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Torfaen County Borough Council
Interim Waste Bulking Facility

Transport Assessment

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Transport Assessment

2026-11-06

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Prepared for

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Executive Summary

WSP have been commissioned by Torfaen County Borough Council to prepare a Transport Assessment (TA) in support of the planning application for the provision of a new Interim Waste Bulking Facility at Units 1 & 2 Kays and Kears, in Blaenavon, which is located 1km to the north-west of Blaenavon town centre. The proposed development is expected to operate for a maximum of four years until the new waste transfer station is brought in to operation.

To inform this TA, WSP engaged with TCBC Local Highway Authority (LHA) for a pre-application scoping discussion in August 2026.

The site is well connected to the local highway network and is accessible by walking, cycling and public transport. Traffic surveys identified the AM and PM network peak hours as 07:30 – 08:30 and 16:15 – 17:15 respectively. A review of Personal Injury Collision data for year 2020 to 2024 identified no patterns or trends indicative of the existing highway safety issue within the study area.

The proposed development will comprise two bays, one for mixed recycling card and paper, and the other for glass. The site will operate Monday to Friday schedule, between 08:00 and 17:00. A clockwise one-way system for vehicle movements will be operated within the site to minimise potential conflicts between inbound and outbound traffic. On-site parking will be provided in line with its operational requirements.

The development is expected to generate 28 arrivals and 24 departures during the AM peak hour (07:30 – 08:30) and 24 arrivals and 28 departures during the PM peak hour (17:15 – 18:15). Development trips will primarily be distributed via Estate Road, B4246 and A4043 Cwmavon Road, as agreed with TCBC. This represents a worst-case scenario, as the actual number of recycling collection trips is expected to be lower than assumed.

This assessment demonstrates that the proposed development could be readily accommodated with no adverse impacts on the sustainable transport network, highway operation and highway safety.

This TA concludes that the proposals are acceptable from a transport and highways perspective.

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1. Introduction

1.1 Overview

1.1.1 WSP have been commissioned by Torfaen County Borough Council (TCBC) to prepare a Transport Assessment (TA) in support of a planning application for the provision of a new Interim Waste Bulking Facility at Units 1 & 2 Kays and Kears, in Blaenavon.

1.1.2 The current recycling bulking and baling facility is located in Ty Coch, Cwmbran. The lease on this site is due to expire on 30 April 2027. Owing to this, TCBC intends to develop a new Waste Transfer Station at Kays and Kears Industrial Estate in Blaenavon (which will be subject to separate planning proposals). The new facility is unlikely to be available for use within the next four years. A recycling transfer solution needs to be in place by January 2027. If not, TCBC will face significant challenges in maintaining its recycling operations. As such, it is proposed to provide an Interim Waste Bulking Facility, which will cater for card, paper and glass, and will provide a crucial interim solution, allowing TCBC to maintain its kerbside recycling collection service until the new waste transfer station is under operation.

1.2 Project Vision

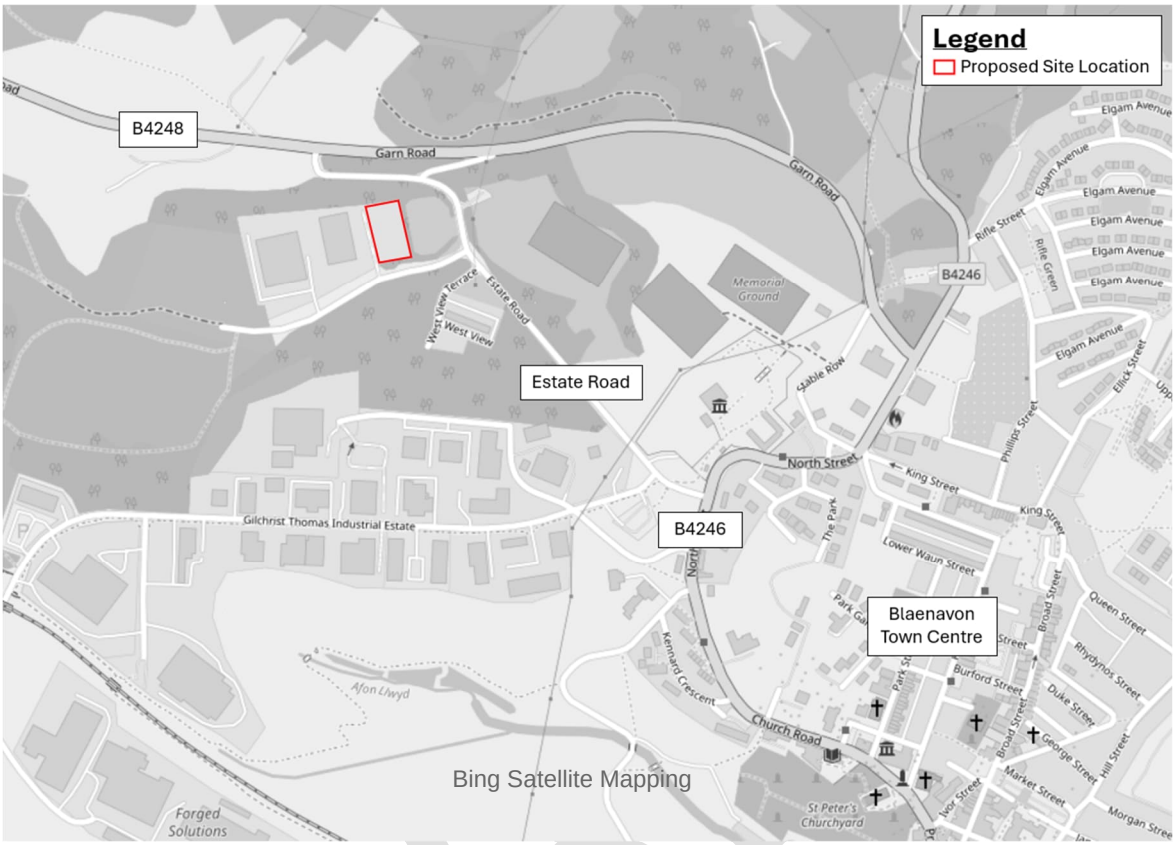
1.2.1 The vision of the project is to provide an interim recycling solution before the new waste transfer station is in operation. The proposed Interim Waste Bulking Facility is expected to operate for a maximum of four years.

1.3 Proposed Site Location

1.3.1 The proposed site is located in Kays & Kears Industrial Estate, which is located 1km to the north-west of Blaenavon town centre. **Figure 1** shows the proposed site location.

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Figure 1: Site Location



1.4 Summary of Pre-Application Discussions

1.4.1 To inform this TA, WSP engaged with TCBC Local Highway Authority (LHA) for a pre-application scoping discussion in August 2026. A summary of the key points discussed and agreed with TCBC LHA is provided as follows:

- A TA has been requested by TCBC LHA to accompany the full planning application. It should be clearly demonstrated that vehicle access to and from the site can continue to operate safely and effectively using the existing access arrangements, taking into account the type and frequency of vehicles associated with the proposed use.
- TCBC raised concerns regarding the potential for additional development trips to travel through Blaenavon town centre using key existing routes, including the B4246 and A4043. As such, TCBC requested an assessment to be undertaken of the following key junctions:
  - Junction 1 – B4246 North Street / Estate Road
  - Junction 2 – B4246 Church Road / High Street
  - Junction 3 – B4246 / Ivor Street / Commercial Street
  - Junction 4 – B4246 / A4043 Cwmavon Road / Curwood Road
- To inform the assessment of the above junctions, fully classified turning counts and queue surveys at the junctions would be required to establish the baseline traffic flows.

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- The internal access arrangements should be designed to ensure that vehicle movements are logical and well controlled, and that reversing manoeuvres are minimised as far as reasonably practicable in the interests of operational and pedestrian safety. Any areas where vehicle tracking is particularly constrained should be carefully considered to ensure that adequate clearance is maintained from parked vehicles, structures and boundaries.
- Sufficient space should be made available within the site to allow vehicles to manoeuvre, turn and egress in a safe manner, without reliance on the public highway and without causing obstruction or conflict within the site.
- Two-way manoeuvres within the site would force additional vehicles to wait, possibly on the highway, which would be unacceptable. Further information is therefore required relating to the routes all vehicles will use through the site including those collecting waste for onward transport along with the amount and storage locations of the standing containers.
- Confirmation that temporary parking would be provided for staff.
- The proposed on-site office and parking arrangements would require that pedestrians cross an articulated vehicle route. Staff leaving the site during the working day would also conflict with this route. The site layout should therefore, where practicable, provide safe segregation of pedestrian and vehicle movements. This includes clearly defined, direct and unobstructed pedestrian routes between the parking areas (where applicable) and the welfare facility. These routes should be positioned to minimise interaction with service vehicles and operational areas, improving overall site safety and usability for staff.

1.5 Structure of Report

1.5.1 Following this introduction, the structure of this TA is as follows:

- **Chapter 2:** Policy Review.
- **Chapter 3:** Baseline Conditions – Sustainable Transport Network.
- **Chapter 4:** Baseline Conditions – Local Highway Network.
- **Chapter 5:** Baseline Conditions – Connectivity.
- **Chapter 6:** Proposed Development.
- **Chapter 7:** Trip Generation and Distribution.
- **Chapter 8:** Impacts on Sustainable Transport Network and Connectivity.
- **Chapter 9:** Impacts on Local Highway Network.
- **Chapter 10:** Summary and Conclusion.

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2. Policy Review

2.1 Overview

2.1.1 This chapter of the TA provides a review of the relevant and emerging transport planning policy at a national, regional and local level, and considers the suitability of the proposals in relation to the policy.

2.1.2 As part of this chapter, the following documents have been reviewed:

- Planning Policy Wales, Edition 12, February 2024.
- Future Wales: The National Plan 2040, 2021.
- Llwybr Newydd: The Wales Transport Strategy 2021.
- Cardiff Capital Region Regional Transport Plan 2026 – 2031.
- Torfaen Local Development Plan 2006 – 2021.
- Blaenau Gwent and Torfaen Joint Local Development Plan to 2041.

2.2 National Policy

Planning Policy Wales, Edition 12

2.2.1 The Planning Policy Wales (PPW) document Edition 12 was published in February 2024. The document ensures consistency to planning decisions in Wales.

2.2.2 The document places an importance on achieving well-being through placemaking, stating "*sustainable places are the goal of the land use planning system in Wales".*

2.2.3 The PPW suggests developments follow the key planning principles:

- Growing our economy in a sustainable manner.
- Making best use of resources.
- Facilitating accessible and healthy environments.
- Creating and sustaining communities.
- Maximising environmental protection and limiting environmental impact.

2.2.4 Paragraph 4.1.10 states:

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

- *are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car.*
- *are designed in a way which integrates them with existing land uses and neighbourhoods.*

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- *make it possible for all short journeys within and beyond the development to be easily made by walking and cycling."*

2.2.5 Paragraph 4.1.11 states that development proposals must seek to maximise accessibility by walking, cycling and public transport. This should be achieved by prioritising appropriate on-site infrastructure and, where necessary, providing off-site measures to mitigate transport impacts.

2.2.6 PPW identifies Transport Assessments as an important mechanism for setting out the scale of the anticipated transport impacts of a proposed development or redevelopment, allowing those impacts to be understood and appropriately addressed.

2.2.7 In relation to the requirement for Transport Assessments, Paragraph 4.1.57 states:

"Transport Assessments can be required for any proposed development if the planning authority considers that there is a justification or specific need."

2.2.8 PPW states that Transport Assessments provide a basis for discussing scheme details, including parking provision and measures to improve access by walking, cycling and public transport. Transport Assessments should consider transport impacts during the construction phase of development, as well as when the development is built and in use.

Future Wales: The National Plan 2040

2.2.9 Future Wales is the national development framework for Wales, setting the direction for development in Wales in 2040. It has development plan status and should be read alongside Planning Policy Wales, which influences Strategic and Local Development Plans as well as planning decisions.

2.2.10 The transport strategy is principally established through Policies 11 and 12, which promote improved national and regional connectivity through active travel, public transport and low carbon transport.

2.2.11 Policy 11: National Connectivity supports improved national connectivity across rail, bus, strategic road network and national cycle network, prioritising public transport for longer journeys and enabling greater use of electric vehicles.

2.2.12 The policy also states that new development should support sustainable transport and maximise accessibility by walking, cycling and public transport. The policy requires the Sustainable Transport Hierarchy to inform the planning of new development and transport infrastructure.

2.2.13 In addition, Policy 11 recognises the importance of effective national connectivity between settlements, employment areas and key destinations across Wales, supported by efficient, accessible and low-carbon transport infrastructure.

2.2.14 Policy 12: Regional Connectivity supports improved regional connectivity by maximising public transport investment, promoting active travel and reducing reliance on private cars through integrated land-use and transport planning.

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2.2.15 It also requires planning authorities to maximise the potential of existing transport infrastructure and promote coordinated planning of land use and transport. Development should support active travel and public transport and seek to reduce the need to travel by private car.

2.2.16 Finally, the policy requires active travel and public transport infrastructure to be incorporated into new development at an early stage. Transport measures should be designed as an integral component of development and should provide safe, convenient and accessible connections to the surrounding transport network.

Llwybr Newydd: The Wales Transport Strategy 2021

2.2.17 This strategy sets out the vision of how Welsh transport system can help deliver priorities for Wales.

2.2.18 There are three headline priorities:

- Bring services to people in order to reduce the need to travel.
- Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- Encourage people to make the change to more sustainable transport.

2.2.19 The strategy promotes an accessible, sustainable and efficient transport system that supports the movement of people and goods throughout Wales. It seeks to ensure that transport infrastructure is safe, accessible, well-maintained and resilient to future challenges, including climate change.

2.2.20 The strategy identifies the need to reduce reliance on private vehicles by increasing opportunities for walking, cycling and public transport. It also promotes the Sustainable Transport Hierarchy as a key consideration in the planning and delivery of new development and transport infrastructure.

2.2.21 The strategy supports the integration of transport and land-use planning, recognising that development should be located and designed so that sustainable travel choices are available and attractive to users.

2.2.22 Overall, the strategy seeks to create a transport network that is accessible, sustainable and efficient, whilst contributing towards improved health, social inclusion, economic growth and environmental outcomes.

2.3 Regional and Local Policy

Cardiff Capital Region Regional Transport Plan 2025-2030

2.3.1 The Regional Transport Plan for South East Wales was published by Transport for Cardiff Capita Region in June 2025. The Plan provides the medium-term strategic vision for transport across South East Wales and is intended to guide transport decisions in the context of wider land-use and objectives.

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2.3.2 The vision of the Plan is:

"To provide an efficient, affordable and low carbon transport network that enhances quality of life for our people and creates the conditions for shared prosperity across the Cardiff Capital Region."

2.3.3 The plan establishes a series of Transport Planning Objectives. Those of relevance to development proposals include:

- Improvising access to employment opportunities and core services, ensuring that new and existing development is accessible by sustainable transport.
- Improving the quality, efficiency and reliability of the regional transport network.
- Integrating sustainable transport and travel planning with land-use and transport planning.
- Promoting development that reduces travel demand and supports sustainable transport measures.
- Encouraging changes in people's travel choices.
- Supporting more sustainable forms of transport for moving freight and goods.

2.3.4 Transport Planning Objective TPO1 seeks to improve access to employment opportunities and core services and ensure that new and existing development is accessible by sustainable transport. Its intended outcomes include improving the efficiency and reliability of transport networks and strengthening the integration of sustainable modes to reflect the diverse travel needs of the Region.

2.3.5 Transport Planning Objective TPO2 seeks to improve the quality, efficiency and reliability of the Region's transport network. The objective includes managing congestion and network demand while ensuring that the transport network meets the needs of different users.

2.3.6 Transport Planning Objective TPO3 seeks to make sustainable transport and travel planning integral to economic, transport and spatial planning. The objective supports development that reduces travel demand, provides sustainable transport measures and encourages changes in travel choices and methods.

2.3.7 In relation to road safety, Policy RS1 supports measures and interventions that reduce the number and severity of road traffic collisions and improve safety for vulnerable road and transport users. The policy promotes an evidence-based approach to identifying and delivering road safety improvements.

2.3.8 Collectively, the objectives and policies of the Plan seek to improve accessibility, encourage sustainable travel choices, enhance road safety and support the integration of transport and land-use planning across South East Wales.

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Torfaen Local Development Plan 2006 – 2021

2.3.9 Torfaen County Borough Council adopted its current Local Development Plan (LDP) in 2013.

2.3.10 Policy BW1 sets out the general criteria against which all development proposals will be assessed. From a transport perspective, development proposals should consider the below factors:

- Comply with relevant national and local highway design guidance.
- Prioritise pedestrians, cyclists and public transport over private cars.
- Safe and suitable access should be provided.
- The road network can safely accommodate the additional traffic generated by the proposal.
- A Transport Assessment should be provided where appropriate.
- Be informed by a Green Travel Plan where appropriate.

2.3.11 The supporting text to Policy BW1 states that highways and associated infrastructure, cycle routes, footpaths and vehicle and cycle parking should be designed in accordance with the relevant national and local guidance and standards.

2.3.12 For development expected to generate a significant increase in trips, including industrial activities, the LDP require movement proposals to use the least environmentally damaging transport modes and routes wherever possible. The appropriate mode and route should be identified through the Transport Assessment, with the significance of the development's transport effects assessed in accordance with the relevant national policy and guidance.

2.3.13 The supporting text also identifies Green Travel Plans as a means of improving the sustainability of development by encouraging walking, cycling, public transport and lift sharing as part of journeys to and from a site.

Blaenau Gwent and Torfaen Joint Local Development Plan to 2041

2.3.14 Blaenau Gwent County Borough Council and Torfaen County Borough Council are preparing a joint LDP to replace the existing LDP for both authorities and will guide development to 2041.

2.3.15 Until the Joint LDP is adopted, the Torfaen LDP 2006 – 2021 remains the applicable local policy framework for determining planning applications in Blaenavon.

2.3.16 The Joint LDP will provide the planning framework for the development and use of land across Blaenau Gwent and Torfaen. It is intended to ensure that development takes place in appropriate locations and will address the protection of land and the needs of communities and the economy across the joint plan area.

2.3.17 The Joint LDP will also seek to strengthen the area's regional influence and align its approach with the Cardiff Capital Region Strategic Development Plan.

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2.3.18 As the Joint LDP remains in preparation and detailed policies have not yet been produced, there are currently no emerging transport policies against which the proposals can be reviewed. The adopted Torfaen Local Development Plan 2006–2021 therefore continues to provide the applicable local policy framework until it is replaced

2.4 Policy Response and Summary

2.4.1 The proposed development aligns with national, regional and local policy as follows:

- Key national, regional and local transport policy objectives focus on promoting sustainable transport, improving accessibility, supporting active travel, ensuring safe and efficient operation of the highway network, and integrating transport and land-use planning.
- The proposed development is located within an established industrial area and benefits from access to the local highway network, public transport services, walking routes and cycling infrastructure. The site is therefore accessible by a range of transport modes and is capable of supporting sustainable travel opportunities for employees and visitors.
- This TA demonstrates that the development can be accommodated by the surrounding transport network, with safe access provided for all users and without materially affecting the operation of the local highway network. Whilst a waste transfer station is a form of development that is typically accessed by car and operational vehicles, the site remains accessible by a range of transport modes and benefits from existing walking, cycling and public transport connections. Accordingly, the proposals are considered to accord with the relevant transport planning policies identified within this chapter.

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3. Baseline Conditions – Sustainable Transport Network

3.1 Overview

3.1.1 This chapter of the TA describes the accessibility of the site by sustainable transport modes.

3.2 Active Travel

Walking

3.2.1 Walking as a mode of travel has the potential to replace short distance vehicle journeys and can also form part of a combined mode journey from places not within reasonable walking distance.

3.2.2 Manual for Streets (MfS) guidance states that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km. In addition, the Chartered Institute of Highways and Transport (CIHT) guidance on suggested acceptable walking distances set out in 'Providing for Journeys on Foot (2000)[1] states that the average length of a walking journey is 1km and this differs little by age.

3.2.3 The CIHT guidance acknowledges that "acceptable" walking distances will vary between individuals and circumstances. The guidance identifies "desirable", "acceptable" and "preferred maximum" distances for commuting / education journeys as shown in **Table 1**.

Table 1: Acceptable Walking Distances

Distance Class	Commuting / Education (m)
Desirable	500
Acceptable	1,000
Preferred Maximum	2,000

3.2.4 **Table 1** suggests that all commuting trips made on foot should be under 2km. Differences in the propensity to walk by journey purpose may relate to individuals being more willing to walk on foot to locations that have the greatest need to reach and/or where longer time may be spent upon arrival (for example work).

3.2.5 The site benefits from a well-connected network of walking routes provided by a number of footways across the local area, and good connectivity by footways provided adjacent to

[1] https://programmeofficers.co.uk/Wirral/CoreDocuments/CD3/CD03.10_CIHT%20guidelines%20for%20providing%20for%20journeys%20on%20foot%202000.pdf

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the highways, including along Estate Road, B4246 North Street, B4246 Church Road and B4248 Garn Road.

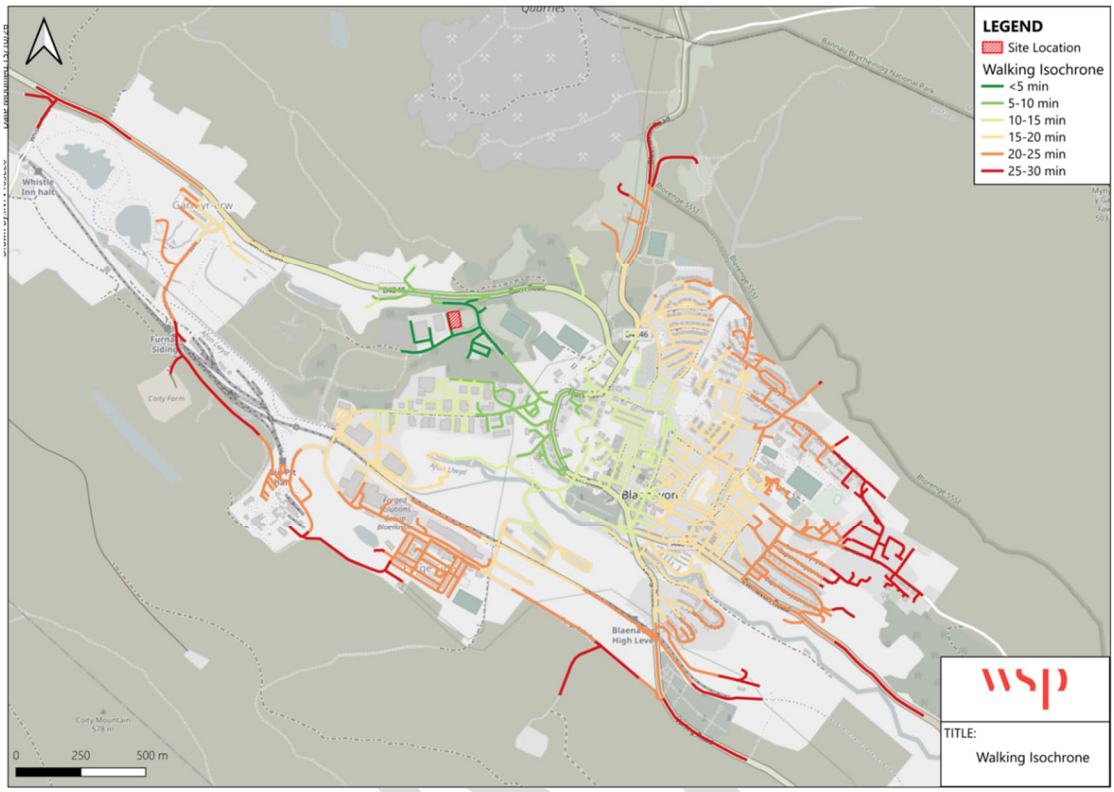
3.2.6 At present, footways are provided at the following locations:

- The southern side of the access road leading towards the site.
- The western side of Estate Road. At the B4246 North Street / Estate Road priority junction, a pedestrian crossing with dropped kerbs and tactile paving is provided across Estate Road in a north-south direction.
- The southern side of B4246 Church Road. Pedestrian crossings points with dropped kerbs and tactile paving are provided across various local roads to facilitate pedestrian movements.
- Both sides of B4246 Church Road westwards to its junction with Park Street. A signal-controlled crossing is provided to facilitate pedestrian movements across B4246 Church Road.
- All arms of B4246 Church Road / Prince Street / Ivor Street / Commercial Street. Signal-controlled pedestrian crossings with dropped kerbs and tactile paving are provided on all arms, with the exception of Ivor Street, where the crossing is uncontrolled.
- All arms of B4246 Prince Street / Varteg Road / A4043 Cwmavon Road / Curwood Road. Uncontrolled pedestrian crossings are provided on all arms to facilitate pedestrian movements, with the exception of Varteg Road.

3.2.7 Considering the average walking speed of 1.4m/s stated within the CIHT guidance, it can be assumed that all walking trips fall within 30 minutes. As such, walking isochrones which illustrate the indicative area located within 30 minutes walking distance from the site, are shown in **Figure 2**.

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Figure 2: Walking Isochrones



3.2.8 The isochrones show that the site is accessible from much of Blaenavon within a 20-minute walk. The catchments encompass the town centre and surrounding residential areas, indicating that the site benefits from reasonable pedestrian accessibility for both employees and visitors.

Public Rights of Way

3.2.9 There are a number of existing Public Rights of Way (PRoW) located within close proximity of the site, as shown in **Figure 3.**

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Figure 3: Public Rights of Way



Source: Somerset Council, Public Rights of Way

3.2.10 The closest PRoWs to the site are routes 414/22/1 and 414/7/1. Route 414/22/1 provides a direct connection between the B4248 Garn Road and Stable Row, while route 414/7/1 connects the B4248 Garn Road with the wider PRoW network to the northeast of the site. Route 414/7/1 is unlikely to be used for journeys to and from the site, as it extends north-eastwards into the surrounding countryside and does not provide a direct connection to the site.

3.2.11 Further PRoWs are located to the south and west of the site. However, these routes are also unlikely to be used for journeys to and from the site due to their location and alignment. As shown in **Figure 3**, no mapped PRoW passes through the site itself, with the nearest routes separated from the site by the surrounding highway network and adjoining land.

Cycling

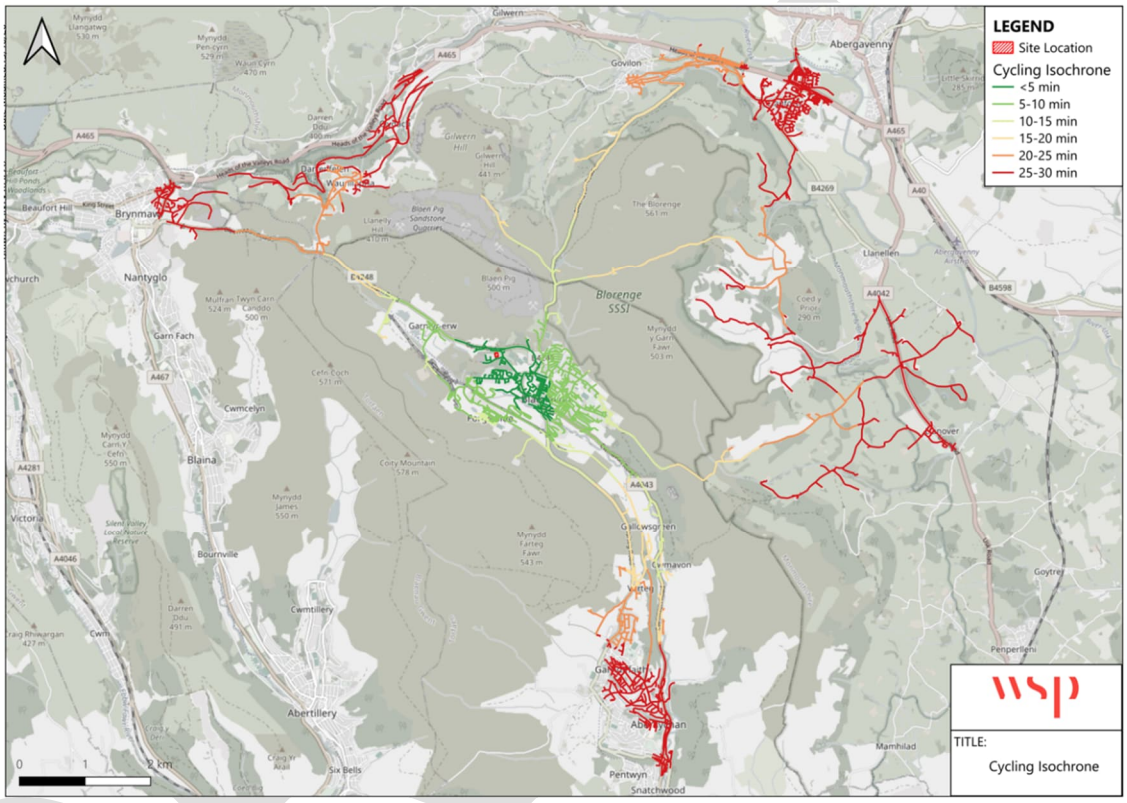
3.2.12 Cycling as a mode of travel has the potential to replace short and medium distance vehicle journeys and can also form a part of a multi-modal journeys from places not within a reasonable cycling distance.

3.2.13 The site can be accessed by cyclists via Estate Road, which connects with the B4248 Garn Road to the north and the B4246 North Street to the southeast. These routes provide onward connections between the site, Blaenavon and the surrounding area.

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3.2.14 The Department for Transport's (DFT) Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' states that 75% of all cycling journeys are up to 8km (5 miles)[2]. Considering the average cycling speed of 4.44 m/s, as stated within SUSTRANS 'Cycle Friendly Employers' Information Sheet', it can be assumed that the majority of cycling trips fall within 30 minutes[3]. As such, cycling isochrones which illustrate the indicative area located within 30 minutes cycling distance of the site are shown in **Figure 4**.

Figure 4: Cycling Isochrones



3.2.15 **Figure 4** demonstrates that the site is accessible by bicycle from a wide area surrounding Blaenavon. The 15-minute cycling catchment encompasses the majority of Blaenavon, while the 30-minute catchment extends to neighbouring settlements including Brynmawr, Abersychan, Varteg and Llanfoist. The cycling catchments also encompass sections of the National Cycle Network, including NCN Route 492, providing connectivity to the wider cycle network.

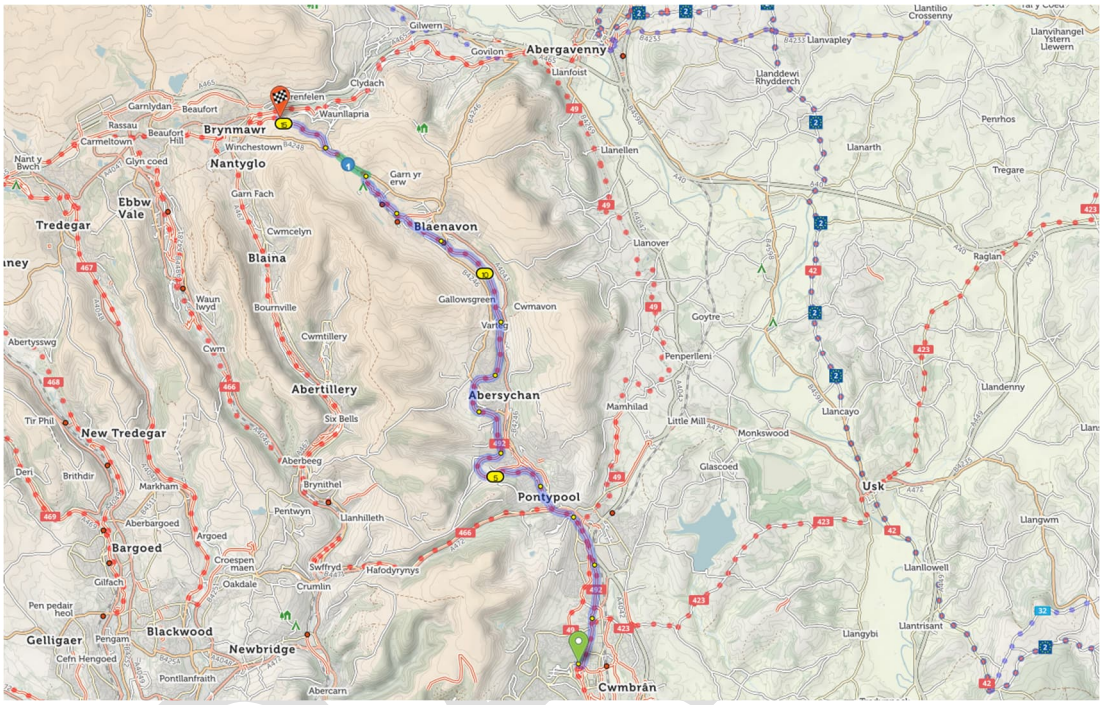
National Cycle Network

3.2.16 The nearest National Cycle Network (NCN) route to the site is NCN Route 492, as shown in **Figure 5**. The route forms part of the Afon Lwyd Trail and extends northwards from Cwmbran through Pontypool, Abersychan and Blaenavon before continuing northwest towards Garn-yr-erw and Brynmawr. Within the vicinity of the site, the route passes to the south and west before continuing northwest beyond Garn Lakes.

[2] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf
[3] http://funding4sport.co.uk/downloads/sustrans-cycling-to-work.pdf

3.2.17 NCN Route 492 is predominantly traffic-free and follows sections of the Monmouthshire and Brecon Canal and a former mineral railway. The route provides connections to NCN Route 49 to the south and NCN Route 46 at Brynmawr to the north, thereby providing access to the wider National Cycle Network.

Figure 5: National Cycle Network



Source: cycle.travel

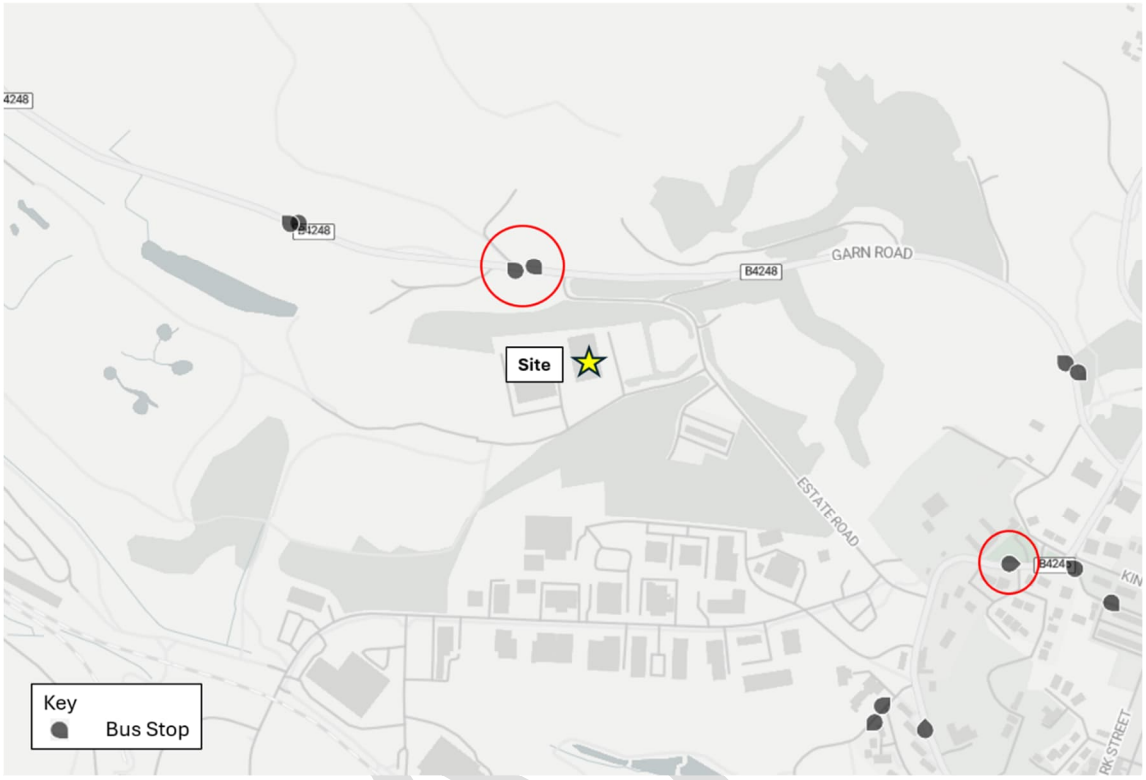
3.3 Public Transport

3.3.1 The public transport provision to and from the site and its vicinity has been described below.

Bus

3.3.2 The nearest bus stops to the site are located on the B4248 Garn Road, an approximate 7-minute walk from the site. Additional bus stops are located on North Street, an approximate 10-minute walk from the site. The Garn Road stops are served by Service 31, whilst the North Street stops are served by Services X24 and 31. The locations of the bus stops are shown in **Figure 6**.

Figure 6: Bus Stop Locations



3.3.3 The bus services are summarised in **Table 2**.

Table 2: Bus Services

Bus	Route	Service Time	Service Frequency		
		Weekday	Weekday	Saturday	Sunday
X24	Blaenavon – Cwmbran - Newport	05:26-23:48	5 per hour	5 per hour	2 per hour
31	Brynmawr Bus Station – Blaenavon – Forgeside Coity Terrace	07:18-18:17	1 per hour	1 per hour	-
	Forgeside Coity Terrace – Blaenavon – Brynmawr Bus Station	06:56-16:47	1 per hour	1 per hour	-

Source: bustimes.org

3.3.4 As shown in **Table 2**, the site is served by two buses. Service X24 provides frequent connections between Blaenavon, Cwmbran and Newport, operating up to five times per hour on weekdays. In addition, Service 31 provides an hourly connection between Brynmawr and Blaenavon. Collectively, these services provide access to a range of local and regional destinations and represent a reasonable travel option for staff and visitors travelling to and from the site.

Rail

3.3.5 The closest railway stations to the site are Ebbw Vale Town Rail Station (located 7.2km to the west of the site) and Abergavenny Rail Station (located 7.3km to the northeast of the site).

3.3.6 A summary of the rail services provided at Ebbw Vale Town station is included in **Table 3**.

Table 3: Train Services (Ebbw Vale Town Station)

Destination	Weekday Frequency	Journey Time	First Train	Last Train
Cardiff	2 per hour	58 minutes	06:07	23:13
Newport	1 per hour	50 minutes	06:38	22:12
Swansea	2 per hour	2 h 10 minutes	06:07	22:12

Source: thetrainline.com

3.3.7 A summary of the rail services provided at Abergavenny station is included in **Table 4**.

Table 4: Train Services (Abergavenny Station)

Destination	Weekday Frequency	Journey Time	First Train	Last Train
Cardiff	2 per hour	40 minutes	05:52	23:28
Newport	2 per hour	27 minutes	05:52	23:28
Swansea	2 per hour	1hr 30-50minutes	05:52	22:12

Source: thetrainline.com

3.3.8 As shown in **Table 3 & 4**, Ebbw Vale Town Station and Abergavenny Station provide regular rail services to a number of key destinations, including Cardiff, Newport and Swansea. The frequency and journey times available offer a viable alternative to private car travel and support opportunities for multimodal journeys to and from the site, particularly for staff.

3.4 Summary

3.4.1 This chapter of the TA summarises the existing transport provision surrounding the site, including opportunities for travel by walking, cycling, public transport and private vehicle.

3.4.2 The site is located on Estate Road within the Kays and Kears Industrial Estate and benefits from connections to the wider highway network via the B4246 North Street, B4348 Garn Road and A4043 corridor. Pedestrian infrastructure is available within the vicinity of the site, and the walking isochrones demonstrate that much of Blaenavon, including the town centre and surrounding residential areas, is accessible on foot.

3.4.3 The site is also accessible by bicycle from Blaenavon and neighbouring settlements, with NCN Route 492 located in close proximity to the site. Public transport provision is available via local bus services operating on Garn Road and North Street and through rail services from Ebbw Vale Town Station and Abergavenny Station.

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4. Baseline Conditions – Local Highway Network

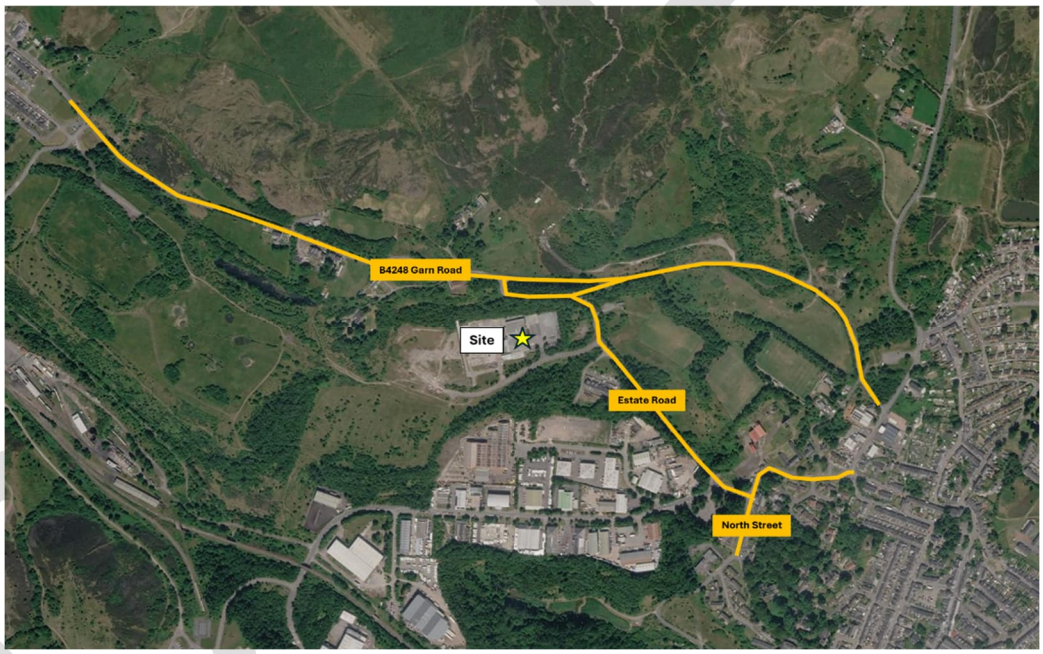
4.1 Introduction

4.1.1 This chapter of the TA provides a description of the existing highway conditions and existing highway safety in the vicinity of the site.

4.2 Existing Vehicle Access Arrangements

4.2.1 The site in relation to the wider transportation context is shown in **Figure 7**.

Figure 7: Site Location Plan in Wider Transportation Context



4.2.2 Vehicle access to the site is currently provided from Estate Road via a bellmouth junction arrangement. Estate Road then connects to B4246 North Street and B4248 Garn Road providing routes towards Blaenavon Town Centre and the wider area.

4.3 Local Highway Network

Estate Road

4.3.2 Estate Road is located to the east of the site and provides direct access to the surrounding highway network via B4246 North Street and B4248 Garn Road. The road comprises an approximately 7m wide two-way single carriageway road and is subject to a

30mph speed limit. A footway is provided along the western side of the carriageway and street lighting is present along the length of the road in the area surrounding the site.

B4248 Garn Road

4.3.3 B4248 Garn Road forms part of the local highway network connecting Brynmawr and Blaenavon. The route provides access to Estate Road, which serves as the principle means of access to the site. The B4248 comprises a two-way single carriageway subject to a 40mph speed limit and is approximately 7m wide. Street lighting is present along the length of the road, and a footway is provided on its southern side.

B4246 North Street

4.3.4 B4246 North Street forms part of the local highway network serving Blaenavon and provides connections to the wider Torfaen area. The route connects with Estate Road, which provides direct access to the site. Within Blaenavon, the B4246 comprises a two-way single carriageway subject to a 20mph speed limit and is approximately 7m wide. Street lighting is provided throughout, and footways are provided on both sides of the carriageway.

B4246 Church Road

4.3.5 B4246 Church Road is a two-way single carriageway connecting to the Blaenavon town centre. It connects with Estate Road to its northern end and Prince Street to its southern end. Street lighting is provided throughout, and footways are provided on both sides of the carriageway.

B4246 Prince Street

4.3.6 B4246 Prince Street is a short section of two-way single carriageway forming part of the signalised junction of B4246 Church Road / Prince Street / Ivor Street / Commercial Street. Street lighting is provided throughout, and footways are provided on both sides of the carriageway.

A4043 Cwmavon Road

4.3.7 A4043 Cwmavon Road is a two-way single carriageway that connects Blaenavon to wider areas including Cwmavon and Abersychan. It connects to B4246 in Blaenavon to form a crossroad junction of B4246 Prince Street / Varteg Road / A4043 Cwmavon Road / Curwood Road. Street lighting is provided throughout, and footways are provided on both sides of the carriageway.

4.4 Baseline Traffic Flows

2026 Traffic Survey Data

4.4.2 To establish baseline traffic conditions, fully classified turning counts and queue surveys were undertaken by Severnside Traffic Data Collection on 24th September 2026 at the

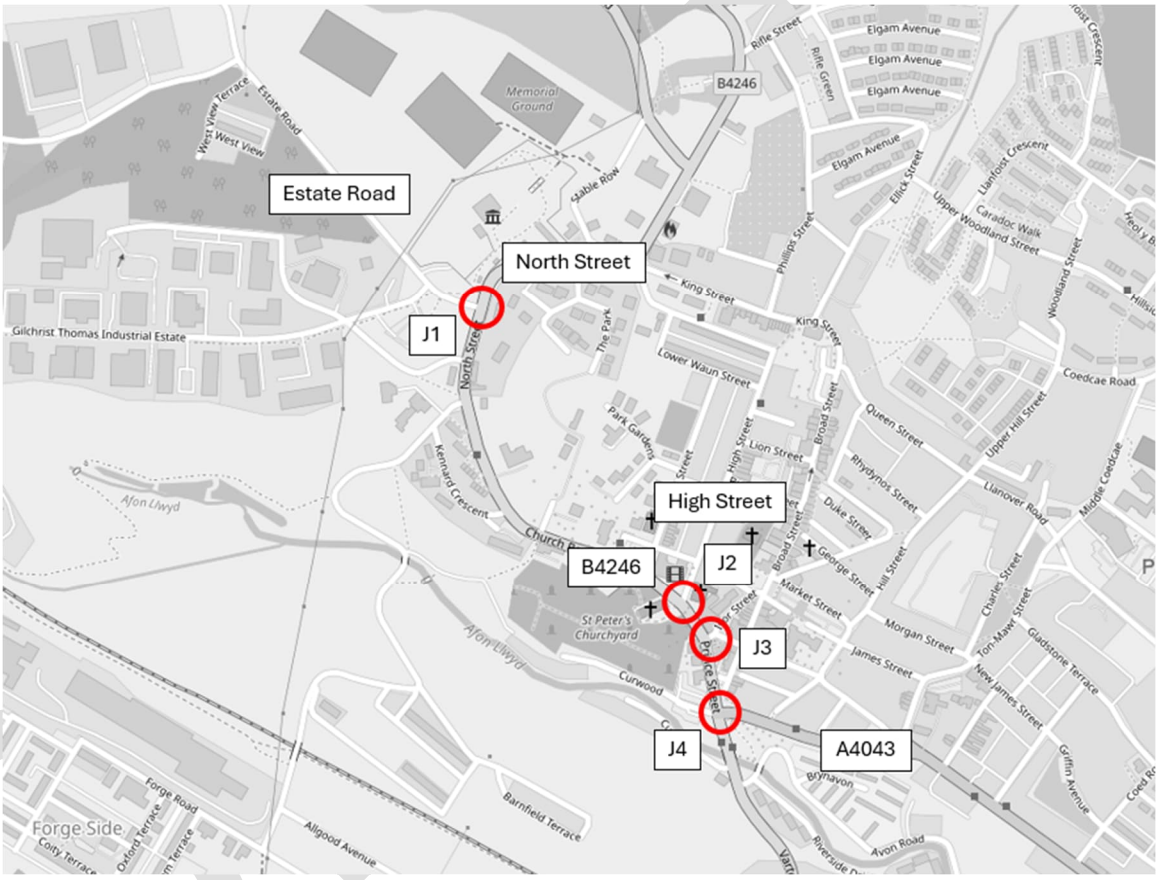
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four junctions indicated on **Figure 8**. The junction surveys were undertaken between 07:00 to 10:00 and 16:00 to 19:00.

4.4.3 The following four junctions were surveyed:

- Junction 1 – B4246 North Street / Estate Road.
- Junction 2 – B4246 Church Road / High Street.
- Junction 3 – B4246 / Commercial Street / Ivor Street.
- Junction 4 – B4246 / Cwmavon Road / Curwood Road.

Figure 8: Surveyed junctions



4.4.4 Based on the traffic survey results, the following AM and PM peak hours on the local highway network have been identified:

- AM Peak Hour: 07:30 – 08:30.
- PM Peak Hour: 16:15 – 17:15.

4.4.5 Traffic Flow Diagrams showing the 2026 surveyed base in the unit of Passenger Car Units (PCUs) are included in **Appendix A** with the raw survey data included in **Appendix B**. The PCU factor is presented in **Table 5**.

Table 5: PCU factor

Vehicle Type	PCU Factor
Pedal Cycle	0.2
Motorcycle	0.4
Passenger Car	1.0
Light Goods Vehicle (LGV)	1.0
Medium Goods Vehicle (MGV)	1.5
Buses and Coaches	2.0
Heavy Goods Vehicle (HGV)	2.3

4.5 Highway Safety

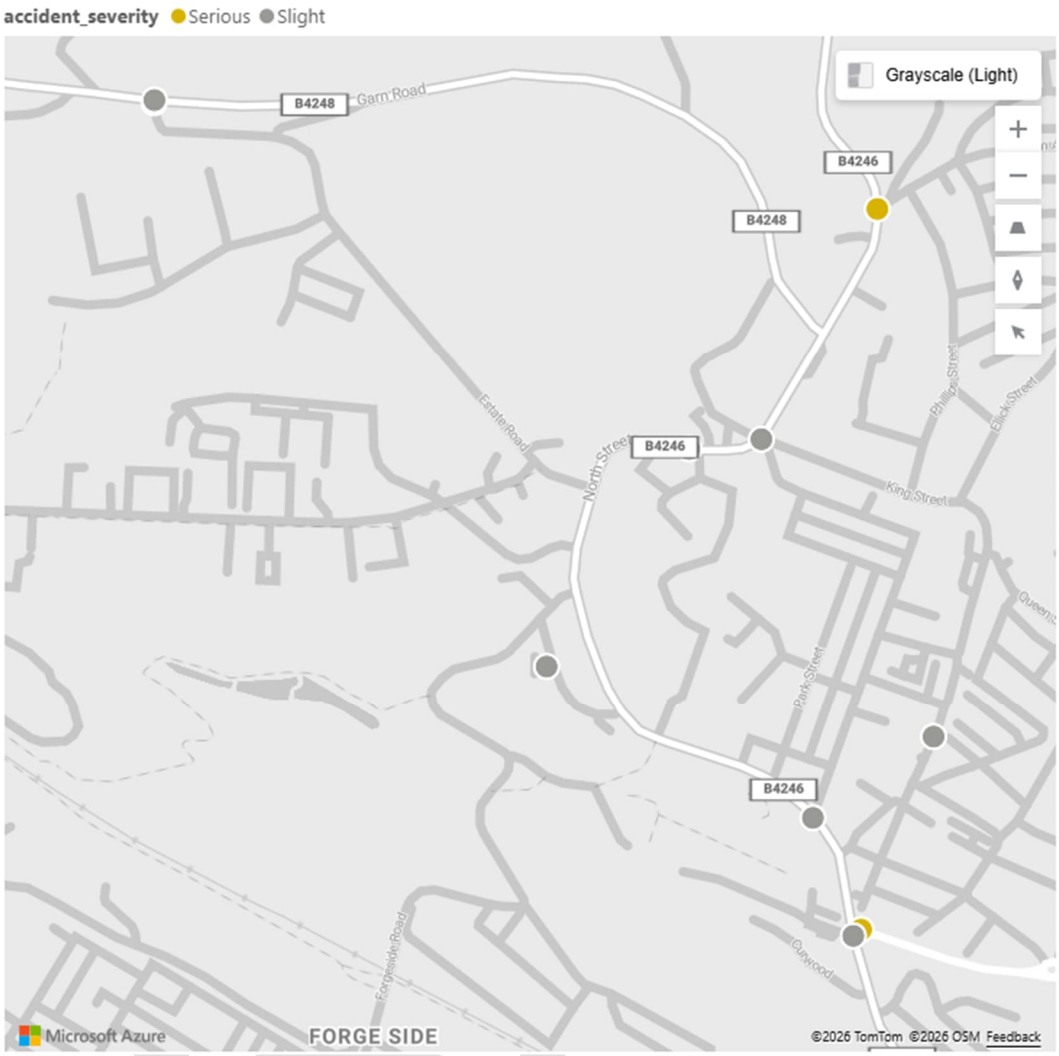
4.5.1 Personal Injury Collisions (PICs) data for the most recent five-year period has been obtained (2020 to 2024) from the Department for Transport's (DfT's) Road Safety Data[4] set. This includes information about road traffic collisions that have resulted in personal injury and are reported to the police, including details on collision severity and the number of casualties.

4.5.2 An assessment of this data has been undertaken to understand the existing highway safety conditions within the study area and to identify any prevailing patterns or trends. The location of collisions is illustrated in **Figure 9**.

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[4] https://www.data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-accidents-safety-data

Figure 9: Collisions Recorded in the Vicinity of the Site Area



4.5.3 There were eight collisions, two serious collisions and six slight collisions, resulting in 11 causalities. Details of the collisions are provided below:

- Two collisions occurred on B4248 Garn Road near its priority junction with Estate Road.
- A total of five collisions were recorded on the B4246, comprising four slight and one serious incident. The serious collision involved a cyclist on the B4246 Abergavenny Road, whilst a slight collision involving a motorcyclist occurred on the B4246 Varteg Road near its priority junction with A4043 Cwmavon Road.
- One slight collision involving a pedestrian was recorded on the network, occurring on the A4043 Cwmavon Road near its priority junction with the B4246.

4.5.4 The data shows no unusual patterns or clusters of collisions within the vicinity of the site which may be considered indicative of issues with highway design.

4.6 Summary

4.6.1 This chapter of the TA summarises the existing condition of local highway network surrounding the site, including a review of PIC data.

4.6.2 Fully classified turning counts and queue surveys were undertaken at four junctions in Blaenavon to establish baseline traffic flow. Based on the traffic survey results, 07:30 to 08:30 and 16:15 to 17:15 have been identified as AM and PM peak hours respectively.

4.6.3 A review of PIC data for the most recent five-year period (2020-2024) identified a limited number of recorded collisions within the study area. The review did not identify any patterns or trends indicative of an existing highway safety issue in the vicinity of the site.

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5. Baseline Conditions – Connectivity

5.1 Introduction

5.1.1 There will be a potential for staff to travel off site, for example during breaks and before or after shifts, to use local facilities and amenities. This chapter of the TA therefore considers which facilities and amenities are available and their location and distance relative to the site.

5.2 Local Facilities and Amenities

5.2.1 There are a number of local facilities and amenities in the vicinity of the site which could be utilised by employees, which is shown in **Table 6**.

Table 6: List of local facilities and amenities

Facility / Amenity	Distance *(miles)*	Walking time *(minutes)*
Convenience stores	0.7	15
Healthcare facilities, including medical practice, health centre and pharmacies	0.5	11
Snack bar	0.4	8
Coffee shop	0.6	12
Blaenavon Active Living Centre	1.1	24
Nursery	0.7	14

5.2.2 These facilities are generally located within Blaenavon. As demonstrated by the walking and cycling isochrones presented in Chapter 3 of this TA, staff may access to the local facilities and amenities via walking and cycling.

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6. Proposed Development

6.1 Overview

6.1.1 This chapter of the TA outlines the development proposals, including site access strategy and the proposed parking provision.

6.1.2 The current recycling bulking and baling facility is located in Ty Coch, Cwmbran. The lease on this site is due to expire on 30 April 2027. Owing to this, TCBC intends to develop a new Waste Transfer Station at Kays and Kears Industrial Estate in Blaenavon (which will be subject to separate planning proposals). The new facility is unlikely to be available for use within the next four years. A recycling transfer solution needs to be in place by January 2027. If not, TCBC will face significant challenges in maintaining its recycling operations. As such, it is proposed to provide an Interim Waste Bulking Facility, which will cater for card, paper and glass, and will provide a crucial interim solution, allowing TCBC to maintain its kerbside recycling collection service until the new waste transfer station is under operation.

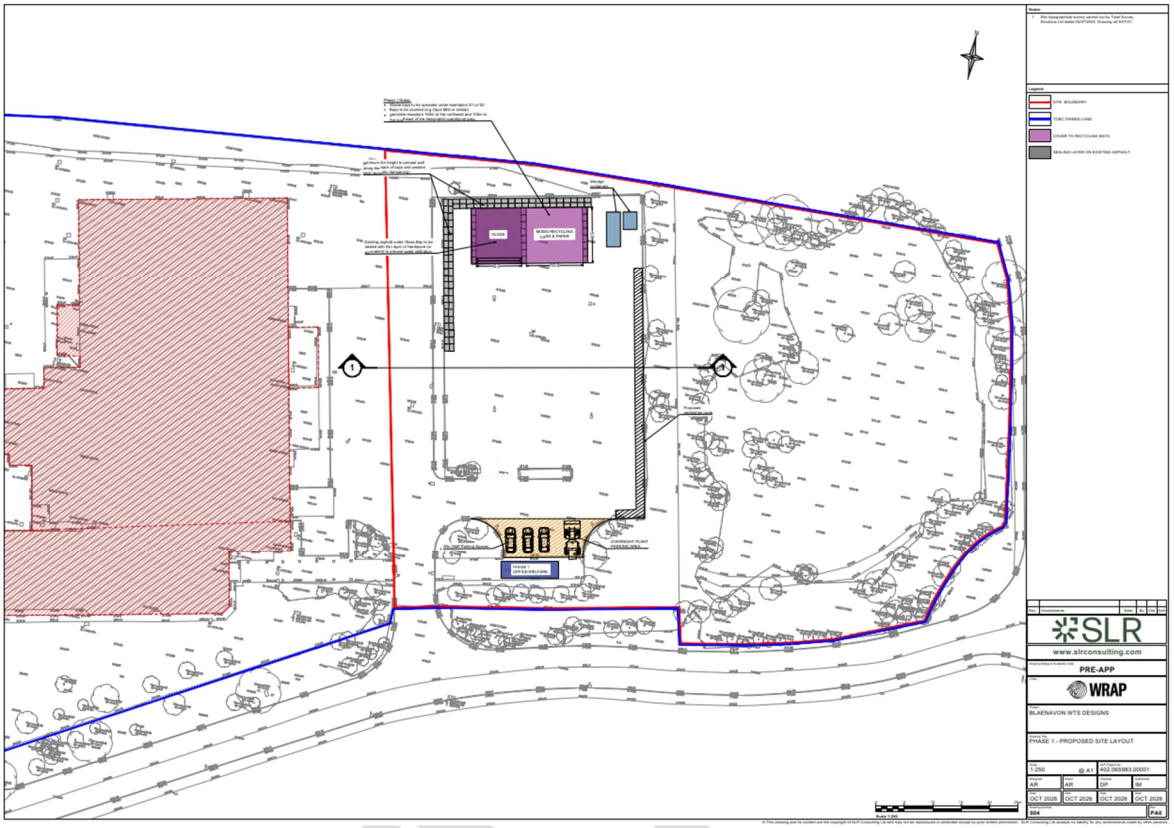
6.2 Proposed Development

Site Operations

6.2.1 The proposed development will comprise the development of two bays, one for mixed recycling comprising cardboard and paper, and the other for glass. A site office / welfare facility designated for staff use only is located at the southern end of the site. **Figure 10** shows the proposed site plan, with a copy of the full-size drawing provided in **Appendix C**.

Figure 10: Proposed Site Plan

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6.2.2 Operational equipment on site will include one JCB Telehandler and one forklift truck, each playing a key role in the movement and management of recyclable materials.

6.2.3 The standing containers would on average be 2.55m wide, 13.60m long and up to 4.2m high. The containers would comprise walking floor trailers which are designed to bulk loose materials, as shown in **Figure 11**.

Figure 11: Standard walking floor trailer



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6.2.4 These will be removed for onwards transportation and processing once full and replaced with empty containers. Detailed specifications on the trailers will be provided separately, as part of the planning application.

6.2.5 Recyclable materials, including food, are collected from both households and businesses using Romaquip kerbside sort vehicles. Kerbside sort vehicles are specialised multi-compartmental waste collection vehicles. These vehicles allow TCBC to separately co-collect cardboard, paper, plastics & cans, food, glass, textiles, small WEEE and batteries, as shown in **Figure 12**.

Figure 12: Romaquip kerbside sort vehicle



Operational Hours

6.2.6 The recycling facility will operate on a Monday to Friday schedule, with standard opening hours set from 08:00 to 17:00. All tipping is conducted within daylight hours for safety and lighting purposes. Temporary lighting is not required for the site.

6.2.7 Exceptions to these operating hours are made for bank holiday catch-up operations and during the Christmas period, when the site will also be open on weekends to accommodate increased demand and altered collection schedules.

Staffing Levels

6.2.8 The facility will be operated by a team comprising three members of staff. Two staff members will manage daily procedures and maintain operational standards throughout the site. There will also be a designated member of staff for litter picking. There will be one supervisor on site to ensure the site is safe and working within the safe system of work procedures.

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6.3 Site Access Strategy

6.3.1 The site access strategy for vehicle and active travel movements is summarised below.

Vehicle Access

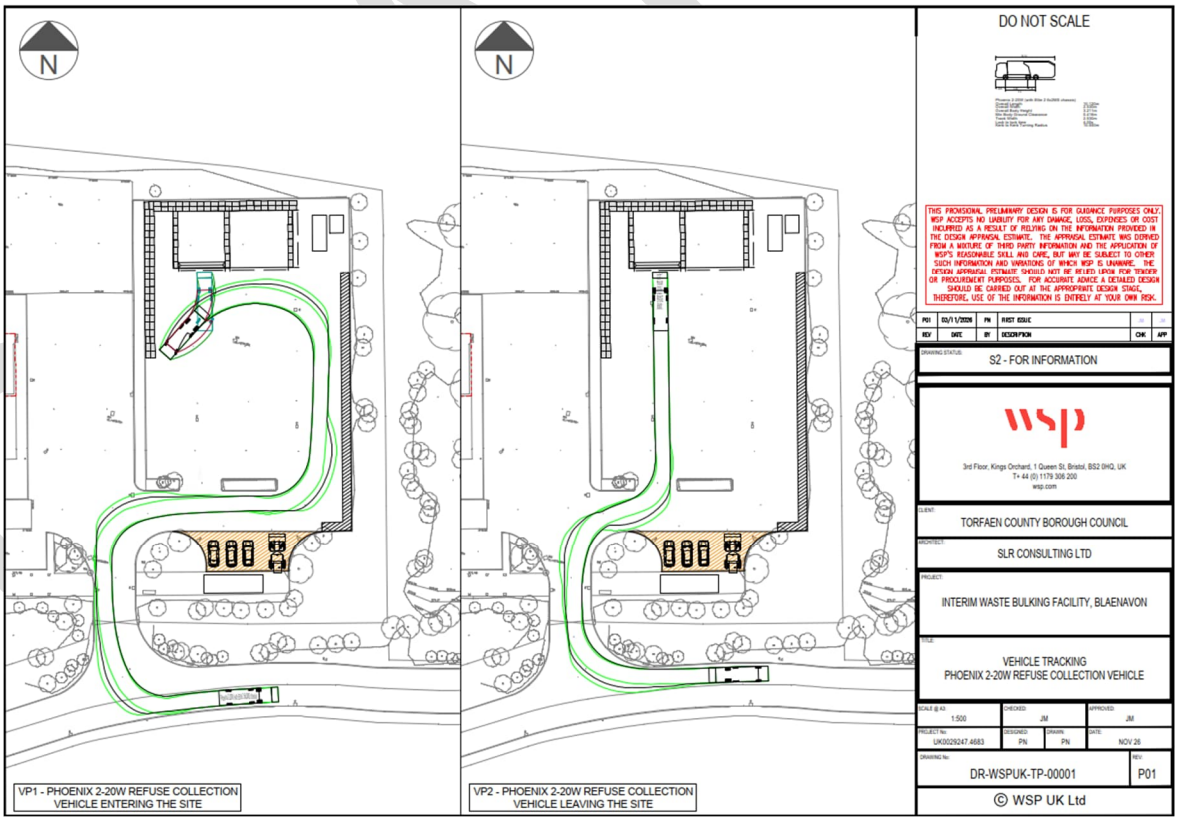
6.3.2 It is proposed to retain and use the existing vehicle access junction from Estate Road to serve the site.

6.3.3 On entry to the site, vehicles will follow a strict clockwise one-way system around the site. This will ensure that vehicles manoeuvre and queue in a safe manner.

6.3.4 A site traffic management plan will be implemented, with staff provided with appropriate training to ensure that vehicles enter, circulate within and exit the site in accordance with the agreed traffic management arrangements.

6.3.5 Swept path analysis has been undertaken for the proposed link road and demonstrates that all required vehicles will be able to access and egress the site successfully. **Figure 13** shows the vehicle tracking of Phoenix 2-20W Refuse Collection Vehicle. The full-size drawing is provided in **Appendix D**.

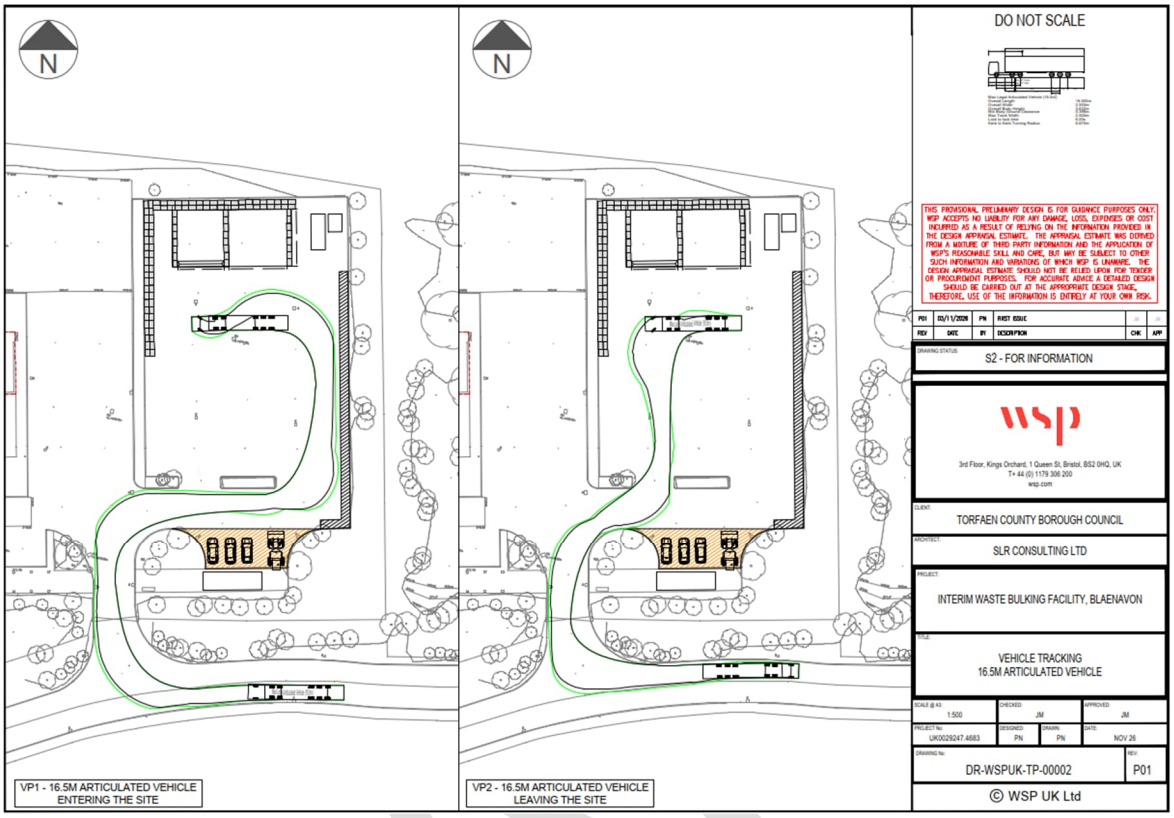
Figure 13: Vehicle Tracking of Phoenix 2-20W Refuse Collection Vehicle



6.3.6 The vehicle tracking demonstrates that the existing junction provides sufficient space for the manoeuvre of Phoenix 2-20W Refuse Collection Vehicle.

6.3.7 **Figure 14** shows the vehicle tracking of a 16.5m articulated vehicle. The full size drawing is also provided in **Appendix D**.

Figure 14: Vehicle Tracking of 16.5m articulated vehicle



6.3.8 The vehicle tracking demonstrates that the existing junction provides sufficient space for the manoeuvre of 16.5m articulated vehicle.

Pedestrian and Cycle Access

6.3.9 Pedestrian and cycle access would primarily be associated with staff travelling to and from the site office / welfare facility located at the southern end of the site.

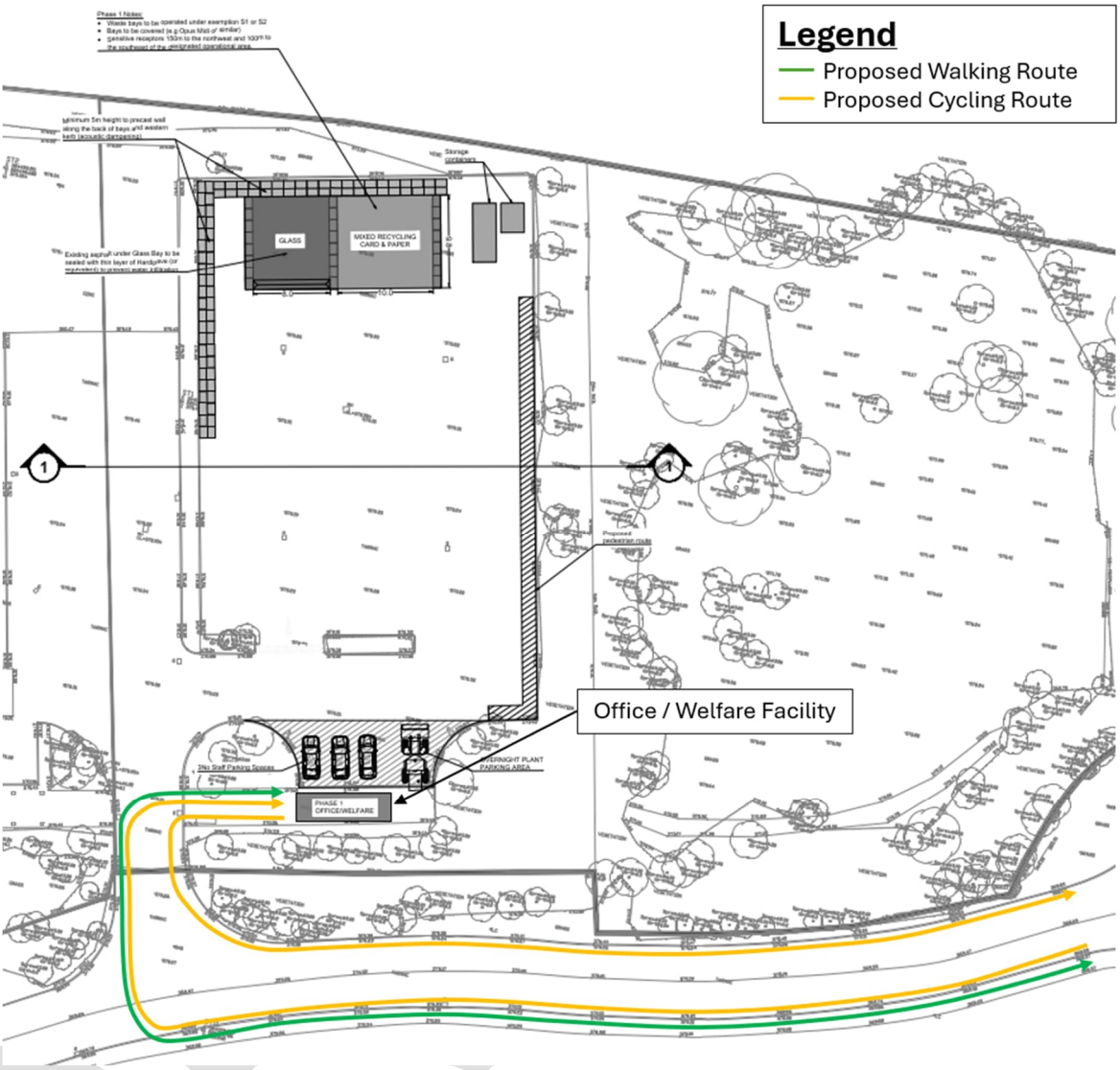
6.3.10 It is proposed to provide temporary fencing to guide pedestrians to access the site from Estate Road.

6.3.11 Cyclists will be able to access the site via the existing vehicle access from Estate Road.

6.3.12 The proposed pedestrian and cyclist access routes into the site, from the local network, are presented in **Figure 15**.

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Figure 15: Proposed Pedestrian and Cyclist Access Routes



Servicing / Emergency Access

6.3.13 Servicing and emergency vehicles will also use the existing retained vehicle access road from Estate Road to access and egress the site.

6.4 Parking Provision

6.4.1 Parking provision will be provided in accordance with operational requirements, with a temporary parking area consisting of three car parking spaces located at the southern end of the site, including one disabled parking space.

6.4.2 Given the temporary nature of the proposed development, dedicated Electric Vehicle Charging Points and cycle parking facilities will not be provided on site. However, bicycles can be securely stored within the office / welfare facility if required.

7. Trip Generation and Distribution

7.1 Overview

7.1.1 This chapter of the TA summarises the methodology used to establish the trip generation for the proposed development.

7.2 Trip Generation

Vehicle Trip Generation

7.2.1 The site is currently not in operation and does not generate any trips.

7.2.2 During future operation, the site will accommodate various types of vehicle movements, including inbound vehicles associated with waste disposal, outbound vehicles for removing recycling waste from the site and staff trips to site.

7.2.3 **Table 7** provides an overview of the type of vehicle trips associated with waste disposal and the estimated number of trips during the AM and PM peak hour.

Table 7: Estimated Vehicle Trips during AM and PM peak hour

Type of vehicle	Ingress movements	Egress movements
Inbound Vehicles (Waste Disposal)		
Kerbside Collection Vehicles 12t & 5m Romaquip	15	15
Kerbside Collection Vehicles 12t & 4.3m Romaquip	1	1
Kerbside Collection Vehicles 12t & 3.5m Romaquip	1	1
Kerbside Collection Vehicles 3.5t Tipper	1	1
Trade Glass 16t open back	1	1
Trade Cardboard 16t open back	1	1
Total inbound vehicle trips	***20***	***20***
Outbound Vehicles (Removing Recycling Waste)		
Cardboard collection vehicles	2	2
Glass collection vehicles	2	2
Total outbound vehicle trips	***4***	***4***
Staff Vehicles		
Site staff and supervisor (car)	**4 (AM peak hour only)**	**4 (PM peak hour only)**
Total vehicle trips during AM peak hour	**28**	**24**

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Total vehicle trips during PM peak hour	**24**	**28**

7.2.4 To present a robust assessment when considering potential impacts on the local highway network, it is assumed that both inbound and outbound vehicles will access the site during both AM and PM peak hours.

7.2.5 It is also assumed that staff arrivals will occur during AM peak hour, while staff departures will occur during the PM peak hour.

7.2.6 During the AM peak hour (07:30 to 08:30), the proposed development is expected to generate 36 vehicle arrivals and 32 vehicle departures respectively. During the PM peak hour (16:15 to 17:15), it is expected to generate 32 vehicle arrivals and 36 vehicle departures respectively. This represents a worst-case scenario, as the actual number of recycling collection trips is expected to be lower than assumed.

7.3 Trip Distribution

Key Routes

7.3.1 TCBC has confirmed that the following key local highway network routes will be used by vehicles associated with the site:

- Estate Road.
- B4246 North Street.
- B4246 Church Road.
- B4246 Varteg Road.
- A4043 Cwmavon Road.

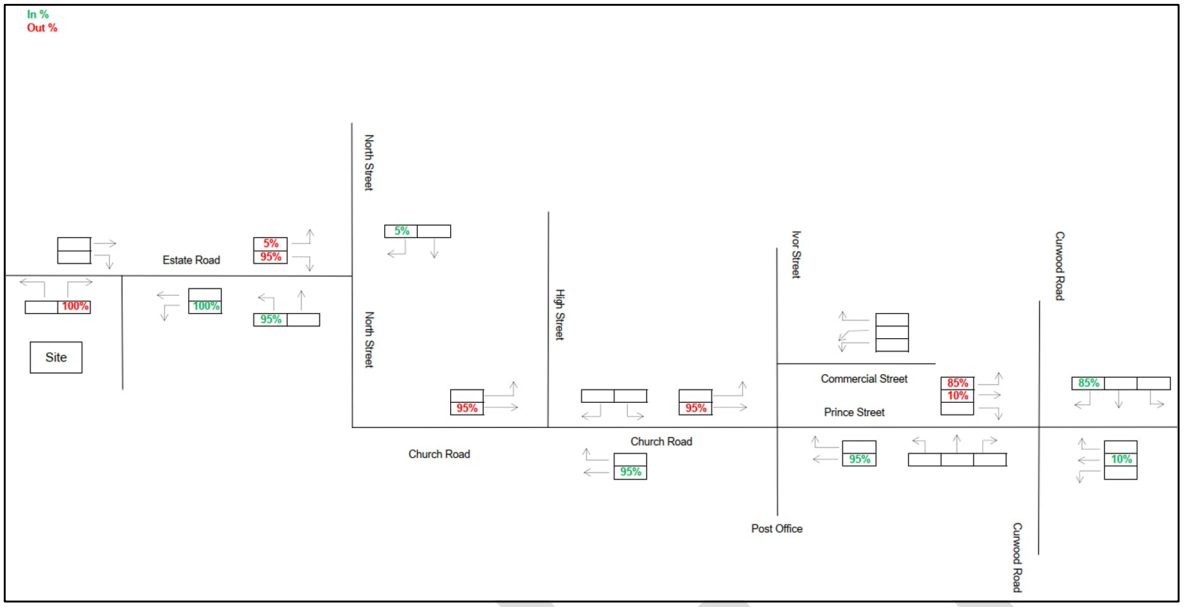
Trip Distribution

7.3.2 TCBC has also confirmed the likely distribution of vehicles on to each of the above routes. This is as follows and also shown in **Figure 16**.

- On entry/existing from Estate Road, 5% of all vehicle movements would arrive/depart the site from the north, via the B4246 North Street / Abergavenny Road.
- On entry/existing from Estate Road, 95% of all vehicle movements would arrive/depart the site from the south, via the B4246 North Street / Church Road.
- On entry/exit to/from the town centre, the majority (85% of vehicle movements) would use the A4043 Cwmavon Road).
- On entry/exit to/from the town centre, the remaining (15% of vehicle movements) would use the B4246 Varteg Road).

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Figure 16: Trip Distribution



7.4 Summary

7.4.1 This chapter of the report summarises the anticipated development trip generation provided by TCBC and the forecast trip distribution across local highway network.

7.4.2 The proposed development is expected to generate 28 vehicle arrivals and 24 vehicle departures during AM peak hour (07:30 to 08:30). During the PM peak hour (16:15 to 17:15), it is expected to generate 24 vehicle arrivals and 28 vehicle departures respectively.

7.4.3 TCBC has confirmed the distribution of vehicles using the local highway network to access/aggress the site.

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8. Impacts on Sustainable Transport Network and Connectivity

8.1 Introduction

8.1.1 This chapter of the TA provides an assessment of the change in prevailing local transport conditions arising from the proposed development, focussing on sustainable modes of transport, including on foot, by cycle and public transport.

8.2 Journeys by Foot

8.2.1 The pedestrian network in the vicinity of the site is generally of a good quality and the site benefits from a well-connected network of walking routes provided by a number of footways across the local area, and good connectivity by footways provided adjacent to the highway, including along Estate Road, B4246 North Street, B4246 Church Road and B4248 Garn Road.

8.2.2 The proposals include the introduction dedicated pedestrian route into the site, which will help guide pedestrians and minimise interaction with operational vehicles.

8.2.3 Due to the nature of development, the number of trips expected to be undertaken on foot would be minimal and could therefore be readily accommodated on the existing network.

8.3 Journeys by Cycle

8.3.1 Blaenavon town centre can be reached within a 10-minute cycle of the site. Areas such as Brynmawr, Abersychan, Varteg and Llanfoist can be reached within a 30-minute cycle. Advisory cycle routes are provided in the vicinity and National Cycle Network Route 492 is approximately 0.8 miles from the site.

8.3.2 Due to the nature of development, the number of trips expected to be undertaken by bicycle would be minimal and could therefore be readily accommodated on the existing network.

8.4 Journeys by Public Transport

8.4.1 The site is served by two bus services, X24 and 31. Both bus service call at the Engine Row bus stop located at B4246 North Street, with bus route 31 is also available at Kays & Kears Industrial Estate bus stop located at B4248 Garn Road. These two bus services connect the site with location such as Blaenavon, Brynmawr, Cwmbran and Newport.

8.4.2 Ebbw Vale Town Rail Station and Abergavenny Rail Station are both located approximately 7.3km away from the site respectively.

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8.4.3 Due to the nature of development, the number of trips expected to be undertaken by public transport would be minimal and could therefore be readily accommodated on the existing network.

8.5 Connectivity

8.5.1 Chapter 5 of this report demonstrate that the site is well situated in terms of its connectivity to local facilities and amenities.

8.5.2 As detailed above, the site is well connected by foot, cycle, and public transport, which would act to encourage future trips to be made by sustainable modes.

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9. Impacts On Local Highway Network

9.1 Introduction

9.1.1 This chapter of the TA considers the effect of the proposed development on the local highway network in the vicinity of the site, focusing on site access arrangements, car parking, future traffic flows and junction operation and highway safety.

9.2 Site Access Arrangements

9.2.1 Vehicle access to the site will be provided directly from Estate Road. The site will operate a clockwise one-way system for vehicle movements to minimise potential conflicts between inbound and outbound traffic.

9.2.2 Swept path analysis has been undertaken which demonstrates that vehicles can safely access and egress the site.

9.2.3 It is considered that the access arrangements are suitable to serve the site with no detriment to local highway operation or safety.

9.3 Car Parking

9.3.1 Appropriate car parking will be provided for future staff in line with TCBC operational requirements.

9.4 Future Traffic Flows

2031 Forecast Base Traffic Flows

9.4.1 It is assumed that the design year of the proposed site is year 2031. To take account of background traffic growth on the local highway network within the vicinity of the site between the survey year of 2026 and the forecast year of 2031, Tempro (v8.1) growth factors have been derived and applied.

9.4.2 Tempro uses National Transport Model and National Trip End Model datasets to account for growth in population, employment, and car ownership. The study area assessed as part of this TA falls within ‘W02000323: Torfaen 00’ geographical area (MSOA level). The 2026 to 2031 AM and PM peak growth factors derived for this geographical area are:

- AM Peak Period: 1.0456.
- PM Peak Period: 1.0466.

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9.4.3 Traffic flow diagrams showing the 2031 forecast base traffic flows in PCUs are provided in **Appendix A**.

9.5 Committed Development Traffic Flows

9.5.1 For clarity, committed developments are defined as those with a valid planning consent which were not implemented at the time of the traffic surveys, but could be completed by the TA assessment year (2031).

9.5.2 **Table 8** provides an overview of committed developments alongside the reasons for inclusion or exclusion.

Table 8: Committed Developments

Application Reference	Description	Status	Reason for Inclusion / Exclusion
21/P/0579/FUL	Conversion of the former pub to two commercial units and one 1-bed flat and three additional residential units in 89 Broad Street, Market Tavern	Approved with Conditions	Excluded - immaterial impact or temporary impact on local highway network
24/P/0646/FUL	Change of use from first floor flat to six-bedrooms bed and breakfast facility in Whistle Inn, Whistle Road	Approved with Conditions	
25/P/0575/FUL	Change of use from pub to offices and training rooms in Queen Victoria Inn in Blaenavon	Approved with Conditions	
20/P/0638/FUL	Construction of five 1-bedroom residential units in 54-55 Broad Street in Blaenavon	Approved with Conditions	
23/P/0765/FUL	Two new dwellings and associated work in Llanover Road, Blaenavon	Approved with Conditions	

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22/P/0202/FUL	The erection of a single residential dwelling and private driveway on land adjacent to No 8 Upper Coedcae Road, Blaenavon	Approved with Conditions	

9.5.3 The scale of committed developments listed in **Table 8** are relatively small and will have minimal impact on local highway network. There will be no additional traffic flow generated by committed development.

9.6 Development Traffic Flows

9.6.1 The forecast development vehicle trips derived for the proposed development as outlined in Chapter 7 of this TA have been distributed onto the local highway network based on the trip distribution methodology, which is also outlined in Chapter 7 of this TA.

9.6.2 The resultant development traffic flows are shown on the traffic flow diagrams provided in **Appendix A**.

2031 Forecast Base Plus Development Traffic Flows

9.6.3 In order to determine the likely impacts of the development on the local highway network, the development traffic flows have been added to the 2031 forecast base traffic flows.

9.6.4 For the purposes of the assessment, both inbound and outbound vehicles presented in **Table 7** have been classified as HGVs.

9.6.5 Traffic flow diagrams showing the 2031 forecast base plus development traffic flows in PCUs are provided in **Appendix A**.

9.7 Traffic Impacts

Overview

9.7.1 Detailed operational assessments have been carried out to determine the potential impact of the proposed development on the capacity of the local highway network. This has been undertaken using the industry standard software package Junctions 10 (which can be used to assess both priority and roundabout junctions) and LinSig v3 software package (which can be used to assess signalised junctions). Traffic flows used in the junction assessment are presented in Passenger Car Units (PCUs).

Extent of Assessment

9.7.2 The study area has been agreed with TCBC LHA and considers the impact of the development at the following junctions.

- Junction 1 – B4246 North Street / Estate Road (Junctions 10 Assessment).
- Junction 2 – B4246 Church Road / High Street (Junctions 10 Assessment).

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- Junction 3 – B4246 / Commercial Street / Ivor Street (LinSig v3 Assessment).
- Junction 4 – B4246 / Cwmavon Road / Curwood Road (Junctions 10 Assessment).

Modelled Scenarios

9.7.3 Taking into account future growth and committed developments, the following scenarios have been assessed.

- 2026 Surveyed Base.
- 2031 Forecast Base.
- 2031 Forecast Base + Development.

SOFTWARE PACKAGES

Junctions 10

9.7.4 Assessment of the priority junctions and roundabouts have been undertaken using the TRL software Junctions 10. Modelling has been undertaken at these junctions using total traffic flows and HGV percentages.

9.7.5 The outputs of Junctions 10 provide a number of measurements to ascertain information of a junction's operation. The key measurements which are considered in this assessment are:

- 'Ratio of Flow to Capacity' (RFC).
- Maximum queue length in PCUs.
- Delay in seconds per vehicle.
- Level of Service indicated by a letter between A (well within capacity) and F (at or over
- capacity).

9.7.6 The main indication of the performance of a junction is given by the RFC for each lane. The peak capacity is realised when the demand flow at the entry is great enough to cause a continuous queue of vehicles to wait on approach to the stop line. This is reached when the RFC attains a value of 1.

9.7.7 Queue lengths provide an indication of how the overall junction performance may affect adjacent junctions on the highway network. The queue lengths are presented as the maximum over an hourly period. Changes in queue lengths provide a useful indicator as to a development's impact on the operation of a junction.

LinSIG v3

9.7.8 Assessment of signalised junctions has been undertaken using the industry standard software programme LinSig v3. The output from LinSIG provides a Degree of Saturation (DoS), queuing and Practical Reserve Capacity. The main indication of a junction's performance is provided by the DoS for each lane. Capacity is normally considered to have been reached when a lane shows a DoS of more than 90%.

Validation of Models

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9.7.9 A comparison of the 2026 surveyed mean maximum queue lengths against the 2026 base modelled queue lengths has been undertaken to assist with model validation and ensure that the model robustly represents existing conditions. It is noted that the queue lengths in both the model and from the surveys represent average conditions on one day and that there are typical daily fluctuations in queues and flows, however it is considered that this is an appropriate and accepted method to determine the impact of the development at a junction and identify potential mitigation.

9.7.10 The modelling has been created based on geometric measurement using OS map data supplemented with on-site measurement, where feasible.

Operational Assessment Results Summary

9.7.11 All junction capacity modelling reports are included as **Appendix E** and the results are summarised by junction as follows.

Junction 1 – B4246 North Street / Estate Road

9.7.12 **Table 9** summarises the junction performance results of the 2026 surveyed base.

Table 9: B4246 North Street / Estate Road – 2026 Surveyed Base

	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
Estate Road	0.5	10.45	0.34	1.4	16.42	0.60
B4246 North Street	0.1	6.94	0.10	0	5.86	0.03

9.7.13 The queue lengths shown in **Table 9** have been compared with the observed queues at the junction to assist with model validation. **Table 10** shows the comparison.

Table 10: B4246 North Street / Estate Road – Queue Length Comparison

Arm	**2026**					
	AM Peak Hour (0730 – 0830)			**PM Peak Hour (1615 – 1715)**		
	Observed (Vehicles)	**Model (Vehicle)**	**"+/-"**	**Observed (Vehicles)**	**Model (Vehicles)**	**"+/-"**
Estate Road	2.75	0.5	-2.25	3.60	1.4	-2.20
B4246 North Street	0	0.1	+0.1	0	0	0

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9.7.14 The results of the queue analysis, as set out in **Table 10**, demonstrate that modelled and observed queues are within typical daily variations in queue lengths.

9.7.15 It is considered that the base model reflects the existing operation of the junction and is therefore valid and acceptable to assess future year conditions.

9.7.16 The results of the operational assessments for the 2031 Forecast Base and Forecast Base + Development are summarised in **Table 11**.

Table 11: B4246 North Street / Estate Road – Future Year Scenarios

	Forecast Year 2031 Base					
	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
Estate Road	0.5	10.80	0.36	1.6	17.85	0.63
B4246 North Street	0.1	7.00	0.10	0	5.87	0.03
	Forecast Year 2031 Base + Development					
	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
Estate Road	0.9	13.67	0.48	3.0	28.22	0.76
B4246 North Street	0.1	7.26	0.12	0.1	6.02	0.04

9.7.17 The results shown in **Table 11** for the forecast scenarios in 2031 show the junction would operate within capacity with no queues and slight delays (particularly on Estate Road) expected in both the AM and PM peak periods.

Junction 2 – B4246 Church Road / High Street

9.7.18 **Table 12** summarise the junction performance results of the 2026 surveyed base.

Table 12: B4246 Church Road / High Street – 2026 Surveyed Base

	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
High Street	0.2	7.73	0.16	0.4	9.53	0.27

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B4246 Church Road	0.1	4.92	0.05	0.1	5.33	0.04

9.7.19 The queue lengths shown in **Table 12** have been compared with the observed queues at the junction to assist with model validation. **Table 13** shows the comparison.

Table 13: B4246 Church Road / High Street – Queue Length Comparison

Arm	2026					
	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
	Observed (Vehicles)	Model (Vehicle)	"+/-"	Observed (Vehicles)	Model (Vehicles)	"+/-"
High Street	0.92	0.2	-0.72	2.33	0.4	-1.93
B4246 Church Road	0	0.1	0	0	0.1	0

9.7.20 The results of the queue analysis, as set out in **Table 13**, demonstrate that modelled and observed queues are within typical daily variations in queue lengths.

9.7.21 It is considered that the base model reflects the existing operation of the junction and is therefore valid and acceptable to assess future year conditions.

9.7.22 The results of the operational assessments for the 2031 Forecast Base and Forecast Base + Development are summarised in **Table 14**.

Table 14: B4246 Church Road / High Street – Future Year Scenarios

	Forecast Year 2031 Base					
	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
High Street	0.2	7.82	0.17	0.4	9.78	0.29
B4246 Church Road	0.1	4.89	0.05	0.1	5.31	0.05
	Forecast Year 2031 Base + Development					
	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**

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High Street	0.2	8.08	0.17	0.4	10.21	0.30
B4246 Church Road	0.1	4.76	0.05	0.1	5.18	0.05

9.7.23 The results shown in **Table 14** for the forecast scenarios in 2031 show the junction would operate within capacity with no queues and delays expected in both the AM and PM peak periods.

Junction 3 – B4246 / Commercial Street / Ivor Street

9.7.24 **Table 15** summarise the junction performance results of the 2026 surveyed base.

Table 15: B4246 / Commercial Street / Ivor Street – 2026 Surveyed Base

	2026 Base AM		2026 Base PM	
B4246 / Commercial Street / Ivor Street	**Mean Max Queue (PCU)**	**DoS (%)**	**Mean Max Queue (PCU)**	**DoS (%)**
B4246 Church Road (N) Left Ahead	8	56.5%	14	70.7%
Commercial Street Right Right2 Left	1	10.2%	2	31.1%
B4246 Prince Street Right Ahead	9	55.9%	9	68.7%
Cycle Time	105 seconds		105 seconds	
PRC over all lanes (%)	59.4%		27.3%	

9.7.25 The queue lengths shown in **Table 15** have been compared with the observed queues at the junction to assist with model validation. **Table 16** shows the comparison.

Table 16: B4246 / Commercial Street / Ivor Street – Queue Length Comparison

Arm	**2026**					
	AM Peak Hour (0730 – 0830)			**PM Peak Hour (1615 – 1715)**		
	Observed (Vehicles)	**Model (Vehicles)**	**"+/-"**	**Observed (Vehicles)**	**Model (Vehicles)**	**"+/-"**
B4246 Church Road (N)	11.17	8	-3.17	5	14	+9
Commercial Street	0.82	1	+0.18	2	2	0

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B4246 Prince Street	6.91	9	+2.09	5.64	9	+3.36

9.7.26 The results of the queue analysis, as set out in **Table 16**, demonstrate that modelled and observed queues are within typical daily variations in queue lengths.

9.7.27 It is considered that the base model reflects the existing operation of the junction and is therefore valid and acceptable to assess future year conditions.

9.7.28 The results of the operational assessments for the 2031 Forecast Base and Forecast Base + Development are summarised in **Table 17**.

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Table 17: B4246 / Commercial Street / Ivor Street – Future Year Scenarios

Forecast Year 2031 Base				
	AM Peak Hour (0730 – 0830)		PM Peak Hour (1615 – 1715)	
B4246 / Commercial Street / Ivor Street	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)
B4246 Church Road (N) Left Ahead	8	59.1%	15	74.0%
Commercial Street Right Right2 Left	1	10.2%	2	33.1%
B4246 Prince Street Right Ahead	10	58.4%	10	71.9%
Cycle Time	105 seconds		105 seconds	
PRC over all lanes (%)	52.3%		21.7%	
Forecast Year 2031 Base + Development				
	AM Peak Hour (0730 – 0830)		PM Peak Hour (1615 – 1715)	
B4246 / Commercial Street / Ivor Street	Mean Max Queue (PCU)	DoS (%)	Mean Max Queue (PCU)	DoS (%)
B4246 Church Road (N) Left Ahead	10	67.4%	17	82.0%
Commercial Street Right Right2 Left	1	10.2%	2	33.1%
B4246 Prince Street Right Ahead	12	68.3%	13	83.4%
Cycle Time	105 seconds		105 seconds	
PRC over all lanes (%)	31.7%		7.9%	

9.7.29 The results shown in **Table 17** for the forecast scenarios in 2031 show the junction would operate within capacity in both the AM and PM peak periods.

Junction 4 – B4246 / Cwmavon Road / Curwood Road

9.7.30 **Table 18** summarise the junction performance results of the 2026 surveyed base.

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Table 18: B4246 / Cwmavon Road / Curwood Road – 2026 Surveyed Base

	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
Cwmavon Road	1.4	16.60	0.58	1.2	16.11	0.55
B4246 Prince Street	0	5.03	0	0	4.42	0.01
Curwood Road	0	7.65	0.03	0	7.68	0.03
B4246 Varteg Road	0.3	6.45	0.18	0.2	6.51	0.12

9.7.31 The queue lengths shown in **Table 18** have been compared with the observed queues at the junction to assist with model validation. **Table 19** shows the comparison.

Table 19: B4246 / Cwmavon Road / Curwood Road – Queue Length Comparison

Arm	**2026**					
	AM Peak Hour (0730 – 0830)			**PM Peak Hour (1615 – 1715)**		
	Observed (Vehicles)	**Model (Vehicles)**	**"+/-"**	**Observed (Vehicles)**	**Model (Vehicles)**	**"+/-"**
Cwmavon Road	4.83	1.4	-3.43	4.33	1.2	-3.13
Curwood Road	0.5	0	-0.5	0.5	0	-0.5

9.7.32 The results of the queue analysis, as set out in **Table 19**, demonstrate that modelled and observed queues are within typical daily variations in queue lengths.

9.7.33 It is considered that the base model reflects the existing operation of the junction and is therefore valid and acceptable to assess future year conditions.

9.7.34 The results of the operational assessments for the 2031 Forecast Base and Forecast Base + Development are summarised in **Table 20**.

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Table 20: B4246 / Cwmavon Road / Curwood Road – Future Year Scenarios

	Forecast Year 2031 Base					
	AM Peak Hour (0730 – 0830)			PM Peak Hour (1615 – 1715)		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
Cwmavon Road	1.6	18.07	0.61	1.4	17.53	0.58
B4246 Prince Street	0	5.00	0	0	4.37	0.01
Curwood Road	0	7.85	0.03	0	7.76	0.03
B4246 Varteg Road	0.3	6.49	0.19	0.2	6.57	0.13
	Forecast Year 2031 Base + Development					
	AM Peak Hour (0730 – 0830)			**PM Peak Hour (1615 – 1715)**		
Arm	**Queue (Veh)**	**Delay (s)**	**RFC**	**Queue (Veh)**	**Delay (s)**	**RFC**
Cwmavon Road	2.7	27.44	0.74	2.3	25.45	0.70
B4246 Prince Street	0	4.83	0	0	4.23	0.01
Curwood Road	0	7.97	0.03	0	7.88	0.03
B4246 Varteg Road	0.3	6.61	0.20	0.2	6.70	0.14

9.7.35 The results shown in **Table 20** for the forecast scenarios in 2031 show the junction would operate within capacity with minor queues and slight delays (particularly on Cwmavon Road) expected in both the AM and PM peak periods.

9.8 Highway Safety

9.8.1 A review of local highway safety is presented in Chapter 4 of this TA. The review demonstrates a total of eight incidents were recorded in the study area, of which two were serious and six were slight in severity. None of these incidents were due to errors in highway design or signage, but instead actually attributed to driver error.

9.8.2 It can be concluded that the development proposals would not result in any detriment to highway safety in the vicinity of the site.

10. Summary and Conclusion

10.1 Summary

10.1.1 This TA has been prepared in support the full planning application for the proposed Interim Waste Bulking Facility in Blaenavon.

10.1.2 The current recycling bulking and baling facility is located in Ty Coch, Cwmbran. The lease on this site is due to expire on 30 April 2027. Owing to this, the proposed development will provide a crucial interim solution for a period of up to four years, allowing TCBC to maintain its kerbside recycling collection service until the new waste transfer station is under operation.

10.1.3 The site benefits from good connectivity to the local highway network and connects to Blaenavon town centre and surrounding areas by walking, cycling and public transport.

10.1.4 Traffic surveys undertaken at four junctions in 2026 identified the AM and PM peak hours as 07:30 – 08:30 and 16:15 – 17:15 respectively. A review of PIC data between year 2020 and 2024 identified no collision patterns or trends indicative of the existing safety issue within the study area.

10.1.5 The proposed development will comprise two bays, one for mixed recycling comprising cardboard and paper, and the other for glass. The site will operate Monday to Friday between 08:00 and 17:00. A clockwise one-way system will manage vehicle movements and minimise potential conflicts between inbound and outbound traffic. Parking will be provided on-site in accordance with the operational requirements of the development.

10.1.6 The proposed development is expected to generate 28 arrivals and 24 departures during the AM peak hour (07:30 – 08:30), and 24 arrivals and 28 departures during the PM peak hour (16:15 – 17:15). These trips were primarily be distributed via Estate Road, B4246 and A4043 Cwmavon Road, as agreed with TCBC. This represents a worst-case scenario, as the actual number of recycling collection trips is expected to be lower than assumed.

10.1.7 The proposals could be readily accommodated by the local sustainable and highway network.

10.2 Conclusion

10.2.1 This TA demonstrates that the site is suitably located and is accessible via a variety of means of transport, with no adverse impacts on the sustainable transport network, highway operation and highway safety.

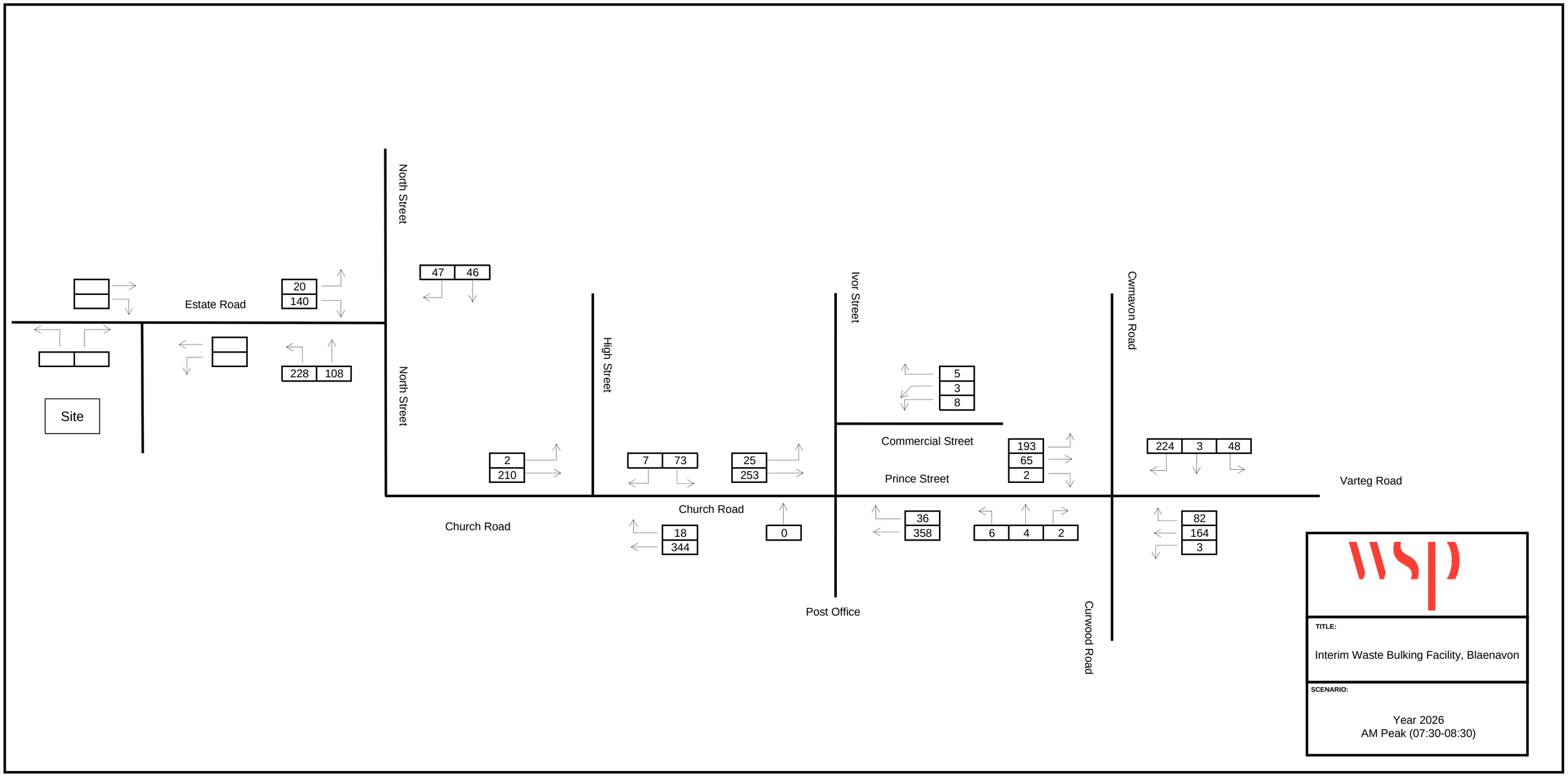
10.2.2 It can therefore be concluded that the proposals are acceptable from both a transport and highways perspective.

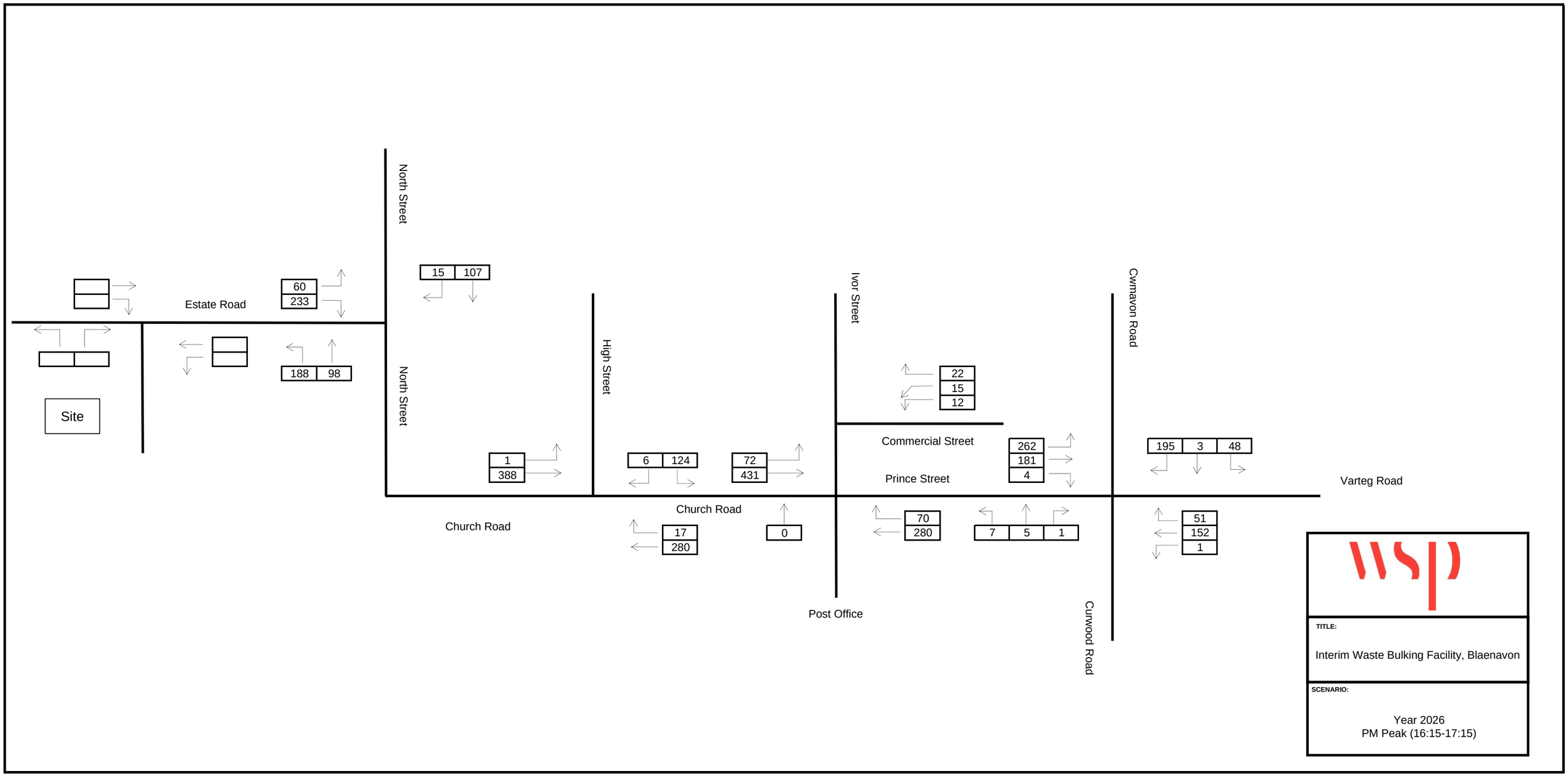
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Appendices

Appendix A: Traffic Flow Diagrams

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North Street
47
46
Estate Road
20
140
Site
228
108
North Street
2
210
High Street
7
73
25
253
Church Road
18
344
0
Church Road
Ivor Street
5
3
8
Commercial Street
193
65
2
Prince Street
36
358
6
4
2
Post Office
Curwood Road
Cwmavon Road
224
3
48
Varteg Road
82
164
3
wsp
TITLE:
Interim Waste Bulking Facility, Blaenavon
SCENARIO:
Year 2026
AM Peak (07:30-08:30)



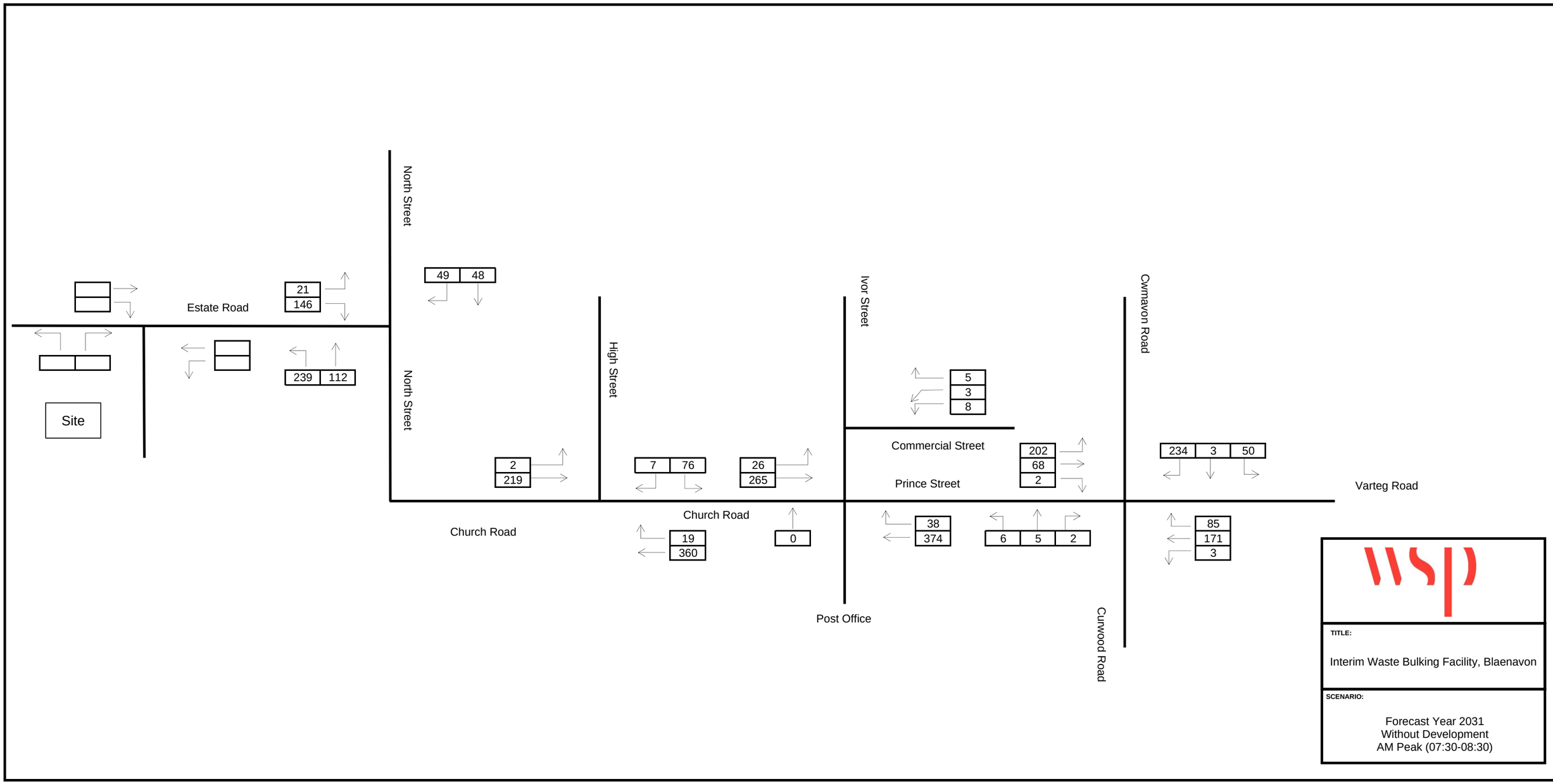
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TITLE:

Interim Waste Bulking Facility, Blaenavon

SCENARIO:

Year 2026
PM Peak (16:15-17:15)

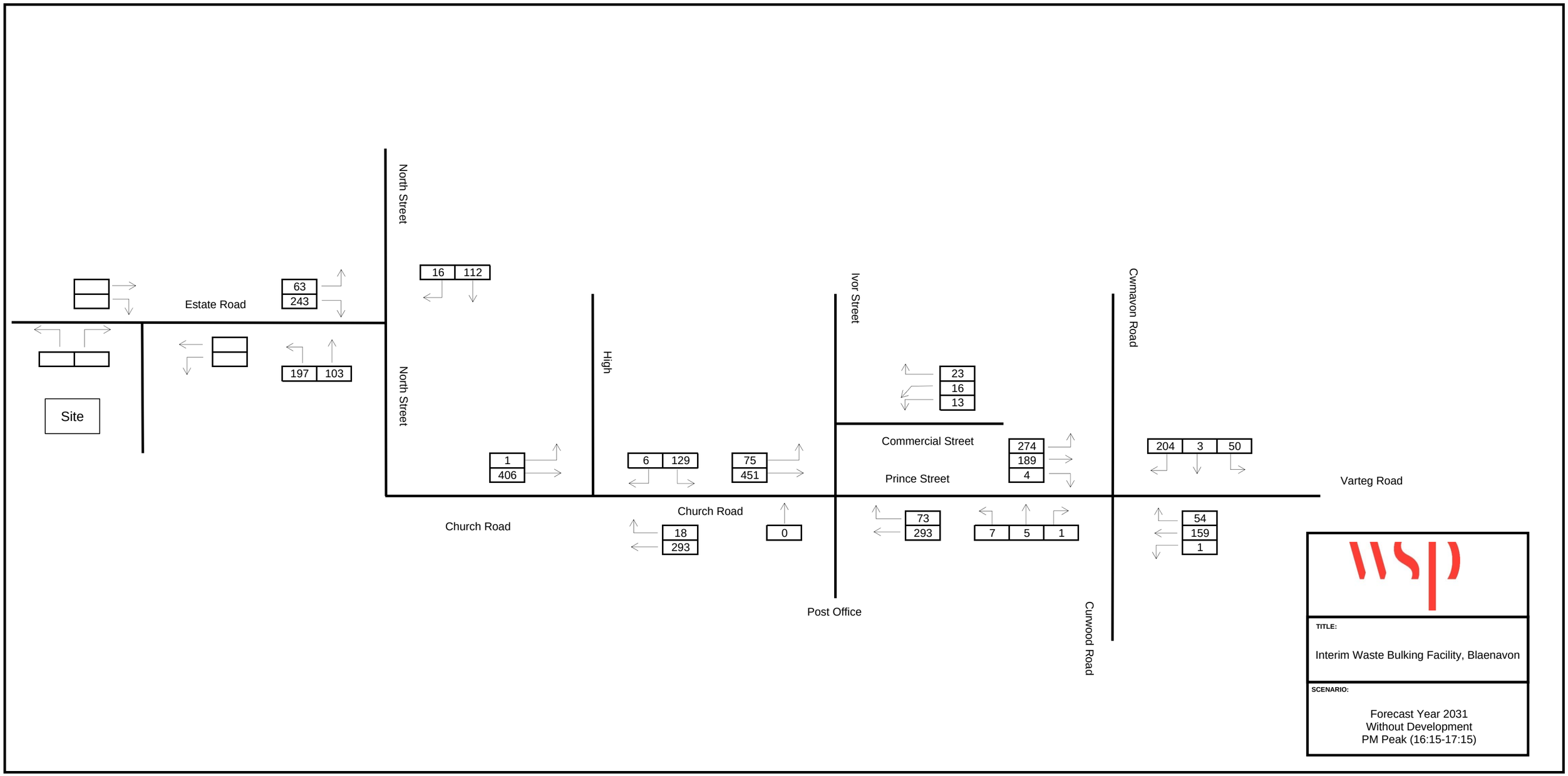


TITLE:

Interim Waste Bulking Facility, Blaenavon

SCENARIO:

Forecast Year 2031
Without Development
AM Peak (07:30-08:30)


Estate Road
63
243
197
103
Site
North Street
16
112
North Street
1
406
High
6
129
75
451
Church Road
18
293
0
Church Road
Ivor Street
23
16
13
Commercial Street
274
189
4
Prince Street
73
293
7
5
1
Post Office
Curwood Road
Cwmavon Road
204
3
50
Varteg Road
54
159
1
wsp
TITLE:
Interim Waste Bulking Facility, Blaenavon
SCENARIO:
Forecast Year 2031
Without Development
PM Peak (16:15-17:15)

In %
Out %

Estate Road

5%
95%

100%

100%

95%

Site

North Street

5%

North Street

95%

High Street

95%

Church Road

Church Road

95%

Ivor Street

Commercial Street

85%
10%

Prince Street

95%

Post Office

Curwood Road

85%

85%

10%

Curwood Road

Varteg Road

wsp

TITLE:

Interim Waste Bulking Facility, Blaenavon

SCENARIO:

Development Trip Distribution

In
Out

Estate Road

North Street

North Street

High Street

Ivor Street

Curwood Road

Commercial Street

Prince Street

Varteg Road

Church Road

Church Road

Post Office

Curwood Road

Site

1
23

24

28

27

1

23

23

27

21
2

27

24

3

TITLE:	Interim Waste Bulking Facility, Blaenavon
SCENARIO:	Year 2031 Development Trip Generation AM Peak (07:30 - 08:30)

In
Out

Estate Road

Site

28

1
27

24

23

North Street

North Street

1

27

Church Road

High Street

27

23

Church Road

Ivor Street

Commercial Street

Prince Street

24
3

23

Post Office

Curwood Road

Curwood Road

21

2

Varteg Road

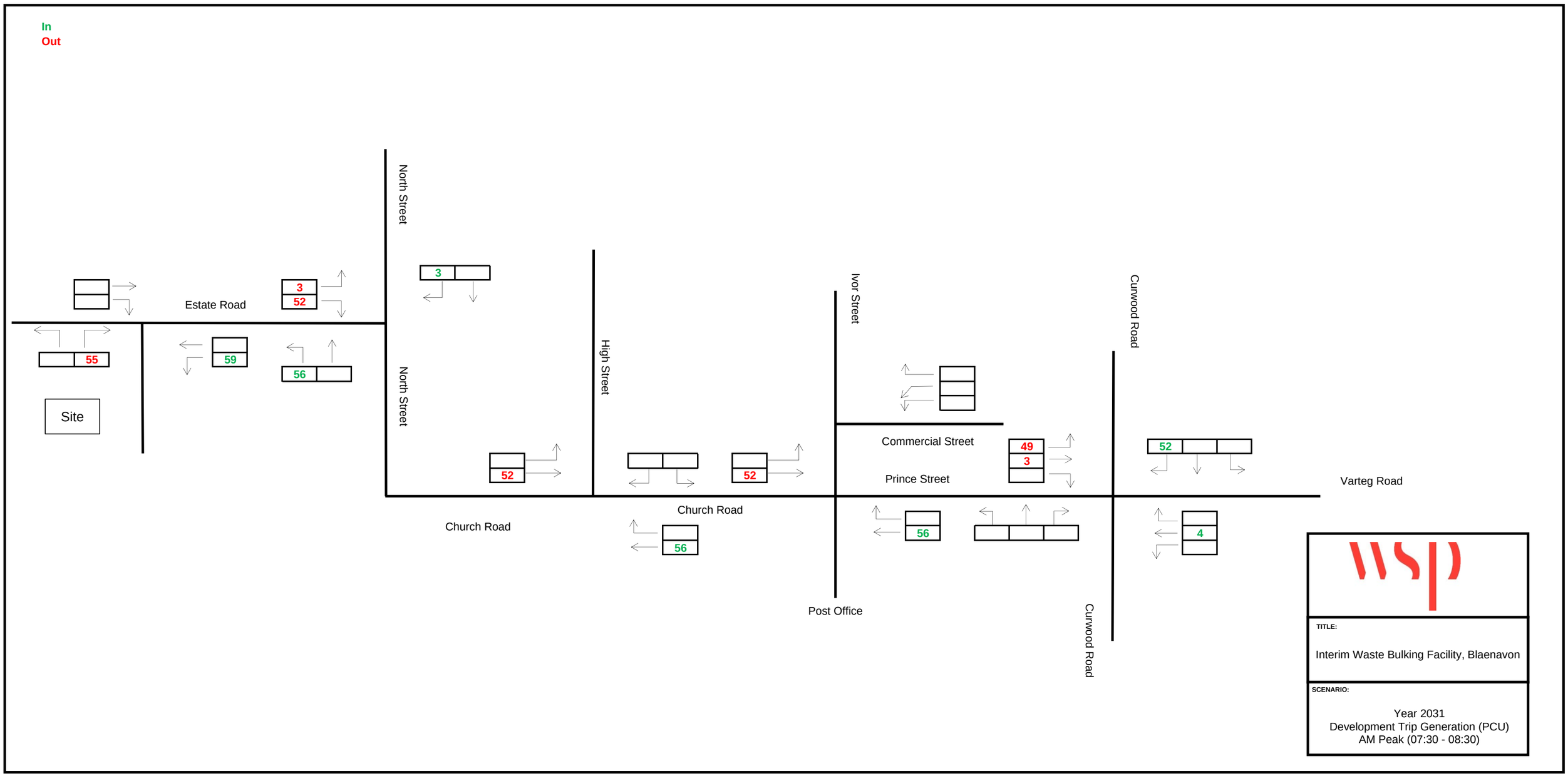
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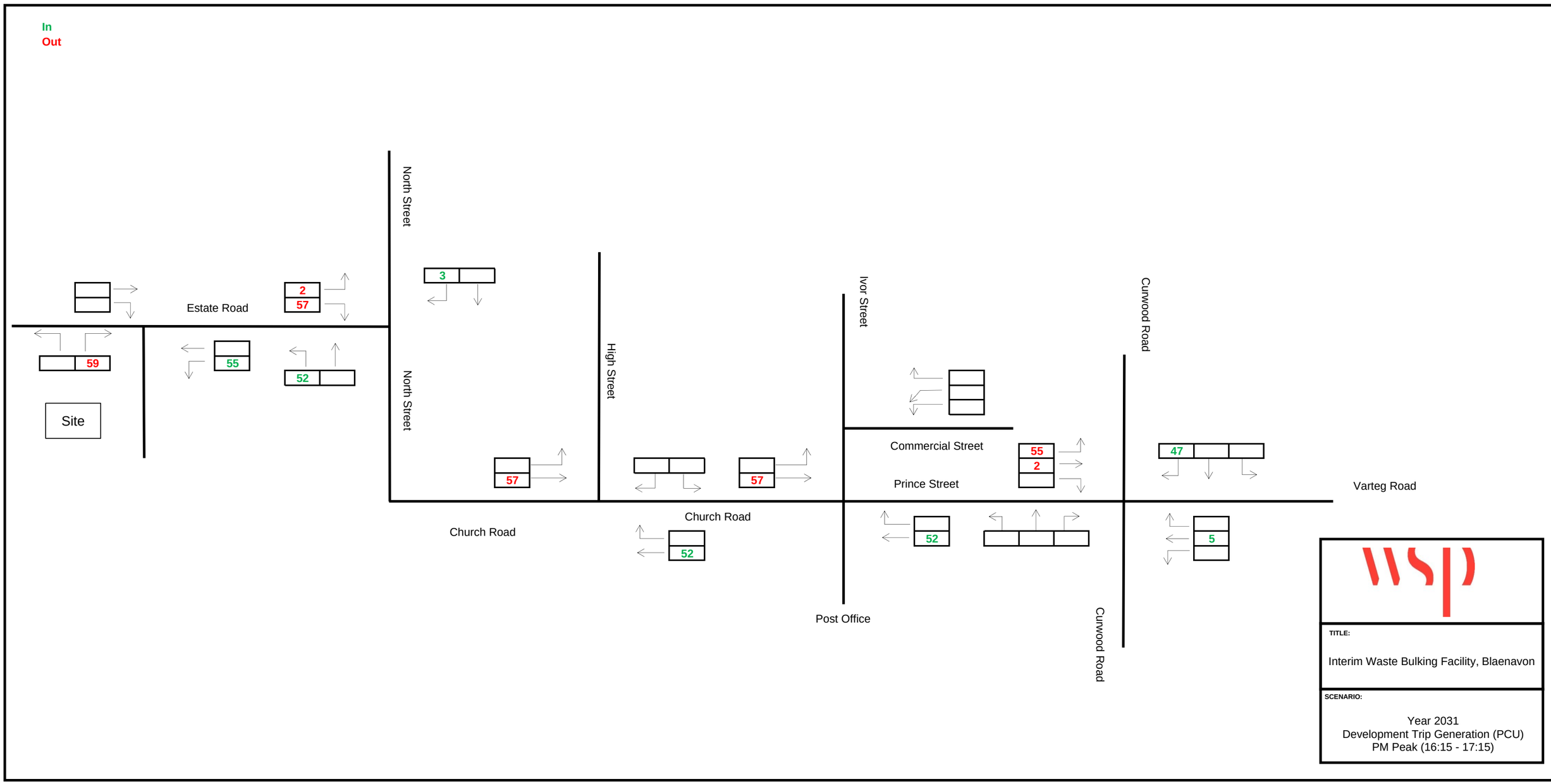
TITLE:

Interim Waste Bulking Facility, Blaenavon

SCENARIO:

Year 2031
Development Trip Generation
PM Peak (16:15 - 17:15)


In
Out
Estate Road
North Street
North Street
High Street
Ivor Street
Curwood Road
Commercial Street
Prince Street
Varteg Road
Church Road
Church Road
Post Office
Curwood Road
Site
3
52
55
59
56
3
52
52
56
49
3
56
52
4
WSP
TITLE:
Interim Waste Bulking Facility, Blaenavon
SCENARIO:
Year 2031
Development Trip Generation (PCU)
AM Peak (07:30 - 08:30)

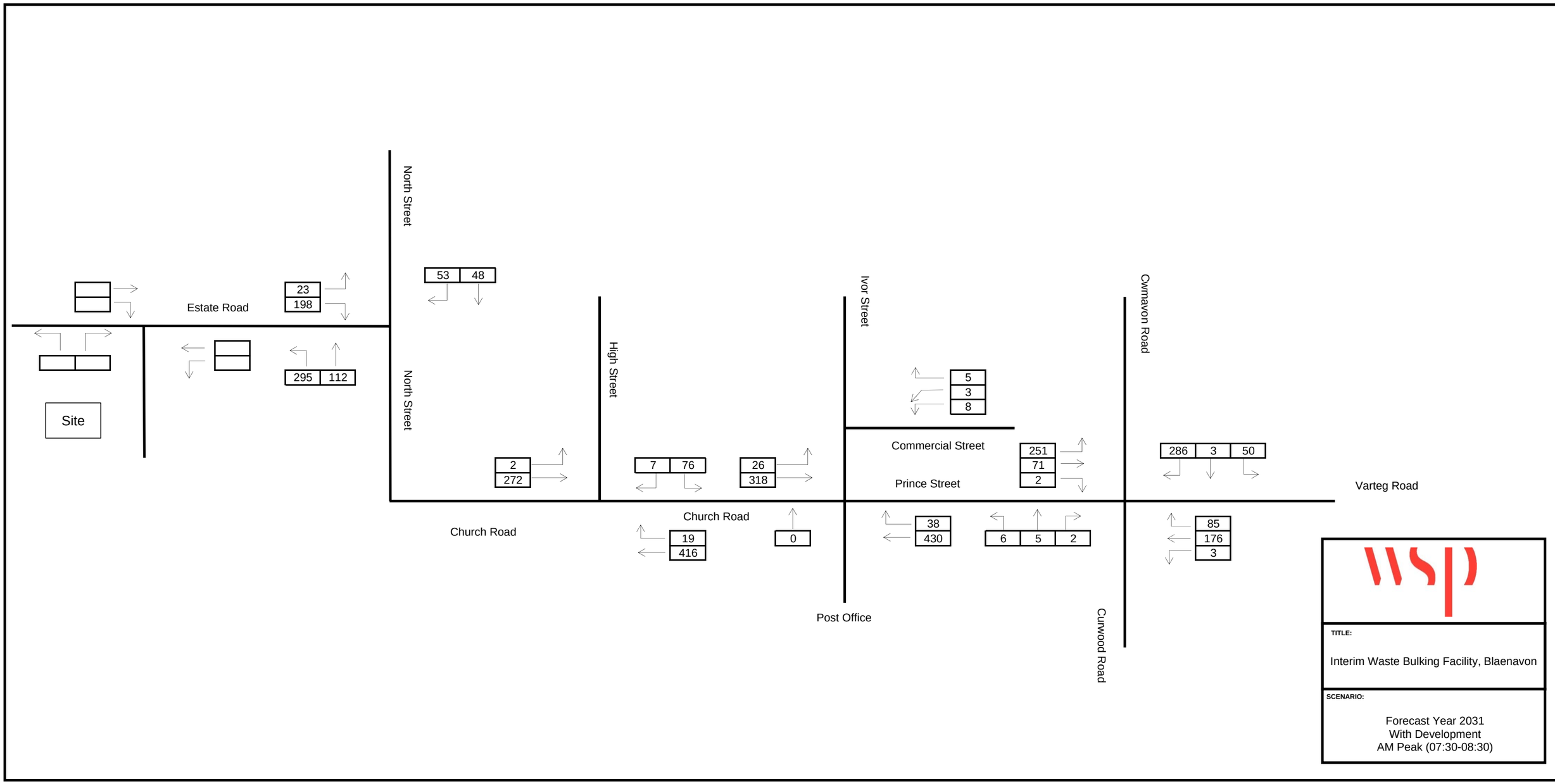


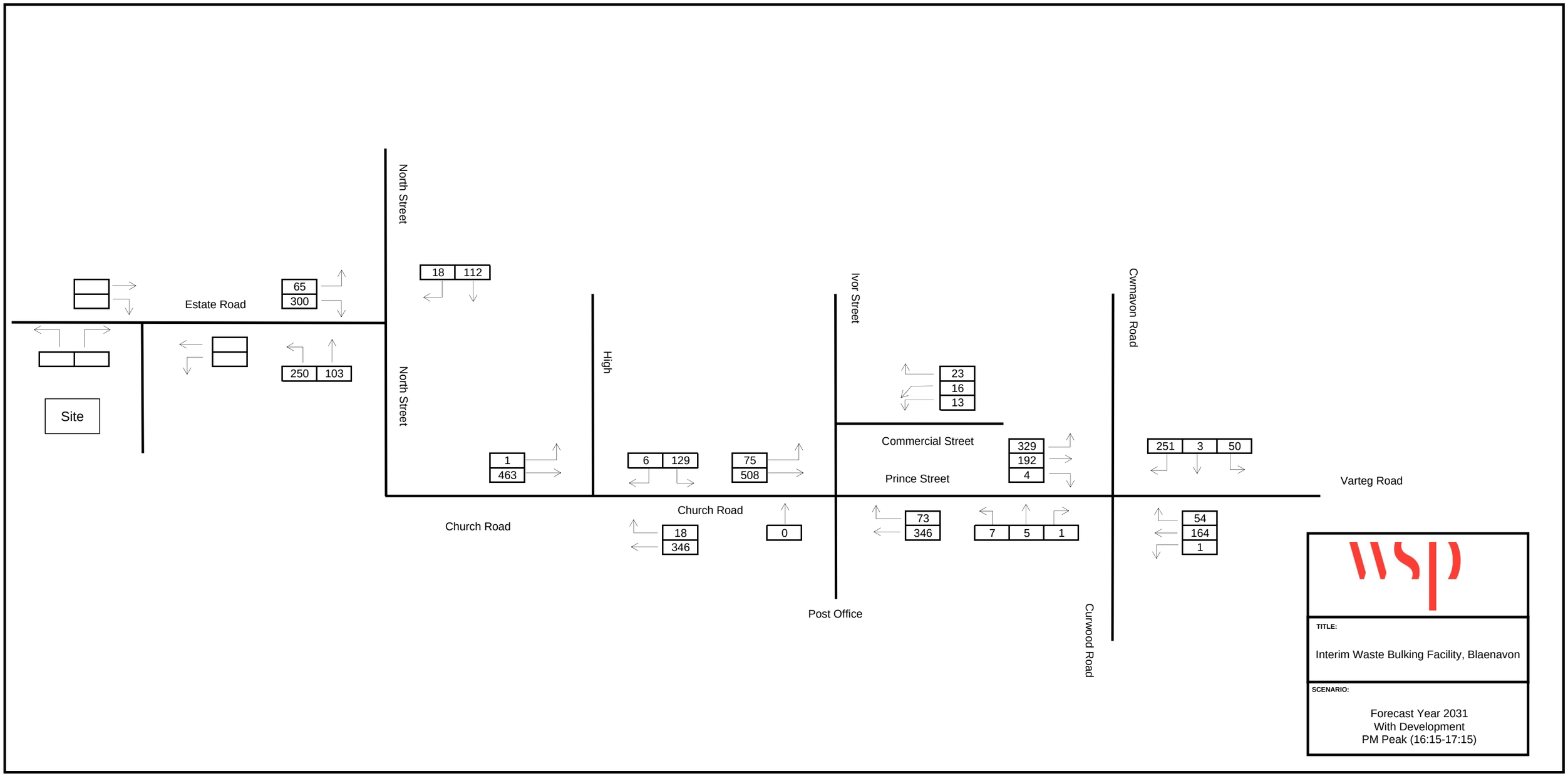
TITLE:

Interim Waste Bulking Facility, Blaenavon

SCENARIO:

Year 2031
Development Trip Generation (PCU)
PM Peak (16:15 - 17:15)


Estate Road
23
198
295
112
Site
North Street
53
48
North Street
2
272
High Street
7
76
26
318
Church Road
19
416
0
Church Road
Ivor Street
5
3
8
Commercial Street
251
71
2
Prince Street
38
430
6
5
2
Post Office
Curwood Road
Cwmavon Road
286
3
50
Varteg Road
85
176
3
wsp
TITLE:
Interim Waste Bulking Facility, Blaenavon
SCENARIO:
Forecast Year 2031
With Development
AM Peak (07:30-08:30)



wsp

TITLE:

Interim Waste Bulking Facility, Blaenavon

SCENARIO:

Forecast Year 2031
With Development
PM Peak (16:15-17:15)

Appendix B: Raw Traffic Survey Data

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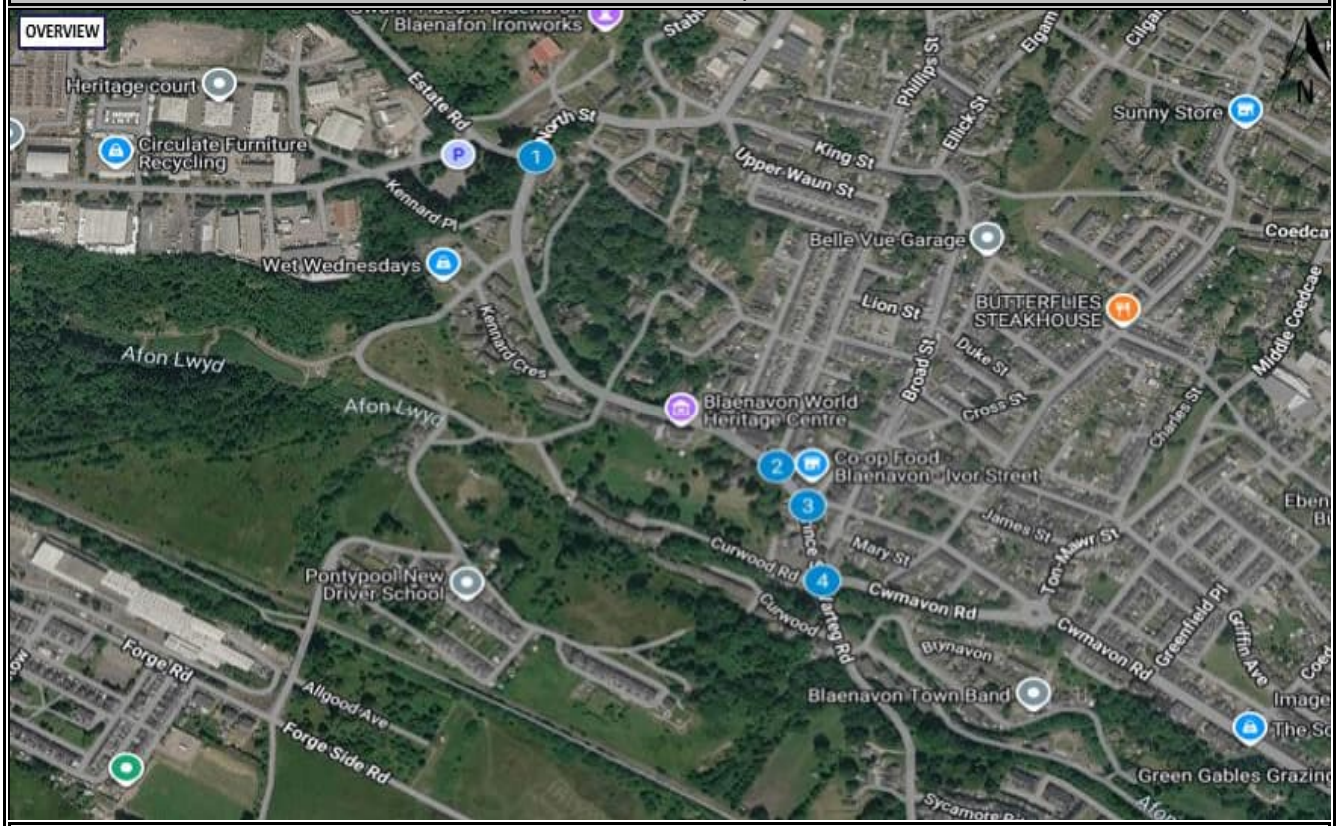
THE SEVERNSIDE GROUP
Transportation Data Collection
Traffic Management
Inductive Loop Cutting
Fabrication

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

Survey Overview

Job No'/Job Name	SS2508 Blaenavon
Date	Thursday 24th September 2026
Time	07:00-10:00 & 16:00-19:00
Survey Type	Classified JTC with Max Queue
Weather Conditions	

Overview Map



Comments

Severnside
Transportation Data Collection

SS2508 Blaenavon
Thursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 01

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	5	3	1	0	0	0	0	9	7	3	0	0	0	0	0	10	19
0715-0730	0	0	0	0	0	0	0	0	12	1	0	0	1	0	0	14	3	5	0	0	0	0	0	8	22
0730-0745	0	0	0	0	0	0	0	0	10	8	0	0	0	0	0	18	6	2	0	0	0	0	0	8	26
0745-0800	1	0	0	0	0	0	0	1	7	2	0	0	1	0	0	10	16	5	1	0	0	0	0	22	33
Hourly Total	1	0	0	0	0	0	0	1	34	14	1	0	2	0	0	51	32	15	1	0	0	0	0	48	100
0800-0815	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	3	1	0	0	0	0	0	4	14
0815-0830	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	10	1	0	0	0	0	0	11	18
0830-0845	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	7	2	1	0	0	0	0	10	21
0845-0900	0	0	0	0	0	0	0	0	16	4	0	0	0	0	0	20	6	0	1	0	1	0	0	8	28
Hourly Total	0	0	0	0	0	0	0	0	42	6	0	0	0	0	0	48	26	4	2	0	1	0	0	33	81
0900-0915	0	0	0	0	0	0	0	0	9	1	1	0	0	1	0	12	5	1	0	0	0	0	3	9	21
0915-0930	0	0	0	0	0	0	0	0	10	2	1	0	0	0	0	13	2	0	2	0	0	0	0	4	17
0930-0945	0	0	0	0	0	0	0	0	11	1	1	0	0	0	0	13	6	2	0	0	0	0	1	9	22
0945-1000	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16	2	2	0	0	0	0	0	4	20
Hourly Total	0	0	0	0	0	0	0	0	44	6	3	0	0	1	0	54	15	5	2	0	0	0	4	26	80
3 Hour Totals (am)	1	0	0	0	0	0	0	1	120	26	4	0	2	1	0	153	73	24	5	0	1	0	4	107	261
1600-1615	0	0	0	0	0	0	0	0	21	3	0	0	0	1	0	25	2	2	0	0	0	0	0	4	29
1615-1630	0	0	0	0	0	0	0	0	19	6	0	0	0	0	0	25	3	0	1	0	0	0	0	4	29
1630-1645	0	0	0	0	0	0	0	0	27	7	0	0	0	0	0	34	3	1	0	0	0	0	0	4	38
1645-1700	0	0	0	0	0	0	0	0	21	6	0	0	0	0	0	27	1	0	0	0	1	1	0	3	30
Hourly Total	0	0	0	0	0	0	0	0	88	22	0	0	0	1	0	111	9	3	1	0	1	1	0	15	126
1700-1715	0	0	0	0	0	0	0	0	17	3	0	0	0	2	0	22	1	2	0	0	0	0	0	3	25
1715-1730	0	0	0	0	0	0	0	0	31	4	1	0	1	0	0	37	7	1	0	0	0	0	0	8	45
1730-1745	0	0	0	0	0	0	0	0	29	3	0	0	0	0	0	32	4	1	0	0	0	0	0	5	37
1745-1800	0	0	0	0	0	0	0	0	29	4	0	0	0	0	1	34	1	0	0	0	0	0	1	2	36
Hourly Total	0	0	0	0	0	0	0	0	106	14	1	0	1	2	1	125	13	4	0	0	0	0	1	18	143
1800-1815	0	0	0	0	0	0	0	0	25	5	0	0	1	0	0	31	1	0	0	0	0	0	0	1	32
1815-1830	0	0	0	0	0	0	0	0	23	2	0	0	0	1	0	26	3	0	0	0	0	0	0	3	29
1830-1845	0	0	0	0	0	0	0	0	30	1	0	0	0	0	1	32	2	0	0	0	0	0	0	2	34
1845-1900	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	2	0	0	0	0	0	0	2	23
Hourly Total	0	0	0	0	0	0	0	0	96	11	0	0	1	1	1	110	8	0	0	0	0	0	0	8	118
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	290	47	1	0	2	4	2	346	30	7	1	0	1	1	1	41	387
Day Total	1	0	0	0	0	0	0	1	410	73	5	0	4	5	2	499	103	31	6	0	2	1	5	148	648

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	7	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	23	3	1	1	2	0	0	30	39
0715-0730	15	6	0	0	2	0	0	23	0	0	0	0	0	0	0	0	23	6	1	2	4	0	0	36	59
0730-0745	19	3	0	0	1	0	0	23	0	0	0	0	0	0	0	0	43	9	0	0	2	1	0	55	78
0745-0800	19	6	0	0	2	0	0	27	0	0	0	0	0	0	0	0	45	13	3	0	1	0	0	62	89
Hourly Total	60	17	0	0	5	0	0	82	0	0	0	0	0	0	0	0	134	31	5	3	9	1	0	183	265
0800-0815	22	3	0	0	1	0	0	26	0	0	0	0	0	0	0	0	45	6	2	0	1	0	0	54	80
0815-0830	15	7	1	0	2	0	0	25	0	0	0	0	0	0	0	0	36	6	5	0	1	0	0	48	73
0830-0845	18	5	0	0	1	0	0	24	0	0	0	0	0	0	0	0	47	10	4	0	1	0	0	62	86
0845-0900	16	3	1	0	1	1	0	22	0	0	0	0	0	0	0	0	35	10	3	1	0	1	0	50	72
Hourly Total	71	18	2	0	5	1	0	97	0	0	0	0	0	0	0	0	163	32	14	1	3	1	0	214	311
0900-0915	16	2	2	0	0	0	0	20	0	0	0	0	0	0	0	0	27	7	3	0	0	0	0	37	57
0915-0930	18	1	1	0	2	0	0	22	0	0	0	0	0	0	0	0	18	9	2	1	0	0	0	30	52
0930-0945	7	1	0	0	1	0	0	9	0	0	0	0	0	0	0	0	23	5	1	1	2	0	0	32	41
0945-1000	14	4	2	0	2	0	0	22	0	0	0	0	0	0	0	0	17	6	1	2	0	2	0	28	50
Hourly Total	55	8	5	0	5	0	0	73	0	0	0	0	0	0	0	0	85	27	7	4	2	2	0	127	200
3 Hour Totals (am)	186	43	7	0	15	1	0	252	0	0	0	0	0	0	0	0	382	90	26	8	14	4	0	524	776
1600-1615	11	2	0	0	0	0	0	13	0	0	0	0	0	0	0	0	30	8	2	1	1	0	0	42	55
1615-1630	15	2	0	0	2	0	0	19	0	0	0	0	0	0	0	0	41	7	0	0	0	1	0	49	68
1630-1645	27	1	0	0	1	1	0	30	0	0	0	0	0	0	0	0	43	1	2	0	0	0	0	46	76
1645-1700	14	1	2	0	3	0	0	20	0	0	0	0	0	0	0	0	36	5	1	0	0	0	0	42	62
Hourly Total	67	6	2	0	6	1	0	82	0	0	0	0	0	0	0	0	150	21	5	1	1	1	0	179	261
1700-1715	20	0	0	0	1	2	0	23	0	0	0	0	0	0	0	0	45	3	0	0	1	1	0	50	73
1715-1730	13	2	0	0	1	0	0	16	0	0	0	0	0	0	0	0	30	3	0	0	1	0	0	34	50
1730-1745	20	1	0	0	1	0	0	22	0	0	0	0	0	0	0	0	23	2	0	0	1	0	0	26	48
1745-1800	21	0	0	0	2	0	0	23	0	0	0	0	0	0	0	0	31	4	0	0	0	0	0	35	58
Hourly Total	74	3	0	0	5	2	0	84	0	0	0	0	0	0	0	0	129	12	0	0	3	1	0	145	229
1800-1815	14	3	0	0	0	1	0	18	0	0	0	0	0	0	0	0	30	3	0	0	0	0	0	33	51
1815-1830	16	2	0	0	2	0	0	20	0	0	0	0	0	0	0	0	17	2	0	0	0	2	0	21	41
1830-1845	20	1	0	0	1	0	0	22	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31	53
1845-1900	12	2	0	0	1	0	0	15	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	36
Hourly Total	62	8	0	0	4	1	0	75	0	0	0	0	0	0	0	0	97	7	0	0	0	2	0	106	181
3 Hour Totals (pm)	203	17	2	0	15	4	0	241	0	0	0	0	0	0	0	0	376	40	5	1	4	4	0	430	671
Day Total	389	60	9	0	30	5	0	493	0	0	0	0	0	0	0	0	758	130	31	9	18	8	0	954	1447

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	1	0	0	0	0	0	0	1	25	8	1	0	0	0	0	34	0	0	0	0	0	0	0	0	35
0715-0730	2	1	0	0	0	0	0	3	20	5	0	0	0	0	0	25	0	0	0	0	0	0	0	0	28
0730-0745	0	1	0	1	0	0	0	2	28	9	0	0	0	0	0	37	0	0	0	0	0	0	0	0	39
0745-0800	1	1	0	0	0	0	0	2	19	6	4	0	0	0	0	29	0	0	0	0	0	0	0	0	31
Hourly Total	4	3	0	1	0	0	0	8	92	28	5	0	0	0	0	125	0	0	0	0	0	0	0	0	133
0800-0815	4	4	2	0	0	0	0	10	32	6	2	2	2	0	0	44	0	0	0	0	0	0	0	0	54
0815-0830	1	1	1	0	0	0	0	3	16	3	2	0	0	0	0	21	0	0	0	0	0	0	0	0	24
0830-0845	1	1	1	0	0	0	0	3	29	3	2	0	0	0	0	34	0	0	0	0	0	0	0	0	37
0845-0900	3	1	0	0	0	0	0	4	22	9	1	0	1	0	0	33	0	0	0	0	0	0	0	0	37
Hourly Total	9	7	4	0	0	0	0	20	99	21	7	2	3	0	0	132	0	0	0	0	0	0	0	0	152
0900-0915	4	0	1	0	0	0	0	5	15	1	2	1	0	1	0	20	0	0	0	0	0	0	0	0	25
0915-0930	3	3	1	0	1	0	0	8	18	6	1	0	0	1	0	26	0	0	0	0	0	0	0	0	34
0930-0945	1	1	0	0	0	0	0	2	20	2	0	1	1	0	0	24	0	0	0	0	0	0	0	0	26
0945-1000	5	2	0	0	0	0	0	7	23	5	4	0	0	0	0	32	0	0	0	0	0	0	0	0	39
Hourly Total	13	6	2	0	1	0	0	22	76	14	7	2	1	2	0	102	0	0	0	0	0	0	0	0	124
3 Hour Totals (am)	26	16	6	1	1	0	0	50	267	63	19	4	4	2	0	359	0	0	0	0	0	0	0	0	409
1600-1615	8	4	0	0	0	0	0	12	46	8	2	1	1	0	0	58	0	0	0	0	0	0	0	0	70
1615-1630	15	2	0	0	0	0	0	17	36	8	2	0	0	1	0	47	0	0	0	0	0	0	0	0	64
1630-1645	16	0	0	0	0	0	0	16	57	6	0	0	2	1	0	66	0	0	0	0	0	0	0	0	82
1645-1700	13	0	0	0	0	0	0	13	53	7	0	0	0	0	0	60	0	0	0	0	0	0	0	0	73
Hourly Total	52	6	0	0	0	0	0	58	192	29	4	1	3	2	0	231	0	0	0	0	0	0	0	0	289
1700-1715	12	2	0	0	0	1	0	15	53	4	0	0	0	2	0	59	0	0	0	0	0	0	0	0	74
1715-1730	10	0	0	0	0	0	0	10	46	10	0	0	0	0	0	56	0	0	0	0	0	0	0	0	66
1730-1745	5	1	0	0	0	0	0	6	51	5	0	1	1	1	0	59	0	0	0	0	0	0	0	0	65
1745-1800	3	0	0	0	0	0	0	3	35	4	1	0	2	1	0	43	0	0	0	0	0	0	0	0	46
Hourly Total	30	3	0	0	0	1	0	34	185	23	1	1	3	4	0	217	0	0	0	0	0	0	0	0	251
1800-1815	8	0	0	0	0	0	0	8	33	3	0	0	0	0	0	36	0	0	0	0	0	0	0	0	44
1815-1830	5	0	0	0	0	0	5	10	40	3	1	0	2	0	0	46	0	0	0	0	0	0	0	0	56
1830-1845	4	0	0	0	0	2	0	6	45	6	0	0	1	0	0	52	0	0	0	0	0	0	0	0	58
1845-1900	7	0	0	0	0	0	0	7	37	1	0	0	1	0	0	39	0	0	0	0	0	0	0	0	46
Hourly Total	24	0	0	0	0	2	5	31	155	13	1	0	4	0	0	173	0	0	0	0	0	0	0	0	204
3 Hour Totals (pm)	106	9	0	0	0	3	5	123	532	65	6	2	10	6	0	621	0	0	0	0	0	0	0	0	744
Day Total	132	25	6	1	1	3	5	173	799	128	25	6	14	8	0	980	0	0	0	0	0	0	0	0	1153

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	12	6	1	0	0	0	0	19	30	5	1	1	2	0	0	39	26	8	1	0	0	0	0	35	93
0715-0730	15	6	0	0	1	0	0	22	38	12	1	2	6	0	0	59	22	6	0	0	0	0	0	28	109
0730-0745	16	10	0	0	0	0	0	26	62	12	0	0	3	1	0	78	28	10	0	1	0	0	0	39	143
0745-0800	24	7	1	0	1	0	0	33	64	19	3	0	3	0	0	89	20	7	4	0	0	0	0	31	153
Hourly Total	67	29	2	0	2	0	0	100	194	48	5	3	14	1	0	265	96	31	5	1	0	0	0	133	498
0800-0815	13	1	0	0	0	0	0	14	67	9	2	0	2	0	0	80	36	10	4	2	2	0	0	54	148
0815-0830	16	2	0	0	0	0	0	18	51	13	6	0	3	0	0	73	17	4	3	0	0	0	0	24	115
0830-0845	17	3	1	0	0	0	0	21	65	15	4	0	2	0	0	86	30	4	3	0	0	0	0	37	144
0845-0900	22	4	1	0	1	0	0	28	51	13	4	1	1	2	0	72	25	10	1	0	1	0	0	37	137
Hourly Total	68	10	2	0	1	0	0	81	234	50	16	1	8	2	0	311	108	28	11	2	3	0	0	152	544
0900-0915	14	2	1	0	0	1	3	21	43	9	5	0	0	0	0	57	19	1	3	1	0	1	0	25	103
0915-0930	12	2	3	0	0	0	0	17	36	10	3	1	2	0	0	52	21	9	2	0	1	1	0	34	103
0930-0945	17	3	1	0	0	0	1	22	30	6	1	1	3	0	0	41	21	3	0	1	1	0	0	26	89
0945-1000	16	4	0	0	0	0	0	20	31	10	3	2	2	2	0	50	28	7	4	0	0	0	0	39	109
Hourly Total	59	11	5	0	0	1	4	80	140	35	12	4	7	2	0	200	89	20	9	2	2	2	0	124	404
3 Hour Totals (am)	194	50	9	0	3	1	4	261	568	133	33	8	29	5	0	776	293	79	25	5	5	2	0	409	1446
1600-1615	23	5	0	0	0	1	0	29	41	10	2	1	1	0	0	55	54	12	2	1	1	0	0	70	154
1615-1630	22	6	1	0	0	0	0	29	56	9	0	0	2	1	0	68	51	10	2	0	0	1	0	64	161
1630-1645	30	8	0	0	0	0	0	38	70	2	2	0	1	1	0	76	73	6	0	0	2	1	0	82	196
1645-1700	22	6	0	0	1	1	0	30	50	6	3	0	3	0	0	62	66	7	0	0	0	0	0	73	165
Hourly Total	97	25	1	0	1	2	0	126	217	27	7	1	7	2	0	261	244	35	4	1	3	2	0	289	676
1700-1715	18	5	0	0	0	2	0	25	65	3	0	0	2	3	0	73	65	6	0	0	0	3	0	74	172
1715-1730	38	5	1	0	1	0	0	45	43	5	0	0	2	0	0	50	56	10	0	0	0	0	0	66	161
1730-1745	33	4	0	0	0	0	0	37	43	3	0	0	2	0	0	48	56	6	0	1	1	1	0	65	150
1745-1800	30	4	0	0	0	0	2	36	52	4	0	0	2	0	0	58	38	4	1	0	2	1	0	46	140
Hourly Total	119	18	1	0	1	2	2	143	203	15	0	0	8	3	0	229	215	26	1	1	3	5	0	251	623
1800-1815	26	5	0	0	1	0	0	32	44	6	0	0	0	1	0	51	41	3	0	0	0	0	0	44	127
1815-1830	26	2	0	0	0	1	0	29	33	4	0	0	2	2	0	41	45	3	1	0	2	0	5	56	126
1830-1845	32	1	0	0	0	0	1	34	49	3	0	0	1	0	0	53	49	6	0	0	1	2	0	58	145
1845-1900	20	3	0	0	0	0	0	23	33	2	0	0	1	0	0	36	44	1	0	0	1	0	0	46	105
Hourly Total	104	11	0	0	1	1	1	118	159	15	0	0	4	3	0	181	179	13	1	0	4	2	5	204	503
3 Hour Totals (pm)	320	54	2	0	3	5	3	387	579	57	7	1	19	8	0	671	638	74	6	2	10	9	5	744	1802
Day Total	514	104	11	0	6	6	7	648	1147	190	40	9	48	13	0	1447	931	153	31	7	15	11	5	1153	3248

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	8	2	0	0	0	0	0	10	30	11	2	0	0	0	0	43	30	6	1	1	2	0	0	40	93
0715-0730	17	7	0	0	2	0	0	26	32	6	0	0	1	0	0	39	26	11	1	2	4	0	0	44	109
0730-0745	19	4	0	1	1	0	0	25	38	17	0	0	0	0	0	55	49	11	0	0	2	1	0	63	143
0745-0800	21	7	0	0	2	0	0	30	26	8	4	0	1	0	0	39	61	18	4	0	1	0	0	84	153
Hourly Total	65	20	0	1	5	0	0	91	126	42	6	0	2	0	0	176	166	46	6	3	9	1	0	231	498
0800-0815	26	7	2	0	1	0	0	36	42	6	2	2	2	0	0	54	48	7	2	0	1	0	0	58	148
0815-0830	16	8	2	0	2	0	0	28	22	4	2	0	0	0	0	28	46	7	5	0	1	0	0	59	115
0830-0845	19	6	1	0	1	0	0	27	39	4	2	0	0	0	0	45	54	12	5	0	1	0	0	72	144
0845-0900	19	4	1	0	1	1	0	26	38	13	1	0	1	0	0	53	41	10	4	1	1	1	0	58	137
Hourly Total	80	25	6	0	5	1	0	117	141	27	7	2	3	0	0	180	189	36	16	1	4	1	0	247	544
0900-0915	20	2	3	0	0	0	0	25	24	2	3	1	0	2	0	32	32	8	3	0	0	0	3	46	103
0915-0930	21	4	2	0	3	0	0	30	28	8	2	0	0	1	0	39	20	9	4	1	0	0	0	34	103
0930-0945	8	2	0	0	1	0	0	11	31	3	1	1	1	0	0	37	29	7	1	1	2	0	1	41	89
0945-1000	19	6	2	0	2	0	0	29	37	7	4	0	0	0	0	48	19	8	1	2	0	2	0	32	109
Hourly Total	68	14	7	0	6	0	0	95	120	20	10	2	1	3	0	156	100	32	9	4	2	2	4	153	404
3 Hour Totals (am)	213	59	13	1	16	1	0	303	387	89	23	4	6	3	0	512	455	114	31	8	15	4	4	631	1446
1600-1615	19	6	0	0	0	0	0	25	67	11	2	1	1	1	0	83	32	10	2	1	1	0	0	46	154
1615-1630	30	4	0	0	2	0	0	36	55	14	2	0	0	1	0	72	44	7	1	0	0	1	0	53	161
1630-1645	43	1	0	0	1	1	0	46	84	13	0	0	2	1	0	100	46	2	2	0	0	0	0	50	196
1645-1700	27	1	2	0	3	0	0	33	74	13	0	0	0	0	0	87	37	5	1	0	1	1	0	45	165
Hourly Total	119	12	2	0	6	1	0	140	280	51	4	1	3	3	0	342	159	24	6	1	2	2	0	194	676
1700-1715	32	2	0	0	1	3	0	38	70	7	0	0	0	4	0	81	46	5	0	0	1	1	0	53	172
1715-1730	23	2	0	0	1	0	0	26	77	14	1	0	1	0	0	93	37	4	0	0	1	0	0	42	161
1730-1745	25	2	0	0	1	0	0	28	80	8	0	1	1	1	0	91	27	3	0	0	1	0	0	31	150
1745-1800	24	0	0	0	2	0	0	26	64	8	1	0	2	1	1	77	32	4	0	0	0	0	1	37	140
Hourly Total	104	6	0	0	5	3	0	118	291	37	2	1	4	6	1	342	142	16	0	0	3	1	1	163	623
1800-1815	22	3	0	0	0	1	0	26	58	8	0	0	1	0	0	67	31	3	0	0	0	0	0	34	127
1815-1830	21	2	0	0	2	0	5	30	63	5	1	0	2	1	0	72	20	2	0	0	0	2	0	24	126
1830-1845	24	1	0	0	1	2	0	28	75	7	0	0	1	0	1	84	31	2	0	0	0	0	0	33	145
1845-1900	19	2	0	0	1	0	0	22	55	4	0	0	1	0	0	60	23	0	0	0	0	0	0	23	105
Hourly Total	86	8	0	0	4	3	5	106	251	24	1	0	5	1	1	283	105	7	0	0	0	2	0	114	503
3 Hour Totals (pm)	309	26	2	0	15	7	5	364	822	112	7	2	12	10	2	967	406	47	6	1	5	5	1	471	1802
Day Total	522	85	15	1	31	8	5	667	1209	201	30	6	18	13	2	1479	861	161	37	9	20	9	5	1102	3248

Severnside
Transportation Data Collection

SS2508 Blaenavon
Thursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 02

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	9	5	0	0	1	0	0	15	0	0	0	0	0	0	0	0	15
0715-0730	0	0	0	0	0	0	0	0	7	3	2	0	1	0	0	13	1	0	0	0	0	0	0	1	14
0730-0745	0	0	0	0	0	0	0	0	7	2	0	0	1	0	0	10	0	0	0	0	0	0	0	0	10
0745-0800	0	0	0	0	0	0	0	0	13	1	0	0	2	0	0	16	0	0	0	0	0	0	0	0	16
Hourly Total	0	0	0	0	0	0	0	0	36	11	2	0	5	0	0	54	1	0	0	0	0	0	0	1	55
0800-0815	0	0	0	0	0	0	0	0	14	5	0	0	3	0	0	22	2	0	0	0	0	0	0	2	24
0815-0830	0	0	0	0	0	0	0	0	14	0	2	0	1	0	0	17	3	0	0	0	1	0	0	4	21
0830-0845	0	0	0	0	0	0	0	0	17	1	0	0	3	0	0	21	1	0	0	0	0	0	0	1	22
0845-0900	0	0	0	0	0	0	0	0	23	0	1	0	2	0	0	26	1	1	0	0	0	0	0	2	28
Hourly Total	0	0	0	0	0	0	0	0	68	6	3	0	9	0	0	86	7	1	0	0	1	0	0	9	95
0900-0915	0	0	0	0	0	0	0	0	13	0	0	0	1	0	0	14	1	0	0	0	0	0	0	1	15
0915-0930	0	0	0	0	0	0	0	0	4	1	3	0	2	1	0	11	1	0	0	0	1	0	0	2	13
0930-0945	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	10	1	0	0	0	0	0	0	1	11
0945-1000	0	0	0	0	0	0	0	0	17	3	0	0	2	0	0	22	1	0	0	0	0	0	0	1	23
Hourly Total	0	0	0	0	0	0	0	0	43	4	3	0	6	1	0	57	4	0	0	0	1	0	0	5	62
3 Hour Totals (am)	0	0	0	0	0	0	0	0	147	21	8	0	20	1	0	197	12	1	0	0	2	0	0	15	212
1600-1615	0	0	0	0	0	0	0	0	25	2	1	0	0	0	0	28	1	0	0	0	0	0	0	1	29
1615-1630	0	0	0	0	0	0	0	0	20	7	1	0	4	0	0	32	1	0	0	0	1	0	0	2	34
1630-1645	0	0	0	0	0	0	0	0	15	5	0	0	1	0	0	21	0	1	0	0	0	0	0	1	22
1645-1700	0	0	0	0	0	0	0	0	24	4	0	0	2	0	0	30	2	0	0	0	0	0	0	2	32
Hourly Total	0	0	0	0	0	0	0	0	84	18	2	0	7	0	0	111	4	1	0	0	1	0	0	6	117
1700-1715	0	0	0	0	0	0	0	0	28	1	0	0	2	0	0	31	0	0	0	0	0	0	0	0	31
1715-1730	0	0	0	0	0	0	0	0	16	0	0	0	3	0	0	19	1	1	0	0	0	0	0	2	21
1730-1745	0	0	0	0	0	0	0	0	27	1	0	0	0	0	0	28	0	0	0	0	1	0	0	1	29
1745-1800	0	0	0	0	0	0	0	0	23	2	0	0	1	0	0	26	0	0	0	0	0	0	0	0	26
Hourly Total	0	0	0	0	0	0	0	0	94	4	0	0	6	0	0	104	1	1	0	0	1	0	0	3	107
1800-1815	0	0	0	0	0	0	0	0	21	3	0	0	1	0	0	25	0	0	0	0	0	0	0	0	25
1815-1830	0	0	0	0	0	0	0	0	21	2	0	0	2	0	0	25	1	0	0	0	0	0	0	1	26
1830-1845	0	0	0	0	0	0	0	0	12	2	0	0	2	2	0	18	1	0	0	0	0	0	0	1	19
1845-1900	0	0	0	0	0	0	0	0	17	0	1	0	1	0	0	19	0	0	0	0	0	0	0	0	19
Hourly Total	0	0	0	0	0	0	0	0	71	7	1	0	6	2	0	87	2	0	0	0	0	0	0	2	89
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	249	29	3	0	19	2	0	302	7	2	0	0	2	0	0	11	313
Day Total	0	0	0	0	0	0	0	0	396	50	11	0	39	3	0	499	19	3	0	0	4	0	0	26	525

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	32	4	1	1	2	0	0	40	44
0715-0730	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	36	11	1	2	6	0	0	56	60
0730-0745	2	2	0	0	1	0	0	5	0	0	0	0	0	0	0	0	57	14	0	0	3	1	0	75	80
0745-0800	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	70	17	3	0	3	0	0	93	96
Hourly Total	9	5	0	0	2	0	0	16	0	0	0	0	0	0	0	0	195	46	5	3	14	1	0	264	280
0800-0815	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	68	13	2	0	2	0	0	85	88
0815-0830	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	56	15	4	0	2	0	0	77	83
0830-0845	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	54	13	5	0	2	0	0	74	77
0845-0900	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	59	11	5	1	1	2	0	79	81
Hourly Total	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	237	52	16	1	7	2	0	315	329
0900-0915	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	42	8	5	1	0	0	0	56	58
0915-0930	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	41	13	3	0	1	0	0	58	59
0930-0945	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	32	5	2	1	3	0	0	43	46
0945-1000	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	37	9	2	2	2	2	0	54	58
Hourly Total	6	3	1	0	0	0	0	10	0	0	0	0	0	0	0	0	152	35	12	4	6	2	0	211	221
3 Hour Totals (am)	27	10	1	0	2	0	0	40	0	0	0	0	0	0	0	0	584	133	33	8	27	5	0	790	830
1600-1615	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	38	9	2	1	1	0	0	51	53
1615-1630	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	61	10	0	0	1	1	0	73	78
1630-1645	4	1	0	0	0	0	0	5	0	0	0	0	0	0	0	0	55	4	2	0	2	1	0	64	69
1645-1700	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	50	4	3	0	2	0	0	59	62
Hourly Total	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	204	27	7	1	6	2	0	247	262
1700-1715	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	68	4	0	0	2	3	0	77	81
1715-1730	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	48	5	0	0	2	0	0	55	59
1730-1745	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	59	2	0	0	1	0	0	62	65
1745-1800	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	49	3	0	0	2	0	0	54	58
Hourly Total	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	224	14	0	0	7	3	0	248	263
1800-1815	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	34	6	0	0	0	2	0	42	43
1815-1830	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	31	4	0	0	2	1	0	38	41
1830-1845	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49	2	0	0	1	0	0	52	53
1845-1900	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	25	1	0	0	1	0	0	27	32
Hourly Total	7	3	0	0	0	0	0	10	0	0	0	0	0	0	0	0	139	13	0	0	4	3	0	159	169
3 Hour Totals (pm)	34	6	0	0	0	0	0	40	0	0	0	0	0	0	0	0	567	54	7	1	17	8	0	654	694
Day Total	61	16	1	0	2	0	0	80	0	0	0	0	0	0	0	0	1151	187	40	9	44	13	0	1444	1524

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	25	13	2	0	0	0	0	40	0	0	0	0	0	0	0	0	40
0715-0730	0	0	0	0	0	0	0	0	35	3	0	0	0	0	0	38	0	0	0	0	0	0	0	0	38
0730-0745	0	0	0	0	0	0	0	0	50	14	0	0	1	0	0	65	0	0	0	0	0	0	0	0	65
0745-0800	0	1	0	0	0	0	0	1	29	7	3	0	0	0	0	39	0	0	0	0	0	0	0	0	40
Hourly Total	0	1	0	0	0	0	0	1	139	37	5	0	1	0	0	182	0	0	0	0	0	0	0	0	183
0800-0815	0	0	0	0	0	0	0	0	44	7	3	2	2	0	0	58	0	0	0	0	0	0	0	0	58
0815-0830	1	0	0	0	0	0	0	1	30	6	2	0	0	0	0	38	0	0	0	0	0	0	0	0	39
0830-0845	0	0	0	0	0	0	0	0	35	6	2	0	1	0	0	44	0	0	0	0	0	0	0	0	44
0845-0900	0	0	0	0	1	0	0	1	39	12	1	0	0	0	0	52	0	0	0	0	0	0	0	0	53
Hourly Total	1	0	0	0	1	0	0	2	148	31	8	2	3	0	0	192	0	0	0	0	0	0	0	0	194
0900-0915	1	0	0	0	0	0	0	1	34	4	3	1	0	1	0	43	0	0	0	0	0	0	0	0	44
0915-0930	0	0	0	0	0	0	0	0	30	8	1	0	0	2	0	41	0	0	0	0	0	0	0	0	41
0930-0945	0	0	0	0	0	0	0	0	31	2	2	1	1	0	0	37	0	0	0	0	0	0	0	0	37
0945-1000	0	1	0	0	0	0	0	1	26	6	4	0	0	0	0	36	0	0	0	0	0	0	0	0	37
Hourly Total	1	1	0	0	0	0	0	2	121	20	10	2	1	3	0	157	0	0	0	0	0	0	0	0	159
3 Hour Totals (am)	2	2	0	0	1	0	0	5	408	88	23	4	5	3	0	531	0	0	0	0	0	0	0	0	536
1600-1615	0	0	0	0	0	0	0	0	78	9	1	1	1	1	0	91	0	0	0	0	0	0	0	0	91
1615-1630	0	0	0	0	0	0	0	0	68	16	3	0	0	1	0	88	0	0	0	0	0	0	0	0	88
1630-1645	0	0	0	0	0	0	0	0	101	13	0	0	2	1	0	117	0	0	0	0	0	0	0	0	117
1645-1700	0	0	0	0	0	0	0	0	74	17	0	0	0	0	0	91	0	0	0	0	0	0	0	0	91
Hourly Total	0	0	0	0	0	0	0	0	321	55	4	1	3	3	0	387	0	0	0	0	0	0	0	0	387
1700-1715	0	1	0	0	0	0	0	1	78	10	0	0	0	4	0	92	0	0	0	0	0	0	0	0	93
1715-1730	0	0	0	0	0	0	0	0	83	13	1	0	1	0	0	98	0	0	0	0	0	0	0	0	98
1730-1745	1	0	0	0	0	0	0	1	74	7	0	1	0	1	0	83	0	0	0	0	0	0	0	0	84
1745-1800	0	0	0	0	0	0	0	0	75	6	1	0	3	1	0	86	0	0	0	0	0	0	0	0	86
Hourly Total	1	1	0	0	0	0	0	2	310	36	2	1	4	6	0	359	0	0	0	0	0	0	0	0	361
1800-1815	0	0	0	0	0	0	0	0	64	7	0	0	1	0	0	72	0	0	0	0	0	0	0	0	72
1815-1830	0	0	0	0	0	0	0	0	61	4	1	0	2	1	0	69	0	0	0	0	0	0	0	0	69
1830-1845	0	0	0	0	0	0	0	0	67	3	0	0	1	0	0	71	0	0	0	0	0	0	0	0	71
1845-1900	1	0	0	0	0	0	0	1	57	5	0	0	1	0	0	63	0	0	0	0	0	0	0	0	64
Hourly Total	1	0	0	0	0	0	0	1	249	19	1	0	5	1	0	275	0	0	0	0	0	0	0	0	276
3 Hour Totals (pm)	2	1	0	0	0	0	0	3	880	110	7	2	12	10	0	1021	0	0	0	0	0	0	0	0	1024
Day Total	4	3	0	0	1	0	0	8	1288	198	30	6	17	13	0	1552	0	0	0	0	0	0	0	0	1560

	Origin - Arm A								Origin - Arm B								Origin - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	9	5	0	0	1	0	0	15	34	6	1	1	2	0	0	44	25	13	2	0	0	0	0	40	99
0715-0730	8	3	2	0	1	0	0	14	39	11	1	2	7	0	0	60	35	3	0	0	0	0	0	38	112
0730-0745	7	2	0	0	1	0	0	10	59	16	0	0	4	1	0	80	50	14	0	0	1	0	0	65	155
0745-0800	13	1	0	0	2	0	0	16	72	18	3	0	3	0	0	96	29	8	3	0	0	0	0	40	152
Hourly Total	37	11	2	0	5	0	0	55	204	51	5	3	16	1	0	280	139	38	5	0	1	0	0	183	518
0800-0815	16	5	0	0	3	0	0	24	70	14	2	0	2	0	0	88	44	7	3	2	2	0	0	58	170
0815-0830	17	0	2	0	2	0	0	21	62	15	4	0	2	0	0	83	31	6	2	0	0	0	0	39	143
0830-0845	18	1	0	0	3	0	0	22	56	14	5	0	2	0	0	77	35	6	2	0	1	0	0	44	143
0845-0900	24	1	1	0	2	0	0	28	61	11	5	1	1	2	0	81	39	12	1	0	1	0	0	53	162
Hourly Total	75	7	3	0	10	0	0	95	249	54	16	1	7	2	0	329	149	31	8	2	4	0	0	194	618
0900-0915	14	0	0	0	1	0	0	15	43	8	6	1	0	0	0	58	35	4	3	1	0	1	0	44	117
0915-0930	5	1	3	0	3	1	0	13	41	14	3	0	1	0	0	59	30	8	1	0	0	2	0	41	113
0930-0945	10	0	0	0	1	0	0	11	34	6	2	1	3	0	0	46	31	2	2	1	1	0	0	37	94
0945-1000	18	3	0	0	2	0	0	23	40	10	2	2	2	2	0	58	26	7	4	0	0	0	0	37	118
Hourly Total	47	4	3	0	7	1	0	62	158	38	13	4	6	2	0	221	122	21	10	2	1	3	0	159	442
3 Hour Totals (am)	159	22	8	0	22	1	0	212	611	143	34	8	29	5	0	830	410	90	23	4	6	3	0	536	1578
1600-1615	26	2	1	0	0	0	0	29	40	9	2	1	1	0	0	53	78	9	1	1	1	1	0	91	173
1615-1630	21	7	1	0	5	0	0	34	66	10	0	0	1	1	0	78	68	16	3	0	0	1	0	88	200
1630-1645	15	6	0	0	1	0	0	22	59	5	2	0	2	1	0	69	101	13	0	0	2	1	0	117	208
1645-1700	26	4	0	0	2	0	0	32	53	4	3	0	2	0	0	62	74	17	0	0	0	0	0	91	185
Hourly Total	88	19	2	0	8	0	0	117	218	28	7	1	6	2	0	262	321	55	4	1	3	3	0	387	766
1700-1715	28	1	0	0	2	0	0	31	71	5	0	0	2	3	0	81	78	11	0	0	0	4	0	93	205
1715-1730	17	1	0	0	3	0	0	21	51	6	0	0	2	0	0	59	83	13	1	0	1	0	0	98	178
1730-1745	27	1	0	0	1	0	0	29	62	2	0	0	1	0	0	65	75	7	0	1	0	1	0	84	178
1745-1800	23	2	0	0	1	0	0	26	53	3	0	0	2	0	0	58	75	6	1	0	3	1	0	86	170
Hourly Total	95	5	0	0	7	0	0	107	237	16	0	0	7	3	0	263	311	37	2	1	4	6	0	361	731
1800-1815	21	3	0	0	1	0	0	25	34	7	0	0	0	2	0	43	64	7	0	0	1	0	0	72	140
1815-1830	22	2	0	0	2	0	0	26	32	6	0	0	2	1	0	41	61	4	1	0	2	1	0	69	136
1830-1845	13	2	0	0	2	2	0	19	50	2	0	0	1	0	0	53	67	3	0	0	1	0	0	71	143
1845-1900	17	0	1	0	1	0	0	19	30	1	0	0	1	0	0	32	58	5	0	0	1	0	0	64	115
Hourly Total	73	7	1	0	6	2	0	89	146	16	0	0	4	3	0	169	250	19	1	0	5	1	0	276	534
3 Hour Totals (pm)	256	31	3	0	21	2	0	313	601	60	7	1	17	8	0	694	882	111	7	2	12	10	0	1024	2031
Day Total	415	53	11	0	43	3	0	525	1212	203	41	9	46	13	0	1524	1292	201	30	6	18	13	0	1560	3609

	Destination - Arm A								Destination - Arm B								Destination - Arm C								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	2	2	0	0	0	0	0	4	34	18	2	0	1	0	0	55	32	4	1	1	2	0	0	40	99
0715-0730	3	0	0	0	1	0	0	4	42	6	2	0	1	0	0	51	37	11	1	2	6	0	0	57	112
0730-0745	2	2	0	0	1	0	0	5	57	16	0	0	2	0	0	75	57	14	0	0	3	1	0	75	155
0745-0800	2	2	0	0	0	0	0	4	42	8	3	0	2	0	0	55	70	17	3	0	3	0	0	93	152
Hourly Total	9	6	0	0	2	0	0	17	175	48	7	0	6	0	0	236	196	46	5	3	14	1	0	265	518
0800-0815	2	1	0	0	0	0	0	3	58	12	3	2	5	0	0	80	70	13	2	0	2	0	0	87	170
0815-0830	7	0	0	0	0	0	0	7	44	6	4	0	1	0	0	55	59	15	4	0	3	0	0	81	143
0830-0845	2	1	0	0	0	0	0	3	52	7	2	0	4	0	0	65	55	13	5	0	2	0	0	75	143
0845-0900	2	0	0	0	1	0	0	3	62	12	2	0	2	0	0	78	60	12	5	1	1	2	0	81	162
Hourly Total	13	2	0	0	1	0	0	16	216	37	11	2	12	0	0	278	244	53	16	1	8	2	0	324	618
0900-0915	2	0	1	0	0	0	0	3	47	4	3	1	1	1	0	57	43	8	5	1	0	0	0	57	117
0915-0930	0	1	0	0	0	0	0	1	34	9	4	0	2	3	0	52	42	13	3	0	2	0	0	60	113
0930-0945	2	1	0	0	0	0	0	3	40	2	2	1	2	0	0	47	33	5	2	1	3	0	0	44	94
0945-1000	3	2	0	0	0	0	0	5	43	9	4	0	2	0	0	58	38	9	2	2	2	2	0	55	118
Hourly Total	7	4	1	0	0	0	0	12	164	24	13	2	7	4	0	214	156	35	12	4	7	2	0	216	442
3 Hour Totals (am)	29	12	1	0	3	0	0	45	555	109	31	4	25	4	0	728	596	134	33	8	29	5	0	805	1578
1600-1615	2	0	0	0	0	0	0	2	103	11	2	1	1	1	0	119	39	9	2	1	1	0	0	52	173
1615-1630	5	0	0	0	0	0	0	5	88	23	4	0	4	1	0	120	62	10	0	0	2	1	0	75	200
1630-1645	4	1	0	0	0	0	0	5	116	18	0	0	3	1	0	138	55	5	2	0	2	1	0	65	208
1645-1700	3	0	0	0	0	0	0	3	98	21	0	0	2	0	0	121	52	4	3	0	2	0	0	61	185
Hourly Total	14	1	0	0	0	0	0	15	405	73	6	1	10	3	0	498	208	28	7	1	7	2	0	253	766
1700-1715	3	2	0	0	0	0	0	5	106	11	0	0	2	4	0	123	68	4	0	0	2	3	0	77	205
1715-1730	3	1	0	0	0	0	0	4	99	13	1	0	4	0	0	117	49	6	0	0	2	0	0	57	178
1730-1745	4	0	0	0	0	0	0	4	101	8	0	1	0	1	0	111	59	2	0	0	2	0	0	63	178
1745-1800	4	0	0	0	0	0	0	4	98	8	1	0	4	1	0	112	49	3	0	0	2	0	0	54	170
Hourly Total	14	3	0	0	0	0	0	17	404	40	2	1	10	6	0	463	225	15	0	0	8	3	0	251	731
1800-1815	0	1	0	0	0	0	0	1	85	10	0	0	2	0	0	97	34	6	0	0	0	2	0	42	140
1815-1830	1	2	0	0	0	0	0	3	82	6	1	0	4	1	0	94	32	4	0	0	2	1	0	39	136
1830-1845	1	0	0	0	0	0	0	1	79	5	0	0	3	2	0	89	50	2	0	0	1	0	0	53	143
1845-1900	6	0	0	0	0	0	0	6	74	5	1	0	2	0	0	82	25	1	0	0	1	0	0	27	115
Hourly Total	8	3	0	0	0	0	0	11	320	26	2	0	11	3	0	362	141	13	0	0	4	3	0	161	534
3 Hour Totals (pm)	36	7	0	0	0	0	0	43	1129	139	10	2	31	12	0	1323	574	56	7	1	19	8	0	665	2031
Day Total	65	19	1	0	3	0	0	88	1684	248	41	6	56	16	0	2051	1170	190	40	9	48	13	0	1470	3609

Severnside
Transportation Data Collection

SS2508 Blaenavon
Thursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 03

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	33	17	1	0	1	0	0	52	55
0715-0730	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	42	6	0	0	1	0	0	49	54
0730-0745	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	9	0	0	0	0	0	0	0	0	52	11	0	0	2	0	0	65	74
0745-0800	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	38	6	3	0	2	0	0	49	53
Hourly Total	0	0	0	0	0	0	0	0	11	7	3	0	0	0	0	21	0	0	0	0	0	0	0	0	165	40	4	0	6	0	0	215	236
0800-0815	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	55	10	3	2	5	0	0	75	81
0815-0830	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	38	5	3	0	1	0	0	47	53
0830-0845	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	44	7	3	0	4	0	0	58	66
0845-0900	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	47	11	1	0	2	0	0	61	72
Hourly Total	0	0	0	0	0	0	0	0	29	2	0	0	0	0	0	31	0	0	0	0	0	0	0	0	184	33	10	2	12	0	0	241	272
0900-0915	0	0	0	0	0	0	0	0	14	0	1	0	0	0	0	15	0	0	0	0	0	0	0	0	38	6	3	0	1	1	0	49	64
0915-0930	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	25	8	4	1	2	2	0	42	47
0930-0945	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	36	4	2	1	2	1	0	46	53
0945-1000	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	36	6	4	0	2	0	0	48	58
Hourly Total	0	0	0	0	0	0	0	0	34	2	1	0	0	0	0	37	0	0	0	0	0	0	0	0	135	24	13	2	7	4	0	185	222
3 Hour Totals (am)	0	0	0	0	0	0	0	0	74	11	4	0	0	0	0	89	0	0	0	0	0	0	0	0	484	97	27	4	25	4	0	641	730
1600-1615	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16	0	0	0	0	0	0	0	0	90	8	2	1	1	1	0	103	119
1615-1630	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	72	19	4	0	4	1	0	100	115
1630-1645	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	0	0	0	0	0	0	0	0	100	16	0	0	3	1	0	120	135
1645-1700	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	80	19	0	0	2	0	0	101	120
Hourly Total	0	0	0	0	0	0	0	0	55	10	0	0	0	0	0	65	0	0	0	0	0	0	0	0	342	62	6	1	10	3	0	424	489
1700-1715	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	84	11	0	0	2	3	0	100	123
1715-1730	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0	86	11	1	0	4	1	0	103	116
1730-1745	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	0	0	0	0	0	0	0	0	89	8	0	1	0	0	0	98	110
1745-1800	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	82	6	1	0	4	2	0	95	112
Hourly Total	0	0	0	0	0	0	0	0	58	7	0	0	0	0	0	65	0	0	0	0	0	0	0	0	341	36	2	1	10	6	0	396	461
1800-1815	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	71	9	0	0	2	0	0	82	97
1815-1830	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	74	5	1	0	4	1	0	85	96
1830-1845	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	9	0	0	0	0	0	0	0	0	67	5	0	0	3	1	0	76	85
1845-1900	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	61	2	1	0	2	0	0	66	80
Hourly Total	0	0	0	0	0	0	0	0	44	4	0	0	0	1	0	49	0	0	0	0	0	0	0	0	273	21	2	0	11	2	0	309	358
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	157	21	0	0	0	1	0	179	0	0	0	0	0	0	0	0	956	119	10	2	31	11	0	1129	1308
Day Total	0	0	0	0	0	0	0	0	231	32	4	0	0	1	0	268	0	0	0	0	0	0	0	0	1440	216	37	6	56	15	0	1770	2038

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815-0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830-0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845-0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900-0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945-1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Hour Totals (am)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0715-0730	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0730-0745	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5	9
0745-0800	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
Hourly Total	0	1	1	0	0	0	0	2	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6	18
0800-0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815-0830	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	4
0830-0845	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0845-0900	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	6
Hourly Total	4	0	0	0	0	0	0	4	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	16
0900-0915	2	1	0	0	0	0	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	8
0915-0930	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	10
0930-0945	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
0945-1000	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
Hourly Total	6	1	0	0	0	0	0	7	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	25
3 Hour Totals (am)	10	2	1	0	0	0	0	13	26	2	0	0	0	0	0	28	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	59
1600-1615	3	0	1	0	0	0	0	4	6	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	17
1615-1630	2	0	0	0	0	0	0	2	5	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
1630-1645	5	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	5	12
1645-1700	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	12
Hourly Total	15	0	1	0	0	0	0	16	15	1	0	0	0	1	1	18	0	0	0	0	0	0	0	0	13	1	0	0	0	1	0	15	49
1700-1715	3	0	0	0	0	0	0	3	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	19
1715-1730	4	1	0	0	0	0	0	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9
1730-1745	2	0	0	0	0	0	0	2	4	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	15
1745-1800	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
Hourly Total	9	1	0	0	0	0	0	10	22	2	0	0	0	0	1	25	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	51
1800-1815	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	9
1815-1830	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3
1845-1900	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	8
Hourly Total	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	23
3 Hour Totals (pm)	29	1	1	0	0	0	0	31	42	3	0	0	0	1	2	48	0	0	0	0	0	0	0	0	41	2	0	0	0	1	0	44	123
Day Total	39	3	2	0	0	0	0	44	68	5	0	0	0	1	2	76	0	0	0	0	0	0	0	0	57	4	0	0	0	1	0	62	182

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	34	6	1	1	2	0	0	44	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
0715-0730	39	11	0	2	7	0	0	59	2	1	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63
0730-0745	59	17	0	0	4	1	0	81	3	1	1	0	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87
0745-0800	72	16	3	0	3	0	0	94	7	1	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103
Hourly Total	204	50	4	3	16	1	0	278	18	3	3	0	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	303
0800-0815	68	15	2	0	2	0	0	87	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
0815-0830	61	14	4	0	2	0	0	81	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
0830-0845	54	14	5	0	2	0	0	75	6	1	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82
0845-0900	60	11	5	1	1	2	0	80	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92
Hourly Total	243	54	16	1	7	2	0	323	33	5	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	361
0900-0915	40	9	6	1	0	0	0	56	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
0915-0930	38	13	3	0	1	0	0	55	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
0930-0945	35	6	2	1	3	0	0	47	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
0945-1000	37	10	2	2	2	2	0	55	8	3	0	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
Hourly Total	150	38	13	4	6	2	0	213	32	4	0	0	0	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	250
3 Hour Totals (am)	597	142	33	8	29	5	0	814	83	12	3	0	1	0	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	914
1600-1615	40	9	1	1	1	0	0	52	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
1615-1630	62	10	0	0	1	1	0	74	13	3	1	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91
1630-1645	56	5	2	0	2	1	0	66	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
1645-1700	47	4	3	0	2	0	0	56	13	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
Hourly Total	205	28	6	1	6	2	0	248	48	7	1	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	304
1700-1715	67	5	0	0	2	3	0	77	14	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96
1715-1730	47	5	0	0	2	0	0	54	10	2	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
1730-1745	60	2	0	0	1	0	0	63	12	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76
1745-1800	51	5	0	0	2	0	0	58	8	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68
Hourly Total	225	17	0	0	7	3	0	252	44	10	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
1800-1815	30	6	0	0	1	3	0	40	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
1815-1830	31	6	0	0	1	0	0	38	9	1	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
1830-1845	49	2	0	0	1	0	0	52	10	4	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66
1845-1900	29	1	0	0	1	0	0	31	16	1	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	139	15	0	0	4	3	0	161	46	9	0	0	0	0	1	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	217
3 Hour Totals (pm)	569	60	6	1	17	8	0	661	138	26	1	0	0	0	1	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	827
Day Total	1166	202	39	9	46	13	0	1475	221	38	4	0	1	0	2	266	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1741

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	35	17	2	0	1	0	0	55	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	40	6	1	1	2	0	0	50	108
0715-0730	45	6	2	0	1	0	0	54	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	41	12	1	2	7	0	0	63	120
0730-0745	56	16	0	0	2	0	0	74	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9	62	18	1	0	5	1	0	87	170
0745-0800	40	8	3	0	2	0	0	53	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	79	17	4	0	3	0	0	103	159
Hourly Total	176	47	7	0	6	0	0	236	0	0	0	0	0	0	0	0	13	4	1	0	0	0	0	18	222	53	7	3	17	1	0	303	557
0800-0815	60	11	3	2	5	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	16	2	0	2	0	0	95	176
0815-0830	43	6	3	0	1	0	0	53	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	71	15	4	0	2	0	0	92	149
0830-0845	52	7	3	0	4	0	0	66	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	60	15	5	0	2	0	0	82	154
0845-0900	58	11	1	0	2	0	0	72	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	70	13	5	1	1	2	0	92	170
Hourly Total	213	35	10	2	12	0	0	272	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	276	59	16	1	7	2	0	361	649
0900-0915	52	6	4	0	1	1	0	64	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	53	10	6	1	0	0	0	70	142
0915-0930	30	8	4	1	2	2	0	47	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	45	13	3	0	1	0	0	62	119
0930-0945	43	4	2	1	2	1	0	53	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	39	6	2	1	3	0	0	51	108
0945-1000	44	8	4	0	2	0	0	58	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	45	13	2	2	2	2	1	67	128
Hourly Total	169	26	14	2	7	4	0	222	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	182	42	13	4	6	2	1	250	497
3 Hour Totals (am)	558	108	31	4	25	4	0	730	0	0	0	0	0	0	0	0	52	6	1	0	0	0	0	59	680	154	36	8	30	5	1	914	1703
1600-1615	101	13	2	1	1	1	0	119	0	0	0	0	0	0	0	0	14	1	1	0	0	1	0	17	46	9	1	1	1	0	0	58	194
1615-1630	85	21	4	0	4	1	0	115	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	75	13	1	0	1	1	0	91	214
1630-1645	113	18	0	0	3	1	0	135	0	0	0	0	0	0	0	0	11	0	0	0	0	1	0	12	72	8	2	0	2	1	0	85	232
1645-1700	98	20	0	0	2	0	0	120	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	60	5	3	0	2	0	0	70	202
Hourly Total	397	72	6	1	10	3	0	489	0	0	0	0	0	0	0	0	43	2	1	0	0	2	1	49	253	35	7	1	6	2	0	304	842
1700-1715	107	11	0	0	2	3	0	123	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	81	10	0	0	2	3	0	96	238
1715-1730	95	15	1	0	4	1	0	116	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	57	7	0	0	2	0	0	66	191
1730-1745	100	9	0	1	0	0	0	110	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	15	72	3	0	0	1	0	0	76	201
1745-1800	97	8	1	0	4	2	0	112	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	59	7	0	0	2	0	0	68	188
Hourly Total	399	43	2	1	10	6	0	461	0	0	0	0	0	0	0	0	46	4	0	0	0	0	1	51	269	27	0	0	7	3	0	306	818
1800-1815	85	10	0	0	2	0	0	97	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	41	9	0	0	1	3	0	54	160
1815-1830	84	6	1	0	4	1	0	96	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	40	7	0	0	1	0	1	49	148
1830-1845	75	5	0	0	3	2	0	85	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	59	6	0	0	1	0	0	66	154
1845-1900	73	4	1	0	2	0	0	80	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	45	2	0	0	1	0	0	48	136
Hourly Total	317	25	2	0	11	3	0	358	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	23	185	24	0	0	4	3	1	217	598
3 Hour Totals (pm)	1113	140	10	2	31	12	0	1308	0	0	0	0	0	0	0	0	112	6	1	0	0	2	2	123	707	86	7	1	17	8	1	827	2258
Day Total	1671	248	41	6	56	16	0	2038	0	0	0	0	0	0	0	0	164	12	2	0	0	2	2	182	1387	240	43	9	47	13	2	1741	3961

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	34	6	1	1	2	0	0	44	11	0	1	0	0	0	0	12	0	0	0	0	0	0	0	0	33	17	1	0	1	0	0	52	108
0715-0730	39	11	1	2	7	0	0	60	7	1	3	0	0	0	0	11	0	0	0	0	0	0	0	0	42	6	0	0	1	0	0	49	120
0730-0745	59	17	0	0	4	1	0	81	10	7	1	0	1	0	0	19	0	0	0	0	0	0	0	0	55	13	0	0	2	0	0	70	170
0745-0800	72	17	3	0	3	0	0	95	10	3	1	0	0	0	0	14	0	0	0	0	0	0	0	0	39	6	3	0	2	0	0	50	159
Hourly Total	204	51	5	3	16	1	0	280	38	11	6	0	1	0	0	56	0	0	0	0	0	0	0	0	169	42	4	0	6	0	0	221	557
0800-0815	68	15	2	0	2	0	0	87	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	55	10	3	2	5	0	0	75	176
0815-0830	63	14	4	0	2	0	0	83	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	40	5	3	0	1	0	0	49	149
0830-0845	55	14	5	0	2	0	0	76	19	1	0	0	0	0	0	20	0	0	0	0	0	0	0	0	44	7	3	0	4	0	0	58	154
0845-0900	61	11	5	1	1	2	0	81	24	2	0	0	0	0	0	26	0	0	0	0	0	0	0	0	49	11	1	0	2	0	0	63	170
Hourly Total	247	54	16	1	7	2	0	327	70	7	0	0	0	0	0	77	0	0	0	0	0	0	0	0	188	33	10	2	12	0	0	245	649
0900-0915	42	10	6	1	0	0	0	59	29	1	1	0	0	0	0	31	0	0	0	0	0	0	0	0	41	6	3	0	1	1	0	52	142
0915-0930	41	13	3	0	1	0	0	58	16	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	28	8	4	1	2	2	0	45	119
0930-0945	35	6	2	1	3	0	0	47	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	37	4	2	1	2	1	0	47	108
0945-1000	38	10	2	2	2	2	0	56	16	6	0	0	0	0	1	23	0	0	0	0	0	0	0	0	37	6	4	0	2	0	0	49	128
Hourly Total	156	39	13	4	6	2	0	220	75	7	1	0	0	0	1	84	0	0	0	0	0	0	0	0	143	24	13	2	7	4	0	193	497
3 Hour Totals (am)	607	144	34	8	29	5	0	827	183	25	7	0	1	0	1	217	0	0	0	0	0	0	0	0	500	99	27	4	25	4	0	659	1703
1600-1615	43	9	2	1	1	0	0	56	23	5	0	0	0	1	0	29	0	0	0	0	0	0	0	0	95	9	2	1	1	1	0	109	194
1615-1630	64	10	0	0	1	1	0	76	31	5	1	0	0	0	1	38	0	0	0	0	0	0	0	0	72	19	4	0	4	1	0	100	214
1630-1645	61	5	2	0	2	1	0	71	31	5	0	0	0	0	0	36	0	0	0	0	0	0	0	0	104	16	0	0	3	2	0	125	232
1645-1700	52	4	3	0	2	0	0	61	33	3	0	0	0	0	0	36	0	0	0	0	0	0	0	0	84	19	0	0	2	0	0	105	202
Hourly Total	220	28	7	1	6	2	0	264	118	18	1	0	0	1	1	139	0	0	0	0	0	0	0	0	355	63	6	1	10	4	0	439	842
1700-1715	70	5	0	0	2	3	0	80	47	7	0	0	0	0	0	54	0	0	0	0	0	0	0	0	87	12	0	0	2	3	0	104	238
1715-1730	51	6	0	0	2	0	0	59	21	6	0	0	0	0	0	27	0	0	0	0	0	0	0	0	88	11	1	0	4	1	0	105	191
1730-1745	62	2	0	0	1	0	0	65	27	2	0	0	0	0	1	30	0	0	0	0	0	0	0	0	97	8	0	1	0	0	0	106	201
1745-1800	51	5	0	0	2	0	0	58	29	4	0	0	0	0	0	33	0	0	0	0	0	0	0	0	84	6	1	0	4	2	0	97	188
Hourly Total	234	18	0	0	7	3	0	262	124	19	0	0	0	0	1	144	0	0	0	0	0	0	0	0	356	37	2	1	10	6	0	412	818
1800-1815	35	6	0	0	1	3	0	45	26	4	0	0	0	0	0	30	0	0	0	0	0	0	0	0	74	9	0	0	2	0	0	85	160
1815-1830	31	6	0	0	1	0	0	38	21	2	0	0	0	0	1	24	0	0	0	0	0	0	0	0	75	5	1	0	4	1	0	86	148
1830-1845	49	2	0	0	1	0	0	52	18	4	0	0	0	1	0	23	0	0	0	0	0	0	0	0	70	5	0	0	3	1	0	79	154
1845-1900	29	1	0	0	1	0	0	31	30	3	0	0	0	0	0	33	0	0	0	0	0	0	0	0	67	2	1	0	2	0	0	72	136
Hourly Total	144	15	0	0	4	3	0	166	95	13	0	0	0	1	1	110	0	0	0	0	0	0	0	0	286	21	2	0	11	2	0	322	598
3 Hour Totals (pm)	598	61	7	1	17	8	0	692	337	50	1	0	0	2	3	393	0	0	0	0	0	0	0	0	997	121	10	2	31	12	0	1173	2258
Day Total	1205	205	41	9	46	13	0	1519	520	75	8	0	1	2	4	610	0	0	0	0	0	0	0	0	1497	220	37	6	56	16	0	1832	3961

Severnside
Transportation Data Collection

SS2508 Blaenavon
Thursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 04

	Arm A - Arm A								Arm A - Arm B								Arm A - Arm C								Arm A - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	25	17	1	0	0	0	0	43	7	0	0	0	0	0	0	7	0	0	0	0	1	0	0	1	51
0715-0730	0	0	0	0	0	0	0	0	32	5	0	0	0	0	0	37	9	1	0	0	1	0	0	11	0	0	0	0	0	0	0	0	48
0730-0745	0	0	0	0	0	0	0	0	41	6	0	0	1	0	0	48	12	6	0	0	1	0	0	19	0	1	0	0	0	0	0	1	68
0745-0800	0	0	0	0	0	0	0	0	27	4	3	0	1	0	0	35	11	2	0	0	1	0	0	14	1	0	0	0	0	0	0	1	50
Hourly Total	0	0	0	0	0	0	0	0	125	32	4	0	2	0	0	163	39	9	0	0	3	0	0	51	1	1	0	0	1	0	0	3	217
0800-0815	0	0	0	0	0	0	0	0	44	11	2	2	3	0	0	62	12	0	1	0	2	0	0	15	0	0	0	0	0	0	0	0	77
0815-0830	0	0	0	0	0	0	0	0	32	3	2	0	0	0	0	37	8	1	1	0	1	0	0	11	0	0	0	0	0	0	0	0	48
0830-0845	0	0	0	0	0	0	0	0	33	7	2	0	2	0	0	44	10	0	1	0	2	0	0	13	0	1	0	0	0	0	0	1	58
0845-0900	0	0	0	0	0	0	0	0	33	10	1	0	1	0	0	45	16	2	0	0	1	0	0	19	1	0	0	0	0	0	0	1	65
Hourly Total	0	0	0	0	0	0	0	0	142	31	7	2	6	0	0	188	46	3	3	0	6	0	0	58	1	1	0	0	0	0	0	2	248
0900-0915	0	0	0	0	0	0	0	0	27	3	1	0	0	0	0	31	13	1	2	0	1	1	0	18	1	0	0	0	0	0	0	1	50
0915-0930	0	0	0	0	0	0	0	0	18	6	3	1	0	2	0	30	11	3	1	0	2	0	0	17	0	0	0	0	0	0	0	0	47
0930-0945	0	0	0	0	0	0	0	0	21	2	2	1	1	1	0	28	15	2	0	0	1	0	0	18	1	0	0	0	0	0	0	1	47
0945-1000	0	0	0	0	0	0	0	0	18	5	3	0	2	0	0	28	18	1	0	0	0	0	0	19	0	0	1	0	0	0	0	1	48
Hourly Total	0	0	0	0	0	0	0	0	84	16	9	2	3	3	0	117	57	7	3	0	4	1	0	72	2	0	1	0	0	0	0	3	192
3 Hour Totals (am)	0	0	0	0	0	0	0	0	351	79	20	4	11	3	0	468	142	19	6	0	13	1	0	181	4	2	1	0	1	0	0	8	657
1600-1615	0	0	0	0	0	0	0	0	55	5	0	1	0	0	0	61	42	3	2	0	1	1	0	49	1	0	0	0	0	0	0	1	111
1615-1630	0	0	0	0	0	0	0	0	46	13	2	0	2	1	0	64	26	6	2	0	2	0	0	36	1	0	0	0	0	0	0	1	101
1630-1645	0	0	0	0	0	0	0	0	63	7	0	0	1	1	0	72	40	10	0	0	2	1	0	53	1	0	0	0	0	0	0	1	126
1645-1700	0	0	0	0	0	0	0	0	50	10	0	0	0	0	0	60	32	9	0	0	2	0	0	43	2	0	0	0	0	0	0	2	105
Hourly Total	0	0	0	0	0	0	0	0	214	35	2	1	3	2	0	257	140	28	4	0	7	2	0	181	5	0	0	0	0	0	0	5	443
1700-1715	0	0	0	0	0	0	0	0	56	7	0	0	0	0	0	63	33	4	0	0	2	4	0	43	0	0	0	0	0	0	0	0	106
1715-1730	0	0	0	0	0	0	0	0	52	8	0	0	0	0	0	60	35	3	1	0	4	0	0	43	0	1	0	0	0	0	0	1	104
1730-1745	0	0	0	0	0	0	0	0	56	8	0	1	0	0	0	65	41	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0	106
1745-1800	0	0	0	0	0	0	0	0	37	4	1	0	0	1	0	43	44	2	0	0	4	1	0	51	0	0	0	0	0	0	0	0	94
Hourly Total	0	0	0	0	0	0	0	0	201	27	1	1	0	1	0	231	153	9	1	0	10	5	0	178	0	1	0	0	0	0	0	1	410
1800-1815	0	0	0	0	0	0	0	0	42	5	0	0	0	0	0	47	29	4	0	0	2	0	0	35	1	0	0	0	0	0	0	1	83
1815-1830	0	0	0	0	0	0	0	0	52	3	1	0	0	1	0	57	28	2	0	0	4	0	0	34	1	0	0	0	0	0	0	1	92
1830-1845	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48	27	5	0	0	3	1	0	36	0	0	0	0	0	0	0	0	84
1845-1900	0	0	0	0	0	0	0	0	37	0	1	0	0	0	0	38	27	1	0	0	2	0	0	30	3	0	0	0	0	0	0	3	71
Hourly Total	0	0	0	0	0	0	0	0	177	10	2	0	0	1	0	190	111	12	0	0	11	1	0	135	5	0	0	0	0	0	0	5	330
3 Hour Totals (pm)	0	0	0	0	0	0	0	0	592	72	5	2	3	4	0	678	404	49	5	0	28	8	0	494	10	1	0	0	0	0	0	11	1183
Day Total	0	0	0	0	0	0	0	0	943	151	25	6	14	7	0	1146	546	68	11	0	41	9	0	675	14	3	1	0	1	0	0	19	1840

	Arm B - Arm A								Arm B - Arm B								Arm B - Arm C								Arm B - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	20	4	1	1	0	0	0	26	1	0	0	0	0	0	0	1	3	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	32
0715-0730	23	8	1	2	0	0	0	34	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	0	0	0	0	0	0	0	0	39
0730-0745	35	12	0	0	1	1	0	49	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11	1	0	0	0	0	0	0	1	61
0745-0800	46	11	2	0	1	0	0	60	0	0	0	0	0	0	0	0	5	1	0	0	1	0	0	7	1	0	0	0	0	0	0	1	68
Hourly Total	124	35	4	3	2	1	0	169	1	0	0	0	0	0	0	1	17	9	1	0	1	0	0	28	2	0	0	0	0	0	0	2	200
0800-0815	41	7	2	0	0	0	0	50	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	61
0815-0830	45	10	3	0	1	0	0	59	0	0	0	0	0	0	0	0	14	0	0	0	2	0	0	16	1	0	0	0	0	0	0	1	76
0830-0845	34	11	3	0	0	0	0	48	0	0	0	0	0	0	0	0	7	1	0	0	1	0	0	9	1	0	0	0	0	0	0	1	58
0845-0900	45	8	5	1	0	1	0	60	0	0	0	0	0	0	0	0	26	2	0	0	0	0	0	28	1	1	0	0	0	0	0	2	90
Hourly Total	165	36	13	1	1	1	0	217	0	0	0	0	0	0	0	0	58	3	0	0	3	0	0	64	3	1	0	0	0	0	0	4	285
0900-0915	21	9	2	1	0	0	0	33	0	0	0	0	0	0	0	0	24	0	0	0	1	0	0	25	0	0	0	0	0	0	0	0	58
0915-0930	25	9	1	0	0	0	0	35	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	0	0	0	41
0930-0945	30	4	1	1	0	0	0	36	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	44
0945-1000	27	9	2	2	0	1	0	41	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	0	0	0	0	0	0	0	0	56
Hourly Total	103	31	6	4	0	1	0	145	0	0	0	0	0	0	0	0	51	2	0	0	1	0	0	54	0	0	0	0	0	0	0	0	199
3 Hour Totals (am)	392	102	23	8	3	3	0	531	1	0	0	0	0	0	0	1	126	14	1	0	5	0	0	146	5	1	0	0	0	0	0	6	684
1600-1615	32	5	1	1	0	0	0	39	0	0	0	0	0	0	0	0	16	3	0	0	0	1	0	20	2	2	0	0	0	0	0	4	63
1615-1630	40	8	0	0	0	1	0	49	0	0	0	0	0	0	0	0	18	5	0	0	0	0	0	23	1	0	0	0	0	0	0	1	73
1630-1645	44	3	1	0	0	0	0	48	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	12	0	1	0	0	0	0	0	1	61
1645-1700	27	4	2	0	0	0	0	33	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	1	0	0	0	0	0	0	1	49
Hourly Total	143	20	4	1	0	1	0	169	0	0	0	0	0	0	0	0	58	11	0	0	0	1	0	70	4	3	0	0	0	0	0	7	246
1700-1715	57	6	0	0	0	2	0	65	1	0	0	0	0	0	0	1	17	3	0	0	0	0	0	20	0	0	0	0	0	0	0	0	86
1715-1730	30	2	0	0	1	0	0	33	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22	2	0	0	0	0	0	0	2	57
1730-1745	36	2	0	0	0	0	0	38	0	0	0	0	0	0	0	0	17	0	1	0	0	0	0	18	1	0	0	0	0	1	0	2	58
1745-1800	35	5	0	0	0	0	0	40	0	0	0	0	0	0	0	0	19	1	0	0	0	1	0	21	3	0	0	0	0	0	0	3	64
Hourly Total	158	15	0	0	1	2	0	176	1	0	0	0	0	0	0	1	72	7	1	0	0	1	0	81	6	0	0	0	0	1	0	7	265
1800-1815	25	4	0	0	0	2	0	31	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0	50
1815-1830	26	4	0	0	0	0	0	30	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	18	0	0	0	0	0	0	0	0	48
1830-1845	31	3	0	0	0	0	0	34	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	0	0	0	0	0	0	0	0	53
1845-1900	22	2	0	0	0	0	0	24	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17	0	0	0	0	0	0	0	0	41
Hourly Total	104	13	0	0	0	2	0	119	0	0	0	0	0	0	0	0	65	8	0	0	0	0	0	73	0	0	0	0	0	0	0	0	192
3 Hour Totals (pm)	405	48	4	1	1	5	0	464	1	0	0	0	0	0	0	1	195	26	1	0	0	2	0	224	10	3	0	0	0	1	0	14	703
Day Total	797	150	27	9	4	8	0	995	2	0	0	0	0	0	0	2	321	40	2	0	5	2	0	370	15	4	0	0	0	1	0	20	1387

	Arm C - Arm A								Arm C - Arm B								Arm C - Arm C								Arm C - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	20	2	0	0	2	0	0	24	7	2	0	0	1	0	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	35
0715-0730	17	4	0	0	6	0	0	27	12	3	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	43
0730-0745	27	7	1	0	4	0	0	39	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	59
0745-0800	34	5	2	0	1	0	0	42	14	2	1	0	3	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
Hourly Total	98	18	3	0	13	0	0	132	48	10	1	0	4	0	0	63	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4	199
0800-0815	29	10	0	0	2	0	0	41	19	1	0	0	1	0	0	21	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	63
0815-0830	25	5	1	0	1	0	0	32	15	1	0	0	1	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49
0830-0845	27	5	2	0	2	0	0	36	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58
0845-0900	24	4	2	0	1	1	0	32	22	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	55
Hourly Total	105	24	5	0	6	1	0	141	76	4	0	0	2	0	0	82	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	225
0900-0915	35	3	3	0	0	0	0	41	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57
0915-0930	16	1	1	0	1	0	0	19	14	1	1	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
0930-0945	11	2	1	0	3	0	0	17	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
0945-1000	17	4	0	0	2	1	0	24	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Total	79	10	5	0	6	1	0	101	45	4	2	0	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152
3 Hour Totals (am)	282	52	13	0	25	2	0	374	169	18	3	0	6	0	0	196	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	6	576
1600-1615	12	4	0	0	1	0	0	17	15	3	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
1615-1630	33	6	1	0	1	0	0	41	9	3	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54
1630-1645	24	4	1	0	2	1	0	32	11	3	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
1645-1700	37	1	1	0	2	0	0	41	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
Hourly Total	106	15	3	0	6	1	0	131	49	9	0	0	0	0	1	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190
1700-1715	22	4	0	0	3	1	0	30	8	3	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42
1715-1730	29	4	0	0	0	0	0	33	9	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	43
1730-1745	34	1	0	0	1	0	0	36	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
1745-1800	24	2	0	0	2	0	0	28	19	5	0	0	0	0	0	24	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	53
Hourly Total	109	11	0	0	6	1	0	127	51	8	0	0	0	0	0	59	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	189
1800-1815	17	4	0	0	1	1	0	23	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
1815-1830	15	3	0	0	1	0	1	20	9	1	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
1830-1845	29	2	0	0	1	0	0	32	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
1845-1900	23	0	0	0	1	0	0	24	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	34
Hourly Total	84	9	0	0	4	1	1	99	31	7	0	0	0	0	0	38	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	138
3 Hour Totals (pm)	299	35	3	0	16	3	1	357	131	24	0	0	0	0	1	156	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4	517
Day Total	581	87	16	0	41	5	1	731	300	42	3	0	6	0	1	352	0	0	0	0	0	0	0	0	5	3	0	0	2	0	0	10	1093

	Arm D - Arm A								Arm D - Arm B								Arm D - Arm C								Arm D - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730-0745	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0745-0800	1	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
Hourly Total	1	0	0	0	2	0	0	3	2	2	0	0	0	0	0	4	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9
0800-0815	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0815-0830	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0830-0845	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845-0900	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
Hourly Total	3	0	0	0	0	0	0	3	2	0	0	0	0	1	0	3	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	8
0900-0915	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
0915-0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0930-0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0945-1000	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	5
3 Hour Totals (am)	4	0	0	0	2	0	1	7	4	3	0	0	0	1	0	8	3	4	0	0	0	0	0	7	0	0	0	0	0	0	0	0	22
1600-1615	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1615-1630	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
1630-1645	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1645-1700	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	4	2	0	0	0	0	0	6	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1700-1715	1	1	0	0	0	0	0	2	2	1	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	6
1715-1730	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	5
1730-1745	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1745-1800	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	3	1	0	0	0	0	0	4	8	1	0	0	0	0	1	10	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	17
1800-1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
1815-1830	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1830-1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
3 Hour Totals (pm)	7	3	0	0	0	0	0	10	13	1	0	0	0	0	1	15	3	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	29
Day Total	11	3	0	0	2	0	1	17	17	4	0	0	0	1	1	23	6	4	0	0	1	0	0	11	0	0	0	0	0	0	0	0	51

	Origin - Arm A								Origin - Arm B								Origin - Arm C								Origin - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	32	17	1	0	1	0	0	51	24	6	1	1	0	0	0	32	27	5	0	0	3	0	0	35	0	0	0	0	0	0	0	0	118
0715-0730	41	6	0	0	1	0	0	48	26	9	2	2	0	0	0	39	29	7	0	0	7	0	0	43	0	0	0	0	1	0	0	1	131
0730-0745	53	13	0	0	2	0	0	68	42	17	0	0	1	1	0	61	43	11	1	0	4	0	0	59	1	2	0	0	0	0	0	3	191
0745-0800	39	6	3	0	2	0	0	50	52	12	2	0	2	0	0	68	48	7	3	0	4	0	0	62	3	1	0	0	1	0	0	5	185
Hourly Total	165	42	4	0	6	0	0	217	144	44	5	3	3	1	0	200	147	30	4	0	18	0	0	199	4	3	0	0	2	0	0	9	625
0800-0815	56	11	3	2	5	0	0	77	52	7	2	0	0	0	0	61	48	12	0	0	3	0	0	63	2	0	0	0	0	1	0	3	204
0815-0830	40	4	3	0	1	0	0	48	60	10	3	0	3	0	0	76	40	6	1	0	2	0	0	49	1	0	0	0	0	0	0	1	174
0830-0845	43	8	3	0	4	0	0	58	42	12	3	0	1	0	0	58	47	7	2	0	2	0	0	58	1	0	0	0	0	0	0	1	175
0845-0900	50	12	1	0	2	0	0	65	72	11	5	1	0	1	0	90	47	4	2	0	1	1	0	55	2	1	0	0	0	0	0	3	213
Hourly Total	189	35	10	2	12	0	0	248	226	40	13	1	4	1	0	285	182	29	5	0	8	1	0	225	6	1	0	0	0	1	0	8	766
0900-0915	41	4	3	0	1	1	0	50	45	9	2	1	1	0	0	58	49	4	4	0	0	0	0	57	0	2	0	0	0	0	0	2	167
0915-0930	29	9	4	1	2	2	0	47	30	10	1	0	0	0	0	41	30	2	2	0	1	0	0	35	1	0	0	0	0	0	0	1	124
0930-0945	37	4	2	1	2	1	0	47	38	4	1	1	0	0	0	44	18	3	1	0	3	0	0	25	0	1	0	0	0	0	0	1	117
0945-1000	36	6	4	0	2	0	0	48	41	10	2	2	0	1	0	56	27	5	0	0	2	1	0	35	0	0	0	0	0	0	1	1	140
Hourly Total	143	23	13	2	7	4	0	192	154	33	6	4	1	1	0	199	124	14	7	0	6	1	0	152	1	3	0	0	0	0	1	5	548
3 Hour Totals (am)	497	100	27	4	25	4	0	657	524	117	24	8	8	3	0	684	453	73	16	0	32	2	0	576	11	7	0	0	2	1	1	22	1939
1600-1615	98	8	2	1	1	1	0	111	50	10	1	1	0	1	0	63	27	7	0	0	1	0	0	35	2	0	0	0	0	0	0	2	211
1615-1630	73	19	4	0	4	1	0	101	59	13	0	0	0	1	0	73	42	9	1	0	1	0	1	54	3	1	0	0	0	0	0	4	232
1630-1645	104	17	0	0	3	2	0	126	54	6	1	0	0	0	0	61	35	7	1	0	2	1	0	46	1	1	0	0	0	0	0	2	235
1645-1700	84	19	0	0	2	0	0	105	42	5	2	0	0	0	0	49	51	1	1	0	2	0	0	55	1	0	0	0	0	0	0	1	210
Hourly Total	359	63	6	1	10	4	0	443	205	34	4	1	0	2	0	246	155	24	3	0	6	1	1	190	7	2	0	0	0	0	0	9	888
1700-1715	89	11	0	0	2	4	0	106	75	9	0	0	0	2	0	86	31	7	0	0	3	1	0	42	4	2	0	0	0	0	0	6	240
1715-1730	87	12	1	0	4	0	0	104	51	5	0	0	1	0	0	57	38	4	0	0	1	0	0	43	4	0	0	0	1	0	0	5	209
1730-1745	97	8	0	1	0	0	0	106	54	2	1	0	0	1	0	58	49	1	0	0	1	0	0	51	2	0	0	0	0	0	1	3	218
1745-1800	81	6	1	0	4	2	0	94	57	6	0	0	0	1	0	64	44	7	0	0	2	0	0	53	3	0	0	0	0	0	0	3	214
Hourly Total	354	37	2	1	10	6	0	410	237	22	1	0	1	4	0	265	162	19	0	0	7	1	0	189	13	2	0	0	1	0	1	17	881
1800-1815	72	9	0	0	2	0	0	83	41	7	0	0	0	2	0	50	23	6	0	0	1	1	0	31	1	0	0	0	0	0	0	1	165
1815-1830	81	5	1	0	4	1	0	92	42	6	0	0	0	0	0	48	24	4	0	0	1	0	1	30	2	0	0	0	0	0	0	2	172
1830-1845	73	7	0	0	3	1	0	84	49	4	0	0	0	0	0	53	39	3	0	0	1	0	0	43	0	0	0	0	0	0	0	0	180
1845-1900	67	1	1	0	2	0	0	71	37	4	0	0	0	0	0	41	30	3	0	0	1	0	0	34	0	0	0	0	0	0	0	0	146
Hourly Total	293	22	2	0	11	2	0	330	169	21	0	0	0	2	0	192	116	16	0	0	4	1	1	138	3	0	0	0	0	0	0	3	663
3 Hour Totals (pm)	1006	122	10	2	31	12	0	1183	611	77	5	1	1	8	0	703	433	59	3	0	17	3	2	517	23	4	0	0	1	0	1	29	2432
Day Total	1503	222	37	6	56	16	0	1840	1135	194	29	9	9	11	0	1387	886	132	19	0	49	5	2	1093	34	11	0	0	3	1	2	51	4371

	Destination - Arm A								Destination - Arm B								Destination - Arm C								Destination - Arm D								
	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
0700-0715	40	6	1	1	2	0	0	50	33	19	1	0	1	0	0	54	10	2	0	0	0	0	0	12	0	1	0	0	1	0	0	2	118
0715-0730	40	12	1	2	7	0	0	62	44	8	0	0	0	0	0	52	12	2	1	0	1	0	0	16	0	0	0	0	1	0	0	1	131
0730-0745	62	19	1	0	5	1	0	88	57	11	0	0	1	0	0	69	18	11	0	0	1	0	0	30	2	2	0	0	0	0	0	4	191
0745-0800	81	16	4	0	3	0	0	104	42	6	4	0	4	0	0	56	17	4	0	0	2	0	0	23	2	0	0	0	0	0	0	2	185
Hourly Total	223	53	7	3	17	1	0	304	176	44	5	0	6	0	0	231	57	19	1	0	4	0	0	81	4	3	0	0	2	0	0	9	625
0800-0815	72	17	2	0	2	0	0	93	63	12	2	2	4	1	0	84	23	0	1	0	2	0	0	26	0	1	0	0	0	0	0	1	204
0815-0830	71	15	4	0	2	0	0	92	47	4	2	0	1	0	0	54	22	1	1	0	3	0	0	27	1	0	0	0	0	0	0	1	174
0830-0845	61	16	5	0	2	0	0	84	54	9	2	0	2	0	0	67	17	1	1	0	3	0	0	22	1	1	0	0	0	0	0	2	175
0845-0900	69	12	7	1	1	2	0	92	56	10	1	0	1	0	0	68	43	5	0	0	1	0	0	49	3	1	0	0	0	0	0	4	213
Hourly Total	273	60	18	1	7	2	0	361	220	35	7	2	8	1	0	273	105	7	3	0	9	0	0	124	5	3	0	0	0	0	0	8	766
0900-0915	56	12	5	1	0	0	0	74	41	5	2	0	0	0	0	48	37	2	2	0	2	1	0	44	1	0	0	0	0	0	0	1	167
0915-0930	41	10	2	0	1	0	0	54	32	7	4	1	0	2	0	46	17	4	1	0	2	0	0	24	0	0	0	0	0	0	0	0	124
0930-0945	41	6	2	1	3	0	0	53	28	3	2	1	1	1	0	36	23	3	0	0	1	0	0	27	1	0	0	0	0	0	0	1	117
0945-1000	44	13	2	2	2	2	1	66	28	6	3	0	2	0	0	39	32	2	0	0	0	0	0	34	0	0	1	0	0	0	0	1	140
Hourly Total	182	41	11	4	6	2	1	247	129	21	11	2	3	3	0	169	109	11	3	0	5	1	0	129	2	0	1	0	0	0	0	3	548
3 Hour Totals (am)	678	154	36	8	30	5	1	912	525	100	23	4	17	4	0	673	271	37	7	0	18	1	0	334	11	6	1	0	2	0	0	20	1939
1600-1615	45	9	1	1	1	0	0	57	71	8	0	1	0	0	0	80	58	6	2	0	1	2	0	69	3	2	0	0	0	0	0	5	211
1615-1630	75	15	1	0	1	1	0	93	56	16	2	0	2	1	1	78	44	11	2	0	2	0	0	59	2	0	0	0	0	0	0	2	232
1630-1645	69	8	2	0	2	1	0	82	74	10	0	0	1	1	0	86	50	12	0	0	2	1	0	65	1	1	0	0	0	0	0	2	235
1645-1700	64	5	3	0	2	0	0	74	65	10	0	0	0	0	0	75	46	10	0	0	2	0	0	58	3	0	0	0	0	0	0	3	210
Hourly Total	253	37	7	1	6	2	0	306	266	44	2	1	3	2	1	319	198	39	4	0	7	3	0	251	9	3	0	0	0	0	0	12	888
1700-1715	80	11	0	0	3	3	0	97	67	11	0	0	0	0	0	78	51	7	0	0	2	4	0	64	1	0	0	0	0	0	0	1	240
1715-1730	60	6	0	0	1	0	0	67	63	8	0	0	0	0	0	71	55	6	1	0	5	0	0	67	2	1	0	0	1	0	0	4	209
1730-1745	70	3	0	0	1	0	0	74	73	8	0	1	0	0	1	83	58	0	1	0	0	0	0	59	1	0	0	0	0	1	0	2	218
1745-1800	60	7	0	0	2	0	0	69	58	9	1	0	0	1	0	69	63	3	0	0	4	2	0	72	4	0	0	0	0	0	0	4	214
Hourly Total	270	27	0	0	7	3	0	307	261	36	1	1	0	1	1	301	227	16	2	0	11	6	0	262	8	1	0	0	1	1	0	11	881
1800-1815	42	8	0	0	1	3	0	54	48	7	0	0	0	0	0	55	46	7	0	0	2	0	0	55	1	0	0	0	0	0	0	1	165
1815-1830	41	7	0	0	1	0	1	50	63	4	1	0	0	1	0	69	44	4	0	0	4	0	0	52	1	0	0	0	0	0	0	1	172
1830-1845	60	5	0	0	1	0	0	66	56	3	0	0	0	0	0	59	45	6	0	0	3	1	0	55	0	0	0	0	0	0	0	0	180
1845-1900	45	2	0	0	1	0	0	48	43	3	1	0	0	0	0	47	42	3	0	0	2	0	0	47	4	0	0	0	0	0	0	4	146
Hourly Total	188	22	0	0	4	3	1	218	210	17	2	0	0	1	0	230	177	20	0	0	11	1	0	209	6	0	0	0	0	0	0	6	663
3 Hour Totals (pm)	711	86	7	1	17	8	1	831	737	97	5	2	3	4	2	850	602	75	6	0	29	10	0	722	23	4	0	0	1	1	0	29	2432
Day Total	1389	240	43	9	47	13	2	1743	1262	197	28	6	20	8	2	1523	873	112	13	0	47	11	0	1056	34	10	1	0	3	1	0	49	4371

Severnside
Transportation Data Collection

SS2508 Blaenavon
irsday 24th September 2026
7:00-10:00 & 16:00-19:00
Site 01

	Arm Q1	
	Lane_1	Lane_2
0700-0705	3	0
0705-0710	2	0
0710-0715	2	0
0715-0720	5	0
0720-0725	2	0
0725-0730	2	0
0730-0735	3	0
0735-0740	2	0
0740-0745	4	0
0745-0750	1	0
0750-0755	3	0
0755-0800	5+	0
0800-0805	6+	0
0805-0810	4	0
0810-0815	1	0
0815-0820	1	0
0820-0825	3	0
0825-0830	0	0
0830-0835	6	0
0835-0840	2	0
0840-0845	4	1
0845-0850	2	0
0850-0855	1	0
0855-0900	2	0
0900-0905	3	0
0905-0910	1	0
0910-0915	0	0
0915-0920	3	0
0920-0925	1	0
0925-0930	0	0
0930-0935	6	0
0935-0940	3	0
0940-0945	0	0
0945-0950	2	1
0950-0955	3	0
0955-1000	1	0
1600-1605	6+	1
1605-1610	6+	0
1610-1615	4	0
1615-1620	4	0
1620-1625	6+	0
1625-1630	4	0
1630-1635	5	0
1635-1640	6+	0
1640-1645	7+	0
1645-1650	7+	0
1650-1655	7+	0
1655-1700	7+	0
1700-1705	1	0
1705-1710	7+	0
1710-1715	4	0
1715-1720	7+	0
1720-1725	5	0
1725-1730	4	0
1730-1735	5	0
1735-1740	5	0
1740-1745	7+	0
1745-1750	7+	0
1750-1755	2	0
1755-1800	6	0
1800-1805	7	0
1805-1810	1	0
1810-1815	3	0
1815-1820	3	0
1820-1825	4	0
1825-1830	1	1
1830-1835	4	0
1835-1840	4	0
1840-1845	7+	0
1845-1850	3	1
1850-1855	2	0
1855-1900	1	0

Severnside
Transportation Data Collection

SS2508 Blaenavon
Thursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 02

	Arm Q1
	Lane_1
0700-0705	1
0705-0710	1
0710-0715	1
0715-0720	1
0720-0725	0
0725-0730	1
0730-0735	1
0735-0740	0
0740-0745	1
0745-0750	1
0750-0755	1
0755-0800	1
0800-0805	1
0805-0810	1
0810-0815	0
0815-0820	1
0820-0825	1
0825-0830	2
0830-0835	1
0835-0840	2
0840-0845	1
0845-0850	1
0850-0855	4
0855-0900	1
0900-0905	1
0905-0910	0
0910-0915	4
0915-0920	1
0920-0925	1
0925-0930	2
0930-0935	1
0935-0940	1
0940-0945	2
0945-0950	1
0950-0955	2
0955-1000	1
1600-1605	6
1605-1610	1
1610-1615	1
1615-1620	1
1620-1625	9
1625-1630	1
1630-1635	2
1635-1640	2
1640-1645	2
1645-1650	2
1650-1655	1
1655-1700	2
1700-1705	3
1705-1710	1
1710-1715	2
1715-1720	2
1720-1725	3
1725-1730	1
1730-1735	2
1735-1740	2
1740-1745	3
1745-1750	2
1750-1755	1
1755-1800	2
1800-1805	1
1805-1810	1
1810-1815	3
1815-1820	2
1820-1825	2
1825-1830	1
1830-1835	1
1835-1840	2
1840-1845	2
1845-1850	1
1850-1855	1
1855-1900	3

Severnside
Transportation Data Collection

SS2508 Blaenavon
Thursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 03

	Arm Q1	Arm Q2		Arm Q3
	Lane_1	Lane_1	Lane_2	Lane_1
0700-0705	10	3	1	1
0705-0710	10	4	1	0
0710-0715	12	3	1	1
0715-0720	15	3	1	1
0720-0725	5	4	0	1
0725-0730	12	6	0	0
0730-0735	11	6	0	1
0735-0740	13+	8	1	1
0740-0745	15	4	0	2
0745-0750	14+	4	1	0
0750-0755	7	10	0	1
0755-0800	11	9	1	1
0800-0805	13+	10	0	0
0805-0810	8	7	1	0
0810-0815	12	5	0	1
0815-0820	10	10	0	1
0820-0825	6	3	1	1
0825-0830	14+	2	1	1
0830-0835	10	6	1	1
0835-0840	14	6	1	1
0840-0845	12	4	0	1
0845-0850	10	4	1	2
0850-0855	6	6	1	1
0855-0900	11	5	1	1
0900-0905	12	8	1	1
0905-0910	10	2	1	1
0910-0915	6	9	0	2
0915-0920	4	3	1	1
0920-0925	5	3	1	2
0925-0930	4	2	0	1
0930-0935	5	1	0	1
0935-0940	5	5	0	1
0940-0945	6	2	1	1
0945-0950	10	3	2	0
0950-0955	4	4	1	1
0955-1000	5	7	1	1
1600-1605	2	6	0	2
1605-1610	5	7	1	3
1610-1615	7	3	1	2
1615-1620	3	4	1	2
1620-1625	1	5	2	1
1625-1630	3	6	4	1
1630-1635	5	10	2	4
1635-1640	11	3	3	2
1640-1645	13+	4	1	2
1645-1650	5	4	2	3
1650-1655	5	3	2	1
1655-1700	6	4	2	1
1700-1705	4	8	2	2
1705-1710	3	11	2	3
1710-1715	1	7	1	3
1715-1720	3	5	1	2
1720-1725	3	5	2	0
1725-1730	4	4	1	1
1730-1735	13+	2	1	1
1735-1740	5	6	2	3
1740-1745	3	6	1	1
1745-1750	10	3	1	2
1750-1755	7	3	1	1
1755-1800	10	6	1	1
1800-1805	5	4	3	1
1805-1810	1	4	2	1
1810-1815	5	4	1	1
1815-1820	3	4	2	1
1820-1825	8	2	1	0
1825-1830	4	2	2	1
1830-1835	0	4	2	0
1835-1840	7	3	1	1
1840-1845	2	4	1	1
1845-1850	3	4	2	1
1850-1855	10	3	1	2
1855-1900	6	2	1	4

Severnside
Transportation Data Collection

SS2508 Blaenavon
ıursday 24th September 2026
07:00-10:00 & 16:00-19:00
Site 04

	Arm Q1	Arm Q2	
	Lane_1	Lane_1	Lane_2
0700-0705	0	1	1
0705-0710	0	0	3
0710-0715	0	0	1
0715-0720	1	0	5
0720-0725	0	1	2
0725-0730	0	2	5
0730-0735	1	0	6
0735-0740	1	1	7
0740-0745	1	0	4
0745-0750	1	0	2
0750-0755	0	1	9
0755-0800	2	1	7
0800-0805	0	1	5
0805-0810	0	0	2
0810-0815	0	0	2
0815-0820	0	0	8
0820-0825	0	1	1
0825-0830	0	0	5
0830-0835	0	1	3
0835-0840	0	0	3
0840-0845	1	0	5
0845-0850	1	0	4
0850-0855	1	2	3
0855-0900	1	0	5
0900-0905	1	0	3
0905-0910	1	0	2
0910-0915	0	1	1
0915-0920	0	0	3
0920-0925	0	0	2
0925-0930	0	0	1
0930-0935	0	0	2
0935-0940	0	0	1
0940-0945	1	0	5
0945-0950	0	1	2
0950-0955	0	1	5
0955-1000	0	0	2
1600-1605	1	1	3
1605-1610	1	1	6
1610-1615	0	0	1
1615-1620	1	1	1
1620-1625	1	1	3
1625-1630	0	1	1
1630-1635	0	0	3
1635-1640	0	1	6
1640-1645	0	0	6
1645-1650	1	0	3
1650-1655	0	0	1
1655-1700	0	0	7
1700-1705	1	0	9
1705-1710	1	0	8
1710-1715	1	2	4
1715-1720	2	1	3
1720-1725	0	0	8
1725-1730	1	2	2
1730-1735	0	1	3
1735-1740	0	1	3
1740-1745	1	1	2
1745-1750	1	1	6
1750-1755	1	1	3
1755-1800	0	2	6
1800-1805	0	2	3
1805-1810	1	0	1
1810-1815	0	1	2
1815-1820	1	2	1
1820-1825	0	1	1
1825-1830	0	0	1
1830-1835	0	0	1
1835-1840	0	1	3
1840-1845	0	2	1
1845-1850	0	1	1
1850-1855	0	1	1
1855-1900	0	1	3

Appendix C: Proposed Site Plan

DRAFT

Phase 1 Notes:
- Waste bays to be operated under exemption S1 or S2
- Bays to be covered (e.g Opus Midi or similar)
- Sensitive receptors 150m to the northwest and 100m to the southeast of the designated operational area.

Minimum 5m height to precast wall along the back of bays and western kerb (acoustic dampening).

Storage containers

GLASS

MIXED RECYCLING CARD & PAPER

9.6

8.0

10.0

Existing asphalt under Glass Bay to be sealed with thin layer of Hardipave (or equivalent) to prevent water infiltration

Proposed pedestrian route

3No Staff Parking Spaces

OVERNIGHT PLANT PARKING AREA

PHASE 1 OFFICE/WELFARE

1

1

N

0 5 10 15 20 25m

Scale 1:250

Notes:

1. Site topographical survey carried out by Total Survey Solutions Ltd dated 04/07/2025. Drawing ref KAY/01

Legend:

- SITE BOUNDARY
- TCBC OWNED LAND
- COVER TO RECYCLING BAYS
- SEALING LAYER ON EXISTING ASPHALT

Rev	Amendments	Date	By	Chk	Auth

SLR

www.slrconsulting.com

Drawing Status & Suitability Code: **PRE-APP**

Client: WRAP

Project: BLAENAVON WTS DESIGNS

Drawing Title: PHASE 1 - PROPOSED SITE LAYOUT

Scale		SLR Project No.
1:250	@ A1	402.065983.00001

Designed	Drawn	Checked	Authorised
AR	AR	DP	IM
Date: OCT 2026	Date: OCT 2026	Date: OCT 2026	Date: OCT 2026

Drawing Number	Rev
004	PA0

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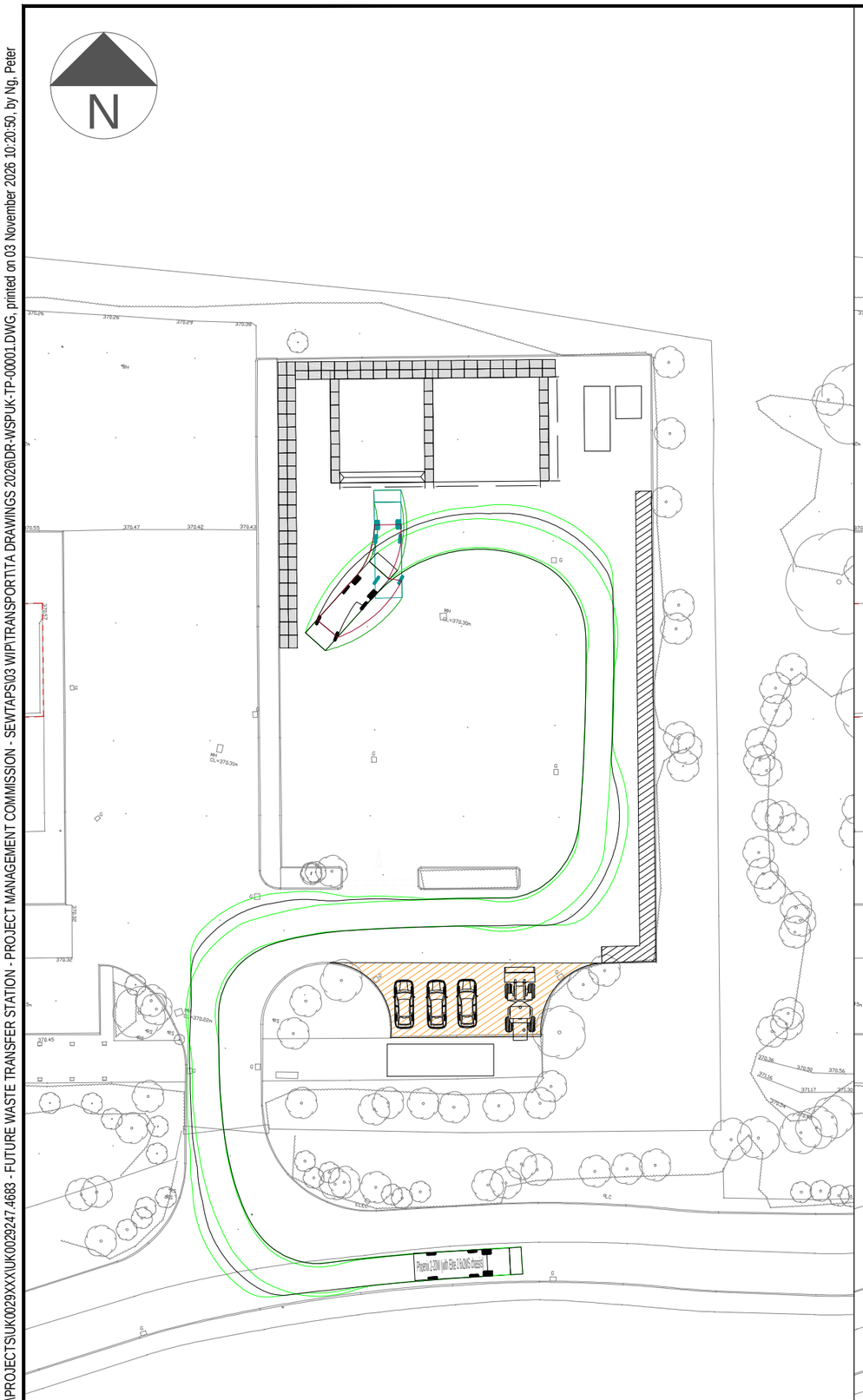
23/10/2026

\\slr.local\eu\Offices\UK\Bradford on Avon\Projects\402\00798 - WRAP\402.065983.00001 - WRAP Torfaen (Blaenavon) Designs\Tech\CIV\Dwgs\Wking\Pre-App\402.065983.00001.00X.PA0 - Blaenavon WTS Phase 1 Pre App - Proposed Layout.DWG

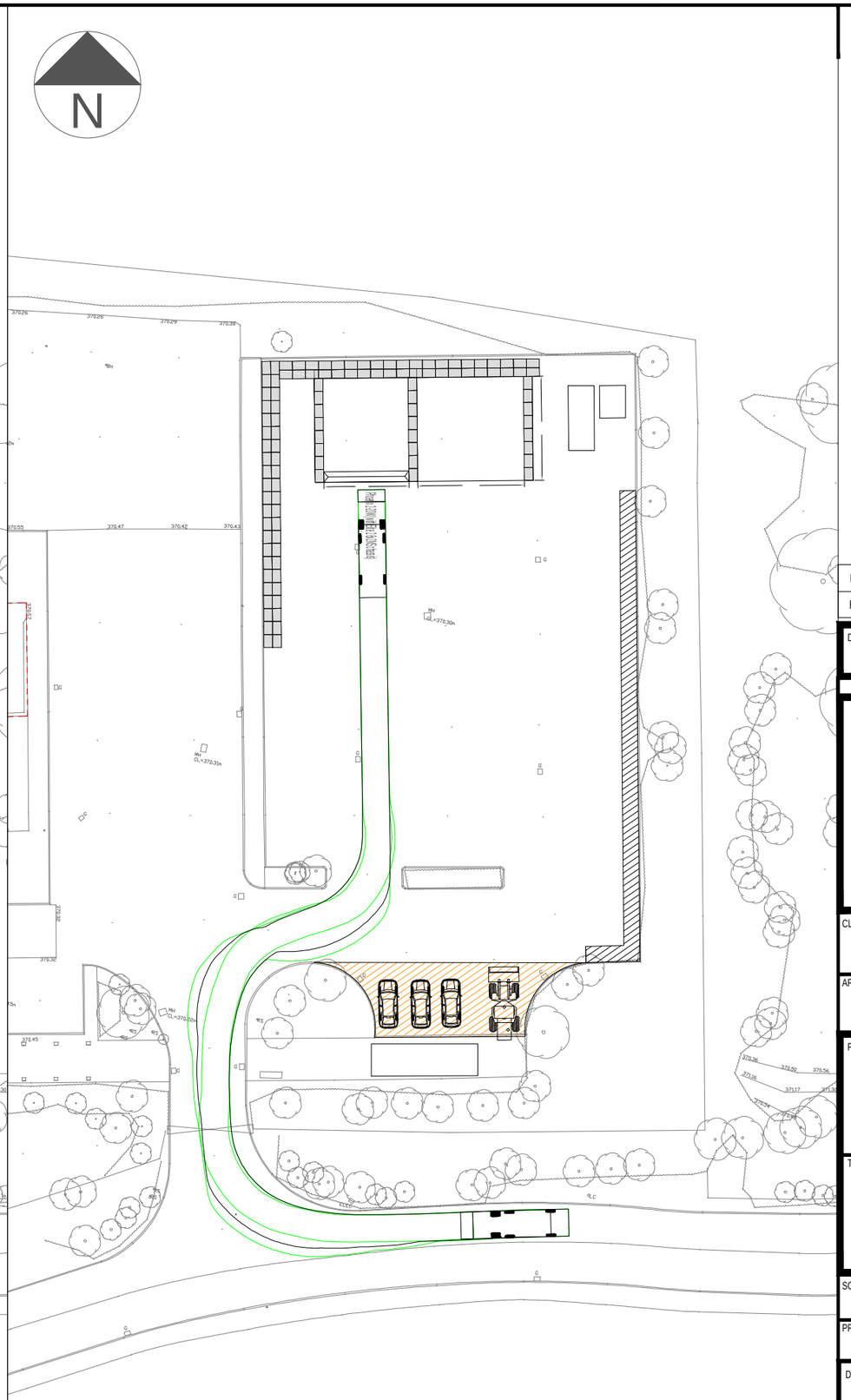
Appendix D: Swept Path Analysis

DRAFT

File name Z:\GB\PROJECTS\UK0029XXX\UK0029247.4683 - FUTURE WASTE TRANSFER STATION - PROJECT MANAGEMENT COMMISSION - SEWTAPS\03 WIP\TRANSPORT\TA DRAWINGS 2026\DR-WSPUK-TP-00001.DWG, printed on 03 November 2026 10:20:50, by Ng, Peter

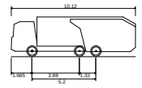


VP1 - PHOENIX 2-20W REFUSE COLLECTION VEHICLE ENTERING THE SITE



VP2 - PHOENIX 2-20W REFUSE COLLECTION VEHICLE LEAVING THE SITE

DO NOT SCALE



Phoenix 2-20W (with Elite 2 6x2MS chassis)

Overall Length	10.120m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.550m

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	03/11/2026	PN	FIRST ISSUE	JM	JM

DRAWING STATUS:
S2 - FOR INFORMATION

3rd Floor, Kings Orchard, 1 Queen St, Bristol, BS2 0HQ, UK
T+ 44 (0) 1179 306 200
wsp.com

CLIENT:
TORFAEN COUNTY BOROUGH COUNCIL

ARCHITECT:
SLR CONSULTING LTD

PROJECT:
INTERIM WASTE BULKING FACILITY, BLAENAVON

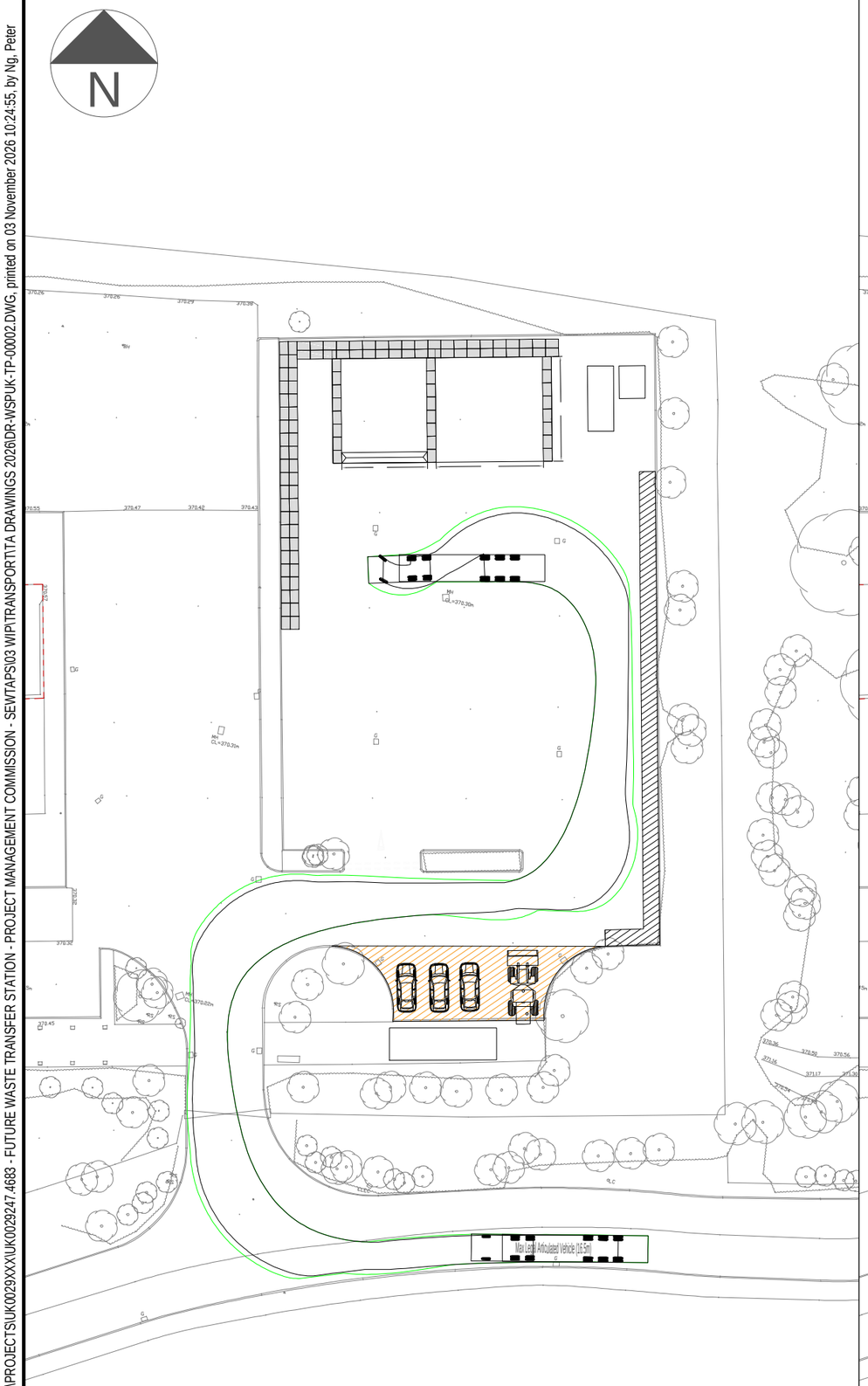
TITLE:
VEHICLE TRACKING
PHOENIX 2-20W REFUSE COLLECTION VEHICLE

SCALE @ A3:	CHECKED:		APPROVED:
1:500	JM		JM
PROJECT No:	DESIGNED:	DRAWN:	DATE:
UK0029247.4683	PN	PN	NOV 26

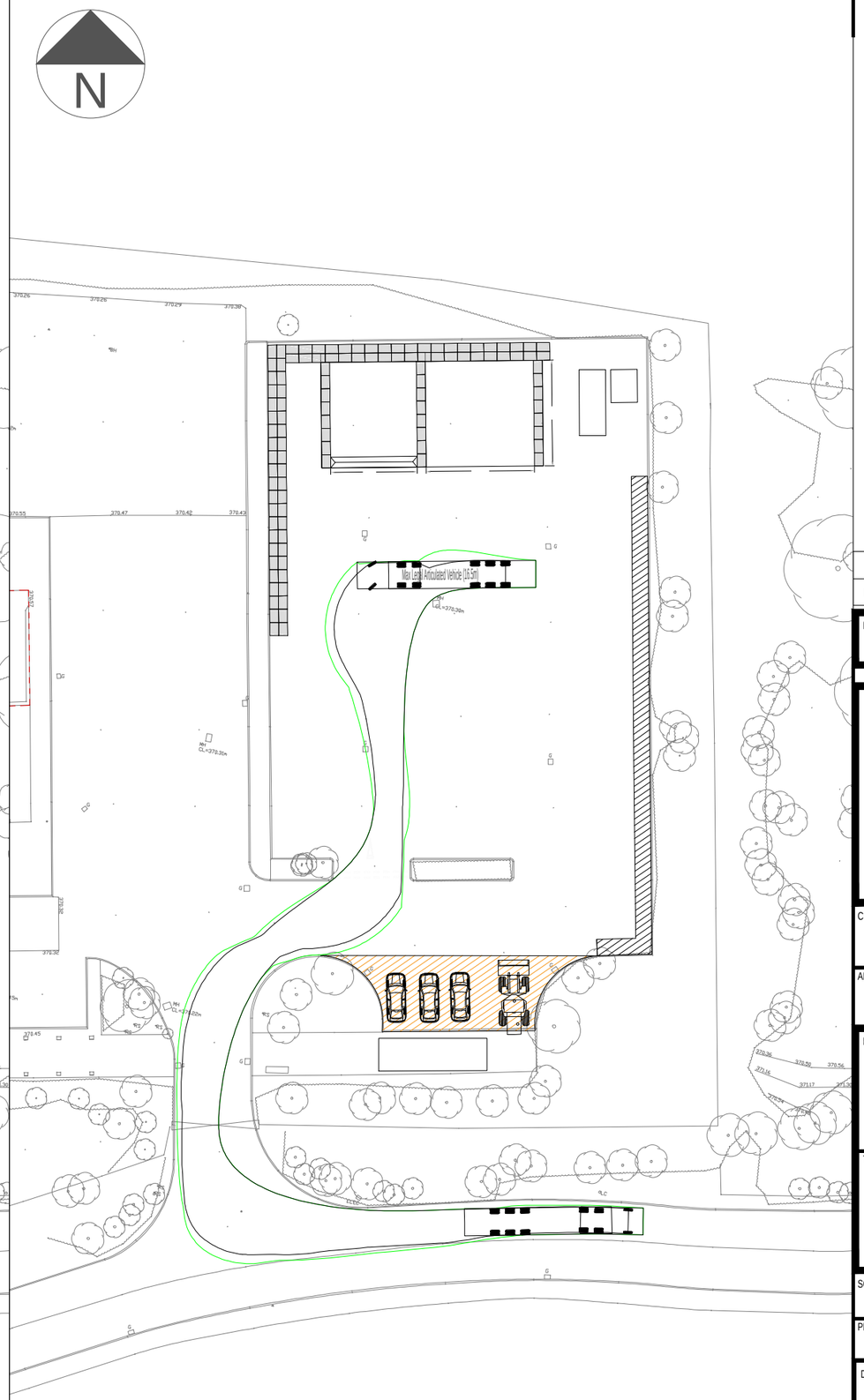
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DR-WSPUK-TP-00001	P01

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File name Z:\GB\PROJECTS\UK0029XXX\UK0029247.4683 - FUTURE WASTE TRANSFER STATION - PROJECT MANAGEMENT COMMISSION - SEWTAPS\03 WIP\TRANSPORT\TA DRAWINGS 2026\DR-WSPUK-TP-00002.DWG, printed on 03 November 2026 10:24:55, by Ng, Peter

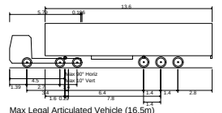


VP1 - 16.5M ARTICULATED VEHICLE
ENTERING THE SITE



VP2 - 16.5M ARTICULATED VEHICLE
LEAVING THE SITE

DO NOT SCALE



Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.870m

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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	03/11/2026	PN	FIRST ISSUE	JM	JM

DRAWING STATUS:
S2 - FOR INFORMATION

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ARCHITECT:
SLR CONSULTING LTD

PROJECT:
INTERIM WASTE BULKING FACILITY, BLAENAVON

TITLE:
VEHICLE TRACKING
16.5M ARTICULATED VEHICLE

SCALE @ A3:	CHECKED:	APPROVED:
1:500	JM	JM

PROJECT No:	DESIGNED:	DRAWN:	DATE:
UK0029247.4683	PN	PN	NOV 26

DRAWING No:	REV:
DR-WSPUK-TP-00002	P01

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Appendix E: Junction Modelling Results

DRAFT

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: NorthSt_EstateRoad.j10
Path: Z:\GB\Projects\UK0029xxx\UK0029247.4683 - Future Waste Transfer Station - Project Management Commission - SEWTAPS\03 WIP\Transport\Junction Modelling
Report generation date: 06/11/2026 13:11:20

»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.5	10.45	0.34	B	D2	1.4	16.42	0.60	C
Stream C-AB		0.1	6.94	0.10	A		0.0	5.86	0.03	A
	2031 Base									
Stream B-AC	D3	0.5	10.80	0.36	B	D4	1.6	17.85	0.63	C
Stream C-AB		0.1	7.00	0.10	A		0.0	5.87	0.03	A
	2031 Base + Dev									
Stream B-AC	D5	0.9	13.67	0.48	B	D6	3.0	28.22	0.76	D
Stream C-AB		0.1	7.26	0.12	A		0.1	6.02	0.04	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKWXN005
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:30	09:00	15
D2	2026 Base	PM	ONE HOUR	16:15	17:45	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:15	17:45	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Arms

Arms

Arm	Name	Description	Arm type
A	North Street (S)		Major
B	Estate Road		Minor
C	North Street (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.68			85.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.51	34	38

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	584	0.099	0.249	0.157	0.356
B-C	746	0.106	0.268	-	-
C-B	623	0.224	0.224	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	336	100.000
B		✓	160	100.000
C		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	228	108
	B	140	0	20
	C	46	47	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.34	10.45	0.5	B
C-AB	0.10	6.94	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	546	0.221	119	0.3	8.418	A
C-AB	38	590	0.064	37	0.1	6.507	A
C-A	32			32			
A-B	172			172			
A-C	81			81			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	535	0.269	144	0.4	9.183	A
C-AB	45	584	0.078	45	0.1	6.682	A
C-A	38			38			
A-B	205			205			
A-C	97			97			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	521	0.338	176	0.5	10.417	B
C-AB	57	576	0.099	57	0.1	6.934	A
C-A	46			46			
A-B	251			251			
A-C	119			119			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	176	521	0.338	176	0.5	10.453	B
C-AB	57	576	0.099	57	0.1	6.935	A
C-A	46			46			
A-B	251			251			
A-C	119			119			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	144	535	0.269	144	0.4	9.226	A
C-AB	46	584	0.078	46	0.1	6.685	A
C-A	38			38			
A-B	205			205			
A-C	97			97			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	546	0.221	121	0.3	8.477	A
C-AB	38	590	0.064	38	0.1	6.517	A
C-A	32			32			
A-B	172			172			
A-C	81			81			

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.01	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	286	100.000
B		✓	293	100.000
C		✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	188	98
	B	233	0	60
	C	107	15	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.60	16.42	1.4	C
C-AB	0.03	5.86	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	564	0.391	218	0.6	10.347	B
C-AB	13	630	0.021	13	0.0	5.835	A
C-A	79			79			
A-B	142			142			
A-C	74			74			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	554	0.475	262	0.9	12.288	B
C-AB	16	632	0.025	16	0.0	5.846	A
C-A	94			94			
A-B	169			169			
A-C	88			88			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	323	541	0.596	320	1.4	16.129	C
C-AB	20	634	0.032	20	0.0	5.862	A
C-A	114			114			
A-B	207			207			
A-C	108			108			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	323	541	0.596	322	1.4	16.418	C
C-AB	20	634	0.032	20	0.0	5.864	A
C-A	114			114			
A-B	207			207			
A-C	108			108			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	283	554	0.475	285	0.9	12.554	B
C-AB	16	632	0.025	16	0.0	5.849	A
C-A	94			94			
A-B	169			169			
A-C	88			88			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	564	0.391	222	0.7	10.566	B
C-AB	13	630	0.021	13	0.0	5.838	A
C-A	79			79			
A-B	142			142			
A-C	74			74			

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.54	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	351	100.000
B		✓	167	100.000
C		✓	97	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	239	112
	B	146	0	21
	C	48	49	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	10.80	0.5	B
C-AB	0.10	7.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	544	0.231	125	0.3	8.565	A
C-AB	39	589	0.067	39	0.1	6.544	A
C-A	34			34			
A-B	180			180			
A-C	84			84			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	533	0.282	150	0.4	9.396	A
C-AB	48	582	0.082	48	0.1	6.729	A
C-A	40			40			
A-B	215			215			
A-C	101			101			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	517	0.355	183	0.5	10.756	B
C-AB	59	574	0.104	59	0.1	6.998	A
C-A	47			47			
A-B	263			263			
A-C	123			123			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	184	517	0.355	184	0.5	10.796	B
C-AB	59	574	0.104	59	0.1	7.002	A
C-A	47			47			
A-B	263			263			
A-C	123			123			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	150	533	0.282	151	0.4	9.443	A
C-AB	48	583	0.082	48	0.1	6.736	A
C-A	40			40			
A-B	215			215			
A-C	101			101			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	126	544	0.231	126	0.3	8.631	A
C-AB	39	589	0.067	39	0.1	6.552	A
C-A	34			34			
A-B	180			180			
A-C	84			84			

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.59	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	300	100.000
B		✓	306	100.000
C		✓	128	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	197	103
	B	243	0	63
	C	112	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.63	17.85	1.6	C
C-AB	0.03	5.87	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	561	0.410	228	0.7	10.704	B
C-AB	14	630	0.022	14	0.0	5.841	A
C-A	82			82			
A-B	148			148			
A-C	78			78			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	552	0.499	274	1.0	12.910	B
C-AB	17	632	0.027	17	0.0	5.853	A
C-A	98			98			
A-B	177			177			
A-C	93			93			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	337	538	0.626	334	1.6	17.452	C
C-AB	22	635	0.034	22	0.0	5.871	A
C-A	119			119			
A-B	217			217			
A-C	113			113			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	337	538	0.626	337	1.6	17.846	C
C-AB	22	635	0.034	22	0.0	5.872	A
C-A	119			119			
A-B	217			217			
A-C	113			113			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	552	0.499	278	1.0	13.251	B
C-AB	17	632	0.027	17	0.0	5.857	A
C-A	98			98			
A-B	177			177			
A-C	93			93			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	561	0.410	232	0.7	10.963	B
C-AB	14	630	0.022	14	0.0	5.844	A
C-A	82			82			
A-B	148			148			
A-C	78			78			

2031 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	407	100.000
B		✓	221	100.000
C		✓	101	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	295	112
	B	198	0	23
	C	48	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.48	13.67	0.9	B
C-AB	0.12	7.26	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	535	0.311	165	0.4	9.648	A
C-AB	43	580	0.073	42	0.1	6.697	A
C-A	33			33			
A-B	222			222			
A-C	84			84			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	523	0.380	198	0.6	11.047	B
C-AB	52	571	0.090	51	0.1	6.923	A
C-A	39			39			
A-B	265			265			
A-C	101			101			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	507	0.480	242	0.9	13.552	B
C-AB	64	560	0.115	64	0.1	7.257	A
C-A	47			47			
A-B	325			325			
A-C	123			123			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	506	0.480	243	0.9	13.672	B
C-AB	64	560	0.115	64	0.1	7.262	A
C-A	47			47			
A-B	325			325			
A-C	123			123			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	199	523	0.380	200	0.6	11.172	B
C-AB	52	572	0.090	52	0.1	6.927	A
C-A	39			39			
A-B	265			265			
A-C	101			101			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	535	0.311	167	0.5	9.793	A
C-AB	43	580	0.073	43	0.1	6.708	A
C-A	33			33			
A-B	222			222			
A-C	84			84			

2031 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		12.30	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.30	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	353	100.000
B		✓	365	100.000
C		✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	250	103
	B	300	0	65
	C	112	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.76	28.22	3.0	D
C-AB	0.04	6.02	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	553	0.497	271	1.0	12.610	B
C-AB	16	622	0.025	16	0.0	5.940	A
C-A	82			82			
A-B	188			188			
A-C	78			78			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	542	0.605	326	1.5	16.502	C
C-AB	19	622	0.031	19	0.0	5.972	A
C-A	98			98			
A-B	225			225			
A-C	93			93			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	527	0.762	396	2.9	26.353	D
C-AB	25	623	0.040	25	0.1	6.018	A
C-A	118			118			
A-B	275			275			
A-C	113			113			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	402	527	0.762	401	3.0	28.223	D
C-AB	25	623	0.040	25	0.1	6.022	A
C-A	118			118			
A-B	275			275			
A-C	113			113			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	542	0.605	334	1.6	17.719	C
C-AB	19	622	0.031	19	0.0	5.974	A
C-A	98			98			
A-B	225			225			
A-C	93			93			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	553	0.497	277	1.0	13.171	B
C-AB	16	622	0.025	16	0.0	5.944	A
C-A	82			82			
A-B	188			188			
A-C	78			78			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: ChurchRoad_HighSt.j10
Path: Z:\GB\Projects\UK0029xxx\UK0029247.4683 - Future Waste Transfer Station - Project Management Commission - SEWTAPS\03 WIP\Transport\Junction Modelling
Report generation date: 06/11/2026 13:13:18

»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-AC	D1	0.2	7.73	0.16	A	D2	0.4	9.53	0.27	A
Stream C-AB		0.1	4.92	0.05	A		0.1	5.33	0.04	A
	2031 Base									
Stream B-AC	D3	0.2	7.82	0.17	A	D4	0.4	9.78	0.29	A
Stream C-AB		0.1	4.89	0.05	A		0.1	5.31	0.05	A
	2031 Base + Dev									
Stream B-AC	D5	0.2	8.08	0.17	A	D6	0.4	10.20	0.30	B
Stream C-AB		0.1	4.76	0.05	A		0.1	5.18	0.05	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	24/09/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKWXN005
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:30	09:00	15
D2	2026 Base	PM	ONE HOUR	16:15	17:45	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:15	17:45	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.18	A

Arms

Arms

Arm	Name	Description	Arm type
A	Church Road (W)		Major
B	High Street		Minor
C	Church Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.58			64.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.93	27	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	491	0.083	0.211	0.133	0.301
B-C	630	0.090	0.227	-	-
C-B	611	0.220	0.220	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	212	100.000
B		✓	80	100.000
C		✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	210
	B	7	0	73
	C	344	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	7.73	0.2	A
C-AB	0.05	4.92	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	573	0.105	60	0.1	7.004	A
C-AB	21	752	0.027	21	0.0	4.922	A
C-A	252			252			
A-B	2			2			
A-C	158			158			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	565	0.127	72	0.1	7.296	A
C-AB	27	781	0.034	27	0.0	4.776	A
C-A	299			299			
A-B	2			2			
A-C	189			189			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	554	0.159	88	0.2	7.729	A
C-AB	37	821	0.045	37	0.1	4.593	A
C-A	362			362			
A-B	2			2			
A-C	231			231			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	554	0.159	88	0.2	7.733	A
C-AB	37	821	0.045	37	0.1	4.595	A
C-A	362			362			
A-B	2			2			
A-C	231			231			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	565	0.127	72	0.1	7.306	A
C-AB	27	781	0.034	27	0.0	4.779	A
C-A	299			299			
A-B	2			2			
A-C	189			189			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	573	0.105	60	0.1	7.018	A
C-AB	21	752	0.028	21	0.0	4.925	A
C-A	252			252			
A-B	2			2			
A-C	158			158			

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.69	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	389	100.000
B		✓	130	100.000
C		✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	388
	B	6	0	124
	C	280	17	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.27	9.53	0.4	A
C-AB	0.04	5.33	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	553	0.177	97	0.2	7.878	A
C-AB	18	693	0.027	18	0.0	5.333	A
C-A	205			205			
A-B	0.75			0.75			
A-C	292			292			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	540	0.217	117	0.3	8.503	A
C-AB	24	711	0.033	24	0.0	5.237	A
C-A	243			243			
A-B	0.90			0.90			
A-C	349			349			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	521	0.275	143	0.4	9.506	A
C-AB	32	736	0.044	32	0.1	5.111	A
C-A	295			295			
A-B	1			1			
A-C	427			427			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	143	521	0.275	143	0.4	9.527	A
C-AB	32	736	0.044	32	0.1	5.112	A
C-A	295			295			
A-B	1			1			
A-C	427			427			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	117	540	0.217	117	0.3	8.531	A
C-AB	24	711	0.033	24	0.0	5.239	A
C-A	243			243			
A-B	0.90			0.90			
A-C	349			349			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	98	553	0.177	98	0.2	7.916	A
C-AB	18	693	0.027	18	0.0	5.334	A
C-A	205			205			
A-B	0.75			0.75			
A-C	292			292			

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	221	100.000
B		✓	83	100.000
C		✓	379	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	219
	B	7	0	76
	C	360	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.82	0.2	A
C-AB	0.05	4.89	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	572	0.109	62	0.1	7.050	A
C-AB	22	759	0.029	22	0.0	4.886	A
C-A	263			263			
A-B	2			2			
A-C	165			165			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	564	0.132	74	0.2	7.357	A
C-AB	29	789	0.037	29	0.1	4.737	A
C-A	312			312			
A-B	2			2			
A-C	197			197			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	552	0.166	91	0.2	7.815	A
C-AB	40	831	0.048	40	0.1	4.551	A
C-A	377			377			
A-B	2			2			
A-C	241			241			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	552	0.166	91	0.2	7.821	A
C-AB	40	831	0.048	40	0.1	4.551	A
C-A	377			377			
A-B	2			2			
A-C	241			241			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	564	0.132	75	0.2	7.366	A
C-AB	29	789	0.037	29	0.1	4.738	A
C-A	312			312			
A-B	2			2			
A-C	197			197			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	572	0.109	63	0.1	7.065	A
C-AB	22	759	0.029	22	0.0	4.887	A
C-A	263			263			
A-B	2			2			
A-C	165			165			

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	407	100.000
B		✓	135	100.000
C		✓	311	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	406
	B	6	0	129
	C	293	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	9.78	0.4	A
C-AB	0.05	5.31	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	550	0.185	101	0.2	7.991	A
C-AB	20	697	0.028	20	0.0	5.312	A
C-A	214			214			
A-B	0.75			0.75			
A-C	306			306			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	536	0.226	121	0.3	8.666	A
C-AB	26	716	0.036	26	0.0	5.212	A
C-A	254			254			
A-B	0.90			0.90			
A-C	365			365			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	517	0.288	148	0.4	9.758	A
C-AB	35	743	0.047	35	0.1	5.084	A
C-A	307			307			
A-B	1			1			
A-C	447			447			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	517	0.288	149	0.4	9.781	A
C-AB	35	743	0.047	35	0.1	5.085	A
C-A	307			307			
A-B	1			1			
A-C	447			447			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	536	0.226	122	0.3	8.696	A
C-AB	26	716	0.036	26	0.0	5.214	A
C-A	254			254			
A-B	0.90			0.90			
A-C	365			365			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	550	0.185	102	0.2	8.032	A
C-AB	20	698	0.029	20	0.0	5.313	A
C-A	214			214			
A-B	0.75			0.75			
A-C	306			306			

2031 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

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

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	274	100.000
B		✓	83	100.000
C		✓	435	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	2	272
	B	7	0	76
	C	416	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	8.08	0.2	A
C-AB	0.05	4.76	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	562	0.111	62	0.1	7.188	A
C-AB	24	780	0.031	24	0.0	4.758	A
C-A	304			304			
A-B	2			2			
A-C	205			205			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	552	0.135	74	0.2	7.543	A
C-AB	32	815	0.039	32	0.1	4.594	A
C-A	359			359			
A-B	2			2			
A-C	245			245			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	537	0.170	91	0.2	8.075	A
C-AB	45	864	0.052	45	0.1	4.393	A
C-A	434			434			
A-B	2			2			
A-C	299			299			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	537	0.170	91	0.2	8.082	A
C-AB	45	864	0.052	45	0.1	4.394	A
C-A	434			434			
A-B	2			2			
A-C	299			299			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	552	0.135	75	0.2	7.551	A
C-AB	32	815	0.039	32	0.1	4.596	A
C-A	359			359			
A-B	2			2			
A-C	245			245			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	562	0.111	63	0.1	7.209	A
C-AB	24	780	0.031	24	0.0	4.759	A
C-A	304			304			
A-B	2			2			
A-C	205			205			

2031 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	464	100.000
B		✓	135	100.000
C		✓	364	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	1	463
	B	6	0	129
	C	346	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.30	10.20	0.4	B
C-AB	0.05	5.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	540	0.188	101	0.2	8.176	A
C-AB	21	717	0.030	21	0.0	5.172	A
C-A	253			253			
A-B	0.75			0.75			
A-C	349			349			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	524	0.232	121	0.3	8.929	A
C-AB	28	740	0.038	28	0.1	5.052	A
C-A	299			299			
A-B	0.90			0.90			
A-C	416			416			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	502	0.296	148	0.4	10.174	B
C-AB	39	774	0.051	39	0.1	4.898	A
C-A	362			362			
A-B	1			1			
A-C	510			510			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	149	502	0.296	149	0.4	10.200	B
C-AB	39	774	0.051	39	0.1	4.900	A
C-A	362			362			
A-B	1			1			
A-C	510			510			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	121	524	0.232	122	0.3	8.961	A
C-AB	28	741	0.038	28	0.1	5.056	A
C-A	299			299			
A-B	0.90			0.90			
A-C	416			416			

17:30 - 17:45

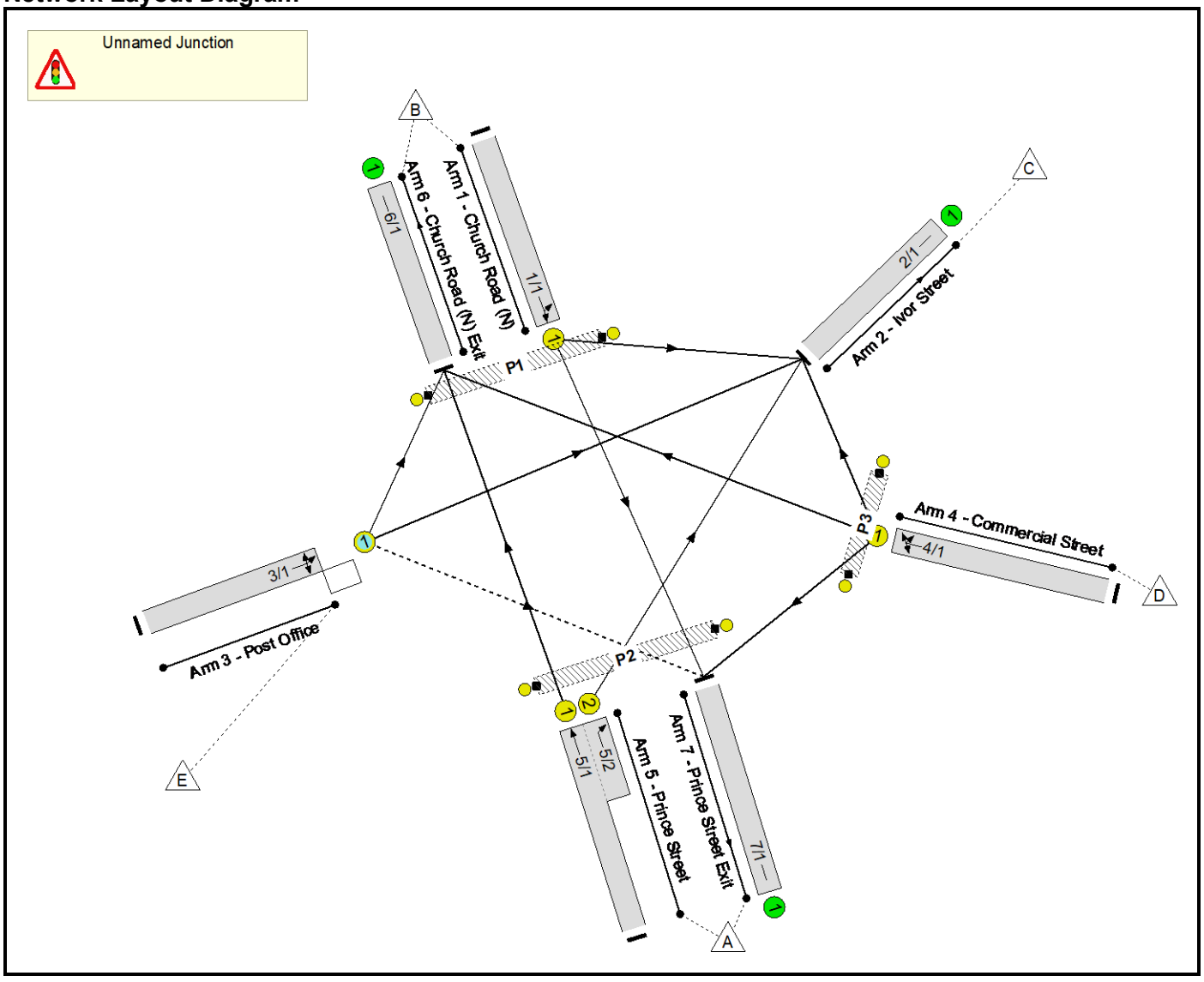
Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	102	540	0.188	102	0.2	8.222	A
C-AB	21	717	0.030	21	0.0	5.175	A
C-A	253			253			
A-B	0.75			0.75			
A-C	349			349			

Full Input Data And Results

User and Project Details

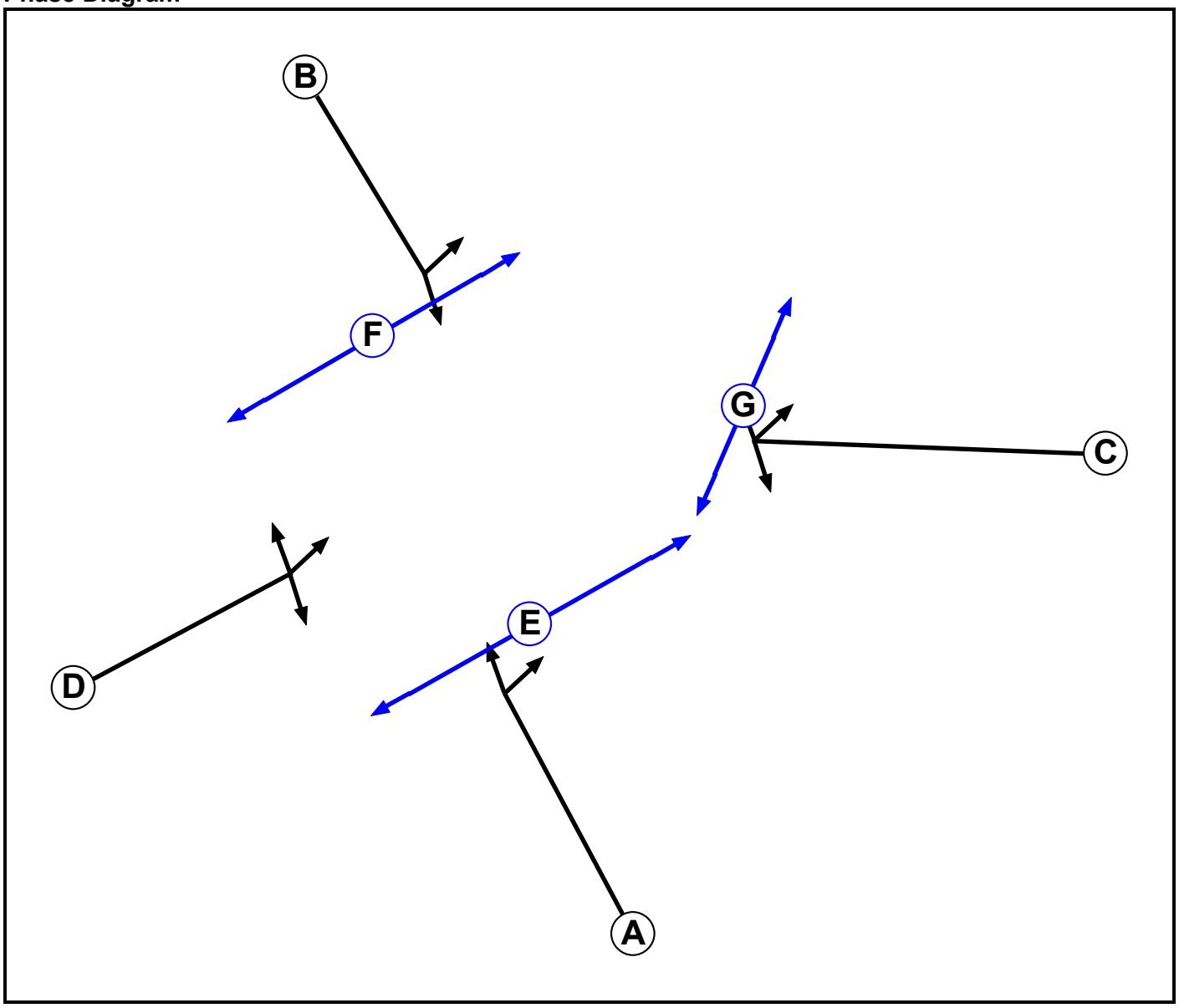
Project:	**Interim Waste Bulking Facility, Blaenavon**
Title:	
Location:	B4246 Church Road / Prince Street / Ivor Street / Commercial Street
Additional detail:	
File name:	ChurchRoad_PrinceSt v2.lsg3x
Author:	PN
Company:	WSP UK
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		8	8
F	Pedestrian		6	6
G	Pedestrian		6	6

Full Input Data And Results

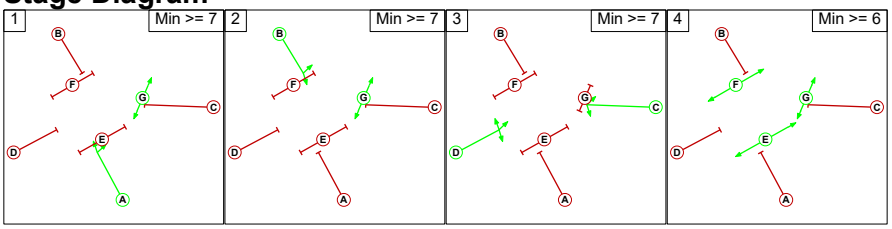
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		8	6	6	5	7	-
	B	8		6	6	8	6	-
	C	6	6		-	8	9	5
	D	6	6	-		8	6	-
	E	5	5	5	5		-	-
	F	5	5	5	5	-		-
	G	-	-	7	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		8	7	7
	2	8		7	8
	3	6	6		9
	4	5	5	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/1 (Post Office)	7/1 (Right)	1439	0	4/1	1.09	To 7/1 (Left)	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Church Road (N))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Left	Inf
											Arm 7 Ahead	Inf
2/1 (Ivor Street)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Post Office)	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 2 Ahead	Inf
											Arm 6 Left	Inf
											Arm 7 Right	Inf
											Arm 2 Right	Inf
4/1 (Commercial Street)	U	C	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 6 Right	Inf
											Arm 7 Left	Inf
5/1 (Prince Street)	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
5/2 (Prince Street)	U	A	2	3	5.0	Geom	-	3.00	0.00	Y	Arm 2 Right	Inf
6/1 (Church Road (N) Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Prince Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Base AM'	07:30	08:30	01:00	
2: '2026 Base PM'	16:15	17:15	01:00	
3: '2031 AM'	07:30	08:30	01:00	
4: '2031 PM'	16:15	17:15	01:00	
5: '2031 Base + Dev AM'	07:30	08:30	01:00	
6: '2031 Base + Dev PM'	16:15	17:15	01:00	

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	358	36	0	0	394
	B	253	0	25	0	0	278
	C	0	0	0	0	0	0
	D	8	3	5	0	0	16
	E	0	0	0	0	0	0
	Tot.	261	361	66	0	0	688

Traffic Lane Flows

Lane	Scenario 1: 2026 Base AM
Junction: Unnamed Junction	
1/1	278
2/1	66
3/1	0
4/1	16
5/1 (with short)	394(In) 358(Out)
5/2 (short)	36
6/1	361
7/1	261

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Road (N))	3.00	0.00	Y	Arm 2 Left	Inf	9.0 %	1915	1915
				Arm 7 Ahead	Inf	91.0 %		
2/1 (Ivor Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Post Office)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
				Arm 6 Left	Inf	0.0 %		
				Arm 7 Right	Inf	0.0 %		
4/1 (Commercial Street)	4.50	0.00	Y	Arm 2 Right	Inf	31.3 %	2065	2065
				Arm 6 Right	Inf	18.8 %		
				Arm 7 Left	Inf	50.0 %		
5/1 (Prince Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
5/2 (Prince Street)	3.00	0.00	Y	Arm 2 Right	Inf	100.0 %	1915	1915
6/1 (Church Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Prince Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	280	70	0	0	350
	B	431	0	72	0	0	503
	C	0	0	0	0	0	0
	D	12	15	22	0	0	49
	E	0	0	0	0	0	0
	Tot.	443	295	164	0	0	902

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2026 Base PM
Junction: Unnamed Junction	
1/1	503
2/1	164
3/1	0
4/1	49
5/1 (with short)	350(In) 280(Out)
5/2 (short)	70
6/1	295
7/1	443

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Road (N))	3.00	0.00	Y	Arm 2 Left	Inf	14.3 %	1915	1915
				Arm 7 Ahead	Inf	85.7 %		
2/1 (Ivor Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Post Office)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
				Arm 6 Left	Inf	0.0 %		
				Arm 7 Right	Inf	0.0 %		
4/1 (Commercial Street)	4.50	0.00	Y	Arm 2 Right	Inf	44.9 %	2065	2065
				Arm 6 Right	Inf	30.6 %		
				Arm 7 Left	Inf	24.5 %		
5/1 (Prince Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
5/2 (Prince Street)	3.00	0.00	Y	Arm 2 Right	Inf	100.0 %	1915	1915
6/1 (Church Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Prince Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	374	38	0	0	412
	B	265	0	26	0	0	291
	C	0	0	0	0	0	0
	D	8	3	5	0	0	16
	E	0	0	0	0	0	0
	Tot.	273	377	69	0	0	719

Traffic Lane Flows

Lane	Scenario 3: 2031 Base AM
Junction: Unnamed Junction	
1/1	291
2/1	69
3/1	0
4/1	16
5/1 (with short)	412(In) 374(Out)
5/2 (short)	38
6/1	377
7/1	273

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Road (N))	3.00	0.00	Y	Arm 2 Left	Inf	8.9 %	1915	1915
				Arm 7 Ahead	Inf	91.1 %		
2/1 (Ivor Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Post Office)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
				Arm 6 Left	Inf	0.0 %		
				Arm 7 Right	Inf	0.0 %		
4/1 (Commercial Street)	4.50	0.00	Y	Arm 2 Right	Inf	31.3 %	2065	2065
				Arm 6 Right	Inf	18.8 %		
				Arm 7 Left	Inf	50.0 %		
5/1 (Prince Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
5/2 (Prince Street)	3.00	0.00	Y	Arm 2 Right	Inf	100.0 %	1915	1915
6/1 (Church Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Prince Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base PM' (FG4: '2031 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	293	73	0	0	366
	B	451	0	75	0	0	526
	C	0	0	0	0	0	0
	D	13	16	23	0	0	52
	E	0	0	0	0	0	0
	Tot.	464	309	171	0	0	944

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base PM
Junction: Unnamed Junction	
1/1	526
2/1	171
3/1	0
4/1	52
5/1 (with short)	366(In) 293(Out)
5/2 (short)	73
6/1	309
7/1	464

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Road (N))	3.00	0.00	Y	Arm 2 Left	Inf	14.3 %	1915	1915
				Arm 7 Ahead	Inf	85.7 %		
2/1 (Ivor Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Post Office)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
				Arm 6 Left	Inf	0.0 %		
				Arm 7 Right	Inf	0.0 %		
4/1 (Commercial Street)	4.50	0.00	Y	Arm 2 Right	Inf	44.2 %	2065	2065
				Arm 6 Right	Inf	30.8 %		
				Arm 7 Left	Inf	25.0 %		
5/1 (Prince Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
5/2 (Prince Street)	3.00	0.00	Y	Arm 2 Right	Inf	100.0 %	1915	1915
6/1 (Church Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Prince Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base + Dev AM' (FG5: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	430	38	0	0	468
	B	318	0	26	0	0	344
	C	0	0	0	0	0	0
	D	8	3	5	0	0	16
	E	0	0	0	0	0	0
	Tot.	326	433	69	0	0	828

Traffic Lane Flows

Lane	Scenario 5: 2031 Base + Dev AM
Junction: Unnamed Junction	
1/1	344
2/1	69
3/1	0
4/1	16
5/1 (with short)	468(In) 430(Out)
5/2 (short)	38
6/1	433
7/1	326

Full Input Data And Results

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Road (N))	3.00	0.00	Y	Arm 2 Left	Inf	7.6 %	1915	1915
				Arm 7 Ahead	Inf	92.4 %		
2/1 (Ivor Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Post Office)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
				Arm 6 Left	Inf	0.0 %		
				Arm 7 Right	Inf	0.0 %		
4/1 (Commercial Street)	4.50	0.00	Y	Arm 2 Right	Inf	31.3 %	2065	2065
				Arm 6 Right	Inf	18.8 %		
				Arm 7 Left	Inf	50.0 %		
5/1 (Prince Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
5/2 (Prince Street)	3.00	0.00	Y	Arm 2 Right	Inf	100.0 %	1915	1915
6/1 (Church Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Prince Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base + Dev PM' (FG6: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	346	73	0	0	419
	B	508	0	75	0	0	583
	C	0	0	0	0	0	0
	D	13	16	23	0	0	52
	E	0	0	0	0	0	0
	Tot.	521	362	171	0	0	1054

Full Input Data And Results

Traffic Lane Flows

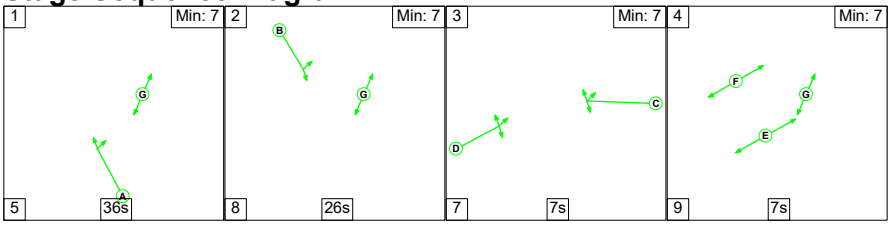
Lane	Scenario 6: 2031 Base + Dev PM
Junction: Unnamed Junction	
1/1	583
2/1	171
3/1	0
4/1	52
5/1 (with short)	419(In) 346(Out)
5/2 (short)	73
6/1	362
7/1	521

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Road (N))	3.00	0.00	Y	Arm 2 Left	Inf	12.9 %	1915	1915
				Arm 7 Ahead	Inf	87.1 %		
2/1 (Ivor Street Lane 1)	Infinite Saturation Flow						Inf	Inf
3/1 (Post Office)	3.00	0.00	Y	Arm 2 Ahead	Inf	0.0 %	1915	1915
				Arm 6 Left	Inf	0.0 %		
				Arm 7 Right	Inf	0.0 %		
4/1 (Commercial Street)	4.50	0.00	Y	Arm 2 Right	Inf	44.2 %	2065	2065
				Arm 6 Right	Inf	30.8 %		
				Arm 7 Left	Inf	25.0 %		
5/1 (Prince Street)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
5/2 (Prince Street)	3.00	0.00	Y	Arm 2 Right	Inf	100.0 %	1915	1915
6/1 (Church Road (N) Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Prince Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2026 Base AM' (FG1: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

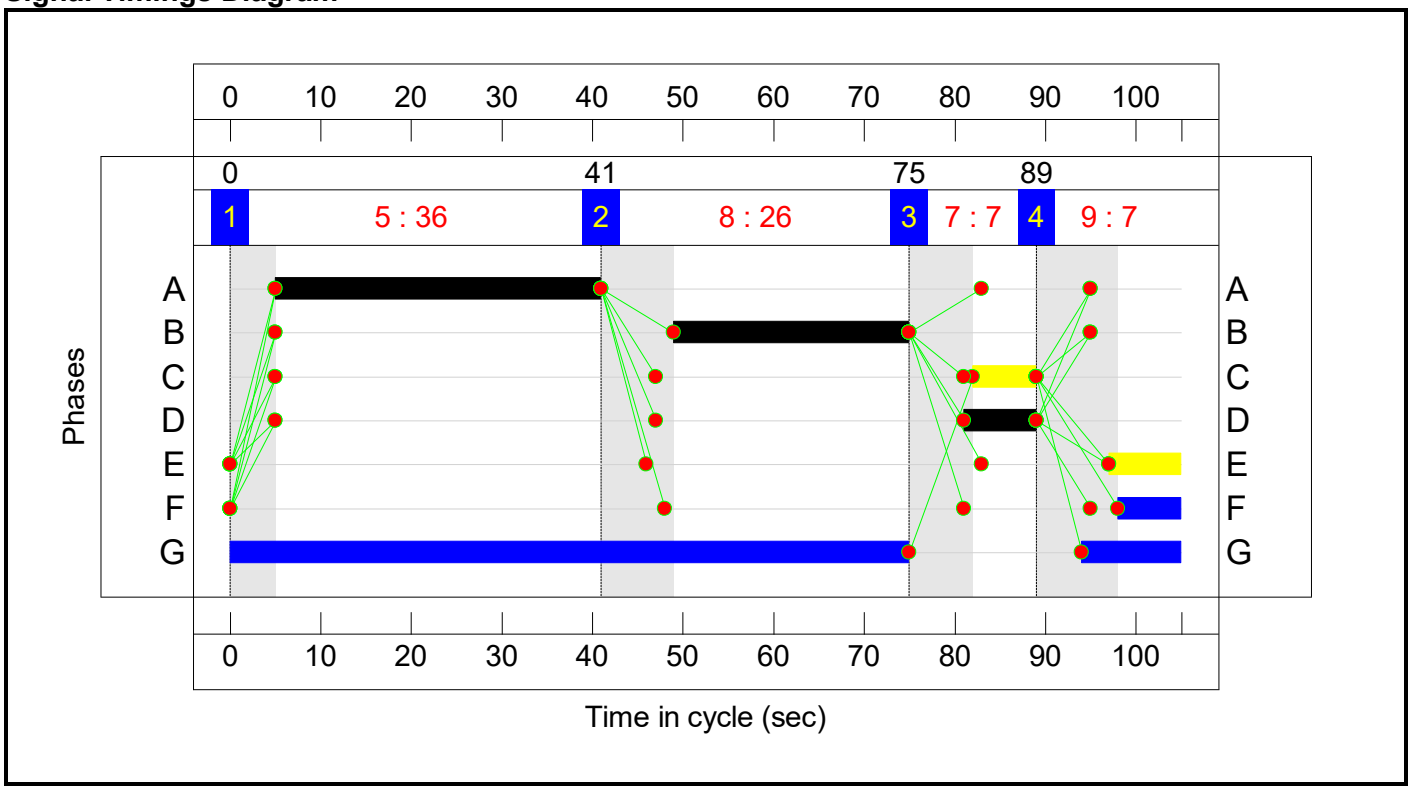


Full Input Data And Results

Stage Timings

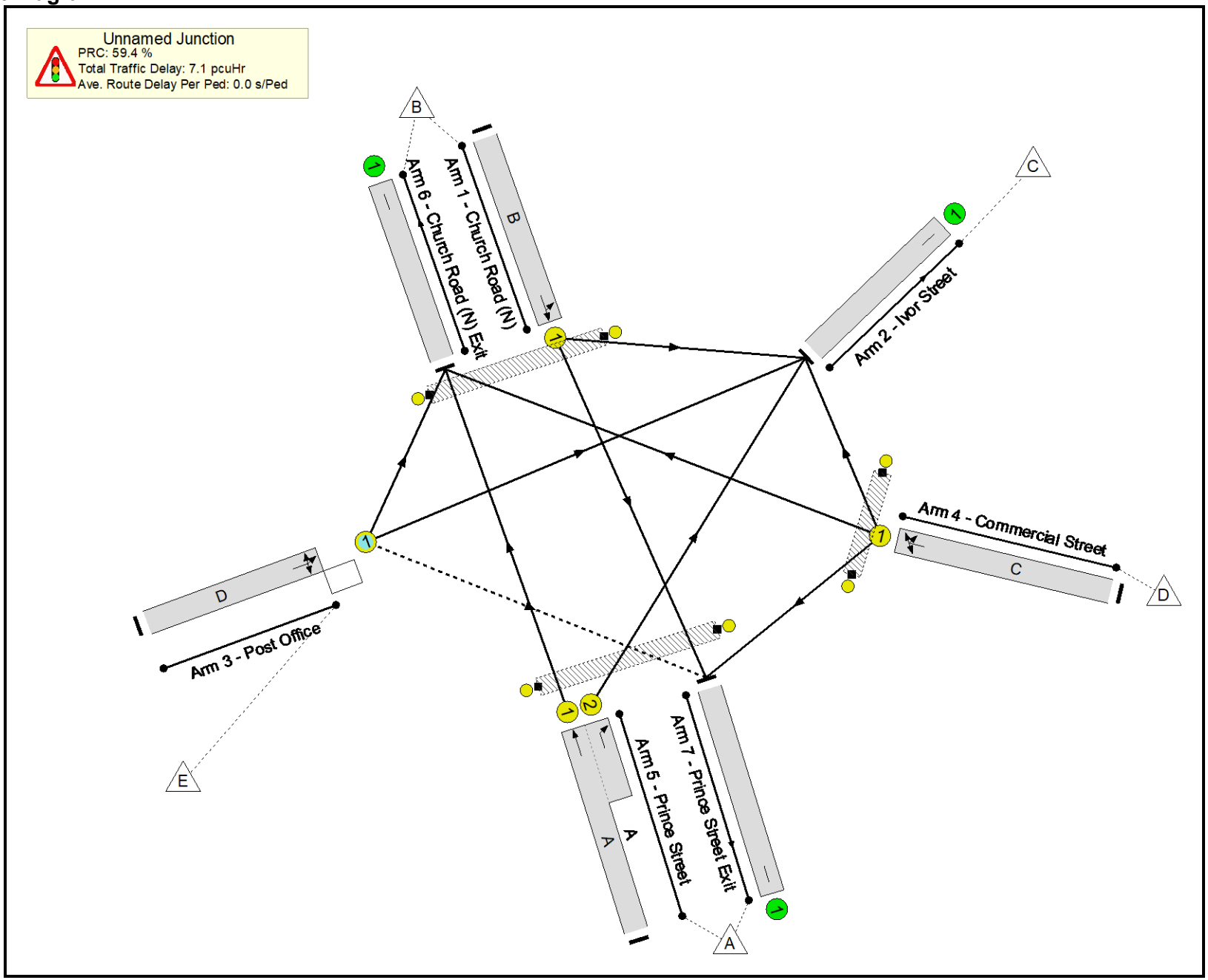
Stage	1	2	3	4
Duration	36	26	7	7
Change Point	0	41	75	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.5%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.5%**
1/1	Church Road (N) Left Ahead	U	N/A	N/A	B		1	26	-	278	1915	492	56.5%
2/1	Ivor Street	U	N/A	N/A	-		-	-	-	66	Inf	Inf	0.0%
3/1	Post Office Ahead Left Right	O	N/A	N/A	D		1	8	-	0	1915	-	-
4/1	Commercial Street Right Right2 Left	U	N/A	N/A	C		1	7	-	16	2065	157	10.2%
5/1+5/2	Prince Street Right Ahead	U	N/A	N/A	A		1	36	-	394	1940:1915	641+64	55.9 : 55.9%
6/1	Church Road (N) Exit	U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
7/1	Prince Street Exit	U	N/A	N/A	-		-	-	-	261	Inf	Inf	0.0%
Ped Link: P1	Church Road (N)	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Prince Street	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Commercial Street	-	N/A	-	G		1	86	-	0	-	0	0.0%

Full Input Data And Results

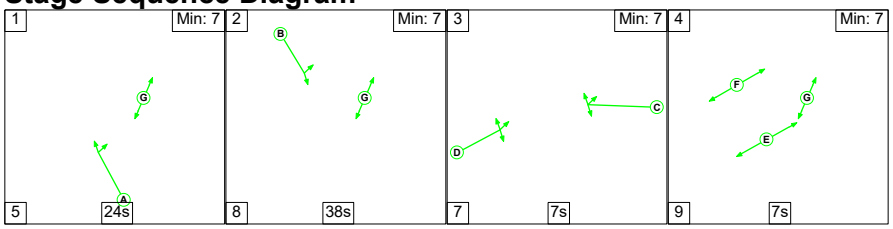
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.8**	**1.3**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**5.8**	**1.3**	**0.0**	**7.1**	**-**	**-**	**-**	**-**
1/1	278	278	-	-	-	2.6	0.6	-	3.3	42.2	7.0	0.6	7.7
2/1	66	66	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	16	16	-	-	-	0.2	0.1	-	0.3	58.0	0.4	0.1	0.5
5/1+5/2	394	394	-	-	-	2.9	0.6	-	3.6	32.6	8.6	0.6	9.2
6/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 59.4 Total Delay for Signalled Lanes (pcuHr): 7.09 Cycle Time (s): 105
PRC Over All Lanes (%): 59.4 Total Delay Over All Lanes(pcuHr): 7.09

Full Input Data And Results

Scenario 2: '2026 Base PM' (FG2: '2026 Base PM', Plan 1: 'Network Control Plan 1')

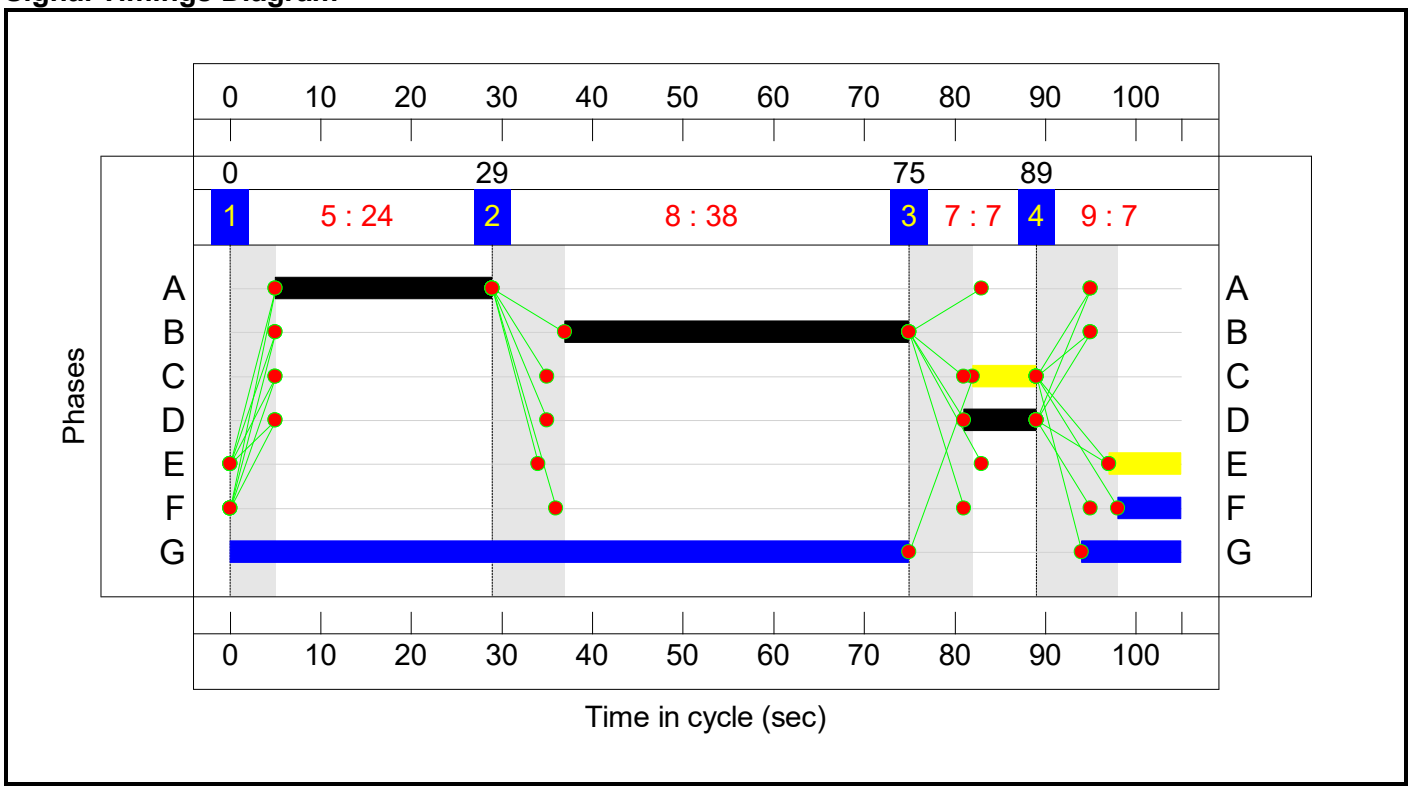
Stage Sequence Diagram



Stage Timings

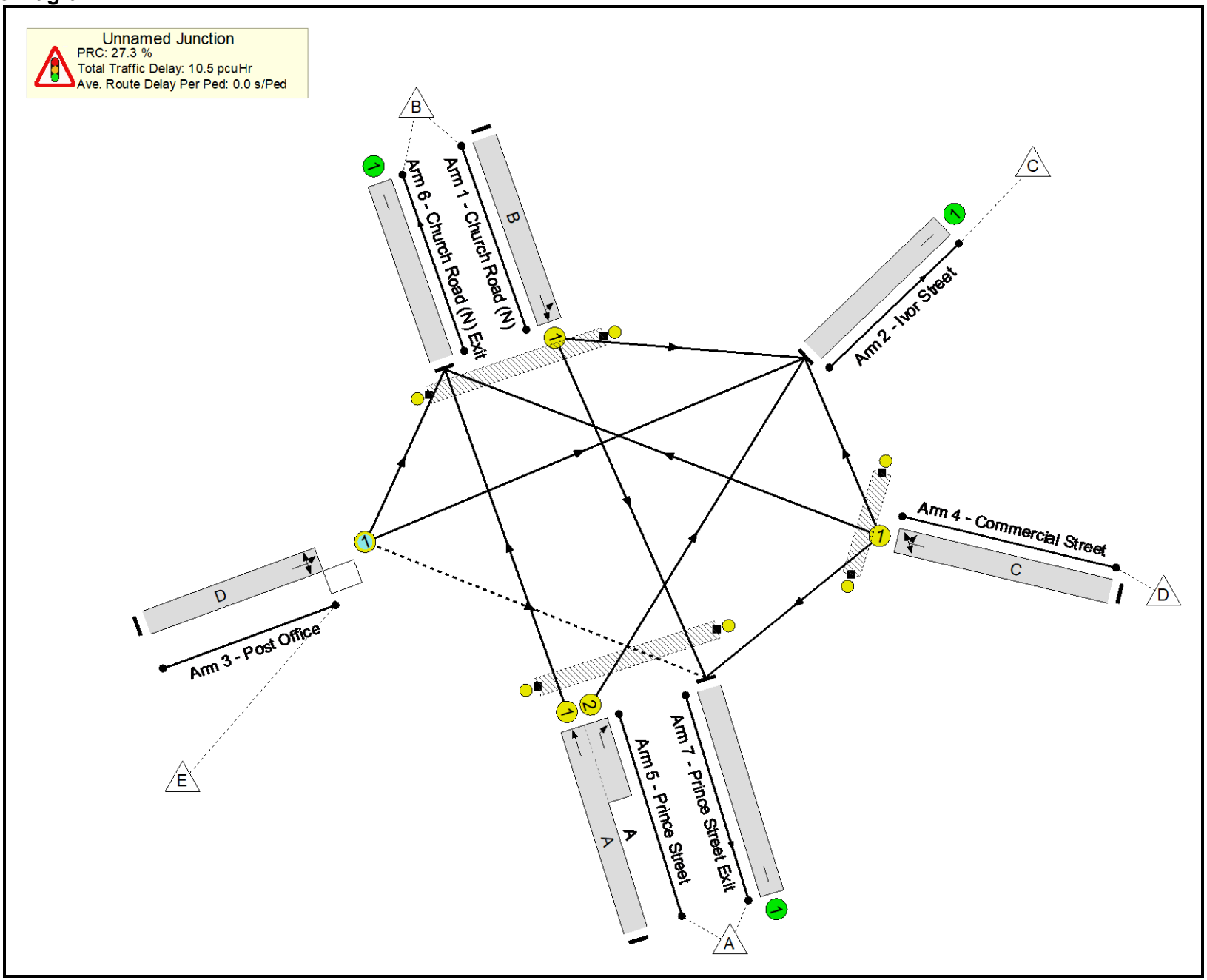
Stage	1	2	3	4
Duration	24	38	7	7
Change Point	0	29	75	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.7%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.7%**
1/1	Church Road (N) Left Ahead	U	N/A	N/A	B		1	38	-	503	1915	711	70.7%
2/1	Ivor Street	U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%
3/1	Post Office Ahead Left Right	O	N/A	N/A	D		1	8	-	0	1915	-	-
4/1	Commercial Street Right Right2 Left	U	N/A	N/A	C		1	7	-	49	2065	157	31.1%
5/1+5/2	Prince Street Right Ahead	U	N/A	N/A	A		1	24	-	350	1940:1915	407+102	68.7 : 68.7%
6/1	Church Road (N) Exit	U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
7/1	Prince Street Exit	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
Ped Link: P1	Church Road (N)	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Prince Street	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Commercial Street	-	N/A	-	G		1	86	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.0**	**2.5**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**8.0**	**2.5**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1	503	503	-	-	-	3.9	1.2	-	5.1	36.7	12.4	1.2	13.6
2/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	49	49	-	-	-	0.6	0.2	-	0.9	62.5	1.3	0.2	1.6
5/1+5/2	350	350	-	-	-	3.4	1.1	-	4.5	46.4	7.9	1.1	9.0
6/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

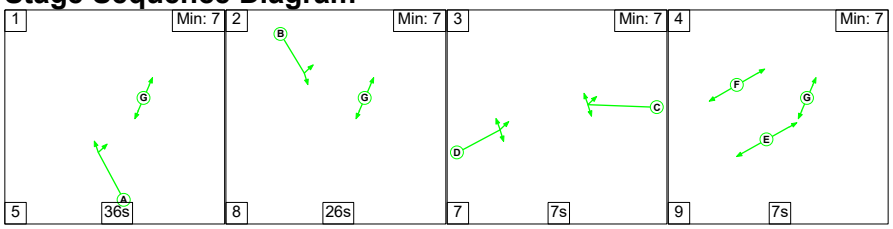
C1 PRC for Signalled Lanes (%): 27.3 Total Delay for Signalled Lanes (pcuHr): 10.49 Cycle Time (s): 105

PRC Over All Lanes (%): 27.3 Total Delay Over All Lanes(pcuHr): 10.49

Full Input Data And Results

Scenario 3: '2031 Base AM' (FG3: '2031 AM', Plan 1: 'Network Control Plan 1')

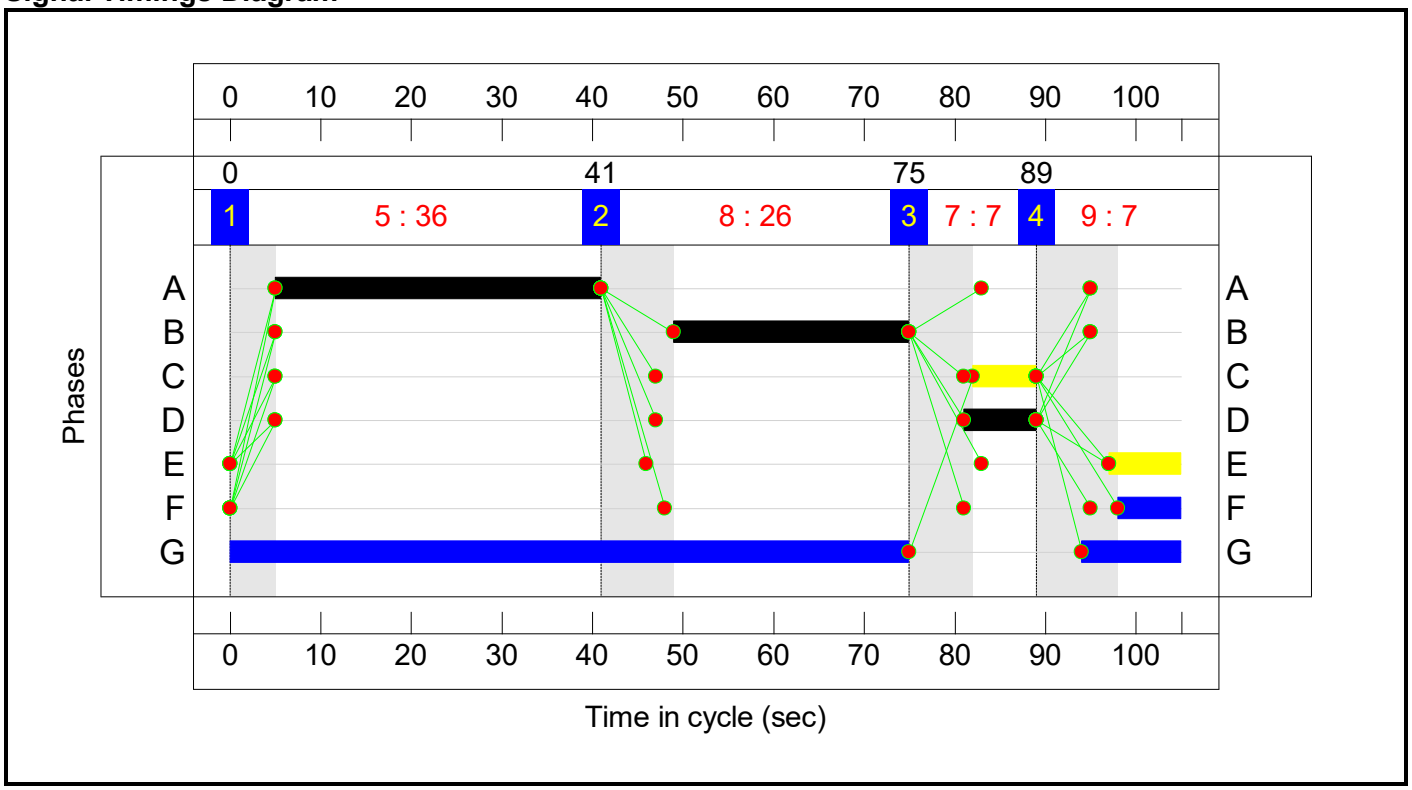
Stage Sequence Diagram



Stage Timings

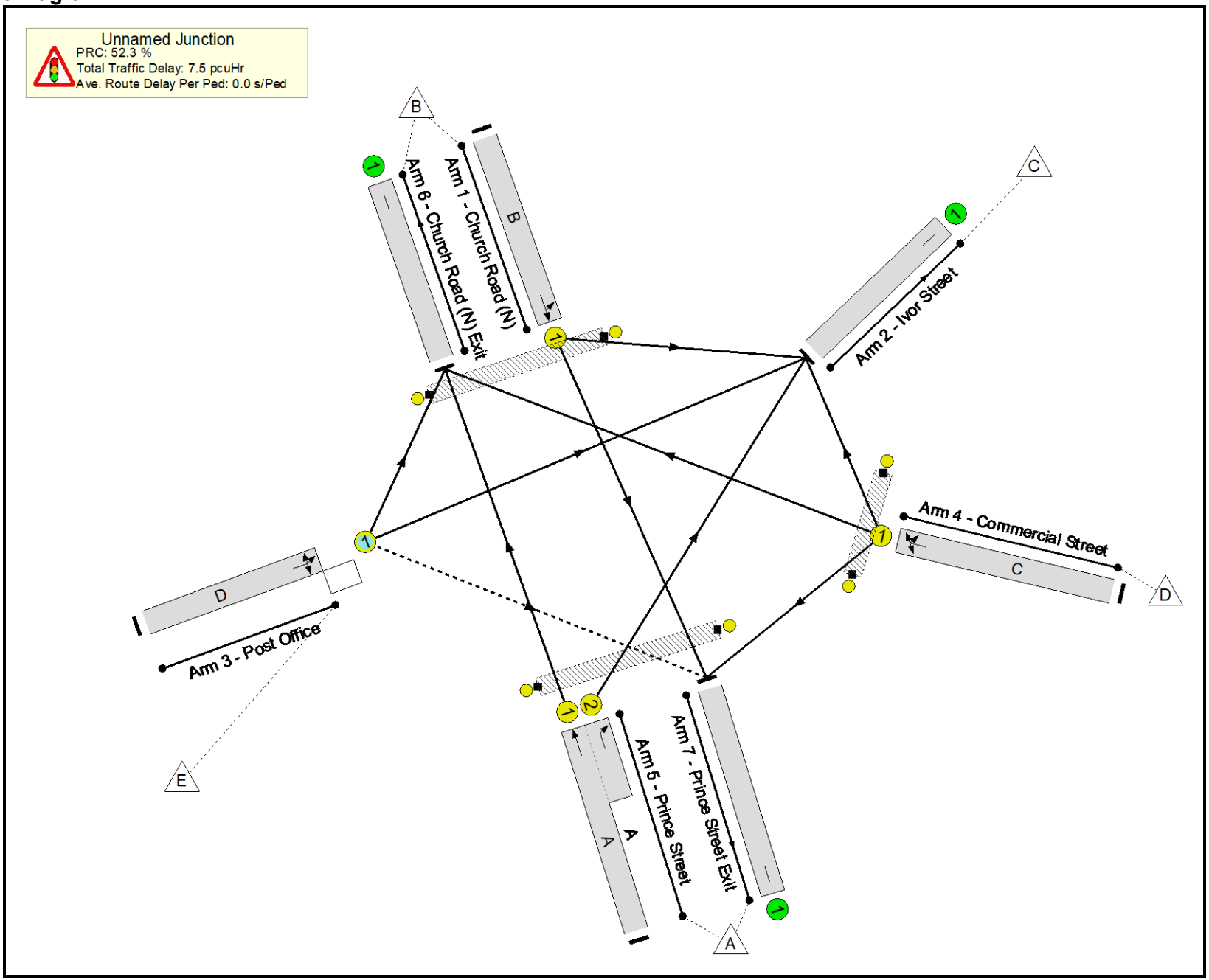
Stage	1	2	3	4
Duration	36	26	7	7
Change Point	0	41	75	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.1%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.1%**
1/1	Church Road (N) Left Ahead	U	N/A	N/A	B		1	26	-	291	1915	492	59.1%
2/1	Ivor Street	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
3/1	Post Office Ahead Left Right	O	N/A	N/A	D		1	8	-	0	1915	-	-
4/1	Commercial Street Right Right2 Left	U	N/A	N/A	C		1	7	-	16	2065	157	10.2%
5/1+5/2	Prince Street Right Ahead	U	N/A	N/A	A		1	36	-	412	1940:1915	640+65	58.4 : 58.4%
6/1	Church Road (N) Exit	U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
7/1	Prince Street Exit	U	N/A	N/A	-		-	-	-	273	Inf	Inf	0.0%
Ped Link: P1	Church Road (N)	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Prince Street	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Commercial Street	-	N/A	-	G		1	86	-	0	-	0	0.0%

Full Input Data And Results

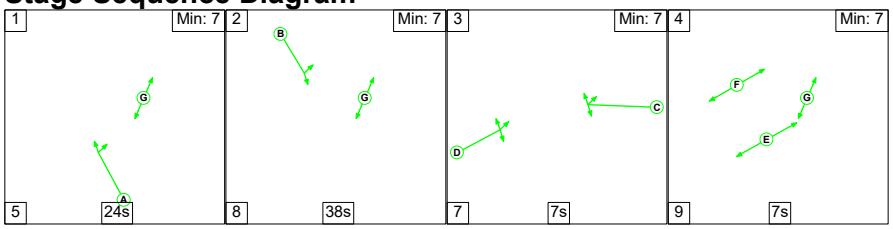
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.1**	**1.5**	**0.0**	**7.5**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**6.1**	**1.5**	**0.0**	**7.5**	**-**	**-**	**-**	**-**
1/1	291	291	-	-	-	2.8	0.7	-	3.5	43.0	7.4	0.7	8.1
2/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	16	16	-	-	-	0.2	0.1	-	0.3	58.0	0.4	0.1	0.5
5/1+5/2	412	412	-	-	-	3.1	0.7	-	3.8	33.3	9.1	0.7	9.8
6/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 52.3 Total Delay for Signalled Lanes (pcuHr): 7.54 Cycle Time (s): 105
PRC Over All Lanes (%): 52.3 Total Delay Over All Lanes(pcuHr): 7.54

Full Input Data And Results

Scenario 4: '2031 Base PM' (FG4: '2031 PM', Plan 1: 'Network Control Plan 1')

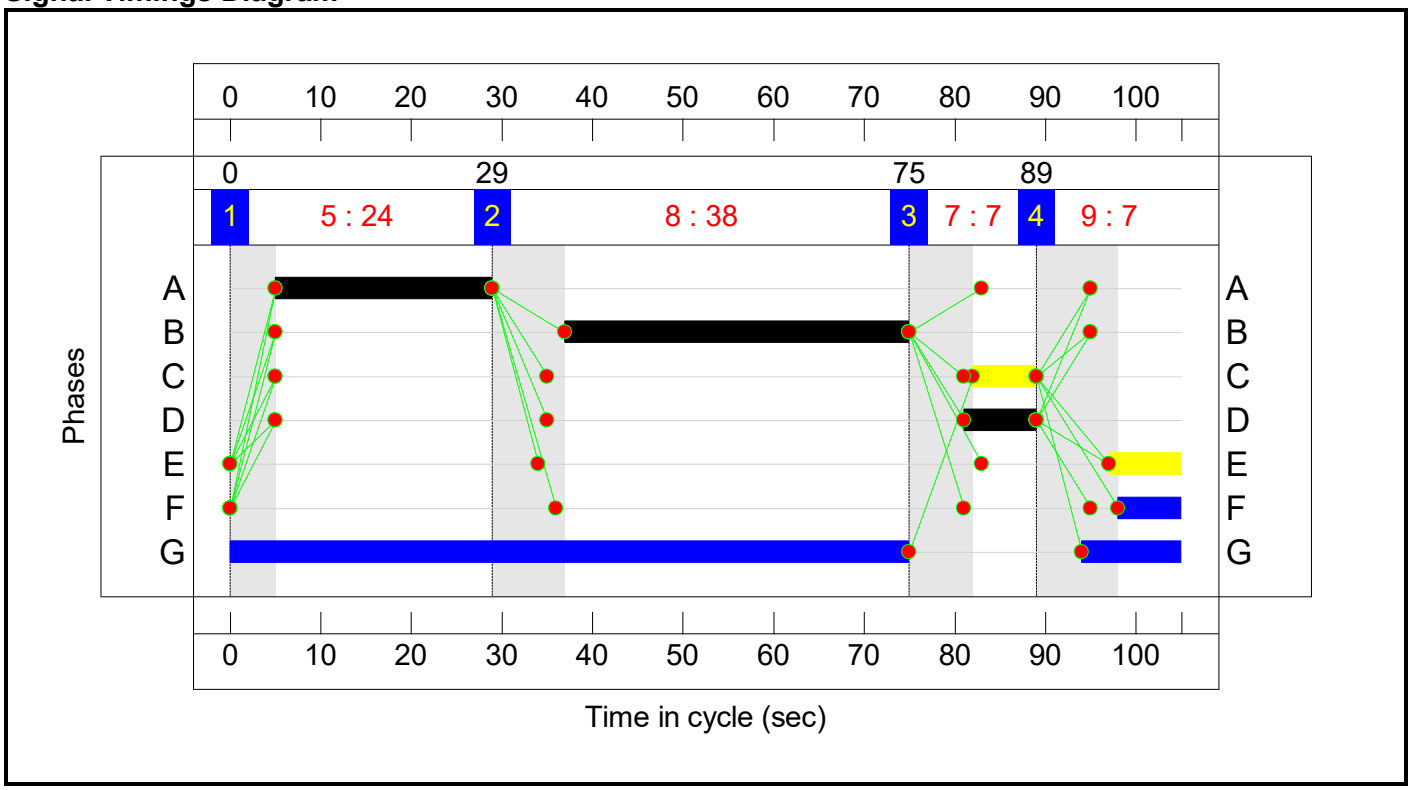
Stage Sequence Diagram



Stage Timings

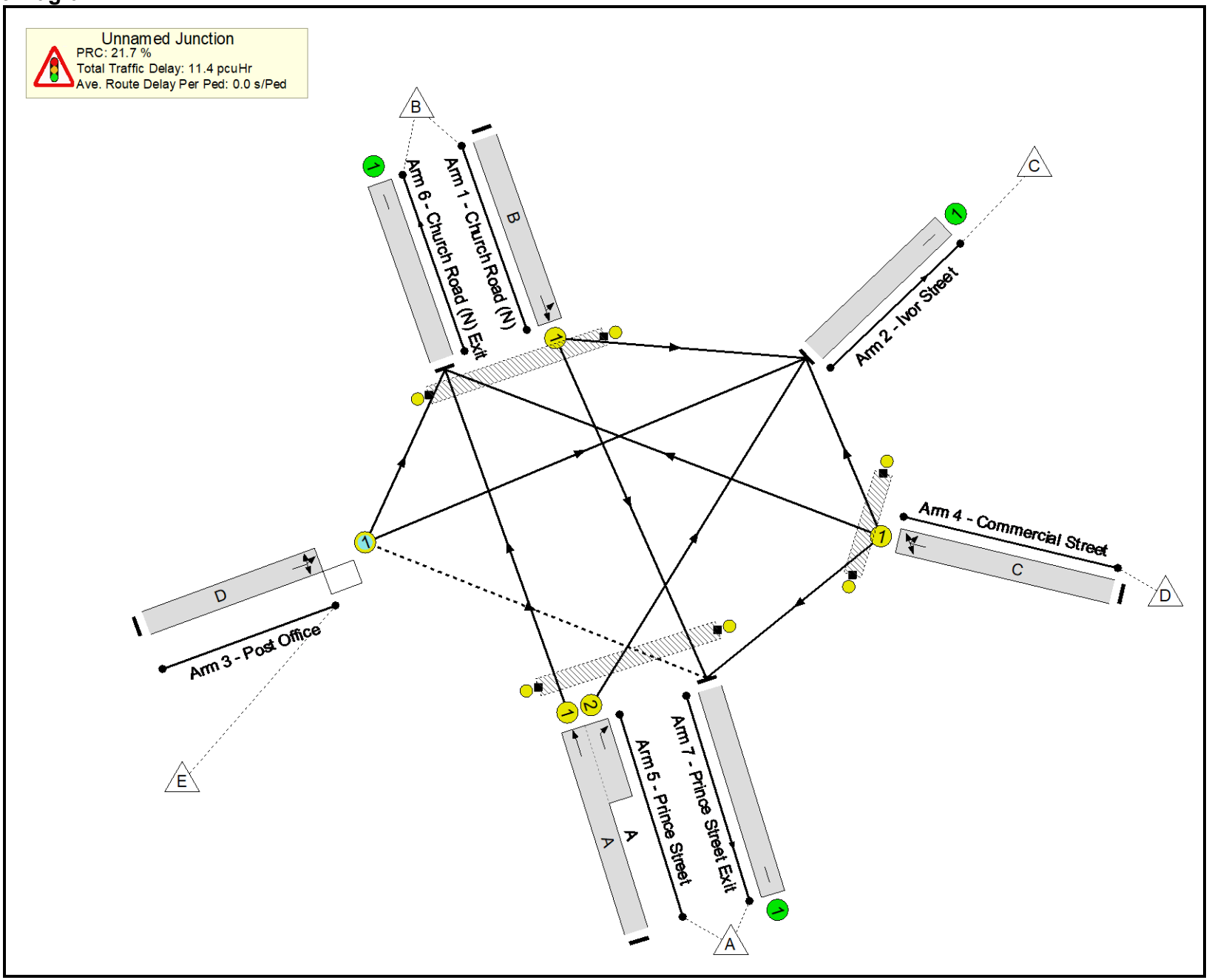
Stage	1	2	3	4
Duration	24	38	7	7
Change Point	0	29	75	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.0%**
1/1	Church Road (N) Left Ahead	U	N/A	N/A	B		1	38	-	526	1915	711	74.0%
2/1	Ivor Street	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
3/1	Post Office Ahead Left Right	O	N/A	N/A	D		1	8	-	0	1915	-	-
4/1	Commercial Street Right Right2 Left	U	N/A	N/A	C		1	7	-	52	2065	157	33.1%
5/1+5/2	Prince Street Right Ahead	U	N/A	N/A	A		1	24	-	366	1940:1915	407+102	71.9 : 71.9%
6/1	Church Road (N) Exit	U	N/A	N/A	-		-	-	-	309	Inf	Inf	0.0%
7/1	Prince Street Exit	U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
Ped Link: P1	Church Road (N)	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Prince Street	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Commercial Street	-	N/A	-	G		1	86	-	0	-	0	0.0%

Full Input Data And Results

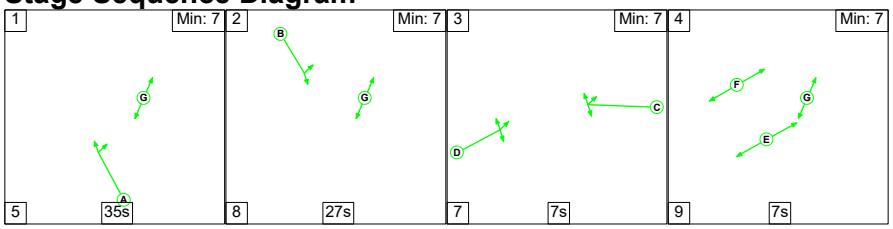
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.5**	**2.9**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**8.5**	**2.9**	**0.0**	**11.4**	**-**	**-**	**-**	**-**
1/1	526	526	-	-	-	4.2	1.4	-	5.6	38.2	13.1	1.4	14.5
2/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	52	52	-	-	-	0.7	0.2	-	0.9	63.0	1.4	0.2	1.7
5/1+5/2	366	366	-	-	-	3.6	1.3	-	4.9	48.0	8.4	1.3	9.7
6/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 21.7 Total Delay for Signalled Lanes (pcuHr): 11.37 Cycle Time (s): 105
PRC Over All Lanes (%): 21.7 Total Delay Over All Lanes(pcuHr): 11.37

Full Input Data And Results

Scenario 5: '2031 Base + Dev AM' (FG5: '2031 Base + Dev AM', Plan 1: 'Network Control Plan 1')

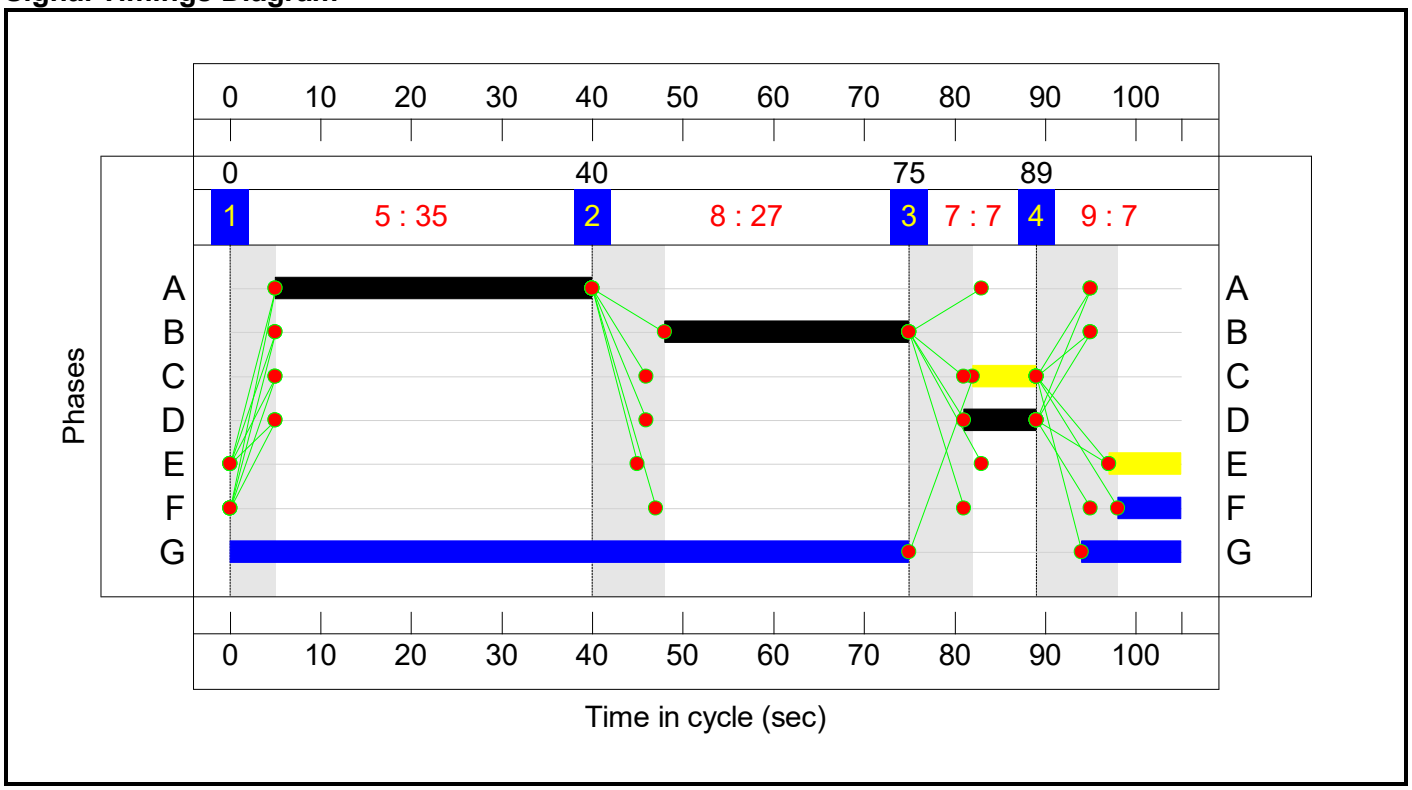
Stage Sequence Diagram



Stage Timings

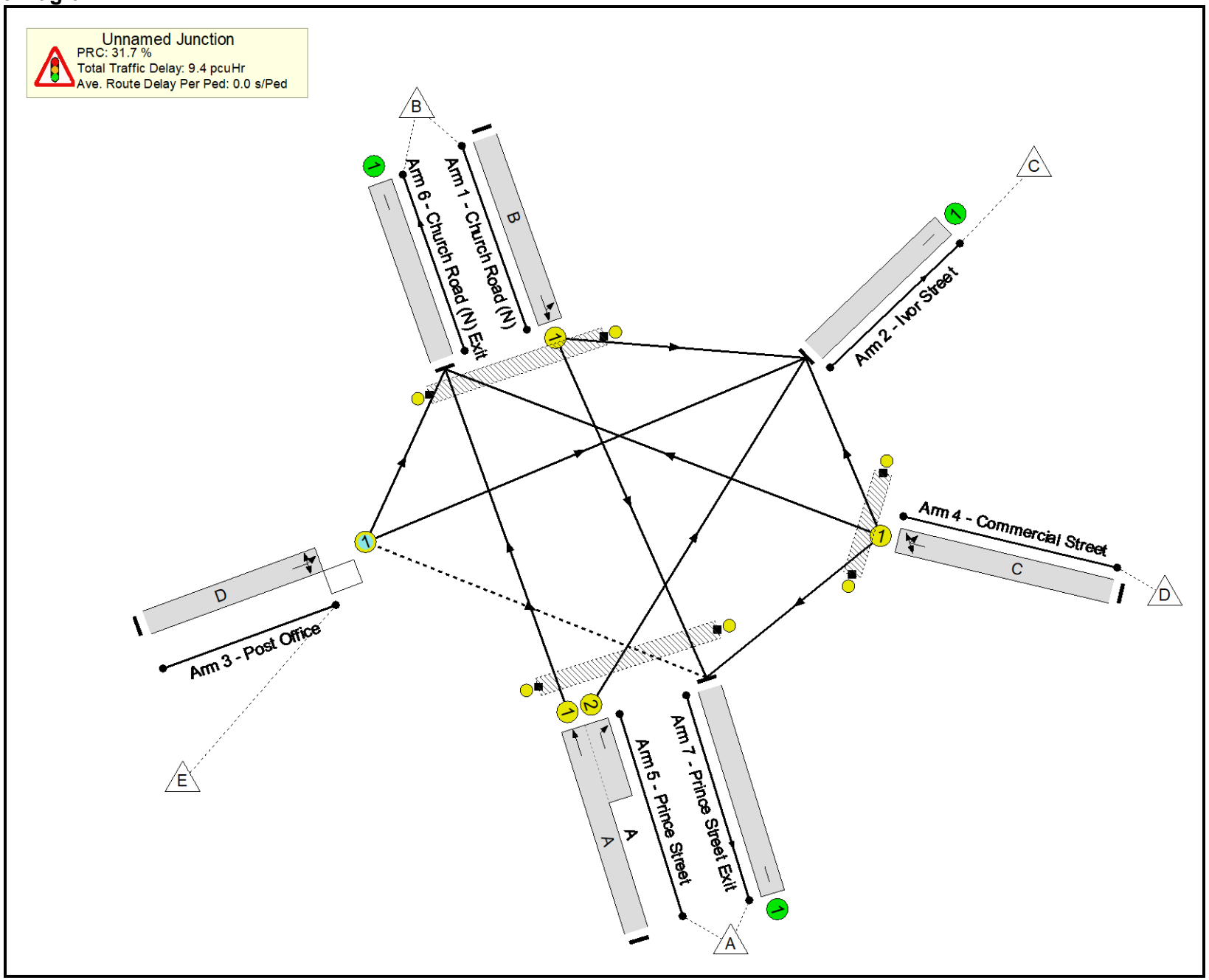
Stage	1	2	3	4
Duration	35	27	7	7
Change Point	0	40	75	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.3%**
1/1	Church Road (N) Left Ahead	U	N/A	N/A	B		1	27	-	344	1915	511	67.4%
2/1	Ivor Street	U	N/A	N/A	-		-	-	-	69	Inf	Inf	0.0%
3/1	Post Office Ahead Left Right	O	N/A	N/A	D		1	8	-	0	1915	-	-
4/1	Commercial Street Right Right2 Left	U	N/A	N/A	C		1	7	-	16	2065	157	10.2%
5/1+5/2	Prince Street Right Ahead	U	N/A	N/A	A		1	35	-	468	1940:1915	629+56	68.3 : 68.3%
6/1	Church Road (N) Exit	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/1	Prince Street Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
Ped Link: P1	Church Road (N)	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Prince Street	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Commercial Street	-	N/A	-	G		1	86	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.3**	**2.1**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**7.3**	**2.1**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/1	344	344	-	-	-	3.3	1.0	-	4.3	45.1	8.9	1.0	9.9
2/1	69	69	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	-	-	-	-	-	-	-	-	-	-	-	-	-
4/1	16	16	-	-	-	0.2	0.1	-	0.3	58.0	0.4	0.1	0.5
5/1+5/2	468	468	-	-	-	3.8	1.1	-	4.9	37.3	11.1	1.1	12.2
6/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

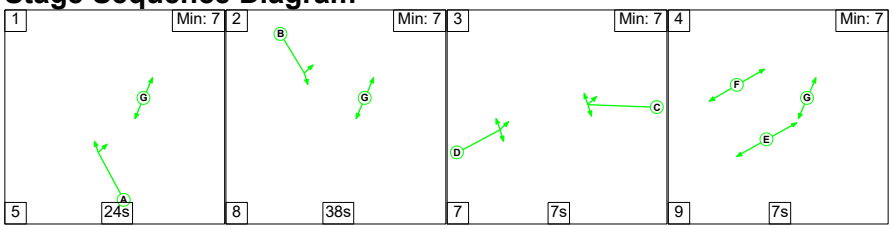
C1 PRC for Signalled Lanes (%): 31.7 Total Delay for Signalled Lanes (pcuHr): 9.42 Cycle Time (s): 105

PRC Over All Lanes (%): 31.7 Total Delay Over All Lanes(pcuHr): 9.42

Full Input Data And Results

Scenario 6: '2031 Base + Dev PM' (FG6: '2031 Base + Dev PM', Plan 1: 'Network Control Plan 1')

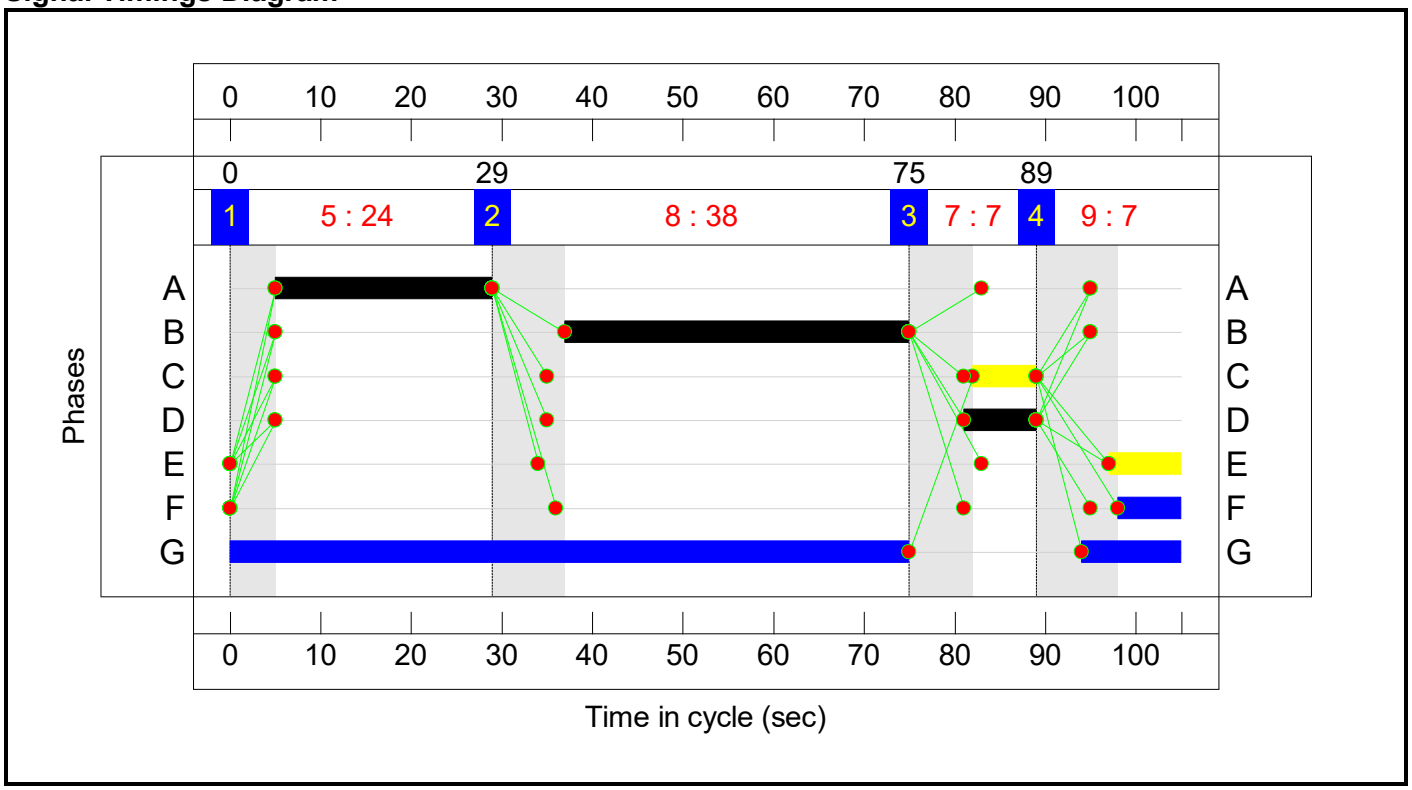
Stage Sequence Diagram



Stage Timings

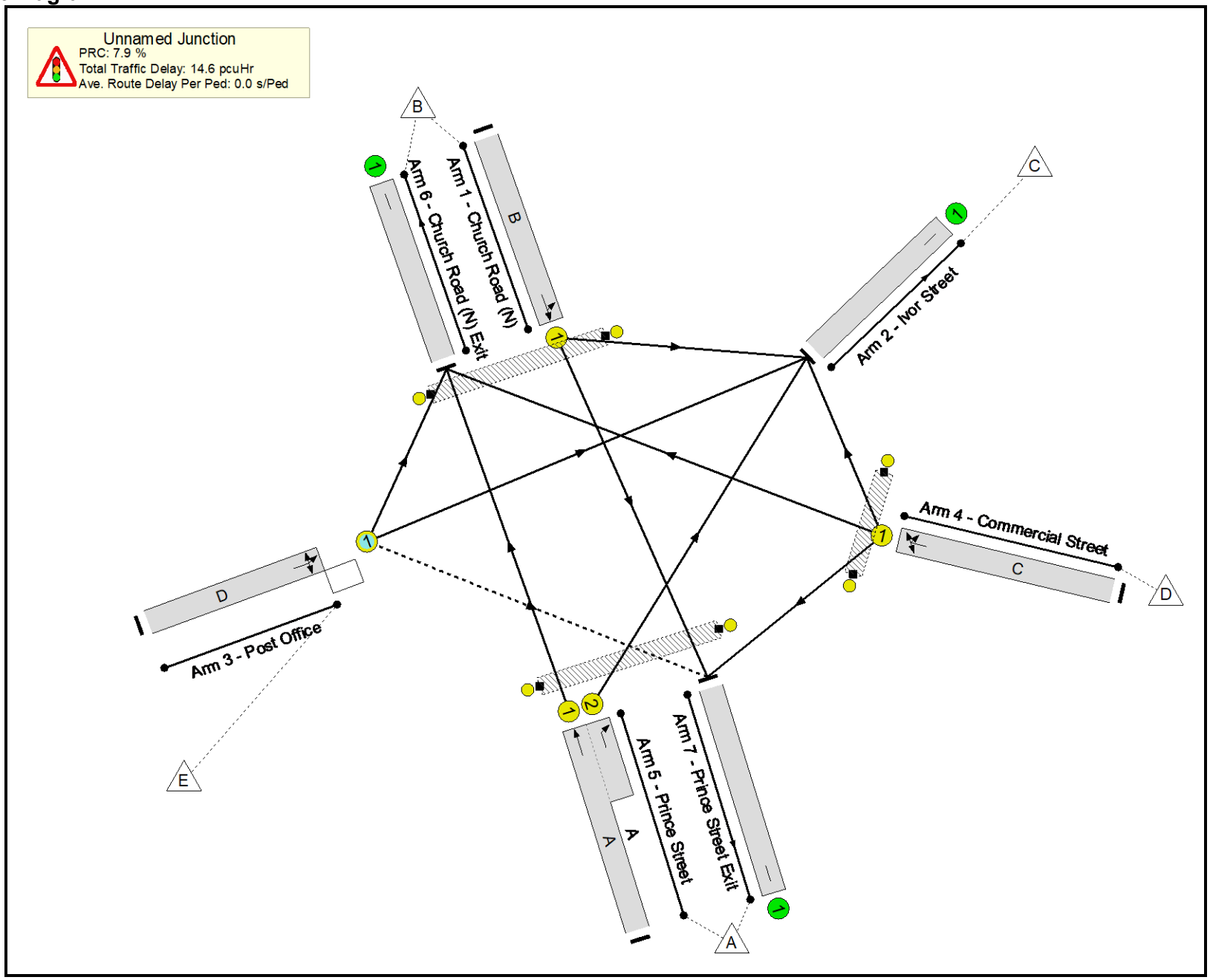
Stage	1	2	3	4
Duration	24	38	7	7
Change Point	0	29	75	89

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.4%**
1/1	Church Road (N) Left Ahead	U	N/A	N/A	B		1	38	-	583	1915	711	82.0%
2/1	Ivor Street	U	N/A	N/A	-		-	-	-	171	Inf	Inf	0.0%
3/1	Post Office Ahead Left Right	O	N/A	N/A	D		1	8	-	0	1915	164	0.0%
4/1	Commercial Street Right Right2 Left	U	N/A	N/A	C		1	7	-	52	2065	157	33.1%
5/1+5/2	Prince Street Right Ahead	U	N/A	N/A	A		1	24	-	419	1940:1915	415+88	83.4 : 83.4%
6/1	Church Road (N) Exit	U	N/A	N/A	-		-	-	-	362	Inf	Inf	0.0%
7/1	Prince Street Exit	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
Ped Link: P1	Church Road (N)	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Prince Street	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Commercial Street	-	N/A	-	G		1	86	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.8**	**4.8**	**0.0**	**14.6**	**-**	**-**	**-**	**-**
Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**9.8**	**4.8**	**0.0**	**14.6**	**-**	**-**	**-**	**-**
1/1	583	583	-	-	-	4.8	2.2	-	7.0	43.4	15.2	2.2	17.4
2/1	171	171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4/1	52	52	-	-	-	0.7	0.2	-	0.9	63.0	1.4	0.2	1.7
5/1+5/2	419	419	-	-	-	4.3	2.4	-	6.7	57.4	10.5	2.4	12.8
6/1	362	362	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 7.9 Total Delay for Signalled Lanes (pcuHr): 14.62 Cycle Time (s): 105

PRC Over All Lanes (%): 7.9 Total Delay Over All Lanes(pcuHr): 14.62

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: B4246_A4043_CurwoodRd.j10
Path: Z:\GB\Projects\UK0029xxx\UK0029247.4683 - Future Waste Transfer Station - Project Management Commission - SEWTAPS\03 WIP\Transport\Junction Modelling
Report generation date: 06/11/2026 13:15:35

»2026 Base, AM
»2026 Base, PM
»2031 Base, AM
»2031 Base, PM
»2031 Base + Dev, AM
»2031 Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 Base									
Stream B-ACD	D1	1.4	16.60	0.58	C	D2	1.2	16.11	0.55	C
Stream A-BCD		0.0	5.03	0.00	A		0.0	4.42	0.01	A
Stream D-ABC		0.0	7.65	0.03	A		0.0	7.68	0.03	A
Stream C-ABD		0.3	6.45	0.18	A		0.2	6.51	0.12	A
	2031 Base									
Stream B-ACD	D3	1.6	18.07	0.61	C	D4	1.4	17.53	0.58	C
Stream A-BCD		0.0	5.00	0.00	A		0.0	4.37	0.01	A
Stream D-ABC		0.0	7.85	0.03	A		0.0	7.76	0.03	A
Stream C-ABD		0.3	6.49	0.19	A		0.2	6.57	0.13	A
	2031 Base + Dev									
Stream B-ACD	D5	2.7	27.44	0.74	D	D6	2.3	25.45	0.70	D
Stream A-BCD		0.0	4.83	0.00	A		0.0	4.23	0.01	A
Stream D-ABC		0.0	7.97	0.03	A		0.0	7.88	0.03	A
Stream C-ABD		0.3	6.61	0.20	A		0.2	6.70	0.14	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	09/10/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKWXN005
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:30	09:00	15
D2	2026 Base	PM	ONE HOUR	16:15	17:45	15
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15
D4	2031 Base	PM	ONE HOUR	16:15	17:45	15
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15
D6	2031 Base + Dev	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		6.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Prince Street		Major
B	A4043		Minor
C	Varteg Road		Major
D	Curwood Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.50			107.0	✓	0.00
C	7.50			79.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.67	24	52
D	One lane	3.19	28	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	636	-	-	-	-	-	-	0.230	0.329	0.230	-	-	-
B-A	596	0.102	0.257	0.257	-	-	-	0.161	0.367	-	0.257	0.257	0.128
B-C	766	0.110	0.278	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	596	0.102	0.257	0.257	-	-	-	0.161	0.367	0.161	-	-	-
B-D, offside lane	596	0.102	0.257	0.257	-	-	-	0.161	0.367	0.161	-	-	-
C-B	620	0.224	0.224	0.321	-	-	-	-	-	-	-	-	-
D-A	648	-	-	-	-	-	-	0.235	-	0.093	-	-	-
D-B, nearside lane	506	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
D-B, offside lane	506	0.137	0.137	0.311	-	-	-	0.218	0.218	0.086	-	-	-
D-C	506	-	0.137	0.311	0.109	0.218	0.218	0.218	0.218	0.086	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026 Base	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	260	100.000
B		✓	275	100.000
C		✓	249	100.000
D		✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	193	65	2
	B	224	0	48	3
	C	164	82	0	3
	D	6	4	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.58	16.60	1.4	C
A-BCD	0.00	5.03	0.0	A
A-B				
A-C				
D-ABC	0.03	7.65	0.0	A
C-ABD	0.18	6.45	0.3	A
C-D				
C-A				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	207	552	0.375	205	0.6	10.311	B
A-BCD	2	718	0.003	2	0.0	5.030	A
A-B	145			145			
A-C	49			49			
D-ABC	9	511	0.018	9	0.0	7.165	A
C-ABD	76	661	0.115	76	0.2	6.144	A
C-D	2			2			
C-A	109			109			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	247	538	0.459	246	0.8	12.296	B
A-BCD	3	735	0.004	3	0.0	4.918	A
A-B	173			173			
A-C	58			58			
D-ABC	11	500	0.022	11	0.0	7.359	A
C-ABD	95	670	0.142	95	0.2	6.261	A
C-D	2			2			
C-A	126			126			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	303	519	0.583	301	1.3	16.309	C
A-BCD	4	759	0.005	4	0.0	4.766	A
A-B	212			212			
A-C	71			71			
D-ABC	13	484	0.027	13	0.0	7.646	A
C-ABD	124	683	0.181	124	0.3	6.442	A
C-D	3			3			
C-A	148			148			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	303	519	0.583	303	1.4	16.601	C
A-BCD	4	759	0.005	4	0.0	4.768	A
A-B	212			212			
A-C	71			71			
D-ABC	13	484	0.027	13	0.0	7.649	A
C-ABD	124	683	0.182	124	0.3	6.451	A
C-D	3			3			
C-A	148			148			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	247	538	0.460	249	0.9	12.555	B
A-BCD	3	734	0.004	3	0.0	4.921	A
A-B	173			173			
A-C	58			58			
D-ABC	11	500	0.022	11	0.0	7.366	A
C-ABD	95	670	0.142	96	0.2	6.272	A
C-D	2			2			
C-A	126			126			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	207	551	0.375	208	0.6	10.518	B
A-BCD	2	717	0.003	2	0.0	5.032	A
A-B	145			145			
A-C	49			49			
D-ABC	9	511	0.018	9	0.0	7.172	A
C-ABD	76	661	0.116	77	0.2	6.161	A
C-D	2			2			
C-A	109			109			

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		4.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	447	100.000
B		✓	246	100.000
C		✓	204	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	262	181	4
	B	195	0	48	3
	C	152	51	0	1
	D	7	5	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.55	16.11	1.2	C
A-BCD	0.01	4.42	0.0	A
A-B				
A-C				
D-ABC	0.03	7.68	0.0	A
C-ABD	0.12	6.51	0.2	A
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	185	535	0.346	183	0.5	10.164	B
A-BCD	5	820	0.006	5	0.0	4.418	A
A-B	196			196			
A-C	135			135			
D-ABC	10	513	0.019	10	0.0	7.155	A
C-ABD	47	624	0.075	47	0.1	6.231	A
C-D	0.70			0.70			
C-A	106			106			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	518	0.427	220	0.7	12.060	B
A-BCD	7	857	0.008	7	0.0	4.233	A
A-B	234			234			
A-C	161			161			
D-ABC	12	500	0.023	12	0.0	7.365	A
C-ABD	59	626	0.094	59	0.1	6.345	A
C-D	0.81			0.81			
C-A	124			124			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	271	494	0.548	269	1.2	15.875	C
A-BCD	10	909	0.010	10	0.0	3.999	A
A-B	285			285			
A-C	197			197			
D-ABC	14	483	0.030	14	0.0	7.681	A
C-ABD	77	630	0.122	77	0.2	6.510	A
C-D	0.97			0.97			
C-A	147			147			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	271	494	0.548	271	1.2	16.113	C
A-BCD	10	909	0.010	10	0.0	4.000	A
A-B	285			285			
A-C	197			197			
D-ABC	14	483	0.030	14	0.0	7.682	A
C-ABD	77	630	0.122	77	0.2	6.514	A
C-D	0.97			0.97			
C-A	147			147			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	221	518	0.427	223	0.8	12.277	B
A-BCD	7	857	0.008	7	0.0	4.235	A
A-B	234			234			
A-C	161			161			
D-ABC	12	500	0.023	12	0.0	7.367	A
C-ABD	59	626	0.094	59	0.1	6.353	A
C-D	0.81			0.81			
C-A	124			124			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	185	535	0.346	186	0.5	10.342	B
A-BCD	5	820	0.006	5	0.0	4.421	A
A-B	196			196			
A-C	135			135			
D-ABC	10	513	0.019	10	0.0	7.158	A
C-ABD	47	624	0.076	47	0.1	6.241	A
C-D	0.70			0.70			
C-A	106			106			

2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		7.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.26	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	272	100.000
B		✓	287	100.000
C		✓	259	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	202	68	2
	B	234	0	50	3
	C	171	85	0	3
	D	6	5	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.61	18.07	1.6	C
A-BCD	0.00	5.00	0.0	A
A-B				
A-C				
D-ABC	0.03	7.85	0.0	A
C-ABD	0.19	6.49	0.3	A
C-D				
C-A				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	216	549	0.394	214	0.6	10.666	B
A-BCD	2	722	0.003	2	0.0	5.000	A
A-B	152			152			
A-C	51			51			
D-ABC	10	502	0.019	10	0.0	7.307	A
C-ABD	80	663	0.120	79	0.2	8.163	A
C-D	2			2			
C-A	113			113			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	258	534	0.483	257	0.9	12.921	B
A-BCD	3	740	0.004	3	0.0	4.883	A
A-B	181			181			
A-C	61			61			
D-ABC	12	490	0.024	12	0.0	7.523	A
C-ABD	100	672	0.148	100	0.2	6.289	A
C-D	2			2			
C-A	131			131			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	316	515	0.614	314	1.5	17.662	C
A-BCD	4	765	0.005	4	0.0	4.725	A
A-B	221			221			
A-C	75			75			
D-ABC	14	473	0.030	14	0.0	7.845	A
C-ABD	130	685	0.190	130	0.3	6.485	A
C-D	3			3			
C-A	152			152			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	316	515	0.614	316	1.6	18.068	C
A-BCD	4	765	0.005	4	0.0	4.725	A
A-B	221			221			
A-C	75			75			
D-ABC	14	473	0.030	14	0.0	7.847	A
C-ABD	130	685	0.190	130	0.3	6.492	A
C-D	3			3			
C-A	152			152			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	258	534	0.483	260	1.0	13.257	B
A-BCD	3	740	0.004	3	0.0	4.886	A
A-B	181			181			
A-C	61			61			
D-ABC	12	490	0.024	12	0.0	7.530	A
C-ABD	100	672	0.149	100	0.2	6.303	A
C-D	2			2			
C-A	131			131			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	216	548	0.394	217	0.7	10.914	B
A-BCD	2	722	0.003	2	0.0	5.002	A
A-B	152			152			
A-C	51			51			
D-ABC	10	502	0.019	10	0.0	7.314	A
C-ABD	80	663	0.121	80	0.2	6.183	A
C-D	2			2			
C-A	113			113			

2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		5.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	467	100.000
B		✓	257	100.000
C		✓	214	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	274	189	4
	B	204	0	50	3
	C	159	54	0	1
	D	7	5	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.58	17.53	1.4	C
A-BCD	0.01	4.37	0.0	A
A-B				
A-C				
D-ABC	0.03	7.76	0.0	A
C-ABD	0.13	6.57	0.2	A
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	193	531	0.364	191	0.6	10.523	B
A-BCD	5	828	0.006	5	0.0	4.373	A
A-B	205			205			
A-C	141			141			
D-ABC	10	510	0.019	10	0.0	7.197	A
C-ABD	50	625	0.081	50	0.1	6.258	A
C-D	0.69			0.69			
C-A	110			110			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	231	513	0.450	230	0.8	12.680	B
A-BCD	7	867	0.008	7	0.0	4.184	A
A-B	244			244			
A-C	169			169			
D-ABC	12	497	0.024	12	0.0	7.419	A
C-ABD	63	627	0.101	63	0.1	6.385	A
C-D	0.81			0.81			
C-A	128			128			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	283	488	0.580	281	1.3	17.203	C
A-BCD	10	922	0.011	10	0.0	3.944	A
A-B	298			298			
A-C	206			206			
D-ABC	14	478	0.030	14	0.0	7.755	A
C-ABD	83	631	0.131	82	0.2	6.566	A
C-D	0.96			0.96			
C-A	152			152			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	283	488	0.580	283	1.4	17.530	C
A-BCD	10	922	0.011	10	0.0	3.946	A
A-B	298			298			
A-C	206			206			
D-ABC	14	478	0.030	14	0.0	7.756	A
C-ABD	83	631	0.131	83	0.2	6.572	A
C-D	0.96			0.96			
C-A	152			152			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	231	513	0.450	233	0.8	12.958	B
A-BCD	7	867	0.008	7	0.0	4.186	A
A-B	244			244			
A-C	169			169			
D-ABC	12	497	0.024	12	0.0	7.424	A
C-ABD	63	627	0.101	63	0.2	6.391	A
C-D	0.81			0.81			
C-A	128			128			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	193	531	0.364	195	0.6	10.733	B
A-BCD	5	828	0.006	5	0.0	4.374	A
A-B	205			205			
A-C	141			141			
D-ABC	10	510	0.019	10	0.0	7.200	A
C-ABD	50	625	0.081	51	0.1	6.274	A
C-D	0.69			0.69			
C-A	110			110			

2031 Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		10.82	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.82	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 Base + Dev	AM	ONE HOUR	07:30	09:00	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	324	100.000
B		✓	339	100.000
C		✓	264	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	251	71	2
	B	288	0	50	3
	C	176	85	0	3
	D	6	5	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.74	27.44	2.7	D
A-BCD	0.00	4.83	0.0	A
A-B				
A-C				
D-ABC	0.03	7.97	0.0	A
C-ABD	0.20	6.61	0.3	A
C-D				
C-A				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	255	539	0.473	252	0.9	12.380	B
A-BCD	2	748	0.003	2	0.0	4.829	A
A-B	188			188			
A-C	53			53			
D-ABC	10	498	0.020	10	0.0	7.375	A
C-ABD	80	657	0.122	80	0.2	6.230	A
C-D	2			2			
C-A	116			116			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	305	524	0.582	303	1.3	16.153	C
A-BCD	3	771	0.004	3	0.0	4.687	A
A-B	225			225			
A-C	64			64			
D-ABC	12	485	0.024	12	0.0	7.612	A
C-ABD	101	666	0.152	101	0.2	6.374	A
C-D	2			2			
C-A	134			134			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	373	503	0.742	368	2.6	25.781	D
A-BCD	4	804	0.005	4	0.0	4.500	A
A-B	275			275			
A-C	78			78			
D-ABC	14	466	0.031	14	0.0	7.967	A
C-ABD	132	678	0.195	132	0.3	6.600	A
C-D	3			3			
C-A	156			156			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	373	503	0.743	373	2.7	27.437	D
A-BCD	4	804	0.005	4	0.0	4.502	A
A-B	275			275			
A-C	78			78			
D-ABC	14	466	0.031	14	0.0	7.971	A
C-ABD	132	678	0.195	132	0.3	6.610	A
C-D	3			3			
C-A	156			156			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	305	524	0.582	310	1.4	17.219	C
A-BCD	3	771	0.004	3	0.0	4.690	A
A-B	225			225			
A-C	64			64			
D-ABC	12	484	0.024	12	0.0	7.618	A
C-ABD	101	666	0.152	101	0.2	6.389	A
C-D	2			2			
C-A	134			134			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	255	539	0.474	257	0.9	12.882	B
A-BCD	2	747	0.003	2	0.0	4.832	A
A-B	188			188			
A-C	53			53			
D-ABC	10	497	0.020	10	0.0	7.381	A
C-ABD	81	657	0.123	81	0.2	6.249	A
C-D	2			2			
C-A	116			116			

2031 Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		7.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.88	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 Base + Dev	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	525	100.000
B		✓	304	100.000
C		✓	219	100.000
D		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	329	192	4
	B	251	0	50	3
	C	164	54	0	1
	D	7	5	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-ACD	0.70	25.45	2.3	D
A-BCD	0.01	4.23	0.0	A
A-B				
A-C				
D-ABC	0.03	7.88	0.0	A
C-ABD	0.14	6.70	0.2	A
C-D				
C-A				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	229	521	0.439	226	0.8	12.082	B
A-BCD	6	857	0.006	6	0.0	4.229	A
A-B	246			246			
A-C	144			144			
D-ABC	10	505	0.019	10	0.0	7.265	A
C-ABD	51	618	0.082	50	0.1	6.336	A
C-D	0.69			0.69			
C-A	113			113			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	273	502	0.545	272	1.2	15.550	C
A-BCD	7	902	0.008	7	0.0	4.025	A
A-B	293			293			
A-C	171			171			
D-ABC	12	491	0.024	12	0.0	7.508	A
C-ABD	64	620	0.103	64	0.2	6.479	A
C-D	0.81			0.81			
C-A	132			132			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	335	475	0.705	331	2.2	24.230	C
A-BCD	11	985	0.011	11	0.0	3.772	A
A-B	358			358			
A-C	209			209			
D-ABC	14	471	0.030	14	0.0	7.879	A
C-ABD	84	622	0.135	84	0.2	6.694	A
C-D	0.95			0.95			
C-A	156			156			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	335	475	0.705	334	2.3	25.450	D
A-BCD	11	985	0.011	11	0.0	3.775	A
A-B	358			358			
A-C	209			209			
D-ABC	14	471	0.030	14	0.0	7.881	A
C-ABD	84	622	0.135	84	0.2	6.700	A
C-D	0.95			0.95			
C-A	156			156			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	273	501	0.545	277	1.2	16.355	C
A-BCD	8	902	0.008	8	0.0	4.028	A
A-B	293			293			
A-C	171			171			
D-ABC	12	491	0.024	12	0.0	7.515	A
C-ABD	64	620	0.103	64	0.2	6.488	A
C-D	0.81			0.81			
C-A	132			132			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	229	521	0.440	231	0.8	12.486	B
A-BCD	6	857	0.007	6	0.0	4.229	A
A-B	246			246			
A-C	144			144			
D-ABC	10	505	0.019	10	0.0	7.272	A
C-ABD	51	618	0.082	51	0.1	6.352	A
C-D	0.69			0.69			
C-A	113			113			

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