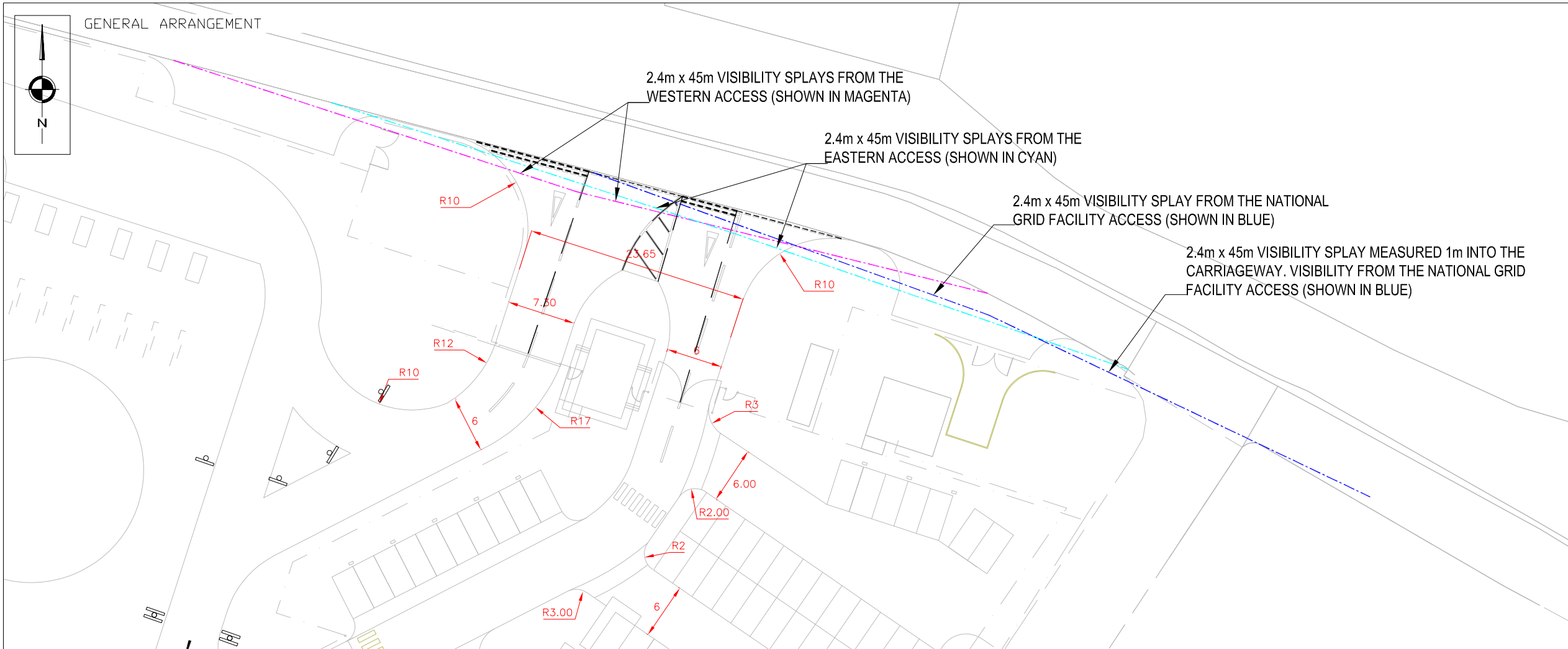


S|C|P

APPENDIX D



NOTES

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.50m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.41m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED DIMENSIONS AND SWEEP PATHS OF NEW LAYOUT	26/06/23	LD
B	NEW SITE LAYOUT UNDERLAID	10/08/23	LD
C	PROJECT TITLE CHANGE	11/08/23	LD
D	REVISED SITE PLAN UNDERLAID. SWEEP PATH ANALYSIS UPDATED TO SUIT.	18.10.23	BA
E	REVISED SITE PLAN UNDERLAID. SWEEP PATH ANALYSIS UPDATED TO SUIT.	24.10.23	BA
F	FINAL SITE PLAN UNDERLAID.	27.10.23	BA

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:
LANZATECH UK LTD

Project Title:
LAND AT CROWN WHARF, PORT TALBOT DOCKS

Drawing Title:
SWEPT PATH ANALYSIS, VISIBILITY DISPLAYS & DIMENSIONS FOR PROPOSED ACCESS

Drawn By: LD	Date: 26/06/23
Checked: CT	Scale: 1:500 @ A3
Status: PLANNING	Approved/Unapproved: -

Drawing No. SCP/220352/D03	Rev. F
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S|C|P

APPENDIX E



NOTES

Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 3.250m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

REVISIONS

REV	DESCRIPTION	DATE	BY
A	UPDATED DIMENSIONS AND SWEEP PATHS OF NEW LAYOUT	26/06/23	LD
B	NEW SITE LAYOUT UNDERLAID	10/08/23	LD
C	PROJECT TITLE CHANGE	11/08/23	LD
D	REVISED SITE PLAN UNDERLAID. WESTERN ACCESS GEOMETRIES & SWEEP PATH ANALYSIS UPDATED TO SUIT.	18.10.23	BA
E	REVISED SITE PLAN UNDERLAID. WESTERN ACCESS GEOMETRIES & SWEEP PATH ANALYSIS UPDATED TO SUIT.	24.10.23	BA
F	FINAL SITE PLAN UNDERLAID.	27.10.23	BA

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

LANZATECH UK LTD

Project Title:

LAND AT CROWN WHARF, PORT TALBOT DOCKS

Drawing Title:

SWEPT PATH ANALYSIS, VISIBILITY DISPLAYS & DIMENSIONS FOR PROPOSED ACCESS

Drawn By:

LD

Date:

26/06/23

Checked:

CT

Scale:

1:1000 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

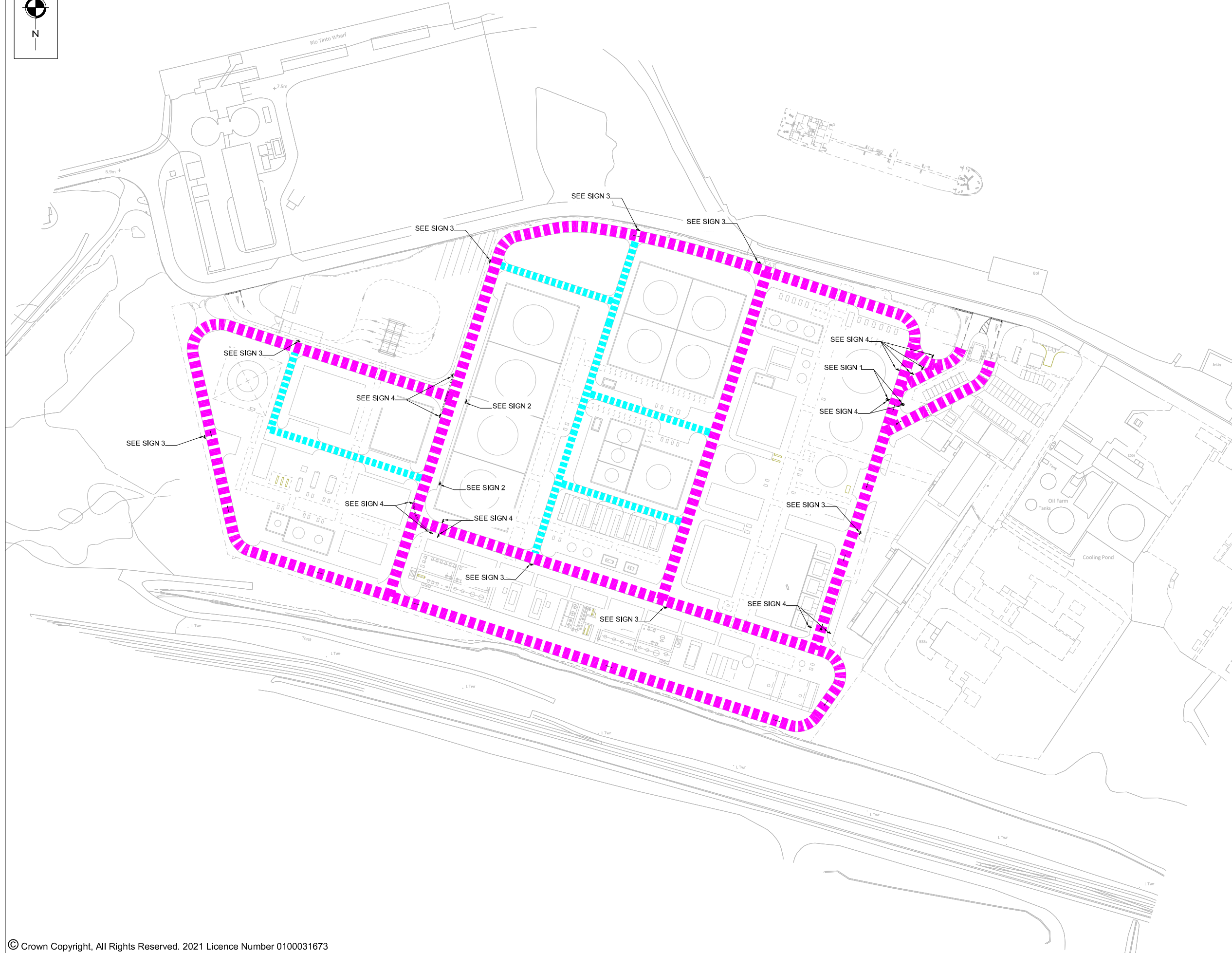
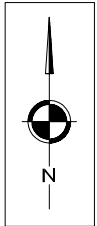
SCP/220352/D02

Rev.

F

S|C|P

APPENDIX F



NOTES

- MAIN ACCESS ROUTES - MINIMUM 6m WIDE
- MAINTENANCE ROADS FOR LIGHT VEHICLES ONLY - 4m WIDE

SIGN 1 - DIAGRAM 652
"ONE-WAY TRAFFIC"



SIGN 2 - DIAGRAM 810
"ONE-WAY TRAFFIC IN
DIRECTION INDICATED"



SIGN 3 - DIAGRAM 810
"ONE-WAY TRAFFIC IN
DIRECTION INDICATED"



SIGN 4 - DIAGRAM 616
"NO ENTRY FOR
VEHICULAR TRAFFIC"

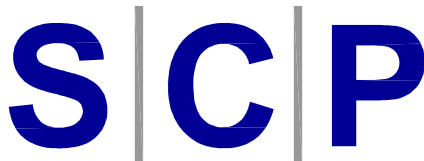


POTENTIAL
DIRECTIONAL ARROWS,
WHERE APPLICABLE



REVISIONS

REV	DESCRIPTION	DATE	BY
A	REVISED SITE PLAN UNDERLAID.	24.10.23	BA
B	FINAL SITE PLAN UNDERLAID.	27.10.23	BA



Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

LANZATECH UK LTD

Project Title:

LAND AT CROWN WHARF,
PORT TALBOT DOCKS

Drawing Title:

GENERAL ROUTING AROUND THE SITE

Drawn By:

BA

Date:

18.10.2023

Checked:

CT

Scale:

1:2000 @ A3

Status:

PLANNING

Approved/Unapproved:

-

Drawing No.

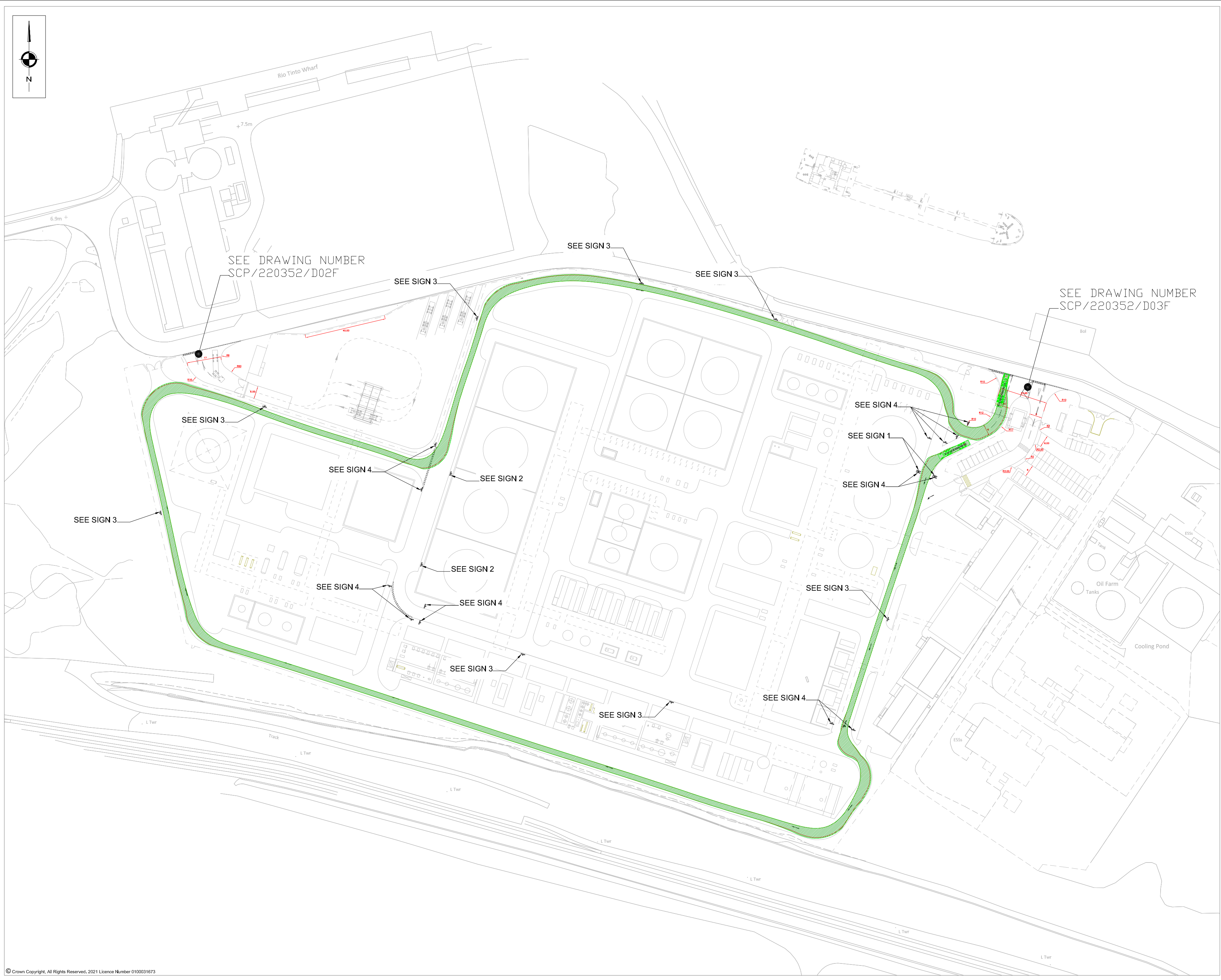
SCP/220352/D07

Rev.

B

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APPENDIX G



NOTES

453

136

127

278

74

64

14

14

250

1788

684

74

14

14

250

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length

Overall Width

Overall Body Height

Min. Body Ground Clearance

Max. Track Width

Lock to lock time

Kerb to Kerb Turning Radius

16.50m

3.68m

3.68m

0.41m

2.50m

9.00s

6.530m

SIGN 1 - DIAGRAM 652
"ONE-WAY TRAFFIC"

SIGN 2 - DIAGRAM 810
"ONE-WAY TRAFFIC IN
DIRECTION INDICATED"

ONE WAY

SIGN 3 - DIAGRAM 810
"ONE-WAY TRAFFIC IN
DIRECTION INDICATED"

ONE WAY

SIGN 4 - DIAGRAM 616
"NO ENTRY FOR
VEHICULAR TRAFFIC"

POTENTIAL
DIRECTIONAL ARROWS,
WHERE APPLICABLE

REVISIONS

REV	DESCRIPTION	DATE	BY
A	NEW SITE LAYOUT UNDERLAID	10/08/23	LD
B	PROJECT TITLE CHANGE	11/08/23	LD
C	REVISED SITE PLAN UNDERLAID, WESTERN ACCESS GEOMETRIES & SWEEP PATH ANALYSIS UPDATED TO SUIT.	18.10.23	BA
D	REVISED SITE PLAN UNDERLAID.	24.10.23	BA
E	FINAL SITE PLAN UNDERLAID.	27.10.23	BA

S|C|P

Transportation Planning : Infrastructure Design

Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400,
www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name:

LANZATECH UK LTD

Project Title:

LAND AT CROWN WHARF,
PORT TALBOT DOCKS

Drawing Title:

SWEPT PATH ANALYSIS, VISIBILITY
DISPLAYS & DIMENSIONS FOR
PROPOSED ACCESS

Date:

26/06/23

Drawn By:

LD

Scale:

1:1250 @ A2

Checked:

CT

Status:

PLANNING

Approved/
Unapproved:

-

Drawing No.

SCP/220352/ATR02

Rev.

E

S|C|P

APPENDIX H

1. The trip distribution method for the proposed construction and operational phase staff is based on a simple gravity model. The methodology is as follows:-
2. A 60-minute drivetime isochrone has been centred on the site access using Microsoft Mappoint software (see below plan). Within this isochrone, population data for each postcode sector has been exported. 60 minutes has been taken to represent the maximum driving time for the majority of commuters driving to work. This is considered robust when considering 27 minutes is the average driving time for commuters driving to work and back during the peak hours (as derived from the DfT's July 2007 "Travel to Work" Factsheet).



3. The population density, P, in each postcode sector is set out below.
4. The travel time, D, from the approximate centre of each postcode sector to the site is estimated using Google route planning software.
5. The factor P/D (to the power of 2) is estimated for each postcode sector to determine the relative attractiveness of the development in that sector.
6. The P/D ratios for each sector are expressed as a percentage of the total.
7. Each postcode sector is assigned to an appropriate route based on that specified by Google route planner software and any other obvious network constraints around the site.
8. The total percentage of trips assigned to each route is determined.

Postcode Sector	Population (P)	Travel Time in Minutes (D)	p/d^2	% p/d^2	ROUTE
SA34 0	4113	60	1.14	0.03	C
SA3 1	2539	35	2.07	0.06	C
SA33 4	4852	55	1.60	0.04	C
SA33 5	3246	55	1.07	0.03	C
SA33 6	3369	55	1.11	0.03	C
SA31 3	6212	35	5.07	0.14	C
SA16 0	7771	45	3.84	0.10	C
SA17 4	5413	50	2.17	0.06	C
SA17 5	2538	50	1.02	0.03	C
SA31 2	3978	35	3.25	0.09	C
SA31 1	5401	35	4.41	0.12	C
SA39 9	2363	60	0.66	0.02	C
SA15 2	6738	35	5.50	0.15	C
SA15 1	8873	35	7.24	0.20	C
SA3 2	2452	40	1.53	0.04	C
SA3 3	3618	40	2.26	0.06	C
SA4 3	9725	26	14.39	0.39	C
SA14 9	6526	26	9.65	0.26	C
SA2 7	11742	28	14.98	0.41	C
SA4 6	7006	26	10.36	0.28	C
SA3 4	8375	40	5.23	0.14	C
SA3 5	9133	40	5.71	0.15	C
SA4 4	10876	26	16.09	0.44	C
SA5 4	5558	22	11.48	0.31	C
SA2 8	5891	28	7.51	0.20	C
SA2 9	6079	28	7.75	0.21	C
SA2 0	11084	28	14.14	0.38	C
SA1 4	3199	18	9.87	0.27	C
SA1 6	12816	18	39.56	1.07	C
SA5 5	7220	22	14.92	0.40	C
SA5 8	7795	22	16.11	0.44	C
SA1 3	2949	18	9.10	0.25	C
SA1 5	512	18	1.58	0.04	C
SA1 1	1792	18	5.53	0.15	C
SA5 9	8236	22	17.02	0.46	C
SA1 2	5151	18	15.90	0.43	C
SA6 7	6559	20	16.40	0.44	C
SA6 8	4797	20	11.99	0.32	C
SA1 8	6298	18	19.44	0.53	C
SA1 7	6145	18	18.97	0.51	C
SA7 9	12479	14	63.67	1.72	C
SA15 4	4884	35	3.99	0.11	C
SA15 5	6017	35	4.91	0.13	C
SA15 3	6668	35	5.44	0.15	C
SA32 8	2959	50	1.18	0.03	C
SA14 8	11667	26	17.26	0.47	C
SA4 0	2833	26	4.19	0.11	C
SA14 6	5672	26	8.39	0.23	C

SA14 7	5644	26	8.35	0.23	C
SA32 7	3530	50	1.41	0.04	C
SA4 8	5810	26	8.59	0.23	C
SA4 9	4262	26	6.30	0.17	C
SA5 7	5870	22	12.13	0.33	C
SA18 3	9943	35	8.12	0.22	C
SA18 2	8611	35	7.03	0.19	C
SA6 6	13087	20	32.72	0.89	C
SA6 5	8691	20	21.73	0.59	C
SA8 4	6865	24	11.92	0.32	C
SA18 1	8555	35	6.98	0.19	C
SA19 6	2894	40	1.81	0.05	C
SA19 7	2555	45	1.26	0.03	C
CF36 3	8600	14	43.88	1.19	A
SA13 1	3007	6	83.51	2.26	B
SA13 1	3007	7	61.36	1.66	I
SA12 7	8371	5	334.84	9.06	E
SA10 6	8583	12	59.60	1.61	C
SA10 7	9238	26	13.67	0.37	C
SA12 6	9507	5	380.28	10.29	E
SA12 8	6805	7	138.88	3.76	F
SA11 2	9040	20	22.60	0.61	C
SA11 1	5741	20	14.35	0.39	C
CF33 4	6029	9	74.43	2.01	H
SA13 2	3421	6	95.03	2.57	B
SA13 2	3421	5	136.84	3.70	G
SA11 3	11138	14	56.83	1.54	C
SA12 9	6476	8	101.19	2.74	I
CF36 5	6289	12	43.67	1.18	A
CF32 0	5533	18	17.08	0.46	H
CF61 1	5023	35	4.10	0.11	A
CF31 5	1842	16	7.20	0.19	A
CF31 3	4279	16	16.71	0.45	A
CF35 5	5093	18	15.72	0.43	A
CF33 6	7197	9	88.85	2.40	H
CF34 9	9240	20	23.10	0.62	I
CF34 0	11025	20	27.56	0.75	I
SA13 3	5184	22	10.71	0.29	I
CF31 4	13470	16	52.62	1.42	A
CF31 1	9008	16	35.19	0.95	A
CF32 9	9867	14	50.34	1.36	A
CF31 2	10352	16	40.44	1.09	A
CF35 6	9022	20	22.56	0.61	A
CF32 8	7571	18	23.37	0.63	A
CF32 7	5945	24	10.32	0.28	A
CF42 6	7708	45	3.81	0.10	C
SA8 3	4794	24	8.32	0.23	C
SA9 2	6537	35	5.34	0.14	C
SA10 8	6004	16	23.45	0.63	C
SA11 4	3036	18	9.37	0.25	C
SA9 1	7548	30	8.39	0.23	C
SA19 9	1452	50	0.58	0.02	C
SA11 5	5808	22	12.00	0.32	C
SA10 9	3822	23	7.22	0.20	C
CF42 5	6337	40	3.96	0.11	A
CF44 9	8802	28	11.23	0.30	C
LD3 8	3751	50	1.50	0.04	C
CF61 2	4482	35	3.66	0.10	A
CF71 7	8299	28	10.59	0.29	A
CF62 4	4602	35	3.76	0.10	A
CF62 3	5581	35	4.56	0.12	A
CF39 8	13590	26	20.10	0.54	A
CF41 7	11149	35	9.10	0.25	A
CF40 2	11908	35	9.72	0.26	A
CF40 1	9070	35	7.40	0.20	A
CF43 4	8022	40	5.01	0.14	A
CF43 3	4908	40	3.07	0.08	A
CF72 9	12347	18	38.11	1.03	A
CF72 8	8798	26	13.01	0.35	A
CF38 2	12182	30	13.54	0.37	A
CF37 1	9233	35	7.54	0.20	A
CF39 9	8907	35	7.27	0.20	A
CF39 0	5435	35	4.44	0.12	A
CF45 3	10392	40	6.50	0.18	C
CF37 2	5822	35	4.75	0.13	A
CF37 3	7664	35	6.26	0.17	A
CF45 4	9104	40	5.69	0.15	C
CF62 6	5725	35	4.67	0.13	A
CF62 7	6581	35	5.37	0.15	A
CF62 8	7159	35	5.84	0.16	A
CF62 5	1905	35	1.56	0.04	A
CF63 4	4760	35	3.89	0.11	A
CF63 3	1365	35	1.11	0.03	A
CF5 6	4078	26	6.03	0.16	A
CF62 9	6507	35	5.31	0.14	A
CF63 1	7791	35	6.36	0.17	A
CF5 4	15893	26	23.51	0.64	A
CF63 2	5145	35	4.20	0.11	A
CF64 5	5472	35	4.47	0.12	A
CF64 4	7574	35	6.18	0.17	A
CF5 5	10772	26	15.93	0.43	A
CF5 3	11704	26	17.31	0.47	A
CF5 2	9834	26	14.55	0.39	A
CF11 8	3160	28	4.03	0.11	A
CF5 1	10283	26	15.21	0.41	A
CF64 2	8460	35	6.91	0.19	A
CF11 0	52	28	0.07	0.00	A
CF64 3	7344	35	6.00	0.16	A
CF64 1	4997	35	4.08	0.11	A
CF11 6	9719	30	10.80	0.29	A
CF11 9	5982	35	4.88	0.13	A
CF14 3	10262	30	11.40	0.31	A
CF11 7	7426	30	8.25	0.22	A
CF10 1	253	35	0.21	0.01	A
CF10 5	3939	35	3.22	0.09	A
CF10 2	352	35	0.29	0.01	A
CF10 3	887	35	0.72	0.02	A
CF24 4	15033	35	12.27	0.33	A
CF24 0	3097	35	2.53	0.07	A
CF24 3	8303	35	6.78	0.18	A
CF23 5	8966	35	7.32	0.20	A
CF15 9	5971	30	6.63	0.18	A
CF38 1	8991	30	9.99	0.27	A

CF37 5	8097	35	6.61	0.18	A
CF15 8	4907	30	5.45	0.15	A
CF15 7	5399	30	6.00	0.16	A
CF37 4	6950	35	5.67	0.15	A
CF46 5	6344	45	3.13	0.08	A
CF83 4	6337	35	5.17	0.14	A
CF46 6	7621	45	3.76	0.10	A
CF82 8	5939	45	2.93	0.08	A
CF14 7	4303	30	4.78	0.13	A
CF14 2	10704	30	11.89	0.32	A
CF14 1	9441	30	10.49	0.28	A
CF14 6	9288	30	10.32	0.28	A
CF83 2	10612	35	8.66	0.23	A
CF83 1	12403	35	10.12	0.27	A
CF14 4	8485	30	9.43	0.26	A
CF14 5	7220	30	8.02	0.22	A
CF14 9	7001	30	7.78	0.21	A
CF23 6	9776	35	7.98	0.22	A
CF14 0	5555	30	6.17	0.17	A
CF83 3	11632	35	9.50	0.26	A
CF82 7	11491	45	5.67	0.15	A
NP12 3	7757	55	2.56	0.07	A
CF83 8	10302	35	8.41	0.23	A
NP12 1	7901	55	2.61	0.07	A
NP12 2	8197	55	2.71	0.07	A
CF44 8	8509	30	9.45	0.26	C
CF44 7	3869	30	4.30	0.12	C
CF44 6	9954	30	11.06	0.30	C
CF44 0	7276	30	8.08	0.22	C
CF48 1	7993	40	5.00	0.14	C
CF47 8	3601	40	2.25	0.06	C
CF48 4	7463	40	4.66	0.13	C
CF47 0	6270	40	3.92	0.11	C
CF47 9	10548	40	6.59	0.18	C
CF48 3	4148	40	2.59	0.07	C
CF48 2	6037	40	3.77	0.10	C
LD3 9	4938	55	1.63	0.04	C
CF81 9	7876	55	2.60	0.07	C
NP22 5	6827	50	2.73	0.07	C
NP22 3	7515	50	3.01	0.08	C
NP22 4	7309	50	2.92	0.08	C
CF81 8	7999	55	2.64	0.07	C
NP24 6	4843	50	1.94	0.05	A
NP12 0	6782	55	2.24	0.06	A
NP12 4	3	55	0.00	0.00	A
NP23 8	635	50	0.25	0.01	C
NP23 6	9137	50	3.65	0.10	C
NP23 7	2809	50	1.12	0.03	C
NP23 5	10576	50	4.23	0.11	C
NP23 4	9705	50	3.88	0.11	C
LD3 7	4592	60	1.28	0.03	C
CF24 5	517	35	0.42	0.01	A
CF24 1	3976	35	3.25	0.09	A
CF24 2	11702	35	9.55	0.26	A
CF23 9	10490	35	8.56	0.23	A
CF23 7	7355	35	6.00	0.16	A
CF3 4	5481	35	4.47	0.12	A
CF3 3	7368	35	6.01	0.16	A
CF23 8	5967	35	4.87	0.13	A
CF3 1	4447	35	3.63	0.10	A
CF3 5	8417	35	6.87	0.19	A
CF3 0	10614	35	8.66	0.23	A
CF3 2	2689	35	2.20	0.06	A
CF3 6	744	35	0.61	0.02	A
NP11 7	8588	45	4.24	0.11	A
NP11 4	5295	45	2.61	0.07	A
NP11 6	10723	45	5.30	0.14	A
NP11 5	5671	45	2.80	0.08	A
NP10 8	9645	40	6.03	0.16	A
NP10 9	7800	40	4.88	0.13	A
NP20 3	10116	40	6.32	0.17	A
NP20 2	5234	40	3.27	0.09	A
NP20 4	5767	40	3.60	0.10	A
NP20 1	493	40	0.31	0.01	A
NP10 0	1982	40	1.24	0.03	A
NP20 7	8029	40	5.02	0.14	A
NP44 7	5333	45	2.63	0.07	A
NP44 6	5291	45	2.61	0.07	A
NP44 5	6178	45	3.05	0.08	A
NP44 4	7513	45	3.71	0.10	A
NP20 5	9534	40	5.96	0.16	A
NP20 6	8268	40	5.17	0.14	A
NP44 3	6147	45	3.04	0.08	A
NP44 1	7588	45	3.75	0.10	A
NP44 8	3297	45	1.63	0.04	A
NP44 2	5580	45	2.76	0.07	A
NP19 0	8386	45	4.14	0.11	A
NP19 8	8944	45	4.42	0.12	A
NP19 9	13936	45	6.88	0.19	A
NP19 7	12632	45	6.24	0.17	A
NP18 3	5974	45	2.95	0.08	A
NP18 1	4732	45	2.34	0.06	A
NP11 3	4517	45	2.23	0.06	A
NP13 2	5928	55	1.96	0.05	A
NP13 3	4852	55	1.60	0.04	A
NP13 1	8606	55	2.84	0.08	A
NP4 6	7301	50	2.92	0.08	A
NP4 7	6300	50	2.52	0.07	A
NP4 9	5736	50	2.29	0.06	A
NP4 5	8727	50	3.49	0.09	A
NP4 8	7887	50	3.15	0.09	A
NP4 0	7512	50	3.00	0.08	A
NP15 1	4779	55	1.58	0.04	A
NP15 2	1921	55	0.64	0.02	A
SA19 8	1690	60	0.47	0.01	C
SA20 0	3486	60	0.97	0.03	C
NP26 4	7366	55	2.44	0.07	A
NP26 5	5250	55	1.74	0.05	A

Totals 3696.470 100.00

Percentage assignment to each route:-

S C P Transportation Planning : Infrastructure Design	A	M4 (South) / A48 Margram Road (South) / A4241 Harbour Way	31.5%
	B	A48 Heilbronn Way (East) / A4241 (South) / A4241 Harbour Way (East)	4.8%
	C	M4 (North) / A48 Pentyla Baglan Road / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	25.9%
	D	Water Street / A4241 (South) / A4241 Harbour Way (East)	0.0%
	E	A4241 (West) / A4241 Harbour Way (East)	19.3%
	F	A48 Pentyla Baglan Road / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	3.8%
	G	A48 Margram Road (North) / A4241 Harbour Way (West)	3.7%
	H	A48 (East) / A48 Margram Road (South) / A4241 Harbour Way (West)	4.9%
	I	B4286 Heilbronn Way / A48 Heilbronn Way (North) / A4241 (South) / A4241 Harbour Way (East)	6.1%
Gravity Model			11/08/2023
Project Dragon, A4241 Harbour Way, Port Talbot			Job Number SCP/220352
			Appendix G

S|C|P

APPENDIX I

Junctions 9									
ARCADY 9 - Roundabout Module									
Version: 9.5.1.7462 © Copyright TRL Limited, 2019									
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Junction 1.j9

Path: M:\Job Library\2022\220352 - Phoenix Wharf, Port Talbot\Traffic Data\Junction Assessments\June 2023\ARCADY

Report generation date: 29/06/2023 15:21:47

»2022 Surveyed Flows , AM

»2022 Surveyed Flows , PM

»2026 Do Minimum, AM

»2026 Do Minimum, PM

»2026 Do Something, AM

»2026 Do Something, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022 Surveyed Flows									
Arm 1	D1	0.9	3.23	0.49	A	D2	1.1	4.08	0.53	A
Arm 2		8.9	33.03	0.92	D		4.8	16.83	0.84	C
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.4	2.54	0.31	A		2.0	5.22	0.66	A
	2026 Do Minimum									
Arm 1	D3	1.0	3.35	0.50	A	D4	1.2	4.31	0.55	A
Arm 2		13.3	47.32	0.95	E		5.8	20.08	0.86	C
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.5	2.59	0.32	A		2.2	5.72	0.69	A
	2026 Do Something									
Arm 1	D5	1.1	3.52	0.53	A	D6	1.2	4.34	0.55	A
Arm 2		19.1	65.11	0.98	F		5.8	20.08	0.86	C
Arm 3		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Arm 4		0.5	2.58	0.32	A		2.5	6.31	0.72	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	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access
Location	
Site number	
Date	14/01/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\craig.thomson
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	2022 Surveyed Flows	AM	ONE HOUR	07:30	09:00	15
D2	2022 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2026 Do Minimum	AM	ONE HOUR	07:30	09:00	15
D4	2026 Do Minimum	PM	ONE HOUR	16:15	17:45	15
D5	2026 Do Something	AM	ONE HOUR	07:30	09:00	15
D6	2026 Do Something	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 Surveyed Flows , 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Standard Roundabout		1, 2, 3, 4	14.42	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A48 Pentyla-Baglan Road	
2	B4286 Heilbronn Way	
3	Car Park Access	
4	A48 Heilbronn Way	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.10	7.40	10.7	204.7	63.3	24.0	
2	4.76	5.40	1.0	17.2	63.3	30.0	
3	2.77	5.60	1.0	10.8	63.3	39.0	
4	8.10	8.10	0.0	26.6	63.3	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.669	2380
2	0.502	1494
3	0.379	857
4	0.673	2484

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Surveyed Flows	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 (%)
1		✓	963	100.000
2		✓	946	100.000
3		✓	1	100.000
4		✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	75	331	0	557
	2	481	28	0	437
	3	0	1	0	0
	4	323	241	0	11

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.49	3.23	0.9	A
2	0.92	33.03	8.9	D
3	0.00	0.00	0.0	A
4	0.31	2.54	0.4	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	725	210	2239	0.324	723	0.5	2.371	A
2	712	483	1251	0.569	707	1.3	6.553	A
3	0	1190	406	0.000	0	0.0	0.000	A
4	433	437	2190	0.198	432	0.2	2.046	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	866	251	2212	0.391	865	0.6	2.672	A
2	850	578	1204	0.706	846	2.3	9.956	A
3	0	1424	317	0.000	0	0.0	0.000	A
4	517	523	2132	0.242	517	0.3	2.228	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1060	307	2174	0.488	1059	0.9	3.226	A
2	1042	707	1139	0.915	1019	7.9	26.268	D
3	0	1726	203	0.000	0	0.0	0.000	A
4	633	631	2059	0.307	633	0.4	2.523	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1060	308	2174	0.488	1060	0.9	3.232	A
2	1042	708	1138	0.915	1037	8.9	33.035	D
3	0	1745	196	0.000	0	0.0	0.000	A
4	633	641	2053	0.308	633	0.4	2.535	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	866	253	2211	0.392	867	0.6	2.682	A
2	850	579	1203	0.707	876	2.5	11.812	B
3	0	1455	306	0.000	0	0.0	0.000	A
4	517	539	2121	0.244	517	0.3	2.246	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	725	211	2239	0.324	726	0.5	2.381	A
2	712	485	1251	0.570	717	1.3	6.801	A
3	0	1201	402	0.000	0	0.0	0.000	A
4	433	442	2186	0.198	433	0.2	2.055	A

2022 Surveyed Flows , 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Standard Roundabout		1, 2, 3, 4	8.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Surveyed Flows	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 (%)
1		✓	887	100.000
2		✓	970	100.000
3		✓	2	100.000
4		✓	1236	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	32	520	0	335
	2	408	146	0	416
	3	1	1	0	0
	4	676	538	0	22

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	4.08	1.1	A
2	0.84	16.83	4.8	C
3	0.00	0.00	0.0	A
4	0.66	5.22	2.0	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	668	529	2025	0.330	666	0.5	2.644	A
2	730	292	1347	0.542	726	1.2	5.749	A
3	0	1018	471	0.000	0	0.0	0.000	A
4	931	438	2189	0.425	928	0.7	2.849	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	797	634	1956	0.408	797	0.7	3.104	A
2	872	349	1318	0.661	869	1.9	7.958	A
3	0	1218	395	0.000	0	0.0	0.000	A
4	1111	525	2131	0.522	1110	1.1	3.522	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	977	774	1862	0.525	975	1.1	4.052	A
2	1068	428	1279	0.835	1057	4.6	15.515	C
3	0	1485	294	0.000	0	0.0	0.000	A
4	1361	639	2054	0.663	1357	1.9	5.145	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	977	777	1860	0.525	977	1.1	4.076	A
2	1068	428	1279	0.835	1067	4.8	16.828	C
3	0	1495	290	0.000	0	0.0	0.000	A
4	1361	645	2050	0.664	1361	2.0	5.221	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	797	638	1953	0.408	799	0.7	3.125	A
2	872	350	1318	0.662	883	2.0	8.485	A
3	0	1234	390	0.000	0	0.0	0.000	A
4	1111	533	2125	0.523	1115	1.1	3.576	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	668	533	2023	0.330	669	0.5	2.658	A
2	730	293	1347	0.542	733	1.2	5.903	A
3	0	1027	468	0.000	0	0.0	0.000	A
4	931	443	2186	0.426	932	0.7	2.873	A

2026 Do Minimum, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Standard Roundabout		1, 2, 3, 4	19.91	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2026 Do Minimum	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 (%)
1		✓	994	100.000
2		✓	975	100.000
3		✓	1	100.000
4		✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	77	341	0	576
	2	495	28	0	452
	3	0	1	0	0
	4	333	248	0	12

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.50	3.35	1.0	A
2	0.95	47.32	13.3	E
3	0.00	0.00	0.0	A
4	0.32	2.59	0.5	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	748	216	2235	0.335	746	0.5	2.415	A
2	734	499	1243	0.590	728	1.4	6.921	A
3	0	1228	392	0.000	0	0.0	0.000	A
4	446	449	2182	0.205	445	0.3	2.072	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	894	259	2207	0.405	893	0.7	2.738	A
2	877	597	1194	0.734	872	2.6	11.001	B
3	0	1469	300	0.000	0	0.0	0.000	A
4	533	537	2123	0.251	533	0.3	2.264	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1094	316	2168	0.505	1093	1.0	3.343	A
2	1073	731	1127	0.953	1041	10.9	33.440	D
3	0	1772	186	0.000	0	0.0	0.000	A
4	653	643	2051	0.318	652	0.5	2.574	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1094	317	2168	0.505	1094	1.0	3.353	A
2	1073	732	1126	0.953	1064	13.3	47.316	E
3	0	1796	176	0.000	0	0.0	0.000	A
4	653	655	2043	0.320	653	0.5	2.589	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	894	260	2206	0.405	895	0.7	2.748	A
2	877	599	1193	0.735	918	2.9	14.883	B
3	0	1517	282	0.000	0	0.0	0.000	A
4	533	562	2106	0.253	534	0.3	2.291	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	748	217	2235	0.335	749	0.5	2.424	A
2	734	501	1242	0.591	740	1.5	7.243	A
3	0	1241	387	0.000	0	0.0	0.000	A
4	446	455	2178	0.205	447	0.3	2.079	A

2026 Do Minimum, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Standard Roundabout		1, 2, 3, 4	9.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2026 Do Minimum	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 (%)
1		✓	914	100.000
2		✓	997	100.000
3		✓	2	100.000
4		✓	1280	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	33	536	0	345
	2	419	150	0	428
	3	1	1	0	0
	4	700	557	0	23

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.55	4.31	1.2	A
2	0.86	20.08	5.8	C
3	0.00	0.00	0.0	A
4	0.69	5.72	2.2	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	688	547	2013	0.342	686	0.5	2.709	A
2	751	301	1343	0.559	746	1.2	5.981	A
3	0	1047	460	0.000	0	0.0	0.000	A
4	964	450	2181	0.442	961	0.8	2.943	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	822	655	1941	0.423	821	0.7	3.211	A
2	896	360	1313	0.683	893	2.1	8.499	A
3	0	1253	382	0.000	0	0.0	0.000	A
4	1151	539	2121	0.543	1149	1.2	3.697	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1006	800	1845	0.546	1004	1.2	4.276	A
2	1098	441	1273	0.863	1084	5.5	17.926	C
3	0	1525	279	0.000	0	0.0	0.000	A
4	1409	655	2043	0.690	1405	2.2	5.608	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1006	803	1842	0.546	1006	1.2	4.307	A
2	1098	441	1272	0.863	1096	5.8	20.080	C
3	0	1538	274	0.000	0	0.0	0.000	A
4	1409	662	2038	0.691	1409	2.2	5.720	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	822	660	1938	0.424	823	0.7	3.234	A
2	896	361	1312	0.683	911	2.2	9.268	A
3	0	1272	375	0.000	0	0.0	0.000	A
4	1151	550	2114	0.544	1155	1.2	3.767	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	688	551	2011	0.342	689	0.5	2.726	A
2	751	302	1342	0.559	754	1.3	6.164	A
3	0	1057	457	0.000	0	0.0	0.000	A
4	964	455	2177	0.443	965	0.8	2.973	A

2026 Do Something, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Standard Roundabout		1, 2, 3, 4	26.46	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026 Do Something	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 (%)
1		✓	1040	100.000
2		✓	984	100.000
3		✓	1	100.000
4		✓	593	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	77	341	0	622
	2	495	28	0	461
	3	0	1	0	0
	4	333	248	0	12

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	3.52	1.1	A
2	0.98	65.11	19.1	F
3	0.00	0.00	0.0	A
4	0.32	2.58	0.5	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	783	216	2235	0.350	781	0.5	2.472	A
2	741	534	1226	0.604	735	1.5	7.248	A
3	0	1269	376	0.000	0	0.0	0.000	A
4	446	448	2182	0.205	445	0.3	2.072	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	935	259	2207	0.424	934	0.7	2.827	A
2	885	639	1173	0.754	879	2.9	12.005	B
3	0	1518	282	0.000	0	0.0	0.000	A
4	533	536	2123	0.251	533	0.3	2.263	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1145	316	2169	0.528	1144	1.1	3.507	A
2	1083	782	1101	0.984	1038	14.2	41.207	E
3	0	1820	167	0.000	0	0.0	0.000	A
4	653	636	2056	0.318	652	0.5	2.566	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1145	317	2168	0.528	1145	1.1	3.518	A
2	1083	783	1101	0.984	1064	19.1	65.109	F
3	0	1847	157	0.000	0	0.0	0.000	A
4	653	650	2046	0.319	653	0.5	2.583	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	935	261	2205	0.424	936	0.7	2.842	A
2	885	640	1172	0.755	948	3.3	20.065	C
3	0	1588	255	0.000	0	0.0	0.000	A
4	533	573	2098	0.254	534	0.3	2.303	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	783	217	2235	0.350	784	0.5	2.484	A
2	741	536	1225	0.605	748	1.6	7.651	A
3	0	1283	371	0.000	0	0.0	0.000	A
4	446	455	2177	0.205	447	0.3	2.080	A

2026 Do Something, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A48 Heilbronn Way / A48 Pentyla-Baglan Road / B4286 Heilbronn Way / Car Park Access	Standard Roundabout		1, 2, 3, 4	9.99	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026 Do Something	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 (%)
1		✓	914	100.000
2		✓	997	100.000
3		✓	2	100.000
4		✓	1334	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	33	536	0	345
	2	419	150	0	428
	3	1	1	0	0
	4	745	566	0	23

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.55	4.34	1.2	A
2	0.86	20.08	5.8	C
3	0.00	0.00	0.0	A
4	0.72	6.31	2.5	A

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	688	554	2009	0.343	686	0.5	2.721	A
2	751	301	1343	0.559	746	1.2	5.981	A
3	0	1047	460	0.000	0	0.0	0.000	A
4	1004	450	2181	0.461	1001	0.8	3.042	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	822	663	1936	0.424	821	0.7	3.227	A
2	896	360	1313	0.683	893	2.1	8.499	A
3	0	1253	382	0.000	0	0.0	0.000	A
4	1199	539	2121	0.565	1197	1.3	3.891	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1006	809	1838	0.547	1004	1.2	4.309	A
2	1098	441	1273	0.863	1084	5.5	17.925	C
3	0	1525	279	0.000	0	0.0	0.000	A
4	1469	655	2043	0.719	1464	2.5	6.164	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1006	813	1835	0.548	1006	1.2	4.341	A
2	1098	441	1272	0.863	1096	5.8	20.080	C
3	0	1538	274	0.000	0	0.0	0.000	A
4	1469	662	2038	0.721	1469	2.5	6.314	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	822	669	1932	0.425	824	0.7	3.251	A
2	896	361	1312	0.683	911	2.2	9.268	A
3	0	1272	375	0.000	0	0.0	0.000	A
4	1199	550	2114	0.567	1204	1.3	3.976	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	688	558	2007	0.343	689	0.5	2.733	A
2	751	302	1342	0.559	754	1.3	6.162	A
3	0	1057	457	0.000	0	0.0	0.000	A
4	1004	455	2177	0.461	1006	0.9	3.080	A