



Appendix G – Highway Boundary Data



Chepstow 1

N
Scale: 1:3250

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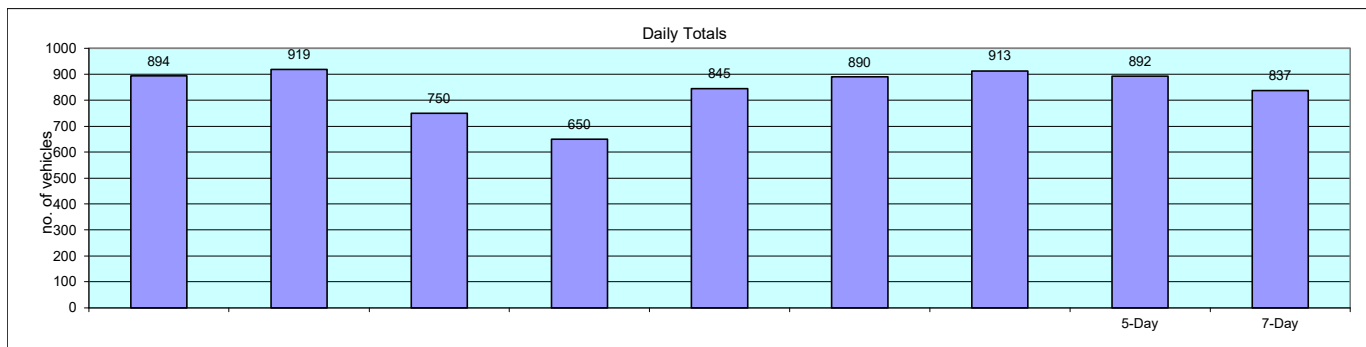


Appendix H – Barnets Wood Automatic Traffic Count Survey

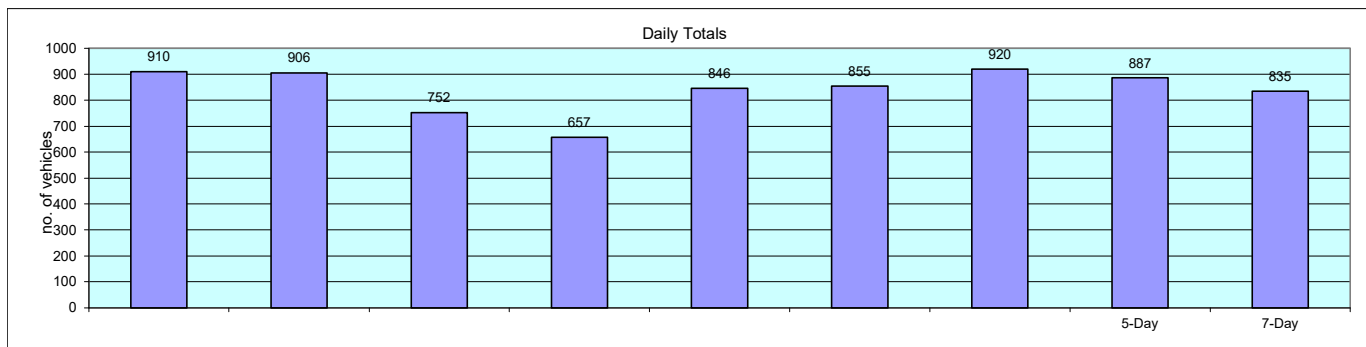
13060 CHEPSTOW										
FEBRUARY 2024					Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site	Location	Direction	Start Date	End Date						
Site No: 13060001	Site 1 - Barnets Wood Rd, Chepstow 51.643157, - 2.690069	Channel: Eastbound	Thu 01-Feb-24	Wed 07-Feb-24	30	5861	892	837	22.6	19.0
		Channel: Westbound	Thu 01-Feb-24	Wed 07-Feb-24		5846	887	835	21.8	18.8

Date	No. of cases
Thurs 3rd Feb 20	884
Fri 4th Feb 20	919
Sat 5th Feb 20	755
Sun 6th Feb 20	652
Mon 7th Feb 20	845
Tue 8th Feb 20	850
Wed 9th Feb 20	912

13060	CHEPSTOW			Site No: 13060001		Location		Site 1 - Barnets Wood Rd, Chepstow	
Channel: Eastbound									
								5-Day	7-Day
TIME PERIOD	Thu 01-Feb-24	Fri 02-Feb-24	Sat 03-Feb-24	Sun 04-Feb-24	Mon 05-Feb-24	Tue 06-Feb-24	Wed 07-Feb-24	Av	Av
Week Begin: 01-Feb-24									
00:00	1	0	3	3	1	3	0	1	2
01:00	0	0	1	5	1	0	0	0	1
02:00	1	0	1	2	2	1	2	1	1
03:00	0	1	2	2	0	2	1	1	1
04:00	3	2	1	0	5	2	2	3	2
05:00	6	8	3	5	9	14	8	9	8
06:00	37	32	7	7	33	40	37	36	28
07:00	68	52	16	13	65	71	72	66	51
08:00	104	125	52	22	105	110	112	111	90
09:00	64	62	63	52	59	58	58	60	59
10:00	47	66	85	64	53	59	61	57	62
11:00	53	48	72	58	44	42	57	49	53
12:00	51	52	55	59	43	59	42	49	52
13:00	43	43	61	67	52	58	46	48	53
14:00	66	72	59	60	56	45	50	58	58
15:00	63	57	49	58	69	60	57	61	59
16:00	54	64	43	46	70	55	66	62	57
17:00	73	81	41	41	65	77	73	74	64
18:00	68	64	56	35	48	50	73	61	56
19:00	51	43	35	30	30	40	52	43	40
20:00	22	25	17	13	19	19	13	20	18
21:00	10	13	10	5	10	15	20	14	12
22:00	4	7	11	1	6	8	9	7	7
23:00	5	2	7	2	0	2	2	2	3
12H,7-19	754	786	652	575	729	744	767	756	715
16H,6-22	874	899	721	630	821	858	889	868	813
18H,6-24	883	908	739	633	827	868	900	877	823
24H,0-24	894	919	750	650	845	890	913	892	837
Am	08:00	08:00	10:00	10:00	08:00	08:00	08:00		
Peak	104	125	85	64	105	110	112		
Pm	17:00	17:00	13:00	13:00	16:00	17:00	18:00		
Peak	73	81	61	67	70	77	73		



13060	CHEPSTOW			Site No: 13060001		Location		Site 1 - Barnets Wood Rd, Chepstow	
Channel: Westbound									
								5-Day	7-Day
TIME PERIOD	Thu 01-Feb-24	Fri 02-Feb-24	Sat 03-Feb-24	Sun 04-Feb-24	Mon 05-Feb-24	Tue 06-Feb-24	Wed 07-Feb-24	Av	Av
Week Begin: 01-Feb-24									
00:00	2	4	4	5	2	2	2	2	3
01:00	2	0	2	5	0	3	1	1	2
02:00	0	0	1	2	1	0	1	0	1
03:00	0	0	2	1	1	1	0	0	1
04:00	2	0	1	0	0	0	1	1	1
05:00	3	2	0	1	3	3	3	3	2
06:00	5	2	1	0	1	6	4	4	3
07:00	19	11	6	5	12	12	18	14	12
08:00	44	51	24	4	54	51	58	52	41
09:00	42	51	47	29	40	41	56	46	44
10:00	36	56	39	35	47	37	33	42	40
11:00	52	50	68	58	35	49	46	46	51
12:00	51	48	55	61	51	53	41	49	51
13:00	60	57	61	68	61	57	58	59	60
14:00	62	58	68	69	47	46	50	53	57
15:00	88	100	74	66	102	77	90	91	85
16:00	65	83	64	81	76	80	86	78	76
17:00	120	107	62	50	92	103	103	105	91
18:00	82	80	53	37	74	81	104	84	73
19:00	69	50	45	35	57	64	56	59	54
20:00	49	44	23	24	32	30	30	37	33
21:00	30	26	21	9	30	37	51	35	29
22:00	14	19	15	6	21	19	19	18	16
23:00	13	7	16	6	7	3	9	8	9
12H,7-19	721	752	621	563	691	687	743	719	683
16H,6-22	874	874	711	631	811	824	884	853	801
18H,6-24	901	900	742	643	839	846	912	880	826
24H,0-24	910	906	752	657	846	855	920	887	835
Am	11:00	10:00	11:00	11:00	08:00	08:00	08:00		
Peak	52	56	68	58	54	51	58		
Pm	17:00	17:00	15:00	16:00	15:00	17:00	18:00		
Peak	120	107	74	81	102	103	104		



Classification Schemes

Scheme F Classification Scheme (Non-metric)

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

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



Appendix I – Donor Residential Site Trip Rates & Trip Generation

Road	No. Dwellings	Donor Site						Trip Rates						Trip Generation						
		5-day			7-day			5-day			7-day			5-day			7-day			
		Time	Westbound	Eastbound	Total	Westbound	Eastbound	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
Barnets Wood	19	00:00	2	1	3	3	2	5	0.007	0.003	0.010	0.010	0.007	0.017	1	0	1	1	1	2
Wallwern Wood	19	01:00	1	0	1	2	1	3	0.003	0.000	0.003	0.007	0.003	0.010	0	0	0	1	0	1
Castle Wood	36	02:00	0	1	1	1	1	2	0.000	0.003	0.003	0.003	0.003	0.007	0	0	0	0	0	1
Fedw Wood	12	03:00	0	1	1	1	1	2	0.000	0.003	0.003	0.003	0.003	0.007	0	0	0	0	0	1
Hale Wood	18	04:00	1	3	4	1	2	3	0.003	0.010	0.014	0.003	0.007	0.010	0	1	2	0	1	1
Woolpitch Wood	97	05:00	3	9	12	2	8	10	0.010	0.031	0.041	0.007	0.028	0.034	1	4	6	1	4	5
Bayfield Wood Close	32	06:00	4	36	40	3	28	31	0.014	0.124	0.138	0.010	0.097	0.107	2	18	20	1	14	16
Fryth Wood	13	07:00	14	66	80	12	51	63	0.048	0.228	0.276	0.041	0.176	0.217	7	33	40	6	26	31
Manor Wood	8	08:00	52	111	163	41	90	131	0.179	0.383	0.562	0.141	0.310	0.452	26	56	81	20	45	66
Alcove Wood	8	09:00	46	60	106	44	59	103	0.159	0.207	0.366	0.152	0.203	0.355	23	30	53	22	29	51
Yew Tree Wood	12	10:00	42	57	99	40	62	102	0.145	0.197	0.341	0.138	0.214	0.352	21	29	49	20	31	51
Buckle Wood	16	11:00	46	49	95	51	53	104	0.159	0.169	0.328	0.176	0.183	0.359	23	25	48	26	27	52
Total	290	12:00	49	49	98	51	52	103	0.169	0.169	0.338	0.176	0.179	0.355	25	25	49	26	26	51
Proposed Dwellings	145	13:00	59	48	107	60	53	113	0.203	0.166	0.369	0.207	0.183	0.390	29	24	54	30	27	57
		14:00	53	58	111	57	58	115	0.183	0.200	0.383	0.197	0.200	0.397	27	29	56	29	29	58
		15:00	91	61	152	85	59	144	0.314	0.210	0.524	0.293	0.203	0.497	46	30	76	42	29	72
		16:00	78	62	140	76	57	133	0.269	0.214	0.483	0.262	0.197	0.459	39	31	70	38	29	67
		17:00	105	74	179	91	64	155	0.362	0.255	0.617	0.314	0.221	0.534	52	37	89	46	32	77
		18:00	84	61	145	73	56	129	0.290	0.210	0.500	0.252	0.193	0.445	42	30	73	37	28	65
		19:00	59	43	102	54	40	94	0.203	0.148	0.352	0.186	0.138	0.324	29	21	51	27	20	47
		20:00	37	20	57	33	18	51	0.128	0.069	0.197	0.114	0.062	0.176	19	10	29	17	9	26
		21:00	35	14	49	29	12	41	0.121	0.048	0.169	0.100	0.041	0.141	18	7	25	15	6	20
		22:00	18	7	25	16	7	23	0.062	0.024	0.086	0.055	0.024	0.079	9	3	12	8	3	11
		23:00	8	2	10	9	3	12	0.028	0.007	0.034	0.031	0.010	0.041	4	1	5	4	1	6
12H,7-19		719	756	1475	683	715	1398	2.479	2.607	5.086	2.355	2.466	4.821	359	378	737	341	358	699	
16H,6-22		853	868	1721	801	813	1614	2.941	2.993	5.934	2.762	2.803	5.566	426	434	860	400	406	807	
18H,6-24		880	877	1757	826	823	1649	3.034	3.024	6.059	2.848	2.838	5.686	440	438	879	413	412	824	
24H,0-24		887	892	1779	835	837	1672	3.059	3.076	6.134	2.879	2.886	5.766	444	446	889	417	418	836	



Appendix J – TRICS Report – Hotel

Calculation Reference: AUDIT-701101-240307-0303

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WO WORCESTERSHIRE	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: Number of bedrooms

Actual Range: 57 to 138 (units:)

Range Selected by User: 20 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 12/11/21

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

Selected survey days:

Tuesday1 days

Wednesday1 days

Friday1 days

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

Selected survey types:

Manual count3 days

Directional ATC Count0 days

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

Selected Locations:

Edge of Town3

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 Zone1

Out of Town1

No Sub Category1

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 Included3 days - Selected

Servicing vehicles Excluded9 days - Selected

Secondary Filtering selection:

Use Class:

C13 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	2 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	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	WK-06-A-01	HOLIDAY INN EXPRESS	WARWICKSHIRE
	STRATFORD ROAD		
	WARWICK		
	LONGBRIDGE		
	Edge of Town		
	Out of Town		
	Total Number of bedrooms:	138	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
2	WL-06-A-03	TRAVELODGE	WILTSHIRE
	LAWRENCE HILL		
	WINCANTON		
	Edge of Town		
	No Sub Category		
	Total Number of bedrooms:	57	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL
3	WO-06-A-04	PREMIER INN	WORCESTERSHIRE
	GROVEWOOD ROAD		
	MALVERN		
	Edge of Town		
	Industrial Zone		
	Total Number of bedrooms:	64	
	Survey date: FRIDAY	12/11/21	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	86	0.042	3	86	0.255	3	86	0.297
08:00 - 09:00	3	86	0.104	3	86	0.243	3	86	0.347
09:00 - 10:00	3	86	0.120	3	86	0.166	3	86	0.286
10:00 - 11:00	3	86	0.069	3	86	0.104	3	86	0.173
11:00 - 12:00	3	86	0.069	3	86	0.104	3	86	0.173
12:00 - 13:00	3	86	0.046	3	86	0.073	3	86	0.119
13:00 - 14:00	3	86	0.062	3	86	0.081	3	86	0.143
14:00 - 15:00	3	86	0.151	3	86	0.081	3	86	0.232
15:00 - 16:00	3	86	0.127	3	86	0.093	3	86	0.220
16:00 - 17:00	3	86	0.181	3	86	0.093	3	86	0.274
17:00 - 18:00	3	86	0.263	3	86	0.181	3	86	0.444
18:00 - 19:00	3	86	0.193	3	86	0.108	3	86	0.301
19:00 - 20:00	3	86	0.197	3	86	0.131	3	86	0.328
20:00 - 21:00	3	86	0.127	3	86	0.054	3	86	0.181
21:00 - 22:00	3	86	0.135	3	86	0.069	3	86	0.204
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.886			1.836			3.722

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

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

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Parameter summary

Trip rate parameter range selected:	57 - 138 (units:)
Survey date range:	01/01/15 - 12/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Appendix K – TRICS Report – Care Home

Calculation Reference: AUDIT-701101-240307-0356

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	IW ISLE OF WIGHT	1 days
	KC KENT	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 30 to 88 (units:)
 Range Selected by User: 17 to 88 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 03/05/23

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:

Monday 1 days
 Tuesday 1 days
 Thursday 1 days

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

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 2

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

Selected Location Sub Categories:

Residential Zone 3

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 5 days - Selected
 Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	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	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	IW-03-N-01	RETIREMENT FLATS		ISLE OF WIGHT
	CHURCH ROAD			
	BEMBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	40		
	Survey date: THURSDAY	27/06/19		Survey Type: MANUAL
2	KC-03-N-08	RETIREMENT FLATS		KENT
	CANTERBURY ROAD			
	HERNE BAY			
	EDDINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	88		
	Survey date: TUESDAY	26/09/17		Survey Type: MANUAL
3	NY-03-N-01	RETIREMENT FLATS		NORTH YORKSHIRE
	EASTGATE			
	PICKERING			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: MONDAY	26/09/16		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	53	0.000	3	53	0.000	3	53	0.000
08:00 - 09:00	3	53	0.032	3	53	0.070	3	53	0.102
09:00 - 10:00	3	53	0.057	3	53	0.076	3	53	0.133
10:00 - 11:00	3	53	0.082	3	53	0.101	3	53	0.183
11:00 - 12:00	3	53	0.076	3	53	0.070	3	53	0.146
12:00 - 13:00	3	53	0.076	3	53	0.057	3	53	0.133
13:00 - 14:00	3	53	0.044	3	53	0.013	3	53	0.057
14:00 - 15:00	3	53	0.095	3	53	0.120	3	53	0.215
15:00 - 16:00	3	53	0.063	3	53	0.070	3	53	0.133
16:00 - 17:00	3	53	0.032	3	53	0.025	3	53	0.057
17:00 - 18:00	3	53	0.057	3	53	0.019	3	53	0.076
18:00 - 19:00	3	53	0.013	3	53	0.006	3	53	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.627			0.627			1.254

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

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

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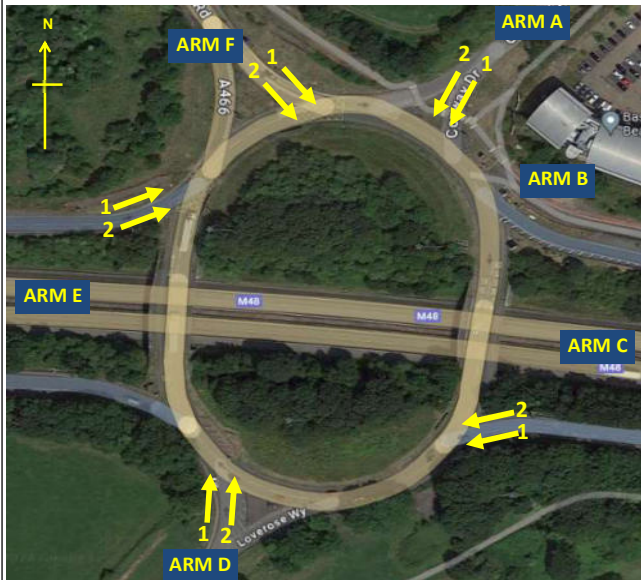
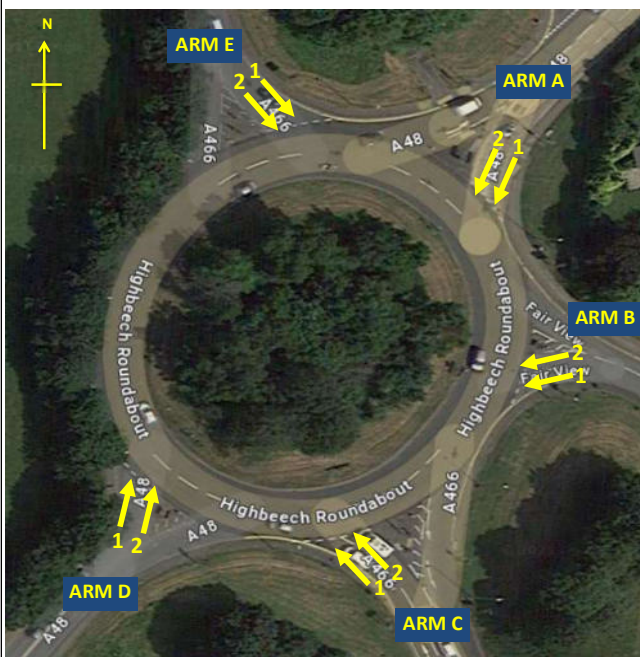
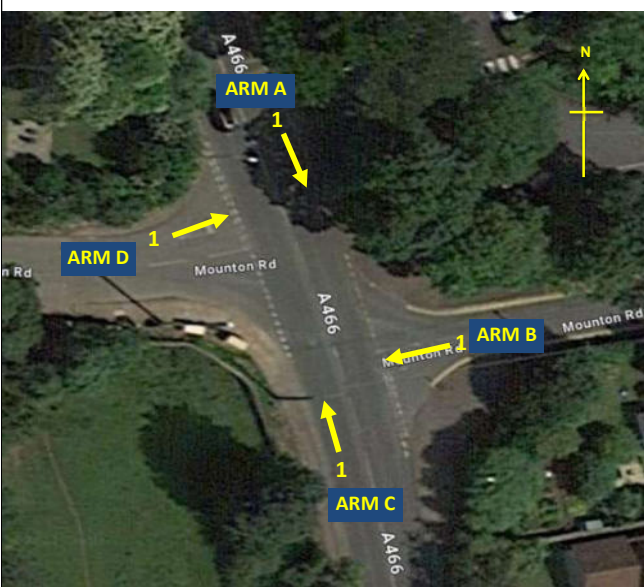
Parameter summary

Trip rate parameter range selected:	30 - 88 (units:)
Survey date range:	01/01/15 - 03/05/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Appendix L – Classified Turning Counts Surveys

SITE: 1			DATE: 06/02/2024	SITE: 2			DATE: 06/02/2024	SITE: 3			DATE: 06/02/2024
LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP			DAY: TUESDAY	LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)			DAY: TUESDAY	LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)			DAY: TUESDAY
											
											
											
JOB TITLE: #REF!		JOB NUMBER: #REF!		JOB TITLE: #REF!		JOB NUMBER: #REF!		JOB TITLE: #REF!		JOB NUMBER: #REF!	

AUTO
SURVEYS LTD
TRAFFIC DATA COLLECTION

DATE: 06/02/2024

DAY: TUESDAY

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

TIME	A TO A							
	FROM CONWAY DRIVE TO CONWAY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B								
FROM CONWAY DRIVE TO SEVERN BRIDGE								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	A TO A							
	FROM CONWAY DRIVE TO CONWAY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B								
FROM CONWAY DRIVE TO SEVERN BRIDGE								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO C								TOT	A TO D								TOT
	FROM CONWAY DRIVE TO M48 SLIP ROADS (E)									FROM CONWAY DRIVE TO LOVEROSE WAY								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
07:00	51	15	0	0	1	0	0	67		6	0	0	0	0	0	0	6	
07:15	46	8	1	0	0	0	0	55		4	0	0	0	0	0	0	4	
07:30	42	12	1	0	0	0	0	55		4	0	1	0	0	0	0	5	
07:45	46	7	2	0	0	1	0	56		9	0	0	0	0	1	0	10	
H/TOT	185	42	4	0	1	1	0	233		23	0	1	0	0	1	0	25	
08:00	49	12	2	0	1	0	0	64		9	0	0	0	0	0	0	9	
08:15	45	12	0	0	0	0	0	57		10	3	0	0	0	0	0	13	
08:30	30	6	1	0	0	3	0	40		5	0	0	0	0	0	0	5	
08:45	22	8	0	0	0	1	0	31		5	1	0	0	0	0	0	6	
H/TOT	146	38	3	0	1	4	0	192		29	4	0	0	0	0	0	33	
09:00	25	4	0	0	0	0	0	29		5	0	0	0	0	1	0	6	
09:15	15	7	0	0	0	0	0	22		3	0	0	0	0	0	0	3	
09:30	16	2	2	0	1	0	0	21		3	2	1	0	0	0	0	6	
09:45	11	3	0	1	0	0	0	15		3	2	0	0	0	0	0	5	
H/TOT	67	16	2	1	1	0	0	87		14	4	1	0	0	1	0	20	
P/TOT	398	96	9	1	3	5	0	512		66	8	2	0	0	2	0	78	

TIME	A TO C								TOT	A TO D								TOT
	FROM CONWAY DRIVE TO M48 SLIP ROADS (E)									FROM CONWAY DRIVE TO LOVEROSE WAY								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		
16:00	13	1	0	0	0	0	0	14		2	2	0	0	0	0	0	4	
16:15	9	2	0	0	1	0	0	12		2	1	0	0	0	0	0	3	
16:30	11	3	0	0	0	0	0	14		5	0	0	0	0	0	0	5	
16:45	14	1	0	0	0	0	0	15		3	0	0	0	0	0	0	3	
H/TOT	47	7	0	0	1	0	0	55		12	3	0	0	0	0	0	15	
17:00	18	0	0	0	1	0	0	19		3	0	0	0	0	0	0	3	
17:15	11	0	0	0	0	0	0	11		1	0	0	0	0	0	0	1	
17:30	13	4	0	0	0	0	0	17		2	0	0	0	0	0	0	2	
17:45	9	0	0	0	0	0	0	9		2	0	0	0	0	0	0	2	
H/TOT	51	4	0	0	1	0	0	56		8	0	0	0	0	0	0	8	
18:00	23	1	0	0	1	0	0	25		1	0	0	1	0	0	0	2	
18:15	9	1	0	0	0	0	0	10		0	0	0	0	0	0	0	0	
18:30	14	2	0	0	0	0	0	16		1	0	0	0	0	0	0	1	
18:45	11	1	0	0	0	0	0	12		1	0	0	0	0	0	0	1	
H/TOT	57	5	0	0	1	0	0	63		3	0	0	1	0	0	0	4	
P/TOT	155	16	0	0	3	0	0	174		23	3	0	1	0	0	0	27	

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO E								A TO F							
	FROM CONWAY DRIVE TO M48 SLIP ROADS (W)								FROM CONWAY DRIVE TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7	1	0	0	0	0	0	0	1
07:15	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
07:30	6	3	0	0	0	0	0	9	2	0	0	0	0	0	0	2
07:45	8	3	0	0	0	0	0	11	1	1	0	0	0	0	0	2
H/TOT	27	7	0	0	0	0	0	34	7	1	0	0	0	0	0	8
08:00	8	2	1	0	0	0	0	11	2	0	0	0	0	0	0	2
08:15	13	3	0	0	0	0	0	16	8	1	0	0	0	1	0	10
08:30	17	1	0	0	0	0	0	18	28	1	0	0	1	0	0	30
08:45	7	2	1	0	0	0	0	10	27	2	0	0	0	0	0	29
H/TOT	45	8	2	0	0	0	0	55	65	4	0	0	1	1	0	71
09:00	12	2	0	0	0	0	0	14	28	3	1	0	0	0	0	32
09:15	12	1	0	1	0	0	0	14	27	2	1	0	0	0	0	30
09:30	8	1	0	0	0	0	0	9	20	6	0	0	0	0	0	26
09:45	8	0	1	0	1	0	0	10	16	1	0	0	0	0	0	17
H/TOT	40	4	1	1	1	0	0	47	91	12	2	0	0	0	0	105
P/TOT	112	19	3	1	1	0	0	136	163	17	2	0	1	1	0	184

TIME	A TO E								A TO F							
	FROM CONWAY DRIVE TO M48 SLIP ROADS (W)								FROM CONWAY DRIVE TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	7	0	1	0	0	0	26	26	3	1	0	0	0	0	30
16:15	10	0	0	0	0	0	0	10	21	1	0	0	0	0	0	22
16:30	17	2	1	0	0	0	0	20	12	1	0	0	0	0	0	13
16:45	12	0	1	0	0	0	0	13	10	1	0	0	0	0	0	11
H/TOT	57	9	2	1	0	0	0	69	69	6	1	0	0	0	0	76
17:00	19	6	0	0	0	0	0	25	28	0	1	0	0	0	0	29
17:15	16	4	0	0	0	0	0	20	11	0	0	0	0	0	0	11
17:30	19	2	0	0	0	0	0	21	23	4	0	0	0	0	0	27
17:45	11	1	1	0	0	0	0	13	23	1	0	0	0	0	0	24
H/TOT	65	13	1	0	0	0	0	79	85	5	1	0	0	0	0	91
18:00	15	2	0	0	0	0	0	17	14	0	0	0	0	0	0	14
18:15	5	0	0	0	0	0	0	5	15	1	0	0	0	0	0	16
18:30	6	3	0	0	0	0	0	9	18	0	0	0	0	0	0	18
18:45	2	0	0	0	0	0	0	2	19	2	0	0	0	0	0	21
H/TOT	28	5	0	0	0	0	0	33	66	3	0	0	0	0	0	69
P/TOT	150	27	3	1	0	0	0	181	220	14	2	0	0	0	0	236

**AUTO
SURVEYS LTD**

DATE: 06/02/2024

DAY: TUESDAY

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

TIME	B TO A							B TO B								
	FROM SEVERN BRIDGE TO CONWAY DRIVE							FROM SEVERN BRIDGE TO SEVERN BRIDGE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	B TO A							B TO B								
	FROM SEVERN BRIDGE TO CONWAY DRIVE							FROM SEVERN BRIDGE TO SEVERN BRIDGE								
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0

**AUTO
SURVEYS LTD**
TRAFFIC DATA COLLECTION

DATE: 06/02/2024

DAY: TUESDAY

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

TIME	B TO C							B TO D							
	FROM SEVERN BRIDGE TO M48 SLIP ROADS (E)							FROM SEVERN BRIDGE TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
P/TOT	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0

TIME	B TO C							B TO D							
	FROM SEVERN BRIDGE TO M48 SLIP ROADS (E)							FROM SEVERN BRIDGE TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	B TO E								B TO F							
	FROM SEVERN BRIDGE TO M48 SLIP ROADS (W)								FROM SEVERN BRIDGE TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TIME	B TO E								B TO F							
	FROM SEVERN BRIDGE TO M48 SLIP ROADS (W)								FROM SEVERN BRIDGE TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	C TO C								C TO D							
	FROM M48 SLIP ROADS (E) TO M48 SLIP ROADS (E)								FROM M48 SLIP ROADS (E) TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	8
07:15	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	7
07:30	0	0	0	0	0	0	0	0	7	2	3	1	0	0	0	13
07:45	0	0	0	0	0	0	0	0	10	1	1	4	0	0	0	16
H/TOT	0	0	0	0	0	0	0	0	27	7	4	6	0	0	0	44
08:00	0	0	0	0	0	0	0	0	6	3	0	3	0	0	0	12
08:15	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	14
08:30	0	0	0	0	0	0	0	0	8	3	0	1	0	0	0	12
08:45	0	0	0	0	0	0	0	0	5	1	1	5	0	0	0	12
H/TOT	0	0	0	0	0	0	0	0	25	8	1	16	0	0	0	50
09:00	0	0	0	0	0	0	0	0	3	1	1	1	0	0	0	6
09:15	0	0	0	0	0	0	0	0	4	2	0	5	0	0	0	11
09:30	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	9
09:45	0	0	0	0	0	0	0	0	3	2	1	5	0	0	0	11
H/TOT	0	0	0	0	0	0	0	0	13	5	5	14	0	0	0	37
P/TOT	0	0	0	0	0	0	0	0	65	20	10	36	0	0	0	131

TIME	C TO C								C TO D							
	FROM M48 SLIP ROADS (E) TO M48 SLIP ROADS (E)								FROM M48 SLIP ROADS (E) TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
16:30	0	0	0	0	0	0	0	0	1	1	3	4	0	0	0	9
16:45	0	0	0	0	0	0	0	0	2	2	1	4	0	0	0	9
H/TOT	0	0	0	0	0	0	0	0	3	6	4	8	0	0	0	21
17:00	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	7
17:15	0	0	0	0	0	0	0	0	0	3	1	3	0	0	0	7
17:30	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	6
17:45	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	0	11	4	9	0	0	0	24
18:00	0	0	0	0	0	0	0	0	2	1	1	5	0	0	0	9
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:30	0	0	0	0	0	0	0	0	1	3	0	3	0	0	0	7
18:45	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	3	5	1	12	0	0	0	21
P/TOT	0	0	0	0	0	0	0	0	6	22	9	29	0	0	0	66

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	C TO E								C TO F							
	FROM M48 SLIP ROADS (E) TO M48 SLIP ROADS (W)								FROM M48 SLIP ROADS (E) TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	32	22	6	5	0	0	0	65
07:15	0	0	0	0	0	0	0	0	40	17	1	2	0	2	0	62
07:30	0	0	0	0	0	0	0	0	51	32	5	3	0	0	0	91
07:45	0	0	0	0	0	0	0	0	62	29	4	2	0	1	0	98
H/TOT	0	0	0	0	0	0	0	0	185	100	16	12	0	3	0	316
08:00	0	0	0	0	0	0	0	0	43	32	8	3	0	0	0	86
08:15	0	0	0	0	0	0	0	0	43	24	8	9	0	0	0	84
08:30	0	0	0	0	0	0	0	0	49	29	4	6	0	1	0	89
08:45	0	0	0	0	0	0	0	0	67	27	7	0	0	0	0	101
H/TOT	0	0	0	0	0	0	0	0	202	112	27	18	0	1	0	360
09:00	0	0	0	0	0	0	0	0	55	22	8	4	0	2	0	91
09:15	0	0	0	0	0	0	0	0	64	24	4	3	0	0	0	95
09:30	0	0	0	0	0	0	0	0	61	20	10	7	0	0	0	98
09:45	0	0	0	0	0	0	0	0	52	14	1	4	0	1	0	72
H/TOT	0	0	0	0	0	0	0	0	232	80	23	18	0	3	0	356
P/TOT	0	0	0	0	0	0	0	0	619	292	66	48	0	7	0	1032

TIME	C TO E								C TO F							
	FROM M48 SLIP ROADS (E) TO M48 SLIP ROADS (W)								FROM M48 SLIP ROADS (E) TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	149	37	4	5	0	2	0	197
16:15	0	0	0	0	0	0	0	0	160	43	0	3	0	2	0	208
16:30	0	0	0	0	0	0	0	0	183	43	2	2	0	4	0	234
16:45	0	0	0	0	0	0	0	0	182	46	3	1	0	1	0	233
H/TOT	0	0	0	0	0	0	0	0	674	169	9	11	0	9	0	872
17:00	0	0	0	0	0	0	0	0	158	36	5	0	0	2	0	201
17:15	0	0	0	0	0	0	0	0	192	33	2	1	0	0	0	228
17:30	0	0	0	0	0	0	0	0	207	26	2	1	0	1	0	237
17:45	0	0	0	0	0	0	0	0	213	27	2	1	0	0	0	243
H/TOT	0	0	0	0	0	0	0	0	770	122	11	3	0	3	0	909
18:00	0	0	0	0	0	0	0	0	189	13	2	1	0	0	0	205
18:15	0	0	0	0	0	0	0	0	198	18	1	3	0	2	0	222
18:30	0	0	0	0	0	0	0	0	191	19	0	0	1	1	0	212
18:45	0	0	0	0	0	0	0	0	205	11	1	3	0	1	0	221
H/TOT	0	0	0	0	0	0	0	0	783	61	4	7	1	4	0	860
P/TOT	0	0	0	0	0	0	0	0	2227	352	24	21	1	16	0	2641

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	D TO A								D TO B							
	FROM LOVEROSE WAY TO CONWAY DRIVE								FROM LOVEROSE WAY TO SEVERN BRIDGE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	6	0	2	0	0	0	0	8	0	0	0	0	0	0	0	0
08:00	4	0	1	0	0	0	0	5	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:30	4	1	1	1	0	0	0	7	0	0	0	0	0	0	0	0
09:45	3	5	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	8	7	1	1	0	0	0	17	0	0	0	0	0	0	0	0
P/TOT	21	7	4	1	0	0	0	33	0	0	0	0	0	0	0	0

TIME	D TO A								D TO B							
	FROM LOVEROSE WAY TO CONWAY DRIVE								FROM LOVEROSE WAY TO SEVERN BRIDGE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
16:15	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
16:30	8	1	0	0	0	0	0	9	0	0	0	0	0	0	0	0
16:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0
17:00	22	1	0	0	0	1	0	24	0	0	0	0	0	0	0	0
17:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
17:45	2	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0
H/TOT	36	1	0	0	0	2	0	39	0	0	0	0	0	0	0	0
18:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
P/TOT	62	5	0	0	0	2	0	69	0	0	0	0	0	0	0	0

**AUTO
SURVEYS LTD**

DATE: 06/02/2024

DAY: TUESDAY

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

TIME	D TO C							TOT
	FROM LOVEROSE WAY TO M48 SLIP ROADS (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	5	3	2	0	0	0	15
07:15	1	5	1	3	0	0	0	10
07:30	2	4	1	1	0	0	0	8
07:45	0	3	3	1	0	0	0	7
H/TOT	8	17	8	7	0	0	0	40
08:00	2	1	1	2	0	0	0	6
08:15	0	0	0	2	0	0	0	2
08:30	0	1	1	4	0	0	0	6
08:45	0	0	1	2	0	0	0	3
H/TOT	2	2	3	10	0	0	0	17
09:00	0	3	0	1	0	0	0	4
09:15	1	2	4	3	0	0	0	10
09:30	1	2	0	4	0	0	0	7
09:45	0	0	0	6	0	0	0	6
H/TOT	2	7	4	14	0	0	0	27
P/TOT	12	26	15	31	0	0	0	84

TIME	D TO D							TOT
	FROM LOVEROSE WAY TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	D TO C							TOT
	FROM LOVEROSE WAY TO M48 SLIP ROADS (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	12	6	0	1	0	0	0	19
16:15	3	1	0	4	0	0	0	8
16:30	5	0	0	1	0	0	0	6
16:45	7	0	0	2	0	0	0	9
H/TOT	27	7	0	8	0	0	0	42
17:00	18	2	0	2	0	0	0	22
17:15	12	1	2	1	0	0	0	16
17:30	5	2	0	1	0	0	0	8
17:45	2	0	1	1	0	0	0	4
H/TOT	37	5	3	5	0	0	0	50
18:00	2	0	0	2	0	0	0	4
18:15	0	1	0	3	0	0	0	4
18:30	1	1	0	4	0	0	0	6
18:45	1	1	0	3	0	0	0	5
H/TOT	4	3	0	12	0	0	0	19
P/TOT	68	15	3	25	0	0	0	111

TIME	D TO D							TOT
	FROM LOVEROSE WAY TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	D TO E								D TO F							
	FROM LOVEROSE WAY TO M48 SLIP ROADS (W)								FROM LOVEROSE WAY TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	1	2	0	0	0	0	22	18	2	1	0	0	0	0	21
07:15	1	2	0	1	0	0	0	4	1	0	0	0	0	0	0	1
07:30	1	1	0	2	0	0	0	4	5	0	0	0	0	0	0	5
07:45	2	2	0	2	0	0	0	6	4	0	1	0	0	0	0	5
H/TOT	23	6	2	5	0	0	0	36	28	2	2	0	0	0	0	32
08:00	2	3	1	3	0	0	0	9	1	3	0	0	0	0	0	4
08:15	1	2	2	6	0	0	0	11	2	0	0	1	0	0	0	3
08:30	0	0	0	3	0	0	0	3	5	0	1	0	0	0	0	6
08:45	1	0	0	5	0	0	0	6	2	3	1	0	0	0	0	6
H/TOT	4	5	3	17	0	0	0	29	10	6	2	1	0	0	0	19
09:00	4	0	0	1	0	0	0	5	1	2	0	0	0	0	0	3
09:15	1	3	0	2	0	0	0	6	2	2	0	0	0	0	0	4
09:30	4	2	0	3	0	0	0	9	1	0	0	2	0	0	0	3
09:45	1	1	1	1	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	10	6	1	7	0	0	0	24	4	4	0	2	0	0	0	10
P/TOT	37	17	6	29	0	0	0	89	42	12	4	3	0	0	0	61

TIME	D TO E								D TO F							
	FROM LOVEROSE WAY TO M48 SLIP ROADS (W)								FROM LOVEROSE WAY TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	38	6	0	2	0	0	0	46	29	3	0	0	0	1	0	33
16:15	14	3	0	1	0	0	0	18	14	2	0	0	0	0	0	16
16:30	12	2	0	2	0	0	0	16	20	2	0	0	0	0	0	22
16:45	21	2	0	2	0	0	0	25	13	2	1	0	0	0	0	16
H/TOT	85	13	0	7	0	0	0	105	76	9	1	0	0	1	0	87
17:00	37	2	0	0	0	0	0	39	38	3	0	0	0	1	0	42
17:15	14	1	0	1	0	0	0	16	13	0	0	0	0	0	0	13
17:30	8	2	0	1	0	0	0	11	8	1	0	0	0	0	0	9
17:45	12	3	0	2	0	0	0	17	6	1	0	0	0	0	0	7
H/TOT	71	8	0	4	0	0	0	83	65	5	0	0	0	1	0	71
18:00	12	1	0	2	0	0	0	15	5	0	0	0	0	1	0	6
18:15	3	0	0	0	0	0	0	3	3	2	0	0	0	0	0	5
18:30	5	0	0	1	0	0	0	6	3	2	0	0	0	0	0	5
18:45	7	0	0	2	0	0	0	9	1	0	0	0	0	0	0	1
H/TOT	27	1	0	5	0	0	0	33	12	4	0	0	0	1	0	17
P/TOT	183	22	0	16	0	0	0	221	153	18	1	0	0	3	0	175

**AUTO
SURVEYS LTD**

DATE: 06/02/2024

DAY: TUESDAY

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

[illegible]

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	E TO C								E TO D							
	FROM M48 SLIP ROADS (W) TO M48 SLIP ROADS (E)								FROM M48 SLIP ROADS (W) TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	31	3	3	0	0	0	90	14	6	1	3	0	0	0	24
07:15	79	19	2	2	2	0	0	104	7	0	0	1	0	0	0	8
07:30	95	34	5	7	2	0	0	143	7	3	0	2	0	0	0	12
07:45	98	24	3	5	0	0	0	130	10	3	1	3	0	0	0	17
H/TOT	325	108	13	17	4	0	0	467	38	12	2	9	0	0	0	61
08:00	68	26	3	8	0	0	0	105	17	0	0	0	0	0	0	17
08:15	63	19	4	12	0	0	0	98	12	2	0	1	0	0	0	15
08:30	67	19	5	8	0	0	0	99	13	4	0	3	0	0	0	20
08:45	44	8	5	13	0	0	0	70	10	3	2	3	0	0	0	18
H/TOT	242	72	17	41	0	0	0	372	52	9	2	7	0	0	0	70
09:00	20	8	10	3	0	0	0	41	8	3	2	6	0	0	0	19
09:15	28	5	1	11	0	0	0	45	14	2	1	5	0	0	0	22
09:30	19	8	3	7	1	0	0	38	4	0	0	4	0	0	0	8
09:45	17	9	3	8	0	0	0	37	8	2	0	2	0	0	0	12
H/TOT	84	30	17	29	1	0	0	161	34	7	3	17	0	0	0	61
P/TOT	651	210	47	87	5	0	0	1000	124	28	7	33	0	0	0	192

TIME	E TO C								E TO D							
	FROM M48 SLIP ROADS (W) TO M48 SLIP ROADS (E)								FROM M48 SLIP ROADS (W) TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	7	3	6	0	0	0	34	0	2	0	3	0	0	0	5
16:15	14	6	2	5	0	0	0	27	4	4	0	1	0	0	0	9
16:30	22	3	4	3	0	0	0	32	3	2	0	1	0	0	0	6
16:45	19	4	1	4	0	0	0	28	4	1	1	2	0	0	0	8
H/TOT	73	20	10	18	0	0	0	121	11	9	1	7	0	0	0	28
17:00	20	8	1	1	0	0	0	30	1	0	1	1	0	0	0	3
17:15	27	2	3	4	0	1	0	37	2	0	0	0	0	0	0	2
17:30	33	3	0	10	0	0	0	46	4	2	0	2	0	0	0	8
17:45	26	2	1	3	2	0	0	34	4	0	0	2	0	0	0	6
H/TOT	106	15	5	18	2	1	0	147	11	2	1	5	0	0	0	19
18:00	41	4	1	2	0	0	0	48	1	0	0	1	0	0	0	2
18:15	36	1	0	3	1	0	0	41	1	2	0	2	0	0	0	5
18:30	36	2	4	3	1	0	0	46	2	1	0	2	0	0	0	5
18:45	10	0	0	4	0	0	0	14	2	0	1	0	0	0	0	3
H/TOT	123	7	5	12	2	0	0	149	6	3	1	5	0	0	0	15
P/TOT	302	42	20	48	4	1	0	417	28	14	3	17	0	0	0	62

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	E TO E								E TO F							
	FROM M48 SLIP ROADS (W) TO M48 SLIP ROADS (W)								FROM M48 SLIP ROADS (W) TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	17	12	0	3	1	0	0	33
07:15	0	0	0	0	0	0	0	0	21	10	7	3	0	0	0	41
07:30	0	0	0	0	0	0	0	0	31	7	3	0	0	0	0	41
07:45	0	0	0	0	0	0	0	0	26	14	4	4	0	0	0	48
H/TOT	0	0	0	0	0	0	0	0	95	43	14	10	1	0	0	163
08:00	1	0	0	0	0	0	0	1	43	23	4	3	0	0	0	73
08:15	2	0	0	0	0	0	0	2	47	17	6	5	0	0	0	75
08:30	1	1	0	0	0	0	0	2	52	22	6	6	0	0	0	86
08:45	2	0	0	0	0	0	0	2	45	19	9	3	0	0	0	76
H/TOT	6	1	0	0	0	0	0	7	187	81	25	17	0	0	0	310
09:00	0	0	0	0	0	0	0	0	33	13	3	4	1	0	0	54
09:15	1	0	0	0	0	0	0	1	38	15	3	2	0	0	0	58
09:30	1	0	0	0	0	0	0	1	25	13	4	3	0	0	0	45
09:45	0	0	0	0	0	0	0	0	43	12	2	3	0	0	0	60
H/TOT	2	0	0	0	0	0	0	2	139	53	12	12	1	0	0	217
P/TOT	8	1	0	0	0	0	0	9	421	177	51	39	2	0	0	690

TIME	E TO E								E TO F							
	FROM M48 SLIP ROADS (W) TO M48 SLIP ROADS (W)								FROM M48 SLIP ROADS (W) TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	28	6	3	0	0	0	0	37
16:15	2	1	0	0	0	0	0	3	39	6	0	1	0	1	0	47
16:30	1	0	0	0	0	0	0	1	48	9	1	1	0	0	0	59
16:45	2	0	0	0	0	0	0	2	41	7	0	0	1	0	0	49
H/TOT	5	1	0	0	0	0	0	6	156	28	4	2	1	1	0	192
17:00	3	0	0	0	0	0	0	3	43	4	1	0	0	0	0	48
17:15	0	0	0	0	0	0	0	0	45	3	0	0	0	0	0	48
17:30	2	0	0	0	0	0	0	2	39	2	0	1	0	0	0	42
17:45	1	0	0	0	0	0	0	1	34	4	0	2	0	0	0	40
H/TOT	6	0	0	0	0	0	0	6	161	13	1	3	0	0	0	178
18:00	0	0	0	0	0	0	0	0	43	9	1	2	0	1	0	56
18:15	2	0	0	0	0	0	0	2	37	4	0	0	0	1	0	42
18:30	1	0	2	0	0	0	0	3	26	3	2	0	0	0	0	31
18:45	0	0	0	0	0	0	0	0	33	2	2	0	0	0	0	37
H/TOT	3	0	2	0	0	0	0	5	139	18	5	2	0	2	0	166
P/TOT	14	1	2	0	0	0	0	17	456	59	10	7	1	3	0	536

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	F TO A								F TO B							
	FROM A466 TO CONWAY DRIVE								FROM A466 TO SEVERN BRIDGE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
07:30	1	2	0	0	1	0	0	4	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	6	2	0	0	2	0	0	10	0	0	0	0	0	0	0	0
08:00	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:15	15	1	0	0	1	0	0	17	0	0	0	0	0	0	0	0
08:30	13	2	0	1	0	0	0	16	0	0	0	0	0	0	0	0
08:45	23	3	1	0	0	0	0	27	0	0	0	0	0	0	0	0
H/TOT	57	7	1	1	1	0	0	67	0	0	0	0	0	0	0	0
09:00	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
09:15	12	1	2	0	0	0	0	15	0	0	0	0	0	0	0	0
09:30	18	3	2	0	0	0	0	23	0	0	0	0	0	0	0	0
09:45	20	2	0	0	0	0	0	22	0	1	0	0	0	0	0	1
H/TOT	75	9	4	0	0	0	0	88	0	1	0	0	0	0	0	1
P/TOT	138	18	5	1	3	0	0	165	0	1	0	0	0	0	0	1

TIME	F TO A								F TO B							
	FROM A466 TO CONWAY DRIVE								FROM A466 TO SEVERN BRIDGE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	3	0	0	0	0	0	23	0	0	0	0	0	0	0	0
16:15	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0
16:30	13	1	1	0	0	0	0	15	0	0	0	0	0	0	0	0
16:45	17	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	68	5	1	0	0	0	0	74	0	0	0	0	0	0	0	0
17:00	24	1	0	0	0	0	0	25	0	0	0	0	0	0	0	0
17:15	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0
17:30	10	4	0	0	0	0	0	14	0	0	0	0	0	0	0	0
17:45	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	65	9	0	0	0	0	0	74	0	0	0	0	0	0	0	0
18:00	15	1	0	0	0	0	0	16	0	0	0	0	0	0	0	0
18:15	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
18:30	17	1	0	0	0	0	0	18	0	0	0	0	0	0	0	0
18:45	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0
H/TOT	65	5	0	0	0	0	0	70	0	0	0	0	0	0	0	0
P/TOT	198	19	1	0	0	0	0	218	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13060



JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	F TO C								F TO D							
	FROM A466 TO M48 SLIP ROADS (E)								FROM A466 TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	257	47	2	1	1	0	0	308	10	0	0	0	0	0	0	10
07:15	246	54	2	3	0	5	2	312	16	2	0	0	0	0	0	18
07:30	240	41	4	0	0	2	2	289	16	0	0	0	0	0	0	16
07:45	220	34	1	5	0	6	1	267	32	3	0	0	0	0	0	35
H/TOT	963	176	9	9	1	13	5	1176	74	5	0	0	0	0	0	79
08:00	213	31	10	6	0	4	0	264	27	3	0	1	0	0	0	31
08:15	199	27	7	4	1	3	0	241	21	4	0	0	0	0	0	25
08:30	155	29	6	5	0	1	0	196	7	3	0	0	0	0	0	10
08:45	150	23	3	3	0	1	0	180	5	3	0	0	0	0	0	8
H/TOT	717	110	26	18	1	9	0	881	60	13	0	1	0	0	0	74
09:00	140	26	6	4	1	0	0	177	4	3	0	0	0	0	0	7
09:15	163	23	6	4	0	0	0	196	4	4	1	0	0	0	0	9
09:30	127	35	6	6	0	3	0	177	1	3	1	1	0	0	0	6
09:45	120	21	7	5	0	2	0	155	6	2	0	0	0	0	0	8
H/TOT	550	105	25	19	1	5	0	705	15	12	2	1	0	0	0	30
P/TOT	2230	391	60	46	3	27	5	2762	149	30	2	2	0	0	0	183

TIME	F TO C								F TO D							
	FROM A466 TO M48 SLIP ROADS (E)								FROM A466 TO LOVEROSE WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	74	38	6	2	1	1	0	122	1	3	0	0	0	0	0	4
16:15	67	34	3	4	0	0	0	108	5	0	0	0	0	0	0	5
16:30	83	20	4	1	0	0	0	108	2	1	0	0	0	0	0	3
16:45	64	21	2	4	1	1	0	93	2	0	0	0	0	0	0	2
H/TOT	288	113	15	11	2	2	0	431	10	4	0	0	0	0	0	14
17:00	73	26	2	3	0	1	0	105	5	1	0	0	0	0	0	6
17:15	75	16	0	2	0	0	0	93	2	3	0	0	0	0	0	5
17:30	64	13	0	0	0	0	0	77	1	0	0	0	0	0	0	1
17:45	76	11	1	2	0	0	0	90	2	1	0	0	0	0	0	3
H/TOT	288	66	3	7	0	1	0	365	10	5	0	0	0	0	0	15
18:00	62	14	0	1	0	0	0	77	1	0	0	0	0	0	0	1
18:15	51	5	0	1	0	3	0	60	0	0	0	0	0	0	0	0
18:30	67	12	1	2	0	0	0	82	1	0	0	0	0	0	0	1
18:45	40	8	1	0	0	1	0	50	0	0	0	0	0	0	0	0
H/TOT	220	39	2	4	0	4	0	269	2	0	0	0	0	0	0	2
P/TOT	796	218	20	22	2	7	0	1065	22	9	0	0	0	0	0	31

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	F TO E								F TO F							
	FROM A466 TO M48 SLIP ROADS (W)								FROM A466 TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	4	1	2	0	0	0	42	2	0	0	0	0	0	0	2
07:15	24	6	1	0	0	0	0	31	3	0	0	0	0	0	0	3
07:30	46	3	2	1	0	1	0	53	1	1	0	0	0	0	0	2
07:45	35	3	2	0	1	0	0	41	1	0	0	0	0	0	0	1
H/TOT	140	16	6	3	1	1	0	167	7	1	0	0	0	0	0	8
08:00	52	4	2	0	0	0	0	58	1	0	0	0	0	0	0	1
08:15	54	9	1	3	0	0	0	67	1	0	0	0	0	0	0	1
08:30	47	4	3	0	0	0	0	54	0	0	0	0	0	0	0	0
08:45	39	14	2	2	0	0	0	57	2	0	0	0	0	0	0	2
H/TOT	192	31	8	5	0	0	0	236	4	0	0	0	0	0	0	4
09:00	42	7	3	1	0	0	0	53	0	1	0	0	0	0	0	1
09:15	33	8	4	3	0	0	0	48	1	0	0	0	0	0	0	1
09:30	32	11	2	4	0	0	0	49	0	0	0	0	0	0	0	0
09:45	32	14	2	3	0	0	0	51	0	0	0	0	0	0	0	0
H/TOT	139	40	11	11	0	0	0	201	1	1	0	0	0	0	0	2
P/TOT	471	87	25	19	1	1	0	604	12	2	0	0	0	0	0	14

TIME	F TO E								F TO F							
	FROM A466 TO M48 SLIP ROADS (W)								FROM A466 TO A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	8	7	1	0	0	0	49	0	0	0	0	0	0	0	0
16:15	49	11	1	0	0	0	0	61	1	0	0	0	0	0	0	1
16:30	31	12	1	0	0	0	0	44	0	0	0	0	0	0	0	0
16:45	34	5	1	1	0	0	0	41	0	0	0	0	0	0	0	0
H/TOT	147	36	10	2	0	0	0	195	1	0	0	0	0	0	0	1
17:00	37	1	1	0	1	0	0	40	1	1	0	0	0	0	0	2
17:15	51	2	2	0	0	0	0	55	2	0	0	0	0	0	0	2
17:30	39	2	0	0	0	0	0	41	0	0	0	0	0	0	0	0
17:45	24	3	0	0	0	0	0	27	1	0	0	0	0	0	0	1
H/TOT	151	8	3	0	1	0	0	163	4	1	0	0	0	0	0	5
18:00	30	0	2	0	0	0	0	32	0	0	0	0	0	0	0	0
18:15	25	0	2	0	1	0	0	28	0	0	0	0	0	0	0	0
18:30	27	0	0	0	1	0	0	28	0	0	0	0	0	0	0	0
18:45	18	1	0	0	1	0	0	20	0	0	0	0	0	0	0	0
H/TOT	100	1	4	0	3	0	0	108	0	0	0	0	0	0	0	0
P/TOT	398	45	17	2	4	0	0	466	5	1	0	0	0	0	0	6

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	TO ARM A CONWAY DRIVE								FROM ARM A CONWAY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	15	1	2	0	1	0	0	19	64	16	0	0	1	0	0	81
07:15	17	0	0	0	0	0	0	17	60	8	1	0	0	0	0	69
07:30	19	6	0	0	1	0	0	26	54	15	2	0	0	0	0	71
07:45	22	6	3	0	0	0	0	31	64	11	2	0	0	2	0	79
H/TOT	73	13	5	0	2	0	0	93	242	50	5	0	1	2	0	300
08:00	36	9	2	0	0	0	0	47	68	14	3	0	1	0	0	86
08:15	39	9	1	0	1	0	0	50	76	19	0	0	0	1	0	96
08:30	37	11	2	2	0	0	0	52	80	8	1	0	1	3	0	93
08:45	56	10	1	0	0	0	0	67	61	13	1	0	0	1	0	76
H/TOT	168	39	6	2	1	0	0	216	285	54	5	0	2	5	0	351
09:00	51	9	1	0	0	0	0	61	70	9	1	0	0	1	0	81
09:15	28	5	2	0	0	0	0	35	57	10	1	1	0	0	0	69
09:30	39	8	4	1	1	0	0	53	47	11	3	0	1	0	0	62
09:45	48	9	4	0	0	0	0	61	38	6	1	1	1	0	0	47
H/TOT	166	31	11	1	1	0	0	210	212	36	6	2	2	1	0	259
P/TOT	407	83	22	3	4	0	0	519	739	140	16	2	5	8	0	910

TIME	TO ARM A CONWAY DRIVE								FROM ARM A CONWAY DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	104	18	0	0	1	0	0	123	59	13	1	1	0	0	0	74
16:15	91	23	0	0	0	1	0	115	42	4	0	0	1	0	0	47
16:30	76	13	1	0	0	0	0	90	45	6	1	0	0	0	0	52
16:45	79	18	2	1	0	1	0	101	39	2	1	0	0	0	0	42
H/TOT	350	72	3	1	1	2	0	429	185	25	3	1	1	0	0	215
17:00	119	11	1	0	0	1	0	132	68	6	1	0	1	0	0	76
17:15	116	20	1	0	1	1	0	139	39	4	0	0	0	0	0	43
17:30	85	19	1	0	0	0	0	105	57	10	0	0	0	0	0	67
17:45	79	9	0	0	0	2	0	90	45	2	1	0	0	0	0	48
H/TOT	399	59	3	0	1	4	0	466	209	22	2	0	1	0	0	234
18:00	77	6	0	1	0	1	0	85	53	3	0	1	1	0	0	58
18:15	70	9	0	0	1	0	0	80	29	2	0	0	0	0	0	31
18:30	69	5	1	0	0	2	0	77	39	5	0	0	0	0	0	44
18:45	71	5	0	0	0	1	0	77	33	3	0	0	0	0	0	36
H/TOT	287	25	1	1	1	4	0	319	154	13	0	1	1	0	0	169
P/TOT	1036	156	7	2	3	10	0	1214	548	60	5	2	3	0	0	618

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	TO ARM B								FROM ARM B							
	SEVERN BRIDGE								SEVERN BRIDGE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
P/TOT	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	2

TIME	TO ARM B								FROM ARM B							
	SEVERN BRIDGE								SEVERN BRIDGE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
P/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM C M48 SLIP ROADS (E)								FROM ARM C M48 SLIP ROADS (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	366	98	8	6	2	0	0	480	43	26	6	5	0	0	0	80
07:15	372	86	6	8	2	5	2	481	52	17	1	3	0	2	0	75
07:30	379	91	11	8	2	2	2	495	70	36	8	4	0	0	0	118
07:45	364	68	9	11	0	7	1	460	85	32	6	6	0	1	0	130
H/TOT	1481	343	34	33	6	14	5	1916	250	111	21	18	0	3	0	403
08:00	332	70	16	16	1	4	0	439	59	38	9	6	0	0	0	112
08:15	307	59	11	18	1	3	0	399	57	29	9	16	0	0	0	111
08:30	252	55	13	17	0	4	0	341	69	34	5	7	0	1	0	116
08:45	216	39	9	18	0	2	0	284	83	28	8	5	0	0	0	124
H/TOT	1107	223	49	69	2	13	0	1463	268	129	31	34	0	1	0	463
09:00	185	41	16	8	1	0	0	251	68	28	10	5	0	2	0	113
09:15	207	37	11	18	0	0	0	273	70	27	4	8	0	0	0	109
09:30	163	47	11	17	2	3	0	243	67	23	13	10	0	0	0	113
09:45	148	34	10	20	0	2	0	214	66	16	5	9	0	1	0	97
H/TOT	703	159	48	63	3	5	0	981	271	94	32	32	0	3	0	432
P/TOT	3291	725	131	165	11	32	5	4360	789	334	84	84	0	7	0	1298

TIME	TO ARM C M48 SLIP ROADS (E)								FROM ARM C M48 SLIP ROADS (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	117	52	9	9	1	1	0	189	217	49	4	5	0	2	0	277
16:15	93	43	5	13	1	0	0	155	213	58	0	3	0	3	0	277
16:30	121	27	8	5	0	0	0	161	223	52	5	6	0	4	0	290
16:45	104	26	3	10	1	1	0	145	228	63	4	5	0	2	0	302
H/TOT	435	148	25	37	3	2	0	650	881	222	13	19	0	11	0	1146
17:00	129	36	3	6	1	1	0	176	215	47	6	2	0	2	0	272
17:15	125	19	5	7	0	1	0	157	261	53	4	4	1	1	0	324
17:30	115	22	0	11	0	0	0	148	259	40	3	3	0	1	0	306
17:45	113	13	3	6	2	0	0	137	260	31	4	3	0	1	0	299
H/TOT	482	90	11	30	3	2	0	618	995	171	17	12	1	5	0	1201
18:00	128	19	1	5	1	0	0	154	237	18	3	6	0	1	0	265
18:15	96	8	0	7	1	3	0	115	237	22	1	4	1	2	0	267
18:30	118	17	5	9	1	0	0	150	228	26	0	3	1	2	0	260
18:45	62	10	1	7	0	1	0	81	249	16	1	6	0	2	0	274
H/TOT	404	54	7	28	3	4	0	500	951	82	5	19	2	7	0	1066
P/TOT	1321	292	43	95	9	8	0	1768	2827	475	35	50	3	23	0	3413

MANUAL CLASSIFIED COUNTS



JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

TIME	TO ARM D								TOT	FROM ARM D								TOT
	LOVEROSE WAY							LOVEROSE WAY										
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	34	10	1	3	0	0	0	48	44	8	7	2	0	0	0	61		
07:15	33	2	0	2	0	0	0	37	5	7	1	4	0	0	0	17		
07:30	34	5	4	3	0	0	0	46	8	5	1	3	0	0	0	17		
07:45	61	7	2	7	0	1	0	78	8	5	5	3	0	0	0	21		
H/TOT	162	24	7	15	0	1	0	209	65	25	14	12	0	0	0	116		
08:00	59	6	0	4	0	0	0	69	9	7	3	5	0	0	0	24		
08:15	49	10	0	8	0	0	0	67	3	2	2	9	0	0	0	16		
08:30	33	10	0	4	0	0	0	47	7	1	2	7	0	0	0	17		
08:45	25	8	3	8	0	0	0	44	4	3	2	7	0	0	0	16		
H/TOT	166	34	3	24	0	0	0	227	23	13	9	28	0	0	0	73		
09:00	20	7	3	7	0	1	0	38	6	5	0	2	0	0	0	13		
09:15	25	8	2	10	0	0	0	45	4	8	4	5	0	0	0	21		
09:30	11	5	5	8	0	0	0	29	10	5	1	10	0	0	0	26		
09:45	20	8	1	7	0	0	0	36	4	6	1	7	0	0	0	18		
H/TOT	76	28	11	32	0	1	0	148	24	24	6	24	0	0	0	78		
P/TOT	404	86	21	71	0	2	0	584	112	62	29	64	0	0	0	267		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	LOVEROSE WAY							LOVEROSE WAY										
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	3	7	0	3	0	0	0	13	83	15	0	3	0	1	0	102		
16:15	11	8	0	1	0	0	0	20	35	8	0	5	0	0	0	48		
16:30	11	4	3	5	0	0	0	23	45	5	0	3	0	0	0	53		
16:45	11	3	2	6	0	0	0	22	47	4	1	4	0	0	0	56		
H/TOT	36	22	5	15	0	0	0	78	210	32	1	15	0	1	0	259		
17:00	9	6	1	3	0	0	0	19	115	8	0	2	0	2	0	127		
17:15	5	6	1	3	0	0	0	15	45	2	2	2	0	0	0	51		
17:30	7	5	1	4	0	0	0	17	27	5	0	2	0	0	0	34		
17:45	8	1	2	4	0	0	0	15	22	4	1	3	0	1	0	31		
H/TOT	29	18	5	14	0	0	0	66	209	19	3	9	0	3	0	243		
18:00	5	1	1	7	0	0	0	14	21	2	0	4	0	1	0	28		
18:15	1	2	0	3	0	0	0	6	6	3	0	3	0	0	0	12		
18:30	5	4	0	5	0	0	0	14	10	3	0	5	0	0	0	18		
18:45	3	1	1	3	0	0	0	8	10	1	0	5	0	0	0	16		
H/TOT	14	8	2	18	0	0	0	42	47	9	0	17	0	1	0	74		
P/TOT	79	48	12	47	0	0	0	186	466	60	4	41	0	5	0	576		

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM E								FROM ARM E							
	M48 SLIP ROADS (W)								M48 SLIP ROADS (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	60	6	3	2	0	0	0	71	88	50	5	9	1	0	0	153
07:15	32	8	1	1	0	0	0	42	114	29	9	6	2	0	0	160
07:30	53	7	2	3	0	1	0	66	139	46	8	9	2	0	0	204
07:45	45	8	2	2	1	0	0	58	140	45	9	12	0	0	0	206
H/TOT	190	29	8	8	1	1	0	237	481	170	31	36	5	0	0	723
08:00	63	9	4	3	0	0	0	79	145	55	7	11	0	0	0	218
08:15	70	14	3	9	0	0	0	96	140	42	10	18	0	0	0	210
08:30	65	6	3	3	0	0	0	77	143	53	12	18	0	0	0	226
08:45	49	16	3	7	0	0	0	75	122	37	16	19	0	0	0	194
H/TOT	247	45	13	22	0	0	0	327	550	187	45	66	0	0	0	848
09:00	58	9	3	2	0	0	0	72	76	25	15	13	1	0	0	130
09:15	47	12	4	6	0	0	0	69	95	24	5	18	0	0	0	142
09:30	45	14	2	7	0	0	0	68	63	22	8	14	2	0	0	109
09:45	41	15	4	4	1	0	0	65	82	25	6	13	0	0	0	126
H/TOT	191	50	13	19	1	0	0	274	316	96	34	58	3	0	0	507
P/TOT	628	124	34	49	2	1	0	838	1347	453	110	160	8	0	0	2078

TIME	TO ARM E								FROM ARM E							
	M48 SLIP ROADS (W)								M48 SLIP ROADS (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	89	21	7	4	0	0	0	121	58	18	6	9	1	0	0	92
16:15	75	15	1	1	0	0	0	92	75	25	2	7	0	1	0	110
16:30	61	16	2	2	0	0	0	81	90	17	5	5	0	0	0	117
16:45	69	7	2	3	0	0	0	81	78	15	4	7	1	0	0	105
H/TOT	294	59	12	10	0	0	0	375	301	75	17	28	2	1	0	424
17:00	96	9	1	0	1	0	0	107	83	15	3	2	0	0	0	103
17:15	81	7	2	1	0	0	0	91	99	7	3	4	0	1	0	114
17:30	68	6	0	1	0	0	0	75	95	11	1	13	0	0	0	120
17:45	48	7	1	2	0	0	0	58	80	8	1	7	2	0	0	98
H/TOT	293	29	4	4	1	0	0	331	357	41	8	26	2	1	0	435
18:00	57	3	2	2	0	0	0	64	99	13	2	6	0	1	0	121
18:15	35	0	2	0	1	0	0	38	87	10	0	5	1	1	0	104
18:30	39	3	2	1	1	0	0	46	80	6	9	5	1	0	0	101
18:45	27	1	0	2	1	0	0	31	58	2	3	4	0	0	0	67
H/TOT	158	7	6	5	3	0	0	179	324	31	14	20	2	2	0	393
P/TOT	745	95	22	19	4	0	0	885	982	147	39	74	6	4	0	1252

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM F A466								FROM ARM F A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	70	36	7	8	1	0	0	122	306	51	3	3	2	0	0	365
07:15	68	27	8	5	0	2	0	110	291	62	3	3	0	5	2	366
07:30	90	40	8	3	0	0	0	141	304	47	6	1	1	3	2	364
07:45	94	44	9	6	0	1	0	154	289	40	3	5	1	6	1	345
H/TOT	322	147	32	22	1	3	0	527	1190	200	15	12	4	14	5	1440
08:00	90	58	12	6	0	0	0	166	299	39	12	7	0	4	0	361
08:15	101	42	14	15	0	1	0	173	290	41	8	7	2	3	0	351
08:30	134	52	11	12	1	1	0	211	222	38	9	6	0	1	0	276
08:45	143	51	17	3	0	0	0	214	219	43	6	5	0	1	0	274
H/TOT	468	203	54	36	1	2	0	764	1030	161	35	25	2	9	0	1262
09:00	117	41	12	8	1	2	0	181	211	40	9	5	1	0	0	266
09:15	132	43	8	5	0	0	0	188	213	36	13	7	0	0	0	269
09:30	107	39	14	12	0	0	0	172	178	52	11	11	0	3	0	255
09:45	111	27	3	7	0	1	0	149	178	40	9	8	0	2	0	237
H/TOT	467	150	37	32	1	3	0	690	780	168	42	31	1	5	0	1027
P/TOT	1257	500	123	90	3	8	0	1981	3000	529	92	68	7	28	5	3729

TIME	TO ARM F A466								FROM ARM F A466							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	232	49	8	5	0	3	0	297	128	52	13	3	1	1	0	198
16:15	235	52	0	4	0	3	0	294	140	46	4	4	0	0	0	194
16:30	263	55	3	3	0	4	0	328	129	34	6	1	0	0	0	170
16:45	246	56	4	1	1	1	0	309	117	26	3	5	1	1	0	153
H/TOT	976	212	15	13	1	11	0	1228	514	158	26	13	2	2	0	715
17:00	268	44	7	0	0	4	0	323	140	30	3	3	1	1	0	178
17:15	263	36	2	1	0	0	0	302	146	22	2	2	0	0	0	172
17:30	277	33	2	2	0	1	0	315	114	19	0	0	0	0	0	133
17:45	277	33	2	3	0	0	0	315	118	18	1	2	0	0	0	139
H/TOT	1085	146	13	6	0	5	0	1255	518	89	6	7	1	1	0	622
18:00	251	22	3	3	0	2	0	281	108	15	2	1	0	0	0	126
18:15	253	25	1	3	0	3	0	285	96	7	2	1	1	3	0	110
18:30	238	24	2	0	1	1	0	266	112	13	1	2	1	0	0	129
18:45	258	15	3	3	0	1	0	280	71	10	1	0	1	1	0	84
H/TOT	1000	86	9	9	1	7	0	1112	387	45	6	4	3	4	0	449
P/TOT	3061	444	37	28	2	23	0	3595	1419	292	38	24	6	7	0	1786

QUEUE LENGTHS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 1



DATE: 06/02/2024

LOCATION: CONWAY DRIVE / SEVERN BRIDGE / M48 SLIP ROADS (E) / LOVEROSE WAY / M48 SLIP ROADS (W) / A466

DAY: TUESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A		ARM C		ARM D		ARM E		ARM F	
	CONWAY DRIVE		M48 SLIP ROADS (E)		LOVEROSE WAY		M48 SLIP ROADS (W)		A466	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	19+	4	2	2	2	1	6	1	29	31
07:05	18+	4	4	2	5	1	10	2	31	33
07:10	18+	1	2	1	1	0	4	3	30	29
07:15	18+	0	1	1	0	0	7	0	33	30
07:20	18+	1	3	1	1	0	8	3	30	32
07:25	19+	4	2	1	1	1	7	0	33	31
07:30	18+	2	4	1	1	2	13	2	35	33
07:35	18+	3	2	2	0	0	17	5	30	29
07:40	18+	3	4	5	0	1	19	2	31	29
07:45	18+	2	5	3	1	1	25+	4	28	30
07:50	19+	6	4	3	0	1	26+	3	30	25
07:55	18+	3	3	3	0	1	25+	4	30	31
08:00	18+	1	4	2	1	0	25+	1	32	28
08:05	18+	2	6	2	1	0	25+	0	30	12
08:10	18+	4	2	2	0	1	25+	3	31	29
08:15	18+	4	2	2	0	0	25+	2	30	19
08:20	18+	2	4	4	1	0	26+	4	28	8
08:25	18+	5	3	2	1	0	25+	2	28	4
08:30	18+	3	2	2	0	0	25+	2	20	4
08:35	18+	5	2	1	1	1	25+	2	25	2
08:40	8	5	1	1	1	1	25+	2	12	2
08:45	3	3	2	2	0	0	26+	2	7	2
08:50	4	3	2	3	1	1	25+	2	7	1
08:55	1	4	1	2	3	1	25+	3	8	1
09:00	3	2	1	2	1	0	8	1	6	2
09:05	1	4	3	4	2	0	4	1	5	0
09:10	3	4	2	2	0	0	12	2	6	3
09:15	4	5	2	3	0	1	7	4	10	2
09:20	1	4	2	1	1	2	4	1	3	2
09:25	2	3	2	2	0	1	3	1	4	1
09:30	2	2	1	2	1	0	8	2	4	0
09:35	5	2	4	3	1	0	3	1	3	1
09:40	1	2	3	3	1	1	4	1	10	1
09:45	1	1	1	3	2	1	10	1	4	1
09:50	2	2	1	1	1	1	2	1	6	2
09:55	1	4	1	3	0	3	2	0	9	2

TIME	ARM A		ARM C		ARM D		ARM E		ARM F	
	CONWAY DRIVE		M48 SLIP ROADS (E)		LOVEROSE WAY		M48 SLIP ROADS (W)		A466	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	2	5	10	3	18	4	19	3	4	3
16:05	2	1	18	4	20	2	18	3	5	2
16:10	1	4	20	10	15	4	13	3	6	3
16:15	1	1	12	4	4	3	11	4	4	3
16:20	1	1	8	3	4	2	18	6	8	1
16:25	2	2	5	3	3	1	4	2	6	2
16:30	1	1	7	2	5	3	10	4	2	1
16:35	1	1	10	3	3	4	11	4	4	2
16:40	2	1	8	3	2	1	10	4	3	2
16:45	1	1	7	4	5	2	13	2	2	2
16:50	1	1	12	2	4	1	8	4	2	2
16:55	1	2	4	3	6	1	11	2	4	2
17:00	1	3	5	3	20	6	9	3	10	2
17:05	2	3	20	5	22	6	12	5	7	2
17:10	2	1	22	18	6	4	14	4	4	2
17:15	1	2	24	20	6	5	13	3	6	3
17:20	2	2	15	3	2	1	16	3	7	1
17:25	1	3	12	4	2	2	19	3	11	3
17:30	1	1	18	5	3	2	19	6	2	3
17:35	2	1	5	3	2	1	20	8	3	2
17:40	2	3	10	4	2	1	14	4	4	3
17:45	1	2	12	5	2	2	15	4	5	1
17:50	1	1	18	3	2	1	8	4	2	2
17:55	1	1	8	2	1	1	20	6	4	1
18:00	1	2	10	3	2	1	15	5	6	0
18:05	3	1	15	3	2	1	13	4	2	1
18:10	1	0	6	2	1	1	10	3	1	1
18:15	1	0	4	2	1	0	9	4	3	1
18:20	1	1	7	1	1	1	11	3	2	1
18:25	1	2	8	1	1	2	9	3	5	1
18:30	1	3	15	3	1	2	16	2	5	1
18:35	3	4	3	1	1	1	12	6	2	2
18:40	0	2	5	2	3	4	7	2	4	1
18:45	1	2	6	2	2	2	6	0	1	1
18:50	1	1	5	3	2	2	11	4	1	2
18:55	0	0	4	2	1	1	6	0	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO A							
	FROM A48 (NE) TO A48 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B								
FROM A48 (NE) TO FAIR VIEW								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		TOT
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1
2	1	0	0	0	0	0	0	3
2	1	1	0	0	0	0	0	4
1	0	1	0	0	0	0	0	2
2	0	0	0	0	0	0	0	2
1	2	0	0	0	0	0	0	3
8	0	1	0	0	0	0	0	9
12	2	2	0	0	0	0	0	16
4	1	1	0	0	0	0	0	6
4	0	1	0	0	0	0	0	5
7	1	0	0	0	0	0	0	8
2	1	0	0	0	0	0	0	3
17	3	2	0	0	0	0	0	22
31	6	5	0	0	0	0	0	42

TIME	A TO A							
	FROM A48 (NE) TO A48 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B								
FROM A48 (NE) TO FAIR VIEW								
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL		TOT
8	2	0	0	0	0	0	0	10
4	1	0	0	0	0	0	0	5
3	0	0	0	0	0	0	0	3
7	1	0	0	0	0	0	0	8
22	4	0	0	0	0	0	0	26
6	1	0	0	0	0	0	0	7
5	2	0	0	0	0	0	0	7
7	1	0	0	0	0	0	0	8
8	0	0	0	0	0	0	0	8
26	4	0	0	0	0	0	0	30
6	0	0	0	0	0	0	0	6
4	1	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	2
5	0	0	0	0	0	0	0	5
17	1	0	0	0	0	0	0	18
65	9	0	0	0	0	0	0	74

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO C								A TO D							
	FROM A48 (NE) TO A466 (SE)								FROM A48 (NE) TO A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	80	20	2	0	1	1	0	104	7	1	1	0	0	0	0	9
07:15	59	17	0	0	0	1	0	77	12	7	2	1	0	0	0	22
07:30	88	17	3	1	0	1	0	110	14	4	0	0	2	0	0	20
07:45	90	18	1	3	1	2	0	115	20	2	1	0	2	0	0	25
H/TOT	317	72	6	4	2	5	0	406	53	14	4	1	4	0	0	76
08:00	123	23	8	5	0	1	0	160	25	4	4	0	0	0	0	33
08:15	114	28	8	6	0	2	0	158	29	5	1	0	0	0	0	35
08:30	107	22	4	5	0	0	0	138	22	2	1	0	1	0	0	26
08:45	113	23	4	5	0	0	0	145	46	13	2	0	0	0	0	61
H/TOT	457	96	24	21	0	3	0	601	122	24	8	0	1	0	0	155
09:00	99	25	9	5	1	0	0	139	24	8	5	1	1	0	0	39
09:15	107	23	8	7	0	0	0	145	37	4	1	2	0	0	0	44
09:30	101	38	6	7	0	1	0	153	38	8	2	1	1	0	0	50
09:45	85	28	7	5	0	2	0	127	27	7	3	1	0	0	0	38
H/TOT	392	114	30	24	1	3	0	564	126	27	11	5	2	0	0	171
P/TOT	1166	282	60	49	3	11	0	1571	301	65	23	6	7	0	0	402

TIME	A TO C								A TO D							
	FROM A48 (NE) TO A466 (SE)								FROM A48 (NE) TO A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	73	27	7	1	0	1	0	109	48	5	2	1	0	0	0	56
16:15	74	28	5	4	0	0	0	111	40	7	1	0	1	0	0	49
16:30	81	24	5	0	0	0	0	110	42	6	0	0	1	0	0	49
16:45	73	19	0	4	1	0	0	97	34	4	1	0	1	0	0	40
H/TOT	301	98	17	9	1	1	0	427	164	22	4	1	3	0	0	194
17:00	77	19	3	2	1	1	0	103	69	10	0	0	0	1	0	80
17:15	80	16	1	2	0	0	0	99	47	0	1	0	1	0	0	49
17:30	63	9	0	0	0	0	0	72	30	1	0	0	0	0	0	31
17:45	72	11	1	1	0	0	0	85	38	3	1	0	1	0	0	43
H/TOT	292	55	5	5	1	1	0	359	184	14	2	0	2	1	0	203
18:00	44	9	1	0	0	0	0	54	40	2	0	0	0	0	0	42
18:15	52	5	1	0	0	2	0	60	35	0	2	0	1	0	0	38
18:30	71	9	0	0	2	0	0	82	39	1	3	0	0	0	0	43
18:45	35	3	0	0	0	0	0	38	31	1	0	0	1	0	0	33
H/TOT	202	26	2	0	2	2	0	234	145	4	5	0	2	0	0	156
P/TOT	795	179	24	14	4	4	0	1020	493	40	11	1	7	1	0	553

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO E								B TO A							
	FROM A48 (NE) TO A466 (NW)								FROM FAIR VIEW TO A48 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	1	0	3	10	1	0	0	0	0	0	11
07:15	5	0	0	0	0	0	0	5	6	0	0	0	0	0	0	6
07:30	4	0	0	0	1	0	0	5	10	0	1	0	0	0	0	11
07:45	3	6	1	0	0	0	0	10	13	7	0	0	0	0	0	20
H/TOT	14	6	1	0	1	1	0	23	39	8	1	0	0	0	0	48
08:00	1	5	0	0	0	0	0	6	21	3	0	0	0	0	0	24
08:15	15	3	0	0	0	0	0	18	22	5	0	0	0	0	0	27
08:30	14	1	2	1	0	0	0	18	18	6	1	0	0	0	0	25
08:45	14	2	0	0	1	0	0	17	21	3	0	0	0	0	0	24
H/TOT	44	11	2	1	1	0	0	59	82	17	1	0	0	0	0	100
09:00	13	8	1	0	0	0	0	22	22	2	0	0	0	0	0	24
09:15	11	3	2	0	1	0	0	17	13	1	1	0	0	0	0	15
09:30	13	8	0	1	0	0	0	22	7	1	0	0	0	0	0	8
09:45	13	5	2	0	0	2	0	22	9	0	0	0	0	0	0	9
H/TOT	50	24	5	1	1	2	0	83	51	4	1	0	0	0	0	56
P/TOT	108	41	8	2	3	3	0	165	172	29	3	0	0	0	0	204

TIME	A TO E								B TO A							
	FROM A48 (NE) TO A466 (NW)								FROM FAIR VIEW TO A48 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	1	3	1	0	0	0	23	19	3	0	0	0	0	0	22
16:15	21	4	0	0	1	0	0	26	29	1	0	0	0	0	0	30
16:30	23	5	0	0	0	0	0	28	22	6	0	0	0	0	0	28
16:45	10	1	0	1	0	0	0	12	25	5	0	0	0	0	0	30
H/TOT	72	11	3	2	1	0	0	89	95	15	0	0	0	0	0	110
17:00	7	2	0	0	0	0	0	9	35	3	0	0	0	0	0	38
17:15	15	2	0	0	1	0	0	18	36	6	0	0	0	0	0	42
17:30	11	0	0	0	0	0	0	11	33	2	0	0	0	0	0	35
17:45	17	0	0	0	1	0	0	18	21	1	0	0	0	0	0	22
H/TOT	50	4	0	0	2	0	0	56	125	12	0	0	0	0	0	137
18:00	18	0	0	0	0	0	0	18	21	6	0	0	0	0	0	27
18:15	14	3	0	0	0	0	0	17	8	0	0	0	0	0	0	8
18:30	16	1	0	1	0	0	0	18	12	0	0	0	0	0	0	12
18:45	14	0	0	0	0	1	0	15	6	0	0	0	0	0	0	6
H/TOT	62	4	0	1	0	1	0	68	47	6	0	0	0	0	0	53
P/TOT	184	19	3	3	3	1	0	213	267	33	0	0	0	0	0	300

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	B TO B								B TO C							
	FROM FAIR VIEW TO FAIR VIEW								FROM FAIR VIEW TO A466 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21
07:15	0	0	0	0	0	0	0	0	33	7	0	0	0	0	0	40
07:30	0	0	0	0	0	0	0	0	34	4	0	0	0	0	0	38
07:45	0	0	0	0	0	0	0	0	24	3	1	0	0	0	0	28
H/TOT	0	0	0	0	0	0	0	0	109	17	1	0	0	0	0	127
08:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
08:15	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9
08:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
08:45	0	0	0	0	0	0	0	0	3	2	0	0	0	1	0	6
H/TOT	0	0	0	0	0	0	0	0	33	5	0	0	0	1	0	39
09:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
09:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	3
09:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	19	4	0	0	0	1	0	24
P/TOT	0	0	0	0	0	0	0	0	161	26	1	0	0	2	0	190

TIME	B TO B								B TO C							
	FROM FAIR VIEW TO FAIR VIEW								FROM FAIR VIEW TO A466 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	4	1	0	1	0	0	0	6
16:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	8	3	0	1	0	0	0	12
17:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
18:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
P/TOT	0	0	0	0	0	0	0	0	28	5	0	1	0	0	0	34

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	B TO D								B TO E							
	FROM FAIR VIEW TO A48 (SW)								FROM FAIR VIEW TO A466 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	3	1	0	0	0	0	8	8	1	0	0	0	0	1	10
07:15	11	1	1	0	2	0	0	15	13	1	0	0	0	0	0	14
07:30	11	3	0	0	0	0	0	14	7	2	0	0	0	0	0	9
07:45	10	2	1	0	1	0	0	14	11	2	0	0	0	0	0	13
H/TOT	36	9	3	0	3	0	0	51	39	6	0	0	0	0	1	46
08:00	13	2	0	0	0	0	0	15	26	7	0	0	0	0	0	33
08:15	6	0	2	0	0	0	0	8	37	2	0	0	0	0	0	39
08:30	10	2	1	0	0	0	0	13	42	4	0	0	0	0	0	46
08:45	17	1	0	0	0	0	0	18	20	1	0	0	0	0	0	21
H/TOT	46	5	3	0	0	0	0	54	125	14	0	0	0	0	0	139
09:00	15	0	1	0	1	0	0	17	18	2	0	0	0	0	0	20
09:15	6	4	0	0	0	0	0	10	15	2	0	0	0	0	0	17
09:30	7	2	0	0	0	0	0	9	11	1	1	0	0	0	0	13
09:45	3	0	3	0	0	0	0	6	12	1	0	0	0	0	0	13
H/TOT	31	6	4	0	1	0	0	42	56	6	1	0	0	0	0	63
P/TOT	113	20	10	0	4	0	0	147	220	26	1	0	0	0	1	248

TIME	B TO D								B TO E							
	FROM FAIR VIEW TO A48 (SW)								FROM FAIR VIEW TO A466 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	10	5	0	0	0	0	0	15	22	1	1	0	0	0	0	24
16:15	15	3	0	0	0	0	0	18	29	5	0	0	0	0	0	34
16:30	15	5	0	0	0	0	0	20	11	3	0	0	0	0	0	14
16:45	12	5	0	0	0	0	0	17	30	7	0	0	0	0	0	37
H/TOT	52	18	0	0	0	0	0	70	92	16	1	0	0	0	0	109
17:00	14	5	0	0	0	0	0	19	27	1	0	0	0	0	0	28
17:15	14	1	0	0	0	0	0	15	24	3	0	0	0	0	0	27
17:30	20	2	0	0	0	0	0	22	16	1	0	0	0	0	0	17
17:45	9	1	0	0	0	0	0	10	15	1	0	0	0	0	0	16
H/TOT	57	9	0	0	0	0	0	66	82	6	0	0	0	0	0	88
18:00	8	0	0	0	0	0	0	8	23	2	0	0	0	0	0	25
18:15	4	0	0	0	0	0	0	4	14	0	0	0	0	0	0	14
18:30	18	1	0	0	0	0	0	19	13	0	0	0	0	0	0	13
18:45	7	0	1	0	0	0	0	8	9	1	0	0	0	0	0	10
H/TOT	37	1	1	0	0	0	0	39	59	3	0	0	0	0	0	62
P/TOT	146	28	1	0	0	0	0	175	233	25	1	0	0	0	0	259

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	C TO A								C TO B							
	FROM A466 (SE) TO A48 (NE)								FROM A466 (SE) TO FAIR VIEW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	47	29	4	7	0	0	0	87	0	2	0	0	0	0	0	2
07:15	39	19	6	3	1	1	0	69	0	0	0	0	0	0	0	0
07:30	55	27	8	1	0	0	0	91	0	0	0	0	0	0	0	0
07:45	68	26	7	6	0	1	0	108	0	0	0	0	0	0	0	0
H/TOT	209	101	25	17	1	2	0	355	0	2	0	0	0	0	0	2
08:00	52	45	8	6	0	0	0	111	2	0	1	0	0	0	0	3
08:15	52	34	12	12	0	0	0	110	1	0	0	0	0	0	0	1
08:30	69	40	11	11	0	0	0	131	1	1	0	0	0	0	0	2
08:45	77	33	12	0	0	0	0	122	1	1	0	0	0	0	0	2
H/TOT	250	152	43	29	0	0	0	474	5	2	1	0	0	0	0	8
09:00	59	19	6	7	0	2	0	93	3	1	0	0	0	0	0	4
09:15	81	27	7	5	0	0	0	120	1	2	0	0	0	0	0	3
09:30	56	20	5	9	0	0	0	90	2	0	0	0	0	0	0	2
09:45	67	19	5	5	0	1	0	97	3	2	0	0	0	0	0	5
H/TOT	263	85	23	26	0	3	0	400	9	5	0	0	0	0	0	14
P/TOT	722	338	91	72	1	5	0	1229	14	9	1	0	0	0	0	24

TIME	C TO A								C TO B							
	FROM A466 (SE) TO A48 (NE)								FROM A466 (SE) TO FAIR VIEW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	123	27	5	4	0	2	0	161	2	0	0	0	0	0	0	2
16:15	119	38	1	3	0	1	0	162	1	0	0	0	0	0	0	1
16:30	113	37	1	0	0	3	0	154	4	0	0	0	0	0	0	4
16:45	129	35	2	1	1	0	0	168	0	0	0	0	0	0	0	0
H/TOT	484	137	9	8	1	6	0	645	7	0	0	0	0	0	0	7
17:00	116	25	4	0	0	2	0	147	1	0	0	0	0	0	0	1
17:15	119	16	0	1	0	2	0	138	0	0	0	0	0	0	0	0
17:30	136	23	2	1	0	0	0	162	2	0	0	0	0	0	0	2
17:45	130	20	1	3	0	0	0	154	2	0	0	0	0	0	0	2
H/TOT	501	84	7	5	0	4	0	601	5	0	0	0	0	0	0	5
18:00	133	21	1	2	0	1	0	158	1	0	0	0	0	0	0	1
18:15	143	12	0	3	0	2	0	160	3	0	0	0	0	0	0	3
18:30	144	15	0	0	1	1	0	161	1	0	0	0	0	0	0	1
18:45	137	9	5	1	0	1	0	153	6	0	0	0	0	0	0	6
H/TOT	557	57	6	6	1	5	0	632	11	0	0	0	0	0	0	11
P/TOT	1542	278	22	19	2	15	0	1878	23	0	0	0	0	0	0	23

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	C TO C								C TO D							
	FROM A466 (SE) TO A466 (SE)								FROM A466 (SE) TO A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	12	2	2	0	0	0	0	16
07:15	0	0	0	0	0	0	0	0	12	6	0	0	0	0	0	18
07:30	0	0	0	0	0	0	0	0	8	7	0	1	0	0	0	16
07:45	0	0	0	0	0	0	0	0	15	14	2	0	0	0	0	31
H/TOT	0	0	0	0	0	0	0	0	47	29	4	1	0	0	0	81
08:00	0	0	0	0	0	0	0	0	10	10	2	0	0	0	0	22
08:15	0	0	0	0	0	0	0	0	12	4	0	2	0	0	0	18
08:30	0	0	0	0	0	0	0	0	15	5	1	1	0	0	0	22
08:45	0	0	0	0	0	0	0	0	19	5	2	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	56	24	5	3	0	0	0	88
09:00	0	0	0	0	0	0	0	0	28	9	3	2	0	0	0	42
09:15	0	0	0	0	0	0	0	0	15	4	3	0	0	0	0	22
09:30	0	0	0	0	0	0	0	0	26	8	3	3	0	0	0	40
09:45	0	0	0	0	0	0	0	0	17	2	1	1	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	86	23	10	6	0	0	0	125
P/TOT	0	0	0	0	0	0	0	0	189	76	19	10	0	0	0	294

TIME	C TO C								C TO D							
	FROM A466 (SE) TO A466 (SE)								FROM A466 (SE) TO A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	64	12	1	1	0	0	0	78
16:15	0	0	0	0	0	0	0	0	60	6	0	1	0	1	0	68
16:30	0	0	0	0	0	0	0	0	54	12	1	3	0	0	0	70
16:45	0	0	0	0	0	0	0	0	49	17	3	0	0	1	0	70
H/TOT	0	0	0	0	0	0	0	0	227	47	5	5	0	2	0	286
17:00	0	0	0	0	0	0	0	0	62	11	2	0	0	0	0	75
17:15	0	0	0	0	0	0	0	0	65	9	0	0	0	0	0	74
17:30	0	0	0	0	0	0	0	0	73	13	1	0	0	0	0	87
17:45	0	0	0	0	0	0	0	0	56	3	1	0	0	0	0	60
H/TOT	0	0	0	0	0	0	0	0	256	36	4	0	0	0	0	296
18:00	0	0	0	0	0	0	0	0	66	6	0	0	0	1	0	73
18:15	0	0	0	0	0	0	0	0	40	4	0	0	0	1	0	45
18:30	0	0	0	0	0	0	0	0	56	4	0	0	0	0	0	60
18:45	0	0	0	0	0	0	0	0	59	5	0	1	0	1	0	66
H/TOT	0	0	0	0	0	0	0	0	221	19	0	1	0	3	0	244
P/TOT	0	0	0	0	0	0	0	0	704	102	9	6	0	5	0	826

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	C TO E								D TO A							
	FROM A466 (SE) TO A466 (NW)								FROM A48 (SW) TO A48 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	17	0	2	1	0	0	0	20	25	1	1	0	1	0	0	28
07:15	10	4	2	1	0	1	0	18	17	6	2	0	3	0	0	28
07:30	22	4	0	2	0	0	0	28	31	13	2	0	2	0	0	48
07:45	18	6	1	0	0	0	1	26	20	8	4	1	0	0	0	33
H/TOT	67	14	5	4	0	1	1	92	93	28	9	1	6	0	0	137
08:00	26	2	0	0	0	0	0	28	40	13	2	0	0	0	0	55
08:15	39	5	1	1	0	1	0	47	53	12	2	0	1	0	0	68
08:30	43	6	0	0	1	1	0	51	55	11	6	0	0	0	0	72
08:45	44	12	3	1	0	0	0	60	34	8	5	1	0	0	0	48
H/TOT	152	25	4	2	1	2	0	186	182	44	15	1	1	0	0	243
09:00	35	12	3	0	0	0	0	50	40	11	3	0	0	0	0	54
09:15	36	10	0	0	0	0	0	46	36	7	4	0	0	0	0	47
09:30	21	10	1	0	0	0	0	32	29	15	4	0	1	0	0	49
09:45	29	5	0	1	0	0	0	35	42	6	2	0	0	0	0	50
H/TOT	121	37	4	1	0	0	0	163	147	39	13	0	1	0	0	200
P/TOT	340	76	13	7	1	3	1	441	422	111	37	2	8	0	0	580

TIME	C TO E								D TO A							
	FROM A466 (SE) TO A466 (NW)								FROM A48 (SW) TO A48 (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	60	9	0	0	1	1	0	71	39	6	4	0	1	0	0	50
16:15	69	7	1	0	0	1	0	78	35	6	1	1	0	0	0	43
16:30	64	6	0	0	0	1	0	71	32	6	0	1	2	0	0	41
16:45	95	5	0	0	0	0	0	100	30	5	0	0	1	0	0	36
H/TOT	288	27	1	0	1	3	0	320	136	23	5	2	4	0	0	170
17:00	67	7	1	0	0	0	0	75	57	4	2	0	2	1	0	66
17:15	70	6	1	0	0	0	0	77	33	2	0	0	0	0	0	35
17:30	89	7	0	1	0	1	0	98	55	4	1	0	1	0	0	61
17:45	75	6	0	0	0	0	0	81	30	13	0	0	0	0	0	43
H/TOT	301	26	2	1	0	1	0	331	175	23	3	0	3	1	0	205
18:00	71	3	2	1	0	0	0	77	34	5	1	0	1	0	0	41
18:15	53	2	1	0	0	0	0	56	20	2	0	0	1	0	0	23
18:30	46	5	2	0	0	0	0	53	35	4	0	0	0	0	0	39
18:45	56	2	1	0	0	0	0	59	22	2	0	0	1	0	0	25
H/TOT	226	12	6	1	0	0	0	245	111	13	1	0	3	0	0	128
P/TOT	815	65	9	2	1	4	0	896	422	59	9	2	10	1	0	503

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	D TO B								D TO C							
	FROM A48 (SW) TO FAIR VIEW								FROM A48 (SW) TO A466 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5	56	13	1	1	0	1	0	72
07:15	8	0	0	0	0	0	0	8	113	18	2	4	1	1	0	139
07:30	7	0	0	0	0	0	0	7	85	10	1	0	0	0	0	96
07:45	9	2	0	0	0	0	0	11	62	8	1	2	0	1	0	74
H/TOT	28	3	0	0	0	0	0	31	316	49	5	7	1	3	0	381
08:00	7	2	0	0	0	0	0	9	53	4	3	1	0	2	0	63
08:15	9	3	0	0	0	0	0	12	49	5	3	0	2	0	0	59
08:30	10	0	0	0	1	0	0	11	38	11	1	0	0	0	0	50
08:45	4	3	1	0	0	0	0	8	34	7	0	0	0	0	0	41
H/TOT	30	8	1	0	1	0	0	40	174	27	7	1	2	2	0	213
09:00	10	5	0	0	0	0	0	15	42	5	1	0	0	0	0	48
09:15	3	1	0	0	0	0	0	4	43	10	2	2	0	0	0	57
09:30	5	0	0	0	0	0	0	5	32	5	3	2	0	1	0	43
09:45	4	2	1	0	0	0	0	7	40	6	1	2	0	0	0	49
H/TOT	22	8	1	0	0	0	0	31	157	26	7	6	0	1	0	197
P/TOT	80	19	2	0	1	0	0	102	647	102	19	14	3	6	0	791

TIME	D TO B								D TO C							
	FROM A48 (SW) TO FAIR VIEW								FROM A48 (SW) TO A466 (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	14	1	0	0	0	0	0	15	14	15	4	1	0	0	0	34
16:15	5	2	0	0	0	0	0	7	21	6	0	0	0	0	0	27
16:30	7	3	1	0	0	0	0	11	19	7	1	0	0	0	0	27
16:45	6	2	0	0	0	0	0	8	25	4	2	1	0	1	0	33
H/TOT	32	8	1	0	0	0	0	41	79	32	7	2	0	1	0	121
17:00	9	0	0	0	0	0	0	9	30	6	0	0	0	0	0	36
17:15	9	1	0	0	0	0	0	10	14	6	0	0	0	0	0	20
17:30	10	0	1	0	0	0	0	11	19	4	0	0	0	0	0	23
17:45	13	0	0	0	0	0	0	13	21	2	0	2	0	0	0	25
H/TOT	41	1	1	0	0	0	0	43	84	18	0	2	0	0	0	104
18:00	10	0	0	0	0	0	0	10	27	3	0	0	0	0	0	30
18:15	8	2	1	0	0	0	0	11	18	0	0	2	0	0	0	20
18:30	5	0	0	0	0	0	0	5	20	1	2	1	0	0	0	24
18:45	5	0	0	0	0	0	0	5	15	3	2	0	0	0	0	20
H/TOT	28	2	1	0	0	0	0	31	80	7	4	3	0	0	0	94
P/TOT	101	11	3	0	0	0	0	115	243	57	11	7	0	1	0	319

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	D TO D								D TO E							
	FROM A48 (SW) TO A48 (SW)								FROM A48 (SW) TO A466 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	7
07:15	0	0	0	0	0	0	0	0	9	2	2	0	0	0	0	13
07:30	0	0	0	0	0	0	0	0	8	1	4	0	0	0	0	13
07:45	0	0	0	0	0	0	0	0	20	3	2	0	0	0	0	25
H/TOT	0	0	0	0	0	0	0	0	42	7	8	0	1	0	0	58
08:00	0	0	0	0	0	0	0	0	32	2	0	0	0	0	0	34
08:15	0	0	0	0	0	0	0	0	37	6	5	0	0	0	0	48
08:30	0	0	0	0	0	0	0	0	28	3	0	0	2	0	0	33
08:45	0	0	0	0	0	0	0	0	17	3	2	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	114	14	7	0	2	0	0	137
09:00	0	0	0	0	0	0	0	0	16	5	2	0	0	0	0	23
09:15	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
09:30	0	0	0	0	0	0	0	0	16	3	1	0	1	0	0	21
09:45	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
H/TOT	0	0	0	0	0	0	0	0	58	14	4	0	1	0	0	77
P/TOT	0	0	0	0	0	0	0	0	214	35	19	0	4	0	0	272

TIME	D TO D								D TO E							
	FROM A48 (SW) TO A48 (SW)								FROM A48 (SW) TO A466 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
16:15	0	0	0	0	0	0	0	0	16	1	1	0	0	0	0	18
16:30	0	0	0	0	0	0	0	0	22	7	0	1	0	0	0	30
16:45	0	0	0	0	0	0	0	0	17	2	0	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	74	11	1	1	0	0	0	87
17:00	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
17:15	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
17:30	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
17:45	0	0	0	0	0	0	0	0	28	1	0	0	0	0	0	29
H/TOT	0	0	0	0	0	0	0	0	93	5	0	0	0	0	0	98
18:00	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	18
18:15	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
18:30	0	0	0	0	0	0	0	0	27	2	0	0	0	0	0	29
18:45	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	82	6	0	0	0	0	0	88
P/TOT	0	0	0	0	0	0	0	0	249	22	1	1	0	0	0	273

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	E TO A								E TO B							
	FROM A466 (NW) TO A48 (NE)								FROM A466 (NW) TO FAIR VIEW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	0	0	1	0	0	0	5	5	1	0	0	0	0	0	6
07:15	10	0	0	0	0	0	0	10	3	0	0	0	0	0	0	3
07:30	1	0	1	0	0	0	0	2	6	0	0	0	0	0	0	6
07:45	2	1	1	0	0	0	0	4	11	2	0	0	0	0	0	13
H/TOT	17	1	2	1	0	0	0	21	25	3	0	0	0	0	0	28
08:00	17	1	0	0	0	0	0	18	12	1	0	0	0	0	0	13
08:15	19	1	1	0	0	0	0	21	14	1	1	0	0	0	0	16
08:30	12	3	0	0	0	0	0	15	18	2	1	0	0	0	0	21
08:45	11	1	0	1	0	0	0	13	26	4	0	0	0	0	0	30
H/TOT	59	6	1	1	0	0	0	67	70	8	2	0	0	0	0	80
09:00	20	3	0	1	0	0	0	24	15	2	2	0	1	0	0	20
09:15	16	5	1	0	0	0	0	22	11	1	0	0	0	0	0	12
09:30	20	4	1	0	0	0	0	25	13	2	1	0	0	0	0	16
09:45	19	1	1	0	1	1	0	23	10	0	0	0	0	0	0	10
H/TOT	75	13	3	1	1	1	0	94	49	5	3	0	1	0	0	58
P/TOT	151	20	6	3	1	1	0	182	144	16	5	0	1	0	0	166

TIME	E TO A								E TO B							
	FROM A466 (NW) TO A48 (NE)								FROM A466 (NW) TO FAIR VIEW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	6	0	0	1	0	0	19	20	3	0	0	0	0	0	23
16:15	16	1	1	0	0	0	0	18	23	6	0	0	0	0	0	29
16:30	12	1	1	2	0	0	0	16	20	3	0	0	0	0	0	23
16:45	10	6	0	0	0	0	0	16	15	3	1	0	0	0	0	19
H/TOT	50	14	2	2	1	0	0	69	78	15	1	0	0	0	0	94
17:00	11	0	0	0	2	0	0	13	16	2	0	0	0	1	0	19
17:15	16	1	0	0	0	0	0	17	17	2	1	0	0	0	0	20
17:30	12	2	0	0	0	0	0	14	15	1	0	0	0	0	0	16
17:45	14	0	0	0	2	0	0	16	22	2	0	0	0	0	0	24
H/TOT	53	3	0	0	4	0	0	60	70	7	1	0	0	1	0	79
18:00	17	2	0	0	0	0	0	19	17	1	0	0	0	0	0	18
18:15	17	0	0	0	1	0	0	18	14	2	0	0	0	0	0	16
18:30	12	0	0	0	0	0	0	12	13	1	1	0	0	0	0	15
18:45	15	1	0	0	0	0	0	16	17	0	0	0	0	1	0	18
H/TOT	61	3	0	0	1	0	0	65	61	4	1	0	0	1	0	67
P/TOT	164	20	2	2	6	0	0	194	209	26	3	0	0	2	0	240

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	E TO C								E TO D							
	FROM A466 (NW) TO A466 (SE)								FROM A466 (NW) TO A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	151	20	0	0	0	1	0	172	7	0	0	0	0	0	0	7
07:15	111	15	1	0	0	0	0	127	8	3	0	0	1	0	0	12
07:30	97	14	2	0	0	2	0	115	24	3	0	0	0	0	0	27
07:45	110	12	0	0	0	3	0	125	22	0	0	0	1	0	0	23
H/TOT	469	61	3	0	0	6	0	539	61	6	0	0	2	0	0	69
08:00	92	9	0	1	0	1	0	103	21	1	0	0	0	0	0	22
08:15	97	6	1	1	0	1	0	106	17	0	2	0	0	0	0	19
08:30	59	6	1	1	0	1	0	68	21	2	0	0	0	0	0	23
08:45	74	10	2	0	0	0	0	86	27	1	2	0	2	0	0	32
H/TOT	322	31	4	3	0	3	0	363	86	4	4	0	2	0	0	96
09:00	59	9	2	0	0	0	0	70	27	6	0	0	0	0	0	33
09:15	48	2	0	0	0	0	0	50	29	4	1	0	0	0	0	34
09:30	47	8	2	0	0	0	0	57	19	1	1	0	0	0	0	21
09:45	50	5	0	1	0	0	0	56	18	3	1	0	1	0	0	23
H/TOT	204	24	4	1	0	0	0	233	93	14	3	0	1	0	0	111
P/TOT	995	116	11	4	0	9	0	1135	240	24	7	0	5	0	0	276

TIME	E TO C								E TO D							
	FROM A466 (NW) TO A466 (SE)								FROM A466 (NW) TO A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	7	1	0	0	0	0	52	29	3	3	0	1	0	0	36
16:15	34	11	0	0	0	0	0	45	36	5	0	0	1	0	0	42
16:30	38	4	0	0	0	0	0	42	29	4	3	1	0	0	0	37
16:45	7	3	1	0	0	0	0	11	35	6	0	0	0	0	0	41
H/TOT	123	25	2	0	0	0	0	150	129	18	6	1	2	0	0	156
17:00	41	4	0	1	0	0	0	46	31	3	1	0	0	0	0	35
17:15	42	3	1	0	0	0	0	46	14	3	0	0	0	0	0	17
17:30	30	2	0	0	0	0	0	32	23	1	0	0	0	0	0	24
17:45	25	6	0	0	0	0	0	31	24	1	0	0	0	0	0	25
H/TOT	138	15	1	1	0	0	0	155	92	8	1	0	0	0	0	101
18:00	27	2	0	0	0	0	0	29	23	0	0	0	1	0	0	24
18:15	24	2	0	0	0	1	0	27	15	3	0	0	1	0	0	19
18:30	25	1	0	0	0	0	0	26	21	2	0	0	0	0	0	23
18:45	15	3	0	0	0	0	0	18	9	1	0	0	0	0	0	10
H/TOT	91	8	0	0	0	1	0	100	68	6	0	0	2	0	0	76
P/TOT	352	48	3	1	0	1	0	405	289	32	7	1	4	0	0	333

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	E TO E							
	FROM A466 (NW) TO A466 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E							
	FROM A466 (NW) TO A466 (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM A A48 (NE)								TOT	FROM ARM A A48 (NE)								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	86	31	5	8	1	0	0	131	89	21	3	0	1	2	0	116		
07:15	72	25	8	3	4	1	0	113	76	24	2	1	0	1	0	104		
07:30	97	40	12	1	2	0	0	152	106	21	4	1	3	1	0	136		
07:45	103	42	12	7	0	1	0	165	115	27	3	3	3	2	0	153		
H/TOT	358	138	37	19	7	2	0	561	386	93	12	5	7	6	0	509		
08:00	130	62	10	6	0	0	0	208	150	32	13	5	0	1	0	201		
08:15	146	52	15	12	1	0	0	226	160	36	9	6	0	2	0	213		
08:30	154	60	18	11	0	0	0	243	144	27	7	6	1	0	0	185		
08:45	143	45	17	2	0	0	0	207	181	38	7	5	1	0	0	232		
H/TOT	573	219	60	31	1	0	0	884	635	133	36	22	2	3	0	831		
09:00	141	35	9	8	0	2	0	195	140	42	16	6	2	0	0	206		
09:15	146	40	13	5	0	0	0	204	159	30	12	9	1	0	0	211		
09:30	112	40	10	9	1	0	0	172	159	55	8	9	1	1	0	233		
09:45	137	26	8	5	1	2	0	179	127	41	12	6	0	4	0	190		
H/TOT	536	141	40	27	2	4	0	750	585	168	48	30	4	5	0	840		
P/TOT	1467	498	137	77	10	6	0	2195	1606	394	96	57	13	14	0	2180		

TIME	TO ARM A A48 (NE)								TOT	FROM ARM A A48 (NE)								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	193	42	9	4	2	2	0	252	147	35	12	3	0	1	0	198		
16:15	199	46	3	4	0	1	0	253	139	40	6	4	2	0	0	191		
16:30	179	50	2	3	2	3	0	239	149	35	5	0	1	0	0	190		
16:45	194	51	2	1	2	0	0	250	124	25	1	5	2	0	0	157		
H/TOT	765	189	16	12	6	6	0	994	559	135	24	12	5	1	0	736		
17:00	219	32	6	0	4	3	0	264	159	32	3	2	1	2	0	199		
17:15	204	25	0	1	0	2	0	232	147	20	2	2	2	0	0	173		
17:30	236	31	3	1	1	0	0	272	111	11	0	0	0	0	0	122		
17:45	195	34	1	3	2	0	0	235	135	14	2	1	2	0	0	154		
H/TOT	854	122	10	5	7	5	0	1003	552	77	7	5	5	2	0	648		
18:00	205	34	2	2	1	1	0	245	108	11	1	0	0	0	0	120		
18:15	188	14	0	3	2	2	0	209	105	9	3	0	1	2	0	120		
18:30	203	19	0	0	1	1	0	224	128	11	3	1	2	0	0	145		
18:45	180	12	5	1	1	1	0	200	85	4	0	0	1	1	0	91		
H/TOT	776	79	7	6	5	5	0	878	426	35	7	1	4	3	0	476		
P/TOT	2395	390	33	23	18	16	0	2875	1537	247	38	18	14	6	0	1860		

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM B FAIR VIEW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	4	0	0	0	0	0	13
07:15	11	0	0	0	0	0	0	11
07:30	13	0	1	0	0	0	0	14
07:45	22	5	0	0	0	0	0	27
H/TOT	55	9	1	0	0	0	0	65
08:00	22	3	2	0	0	0	0	27
08:15	26	4	1	0	0	0	0	31
08:30	30	5	1	0	1	0	0	37
08:45	39	8	2	0	0	0	0	49
H/TOT	117	20	6	0	1	0	0	144
09:00	32	9	3	0	1	0	0	45
09:15	19	4	1	0	0	0	0	24
09:30	27	3	1	0	0	0	0	31
09:45	19	5	1	0	0	0	0	25
H/TOT	97	21	6	0	1	0	0	125
P/TOT	269	50	13	0	2	0	0	334

FROM ARM B FAIR VIEW							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
40	8	1	0	0	0	1	50
63	9	1	0	2	0	0	75
62	9	1	0	0	0	0	72
58	14	2	0	1	0	0	75
223	40	5	0	3	0	1	272
75	14	0	0	0	0	0	89
73	8	2	0	0	0	0	83
77	12	2	0	0	0	0	91
61	7	0	0	0	1	0	69
286	41	4	0	0	1	0	332
65	5	1	0	1	0	0	72
38	8	1	0	0	0	0	47
26	5	1	0	0	1	0	33
28	2	3	0	0	0	0	33
157	20	6	0	1	1	0	185
666	101	15	0	4	2	1	789

TIME	TO ARM B FAIR VIEW							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	44	6	0	0	0	0	0	50
16:15	33	9	0	0	0	0	0	42
16:30	34	6	1	0	0	0	0	41
16:45	28	6	1	0	0	0	0	35
H/TOT	139	27	2	0	0	0	0	168
17:00	32	3	0	0	0	1	0	36
17:15	31	5	1	0	0	0	0	37
17:30	34	2	1	0	0	0	0	37
17:45	45	2	0	0	0	0	0	47
H/TOT	142	12	2	0	0	1	0	157
18:00	34	1	0	0	0	0	0	35
18:15	29	5	1	0	0	0	0	35
18:30	21	1	1	0	0	0	0	23
18:45	33	0	0	0	0	1	0	34
H/TOT	117	7	2	0	0	1	0	127
P/TOT	398	46	6	0	0	2	0	452

FROM ARM B FAIR VIEW							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
55	10	1	1	0	0	0	67
74	9	0	0	0	0	0	83
49	15	0	0	0	0	0	64
69	18	0	0	0	0	0	87
247	52	1	1	0	0	0	301
78	10	0	0	0	0	0	88
77	10	0	0	0	0	0	87
71	5	0	0	0	0	0	76
48	3	0	0	0	0	0	51
274	28	0	0	0	0	0	302
55	8	0	0	0	0	0	63
31	0	0	0	0	0	0	31
44	2	0	0	0	0	0	46
23	1	1	0	0	0	0	25
153	11	1	0	0	0	0	165
674	91	2	1	0	0	0	768

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM C A466 (SE)								TOT	FROM ARM C A466 (SE)								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	305	56	3	1	1	3	0	369	76	33	8	8	0	0	0	125		
07:15	316	57	3	4	1	2	0	383	61	29	8	4	1	2	0	105		
07:30	304	45	6	1	0	3	0	359	85	38	8	4	0	0	0	135		
07:45	286	41	3	5	1	6	0	342	101	46	10	6	0	1	1	165		
H/TOT	1211	199	15	11	3	14	0	1453	323	146	34	22	1	3	1	530		
08:00	283	38	11	7	0	4	0	343	90	57	11	6	0	0	0	164		
08:15	268	40	12	7	2	3	0	332	104	43	13	15	0	1	0	176		
08:30	211	39	6	6	0	1	0	263	128	52	12	12	1	1	0	206		
08:45	224	42	6	5	0	1	0	278	141	51	17	1	0	0	0	210		
H/TOT	986	159	35	25	2	9	0	1216	463	203	53	34	1	2	0	756		
09:00	210	40	12	5	1	0	0	268	125	41	12	9	0	2	0	189		
09:15	202	36	10	9	0	0	0	257	133	43	10	5	0	0	0	191		
09:30	181	52	11	9	0	3	0	256	105	38	9	12	0	0	0	164		
09:45	179	40	8	8	0	2	0	237	116	28	6	7	0	1	0	158		
H/TOT	772	168	41	31	1	5	0	1018	479	150	37	33	0	3	0	702		
P/TOT	2969	526	91	67	6	28	0	3687	1265	499	124	89	2	8	1	1988		

TIME	TO ARM C A466 (SE)								TOT	FROM ARM C A466 (SE)								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	135	50	12	3	0	1	0	201	249	48	6	5	1	3	0	312		
16:15	130	45	5	4	0	0	0	184	249	51	2	4	0	3	0	309		
16:30	139	36	6	0	0	0	0	181	235	55	2	3	0	4	0	299		
16:45	107	27	3	5	1	1	0	144	273	57	5	1	1	1	0	338		
H/TOT	511	158	26	12	1	2	0	710	1006	211	15	13	2	11	0	1258		
17:00	150	30	3	3	1	1	0	188	246	43	7	0	0	2	0	298		
17:15	139	25	2	2	0	0	0	168	254	31	1	1	0	2	0	289		
17:30	114	15	0	0	0	0	0	129	300	43	3	2	0	1	0	349		
17:45	121	19	1	3	0	0	0	144	263	29	2	3	0	0	0	297		
H/TOT	524	89	6	8	1	1	0	629	1063	146	13	6	0	5	0	1233		
18:00	101	14	1	0	0	0	0	116	271	30	3	3	0	2	0	309		
18:15	99	7	1	2	0	3	0	112	239	18	1	3	0	3	0	264		
18:30	117	12	2	1	2	0	0	134	247	24	2	0	1	1	0	275		
18:45	66	9	2	0	0	0	0	77	258	16	6	2	0	2	0	284		
H/TOT	383	42	6	3	2	3	0	439	1015	88	12	8	1	8	0	1132		
P/TOT	1418	289	38	23	4	6	0	1778	3084	445	40	27	3	24	0	3623		

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM D A48 (SW)								FROM ARM D A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	6	4	0	0	0	0	40	90	16	2	1	2	1	0	112
07:15	43	17	3	1	3	0	0	67	147	26	6	4	4	1	0	188
07:30	57	17	0	1	2	0	0	77	131	24	7	0	2	0	0	164
07:45	67	18	4	0	4	0	0	93	111	21	7	3	0	1	0	143
H/TOT	197	58	11	2	9	0	0	277	479	87	22	8	8	3	0	607
08:00	69	17	6	0	0	0	0	92	132	21	5	1	0	2	0	161
08:15	64	9	5	2	0	0	0	80	148	26	10	0	3	0	0	187
08:30	68	11	3	1	1	0	0	84	131	25	7	0	3	0	0	166
08:45	109	20	6	0	2	0	0	137	89	21	8	1	0	0	0	119
H/TOT	310	57	20	3	3	0	0	393	500	93	30	2	6	2	0	633
09:00	94	23	9	3	2	0	0	131	108	26	6	0	0	0	0	140
09:15	87	16	5	2	0	0	0	110	94	21	6	2	0	0	0	123
09:30	90	19	6	4	1	0	0	120	82	23	8	2	2	1	0	118
09:45	65	12	8	2	1	0	0	88	100	17	5	2	0	0	0	124
H/TOT	336	70	28	11	4	0	0	449	384	87	25	6	2	1	0	505
P/TOT	843	185	59	16	16	0	0	1119	1363	267	77	16	16	6	0	1745

TIME	TO ARM D A48 (SW)								FROM ARM D A48 (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	151	25	6	2	1	0	0	185	86	23	8	1	1	0	0	119
16:15	151	21	1	1	2	1	0	177	77	15	2	1	0	0	0	95
16:30	140	27	4	4	1	0	0	176	80	23	2	2	2	0	0	109
16:45	130	32	4	0	1	1	0	168	78	13	2	1	1	1	0	96
H/TOT	572	105	15	7	5	2	0	706	321	74	14	5	4	1	0	419
17:00	176	29	3	0	0	1	0	209	116	12	2	0	2	1	0	133
17:15	140	13	1	0	1	0	0	155	79	10	0	0	0	0	0	89
17:30	146	17	1	0	0	0	0	164	106	9	2	0	1	0	0	118
17:45	127	8	2	0	1	0	0	138	92	16	0	2	0	0	0	110
H/TOT	589	67	7	0	2	1	0	666	393	47	4	2	3	1	0	450
18:00	137	8	0	0	1	1	0	147	88	9	1	0	1	0	0	99
18:15	94	7	2	0	2	1	0	106	66	6	1	2	1	0	0	76
18:30	134	8	3	0	0	0	0	145	87	7	2	1	0	0	0	97
18:45	106	7	1	1	1	1	0	117	60	6	2	0	1	0	0	69
H/TOT	471	30	6	1	4	3	0	515	301	28	6	3	3	0	0	341
P/TOT	1632	202	28	8	11	6	0	1887	1015	149	24	10	10	2	0	1210

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM E A466 (NW)								TOT	FROM ARM E A466 (NW)								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:00	32	2	2	1	1	1	1	40	167	21	0	1	0	1	0	190		
07:15	37	7	4	1	0	1	0	50	132	18	1	0	1	0	0	152		
07:30	41	7	4	2	1	0	0	55	128	17	3	0	0	2	0	150		
07:45	52	17	4	0	0	0	1	74	145	15	1	0	1	3	0	165		
H/TOT	162	33	14	4	2	2	2	219	572	71	5	1	2	6	0	657		
08:00	85	16	0	0	0	0	0	101	142	12	0	1	0	1	0	156		
08:15	128	16	6	1	0	1	0	152	147	8	5	1	0	1	0	162		
08:30	127	14	2	1	3	1	0	148	110	13	2	1	0	1	0	127		
08:45	95	18	5	1	1	0	0	120	138	16	4	1	2	0	0	161		
H/TOT	435	64	13	3	4	2	0	521	537	49	11	4	2	3	0	606		
09:00	82	27	6	0	0	0	0	115	121	20	4	1	1	0	0	147		
09:15	74	18	2	0	1	0	0	95	104	12	2	0	0	0	0	118		
09:30	61	22	3	1	1	0	0	88	99	15	5	0	0	0	0	119		
09:45	68	14	3	1	0	2	0	88	97	9	2	1	2	1	0	112		
H/TOT	285	81	14	2	2	2	0	386	421	56	13	2	3	1	0	496		
P/TOT	882	178	41	9	8	6	2	1126	1530	176	29	7	7	10	0	1759		

TIME	TO ARM E A466 (NW)								TOT	FROM ARM E A466 (NW)								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
16:00	119	12	4	1	1	1	0	138	105	19	4	0	2	0	0	130		
16:15	135	17	2	0	1	1	0	156	109	23	1	0	1	0	0	134		
16:30	120	21	0	1	0	1	0	143	99	12	4	3	0	0	0	118		
16:45	152	15	0	1	0	0	0	168	67	18	2	0	0	0	0	87		
H/TOT	526	65	6	3	2	3	0	605	380	72	11	3	3	0	0	469		
17:00	121	12	1	0	0	0	0	134	99	9	1	1	2	1	0	113		
17:15	132	12	1	0	1	0	0	146	89	9	2	0	0	0	0	100		
17:30	138	9	0	1	0	1	0	149	80	6	0	0	0	0	0	86		
17:45	135	8	0	0	1	0	0	144	85	9	0	0	2	0	0	96		
H/TOT	526	41	2	1	2	1	0	573	353	33	3	1	4	1	0	395		
18:00	129	6	2	1	0	0	0	138	84	5	0	0	1	0	0	90		
18:15	101	7	1	0	0	0	0	109	70	7	0	0	2	1	0	80		
18:30	102	8	2	1	0	0	0	113	71	4	1	0	0	0	0	76		
18:45	97	4	1	0	0	1	0	103	56	5	0	0	0	1	0	62		
H/TOT	429	25	6	2	0	1	0	463	281	21	1	0	3	2	0	308		
P/TOT	1481	131	14	6	4	5	0	1641	1014	126	15	4	10	3	0	1172		

QUEUE LENGTHS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 2

LOCATION: A48 (NE) / FAIR VIEW / A466 (SE) / A48 (SW) / A466 (NW)

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A A48 (NE)		ARM B FAIR VIEW		ARM C A466 (SE)		ARM D A48 (SW)		ARM E A466 (NW)		TIME	ARM A A48 (NE)		ARM B FAIR VIEW		ARM C A466 (SE)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	20+	1	4	3	0	3	1	5	20+	0	16:00	6	2	1	2	14	15
07:05	20+	1	3	2	0	1	1	4	20+	1	16:05	6	1	2	13	10	5
07:10	20+	1	5	1	1	1	0	4	20+	3	16:10	10	1	2	5	5	12
07:15	20+	1	8	1	2	2	1	5	20+	3	16:15	3	2	1	7	7	10
07:20	20+	6	6	2	1	3	1	4	20+	2	16:20	7	3	1	3	10	20
07:25	20+	7	7	2	1	3	2	10	20+	1	16:25	6	1	1	4	5	20+
07:30	20+	1	8	2	4	3	2	11	20+	4	16:30	5	1	2	8	10	20+
07:35	20+	4	7	2	2	2	2	6	20+	2	16:35	8	2	2	8	18	20+
07:40	20+	2	4	2	2	3	0	4	20+	2	16:40	10	2	2	3	16	20+
07:45	20+	1	4	4	2	4	1	4	20+	2	16:45	4	1	3	2	15	20+
07:50	20+	2	1	3	2	2	1	11	20+	1	16:50	4	1	2	4	12	20+
07:55	20+	3	10	4	3	3	2	7	20+	1	16:55	6	2	1	5	8	20+
08:00	20+	3	8	4	2	3	4	3	15	2	17:00	5	1	2	8	9	20+
08:05	12	2	6	4	3	5	4	7	18	2	17:05	4	1	1	7	11	20+
08:10	15	1	1	3	1	5	5	13	16	1	17:10	6	1	2	11	15	20+
08:15	13	3	2	4	2	4	11	12	18	1	17:15	4	3	1	4	18	20+
08:20	12	3	2	10	2	4	3	13	20	4	17:20	6	1	1	4	15	20+
08:25	10	2	2	10	3	3	4	12	8	2	17:25	4	1	2	7	20+	20+
08:30	8	2	2	15	2	8	6	13	20+	3	17:30	3	1	2	4	20+	20+
08:35	10	1	3	16	6	10	6	15	20+	4	17:35	3	1	0	3	20+	20+
08:40	7	1	2	2	4	5	11	3	20+	3	17:40	4	1	1	2	13	12
08:45	12	3	3	9	4	4	2	3	20+	2	17:45	8	2	0	2	9	11
08:50	10	1	2	5	4	8	4	3	20+	2	17:50	4	1	1	2	5	7
08:55	10	3	2	7	3	6	4	2	20+	3	17:55	6	2	1	2	7	5
09:00	5	2	7	3	5	5	2	10	15	3	18:00	2	1	1	2	10	6
09:05	12	1	1	2	4	3	10	13	12	3	18:05	7	1	1	3	6	5
09:10	10	1	7	2	3	4	4	3	6	1	18:10	4	1	2	2	10	6
09:15	11	2	2	6	2	5	5	1	5	2	18:15	3	1	0	2	5	10
09:20	7	2	4	4	3	6	3	8	6	1	18:20	2	1	1	1	3	7
09:25	8	1	1	2	4	8	3	1	5	2	18:25	3	0	0	1	3	4
09:30	10	1	1	1	2	2	5	14	5	1	18:30	3	4	1	5	6	10
09:35	6	2	2	4	2	3	8	10	4	2	18:35	3	1	1	2	7	18
09:40	6	1	1	2	5	5	4	1	8	3	18:40	2	2	4	1	4	3
09:45	3	1	1	2	4	2	10	1	4	2	18:45	4	0	1	1	5	6
09:50	8	1	2	2	2	3	9	2	7	2	18:50	5	1	0	1	3	5
09:55	5	2	1	1	3	2	2	3	4	2	18:55	2	1	1	2	2	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO B FROM A466 (N) TO MOUNTON ROAD (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	2	0	0	0	0	0	0	2
07:45	5	0	1	0	0	0	0	6
H/TOT	9	0	1	0	0	0	0	10
08:00	5	1	0	0	0	0	0	6
08:15	4	1	0	0	0	0	0	5
08:30	9	1	1	0	0	0	0	11
08:45	15	1	0	0	0	0	0	16
H/TOT	33	4	1	0	0	0	0	38
09:00	3	0	1	0	0	0	0	4
09:15	3	0	0	0	0	0	0	3
09:30	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
H/TOT	8	0	1	0	0	0	0	9
P/TOT	50	4	3	0	0	0	0	57

TIME	A TO C FROM A466 (N) TO A466 (S)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
103	8	0	1	0	0	0	0	112
88	8	1	0	1	0	0	0	98
85	14	2	0	1	0	0	0	102
113	12	1	0	0	0	3	0	129
389	42	4	1	2	3	0	0	441
123	14	1	1	0	1	0	0	140
121	6	3	1	0	1	0	0	132
115	14	2	1	0	1	0	0	133
117	14	3	1	3	0	0	0	138
476	48	9	4	3	3	0	0	543
107	20	2	1	0	0	0	0	130
92	11	1	0	0	0	0	0	104
93	14	5	0	0	0	0	0	112
95	9	2	1	0	1	1	0	109
387	54	10	2	0	1	1	0	455
1252	144	23	7	5	7	1	0	1439

TIME	A TO B FROM A466 (N) TO MOUNTON ROAD (E)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
16:00	4	1	0	0	0	0	0	5
16:15	4	2	0	0	0	0	0	6
16:30	3	1	0	0	0	0	0	4
16:45	3	1	0	0	0	0	0	4
H/TOT	14	5	0	0	0	0	0	19
17:00	3	1	0	0	0	0	0	4
17:15	7	1	0	0	0	0	0	8
17:30	7	0	0	0	0	0	0	7
17:45	1	0	0	0	0	0	0	1
H/TOT	18	2	0	0	0	0	0	20
18:00	2	0	0	0	0	0	0	2
18:15	1	0	0	0	0	0	0	1
18:30	2	0	0	0	0	0	0	2
18:45	2	0	0	0	0	0	0	2
H/TOT	7	0	0	0	0	0	0	7
P/TOT	39	7	0	0	0	0	0	46

TIME	A TO C FROM A466 (N) TO A466 (S)							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
83	17	4	1	2	0	0	0	107
101	23	1	1	1	0	0	0	127
88	9	3	1	0	0	0	0	101
61	17	2	0	0	0	0	0	80
333	66	10	3	3	0	0	0	415
86	9	1	1	2	1	0	0	100
83	9	2	0	0	0	0	0	94
60	7	0	0	0	0	0	0	67
77	6	0	0	2	0	0	0	85
306	31	3	1	4	1	0	0	346
83	5	0	0	1	0	0	0	89
58	6	0	1	2	1	0	0	68
65	5	1	0	0	0	0	0	71
46	4	0	0	0	0	0	0	50
252	20	1	1	3	1	0	0	278
891	117	14	5	10	2	0	0	1039

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	A TO D								B TO A							
	FROM A466 (N) TO MOUNTON ROAD (W)								FROM MOUNTON ROAD (E) TO A466 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2	3	1	0	0	0	0	0	4
07:30	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
07:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	3	3	0	0	0	0	0	6	10	2	0	0	0	0	0	12
08:00	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
08:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
08:30	4	0	0	0	0	0	0	4	8	2	0	0	0	0	0	10
08:45	2	0	0	0	0	0	0	2	2	0	1	0	0	0	0	3
H/TOT	10	0	0	0	0	0	0	10	21	2	1	0	0	0	0	24
09:00	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
09:15	0	0	0	0	0	0	0	0	6	1	0	0	1	1	0	9
09:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
09:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	22	2	0	0	1	1	0	26
P/TOT	13	3	0	0	0	0	0	16	53	6	1	0	1	1	0	62

TIME	A TO D								B TO A							
	FROM A466 (N) TO MOUNTON ROAD (W)								FROM MOUNTON ROAD (E) TO A466 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	1	0	0	0	0	0	2	6	0	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	6	1	0	0	1	0	0	8
16:30	0	1	0	0	0	0	0	1	7	3	0	0	0	0	0	10
16:45	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
H/TOT	3	2	0	0	0	0	0	5	23	4	0	0	1	0	0	28
17:00	3	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	4	2	0	0	2	0	0	8
17:30	2	0	0	0	0	0	0	2	8	1	0	0	0	0	0	9
17:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	6	0	0	0	0	0	0	6	23	3	0	0	2	0	0	28
18:00	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	3	0	0	0	0	0	0	3	16	1	0	0	0	0	0	17
P/TOT	12	2	0	0	0	0	0	14	62	8	0	0	3	0	0	73

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	B TO C								B TO D							
	FROM MOUNTON ROAD (E) TO A466 (S)								FROM MOUNTON ROAD (E) TO MOUNTON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	13	0	0	0	0	0	81	0	0	0	0	0	0	0	0
07:15	50	9	0	0	0	0	0	59	0	0	0	0	0	0	0	0
07:30	38	3	1	0	0	0	0	42	1	2	0	0	0	0	0	3
07:45	29	1	0	0	0	0	0	30	4	1	0	0	0	0	0	5
H/TOT	185	26	1	0	0	0	0	212	5	3	0	0	0	0	0	8
08:00	29	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
08:15	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
08:30	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:45	8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0
H/TOT	57	3	1	0	0	0	0	61	0	0	0	0	0	0	0	0
09:00	7	0	1	0	0	0	0	8	0	0	0	0	0	0	0	0
09:15	8	0	1	0	0	0	0	9	0	0	0	0	0	0	0	0
09:30	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	4	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0
H/TOT	23	1	2	0	1	0	0	27	0	0	0	0	0	0	0	0
P/TOT	265	30	4	0	1	0	0	300	5	3	0	0	0	0	0	8

TIME	B TO C								B TO D							
	FROM MOUNTON ROAD (E) TO A466 (S)								FROM MOUNTON ROAD (E) TO MOUNTON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	12	0	0	0	0	0	0	12	1	0	0	0	0	0	0	1
16:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
16:30	8	2	1	0	0	0	0	11	0	0	0	0	0	0	0	0
16:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	35	2	1	0	0	0	0	38	2	0	0	0	0	0	0	2
17:00	5	1	0	0	0	0	0	6	2	0	0	0	0	0	0	2
17:15	9	0	0	0	0	0	0	9	1	0	0	0	0	0	0	1
17:30	12	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
17:45	8	1	0	0	0	0	0	9	2	0	0	0	0	0	0	2
H/TOT	34	2	0	0	0	0	0	36	5	0	0	0	0	0	0	5
18:00	11	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:30	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
18:45	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	26	0	1	0	0	0	0	27	1	0	0	0	0	0	0	1
P/TOT	95	4	2	0	0	0	0	101	8	0	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	C TO A								C TO B							
	FROM A466 (S) TO A466 (N)								FROM A466 (S) TO MOUNTON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	29	3	3	0	0	1	0	36	1	1	0	0	0	0	0	2
07:15	33	8	2	1	0	1	0	45	2	0	0	0	0	0	0	2
07:30	40	7	4	2	1	0	0	54	0	0	0	0	0	0	0	0
07:45	52	15	3	0	0	0	0	70	2	0	1	0	0	0	0	3
H/TOT	154	33	12	3	1	2	0	205	5	1	1	0	0	0	0	7
08:00	86	16	0	0	0	0	0	102	2	0	0	0	0	0	0	2
08:15	126	14	4	1	0	1	0	146	0	0	0	0	0	0	0	0
08:30	124	16	2	1	3	1	0	147	5	0	0	0	0	0	0	5
08:45	95	17	4	1	1	0	0	118	1	0	1	0	0	0	0	2
H/TOT	431	63	10	3	4	2	0	513	8	0	1	0	0	0	0	9
09:00	74	22	6	0	0	0	0	102	4	2	0	0	0	0	0	6
09:15	69	19	1	1	1	0	0	91	4	0	0	0	0	0	0	4
09:30	56	21	2	1	1	0	0	81	2	1	0	0	0	0	0	3
09:45	68	12	3	1	0	2	0	86	3	0	0	0	0	0	0	3
H/TOT	267	74	12	3	2	2	0	360	13	3	0	0	0	0	0	16
P/TOT	852	170	34	9	7	6	0	1078	26	4	2	0	0	0	0	32

TIME	C TO A								C TO B							
	FROM A466 (S) TO A466 (N)								FROM A466 (S) TO MOUNTON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	111	11	4	1	1	1	0	129	5	0	0	0	0	0	0	5
16:15	133	16	1	0	1	1	0	152	4	0	1	0	0	0	0	5
16:30	102	20	0	1	0	1	0	124	4	1	0	0	0	0	0	5
16:45	141	14	0	1	0	0	0	156	8	1	0	0	0	0	0	9
H/TOT	487	61	5	3	2	3	0	561	21	2	1	0	0	0	0	24
17:00	118	10	1	0	0	0	0	129	4	1	0	0	0	0	0	5
17:15	124	12	1	0	1	0	0	138	11	0	0	0	0	0	0	11
17:30	128	9	0	1	0	1	0	139	9	0	0	0	0	0	0	9
17:45	130	7	0	0	1	1	0	139	6	1	0	0	0	0	0	7
H/TOT	500	38	2	1	2	2	0	545	30	2	0	0	0	0	0	32
18:00	132	5	2	1	0	0	0	140	1	0	0	0	0	0	0	1
18:15	97	6	1	0	0	0	0	104	4	0	0	0	0	0	0	4
18:30	98	9	2	1	0	0	0	110	1	0	0	0	0	0	0	1
18:45	94	4	0	0	0	1	0	99	1	0	1	0	0	0	0	2
H/TOT	421	24	5	2	0	1	0	453	7	0	1	0	0	0	0	8
P/TOT	1408	123	12	6	4	6	0	1559	58	4	2	0	0	0	0	64

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	C TO D								D TO A							
	FROM A466 (S) TO MOUNTON ROAD (W)								FROM MOUNTON ROAD (W) TO A466 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
07:30	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	1
07:45	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
H/TOT	6	0	1	0	0	0	0	7	5	0	0	0	0	0	0	5
08:00	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:15	1	0	1	0	0	0	0	2	4	0	0	0	0	0	0	4
08:30	0	0	1	0	0	0	0	1	3	0	0	0	0	0	0	3
08:45	0	1	0	0	0	0	0	1	4	0	1	0	0	0	0	5
H/TOT	3	2	2	0	0	0	0	7	11	0	1	0	0	0	0	12
09:00	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
09:45	2	2	0	0	0	0	0	4	0	1	0	0	0	0	0	1
H/TOT	6	3	1	0	0	0	0	10	0	1	0	0	0	0	0	1
P/TOT	15	5	4	0	0	0	0	24	16	1	1	0	0	0	0	18

TIME	C TO D								D TO A							
	FROM A466 (S) TO MOUNTON ROAD (W)								FROM MOUNTON ROAD (W) TO A466 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
16:15	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	1
16:30	4	1	0	0	0	0	0	5	1	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	13	1	0	0	0	0	0	14	4	0	0	0	0	0	0	4
17:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
17:15	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	5
17:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	8	1	0	0	0	0	0	9	10	0	0	0	0	0	0	10
18:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
18:15	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
H/TOT	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4
P/TOT	27	2	0	0	0	0	0	29	18	0	0	0	0	0	0	18

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	D TO B								D TO C							
	FROM MOUNTON ROAD (W) TO MOUNTON ROAD (E)								FROM MOUNTON ROAD (W) TO A466 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
07:30	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
07:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	4	0	0	0	0	0	0	4	7	1	0	0	0	0	0	8
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	6	0	1	0	0	0	0	7
09:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:45	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2	6	0	1	0	0	0	0	7
P/TOT	6	1	0	0	0	0	0	7	19	1	2	0	0	0	0	22

TIME	D TO B								D TO C							
	FROM MOUNTON ROAD (W) TO MOUNTON ROAD (E)								FROM MOUNTON ROAD (W) TO A466 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	6	3	0	0	0	0	0	9
17:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
P/TOT	2	0	0	0	0	0	0	2	22	4	0	0	0	0	0	26

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM A A466 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	4	3	0	0	1	0	38
07:15	37	9	2	1	0	1	0	50
07:30	46	7	4	2	1	0	0	60
07:45	56	15	3	0	0	0	0	74
H/TOT	169	35	12	3	1	2	0	222
08:00	93	16	0	0	0	0	0	109
08:15	134	14	4	1	0	1	0	154
08:30	135	18	2	1	3	1	0	160
08:45	101	17	6	1	1	0	0	126
H/TOT	463	65	12	3	4	2	0	549
09:00	81	22	6	0	0	0	0	109
09:15	75	20	1	1	2	1	0	100
09:30	61	21	2	1	1	0	0	86
09:45	72	14	3	1	0	2	0	92
H/TOT	289	77	12	3	3	3	0	387
P/TOT	921	177	36	9	8	7	0	1158

FROM ARM A A466 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
105	8	0	1	0	0	0	114
89	9	1	0	1	0	0	100
88	15	2	0	1	0	0	106
119	13	2	0	0	3	0	137
401	45	5	1	2	3	0	457
129	15	1	1	0	1	0	147
128	7	3	1	0	1	0	140
128	15	3	1	0	1	0	148
134	15	3	1	3	0	0	156
519	52	10	4	3	3	0	591
110	20	3	1	0	0	0	134
95	11	1	0	0	0	0	107
94	14	5	0	0	0	0	113
96	9	2	1	0	1	1	110
395	54	11	2	0	1	1	464
1315	151	26	7	5	7	1	1512

TIME	TO ARM A A466 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	118	11	4	1	1	1	0	136
16:15	140	17	1	0	2	1	0	161
16:30	110	23	0	1	0	1	0	135
16:45	146	14	0	1	0	0	0	161
H/TOT	514	65	5	3	3	3	0	593
17:00	127	10	1	0	0	0	0	138
17:15	133	14	1	0	3	0	0	151
17:30	137	10	0	1	0	1	0	149
17:45	136	7	0	0	1	1	0	145
H/TOT	533	41	2	1	4	2	0	583
18:00	140	6	2	1	0	0	0	149
18:15	99	6	1	0	0	0	0	106
18:30	100	9	2	1	0	0	0	112
18:45	102	4	0	0	0	1	0	107
H/TOT	441	25	5	2	0	1	0	474
P/TOT	1488	131	12	6	7	6	0	1650

FROM ARM A A466 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
88	19	4	1	2	0	0	114
105	25	1	1	1	0	0	133
91	11	3	1	0	0	0	106
66	18	2	0	0	0	0	86
350	73	10	3	3	0	0	439
92	10	1	1	2	1	0	107
90	10	2	0	0	0	0	102
69	7	0	0	0	0	0	76
79	6	0	0	2	0	0	87
330	33	3	1	4	1	0	372
87	5	0	0	1	0	0	93
60	6	0	1	2	1	0	70
67	5	1	0	0	0	0	73
48	4	0	0	0	0	0	52
262	20	1	1	3	1	0	288
942	126	14	5	10	2	0	1099

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM B MOUNTON ROAD (E)								FROM ARM B MOUNTON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4	69	14	0	0	0	0	0	83
07:15	2	0	0	0	0	0	0	2	53	10	0	0	0	0	0	63
07:30	3	0	0	0	0	0	0	3	44	5	1	0	0	0	0	50
07:45	10	0	2	0	0	0	0	12	34	2	0	0	0	0	0	36
H/TOT	18	1	2	0	0	0	0	21	200	31	1	0	0	0	0	232
08:00	7	1	0	0	0	0	0	8	36	0	0	0	0	0	0	36
08:15	4	1	0	0	0	0	0	5	18	0	0	0	0	0	0	18
08:30	14	1	1	0	0	0	0	16	14	3	0	0	0	0	0	17
08:45	17	1	1	0	0	0	0	19	10	2	2	0	0	0	0	14
H/TOT	42	4	2	0	0	0	0	48	78	5	2	0	0	0	0	85
09:00	7	2	1	0	0	0	0	10	14	0	1	0	0	0	0	15
09:15	7	0	0	0	0	0	0	7	14	1	1	0	1	1	0	18
09:30	3	1	0	0	0	0	0	4	9	1	0	0	0	0	0	10
09:45	5	1	0	0	0	0	0	6	8	1	0	0	1	0	0	10
H/TOT	22	4	1	0	0	0	0	27	45	3	2	0	2	1	0	53
P/TOT	82	9	5	0	0	0	0	96	323	39	5	0	2	1	0	370

TIME	TO ARM B MOUNTON ROAD (E)								FROM ARM B MOUNTON ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10	19	0	0	0	0	0	0	19
16:15	9	2	1	0	0	0	0	12	16	1	0	0	1	0	0	18
16:30	7	2	0	0	0	0	0	9	15	5	1	0	0	0	0	21
16:45	11	2	0	0	0	0	0	13	10	0	0	0	0	0	0	10
H/TOT	36	7	1	0	0	0	0	44	60	6	1	0	1	0	0	68
17:00	7	2	0	0	0	0	0	9	12	1	0	0	0	0	0	13
17:15	18	1	0	0	0	0	0	19	14	2	0	0	2	0	0	18
17:30	16	0	0	0	0	0	0	16	20	1	0	0	0	0	0	21
17:45	7	1	0	0	0	0	0	8	16	1	0	0	0	0	0	17
H/TOT	48	4	0	0	0	0	0	52	62	5	0	0	2	0	0	69
18:00	3	0	0	0	0	0	0	3	18	1	1	0	0	0	0	20
18:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
18:30	3	0	0	0	0	0	0	3	8	0	0	0	0	0	0	8
18:45	3	0	1	0	0	0	0	4	14	0	0	0	0	0	0	14
H/TOT	15	0	1	0	0	0	0	16	43	1	1	0	0	0	0	45
P/TOT	99	11	2	0	0	0	0	112	165	12	2	0	3	0	0	182

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM C A466 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	172	22	0	1	0	0	0	195
07:15	141	17	1	0	1	0	0	160
07:30	126	17	3	0	1	0	0	147
07:45	142	13	1	0	0	3	0	159
H/TOT	581	69	5	1	2	3	0	661
08:00	153	14	1	1	0	1	0	170
08:15	136	6	4	1	0	1	0	148
08:30	124	15	2	1	0	1	0	143
08:45	126	16	4	1	3	0	0	150
H/TOT	539	51	11	4	3	3	0	611
09:00	115	20	4	1	0	0	0	140
09:15	101	11	2	0	0	0	0	114
09:30	100	15	5	0	0	0	0	120
09:45	100	9	2	1	1	1	1	115
H/TOT	416	55	13	2	1	1	1	489
P/TOT	1536	175	29	7	6	7	1	1761

FROM ARM C A466 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
31	4	3	0	0	1	0	39
37	8	2	1	0	1	0	49
41	7	5	2	1	0	0	56
56	15	4	0	0	0	0	75
165	34	14	3	1	2	0	219
90	17	0	0	0	0	0	107
127	14	5	1	0	1	0	148
129	16	3	1	3	1	0	153
96	18	5	1	1	0	0	121
442	65	13	3	4	2	0	529
80	25	7	0	0	0	0	112
73	19	1	1	1	0	0	95
60	22	2	1	1	0	0	86
73	14	3	1	0	2	0	93
286	80	13	3	2	2	0	386
893	179	40	9	7	6	0	1134

TIME	TO ARM C A466 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	98	19	4	1	2	0	0	124
16:15	111	23	1	1	1	0	0	137
16:30	98	12	4	1	0	0	0	115
16:45	67	17	2	0	0	0	0	86
H/TOT	374	71	11	3	3	0	0	462
17:00	96	10	1	1	2	1	0	111
17:15	93	9	2	0	0	0	0	104
17:30	75	7	0	0	0	0	0	82
17:45	85	8	0	0	2	0	0	95
H/TOT	349	34	3	1	4	1	0	392
18:00	95	5	1	0	1	0	0	102
18:15	59	6	0	1	2	1	0	69
18:30	75	5	1	0	0	0	0	81
18:45	56	4	0	0	0	0	0	60
H/TOT	285	20	2	1	3	1	0	312
P/TOT	1008	125	16	5	10	2	0	1166

FROM ARM C A466 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
120	11	4	1	1	1	0	138
141	16	2	0	1	1	0	161
110	22	0	1	0	1	0	134
150	15	0	1	0	0	0	166
521	64	6	3	2	3	0	599
124	11	1	0	0	0	0	136
139	13	1	0	1	0	0	154
138	9	0	1	0	1	0	149
137	8	0	0	1	1	0	147
538	41	2	1	2	2	0	586
134	5	2	1	0	0	0	142
104	6	1	0	0	0	0	111
100	9	2	1	0	0	0	112
96	4	1	0	0	1	0	102
434	24	6	2	0	1	0	467
1493	129	14	6	4	6	0	1652

MANUAL CLASSIFIED COUNTS

JOB REF: 13060

JOB NAME: CHEPSTOW

SITE: 3

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)



DATE: 06/02/2024

DAY: TUESDAY

TIME	TO ARM D MOUNTON ROAD (W)								FROM ARM D MOUNTON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2
07:15	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
07:30	3	3	1	0	0	0	0	7	5	0	0	0	0	0	0	5
07:45	7	2	0	0	0	0	0	9	6	0	0	0	0	0	0	6
H/TOT	14	6	1	0	0	0	0	21	16	1	0	0	0	0	0	17
08:00	3	1	0	0	0	0	0	4	1	0	0	0	0	0	0	1
08:15	4	0	1	0	0	0	0	5	5	0	1	0	0	0	0	6
08:30	4	0	1	0	0	0	0	5	6	0	0	0	0	0	0	6
08:45	2	1	0	0	0	0	0	3	6	0	1	0	0	0	0	7
H/TOT	13	2	2	0	0	0	0	17	18	0	2	0	0	0	0	20
09:00	2	1	1	0	0	0	0	4	1	0	1	0	0	0	0	2
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:45	2	2	0	0	0	0	0	4	2	2	0	0	0	0	0	4
H/TOT	6	3	1	0	0	0	0	10	7	2	1	0	0	0	0	10
P/TOT	33	11	4	0	0	0	0	48	41	3	3	0	0	0	0	47

TIME	TO ARM D MOUNTON ROAD (W)								FROM ARM D MOUNTON ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7	4	2	0	0	0	0	0	6
16:15	5	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3
16:30	4	2	0	0	0	0	0	6	3	1	0	0	0	0	0	4
16:45	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
H/TOT	18	3	0	0	0	0	0	21	11	3	0	0	0	0	0	14
17:00	7	0	0	0	0	0	0	7	9	0	0	0	0	0	0	9
17:15	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	6
17:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
17:45	4	0	0	0	0	0	0	4	0	1	0	0	0	0	0	1
H/TOT	19	1	0	0	0	0	0	20	19	1	0	0	0	0	0	20
18:00	3	0	0	0	0	0	0	3	2	0	0	0	0	0	0	2
18:15	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2
18:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	10	0	0	0	0	0	0	10	12	0	0	0	0	0	0	12
P/TOT	47	4	0	0	0	0	0	51	42	4	0	0	0	0	0	46

QUEUE LENGTHS

JOB REF: 13060



JOB NAME: CHEPSTOW

SITE: 3

DATE:

LOCATION: A466 (N) / MOUNTON ROAD (E) / A466 (S) / MOUNTON ROAD (W)

DAY:

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane
+ Represents where the queue either stretched out of sight or back to the next junction.

TIME	ARM A	ARM B	ARM C	ARM D	TIME	ARM A	ARM B	ARM C
	A466 (N)	MOUNTON ROAD (E)	A466 (S)	MOUNTON ROAD (W)		A466 (N)	MOUNTON ROAD (E)	A466 (S)
	LANE 1	LANE 1	LANE 1	LANE 1		LANE 1	LANE 1	LANE 1
07:00	7	5	2	0	16:00	0	2	0
07:05	10	11	0	1	16:05	1	2	0
07:10	15+	7	1	1	16:10	0	3	4
07:15	15+	4	3	1	16:15	0	2	0
07:20	15+	5	0	0	16:20	0	2	6
07:25	15+	5	0	1	16:25	0	2	1
07:30	15+	7	0	1	16:30	0	1	0
07:35	15+	5	0	1	16:35	0	1	0
07:40	15+	7	0	1	16:40	1	3	0
07:45	15+	5	0	1	16:45	1	0	0
07:50	12	5	0	1	16:50	1	1	0
07:55	1	3	0	0	16:55	0	2	1
08:00	0	3	0	1	17:00	3	2	0
08:05	0	5	0	0	17:05	1	3	1
08:10	4	3	1	0	17:10	1	3	2
08:15	0	1	0	1	17:15	0	3	0
08:20	0	1	0	1	17:20	0	2	1
08:25	5	2	0	2	17:25	0	1	4
08:30	1	2	6	1	17:30	0	1	0
08:35	10	1	0	1	17:35	0	3	0
08:40	12	1	0	0	17:40	0	2	4
08:45	15+	2	0	1	17:45	0	1	3
08:50	15+	0	0	1	17:50	0	2	0
08:55	15+	1	0	1	17:55	3	3	2
09:00	5	1	2	0	18:00	1	2	0
09:05	0	2	0	0	18:05	0	1	0
09:10	0	1	0	1	18:10	1	1	0
09:15	0	2	0	0	18:15	3	1	0
09:20	0	1	0	1	18:20	0	0	0
09:25	0	2	2	0	18:25	0	0	0
09:30	0	1	0	1	18:30	0	0	0
09:35	0	1	0	0	18:35	0	1	0
09:40	0	1	0	1	18:40	0	1	0
09:45	0	1	1	1	18:45	0	1	0
09:50	0	2	0	1	18:50	0	1	0
09:55	0	1	0	1	18:55	0	2	0



Appendix M – Traffic Flow Diagrams



Client: Barwood Land
Project Title: Land at Mounon Road, Chepstow

Date: 04.03.2024
Project Code: 24-0137
Network Peak Hours AM Peak **0800 - 0900**
PM Peak **17:00 - 18:00**

Prepared By: BF
Approved By: ES

Note: Due to local conditions at the time of the survey (high winds), some vehicles travelling eastbound on the M48 were routed off the motorway at Junction 2 western slip road, to rejoin via the eastern slip road. These flows have been removed from the data set as they would not have been recorded under normal circumstances. The removal of these flows will not materially impact the outcome of this assessment.

Revisions -

TFD_01	2024 Baseline Vehicle Flows
TFD_02	2026 Opening Year Vehicle Flows
TFD_03	2029 Future Assessment Year Vehicle Flows
TFD_04	2036 Validation Assessment Year Vehicle Flows
TFD_05	Development Percentage Vehicle Trip Distribution
TFD_06	Development Vehicle Trip Assignment
TFD_07	Percentage Link Impact Assessment (Development Trips against 2026 Base Flows)
TFD_08	2026 Opening Year + Development Vehicle Flows
TFD_09	2029 Future Year + Development Vehicle Flows
TFD_10	2036 Validation Year + Development Vehicle Flows

Growth Rates

	Monmouthshire 007		Monmouthshire 008	
	AM	PM	AM	PM
2024 - 2026	1.0158	1.0152	1.0189	1.0184
2024 - 2029	1.0494	1.0494	1.0595	1.0588
2024 - 2036	1.118	1.1175	1.1399	1.1373

Residential Trip Rates

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	0.179	0.383	0.562
PM Peak (17:00-18:00)	0.362	0.255	0.617

Residential Trips No. 145

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	26	56	81
PM Peak (17:00-18:00)	52	37	89

Hotel Trip Rates

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	0.104	0.243	0.347
PM Peak (17:00-18:00)	0.263	0.181	0.444

Hotel Trips No. 60

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	6	15	21
PM Peak (17:00-18:00)	16	11	27

Care Home Trip Rates

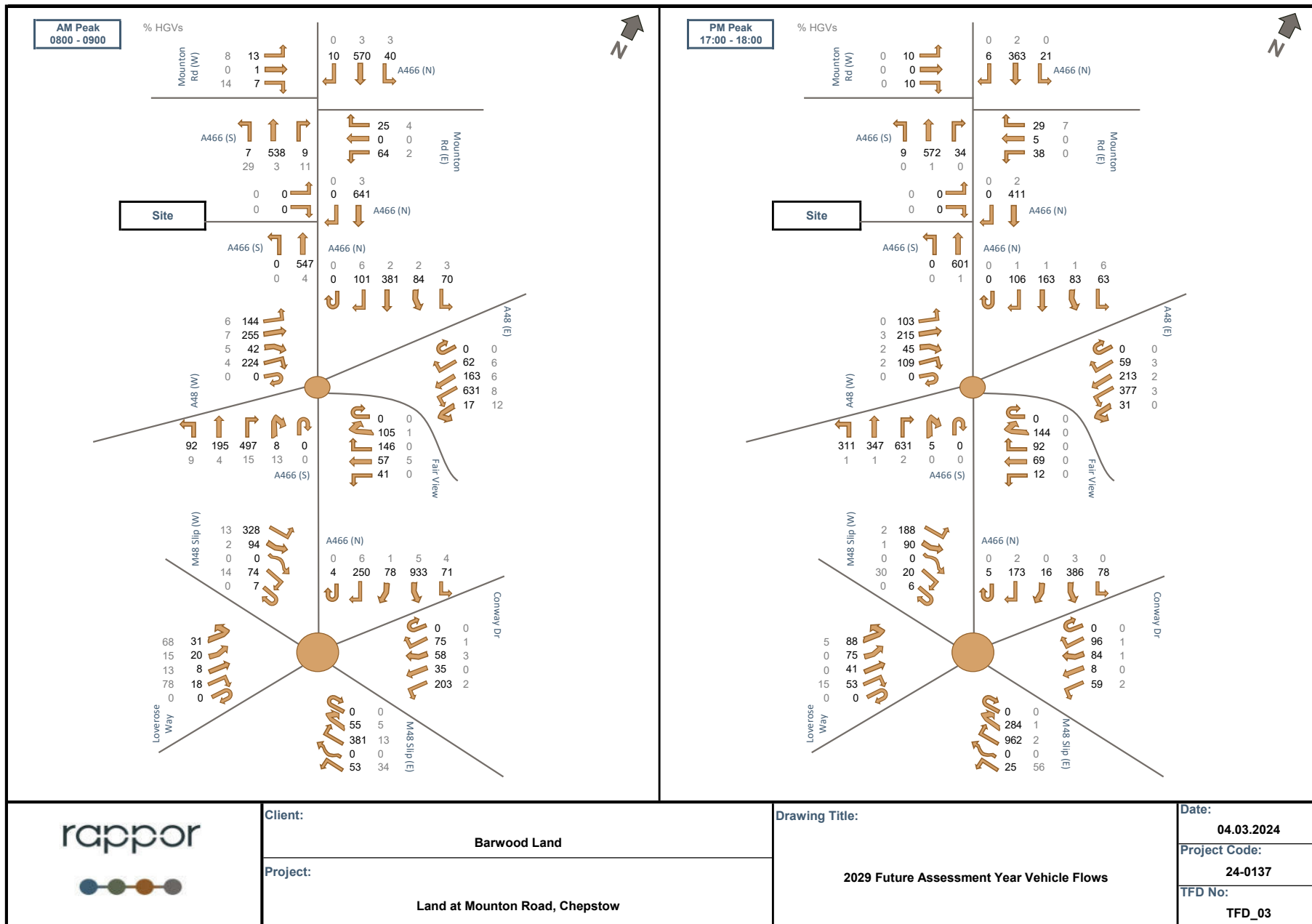
Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	0.032	0.070	0.102
PM Peak (17:00-18:00)	0.057	0.019	0.076

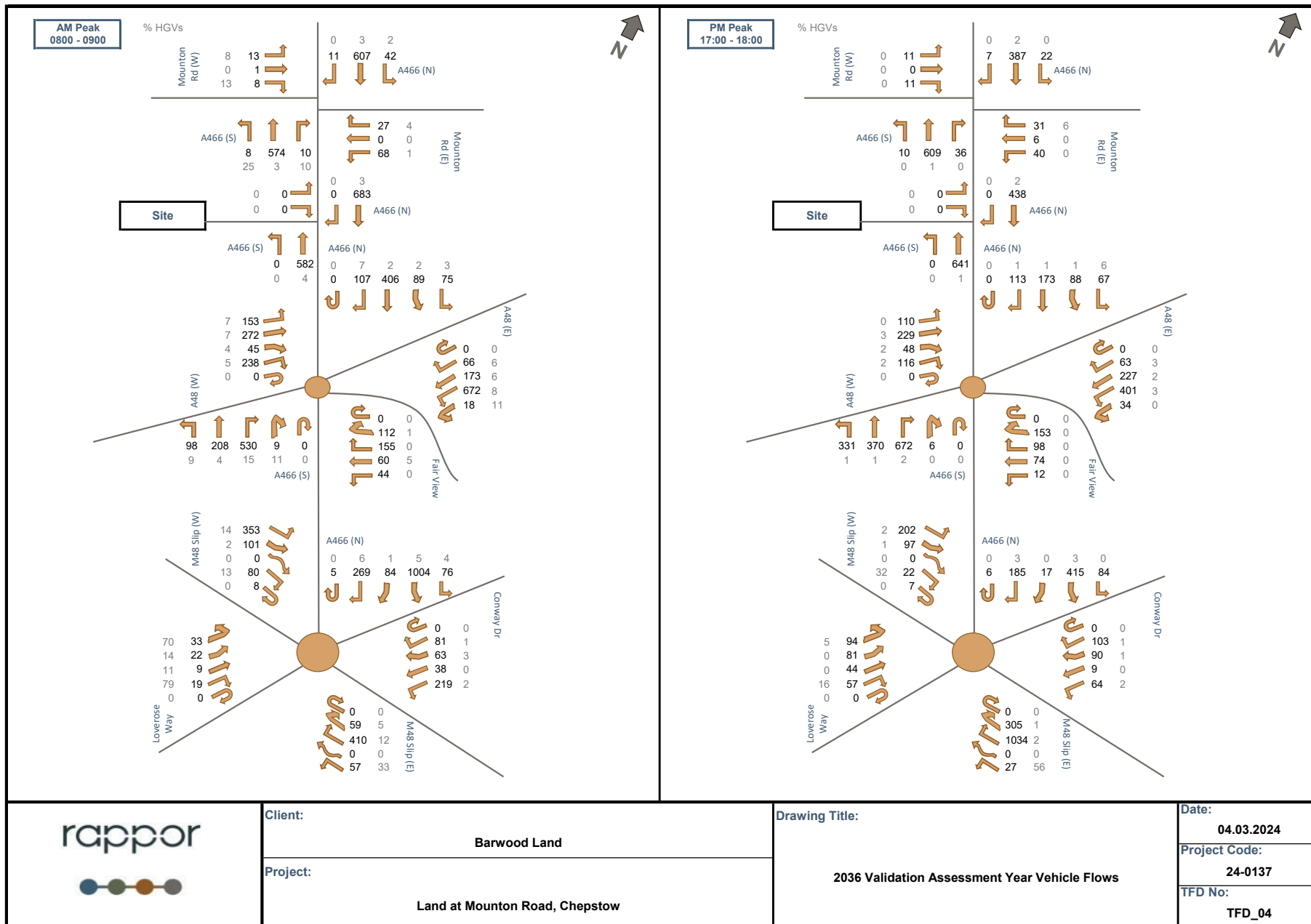
Care Home Trips No. 60

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	2	4	6
PM Peak (17:00-18:00)	3	1	5

Total Trips

Time Period	Arrivals	Departures	Two-way Flow
AM Peak (08:00-09:00)	34	75	108
PM Peak (17:00-18:00)	71	49	121





PM Peak
17:00 - 18:00

% HGVs

0

2

0

0

11

0

Mounton Rd (W)

0

0

0

0

11

0

A466 (N)

31

6

40

0

0

0

Mounton Rd (E)

0

2

0

438

0

A466 (N)

0

1

1

1

6

0

0

113

173

88

67

A466 (N)

0

7

2

3

0

0

A466 (S)

0

110

3

229

2

48

2

116

0

0

A48 (W)

0

0

0

0

0

0

A466 (S)

0

63

227

401

34

0

0

0

0

0

0

Fair View

0

3

2

3

0

0

A48 (E)

0

0

0

0

0

0

A466 (S)

0

3

0

3

0

0

A466 (N)

0

103

90

9

64

0

0

0

305

1

1034

2

0

0

27

56

M48 Slip (E)

0

0

0

0

0

0

Conway Dr

5

0

16

0

0

0

Loverose Way

2

202

1

97

0

0

32

22

0

7

M48 Slip (W)

rappor

Client:

Barwood Land

Project:

Land at Mounton Road, Chepstow

Drawing Title:

2036 Validation Assessment Year Vehicle Flows

Date:

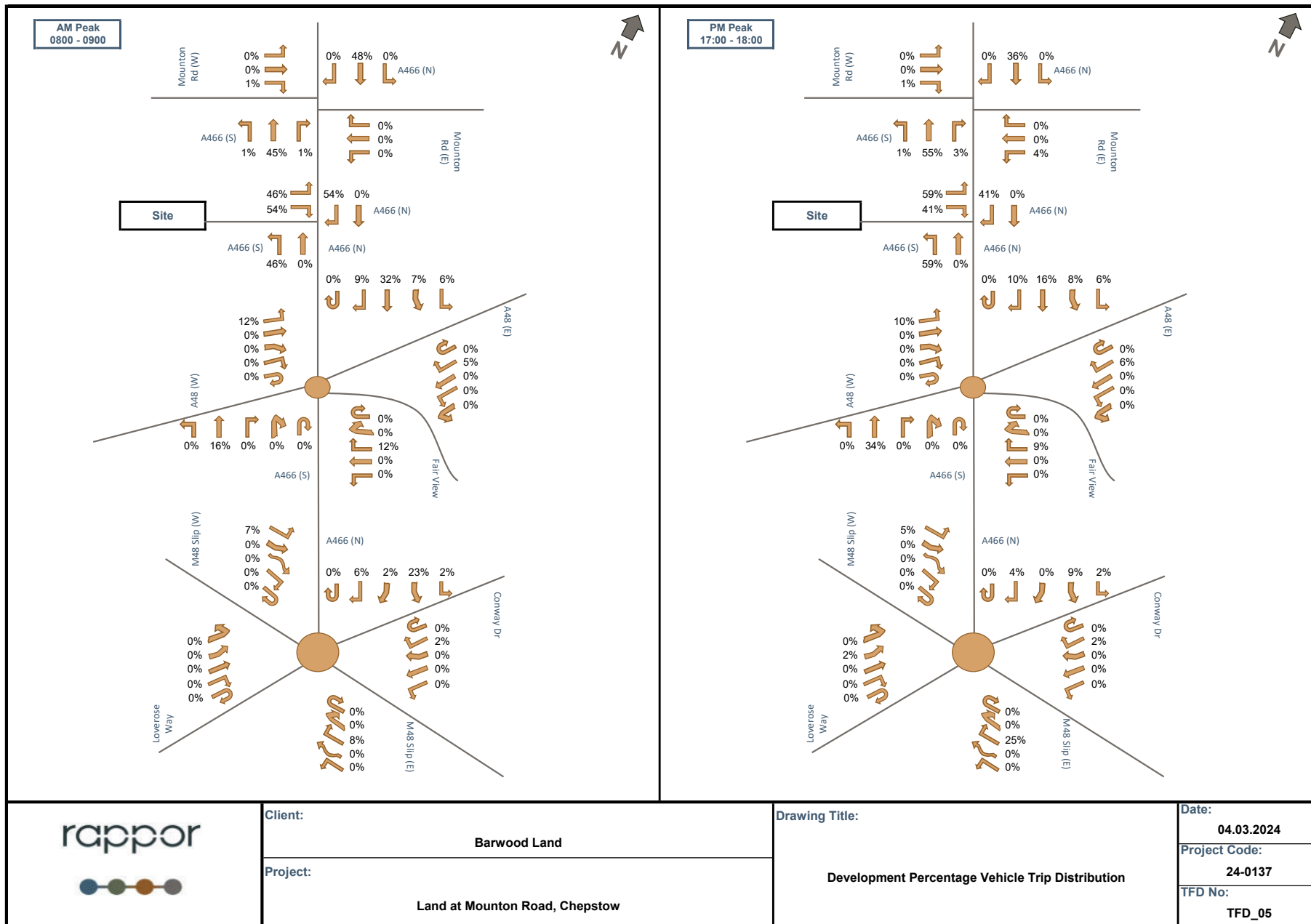
04.03.2024

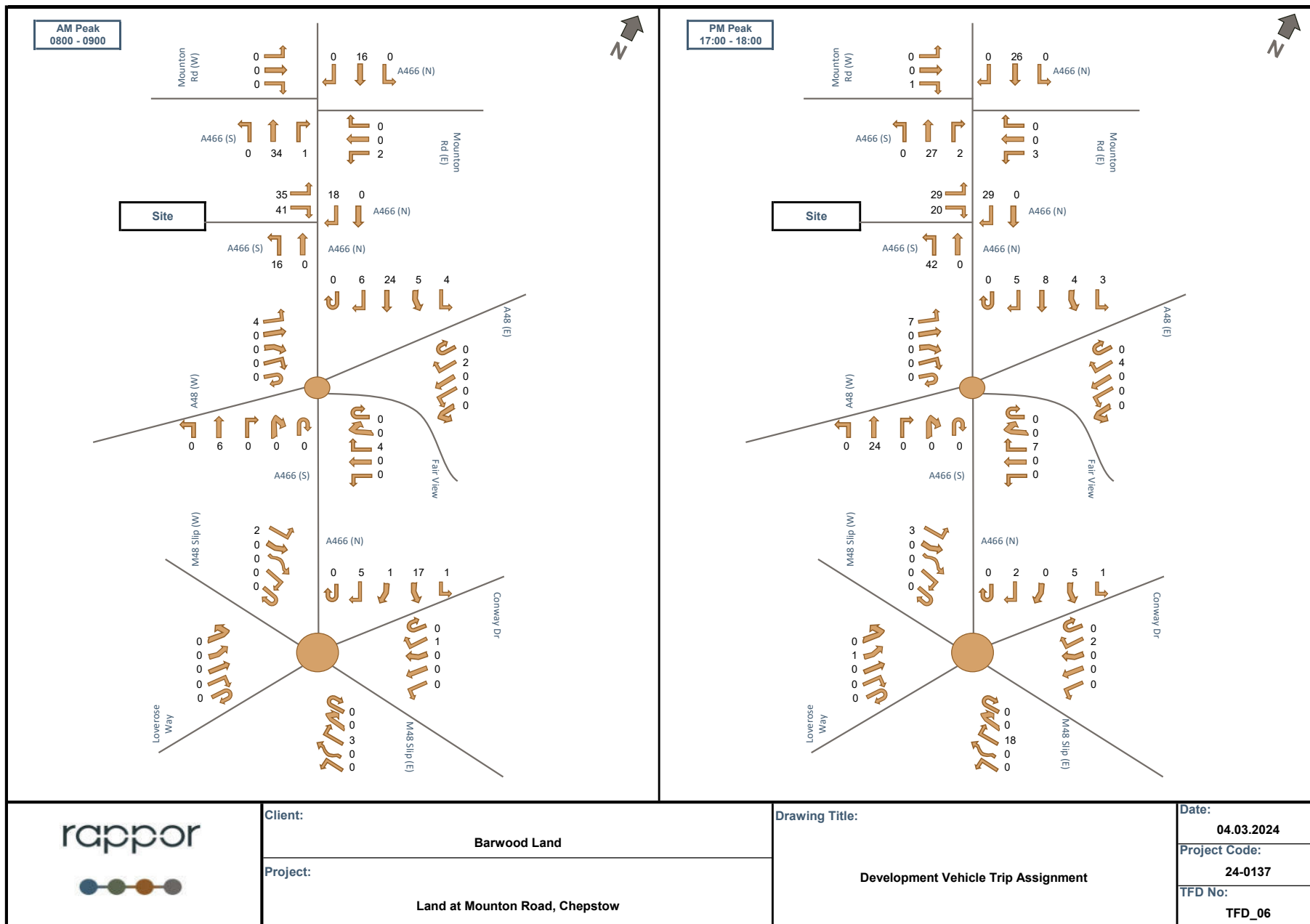
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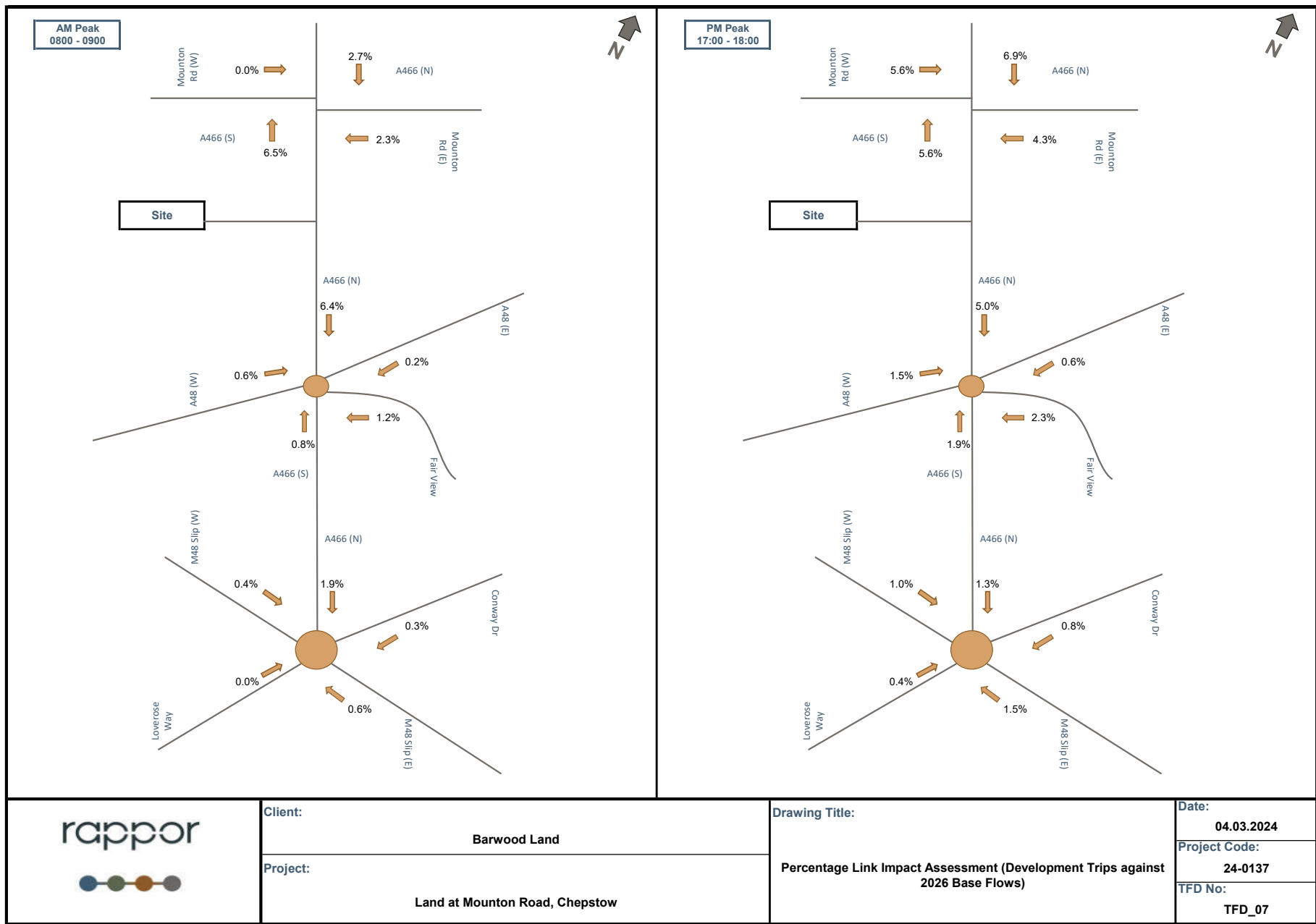
24-0137

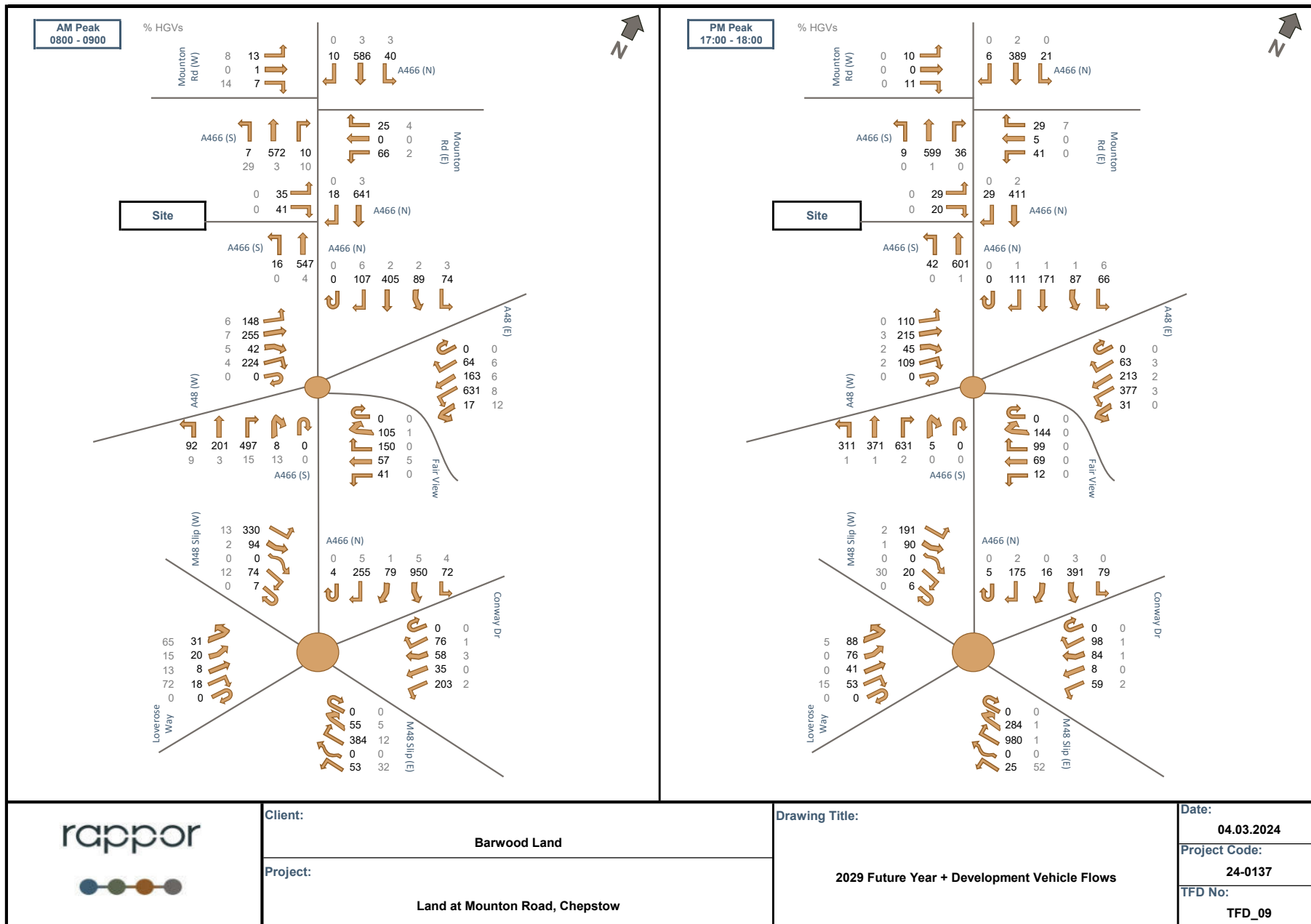
TFD No:

TFD_04











Appendix N – Site Access / A466 Priority Junction Assessment PICADY Output

Junctions 10			
PICADY 10 - Priority Intersection Module			
Version: 10.1.1.1905			
© Copyright TRL Software Limited, 2023			
For sales and distribution information, program advice and maintenance, contact TRL Software:			
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: 240311 - Site Access - Priority Junction.j10

Path: C:\Users\BenFinch\Cotswold Transport Planning Ltd\Project 2024 - 24-0137 - Land at Moulton Road, Chepstow\06 Calculations\Junction Modelling\J1 - Site Access

Report generation date: 21/03/2024 11:49:04

- »2026 Base + Dev, AM
- »2026 Base + Dev, PM
- »2029 Base + Dev, AM
- »2029 Base + Dev, PM
- »2036 Base + Dev, AM
- »2036 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2026 Base + Dev							
Stream B-AC	D1	0.3	13.44	0.24	D2	0.2	10.69	0.14
Stream C-AB		0.1	4.08	0.06		0.1	4.76	0.08
	2029 Base + Dev							
Stream B-AC	D3	0.3	13.83	0.24	D4	0.2	10.90	0.14
Stream C-AB		0.1	4.05	0.06		0.2	4.74	0.08
	2036 Base + Dev							
Stream B-AC	D5	0.3	14.68	0.25	D6	0.2	11.36	0.15
Stream C-AB		0.1	3.99	0.06		0.2	4.70	0.08

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	Site Access / A466 Priority Junction
Location	Chepstow
Site number	J1
Date	15/03/2024
Version	01
Status	(new file)
Identifier	
Client	Barwood Land
Jobnumber	24-0137
Enumerator	AzureAD\BenFinch
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	A466 South		Major
B	Site Access		Minor
C	A466 North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A466 North	8.10			240.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.22	29	21

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	508	0.084	0.213	0.134	0.304
B-C	651	0.091	0.229	-	-
C-B	713	0.251	0.251	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 South		ONE HOUR	✓	545	100.000
B - Site Access		ONE HOUR	✓	76	100.000
C - A466 North		ONE HOUR	✓	639	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	16	529
	B - Site Access	41	0	35
	C - A466 North	621	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	0	4
	B - Site Access	0	0	0
	C - A466 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	13.44	0.3	B	70	105
C-AB	0.06	4.08	0.1	A	42	63
C-A					544	816
A-B					15	22
A-C					485	728

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	422	0.136	57	0.0	0.2	9.832	A
C-AB	28	7	911	0.031	28	0.0	0.0	4.074	A
C-A	453	113			453				
A-B	12	3			12				
A-C	398	100			398				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	393	0.174	68	0.2	0.2	11.077	B
C-AB	39	10	957	0.041	39	0.0	0.1	3.919	A
C-A	535	134			535				
A-B	14	4			14				
A-C	476	119			476				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	351	0.238	83	0.2	0.3	13.404	B
C-AB	60	15	1023	0.059	60	0.1	0.1	3.735	A
C-A	644	161			644				
A-B	18	4			18				
A-C	582	146			582				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	351	0.238	84	0.3	0.3	13.444	B
C-AB	60	15	1023	0.059	60	0.1	0.1	3.742	A
C-A	643	161			643				
A-B	18	4			18				
A-C	582	146			582				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	393	0.174	69	0.3	0.2	11.120	B
C-AB	39	10	957	0.041	39	0.1	0.1	3.932	A
C-A	535	134			535				
A-B	14	4			14				
A-C	476	119			476				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	422	0.136	57	0.2	0.2	9.878	A
C-AB	28	7	911	0.031	28	0.1	0.0	4.082	A
C-A	453	113			453				
A-B	12	3			12				
A-C	398	100			398				

2026 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 South		ONE HOUR	✓	623	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - A466 North		ONE HOUR	✓	427	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	42	581
	B - Site Access	20	0	29
	C - A466 North	398	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	0	1
	B - Site Access	0	0	0
	C - A466 North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.69	0.2	B	45	67
C-AB	0.08	4.76	0.1	A	50	74
C-A					342	513
A-B					39	58
A-C					533	800

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	454	0.081	37	0.0	0.1	8.621	A
C-AB	35	9	793	0.044	35	0.0	0.1	4.748	A
C-A	286	72			286				
A-B	32	8			32				
A-C	437	109			437				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	428	0.103	44	0.1	0.1	9.382	A
C-AB	47	12	813	0.057	47	0.1	0.1	4.694	A
C-A	337	84			337				
A-B	38	9			38				
A-C	522	131			522				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	391	0.138	54	0.1	0.2	10.680	B
C-AB	67	17	844	0.079	66	0.1	0.1	4.630	A
C-A	403	101			403				
A-B	46	12			46				
A-C	640	160			640				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	391	0.138	54	0.2	0.2	10.691	B
C-AB	67	17	844	0.079	67	0.1	0.1	4.636	A
C-A	403	101			403				
A-B	46	12			46				
A-C	640	160			640				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	428	0.103	44	0.2	0.1	9.397	A
C-AB	47	12	813	0.058	47	0.1	0.1	4.705	A
C-A	337	84			337				
A-B	38	9			38				
A-C	522	131			522				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	454	0.081	37	0.1	0.1	8.640	A
C-AB	35	9	793	0.044	35	0.1	0.1	4.756	A
C-A	286	72			286				
A-B	32	8			32				
A-C	437	109			437				

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 South		ONE HOUR	✓	563	100.000
B - Site Access		ONE HOUR	✓	76	100.000
C - A466 North		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	16	547
	B - Site Access	41	0	35
	C - A466 North	641	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	0	4
	B - Site Access	0	0	0
	C - A466 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	13.83	0.3	B	70	105
C-AB	0.06	4.05	0.1	A	44	66
C-A					561	841
A-B					15	22
A-C					502	753

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	417	0.137	57	0.0	0.2	9.964	A
C-AB	29	7	919	0.031	28	0.0	0.0	4.044	A
C-A	468	117			468				
A-B	12	3			12				
A-C	412	103			412				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	387	0.177	68	0.2	0.2	11.280	B
C-AB	40	10	966	0.042	40	0.0	0.1	3.886	A
C-A	552	138			552				
A-B	14	4			14				
A-C	492	123			492				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	344	0.243	83	0.2	0.3	13.786	B
C-AB	63	16	1034	0.061	62	0.1	0.1	3.699	A
C-A	663	166			663				
A-B	18	4			18				
A-C	602	151			602				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	344	0.243	84	0.3	0.3	13.830	B
C-AB	63	16	1035	0.061	63	0.1	0.1	3.704	A
C-A	663	166			663				
A-B	18	4			18				
A-C	602	151			602				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	387	0.177	69	0.3	0.2	11.325	B
C-AB	40	10	966	0.042	40	0.1	0.1	3.899	A
C-A	552	138			552				
A-B	14	4			14				
A-C	492	123			492				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	417	0.137	57	0.2	0.2	10.011	B
C-AB	29	7	919	0.031	29	0.1	0.0	4.050	A
C-A	467	117			467				
A-B	12	3			12				
A-C	412	103			412				

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 South		ONE HOUR	✓	643	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - A466 North		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	42	601
	B - Site Access	20	0	29
	C - A466 North	411	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	0	1
	B - Site Access	0	0	0
	C - A466 North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.14	10.90	0.2	B	45	67
C-AB	0.08	4.74	0.2	A	51	76
C-A					353	530
A-B					39	58
A-C					551	827

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	449	0.082	37	0.0	0.1	8.711	A
C-AB	36	9	796	0.045	35	0.0	0.1	4.731	A
C-A	296	74			296				
A-B	32	8			32				
A-C	452	113			452				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	422	0.104	44	0.1	0.1	9.512	A
C-AB	48	12	817	0.058	48	0.1	0.1	4.675	A
C-A	348	87			348				
A-B	38	9			38				
A-C	540	135			540				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	384	0.140	54	0.1	0.2	10.892	B
C-AB	69	17	849	0.081	68	0.1	0.1	4.607	A
C-A	416	104			416				
A-B	46	12			46				
A-C	662	165			662				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	384	0.140	54	0.2	0.2	10.904	B
C-AB	69	17	849	0.081	69	0.1	0.2	4.613	A
C-A	416	104			416				
A-B	46	12			46				
A-C	662	165			662				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	422	0.104	44	0.2	0.1	9.525	A
C-AB	48	12	818	0.058	48	0.2	0.1	4.685	A
C-A	348	87			348				
A-B	38	9			38				
A-C	540	135			540				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	449	0.082	37	0.1	0.1	8.731	A
C-AB	36	9	796	0.045	36	0.1	0.1	4.739	A
C-A	295	74			295				
A-B	32	8			32				
A-C	452	113			452				

2036 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.93	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 South		ONE HOUR	✓	598	100.000
B - Site Access		ONE HOUR	✓	76	100.000
C - A466 North		ONE HOUR	✓	701	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	16	582
	B - Site Access	41	0	35
	C - A466 North	683	18	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	0	4
	B - Site Access	0	0	0
	C - A466 North	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	14.68	0.3	B	70	105
C-AB	0.06	3.99	0.1	A	47	71
C-A					596	894
A-B					15	22
A-C					534	801

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	408	0.140	57	0.0	0.2	10.238	B
C-AB	30	8	935	0.032	30	0.0	0.0	3.980	A
C-A	498	124			498				
A-B	12	3			12				
A-C	438	110			438				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	375	0.182	68	0.2	0.2	11.723	B
C-AB	43	11	986	0.044	43	0.0	0.1	3.815	A
C-A	587	147			587				
A-B	14	4			14				
A-C	523	131			523				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	329	0.254	83	0.2	0.3	14.625	B
C-AB	68	17	1060	0.064	68	0.1	0.1	3.624	A
C-A	703	176			703				
A-B	18	4			18				
A-C	641	160			641				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	84	21	329	0.254	84	0.3	0.3	14.678	B
C-AB	68	17	1061	0.065	68	0.1	0.1	3.629	A
C-A	703	176			703				
A-B	18	4			18				
A-C	641	160			641				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	68	17	375	0.182	69	0.3	0.2	11.769	B
C-AB	43	11	986	0.044	43	0.1	0.1	3.829	A
C-A	587	147			587				
A-B	14	4			14				
A-C	523	131			523				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	57	14	408	0.140	57	0.2	0.2	10.290	B
C-AB	30	8	935	0.032	30	0.1	0.0	3.986	A
C-A	497	124			497				
A-B	12	3			12				
A-C	438	110			438				

2036 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 South		ONE HOUR	✓	683	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - A466 North		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	42	641
	B - Site Access	20	0	29
	C - A466 North	438	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - A466 South	B - Site Access	C - A466 North
From	A - A466 South	0	0	1
	B - Site Access	0	0	0
	C - A466 North	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.15	11.36	0.2	B	45	67
C-AB	0.08	4.70	0.2	A	53	80
C-A					375	563
A-B					39	58
A-C					588	882

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	441	0.084	37	0.0	0.1	8.898	A
C-AB	37	9	804	0.046	37	0.0	0.1	4.694	A
C-A	315	79			315				
A-B	32	8			32				
A-C	483	121			483				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	412	0.107	44	0.1	0.1	9.784	A
C-AB	50	12	827	0.060	50	0.1	0.1	4.632	A
C-A	370	92			370				
A-B	38	9			38				
A-C	576	144			576				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	371	0.146	54	0.1	0.2	11.349	B
C-AB	73	18	862	0.084	73	0.1	0.2	4.559	A
C-A	441	110			441				
A-B	46	12			46				
A-C	706	176			706				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	13	371	0.146	54	0.2	0.2	11.364	B
C-AB	73	18	862	0.085	73	0.2	0.2	4.565	A
C-A	441	110			441				
A-B	46	12			46				
A-C	706	176			706				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44	11	412	0.107	44	0.2	0.1	9.803	A
C-AB	50	13	827	0.061	50	0.2	0.1	4.642	A
C-A	370	92			370				
A-B	38	9			38				
A-C	576	144			576				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	9	441	0.084	37	0.1	0.1	8.920	A
C-AB	37	9	804	0.046	37	0.1	0.1	4.702	A
C-A	314	79			314				
A-B	32	8			32				
A-C	483	121			483				



Appendix O – A466 / Mounton Road Staggered Priority Junction Assessment PICADY Output

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.1.1.1905		
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Filename: 240311 - Mounton Rd - A466 Staggered Junction.j10

Path: C:\Users\BenFinch\Cotswold Transport Planning Ltd\Project 2024 - 24-0137 - Land at Moulton Road, Chepstow\06 Calculations\Junction Modelling\J2 - Mounton Road

Report generation date: 21/03/2024 11:59:30

-
- »2024 Base, AM
 - »2024 Base, PM
 - »2026 Base, AM
 - »2026 Base, PM
 - »2029 Base, AM
 - »2029 Base, PM
 - »2036 Base, AM
 - »2036 Base, PM
 - »2026 Base + Dev, AM
 - »2026 Base + Dev, PM
 - »2029 Base + Dev, AM
 - »2029 Base + Dev, PM
 - »2036 Base + Dev, AM
 - »2036 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2024 Base							
Stream B-ACD	D1	0.3	10.14	0.21	D2	0.2	9.70	0.17
Stream A-BCD		0.0	4.09	0.03		0.0	4.63	0.02
Stream D-ABC		0.1	10.05	0.06		0.1	9.13	0.05
Stream C-ABD		0.0	4.50	0.03		0.2	4.16	0.09
	2026 Base							
Stream B-ACD	D3	0.3	10.24	0.21	D4	0.2	9.75	0.17
Stream A-BCD		0.0	4.08	0.03		0.0	4.62	0.02
Stream D-ABC		0.1	10.14	0.06		0.1	9.19	0.05
Stream C-ABD		0.0	4.49	0.03		0.2	4.14	0.09
	2029 Base							
Stream B-ACD	D5	0.3	10.57	0.22	D6	0.2	9.99	0.18
Stream A-BCD		0.0	4.05	0.03		0.0	4.60	0.02
Stream D-ABC		0.1	10.23	0.06		0.1	9.36	0.05
Stream C-ABD		0.0	4.46	0.03		0.2	4.13	0.10
	2036 Base							
Stream B-ACD	D7	0.3	11.28	0.25	D8	0.2	10.51	0.20
Stream A-BCD		0.1	4.00	0.04		0.0	4.57	0.02
Stream D-ABC		0.1	10.93	0.07		0.1	9.79	0.06
Stream C-ABD		0.0	4.37	0.04		0.2	4.08	0.11
	2026 Base + Dev							
Stream B-ACD	D9	0.3	10.50	0.22	D10	0.2	10.02	0.18
Stream A-BCD		0.0	4.07	0.03		0.0	4.57	0.02
Stream D-ABC		0.1	10.46	0.06		0.1	9.60	0.06
Stream C-ABD		0.0	4.39	0.03		0.2	4.12	0.10
	2029 Base + Dev							
Stream B-ACD	D11	0.3	10.85	0.23	D12	0.2	10.28	0.19
Stream A-BCD		0.0	4.04	0.03		0.0	4.55	0.02
Stream D-ABC		0.1	10.56	0.06		0.1	9.79	0.06
Stream C-ABD		0.0	4.36	0.04		0.2	4.11	0.11
	2036 Base + Dev							
Stream B-ACD	D13	0.3	11.61	0.26	D14	0.3	10.85	0.21
Stream A-BCD		0.1	3.98	0.04		0.0	4.53	0.02
Stream D-ABC		0.1	11.32	0.07		0.1	10.25	0.07
Stream C-ABD		0.1	4.28	0.04		0.3	4.06	0.12

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	A466 / Mounton Road Staggered Junction
Location	Chepstow
Site number	J2
Date	11/03/2024
Version	01
Status	
Identifier	
Client	Barwood Land
Jobnumber	24-0137
Enumerator	AzureAD\GraceHancock
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2036 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2036 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Arms

Arms

Arm	Name	Description	Arm type
A	A466 (N)		Major
B	Mounton Road (E)		Minor
C	A466 (S)		Major
D	Mounton Road (W)		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A466 (N)	8.00			250.0	✓	0.00
C - A466 (S)	8.00			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Mounton Road (E)	One lane	4.20	50	26
D - Mounton Road (W)	One lane	4.40	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	719	-	-	-	0.254	0.254	0.254	-	0.254	-	-
B-AD	567	0.094	0.238	-	-	-	0.150	0.341	0.150	0.094	0.238
B-C	717	0.100	0.254	-	-	-	-	-	-	0.100	0.254
C-B	719	0.254	0.254	-	-	-	-	-	-	0.254	0.254
D-A	711	-	-	-	0.252	0.100	0.252	-	0.100	-	-
D-BC	545	0.144	0.144	0.327	0.229	0.091	0.229	-	0.091	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	591	100.000
B - Mounton Road (E)		ONE HOUR	✓	85	100.000
C - A466 (S)		ONE HOUR	✓	529	100.000
D - Mounton Road (W)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	38	543	10
	B - Mounton Road (E)	24	0	61	0
	C - A466 (S)	513	9	0	7
	D - Mounton Road (W)	12	1	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	3	3	0
	B - Mounton Road (E)	4	0	2	0
	C - A466 (S)	3	11	0	29
	D - Mounton Road (W)	8	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.21	10.14	0.3	B	78	117
ABCD	0.03	4.09	0.0	A	22	33
A-B					34	51
A-C					486	729
D-ABC	0.06	10.05	0.1	B	18	27
C-ABD	0.03	4.50	0.0	A	19	29
C-D					6	9
C-A					460	690

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	515	0.124	63	0.0	0.1	7.957	A
ABCD	15	4	895	0.016	15	0.0	0.0	4.087	A
A-B	28	7			28				
A-C	402	101			402				
D-ABC	15	4	445	0.034	15	0.0	0.0	8.362	A
C-ABD	13	3	812	0.016	13	0.0	0.0	4.503	A
C-D	5	1			5				
C-A	380	95			380				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	19	488	0.156	76	0.1	0.2	8.744	A
ABCD	20	5	936	0.022	20	0.0	0.0	3.928	A
A-B	33	8			33				
A-C	477	119			477				
D-ABC	18	4	418	0.043	18	0.0	0.0	8.987	A
C-ABD	18	4	850	0.021	18	0.0	0.0	4.336	A
C-D	6	2			6				
C-A	451	113			451				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	23	448	0.208	93	0.2	0.3	10.121	B
ABCD	31	8	995	0.031	31	0.0	0.0	3.727	A
A-B	40	10			40				
A-C	579	145			579				
D-ABC	22	5	380	0.057	22	0.0	0.1	10.046	B
C-ABD	27	7	904	0.030	27	0.0	0.0	4.111	A
C-D	7	2			7				
C-A	548	137			548				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	23	448	0.208	93	0.3	0.3	10.138	B
ABCD	31	8	995	0.031	31	0.0	0.0	3.732	A
A-B	40	10			40				
A-C	579	145			579				
D-ABC	22	5	380	0.057	22	0.1	0.1	10.049	B
C-ABD	27	7	904	0.030	27	0.0	0.0	4.101	A
C-D	7	2			7				
C-A	548	137			548				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	19	488	0.156	76	0.3	0.2	8.764	A
A-BCD	20	5	936	0.022	20	0.0	0.0	3.940	A
A-B	33	8			33				
A-C	477	119			477				
D-ABC	18	4	418	0.043	18	0.1	0.0	8.995	A
C-ABD	18	4	850	0.021	18	0.0	0.0	4.313	A
C-D	6	2			6				
C-A	451	113			451				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	64	16	515	0.124	64	0.2	0.1	7.985	A
A-BCD	15	4	895	0.016	15	0.0	0.0	4.093	A
A-B	28	7			28				
A-C	402	101			402				
D-ABC	15	4	445	0.034	15	0.0	0.0	8.371	A
C-ABD	13	3	812	0.016	13	0.0	0.0	4.492	A
C-D	5	1			5				
C-A	380	95			380				

2024 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	372	100.000
B - Mounton Road (E)		ONE HOUR	✓	69	100.000
C - A466 (S)		ONE HOUR	✓	586	100.000
D - Mounton Road (W)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	20	346	6
	B - Mounton Road (E)	28	0	36	5
	C - A466 (S)	545	32	0	9
	D - Mounton Road (W)	10	0	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	0	2	0
	B - Mounon Road (E)	7	0	0	0
	C - A466 (S)	1	0	0	0
	D - Mounon Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	9.70	0.2	A	63	95
A-BCD	0.02	4.63	0.0	A	10	15
A-B					18	27
A-C					314	470
D-ABC	0.05	9.13	0.1	A	18	28
C-ABD	0.09	4.16	0.2	A	65	97
C-D					8	12
C-A					465	698

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	52	13	503	0.103	51	0.0	0.1	7.960	A
A-BCD	7	2	786	0.009	7	0.0	0.0	4.619	A
A-B	15	4			15				
A-C	258	65			258				
D-ABC	15	4	481	0.031	15	0.0	0.0	7.715	A
C-ABD	44	11	911	0.049	44	0.0	0.1	4.149	A
C-D	6	2			6				
C-A	390	98			390				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	480	0.129	62	0.1	0.1	8.607	A
A-BCD	9	2	803	0.011	9	0.0	0.0	4.530	A
A-B	18	4			18				
A-C	307	77			307				
D-ABC	18	4	454	0.040	18	0.0	0.0	8.248	A
C-ABD	60	15	953	0.063	60	0.1	0.1	4.032	A
C-D	8	2			8				
C-A	459	115			459				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	19	447	0.170	76	0.1	0.2	9.687	A
A-BCD	13	3	829	0.016	13	0.0	0.0	4.406	A
A-B	22	5			22				
A-C	375	94			375				
D-ABC	22	6	417	0.053	22	0.0	0.1	9.121	A
C-ABD	89	22	1012	0.088	89	0.1	0.2	3.897	A
C-D	9	2			9				
C-A	547	137			547				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	19	447	0.170	76	0.2	0.2	9.700	A
A-BCD	13	3	829	0.016	13	0.0	0.0	4.411	A
A-B	22	5			22				
A-C	375	94			375				
D-ABC	22	6	417	0.053	22	0.1	0.1	9.125	A
C-ABD	89	22	1012	0.088	89	0.2	0.2	3.900	A
C-D	9	2			9				
C-A	547	137			547				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	480	0.129	62	0.2	0.2	8.624	A
A-BCD	9	2	803	0.011	9	0.0	0.0	4.537	A
A-B	18	4			18				
A-C	307	77			307				
D-ABC	18	4	454	0.040	18	0.1	0.0	8.252	A
C-ABD	61	15	953	0.064	61	0.2	0.1	4.038	A
C-D	8	2			8				
C-A	459	115			459				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	52	13	503	0.103	52	0.1	0.1	7.984	A
A-BCD	7	2	786	0.009	7	0.0	0.0	4.625	A
A-B	15	4			15				
A-C	258	65			258				
D-ABC	15	4	481	0.031	15	0.0	0.0	7.721	A
C-ABD	45	11	912	0.049	45	0.1	0.1	4.155	A
C-D	6	2			6				
C-A	390	98			390				

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	601	100.000
B - Mounon Road (E)		ONE HOUR	✓	86	100.000
C - A466 (S)		ONE HOUR	✓	537	100.000
D - Mounon Road (W)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	39	552	10
	B - Mounon Road (E)	24	0	62	0
	C - A466 (S)	521	9	0	7
	D - Mounon Road (W)	12	1	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	3	3	0
	B - Mounton Road (E)	4	0	2	0
	C - A466 (S)	3	11	0	29
	D - Mounton Road (W)	8	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.21	10.24	0.3	B	79	118
A-BCD	0.03	4.08	0.0	A	22	34
A-B					35	52
A-C					494	741
D-ABC	0.06	10.14	0.1	B	18	27
C-ABD	0.03	4.49	0.0	A	20	29
C-D					6	9
C-A					467	700

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65	16	514	0.126	64	0.0	0.1	7.997	A
A-BCD	15	4	899	0.017	15	0.0	0.0	4.070	A
A-B	29	7			29				
A-C	409	102			409				
D-ABC	15	4	443	0.034	15	0.0	0.0	8.403	A
C-ABD	13	3	815	0.016	13	0.0	0.0	4.488	A
C-D	5	1			5				
C-A	386	96			386				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77	19	486	0.159	77	0.1	0.2	8.804	A
A-BCD	21	5	941	0.022	21	0.0	0.0	3.909	A
A-B	34	8			34				
A-C	485	121			485				
D-ABC	18	4	416	0.043	18	0.0	0.0	9.045	A
C-ABD	18	5	853	0.021	18	0.0	0.0	4.319	A
C-D	6	2			6				
C-A	458	115			458				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	446	0.212	94	0.2	0.3	10.226	B
A-BCD	31	8	1001	0.031	31	0.0	0.0	3.707	A
A-B	41	10			41				
A-C	589	147			589				
D-ABC	22	5	377	0.058	22	0.0	0.1	10.139	B
C-ABD	27	7	909	0.030	27	0.0	0.0	4.092	A
C-D	7	2			7				
C-A	556	139			556				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	94	24	446	0.212	94	0.3	0.3	10.244	B
A-BCD	32	8	1001	0.031	32	0.0	0.0	3.714	A
A-B	41	10			41				
A-C	589	147			589				
D-ABC	22	5	377	0.058	22	0.1	0.1	10.141	B
C-ABD	27	7	909	0.030	27	0.0	0.0	4.082	A
C-D	7	2			7				
C-A	556	139			556				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77	19	486	0.159	77	0.3	0.2	8.825	A
A-BCD	21	5	941	0.022	21	0.0	0.0	3.921	A
A-B	34	8			34				
A-C	485	121			485				
D-ABC	18	4	416	0.043	18	0.1	0.0	9.051	A
C-ABD	18	5	853	0.021	18	0.0	0.0	4.295	A
C-D	6	2			6				
C-A	458	115			458				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65	16	514	0.126	65	0.2	0.1	8.023	A
A-BCD	15	4	899	0.017	15	0.0	0.0	4.076	A
A-B	29	7			29				
A-C	409	102			409				
D-ABC	15	4	443	0.034	15	0.0	0.0	8.411	A
C-ABD	13	3	815	0.016	13	0.0	0.0	4.477	A
C-D	5	1			5				
C-A	386	96			386				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	377	100.000
B - Mounton Road (E)		ONE HOUR	✓	70	100.000
C - A466 (S)		ONE HOUR	✓	594	100.000
D - Mounton Road (W)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	20	351	6
	B - Mounton Road (E)	28	0	37	5
	C - A466 (S)	553	32	0	9
	D - Mounton Road (W)	10	0	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	0	2	0
	B - Mounton Road (E)	7	0	0	0
	C - A466 (S)	1	0	0	0
	D - Mounton Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.17	9.75	0.2	A	64	96
A-BCD	0.02	4.62	0.0	A	10	15
A-B					18	27
A-C					318	477
D-ABC	0.05	9.19	0.1	A	18	28
C-ABD	0.09	4.14	0.2	A	65	98
C-D					8	12
C-A					472	708

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	503	0.105	52	0.0	0.1	7.973	A
A-BCD	7	2	787	0.009	7	0.0	0.0	4.613	A
A-B	15	4			15				
A-C	262	65			262				
D-ABC	15	4	480	0.031	15	0.0	0.0	7.746	A
C-ABD	45	11	915	0.049	45	0.0	0.1	4.137	A
C-D	6	2			6				
C-A	396	99			396				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63	16	480	0.131	63	0.1	0.1	8.631	A
A-BCD	9	2	805	0.011	9	0.0	0.0	4.522	A
A-B	18	4			18				
A-C	312	78			312				
D-ABC	18	4	452	0.040	18	0.0	0.0	8.291	A
C-ABD	61	15	957	0.064	61	0.1	0.1	4.019	A
C-D	8	2			8				
C-A	465	116			465				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77	19	446	0.173	77	0.1	0.2	9.734	A
ABCD	13	3	831	0.016	13	0.0	0.0	4.396	A
A-B	22	5			22				
A-C	380	95			380				
D-ABC	22	6	414	0.053	22	0.0	0.1	9.188	A
C-ABD	90	23	1017	0.089	90	0.1	0.2	3.882	A
C-D	9	2			9				
C-A	555	139			555				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	77	19	446	0.173	77	0.2	0.2	9.747	A
ABCD	13	3	831	0.016	13	0.0	0.0	4.401	A
A-B	22	5			22				
A-C	380	95			380				
D-ABC	22	6	414	0.053	22	0.1	0.1	9.191	A
C-ABD	90	23	1017	0.089	90	0.2	0.2	3.886	A
C-D	9	2			9				
C-A	555	139			555				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	63	16	480	0.131	63	0.2	0.2	8.647	A
ABCD	9	2	805	0.011	9	0.0	0.0	4.529	A
A-B	18	4			18				
A-C	312	78			312				
D-ABC	18	4	452	0.040	18	0.1	0.0	8.296	A
C-ABD	61	15	957	0.064	62	0.2	0.1	4.024	A
C-D	8	2			8				
C-A	465	116			465				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	53	13	503	0.105	53	0.2	0.1	7.997	A
ABCD	7	2	787	0.009	7	0.0	0.0	4.617	A
A-B	15	4			15				
A-C	262	65			262				
D-ABC	15	4	479	0.031	15	0.0	0.0	7.752	A
C-ABD	45	11	915	0.049	45	0.1	0.1	4.142	A
C-D	6	2			6				
C-A	396	99			396				

2029 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	620	100.000
B - Mounton Road (E)		ONE HOUR	✓	89	100.000
C - A466 (S)		ONE HOUR	✓	554	100.000
D - Mounton Road (W)		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	40	570	10
	B - Mounton Road (E)	25	0	64	0
	C - A466 (S)	538	9	0	7
	D - Mounton Road (W)	13	1	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	3	3	0
	B - Mounton Road (E)	4	0	2	0
	C - A466 (S)	3	11	0	29
	D - Mounton Road (W)	8	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.22	10.57	0.3	B	81	122
A-BCD	0.03	4.05	0.0	A	23	35
A-B					35	53
A-C					510	765
D-ABC	0.06	10.23	0.1	B	19	29
C-ABD	0.03	4.46	0.0	A	20	30
C-D					6	9
C-A					482	723

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	17	509	0.131	66	0.0	0.1	8.126	A
A-BCD	15	4	906	0.017	15	0.0	0.0	4.042	A
A-B	29	7			29				
A-C	422	105			422				
D-ABC	16	4	443	0.035	16	0.0	0.0	8.418	A
C-ABD	13	3	821	0.016	13	0.0	0.0	4.455	A
C-D	5	1			5				
C-A	398	100			398				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	480	0.166	80	0.1	0.2	8.996	A
A-BCD	21	5	949	0.022	21	0.0	0.0	3.877	A
A-B	35	9			35				
A-C	501	125			501				
D-ABC	19	5	415	0.045	19	0.0	0.0	9.085	A
C-ABD	19	5	861	0.022	19	0.0	0.0	4.282	A
C-D	6	2			6				
C-A	473	118			473				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	438	0.223	97	0.2	0.3	10.549	B
A-BCD	33	8	1012	0.032	33	0.0	0.0	3.670	A
A-B	42	11			42				
A-C	607	152			607				
D-ABC	23	6	375	0.061	23	0.0	0.1	10.228	B
C-ABD	28	7	919	0.031	28	0.0	0.0	4.050	A
C-D	7	2			7				
C-A	574	144			574				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98	24	438	0.223	98	0.3	0.3	10.571	B
A-BCD	33	8	1012	0.032	33	0.0	0.0	3.674	A
A-B	42	11			42				
A-C	607	152			607				
D-ABC	23	6	375	0.061	23	0.1	0.1	10.234	B
C-ABD	28	7	919	0.031	28	0.0	0.0	4.040	A
C-D	7	2			7				
C-A	574	144			574				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	480	0.166	80	0.3	0.2	9.020	A
A-BCD	21	5	949	0.023	21	0.0	0.0	3.887	A
A-B	35	9			35				
A-C	501	125			501				
D-ABC	19	5	415	0.045	19	0.1	0.0	9.093	A
C-ABD	19	5	861	0.022	19	0.0	0.0	4.257	A
C-D	6	2			6				
C-A	473	118			473				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	17	509	0.131	67	0.2	0.2	8.155	A
A-BCD	15	4	906	0.017	15	0.0	0.0	4.047	A
A-B	29	7			29				
A-C	422	105			422				
D-ABC	16	4	443	0.035	16	0.0	0.0	8.428	A
C-ABD	13	3	821	0.016	13	0.0	0.0	4.442	A
C-D	5	1			5				
C-A	398	100			398				

2029 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	390	100.000
B - Mounton Road (E)		ONE HOUR	✓	72	100.000
C - A466 (S)		ONE HOUR	✓	615	100.000
D - Mounton Road (W)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	21	363	6
	B - Mounton Road (E)	29	0	38	5
	C - A466 (S)	572	34	0	9
	D - Mounton Road (W)	10	0	10	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	0	2	0
	B - Mounon Road (E)	7	0	0	0
	C - A466 (S)	1	0	0	0
	D - Mounon Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	9.99	0.2	A	66	99
A-BCD	0.02	4.60	0.0	A	10	15
A-B					19	29
A-C					329	493
D-ABC	0.05	9.36	0.1	A	18	28
C-ABD	0.10	4.13	0.2	A	72	108
C-D					8	11
C-A					485	727

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	14	499	0.109	54	0.0	0.1	8.081	A
A-BCD	7	2	791	0.009	7	0.0	0.0	4.594	A
A-B	16	4			16				
A-C	271	68			271				
D-ABC	15	4	475	0.032	15	0.0	0.0	7.826	A
C-ABD	49	12	922	0.053	48	0.0	0.1	4.121	A
C-D	6	2			6				
C-A	408	102			408				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65	16	474	0.136	65	0.1	0.2	8.783	A
A-BCD	9	2	809	0.012	9	0.0	0.0	4.500	A
A-B	19	5			19				
A-C	323	81			323				
D-ABC	18	4	446	0.040	18	0.0	0.0	8.403	A
C-ABD	67	17	966	0.069	67	0.1	0.1	4.005	A
C-D	8	2			8				
C-A	479	120			479				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	440	0.180	79	0.2	0.2	9.975	A
ABCD	13	3	837	0.016	13	0.0	0.0	4.368	A
A-B	23	6			23				
A-C	393	98			393				
D-ABC	22	6	407	0.054	22	0.0	0.1	9.360	A
C-ABD	99	25	1029	0.097	99	0.1	0.2	3.874	A
C-D	9	2			9				
C-A	569	142			569				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	440	0.180	79	0.2	0.2	9.990	A
ABCD	13	3	837	0.016	13	0.0	0.0	4.373	A
A-B	23	6			23				
A-C	393	98			393				
D-ABC	22	6	406	0.054	22	0.1	0.1	9.364	A
C-ABD	100	25	1029	0.097	100	0.2	0.2	3.876	A
C-D	9	2			9				
C-A	569	142			569				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	65	16	474	0.136	65	0.2	0.2	8.800	A
ABCD	9	2	809	0.012	9	0.0	0.0	4.507	A
A-B	19	5			19				
A-C	323	81			323				
D-ABC	18	4	446	0.040	18	0.1	0.0	8.408	A
C-ABD	67	17	966	0.069	67	0.2	0.1	4.010	A
C-D	8	2			8				
C-A	478	120			478				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	14	499	0.109	54	0.2	0.1	8.104	A
ABCD	7	2	790	0.009	7	0.0	0.0	4.600	A
A-B	16	4			16				
A-C	271	68			271				
D-ABC	15	4	475	0.032	15	0.0	0.0	7.835	A
C-ABD	49	12	922	0.053	49	0.1	0.1	4.127	A
C-D	6	2			6				
C-A	408	102			408				

2036 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	660	100.000
B - Mounon Road (E)		ONE HOUR	✓	95	100.000
C - A466 (S)		ONE HOUR	✓	592	100.000
D - Mounon Road (W)		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	42	607	11
	B - Mounon Road (E)	27	0	68	0
	C - A466 (S)	574	10	0	8
	D - Mounon Road (W)	13	1	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	2	3	0
	B - Mounton Road (E)	4	0	1	0
	C - A466 (S)	3	10	0	25
	D - Mounton Road (W)	8	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.25	11.28	0.3	B	87	131
A-BCD	0.04	4.00	0.1	A	27	41
A-B					37	56
A-C					541	811
D-ABC	0.07	10.93	0.1	B	20	30
C-ABD	0.04	4.37	0.0	A	24	36
C-D					7	11
C-A					512	768

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	18	500	0.143	71	0.0	0.2	8.367	A
A-BCD	18	4	920	0.019	18	0.0	0.0	3.990	A
A-B	31	8			31				
A-C	448	112			448				
D-ABC	17	4	428	0.039	16	0.0	0.0	8.743	A
C-ABD	16	4	839	0.019	16	0.0	0.0	4.372	A
C-D	6	1			6				
C-A	424	106			424				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	469	0.182	85	0.2	0.2	9.375	A
A-BCD	25	6	967	0.026	25	0.0	0.0	3.819	A
A-B	37	9			37				
A-C	532	133			532				
D-ABC	20	5	397	0.050	20	0.0	0.1	9.529	A
C-ABD	22	6	882	0.025	22	0.0	0.0	4.195	A
C-D	7	2			7				
C-A	503	126			503				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	26	424	0.247	104	0.2	0.3	11.253	B
A-BCD	39	10	1035	0.038	39	0.0	0.1	3.609	A
A-B	44	11			44				
A-C	643	161			643				
D-ABC	24	6	354	0.069	24	0.1	0.1	10.926	B
C-ABD	34	9	945	0.036	34	0.0	0.0	3.962	A
C-D	8	2			8				
C-A	609	152			609				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	26	424	0.247	105	0.3	0.3	11.283	B
A-BCD	39	10	1035	0.038	39	0.1	0.1	3.616	A
A-B	44	11			44				
A-C	643	161			643				
D-ABC	24	6	353	0.069	24	0.1	0.1	10.932	B
C-ABD	34	9	945	0.036	34	0.0	0.0	3.953	A
C-D	8	2			8				
C-A	609	152			609				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	469	0.182	86	0.3	0.2	9.410	A
A-BCD	25	6	966	0.026	25	0.1	0.0	3.832	A
A-B	37	9			37				
A-C	531	133			531				
D-ABC	20	5	397	0.050	20	0.1	0.1	9.539	A
C-ABD	22	6	882	0.025	22	0.0	0.0	4.175	A
C-D	7	2			7				
C-A	503	126			503				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	18	500	0.143	72	0.2	0.2	8.403	A
A-BCD	18	4	920	0.019	18	0.0	0.0	3.998	A
A-B	31	8			31				
A-C	448	112			448				
D-ABC	17	4	428	0.039	17	0.1	0.0	8.750	A
C-ABD	16	4	839	0.019	16	0.0	0.0	4.363	A
C-D	6	1			6				
C-A	424	106			424				

2036 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	416	100.000
B - Mounon Road (E)		ONE HOUR	✓	77	100.000
C - A466 (S)		ONE HOUR	✓	655	100.000
D - Mounon Road (W)		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	22	387	7
	B - Mounon Road (E)	31	0	40	6
	C - A466 (S)	609	36	0	10
	D - Mounon Road (W)	11	0	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	0	2	0
	B - Mounon Road (E)	6	0	0	0
	C - A466 (S)	1	0	0	0
	D - Mounon Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.20	10.51	0.2	B	71	106
A-BCD	0.02	4.57	0.0	A	12	18
A-B					20	30
A-C					350	524
D-ABC	0.06	9.79	0.1	A	20	30
C-ABD	0.11	4.08	0.2	A	81	121
C-D					8	13
C-A					512	768

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	14	491	0.118	57	0.0	0.1	8.289	A
A-BCD	9	2	796	0.011	9	0.0	0.0	4.568	A
A-B	16	4			16				
A-C	288	72			288				
D-ABC	17	4	465	0.036	16	0.0	0.0	8.018	A
C-ABD	54	13	936	0.058	54	0.0	0.1	4.077	A
C-D	7	2			7				
C-A	432	108			432				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	465	0.149	69	0.1	0.2	9.093	A
A-BCD	11	3	817	0.014	11	0.0	0.0	4.468	A
A-B	19	5			19				
A-C	343	86			343				
D-ABC	20	5	435	0.045	20	0.0	0.0	8.673	A
C-ABD	75	19	984	0.076	75	0.1	0.1	3.961	A
C-D	8	2			8				
C-A	506	126			506				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	427	0.198	84	0.2	0.2	10.496	B
ABCD	16	4	847	0.019	16	0.0	0.0	4.330	A
A-B	24	6			24				
A-C	418	104			418				
D-ABC	24	6	392	0.062	24	0.0	0.1	9.782	A
C-ABD	113	28	1052	0.108	113	0.1	0.2	3.836	A
C-D	10	2			10				
C-A	598	150			598				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	85	21	427	0.198	85	0.2	0.2	10.515	B
ABCD	17	4	847	0.019	17	0.0	0.0	4.333	A
A-B	24	6			24				
A-C	418	104			418				
D-ABC	24	6	392	0.062	24	0.1	0.1	9.790	A
C-ABD	113	28	1052	0.108	113	0.2	0.2	3.841	A
C-D	10	2			10				
C-A	598	150			598				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	69	17	465	0.149	69	0.2	0.2	9.117	A
ABCD	11	3	816	0.014	12	0.0	0.0	4.476	A
A-B	19	5			19				
A-C	343	86			343				
D-ABC	20	5	435	0.046	20	0.1	0.0	8.682	A
C-ABD	75	19	984	0.076	75	0.2	0.1	3.967	A
C-D	8	2			8				
C-A	506	126			506				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	58	14	491	0.118	58	0.2	0.1	8.319	A
ABCD	9	2	796	0.011	9	0.0	0.0	4.575	A
A-B	16	4			16				
A-C	288	72			288				
D-ABC	17	4	465	0.036	17	0.0	0.0	8.029	A
C-ABD	54	14	937	0.058	54	0.1	0.1	4.084	A
C-D	7	2			7				
C-A	432	108			432				

2026 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.04	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	617	100.000
B - Mounon Road (E)		ONE HOUR	✓	88	100.000
C - A466 (S)		ONE HOUR	✓	572	100.000
D - Mounon Road (W)		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	39	568	10
	B - Mounon Road (E)	24	0	64	0
	C - A466 (S)	555	10	0	7
	D - Mounon Road (W)	12	1	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	3	3	0
	B - Mounton Road (E)	4	0	2	0
	C - A466 (S)	3	10	0	29
	D - Mounton Road (W)	8	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.22	10.50	0.3	B	81	121
A-BCD	0.03	4.07	0.0	A	23	35
A-B					35	52
A-C					508	762
D-ABC	0.06	10.46	0.1	B	18	27
C-ABD	0.03	4.39	0.0	A	23	34
C-D					6	9
C-A					496	744

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	17	510	0.130	65	0.0	0.1	8.087	A
A-BCD	15	4	902	0.017	15	0.0	0.0	4.059	A
A-B	29	7			29				
A-C	420	105			420				
D-ABC	15	4	436	0.034	15	0.0	0.0	8.545	A
C-ABD	15	4	834	0.018	15	0.0	0.0	4.394	A
C-D	5	1			5				
C-A	410	103			410				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	481	0.164	79	0.1	0.2	8.946	A
A-BCD	21	5	945	0.023	21	0.0	0.0	3.895	A
A-B	34	8			34				
A-C	499	125			499				
D-ABC	18	4	407	0.044	18	0.0	0.0	9.246	A
C-ABD	21	5	876	0.024	21	0.0	0.0	4.220	A
C-D	6	2			6				
C-A	487	122			487				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	439	0.220	96	0.2	0.3	10.480	B
A-BCD	33	8	1007	0.033	33	0.0	0.0	3.689	A
A-B	41	10			41				
A-C	605	151			605				
D-ABC	22	5	366	0.060	22	0.0	0.1	10.458	B
C-ABD	32	8	936	0.034	32	0.0	0.0	3.991	A
C-D	7	2			7				
C-A	590	147			590				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	24	439	0.220	97	0.3	0.3	10.501	B
A-BCD	33	8	1007	0.033	33	0.0	0.0	3.696	A
A-B	41	10			41				
A-C	605	151			605				
D-ABC	22	5	366	0.060	22	0.1	0.1	10.464	B
C-ABD	32	8	936	0.034	32	0.0	0.0	3.984	A
C-D	7	2			7				
C-A	590	147			590				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	20	481	0.164	79	0.3	0.2	8.968	A
A-BCD	21	5	945	0.023	21	0.0	0.0	3.905	A
A-B	34	8			34				
A-C	499	125			499				
D-ABC	18	4	407	0.044	18	0.1	0.0	9.254	A
C-ABD	21	5	876	0.024	21	0.0	0.0	4.201	A
C-D	6	2			6				
C-A	487	122			487				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	17	510	0.130	66	0.2	0.2	8.117	A
A-BCD	15	4	902	0.017	15	0.0	0.0	4.066	A
A-B	29	7			29				
A-C	420	105			420				
D-ABC	15	4	436	0.034	15	0.0	0.0	8.555	A
C-ABD	15	4	834	0.018	15	0.0	0.0	4.385	A
C-D	5	1			5				
C-A	410	103			410				

2026 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.17	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	403	100.000
B - Mounon Road (E)		ONE HOUR	✓	73	100.000
C - A466 (S)		ONE HOUR	✓	623	100.000
D - Mounon Road (W)		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	20	377	6
	B - Mounon Road (E)	28	0	40	5
	C - A466 (S)	580	34	0	9
	D - Mounon Road (W)	10	0	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	0	2	0
	B - Mounton Road (E)	7	0	0	0
	C - A466 (S)	1	0	0	0
	D - Mounton Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.18	10.02	0.2	B	67	100
A-BCD	0.02	4.57	0.0	A	10	15
A-B					18	27
A-C					341	512
D-ABC	0.06	9.60	0.1	A	19	29
C-ABD	0.10	4.12	0.2	A	73	109
C-D					8	11
C-A					491	737

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	14	500	0.110	54	0.0	0.1	8.065	A
A-BCD	7	2	796	0.009	7	0.0	0.0	4.564	A
A-B	15	4			15				
A-C	281	70			281				
D-ABC	16	4	468	0.034	16	0.0	0.0	7.957	A
C-ABD	49	12	924	0.053	49	0.0	0.1	4.115	A
C-D	6	2			6				
C-A	413	103			413				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	16	475	0.138	65	0.1	0.2	8.781	A
A-BCD	10	2	815	0.012	10	0.0	0.0	4.464	A
A-B	18	4			18				
A-C	335	84			335				
D-ABC	19	5	439	0.043	19	0.0	0.0	8.571	A
C-ABD	68	17	968	0.070	68	0.1	0.1	3.997	A
C-D	8	2			8				
C-A	485	121			485				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	440	0.183	80	0.2	0.2	10.000	A
ABCD	14	3	845	0.016	14	0.0	0.0	4.326	A
A-B	22	5			22				
A-C	408	102			408				
D-ABC	23	6	398	0.058	23	0.0	0.1	9.596	A
C-ABD	101	25	1032	0.098	101	0.1	0.2	3.868	A
C-D	9	2			9				
C-A	576	144			576				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	80	20	440	0.183	80	0.2	0.2	10.015	B
ABCD	14	3	845	0.016	14	0.0	0.0	4.329	A
A-B	22	5			22				
A-C	408	102			408				
D-ABC	23	6	398	0.058	23	0.1	0.1	9.600	A
C-ABD	101	25	1032	0.098	101	0.2	0.2	3.872	A
C-D	9	2			9				
C-A	576	144			576				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	16	475	0.138	66	0.2	0.2	8.800	A
ABCD	10	2	815	0.012	10	0.0	0.0	4.471	A
A-B	18	4			18				
A-C	335	84			335				
D-ABC	19	5	439	0.043	19	0.1	0.0	8.576	A
C-ABD	68	17	968	0.070	68	0.2	0.1	4.006	A
C-D	8	2			8				
C-A	485	121			485				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	55	14	500	0.110	55	0.2	0.1	8.090	A
ABCD	7	2	796	0.009	7	0.0	0.0	4.570	A
A-B	15	4			15				
A-C	281	70			281				
D-ABC	16	4	468	0.034	16	0.0	0.0	7.966	A
C-ABD	49	12	924	0.054	50	0.1	0.1	4.123	A
C-D	6	2			6				
C-A	413	103			413				

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	636	100.000
B - Mounton Road (E)		ONE HOUR	✓	91	100.000
C - A466 (S)		ONE HOUR	✓	589	100.000
D - Mounton Road (W)		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	40	586	10
	B - Mounton Road (E)	25	0	66	0
	C - A466 (S)	572	10	0	7
	D - Mounton Road (W)	13	1	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	3	3	0
	B - Mounton Road (E)	4	0	2	0
	C - A466 (S)	3	10	0	29
	D - Mounton Road (W)	8	0	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.23	10.85	0.3	B	83	125
A-BCD	0.03	4.04	0.0	A	24	36
A-B					35	53
A-C					524	786
D-ABC	0.06	10.56	0.1	B	19	29
C-ABD	0.04	4.36	0.0	A	24	35
C-D					6	9
C-A					511	766

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	17	505	0.135	68	0.0	0.2	8.220	A
A-BCD	16	4	909	0.017	16	0.0	0.0	4.030	A
A-B	29	7			29				
A-C	434	108			434				
D-ABC	16	4	436	0.036	16	0.0	0.0	8.561	A
C-ABD	15	4	841	0.018	15	0.0	0.0	4.363	A
C-D	5	1			5				
C-A	423	106			423				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	20	475	0.172	81	0.2	0.2	9.144	A
A-BCD	22	5	953	0.023	22	0.0	0.0	3.862	A
A-B	35	9			35				
A-C	515	129			515				
D-ABC	19	5	406	0.046	19	0.0	0.0	9.288	A
C-ABD	22	5	884	0.025	22	0.0	0.0	4.185	A
C-D	6	2			6				
C-A	502	125			502				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100	25	432	0.231	100	0.2	0.3	10.824	B
A-BCD	34	9	1018	0.034	34	0.0	0.0	3.652	A
A-B	42	11			42				
A-C	624	156			624				
D-ABC	23	6	364	0.063	23	0.0	0.1	10.558	B
C-ABD	33	8	946	0.035	33	0.0	0.0	3.951	A
C-D	7	2			7				
C-A	607	152			607				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100	25	432	0.231	100	0.3	0.3	10.849	B
A-BCD	34	9	1018	0.034	34	0.0	0.0	3.656	A
A-B	42	11			42				
A-C	624	156			624				
D-ABC	23	6	364	0.063	23	0.1	0.1	10.564	B
C-ABD	34	8	946	0.035	34	0.0	0.0	3.945	A
C-D	7	2			7				
C-A	607	152			607				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	82	20	475	0.172	82	0.3	0.2	9.170	A
A-BCD	22	6	953	0.023	22	0.0	0.0	3.872	A
A-B	35	9			35				
A-C	515	129			515				
D-ABC	19	5	406	0.046	19	0.1	0.0	9.297	A
C-ABD	22	5	884	0.025	22	0.0	0.0	4.163	A
C-D	6	2			6				
C-A	502	125			502				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	17	505	0.135	69	0.2	0.2	8.253	A
A-BCD	16	4	909	0.017	16	0.0	0.0	4.037	A
A-B	29	7			29				
A-C	434	108			434				
D-ABC	16	4	436	0.036	16	0.0	0.0	8.569	A
C-ABD	16	4	841	0.018	16	0.0	0.0	4.351	A
C-D	5	1			5				
C-A	423	106			423				

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	416	100.000
B - Mounton Road (E)		ONE HOUR	✓	75	100.000
C - A466 (S)		ONE HOUR	✓	644	100.000
D - Mounton Road (W)		ONE HOUR	✓	21	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	21	389	6
	B - Mounton Road (E)	29	0	41	5
	C - A466 (S)	599	36	0	9
	D - Mounton Road (W)	10	0	11	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounon Road (E)	C - A466 (S)	D - Mounon Road (W)
From	A - A466 (N)	0	0	2	0
	B - Mounon Road (E)	7	0	0	0
	C - A466 (S)	1	0	0	0
	D - Mounon Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.19	10.28	0.2	B	69	103
A-BCD	0.02	4.55	0.0	A	10	16
A-B					19	29
A-C					352	528
D-ABC	0.06	9.79	0.1	A	19	29
C-ABD	0.11	4.11	0.2	A	79	119
C-D					8	11
C-A					504	756

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	56	14	496	0.114	56	0.0	0.1	8.177	A
A-BCD	7	2	799	0.009	7	0.0	0.0	4.546	A
A-B	16	4			16				
A-C	290	73			290				
D-ABC	16	4	463	0.034	16	0.0	0.0	8.043	A
C-ABD	53	13	931	0.057	53	0.0	0.1	4.100	A
C-D	6	2			6				
C-A	425	106			425				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	17	470	0.144	67	0.1	0.2	8.937	A
A-BCD	10	2	820	0.012	10	0.0	0.0	4.442	A
A-B	19	5			19				
A-C	346	86			346				
D-ABC	19	5	433	0.044	19	0.0	0.0	8.690	A
C-ABD	74	18	977	0.075	74	0.1	0.1	3.985	A
C-D	7	2			7				
C-A	498	124			498				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	83	21	433	0.191	82	0.2	0.2	10.268	B
ABCD	14	4	851	0.017	14	0.0	0.0	4.299	A
A-B	23	6			23				
A-C	421	105			421				
D-ABC	23	6	391	0.059	23	0.0	0.1	9.787	A
C-ABD	111	28	1043	0.106	111	0.1	0.2	3.859	A
C-D	9	2			9				
C-A	589	147			589				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	83	21	433	0.191	83	0.2	0.2	10.277	B
ABCD	14	4	851	0.017	14	0.0	0.0	4.302	A
A-B	23	6			23				
A-C	421	105			421				
D-ABC	23	6	391	0.059	23	0.1	0.1	9.790	A
C-ABD	111	28	1044	0.107	111	0.2	0.2	3.864	A
C-D	9	2			9				
C-A	589	147			589				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	67	17	470	0.144	68	0.2	0.2	8.962	A
ABCD	10	2	820	0.012	10	0.0	0.0	4.451	A
A-B	19	5			19				
A-C	345	86			345				
D-ABC	19	5	433	0.044	19	0.1	0.0	8.697	A
C-ABD	74	18	977	0.076	74	0.2	0.1	3.991	A
C-D	7	2			7				
C-A	498	124			498				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	56	14	496	0.114	57	0.2	0.1	8.205	A
ABCD	7	2	799	0.009	7	0.0	0.0	4.550	A
A-B	16	4			16				
A-C	290	73			290				
D-ABC	16	4	463	0.034	16	0.0	0.0	8.052	A
C-ABD	54	13	931	0.058	54	0.1	0.1	4.108	A
C-D	6	2			6				
C-A	425	106			425				

2036 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	676	100.000
B - Mounton Road (E)		ONE HOUR	✓	97	100.000
C - A466 (S)		ONE HOUR	✓	627	100.000
D - Mounton Road (W)		ONE HOUR	✓	22	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	42	623	11
	B - Mounton Road (E)	27	0	70	0
	C - A466 (S)	608	11	0	8
	D - Mounton Road (W)	13	1	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	2	3	0
	B - Mounton Road (E)	4	0	1	0
	C - A466 (S)	3	9	0	25
	D - Mounton Road (W)	8	0	13	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.26	11.61	0.3	B	89	134
A-BCD	0.04	3.98	0.1	A	28	42
A-B					37	56
A-C					555	832
D-ABC	0.07	11.32	0.1	B	20	30
C-ABD	0.04	4.28	0.1	A	28	42
C-D					7	11
C-A					540	810

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	73	18	497	0.147	72	0.0	0.2	8.470	A
A-BCD	18	5	923	0.020	18	0.0	0.0	3.978	A
A-B	31	8			31				
A-C	460	115			460				
D-ABC	17	4	421	0.039	16	0.0	0.0	8.892	A
C-ABD	18	5	858	0.021	18	0.0	0.0	4.284	A
C-D	6	1			6				
C-A	448	112			448				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	87	22	464	0.188	87	0.2	0.2	9.544	A
A-BCD	26	6	971	0.027	26	0.0	0.0	3.804	A
A-B	37	9			37				
A-C	545	136			545				
D-ABC	20	5	389	0.051	20	0.0	0.1	9.756	A
C-ABD	26	6	904	0.028	26	0.0	0.0	4.103	A
C-D	7	2			7				
C-A	531	133			531				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	27	417	0.256	106	0.2	0.3	11.580	B
ABCD	41	10	1042	0.039	41	0.0	0.1	3.591	A
A-B	44	11			44				
A-C	659	165			659				
D-ABC	24	6	342	0.071	24	0.1	0.1	11.310	B
C-ABD	40	10	972	0.041	40	0.0	0.1	3.869	A
C-D	8	2			8				
C-A	642	160			642				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	27	417	0.256	107	0.3	0.3	11.613	B
ABCD	41	10	1042	0.039	41	0.1	0.1	3.596	A
A-B	44	11			44				
A-C	659	165			659				
D-ABC	24	6	342	0.071	24	0.1	0.1	11.317	B
C-ABD	40	10	972	0.041	40	0.1	0.1	3.864	A
C-D	8	2			8				
C-A	642	160			642				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	87	22	464	0.188	88	0.3	0.2	9.580	A
ABCD	26	6	971	0.027	26	0.1	0.0	3.815	A
A-B	37	9			37				
A-C	545	136			545				
D-ABC	20	5	389	0.051	20	0.1	0.1	9.765	A
C-ABD	26	6	904	0.028	26	0.1	0.0	4.087	A
C-D	7	2			7				
C-A	531	133			531				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	73	18	497	0.147	73	0.2	0.2	8.509	A
ABCD	18	5	923	0.020	18	0.0	0.0	3.984	A
A-B	31	8			31				
A-C	460	115			460				
D-ABC	17	4	421	0.039	17	0.1	0.0	8.908	A
C-ABD	18	5	858	0.021	18	0.0	0.0	4.276	A
C-D	6	1			6				
C-A	448	112			448				

2036 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A466 (N)		ONE HOUR	✓	442	100.000
B - Mounton Road (E)		ONE HOUR	✓	80	100.000
C - A466 (S)		ONE HOUR	✓	684	100.000
D - Mounton Road (W)		ONE HOUR	✓	23	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - A466 (N)	B - Mounton Road (E)	C - A466 (S)	D - Mounton Road (W)
From	A - A466 (N)	0	22	413	7
	B - Mounton Road (E)	31	0	43	6
	C - A466 (S)	636	38	0	10
	D - Mounton Road (W)	11	0	12	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		A - A466 (N)	B - Moun-ton Road (E)	C - A466 (S)	D - Moun-ton Road (W)
From	A - A466 (N)	0	0	2	0
	B - Moun-ton Road (E)	6	0	0	0
	C - A466 (S)	1	0	0	0
	D - Moun-ton Road (W)	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.21	10.85	0.3	B	73	110
A-BCD	0.02	4.53	0.0	A	13	19
A-B					20	30
A-C					373	559
D-ABC	0.07	10.25	0.1	B	21	32
C-ABD	0.12	4.06	0.3	A	89	134
C-D					8	13
C-A					530	795

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	60	15	488	0.123	60	0.0	0.1	8.397	A
A-BCD	9	2	805	0.011	9	0.0	0.0	4.520	A
A-B	16	4			16				
A-C	307	77			307				
D-ABC	17	4	454	0.038	17	0.0	0.0	8.241	A
C-ABD	59	15	946	0.062	58	0.0	0.1	4.058	A
C-D	7	2			7				
C-A	449	112			449				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	18	460	0.156	72	0.1	0.2	9.272	A
A-BCD	12	3	828	0.014	12	0.0	0.0	4.411	A
A-B	19	5			19				
A-C	366	91			366				
D-ABC	21	5	422	0.049	21	0.0	0.1	8.973	A
C-ABD	82	21	995	0.083	82	0.1	0.2	3.943	A
C-D	8	2			8				
C-A	524	131			524				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	88	22	420	0.210	88	0.2	0.3	10.826	B
ABCD	17	4	862	0.020	17	0.0	0.0	4.261	A
A-B	24	6			24				
A-C	446	111			446				
D-ABC	25	6	377	0.067	25	0.1	0.1	10.241	B
C-ABD	126	32	1067	0.118	126	0.2	0.3	3.825	A
C-D	10	2			10				
C-A	617	154			617				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	88	22	420	0.210	88	0.3	0.3	10.848	B
ABCD	17	4	862	0.020	17	0.0	0.0	4.266	A
A-B	24	6			24				
A-C	446	111			446				
D-ABC	25	6	377	0.067	25	0.1	0.1	10.249	B
C-ABD	126	32	1067	0.118	126	0.3	0.3	3.830	A
C-D	10	2			10				
C-A	617	154			617				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	72	18	460	0.156	72	0.3	0.2	9.298	A
ABCD	12	3	827	0.014	12	0.0	0.0	4.418	A
A-B	19	5			19				
A-C	366	91			366				
D-ABC	21	5	422	0.049	21	0.1	0.1	8.985	A
C-ABD	83	21	996	0.083	83	0.3	0.2	3.951	A
C-D	8	2			8				
C-A	524	131			524				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	60	15	488	0.124	60	0.2	0.1	8.430	A
ABCD	9	2	805	0.011	9	0.0	0.0	4.526	A
A-B	16	4			16				
A-C	307	77			307				
D-ABC	17	4	454	0.038	17	0.1	0.0	8.251	A
C-ABD	59	15	946	0.063	59	0.2	0.1	4.065	A
C-D	7	2			7				
C-A	449	112			449				



Appendix P – Highbeech Roundabout Junction Assessment ARCADY Output

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.1.1.1905		
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: 24-0137 Mounton Road, Chepstow - Updated Calibrated.j10

Path: C:\Users\BenFinch\Cotswold Transport Planning Ltd\Project 2024 - 24-0137 - Land at Moulton Road, Chepstow\06 Calculations\Junction Modelling\J3 - Highbeech Roundabout

Report generation date: 08/04/2024 13:58:00

-
- »2024 Base, AM
 - »2024 Base, PM
 - »2026 Base, AM
 - »2026 Base, PM
 - »2029 Base, AM
 - »2029 Base, PM
 - »2036 Base, AM
 - »2036 Base, PM
 - »2026 Base + Dev, AM
 - »2026 Base + Dev, PM
 - »2029 Base + Dev, AM
 - »2029 Base + Dev, PM
 - »2036 Base + Dev, AM
 - »2036 Base + Dev, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2024 Base					
1 - A48 East	2.9	11.49	0.73	1.0	5.33	0.51
2 - Fair View	1.6	16.39	0.62	0.7	7.51	0.41
3 - A466 South	1.2	5.02	0.51	5.3	14.65	0.85
4 - A48 West	2.8	14.64	0.73	1.4	10.60	0.59
5 - A466 North	4.9	27.75	0.84	1.2	10.37	0.55
	2026 Base					
1 - A48 East	3.1	12.19	0.75	1.1	5.44	0.52
2 - Fair View	1.8	17.67	0.64	0.7	7.68	0.42
3 - A466 South	1.2	5.13	0.52	6.0	16.24	0.86
4 - A48 West	3.0	15.66	0.75	1.5	11.11	0.60
5 - A466 North	5.6	31.76	0.86	1.3	10.81	0.57
	2029 Base					
1 - A48 East	3.7	14.17	0.78	1.2	5.71	0.54
2 - Fair View	2.2	21.11	0.69	0.8	8.16	0.44
3 - A466 South	1.3	5.40	0.54	8.1	21.56	0.90
4 - A48 West	3.6	18.50	0.78	1.8	12.43	0.64
5 - A466 North	8.0	43.96	0.91	1.5	11.91	0.60
	2036 Base					
1 - A48 East	5.3	19.66	0.84	1.4	6.36	0.58
2 - Fair View	3.4	31.90	0.79	0.9	9.22	0.49
3 - A466 South	1.5	6.03	0.58	18.9	46.66	0.97
4 - A48 West	5.9	28.93	0.86	2.4	16.11	0.71
5 - A466 North	20.6	98.90	1.01	1.9	14.75	0.66
	2026 Base + Dev					
1 - A48 East	3.2	12.91	0.76	1.1	5.54	0.52
2 - Fair View	2.0	19.28	0.67	0.8	7.94	0.43
3 - A466 South	1.2	5.22	0.53	7.1	19.06	0.88
4 - A48 West	3.1	16.31	0.75	1.7	11.95	0.63
5 - A466 North	8.6	45.79	0.92	1.5	11.53	0.59
	2029 Base + Dev					
1 - A48 East	3.9	15.05	0.79	1.2	5.83	0.54
2 - Fair View	2.4	23.21	0.72	0.8	8.45	0.46
3 - A466 South	1.3	5.48	0.55	10.0	26.36	0.92
4 - A48 West	3.8	19.40	0.79	1.9	13.48	0.66
5 - A466 North	13.2	67.14	0.96	1.7	12.81	0.63
	2036 Base + Dev					
1 - A48 East	5.5	20.40	0.85	1.4	6.50	0.59
2 - Fair View	3.7	34.52	0.80	1.0	9.60	0.50
3 - A466 South	1.6	6.13	0.59	26.0	60.85	1.00
4 - A48 West	6.3	30.93	0.87	2.7	17.59	0.73
5 - A466 North	35.2	149.94	1.07	2.2	15.98	0.69

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

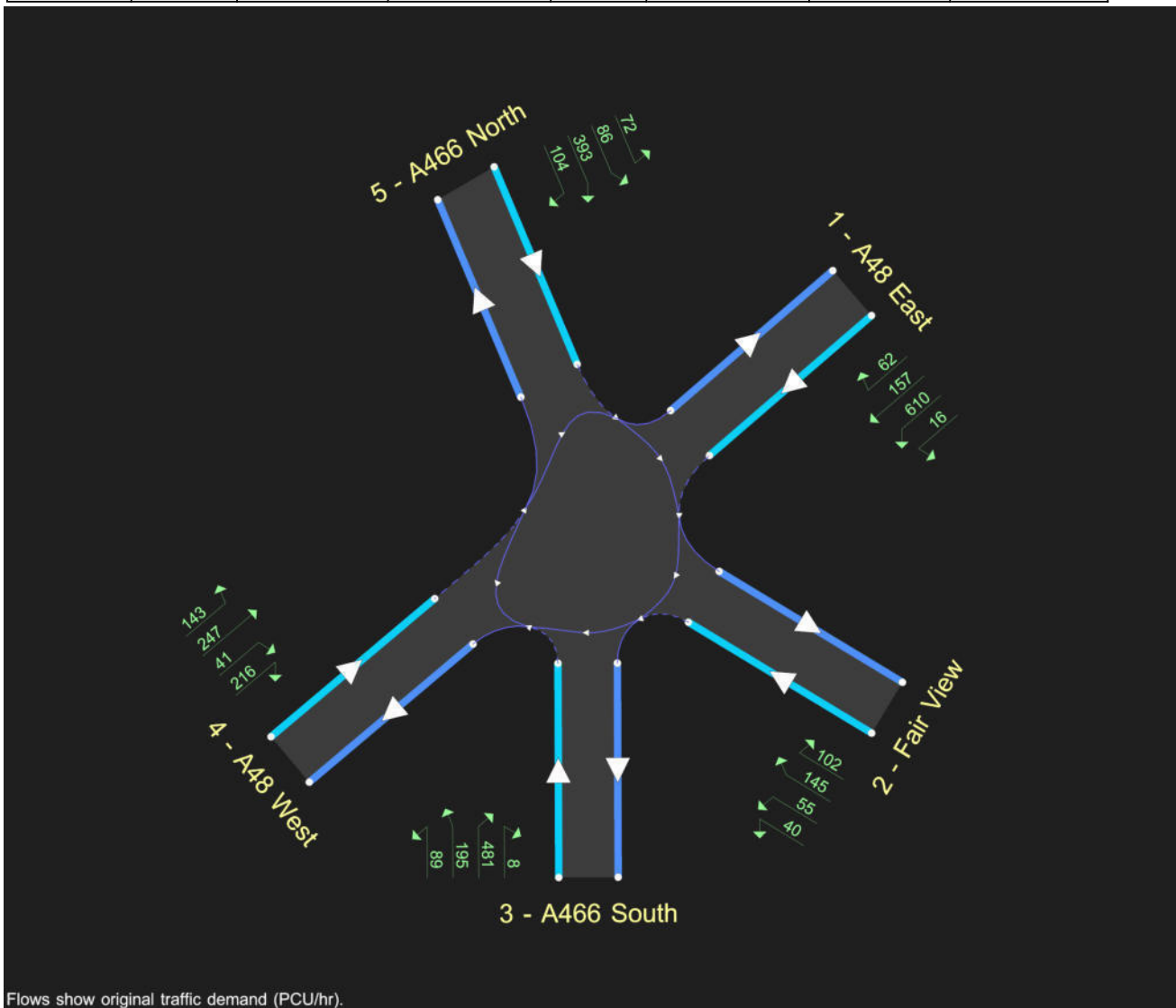
File summary

File Description

Title	Junction Capacity Assessment
Location	Highbeech Roundabout, Chepstow
Site number	Junction 3
Date	20/03/2024
Version	DRAFT
Status	Planning
Identifier	
Client	Barwood Land
Jobnumber	24-0137
Enumerator	MM
Description	

Units

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



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2036 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2036 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	14.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.21	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A48 East		
2	Fair View		
3	A466 South		
4	A48 West		
5	A466 North		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A48 East	4.40	6.30	10.0	20.1	82.5	37.0		
2 - Fair View	3.20	6.00	5.0	19.4	79.1	36.0		
3 - A466 South	6.70	6.70	0.0	26.0	78.4	42.0		
4 - A48 West	3.50	5.60	10.0	15.5	82.5	34.0		
5 - A466 North	4.10	4.50	1.0	23.2	78.4	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A48 East	0.454	1651
2 - Fair View	0.402	1245
3 - A466 South	0.509	1968
4 - A48 West	0.417	1401
5 - A466 North	0.413	1286

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	831	100.000
2 - Fair View		ONE HOUR	✓	332	100.000
3 - A466 South		ONE HOUR	✓	756	100.000
4 - A48 West		ONE HOUR	✓	633	100.000
5 - A466 North		ONE HOUR	✓	606	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	16	601	155	59
	2 - Fair View	100	0	39	54	139
	3 - A466 South	474	8	0	88	186
	4 - A48 West	243	40	213	0	137
	5 - A466 North	67	80	363	96	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	13	8	6	7
	2 - Fair View	1	0	0	6	0
	3 - A466 South	15	13	0	9	4
	4 - A48 West	7	5	5	0	7
	5 - A466 North	3	3	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.73	11.49	2.9	B	763	1144
2 - Fair View	0.62	16.39	1.6	C	305	457
3 - A466 South	0.51	5.02	1.2	A	694	1041
4 - A48 West	0.73	14.64	2.8	B	581	871
5 - A466 North	0.84	27.75	4.9	D	556	834

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	626	156	598	1379	0.454	622	662	0.0	0.9	5.097	A
2 - Fair View	250	62	1112	798	0.313	248	108	0.0	0.5	6.611	A
3 - A466 South	569	142	451	1739	0.327	567	909	0.0	0.5	3.415	A
4 - A48 West	477	119	724	1099	0.434	473	294	0.0	0.8	6.084	A
5 - A466 North	456	114	807	953	0.479	453	390	0.0	0.9	7.350	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	747	187	716	1325	0.564	745	793	0.9	1.4	6.657	A
2 - Fair View	298	75	1332	709	0.421	297	129	0.5	0.7	8.829	A
3 - A466 South	680	170	540	1693	0.401	679	1089	0.5	0.7	3.948	A
4 - A48 West	569	142	867	1039	0.548	567	352	0.8	1.3	8.071	A
5 - A466 North	545	136	967	887	0.614	542	467	0.9	1.6	10.666	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	915	229	868	1256	0.728	909	968	1.4	2.8	11.001	B
2 - Fair View	366	91	1621	593	0.616	362	157	0.7	1.6	15.570	C
3 - A466 South	832	208	658	1634	0.510	831	1326	0.7	1.1	4.983	A
4 - A48 West	697	174	1059	959	0.727	691	429	1.3	2.7	14.007	B
5 - A466 North	667	167	1180	798	0.836	656	570	1.6	4.5	24.187	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	915	229	879	1251	0.731	915	973	2.8	2.9	11.491	B
2 - Fair View	366	91	1636	587	0.623	365	158	1.6	1.6	16.390	C
3 - A466 South	832	208	663	1631	0.510	832	1338	1.1	1.2	5.021	A
4 - A48 West	697	174	1063	957	0.728	697	432	2.7	2.8	14.636	B
5 - A466 North	667	167	1187	796	0.838	666	573	4.5	4.9	27.747	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	747	187	733	1318	0.567	753	800	2.9	1.4	6.927	A
2 - Fair View	298	75	1354	700	0.426	302	132	1.6	0.8	9.222	A
3 - A466 South	680	170	549	1689	0.402	681	1107	1.2	0.8	3.983	A
4 - A48 West	569	142	873	1036	0.549	575	357	2.8	1.3	8.380	A
5 - A466 North	545	136	976	883	0.617	557	472	4.9	1.7	11.787	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	626	156	606	1375	0.455	628	667	1.4	0.9	5.197	A
2 - Fair View	250	62	1124	793	0.315	251	109	0.8	0.5	6.742	A
3 - A466 South	569	142	456	1736	0.328	570	920	0.8	0.5	3.441	A
4 - A48 West	477	119	729	1096	0.435	479	297	1.3	0.8	6.205	A
5 - A466 North	456	114	814	950	0.480	459	394	1.7	1.0	7.591	A

2024 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	10.78	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.78	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	648	100.000
2 - Fair View		ONE HOUR	✓	302	100.000
3 - A466 South		ONE HOUR	✓	1233	100.000
4 - A48 West		ONE HOUR	✓	450	100.000
5 - A466 North		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	30	359	203	56
	2 - Fair View	137	0	11	66	88
	3 - A466 South	601	5	0	296	331
	4 - A48 West	205	43	104	0	98
	5 - A466 North	60	79	155	101	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	0	3	2	4
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	7	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.51	5.33	1.0	A	595	892
2 - Fair View	0.41	7.51	0.7	A	277	416
3 - A466 South	0.85	14.65	5.3	B	1131	1697
4 - A48 West	0.59	10.60	1.4	B	413	619
5 - A466 North	0.55	10.37	1.2	B	362	544

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	488	122	364	1485	0.329	486	751	0.0	0.5	3.689	A
2 - Fair View	227	57	733	950	0.239	226	118	0.0	0.3	4.963	A
3 - A466 South	928	232	488	1720	0.540	924	471	0.0	1.2	4.560	A
4 - A48 West	339	85	912	1020	0.332	337	499	0.0	0.5	5.360	A
5 - A466 North	297	74	820	947	0.314	296	429	0.0	0.5	5.610	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	583	146	437	1452	0.401	582	899	0.5	0.7	4.241	A
2 - Fair View	271	68	878	892	0.304	271	141	0.3	0.4	5.792	A
3 - A466 South	1108	277	584	1671	0.663	1105	564	1.2	2.0	6.422	A
4 - A48 West	405	101	1092	945	0.428	404	597	0.5	0.8	6.770	A
5 - A466 North	355	89	982	880	0.403	354	514	0.5	0.7	6.958	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	713	178	533	1408	0.507	712	1096	0.7	1.0	5.297	A
2 - Fair View	333	83	1073	813	0.409	332	172	0.4	0.7	7.458	A
3 - A466 South	1358	339	715	1605	0.846	1345	690	2.0	5.1	13.466	B
4 - A48 West	495	124	1331	845	0.586	493	729	0.8	1.4	10.339	B
5 - A466 North	435	109	1197	792	0.549	433	627	0.7	1.2	10.162	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	713	178	536	1407	0.507	713	1104	1.0	1.0	5.326	A
2 - Fair View	333	83	1077	812	0.410	332	173	0.7	0.7	7.508	A
3 - A466 South	1358	339	717	1604	0.847	1357	692	5.1	5.3	14.648	B
4 - A48 West	495	124	1340	841	0.589	495	733	1.4	1.4	10.602	B
5 - A466 North	435	109	1205	788	0.552	435	631	1.2	1.2	10.371	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	583	146	441	1450	0.402	584	910	1.0	0.7	4.272	A
2 - Fair View	271	68	883	890	0.305	272	142	0.7	0.4	5.840	A
3 - A466 South	1108	277	587	1669	0.664	1122	568	5.3	2.0	6.822	A
4 - A48 West	405	101	1106	939	0.431	407	603	1.4	0.8	6.934	A
5 - A466 North	355	89	993	876	0.406	357	520	1.2	0.7	7.103	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	488	122	368	1483	0.329	489	758	0.7	0.5	3.715	A
2 - Fair View	227	57	738	948	0.240	228	119	0.4	0.3	5.002	A
3 - A466 South	928	232	491	1718	0.540	932	475	2.0	1.2	4.662	A
4 - A48 West	339	85	920	1017	0.333	340	503	0.8	0.5	5.433	A
5 - A466 North	297	74	827	944	0.315	298	433	0.7	0.5	5.683	A

2026 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	15.53	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.53	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	843	100.000
2 - Fair View		ONE HOUR	✓	338	100.000
3 - A466 South		ONE HOUR	✓	767	100.000
4 - A48 West		ONE HOUR	✓	643	100.000
5 - A466 North		ONE HOUR	✓	616	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	16	610	157	60
	2 - Fair View	102	0	40	55	141
	3 - A466 South	481	8	0	89	189
	4 - A48 West	247	41	216	0	139
	5 - A466 North	68	81	369	98	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	13	8	6	7
	2 - Fair View	1	0	0	5	0
	3 - A466 South	15	13	0	9	4
	4 - A48 West	7	5	5	0	6
	5 - A466 North	3	2	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.75	12.19	3.1	B	774	1160
2 - Fair View	0.64	17.67	1.8	C	310	465
3 - A466 South	0.52	5.13	1.2	A	704	1056
4 - A48 West	0.75	15.66	3.0	C	590	885
5 - A466 North	0.86	31.76	5.6	D	565	848

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	635	159	607	1375	0.462	631	672	0.0	0.9	5.187	A
2 - Fair View	254	64	1129	791	0.322	253	109	0.0	0.5	6.739	A
3 - A466 South	577	144	458	1735	0.333	575	923	0.0	0.6	3.451	A
4 - A48 West	484	121	735	1094	0.443	481	299	0.0	0.8	6.189	A
5 - A466 North	464	116	820	947	0.490	460	396	0.0	1.0	7.528	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	758	189	728	1320	0.574	756	805	0.9	1.4	6.844	A
2 - Fair View	304	76	1353	701	0.434	303	131	0.5	0.8	9.112	A
3 - A466 South	690	172	549	1689	0.408	689	1106	0.6	0.8	4.005	A
4 - A48 West	578	145	880	1033	0.559	576	358	0.8	1.3	8.304	A
5 - A466 North	554	138	982	880	0.629	551	474	1.0	1.7	11.125	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	928	232	880	1250	0.742	922	983	1.4	3.0	11.585	B
2 - Fair View	372	93	1644	584	0.638	368	158	0.8	1.7	16.622	C
3 - A466 South	844	211	668	1628	0.519	843	1345	0.8	1.2	5.091	A
4 - A48 West	708	177	1075	952	0.744	702	435	1.3	2.9	14.881	B
5 - A466 North	678	170	1198	791	0.858	665	579	1.7	5.1	26.792	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	928	232	893	1245	0.746	928	988	3.0	3.1	12.185	B
2 - Fair View	372	93	1660	577	0.645	372	160	1.7	1.8	17.666	C
3 - A466 South	844	211	674	1625	0.520	844	1358	1.2	1.2	5.134	A
4 - A48 West	708	177	1080	950	0.745	708	439	2.9	3.0	15.664	C
5 - A466 North	678	170	1205	788	0.861	676	582	5.1	5.6	31.762	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	758	189	747	1311	0.578	764	814	3.1	1.5	7.161	A
2 - Fair View	304	76	1377	691	0.440	308	134	1.8	0.8	9.588	A
3 - A466 South	690	172	559	1684	0.409	691	1127	1.2	0.8	4.045	A
4 - A48 West	578	145	887	1031	0.561	584	363	3.0	1.4	8.670	A
5 - A466 North	554	138	992	876	0.632	569	479	5.6	1.8	12.587	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	635	159	616	1371	0.463	637	678	1.5	0.9	5.298	A
2 - Fair View	254	64	1142	786	0.324	256	111	0.8	0.5	6.883	A
3 - A466 South	577	144	464	1732	0.333	578	934	0.8	0.6	3.478	A
4 - A48 West	484	121	740	1092	0.443	486	302	1.4	0.9	6.321	A
5 - A466 North	464	116	827	944	0.491	467	400	1.8	1.0	7.797	A

2026 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	11.60	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.60	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	657	100.000
2 - Fair View		ONE HOUR	✓	306	100.000
3 - A466 South		ONE HOUR	✓	1251	100.000
4 - A48 West		ONE HOUR	✓	457	100.000
5 - A466 North		ONE HOUR	✓	401	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	30	364	206	57
	2 - Fair View	139	0	11	67	89
	3 - A466 South	610	5	0	300	336
	4 - A48 West	208	44	106	0	99
	5 - A466 North	61	80	157	103	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	0	3	2	4
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	7	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.52	5.44	1.1	A	603	904
2 - Fair View	0.42	7.68	0.7	A	281	421
3 - A466 South	0.86	16.24	6.0	C	1148	1722
4 - A48 West	0.60	11.11	1.5	B	419	629
5 - A466 North	0.57	10.81	1.3	B	368	552

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	495	124	370	1482	0.334	493	762	0.0	0.5	3.725	A
2 - Fair View	230	58	744	946	0.244	229	119	0.0	0.3	5.013	A
3 - A466 South	942	235	495	1716	0.549	937	478	0.0	1.2	4.658	A
4 - A48 West	344	86	926	1014	0.339	342	506	0.0	0.5	5.445	A
5 - A466 North	302	75	833	942	0.320	300	435	0.0	0.5	5.696	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	591	148	444	1449	0.408	590	913	0.5	0.7	4.297	A
2 - Fair View	275	69	891	887	0.310	275	143	0.3	0.4	5.877	A
3 - A466 South	1125	281	593	1666	0.675	1121	573	1.2	2.1	6.660	A
4 - A48 West	411	103	1108	938	0.438	410	606	0.5	0.8	6.934	A
5 - A466 North	360	90	997	874	0.412	360	521	0.5	0.7	7.113	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	723	181	542	1404	0.515	722	1112	0.7	1.1	5.402	A
2 - Fair View	337	84	1090	807	0.418	336	174	0.4	0.7	7.629	A
3 - A466 South	1377	344	726	1599	0.861	1363	700	2.1	5.6	14.662	B
4 - A48 West	503	126	1349	838	0.601	500	740	0.8	1.5	10.793	B
5 - A466 North	442	110	1215	784	0.563	439	635	0.7	1.3	10.559	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	723	181	545	1403	0.516	723	1120	1.1	1.1	5.436	A
2 - Fair View	337	84	1093	805	0.418	337	175	0.7	0.7	7.684	A
3 - A466 South	1377	344	728	1598	0.862	1376	702	5.6	6.0	16.238	C
4 - A48 West	503	126	1360	833	0.604	503	744	1.5	1.5	11.110	B
5 - A466 North	442	110	1224	781	0.566	441	639	1.3	1.3	10.806	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	591	148	448	1447	0.408	592	925	1.1	0.7	4.328	A
2 - Fair View	275	69	896	885	0.311	276	144	0.7	0.5	5.926	A
3 - A466 South	1125	281	596	1665	0.676	1140	576	6.0	2.2	7.152	A
4 - A48 West	411	103	1124	932	0.441	414	613	1.5	0.8	7.127	A
5 - A466 North	360	90	1010	869	0.415	363	527	1.3	0.7	7.280	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	495	124	374	1481	0.334	495	769	0.7	0.5	3.754	A
2 - Fair View	230	58	749	944	0.244	231	120	0.5	0.3	5.054	A
3 - A466 South	942	235	499	1715	0.549	945	481	2.2	1.3	4.773	A
4 - A48 West	344	86	934	1011	0.340	345	510	0.8	0.5	5.526	A
5 - A466 North	302	75	840	939	0.322	303	439	0.7	0.5	5.775	A

2029 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	19.39	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.39	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	873	100.000
2 - Fair View		ONE HOUR	✓	349	100.000
3 - A466 South		ONE HOUR	✓	792	100.000
4 - A48 West		ONE HOUR	✓	665	100.000
5 - A466 North		ONE HOUR	✓	636	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	17	631	163	62
	2 - Fair View	105	0	41	57	146
	3 - A466 South	497	8	0	92	195
	4 - A48 West	255	42	224	0	144
	5 - A466 North	70	84	381	101	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	12	8	6	6
	2 - Fair View	1	0	0	5	0
	3 - A466 South	15	13	0	9	4
	4 - A48 West	7	5	4	0	6
	5 - A466 North	3	2	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.78	14.17	3.7	B	801	1202
2 - Fair View	0.69	21.11	2.2	C	320	480
3 - A466 South	0.54	5.40	1.3	A	727	1090
4 - A48 West	0.78	18.50	3.6	C	610	915
5 - A466 North	0.91	43.96	8.0	E	584	875

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	657	164	627	1366	0.481	653	694	0.0	1.0	5.408	A
2 - Fair View	263	66	1168	775	0.339	261	113	0.0	0.5	7.043	A
3 - A466 South	596	149	474	1727	0.345	594	955	0.0	0.6	3.530	A
4 - A48 West	501	125	759	1084	0.462	497	309	0.0	0.9	6.441	A
5 - A466 North	479	120	847	936	0.511	475	409	0.0	1.1	7.938	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	785	196	751	1309	0.599	782	831	1.0	1.6	7.316	A
2 - Fair View	314	78	1399	682	0.460	312	135	0.5	0.8	9.799	A
3 - A466 South	712	178	568	1679	0.424	711	1143	0.6	0.8	4.137	A
4 - A48 West	598	149	909	1021	0.585	596	370	0.9	1.5	8.881	A
5 - A466 North	572	143	1014	867	0.659	568	490	1.1	1.9	12.232	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	961	240	904	1240	0.775	954	1013	1.6	3.5	13.186	B
2 - Fair View	384	96	1695	563	0.682	379	163	0.8	2.0	19.315	C
3 - A466 South	872	218	689	1618	0.539	870	1385	0.8	1.3	5.347	A
4 - A48 West	732	183	1110	938	0.781	724	449	1.5	3.5	17.203	C
5 - A466 North	700	175	1236	775	0.903	681	598	1.9	6.8	33.740	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	961	240	921	1232	0.780	960	1020	3.5	3.7	14.166	B
2 - Fair View	384	96	1715	555	0.692	384	166	2.0	2.2	21.109	C
3 - A466 South	872	218	697	1614	0.540	872	1402	1.3	1.3	5.404	A
4 - A48 West	732	183	1115	935	0.783	732	454	3.5	3.6	18.501	C
5 - A466 North	700	175	1245	772	0.907	696	602	6.8	8.0	43.959	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	785	196	779	1296	0.605	793	842	3.7	1.7	7.805	A
2 - Fair View	314	78	1433	669	0.469	319	140	2.2	0.9	10.543	B
3 - A466 South	712	178	580	1673	0.426	714	1171	1.3	0.8	4.189	A
4 - A48 West	598	149	917	1018	0.587	606	378	3.6	1.5	9.408	A
5 - A466 North	572	143	1026	862	0.663	595	497	8.0	2.1	14.965	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	657	164	637	1361	0.483	660	700	1.7	1.0	5.542	A
2 - Fair View	263	66	1182	769	0.342	264	114	0.9	0.5	7.225	A
3 - A466 South	596	149	480	1724	0.346	597	967	0.8	0.6	3.559	A
4 - A48 West	501	125	765	1082	0.463	503	312	1.5	0.9	6.603	A
5 - A466 North	479	120	854	933	0.513	483	413	2.1	1.1	8.286	A

2029 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	14.22	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.22	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	680	100.000
2 - Fair View		ONE HOUR	✓	317	100.000
3 - A466 South		ONE HOUR	✓	1294	100.000
4 - A48 West		ONE HOUR	✓	472	100.000
5 - A466 North		ONE HOUR	✓	415	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	31	377	213	59
	2 - Fair View	144	0	12	69	92
	3 - A466 South	631	5	0	311	347
	4 - A48 West	215	45	109	0	103
	5 - A466 North	63	83	163	106	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	0	3	2	3
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	6	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.54	5.71	1.2	A	624	936
2 - Fair View	0.44	8.16	0.8	A	291	436
3 - A466 South	0.90	21.56	8.1	C	1187	1781
4 - A48 West	0.64	12.43	1.8	B	433	650
5 - A466 North	0.60	11.91	1.5	B	381	571

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	512	128	382	1477	0.347	510	788	0.0	0.5	3.809	A
2 - Fair View	239	60	769	936	0.255	237	123	0.0	0.3	5.146	A
3 - A466 South	974	244	512	1708	0.570	969	495	0.0	1.3	4.907	A
4 - A48 West	355	89	957	1001	0.355	353	523	0.0	0.6	5.646	A
5 - A466 North	312	78	860	931	0.336	310	450	0.0	0.5	5.885	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	611	153	458	1442	0.424	610	944	0.5	0.7	4.432	A
2 - Fair View	285	71	922	874	0.326	284	147	0.3	0.5	6.098	A
3 - A466 South	1163	291	613	1656	0.702	1159	593	1.3	2.3	7.288	A
4 - A48 West	424	106	1145	923	0.460	423	627	0.6	0.9	7.332	A
5 - A466 North	373	93	1030	861	0.434	372	539	0.5	0.8	7.481	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	749	187	559	1396	0.536	747	1147	0.7	1.2	5.669	A
2 - Fair View	349	87	1127	792	0.441	348	180	0.5	0.8	8.086	A
3 - A466 South	1425	356	749	1587	0.898	1404	725	2.3	7.4	18.279	C
4 - A48 West	520	130	1391	820	0.633	516	763	0.9	1.7	11.943	B
5 - A466 North	457	114	1252	769	0.594	454	655	0.8	1.4	11.541	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	749	187	562	1395	0.537	749	1158	1.2	1.2	5.711	A
2 - Fair View	349	87	1131	790	0.442	349	181	0.8	0.8	8.157	A
3 - A466 South	1425	356	752	1586	0.899	1422	728	7.4	8.1	21.560	C
4 - A48 West	520	130	1405	814	0.638	519	769	1.7	1.8	12.432	B
5 - A466 North	457	114	1264	764	0.598	457	661	1.4	1.5	11.907	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	611	153	463	1440	0.424	613	960	1.2	0.8	4.472	A
2 - Fair View	285	71	927	872	0.327	286	148	0.8	0.5	6.159	A
3 - A466 South	1163	291	616	1655	0.703	1186	597	8.1	2.5	8.145	A
4 - A48 West	424	106	1167	914	0.464	428	635	1.8	0.9	7.607	A
5 - A466 North	373	93	1047	853	0.437	376	548	1.5	0.8	7.711	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	512	128	386	1475	0.347	513	796	0.8	0.5	3.838	A
2 - Fair View	239	60	775	933	0.256	239	124	0.5	0.3	5.192	A
3 - A466 South	974	244	515	1706	0.571	979	499	2.5	1.4	5.053	A
4 - A48 West	355	89	966	998	0.356	357	528	0.9	0.6	5.740	A
5 - A466 North	312	78	868	927	0.337	314	454	0.8	0.5	5.977	A

2036 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	34.74	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.74	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	929	100.000
2 - Fair View		ONE HOUR	✓	371	100.000
3 - A466 South		ONE HOUR	✓	845	100.000
4 - A48 West		ONE HOUR	✓	708	100.000
5 - A466 North		ONE HOUR	✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	18	672	173	66
	2 - Fair View	112	0	44	60	155
	3 - A466 South	530	9	0	98	208
	4 - A48 West	272	45	238	0	153
	5 - A466 North	75	89	406	107	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	11	8	6	6
	2 - Fair View	1	0	0	5	0
	3 - A466 South	15	11	0	9	4
	4 - A48 West	7	4	5	0	7
	5 - A466 North	3	2	2	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.84	19.66	5.3	C	852	1279
2 - Fair View	0.79	31.90	3.4	D	340	511
3 - A466 South	0.58	6.03	1.5	A	775	1163
4 - A48 West	0.86	28.93	5.9	D	650	975
5 - A466 North	1.01	98.90	20.6	F	621	932

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	699	175	667	1348	0.519	695	740	0.0	1.1	5.890	A
2 - Fair View	279	70	1241	746	0.375	277	120	0.0	0.6	7.725	A
3 - A466 South	636	159	503	1713	0.371	634	1016	0.0	0.7	3.705	A
4 - A48 West	533	133	809	1063	0.501	529	327	0.0	1.1	7.095	A
5 - A466 North	510	127	902	913	0.558	505	435	0.0	1.3	8.954	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	835	209	798	1288	0.648	832	886	1.1	1.9	8.430	A
2 - Fair View	334	83	1486	647	0.515	332	144	0.6	1.0	11.467	B
3 - A466 South	760	190	602	1662	0.457	759	1216	0.7	0.9	4.431	A
4 - A48 West	636	159	968	997	0.639	633	392	1.1	1.8	10.431	B
5 - A466 North	609	152	1081	840	0.725	603	521	1.3	2.6	15.349	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	1023	256	938	1224	0.836	1011	1075	1.9	4.9	17.265	C
2 - Fair View	408	102	1779	529	0.772	401	170	1.0	3.0	26.774	D
3 - A466 South	930	233	724	1600	0.581	928	1456	0.9	1.5	5.943	A
4 - A48 West	780	195	1180	908	0.858	765	471	1.8	5.4	24.619	C
5 - A466 North	745	186	1313	744	1.002	700	633	2.6	13.9	57.441	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	1023	256	960	1215	0.842	1021	1085	4.9	5.3	19.656	C
2 - Fair View	408	102	1807	518	0.788	407	174	3.0	3.4	31.899	D
3 - A466 South	930	233	735	1594	0.584	930	1479	1.5	1.5	6.034	A
4 - A48 West	780	195	1188	905	0.861	777	477	5.4	5.9	28.926	D
5 - A466 North	745	186	1326	738	1.010	718	640	13.9	20.6	98.896	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	835	209	872	1254	0.666	848	907	5.3	2.2	9.799	A
2 - Fair View	334	83	1565	616	0.542	342	155	3.4	1.2	13.714	B
3 - A466 South	760	190	627	1649	0.461	762	1280	1.5	1.0	4.529	A
4 - A48 West	636	159	980	992	0.642	652	409	5.9	2.0	11.746	B
5 - A466 North	609	152	1101	831	0.732	679	532	20.6	3.1	33.340	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	699	175	681	1341	0.521	703	748	2.2	1.2	6.106	A
2 - Fair View	279	70	1262	738	0.379	282	122	1.2	0.6	8.026	A
3 - A466 South	636	159	511	1708	0.372	637	1032	1.0	0.7	3.748	A
4 - A48 West	533	133	816	1060	0.503	537	332	2.0	1.1	7.346	A
5 - A466 North	510	127	912	909	0.561	517	441	3.1	1.3	9.589	A

2036 Base, 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
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	25.61	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.61	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	725	100.000
2 - Fair View		ONE HOUR	✓	337	100.000
3 - A466 South		ONE HOUR	✓	1379	100.000
4 - A48 West		ONE HOUR	✓	503	100.000
5 - A466 North		ONE HOUR	✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	34	401	227	63
	2 - Fair View	153	0	12	74	98
	3 - A466 South	672	6	0	331	370
	4 - A48 West	229	48	116	0	110
	5 - A466 North	67	88	173	113	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	0	3	2	3
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	6	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.58	6.36	1.4	A	665	998
2 - Fair View	0.49	9.22	0.9	A	309	464
3 - A466 South	0.97	46.66	18.9	E	1265	1898
4 - A48 West	0.71	16.11	2.4	C	462	692
5 - A466 North	0.66	14.75	1.9	B	405	607

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	546	136	407	1466	0.372	543	839	0.0	0.6	3.992	A
2 - Fair View	254	63	818	916	0.277	252	132	0.0	0.4	5.413	A
3 - A466 South	1038	260	545	1691	0.614	1032	526	0.0	1.6	5.490	A
4 - A48 West	379	95	1019	975	0.388	376	558	0.0	0.6	6.103	A
5 - A466 North	332	83	916	908	0.366	330	480	0.0	0.6	6.310	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	652	163	487	1429	0.456	651	1004	0.6	0.9	4.737	A
2 - Fair View	303	76	980	851	0.356	302	158	0.4	0.5	6.556	A
3 - A466 South	1240	310	653	1636	0.758	1234	630	1.6	3.1	8.953	A
4 - A48 West	452	113	1219	892	0.507	451	668	0.6	1.0	8.293	A
5 - A466 North	396	99	1096	833	0.476	395	574	0.6	0.9	8.334	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	798	200	594	1381	0.578	796	1208	0.9	1.4	6.292	A
2 - Fair View	371	93	1198	763	0.486	370	192	0.5	0.9	9.109	A
3 - A466 South	1518	380	798	1562	0.972	1472	769	3.1	14.7	30.865	D
4 - A48 West	554	138	1463	790	0.701	549	807	1.0	2.3	14.912	B
5 - A466 North	486	121	1320	741	0.656	482	692	0.9	1.9	13.944	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	798	200	598	1379	0.579	798	1226	1.4	1.4	6.359	A
2 - Fair View	371	93	1203	761	0.488	371	194	0.9	0.9	9.225	A
3 - A466 South	1518	380	801	1560	0.973	1502	773	14.7	18.9	46.665	E
4 - A48 West	554	138	1487	780	0.710	553	816	2.3	2.4	16.106	C
5 - A466 North	486	121	1339	733	0.663	485	701	1.9	1.9	14.751	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	652	163	494	1426	0.457	654	1042	1.4	0.9	4.793	A
2 - Fair View	303	76	988	847	0.357	304	160	0.9	0.6	6.647	A
3 - A466 South	1240	310	658	1634	0.759	1302	635	18.9	3.3	12.957	B
4 - A48 West	452	113	1273	870	0.520	457	687	2.4	1.1	9.014	A
5 - A466 North	396	99	1136	817	0.485	400	595	1.9	1.0	8.869	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	546	136	411	1464	0.373	547	849	0.9	0.6	4.031	A
2 - Fair View	254	63	825	913	0.278	254	133	0.6	0.4	5.470	A
3 - A466 South	1038	260	550	1689	0.615	1045	530	3.3	1.6	5.735	A
4 - A48 West	379	95	1031	970	0.390	381	563	1.1	0.7	6.244	A
5 - A466 North	332	83	927	903	0.368	334	485	1.0	0.6	6.444	A

2026 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	19.03	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.03	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	845	100.000
2 - Fair View		ONE HOUR	✓	342	100.000
3 - A466 South		ONE HOUR	✓	773	100.000
4 - A48 West		ONE HOUR	✓	647	100.000
5 - A466 North		ONE HOUR	✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	16	610	157	62
	2 - Fair View	102	0	40	55	145
	3 - A466 South	481	8	0	89	195
	4 - A48 West	247	41	216	0	143
	5 - A466 North	72	86	393	104	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	13	8	6	6
	2 - Fair View	1	0	0	5	0
	3 - A466 South	15	13	0	9	4
	4 - A48 West	7	5	5	0	6
	5 - A466 North	3	2	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.76	12.91	3.2	B	775	1163
2 - Fair View	0.67	19.28	2.0	C	314	471
3 - A466 South	0.53	5.22	1.2	A	709	1064
4 - A48 West	0.75	16.31	3.1	C	594	891
5 - A466 North	0.92	45.79	8.6	E	601	902

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	636	159	633	1363	0.467	632	675	0.0	0.9	5.276	A
2 - Fair View	257	64	1153	781	0.330	256	113	0.0	0.5	6.896	A
3 - A466 South	582	145	467	1731	0.336	580	941	0.0	0.6	3.476	A
4 - A48 West	487	122	744	1090	0.447	484	303	0.0	0.8	6.255	A
5 - A466 North	493	123	820	947	0.520	489	408	0.0	1.1	7.988	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	760	190	758	1306	0.582	757	809	0.9	1.5	7.031	A
2 - Fair View	307	77	1381	690	0.446	306	135	0.5	0.8	9.459	A
3 - A466 South	695	174	560	1684	0.413	694	1127	0.6	0.8	4.046	A
4 - A48 West	582	145	891	1029	0.565	580	363	0.8	1.3	8.453	A
5 - A466 North	589	147	982	880	0.669	585	489	1.1	2.0	12.371	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	930	233	912	1236	0.753	924	986	1.5	3.1	12.150	B
2 - Fair View	377	94	1673	572	0.658	372	163	0.8	1.8	17.863	C
3 - A466 South	851	213	679	1623	0.525	849	1366	0.8	1.2	5.170	A
4 - A48 West	712	178	1088	947	0.753	706	440	1.3	3.0	15.424	C
5 - A466 North	721	180	1198	791	0.912	700	596	2.0	7.3	34.670	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	930	233	929	1228	0.757	930	992	3.1	3.2	12.914	B
2 - Fair View	377	94	1693	564	0.668	376	166	1.8	2.0	19.282	C
3 - A466 South	851	213	687	1619	0.526	851	1383	1.2	1.2	5.218	A
4 - A48 West	712	178	1093	945	0.754	712	445	3.0	3.1	16.314	C
5 - A466 North	721	180	1205	788	0.915	716	600	7.3	8.6	45.787	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	760	190	788	1293	0.588	766	819	3.2	1.6	7.451	A
2 - Fair View	307	77	1414	676	0.455	312	140	2.0	0.9	10.106	B
3 - A466 South	695	174	572	1678	0.414	697	1155	1.2	0.8	4.093	A
4 - A48 West	582	145	898	1026	0.567	589	370	3.1	1.4	8.853	A
5 - A466 North	589	147	992	876	0.672	614	494	8.6	2.2	15.368	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	636	159	643	1358	0.468	639	681	1.6	1.0	5.397	A
2 - Fair View	257	64	1167	776	0.332	259	114	0.9	0.5	7.061	A
3 - A466 South	582	145	473	1728	0.337	583	953	0.8	0.6	3.502	A
4 - A48 West	487	122	750	1088	0.448	489	306	1.4	0.9	6.398	A
5 - A466 North	493	123	827	944	0.522	497	412	2.2	1.1	8.347	A

2026 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	13.03	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.03	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	661	100.000
2 - Fair View		ONE HOUR	✓	313	100.000
3 - A466 South		ONE HOUR	✓	1275	100.000
4 - A48 West		ONE HOUR	✓	464	100.000
5 - A466 North		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	30	364	206	61
	2 - Fair View	139	0	11	67	96
	3 - A466 South	610	5	0	300	360
	4 - A48 West	208	44	106	0	106
	5 - A466 North	64	84	165	108	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	0	3	2	3
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	6	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.52	5.54	1.1	A	607	910
2 - Fair View	0.43	7.94	0.8	A	287	431
3 - A466 South	0.88	19.06	7.1	C	1170	1755
4 - A48 West	0.63	11.95	1.7	B	426	639
5 - A466 North	0.59	11.53	1.5	B	386	579

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	498	124	383	1477	0.337	496	764	0.0	0.5	3.755	A
2 - Fair View	236	59	757	941	0.251	234	122	0.0	0.3	5.087	A
3 - A466 South	960	240	507	1710	0.561	955	484	0.0	1.3	4.802	A
4 - A48 West	349	87	952	1003	0.348	347	510	0.0	0.5	5.576	A
5 - A466 North	317	79	832	942	0.336	315	466	0.0	0.5	5.820	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	594	149	459	1442	0.412	593	915	0.5	0.7	4.347	A
2 - Fair View	281	70	906	880	0.320	281	146	0.3	0.5	5.999	A
3 - A466 South	1146	287	608	1659	0.691	1142	580	1.3	2.2	7.020	A
4 - A48 West	417	104	1139	925	0.451	416	611	0.5	0.8	7.192	A
5 - A466 North	378	95	997	874	0.433	377	559	0.5	0.8	7.356	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	728	182	560	1396	0.521	726	1113	0.7	1.1	5.495	A
2 - Fair View	345	86	1108	799	0.431	343	179	0.5	0.7	7.879	A
3 - A466 South	1404	351	743	1590	0.883	1386	709	2.2	6.6	16.650	C
4 - A48 West	511	128	1385	823	0.621	508	744	0.8	1.6	11.538	B
5 - A466 North	464	116	1213	785	0.591	461	680	0.8	1.4	11.211	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	728	182	564	1394	0.522	728	1123	1.1	1.1	5.536	A
2 - Fair View	345	86	1112	798	0.432	345	179	0.7	0.8	7.942	A
3 - A466 South	1404	351	745	1589	0.883	1402	711	6.6	7.1	19.062	C
4 - A48 West	511	128	1398	817	0.625	511	749	1.6	1.7	11.954	B
5 - A466 North	464	116	1223	781	0.594	463	685	1.4	1.5	11.531	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	594	149	464	1440	0.413	596	929	1.1	0.7	4.381	A
2 - Fair View	281	70	912	878	0.320	282	148	0.8	0.5	6.053	A
3 - A466 South	1146	287	611	1657	0.692	1165	583	7.1	2.3	7.694	A
4 - A48 West	417	104	1158	917	0.455	420	618	1.7	0.9	7.431	A
5 - A466 North	378	95	1012	868	0.436	381	567	1.5	0.8	7.560	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	498	124	387	1475	0.337	498	772	0.7	0.5	3.783	A
2 - Fair View	236	59	762	938	0.251	236	123	0.5	0.3	5.131	A
3 - A466 South	960	240	511	1708	0.562	964	488	2.3	1.3	4.932	A
4 - A48 West	349	87	960	1000	0.349	351	514	0.9	0.6	5.666	A
5 - A466 North	317	79	840	939	0.338	318	471	0.8	0.5	5.908	A

2029 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	24.94	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	24.94	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	875	100.000
2 - Fair View		ONE HOUR	✓	353	100.000
3 - A466 South		ONE HOUR	✓	798	100.000
4 - A48 West		ONE HOUR	✓	669	100.000
5 - A466 North		ONE HOUR	✓	675	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	17	631	163	64
	2 - Fair View	105	0	41	57	150
	3 - A466 South	497	8	0	92	201
	4 - A48 West	255	42	224	0	148
	5 - A466 North	74	89	405	107	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	12	8	6	6
	2 - Fair View	1	0	0	5	0
	3 - A466 South	15	13	0	9	3
	4 - A48 West	7	5	4	0	6
	5 - A466 North	3	2	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.79	15.05	3.9	C	803	1204
2 - Fair View	0.72	23.21	2.4	C	324	486
3 - A466 South	0.55	5.48	1.3	A	732	1098
4 - A48 West	0.79	19.40	3.8	C	614	921
5 - A466 North	0.96	67.14	13.2	F	619	929

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	659	165	653	1354	0.487	655	697	0.0	1.0	5.506	A
2 - Fair View	266	66	1191	766	0.347	264	116	0.0	0.5	7.215	A
3 - A466 South	601	150	483	1723	0.349	598	972	0.0	0.6	3.547	A
4 - A48 West	504	126	768	1080	0.466	500	313	0.0	0.9	6.514	A
5 - A466 North	508	127	847	936	0.543	503	421	0.0	1.2	8.452	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	787	197	782	1295	0.607	784	835	1.0	1.6	7.535	A
2 - Fair View	317	79	1426	671	0.473	316	139	0.5	0.9	10.199	B
3 - A466 South	717	179	578	1674	0.429	716	1164	0.6	0.8	4.168	A
4 - A48 West	601	150	919	1017	0.591	599	375	0.9	1.5	9.048	A
5 - A466 North	607	152	1014	867	0.700	602	505	1.2	2.3	13.744	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	963	241	932	1227	0.785	955	1016	1.6	3.7	13.839	B
2 - Fair View	389	97	1720	553	0.703	383	167	0.9	2.2	20.818	C
3 - A466 South	879	220	699	1612	0.545	877	1404	0.8	1.3	5.418	A
4 - A48 West	737	184	1122	932	0.790	728	454	1.5	3.6	17.902	C
5 - A466 North	743	186	1236	775	0.958	712	615	2.3	10.2	44.665	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	963	241	952	1218	0.791	963	1023	3.7	3.9	15.053	C
2 - Fair View	389	97	1745	543	0.715	388	170	2.2	2.4	23.212	C
3 - A466 South	879	220	708	1608	0.546	879	1424	1.3	1.3	5.480	A
4 - A48 West	737	184	1128	930	0.792	736	459	3.6	3.8	19.404	C
5 - A466 North	743	186	1244	772	0.963	731	619	10.2	13.2	67.144	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	787	197	828	1274	0.617	795	848	3.9	1.8	8.218	A
2 - Fair View	317	79	1477	651	0.487	323	147	2.4	1.0	11.276	B
3 - A466 South	717	179	595	1666	0.431	719	1205	1.3	0.8	4.232	A
4 - A48 West	601	150	928	1013	0.593	610	386	3.8	1.6	9.635	A
5 - A466 North	607	152	1027	862	0.704	649	512	13.2	2.6	20.501	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	659	165	665	1349	0.488	662	704	1.8	1.0	5.662	A
2 - Fair View	266	66	1208	759	0.350	267	118	1.0	0.6	7.428	A
3 - A466 South	601	150	489	1719	0.349	602	986	0.8	0.6	3.578	A
4 - A48 West	504	126	774	1078	0.467	506	317	1.6	0.9	6.686	A
5 - A466 North	508	127	855	933	0.545	514	426	2.6	1.3	8.923	A

2029 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	16.51	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.51	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	684	100.000
2 - Fair View		ONE HOUR	✓	324	100.000
3 - A466 South		ONE HOUR	✓	1318	100.000
4 - A48 West		ONE HOUR	✓	479	100.000
5 - A466 North		ONE HOUR	✓	435	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	31	377	213	63
	2 - Fair View	144	0	12	69	99
	3 - A466 South	631	5	0	311	371
	4 - A48 West	215	45	109	0	110
	5 - A466 North	66	87	171	111	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	0	3	2	3
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	6	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.54	5.83	1.2	A	628	941
2 - Fair View	0.46	8.45	0.8	A	297	446
3 - A466 South	0.92	26.36	10.0	D	1209	1814
4 - A48 West	0.66	13.48	1.9	B	440	659
5 - A466 North	0.63	12.81	1.7	B	399	599

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	515	129	395	1471	0.350	513	790	0.0	0.5	3.844	A
2 - Fair View	244	61	782	930	0.262	243	126	0.0	0.4	5.222	A
3 - A466 South	992	248	523	1702	0.583	987	501	0.0	1.4	5.068	A
4 - A48 West	361	90	983	990	0.364	358	527	0.0	0.6	5.786	A
5 - A466 North	327	82	860	931	0.352	325	481	0.0	0.5	6.026	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	615	154	473	1435	0.428	614	946	0.5	0.8	4.489	A
2 - Fair View	291	73	937	868	0.335	291	151	0.4	0.5	6.226	A
3 - A466 South	1185	296	627	1649	0.718	1180	600	1.4	2.5	7.718	A
4 - A48 West	431	108	1176	910	0.473	429	631	0.6	0.9	7.621	A
5 - A466 North	391	98	1030	861	0.454	390	576	0.5	0.8	7.759	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	753	188	577	1388	0.543	751	1148	0.8	1.2	5.780	A
2 - Fair View	357	89	1145	784	0.455	355	184	0.5	0.8	8.366	A
3 - A466 South	1451	363	767	1578	0.920	1426	733	2.5	8.9	21.140	C
4 - A48 West	527	132	1425	806	0.654	524	767	0.9	1.9	12.825	B
5 - A466 North	479	120	1249	770	0.622	476	699	0.8	1.6	12.325	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	753	188	581	1387	0.543	753	1160	1.2	1.2	5.827	A
2 - Fair View	357	89	1149	783	0.456	357	185	0.8	0.8	8.448	A
3 - A466 South	1451	363	770	1577	0.920	1447	736	8.9	10.0	26.361	D
4 - A48 West	527	132	1442	799	0.660	527	774	1.9	1.9	13.479	B
5 - A466 North	479	120	1263	764	0.627	479	707	1.6	1.7	12.807	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	615	154	479	1433	0.429	617	966	1.2	0.8	4.531	A
2 - Fair View	291	73	943	866	0.336	293	152	0.8	0.5	6.294	A
3 - A466 South	1185	296	631	1647	0.719	1214	605	10.0	2.7	8.970	A
4 - A48 West	431	108	1204	898	0.479	435	641	1.9	1.0	7.980	A
5 - A466 North	391	98	1051	852	0.459	394	588	1.7	0.9	8.053	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	515	129	399	1469	0.350	516	798	0.8	0.6	3.875	A
2 - Fair View	244	61	788	928	0.263	245	127	0.5	0.4	5.271	A
3 - A466 South	992	248	528	1700	0.584	997	505	2.7	1.4	5.236	A
4 - A48 West	361	90	993	986	0.366	362	532	1.0	0.6	5.893	A
5 - A466 North	327	82	869	927	0.353	329	486	0.9	0.6	6.132	A

2036 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	46.45	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	46.45	E

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	931	100.000
2 - Fair View		ONE HOUR	✓	375	100.000
3 - A466 South		ONE HOUR	✓	851	100.000
4 - A48 West		ONE HOUR	✓	712	100.000
5 - A466 North		ONE HOUR	✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	18	672	173	68
	2 - Fair View	112	0	44	60	159
	3 - A466 South	530	9	0	98	214
	4 - A48 West	272	45	238	0	157
	5 - A466 North	79	94	430	113	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	11	8	6	6
	2 - Fair View	1	0	0	5	0
	3 - A466 South	15	11	0	9	4
	4 - A48 West	7	4	5	0	6
	5 - A466 North	3	2	2	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.85	20.40	5.5	C	854	1281
2 - Fair View	0.80	34.52	3.7	D	344	516
3 - A466 South	0.59	6.13	1.6	A	781	1171
4 - A48 West	0.87	30.93	6.3	D	653	980
5 - A466 North	1.07	149.94	35.2	F	657	986

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	701	175	693	1336	0.525	696	743	0.0	1.2	6.010	A
2 - Fair View	282	71	1265	736	0.383	280	124	0.0	0.6	7.931	A
3 - A466 South	641	160	511	1708	0.375	638	1033	0.0	0.7	3.734	A
4 - A48 West	536	134	818	1059	0.506	532	332	0.0	1.1	7.169	A
5 - A466 North	539	135	902	913	0.590	533	447	0.0	1.4	9.591	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	837	209	828	1274	0.657	834	889	1.2	2.0	8.717	A
2 - Fair View	337	84	1513	636	0.530	335	148	0.6	1.1	12.006	B
3 - A466 South	765	191	612	1657	0.462	764	1236	0.7	0.9	4.481	A
4 - A48 West	640	160	979	992	0.645	637	397	1.1	1.9	10.637	B
5 - A466 North	644	161	1080	840	0.767	637	536	1.4	3.1	17.671	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	1025	256	954	1217	0.842	1013	1075	2.0	5.1	17.918	C
2 - Fair View	413	103	1794	523	0.789	404	172	1.1	3.3	28.674	D
3 - A466 South	937	234	732	1596	0.587	935	1466	0.9	1.6	6.036	A
4 - A48 West	784	196	1193	903	0.868	769	474	1.9	5.7	25.864	D
5 - A466 North	788	197	1312	744	1.059	717	650	3.1	20.9	76.206	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	1025	256	971	1209	0.848	1023	1085	5.1	5.5	20.404	C
2 - Fair View	413	103	1819	513	0.804	411	175	3.3	3.7	34.522	D
3 - A466 South	937	234	743	1590	0.589	937	1487	1.6	1.6	6.131	A
4 - A48 West	784	196	1201	900	0.871	781	479	5.7	6.3	30.934	D
5 - A466 North	788	197	1325	738	1.068	731	657	20.9	35.2	149.936	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	837	209	952	1218	0.687	849	917	5.5	2.4	10.832	B
2 - Fair View	337	84	1635	588	0.574	346	167	3.7	1.4	15.623	C
3 - A466 South	765	191	647	1639	0.467	767	1334	1.6	1.0	4.609	A
4 - A48 West	640	160	991	987	0.649	657	423	6.3	2.0	12.131	B
5 - A466 North	644	161	1102	831	0.775	767	547	35.2	4.3	80.438	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	701	175	711	1328	0.528	706	752	2.4	1.2	6.272	A
2 - Fair View	282	71	1290	726	0.389	285	127	1.4	0.7	8.308	A
3 - A466 South	641	160	521	1703	0.376	642	1054	1.0	0.7	3.779	A
4 - A48 West	536	134	826	1056	0.508	540	338	2.0	1.1	7.433	A
5 - A466 North	539	135	912	909	0.593	550	453	4.3	1.5	10.592	B

2036 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	Highbeech Roundabout	Standard Roundabout		1, 2, 3, 4, 5	31.84	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	31.84	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A48 East		ONE HOUR	✓	729	100.000
2 - Fair View		ONE HOUR	✓	344	100.000
3 - A466 South		ONE HOUR	✓	1403	100.000
4 - A48 West		ONE HOUR	✓	510	100.000
5 - A466 North		ONE HOUR	✓	461	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
From	1 - A48 East	0	34	401	227	67
	2 - Fair View	153	0	12	74	105
	3 - A466 South	672	6	0	331	394
	4 - A48 West	229	48	116	0	117
	5 - A466 North	70	92	181	118	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
From		1 - A48 East	2 - Fair View	3 - A466 South	4 - A48 West	5 - A466 North
	1 - A48 East	0	0	3	2	3
	2 - Fair View	0	0	0	0	0
	3 - A466 South	2	0	0	1	1
	4 - A48 West	3	2	2	0	0
	5 - A466 North	6	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A48 East	0.59	6.50	1.4	A	669	1003
2 - Fair View	0.50	9.60	1.0	A	316	473
3 - A466 South	1.00	60.85	26.0	F	1287	1931
4 - A48 West	0.73	17.59	2.7	C	468	702
5 - A466 North	0.69	15.98	2.2	C	423	635

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	549	137	419	1460	0.376	546	841	0.0	0.6	4.030	A
2 - Fair View	259	65	831	911	0.284	257	135	0.0	0.4	5.497	A
3 - A466 South	1056	264	557	1685	0.627	1050	532	0.0	1.7	5.692	A
4 - A48 West	384	96	1045	965	0.398	381	561	0.0	0.7	6.265	A
5 - A466 North	347	87	915	908	0.382	345	511	0.0	0.6	6.473	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	655	164	503	1422	0.461	654	1006	0.6	0.9	4.802	A
2 - Fair View	309	77	996	845	0.366	309	161	0.4	0.6	6.708	A
3 - A466 South	1261	315	667	1629	0.774	1255	637	1.7	3.3	9.597	A
4 - A48 West	458	115	1250	879	0.522	457	672	0.7	1.1	8.660	A
5 - A466 North	414	104	1096	833	0.497	413	611	0.6	1.0	8.680	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	803	201	612	1372	0.585	800	1204	0.9	1.4	6.429	A
2 - Fair View	379	95	1216	756	0.501	377	196	0.6	1.0	9.462	A
3 - A466 South	1545	386	816	1553	0.995	1484	777	3.3	18.6	36.555	E
4 - A48 West	562	140	1490	779	0.721	556	809	1.1	2.5	16.076	C
5 - A466 North	508	127	1313	744	0.683	503	733	1.0	2.1	14.970	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	803	201	617	1370	0.586	803	1223	1.4	1.4	6.501	A
2 - Fair View	379	95	1222	754	0.503	379	198	1.0	1.0	9.599	A
3 - A466 South	1545	386	819	1552	0.996	1515	781	18.6	26.0	60.851	F
4 - A48 West	562	140	1516	768	0.731	561	819	2.5	2.7	17.586	C
5 - A466 North	508	127	1333	735	0.690	507	744	2.1	2.2	15.985	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	655	164	510	1419	0.462	658	1057	1.4	0.9	4.865	A
2 - Fair View	309	77	1004	841	0.368	311	164	1.0	0.6	6.812	A
3 - A466 South	1261	315	672	1626	0.776	1350	643	26.0	3.7	17.277	C
4 - A48 West	458	115	1325	848	0.541	464	697	2.7	1.2	9.709	A
5 - A466 North	414	104	1148	812	0.511	419	641	2.2	1.1	9.426	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A48 East	549	137	425	1458	0.377	550	852	0.9	0.6	4.071	A
2 - Fair View	259	65	838	908	0.285	260	136	0.6	0.4	5.560	A
3 - A466 South	1056	264	562	1682	0.628	1064	536	3.7	1.7	5.980	A
4 - A48 West	384	96	1058	959	0.400	386	567	1.2	0.7	6.433	A
5 - A466 North	347	87	927	903	0.384	349	517	1.1	0.6	6.628	A



Appendix Q – Newhouse Roundabout Junction Assessment ARCADY Output

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.1.1.1905		
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Filename: 240311 - M48 Junction 2 Roundabout.j10

Path: C:\Users\BenFinch\Cotswold Transport Planning Ltd\Project 2024 - 24-0137 - Land at Moulton Road, Chepstow\06 Calculations\Junction Modelling\J4 - M48 J2

Report generation date: 21/03/2024 12:12:02

-
- »2024 Base, AM
 - »2024 Base, PM
 - »2026 Base, AM
 - »2026 Base, PM
 - »2029 Base, AM
 - »2029 Base, PM
 - »2036 Base, AM
 - »2036 Base, PM
 - »2026 Base + Dev, AM
 - »2026 Base + Dev, PM
 - »2029 Base + Dev, AM
 - »2029 Base + Dev, PM
 - »2036 Base + Dev, AM
 - »2036 Base + Dev, PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2024 Base							
1 - Conway Drive	D1	0.6	6.04	0.39	D2	0.2	3.31	0.19
2 - M48 Slip Road (East)		0.4	2.53	0.26		1.4	3.82	0.58
3 - Loverose Way		0.1	3.67	0.08		0.3	4.04	0.23
4 - M48 Slip Road (West)		0.5	3.40	0.33		0.3	3.94	0.26
5 - A466 (North)		1.3	3.43	0.57		0.4	2.14	0.29
	2026 Base							
1 - Conway Drive	D3	0.7	6.23	0.41	D4	0.2	3.34	0.20
2 - M48 Slip Road (East)		0.4	2.55	0.27		1.5	3.94	0.60
3 - Loverose Way		0.1	3.67	0.08		0.3	4.14	0.24
4 - M48 Slip Road (West)		0.5	3.44	0.34		0.4	4.03	0.27
5 - A466 (North)		1.4	3.51	0.58		0.4	2.17	0.30
	2029 Base							
1 - Conway Drive	D5	0.8	6.72	0.43	D6	0.3	3.41	0.21
2 - M48 Slip Road (East)		0.4	2.61	0.28		1.6	4.24	0.62
3 - Loverose Way		0.1	3.76	0.08		0.3	4.34	0.25
4 - M48 Slip Road (West)		0.5	3.53	0.35		0.4	4.23	0.28
5 - A466 (North)		1.5	3.76	0.61		0.4	2.22	0.31
	2036 Base							
1 - Conway Drive	D7	1.0	8.03	0.50	D8	0.3	3.58	0.23
2 - M48 Slip Road (East)		0.4	2.72	0.30		2.1	4.97	0.68
3 - Loverose Way		0.1	3.88	0.09		0.4	4.86	0.29
4 - M48 Slip Road (West)		0.6	3.80	0.39		0.5	4.74	0.32
5 - A466 (North)		1.9	4.32	0.66		0.5	2.34	0.34
	2026 Base + Dev							
1 - Conway Drive	D9	0.7	6.37	0.41	D10	0.2	3.36	0.20
2 - M48 Slip Road (East)		0.4	2.54	0.27		1.5	3.96	0.60
3 - Loverose Way		0.1	3.68	0.08		0.3	4.17	0.24
4 - M48 Slip Road (West)		0.5	3.42	0.34		0.4	4.07	0.27
5 - A466 (North)		1.4	3.60	0.59		0.4	2.18	0.30
	2029 Base + Dev							
1 - Conway Drive	D11	0.8	6.85	0.44	D12	0.3	3.43	0.21
2 - M48 Slip Road (East)		0.4	2.59	0.28		1.7	4.25	0.63
3 - Loverose Way		0.1	3.69	0.08		0.3	4.38	0.26
4 - M48 Slip Road (West)		0.5	3.52	0.35		0.4	4.28	0.29
5 - A466 (North)		1.6	3.84	0.62		0.5	2.23	0.31
	2036 Base + Dev							
1 - Conway Drive	D13	1.0	8.11	0.50	D14	0.3	3.58	0.23
2 - M48 Slip Road (East)		0.4	2.69	0.30		2.1	4.98	0.68
3 - Loverose Way		0.1	3.71	0.09		0.4	4.85	0.29
4 - M48 Slip Road (West)		0.6	3.72	0.38		0.5	4.77	0.33
5 - A466 (North)		1.9	4.34	0.66		0.5	2.33	0.34

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	M48 Junction 2
Location	Chepstow
Site number	J4
Date	15/03/2024
Version	01
Status	(new file)
Identifier	
Client	Barwood Land
Jobnumber	24-0137
Enumerator	AzureAD\BenFinch
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓
D7	2036 Base	AM	ONE HOUR	07:45	09:15	15	✓
D8	2036 Base	PM	ONE HOUR	16:45	18:15	15	✓
D9	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D10	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D11	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.59	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Conway Drive		
2	M48 Slip Road (East)		
3	Loverose Way		
4	M48 Slip Road (West)		
5	A466 (North)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Conway Drive	3.64	7.18	10.0	29.5	162.1	20.0		
2 - M48 Slip Road (East)	6.49	8.45	22.8	51.5	152.9	21.0		
3 - Loverose Way	3.94	8.31	23.5	43.6	162.1	31.0		
4 - M48 Slip Road (West)	6.55	6.55	0.0	44.0	152.9	20.5		
5 - A466 (North)	7.30	9.35	15.5	50.0	161.1	29.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Conway Drive	0.454	1687
2 - M48 Slip Road (East)	0.581	2581
3 - Loverose Way	0.502	2070
4 - M48 Slip Road (West)	0.514	2103
5 - A466 (North)	0.596	2735

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	351	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	462	100.000
3 - Loverose Way		ONE HOUR	✓	73	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	476	100.000
5 - A466 (North)		ONE HOUR	✓	1262	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	192	33	55	71
	2 - M48 Slip Road (East)	52	0	50	0	360
	3 - Loverose Way	8	17	0	29	19
	4 - M48 Slip Road (West)	89	0	70	7	310
	5 - A466 (North)	67	881	74	236	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	2	0	4	1
	2 - M48 Slip Road (East)	6	0	34	0	13
	3 - Loverose Way	13	76	0	69	16
	4 - M48 Slip Road (West)	2	0	13	0	14
	5 - A466 (North)	4	5	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.39	6.04	0.6	A	322	483
2 - M48 Slip Road (East)	0.26	2.53	0.4	A	424	636
3 - Loverose Way	0.08	3.67	0.1	A	67	100
4 - M48 Slip Road (West)	0.33	3.40	0.5	A	437	655
5 - A466 (North)	0.57	3.43	1.3	A	1158	1737

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	264	66	968	1196	0.221	263	162	0.0	0.3	3.852	A
2 - M48 Slip Road (East)	348	87	413	2035	0.171	347	818	0.0	0.2	2.131	A
3 - Loverose Way	55	14	589	1161	0.047	55	170	0.0	0.0	3.254	A
4 - M48 Slip Road (West)	358	90	399	1680	0.213	357	245	0.0	0.3	2.718	A
5 - A466 (North)	950	238	182	2492	0.381	948	574	0.0	0.6	2.326	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	316	79	1158	1106	0.285	315	194	0.3	0.4	4.548	A
2 - M48 Slip Road (East)	415	104	494	1992	0.209	415	979	0.2	0.3	2.283	A
3 - Loverose Way	66	16	705	1119	0.059	66	204	0.0	0.1	3.416	A
4 - M48 Slip Road (West)	428	107	477	1640	0.261	428	294	0.3	0.4	2.970	A
5 - A466 (North)	1135	284	218	2470	0.459	1134	686	0.6	0.8	2.693	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	386	97	1417	983	0.393	385	238	0.4	0.6	6.011	A
2 - M48 Slip Road (East)	509	127	605	1933	0.263	508	1198	0.3	0.4	2.527	A
3 - Loverose Way	80	20	863	1062	0.076	80	250	0.1	0.1	3.666	A
4 - M48 Slip Road (West)	524	131	584	1584	0.331	524	359	0.4	0.5	3.393	A
5 - A466 (North)	1389	347	267	2438	0.570	1388	840	0.8	1.3	3.420	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	386	97	1419	983	0.393	386	238	0.6	0.6	6.038	A
2 - M48 Slip Road (East)	509	127	606	1932	0.263	509	1200	0.4	0.4	2.528	A
3 - Loverose Way	80	20	864	1062	0.076	80	250	0.1	0.1	3.668	A
4 - M48 Slip Road (West)	524	131	585	1584	0.331	524	360	0.5	0.5	3.396	A
5 - A466 (North)	1389	347	268	2438	0.570	1389	841	1.3	1.3	3.431	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	316	79	1161	1105	0.286	317	194	0.6	0.4	4.570	A
2 - M48 Slip Road (East)	415	104	495	1991	0.209	416	982	0.4	0.3	2.285	A
3 - Loverose Way	66	16	707	1119	0.059	66	204	0.1	0.1	3.421	A
4 - M48 Slip Road (West)	428	107	478	1639	0.261	428	295	0.5	0.4	2.976	A
5 - A466 (North)	1135	284	219	2469	0.459	1136	688	1.3	0.9	2.704	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	264	66	971	1195	0.221	265	163	0.4	0.3	3.872	A
2 - M48 Slip Road (East)	348	87	415	2034	0.171	348	822	0.3	0.2	2.135	A
3 - Loverose Way	55	14	592	1160	0.047	55	171	0.1	0.0	3.259	A
4 - M48 Slip Road (West)	358	90	400	1680	0.213	359	246	0.4	0.3	2.727	A
5 - A466 (North)	950	238	183	2492	0.381	951	576	0.9	0.6	2.337	A

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	234	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1201	100.000
3 - Loverose Way		ONE HOUR	✓	243	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	288	100.000
5 - A466 (North)		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	56	8	79	91
	2 - M48 Slip Road (East)	268	0	24	0	909
	3 - Loverose Way	39	50	0	83	71
	4 - M48 Slip Road (West)	85	0	19	6	178
	5 - A466 (North)	74	365	15	163	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	54	0	2
3 - Loverose Way		0	16	0	5	0
4 - M48 Slip Road (West)		1	0	32	0	2
5 - A466 (North)		0	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.19	3.31	0.2	A	215	322
2 - M48 Slip Road (East)	0.58	3.82	1.4	A	1102	1653
3 - Loverose Way	0.23	4.04	0.3	A	223	334
4 - M48 Slip Road (West)	0.26	3.94	0.3	A	264	396
5 - A466 (North)	0.29	2.14	0.4	A	571	856

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	176	44	468	1447	0.122	176	350	0.0	0.1	2.829	A
2 - M48 Slip Road (East)	904	226	290	2342	0.386	902	354	0.0	0.6	2.495	A
3 - Loverose Way	183	46	1142	1417	0.129	182	50	0.0	0.1	2.914	A
4 - M48 Slip Road (West)	217	54	1076	1484	0.146	216	249	0.0	0.2	2.837	A
5 - A466 (North)	468	117	351	2462	0.190	467	941	0.0	0.2	1.804	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	210	53	560	1404	0.150	210	419	0.1	0.2	3.015	A
2 - M48 Slip Road (East)	1080	270	347	2309	0.468	1079	423	0.6	0.9	2.923	A
3 - Loverose Way	218	55	1366	1308	0.167	218	59	0.1	0.2	3.303	A
4 - M48 Slip Road (West)	259	65	1287	1377	0.188	259	297	0.2	0.2	3.217	A
5 - A466 (North)	559	140	419	2420	0.231	559	1126	0.2	0.3	1.933	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	258	64	685	1345	0.192	257	512	0.2	0.2	3.309	A
2 - M48 Slip Road (East)	1322	331	425	2264	0.584	1320	518	0.9	1.4	3.808	A
3 - Loverose Way	268	67	1672	1159	0.231	267	73	0.2	0.3	4.034	A
4 - M48 Slip Road (West)	317	79	1575	1232	0.257	317	364	0.2	0.3	3.933	A
5 - A466 (North)	685	171	513	2364	0.290	684	1379	0.3	0.4	2.143	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	258	64	686	1345	0.192	258	513	0.2	0.2	3.310	A
2 - M48 Slip Road (East)	1322	331	425	2263	0.584	1322	519	1.4	1.4	3.824	A
3 - Loverose Way	268	67	1675	1158	0.231	268	73	0.3	0.3	4.042	A
4 - M48 Slip Road (West)	317	79	1578	1230	0.258	317	364	0.3	0.3	3.941	A
5 - A466 (North)	685	171	514	2363	0.290	685	1381	0.4	0.4	2.144	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	210	53	561	1404	0.150	211	420	0.2	0.2	3.019	A
2 - M48 Slip Road (East)	1080	270	347	2308	0.468	1082	424	1.4	0.9	2.938	A
3 - Loverose Way	218	55	1370	1306	0.167	219	59	0.3	0.2	3.313	A
4 - M48 Slip Road (West)	259	65	1291	1376	0.188	259	298	0.3	0.2	3.225	A
5 - A466 (North)	559	140	421	2420	0.231	560	1129	0.4	0.3	1.935	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	176	44	469	1446	0.122	176	351	0.2	0.1	2.834	A
2 - M48 Slip Road (East)	904	226	291	2341	0.386	905	355	0.9	0.6	2.509	A
3 - Loverose Way	183	46	1146	1415	0.129	183	50	0.2	0.1	2.922	A
4 - M48 Slip Road (West)	217	54	1080	1482	0.146	217	249	0.2	0.2	2.845	A
5 - A466 (North)	468	117	352	2461	0.190	469	945	0.3	0.2	1.805	A

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	358	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	471	100.000
3 - Loverose Way		ONE HOUR	✓	74	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	485	100.000
5 - A466 (North)		ONE HOUR	✓	1285	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	196	34	56	72
	2 - M48 Slip Road (East)	53	0	51	0	367
	3 - Loverose Way	8	17	0	30	19
	4 - M48 Slip Road (West)	91	0	71	7	316
	5 - A466 (North)	68	898	75	240	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	4	1
2 - M48 Slip Road (East)		6	0	33	0	13
3 - Loverose Way		13	76	0	67	16
4 - M48 Slip Road (West)		2	0	13	0	14
5 - A466 (North)		4	5	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.41	6.23	0.7	A	329	493
2 - M48 Slip Road (East)	0.27	2.55	0.4	A	432	648
3 - Loverose Way	0.08	3.67	0.1	A	68	102
4 - M48 Slip Road (West)	0.34	3.44	0.5	A	445	668
5 - A466 (North)	0.58	3.51	1.4	A	1179	1769

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	270	67	985	1189	0.227	268	165	0.0	0.3	3.905	A
2 - M48 Slip Road (East)	355	89	420	2034	0.174	354	834	0.0	0.2	2.141	A
3 - Loverose Way	56	14	600	1162	0.048	56	173	0.0	0.1	3.253	A
4 - M48 Slip Road (West)	365	91	405	1677	0.218	364	250	0.0	0.3	2.739	A
5 - A466 (North)	967	242	185	2495	0.388	965	584	0.0	0.6	2.349	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	322	80	1178	1098	0.293	321	198	0.3	0.4	4.634	A
2 - M48 Slip Road (East)	423	106	502	1990	0.213	423	998	0.2	0.3	2.297	A
3 - Loverose Way	67	17	718	1119	0.059	66	207	0.1	0.1	3.418	A
4 - M48 Slip Road (West)	436	109	485	1636	0.267	436	299	0.3	0.4	3.000	A
5 - A466 (North)	1155	289	222	2472	0.467	1154	699	0.6	0.9	2.731	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	394	99	1443	973	0.405	393	242	0.4	0.7	6.199	A
2 - M48 Slip Road (East)	519	130	614	1931	0.269	518	1221	0.3	0.4	2.548	A
3 - Loverose Way	81	20	879	1061	0.077	81	254	0.1	0.1	3.673	A
4 - M48 Slip Road (West)	534	133	594	1579	0.338	533	366	0.4	0.5	3.441	A
5 - A466 (North)	1415	354	272	2440	0.580	1413	856	0.9	1.4	3.499	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	394	99	1445	972	0.406	394	242	0.7	0.7	6.231	A
2 - M48 Slip Road (East)	519	130	615	1930	0.269	519	1223	0.4	0.4	2.549	A
3 - Loverose Way	81	20	880	1061	0.077	81	254	0.1	0.1	3.675	A
4 - M48 Slip Road (West)	534	133	595	1579	0.338	534	367	0.5	0.5	3.445	A
5 - A466 (North)	1415	354	272	2440	0.580	1415	857	1.4	1.4	3.510	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	322	80	1181	1096	0.294	323	198	0.7	0.4	4.660	A
2 - M48 Slip Road (East)	423	106	504	1989	0.213	424	1001	0.4	0.3	2.301	A
3 - Loverose Way	67	17	719	1119	0.059	67	208	0.1	0.1	3.420	A
4 - M48 Slip Road (West)	436	109	486	1635	0.267	437	300	0.5	0.4	3.007	A
5 - A466 (North)	1155	289	222	2471	0.467	1157	700	1.4	0.9	2.742	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	270	67	989	1187	0.227	270	166	0.4	0.3	3.926	A
2 - M48 Slip Road (East)	355	89	421	2033	0.174	355	837	0.3	0.2	2.145	A
3 - Loverose Way	56	14	602	1161	0.048	56	174	0.1	0.1	3.255	A
4 - M48 Slip Road (West)	365	91	407	1676	0.218	365	251	0.4	0.3	2.748	A
5 - A466 (North)	967	242	186	2494	0.388	968	586	0.9	0.6	2.361	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	238	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1223	100.000
3 - Loverose Way		ONE HOUR	✓	248	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	293	100.000
5 - A466 (North)		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	57	8	80	93
	2 - M48 Slip Road (East)	273	0	24	0	926
	3 - Loverose Way	40	51	0	85	72
	4 - M48 Slip Road (West)	87	0	19	6	181
	5 - A466 (North)	75	372	15	166	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	54	0	2
3 - Loverose Way		0	16	0	5	0
4 - M48 Slip Road (West)		1	0	32	0	2
5 - A466 (North)		0	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.20	3.34	0.2	A	218	328
2 - M48 Slip Road (East)	0.60	3.94	1.5	A	1122	1683
3 - Loverose Way	0.24	4.14	0.3	A	228	341
4 - M48 Slip Road (West)	0.27	4.03	0.4	A	269	403
5 - A466 (North)	0.30	2.17	0.4	A	581	871

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	179	45	476	1443	0.124	179	357	0.0	0.1	2.845	A
2 - M48 Slip Road (East)	921	230	294	2340	0.394	918	361	0.0	0.6	2.528	A
3 - Loverose Way	187	47	1163	1407	0.133	186	50	0.0	0.2	2.948	A
4 - M48 Slip Road (West)	221	55	1096	1475	0.150	220	253	0.0	0.2	2.867	A
5 - A466 (North)	477	119	357	2458	0.194	476	959	0.0	0.2	1.815	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	214	53	570	1399	0.153	214	427	0.1	0.2	3.036	A
2 - M48 Slip Road (East)	1099	275	352	2306	0.477	1098	431	0.6	0.9	2.978	A
3 - Loverose Way	223	56	1391	1296	0.172	223	59	0.2	0.2	3.355	A
4 - M48 Slip Road (West)	263	66	1311	1366	0.193	263	303	0.2	0.2	3.265	A
5 - A466 (North)	569	142	428	2416	0.236	569	1147	0.2	0.3	1.949	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	262	66	698	1339	0.196	262	522	0.2	0.2	3.340	A
2 - M48 Slip Road (East)	1347	337	431	2260	0.596	1344	528	0.9	1.5	3.921	A
3 - Loverose Way	273	68	1703	1144	0.239	273	73	0.2	0.3	4.129	A
4 - M48 Slip Road (West)	323	81	1605	1217	0.265	322	371	0.2	0.4	4.021	A
5 - A466 (North)	697	174	523	2358	0.296	696	1404	0.3	0.4	2.167	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	262	66	698	1339	0.196	262	523	0.2	0.2	3.341	A
2 - M48 Slip Road (East)	1347	337	432	2260	0.596	1347	528	1.5	1.5	3.940	A
3 - Loverose Way	273	68	1705	1143	0.239	273	73	0.3	0.3	4.138	A
4 - M48 Slip Road (West)	323	81	1607	1216	0.265	323	371	0.4	0.4	4.030	A
5 - A466 (North)	697	174	524	2357	0.296	697	1406	0.4	0.4	2.167	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	214	53	570	1399	0.153	214	428	0.2	0.2	3.040	A
2 - M48 Slip Road (East)	1099	275	353	2306	0.477	1102	432	1.5	0.9	2.996	A
3 - Loverose Way	223	56	1395	1294	0.172	223	59	0.3	0.2	3.366	A
4 - M48 Slip Road (West)	263	66	1315	1364	0.193	264	303	0.4	0.2	3.276	A
5 - A466 (North)	569	142	429	2415	0.236	569	1150	0.4	0.3	1.952	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	179	45	478	1443	0.124	179	358	0.2	0.1	2.851	A
2 - M48 Slip Road (East)	921	230	295	2339	0.394	922	362	0.9	0.7	2.543	A
3 - Loverose Way	187	47	1167	1404	0.133	187	50	0.2	0.2	2.956	A
4 - M48 Slip Road (West)	221	55	1100	1472	0.150	221	254	0.2	0.2	2.878	A
5 - A466 (North)	477	119	359	2457	0.194	477	962	0.3	0.2	1.820	A

2029 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	371	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	489	100.000
3 - Loverose Way		ONE HOUR	✓	77	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	503	100.000
5 - A466 (North)		ONE HOUR	✓	1336	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	203	35	58	75
	2 - M48 Slip Road (East)	55	0	53	0	381
	3 - Loverose Way	8	18	0	31	20
	4 - M48 Slip Road (West)	94	0	74	7	328
	5 - A466 (North)	71	933	78	250	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	3	1
2 - M48 Slip Road (East)		5	0	34	0	13
3 - Loverose Way		13	78	0	68	15
4 - M48 Slip Road (West)		2	0	14	0	13
5 - A466 (North)		4	5	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.43	6.72	0.8	A	340	511
2 - M48 Slip Road (East)	0.28	2.61	0.4	A	449	673
3 - Loverose Way	0.08	3.76	0.1	A	71	106
4 - M48 Slip Road (West)	0.35	3.53	0.5	A	462	692
5 - A466 (North)	0.61	3.76	1.5	A	1226	1839

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	279	70	1024	1171	0.238	278	171	0.0	0.3	4.025	A
2 - M48 Slip Road (East)	368	92	436	2024	0.182	367	866	0.0	0.2	2.171	A
3 - Loverose Way	58	14	623	1148	0.051	58	180	0.0	0.1	3.302	A
4 - M48 Slip Road (West)	379	95	421	1676	0.226	378	260	0.0	0.3	2.769	A
5 - A466 (North)	1006	251	192	2486	0.405	1003	607	0.0	0.7	2.424	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	334	83	1225	1076	0.310	333	205	0.3	0.4	4.844	A
2 - M48 Slip Road (East)	440	110	522	1979	0.222	439	1036	0.2	0.3	2.338	A
3 - Loverose Way	69	17	746	1104	0.063	69	216	0.1	0.1	3.479	A
4 - M48 Slip Road (West)	452	113	504	1633	0.277	452	311	0.3	0.4	3.048	A
5 - A466 (North)	1201	300	230	2462	0.488	1200	726	0.7	0.9	2.850	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	408	102	1499	945	0.432	407	251	0.4	0.8	6.675	A
2 - M48 Slip Road (East)	538	135	638	1916	0.281	538	1268	0.3	0.4	2.611	A
3 - Loverose Way	85	21	913	1043	0.081	85	264	0.1	0.1	3.754	A
4 - M48 Slip Road (West)	554	138	617	1574	0.352	553	380	0.4	0.5	3.525	A
5 - A466 (North)	1471	368	282	2429	0.606	1469	889	0.9	1.5	3.739	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	408	102	1502	944	0.433	408	251	0.8	0.8	6.717	A
2 - M48 Slip Road (East)	538	135	640	1916	0.281	538	1271	0.4	0.4	2.613	A
3 - Loverose Way	85	21	914	1043	0.081	85	264	0.1	0.1	3.756	A
4 - M48 Slip Road (West)	554	138	618	1574	0.352	554	381	0.5	0.5	3.529	A
5 - A466 (North)	1471	368	282	2429	0.606	1471	890	1.5	1.5	3.757	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	334	83	1228	1074	0.311	335	205	0.8	0.5	4.878	A
2 - M48 Slip Road (East)	440	110	524	1978	0.222	440	1040	0.4	0.3	2.343	A
3 - Loverose Way	69	17	747	1103	0.063	69	216	0.1	0.1	3.484	A
4 - M48 Slip Road (West)	452	113	505	1632	0.277	453	312	0.5	0.4	3.055	A
5 - A466 (North)	1201	300	230	2462	0.488	1203	727	1.5	1.0	2.868	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	279	70	1028	1169	0.239	280	172	0.5	0.3	4.051	A
2 - M48 Slip Road (East)	368	92	438	2023	0.182	368	870	0.3	0.2	2.175	A
3 - Loverose Way	58	14	626	1147	0.051	58	181	0.1	0.1	3.305	A
4 - M48 Slip Road (West)	379	95	423	1675	0.226	379	261	0.4	0.3	2.779	A
5 - A466 (North)	1006	251	193	2485	0.405	1007	609	1.0	0.7	2.438	A

2029 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	247	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1271	100.000
3 - Loverose Way		ONE HOUR	✓	257	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	304	100.000
5 - A466 (North)		ONE HOUR	✓	658	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	59	8	84	96
	2 - M48 Slip Road (East)	284	0	25	0	962
	3 - Loverose Way	41	53	0	88	75
	4 - M48 Slip Road (West)	90	0	20	6	188
	5 - A466 (North)	78	386	16	173	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	56	0	2
3 - Loverose Way		0	15	0	5	0
4 - M48 Slip Road (West)		1	0	30	0	2
5 - A466 (North)		0	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.21	3.41	0.3	A	227	340
2 - M48 Slip Road (East)	0.62	4.24	1.6	A	1166	1749
3 - Loverose Way	0.25	4.34	0.3	A	236	354
4 - M48 Slip Road (West)	0.28	4.23	0.4	A	279	418
5 - A466 (North)	0.31	2.22	0.4	A	604	906

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	186	46	495	1435	0.130	185	370	0.0	0.1	2.880	A
2 - M48 Slip Road (East)	957	239	306	2332	0.410	954	374	0.0	0.7	2.607	A
3 - Loverose Way	193	48	1209	1387	0.140	193	52	0.0	0.2	3.013	A
4 - M48 Slip Road (West)	229	57	1138	1455	0.157	228	264	0.0	0.2	2.932	A
5 - A466 (North)	495	124	371	2450	0.202	494	995	0.0	0.3	1.840	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	222	56	592	1389	0.160	222	443	0.1	0.2	3.083	A
2 - M48 Slip Road (East)	1143	286	367	2297	0.497	1141	447	0.7	1.0	3.112	A
3 - Loverose Way	231	58	1446	1271	0.182	231	62	0.2	0.2	3.459	A
4 - M48 Slip Road (West)	273	68	1361	1342	0.204	273	315	0.2	0.3	3.368	A
5 - A466 (North)	592	148	444	2406	0.246	591	1191	0.3	0.3	1.983	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	272	68	725	1327	0.205	272	542	0.2	0.3	3.411	A
2 - M48 Slip Road (East)	1399	350	449	2249	0.622	1397	548	1.0	1.6	4.210	A
3 - Loverose Way	283	71	1770	1114	0.254	282	76	0.2	0.3	4.329	A
4 - M48 Slip Road (West)	335	84	1666	1187	0.282	334	386	0.3	0.4	4.216	A
5 - A466 (North)	724	181	543	2346	0.309	724	1457	0.3	0.4	2.219	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	272	68	726	1327	0.205	272	543	0.3	0.3	3.412	A
2 - M48 Slip Road (East)	1399	350	449	2249	0.622	1399	548	1.6	1.6	4.236	A
3 - Loverose Way	283	71	1773	1112	0.254	283	76	0.3	0.3	4.340	A
4 - M48 Slip Road (West)	335	84	1669	1186	0.282	335	386	0.4	0.4	4.229	A
5 - A466 (North)	724	181	544	2346	0.309	724	1460	0.4	0.4	2.220	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	222	56	593	1389	0.160	222	444	0.3	0.2	3.086	A
2 - M48 Slip Road (East)	1143	286	367	2297	0.498	1145	448	1.6	1.0	3.132	A
3 - Loverose Way	231	58	1450	1269	0.182	232	62	0.3	0.2	3.472	A
4 - M48 Slip Road (West)	273	68	1366	1340	0.204	274	316	0.4	0.3	3.378	A
5 - A466 (North)	592	148	445	2405	0.246	592	1195	0.4	0.3	1.985	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	186	46	496	1434	0.130	186	372	0.2	0.1	2.886	A
2 - M48 Slip Road (East)	957	239	307	2331	0.410	958	375	1.0	0.7	2.625	A
3 - Loverose Way	193	48	1213	1385	0.140	194	52	0.2	0.2	3.022	A
4 - M48 Slip Road (West)	229	57	1143	1453	0.158	229	264	0.3	0.2	2.944	A
5 - A466 (North)	495	124	372	2449	0.202	496	999	0.3	0.3	1.844	A

2036 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036 Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	401	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	526	100.000
3 - Loverose Way		ONE HOUR	✓	83	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	542	100.000
5 - A466 (North)		ONE HOUR	✓	1438	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	219	38	63	81
	2 - M48 Slip Road (East)	59	0	57	0	410
	3 - Loverose Way	9	19	0	33	22
	4 - M48 Slip Road (West)	101	0	80	8	353
	5 - A466 (North)	76	1004	84	269	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	3	1
2 - M48 Slip Road (East)		5	0	33	0	12
3 - Loverose Way		11	79	0	70	14
4 - M48 Slip Road (West)		2	0	13	0	14
5 - A466 (North)		4	5	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.50	8.03	1.0	A	368	552
2 - M48 Slip Road (East)	0.30	2.72	0.4	A	483	724
3 - Loverose Way	0.09	3.88	0.1	A	76	114
4 - M48 Slip Road (West)	0.39	3.80	0.6	A	497	746
5 - A466 (North)	0.66	4.32	1.9	A	1320	1979

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	302	75	1103	1134	0.266	300	184	0.0	0.4	4.311	A
2 - M48 Slip Road (East)	396	99	471	2022	0.196	395	932	0.0	0.2	2.212	A
3 - Loverose Way	62	16	672	1132	0.055	62	194	0.0	0.1	3.366	A
4 - M48 Slip Road (West)	408	102	454	1653	0.247	407	280	0.0	0.3	2.886	A
5 - A466 (North)	1083	271	207	2477	0.437	1080	654	0.0	0.8	2.571	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	360	90	1319	1031	0.350	360	220	0.4	0.5	5.355	A
2 - M48 Slip Road (East)	473	118	564	1972	0.240	473	1115	0.2	0.3	2.401	A
3 - Loverose Way	75	19	804	1084	0.069	75	233	0.1	0.1	3.565	A
4 - M48 Slip Road (West)	487	122	543	1607	0.303	487	335	0.3	0.4	3.214	A
5 - A466 (North)	1293	323	248	2451	0.527	1291	782	0.8	1.1	3.102	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	442	110	1614	891	0.495	440	269	0.5	1.0	7.942	A
2 - M48 Slip Road (East)	579	145	690	1904	0.304	579	1364	0.3	0.4	2.716	A
3 - Loverose Way	91	23	984	1020	0.090	91	285	0.1	0.1	3.878	A
4 - M48 Slip Road (West)	597	149	665	1544	0.386	596	410	0.4	0.6	3.793	A
5 - A466 (North)	1583	396	304	2416	0.655	1580	958	1.1	1.9	4.293	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	442	110	1617	890	0.496	441	270	1.0	1.0	8.027	A
2 - M48 Slip Road (East)	579	145	691	1903	0.304	579	1367	0.4	0.4	2.717	A
3 - Loverose Way	91	23	985	1019	0.090	91	285	0.1	0.1	3.880	A
4 - M48 Slip Road (West)	597	149	666	1544	0.387	597	411	0.6	0.6	3.800	A
5 - A466 (North)	1583	396	304	2416	0.655	1583	959	1.9	1.9	4.325	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	360	90	1324	1029	0.350	362	221	1.0	0.5	5.412	A
2 - M48 Slip Road (East)	473	118	566	1971	0.240	473	1120	0.4	0.3	2.404	A
3 - Loverose Way	75	19	806	1083	0.069	75	233	0.1	0.1	3.568	A
4 - M48 Slip Road (West)	487	122	545	1606	0.303	488	336	0.6	0.4	3.222	A
5 - A466 (North)	1293	323	248	2451	0.528	1296	784	1.9	1.1	3.127	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	302	75	1107	1132	0.267	303	185	0.5	0.4	4.344	A
2 - M48 Slip Road (East)	396	99	474	2020	0.196	396	936	0.3	0.2	2.216	A
3 - Loverose Way	62	16	675	1131	0.055	63	195	0.1	0.1	3.372	A
4 - M48 Slip Road (West)	408	102	456	1652	0.247	408	281	0.4	0.3	2.894	A
5 - A466 (North)	1083	271	208	2476	0.437	1084	656	1.1	0.8	2.587	A

2036 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036 Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	266	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1366	100.000
3 - Loverose Way		ONE HOUR	✓	276	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	328	100.000
5 - A466 (North)		ONE HOUR	✓	707	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	64	9	90	103
	2 - M48 Slip Road (East)	305	0	27	0	1034
	3 - Loverose Way	44	57	0	94	81
	4 - M48 Slip Road (West)	97	0	22	7	202
	5 - A466 (North)	84	415	17	185	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	56	0	2
3 - Loverose Way		0	16	0	5	0
4 - M48 Slip Road (West)		1	0	32	0	2
5 - A466 (North)		0	3	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.23	3.58	0.3	A	244	366
2 - M48 Slip Road (East)	0.68	4.97	2.1	A	1253	1880
3 - Loverose Way	0.29	4.86	0.4	A	253	380
4 - M48 Slip Road (West)	0.32	4.74	0.5	A	301	451
5 - A466 (North)	0.34	2.34	0.5	A	649	973

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	200	50	533	1416	0.141	200	398	0.0	0.2	2.957	A
2 - M48 Slip Road (East)	1028	257	330	2317	0.444	1025	403	0.0	0.8	2.779	A
3 - Loverose Way	208	52	1299	1340	0.155	207	56	0.0	0.2	3.176	A
4 - M48 Slip Road (West)	247	62	1223	1409	0.175	246	282	0.0	0.2	3.093	A
5 - A466 (North)	532	133	399	2426	0.219	531	1070	0.0	0.3	1.899	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	239	60	637	1367	0.175	239	476	0.2	0.2	3.191	A
2 - M48 Slip Road (East)	1228	307	394	2280	0.539	1227	482	0.8	1.2	3.414	A
3 - Loverose Way	248	62	1554	1216	0.204	248	67	0.2	0.3	3.718	A
4 - M48 Slip Road (West)	295	74	1464	1288	0.229	295	338	0.2	0.3	3.625	A
5 - A466 (North)	636	159	478	2379	0.267	635	1280	0.3	0.4	2.064	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	293	73	780	1300	0.225	293	582	0.2	0.3	3.574	A
2 - M48 Slip Road (East)	1504	376	483	2228	0.675	1500	590	1.2	2.0	4.925	A
3 - Loverose Way	304	76	1901	1047	0.290	303	82	0.3	0.4	4.836	A
4 - M48 Slip Road (West)	361	90	1791	1122	0.322	360	414	0.3	0.5	4.722	A
5 - A466 (North)	778	195	584	2315	0.336	778	1567	0.4	0.5	2.342	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	293	73	781	1299	0.225	293	584	0.3	0.3	3.575	A
2 - M48 Slip Road (East)	1504	376	483	2228	0.675	1504	590	2.0	2.1	4.974	A
3 - Loverose Way	304	76	1905	1045	0.291	304	83	0.4	0.4	4.856	A
4 - M48 Slip Road (West)	361	90	1795	1120	0.322	361	414	0.5	0.5	4.742	A
5 - A466 (North)	778	195	586	2314	0.336	778	1570	0.5	0.5	2.344	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	239	60	638	1366	0.175	239	478	0.3	0.2	3.196	A
2 - M48 Slip Road (East)	1228	307	395	2279	0.539	1232	482	2.1	1.2	3.449	A
3 - Loverose Way	248	62	1559	1213	0.205	249	68	0.4	0.3	3.736	A
4 - M48 Slip Road (West)	295	74	1469	1285	0.230	296	338	0.5	0.3	3.643	A
5 - A466 (North)	636	159	480	2378	0.267	636	1285	0.5	0.4	2.067	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	200	50	534	1415	0.141	200	400	0.2	0.2	2.965	A
2 - M48 Slip Road (East)	1028	257	331	2317	0.444	1030	404	1.2	0.8	2.800	A
3 - Loverose Way	208	52	1304	1337	0.155	208	57	0.3	0.2	3.190	A
4 - M48 Slip Road (West)	247	62	1229	1406	0.176	247	283	0.3	0.2	3.108	A
5 - A466 (North)	532	133	401	2425	0.219	533	1075	0.4	0.3	1.904	A

2026 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	359	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	474	100.000
3 - Loverose Way		ONE HOUR	✓	74	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	487	100.000
5 - A466 (North)		ONE HOUR	✓	1309	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
	1 - Conway Drive	0	196	34	56	73
	2 - M48 Slip Road (East)	53	0	51	0	370
	3 - Loverose Way	8	17	0	30	19
	4 - M48 Slip Road (West)	91	0	71	7	318
	5 - A466 (North)	69	915	76	245	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	4	1
2 - M48 Slip Road (East)		6	0	33	0	12
3 - Loverose Way		13	76	0	67	16
4 - M48 Slip Road (West)		2	0	13	0	13
5 - A466 (North)		4	5	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.41	6.37	0.7	A	329	494
2 - M48 Slip Road (East)	0.27	2.54	0.4	A	435	652
3 - Loverose Way	0.08	3.68	0.1	A	68	102
4 - M48 Slip Road (West)	0.34	3.42	0.5	A	447	670
5 - A466 (North)	0.59	3.60	1.4	A	1201	1802

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	270	68	1002	1181	0.229	269	166	0.0	0.3	3.943	A
2 - M48 Slip Road (East)	357	89	425	2045	0.174	356	847	0.0	0.2	2.130	A
3 - Loverose Way	56	14	607	1161	0.048	56	174	0.0	0.1	3.257	A
4 - M48 Slip Road (West)	367	92	408	1686	0.217	366	254	0.0	0.3	2.722	A
5 - A466 (North)	985	246	185	2495	0.395	983	589	0.0	0.7	2.377	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	323	81	1199	1088	0.297	322	199	0.3	0.4	4.698	A
2 - M48 Slip Road (East)	426	107	508	2001	0.213	426	1013	0.2	0.3	2.285	A
3 - Loverose Way	67	17	726	1118	0.060	66	208	0.1	0.1	3.424	A
4 - M48 Slip Road (West)	438	109	489	1645	0.266	437	304	0.3	0.4	2.982	A
5 - A466 (North)	1177	294	222	2472	0.476	1176	704	0.7	0.9	2.775	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	395	99	1468	961	0.411	394	243	0.4	0.7	6.340	A
2 - M48 Slip Road (East)	522	130	622	1940	0.269	521	1240	0.3	0.4	2.538	A
3 - Loverose Way	81	20	888	1059	0.077	81	255	0.1	0.1	3.681	A
4 - M48 Slip Road (West)	536	134	598	1588	0.338	536	372	0.4	0.5	3.420	A
5 - A466 (North)	1441	360	272	2440	0.591	1439	862	0.9	1.4	3.588	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	395	99	1470	960	0.412	395	243	0.7	0.7	6.373	A
2 - M48 Slip Road (East)	522	130	623	1939	0.269	522	1242	0.4	0.4	2.539	A
3 - Loverose Way	81	20	890	1059	0.077	81	255	0.1	0.1	3.683	A
4 - M48 Slip Road (West)	536	134	599	1587	0.338	536	372	0.5	0.5	3.423	A
5 - A466 (North)	1441	360	272	2440	0.591	1441	863	1.4	1.4	3.603	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	323	81	1202	1087	0.297	324	199	0.7	0.4	4.727	A
2 - M48 Slip Road (East)	426	107	510	2000	0.213	426	1016	0.4	0.3	2.289	A
3 - Loverose Way	67	17	728	1117	0.060	67	209	0.1	0.1	3.426	A
4 - M48 Slip Road (West)	438	109	490	1644	0.266	438	304	0.5	0.4	2.986	A
5 - A466 (North)	1177	294	222	2471	0.476	1179	706	1.4	0.9	2.791	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	270	68	1006	1179	0.229	271	167	0.4	0.3	3.964	A
2 - M48 Slip Road (East)	357	89	427	2044	0.175	357	850	0.3	0.2	2.133	A
3 - Loverose Way	56	14	609	1160	0.048	56	175	0.1	0.1	3.262	A
4 - M48 Slip Road (West)	367	92	410	1686	0.218	367	255	0.4	0.3	2.732	A
5 - A466 (North)	985	246	186	2494	0.395	987	591	0.9	0.7	2.390	A

2026 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	240	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1241	100.000
3 - Loverose Way		ONE HOUR	✓	249	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	296	100.000
5 - A466 (North)		ONE HOUR	✓	641	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
From	1 - Conway Drive	0	57	8	80	95
	2 - M48 Slip Road (East)	273	0	24	0	944
	3 - Loverose Way	40	51	0	85	73
	4 - M48 Slip Road (West)	87	0	19	6	184
	5 - A466 (North)	76	377	15	168	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	54	0	1
3 - Loverose Way		0	16	0	5	0
4 - M48 Slip Road (West)		1	0	32	0	2
5 - A466 (North)		0	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.20	3.36	0.2	A	220	330
2 - M48 Slip Road (East)	0.60	3.96	1.5	A	1139	1708
3 - Loverose Way	0.24	4.17	0.3	A	228	343
4 - M48 Slip Road (West)	0.27	4.07	0.4	A	272	407
5 - A466 (North)	0.30	2.18	0.4	A	588	882

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	181	45	482	1441	0.125	180	357	0.0	0.1	2.854	A
2 - M48 Slip Road (East)	934	234	297	2356	0.397	932	364	0.0	0.7	2.524	A
3 - Loverose Way	187	47	1179	1402	0.134	187	50	0.0	0.2	2.960	A
4 - M48 Slip Road (West)	223	56	1112	1470	0.152	222	255	0.0	0.2	2.882	A
5 - A466 (North)	483	121	357	2458	0.196	482	977	0.0	0.2	1.821	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	216	54	576	1397	0.155	216	428	0.1	0.2	3.048	A
2 - M48 Slip Road (East)	1116	279	356	2322	0.481	1115	436	0.7	0.9	2.980	A
3 - Loverose Way	224	56	1411	1290	0.173	224	59	0.2	0.2	3.374	A
4 - M48 Slip Road (West)	266	67	1330	1361	0.196	266	305	0.2	0.2	3.288	A
5 - A466 (North)	576	144	428	2416	0.239	576	1168	0.2	0.3	1.956	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	264	66	705	1336	0.198	264	523	0.2	0.2	3.358	A
2 - M48 Slip Road (East)	1366	342	436	2275	0.601	1364	534	0.9	1.5	3.944	A
3 - Loverose Way	274	69	1727	1138	0.241	274	73	0.2	0.3	4.166	A
4 - M48 Slip Road (West)	326	81	1628	1211	0.269	325	373	0.2	0.4	4.065	A
5 - A466 (North)	706	176	523	2358	0.299	705	1430	0.3	0.4	2.178	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	264	66	706	1336	0.198	264	524	0.2	0.2	3.359	A
2 - M48 Slip Road (East)	1366	342	436	2275	0.601	1366	534	1.5	1.5	3.963	A
3 - Loverose Way	274	69	1730	1136	0.241	274	73	0.3	0.3	4.175	A
4 - M48 Slip Road (West)	326	81	1631	1209	0.269	326	373	0.4	0.4	4.074	A
5 - A466 (North)	706	176	524	2357	0.299	706	1432	0.4	0.4	2.179	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	216	54	577	1396	0.155	216	429	0.2	0.2	3.050	A
2 - M48 Slip Road (East)	1116	279	356	2321	0.481	1118	436	1.5	0.9	2.996	A
3 - Loverose Way	224	56	1415	1288	0.174	224	59	0.3	0.2	3.386	A
4 - M48 Slip Road (West)	266	67	1334	1359	0.196	267	305	0.4	0.2	3.299	A
5 - A466 (North)	576	144	429	2415	0.239	577	1172	0.4	0.3	1.960	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	181	45	483	1440	0.125	181	359	0.2	0.1	2.858	A
2 - M48 Slip Road (East)	934	234	298	2355	0.397	935	365	0.9	0.7	2.537	A
3 - Loverose Way	187	47	1184	1400	0.134	188	50	0.2	0.2	2.971	A
4 - M48 Slip Road (West)	223	56	1116	1468	0.152	223	255	0.2	0.2	2.891	A
5 - A466 (North)	483	121	359	2457	0.196	483	981	0.3	0.2	1.822	A

2029 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2029 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	372	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	492	100.000
3 - Loverose Way		ONE HOUR	✓	77	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	505	100.000
5 - A466 (North)		ONE HOUR	✓	1360	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
	1 - Conway Drive	0	203	35	58	76
	2 - M48 Slip Road (East)	55	0	53	0	384
	3 - Loverose Way	8	18	0	31	20
	4 - M48 Slip Road (West)	94	0	74	7	330
	5 - A466 (North)	72	950	79	255	4

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	3	1
2 - M48 Slip Road (East)		5	0	32	0	12
3 - Loverose Way		13	72	0	65	15
4 - M48 Slip Road (West)		2	0	12	0	13
5 - A466 (North)		4	5	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.44	6.85	0.8	A	341	512
2 - M48 Slip Road (East)	0.28	2.59	0.4	A	451	677
3 - Loverose Way	0.08	3.69	0.1	A	71	106
4 - M48 Slip Road (West)	0.35	3.52	0.5	A	463	695
5 - A466 (North)	0.62	3.84	1.6	A	1248	1872

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	280	70	1041	1165	0.240	279	172	0.0	0.3	4.057	A
2 - M48 Slip Road (East)	370	93	441	2041	0.181	370	879	0.0	0.2	2.152	A
3 - Loverose Way	58	14	630	1167	0.050	58	181	0.0	0.1	3.244	A
4 - M48 Slip Road (West)	380	95	424	1681	0.226	379	263	0.0	0.3	2.763	A
5 - A466 (North)	1024	256	192	2491	0.411	1021	611	0.0	0.7	2.445	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	334	84	1246	1068	0.313	334	206	0.3	0.5	4.900	A
2 - M48 Slip Road (East)	442	111	528	1995	0.222	442	1052	0.2	0.3	2.318	A
3 - Loverose Way	69	17	754	1122	0.062	69	216	0.1	0.1	3.418	A
4 - M48 Slip Road (West)	454	113	508	1637	0.277	454	315	0.3	0.4	3.041	A
5 - A466 (North)	1223	306	230	2467	0.495	1221	731	0.7	1.0	2.886	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	410	102	1525	936	0.438	408	252	0.5	0.8	6.804	A
2 - M48 Slip Road (East)	542	135	646	1932	0.280	541	1287	0.3	0.4	2.589	A
3 - Loverose Way	85	21	922	1061	0.080	85	265	0.1	0.1	3.688	A
4 - M48 Slip Road (West)	556	139	621	1578	0.352	555	386	0.4	0.5	3.518	A
5 - A466 (North)	1497	374	282	2435	0.615	1495	895	1.0	1.6	3.820	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	410	102	1527	935	0.438	410	252	0.8	0.8	6.851	A
2 - M48 Slip Road (East)	542	135	647	1931	0.281	542	1289	0.4	0.4	2.590	A
3 - Loverose Way	85	21	924	1060	0.080	85	265	0.1	0.1	3.690	A
4 - M48 Slip Road (West)	556	139	622	1578	0.352	556	386	0.5	0.5	3.522	A
5 - A466 (North)	1497	374	282	2435	0.615	1497	896	1.6	1.6	3.840	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	334	84	1249	1066	0.314	336	206	0.8	0.5	4.934	A
2 - M48 Slip Road (East)	442	111	530	1994	0.222	443	1055	0.4	0.3	2.323	A
3 - Loverose Way	69	17	756	1121	0.062	69	217	0.1	0.1	3.423	A
4 - M48 Slip Road (West)	454	113	509	1637	0.277	455	316	0.5	0.4	3.046	A
5 - A466 (North)	1223	306	230	2467	0.496	1225	733	1.6	1.0	2.905	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	280	70	1045	1163	0.241	281	173	0.5	0.3	4.082	A
2 - M48 Slip Road (East)	370	93	443	2040	0.182	371	883	0.3	0.2	2.158	A
3 - Loverose Way	58	14	632	1166	0.050	58	182	0.1	0.1	3.250	A
4 - M48 Slip Road (West)	380	95	426	1680	0.226	381	265	0.4	0.3	2.770	A
5 - A466 (North)	1024	256	193	2491	0.411	1025	613	1.0	0.7	2.457	A

2029 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	3.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2029 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	249	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1289	100.000
3 - Loverose Way		ONE HOUR	✓	258	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	307	100.000
5 - A466 (North)		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
	1 - Conway Drive	0	59	8	84	98
	2 - M48 Slip Road (East)	284	0	25	0	980
	3 - Loverose Way	41	53	0	88	76
	4 - M48 Slip Road (West)	90	0	20	6	191
	5 - A466 (North)	79	391	16	175	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	52	0	1
3 - Loverose Way		0	15	0	5	0
4 - M48 Slip Road (West)		1	0	30	0	2
5 - A466 (North)		0	3	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.21	3.43	0.3	A	228	343
2 - M48 Slip Road (East)	0.63	4.25	1.7	A	1183	1774
3 - Loverose Way	0.26	4.38	0.3	A	237	355
4 - M48 Slip Road (West)	0.29	4.28	0.4	A	282	423
5 - A466 (North)	0.31	2.23	0.5	A	611	917

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	187	47	500	1432	0.131	187	371	0.0	0.2	2.889	A
2 - M48 Slip Road (East)	970	243	309	2350	0.413	968	378	0.0	0.7	2.599	A
3 - Loverose Way	194	49	1225	1383	0.140	194	52	0.0	0.2	3.026	A
4 - M48 Slip Road (West)	231	58	1154	1451	0.159	230	265	0.0	0.2	2.948	A
5 - A466 (North)	501	125	371	2450	0.205	500	1013	0.0	0.3	1.846	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	224	56	598	1386	0.161	224	444	0.2	0.2	3.096	A
2 - M48 Slip Road (East)	1159	290	370	2314	0.501	1158	452	0.7	1.0	3.110	A
3 - Loverose Way	232	58	1466	1266	0.183	232	62	0.2	0.2	3.479	A
4 - M48 Slip Road (West)	276	69	1380	1337	0.206	276	317	0.2	0.3	3.392	A
5 - A466 (North)	599	150	444	2406	0.249	598	1212	0.3	0.3	1.991	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	274	69	733	1323	0.207	274	543	0.2	0.3	3.430	A
2 - M48 Slip Road (East)	1419	355	453	2265	0.626	1417	553	1.0	1.7	4.228	A
3 - Loverose Way	284	71	1794	1107	0.257	284	76	0.2	0.3	4.369	A
4 - M48 Slip Road (West)	338	85	1689	1181	0.286	337	388	0.3	0.4	4.264	A
5 - A466 (North)	733	183	543	2346	0.313	733	1484	0.3	0.5	2.231	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	274	69	733	1323	0.207	274	544	0.3	0.3	3.431	A
2 - M48 Slip Road (East)	1419	355	454	2265	0.627	1419	554	1.7	1.7	4.254	A
3 - Loverose Way	284	71	1797	1106	0.257	284	76	0.3	0.3	4.379	A
4 - M48 Slip Road (West)	338	85	1692	1180	0.287	338	389	0.4	0.4	4.276	A
5 - A466 (North)	733	183	544	2346	0.313	733	1486	0.5	0.5	2.232	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	224	56	599	1386	0.162	224	445	0.3	0.2	3.098	A
2 - M48 Slip Road (East)	1159	290	371	2314	0.501	1161	453	1.7	1.0	3.130	A
3 - Loverose Way	232	58	1470	1264	0.183	232	62	0.3	0.2	3.490	A
4 - M48 Slip Road (West)	276	69	1385	1335	0.207	277	318	0.4	0.3	3.403	A
5 - A466 (North)	599	150	445	2405	0.249	599	1216	0.5	0.3	1.993	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	187	47	502	1432	0.131	188	372	0.2	0.2	2.895	A
2 - M48 Slip Road (East)	970	243	310	2349	0.413	972	379	1.0	0.7	2.615	A
3 - Loverose Way	194	49	1230	1380	0.141	194	52	0.2	0.2	3.035	A
4 - M48 Slip Road (West)	231	58	1159	1449	0.160	231	266	0.3	0.2	2.957	A
5 - A466 (North)	501	125	372	2449	0.205	502	1018	0.3	0.3	1.847	A

2036 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	4.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2036 Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	402	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	529	100.000
3 - Loverose Way		ONE HOUR	✓	83	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	544	100.000
5 - A466 (North)		ONE HOUR	✓	1462	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
	1 - Conway Drive	0	219	38	63	82
	2 - M48 Slip Road (East)	59	0	57	0	413
	3 - Loverose Way	9	19	0	33	22
	4 - M48 Slip Road (West)	101	0	80	8	355
	5 - A466 (North)	77	1021	85	274	5

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	3	1
2 - M48 Slip Road (East)		5	0	30	0	11
3 - Loverose Way		11	68	0	61	14
4 - M48 Slip Road (West)		2	0	11	0	12
5 - A466 (North)		4	4	1	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.50	8.11	1.0	A	369	553
2 - M48 Slip Road (East)	0.30	2.69	0.4	A	485	728
3 - Loverose Way	0.09	3.71	0.1	A	76	114
4 - M48 Slip Road (West)	0.38	3.72	0.6	A	499	749
5 - A466 (North)	0.66	4.34	1.9	A	1342	2012

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	303	76	1120	1132	0.267	301	185	0.0	0.4	4.328	A
2 - M48 Slip Road (East)	398	100	476	2040	0.195	397	945	0.0	0.2	2.190	A
3 - Loverose Way	62	16	679	1178	0.053	62	195	0.0	0.1	3.225	A
4 - M48 Slip Road (West)	410	102	457	1678	0.244	408	284	0.0	0.3	2.833	A
5 - A466 (North)	1101	275	207	2499	0.440	1098	658	0.0	0.8	2.563	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	361	90	1340	1028	0.351	361	221	0.4	0.5	5.386	A
2 - M48 Slip Road (East)	476	119	570	1990	0.239	475	1130	0.2	0.3	2.376	A
3 - Loverose Way	75	19	812	1129	0.066	75	233	0.1	0.1	3.413	A
4 - M48 Slip Road (West)	489	122	547	1631	0.300	489	339	0.3	0.4	3.151	A
5 - A466 (North)	1314	329	248	2474	0.531	1313	788	0.8	1.1	3.097	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	443	111	1640	888	0.499	441	270	0.5	1.0	8.026	A
2 - M48 Slip Road (East)	582	146	697	1922	0.303	582	1383	0.3	0.4	2.687	A
3 - Loverose Way	91	23	994	1061	0.086	91	286	0.1	0.1	3.710	A
4 - M48 Slip Road (West)	599	150	670	1567	0.382	598	415	0.4	0.6	3.709	A
5 - A466 (North)	1610	402	304	2439	0.660	1607	964	1.1	1.9	4.310	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	443	111	1643	886	0.499	443	271	1.0	1.0	8.114	A
2 - M48 Slip Road (East)	582	146	699	1921	0.303	582	1386	0.4	0.4	2.689	A
3 - Loverose Way	91	23	995	1061	0.086	91	286	0.1	0.1	3.712	A
4 - M48 Slip Road (West)	599	150	671	1567	0.382	599	416	0.6	0.6	3.717	A
5 - A466 (North)	1610	402	304	2438	0.660	1610	966	1.9	1.9	4.343	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	361	90	1344	1026	0.352	363	222	1.0	0.5	5.444	A
2 - M48 Slip Road (East)	476	119	573	1989	0.239	476	1135	0.4	0.3	2.380	A
3 - Loverose Way	75	19	814	1128	0.066	75	234	0.1	0.1	3.417	A
4 - M48 Slip Road (West)	489	122	548	1630	0.300	490	341	0.6	0.4	3.157	A
5 - A466 (North)	1314	329	248	2473	0.531	1317	790	1.9	1.1	3.122	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	303	76	1125	1129	0.268	303	185	0.5	0.4	4.363	A
2 - M48 Slip Road (East)	398	100	479	2039	0.195	399	949	0.3	0.2	2.196	A
3 - Loverose Way	62	16	681	1177	0.053	63	196	0.1	0.1	3.230	A
4 - M48 Slip Road (West)	410	102	459	1677	0.244	410	285	0.4	0.3	2.842	A
5 - A466 (North)	1101	275	208	2499	0.440	1102	661	1.1	0.8	2.581	A

2036 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Conway Drive - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	2 - M48 Slip Road (East) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	3 - Loverose Way - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	4 - M48 Slip Road (West) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout
Warning	Geometry	5 - A466 (North) - Roundabout Geometry	Roundabout diameter is over 130m; roundabout should be treated as a Grade Separated and/or Large Roundabout

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	M48 Junction 2	Standard Roundabout		1, 2, 3, 4, 5	4.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2036 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Conway Drive		ONE HOUR	✓	268	100.000
2 - M48 Slip Road (East)		ONE HOUR	✓	1384	100.000
3 - Loverose Way		ONE HOUR	✓	277	100.000
4 - M48 Slip Road (West)		ONE HOUR	✓	331	100.000
5 - A466 (North)		ONE HOUR	✓	715	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
From		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
	1 - Conway Drive	0	64	9	90	105
	2 - M48 Slip Road (East)	305	0	27	0	1052
	3 - Loverose Way	44	57	0	94	82
	4 - M48 Slip Road (West)	97	0	22	7	205
	5 - A466 (North)	85	420	17	187	6

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To					
		1 - Conway Drive	2 - M48 Slip Road (East)	3 - Loverose Way	4 - M48 Slip Road (West)	5 - A466 (North)
1 - Conway Drive		0	2	0	1	1
2 - M48 Slip Road (East)		1	0	48	0	1
3 - Loverose Way		0	14	0	4	0
4 - M48 Slip Road (West)		1	0	27	0	2
5 - A466 (North)		0	2	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Conway Drive	0.23	3.58	0.3	A	246	369
2 - M48 Slip Road (East)	0.68	4.98	2.1	A	1270	1905
3 - Loverose Way	0.29	4.85	0.4	A	254	381
4 - M48 Slip Road (West)	0.33	4.77	0.5	A	304	456
5 - A466 (North)	0.34	2.33	0.5	A	656	984

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	202	50	538	1416	0.142	201	399	0.0	0.2	2.960	A
2 - M48 Slip Road (East)	1042	260	333	2338	0.446	1039	406	0.0	0.8	2.764	A
3 - Loverose Way	209	52	1315	1346	0.155	208	56	0.0	0.2	3.161	A
4 - M48 Slip Road (West)	249	62	1239	1410	0.177	248	284	0.0	0.2	3.097	A
5 - A466 (North)	538	135	399	2448	0.220	537	1088	0.0	0.3	1.884	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	241	60	643	1367	0.176	241	477	0.2	0.2	3.195	A
2 - M48 Slip Road (East)	1244	311	398	2300	0.541	1243	486	0.8	1.2	3.401	A
3 - Loverose Way	249	62	1573	1221	0.204	249	67	0.2	0.3	3.704	A
4 - M48 Slip Road (West)	298	74	1482	1288	0.231	297	340	0.2	0.3	3.635	A
5 - A466 (North)	643	161	478	2400	0.268	642	1302	0.3	0.4	2.048	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	295	74	788	1300	0.227	295	583	0.2	0.3	3.580	A
2 - M48 Slip Road (East)	1524	381	487	2247	0.678	1520	595	1.2	2.1	4.925	A
3 - Loverose Way	305	76	1925	1049	0.291	304	82	0.3	0.4	4.828	A
4 - M48 Slip Road (West)	364	91	1814	1121	0.325	364	416	0.3	0.5	4.752	A
5 - A466 (North)	787	197	584	2335	0.337	787	1593	0.4	0.5	2.324	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	295	74	788	1300	0.227	295	585	0.3	0.3	3.581	A
2 - M48 Slip Road (East)	1524	381	488	2247	0.678	1524	596	2.1	2.1	4.975	A
3 - Loverose Way	305	76	1929	1047	0.291	305	83	0.4	0.4	4.848	A
4 - M48 Slip Road (West)	364	91	1818	1119	0.326	364	416	0.5	0.5	4.772	A
5 - A466 (North)	787	197	586	2335	0.337	787	1596	0.5	0.5	2.325	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	241	60	644	1367	0.176	241	479	0.3	0.2	3.198	A
2 - M48 Slip Road (East)	1244	311	399	2299	0.541	1248	487	2.1	1.2	3.434	A
3 - Loverose Way	249	62	1579	1218	0.204	250	68	0.4	0.3	3.719	A
4 - M48 Slip Road (West)	298	74	1488	1285	0.232	298	340	0.5	0.3	3.653	A
5 - A466 (North)	643	161	480	2399	0.268	643	1307	0.5	0.4	2.052	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Conway Drive	202	50	539	1416	0.143	202	400	0.2	0.2	2.968	A
2 - M48 Slip Road (East)	1042	260	334	2337	0.446	1043	408	1.2	0.8	2.785	A
3 - Loverose Way	209	52	1321	1343	0.155	209	57	0.3	0.2	3.172	A
4 - M48 Slip Road (West)	249	62	1245	1408	0.177	250	285	0.3	0.2	3.108	A
5 - A466 (North)	538	135	401	2447	0.220	539	1093	0.4	0.3	1.889	A

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