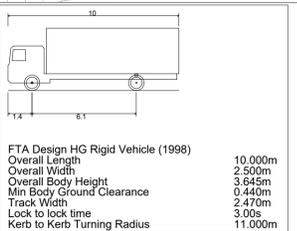
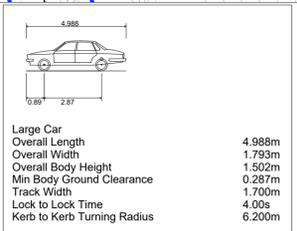
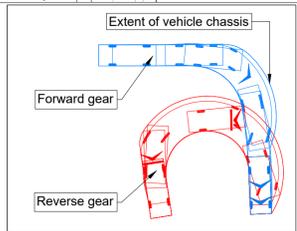


REVISIONS					
REV	DESCRIPTION	DRN	CHK	APP	DATE
P01	FIRST DRAFT	EF	LC	LC	26.06.25
P02	UPDATED TO SUIT NEW LAYOUT	EF	PW	LC	30.09.25
P03	UPDATED TO SUIT NEW LAYOUT	EF	LC	LC	12.02.26



Client
TALBOT GREEN DEVELOPMENTS LTD

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Project **LAND AT MWYNDY**
 Drawing Title **SWEPT PATH ANALYSIS - SHEET 3 OF 3**

Name	Date
Drawn EF	JUNE 2025
Designed EF	JUNE 2025
Checked LC	JUNE 2025
Approved LC	JUNE 2025

Drawing Status FOR INFORMATION

File No.	Scale
10109837-PEF-XX-XX-DR-C-000004.dwg	1:500 @ A1

Drawing No.	Revision
10109837-PEF-XX-XX-DR-C-000004	P03

Calculation Reference: AUDIT-610805-250715-0737

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3513 to 17834 (units: sqm)
Range Selected by User: 690 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 08/11/23

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:

Wednesday 3 days
Thursday 2 days

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

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Industrial Zone 4
Village 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 8 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	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	2 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CF-02-C-02 BAKERY MAES-Y-COED ROAD CARDIFF	CARDIFF
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 14125 sqm <i>Survey date: THURSDAY 06/10/16</i>	<i>Survey Type: MANUAL</i>
2	DV-02-C-02 ENERGY RECOVERY FACILITY GRACE ROAD SOUTH EXETER MARSH BARTON TRAD. EST. Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 3513 sqm <i>Survey date: THURSDAY 06/07/17</i>	DEVON
		<i>Survey Type: MANUAL</i>
3	HC-02-C-02 GIN DISTILLERY LONDON ROAD LAVERSTOKE	HAMPSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 8000 sqm <i>Survey date: WEDNESDAY 09/05/18</i>	<i>Survey Type: MANUAL</i>
4	HF-02-C-02 FRESH PRODUCE COCKERELL CLOSE STEVENAGE	HERTFORDSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 17834 sqm <i>Survey date: WEDNESDAY 08/11/23</i>	<i>Survey Type: MANUAL</i>
5	WK-02-C-01 MACHINE ENGINEERING CASTLE MOUND WAY RUGBY	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 9216 sqm <i>Survey date: WEDNESDAY 10/11/21</i>	<i>Survey Type: MANUAL</i>

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NF-02-C-04	Comparatively small to proposed development
NY-02-C-03	Comparatively small to proposed development
WS-02-C-04	Not representative of proposed development

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.078	2	13525	0.007	2	13525	0.085
06:00 - 07:00	2	13525	0.214	2	13525	0.148	2	13525	0.362
07:00 - 08:00	5	10538	0.173	5	10538	0.032	5	10538	0.205
08:00 - 09:00	5	10538	0.150	5	10538	0.036	5	10538	0.186
09:00 - 10:00	5	10538	0.137	5	10538	0.068	5	10538	0.205
10:00 - 11:00	5	10538	0.142	5	10538	0.065	5	10538	0.207
11:00 - 12:00	5	10538	0.057	5	10538	0.074	5	10538	0.131
12:00 - 13:00	5	10538	0.101	5	10538	0.125	5	10538	0.226
13:00 - 14:00	5	10538	0.076	5	10538	0.131	5	10538	0.207
14:00 - 15:00	5	10538	0.063	5	10538	0.074	5	10538	0.137
15:00 - 16:00	5	10538	0.040	5	10538	0.129	5	10538	0.169
16:00 - 17:00	5	10538	0.023	5	10538	0.167	5	10538	0.190
17:00 - 18:00	5	10538	0.106	5	10538	0.099	5	10538	0.205
18:00 - 19:00	5	10538	0.089	5	10538	0.118	5	10538	0.207
19:00 - 20:00	3	11683	0.006	3	11683	0.029	3	11683	0.035
20:00 - 21:00	3	11683	0.003	3	11683	0.049	3	11683	0.052
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.458			1.351			2.809

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:	3513 - 17834 (units: sqm)
Survey date date range:	01/01/16 - 08/11/23
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
07:00 - 08:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
08:00 - 09:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
09:00 - 10:00	5	10538	0.002	5	10538	0.002	5	10538	0.004
10:00 - 11:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
11:00 - 12:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
12:00 - 13:00	5	10538	0.002	5	10538	0.002	5	10538	0.004
13:00 - 14:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
14:00 - 15:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
15:00 - 16:00	5	10538	0.008	5	10538	0.008	5	10538	0.016
16:00 - 17:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
17:00 - 18:00	5	10538	0.002	5	10538	0.002	5	10538	0.004
18:00 - 19:00	5	10538	0.002	5	10538	0.002	5	10538	0.004
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.004	2	13525	0.007	2	13525	0.011
07:00 - 08:00	5	10538	0.023	5	10538	0.011	5	10538	0.034
08:00 - 09:00	5	10538	0.025	5	10538	0.019	5	10538	0.044
09:00 - 10:00	5	10538	0.049	5	10538	0.023	5	10538	0.072
10:00 - 11:00	5	10538	0.040	5	10538	0.008	5	10538	0.048
11:00 - 12:00	5	10538	0.023	5	10538	0.019	5	10538	0.042
12:00 - 13:00	5	10538	0.046	5	10538	0.036	5	10538	0.082
13:00 - 14:00	5	10538	0.025	5	10538	0.019	5	10538	0.044
14:00 - 15:00	5	10538	0.009	5	10538	0.013	5	10538	0.022
15:00 - 16:00	5	10538	0.011	5	10538	0.015	5	10538	0.026
16:00 - 17:00	5	10538	0.008	5	10538	0.011	5	10538	0.019
17:00 - 18:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
18:00 - 19:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
19:00 - 20:00	3	11683	0.003	3	11683	0.000	3	11683	0.003
20:00 - 21:00	3	11683	0.000	3	11683	0.003	3	11683	0.003
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.272			0.184			0.456

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.004	2	13525	0.004	2	13525	0.008
07:00 - 08:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
08:00 - 09:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
09:00 - 10:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
10:00 - 11:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
11:00 - 12:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
12:00 - 13:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
13:00 - 14:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
14:00 - 15:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
15:00 - 16:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
16:00 - 17:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
17:00 - 18:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
18:00 - 19:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.022	2	13525	0.004	2	13525	0.026
07:00 - 08:00	5	10538	0.004	5	10538	0.006	5	10538	0.010
08:00 - 09:00	5	10538	0.004	5	10538	0.000	5	10538	0.004
09:00 - 10:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
10:00 - 11:00	5	10538	0.000	5	10538	0.002	5	10538	0.002
11:00 - 12:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
12:00 - 13:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
13:00 - 14:00	5	10538	0.006	5	10538	0.000	5	10538	0.006
14:00 - 15:00	5	10538	0.000	5	10538	0.006	5	10538	0.006
15:00 - 16:00	5	10538	0.000	5	10538	0.004	5	10538	0.004
16:00 - 17:00	5	10538	0.000	5	10538	0.004	5	10538	0.004
17:00 - 18:00	5	10538	0.011	5	10538	0.008	5	10538	0.019
18:00 - 19:00	5	10538	0.013	5	10538	0.006	5	10538	0.019
19:00 - 20:00	3	11683	0.000	3	11683	0.006	3	11683	0.006
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.046			0.110

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.074	2	13525	0.007	2	13525	0.081
06:00 - 07:00	2	13525	0.288	2	13525	0.174	2	13525	0.462
07:00 - 08:00	5	10538	0.177	5	10538	0.044	5	10538	0.221
08:00 - 09:00	5	10538	0.171	5	10538	0.036	5	10538	0.207
09:00 - 10:00	5	10538	0.182	5	10538	0.082	5	10538	0.264
10:00 - 11:00	5	10538	0.203	5	10538	0.063	5	10538	0.266
11:00 - 12:00	5	10538	0.085	5	10538	0.085	5	10538	0.170
12:00 - 13:00	5	10538	0.148	5	10538	0.186	5	10538	0.334
13:00 - 14:00	5	10538	0.106	5	10538	0.207	5	10538	0.313
14:00 - 15:00	5	10538	0.091	5	10538	0.099	5	10538	0.190
15:00 - 16:00	5	10538	0.053	5	10538	0.178	5	10538	0.231
16:00 - 17:00	5	10538	0.032	5	10538	0.214	5	10538	0.246
17:00 - 18:00	5	10538	0.125	5	10538	0.116	5	10538	0.241
18:00 - 19:00	5	10538	0.123	5	10538	0.167	5	10538	0.290
19:00 - 20:00	3	11683	0.009	3	11683	0.046	3	11683	0.055
20:00 - 21:00	3	11683	0.003	3	11683	0.083	3	11683	0.086
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.870			1.787			3.657

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
07:00 - 08:00	5	10538	0.015	5	10538	0.006	5	10538	0.021
08:00 - 09:00	5	10538	0.011	5	10538	0.006	5	10538	0.017
09:00 - 10:00	5	10538	0.008	5	10538	0.006	5	10538	0.014
10:00 - 11:00	5	10538	0.011	5	10538	0.011	5	10538	0.022
11:00 - 12:00	5	10538	0.009	5	10538	0.009	5	10538	0.018
12:00 - 13:00	5	10538	0.011	5	10538	0.009	5	10538	0.020
13:00 - 14:00	5	10538	0.017	5	10538	0.019	5	10538	0.036
14:00 - 15:00	5	10538	0.011	5	10538	0.011	5	10538	0.022
15:00 - 16:00	5	10538	0.013	5	10538	0.013	5	10538	0.026
16:00 - 17:00	5	10538	0.019	5	10538	0.015	5	10538	0.034
17:00 - 18:00	5	10538	0.032	5	10538	0.023	5	10538	0.055
18:00 - 19:00	5	10538	0.017	5	10538	0.011	5	10538	0.028
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.139			0.313

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.074	2	13525	0.078	2	13525	0.152
07:00 - 08:00	5	10538	0.017	5	10538	0.006	5	10538	0.023
08:00 - 09:00	5	10538	0.032	5	10538	0.000	5	10538	0.032
09:00 - 10:00	5	10538	0.011	5	10538	0.002	5	10538	0.013
10:00 - 11:00	5	10538	0.027	5	10538	0.017	5	10538	0.044
11:00 - 12:00	5	10538	0.011	5	10538	0.011	5	10538	0.022
12:00 - 13:00	5	10538	0.023	5	10538	0.025	5	10538	0.048
13:00 - 14:00	5	10538	0.015	5	10538	0.013	5	10538	0.028
14:00 - 15:00	5	10538	0.011	5	10538	0.019	5	10538	0.030
15:00 - 16:00	5	10538	0.006	5	10538	0.011	5	10538	0.017
16:00 - 17:00	5	10538	0.013	5	10538	0.017	5	10538	0.030
17:00 - 18:00	5	10538	0.027	5	10538	0.034	5	10538	0.061
18:00 - 19:00	5	10538	0.085	5	10538	0.032	5	10538	0.117
19:00 - 20:00	3	11683	0.000	3	11683	0.057	3	11683	0.057
20:00 - 21:00	3	11683	0.006	3	11683	0.071	3	11683	0.077
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.375			0.393			0.768

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
07:00 - 08:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
08:00 - 09:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
09:00 - 10:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
10:00 - 11:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
11:00 - 12:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
12:00 - 13:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
13:00 - 14:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
14:00 - 15:00	5	10538	0.000	5	10538	0.002	5	10538	0.002
15:00 - 16:00	5	10538	0.000	5	10538	0.008	5	10538	0.008
16:00 - 17:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
17:00 - 18:00	5	10538	0.000	5	10538	0.002	5	10538	0.002
18:00 - 19:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.012			0.018

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
06:00 - 07:00	2	13525	0.015	2	13525	0.000	2	13525	0.015
07:00 - 08:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
08:00 - 09:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
09:00 - 10:00	5	10538	0.049	5	10538	0.000	5	10538	0.049
10:00 - 11:00	5	10538	0.053	5	10538	0.049	5	10538	0.102
11:00 - 12:00	5	10538	0.095	5	10538	0.002	5	10538	0.097
12:00 - 13:00	5	10538	0.063	5	10538	0.053	5	10538	0.116
13:00 - 14:00	5	10538	0.044	5	10538	0.042	5	10538	0.086
14:00 - 15:00	5	10538	0.000	5	10538	0.114	5	10538	0.114
15:00 - 16:00	5	10538	0.125	5	10538	0.044	5	10538	0.169
16:00 - 17:00	5	10538	0.000	5	10538	0.061	5	10538	0.061
17:00 - 18:00	5	10538	0.106	5	10538	0.065	5	10538	0.171
18:00 - 19:00	5	10538	0.046	5	10538	0.049	5	10538	0.095
19:00 - 20:00	3	11683	0.060	3	11683	0.086	3	11683	0.146
20:00 - 21:00	3	11683	0.003	3	11683	0.131	3	11683	0.134
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.659			0.696			1.355

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.089	2	13525	0.078	2	13525	0.167
07:00 - 08:00	5	10538	0.019	5	10538	0.006	5	10538	0.025
08:00 - 09:00	5	10538	0.034	5	10538	0.000	5	10538	0.034
09:00 - 10:00	5	10538	0.061	5	10538	0.002	5	10538	0.063
10:00 - 11:00	5	10538	0.080	5	10538	0.066	5	10538	0.146
11:00 - 12:00	5	10538	0.106	5	10538	0.013	5	10538	0.119
12:00 - 13:00	5	10538	0.085	5	10538	0.078	5	10538	0.163
13:00 - 14:00	5	10538	0.059	5	10538	0.055	5	10538	0.114
14:00 - 15:00	5	10538	0.011	5	10538	0.135	5	10538	0.146
15:00 - 16:00	5	10538	0.131	5	10538	0.063	5	10538	0.194
16:00 - 17:00	5	10538	0.013	5	10538	0.078	5	10538	0.091
17:00 - 18:00	5	10538	0.133	5	10538	0.101	5	10538	0.234
18:00 - 19:00	5	10538	0.133	5	10538	0.082	5	10538	0.215
19:00 - 20:00	3	11683	0.060	3	11683	0.143	3	11683	0.203
20:00 - 21:00	3	11683	0.009	3	11683	0.203	3	11683	0.212
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.040			1.103			2.143

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.078	2	13525	0.007	2	13525	0.085
06:00 - 07:00	2	13525	0.399	2	13525	0.255	2	13525	0.654
07:00 - 08:00	5	10538	0.214	5	10538	0.061	5	10538	0.275
08:00 - 09:00	5	10538	0.220	5	10538	0.042	5	10538	0.262
09:00 - 10:00	5	10538	0.252	5	10538	0.089	5	10538	0.341
10:00 - 11:00	5	10538	0.294	5	10538	0.142	5	10538	0.436
11:00 - 12:00	5	10538	0.203	5	10538	0.108	5	10538	0.311
12:00 - 13:00	5	10538	0.245	5	10538	0.273	5	10538	0.518
13:00 - 14:00	5	10538	0.188	5	10538	0.281	5	10538	0.469
14:00 - 15:00	5	10538	0.114	5	10538	0.251	5	10538	0.365
15:00 - 16:00	5	10538	0.197	5	10538	0.258	5	10538	0.455
16:00 - 17:00	5	10538	0.065	5	10538	0.311	5	10538	0.376
17:00 - 18:00	5	10538	0.302	5	10538	0.247	5	10538	0.549
18:00 - 19:00	5	10538	0.287	5	10538	0.266	5	10538	0.553
19:00 - 20:00	3	11683	0.068	3	11683	0.194	3	11683	0.262
20:00 - 21:00	3	11683	0.011	3	11683	0.285	3	11683	0.296
21:00 - 22:00	1	8000	0.013	1	8000	0.000	1	8000	0.013
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.150			3.070			6.220

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.067	2	13525	0.007	2	13525	0.074
06:00 - 07:00	2	13525	0.196	2	13525	0.126	2	13525	0.322
07:00 - 08:00	5	10538	0.140	5	10538	0.017	5	10538	0.157
08:00 - 09:00	5	10538	0.108	5	10538	0.011	5	10538	0.119
09:00 - 10:00	5	10538	0.066	5	10538	0.028	5	10538	0.094
10:00 - 11:00	5	10538	0.074	5	10538	0.036	5	10538	0.110
11:00 - 12:00	5	10538	0.027	5	10538	0.044	5	10538	0.071
12:00 - 13:00	5	10538	0.044	5	10538	0.076	5	10538	0.120
13:00 - 14:00	5	10538	0.036	5	10538	0.097	5	10538	0.133
14:00 - 15:00	5	10538	0.044	5	10538	0.049	5	10538	0.093
15:00 - 16:00	5	10538	0.013	5	10538	0.093	5	10538	0.106
16:00 - 17:00	5	10538	0.013	5	10538	0.137	5	10538	0.150
17:00 - 18:00	5	10538	0.102	5	10538	0.089	5	10538	0.191
18:00 - 19:00	5	10538	0.082	5	10538	0.106	5	10538	0.188
19:00 - 20:00	3	11683	0.003	3	11683	0.029	3	11683	0.032
20:00 - 21:00	3	11683	0.000	3	11683	0.043	3	11683	0.043
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.015			0.988			2.003

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.011	2	13525	0.011	2	13525	0.022
07:00 - 08:00	5	10538	0.008	5	10538	0.004	5	10538	0.012
08:00 - 09:00	5	10538	0.017	5	10538	0.006	5	10538	0.023
09:00 - 10:00	5	10538	0.019	5	10538	0.015	5	10538	0.034
10:00 - 11:00	5	10538	0.028	5	10538	0.021	5	10538	0.049
11:00 - 12:00	5	10538	0.008	5	10538	0.011	5	10538	0.019
12:00 - 13:00	5	10538	0.009	5	10538	0.011	5	10538	0.020
13:00 - 14:00	5	10538	0.015	5	10538	0.015	5	10538	0.030
14:00 - 15:00	5	10538	0.009	5	10538	0.011	5	10538	0.020
15:00 - 16:00	5	10538	0.008	5	10538	0.008	5	10538	0.016
16:00 - 17:00	5	10538	0.002	5	10538	0.017	5	10538	0.019
17:00 - 18:00	5	10538	0.000	5	10538	0.002	5	10538	0.002
18:00 - 19:00	5	10538	0.006	5	10538	0.008	5	10538	0.014
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.003	3	11683	0.003	3	11683	0.006
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.147			0.143			0.290

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	13525	0.004	2	13525	0.000	2	13525	0.004
06:00 - 07:00	2	13525	0.000	2	13525	0.000	2	13525	0.000
07:00 - 08:00	5	10538	0.002	5	10538	0.000	5	10538	0.002
08:00 - 09:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
09:00 - 10:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
10:00 - 11:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
11:00 - 12:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
12:00 - 13:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
13:00 - 14:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
14:00 - 15:00	5	10538	0.000	5	10538	0.000	5	10538	0.000
15:00 - 16:00	5	10538	0.000	5	10538	0.006	5	10538	0.006
16:00 - 17:00	5	10538	0.000	5	10538	0.002	5	10538	0.002
17:00 - 18:00	5	10538	0.000	5	10538	0.006	5	10538	0.006
18:00 - 19:00	5	10538	0.000	5	10538	0.002	5	10538	0.002
19:00 - 20:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
20:00 - 21:00	3	11683	0.000	3	11683	0.000	3	11683	0.000
21:00 - 22:00	1	8000	0.000	1	8000	0.000	1	8000	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.016			0.022

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.*

Calculation Reference: AUDIT-610801-241107-1150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : 1 - DATA CENTRE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST

SO SLOUGH

2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 11700 to 16000 (units: sqm)
Range Selected by User: 5677 to 21200 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 24/05/23

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:

Wednesday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2

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

Selected Location Sub Categories:

Industrial Zone 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

Not Known 2 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 2 days

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

Population within 5 miles:

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Travel Plan:

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 2 days

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

LIST OF SITES relevant to selection parameters

- | | | | |
|---|---|-------------|---------------------|
| 1 | SO-02-I-01
LIVERPOOL ROAD
SLOUGH | DATA CENTRE | SLOUGH |
| | Suburban Area (PPS6 Out of Centre)
Industrial Zone | | |
| | Total Gross floor area: | 16000 sqm | |
| | Survey date: WEDNESDAY | 26/04/23 | Survey Type: MANUAL |
| 2 | SO-02-I-03
LIVERPOOL ROAD
SLOUGH | DATA CENTRE | SLOUGH |
| | Suburban Area (PPS6 Out of Centre)
Industrial Zone | | |
| | Total Gross floor area: | 11700 sqm | |
| | Survey date: WEDNESDAY | 24/05/23 | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SO-02-I-02	Site area low
SO-02-I-04	Parking provision significantly higher than other examples

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.29

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.051	1	11700	0.017	1	11700	0.068
06:00 - 07:00	2	13850	0.105	2	13850	0.054	2	13850	0.159
07:00 - 08:00	2	13850	0.170	2	13850	0.029	2	13850	0.199
08:00 - 09:00	2	13850	0.123	2	13850	0.036	2	13850	0.159
09:00 - 10:00	2	13850	0.076	2	13850	0.043	2	13850	0.119
10:00 - 11:00	2	13850	0.051	2	13850	0.029	2	13850	0.080
11:00 - 12:00	2	13850	0.043	2	13850	0.047	2	13850	0.090
12:00 - 13:00	2	13850	0.018	2	13850	0.025	2	13850	0.043
13:00 - 14:00	2	13850	0.032	2	13850	0.040	2	13850	0.072
14:00 - 15:00	2	13850	0.036	2	13850	0.025	2	13850	0.061
15:00 - 16:00	2	13850	0.011	2	13850	0.105	2	13850	0.116
16:00 - 17:00	2	13850	0.011	2	13850	0.101	2	13850	0.112
17:00 - 18:00	2	13850	0.018	2	13850	0.083	2	13850	0.101
18:00 - 19:00	2	13850	0.036	2	13850	0.083	2	13850	0.119
19:00 - 20:00	2	13850	0.004	2	13850	0.018	2	13850	0.022
20:00 - 21:00	1	11700	0.009	1	11700	0.043	1	11700	0.052
21:00 - 22:00	1	11700	0.000	1	11700	0.009	1	11700	0.009
22:00 - 23:00	1	11700	0.009	1	11700	0.017	1	11700	0.026
23:00 - 24:00	1	11700	0.017	1	11700	0.009	1	11700	0.026
Total Rates:			0.820			0.813			1.633

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

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Parameter summary

Trip rate parameter range selected:	11700 - 16000 (units: sqm)
Survey date range:	01/01/16 - 24/05/23
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:	2

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.009	1	11700	0.009	1	11700	0.018
06:00 - 07:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
07:00 - 08:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
08:00 - 09:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
09:00 - 10:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
10:00 - 11:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
11:00 - 12:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
12:00 - 13:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
13:00 - 14:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
14:00 - 15:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
15:00 - 16:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
16:00 - 17:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
17:00 - 18:00	2	13850	0.007	2	13850	0.007	2	13850	0.014
18:00 - 19:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
19:00 - 20:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.020			0.020			0.040

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
07:00 - 08:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
08:00 - 09:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
09:00 - 10:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
10:00 - 11:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
11:00 - 12:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
12:00 - 13:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
13:00 - 14:00	2	13850	0.007	2	13850	0.007	2	13850	0.014
14:00 - 15:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
15:00 - 16:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
16:00 - 17:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
17:00 - 18:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
18:00 - 19:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
19:00 - 20:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.023			0.023			0.046

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.022	2	13850	0.000	2	13850	0.022
07:00 - 08:00	2	13850	0.007	2	13850	0.000	2	13850	0.007
08:00 - 09:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
09:00 - 10:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
10:00 - 11:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
11:00 - 12:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
12:00 - 13:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
13:00 - 14:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
14:00 - 15:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
15:00 - 16:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
16:00 - 17:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
17:00 - 18:00	2	13850	0.000	2	13850	0.014	2	13850	0.014
18:00 - 19:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
19:00 - 20:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
20:00 - 21:00	1	11700	0.000	1	11700	0.009	1	11700	0.009
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.041			0.047			0.088

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.060	1	11700	0.009	1	11700	0.069
06:00 - 07:00	2	13850	0.112	2	13850	0.054	2	13850	0.166
07:00 - 08:00	2	13850	0.184	2	13850	0.025	2	13850	0.209
08:00 - 09:00	2	13850	0.134	2	13850	0.040	2	13850	0.174
09:00 - 10:00	2	13850	0.076	2	13850	0.047	2	13850	0.123
10:00 - 11:00	2	13850	0.061	2	13850	0.029	2	13850	0.090
11:00 - 12:00	2	13850	0.047	2	13850	0.051	2	13850	0.098
12:00 - 13:00	2	13850	0.018	2	13850	0.029	2	13850	0.047
13:00 - 14:00	2	13850	0.032	2	13850	0.047	2	13850	0.079
14:00 - 15:00	2	13850	0.036	2	13850	0.025	2	13850	0.061
15:00 - 16:00	2	13850	0.014	2	13850	0.119	2	13850	0.133
16:00 - 17:00	2	13850	0.011	2	13850	0.112	2	13850	0.123
17:00 - 18:00	2	13850	0.011	2	13850	0.083	2	13850	0.094
18:00 - 19:00	2	13850	0.040	2	13850	0.094	2	13850	0.134
19:00 - 20:00	2	13850	0.004	2	13850	0.018	2	13850	0.022
20:00 - 21:00	1	11700	0.009	1	11700	0.051	1	11700	0.060
21:00 - 22:00	1	11700	0.000	1	11700	0.009	1	11700	0.009
22:00 - 23:00	1	11700	0.009	1	11700	0.017	1	11700	0.026
23:00 - 24:00	1	11700	0.017	1	11700	0.009	1	11700	0.026
Total Rates:			0.875			0.868			1.743

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.009	1	11700	0.009	1	11700	0.018
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.007	2	13850	0.000	2	13850	0.007
07:00 - 08:00	2	13850	0.014	2	13850	0.000	2	13850	0.014
08:00 - 09:00	2	13850	0.022	2	13850	0.007	2	13850	0.029
09:00 - 10:00	2	13850	0.007	2	13850	0.000	2	13850	0.007
10:00 - 11:00	2	13850	0.000	2	13850	0.025	2	13850	0.025
11:00 - 12:00	2	13850	0.022	2	13850	0.004	2	13850	0.026
12:00 - 13:00	2	13850	0.029	2	13850	0.040	2	13850	0.069
13:00 - 14:00	2	13850	0.011	2	13850	0.004	2	13850	0.015
14:00 - 15:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
15:00 - 16:00	2	13850	0.004	2	13850	0.014	2	13850	0.018
16:00 - 17:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
17:00 - 18:00	2	13850	0.007	2	13850	0.018	2	13850	0.025
18:00 - 19:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
19:00 - 20:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.140			0.129			0.269

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.017	1	11700	0.000	1	11700	0.017
05:00 - 06:00	1	11700	0.009	1	11700	0.000	1	11700	0.009
06:00 - 07:00	2	13850	0.014	2	13850	0.000	2	13850	0.014
07:00 - 08:00	2	13850	0.061	2	13850	0.004	2	13850	0.065
08:00 - 09:00	2	13850	0.025	2	13850	0.022	2	13850	0.047
09:00 - 10:00	2	13850	0.025	2	13850	0.004	2	13850	0.029
10:00 - 11:00	2	13850	0.014	2	13850	0.036	2	13850	0.050
11:00 - 12:00	2	13850	0.025	2	13850	0.032	2	13850	0.057
12:00 - 13:00	2	13850	0.061	2	13850	0.043	2	13850	0.104
13:00 - 14:00	2	13850	0.036	2	13850	0.014	2	13850	0.050
14:00 - 15:00	2	13850	0.022	2	13850	0.011	2	13850	0.033
15:00 - 16:00	2	13850	0.014	2	13850	0.029	2	13850	0.043
16:00 - 17:00	2	13850	0.011	2	13850	0.043	2	13850	0.054
17:00 - 18:00	2	13850	0.000	2	13850	0.069	2	13850	0.069
18:00 - 19:00	2	13850	0.007	2	13850	0.022	2	13850	0.029
19:00 - 20:00	2	13850	0.007	2	13850	0.011	2	13850	0.018
20:00 - 21:00	1	11700	0.009	1	11700	0.009	1	11700	0.018
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.009	1	11700	0.009	1	11700	0.018
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.366			0.358			0.724

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.009	1	11700	0.000	1	11700	0.009
06:00 - 07:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
07:00 - 08:00	2	13850	0.018	2	13850	0.004	2	13850	0.022
08:00 - 09:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
09:00 - 10:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
10:00 - 11:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
11:00 - 12:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
12:00 - 13:00	2	13850	0.011	2	13850	0.011	2	13850	0.022
13:00 - 14:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
14:00 - 15:00	2	13850	0.011	2	13850	0.000	2	13850	0.011
15:00 - 16:00	2	13850	0.000	2	13850	0.011	2	13850	0.011
16:00 - 17:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
17:00 - 18:00	2	13850	0.000	2	13850	0.007	2	13850	0.007
18:00 - 19:00	2	13850	0.007	2	13850	0.000	2	13850	0.007
19:00 - 20:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
20:00 - 21:00	1	11700	0.000	1	11700	0.009	1	11700	0.009
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.072			0.062			0.134

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.017	1	11700	0.000	1	11700	0.017
05:00 - 06:00	1	11700	0.017	1	11700	0.000	1	11700	0.017
06:00 - 07:00	2	13850	0.014	2	13850	0.000	2	13850	0.014
07:00 - 08:00	2	13850	0.079	2	13850	0.007	2	13850	0.086
08:00 - 09:00	2	13850	0.029	2	13850	0.025	2	13850	0.054
09:00 - 10:00	2	13850	0.029	2	13850	0.007	2	13850	0.036
10:00 - 11:00	2	13850	0.014	2	13850	0.036	2	13850	0.050
11:00 - 12:00	2	13850	0.029	2	13850	0.036	2	13850	0.065
12:00 - 13:00	2	13850	0.072	2	13850	0.054	2	13850	0.126
13:00 - 14:00	2	13850	0.036	2	13850	0.018	2	13850	0.054
14:00 - 15:00	2	13850	0.032	2	13850	0.011	2	13850	0.043
15:00 - 16:00	2	13850	0.014	2	13850	0.040	2	13850	0.054
16:00 - 17:00	2	13850	0.011	2	13850	0.047	2	13850	0.058
17:00 - 18:00	2	13850	0.000	2	13850	0.076	2	13850	0.076
18:00 - 19:00	2	13850	0.014	2	13850	0.022	2	13850	0.036
19:00 - 20:00	2	13850	0.011	2	13850	0.011	2	13850	0.022
20:00 - 21:00	1	11700	0.009	1	11700	0.017	1	11700	0.026
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.009	1	11700	0.009	1	11700	0.018
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.436			0.416			0.852

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.009	1	11700	0.009	1	11700	0.018
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.017	1	11700	0.000	1	11700	0.017
05:00 - 06:00	1	11700	0.077	1	11700	0.009	1	11700	0.086
06:00 - 07:00	2	13850	0.155	2	13850	0.054	2	13850	0.209
07:00 - 08:00	2	13850	0.285	2	13850	0.032	2	13850	0.317
08:00 - 09:00	2	13850	0.188	2	13850	0.072	2	13850	0.260
09:00 - 10:00	2	13850	0.116	2	13850	0.054	2	13850	0.170
10:00 - 11:00	2	13850	0.076	2	13850	0.090	2	13850	0.166
11:00 - 12:00	2	13850	0.097	2	13850	0.094	2	13850	0.191
12:00 - 13:00	2	13850	0.119	2	13850	0.123	2	13850	0.242
13:00 - 14:00	2	13850	0.083	2	13850	0.072	2	13850	0.155
14:00 - 15:00	2	13850	0.072	2	13850	0.040	2	13850	0.112
15:00 - 16:00	2	13850	0.032	2	13850	0.173	2	13850	0.205
16:00 - 17:00	2	13850	0.022	2	13850	0.166	2	13850	0.188
17:00 - 18:00	2	13850	0.018	2	13850	0.191	2	13850	0.209
18:00 - 19:00	2	13850	0.058	2	13850	0.123	2	13850	0.181
19:00 - 20:00	2	13850	0.014	2	13850	0.032	2	13850	0.046
20:00 - 21:00	1	11700	0.017	1	11700	0.077	1	11700	0.094
21:00 - 22:00	1	11700	0.000	1	11700	0.009	1	11700	0.009
22:00 - 23:00	1	11700	0.017	1	11700	0.026	1	11700	0.043
23:00 - 24:00	1	11700	0.017	1	11700	0.009	1	11700	0.026
Total Rates:			1.489			1.455			2.944

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.043	1	11700	0.009	1	11700	0.052
06:00 - 07:00	2	13850	0.105	2	13850	0.051	2	13850	0.156
07:00 - 08:00	2	13850	0.119	2	13850	0.014	2	13850	0.133
08:00 - 09:00	2	13850	0.079	2	13850	0.011	2	13850	0.090
09:00 - 10:00	2	13850	0.047	2	13850	0.022	2	13850	0.069
10:00 - 11:00	2	13850	0.036	2	13850	0.011	2	13850	0.047
11:00 - 12:00	2	13850	0.032	2	13850	0.029	2	13850	0.061
12:00 - 13:00	2	13850	0.007	2	13850	0.018	2	13850	0.025
13:00 - 14:00	2	13850	0.014	2	13850	0.022	2	13850	0.036
14:00 - 15:00	2	13850	0.014	2	13850	0.018	2	13850	0.032
15:00 - 16:00	2	13850	0.004	2	13850	0.040	2	13850	0.044
16:00 - 17:00	2	13850	0.007	2	13850	0.079	2	13850	0.086
17:00 - 18:00	2	13850	0.007	2	13850	0.072	2	13850	0.079
18:00 - 19:00	2	13850	0.036	2	13850	0.083	2	13850	0.119
19:00 - 20:00	2	13850	0.000	2	13850	0.014	2	13850	0.014
20:00 - 21:00	1	11700	0.009	1	11700	0.043	1	11700	0.052
21:00 - 22:00	1	11700	0.000	1	11700	0.009	1	11700	0.009
22:00 - 23:00	1	11700	0.009	1	11700	0.017	1	11700	0.026
23:00 - 24:00	1	11700	0.017	1	11700	0.009	1	11700	0.026
Total Rates:			0.585			0.571			1.156

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL LGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
07:00 - 08:00	2	13850	0.040	2	13850	0.007	2	13850	0.047
08:00 - 09:00	2	13850	0.040	2	13850	0.022	2	13850	0.062
09:00 - 10:00	2	13850	0.025	2	13850	0.022	2	13850	0.047
10:00 - 11:00	2	13850	0.011	2	13850	0.018	2	13850	0.029
11:00 - 12:00	2	13850	0.007	2	13850	0.007	2	13850	0.014
12:00 - 13:00	2	13850	0.011	2	13850	0.007	2	13850	0.018
13:00 - 14:00	2	13850	0.011	2	13850	0.011	2	13850	0.022
14:00 - 15:00	2	13850	0.018	2	13850	0.007	2	13850	0.025
15:00 - 16:00	2	13850	0.007	2	13850	0.061	2	13850	0.068
16:00 - 17:00	2	13850	0.004	2	13850	0.018	2	13850	0.022
17:00 - 18:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
18:00 - 19:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
19:00 - 20:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.178			0.188			0.366

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
07:00 - 08:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
08:00 - 09:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
09:00 - 10:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
10:00 - 11:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
11:00 - 12:00	2	13850	0.004	2	13850	0.007	2	13850	0.011
12:00 - 13:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
13:00 - 14:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
14:00 - 15:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
15:00 - 16:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
16:00 - 17:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
17:00 - 18:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
18:00 - 19:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
19:00 - 20:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.016			0.015			0.031

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL Servicing Vehicles
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
07:00 - 08:00	2	13850	0.007	2	13850	0.004	2	13850	0.011
08:00 - 09:00	2	13850	0.022	2	13850	0.022	2	13850	0.044
09:00 - 10:00	2	13850	0.018	2	13850	0.022	2	13850	0.040
10:00 - 11:00	2	13850	0.011	2	13850	0.007	2	13850	0.018
11:00 - 12:00	2	13850	0.014	2	13850	0.014	2	13850	0.028
12:00 - 13:00	2	13850	0.007	2	13850	0.007	2	13850	0.014
13:00 - 14:00	2	13850	0.014	2	13850	0.018	2	13850	0.032
14:00 - 15:00	2	13850	0.011	2	13850	0.007	2	13850	0.018
15:00 - 16:00	2	13850	0.004	2	13850	0.007	2	13850	0.011
16:00 - 17:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
17:00 - 18:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
18:00 - 19:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
19:00 - 20:00	2	13850	0.004	2	13850	0.004	2	13850	0.008
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.124			0.124			0.248

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

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

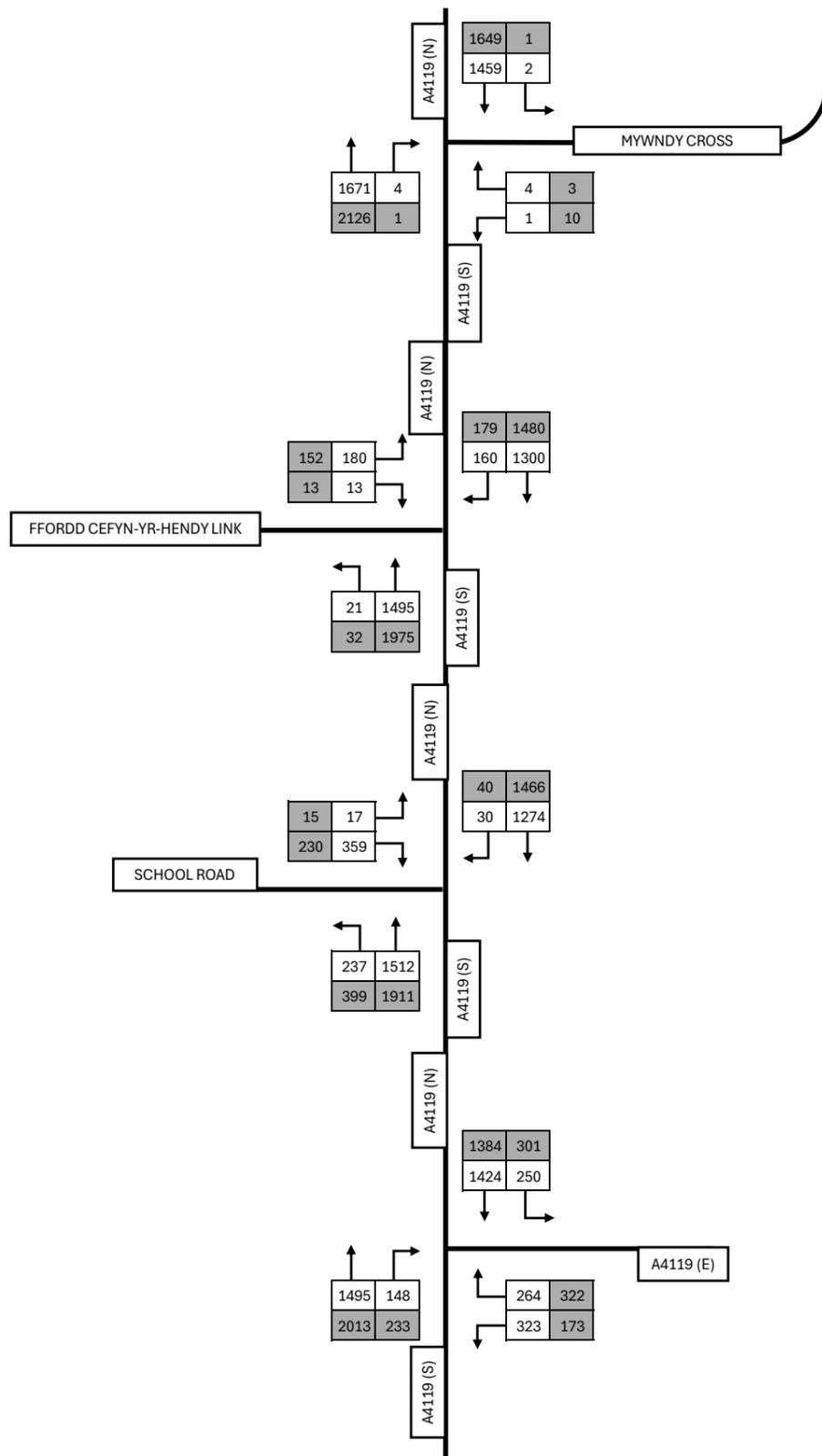
TRIP RATE for Land Use 02 - EMPLOYMENT/I - DATA CENTRE
 MULTI-MODAL Scooters
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
01:00 - 02:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
02:00 - 03:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
03:00 - 04:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
04:00 - 05:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
05:00 - 06:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
06:00 - 07:00	2	13850	0.004	2	13850	0.000	2	13850	0.004
07:00 - 08:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
08:00 - 09:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
09:00 - 10:00	2	13850	0.000	2	13850	0.004	2	13850	0.004
10:00 - 11:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
11:00 - 12:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
12:00 - 13:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
13:00 - 14:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
14:00 - 15:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
15:00 - 16:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
16:00 - 17:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
17:00 - 18:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
18:00 - 19:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
19:00 - 20:00	2	13850	0.000	2	13850	0.000	2	13850	0.000
20:00 - 21:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
21:00 - 22:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
22:00 - 23:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
23:00 - 24:00	1	11700	0.000	1	11700	0.000	1	11700	0.000
Total Rates:			0.004			0.004			0.008

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

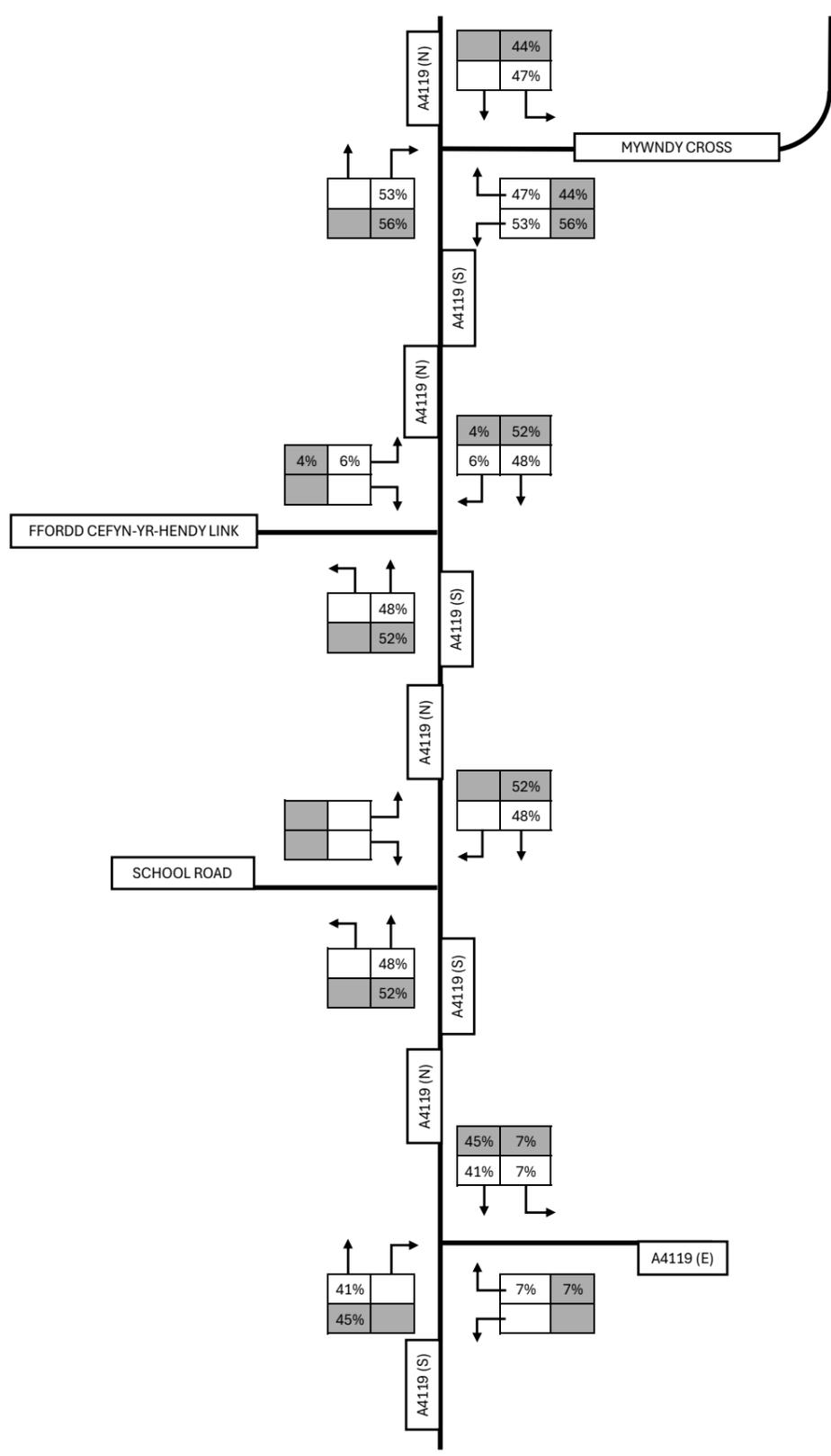
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Appendix E – Network Flow Diagrams



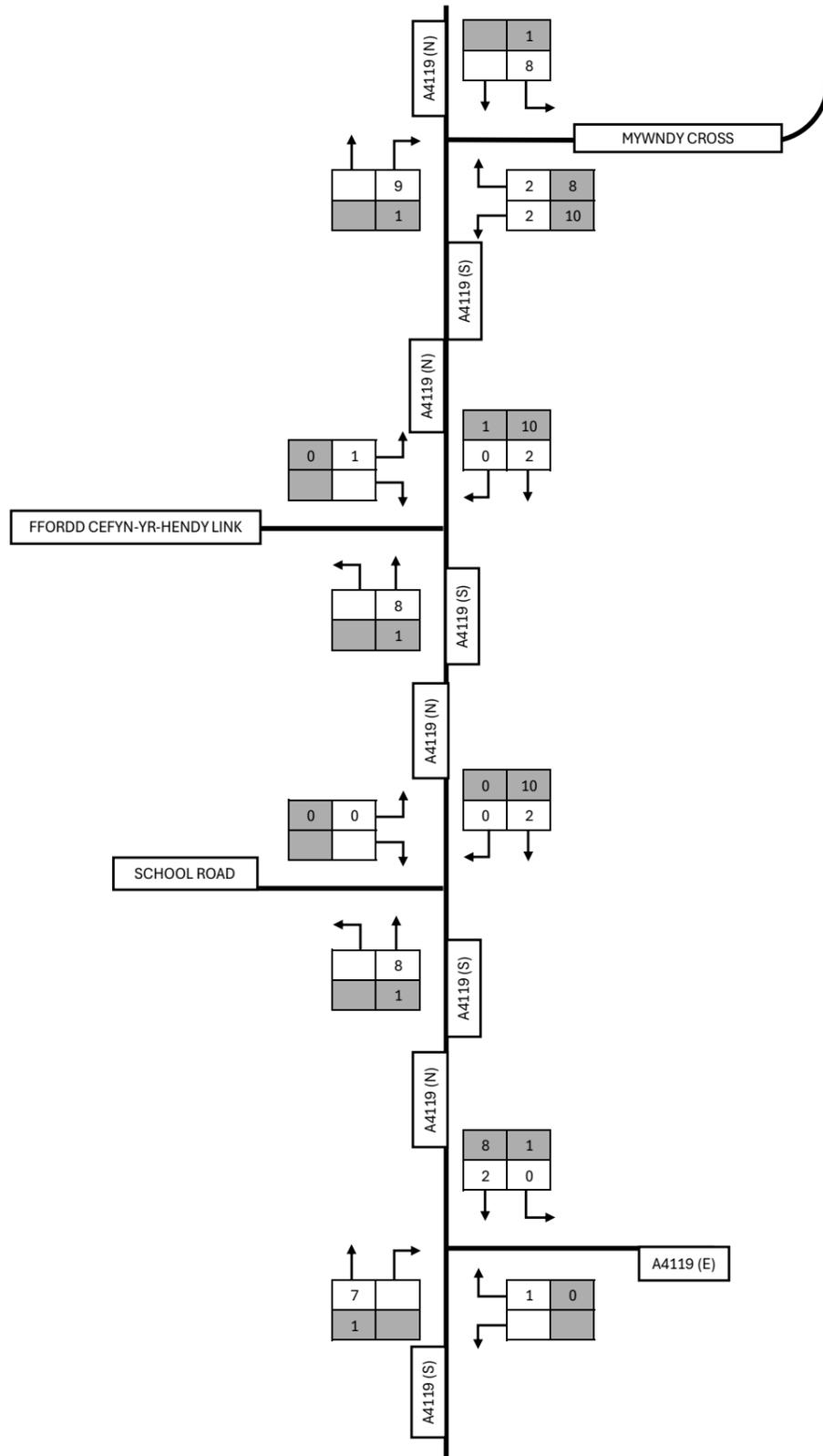
KEY
 500 = AM PCUs
 500 = PM PCUs

Pell Frischmann Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com	LAND AT MWYNDY
	FIGURE A6.1
	2025 SURVEY FLOWS



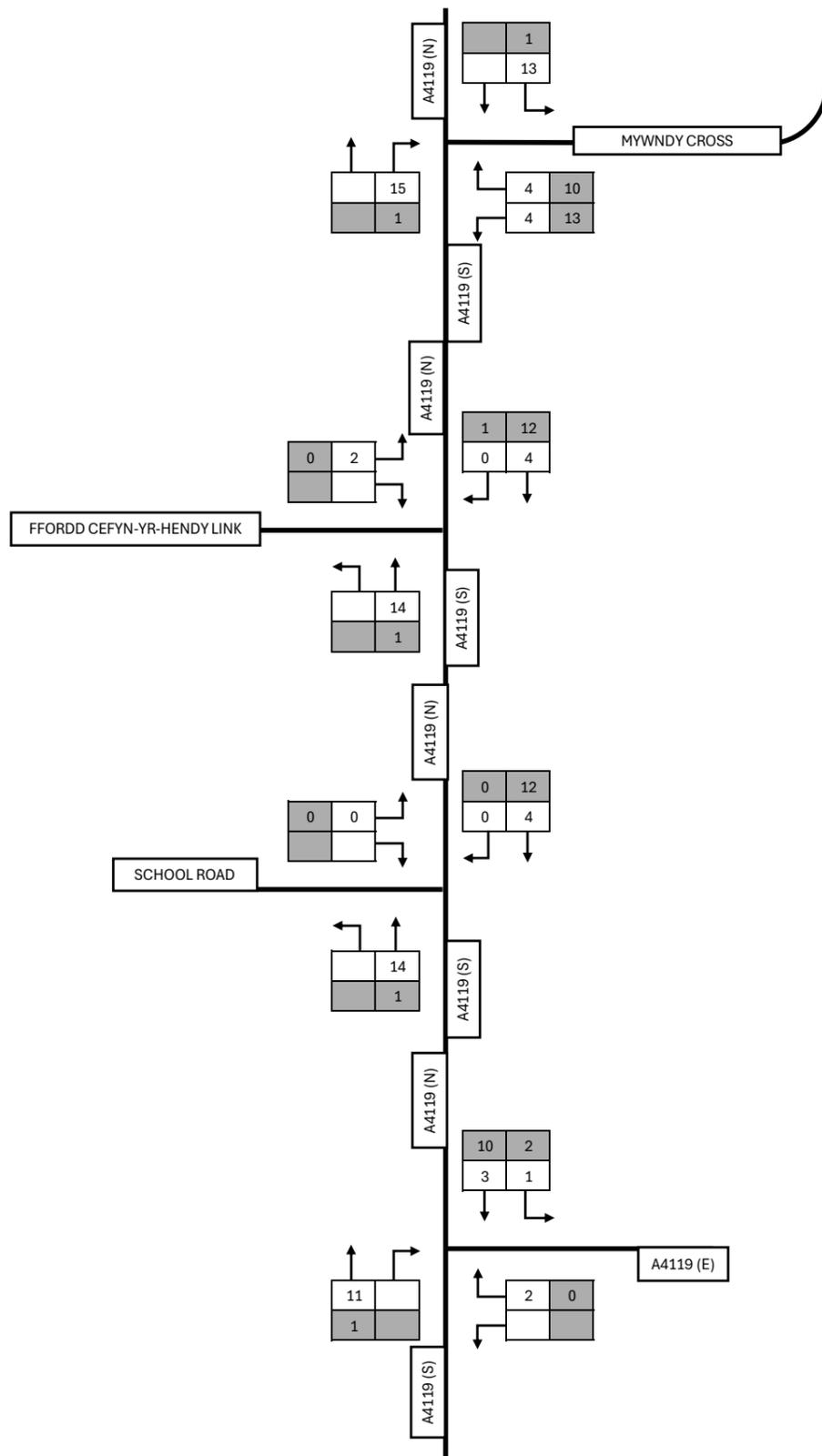
KEY
 500 = AM
 500 = PM

<p>Pell Frischmann</p>	<p>Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com</p>
<p>LAND AT MWYNDY</p>	
<p>FIGURE A6.2</p>	
<p>DEVELOPMENT TRAFFIC DISTRIBUTION</p>	



KEY	
500	= AM
500	= PM

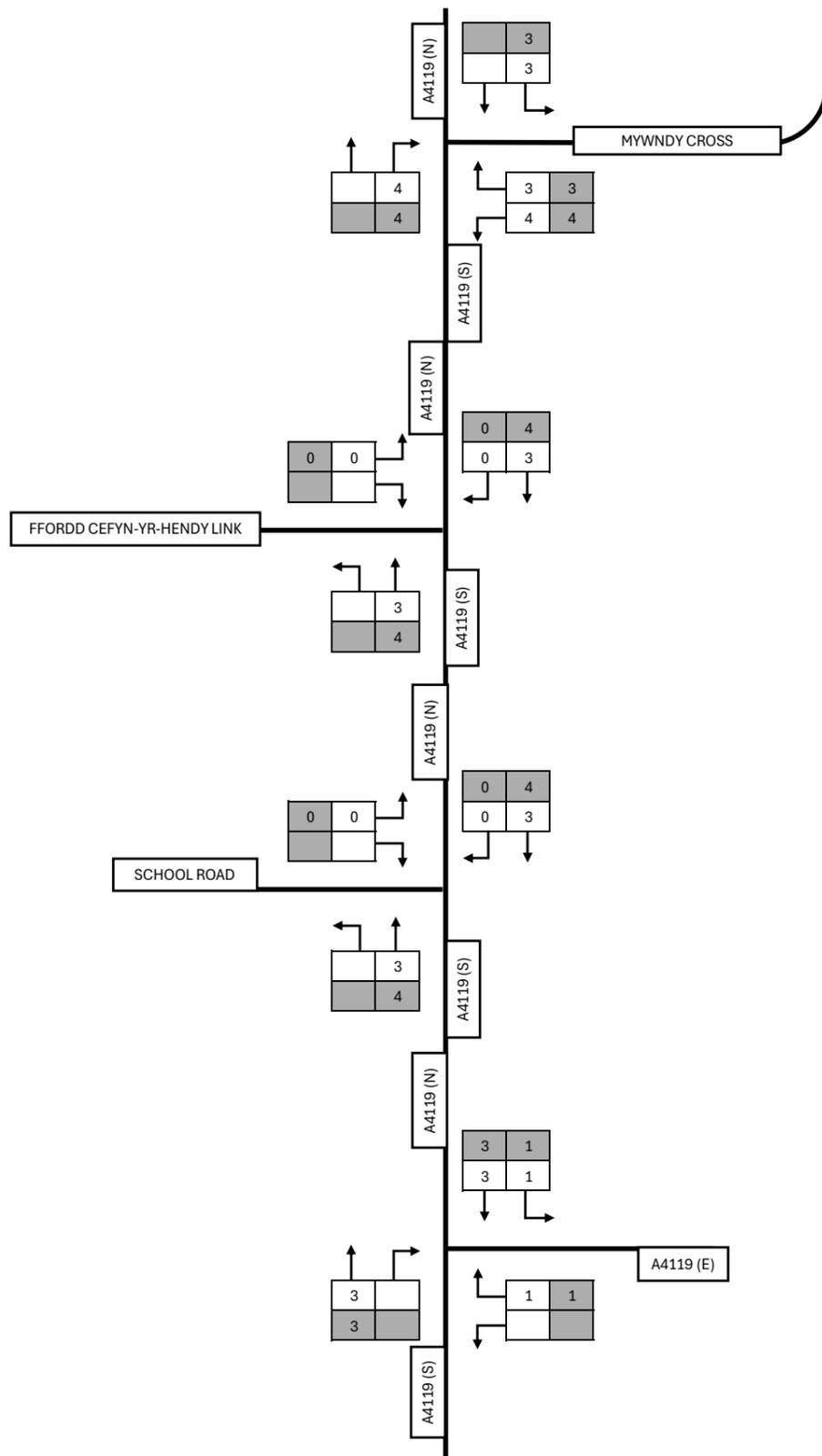
<p>Pell Frischmann</p>	<p>Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com</p>
<p>LAND AT MWYNDY</p>	
<p>FIGURE A6.3</p>	
<p>PROPOSED DEVELOPMENT TRAFFIC FLOWS OPTION 1</p>	



KEY

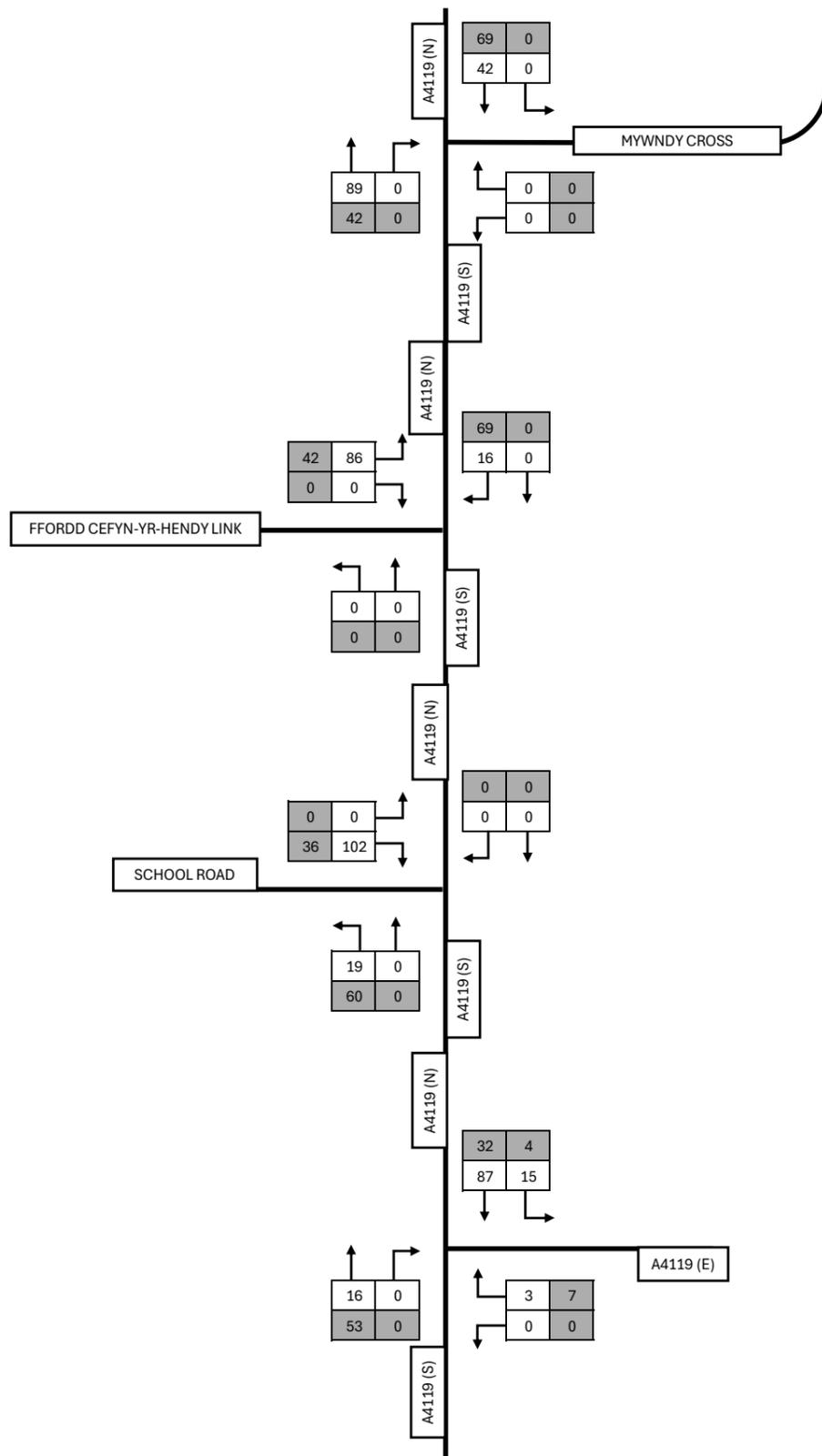
500	= AM
500	= PM

Pell Frischmann	Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com
	LAND AT MWYNDY
FIGURE A6.4	
PROPOSED DEVELOPMENT TRAFFIC FLOWS OPTION 2	



KEY	
500	= AM
500	= PM

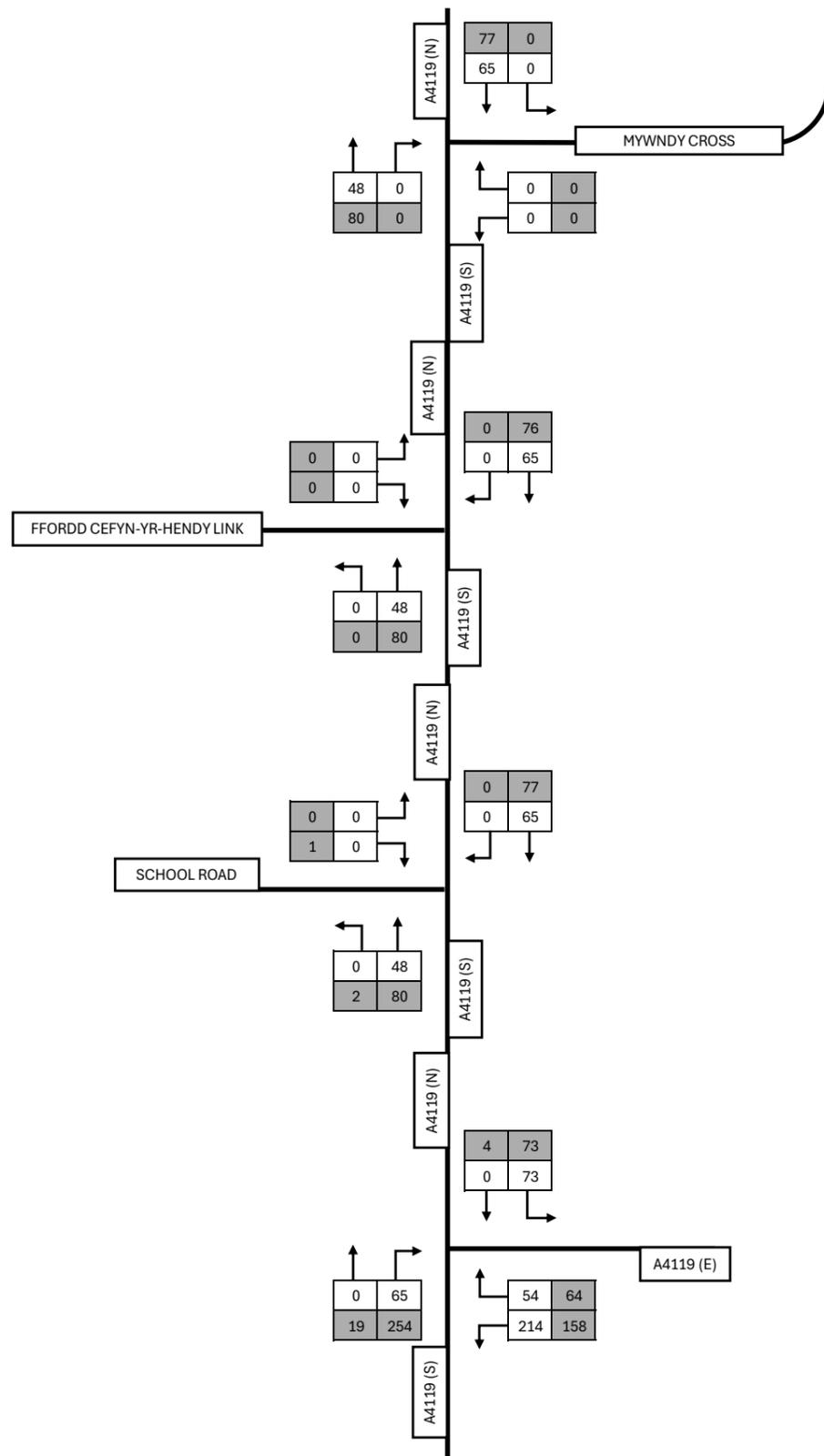
<p>Pell Frischmann</p>	<p>Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com</p>
<p>LAND AT MWYNDY</p>	
<p>FIGURE A6.5</p>	
<p>MWYNDY CROSS DATA CENTRE (WESTERN SSA 8 PARCEL) COMMITTED DEVELOPMENT FLOWS</p>	



KEY

500	= AM
500	= PM

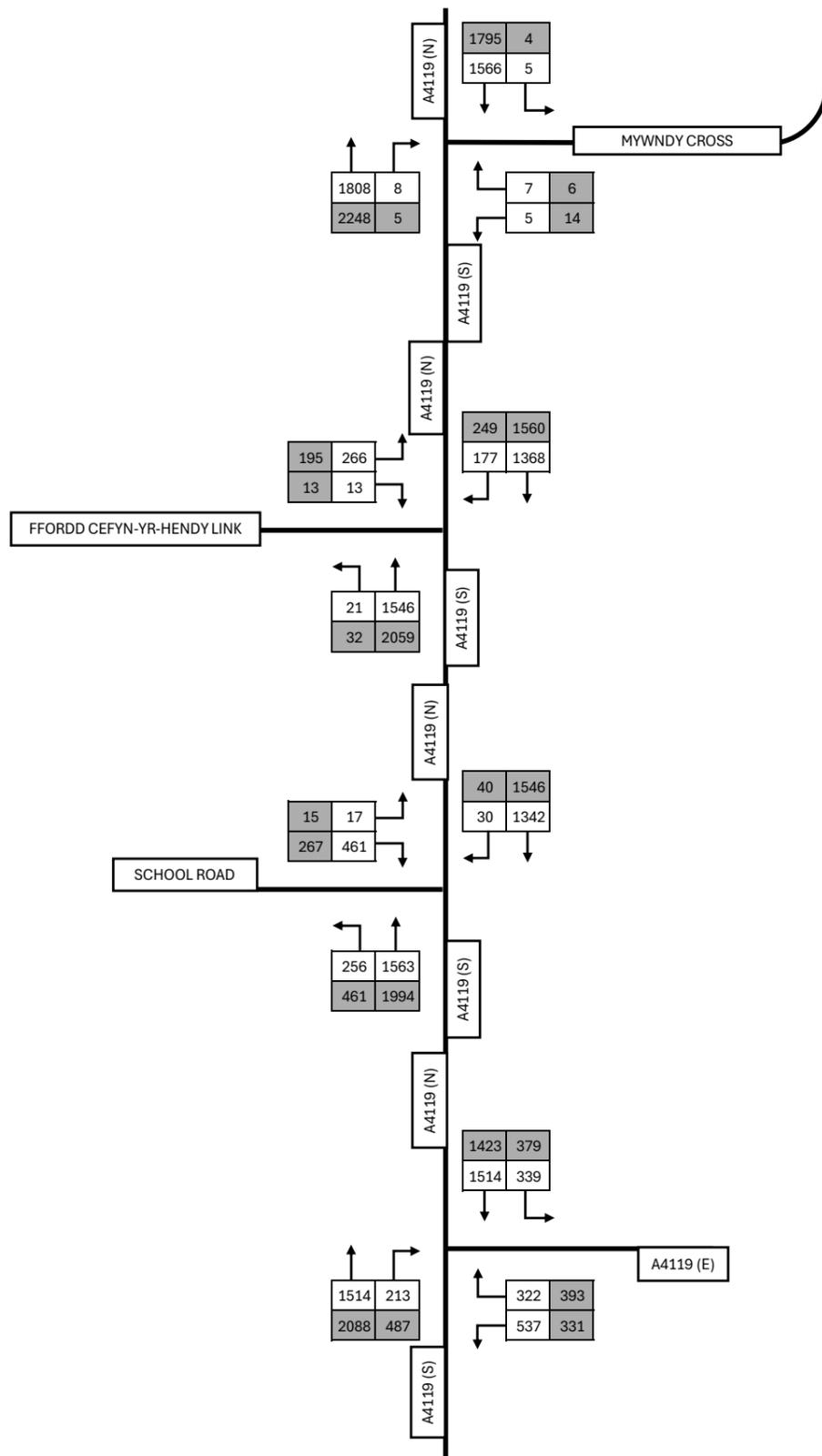
Pell Frischmann	Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com
	LAND AT MWYNDY
FIGURE A6.6	
MELIN NEWYDD COMMITTED DEVELOPMENT FLOWS	



KEY

500	= AM
500	= PM

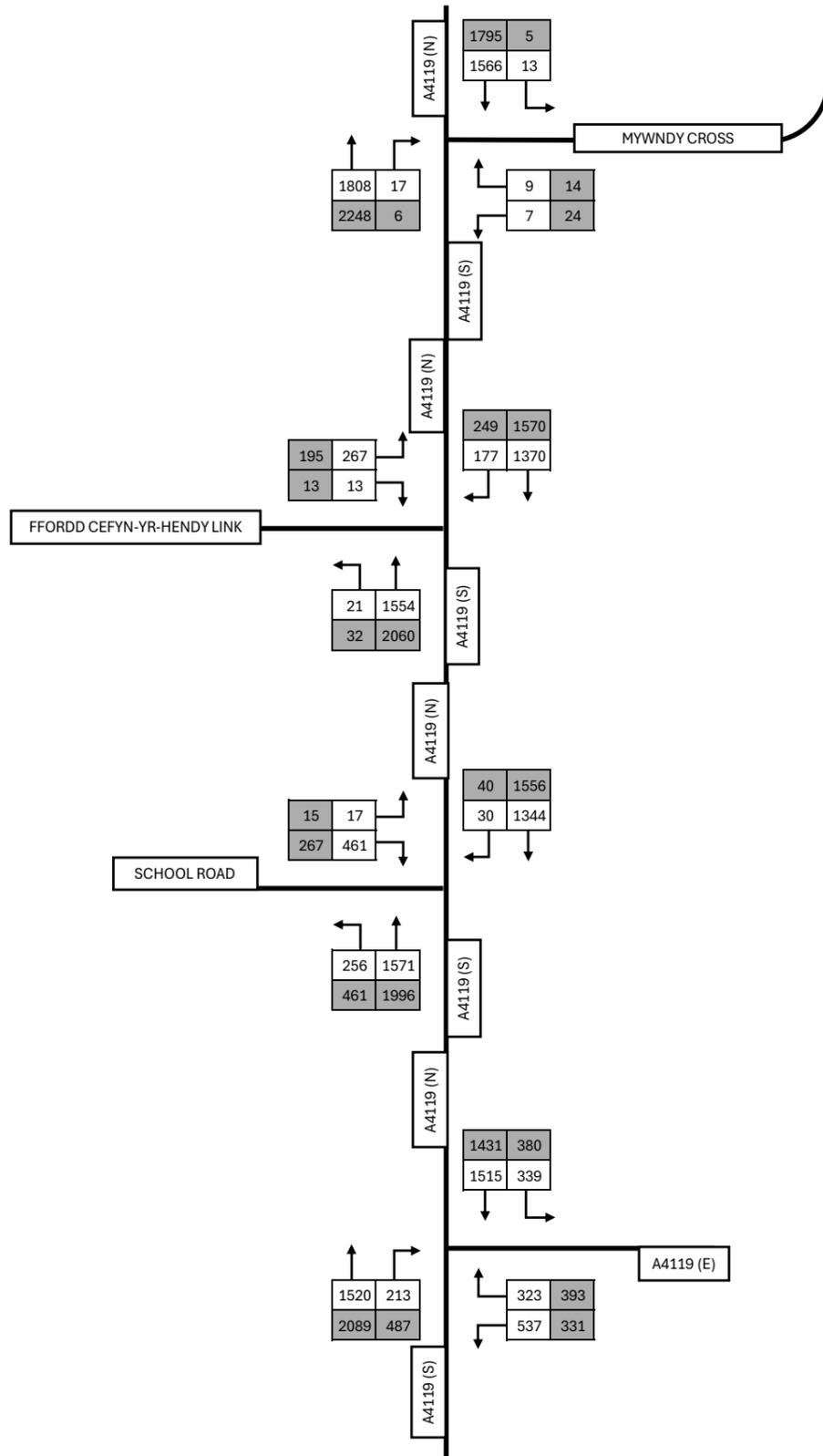
<p>Pell Frischmann</p>	<p>Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com</p>
	<p>LAND AT MWYNDY</p>
	<p>FIGURE A6.7</p>
	<p>NORTH WEST CARDIFF COMMITTED DEVELOPMENT FLOWS</p>



KEY

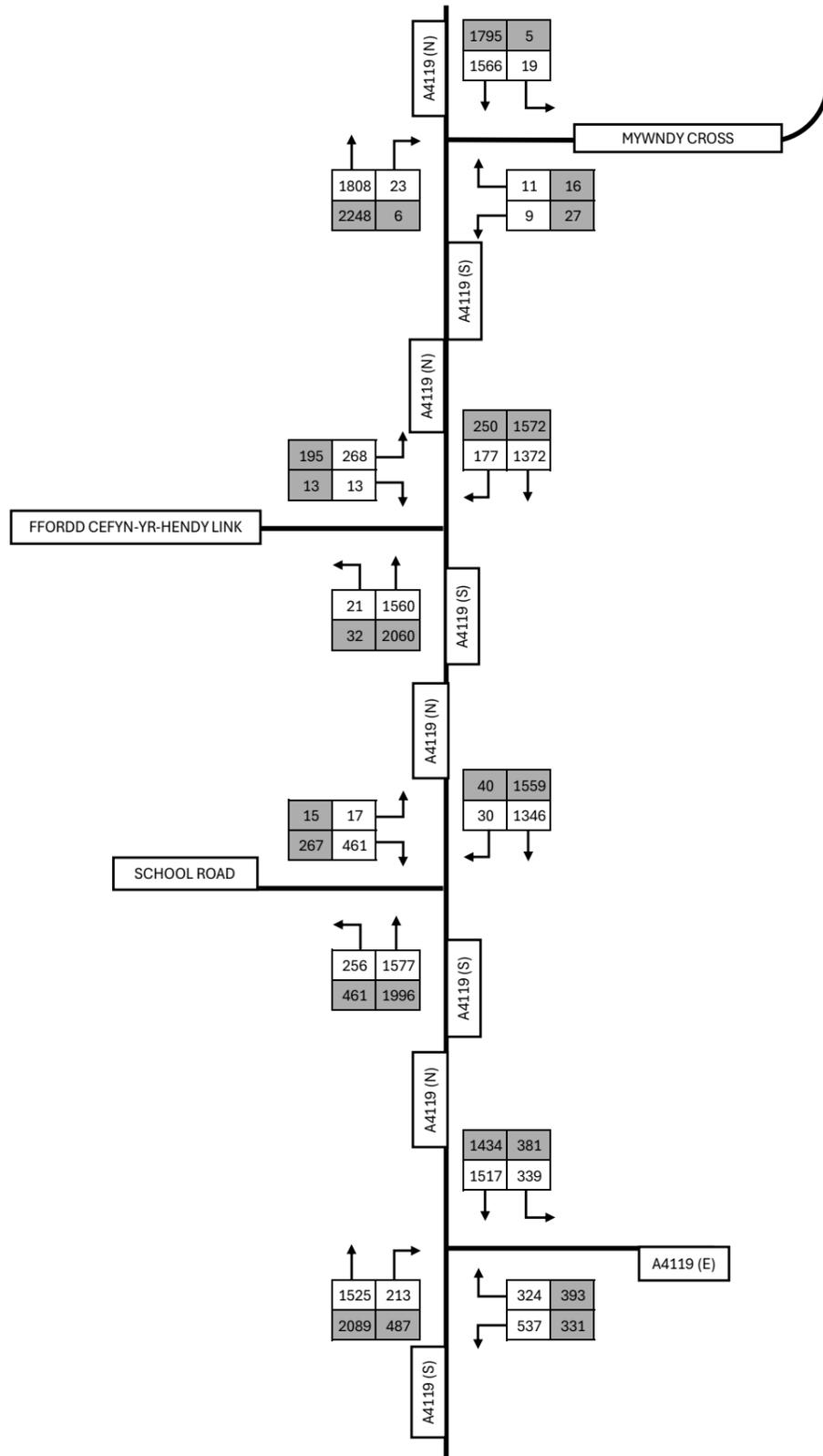
500	= AM
500	= PM

Pell Frischmann	Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com
	LAND AT MWYNDY
FIGURE A6.8	
2030 BASE + COMMITTED DEVELOPMENT FLOWS	



KEY
 500 = AM
 500 = PM

<p>Pell Frischmann</p>	<p>Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com</p>
<p>LAND AT MWYNDY</p>	
<p>FIGURE A6.9</p>	
<p>2030 BASE + COMMITTED DEVELOPMENT + PROPOSED DEVELOPMENT OPTION 1 FLOWS</p>	



KEY	
500	= AM
500	= PM

<p>Pell Frischmann</p>	<p>Burrator House, Rydon Lane Exeter EX2 7NT Tel: 01392 444 345 pellfrischmann.com</p>
	<p>LAND AT MWYNDY</p>
<p>FIGURE A6.10</p>	
<p>2030 BASE + COMMITTED DEVELOPMENT + PROPOSED DEVELOPMENT OPTION 2 FLOWS</p>	

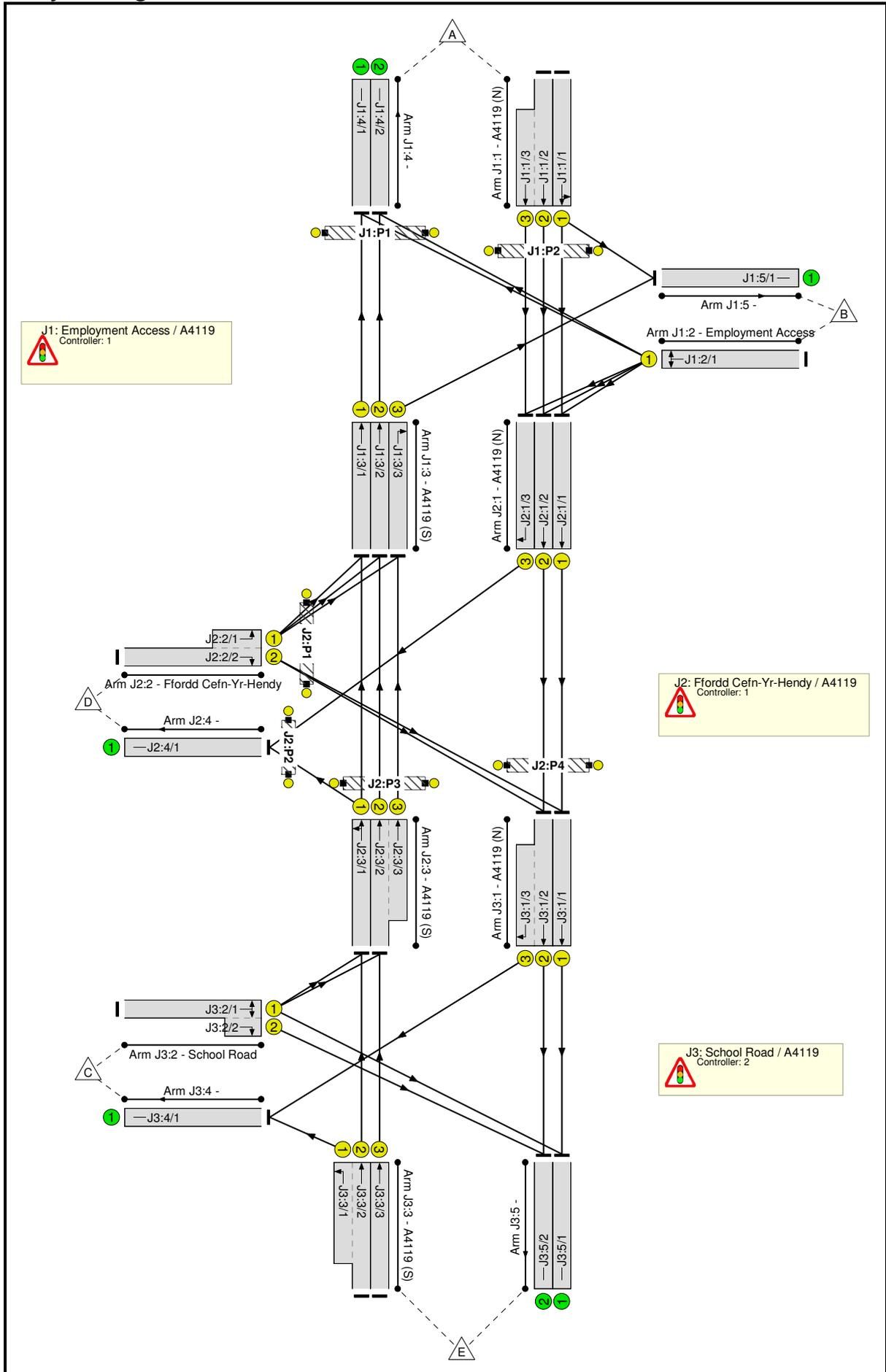
Appendix F – Junction Modelling Outputs

Full Input Data And Results

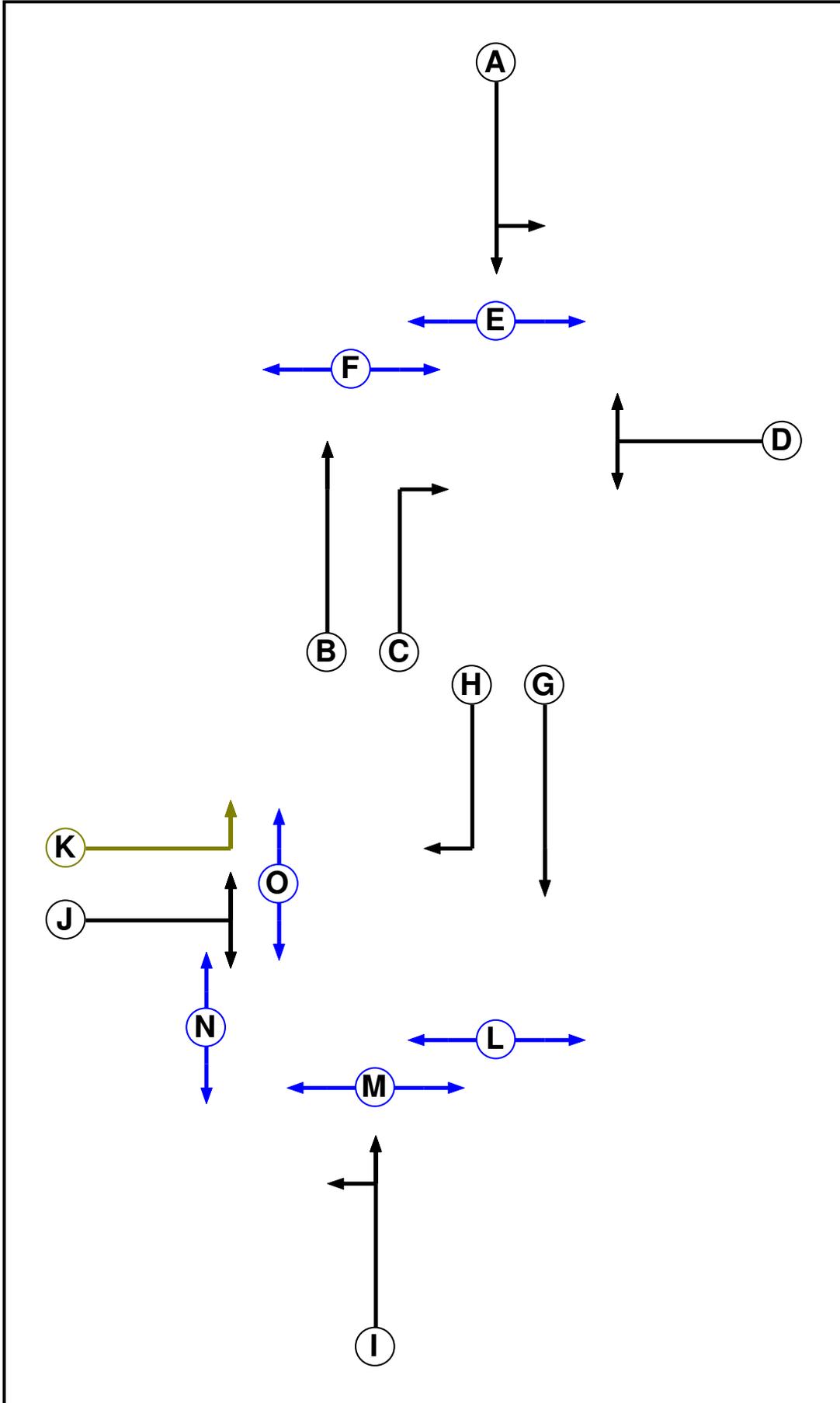
User and Project Details

Project:	Land at Mwyndy
Title:	A4119 Network
Location:	
Additional detail:	
File name:	A4119 Network Model.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1
Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Pedestrian	1		5	5
F	Pedestrian	1		5	5
G	Traffic	2		7	7
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Traffic	2		7	7
K	Filter	2	J	2	0
L	Pedestrian	2		5	5
M	Pedestrian	2		5	5
N	Pedestrian	2		5	5
O	Pedestrian	2		5	5

Phase Intergrens Matrix

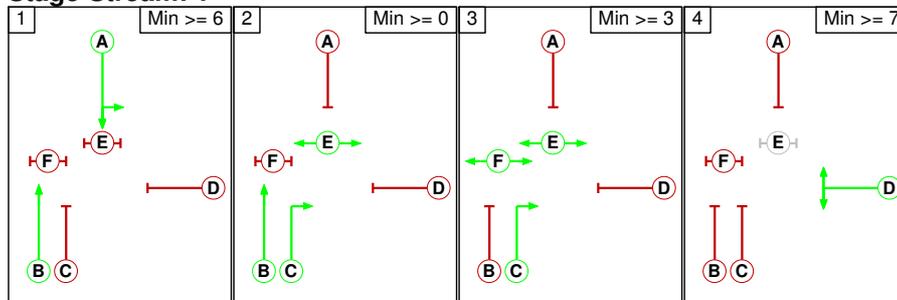
	Starting Phase														
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
A	-	-	10	8	5	-	-	-	-	-	-	-	-	-	-
B	-	-	-	9	-	8	-	-	-	-	-	-	-	-	-
C	6	-	-	9	-	-	-	-	-	-	-	-	-	-	-
D	5	6	6	-	-	11	-	-	-	-	-	-	-	-	-
E	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	-	8	-	8	-	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	-	-	-	9	-	7	-	-	-	-
H	-	-	-	-	-	-	-	-	6	9	-	-	-	9	-
I	-	-	-	-	-	-	-	9	-	11	11	-	5	7	-
J	-	-	-	-	-	-	6	6	5	-	-	9	-	-	6
K	-	-	-	-	-	-	-	-	5	-	-	-	-	-	6
L	-	-	-	-	-	-	10	-	-	10	-	-	-	-	-
M	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-
N	-	-	-	-	-	-	-	7	7	-	-	-	-	-	-
O	-	-	-	-	-	-	-	-	-	11	11	-	-	-	-

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B
1	2	B C E
1	3	C E F
1	4	D
2	1	G I O
2	2	G H K M
2	3	J M N
2	4	I L O

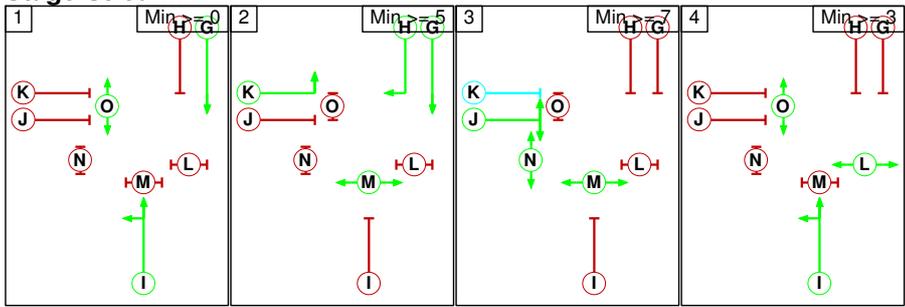
Stage Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

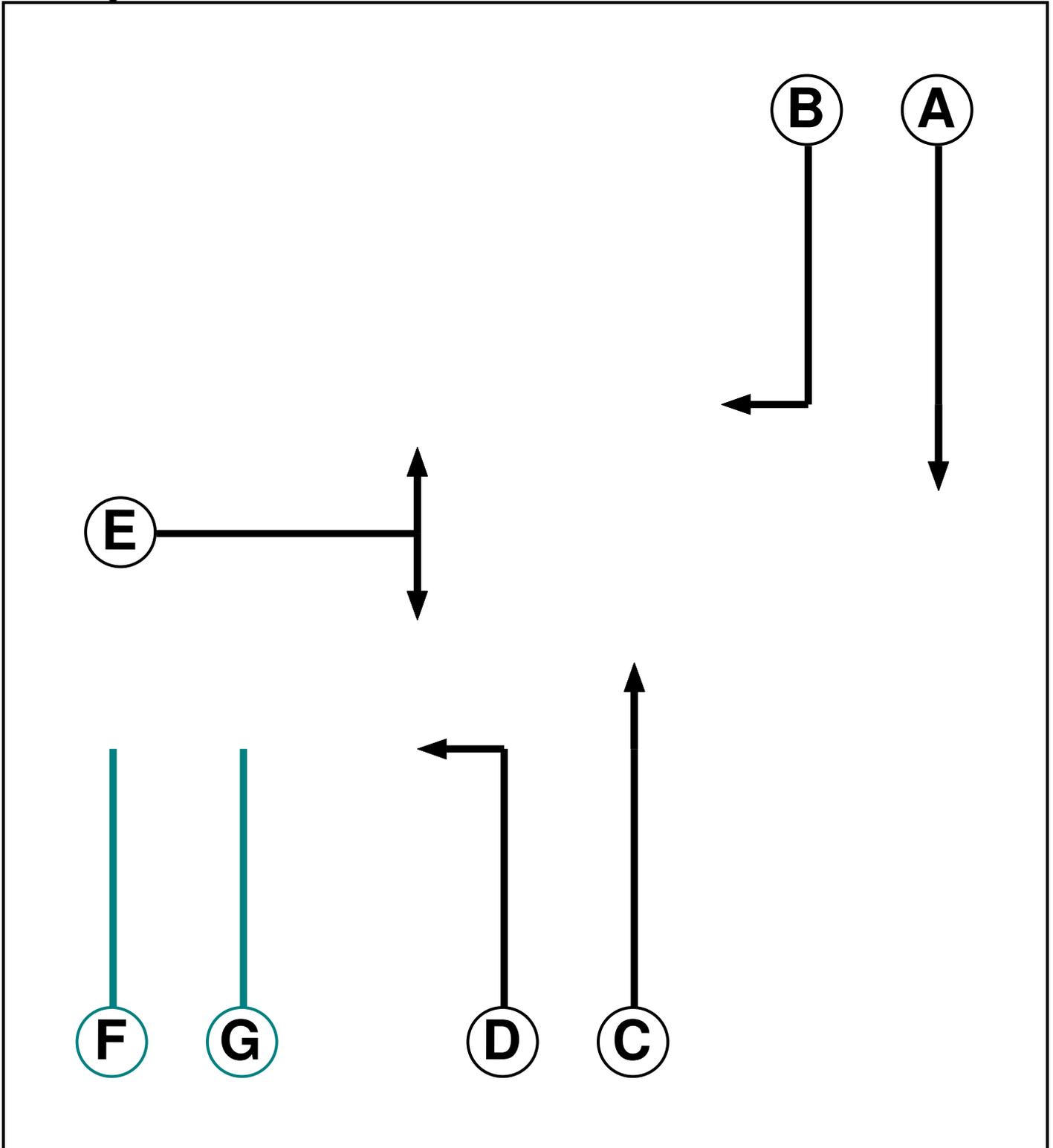
		To Stage			
		1	2	3	4
From Stage	1	10	10	9	
	2	11	8	9	
	3	11	8	9	
	4	6	6	11	

Stage Stream: 2

		To Stage			
		1	2	3	4
From Stage	1	11	11	7	
	2	X	9	X	
	3	11	7	11	
	4	10	11	11	

C2

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Dummy		7	7
G	Dummy		7	7

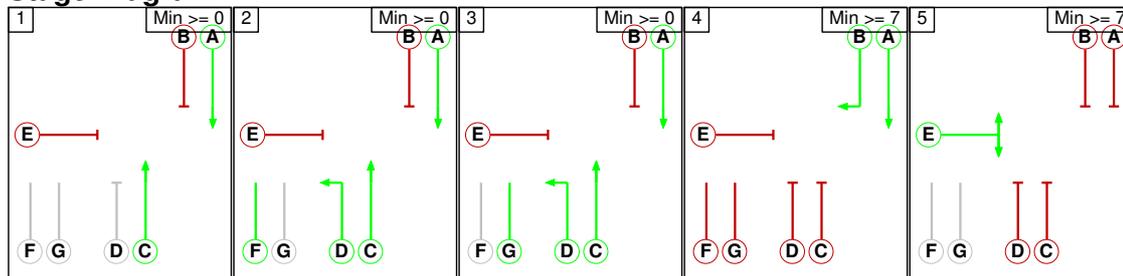
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
	A	B	C	D	E	F	G
A	-	-	-	-	10	-	-
B	-	-	7	8	10	-	-
C	-	7	-	-	11	-	-
D	-	8	-	-	11	-	-
E	8	8	8	7	-	-	-
F	-	8	-	-	-	-	-
G	-	10	-	-	-	-	-

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A C D F
3	A C D G
4	A B
5	E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	5
1					
2	0				
3	0				
4	7	8	8		
5	8	8	8	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Employment Access / A4119

There are no Opposed Lanes in this Junction

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119

There are no Opposed Lanes in this Junction

Junction: J3: School Road / A4119

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Employment Access / A4119												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A4119 (N))	U	A	2	3	115.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	20.00
											Arm J2:1 Ahead	Inf
J1:1/2 (A4119 (N))	U	A	2	3	115.0	Geom	-	3.25	0.00	N	Arm J2:1 Ahead	Inf
J1:1/3 (A4119 (N))	U	A	2	3	8.0	Geom	-	3.25	0.00	Y	Arm J2:1 Ahead	Inf
J1:2/1 (Employment Access)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Right	25.00
											Arm J2:1 Left	20.00
J1:3/1 (A4119 (S))	U	B	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (A4119 (S))	U	B	2	3	13.0	Geom	-	3.25	0.00	N	Arm J1:4 Ahead	Inf
J1:3/3 (A4119 (S))	U	C	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J1:5 Right	12.00
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A4119 (N))	U	G	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J3:1 Ahead	Inf
J2:1/2 (A4119 (N))	U	G	2	3	13.0	Geom	-	3.25	0.00	N	Arm J3:1 Ahead	Inf
J2:1/3 (A4119 (N))	U	H	2	3	13.0	Geom	-	3.25	0.00	Y	Arm J2:4 Right	15.00
J2:2/1 (Ffordd Cefn-Yr-Hendy)	U	J K	2	3	4.0	Geom	-	3.50	0.00	Y	Arm J1:3 Left	14.00
J2:2/2 (Ffordd Cefn-Yr-Hendy)	U	J	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J3:1 Right	20.00
J2:3/1 (A4119 (S))	U	I	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J2:4 Left	20.00
J2:3/2 (A4119 (S))	U	I	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:3 Ahead	Inf
J2:3/3 (A4119 (S))	U	I	2	3	18.0	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: School Road / A4119												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A4119 (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:5 Ahead	Inf
J3:1/2 (A4119 (N))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J3:5 Ahead	Inf
J3:1/3 (A4119 (N))	U	B	2	3	12.0	Geom	-	2.75	0.00	Y	Arm J3:4 Right	18.00
J3:2/1 (School Road)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:3 Left Arm J3:5 Right	12.00 15.00
J3:2/2 (School Road)	U	E	2	3	3.0	Geom	-	3.50	0.00	Y	Arm J3:5 Right	15.00
J3:3/1 (A4119 (S))	U	D	2	3	17.0	Geom	-	3.25	0.00	Y	Arm J3:4 Left	12.00
J3:3/2 (A4119 (S))	U	C	2	3	60.0	Geom	-	3.25	0.00	N	Arm J2:3 Ahead	Inf
J3:3/3 (A4119 (S))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:3 Ahead	Inf
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	07:45	08:45	01:00	
2: '2025 Base PM'	16:15	17:15	01:00	
3: '2030 Base + Comm AM'	07:45	08:45	01:00	
4: '2030 Base + Comm PM'	16:15	17:15	01:00	
5: '2030 Base + Comm + Dev Option 1 AM'	07:45	08:45	01:00	
6: '2030 Base + Comm + Dev Option 1 PM'	16:15	17:15	01:00	
7: '2030 Base + Comm + Dev Option 2 AM'	07:45	08:45	01:00	
8: '2030 Base + Comm + Dev Option 2 PM'	16:15	17:15	01:00	

Full Input Data And Results

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	2	30	160	1262	1454
	B	4	0	0	0	1	5
	C	17	0	0	0	357	374
	D	179	0	0	0	13	192
	E	1476	4	237	21	0	1738
	Tot.	1676	6	267	181	1633	3763

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: J1: Employment Access / A4119	
J1:1/1	647
J1:1/2 (with short)	807(In) 647(Out)
J1:1/3 (short)	160
J1:2/1	5
J1:3/1	827
J1:3/2	845
J1:3/3	4
J1:4/1	829
J1:4/2	847
J1:5/1	6
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	646
J2:1/2	647
J2:1/3	160
J2:2/1 (short)	179
J2:2/2 (with short)	192(In) 13(Out)
J2:3/1	759
J2:3/2 (with short)	759(In) 755(Out)
J2:3/3 (short)	4
J2:4/1	181
Junction: J3: School Road / A4119	
J3:1/1	653
J3:1/2 (with short)	653(In) 623(Out)
J3:1/3 (short)	30
J3:2/1 (with short)	374(In) 187(Out)
J3:2/2 (short)	187
J3:3/1 (short)	237
J3:3/2 (with short)	988(In) 751(Out)
J3:3/3	750
J3:4/1	267
J3:5/1	823
J3:5/2	810

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	0.3 %	1940	1940
				Arm J2:1 Ahead	Inf	99.7 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	80.0 %	1849	1849
				Arm J2:1 Left	20.00	20.0 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.2 %	1936	1936
				Arm J2:4 Left	20.00	2.8 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	9.1 %	1737	1737
				Arm J3:5 Right	15.00	90.9 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	1	50	186	1447	1684
	B	4	0	0	0	9	13
	C	20	0	0	0	230	250
	D	158	0	0	0	10	168
	E	1947	1	389	25	0	2362
	Tot.	2129	2	439	211	1696	4477

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: J1: Employment Access / A4119	
J1:1/1	749
J1:1/2 (with short)	935(In) 749(Out)
J1:1/3 (short)	186
J1:2/1	13
J1:3/1	1051
J1:3/2	1074
J1:3/3	1
J1:4/1	1053
J1:4/2	1076
J1:5/1	2
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	753
J2:1/2	753
J2:1/3	186
J2:2/1 (short)	158
J2:2/2 (with short)	168(In) 10(Out)
J2:3/1	997
J2:3/2 (with short)	996(In) 995(Out)
J2:3/3 (short)	1
J2:4/1	211
Junction: J3: School Road / A4119	
J3:1/1	758
J3:1/2 (with short)	758(In) 708(Out)
J3:1/3 (short)	50
J3:2/1 (with short)	250(In) 125(Out)
J3:2/2 (short)	125
J3:3/1 (short)	389
J3:3/2 (with short)	1376(In) 987(Out)
J3:3/3	986
J3:4/1	439
J3:5/1	863
J3:5/2	833

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	0.1 %	1940	1940
				Arm J2:1 Ahead	Inf	99.9 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	30.8 %	1836	1836
				Arm J2:1 Left	20.00	69.2 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.5 %	1936	1936
				Arm J2:4 Left	20.00	2.5 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	16.0 %	1735	1735
				Arm J3:5 Right	15.00	84.0 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Base + Comm AM' (FG3: '2030 Base + Comm AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	5	34	179	1334	1552
	B	7	0	0	0	4	11
	C	19	0	0	0	453	472
	D	265	0	0	0	11	276
	E	1524	7	252	19	0	1802
	Tot.	1815	12	286	198	1802	4113

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2030 Base + Comm AM
Junction: J1: Employment Access / A4119	
J1:1/1	686
J1:1/2 (with short)	866(In) 687(Out)
J1:1/3 (short)	179
J1:2/1	11
J1:3/1	897
J1:3/2	911
J1:3/3	7
J1:4/1	901
J1:4/2	914
J1:5/1	12
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	683
J2:1/2	689
J2:1/3	179
J2:2/1 (short)	265
J2:2/2 (with short)	276(In) 11(Out)
J2:3/1	784
J2:3/2 (with short)	785(In) 778(Out)
J2:3/3 (short)	7
J2:4/1	198
Junction: J3: School Road / A4119	
J3:1/1	688
J3:1/2 (with short)	695(In) 661(Out)
J3:1/3 (short)	34
J3:2/1 (with short)	472(In) 236(Out)
J3:2/2 (short)	236
J3:3/1 (short)	252
J3:3/2 (with short)	1027(In) 775(Out)
J3:3/3	775
J3:4/1	286
J3:5/1	905
J3:5/2	897

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	0.7 %	1939	1939
				Arm J2:1 Ahead	Inf	99.3 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	63.6 %	1844	1844
				Arm J2:1 Left	20.00	36.4 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1936	1936
				Arm J2:4 Left	20.00	2.4 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	8.1 %	1738	1738
				Arm J3:5 Right	15.00	91.9 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Base + Comm PM' (FG4: '2030 Base + Comm PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	5	50	256	1523	1834
	B	7	0	0	1	12	20
	C	20	0	0	0	268	288
	D	202	0	0	0	10	212
	E	2025	4	451	25	0	2505
	Tot.	2254	9	501	282	1813	4859

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 Base + Comm PM
Junction: J1: Employment Access / A4119	
J1:1/1	789
J1:1/2 (with short)	1045(In) 789(Out)
J1:1/3 (short)	256
J1:2/1	20
J1:3/1	1113
J1:3/2	1134
J1:3/3	4
J1:4/1	1117
J1:4/2	1137
J1:5/1	9
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	790
J2:1/2	795
J2:1/3	257
J2:2/1 (short)	202
J2:2/2 (with short)	212(In) 10(Out)
J2:3/1	1037
J2:3/2 (with short)	1037(In) 1033(Out)
J2:3/3 (short)	4
J2:4/1	282
Junction: J3: School Road / A4119	
J3:1/1	795
J3:1/2 (with short)	800(In) 750(Out)
J3:1/3 (short)	50
J3:2/1 (with short)	288(In) 144(Out)
J3:2/2 (short)	144
J3:3/1 (short)	451
J3:3/2 (with short)	1478(In) 1027(Out)
J3:3/3	1027
J3:4/1	501
J3:5/1	919
J3:5/2	894

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	0.6 %	1939	1939
				Arm J2:1 Ahead	Inf	99.4 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	35.0 %	1837	1837
				Arm J2:1 Left	20.00	65.0 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1936	1936
				Arm J2:4 Left	20.00	2.4 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	13.9 %	1735	1735
				Arm J3:5 Right	15.00	86.1 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2030 Base + Comm + Dev Option 1 AM' (FG5: '2030 Base + Comm + Dev Option 1 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	14	33	179	1334	1560
	B	9	0	0	0	6	15
	C	19	0	0	0	454	473
	D	265	1	0	0	11	277
	E	1524	15	252	19	0	1810
	Tot.	1817	30	285	198	1805	4135

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2030 Base + Comm + Dev Option 1 AM
Junction: J1: Employment Access / A4119	
J1:1/1	690
J1:1/2 (with short)	870(In) 691(Out)
J1:1/3 (short)	179
J1:2/1	15
J1:3/1	901
J1:3/2	907
J1:3/3	16
J1:4/1	906
J1:4/2	911
J1:5/1	30
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	679
J2:1/2	694
J2:1/3	179
J2:2/1 (short)	266
J2:2/2 (with short)	277(In) 11(Out)
J2:3/1	788
J2:3/2 (with short)	789(In) 774(Out)
J2:3/3 (short)	15
J2:4/1	198
Junction: J3: School Road / A4119	
J3:1/1	685
J3:1/2 (with short)	699(In) 666(Out)
J3:1/3 (short)	33
J3:2/1 (with short)	473(In) 237(Out)
J3:2/2 (short)	236
J3:3/1 (short)	252
J3:3/2 (with short)	1031(In) 779(Out)
J3:3/3	779
J3:4/1	285
J3:5/1	903
J3:5/2	902

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	2.0 %	1937	1937
				Arm J2:1 Ahead	Inf	98.0 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	60.0 %	1843	1843
				Arm J2:1 Left	20.00	40.0 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1936	1936
				Arm J2:4 Left	20.00	2.4 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	8.0 %	1738	1738
				Arm J3:5 Right	15.00	92.0 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 Base + Comm + Dev Option 1 PM' (FG6: '2030 Base + Comm + Dev Option 1 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	6	49	255	1524	1834
	B	16	0	0	1	21	38
	C	19	0	0	0	268	287
	D	202	0	0	0	11	213
	E	2025	5	452	25	0	2507
	Tot.	2262	11	501	281	1824	4879

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 Base + Comm + Dev Option 1 PM
Junction: J1: Employment Access / A4119	
J1:1/1	789
J1:1/2 (with short)	1045(In) 790(Out)
J1:1/3 (short)	255
J1:2/1	38
J1:3/1	1113
J1:3/2	1133
J1:3/3	5
J1:4/1	1121
J1:4/2	1141
J1:5/1	11
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	794
J2:1/2	800
J2:1/3	256
J2:2/1 (short)	202
J2:2/2 (with short)	213(In) 11(Out)
J2:3/1	1037
J2:3/2 (with short)	1037(In) 1032(Out)
J2:3/3 (short)	5
J2:4/1	281
Junction: J3: School Road / A4119	
J3:1/1	800
J3:1/2 (with short)	805(In) 756(Out)
J3:1/3 (short)	49
J3:2/1 (with short)	287(In) 143(Out)
J3:2/2 (short)	144
J3:3/1 (short)	452
J3:3/2 (with short)	1480(In) 1028(Out)
J3:3/3	1027
J3:4/1	501
J3:5/1	924
J3:5/2	900

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	0.8 %	1939	1939
				Arm J2:1 Ahead	Inf	99.2 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	42.1 %	1839	1839
				Arm J2:1 Left	20.00	57.9 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1936	1936
				Arm J2:4 Left	20.00	2.4 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	13.3 %	1736	1736
				Arm J3:5 Right	15.00	86.7 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 Base + Comm + Dev Option 2 AM' (FG7: '2030 Base + Comm + Dev Option 2 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	20	33	179	1334	1566
	B	11	0	0	0	8	19
	C	18	0	0	0	454	472
	D	266	1	0	0	12	279
	E	1524	21	253	19	0	1817
	Tot.	1819	42	286	198	1808	4153

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2030 Base + Comm + Dev Option 2 AM
Junction: J1: Employment Access / A4119	
J1:1/1	693
J1:1/2 (with short)	873(In) 694(Out)
J1:1/3 (short)	179
J1:2/1	19
J1:3/1	905
J1:3/2	903
J1:3/3	22
J1:4/1	911
J1:4/2	908
J1:5/1	42
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	677
J2:1/2	698
J2:1/3	179
J2:2/1 (short)	267
J2:2/2 (with short)	279(In) 12(Out)
J2:3/1	791
J2:3/2 (with short)	791(In) 770(Out)
J2:3/3 (short)	21
J2:4/1	198
Junction: J3: School Road / A4119	
J3:1/1	683
J3:1/2 (with short)	704(In) 671(Out)
J3:1/3 (short)	33
J3:2/1 (with short)	472(In) 236(Out)
J3:2/2 (short)	236
J3:3/1 (short)	253
J3:3/2 (with short)	1035(In) 782(Out)
J3:3/3	782
J3:4/1	286
J3:5/1	901
J3:5/2	907

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	2.9 %	1936	1936
				Arm J2:1 Ahead	Inf	97.1 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	57.9 %	1843	1843
				Arm J2:1 Left	20.00	42.1 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1937	1937
				Arm J2:4 Left	20.00	2.4 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	7.6 %	1738	1738
				Arm J3:5 Right	15.00	92.4 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 Base + Comm + Dev Option 2 PM' (FG8: '2030 Base + Comm + Dev Option 2 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	6	48	255	1524	1833
	B	19	0	1	1	23	44
	C	19	0	0	0	268	287
	D	202	0	0	0	11	213
	E	2024	5	452	25	0	2506
	Tot.	2264	11	501	281	1826	4883

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 Base + Comm + Dev Option 2 PM
Junction: J1: Employment Access / A4119	
J1:1/1	789
J1:1/2 (with short)	1044(In) 789(Out)
J1:1/3 (short)	255
J1:2/1	44
J1:3/1	1112
J1:3/2	1133
J1:3/3	5
J1:4/1	1122
J1:4/2	1142
J1:5/1	11
Junction: J2: Ffordd Cefn-Yr-Hendy / A4119	
J2:1/1	795
J2:1/2	801
J2:1/3	256
J2:2/1 (short)	202
J2:2/2 (with short)	213(In) 11(Out)
J2:3/1	1036
J2:3/2 (with short)	1037(In) 1032(Out)
J2:3/3 (short)	5
J2:4/1	281
Junction: J3: School Road / A4119	
J3:1/1	801
J3:1/2 (with short)	806(In) 757(Out)
J3:1/3 (short)	49
J3:2/1 (with short)	287(In) 143(Out)
J3:2/2 (short)	144
J3:3/1 (short)	452
J3:3/2 (with short)	1479(In) 1027(Out)
J3:3/3	1027
J3:4/1	501
J3:5/1	925
J3:5/2	901

Lane Saturation Flows

Junction: J1: Employment Access / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A4119 (N))	3.25	0.00	Y	Arm J1:5 Left	20.00	0.8 %	1939	1939
				Arm J2:1 Ahead	Inf	99.2 %		
J1:1/2 (A4119 (N))	3.25	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2080	2080
J1:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1940	1940
J1:2/1 (Employment Access)	3.50	0.00	Y	Arm J1:4 Right	25.00	43.2 %	1839	1839
				Arm J2:1 Left	20.00	56.8 %		
J1:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1940	1940
J1:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2080	2080
J1:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:5 Right	12.00	100.0 %	1724	1724
J1:4/1	Infinite Saturation Flow						Inf	Inf
J1:4/2	Infinite Saturation Flow						Inf	Inf
J1:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Ffordd Cefn-Yr-Hendy / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:1 Ahead	Inf	100.0 %	1940	1940
J2:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:1 Ahead	Inf	100.0 %	2080	2080
J2:1/3 (A4119 (N))	3.25	0.00	Y	Arm J2:4 Right	15.00	100.0 %	1764	1764
J2:2/1 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J1:3 Left	14.00	100.0 %	1775	1775
J2:2/2 (Ffordd Cefn-Yr-Hendy)	3.50	0.00	Y	Arm J3:1 Right	20.00	100.0 %	1828	1828
J2:3/1 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	97.6 %	1936	1936
				Arm J2:4 Left	20.00	2.4 %		
J2:3/2 (A4119 (S))	3.25	0.00	N	Arm J1:3 Ahead	Inf	100.0 %	2080	2080
J2:3/3 (A4119 (S))	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

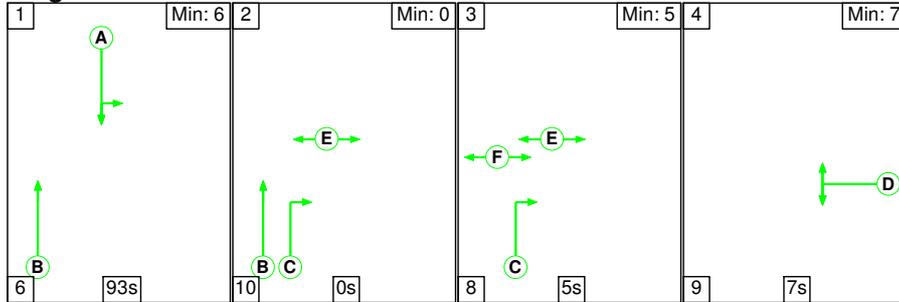
Junction: J3: School Road / A4119								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A4119 (N))	3.25	0.00	Y	Arm J3:5 Ahead	Inf	100.0 %	1940	1940
J3:1/2 (A4119 (N))	3.25	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2080	2080
J3:1/3 (A4119 (N))	2.75	0.00	Y	Arm J3:4 Right	18.00	100.0 %	1745	1745
J3:2/1 (School Road)	3.00	0.00	Y	Arm J2:3 Left	12.00	13.3 %	1736	1736
				Arm J3:5 Right	15.00	86.7 %		
J3:2/2 (School Road)	3.50	0.00	Y	Arm J3:5 Right	15.00	100.0 %	1786	1786
J3:3/1 (A4119 (S))	3.25	0.00	Y	Arm J3:4 Left	12.00	100.0 %	1724	1724
J3:3/2 (A4119 (S))	3.25	0.00	N	Arm J2:3 Ahead	Inf	100.0 %	2080	2080
J3:3/3 (A4119 (S))	3.25	0.00	Y	Arm J2:3 Ahead	Inf	100.0 %	1940	1940
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf
J3:5/2	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

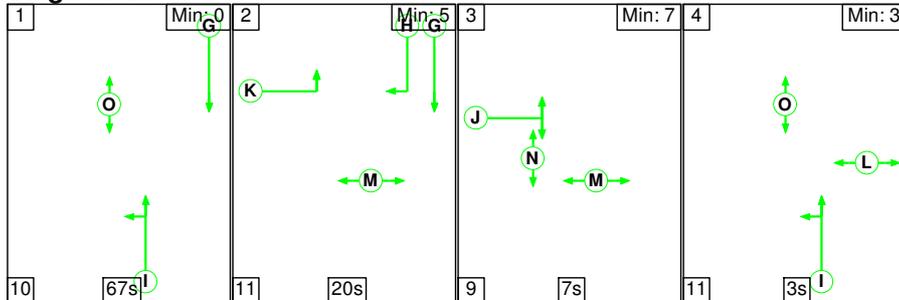
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Full Input Data And Results

Stage Timings

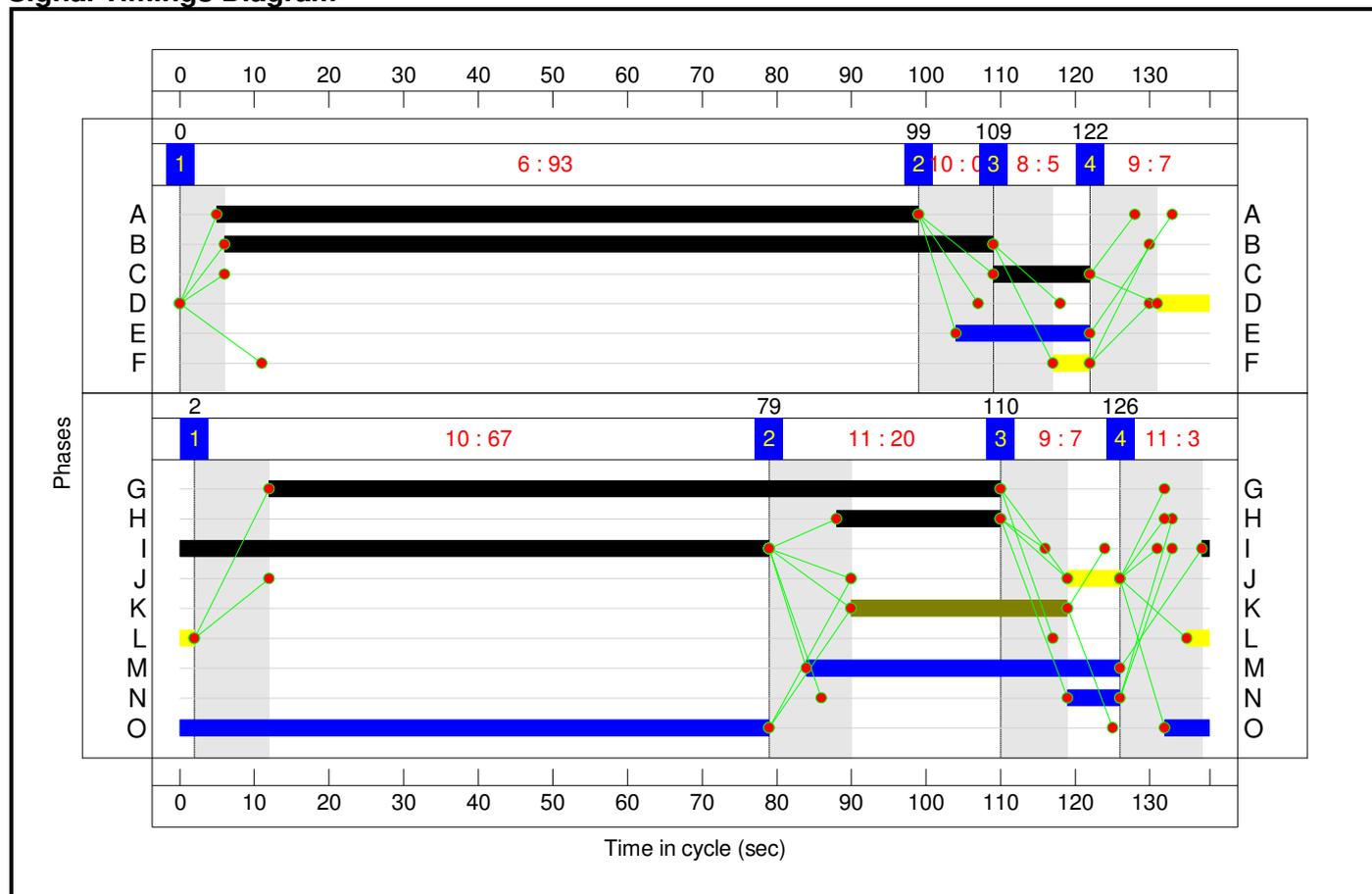
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

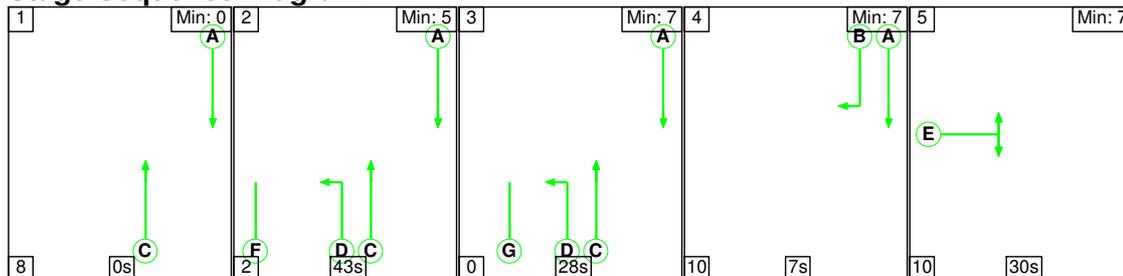
Stage	1	2	3	4
Duration	67	20	7	3
Change Point	2	79	110	126

Signal Timings Diagram



C2

Stage Sequence Diagram

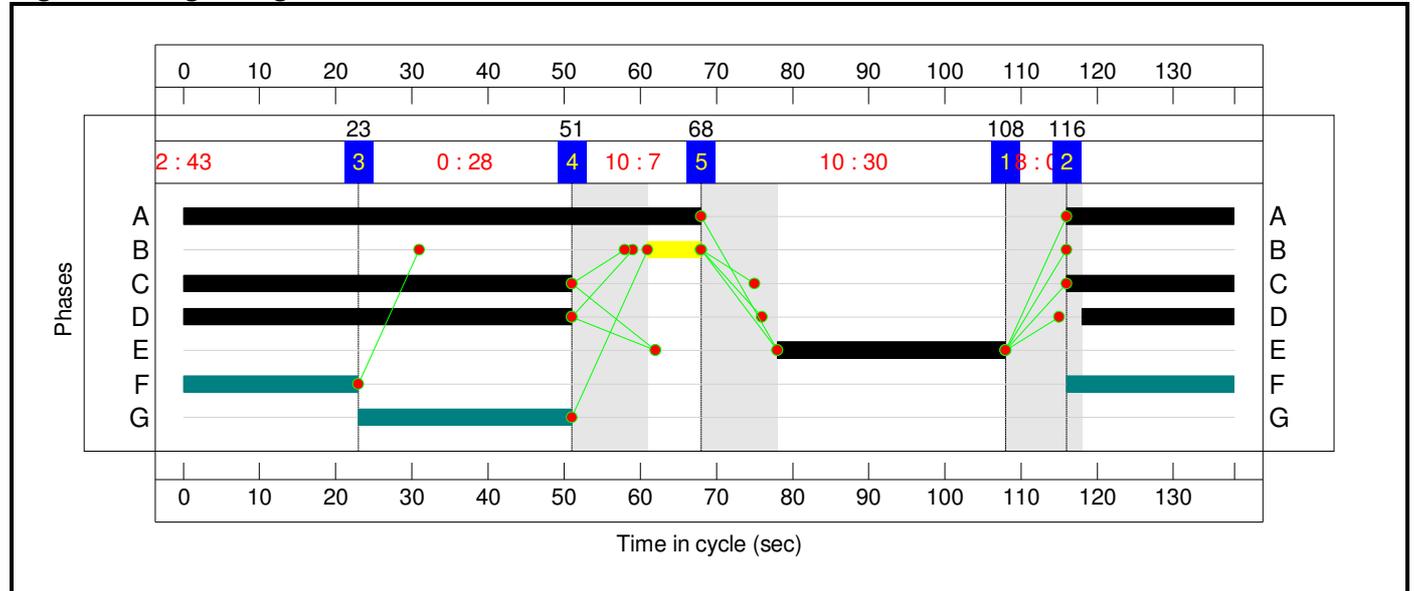


Full Input Data And Results

Stage Timings

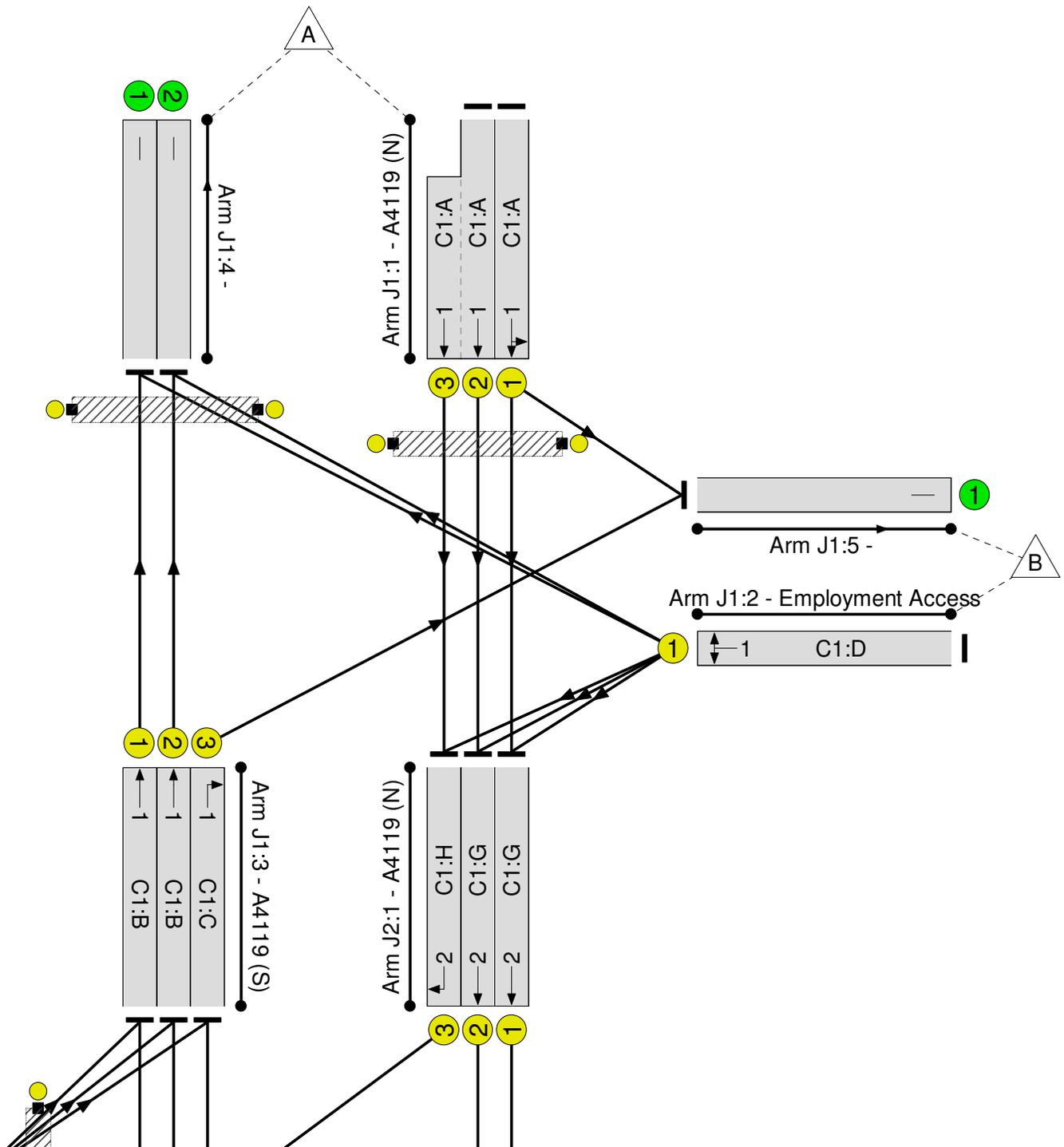
Stage	1	2	3	4	5
Duration	0	43	28	7	30
Change Point	108	116	23	51	68

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

J1: Employment Access / A4119
 PRC: 59.1 %
 Total Traffic Delay: 6.7 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	80.3%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	56.6%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	647	1940	1336	48.4%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	807	2080:1940	1174+290	55.1 : 55.1%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	5	1849	107	4.7%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	827	1940	1462	56.6%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	845	2080	1568	53.9%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	4	1724	175	2.3%
4/1		U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	847	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	646	1940	1392	46.4%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	647	2080	1492	43.4%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	22	-	160	1764	294	54.4%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:36	29	192	1828:1775	33+453	39.5 : 39.5%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	80	-	759	1936	1136	66.8%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	80	-	759	2080:1940	1219+6	61.9 : 61.9%

Full Input Data And Results

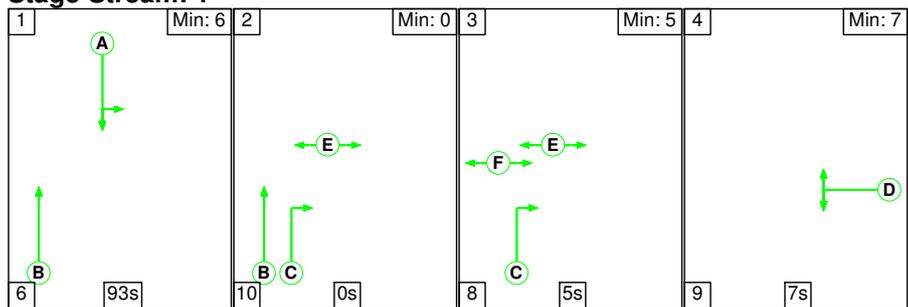
4/1		U	N/A	N/A	-	-	-	-	181	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O	1	85	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N	1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M	1	42	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L	1	5	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-	-	-	-	-	-	-	80.3%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A	1	90	-	653	1940	1279	51.0%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B	1	90:7	-	653	2080:1745	1311+63	47.5 : 47.5%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E	1	30	-	374	1737:1786	238+238	78.6 : 78.6%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D	1	73:71	-	988	2080:1724	935+295	80.3 : 80.3%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C	1	73	-	750	1940	1040	72.1%
4/1		U	N/A	N/A	-	-	-	-	267	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	823	Inf	Inf	0.0%
5/2		U	N/A	N/A	-	-	-	-	810	Inf	Inf	0.0%

Full Input Data And Results

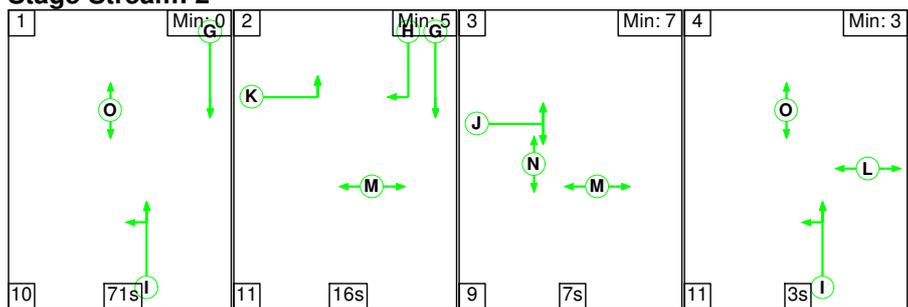
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	21.1	6.0	0.0	27.1	-	-	-	-
1/1	653	653	-	-	-	2.4	0.5	-	2.9	16.0	12.3	0.5	12.9
1/2+1/3	653	653	-	-	-	2.5	0.5	-	3.0	16.4	11.4	0.5	11.9
2/1+2/2	374	374	-	-	-	5.0	1.8	-	6.8	65.1	10.2	1.8	12.0
3/2+3/1	988	988	-	-	-	6.1	2.0	-	8.2	29.7	23.3	2.0	25.3
3/3	750	750	-	-	-	5.0	1.3	-	6.3	30.3	21.7	1.3	22.9
4/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1	PRC for Signalled Lanes (%)	59.1	Total Delay for Signalled Lanes (pcuHr):		6.70	Cycle Time (s): 138			
			C1	Stream: 2	PRC for Signalled Lanes (%)	34.7	Total Delay for Signalled Lanes (pcuHr):		8.52	Cycle Time (s): 138			
			C2	PRC for Signalled Lanes (%)		12.0	Total Delay for Signalled Lanes (pcuHr):		27.13	Cycle Time (s): 138			
			PRC Over All Lanes (%)		12.0	Total Delay Over All Lanes (pcuHr):		42.35					

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

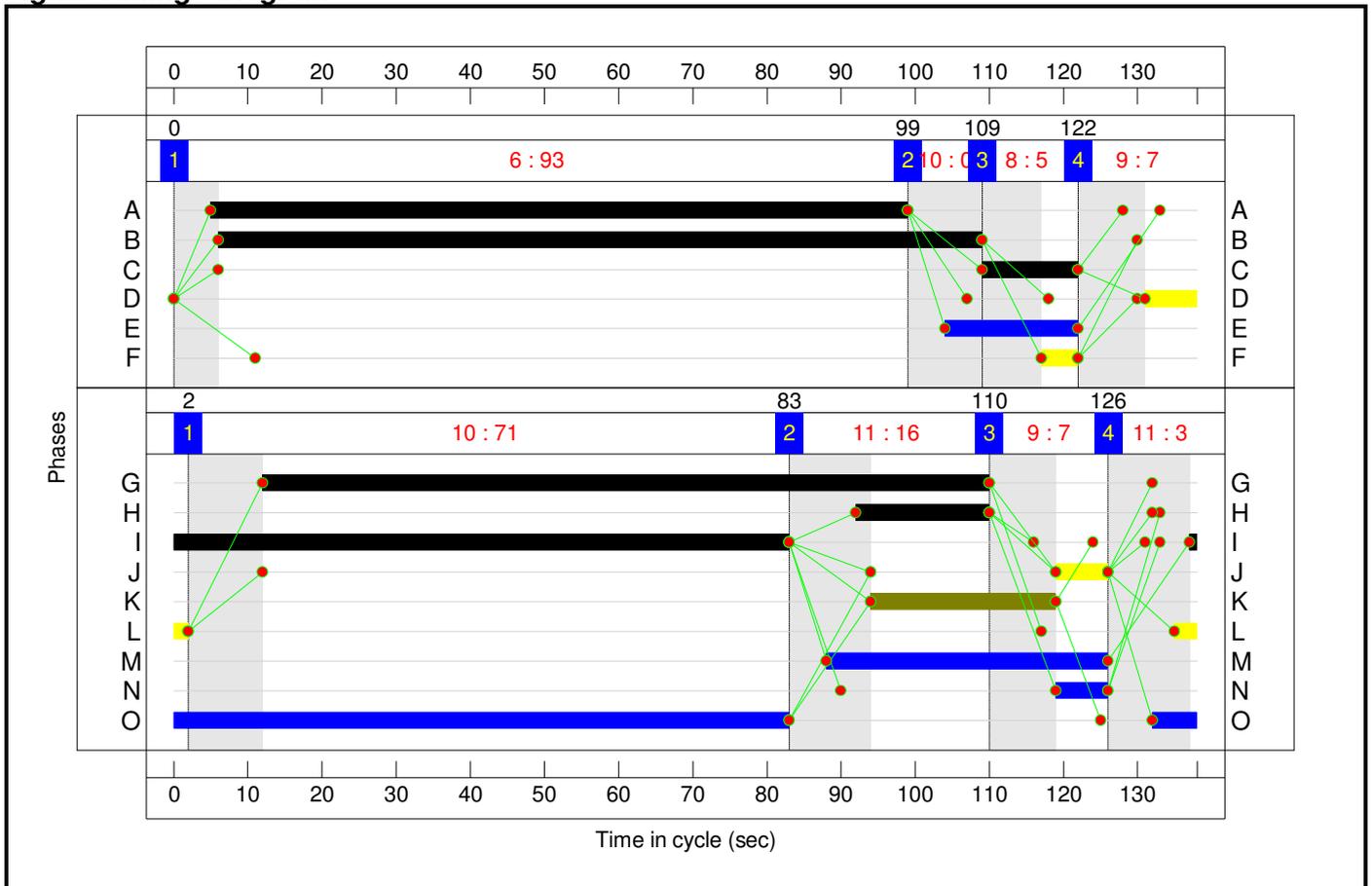
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

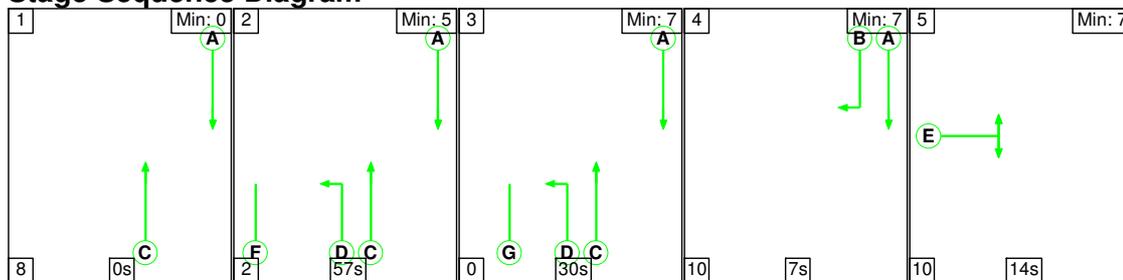
Stage	1	2	3	4
Duration	71	16	7	3
Change Point	2	83	110	126

Signal Timings Diagram



C2

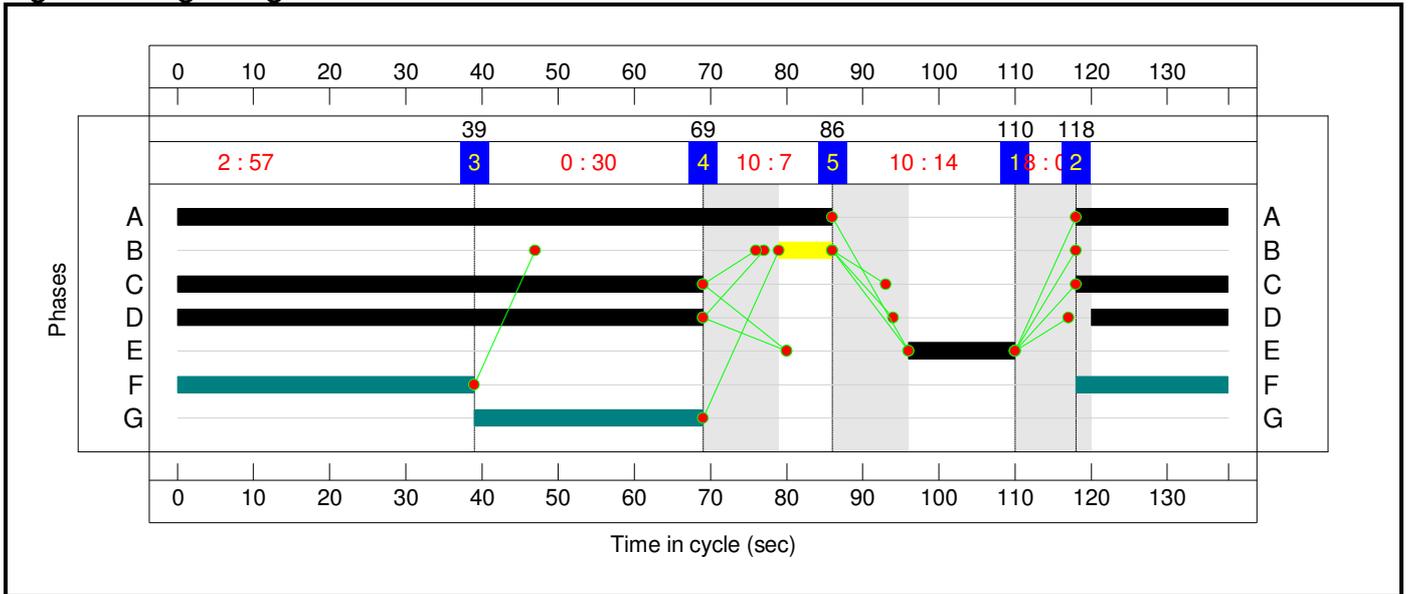
Stage Sequence Diagram



Stage Timings

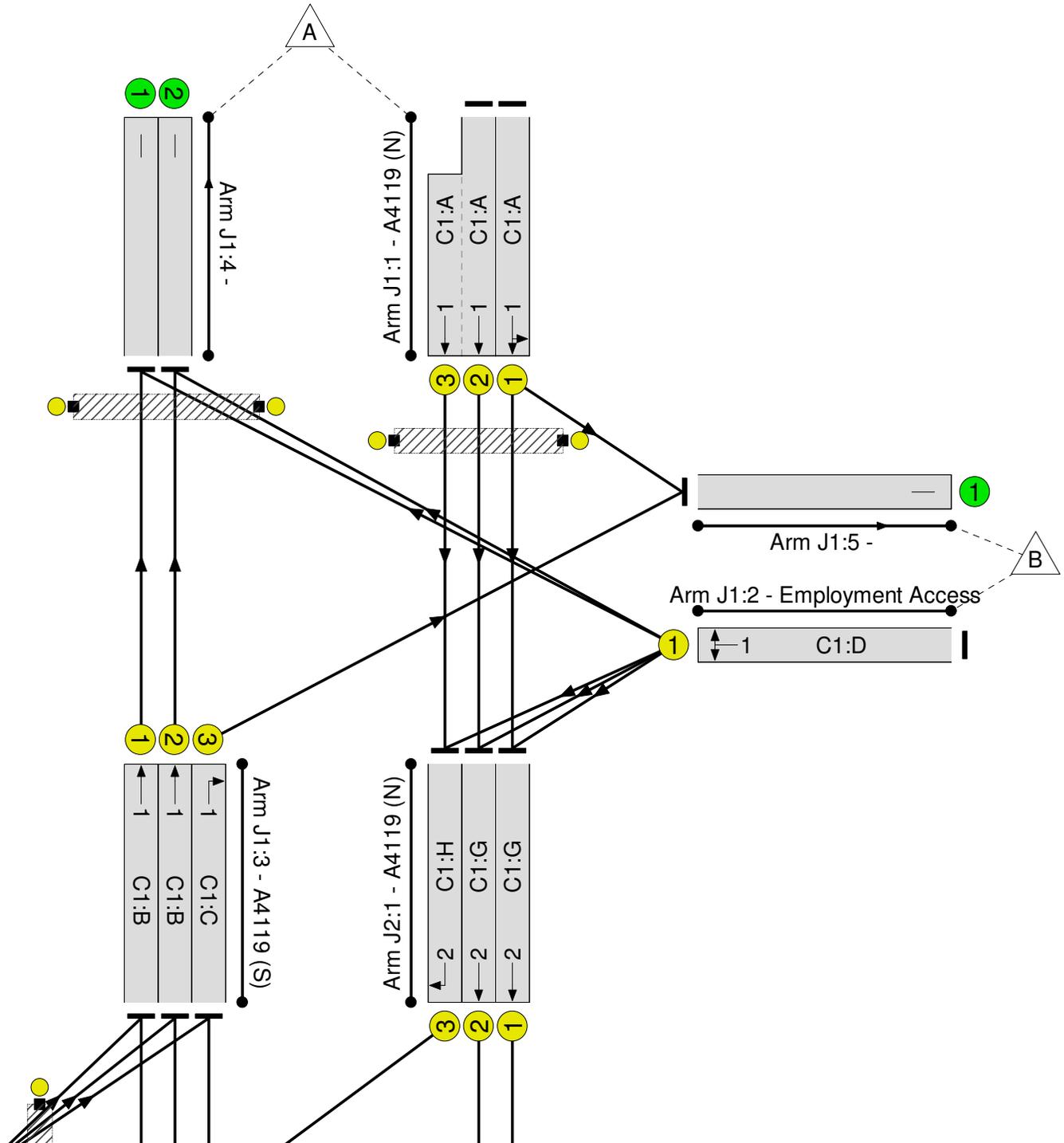
Stage	1	2	3	4	5
Duration	0	57	30	7	14
Change Point	110	118	39	69	86

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

J1: Employment Access / A4119
 PRC: 25.2 %
 Total Traffic Delay: 9.6 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	92.5%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	71.9%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	749	1940	1336	56.1%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	935	2080:1940	1173+291	63.9 : 63.9%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	13	1836	106	12.2%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1051	1940	1462	71.9%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1074	2080	1568	68.5%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	1	1724	175	0.6%
4/1		U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1076	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	83.6%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	753	1940	1392	54.1%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	753	2080	1492	50.5%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	18	-	186	1764	243	76.6%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:32	25	168	1828:1775	26+407	38.8 : 38.8%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	84	-	997	1936	1192	83.6%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	84	-	996	2080:1940	1281+1	77.7 : 77.7%

Full Input Data And Results

4/1		U	N/A	N/A	-	-	-	-	211	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O	1	89	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N	1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M	1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L	1	5	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-	-	-	-	-	-	-	92.5%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A	1	106	-	758	1940	1504	50.4%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B	1	106:7	-	758	2080:1745	1509+101	46.9 : 49.4%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E	1	14	-	250	1735:1786	136+136	92.1 : 92.1%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D	1	89:87	-	1376	2080:1724	1067+420	92.5 : 92.5%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C	1	89	-	986	1940	1265	77.9%
4/1		U	N/A	N/A	-	-	-	-	439	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	863	Inf	Inf	0.0%
5/2		U	N/A	N/A	-	-	-	-	833	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	18.0	12.5	0.0	30.5	-	-	-	-
1/1	758	758	-	-	-	1.2	0.5	-	1.7	8.1	9.8	0.5	10.4
1/2+1/3	758	758	-	-	-	1.8	0.4	-	2.2	10.4	8.9	0.4	9.3
2/1+2/2	250	250	-	-	-	4.1	4.2	-	8.3	120.1	6.4	4.2	10.6
3/2+3/1	1376	1376	-	-	-	6.2	5.6	-	11.8	31.0	36.5	5.6	42.1
3/3	986	986	-	-	-	4.6	1.7	-	6.4	23.3	26.6	1.7	28.3
4/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	863	863	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%)	25.2	Total Delay for Signalled Lanes (pcuHr):	9.55	Cycle Time (s):	138
C1	Stream: 2	PRC for Signalled Lanes (%)	7.6	Total Delay for Signalled Lanes (pcuHr):	15.07	Cycle Time (s):	138
C2		PRC for Signalled Lanes (%)	-2.8	Total Delay for Signalled Lanes (pcuHr):	30.48	Cycle Time (s):	138
		PRC Over All Lanes (%)	-2.8	Total Delay Over All Lanes (pcuHr):	55.10		

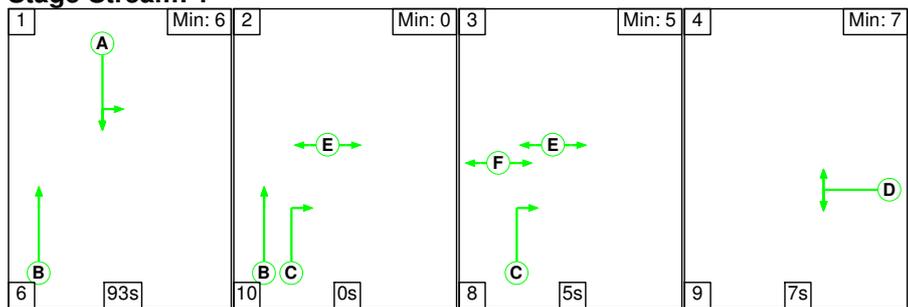
Full Input Data And Results

Scenario 3: '2030 Base + Comm AM' (FG3: '2030 Base + Comm AM', Plan 1: 'Network Control Plan 1')

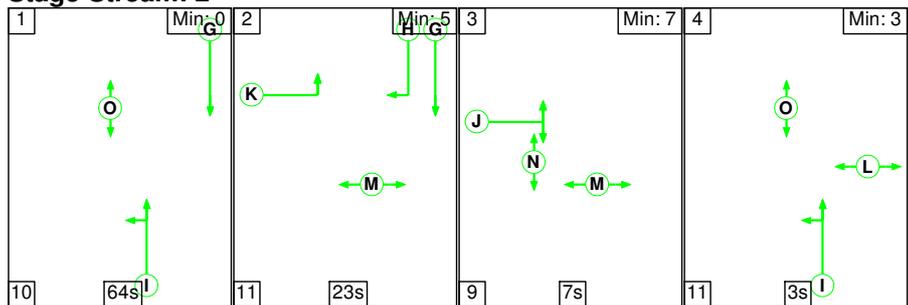
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

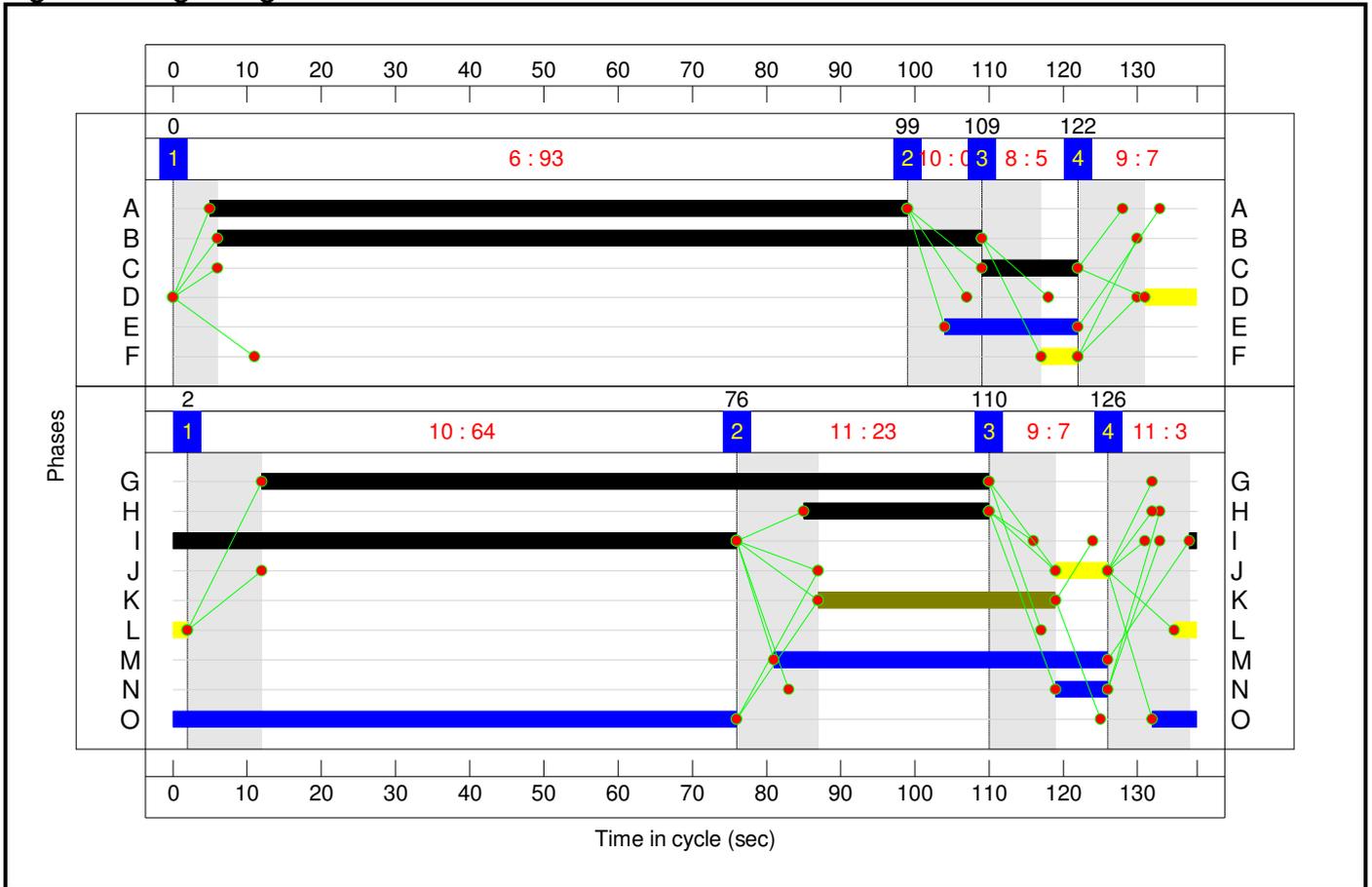
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

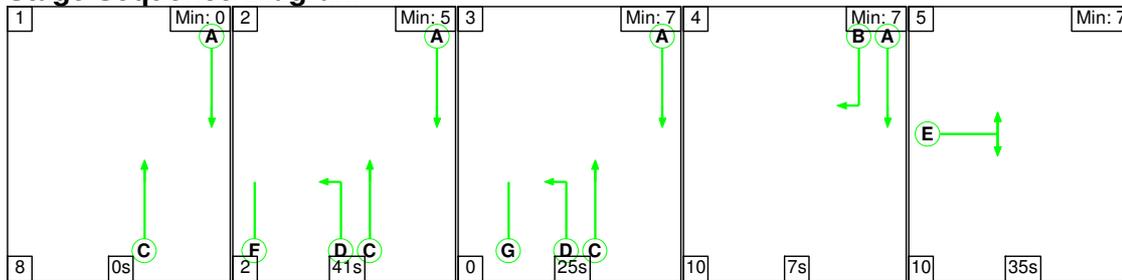
Stage	1	2	3	4
Duration	64	23	7	3
Change Point	2	76	110	126

Signal Timings Diagram



C2

Stage Sequence Diagram

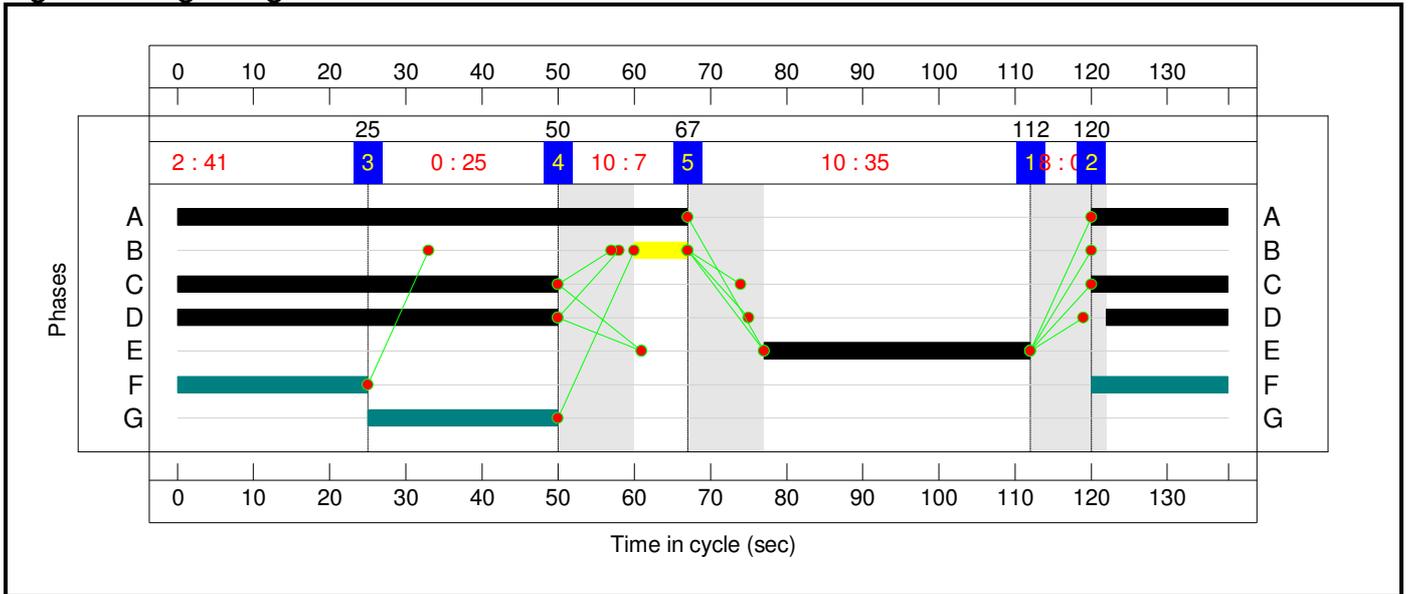


Stage Timings

Stage	1	2	3	4	5
Duration	0	41	25	7	35
Change Point	112	120	25	50	67

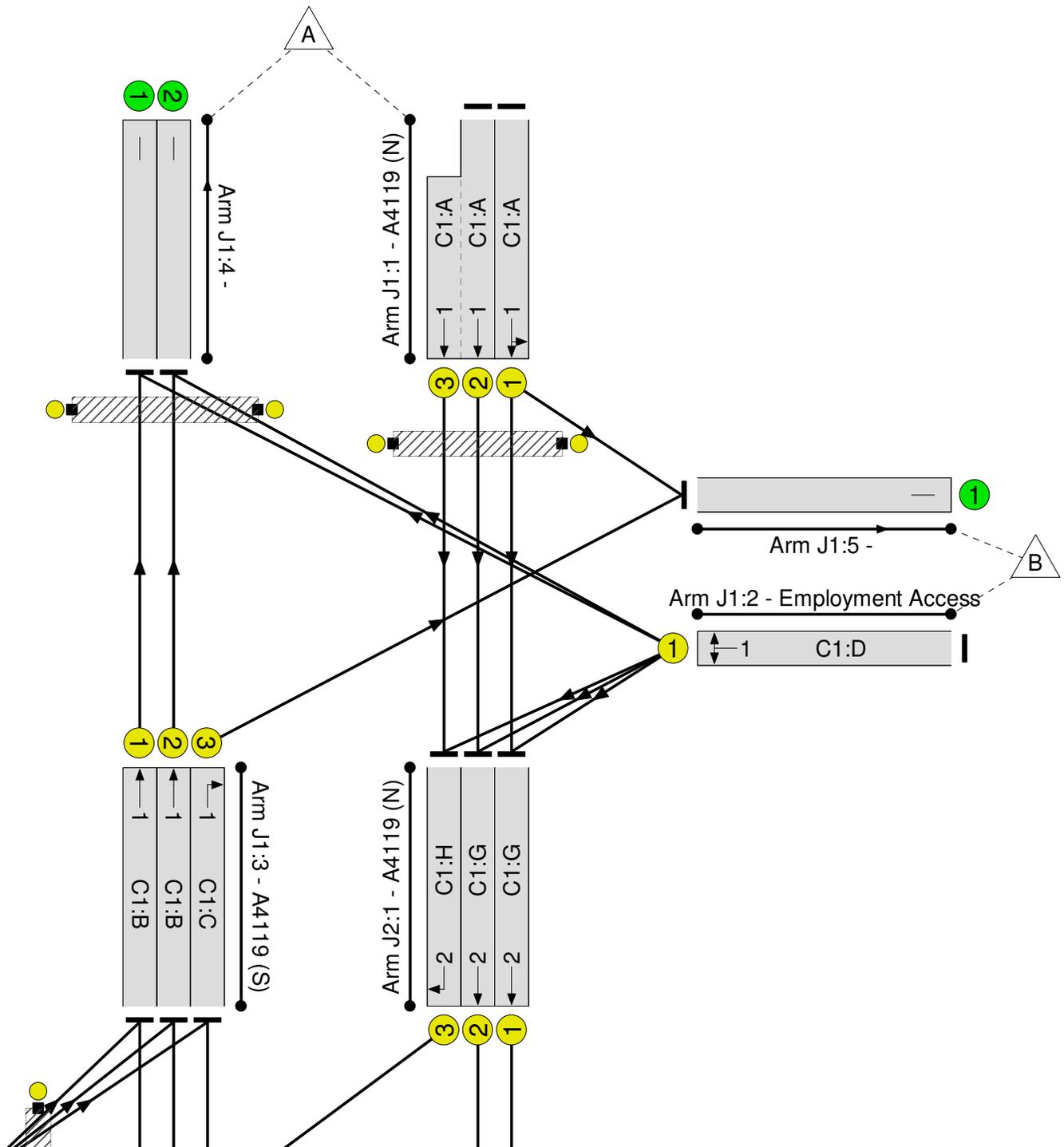
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

J1: Employment Access / A4119
 PRC: 46.7 %
 Total Traffic Delay: 7.9 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	88.4%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	61.4%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	686	1939	1335	51.4%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	866	2080:1940	1163+303	59.1 : 59.1%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	11	1844	107	10.3%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	897	1940	1462	61.4%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	911	2080	1568	58.1%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	7	1724	175	4.0%
4/1		U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	12	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	71.6%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	683	1940	1392	49.1%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	689	2080	1492	46.2%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	25	-	179	1764	332	53.9%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:39	32	276	1828:1775	21+500	53.0 : 53.0%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	77	-	784	1936	1094	71.6%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	77	-	785	2080:1940	1171+11	66.4 : 66.4%

Full Input Data And Results

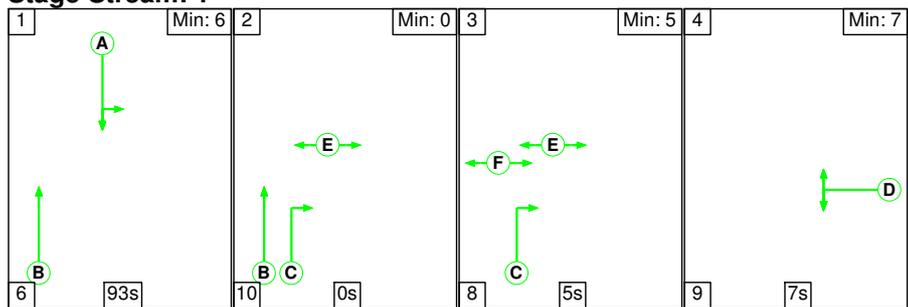
4/1		U	N/A	N/A	-	-	-	-	198	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O	1	82	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N	1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M	1	45	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L	1	5	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-	-	-	-	-	-	-	88.4%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A	1	85	-	688	1940	1209	56.9%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B	1	85:7	-	695	2080:1745	1236+64	53.5 : 53.5%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E	1	35	-	472	1738:1786	270+270	87.5 : 87.5%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D	1	68:66	-	1027	2080:1724	876+285	88.4 : 88.4%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C	1	68	-	775	1940	970	79.9%
4/1		U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	905	Inf	Inf	0.0%
5/2		U	N/A	N/A	-	-	-	-	897	Inf	Inf	0.0%

Full Input Data And Results

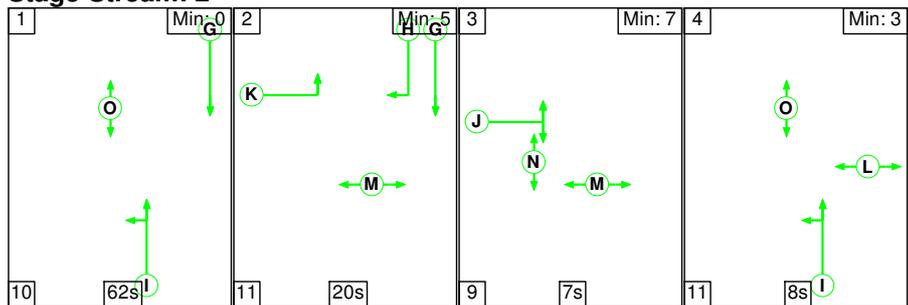
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-	
J3: School Road / A4119	-	-	0	0	0	26.5	10.0	0.0	36.5	-	-	-	-	
1/1	688	688	-	-	-	3.2	0.7	-	3.8	20.1	13.8	0.7	14.5	
1/2+1/3	695	695	-	-	-	3.3	0.6	-	3.9	20.3	13.0	0.6	13.5	
2/1+2/2	472	472	-	-	-	6.1	3.2	-	9.3	70.8	14.0	3.2	17.2	
3/2+3/1	1027	1027	-	-	-	7.7	3.6	-	11.3	39.8	28.1	3.6	31.8	
3/3	775	775	-	-	-	6.2	1.9	-	8.1	37.8	24.5	1.9	26.5	
4/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	Stream: 1	PRC for Signalled Lanes (%)	46.7	Total Delay for Signalled Lanes (pcuHr):			7.94	Cycle Time (s):			138
			C1	Stream: 2	PRC for Signalled Lanes (%)	25.6	Total Delay for Signalled Lanes (pcuHr):			10.60	Cycle Time (s):			138
			C2	PRC for Signalled Lanes (%)		1.8	Total Delay for Signalled Lanes (pcuHr):			36.52	Cycle Time (s):			138
			PRC Over All Lanes (%)		1.8	Total Delay Over All Lanes (pcuHr):			55.06					

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

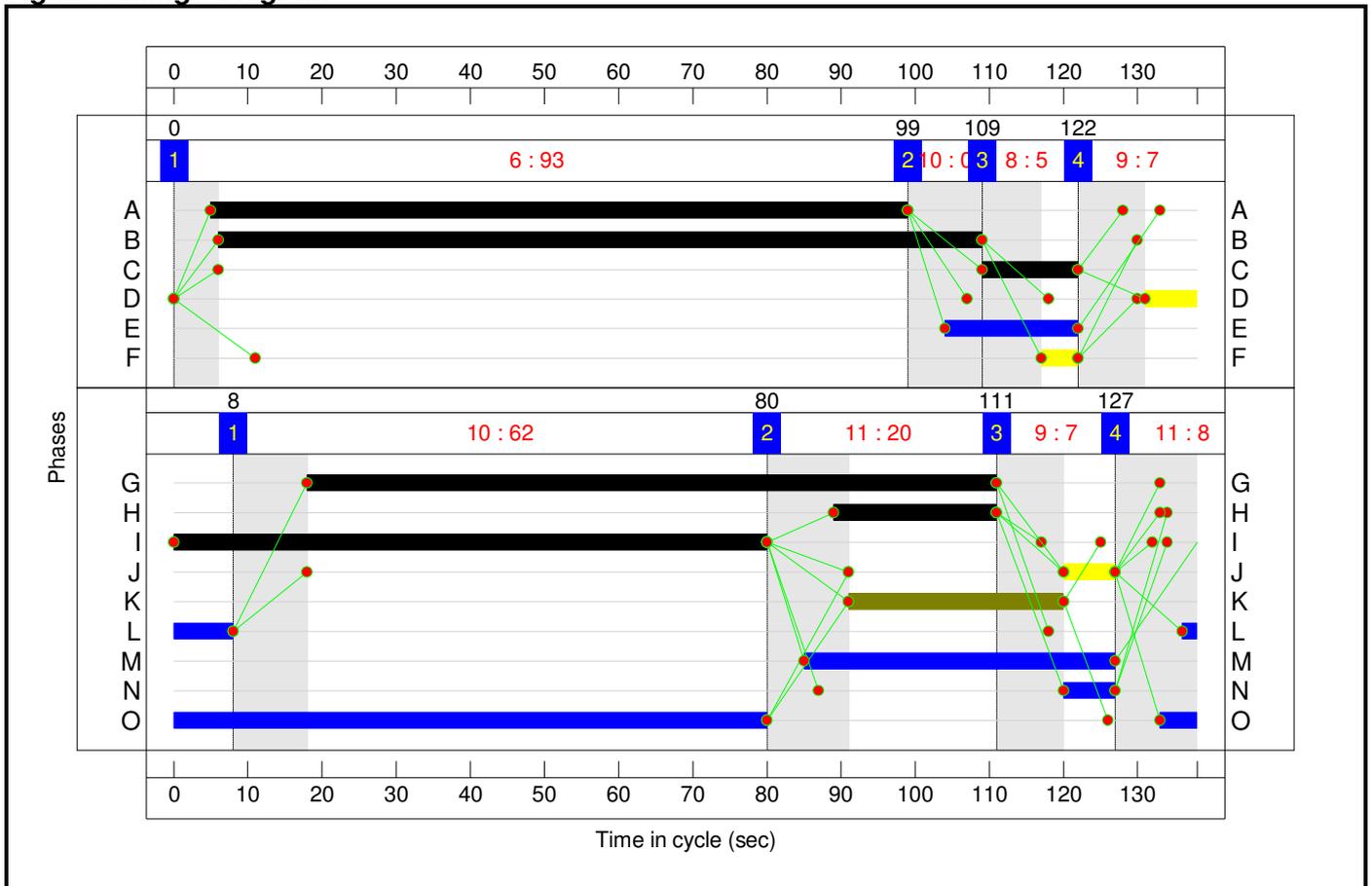
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

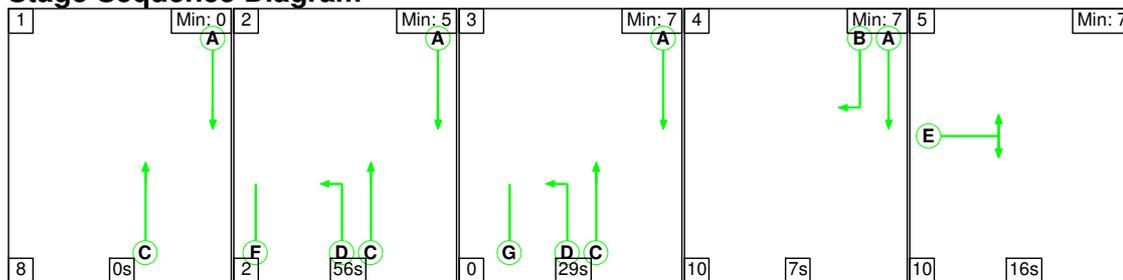
Stage	1	2	3	4
Duration	62	20	7	8
Change Point	8	80	111	127

Signal Timings Diagram



C2

Stage Sequence Diagram

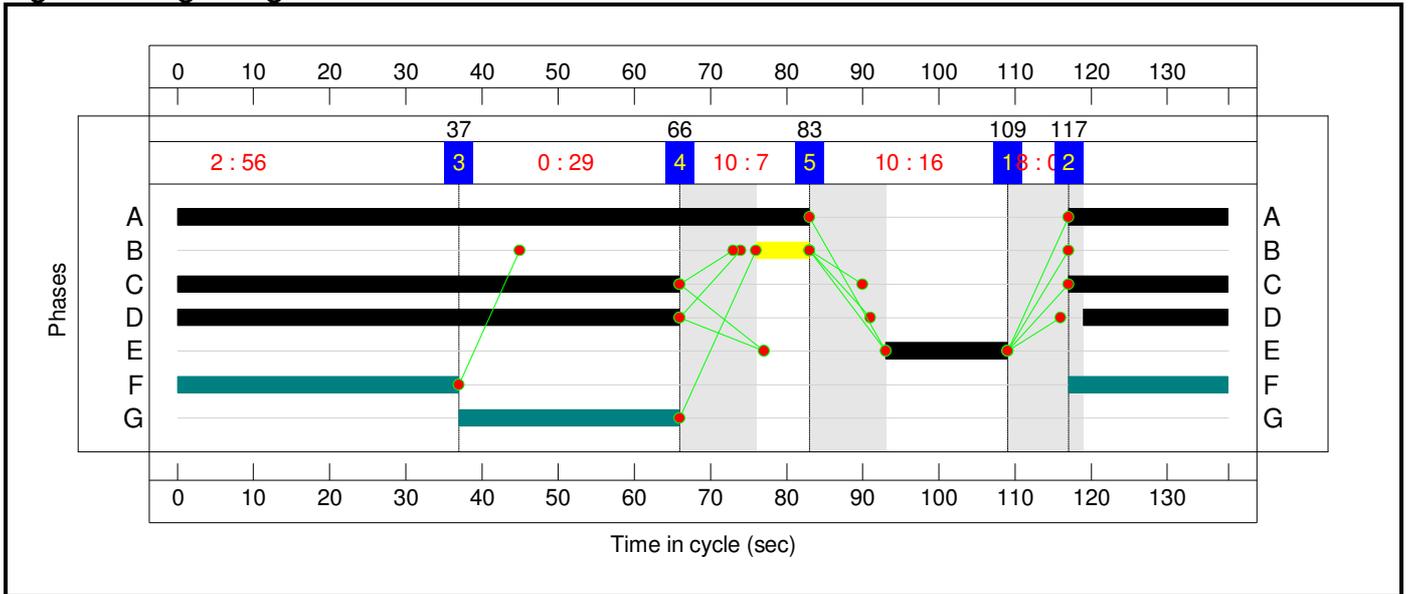


Stage Timings

Stage	1	2	3	4	5
Duration	0	56	29	7	16
Change Point	109	117	37	66	83

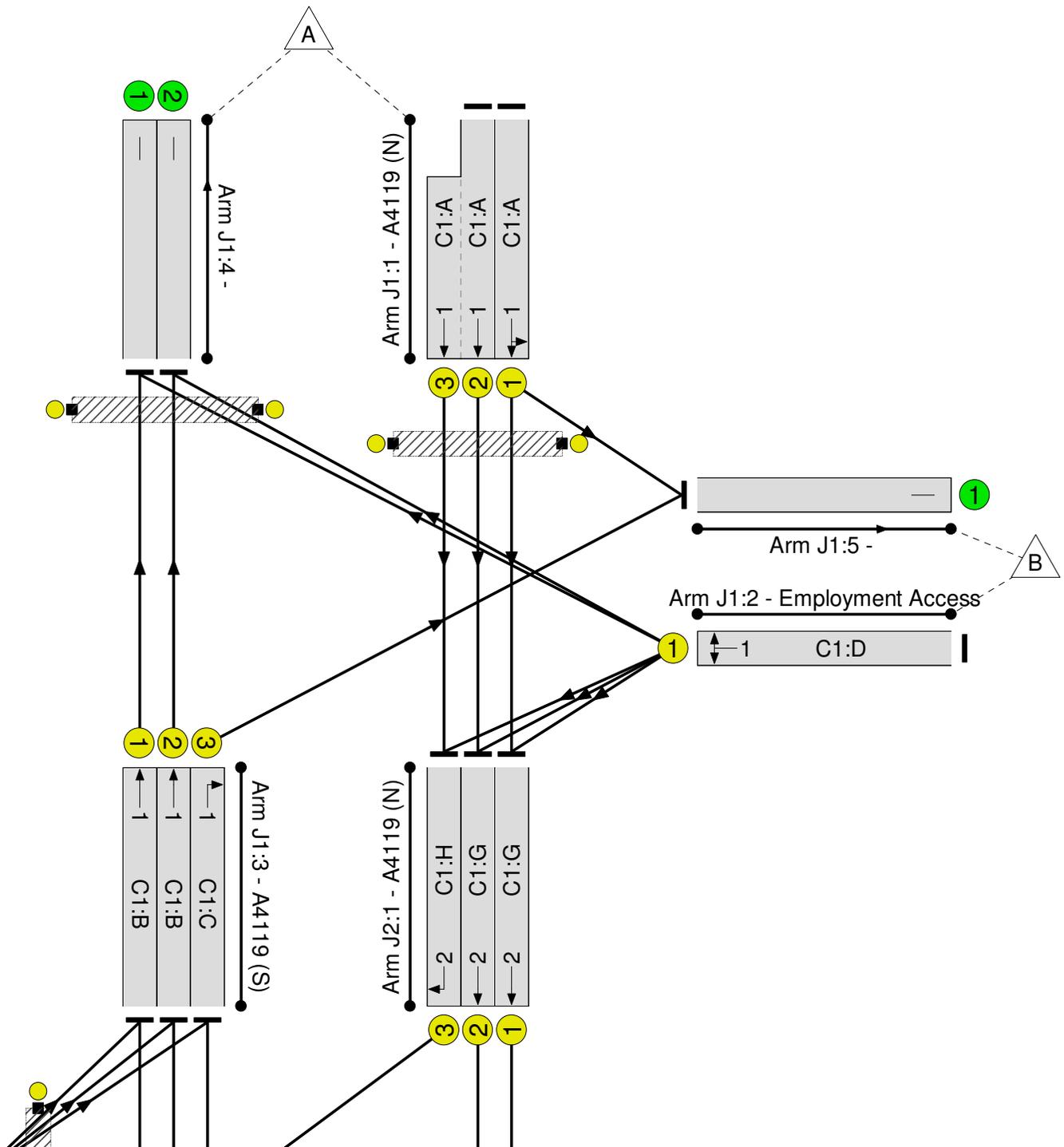
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram


J1: Employment Access / A4119
 PRC: 18.5 %
 Total Traffic Delay: 11.4 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	76.0%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	789	1939	1335	59.1%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	1045	2080:1940	1114+362	70.8 : 70.8%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	20	1837	106	18.8%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1113	1940	1462	76.0%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1134	2080	1568	72.3%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	4	1724	175	2.3%
4/1		U	N/A	N/A	-		-	-	-	1117	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1137	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	9	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	91.1%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	93	-	790	1940	1321	59.8%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	93	-	795	2080	1417	56.1%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	22	-	257	1764	294	87.4%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:36	29	212	1828:1775	23+460	43.9 : 43.9%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	80	-	1037	1936	1136	91.1%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	80	-	1037	2080:1940	1220+5	84.7 : 84.7%

Full Input Data And Results

4/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O		1	85	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M		1	42	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L		1	10	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A		1	104	-	795	1940	1476	53.9%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B		1	104:7	-	800	2080:1745	1486+99	50.5 : 50.5%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E		1	16	-	288	1735:1786	148+148	97.0 : 97.0%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D		1	87:85	-	1478	2080:1724	1025+450	100.2 : 100.2%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C		1	87	-	1027	1940	1237	83.0%
4/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	894	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	22.4	30.1	0.0	52.5	-	-	-	-
1/1	795	795	-	-	-	1.6	0.6	-	2.2	10.1	11.7	0.6	12.3
1/2+1/3	800	800	-	-	-	2.0	0.5	-	2.5	11.4	13.1	0.5	13.7
2/1+2/2	288	288	-	-	-	4.7	6.6	-	11.3	140.8	8.0	6.6	14.5
3/2+3/1	1478	1475	-	-	-	8.5	20.0	-	28.6	69.6	49.7	20.0	69.8
3/3	1027	1027	-	-	-	5.5	2.4	-	7.9	27.6	30.2	2.4	32.6
4/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%)	18.5	Total Delay for Signalled Lanes (pcuHr):	11.42	Cycle Time (s):	138
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.2	Total Delay for Signalled Lanes (pcuHr):	24.19	Cycle Time (s):	138
C2		PRC for Signalled Lanes (%)	-11.4	Total Delay for Signalled Lanes (pcuHr):	52.49	Cycle Time (s):	138
		PRC Over All Lanes (%)	-11.4	Total Delay Over All Lanes (pcuHr):	88.11		

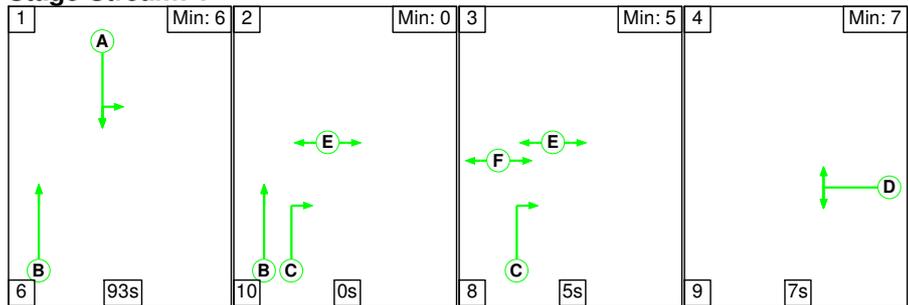
Full Input Data And Results

Scenario 5: '2030 Base + Comm + Dev Option 1 AM' (FG5: '2030 Base + Comm + Dev Option 1 AM', Plan 1: 'Network Control Plan 1')

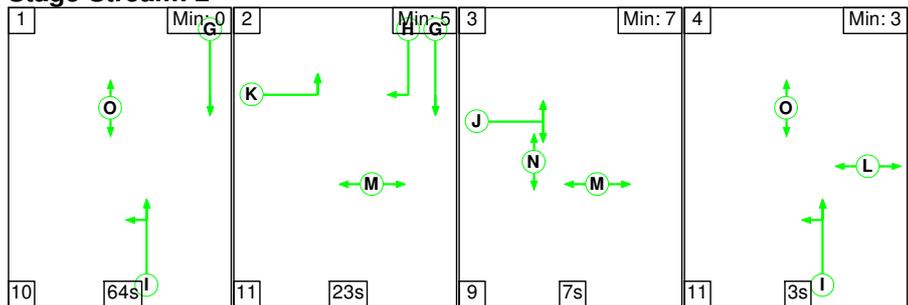
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

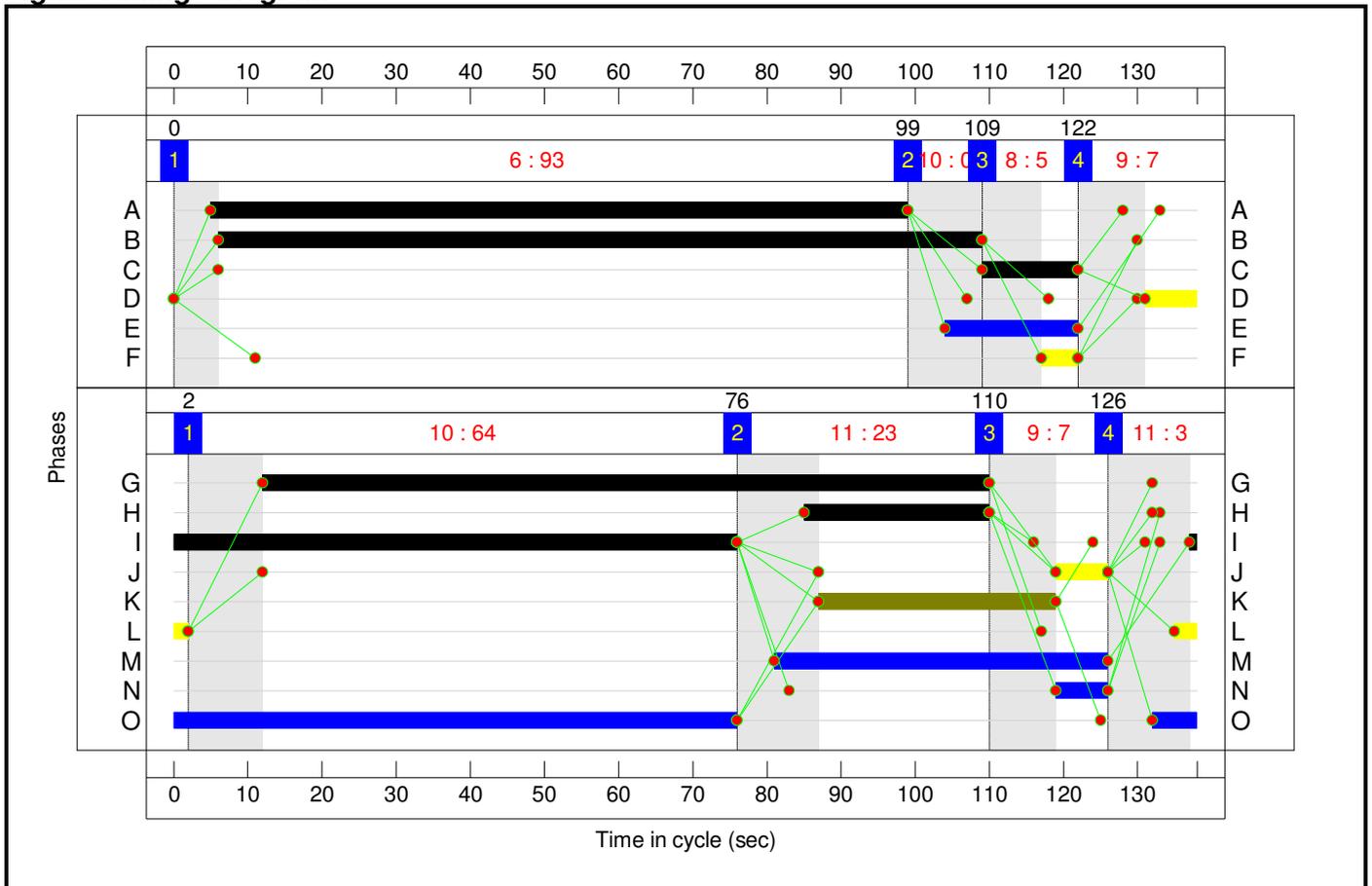
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

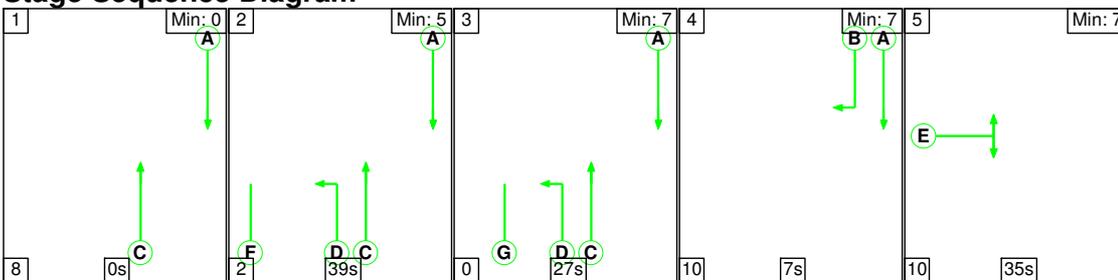
Stage Stream: 2

Stage	1	2	3	4
Duration	64	23	7	3
Change Point	2	76	110	126

Signal Timings Diagram



C2 Stage Sequence Diagram

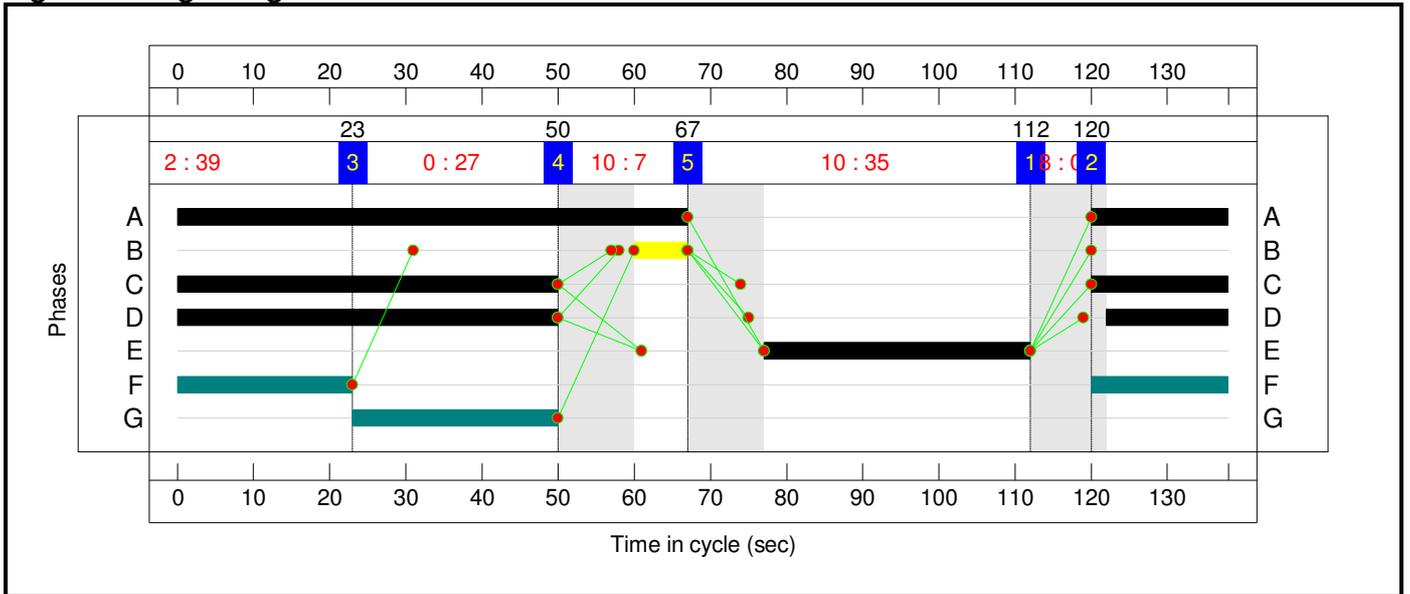


Stage Timings

Stage	1	2	3	4	5
Duration	0	39	27	7	35
Change Point	112	120	23	50	67

Full Input Data And Results

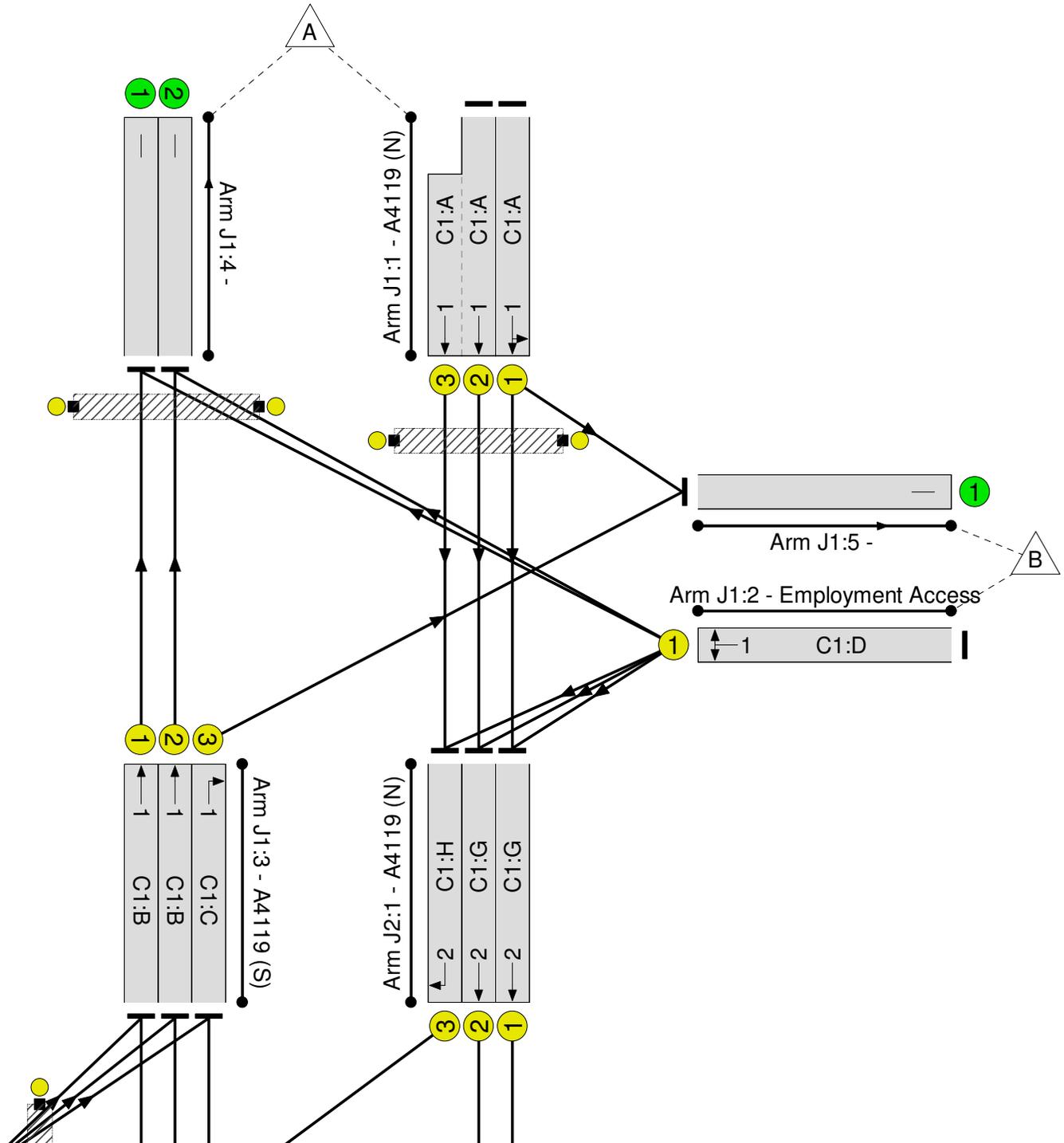
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

J1: Employment Access / A4119
 PRC: 46.0 %
 Total Traffic Delay: 8.3 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	88.8%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	61.6%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	690	1937	1333	51.7%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	870	2080:1940	1164+302	59.4 : 59.4%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	15	1843	107	14.0%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	901	1940	1462	61.6%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	907	2080	1568	57.9%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	16	1724	175	9.1%
4/1		U	N/A	N/A	-		-	-	-	906	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	30	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	72.0%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	679	1940	1392	48.8%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	694	2080	1492	46.5%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	25	-	179	1764	332	53.9%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:39	32	277	1828:1775	21+500	53.2 : 53.2%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	77	-	788	1936	1094	72.0%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	77	-	789	2080:1940	1164+23	66.5 : 66.5%

Full Input Data And Results

4/1		U	N/A	N/A	-	-	-	-	198	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O	1	82	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N	1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M	1	45	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L	1	5	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-	-	-	-	-	-	-	88.8%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A	1	85	-	685	1940	1209	56.7%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B	1	85:7	-	699	2080:1745	1238+61	53.8 : 53.8%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E	1	35	-	473	1738:1786	270+269	87.7 : 87.7%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D	1	68:66	-	1031	2080:1724	877+284	88.8 : 88.8%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C	1	68	-	779	1940	970	80.3%
4/1		U	N/A	N/A	-	-	-	-	285	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	903	Inf	Inf	0.0%
5/2		U	N/A	N/A	-	-	-	-	902	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	26.7	10.2	0.0	36.9	-	-	-	-
1/1	685	685	-	-	-	3.2	0.7	-	3.8	20.0	13.7	0.7	14.4
1/2+1/3	699	699	-	-	-	3.4	0.6	-	3.9	20.3	13.1	0.6	13.7
2/1+2/2	473	473	-	-	-	6.1	3.3	-	9.4	71.2	14.1	3.3	17.3
3/2+3/1	1031	1031	-	-	-	7.8	3.8	-	11.5	40.3	28.6	3.8	32.3
3/3	779	779	-	-	-	6.2	2.0	-	8.2	38.1	24.9	2.0	26.9
4/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1	PRC for Signalled Lanes (%)	46.0	Total Delay for Signalled Lanes (pcuHr):		8.27	Cycle Time (s): 138			
			C1	Stream: 2	PRC for Signalled Lanes (%)	25.0	Total Delay for Signalled Lanes (pcuHr):		10.65	Cycle Time (s): 138			
			C2	PRC for Signalled Lanes (%)		1.3	Total Delay for Signalled Lanes (pcuHr):		36.90	Cycle Time (s): 138			
			PRC Over All Lanes (%)		1.3	Total Delay Over All Lanes (pcuHr):		55.82					

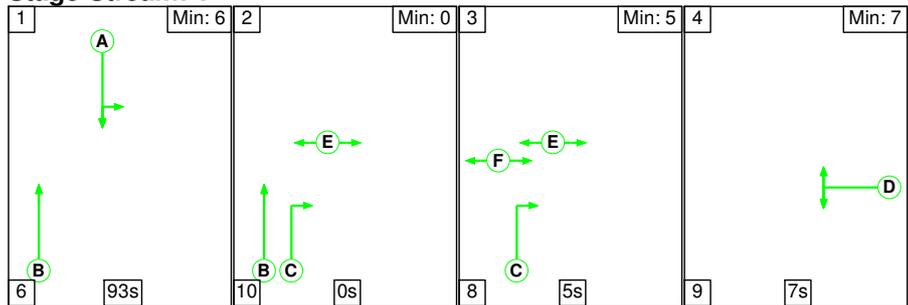
Full Input Data And Results

Scenario 6: '2030 Base + Comm + Dev Option 1 PM' (FG6: '2030 Base + Comm + Dev Option 1 PM', Plan 1: 'Network Control Plan 1')

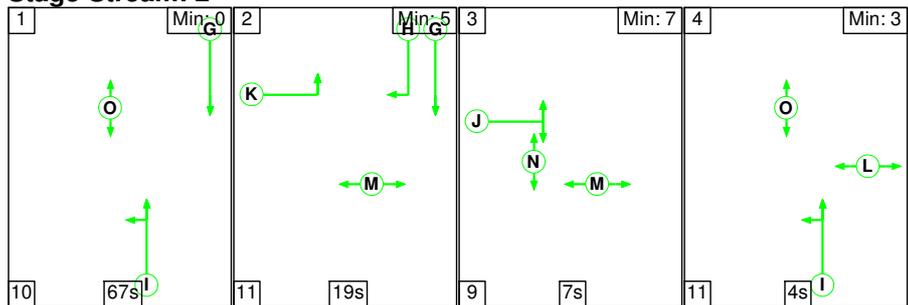
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

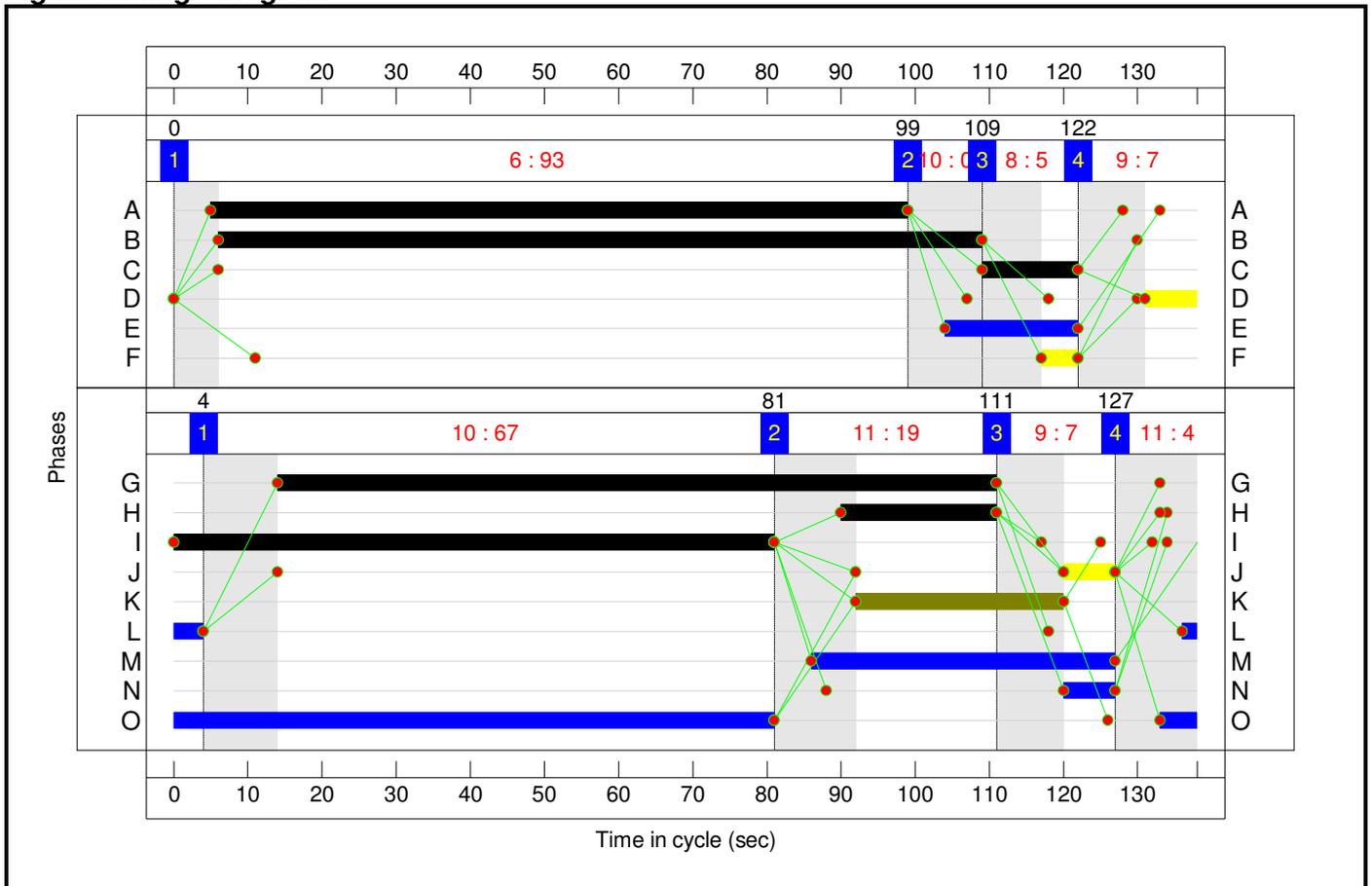
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

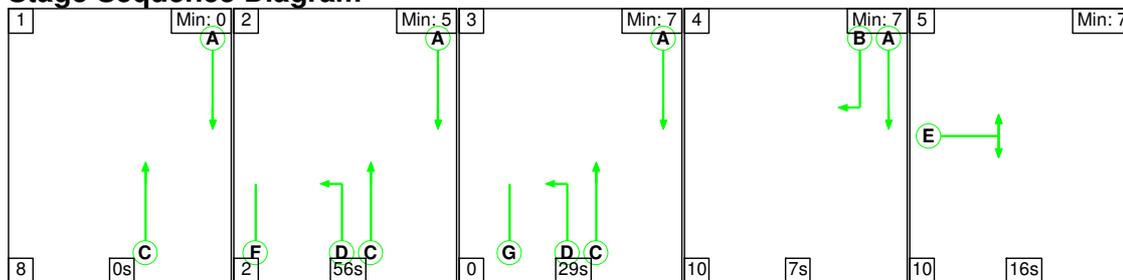
Stage	1	2	3	4
Duration	67	19	7	4
Change Point	4	81	111	127

Signal Timings Diagram



C2

Stage Sequence Diagram

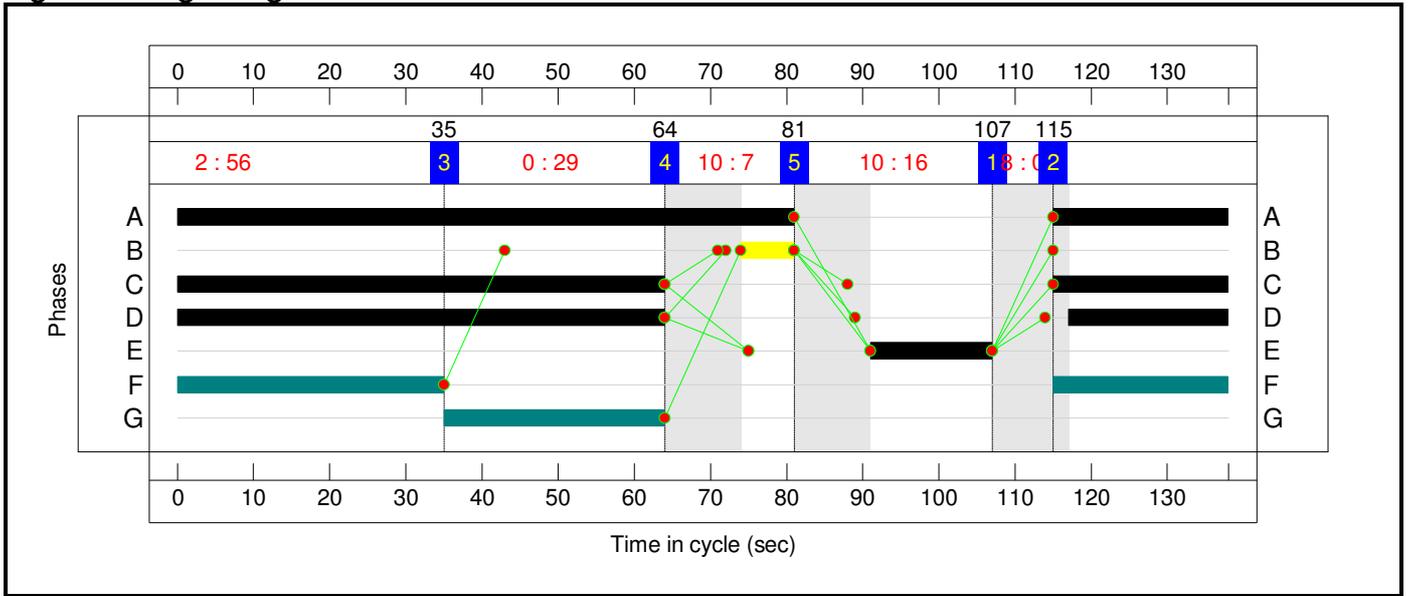


Stage Timings

Stage	1	2	3	4	5
Duration	0	56	29	7	16
Change Point	107	115	35	64	81

Full Input Data And Results

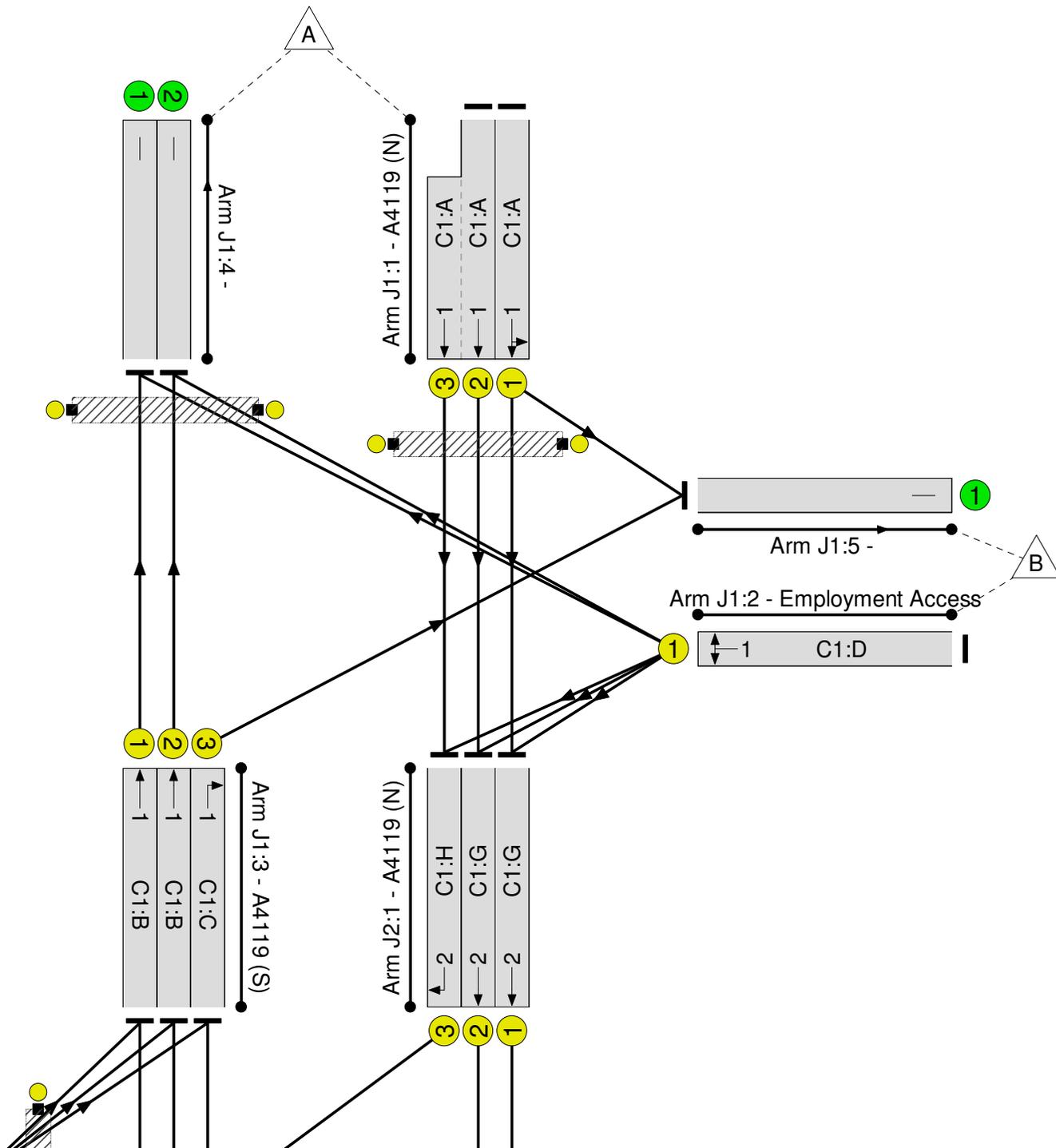
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results


J1: Employment Access / A4119
 PRC: 18.6 %
 Total Traffic Delay: 12.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	789	1939	1335	59.1%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	1045	2080:1940	1116+360	70.8 : 70.8%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	38	1839	107	35.6%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1113	1940	1462	75.9%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1133	2080	1568	72.3%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	5	1724	175	2.9%
4/1		U	N/A	N/A	-		-	-	-	1121	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1141	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	97	-	794	1940	1378	57.6%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	97	-	800	2080	1477	54.2%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	21	-	256	1764	281	91.0%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:35	28	213	1828:1775	24+446	45.3 : 45.3%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	81	-	1037	1936	1150	89.8%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	81	-	1037	2080:1940	1234+6	83.6 : 83.6%

Full Input Data And Results

4/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O		1	86	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M		1	41	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L		1	6	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A		1	104	-	800	1940	1476	54.2%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B		1	104:7	-	805	2080:1745	1488+96	50.8 : 50.8%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E		1	16	-	287	1736:1786	148+149	96.9 : 96.9%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D		1	87:85	-	1480	2080:1724	1025+450	100.3 : 100.3%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C		1	87	-	1027	1940	1237	83.0%
4/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	924	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	22.5	30.5	0.0	52.9	-	-	-	-
1/1	800	800	-	-	-	1.6	0.6	-	2.2	9.7	11.7	0.6	12.3
1/2+1/3	805	805	-	-	-	2.0	0.5	-	2.6	11.4	10.7	0.5	11.2
2/1+2/2	287	287	-	-	-	4.7	6.5	-	11.1	139.7	7.9	6.5	14.4
3/2+3/1	1480	1475	-	-	-	8.7	20.5	-	29.2	71.1	50.3	20.5	70.8
3/3	1027	1027	-	-	-	5.5	2.4	-	7.9	27.6	30.2	2.4	32.6
4/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
		C1	Stream: 1 PRC for Signalled Lanes (%)		18.6	Total Delay for Signalled Lanes (pcuHr)		12.00	Cycle Time (s)		138		
		C1	Stream: 2 PRC for Signalled Lanes (%)		-1.1	Total Delay for Signalled Lanes (pcuHr)		22.75	Cycle Time (s)		138		
		C2	PRC for Signalled Lanes (%)		-11.5	Total Delay for Signalled Lanes (pcuHr)		52.95	Cycle Time (s)		138		
			PRC Over All Lanes (%)		-11.5	Total Delay Over All Lanes (pcuHr)		87.70					

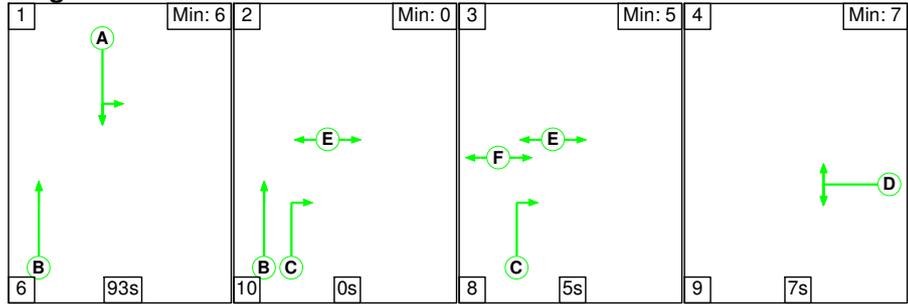
Full Input Data And Results

Scenario 7: '2030 Base + Comm + Dev Option 2 AM' (FG7: '2030 Base + Comm + Dev Option 2 AM', Plan 1: 'Network Control Plan 1')

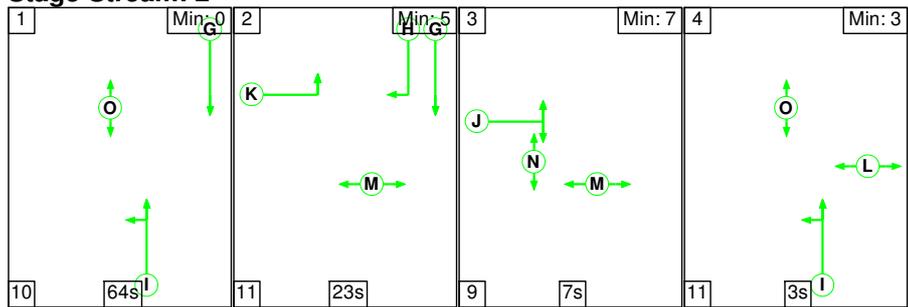
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

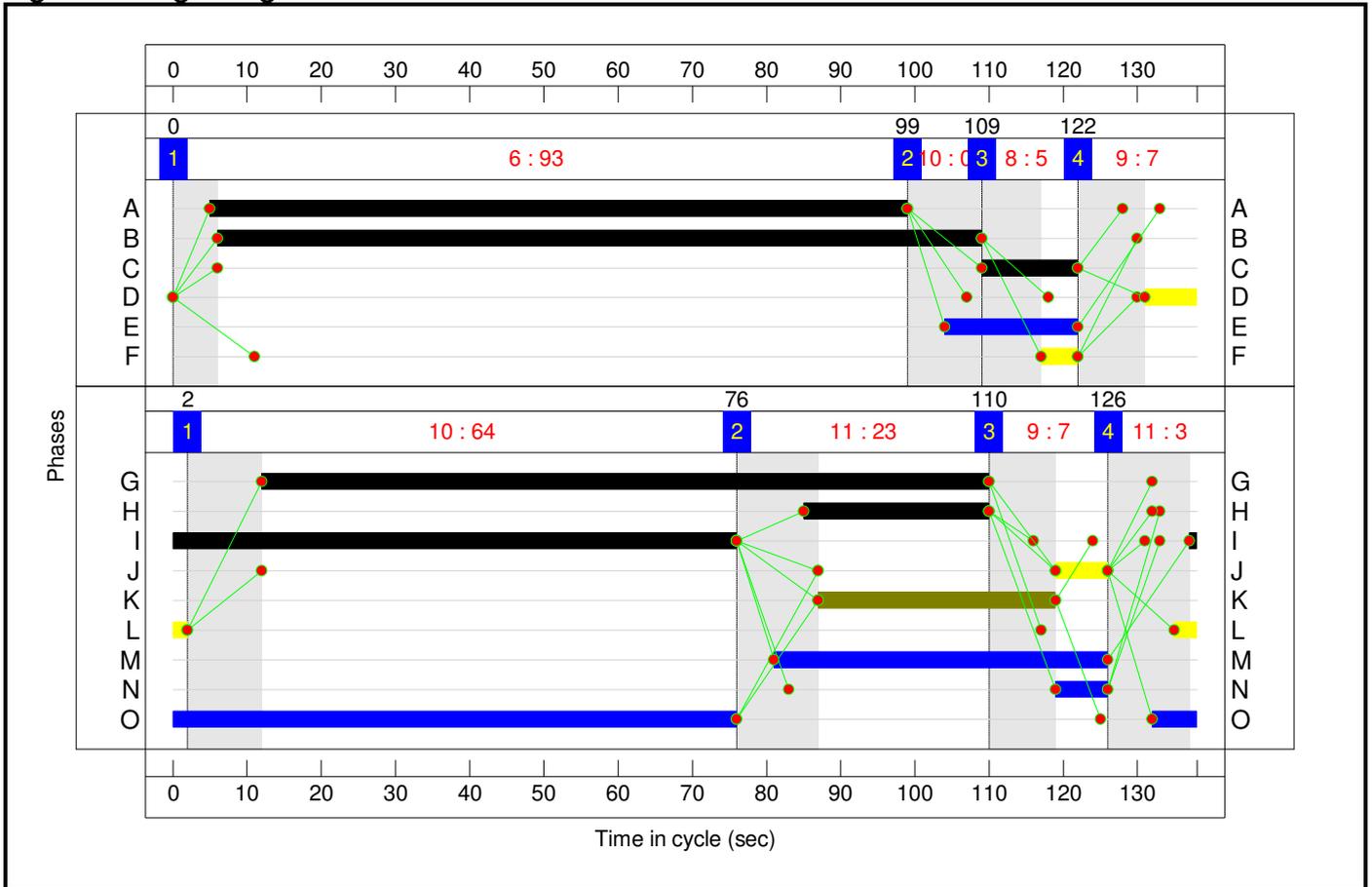
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

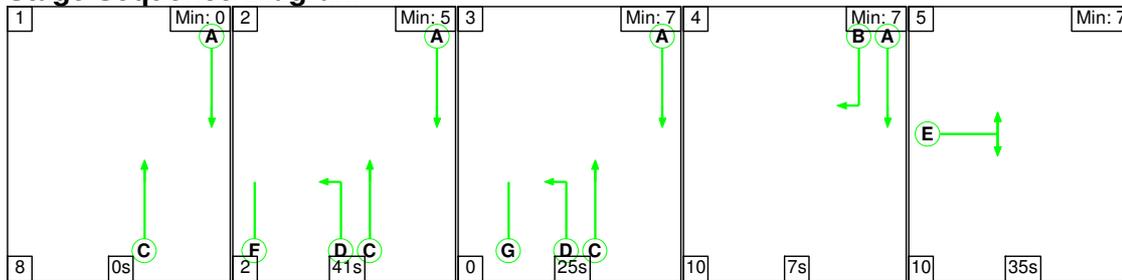
Stage	1	2	3	4
Duration	64	23	7	3
Change Point	2	76	110	126

Signal Timings Diagram



C2

Stage Sequence Diagram

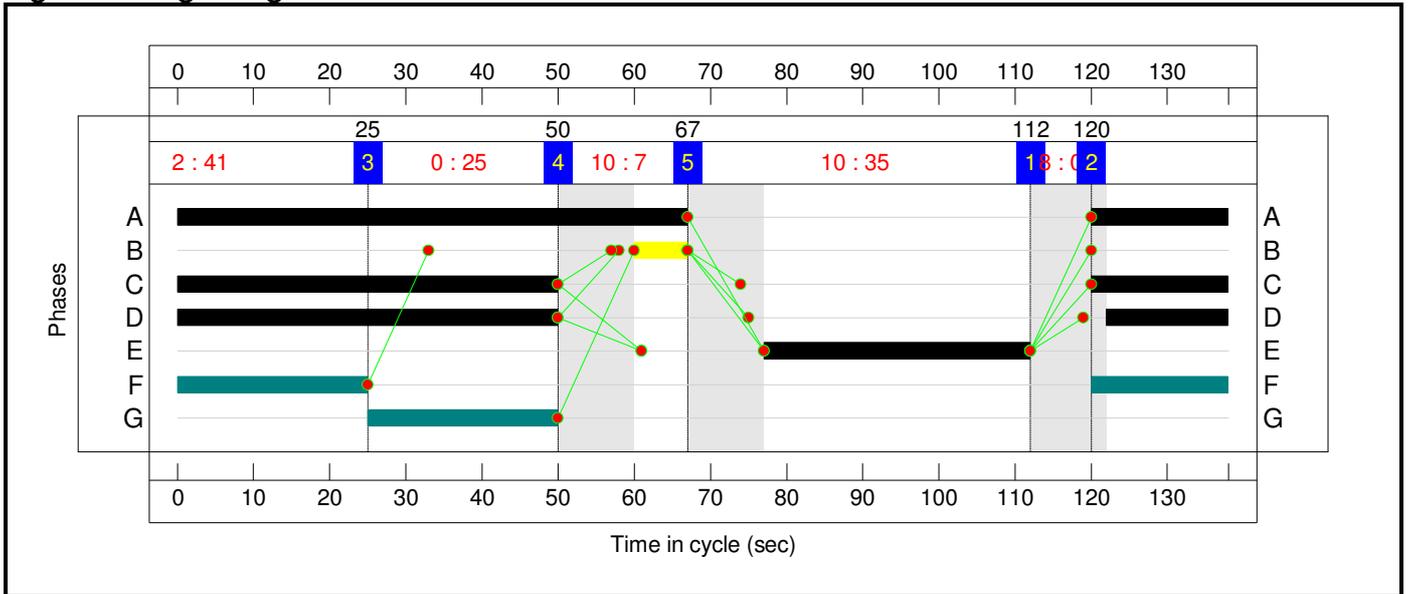


Stage Timings

Stage	1	2	3	4	5
Duration	0	41	25	7	35
Change Point	112	120	25	50	67

Full Input Data And Results

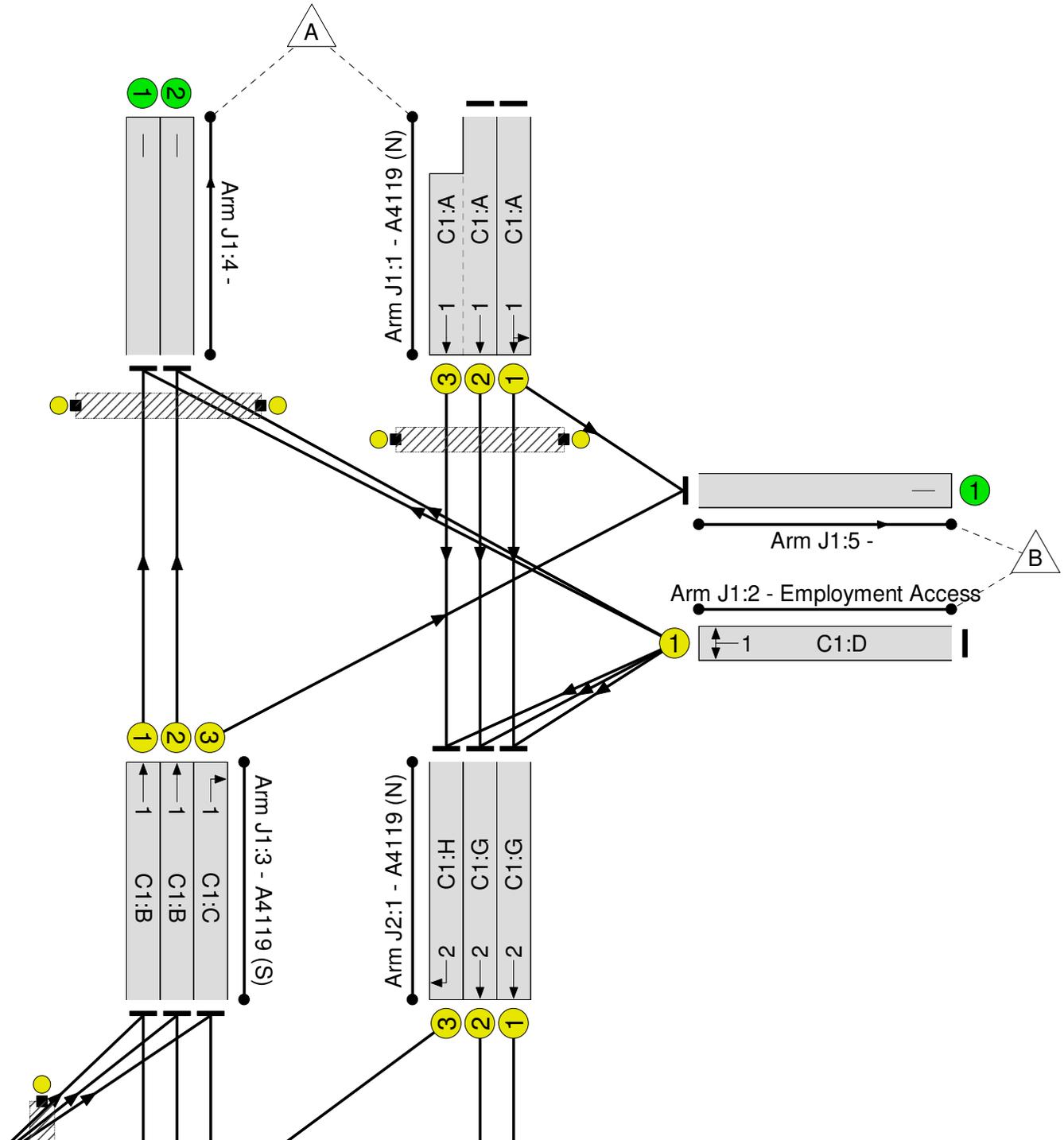
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

J1: Employment Access / A4119
 PRC: 45.4 %
 Total Traffic Delay: 8.5 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped
 Controller: 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	61.9%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	693	1936	1333	52.0%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	873	2080:1940	1165+301	59.6 : 59.6%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	19	1843	107	17.8%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	905	1940	1462	61.9%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	903	2080	1568	57.6%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	22	1724	175	12.6%
4/1		U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	908	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	42	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	677	1940	1392	48.6%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	98	-	698	2080	1492	46.8%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	25	-	179	1764	332	53.9%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:39	32	279	1828:1775	22+499	53.5 : 53.5%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	77	-	791	1937	1095	72.2%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	77	-	791	2080:1940	1158+32	66.5 : 66.5%

Full Input Data And Results

4/1		U	N/A	N/A	-	-	-	-	198	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O	1	82	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N	1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M	1	45	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L	1	5	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-	-	-	-	-	-	-	89.2%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A	1	85	-	683	1940	1209	56.5%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B	1	85:7	-	704	2080:1745	1239+61	54.2 : 54.2%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E	1	35	-	472	1738:1786	270+270	87.5 : 87.5%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D	1	68:66	-	1035	2080:1724	877+284	89.2 : 89.2%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C	1	68	-	782	1940	970	80.6%
4/1		U	N/A	N/A	-	-	-	-	286	Inf	Inf	0.0%
5/1		U	N/A	N/A	-	-	-	-	901	Inf	Inf	0.0%
5/2		U	N/A	N/A	-	-	-	-	907	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	26.8	10.3	0.0	37.1	-	-	-	-
1/1	683	683	-	-	-	3.1	0.6	-	3.8	20.0	13.7	0.6	14.3
1/2+1/3	704	704	-	-	-	3.4	0.6	-	4.0	20.4	13.2	0.6	13.8
2/1+2/2	472	472	-	-	-	6.1	3.2	-	9.3	70.8	14.0	3.2	17.2
3/2+3/1	1035	1035	-	-	-	7.8	3.9	-	11.7	40.8	28.7	3.9	32.6
3/3	782	782	-	-	-	6.3	2.0	-	8.3	38.3	25.0	2.0	27.0
4/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
			C1	Stream: 1	PRC for Signalled Lanes (%)	45.4	Total Delay for Signalled Lanes (pcuHr):		8.55	Cycle Time (s): 138			
			C1	Stream: 2	PRC for Signalled Lanes (%)	24.6	Total Delay for Signalled Lanes (pcuHr):		10.71	Cycle Time (s): 138			
			C2	PRC for Signalled Lanes (%)		0.9	Total Delay for Signalled Lanes (pcuHr):		37.09	Cycle Time (s): 138			
			PRC Over All Lanes (%)		0.9	Total Delay Over All Lanes (pcuHr):		56.35					

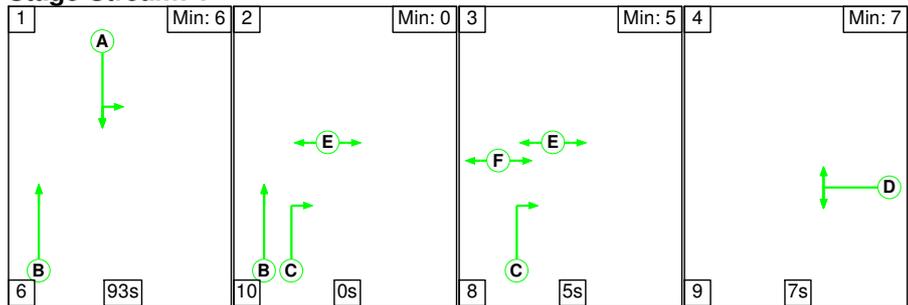
Full Input Data And Results

Scenario 8: '2030 Base + Comm + Dev Option 2 PM' (FG8: '2030 Base + Comm + Dev Option 2 PM', Plan 1: 'Network Control Plan 1')

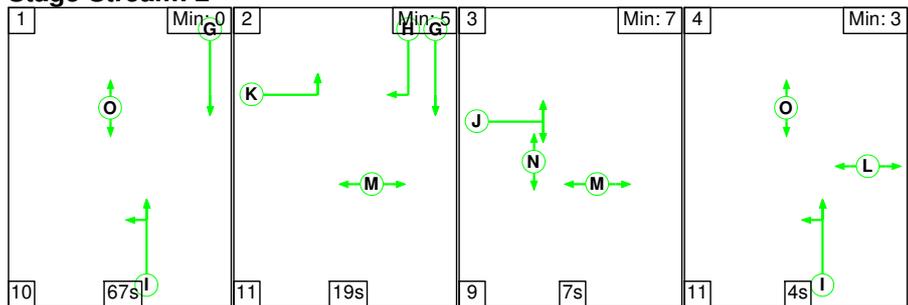
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

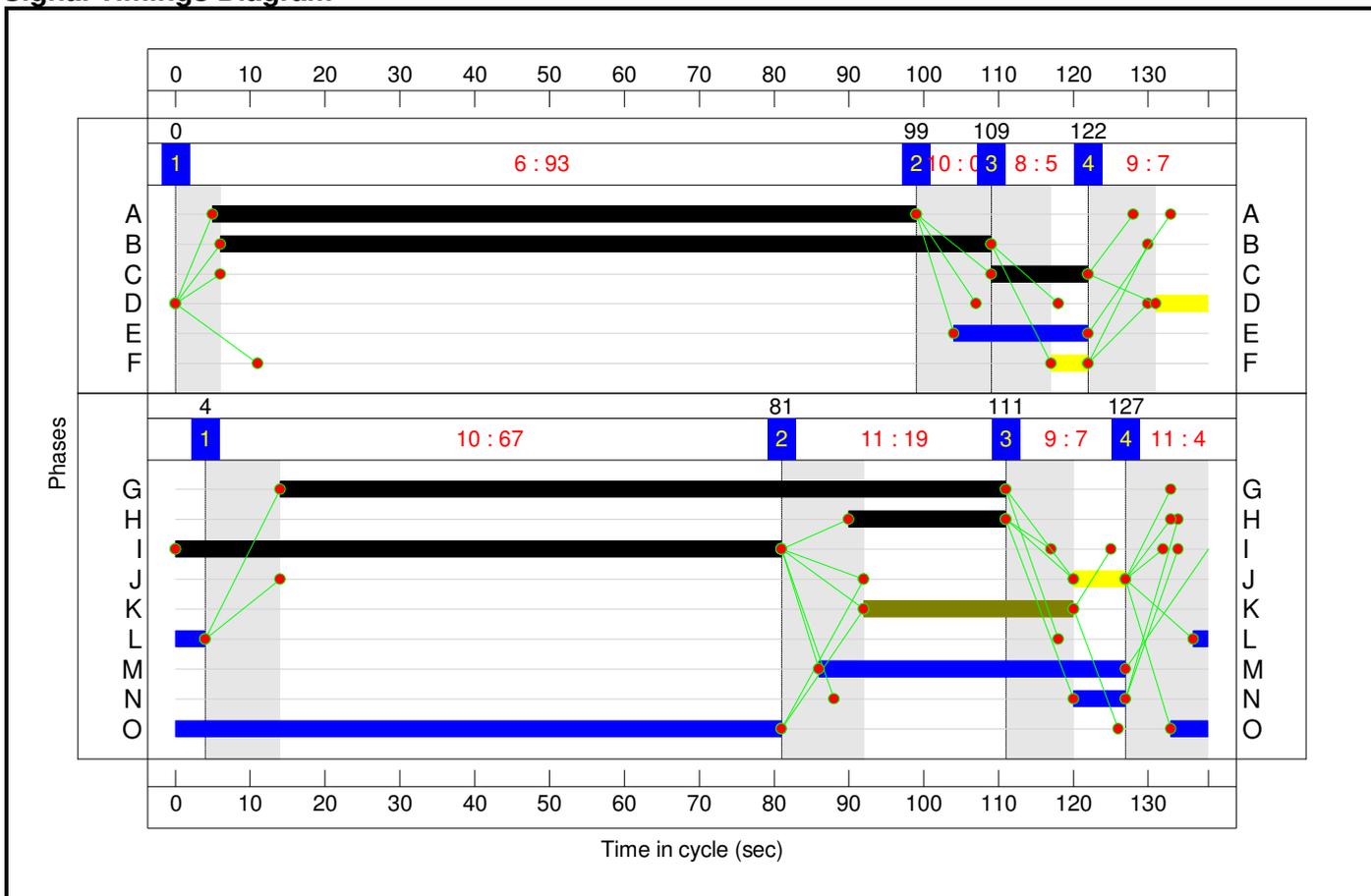
Stage Stream: 1

Stage	1	2	3	4
Duration	93	0	5	7
Change Point	0	99	109	122

Stage Stream: 2

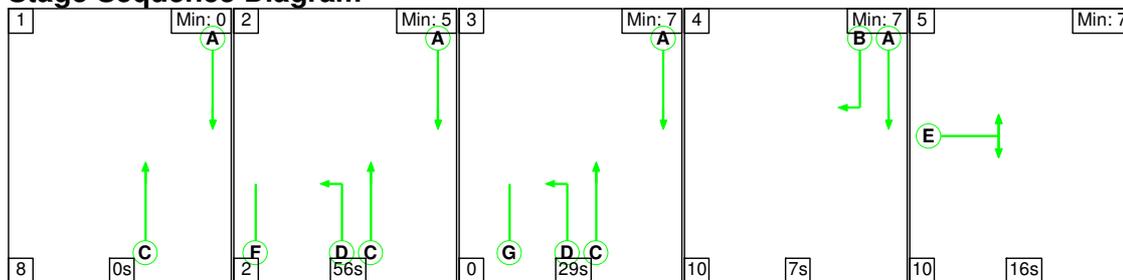
Stage	1	2	3	4
Duration	67	19	7	4
Change Point	4	81	111	127

Signal Timings Diagram



C2

Stage Sequence Diagram

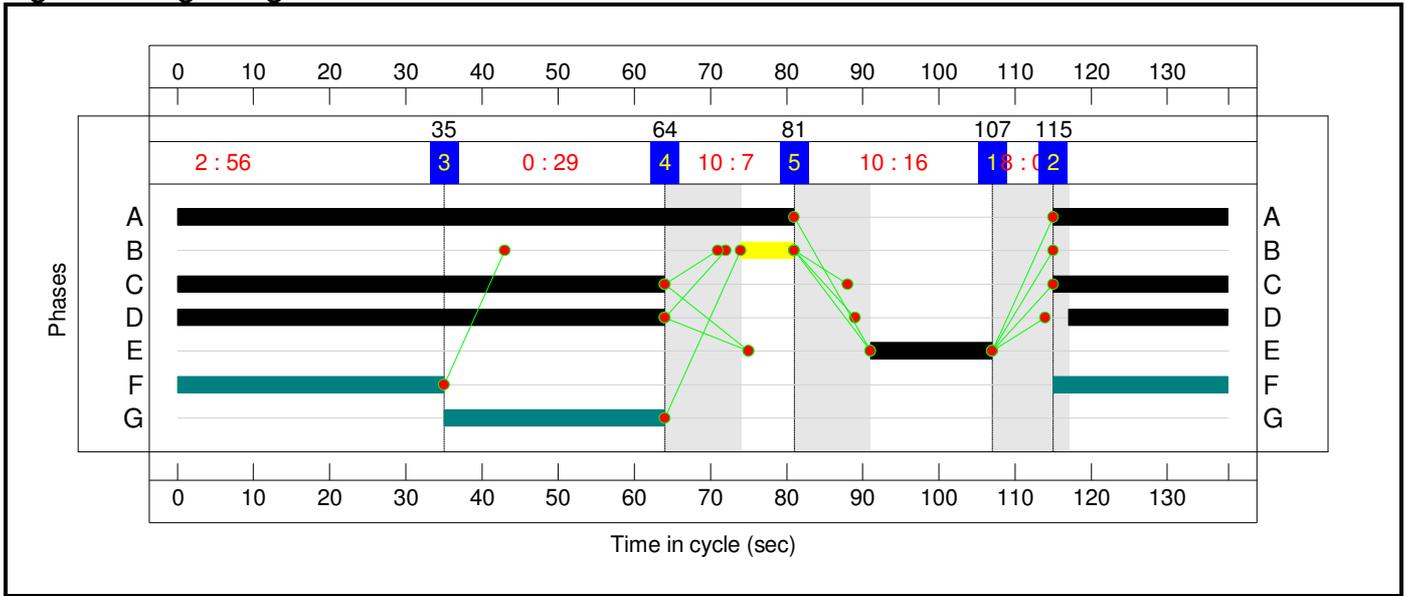


Stage Timings

Stage	1	2	3	4	5
Duration	0	56	29	7	16
Change Point	107	115	35	64	81

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A4119 Network	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
J1: Employment Access / A4119	-	-	N/A	-	-		-	-	-	-	-	-	75.9%
1/1	A4119 (N) Left Ahead	U	1:1	N/A	C1:A		1	94	-	789	1939	1335	59.1%
1/2+1/3	A4119 (N) Ahead	U	1:1	N/A	C1:A		1	94	-	1044	2080:1940	1115+360	70.7 : 70.7%
2/1	Employment Access Right Left	U	1:1	N/A	C1:D		1	7	-	44	1839	107	41.3%
3/1	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1112	1940	1462	75.9%
3/2	A4119 (S) Ahead	U	1:1	N/A	C1:B		1	103	-	1133	2080	1568	72.3%
3/3	A4119 (S) Right	U	1:1	N/A	C1:C		1	13	-	5	1724	175	2.9%
4/1		U	N/A	N/A	-		-	-	-	1122	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1142	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:1	-	C1:F		1	5	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:1	-	C1:E		1	18	-	0	-	0	0.0%
J2: Ffordd Cefn-Yr-Hendy / A4119	-	-	N/A	-	-		-	-	-	-	-	-	91.0%
1/1	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	97	-	795	1940	1378	57.7%
1/2	A4119 (N) Ahead	U	1:2	N/A	C1:G		1	97	-	801	2080	1477	54.2%
1/3	A4119 (N) Right	U	1:2	N/A	C1:H		1	21	-	256	1764	281	91.0%
2/2+2/1	Ffordd Cefn-Yr-Hendy Left Right	U	1:2	N/A	C1:J	C1:K	1	7:35	28	213	1828:1775	24+446	45.3 : 45.3%
3/1	A4119 (S) Ahead Left	U	1:2	N/A	C1:I		1	81	-	1036	1936	1150	89.8%
3/2+3/3	A4119 (S) Ahead	U	1:2	N/A	C1:I		1	81	-	1037	2080:1940	1234+6	83.6 : 83.6%

Full Input Data And Results

4/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:O		1	86	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1:2	-	C1:N		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1:2	-	C1:M		1	41	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1:2	-	C1:L		1	6	-	0	-	0	0.0%
J3: School Road / A4119	-	-	N/A	-	-		-	-	-	-	-	-	100.3%
1/1	A4119 (N) Ahead	U	N/A	N/A	C2:A		1	104	-	801	1940	1476	54.3%
1/2+1/3	A4119 (N) Right Ahead	U	N/A	N/A	C2:A C2:B		1	104:7	-	806	2080:1745	1488+96	50.9 : 50.9%
2/1+2/2	School Road Left Right	U	N/A	N/A	C2:E		1	16	-	287	1736:1786	148+149	96.9 : 96.9%
3/2+3/1	A4119 (S) Ahead Left	U	N/A	N/A	C2:C C2:D		1	87:85	-	1479	2080:1724	1024+451	100.3 : 100.3%
3/3	A4119 (S) Ahead	U	N/A	N/A	C2:C		1	87	-	1027	1940	1237	83.0%
4/1		U	N/A	N/A	-		-	-	-	501	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	901	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: School Road / A4119	-	-	0	0	0	22.4	30.2	0.0	52.5	-	-	-	-
1/1	801	801	-	-	-	1.6	0.6	-	2.2	9.7	11.7	0.6	12.3
1/2+1/3	806	806	-	-	-	2.0	0.5	-	2.6	11.4	10.6	0.5	11.2
2/1+2/2	287	287	-	-	-	4.7	6.5	-	11.1	139.7	7.9	6.5	14.4
3/2+3/1	1479	1475	-	-	-	8.6	20.2	-	28.8	70.1	50.2	20.2	70.4
3/3	1027	1027	-	-	-	5.5	2.4	-	7.9	27.6	30.2	2.4	32.6
4/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	901	901	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1	Stream: 1	PRC for Signalled Lanes (%)	18.6	Total Delay for Signalled Lanes (pcuHr):	12.17	Cycle Time (s):	138
C1	Stream: 2	PRC for Signalled Lanes (%)	-1.1	Total Delay for Signalled Lanes (pcuHr):	22.77	Cycle Time (s):	138
C2		PRC for Signalled Lanes (%)	-11.4	Total Delay for Signalled Lanes (pcuHr):	52.54	Cycle Time (s):	138
		PRC Over All Lanes (%)	-11.4	Total Delay Over All Lanes (pcuHr):	87.49		