.15	1.4	A

Main Results for each time segment

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	1438	284	1948	0.738	1427	2.7	6.774	A
2	20	1696	441	0.044	19	0.0	8.542	A
3	784	513	2167	0.362	782	0.6	2.595	A
4	678	597	1856	0.365	676	0.6	3.046	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	1717	340	1919	0.895	1699	7.3	15.198	C
2	23	2021	304	0.077	23	0.1	12.825	B
3	937	611	2107	0.445	936	0.8	3.069	A
4	810	714	1786	0.453	809	0.8	3.680	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	2103	416	1879	1.119	1865	66.9	80.231	F
2	29	2260	203	0.141	28	0.2	20.564	C
3	1147	673	2070	0.554	1146	1.2	3.888	A
4	992	874	1692	0.586	990	1.4	5.113	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	2103	417	1879	1.119	1877	123.4	187.739	F
2	29	2273	197	0.145	29	0.2	21.318	C
3	1147	677	2067	0.555	1147	1.2	3.914	A
4	992	875	1691	0.587	992	1.4	5.151	A

16:15 - 16:30

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	1717	342	1918	0.895	1903	76.9	190.394	F
2	23	2226	217	0.107	24	0.1	18.580	C
3	937	683	2064	0.454	938	0.8	3.203	A
4	810	716	1785	0.454	812	0.8	3.710	A

16:30 - 16:45

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	1438	286	1947	0.738	1734	3.0	44.833	E
2	20	2003	311	0.063	20	0.1	12.356	B
3	784	621	2101	0.373	785	0.6	2.739	A
4	678	599	1854	0.366	679	0.6	3.065	A

2030 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	5.11	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)
D27	2030 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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		✓	1232	100.000
2		✓	26	100.000
3		✓	1066	100.000
4		✓	888	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	697	532
	2	13	0	7	6
	3	747	6	0	313
	4	553	8	327	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.71	6.59	2.5	A
2	0.07	8.86	0.1	A
3	0.54	3.60	1.2	A
4	0.56	4.75	1.3	A

Main Results for each time segment

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	928	256	1964	0.472	924	0.9	3.450	A
2	20	1167	665	0.029	19	0.0	5.579	A
3	803	413	2295	0.350	800	0.5	2.406	A
4	669	575	1889	0.354	666	0.5	2.940	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	1108	306	1938	0.571	1106	1.3	4.316	A
2	23	1397	568	0.041	23	0.0	6.607	A
3	958	495	2244	0.427	957	0.7	2.798	A
4	798	688	1824	0.438	797	0.8	3.503	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	1356	375	1903	0.713	1352	2.4	6.483	A
2	29	1708	437	0.065	29	0.1	8.806	A
3	1174	605	2174	0.540	1172	1.2	3.585	A
4	978	842	1736	0.563	976	1.3	4.725	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	1356	375	1903	0.713	1356	2.5	6.586	A
2	29	1713	435	0.066	29	0.1	8.855	A
3	1174	607	2173	0.540	1174	1.2	3.601	A
4	978	843	1735	0.564	978	1.3	4.754	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	1108	307	1938	0.572	1112	1.3	4.384	A
2	23	1404	565	0.041	23	0.0	6.649	A
3	958	497	2242	0.427	960	0.8	2.811	A
4	798	690	1823	0.438	800	0.8	3.526	A

13:30 - 13:45

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	928	257	1964	0.472	929	0.9	3.485	A
2	20	1174	662	0.030	20	0.0	5.603	A
3	803	416	2293	0.350	803	0.5	2.417	A
4	669	577	1887	0.354	669	0.6	2.957	A

2035 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	4.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D28	2035 Sensitivity Test	AM	ONE HOUR	08:15	09:45	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		✓	1004	100.000
2		✓	37	100.000
3		✓	1150	100.000
4		✓	624	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	5	588	411
	2	17	0	8	12
	3	873	5	0	272
	4	416	4	204	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	9	2
	2	0	0	0	0
	3	2	7	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	0.59	4.65	1.4	A
2	0.07	6.75	0.1	A
3	0.57	3.80	1.3	A
4	0.42	3.79	0.7	A

Main Results for each time segment

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	756	160	1916	0.394	753	0.6	3.089	A
2	28	903	759	0.037	28	0.0	4.919	A
3	866	330	2309	0.375	863	0.6	2.485	A
4	470	672	1819	0.258	468	0.3	2.664	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	903	191	1901	0.475	902	0.9	3.600	A
2	33	1080	681	0.049	33	0.1	5.555	A
3	1034	395	2269	0.456	1033	0.8	2.912	A
4	561	804	1742	0.322	560	0.5	3.045	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	1105	234	1879	0.588	1103	1.4	4.627	A
2	41	1322	575	0.071	41	0.1	6.738	A
3	1266	484	2214	0.572	1264	1.3	3.784	A
4	687	984	1637	0.420	686	0.7	3.782	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	1105	235	1879	0.588	1105	1.4	4.652	A
2	41	1324	574	0.071	41	0.1	6.751	A
3	1266	484	2213	0.572	1266	1.3	3.801	A
4	687	985	1636	0.420	687	0.7	3.791	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	903	192	1900	0.475	905	0.9	3.624	A
2	33	1084	680	0.049	33	0.1	5.572	A
3	1034	396	2268	0.456	1036	0.8	2.925	A
4	561	806	1741	0.322	562	0.5	3.058	A

09:30 - 09:45

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	756	161	1916	0.395	757	0.7	3.108	A
2	28	907	757	0.037	28	0.0	4.935	A
3	866	332	2308	0.375	867	0.6	2.498	A
4	470	675	1817	0.259	470	0.4	2.673	A

2035 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	138.86	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D29	2035 Sensitivity Test	PM	ONE HOUR	15:15	16:45	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		✓	1973	100.000
2		✓	28	100.000
3		✓	1077	100.000
4		✓	930	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	9	1274	690
	2	11	0	8	9
	3	803	7	0	267
	4	544	7	379	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	4	0	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	1.16	278.37	162.8	F
2	0.16	21.90	0.2	C
3	0.57	4.08	1.3	A
4	0.61	5.54	1.6	A

Main Results for each time segment

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	1485	295	1943	0.765	1473	3.1	7.475	A
2	21	1750	418	0.050	21	0.1	9.064	A
3	811	530	2157	0.376	808	0.6	2.665	A
4	700	616	1844	0.380	698	0.6	3.133	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	1774	353	1913	0.927	1747	9.8	19.212	C
2	25	2079	279	0.090	25	0.1	14.147	B
3	968	629	2097	0.462	967	0.9	3.184	A
4	836	737	1773	0.472	835	0.9	3.834	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	2172	432	1871	1.161	1863	87.2	101.679	F
2	31	2271	199	0.155	31	0.2	21.374	C
3	1186	673	2069	0.573	1184	1.3	4.056	A
4	1024	902	1675	0.611	1021	1.5	5.488	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	2172	433	1871	1.161	1870	162.8	244.688	F
2	31	2279	195	0.158	31	0.2	21.898	C
3	1186	676	2068	0.573	1186	1.3	4.081	A
4	1024	904	1674	0.612	1024	1.6	5.539	A

16:15 - 16:30

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	1774	354	1912	0.928	1900	131.2	278.366	F
2	25	2233	214	0.117	25	0.1	19.066	C
3	968	683	2064	0.469	970	0.9	3.298	A
4	836	739	1771	0.472	839	0.9	3.870	A

16:30 - 16:45

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	1485	296	1942	0.765	1927	20.7	144.998	F
2	21	2204	227	0.093	21	0.1	17.540	C
3	811	689	2060	0.394	812	0.7	2.886	A
4	700	619	1843	0.380	701	0.6	3.158	A

2035 Sensitivity Test, 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	A467/B4591	Standard Roundabout		1, 2, 3, 4	5.54	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D30	2035 Sensitivity Test	SAT	ONE HOUR	12:15	13:45	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		✓	1274	100.000
2		✓	28	100.000
3		✓	1102	100.000
4		✓	916	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	0	3	721	550
	2	13	0	8	7
	3	772	7	0	323
	4	570	9	337	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	1	1
	2	0	0	0	0
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.74	7.29	2.8	A
2	0.08	9.47	0.1	A
3	0.56	3.80	1.3	A
4	0.59	5.07	1.4	A

Main Results for each time segment

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	959	265	1960	0.489	955	1.0	3.572	A
2	21	1206	648	0.033	21	0.0	5.735	A
3	830	427	2286	0.363	827	0.6	2.465	A
4	690	595	1877	0.367	687	0.6	3.020	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	1145	317	1933	0.593	1143	1.4	4.550	A
2	25	1443	549	0.046	25	0.0	6.876	A
3	991	512	2233	0.444	990	0.8	2.895	A
4	823	711	1811	0.455	822	0.8	3.640	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	1403	388	1896	0.740	1397	2.8	7.143	A
2	31	1764	414	0.075	31	0.1	9.400	A
3	1213	625	2161	0.561	1211	1.3	3.781	A
4	1009	871	1719	0.587	1006	1.4	5.033	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	1403	389	1896	0.740	1403	2.8	7.292	A
2	31	1770	411	0.075	31	0.1	9.467	A
3	1213	628	2160	0.562	1213	1.3	3.801	A
4	1009	872	1718	0.587	1008	1.4	5.070	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	1145	318	1932	0.593	1151	1.5	4.637	A
2	25	1452	545	0.046	25	0.0	6.929	A
3	991	515	2231	0.444	993	0.8	2.910	A
4	823	713	1809	0.455	826	0.8	3.670	A

13:30 - 13:45

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	959	266	1959	0.490	961	1.0	3.617	A
2	21	1213	645	0.033	21	0.0	5.768	A
3	830	430	2284	0.363	831	0.6	2.479	A
4	690	597	1876	0.368	691	0.6	3.041	A