



TRANSPORT STATEMENT

PROPOSED PRE-16 VOCATIONAL CENTRE (SKILLS HUB)
FORMER EDUCATION LIBRARY RESOURCE CENTRE,
REGINALD STREET, PORT TALBOT

On behalf of **Neath Port Talbot County Borough Council**

Report Reference: **25/629/C**

September 2025

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REPORT CONTROL SHEET

Magna Ref. 25/629/C

September 2025

Revision	Status	Date	Author
A	CLIENT DRAFT 1	04/07/2025	AMOL PISAL
B	CLIENT DRAFT 2	23/07/2025	AMOL PISAL
C	PLANNING SUBMISSION VERSION 1	10/09/2025	AMOL PISAL

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 Magna Transport Planning Ltd have been appointed by Tilbury Douglas Ltd on behalf of Neath Port Talbot County Borough Council (NPTCBC) to prepare this Transport Statement (TS) in support of a planning application for the proposed Pre-16 Vocational Centre (Skills Hub) at the former Education Library Resource Centre, Reginald Street, Port Talbot.
- 1.1.2 This TS has been prepared in accordance with Planning Policy Wales (PPW), Technical Advice Note (TAN) 18: Transport, Manual for Streets, Active Travel Act guidance, and Neath Port Talbot County Borough Council's Local Development Plan and relevant Supplementary Planning Guidance.
- 1.1.3 This TS demonstrates that the proposed development will not result in an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network will not be severe, in line with national and local policy tests.

1.2 Structure of Report

- 1.2.1 Chapter 2 outlines site and surrounding area and provides details of local highway network.
- 1.2.2 Chapter 3 provides the details of the 2024 traffic survey results, outlines the methodology to calculate the 2029 baseline flows and reviews the committed developments in the area.
- 1.2.3 Chapter 4 describes the site's accessibility by non-car modes of transport.
- 1.2.4 Chapter 5 describes the proposed development.
- 1.2.5 Chapter 6 calculates the trip generation associated with the proposed development.
- 1.2.6 Chapter 7 assesses the traffic impact of the proposed development.
- 1.2.7 Chapter 8 outlines transport implementation strategy.
- 1.2.8 Chapter 9 provides the summary and conclusions.

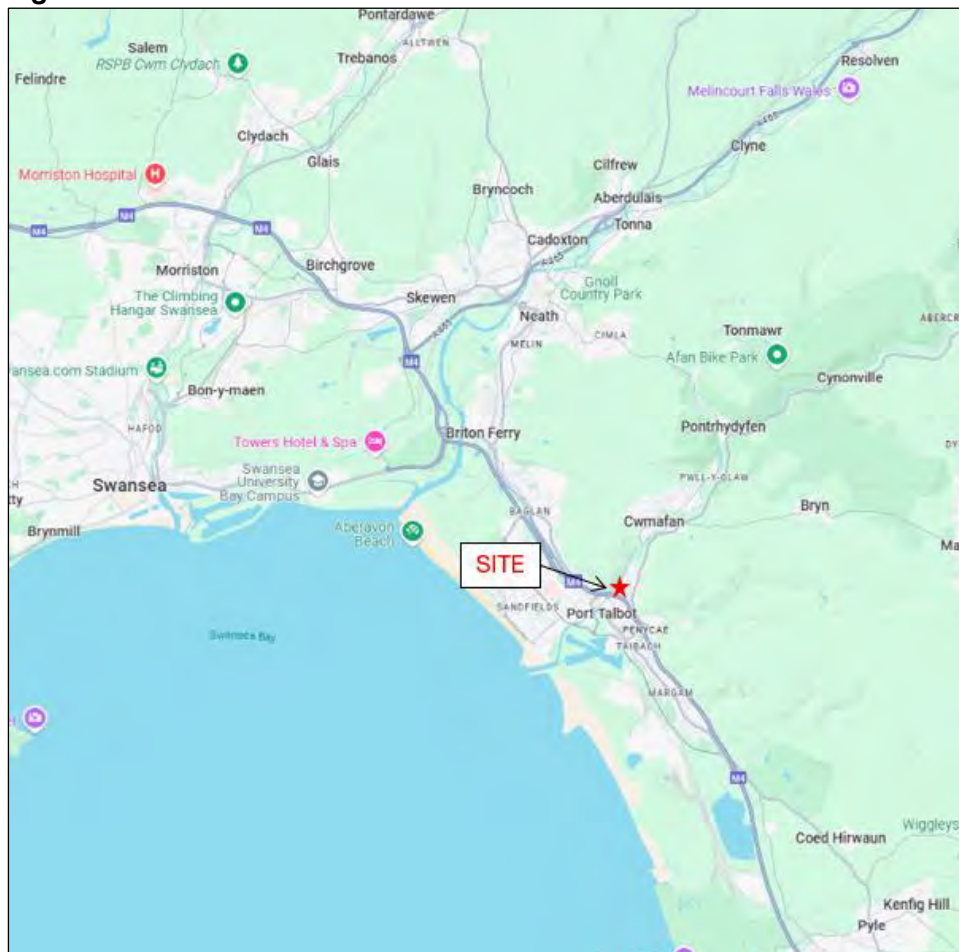
2 SITE AND SURROUNDING AREA

2.1 Site Description

2.1.1 The application site is located at the former Education Library Resource Centre (ELRS) on Reginald Street at approximately 600 metres northwest of Port Talbot town centre. The site lies approximately nine kilometres southeast of Neath and 15 kilometres southeast of Swansea.

2.1.2 The location of the application site in wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



2.1.3 The site is bound by Reginald Street to the south, Velindre Community School to the east, Villiers Street to the north and the rear of residential properties (fronting Ford Road) to the west.

2.1.4 The application site location is shown in Figure 2B.

Figure 2B Site Location in Local Context



- 2.1.5 The site contains a two-storey building with an overall floor area of approximately 2,080 sqm. The car parking areas flank the building on either side.
- 2.1.6 The main vehicular access to the site is via Reginald Street, which is approximately seven metres wide, with a separate pedestrian gate located around seven metres west of the main entrance. A secondary vehicular access, approximately 2.7 metres wide, and two additional pedestrian gates are located on Villiers Street. The existing access arrangements are illustrated in Figure 2C.

Figure 2C Existing Access Locations



2.2 Local Facilities and Residential Area

2.2.1 Active Travel Act Guidance (July 2021) states that walking is most suitable for journeys of less than two miles (or 3.2 kilometres). However, the majority of day-to-day facilities and services for future staff, students and visitors are located well within approximately 1 kilometre of the site. The key facilities within this convenient walking distance include:

Public Transport

- Bus stop on the link between Villiers Street and Jersey Street — 100 metres from the site
- Bus stops on Cwmavon Road — 450 metres from the site
- Port Talbot Railway Station — 950 metres from the site
- Port Talbot Bus Station — 1.2 kilometres from the site

Education

- Velindre Community School — adjacent to the site
- Central Junior School – 1.0 kilometre from the site

Foodstores / Convenience Stores

- Premier Convenience Store — 420 metres
- Margaret Gammond Convenience Store — 550 metres
- Tesco Superstore — 780 metres

Access to Cash

- Cashpoint at Premier Convenience Store — 420 metres

Port Talbot Town Centre

- Between 600 metres and 1.0 kilometre

Postal Facility

- Port Talbot Post Office – 740 metres

Leisure / Sports Facility

- Port Talbot Ynys Bowling Club — 550 metres

2.2.2 This demonstrates that the site is highly sustainable in transport terms, offering excellent access on foot to public transport connections, local services, educational

facilities, food stores, and community amenities. The location supports Active Travel objectives and minimises the need for private car trips.

2.3 Local Road Network

- 2.3.1 Reginald Street and Villiers Street form the northern and southern boundaries of the site respectively. Both streets are subject to a 20 mph speed limit and benefit from minimum 1.8 metre wide footways and street lighting.
- 2.3.2 Reginald Street and Villiers Street are each approximately 8.3 metres wide, with on-street parking observed on both sides.
- 2.3.3 Both streets connect to Margaret Street to the east and Ford Road to the west of the site. Margaret Street forms a roundabout junction with Ynys-Y-Gored, Ty-Draw Hill (entry only) and Ynys King Street. Ty-Draw Hill is a spur off the A4107, which can be accessed from the site via Ynys Street, Dan-Y-Bryn Road, and M4 Junction 40.
- 2.3.4 Beyond the junction with Dan-Y-Bryn Road, Ynys Street continues south-west as Forge Road, which in turn provides direct access to Port Talbot town centre.
- 2.3.5 West of the junction with Ford Road, Reginald Street continues westwards as a one-way street, connecting to the B4286 Cwmavon Road. The B4286 provides further connectivity to the A48, which links to the M4 via Junction 41.
- 2.3.6 The site is therefore well connected both locally and strategically, with good access to the surrounding residential areas, the town centre, and the wider highway network including the A4107, A48, and M4 motorway. This supports convenient and safe access for the development traffic.

2.4 Accident Analysis

- 2.4.1 The CrashMap website has been used to obtain validated personal injury collision (PIC) data for the local roads in and around the site. CrashMap uses official data from government agencies, which is regularly updated and is widely accepted for highway safety analysis.
- 2.4.2 The search revealed that there were no PICs recorded on Reginald Street or Villiers Street along the site frontage during the latest available five-year period.

- 2.4.3 As such, there are no known highway safety issues on the local road network in the immediate vicinity of the site that need to be addressed as part of this planning application.
- 2.4.4 The nearest PIC was recorded at the junction of Ynys Street and Dan-Y-Bryn Road, approximately 310 metres south of the site. This incident occurred on 30 September 2022 and resulted in one slight injury involving two vehicles. The accident report is provided in Appendix 1.
- 2.4.5 In summary, the low number of recorded collisions in the surrounding area indicates that there are no significant existing road safety concerns, and the proposed development is unlikely to have any unacceptable impact on highway safety.

3 BASELINE TRAFFIC CONDITIONS

3.1 Traffic Surveys

2025 Junction Count Survey

3.1.1 Magna instructed Severnside Transport Data Collection to undertake turning movement count surveys at the following junctions on 11th June 2025 (Wednesday):

- Junction 1: B4286 / Heilbronn Way Junction
- Junction 2: Prior Street / Heilbronn Way Roundabout
- Junction 3: Ynys Street/Dan-Y-Bryn Road/Glyndwr Street Crossroads Junction
- Junction 4: Margaret Street/Ynys-Y-Gored/Ynys Street Roundabout
- Junction 5: Margaret Street/Reginald Street Junction

3.1.2 The survey was undertaken during 07:00-10:00 hours and 15:00-19:00 hours. The turning movement counts were carried out in 15-minute intervals.

3.1.3 The survey data is provided in Appendix 2. The surveyed results are summarised in Table 3A.

Table 3A 2025 Surveyed Traffic Flows

	Junction 1	Junction 2	Junction 3	Junction 4	Junction 5	Total
0700-0800	1,850	1,166	312	161	75	3,564
0800-0900	2,235	1,447	482	278	161	4,603
0900-1000	1,826	1,260	383	189	114	3,772
1500-1600	2,412	1,471	492	264	169	4,808
1600-1700	2,611	1,568	470	228	134	5,011
1700-1800	2,502	1,542	494	252	150	4,940
1800-1900	1,870	1,051	368	195	109	3,593

3.1.4 Table 3A shows that the network peak hours are as follows:

- AM peak hour = 08:00 – 09:00
- PM peak hour = 16:00 – 17:00

3.1.5 Junctions 3 to 5 have a distinct peak hour between 15:00 and 16:00 hours. The proximity of these junctions to Velindre Community School means that this peak hour coincides with the school closing time. It is therefore prudent to assess the impact of the development during this period as well.

3.2 2030 Background Traffic Flows

3.2.1 The 2025 surveyed peak hours flows have been applied following TEMPRO growth factors (using the parameters of Location – Neath Port Talbot, Area – All, Road Type – All, within TEMPRO platform):

- AM period (07:00 – 09:59 hours) = 1.0350
- School closing period (10:00 – 15:59 hours) = 1.0410
- PM period (16:00 – 18:59 hours) = 1.0356

3.3 Committed Development

3.3.1 The following notable committed developments in the wider area have been reviewed:

- Planning Ref: P2022/1063 (43 affordable dwellings at Former Dyffryn Lower School
- Planning Ref: P2024/0736 (New offices, R&D and Light Industrial Development at Harbour Way, Harbour Side Regeneration Area)

3.3.2 The location of these committed developments in relation to the application site is such that traffic associated with them is therefore unlikely to cause any significant increase in traffic at the local junctions assessed as part of this application.

3.3.3 Having also reviewed the Transport Statements submitted for these schemes; it is clear that no junction capacity assessments were required or undertaken for those developments. This indicates that the Local Highway Authority was satisfied that their impact on the local road network would not be severe. This approach further supports the view that there is no reasonable expectation of any material cumulative impact at the junctions assessed for this proposal.

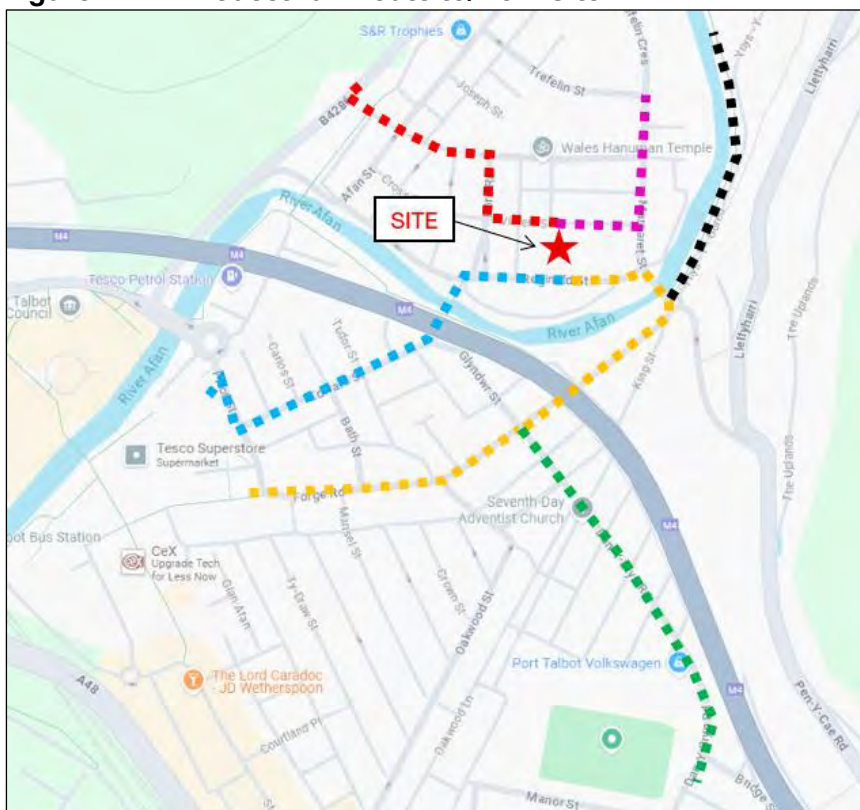
4 ACCESSIBILITY

4.1 Pedestrians and Cyclists

4.1.1 The main pedestrian desire lines associated with the proposed development are likely to be associated with the public transport facilities, Port Talbot town centre and residential areas surrounding the site.

4.1.2 These likely desire lines are mapped in Figure 4A.

Figure 4A Pedestrian Route to/from Site



4.1.3 Figure 4A shows the following pedestrian routes:

- Red route = route towards the bus stops on Cwmavon Road
- Pink route = route into residential area to the immediate north of site
- Blue route = route towards Tesco Superstore via pedestrian bridge over River Afan
- Orange route = route towards town centre via Margaret Street
- Black route = route towards residential area along footpath parallel to Ynys-Y-Gored
- Green route = route towards residential area southeast of site

- 4.1.4 All local streets are subject to a 20 mph speed limit and are therefore relatively safe for pedestrian and cyclists.

Red Route

- 4.1.5 This route is made up of Villiers Street, Ford Road and a ramped pedestrian route onto Cwmavon Road. Villiers Street has an approximately 1.8 metre wide footway. At its junction with Ford Road, although there are no formal pedestrian crossings across Villiers Street, the footways have relatively low-height kerbs which are easier for people with limited mobility to navigate. However, this junction could be further improved by providing dropped kerbs and tactile paving across Villiers Street and Ford Road to better support inclusive access.
- 4.1.6 The Ford Road junction with Velindre Street already has a dropped kerb across the Velindre Street (west) approach, which improves accessibility for wheelchair users and those with pushchairs.
- 4.1.7 Beyond this junction, Ford Road leads onto the ramped footway access to Cwmavon Road. There are footways on both sides of Cwmavon Road which provide step-free access to the bus stops, supporting safe and inclusive access for all users.

Pink Route

- 4.1.8 This route is made up of Villiers Street and Margaret Street. The Villiers Street approach to the junction with Margaret Street benefits from dropped kerbs, which offer a safer, more inclusive crossing point for pedestrians, including wheelchair users and people with limited mobility. This infrastructure supports access north along the footway on Margaret Street.

Blue Route

- 4.1.9 This route is made up of Reginald Street, the pedestrian bridge over the River Afan and Edward Street. The Ford Road approach to the junction with Reginald Street does not currently have dropped kerbs with tactile paving, which could limit ease of movement for those with mobility needs.
- 4.1.10 The steps onto the pedestrian footbridge over the River Afan from Reginald Street are made up of low-height steps, which can be manageable for people with some mobility difficulties, although they may not be suitable for wheelchair users. The access to the bridge from the south side is ramped, providing an alternative step-free route.

- 4.1.11 The side road junctions with Edward Street have dropped kerbs with tactile paving, which facilitate safe and inclusive pedestrian crossings for all users.

Orange Route

- 4.1.12 This route is made up of Reginald Street, Margaret Street, Ynys Street and Forge Road.

- 4.1.13 The Reginald Street approach to the junction with Margaret Street has dropped kerbs with tactile paving, which supports safer crossing for wheelchair users and people with limited mobility. Margaret Street, which crosses the River Afan, has approximately two-metre-wide footways on both sides. The footway on the western side links directly to the northern side footway on Ynys Street. The Ynys Street approach to the roundabout junction with Margaret Street also benefits from dropped kerbs and tactile paving, supporting inclusive access for all pedestrians.

- 4.1.14 The Glyndwr Street approach to the junction with Ynys Street currently does not have dropped kerbs, which may limit ease of movement for users with mobility needs. Similarly, other side roads connecting onto Ynys Street and Forge Road along this route to the town centre also lack formal crossing facilities with dropped kerbs or tactile paving, which could be considered for improvement in the future.

- 4.1.15 Forge Road leads onto the pedestrianised section which marks the start of the town centre. This section provides a safe and accessible environment for all users, including those with disabilities.

Black Route

- 4.1.16 This route is made up of Reginald Street, Margaret Street and Ynys-Y-Gored.

- 4.1.17 The footway on the eastern side of Margaret Street leads onto the footway along Ynys-Y-Gored, which continues parallel to the River Afan in a northerly direction. These footways provide a continuous, level route, supporting step-free pedestrian access for all users.

Green Route

- 4.1.18 This route is made up of Reginald Street, Margaret Street, Ynys Street and Dan-Y-Bryn Road.

4.1.19 The first section of this route is described under the Orange Route. Dan-Y-Bryn Road has 1.8 metre wide footways on both sides, providing continuous pedestrian access to the residential areas to the southeast of the site. These footways are of a suitable width to accommodate wheelchairs and pushchairs, supporting inclusive access.

Summary

4.1.20 Overall, the site is well-connected by a network of local footways and pedestrian routes that link conveniently to surrounding residential areas, public transport facilities and the town centre. Most key desire lines already benefit from dropped kerbs, tactile paving, and step-free access points, which support safe and inclusive movement for all users, including those with mobility needs.

4.1.21 To further enhance the pedestrian environment and support BREEAM objectives for accessibility, some localised improvements could be considered in the form of dropped kerbs with tactile paving at the following junctions:

- Villiers Street / Ford Road
- Ford Road / Reginald Street
- Glyndwr Street / Ynys Street
- Minor side roads along Forge Road

4.1.22 The locations of these improvements are shown in Figure 4B.

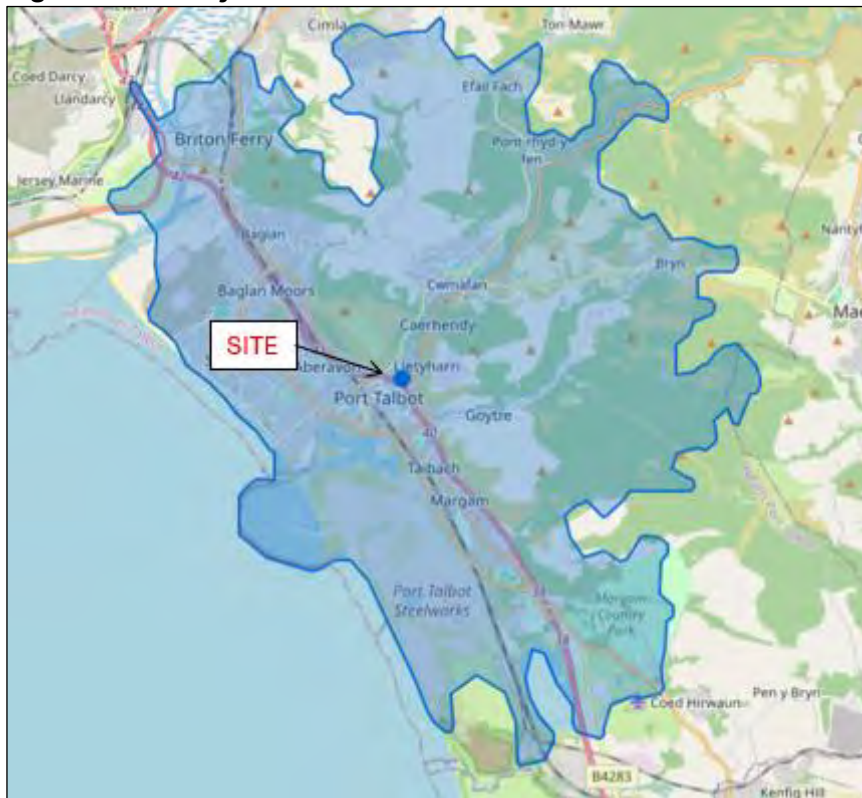
Figure 4B Proposed Improvements to Off-Site Walking Infrastructure



4.1.23 These minor enhancements would strengthen the active travel network and improve accessibility for all users travelling to and from the site.

4.1.24 CIHT's "Planning for Cycling" (2014) document states that majority of the cycling trips are for short distances with 80% being less than five miles (or eight kilometres). A plan displaying eight-kilometre cycle isochrone is shown in Figure 4C.

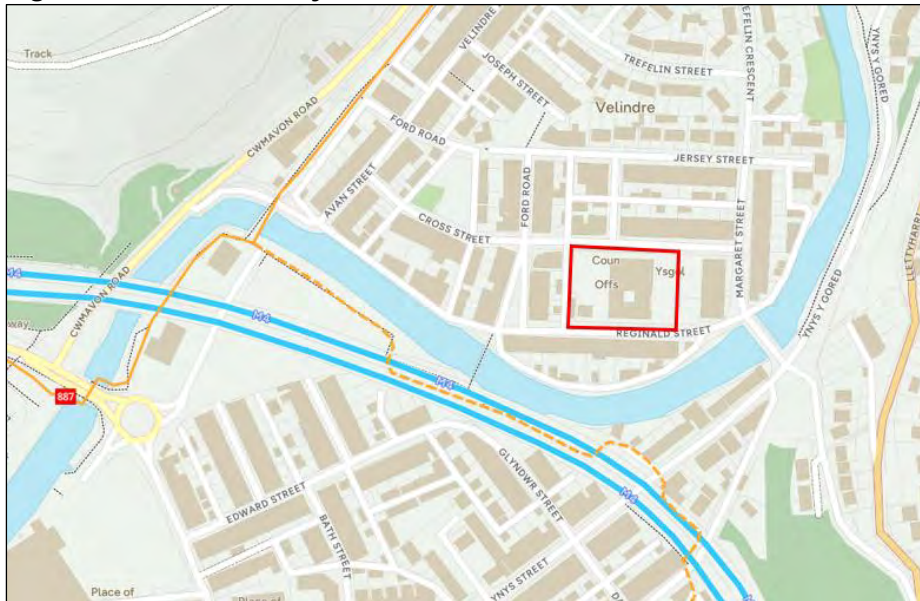
Figure 4C Cycle Isochrone



4.1.25 As shown in Figure 4C, the eight-kilometre cycle isochrone from the site covers the majority of Port Talbot, Baglan, Briton Ferry, Margam and surrounding residential communities such as Bryn, Cwmafan, Pontrhydyfen and Caerhendy. This illustrates that the site is accessible by cycle from a wide catchment area. However, it should be noted that this isochrone does not assume that students, staff or visitors would necessarily cycle from all of these areas.

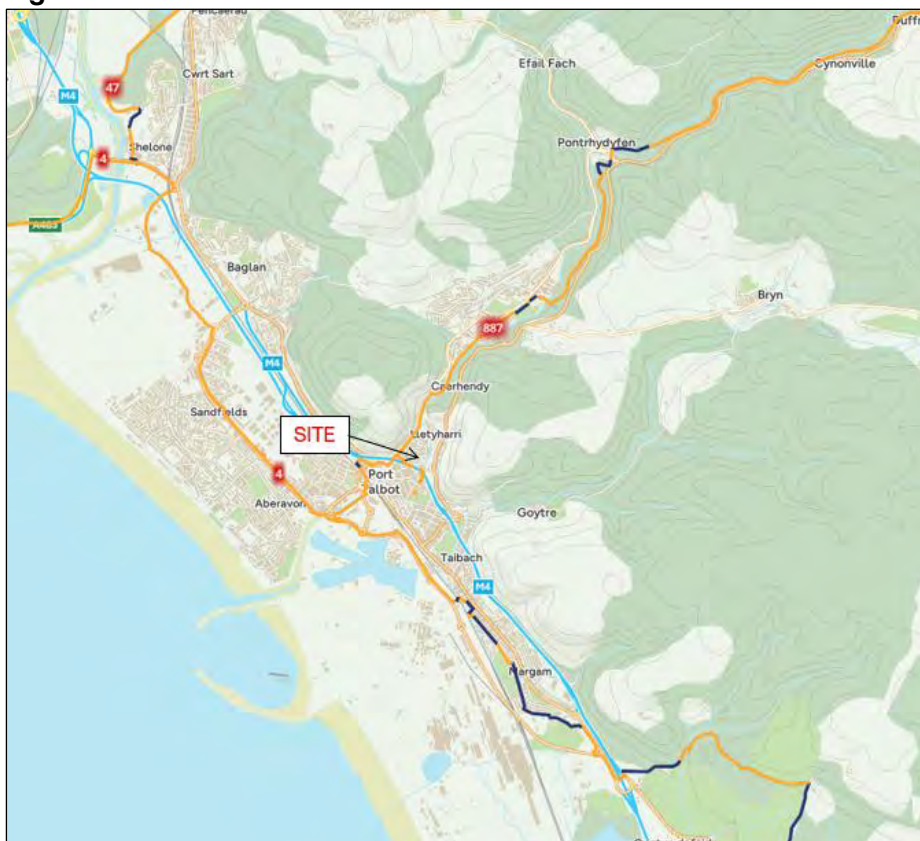
4.1.26 National Cycle Network (NCN) Route 887 runs through Port Talbot parallel Cwmavon Road (west of the site), as shown in Figure 4D. This route is located within 500 metres from the site.

Figure 4D Proximity of NCN 887 to Site



4.1.27 NCN 887 in wider context is shown in Figure 4E.

Figure 4E NCN Route 887



4.1.28 As can be seen, NCN 887 provides direct cycle access to Pontrhydyfen to the north of the site. To the south, the route runs through Port Talbot town centre and connects to NCN Route 4, which in turn offers convenient cycle links to Margam and Taibach to the southeast and Aberavon and Briton Ferry to the northwest.

4.1.29 Together, the NCN routes provide good quality cycle access to the areas within the eight-kilometre catchment. This network supports sustainable and active travel choices for staff, students and visitors who wish to cycle to and from the site. There may also be opportunities to further enhance local cycle links and wayfinding in line with Active Travel and BREEAM best practice.

4.1.30 The Strava Heatmap shown in Figure 4F indicates that the NCN 887 and NCN 4 are well-used cycle routes. It also shows that many of the main streets in Port Talbot and the surrounding area, including Cwmavon Road and routes through the town centre, are regularly used by cyclists. This demonstrates that local roads are generally suitable and attractive for cycling, supporting safe and convenient connections to and from the site.

Figure 4F Strava Heatmap



4.2 Public Transport

Bus Stop on Link Between Villiers Street and Jersey Street

4.2.1 There is a bus stop on the link between Villiers Street and Jersey Street, approximately 100 metres (or less than a two-minute walk) from the northern site access on Villiers Street. This bus stop is equipped with a bus flag.

4.2.2 This stop is served by Route 66, which operates between Goytre and Port Talbot. In the direction towards Port Talbot, the bus stops here five times a day from Monday to Friday. In the direction towards Goytre, it stops four times a day.

Bus Stops on Cwmavon Road

4.2.3 There are further bus stops located on Cwmavon Road (B4286), within a walking distance of approximately 450 metres from the site. The pedestrian route to these stops includes continuous footways and ramped pedestrian access onto the B4286.

4.2.4 These bus stops that serve by Routes 81, 83 and 902.

- Route 81 is an hourly service between Port Talbot and Brynbryddan in Cwmafan.
- Route 83 is an hourly service between Port Talbot and Blaengwynfi or Glynccorwg via Cwmafan.
- Route 902 is a daily service between Cwmavon and Neath College, passing through Aberavon, Baglan and Briton Ferry.

Bus Stops on Heilbronn Way

4.2.5 There are bus stops located on Heilbronn Way, within a walking distance of approximately 650 metres from the site. Along with the Routes 81, 83 and 66, these bus stops are served by Route X3. This is an hourly service between Port Talbot and Maesteg via Bryn.

Port Talbot Parkway Railway Station

4.2.6 Port Talbot Parkway Railway Station is located at a walking distance of approximately 950 metres from the site. The station is typically served by around two to three trains per hour in each direction during weekdays, including Great Western Railway main line services between London Paddington and Swansea, Transport for Wales regional services between Milford Haven or Carmarthen and Manchester Piccadilly, and local stopping services between Swansea and Cardiff.

4.2.7 The station is classified as a Category A station, providing step-free access to both platforms via a footbridge with lifts. It also has 48 sheltered cycle parking spaces, secured by CCTV, supporting multi-modal and inclusive travel for all users.

4.2.8 Overall, the local bus network and rail services provide a good level of public transport connectivity, supporting sustainable and inclusive travel choices for staff, students and visitors. The convenient walking distances, step-free rail access, and secure cycle parking at the station further promote multi-modal trips and align with Active Travel and BREEAM best practice principles

4.3 BREEAM Accessibility Index Calculation

- 4.3.1 To accord with the BREEAM requirements, a BREEAM Accessibility Index has been calculated.
- 4.3.2 A score of 2.21 was calculated based on the existing public bus routes (serving the bus stops on Villiers Street and Cwmavon Road), and railway station.

4.4 Disabled Access

- 4.4.1 The Active Travel Wales Guidance states that pedestrian routes should have a clear, unobstructed width of 2.0 metres as a desirable minimum, which allows two wheelchair users to pass one another comfortably. Where this is not possible due to physical constraints, a clear width of 1.5 metres is acceptable to enable a wheelchair user and a walking companion to travel side by side. In more constrained locations, a minimum width of 1.2 metres can provide sufficient space for a blind or partially sighted person using a long cane or guide dog, or walking alongside a guide.
- 4.4.2 As stated in Section 4.1, the footways on Reginald Street and the surrounding streets generally provide clear widths of around 1.8 metres. This is above the absolute minimum and close to the desirable standard, ensuring that local pedestrian routes can safely accommodate wheelchair users, pushchairs and other users with mobility or visual needs. Where a footway on one side of the road is narrower, this is typically balanced by a wider footway on the opposite side.
- 4.4.3 Level or flush access is essential for the majority of wheelchair users. The site will be designed to provide step-free access to all entrances, including cycle stores.
- 4.4.4 The existing and proposed pedestrian infrastructure is therefore considered suitable for those with reduced mobility and visual impairment, supporting BREEAM objectives for inclusive and accessible design.

4.5 Summary

- 4.5.1 The assessment of the infrastructure and facilities for non-vehicular modes confirms that the site is situated in a sustainable location, offering safe and direct pedestrian access to nearby amenities and residential areas. There are convenient local cycle routes and National Cycle Network connections providing access to a wider catchment. The local public transport network, including frequent bus services and Port Talbot

Parkway Railway Station, supports regular connections to the town centre and wider region.

- 4.5.2 As such, the location of the site is well-positioned to encourage sustainable and inclusive travel for staff, students and visitors, aligning with Active Travel and BREEAM best practice principles.

5 PROPOSED DEVELOPMENT

5.1 The Proposal

- 5.1.1 The planning application seeks permission for a new Pre-16 Vocational Centre (Skills Hub) to be developed at the former Education Library Resource Centre (ELRS) on Reginald Street, Port Talbot.
- 5.1.2 The centre will provide a range of vocational learning opportunities for Key Stage 4 students (aged 14–16), offering part-time pathways alongside their main school curriculum. The facility will include specialist teaching spaces for Construction, Engineering, Hair and Beauty, and Catering, designed to replicate real working environments. The aim is to equip learners with practical skills and experience, supporting their progression into further education, apprenticeships or employment.
- 5.1.3 There will also be ancillary spaces such as reception, welfare facilities, and flexible community-use areas which may be available for local groups to use outside school hours.
- 5.1.4 Student attendance will be organised in small, staggered batches throughout the day, with a maximum of 50 students on site per session to align with car park capacity and staffing levels. Up to four core sessions will operate each day between approximately 9:15am and 2:15pm, with a possible short additional session until 3:15pm for students who do not return to their main school. This means that up to 250 students could attend across a full day, but only 50 students will be present at any given time.
- 5.1.5 All students are on part-time placements and will travel via dedicated school minibuses.
- 5.1.6 Staffing at the Skills Centre will be made up of:
- Pathways to Progression Team:*
- 5.1.7 This team includes up to 12 staff in total, covering tutors, support staff and management roles. However, given that only one student session of up to 50 learners runs at a time, it is anticipated that only those directly delivering sessions and essential support staff will be on site simultaneously.
- 5.1.8 This means a realistic peak of up to five Pathways to Progression staff present at any one time.

Skills and Training Team:

- 5.1.9 Equivalent to 14 full-time posts, this team will use the centre as a base for hot-desking, flexible working and community engagement.
- 5.1.10 As not all staff will require a permanent desk on site, it is reasonable to expect that approximately 50%, or seven staff, would be present on site at peak times.

Youth Service Team:

- 5.1.11 The Youth Service will also operate on a hot-desking basis. Although the full equivalent is 8 staff, day-to-day operations mean only around half the team will typically need to be on site at the same time, giving a realistic peak of around four Youth Service staff.

Ancillary staff:

- 5.1.12 In addition to the core teams, there will be a small number of ancillary staff responsible for site management, caretaking, cleaning and reception duties. This is expected to be around two staff at any one time to cover the building's operational needs.
- 5.1.13 Taken together, this means that the realistic peak daily staffing level is expected to be around 18 staff at any given time, even though the total headcount across all services is higher when full-time equivalent roles are combined. This figure forms the basis for calculating on-site staff parking, travel planning and building facilities.
- 5.1.14 The facility may also include a small café (170 sqm) and hairdressers/beauty salon area (109 sqm), which will primarily be used by students and staff for practical learning but may also be open to the wider community at certain times. Any community use is expected to be modest and managed outside core student session times to avoid parking or operational conflicts.
- 5.1.15 Specialist equipment will include Construction simulators, Engineering machinery such as lathes and milling machines, Hair and Beauty workstations, and a catering kitchen with industry-standard equipment. The building design will ensure appropriate servicing, storage, ventilation and drainage to accommodate these uses.
- 5.1.16 The overall internal layout and room numbers remain subject to further detailed design development. However, the vocational spaces will be sized and equipped to provide high-quality learning environments aligned with industry expectations, helping to deliver practical skills and qualifications.

5.1.17 The proposed centre will operate five days a week during term time and will remain open year-round for Skills and Training and Youth Service office use.

5.1.18 The project will help deliver local skills development objectives, improve post-16 transitions, and support Neath Port Talbot's wider regeneration priorities by providing a high-quality, modern training environment accessible to the local community.

5.2 Proposed Off-Site Active Travel Improvements

5.2.1 As identified in the pedestrian connectivity assessment in Chapter 4 (Figure 4B), several local junctions around the site would benefit from small-scale improvements to enhance pedestrian safety and accessibility, particularly for users with reduced mobility. These include:

- Villiers Street and Ford Road junction
- Ford Road and Reginald Street junction
- Glyndwr Street and Ynys Street junction
- Minor side roads along Forge Road towards the town centre

5.2.2 Improvements at these locations could include the introduction of dropped kerbs, tactile paving and clearer markings where appropriate. This would make it safer and more convenient for pedestrians, including wheelchair users and those with visual impairments, to cross local roads on the key routes to bus stops, residential areas and the town centre.

5.3 Proposed Site Access Arrangements

Pedestrian Accesses

5.3.1 Separate pedestrian entrances are proposed on Reginald Street and Villiers Street. This ensures that pedestrian movements are kept safely separate from the main vehicular access points, supporting safe and convenient access for all site users. These access points will be step free and appropriately lit.

Vehicular Access – Main Entry and Exit Points

5.3.2 An in-and-out access arrangement is proposed, with ingress from Villiers Street and egress onto Reginald Street. Both accesses will be constructed in the form of commercial vehicular crossover – details of which could be secured via a planning condition – as confirmed by the Local Highway Authority at the meeting on 2nd September 2025.

5.3.3 The access points have been designed to ensure that vehicular visibility splays of 2.4 metres by 25 metres are achieved in both directions, in accordance with the guidance set out in Manual for Streets for streets with a 20 mph speed limit. Pedestrian visibility splays of 2 metres by 2 metres are also provided in both directions. This layout will help maintain safe vehicle movements while ensuring good intervisibility between drivers and pedestrians at crossing points.

5.3.4 Both access points will be gated, and these gates are set back appropriately so that these gate structure does not impede on the visibility splays.

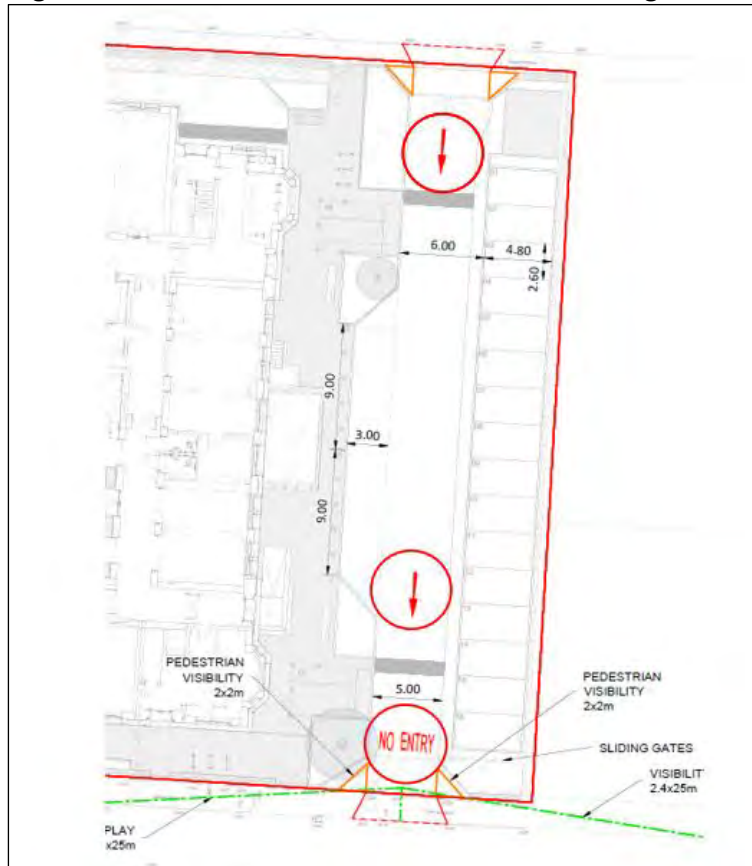
Separate Access for Delivery Vehicles

5.3.5 A separate vehicular access is proposed on the northwestern corner of the site. This access will also be constructed in the form of commercial vehicular crossover – details of which could be secured via a planning condition – as confirmed by the Local Highway Authority at the meeting on 2nd September 2025.

5.3.6 This access has been designed to ensure that vehicular visibility splays of 2.4 metres by 25 metres are achieved in both directions. Pedestrian visibility splays of 2 metres by 2 metres are also provided in both directions. The access is gated, and the gates are set back appropriately so that these gate structure does not impede on the visibility splays.

5.3.7 There will be directional road signs within the car park to advise users that this is a one-way system, further enforced via **NO ENTRY** road markings on Reginald Street egress – as indicated in Figure 5A (on next page). This provision can be secured via a condition.

Figure 5A On-Site Directional Road Markings



5.3.8 The access arrangements are provided in Appendix 3.

5.4 Proposed Parking Provision

Car Parking

5.4.1 Neath Port Talbot County Borough Council's adopted parking standards provide zonal-based requirements for conventional educational uses, such as nursery, primary and secondary schools, and colleges of further education. However, the proposed Pre-16 Vocational Centre is not a typical educational facility in this sense.

5.4.2 The centre will operate on a unique model where students remain registered at their main school and only attend the Skills Hub for short, part-time sessions during the school day. Pupils will be transported from their normal school to the site (and back) via mini-buses.

5.4.3 There will be no full-time pupils on site, and students will not be permitted to drive themselves to the centre. As such, applying the standard student parking ratios for secondary schools or further education colleges would significantly overestimate the actual parking demand for this use.

5.4.4 In addition, the centre will include specialist spaces such as the Construction Skills area, Engineering workshop, Hair and Beauty salon and small community café. These will be primarily used for supervised training purposes by enrolled students. Any community use will be modest, managed outside peak student hours and will rely mainly on local walk-in trips.

5.4.5 Given these unique operational characteristics, a first-principles approach has been used to derive an appropriate car parking provision that realistically reflects how the site will function in practice.

5.4.6 Based on the operational model set out in Section 5.1, the realistic daily peak staffing level is expected to be around 18 staff at any one time:

- Pathways to Progression Team: up to 5
- Skills and Training Team: around 7
- Youth Service Team: around 4
- Ancillary staff: 2

5.4.7 Census data shows that approximately 68% of staff in this area are likely to commute by car. Applying this factor gives a realistic parking requirement for around 12 staff cars on site at peak times.

5.4.8 For the community café:

- Total café area is approximately 170 sqm.
- Applying a 70% factor to get dining area: $170 \text{ sqm} \times 70\% = 119 \text{ sqm}$.
- Using the standard of 1 space per 14 sqm dining area: $119 \text{ sqm} \div 14 \text{ sqm} = \sim 8.5 \text{ spaces}$.

5.4.9 For the hairdresser/beauty salon:

- Total area is approximately 109 sqm.
- Using the retail standard of 1 space per 60 sqm: $109 \text{ sqm} \div 60 \text{ sqm} = \sim 1.8 \text{ spaces}$.

5.4.10 Combined, this gives a total theoretical standard requirement of around 11 spaces for the café and salon combined. However, as these facilities will mostly serve staff and students, with any community use being limited, it is reasonable to apply a 50% reduction factor for realistic use. This gives an adjusted requirement of six spaces.

5.4.11 Therefore, the overall proposed car parking provision is:

- Staff parking: approximately 12 spaces
- Community café and salon visitors: approximately 6 spaces

5.4.12 This gives a total of around 18 car parking spaces.

5.4.13 As such, it is proposed to provide a total of 18 car parking spaces, including two disabled bays (11%), two spaces with active electric vehicle (EV) charging points (11%) and further four spaces (22%) with passive EV charging provision. All these spaces are provided along the eastern part of the site – and this arrangement was welcomed by the Local Highway Authority during the meeting on 2nd September 2025.

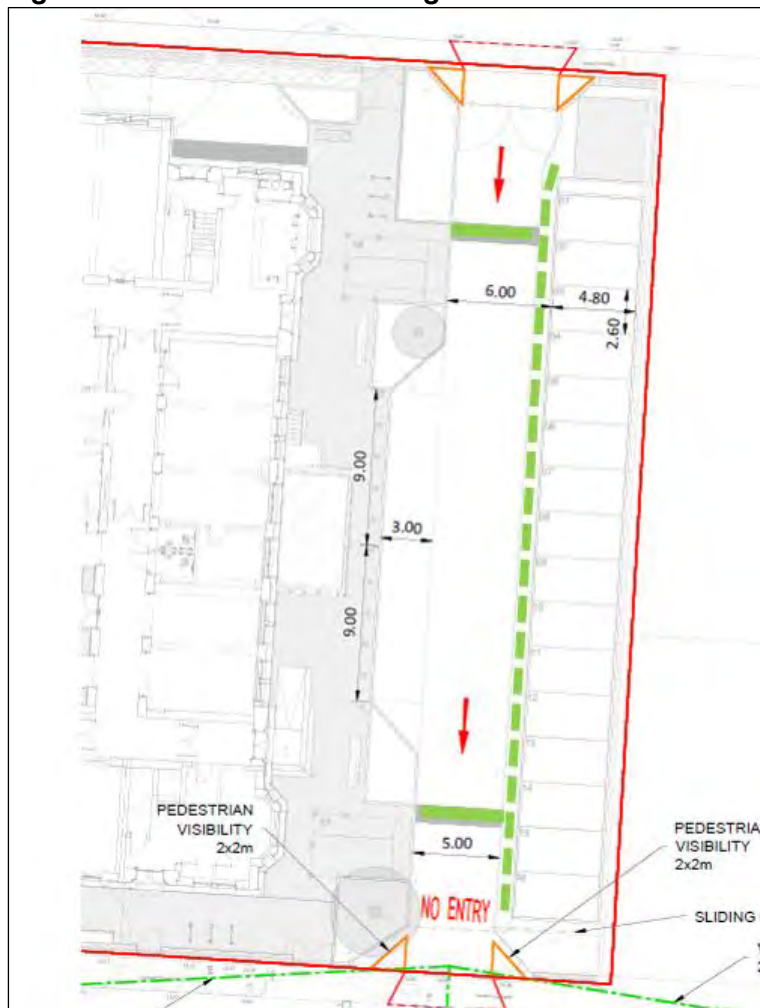
5.4.14 This level of car parking provision ensures that there is adequate parking to meet genuine operational needs without creating an oversupply, which would run counter to sustainability and Active Travel objectives.

5.4.15 All car parking spaces will be designed to standard dimensions (4.8 metres by 2.6 metres, with accessible bays providing the required additional margins). The parking layout has been tracked to ensure safe and efficient manoeuvring by all vehicle types expected to use the site.

5.4.16 The swept path assessment based on a large car is provided in Appendix 4.

5.4.17 A marked pedestrian route will be provided along the row of car parking spaces, incorporating two dedicated crossing points – as shown in Figure 5B. These will be highlighted using a contrasting surface material to enhance legibility and improve pedestrian safety.

Figure 5B On-Road Markings for Pedestrians



Minibus / Delivery Bay

5.4.18 A dedicated on-site minibus parking and delivery vehicle bay is proposed, which will be approximately 24 metres long (including tapers) and three metres wide. This bay will comfortably accommodate two minibuses at the same time, or a minibus and a delivery van, supporting safe and efficient on-site drop-off, pick-up and servicing without obstructing other vehicle movements.

5.4.19 The swept path assessment based on a minibus and a long-wheel base van is provided in Appendix 5.

Cycle Parking

5.4.20 However, as explained in Section 5.1, all learners will attend the centre for short, part-time sessions and will travel via organised minibus transport. It is therefore unlikely that pupils will cycle directly to the site.

- 5.4.21 A first-principles approach has been used to determine an appropriate level of cycle parking for staff and occasional community visitors instead.
- 5.4.22 Based on a peak of up to 20 staff on site at any one time, applying a cycle parking standard of one stand per five staff (NPTCBC's 2016 SPG Parking Standards) equates to approximately four cycle spaces for staff use.
- 5.4.23 Additional short-stay cycle parking has also been considered for visitors to the café and hairdresser/beauty salon. Using the standard of one stand per 100 sqm for small retail uses, the combined area of the café and salon generates a nominal requirement for two visitor cycle spaces.
- 5.4.24 Therefore, the total proposed cycle parking provision will be six cycle stands, provided in a safe, covered and secure location close to the main entrance. The design will ensure that spaces are accessible for all users and will also accommodate adapted cycles or mobility scooters if required. Final details will be confirmed at the detailed design stage.
- 5.4.25 This level of cycle parking is proportionate to the site's unique operational model, supports Active Travel objectives, and aligns with BREEAM best practice for encouraging sustainable travel.

5.5 Refuse Collection

- 5.5.1 A dedicated refuse store is proposed in the northeastern corner of the site. The store is located within approximately 10 metres of the public highway. The access points have been designed such that a large refuse truck (11.2 metres in length) can enter the site via Villiers Street and exit the site via Reginald Street. The swept path assessment based on a large refuse truck is provided in Appendix 6.

5.6 Typical Deliveries

- 5.6.1 The Applicant has confirmed that the deliveries will occur using typical transit or long wheelbase vans. The deliveries will be taken from the northwestern site access off Villiers Street. As such, the swept path assessment based on a long wheelbase van is provided in Appendix 7.

5.7 Emergency Vehicles

- 5.7.1 The accesses have been designed to accommodate emergency vehicles. The swept path of a fire tender entering the site via Villiers Street and Reginald Street is provided in Appendix 8.

6 TRIP GENERATION

6.1 Skills Centre

6.1.1 The primary element of the proposed development is the Pre-16 Vocational Centre, which will operate on a part-time basis for Key Stage 4 pupils. All students will remain registered at their main school and will be transported to and from the centre by dedicated minibuses.

6.1.2 Each session will accommodate up to 50 students, with staggered session times throughout the day as detailed in Section 5.1. The key student arrival period is expected to be before 09:15, with departures between sessions throughout the day, and final departures no later than 15:30 for those needing to return to their schools to catch normal school buses.

6.1.3 Therefore, for the purposes of robust assessment, the following local network peak hours have been considered:

- 08:00–09:00: AM network peak, coinciding with minibus drop-off for the first session.
- 15:00–16:00: PM local network peak, coinciding with neighbouring school closing times and minibus pick-up.
- 16:00–17:00: Wider network PM peak. It is expected that student activity will be minimal during this hour, with only a small number of late session students departing.

6.1.4 The Skills Centre element will therefore generate trips mainly by minibus movements, which have been calculated based on up to five minibuses operating per session. However, only two minibuses will be on site at any given time, with staggered pick-up and drop-off to avoid on-site congestion. No pupil car trips are expected.

6.1.5 In addition, trips associated with staff have been included. With up to 18 staff on site at peak times and assuming a 70% car driver mode share, this equates to approximately 14 staff car trips during the key arrival period. Staff are likely to arrive between 08:00 and 09:00 hours to cover the first sessions of the day.

6.1.6 Similarly, for the end of the day, it is assumed that out of the 18 staff present for the final session, around 60% may leave before 16:00 hours, with the remaining 40%

departing between 16:00 and 17:00 hours. This reflects the flexible nature of session times and shift patterns for teaching and support staff.

6.1.7 Therefore, the estimated vehicular trip generation associated with the Skills Centre during local network peak hours is as follows:

- 08:00–09:00: 10 two-way minibus movements plus approximately 14 inbound staff car trips
- 15:00–16:00: 10 two-way minibus movements plus approximately 8 outbound staff car trips
- 16:00–17:00: Approximately 6 outbound staff car trips

6.2 Community Uses

6.2.1 The proposed café and hairdresser/beauty salon will primarily serve staff and students as part of the vocational training offer. Some local community use is expected, but this will be modest and likely to occur outside the peak student session times.

6.2.2 For robustness, TRICS has been used to derive trip rates for a typical standalone café use. For the purposes of this assessment, peak hour trips have been calculated for the local network peak hours of 08:00–09:00, 15:00–16:00, and 16:00–17:00. For a café of approximately 170 sqm, the TRICS data indicates an estimated trip generation of around 20 two-way vehicular trips in the AM peak hour, 15 two-way trips in the school closing peak hour, and 13 two-way trips in the PM peak hour.

6.2.3 However, it is important to note that the proposed café will not operate as a typical standalone facility open to passing trade. Instead, it is located within the Skills Centre and is primarily intended to be used by on-site staff and students as part of the vocational training offer. As such, the majority of café visits will be linked trips by staff and students already travelling to the site.

6.2.4 Therefore, the actual trip generation associated with additional external visitors from the general public is expected to be significantly lower than the typical TRICS figure. For the purpose of this assessment, a conservative adjustment factor of 50% has been applied, resulting in an estimated external café trip generation of around 10 two-way trips in the AM peak hour, eight two-way trips in the school closing peak hour, and seven two-way trips in the PM peak hour.

6.3 Combined Development Trip Generation

6.3.1 The combined vehicular trip generation for the proposed Skills Centre and community uses has been calculated by adding the forecast trips associated with the Skills Centre (minibuses and staff) and the adjusted trips for external visitors to the café and hairdresser/beauty salon.

6.3.2 Table 6A below summarises the estimated total two-way trips during the key local network peak hours.

Table 6A Combined Development Trip Generation

Time Period	Skills Centre Two-way Trips (Staff + Minibus)	Community Uses Two-way Trips (External)	Total Combined Two-way Trips
08:00–09:00	10 minibus + 14 cars	10 cars	34 two-way trips
15:00–16:00	10 minibus + 8 cars	8 cars	26 two-way trips
16:00–17:00	6 cars	7 cars	13 two-way trips

6.3.3 It should be noted that the Skills Centre trips include robust assumptions for minibus movements and staff shift changes, and the café/salon trips are conservatively based on TRICS data for a typical standalone café, then adjusted by 50% to reflect the nature of the use as primarily serving on-site students and staff.

6.3.4 The combined figures demonstrate that the proposed development will generate a modest level of traffic during local and network peak hours. The use of dedicated minibuses for student transport, low reliance on private car trips by pupils, and the part-time, staggered nature of the Skills Centre timetable all contribute to minimising the impact on the local highway network.

6.3.5 Overall, the total estimated traffic generation is not expected to result in any significant impact on the safe operation or capacity of the surrounding road network.

7 TRAFFIC IMPACT ASSESSMENT

7.1 Trip Distribution

7.1.1 To assess how trips generated by the proposed development are likely to be distributed across the local and wider road network, a proportional distribution method has been applied. This approach uses the 2021 Census ward-level population data to reflect where staff, students and community visitors are most likely to travel to and from.

7.1.2 This method is considered robust and appropriate for several reasons:

- The Skills Centre will draw students from a wide local catchment area covering multiple wards within Neath Port Talbot and nearby communities. A population-based approach reflects this naturally dispersed pattern.
- There is no single large residential concentration that would dominate travel patterns; instead, demand is expected to be proportionally related to the population size of each ward.
- This approach aligns with the established best practice for educational and community facilities where individual trip origins and destinations cannot be precisely defined at planning stage.

7.1.3 The population distribution within NPTCBC is provided in Table 7A.

Table 7A Population Distribution – NPTCBC

General Direction of Travel to/from Site	Ward	Population	% Population
North	Bryn and Cwmafon	6582	11%
	Cimla and Pelenna	4848	
	Cymer and Glyncorrwg	2136	
	Gwynfi and Croeserw	2599	
Southeast	Margam and Tai-bach	7833	10%
	Sandfields East	6663	
South	Port Talbot	5756	4%
West	Aberavon	5673	75%
	Aberdulais	2373	
	Allt-wen	2721	
	Baglan	6751	
	Blaengwrach and Glynneath West	3138	
	Briton Ferry East	2947	
	Briton Ferry West	2931	
	Bryn-coch North	2051	
	Bryn-coch South	5407	
	Cadoxton	1582	

Coedffranc Central	5171
Coedffranc North	2295
Coedffranc West	5249
Crynant, Onllwyn and Seven Sisters	5127
Cwmilynfell and Ystalyfera	3886
Dyffryn	3290
Glynneath Central and East	2146
Godre'r Graig	2078
Gwaun-Cae-Gurwen and Lower Brynamman	4217
Neath East	6123
Neath North	3801
Neath South	4805
Pontardawe	5462
Resolven and Tonna	5594
Rhos (Neath Port Talbot)	2560
Sandfields East	6663
Sandfields West	6785
Trebanos	1711

7.1.4 Based on this distribution, the trips have been grouped into four general directions:

- North: 11% of trips
- Southeast: 10% of trips
- South: 4% of trips
- West: 75% of trips

7.1.5 For assigning trips to specific routes, the most logical and efficient road connections have been identified using the Google Maps routing algorithm. This ensures that the assumed travel patterns reflect the routes drivers are realistically likely to choose in practice, based on journey time, distance and road hierarchy.

7.1.6 The resulting trip distribution and routing have been applied to the peak hour traffic flows set out in Chapter 6. This allows to determine the increase in traffic at the critical junctions in proximity to the site, as follows:

Margaret Street/Reginald Street

- AM peak hour = 24 inbound and 9 outbound = 33 two-way trips
- School peak hour = 9 inbound and 16 outbound = 25 two-way trips
- PM peak hour = 3 inbound and 1 outbound = 4 two-way trips

Margaret Street/Ynys-Y-Gored/Ynys Street Roundabout

- AM peak hour = 24 inbound and 9 outbound = 33 two-way trips
- School peak hour = 9 inbound and 16 outbound = 25 two-way trips
- PM peak hour = 3 inbound and 1 outbound = 4 two-way trips

Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads Junction

- AM peak hour = 20 inbound and 9 outbound = 29 two-way trips
- School peak hour = 8 inbound and 16 outbound = 24 two-way trips
- PM peak hour = 3 inbound and 1 outbound = 4 two-way trips

B4286 / Heilbronn Way Junction

- AM peak hour = 19 inbound and 8 outbound = 27 two-way trips
- School peak hour = 7 inbound and 8 outbound = 15 two-way trips
- PM peak hour = 2 inbound and 1 outbound = 3 two-way trips

Prior Street / Heilbronn Way Roundabout

- AM peak hour = 19 inbound and 8 outbound = 27 two-way trips
- School peak hour = 7 inbound and 8 outbound = 15 two-way trips
- PM peak hour = 2 inbound and 1 outbound = 3 two-way trips

7.2 Net Percentage Increase in Traffic

7.2.1 The net percentage increase in traffic at the junctions when compared to the 2025 surveyed flows are provided in Table 7B.

Junctions	08:00-09:00			15:00-16:00			16:00-17:00		
	2025 Surveyed Flows	Dev Flows	% Increase	2025 Surveyed Flows	Dev Flows	% Increase	2025 Surveyed Flows	Dev Flows	% Increase
B4286/Heilbronn Way	2235	27	1.2%	2412	15	0.6%	2611	3	0.1%
Prior St/Heilbronn Way Rdbt	1447	27	1.9%	1471	15	1.0%	1568	3	0.2%
Ynys St/Dany-Y-Bryn Rd/Glyndwr St	482	29	6.0%	492	24	4.9%	470	4	0.9%
Margaret St/Ynys-Y-Gored/Ynys St Rdbt	278	33	11.9%	264	25	9.5%	228	4	1.8%
Margaret St/Reginald St	161	33	20.5%	169	25	14.8%	134	4	3.0%

- 7.2.2 Table 7B shows that the proposed development will result in a modest increase in traffic flows at all assessed junctions during the local and network peak hours. The percentage impact at the major junctions on Heilbronn Way (B4286) and Prior Street is less than 2% in the AM peak and below 1% in the PM peaks, with an increase of fewer than 30 two-way trips in each peak hour. This indicates that the development will have no material impact on these higher-capacity routes
- 7.2.3 The Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads Junction could experience an increase of up to 6% in the AM peak hour, but this equates to just under 30 additional two-way trips, which remains a modest absolute number in practice.
- 7.2.4 At local junctions closer to the site — such as Margaret Street/Ynys-Y-Gored roundabout and Margaret Street/Reginald Street junction — the percentage increase is slightly higher but still well within acceptable limits. The highest increase is around 20% at the Margaret Street/Reginald Street junction during the AM peak, reflecting the very low base flows at this local junction and the fact that all site access trips will naturally route through it.
- 7.2.5 The traffic impact during the PM network peak hour (16:00–17:00) is no more than 3% on local junctions and no more than 0.2% on major junctions. Therefore, there is no requirement to assess the impact further, as the additional traffic is not considered to result in any material effect on the operation of the local or strategic road network.
- 7.2.6 To ensure a robust assessment, Margaret Street/Ynys-Y-Gored roundabout and Margaret Street/Reginald Street junction Ynys Street/Dany-Y-Bryn Road/Glyndwr Street crossroads junction have been included in the traffic impact analysis despite their lower traffic volumes and the limited overall effect of the development, for the AM network peak hour and school closing hour.
- 7.2.7 Overall, the absolute number of development-related trips at each junction remains low, and the resulting percentage increases are not expected to result in any capacity or safety issues. The proposed minibuss drop-off arrangements, realistic staff parking strategy, and strong emphasis on Active Travel will help manage demand and minimise any potential impacts on the surrounding road network.

7.3 Junction Capacity Assessment

7.3.1 Based on the trip generation and distribution, the junction capacity assessment has been undertaken for the following junctions for two junctions during AM peak, school closing, and PM peak hours.

- Margaret Street/Reginald Street Junction
- Margaret Street/Ynys-Y-Gored Roundabout
- Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads Junction

7.3.2 Following scenarios have been modelled:

- 2030 Base Scenario [provided in Appendix 9]
- 2030 Base + Proposed Development [2030 Total Scenario] [provided in Appendix 10]

7.3.3 Based on Section 7.2, the hours of assessment are:

- AM peak hour = 08:00-09:00
- School closing hour = 15:00-16:00

Margaret Street/Reginald Street Junction

7.3.4 This junction has been modelled using TRL's Junctions 10 software. The modelling file is provided in Appendix 11, and the results are summarised in Table 7C.

Table 7C Capacity Assessment – Margaret Street/Reginald Street Junction

Peak Hour	Approach	2030 Base Scenario			2030 Total Scenario		
		RFC	Queues	Delay	RFC	Queues	Delay
AM Peak Hour	Reginald Street	0.02	0.0	8.02	0.05	0.0	8.31
	Margaret St (right in)	0.01	0.0	5.19	0.01	0.0	5.22
School Closing Hr	Reginald Street	0.03	0.0	8.12	0.07	0.1	8.50
	Margaret St (right in)	0.00	0.0	5.25	0.00	0.0	5.26

Note: RFC = ratio of flow to capacity, Queues measures in vehicles, delay measured in seconds

7.3.5 Table 7C shows that Margaret Street/Reginald Street Junction will continue to operate within its theoretical capacity with minimal increase in queues and delays as a result of the proposed development when compared to the reference scenario in 2030.

7.3.6 The proposed development will therefore have no adverse traffic impact on the local road network.

Margaret Street/Ynys-Y-Gored Roundabout

7.3.7 This junction has been modelled using TRL's Junctions 10 software. The modelling file is provided in Appendix 12, and the results are summarised in Table 7D.

Table 7D Capacity Assessment – Margaret Street/Ynys-Y-Gored Roundabout

Peak Hour	Approach	2030 Base Scenario			2030 Total Scenario		
		RFC	Queues	Delay	RFC	Queues	Delay
AM Peak Hour	Margaret Street	0.09	0.1	3.82	0.10	0.1	3.86
	Ynys-Y-Gored	0.05	0.1	4.33	0.05	0.1	4.36
	Ty-Draw Hill	0.15	0.2	5.49	0.15	0.2	5.58
	Ynys Street	0.07	0.1	4.24	0.09	0.1	4.36
School Closing Hr	Margaret Street	0.08	0.1	3.82	0.10	0.1	3.90
	Ynys-Y-Gored	0.02	0.0	4.18	0.03	0.0	4.23
	Ty-Draw Hill	0.12	0.1	5.20	0.12	0.1	5.28
	Ynys Street	0.11	0.1	4.47	0.12	0.1	4.52

Note: RFC = ratio of flow to capacity, Queues measures in vehicles, delay measured in seconds

7.3.8 Table 7D shows that Margaret Street/Ynys-Y-Gored Roundabout will continue to operate within its theoretical capacity with minimal increase in queues and delays as a result of the proposed development when compared to the reference scenario in 2030.

7.3.9 The proposed development will therefore have no adverse traffic impact on the local road network.

Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads Junction

7.3.10 This junction has been modelled using TRL's Junctions 10 software. The modelling file is provided in Appendix 13, and the results are summarised in Table 7E.

Table 7E Capacity Assessment – Ynys St/Dany-Y-Bryn Rd/Glyndwr St

Peak Hour	Approach	2030 Base Scenario			2030 Total Scenario		
		RFC	Queues	Delay	RFC	Queues	Delay
AM Peak Hour	Dan-Y-Bryn Rd	0.16	0.2	7.52	0.16	0.2	7.57
	Ynys St (NE)	0.01	0.0	5.68	0.01	0.0	5.66
	Glyndwr St	0.03	0.0	8.44	0.03	0.0	8.57
	Ynys St (SW)	0.28	0.4	7.52	0.28	0.4	7.44
School Closing Hr	Dan-Y-Bryn Rd	0.25	0.3	8.40	0.25	0.3	8.49
	Ynys St (NE)	0.00	0.0	6.02	0.00	0.0	5.95
	Glyndwr St	0.02	0.0	8.23	0.02	0.0	8.32
	Ynys St (SW)	0.28	0.4	7.14	0.28	0.4	7.16

Note: RFC = ratio of flow to capacity, Queues measures in vehicles, delay measured in seconds

7.3.11 Table 7E shows that Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads Junction will continue to operate within its theoretical capacity with minimal increase in queues and delays as a result of the proposed development when compared to the reference scenario in 2030.

7.3.12 The proposed development will therefore have no adverse traffic impact on the local road network.

7.4 Student Transport Management

- 7.4.1 The Skills Centre will implement a robust Student Transport Strategy to ensure that minibus movements for pupil drop-off and pick-up are carefully managed to minimise any localised traffic impact, particularly during the start and end of school sessions.
- 7.4.2 As set out in earlier sections, up to five dedicated minibuses will operate per session, but the layout has been designed so that only two minibuses will be on site at any given time. Staggered pick-up and drop-off times will be implemented to avoid unnecessary queuing on Reginald Street and Villiers Street.
- 7.4.3 The centre will liaise with local schools and transport operators to maintain clear communication around collection and drop-off times, helping to manage traffic flow safely and efficiently during peak periods.
- 7.4.4 The Student Transport Strategy will form part of the site's Travel Plan, encouraging sustainable travel and minimising reliance on private car trips.

7.5 Summary

- 7.5.1 This chapter demonstrates that the proposed development will generate only a modest level of additional traffic, with low absolute increases in two-way trips during all local and network peak hours.
- 7.5.2 The junction capacity assessments confirm that all local junctions tested — including the Margaret Street/Reginald Street Junction, Margaret Street/Ynys-Y-Gored Roundabout, and Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads — will continue to operate comfortably within their theoretical capacity in the 2030 assessment year, with only minimal increases in queue lengths and delays.
- 7.5.3 A robust worst-case scenario has been applied for the Skills Centre minibus operations, staff movements, and community uses, demonstrating that the development will not result in any capacity or highway safety issues.
- 7.5.4 The site layout, dedicated minibus bay, and proposed Student Transport Strategy will help ensure that drop-off and pick-up activities are well managed and do not affect the free flow of traffic on the local highway network.

7.5.5 Overall, the assessment concludes that the proposed development will have no significant adverse impact on the local road network and complies with relevant national and local transport planning policy.

8 TRANSPORT IMPLEMENTATION STRATEGY (TIS)

8.1 Introduction

- 8.1.1 Technical Advice Note 18: Transport (TAN 18) was published by the Welsh Government in March 2007. TAN 18 requires Transport Assessment to provide Transport Implementation Strategy (TIS) which sets objectives and targets in managing travel demand, whilst detailing the infrastructure and measures necessary to achieve them. The TIS is also required to set up a framework for monitoring the targets including modal travel choice.
- 8.1.2 TIS is intended to incorporate all the components of a Travel Plan (TP) and to ensure these are integrated with design elements of the new development.
- 8.1.3 A Framework Travel Plan (FTP) will be prepared as part of the subsequent planning application.

8.2 Mode Share and Targets

- 8.2.1 Mode share targets are used to evaluate the success of the TIS and to identify areas in which further measures should be focused to drive travel behaviour change. In order to set targets, a valid baseline needs to be established.
- 8.2.2 For this, Census data has been used. It would not be appropriate to use 2021 Census for estimating mode share because this Census took place during COVID pandemic, when many peoples' work was affected as it was during a phase when a 'stay at home' order was in force. The census aimed to gather data about what people were doing at that time, rather than what they may have been doing had the pandemic not occurred. The results are therefore likely to be skewed and hence the 2021 Census has not been used.
- 8.2.3 The 2011 Census dataset "WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level) Change dataset" has been used, with Super Output Area W02000216: Neath Port Talbot 018 as place of work to estimate the mode split of the staff working at the proposed development.
- 8.2.4 The staff travel mode share is provided in Table 8A.

Table 8A Staff Travel Survey Results

Mode	Staff
Walk	16%
Bicycle	1%
Public Transport (Bus / Train)	6%
Taxi	1%
Driving a car or van	68%
Passenger in a car or van	8%
Total	100%

8.2.5 Table 7A shows that 16% of the staff at the proposed development are likely to walk, 1% would cycle to work, 6% would use public transport, 68% would commute by car and 8% would get dropped off (car sharers).

8.2.6 As discussed in Chapter 4 of this report, the existing pedestrian and cycle infrastructure in the vicinity of the site is generally suitable to meet the Active Travel needs of staff, students and community visitors. Footways on surrounding streets are typically at least 1.8 metres wide, providing safe and inclusive access for people with limited mobility. Localised improvements, such as new dropped kerbs and tactile paving at key junctions, have been identified to further enhance accessibility. The wider area also benefits from connections to National Cycle Network Route 887, which provides a good link to nearby communities within an acceptable cycling distance.

8.2.7 In addition, the site is well served by public transport, with bus stops located within a short walking distance on Villiers Street, Jersey Street and Cwmavon Road, and Port Talbot Parkway Railway Station located approximately 900 metres away. Combined, these facilities are considered adequate to support staff and visitor travel by sustainable modes.

8.2.8 Following a baseline staff travel survey, to be completed within six months of occupation, precise mode share targets will be confirmed and reviewed with Neath Port Talbot CBC. The key aim will be to reduce single occupancy car trips and maximise sustainable travel options for staff and community visitors.

8.3 Monitoring and Evaluation

8.3.1 A Travel Plan Coordinator (TPC) will be appointed to oversee the implementation and monitoring of the TIS and Framework Travel Plan.

8.3.2 A minimum response rate of 40% will be targeted for all staff travel surveys to ensure a representative baseline. The survey format will be agreed with Neath Port Talbot CBC

and will assess actual travel patterns, barriers to change, and opportunities for more sustainable travel.

8.3.3 The TPC will review the survey results and work with relevant partners to identify and implement further measures if required. SMART (Specific, Measurable, Achievable, Realistic, Timebound) targets will be set and reviewed regularly.

8.3.4 Monitoring will be undertaken for at least five years following the baseline survey, with additional monitoring in years 3 and 5. A monitoring report will be prepared each time and shared with the local authority to demonstrate progress and agree any remedial measures needed.

8.4 Measures and Interventions

8.4.1 The TIS will build on the transport design and Active Travel principles described in Chapter 4. The following measures will be implemented:

Site Design Measures

- Dedicated safe minibus drop-off/pick-up bay, with clear on-site management arrangements.
- Separate pedestrian access points on Reginald Street and Villiers Street, avoiding conflict with vehicle movements. These access points will be step free and appropriately lit.
- Step-free access throughout the site to support inclusive access for all.
- Covered, secure cycle parking close to main entrances.
- Electric vehicle charging points for at least 10% of parking spaces, with passive provision for further 20%.
- Accessible parking bays provided to meet or exceed relevant standards.

Walking and Cycling

- A range of off-site improvements are proposed to strengthen local walking connections, including new dropped kerbs, tactile paving and minor crossing upgrades at key junctions near the site (for example, at Villiers Street/Ford Road, Ford Road/Reginald Street, Glyndwr Street/Ynys Street, and side roads along Forge Road). These measures will improve accessibility and safety for pedestrians, including those with reduced mobility.
- Regular review of cycle parking demand; additional spaces will be provided if required.

- Provision of lockers, showers and drying facilities for staff to encourage active travel.
- Promotion of local walking and cycling routes via noticeboards and staff/student induction materials.
- Support for staff cycle purchase schemes such as Cyclescheme.

Public Transport

- Display up-to-date bus timetables and local rail information on staff and visitor noticeboards.
- Maintain dialogue with local bus operators to support service reliability and coverage.

Minibus Strategy

- Operate a robust minibus transport plan for student sessions, with staggered drop-off and pick-up to minimise localised impacts.
- Communicate session times and collection points clearly to schools, parents and transport providers.

Reducing Single Car Occupancy

- Promote staff car sharing through a dedicated car share database and local/national schemes such as Liftshare.
- Provide priority parking for car sharers where appropriate.
- Support flexible and remote working for staff where feasible to reduce unnecessary trips.
- Ensure video conferencing facilities are available to minimise unnecessary meetings requiring travel.

8.4.2 These measures will be refined and expanded through the full Framework Travel Plan as the project progresses.

8.5 Summary

8.5.1 The TIS has set out baseline mode share estimates and a robust framework for ongoing monitoring.

8.5.2 Clear targets will be set to reduce single occupancy car trips and encourage walking, cycling, public transport and car sharing.

- 8.5.3 Physical design measures, the Student Transport Strategy, and supporting Travel Plan initiatives will work together to deliver these objectives in line with TAN 18 and the Active Travel Act.
- 8.5.4 Overall, the measures proposed will help ensure the development is accessible, inclusive, and supports sustainable travel for all users.

9 SUMMARY AND CONCLUSIONS

9.1 The Proposal

- 9.1.1 The proposals comprise a new Pre-16 Vocational Centre on the site of the former Education Library Resource Centre, with a total floorspace including dedicated teaching areas for vocational skills, a community café and a hairdresser/beauty salon used for training purposes.
- 9.1.2 The Skills Centre will provide part-time vocational learning opportunities for Key Stage 4 pupils, who will remain registered at their main schools and travel to the site by dedicated minibus or, in some cases, by public transport. Small community uses will be primarily for on-site staff and students, with limited visits by local residents outside core session times.
- 9.1.3 The site is well positioned to serve its catchment area within Port Talbot and the surrounding wards, offering a relatively sustainable location with suitable pedestrian infrastructure, easy links to National Cycle Network 887, and access to local bus routes and Port Talbot Parkway Railway Station. The assessment demonstrates that the development will not result in an unacceptable impact on highway safety or the operation of the local road network.
- 9.1.4 The site layout includes separate pedestrian and vehicular accesses, dedicated minibus drop-off/pick-up bays, step-free design throughout, and robust arrangements for refuse collection and servicing. A separate access is proposed to serve the Construction Skills Set area to the northwest corner of the site.
- 9.1.5 The proposed parking provision has been derived using a first-principles approach, recognising that standard educational parking ratios are not appropriate for this unique vocational model. Provision has been based on realistic peak staff levels, census car mode share, and an allowance for occasional community use, resulting in a requirement for around 18 car parking spaces. As such, a total of 18 car parking spaces, including two disabled bays, two active EV charging bays and four bays with passive EV charging provision.
- 9.1.6 Secure, covered cycle parking for staff and visitors will also be provided in line with Active Travel best practice.

9.2 Active Travel and Public Transport Assessment

- 9.2.1 The Active Travel review shows that the local pedestrian infrastructure, including footways typically 1.8 metres wide, is suitable for pupils, staff and community visitors. Localised improvements such as dropped kerbs and tactile paving at key junctions will further enhance accessibility for all users.
- 9.2.2 The site benefits from connections to NCN Route 887, providing direct cycle access to nearby communities within an acceptable eight kilometre (or five mile) catchment. The Strava heatmap indicates that the local streets are already well used by cyclists, demonstrating that these routes are attractive and suitable.
- 9.2.3 The site is well served by local bus routes with stops within a short walking distance, and Port Talbot Parkway Railway Station is within 900 metres, offering frequent rail services to Cardiff, Swansea and further afield.
- 9.2.4 These facilities, together with the planned off-site improvements, provide a robust foundation for encouraging sustainable travel.

9.3 Traffic Impact Assessment

- 9.3.1 The traffic impact assessment has been undertaken for the 2030 design year. The proposed Skills Centre will generate only a modest number of additional vehicular trips, with the student travel by minibus and staff trips reflecting local mode share. Community use trips are conservatively based on TRICS data and appropriately adjusted to reflect actual on-site use.
- 9.3.2 The local network peak impact is minimal, with percentage increases at key local junctions remaining well within acceptable thresholds and no capacity or safety issues identified. Junction capacity modelling confirms that all assessed junctions — including Margaret Street/Reginald Street, Margaret Street/Ynys-Y-Gored Roundabout and Ynys Street/Dany-Y-Bryn Road/Glyndwr Street Crossroads — will continue to operate within their theoretical capacity.
- 9.3.3 A robust Student Transport Strategy is proposed, including staggered minibus drop-off and pick-up to manage demand on surrounding streets and maintain safe, free-flowing movement for all users.

9.4 Mitigation Measures

9.4.1 The applicant is committed to delivering a package of measures to support Active Travel and manage demand, including:

- Localised off-site improvements to footways and crossings near Villiers Street, Ford Road, Glyndwr Street and Forge Road;
- Covered, secure cycle parking with provision for adapted cycles;
- Dedicated minibus bays with safe pick-up and drop-off arrangements;
- Step-free pedestrian access throughout the site;
- EV charging for at least 10% of car parking spaces; and
- An overarching Framework Travel Plan with clear targets, monitoring and measures to reduce single-occupancy car trips and encourage walking, cycling, bus and rail use.

9.4.2 The proposed development is therefore in line with the Neath Port Talbot LDP Policy TR2 (Design and Access of New Development), which states that:

Development proposals will only be permitted where all of the following criteria, where relevant, are satisfied:

- 1. The development does not compromise the safe, effective and efficient use of the highway network and does not have an adverse impact on highway safety or create unacceptable levels of traffic generation;*
- 2. Appropriate levels of parking and cycling facilities are provided and the access arrangements for the site allow for the safe manoeuvring of any service vehicles associated with the planned use;*
- 3. The development is accessible by a range of travel means, including public transport and safe cycle and pedestrian routes;*
- 4. Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation.*

9.5 Conclusion

9.5.1 The proposed development aligns with Planning Policy Wales, TAN 18, Active Travel (Wales) Act 2013 and relevant Neath Port Talbot LDP policies, delivering a sustainable and accessible Skills Centre to meet identified education and training needs.

9.5.2 The robust Transport Implementation Strategy and supporting Travel Plan will manage travel demand, promote sustainable modes, and ensure that the development integrates well with the local community and transport network.

9.5.3 In conclusion, there are no highways or transport reasons to withhold planning permission for the proposed Skills Centre.

Appendix 1. PERSONAL INJURY COLLISION REPORTS



Validated Data

Crash Date: Friday, September 30, 2022

Time of Crash: 23:35:00

Crash Reference: 2022622200806

Highest Injury Severity: Slight

Road Number: U

Casualties: 1

Highway Authority: Neath Port Talbot

Vehicles: 2

Local Authority: Neath Port Talbot

OS Grid Reference: 276997 190165

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

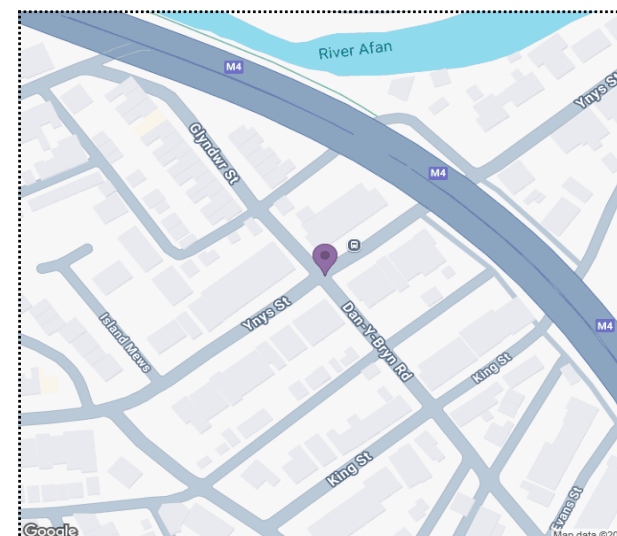
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, September 30, 2022

Time of Crash:

23:35:00

Crash Reference: 2022622200806

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 2. 2025 SURVEY DATA



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	
Date	
Time	
Survey Type	
Weather Conditions	

Overview Map



Comments

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)	0
---------------------------	----------

								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour Totals (pm)	0
---------------------------	----------

Day Total	
------------------	--

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0

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[illegible][illegible]

								109
								95
Hourly Total	396	63	11	0	4	7	0	481

3 Hour Totals (am)	1805							
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								102
								106
								139
								121
Hourly Total	385	61	7	1	9	4	1	468
								125
								147
								131
								107
Hourly Total	441	44	6	1	7	6	5	510
								120
								121
								130
								122
Hourly Total	444	33	2	1	2	9	2	493
								80
								90
								100
								110
Hourly Total	341	34	1	0	3	1	0	380

4 Hour Totals (pm)	1851							
--------------------	------	--	--	--	--	--	--	--

Day Total								
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								33
								57
								75
								59
Hourly Total	170	37	4	2	10	1	0	224
								81
								86
								100
								94
Hourly Total	257	83	8	3	8	2	0	361
								100
								94
								82
								81
Hourly Total	273	63	10	4	6	1	0	357

3 Hour Totals (am)	942							
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								173
								179
								188
								195
Hourly Total	620	88	8	0	16	3	0	735
								208
								210
								208
								196
Hourly Total	695	113	3	1	3	6	1	822
								231
								221
								179
								150
Hourly Total	686	78	5	0	2	7	3	781

								We 07
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							110
							159
							203
							174
503	117	8	0	7	11	0	646
							180
							182
							168
							148
592	58	7	2	15	3	1	678
							173
							104
							109
							95
396	63	11	0	4	7	0	481

								1805
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							102
							106
							139
							121
385	61	7	1	9	4	1	468
							125
							147
							131
							107
441	44	6	1	7	6	5	510
							120
							121
							130
							122
444	33	2	1	2	9	2	493
							80
							90
							100
							110
341	34	1	0	3	1	0	380

								1851
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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

--

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0

0	0	0	0	0	0	0	0
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0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							24
							37
							31
							35
93	30	1	0	2	0	1	127
							62
							79
							67
							73
236	34	5	0	3	3	0	281
							88
							66
							55
							55
214	34	5	1	3	0	7	264

672

							93
							87
							97
							78
312	31	2	0	4	5	1	355
							93
							95
							98
							97
331	42	0	1	3	5	1	383
							88
							83
							90
							57
291	19	0	0	2	3	3	318
							73
							59
							58
							57
229	14	0	1	0	2	1	247

1303

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							141
							207
							274
							224
656	158	10	0	10	12	0	846
							224
							241
							251
							192
778	87	14	2	20	6	1	908
							212
							167

							184
							153
597	89	12	1	8	8	1	716

2470							
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							195
							206
							228
							209
718	88	10	1	12	7	2	838
							195
							243
							238
							207
776	80	5	1	8	11	2	883
							239
							232
							236
							198
837	46	3	2	4	9	4	905
							178
							160
							178
							159
618	44	4	1	2	4	2	675

3301							
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							134
							196
							234
							209
596	147	9	0	9	11	1	773
							242
							261
							235
							221
828	92	12	2	18	6	1	959
							261
							170
							164
							150
610	97	16	1	7	7	7	745

2477							
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							195
							193
							236
							199
697	92	9	1	13	9	2	823
							218
							242
							229
							204
772	86	6	2	10	11	6	893
							208
							204
							220
							179
735	52	2	1	4	12	5	811

SS1882 Port Talbot
Wednesday 11th June 2025
00 - 1000 & 1500 - 1900
Site 1

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

--

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							4
							2
							2
							3
7	4	0	0	0	0	0	11
							2
							2
							3
							2
6	3	0	0	0	0	0	9
							3
							0
							2
							4
5	2	2	0	0	0	0	9

							5
							2
							1
							2
3	4	0	0	0	1	2	10
							0
							2
							3
							2
5	2	0	0	0	0	0	7
							0
							1
							1
							0
1	1	0	0	0	0	0	2
							1
							0
							0
							0
0	0	0	0	0	0	1	1

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0

0	0	0	0	0	0	0	0
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0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

--

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							3
							2
							1
3	4	0	0	0	0	0	7
							2
							1
							2
							2
5	2	0	0	0	0	0	7
							0
							2

							4
							2
4	3	1	0	0	0	0	8

22							
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							7
							4
							1
							4
11	3	1	0	0	1	0	16
							4
							2
							3
							4
8	4	0	0	0	0	1	13
							1
							2
							1
							1
4	1	0	0	0	0	0	5
							0
							0
							1
							0
1	0	0	0	0	0	0	1

35							
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							4
							2
							2
							3
7	4	0	0	0	0	0	11
							2
							2
							3
							2
6	3	0	0	0	0	0	9
							3
							0
							2
							4
5	2	2	0	0	0	0	9

29							
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							5
							2
							1
							2
3	4	0	0	0	1	2	10
							0
							2
							3
							2
5	2	0	0	0	0	0	7
							0
							1
							1
							0
1	1	0	0	0	0	0	2

							1
							0
							0
							0
0	0	0	0	0	0	1	1



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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							137
							205
							272
							221
649	154	10	0	10	12	0	835
							222
							239
							248
							190
772	84	14	2	20	6	1	899
							209
							167
							182
							149
592	87	10	1	8	8	1	707

Arm Total
110
159
203
174
646
180
182
168
148
678
173
104
109
95
481

1805

102
106
139
121
468
125
147
131
107
510
120
121
130
122
493
80
90
100
110
380

1851

--

Arm Total
141
207
274
224
846
224
241
251
192
908
212
167
184
153
716

							2441
--	--	--	--	--	--	--	------

							190
							204
							227
							207
715	84	10	1	12	6	0	828
							195
							241
							235
							205
771	78	5	1	8	11	2	876
							239
							231
							235
							198
836	45	3	2	4	9	4	903
							177
							160
							178
							159
618	44	4	1	2	4	1	674

							3281
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							3
							2
							1
3	4	0	0	0	0	0	7
							2
							1
							2
							2
5	2	0	0	0	0	0	7
							0
							2
							4
							2
4	3	1	0	0	0	0	8

							22
--	--	--	--	--	--	--	----

							7
							4
							1
							4
11	3	1	0	0	1	0	16
							4
							2
							3
							4
8	4	0	0	0	0	1	13
							1
							2
							1
							1
4	1	0	0	0	0	0	5
							0
							0
							1
							0

2470

195
206
228
209
838
195
243
238
207
883
239
232
236
198
905
178
160
178
159
675

3301

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Arm Total
1
3
2
1
7
2
1
2
2
7
0
2
4
2
8

22

7
4
1
4
16
4
2
3
4
13
1
2
1
1
5
0
0
1
0

1	0	0	0	0	0	0	1
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1

35

35

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

Arm Total
57
94
106
94
351
143
165
167
167
642
188
160
137
136
621

0

1614

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

266
266
285
273
1090
301
305
306
293
1205
319
304
269
207
1099
251
212
185
166
814

0

4208

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							57
							94
							106
							94
263	67	5	2	12	1	1	351
							143
							165
							167
							167
493	117	13	3	11	5	0	642
							188
							160

Arm Total
309
463
585
493
1850
549
589
588
509
2235
573
433

							137
							136
487	97	15	5	9	1	7	621

							1614
--	--	--	--	--	--	--	------

							266
							266
							285
							273
932	119	10	0	20	8	1	1090
							301
							305
							306
							293
1026	155	3	2	6	11	2	1205
							319
							304
							269
							207
977	97	5	0	4	10	6	1099
							251
							212
							185
							166
734	61	4	1	2	9	3	814

							4208
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							138
							208
							274
							222
652	158	10	0	10	12	0	842
							224
							240
							250
							192
777	86	14	2	20	6	1	906
							209
							169
							186
							151
596	90	11	1	8	8	1	715

							2463
--	--	--	--	--	--	--	------

							197
							208
							228
							211
726	87	11	1	12	7	0	844
							199
							243
							238
							209
779	82	5	1	8	11	3	889
							240
							233
							236
							199
840	46	3	2	4	9	4	908

434
386
1826

5911

570
582
653
607
2412
625
697
678
611
2611
679
659
636
528
2502
509
462
464
435
1870

9395

--

Arm Total
309
463
585
493
1850
549
589
588
509
2235
573
433
434
386
1826

5911

570
582
653
607
2412
625
697
678
611
2611
679
659
636
528
2502

							177
							160
							179
							159
619	44	4	1	2	4	1	675

509
462
464
435
1870

							3316
--	--	--	--	--	--	--	------

9395

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								0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0

3 Hour	
Totals	0
(am)	

								0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour	
Totals	0
(pm)	

[illegible]

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								5
								5
								3
								3
Hourly Total	12	4	0	0	0	0	0	16
								4
								4
								8
								5
Hourly Total	16	4	0	0	0	1	0	21
								2
								6
								4
								5
Hourly Total	14	2	1	0	0	0	0	17

								20
								26
Hourly Total	86	16	2	2	1	2	3	112

3 Hour Totals (am)	336							
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								27
								34
								35
								37
Hourly Total	113	17	3	0	0	0	0	133
								22
								37
								28
								34
Hourly Total	94	19	0	0	0	8	0	121
								35
								39
								31
								32
Hourly Total	123	7	0	1	0	5	1	137
								27
								25
								20
								14
Hourly Total	77	3	0	1	0	4	1	86

4 Hour Totals (pm)	477							
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Day Total								
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								19
								31
								29
								22
Hourly Total	68	32	0	0	0	0	1	101
								38
								35
								39
								31
Hourly Total	115	19	3	0	1	5	0	143
								32
								37
								24
								30
Hourly Total	96	17	3	1	1	4	1	123

3 Hour Totals (am)	367							
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								23
								35
								39
								30
Hourly Total	104	18	2	0	0	1	2	127
								22
								37
								25
								24
Hourly Total	80	17	0	1	0	8	2	108
								45
								25
								38
								21
Hourly Total	112	7	0	0	0	6	4	129

								We 07
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							4
							3
							6
							5
13	5	0	0	0	0	0	18
							6
							6
							10
							11
27	3	2	0	0	0	1	33
							5
							10
							1
							8
16	7	0	1	0	0	0	24

								75
--	--	--	--	--	--	--	--	----

							4
							8
							8
							9
26	2	1	0	0	0	0	29
							9
							10
							6
							13
30	5	0	0	0	3	0	38
							8
							6
							5
							6
22	2	0	0	0	0	1	25
							5
							9
							2
							3
17	0	0	1	0	1	0	19

								111
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							1
							0
							0
							0
1	0	0	0	0	0	0	1
							0
							1
							0
							0
1	0	0	0	0	0	0	1

2

							1
							0
							0
							0
1	0	0	0	0	0	0	1
							0
							0
							2
							2
4	0	0	0	0	0	0	4
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

5

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							3
							9
							2
							4
15	3	0	0	0	0	0	18
							7
							5
							8
							3
21	2	0	0	0	0	0	23
							6
							13
							10
							6
31	3	0	0	0	1	0	35

76

							11
							9
							20
							19
54	5	0	0	0	0	0	59
							20
							16
							10
							25
62	8	0	0	0	1	0	71
							13
							14
							13
							18
57	1	0	0	0	0	0	58
							8
							20
							7
							5

37	3	0	0	0	0	0	40
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228

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							15
							13
							24
							25
57	14	2	0	2	2	0	77
							43
							48
							40
							45
147	22	5	0	2	0	0	176
							48
							28
							34
							24
102	23	2	0	0	0	7	134

387

							42
							43
							39
							38
135	19	2	0	4	2	0	162
							53
							50
							47
							40
157	26	1	0	2	1	3	190
							49
							53
							51
							30
166	14	0	0	0	3	0	183
							32
							25
							30
							16
92	10	0	0	0	1	0	103

638

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							35
							48
							60
							55
151	38	3	0	3	3	0	198
							58
							64
							81
							53
215	28	7	0	4	2	0	256
							59
							45

							72
							54
199	24	3	0	1	3	0	230

							684
--	--	--	--	--	--	--	-----

							71
							70
							59
							62
237	19	2	0	2	2	0	262
							51
							69
							66
							60
216	26	0	0	0	4	0	246
							102
							79
							76
							65
299	18	1	0	0	0	4	322
							74
							50
							58
							24
186	13	3	1	0	2	1	206

							1036
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							22
							25
							32
							34
85	22	2	0	2	2	0	113
							57
							59
							58
							59
196	27	7	0	2	0	1	233
							59
							52
							45
							38
150	33	2	1	0	1	7	194

							540
--	--	--	--	--	--	--	-----

							58
							60
							67
							66
216	26	3	0	4	2	0	251
							82
							76
							65
							80
253	39	1	0	2	5	3	303
							70
							73
							69
							54
245	17	0	0	0	3	1	266

SS1882 Port Talbot
Wednesday 11th June 2025
00 - 1000 & 1500 - 1900
Site 1

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							2
							1
							0
							0
2	1	0	0	0	0	0	3
							2
							1
							0
							1
2	1	0	0	0	1	0	4
							4
							1
							7
							1
11	0	0	0	0	0	2	13

20

							2
							4
							3
							4
11	2	0	0	0	0	0	13
							1
							6
							3
							2
9	3	0	0	0	0	0	12
							3
							8
							2
							1
14	0	0	0	0	0	0	14
							0
							5
							4
							3
11	0	0	0	0	0	1	12

51

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							5
							8
							5
							7
20	4	0	0	0	1	0	25
							4
							11
							14
							10
37	2	0	0	0	0	0	39
							20
							14
							13
							15
60	2	0	0	0	0	0	62

126

							15
							9
							13
							16
49	4	0	0	0	0	0	53
							12
							13
							11
							15
49	1	0	0	0	1	0	51
							14
							18
							11
							11
53	0	0	0	0	0	1	54
							13
							8
							10
							6
35	2	0	0	0	0	0	37

195

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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
							1
							0
							0
							0
1	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
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0

0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							21
							22
							21
							20
70	13	0	0	0	1	0	84
							20
							32
							25
							37
108	6	0	0	0	0	0	114
							53
							36
							27
							39
142	9	3	0	0	1	0	155

353

							52
							44
							60
							40
179	14	0	0	0	3	0	196
							50
							51
							57
							47
189	14	0	0	0	2	0	205
							43
							31
							45
							38
152	5	0	0	0	0	0	157
							38
							35
							33
							16
113	9	0	0	0	0	0	122

680

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							25
							32
							31
							18
87	16	0	0	0	2	1	106
							21
							20
							36
							19
89	7	0	0	0	0	0	96
							35
							45

							43
							41
148	14	0	0	0	2	0	164

							366
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							58
							55
							82
							70
238	23	0	0	0	2	2	265
							74
							75
							77
							89
292	19	0	0	0	4	0	315
							67
							72
							72
							59
260	8	0	0	0	1	1	270
							50
							66
							45
							22
174	9	0	0	0	0	0	183

							1033
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							28
							31
							26
							27
92	18	0	0	0	2	0	112
							26
							44
							39
							48
147	9	0	0	0	1	0	157
							78
							51
							47
							55
214	11	3	0	0	1	2	231

							500
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							69
							57
							76
							60
239	20	0	0	0	3	0	262
							63
							70
							71
							64
247	18	0	0	0	3	0	268
							60
							57
							58
							50
219	5	0	0	0	0	1	225

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							12
							19
							29
							14
47	27	0	0	0	0	0	74
							20
							21
							31
							20
72	15	1	0	1	3	0	92
							15
							31
							12
							17
59	9	2	1	1	2	1	75

Arm Total
18
23
35
19
95
28
28
41
32
129
24
42
20
26
112

241

336

							21
							22
							24
							24
76	13	2	0	0	0	0	91
							12
							21
							19
							19
55	11	0	0	0	5	0	71
							24
							25
							24
							25
87	5	0	1	0	5	0	98
							22
							11
							14
							8
49	3	0	0	0	3	0	55

27
34
35
37
133
22
37
28
34
121
35
39
31
32
137
27
25
20
14
86

315

477

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							25
							35
							52
							45
119	30	3	0	3	2	0	157
							49
							49
							59
							38
161	22	7	0	4	1	0	195
							37
							24
							55
							34
124	20	2	0	1	3	0	150

Arm Total
35
48
60
55
198
58
64
81
53
256
59
45
72
54
230

							502
--	--	--	--	--	--	--	-----

							50
							52
							34
							41
163	9	2	0	2	1	0	177
							38
							47
							49
							42
154	22	0	0	0	0	0	176
							80
							56
							56
							51
223	16	1	0	0	0	3	243
							51
							37
							47
							16
135	11	3	1	0	0	1	151

							747
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							21
							21
							29
							12
70	11	0	0	0	2	0	83
							14
							14
							27
							16
66	5	0	0	0	0	0	71
							28
							31
							31
							34
112	11	0	0	0	1	0	124

							278
--	--	--	--	--	--	--	-----

							45
							44
							60
							50
181	16	0	0	0	2	0	199
							52
							55
							66
							63
222	11	0	0	0	3	0	236
							52
							57
							57
							39
197	7	0	0	0	1	0	205
							42
							45
							37
							17

684

71
70
59
62
262
51
69
66
60
246
102
79
76
65
322
74
50
58
24
206

1036

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Arm Total
25
32
31
18
106
21
20
36
19
96
35
45
43
41
164

366

58
55
82
70
265
74
75
77
89
315
67
72
72
59
270
50
66
45
22

135	6	0	0	0	0	0	141
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183

781

1033

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							81
							131
							168
							146
414	91	6	0	7	8	0	526
							145
							161
							129
							121
482	49	5	2	15	2	1	556
							131
							84
							81
							67
297	49	10	0	5	2	0	363

Arm Total
130
190
239
208
767
242
271
224
229
966
262
178
160
154
754

1445

2487

							77
							84
							108
							95
293	49	6	1	10	4	1	364
							98
							120
							104
							84
355	32	5	1	8	3	2	406
							88
							98
							94
							96
336	28	2	1	4	3	2	376
							59
							70
							74
							90
265	24	1	0	3	0	0	293

187
195
232
197
811
220
245
228
193
886
215
201
217
180
813
145
148
150
133
576

1439

3086

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							130
							190
							239
							208
595	144	8	0	9	11	0	767
							242
							271
							224
							229
834	92	13	2	18	6	1	966
							262
							178

Arm Total
208
293
365
300
1166
349
383
382
333
1447
380
310

							160
							154
619	96	17	1	6	7	8	754

							2487
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							187
							195
							232
							197
684	92	10	1	14	9	1	811
							220
							245
							228
							193
764	86	6	2	10	11	7	886
							215
							201
							217
							180
737	52	2	1	4	12	5	813
							145
							148
							150
							133
523	45	1	1	3	2	1	576

							3086
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							139
							206
							278
							217
650	159	9	0	10	12	0	840
							228
							245
							246
							195
781	91	13	2	20	6	1	914
							211
							170
							179
							152
592	89	14	1	7	8	1	712

							2466
--	--	--	--	--	--	--	------

							193
							202
							226
							210
713	87	10	1	12	7	1	831
							200
							243
							238
							208
786	76	5	1	8	11	2	889
							244
							236
							231
							211
843	56	3	2	4	9	5	922

295
275
1260

3873

343
354
408
366
1471
367
426
399
376
1568
419
391
396
336
1542
296
289
273
193
1051

5632

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Arm Total
208
293
365
300
1166
349
383
382
333
1447
380
310
295
275
1260

3873

343
354
408
366
1471
367
426
399
376
1568
419
391
396
336
1542

							174
							163
							172
							131
584	44	4	1	3	3	1	640

296
289
273
193
1051

3282

5632

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3 Hour	
Totals	0
(am)	

4 Hour	
Totals	0
(pm)	

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								2
								0
								1
								0
Hourly Total	1	2	0	0	0	0	0	3
								1
								1
								0
								1
Hourly Total	3	0	0	0	0	0	0	3
								0
								0
								0
								2
Hourly Total	1	1	0	0	0	0	0	2

Hourly Total	1	0	0	0	0	0	2	3
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[illegible]

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								1
								1
								2
								0
Hourly Total	2	2	0	0	0	0	0	4
								2
								2
								2
								0
Hourly Total	3	2	0	0	0	0	1	6
								0
								1
								0
								0
Hourly Total	1	0	0	0	0	0	0	1

3 Hour	
Totals	11
(am)	

								3
								1
								0
								2
Hourly Total	5	1	0	0	0	0	0	6
								1
								0
								0
								1
Hourly Total	2	0	0	0	0	0	0	2
								1
								0
								0
								0
Hourly Total	1	0	0	0	0	0	0	1
								0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour	
Totals	9
(pm)	

[illegible][illegible]

								3
								3
Hourly Total	5	2	0	0	0	0	0	7

3 Hour Totals (am)	28							
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								6
								1
								2
								0
Hourly Total	8	0	0	0	0	0	1	9
								2
								2
								1
								0
Hourly Total	4	1	0	0	0	0	0	5
								6
								0
								4
								4
Hourly Total	11	3	0	0	0	0	0	14
								3
								1
								4
								0
Hourly Total	7	1	0	0	0	0	0	8

4 Hour Totals (pm)	36							
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Day Total								
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								3
								2
								4
								0
Hourly Total	4	4	0	0	0	0	1	9
								4
								3
								2
								1
Hourly Total	7	2	0	0	0	0	1	10
								2
								1
								0
								4
Hourly Total	5	2	0	0	0	0	0	7

3 Hour Totals (am)	26							
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								4
								1
								5
								4
Hourly Total	13	1	0	0	0	0	0	14
								1
								1
								2
								2
Hourly Total	5	0	0	0	0	0	1	6
								7
								3
								0
								0
Hourly Total	9	1	0	0	0	0	0	10

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							2
							0
							0
2	0	0	0	0	0	0	2
							0
							1
							0
							0
0	1	0	0	0	0	0	1
							0
							0
							0
							1
0	1	0	0	0	0	0	1

4

							0
							0
							1
							0
1	0	0	0	0	0	0	1
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							1
							0
0	1	0	0	0	0	0	1
							0
							0
							1
							0
1	0	0	0	0	0	0	1

3

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							0
							2
							4
5	1	0	0	0	0	0	6
							1
							4
							3
							4
7	2	1	0	2	0	0	12
							8
							2
							2
							2
8	4	1	0	1	0	0	14

32

							3
							5
							6
							2
15	1	0	0	0	0	0	16
							2
							3
							2
							0
7	0	0	0	0	0	0	7
							3
							3
							1
							1
8	0	0	0	0	0	0	8
							2
							0
							3
							5

7	0	0	0	0	0	3	10
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41

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							3
							6
							6
12	3	0	0	1	0	0	16
							5
							15
							9
							11
33	4	1	0	1	0	1	40
							12
							7
							7
							7
27	5	1	0	0	0	0	33

89

							18
							14
							19
							15
53	6	1	0	4	0	2	66
							14
							17
							14
							22
54	10	0	0	1	1	1	67
							10
							23
							13
							18
58	3	0	1	0	2	0	64
							15
							17
							4
							11
44	1	0	0	0	1	1	47

244

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							19
							30
							44
							40
110	18	1	0	2	2	0	133
							40
							56
							68
							32
172	15	2	0	5	1	1	196
							35
							29

							34
							28
109	14	0	0	1	2	0	126

							455
--	--	--	--	--	--	--	-----

							32
							37
							29
							36
116	11	1	0	4	1	1	134
							28
							38
							34
							28
112	15	0	0	1	0	0	128
							41
							36
							40
							30
136	7	0	0	0	0	4	147
							32
							21
							25
							29
98	6	1	0	0	2	0	107

							516
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							5
							8
							10
19	4	0	0	1	0	0	24
							6
							20
							12
							15
40	7	2	0	3	0	1	53
							20
							9
							9
							10
35	10	2	0	1	0	0	48

							125
--	--	--	--	--	--	--	-----

							21
							19
							26
							17
69	7	1	0	4	0	2	83
							16
							20
							16
							22
61	10	0	0	1	1	1	74
							13
							26
							15
							19
66	4	0	1	0	2	0	73

SS1882 Port Talbot
Wednesday 11th June 2025
00 - 1000 & 1500 - 1900
Site 1

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							1
							1
							3
5	0	0	0	0	0	0	5
							2
							3
							0
							1
5	1	0	0	0	0	0	6
							0
							1
							1
							1
2	1	0	0	0	0	0	3

14

							6
							1
							1
							0
7	0	0	0	0	0	1	8
							2
							1
							1
							0
3	1	0	0	0	0	0	4
							2
							0
							2
							0
3	1	0	0	0	0	0	4
							1
							1
							2
							0
3	1	0	0	0	0	0	4

20

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							4
							3
							10
							10
24	3	0	0	0	0	0	27
							17
							23
							28
							4
67	4	0	0	1	0	0	72
							7
							5
							6
							7
23	2	0	0	0	0	0	25

124

							15
							9
							5
							9
32	3	0	0	3	0	0	38
							9
							6
							7
							3
22	2	0	0	1	0	0	25
							6
							9
							6
							4
22	3	0	0	0	0	0	25
							4
							3
							5
							7
18	0	0	0	0	1	0	19

107

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0

0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							19
							22
							26
							28
78	13	1	0	1	2	0	95
							39
							32
							43
							34
123	20	5	0	0	0	0	148
							32
							36
							33
							26
95	20	3	1	0	1	7	127

370

							36
							39
							37
							39
128	18	1	0	0	2	2	151
							46
							43
							46
							44
154	18	1	0	1	4	1	179
							51
							32
							33
							38
146	8	0	0	0	0	0	154
							26
							28
							31
							40
115	10	0	0	0	0	0	125

609

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							11
							10
							12
							21
38	13	1	0	1	0	1	54
							12
							23
							21
							25
66	12	1	0	2	0	0	81
							30
							19

							25
							15
71	14	2	0	1	1	0	89

224							
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							36
							34
							35
							21
114	9	1	0	1	1	0	126
							17
							28
							20
							24
77	8	0	0	0	3	1	89
							40
							27
							23
							24
105	7	2	0	0	0	0	114
							26
							17
							17
							21
70	5	0	0	0	1	5	81

410							
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							23
							26
							37
							41
107	16	1	0	1	2	0	127
							58
							58
							71
							39
195	25	5	0	1	0	0	226
							39
							42
							40
							34
120	23	3	1	0	1	7	155

508							
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							57
							49
							43
							48
167	21	1	0	3	2	3	197
							57
							50
							54
							47
179	21	1	0	2	4	1	208
							59
							41
							41
							42
171	12	0	0	0	0	0	183

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							0
							1
							1
2	0	1	0	0	0	0	3
							2
							0
							0
							2
3	1	0	0	0	0	0	4
							0
							0
							2
							1
3	0	0	0	0	0	0	3

10

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							1
							0
							0
1	0	0	0	0	0	0	1
							4
							0
							1
							4
8	1	0	0	0	0	0	9
							2
							0
							1
							0
3	0	0	0	0	0	0	3

13

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							13
							27
							33
							30
85	13	1	0	2	2	0	103
							22
							32
							40
							27
102	11	2	0	4	1	1	121
							28
							24
							28
							19
85	11	0	0	1	2	0	99

Arm Total
1
3
2
4
10
4
4
0
3
11
0
1
3
3
7

28

6
1
2
0
9
2
2
1
0
5
6
0
4
4
14
3
1
4
0
8

36

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Arm Total
19
30
44
40
133
40
56
68
32
196
35
29
34
28
126

							323
--	--	--	--	--	--	--	-----

							16
							28
							24
							27
83	8	1	0	1	1	1	95
							19
							32
							27
							25
90	13	0	0	0	0	0	103
							31
							27
							34
							26
110	4	0	0	0	0	4	118
							27
							18
							20
							22
79	6	1	0	0	1	0	87

							403
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							11
							9
							9
							17
32	12	1	0	1	0	0	46
							10
							19
							18
							21
58	10	0	0	0	0	0	68
							20
							17
							23
							11
60	9	1	0	0	1	0	71

							185
--	--	--	--	--	--	--	-----

							33
							29
							24
							17
92	8	1	0	1	1	0	103
							15
							24
							16
							23
67	8	0	0	0	3	0	78
							35
							21
							22
							23
93	6	2	0	0	0	0	101
							23
							17
							13
							15

455

32
37
29
36
134
28
38
34
28
128
41
36
40
30
147
32
21
25
29
107

516

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Arm Total
11
10
12
21
54
12
23
21
25
81
30
19
25
15
89

224

36
34
35
21
126
17
28
20
24
89
40
27
23
24
114
26
17
17
21

62	5	0	0	0	1	0	68
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81

350

410

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

Arm Total
21
26
34
34
115
46
49
54
45
194
44
44
40
33
161

0

470

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

57
54
56
56
223
61
60
60
67
248
62
55
46
56
219
41
45
35
51
172

0

862

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							21
							26
							34
							34
92	18	1	0	2	2	0	115
							46
							49
							54
							45
159	26	6	0	1	0	2	194
							44
							44

Arm Total
52
69
92
99
312
102
132
143
105
482
109
93

							40
							33
123	25	4	1	0	1	7	161

							470
--	--	--	--	--	--	--	-----

							57
							54
							56
							56
186	25	2	0	4	2	4	223
							61
							60
							60
							67
210	28	1	0	2	5	2	248
							62
							55
							46
							56
205	11	0	1	0	2	0	219
							41
							45
							35
							51
159	11	0	0	0	1	1	172

							862
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							25
							36
							43
							48
119	25	3	0	3	2	0	152
							34
							51
							58
							50
163	22	2	0	4	1	1	193
							48
							41
							53
							31
148	20	1	0	1	3	0	173

							518
--	--	--	--	--	--	--	-----

							49
							57
							48
							44
175	16	2	0	2	2	1	198
							34
							57
							43
							48
158	21	0	0	0	3	0	182
							70
							48
							57
							53
211	11	2	0	0	0	4	228

102
79
383

1177

131
126
122
113
492
108
128
115
119
470
149
118
113
114
494
102
84
81
101
368

1824

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Arm Total
52
69
92
99
312
102
132
143
105
482
109
93
102
79
383

1177

131
126
122
113
492
108
128
115
119
470
149
118
113
114
494

							52
							35
							34
							37
144	11	1	0	0	2	0	158

102
84
81
101
368

766

1824

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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)								0
								0
								0
								0
								0
Hourly Total	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
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0
4 Hour Totals (pm)								0

Day Total								
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0

3 Hour	
Totals	0
(am)	

								1
								0
								1
								0
Hourly Total	2	0	0	0	0	0	0	2
								1
								0
								0
								0
Hourly Total	1	0	0	0	0	0	0	1
								0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								1
								0
Hourly Total	1	0	0	0	0	0	0	1

4 Hour	
Totals	4
(pm)	

Day Total	
-----------	--

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								2
								0
								5
Hourly Total	4	1	0	0	2	0	0	7
								3
								13
								3
								7
Hourly Total	20	4	1	0	1	0	0	26
								3
								3
								2
								2
Hourly Total	6	3	1	0	0	0	0	10

3 Hour	
Totals	43
(am)	

								8
								1
								9
								6
Hourly Total	23	1	0	0	0	0	0	24
								6
								3
								6
								4
Hourly Total	17	2	0	0	0	0	0	19
								7
								8
								6
								4
Hourly Total	20	4	0	0	0	0	1	25
								3
								5
								4
								4

[illegible]

[illegible][illegible]

[illegible]

								14
								18
Hourly Total	48	11	0	0	1	1	1	62

3 Hour Totals (am)	203							
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								21
								21
								13
								20
Hourly Total	64	4	1	0	4	0	2	75
								13
								18
								18
								14
Hourly Total	52	10	0	0	1	0	0	63
								18
								15
								24
								18
Hourly Total	68	5	0	0	0	0	2	75
								15
								6
								13
								16
Hourly Total	46	2	1	0	0	1	0	50

4 Hour Totals (pm)	263							
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Day Total								
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								5
								5
								12
Hourly Total	15	4	0	0	3	0	0	22
								8
								28
								11
								19
Hourly Total	49	9	3	0	4	0	1	66
								19
								11
								8
								10
Hourly Total	34	10	3	0	1	0	0	48

3 Hour Totals (am)	136							
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								24
								11
								33
								21
Hourly Total	75	8	0	0	4	0	2	89
								20
								14
								16
								15
Hourly Total	54	10	0	0	1	0	0	65
								17
								24
								16
								16
Hourly Total	64	6	0	1	0	1	1	73

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							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
							2
							0
1	0	0	0	0	0	2	3
							0
							0
							0
							1
0	1	0	0	0	0	0	1

4

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							1
							1
2	0	0	0	0	0	0	2
							0
							0
							0
							1
1	0	0	0	0	0	0	1

3

							1
							4
							4
							2
11	0	0	0	0	0	0	11
							2
							3
							1
							3
8	1	0	0	0	0	0	9
							2
							2
							5
							1
9	1	0	0	0	0	0	10
							2
							0
							3
							2

7	0	0	0	0	0	0	7
---	---	---	---	---	---	---	---

37

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							2
							2
							3
8	0	0	0	0	0	0	8
							0
							4
							4
							4
11	0	0	0	0	0	1	12
							3
							1
							4
							0
4	3	0	0	0	0	1	8

28

							6
							8
							6
							2
20	1	1	0	0	0	0	22
							3
							4
							4
							13
17	2	0	0	0	1	4	24
							2
							10
							5
							8
20	2	0	0	0	1	2	25
							11
							6
							4
							3
20	1	0	0	0	1	2	24

95

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							3
							7
							13
							7
26	2	1	0	0	1	0	30
							10
							12
							15
							2
37	1	0	0	0	0	1	39
							6
							5

							6
							2
17	0	0	0	0	0	2	19

							88
--	--	--	--	--	--	--	----

							7
							2
							6
							4
17	1	0	0	0	1	0	19
							7
							9
							2
							8
18	3	0	0	0	0	5	26
							7
							9
							4
							4
23	1	0	0	0	0	0	24
							2
							5
							3
							6
14	2	0	0	0	0	0	16

							85
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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							2
							2
							3
8	0	0	0	0	0	0	8
							0
							4
							5
							5
13	0	0	0	0	0	1	14
							3
							1
							4
							1
5	3	0	0	0	0	1	9

							31
--	--	--	--	--	--	--	----

							7
							12
							10
							4
31	1	1	0	0	0	0	33
							5
							7
							5
							16
25	3	0	0	0	1	4	33
							4
							13
							12
							9
30	3	0	0	0	1	4	38

SS1882 Port Talbot
Wednesday 11th June 2025
00 - 1000 & 1500 - 1900
Site 1

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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
							1
							0
							0
0	0	0	0	0	0	1	1

1

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							2
							0
							0
0	0	0	0	0	0	2	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

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0

0	0	0	0	0	0	0	0
---	---	---	---	---	---	---	---

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0

0

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							8
							10
							16
							17
42	6	0	0	2	1	0	51
							19
							29
							26
							25
86	9	2	0	1	1	0	99
							19
							15

							16
							10
51	7	1	0	0	1	0	60

							210
--	--	--	--	--	--	--	-----

							16
							23
							25
							20
77	7	0	0	0	0	0	84
							15
							18
							18
							15
59	7	0	0	0	0	0	66
							22
							21
							22
							12
70	5	0	0	0	0	2	77
							23
							12
							17
							16
63	3	0	0	0	2	0	68

							295
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Car	LGV	OGV1	OGV2	PSV	MC	PC	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
							1
							0
							0
0	0	0	0	0	0	1	1

							1
--	--	--	--	--	--	--	---

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							2
							0
							0
0	0	0	0	0	0	2	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

--

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							9
							12
							16
							18
42	10	0	0	2	0	1	55
							20
							22
							33
							11
70	8	1	0	5	0	2	86
							19
							11
							14
							18
48	11	0	0	1	1	1	62

Arm Total
9
12
16
18
55
20
22
33
11
86
19
11
14
18
62

203

203

							21
							21
							13
							20
64	4	1	0	4	0	2	75
							13
							18
							18
							14
52	10	0	0	1	0	0	63
							18
							14
							22
							18
67	5	0	0	0	0	0	72
							15
							6
							13
							15
46	1	1	0	0	1	0	49

21
21
13
20
75
13
18
18
14
63
18
15
24
18
75
15
6
13
16
50

259

263

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							3
							7
							13
							7
26	2	1	0	0	1	0	30
							10
							12
							15
							2
37	1	0	0	0	0	1	39
							6
							4
							6
							2
17	0	0	0	0	0	1	18

Arm Total
3
7
13
7
30
10
12
15
2
39
6
5
6
2
19

							87
--	--	--	--	--	--	--	----

							6
							2
							5
							4
15	1	0	0	0	1	0	17
							6
							7
							2
							8
17	3	0	0	0	0	3	23
							7
							9
							4
							4
23	1	0	0	0	0	0	24
							2
							5
							2
							6
13	2	0	0	0	0	0	15

							79
--	--	--	--	--	--	--	----

--	--	--	--	--	--	--	--

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							8
							8
							16
							12
38	5	0	0	0	1	0	44
							16
							16
							22
							17
64	5	1	0	0	1	0	71
							16
							12
							14
							7
44	4	0	0	0	1	0	49

							164
--	--	--	--	--	--	--	-----

							7
							18
							12
							12
43	6	0	0	0	0	0	49
							7
							12
							11
							8
34	4	0	0	0	0	0	38
							13
							11
							11
							7
41	0	0	0	0	0	1	42
							18
							7
							10
							10

88

7
2
6
4
19
7
9
2
8
26
7
9
4
4
24
2
5
3
6
16

85

--

Arm Total
8
10
16
17
51
19
29
26
25
99
19
15
16
10
60

210

16
23
25
20
84
15
18
18
15
66
22
21
22
12
77
23
12
17
16

42	2	0	0	0	1	0	45
----	---	---	---	---	---	---	----

68

174

295

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Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							0
							0
							2
2	0	0	0	0	0	0	2
							0
							0
							2
							0
2	0	0	0	0	0	0	2
							0
							1
							0
							1
2	0	0	0	0	0	0	2

Arm Total
1
5
7
12
25
5
19
14
16
54
19
10
10
9
48

6

127

							1
							0
							0
							0
1	0	0	0	0	0	0	1
							0
							2
							2
							0
4	0	0	0	0	0	0	4
							0
							2
							1
							0
3	0	0	0	0	0	0	3
							0
							1
							1
							0
2	0	0	0	0	0	0	2

22
18
29
17
86
16
17
16
24
73
12
28
16
20
76
18
17
10
16
61

10

296

--

--

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							5
							7
							12
21	3	0	0	1	0	0	25
							5
							19
							14
							16
42	5	2	0	3	0	2	54
							19
							10

Arm Total
21
34
52
54
161
54
82
88
54
278
63
41

							10
							9
34	10	2	0	1	0	1	48

							127
--	--	--	--	--	--	--	-----

							22
							18
							29
							17
71	8	1	0	4	0	2	86
							16
							17
							16
							24
57	10	0	0	1	1	4	73
							12
							28
							16
							20
67	4	0	1	0	2	2	76
							18
							17
							10
							16
54	1	0	0	0	1	5	61

							296
--	--	--	--	--	--	--	-----

--	--	--	--	--	--	--	--

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							20
							27
							45
							39
108	17	1	0	2	2	1	131
							46
							50
							72
							30
173	14	2	0	5	1	3	198
							41
							28
							34
							28
111	15	0	0	1	2	2	131

							460
--	--	--	--	--	--	--	-----

							35
							41
							30
							36
123	11	1	0	4	1	2	142
							26
							39
							33
							30
107	17	0	0	1	0	3	128
							38
							36
							38
							29
134	6	0	0	0	0	1	141

46
39
189

628

66
64
73
61
264
51
62
54
61
228
59
73
66
54
252
58
40
43
54
195

939

--

Arm Total
21
34
52
54
161
54
82
88
54
278
63
41
46
39
189

628

66
64
73
61
264
51
62
54
61
228
59
73
66
54
252

							35
							19
							26
							31
103	5	1	0	0	2	0	111

58
40
43
54
195

522

939

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--

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0

3 Hour Totals (am)	0
---------------------------	---

								0
								0
								0
								0
Hourly Total	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
Hourly Total	0	0	0	0	0	0	0	0
								0
								0
								0
								0
Hourly Total	0	0	0	0	0	0	0	0

4 Hour Totals (pm)	0
---------------------------	---

Day Total	0
------------------	---

	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								0
								4
								2
								8
Hourly Total	9	2	0	0	3	0	0	14
								4
								16
								6
								14
Hourly Total	30	5	1	0	4	0	0	40
								13
								8
								3
								9
Hourly Total	26	5	1	0	1	0	0	33

Hourly Total	0	0	0	0	0	0	1	1
-----------------	---	---	---	---	---	---	---	---

Day Total	3
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	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
								7
								11
								14
								16
Hourly Total	36	10	0	0	1	0	1	48
								20
								25
								30
								9
Hourly Total	67	9	1	0	5	0	2	84
								17
								13
								10
								17
Hourly Total	43	11	0	0	1	1	1	57

3 Hour Totals (am)	189
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								18
								18
								8
								20
Hourly Total	55	4	1	0	3	0	1	64
								16
								19
								19
								14
Hourly Total	56	11	0	0	1	0	0	68
								18
								15
								19
								18
Hourly Total	65	5	0	0	0	0	0	70
								15
								7
								13
								16
Hourly Total	47	2	1	0	0	1	0	51

4 Hour	
Totals	253
(pm)	

Day Total	442
-----------	-----

[illegible]

								8
								3
								9
Hourly Total	27	5	1	0	1	0	0	34

SS1882 Port Talbot
Wednesday 11th June 2025
0700 - 1000 & 1500 - 1900
Site 1

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							7
							11
							14
							16
36	10	0	0	1	0	1	48
							18
							23
							28
							7
61	7	1	0	5	0	2	76
							15
							11
							10
							17
39	11	0	0	1	1	1	53

177

							17
							18
							8
							19
53	4	1	0	3	0	1	62
							14
							17
							19
							14
53	10	0	0	1	0	0	64
							17
							14
							19
							16
61	5	0	0	0	0	0	66
							13
							7
							11
							14
41	2	1	0	0	1	0	45

237

414

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

0

							1
							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
							1
1	0	0	0	0	0	0	1
							0
							0
							0
							0
0	0	0	0	0	0	0	0

2

2

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							1
							2
							1
							2
5	0	0	0	1	0	0	6
							2
							0
							3
							5
9	1	0	0	0	0	0	10
							1
							3
							4
							0
8	0	0	0	0	0	0	8

24

							4
							3
							4
							1
10	0	0	0	1	0	1	12
							1
							0
							0
							0
1	0	0	0	0	0	0	1
							0
							1
							4
							1
5	0	0	0	0	0	1	6
							1
							0
							2
							2

5	0	0	0	0	0	0	5
---	---	---	---	---	---	---	---

24

48

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							0
							5
							5
							11
14	4	0	0	3	0	0	21
							8
							27
							11
							21
50	9	3	0	4	0	1	67
							19
							11
							8
							10
34	10	3	0	1	0	0	48

136

							25
							15
							28
							25
78	8	0	0	4	0	3	93
							22
							13
							15
							15
54	9	0	0	1	0	1	65
							15
							25
							16
							17
63	7	0	1	0	1	1	73
							10
							15
							11
							16
47	1	0	0	0	1	3	52

283

419

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total
							8
							13
							15
							18
41	10	0	0	2	0	1	54
							20
							23
							31
							12
70	8	1	0	5	0	2	86
							16

							14
							14
							17
47	11	0	0	1	1	1	61

201

							22
							21
							12
							20
64	4	1	0	4	0	2	75
							15
							17
							19
							14
54	10	0	0	1	0	0	65
							17
							15
							23
							18
67	5	0	0	0	0	1	73
							14
							7
							13
							16
46	2	1	0	0	1	0	50

263

464



Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
							0	7
							0	11
							0	14
							0	16
0	0	0	0	0	0	0	0	48
							2	20
							2	25
							2	30
							2	9
6	2	0	0	0	0	0	8	84
							2	17
							2	13
							0	10
							0	17
4	0	0	0	0	0	0	4	57

12	189
----	-----

							1	18
							0	18
							0	8
							1	20
2	0	0	0	0	0	0	2	64
							2	16
							2	19
							0	19
							0	14
3	1	0	0	0	0	0	4	68
							1	18
							1	15
							0	19
							2	18
4	0	0	0	0	0	0	4	70
							2	15
							0	7
							2	13
							2	16
6	0	0	0	0	0	0	6	51

16	253
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28	442
----	-----

Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	Arm Total
							0	0
							1	5
							3	5
							3	11
5	2	0	0	0	0	0	7	21
							4	8
							11	27
							5	11
							7	21
20	4	2	0	0	0	1	27	67
							6	19
							3	11
							5	8
							1	10
8	5	2	0	0	0	0	15	48

49

136

							8
							2
							4
							3
16	1	0	0	0	0	0	17
							1
							3
							6
							3
9	4	0	0	0	0	0	13
							2
							3
							5
							1
8	2	0	0	0	1	0	11
							2
							5
							1
							6
11	0	0	0	0	0	3	14

25
15
28
25
93
22
13
15
15
65
15
25
16
17
73
10
15
11
16
52

55

283

104

419

Car	LGV	OGV1	OGV2	PSV	MC	PC	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	0	0	0

Arm Total
1
2
1
2
6
2
0
3
5
10
2
3
4
0
9

0

25

							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0
0	0	0	0	0	0	0	0
							0
							0
							0
							0

4
3
4
1
12
1
0
0
0
1
0
1
5
1
7
1
0
3
2

62651

Arm Total
8
18
20
29
75
30
52
44
35
161
38
27
22
27
114

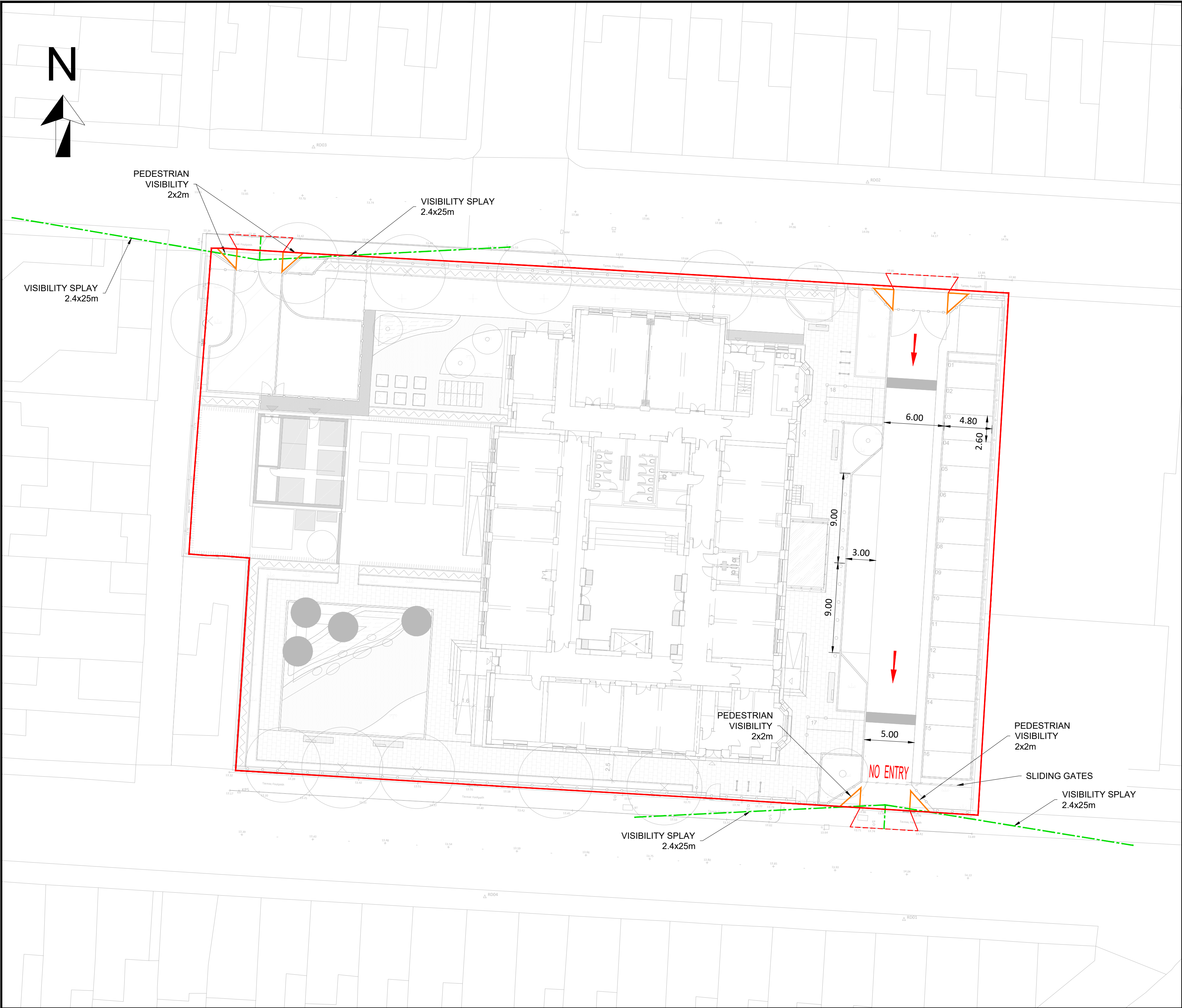
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47
36
40
46
169
39
32
34
29
134
33
41
40
36
150
26
22
27
34
109

562912

Arm Total
8
18
20
29
75
30
52
44
35
161
38

Appendix 3. PROPOSED SITE ACCESS ARRANGEMENTS



B	10.09.25	UPDATED LAYOUT	KJ	AP	AP
A	05.09.25	UPDATED LAYOUT	KJ	AP	AP
-	23.07.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App



Client

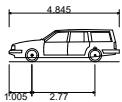
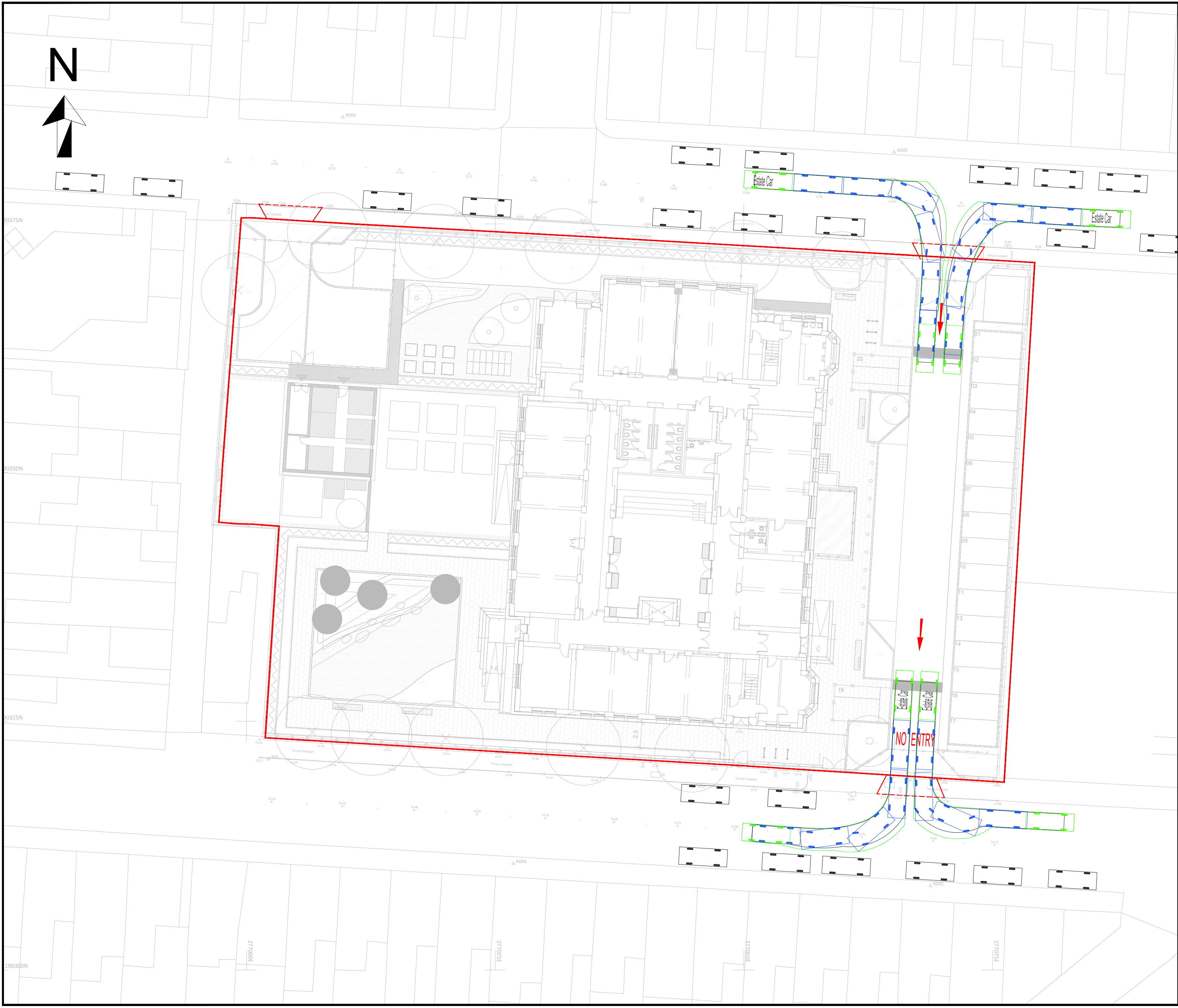
Project
EDUCATION LIBRARY RESOURCE CENTRE,
PORT TALBOT

Drawing Title
PROPOSED SITE ACCESSES
VISIBILITY SPLAYS

Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JULY 2025	Scale 1:250	Size A2
Drawing No. 25-629-SK01				Rev B

Appendix 4. SWEPT PATH ANALYSIS – ESTATE CAR



Estate Car
Overall Length 4.845m
Overall Width 1.750m
Overall Body Height 1.424m
Min Body Ground Clearance 0.189m
Max Track Width 1.655m
Lock to lock time 4.03s
Kerb to Kerb Turning Radius 4.950m

A	10.09.25	UPDATED LAYOUT	KJ	AP	AP
-	02.07.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App



Client

-

Project

EDUCATION LIBRARY RESOURCE CENTRE,
PORT TALBOT

Drawing Title

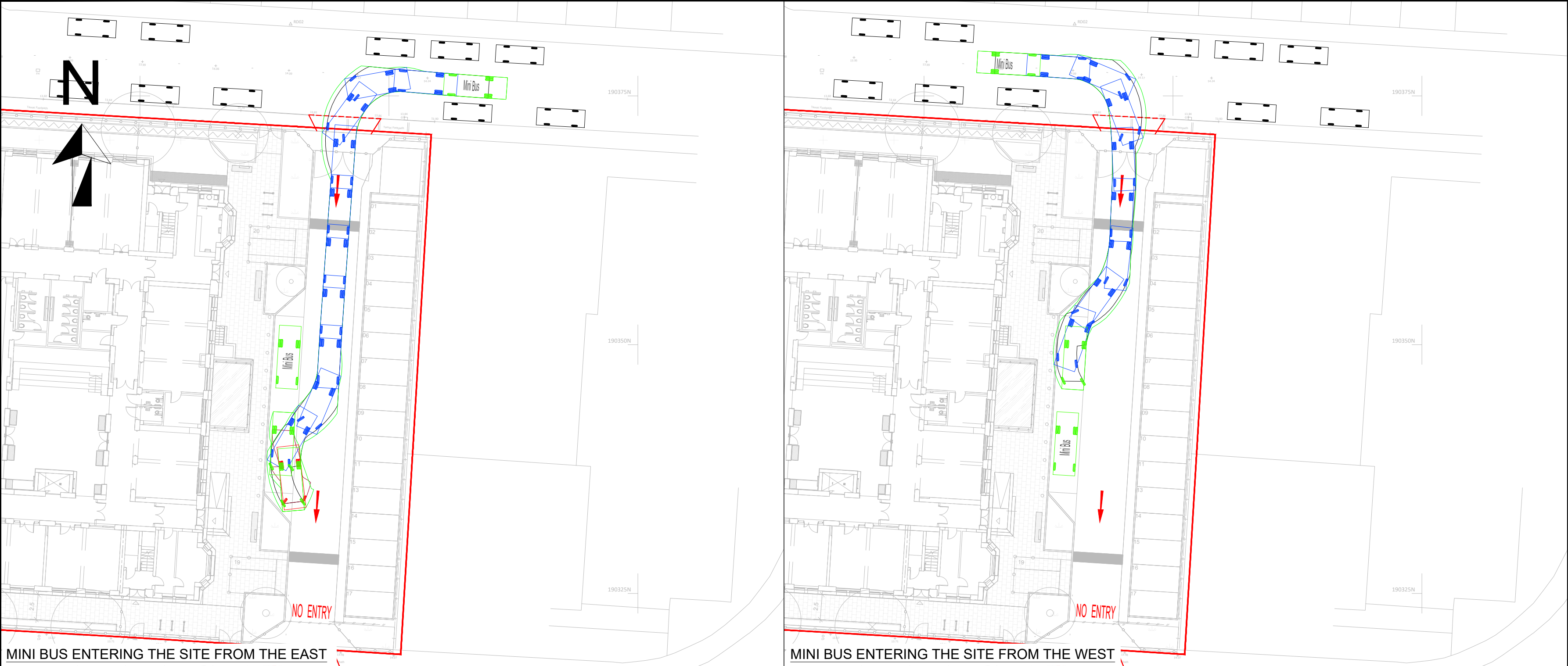
SWEPT PATH ANALYSIS
ESTATE CAR

Drawing Status

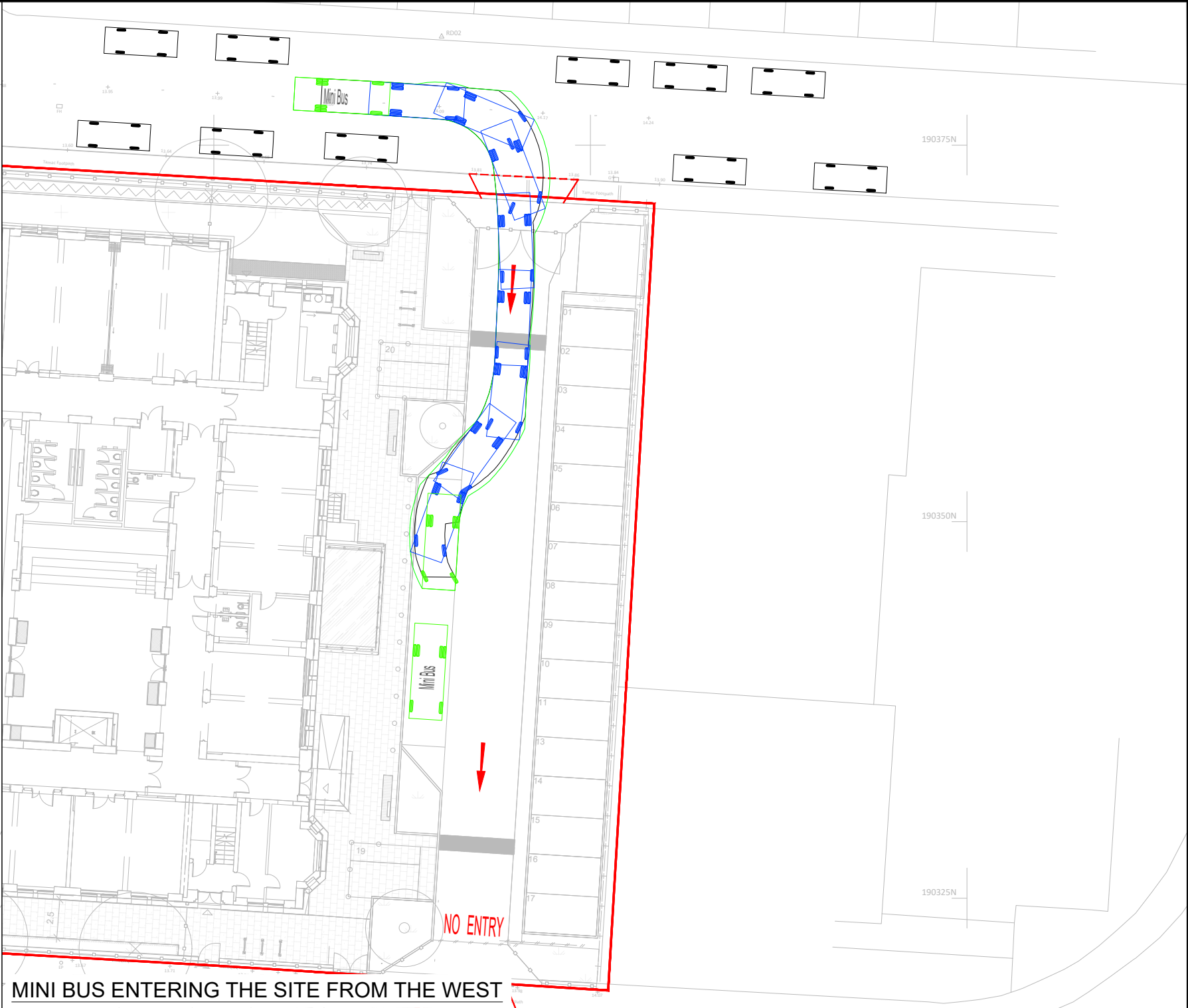
FOR INFORMATION

Drawn KI	Designed	Date JULY 2025	Scale 1:250	Size A2
Drawing No. 25-629-TR03				Rev A

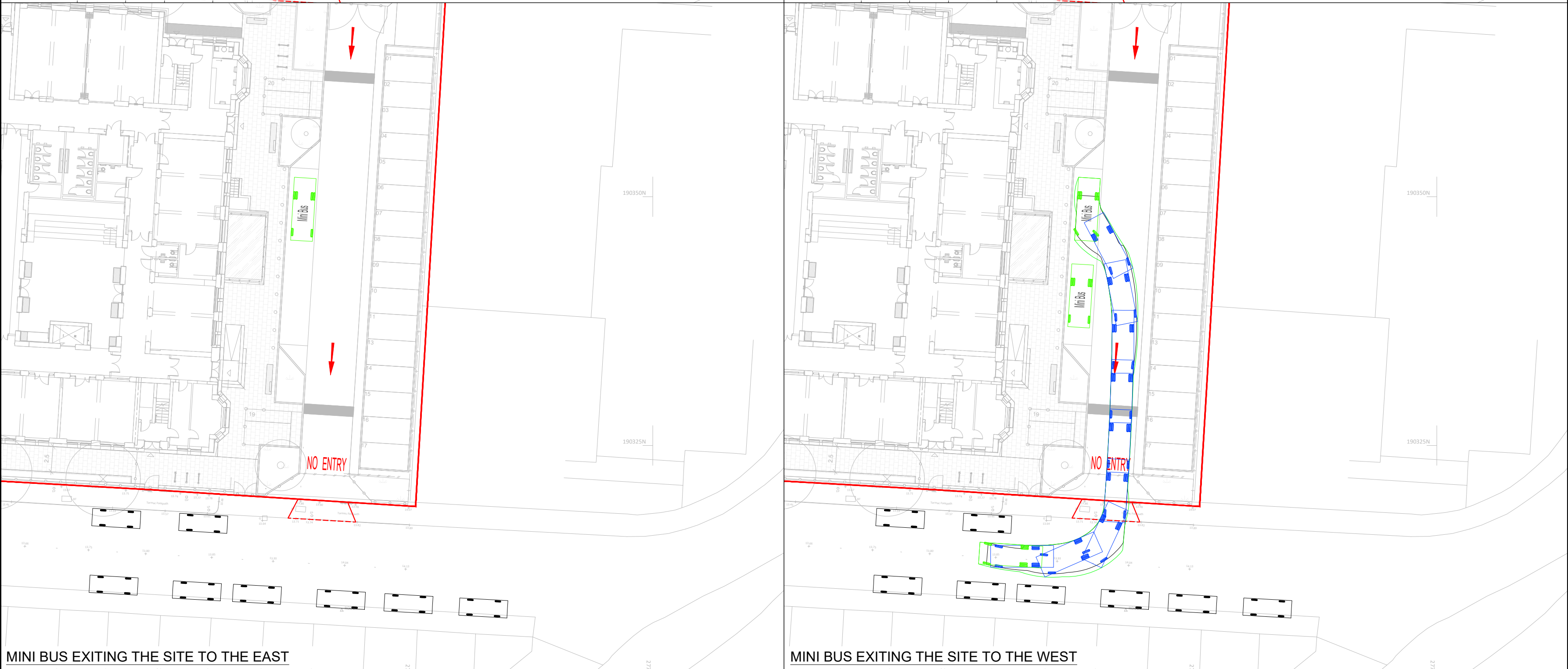
Appendix 5. SWEPT PATH ANALYSIS – MINIBUS AND VAN



MINI BUS ENTERING THE SITE FROM THE EAST



MINI BUS ENTERING THE SITE FROM THE WEST



MINI BUS EXITING THE SITE TO THE EAST



MINI BUS EXITING THE SITE TO THE WEST

Mini Bus	Overall Length	6.330m
	Overall Width	2.192m
	Overall Body Height	2.601m
	Min Body Ground Clearance	0.374m
	Track Width	2.192m
	Lock to lock time	4.00s
	Kerb to Kerb Turning Radius	6.450m

A	10.09.25	UPDATED LAYOUT	KJ	AP	AP
-	23.07.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App

MAGNA TRANSPORT PLANNING LTD

Client

-

Project

EDUCATION LIBRARY RESOURCE CENTRE,
PORT TALBOT

Drawing Title

SWEPT PATH ANALYSIS
MINI BUS

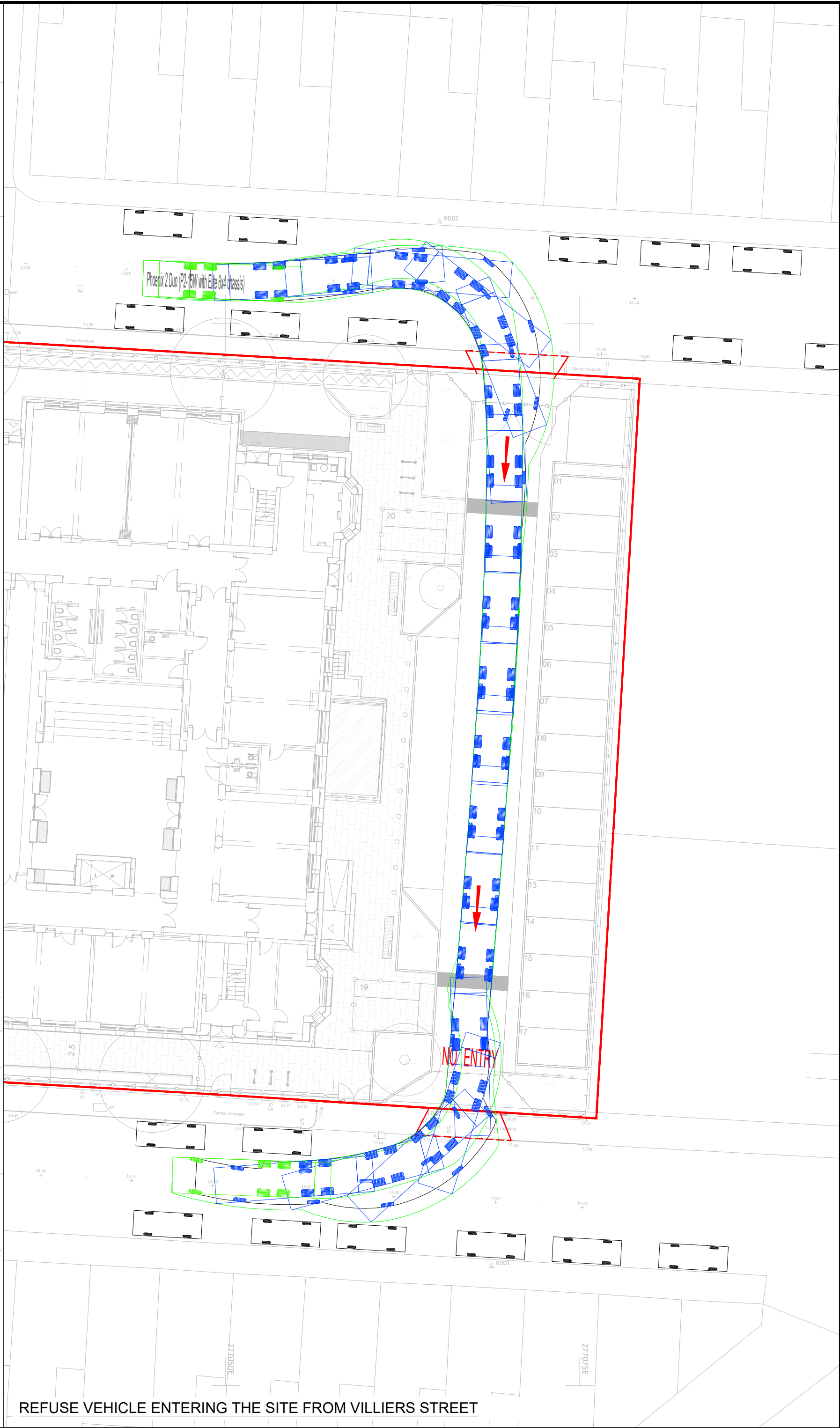
Drawing Status

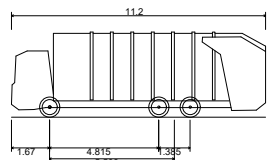
FOR INFORMATION

Drawn KI	Designed	Date JULY 2025	Scale 1:250	Size A2
Drawing No. 25-629-TR01				Rev A

PLOT DATE: 10 September 2025 14:50:56

Appendix 6. SWEPT PATH ANALYSIS – REFUSE TRUCK





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

A	10.09.25	UPDATED LAYOUT	KJ	AP	AP
-	27.08.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App



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Project

EDUCATION LIBRARY RESOURCE CENTRE,
PORT TALBOT

Drawing Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE

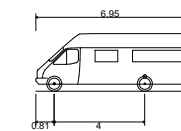
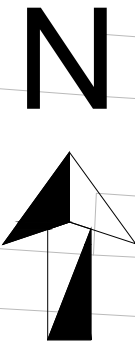
Drawing Status

FOR INFORMATION

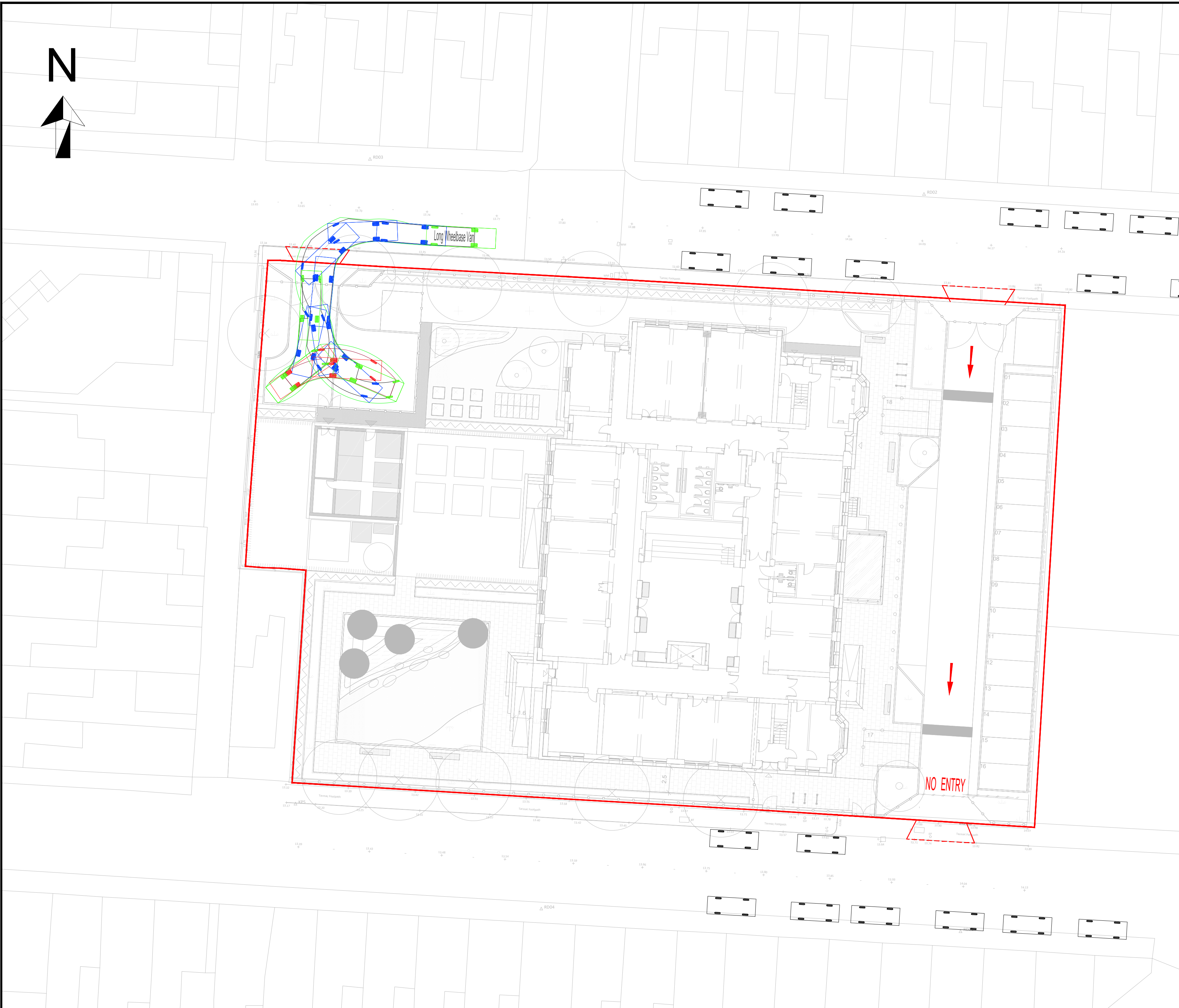
Drawn	Designed	Date	Scale	Size
KI		AUG 2025	1:250	A2

Drawing No.	Rev
25-629-TR04	A

Appendix 7. SWEPT PATH ANALYSIS – LONGWHEEL BASE VAN



Long Wheelbase Van
Overall Length 6.950m
Overall Width 1.950m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.500m



Rev	Date	Description	Drn	Chk	App
A	10.09.25	UPDATED LAYOUT	KJ	AP	AP
-	23.07.25	ORIGINAL ISSUE	KI	AP	AP



Client

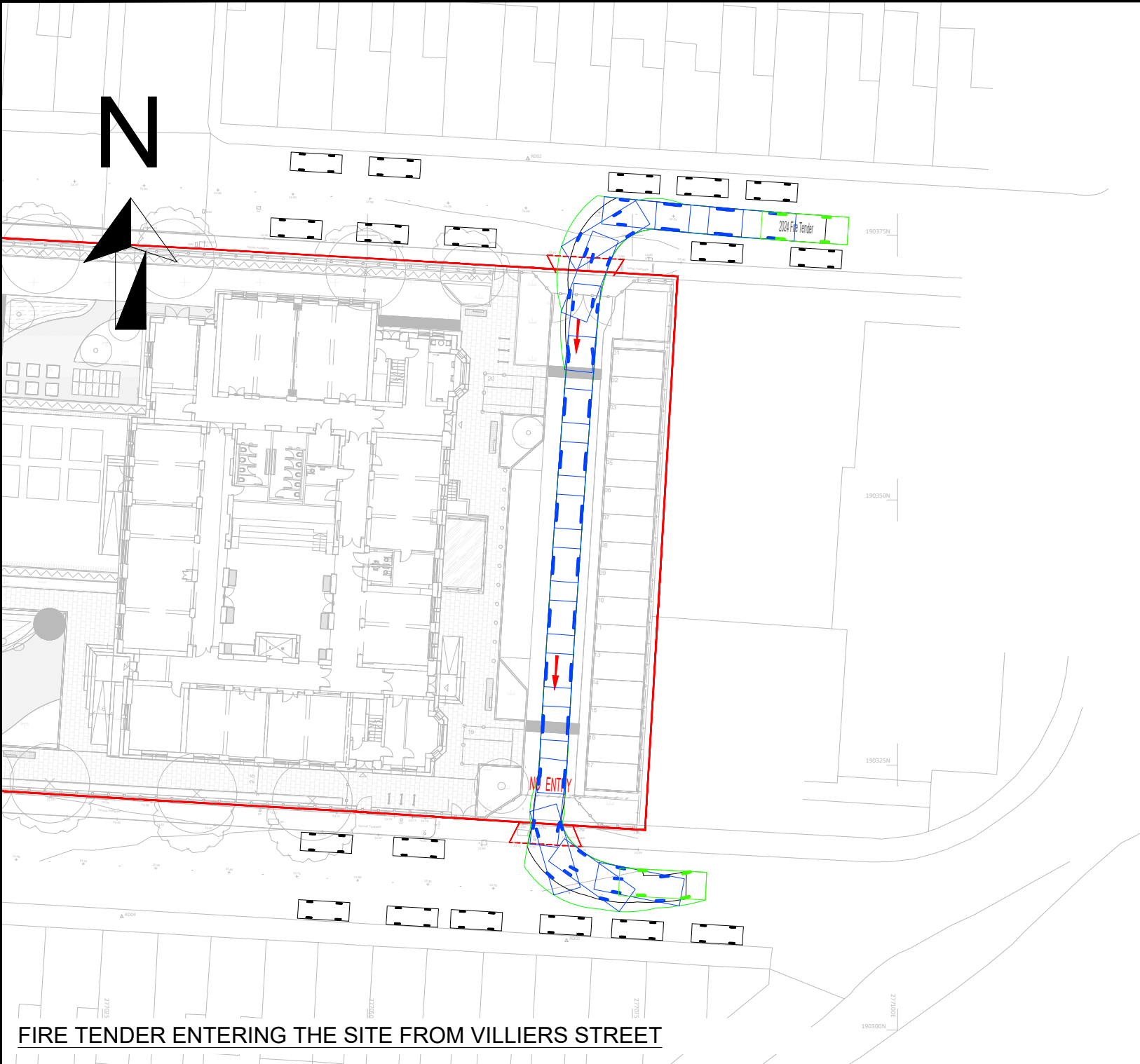
Project
EDUCATION LIBRARY RESOURCE CENTRE,
PORT TALBOT

Drawing Title
SWEPT PATH ANALYSIS
LONG WHEELBASE VAN

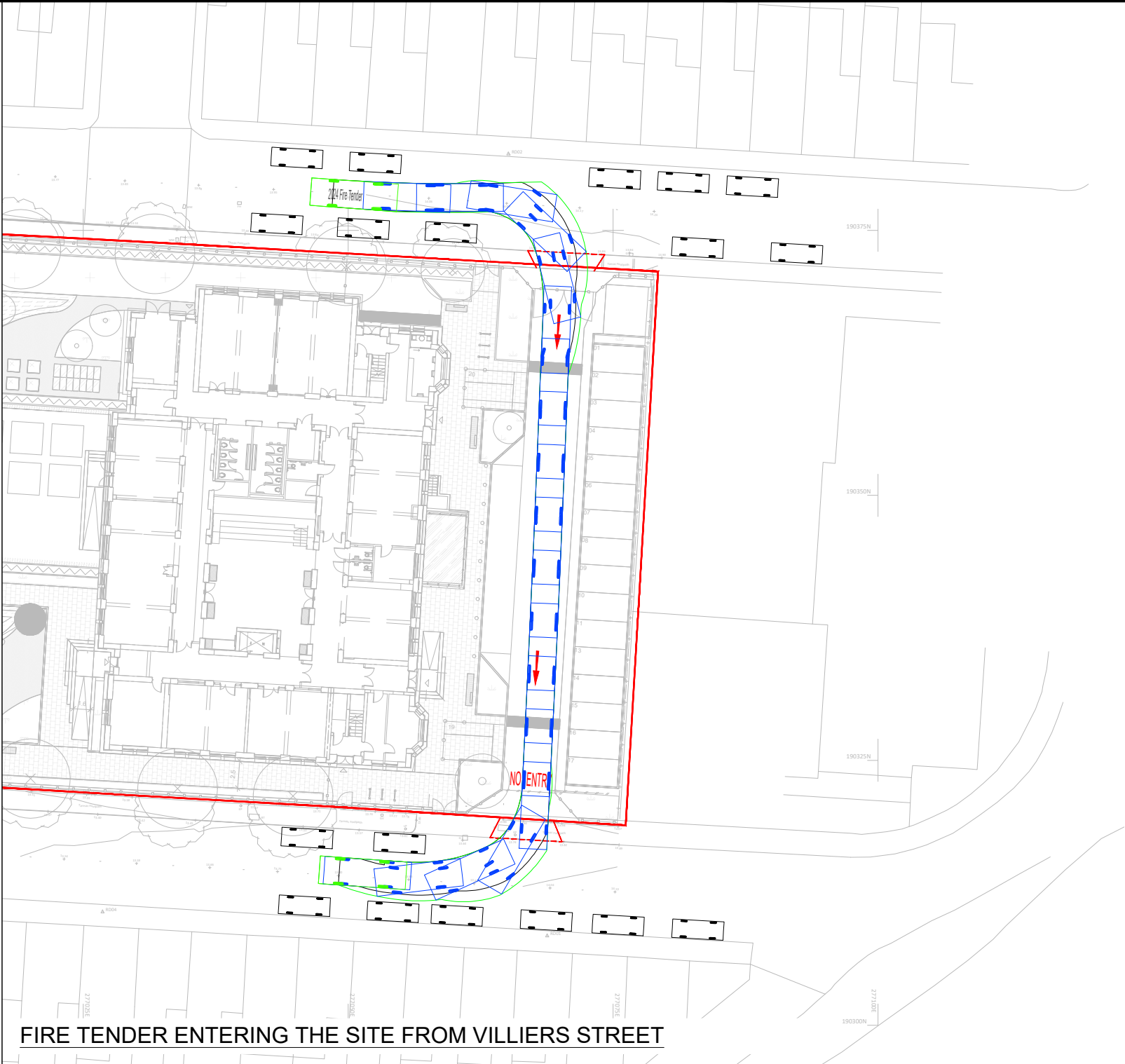
Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date JULY 2025	Scale 1:250	Size A2
Drawing No. 25-629-TR02				Rev A

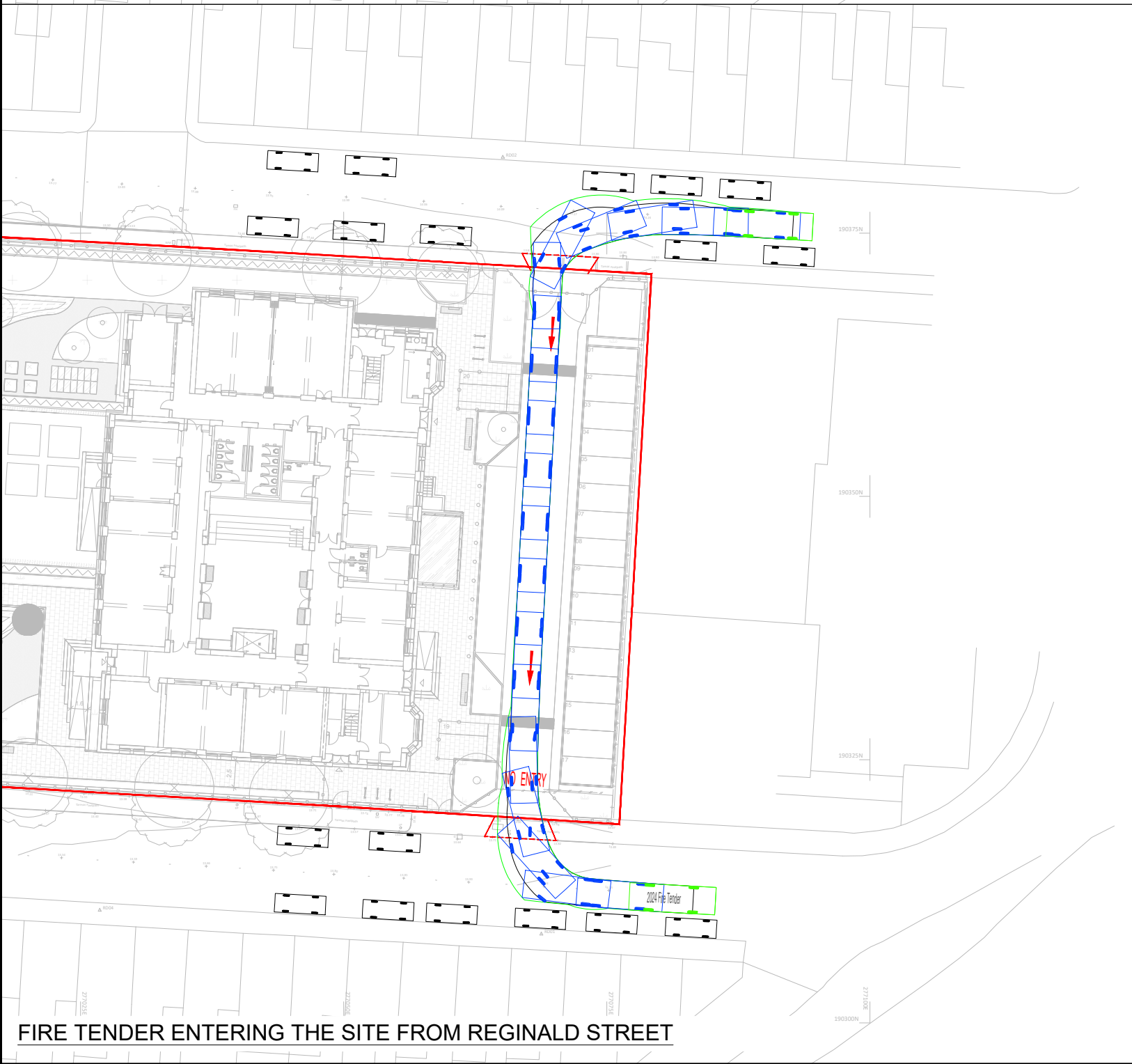
Appendix 8. SWEPT PATH ANALYSIS – FIRE TENDER



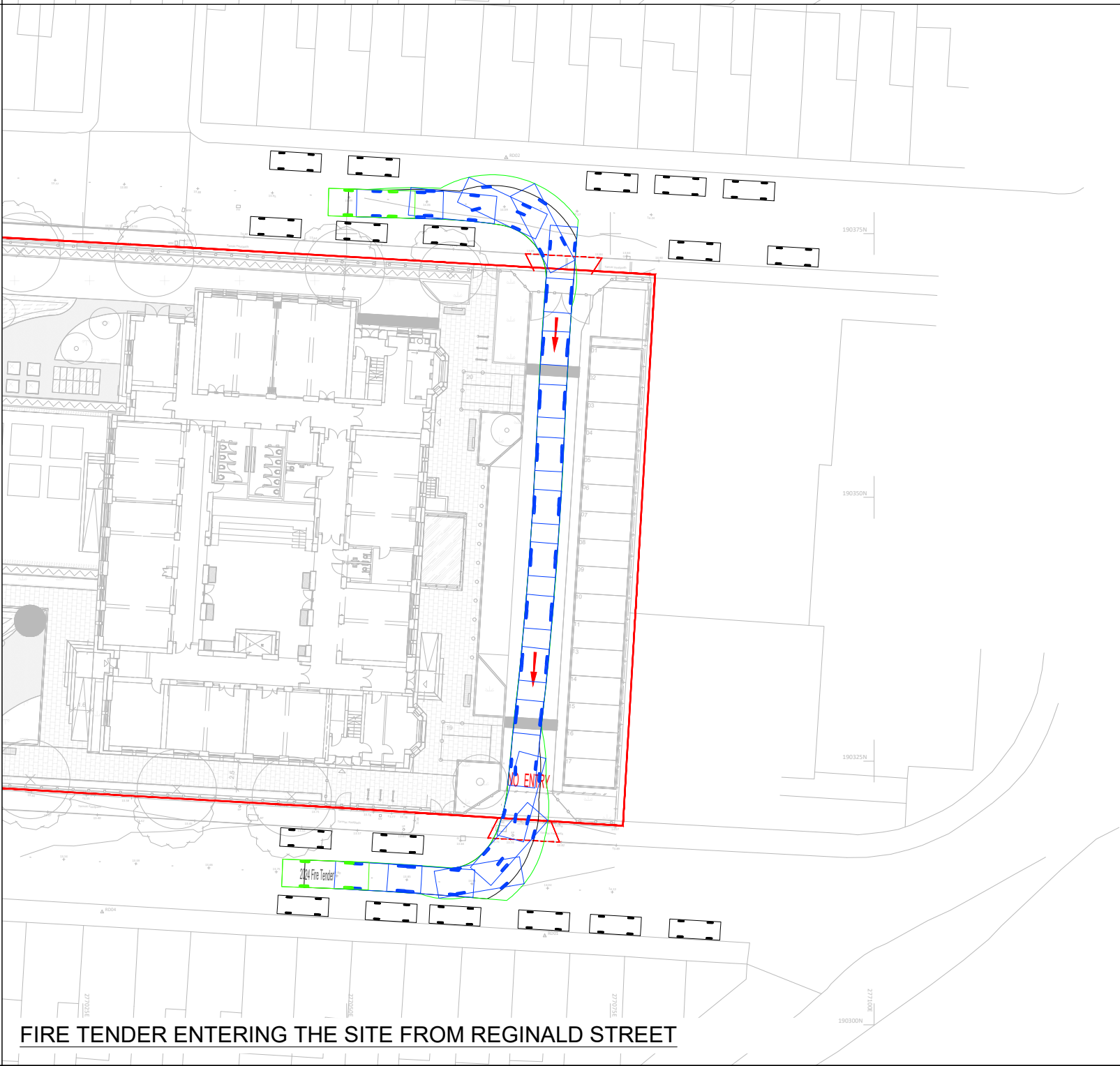
FIRE TENDER ENTERING THE SITE FROM VILLIERS STREET



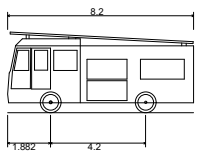
FIRE TENDER ENTERING THE SITE FROM VILLIERS STREET



FIRE TENDER ENTERING THE SITE FROM REGINALD STREET



FIRE TENDER ENTERING THE SITE FROM REGINALD STREET



2024 Fire Tender
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

9.200m
2.600m
3.550m
0.435m
2.600m
5.00s
7.400m

A	10.09.25	UPDATED LAYOUT	KJ	AP	AP
-	27.08.25	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App



Client

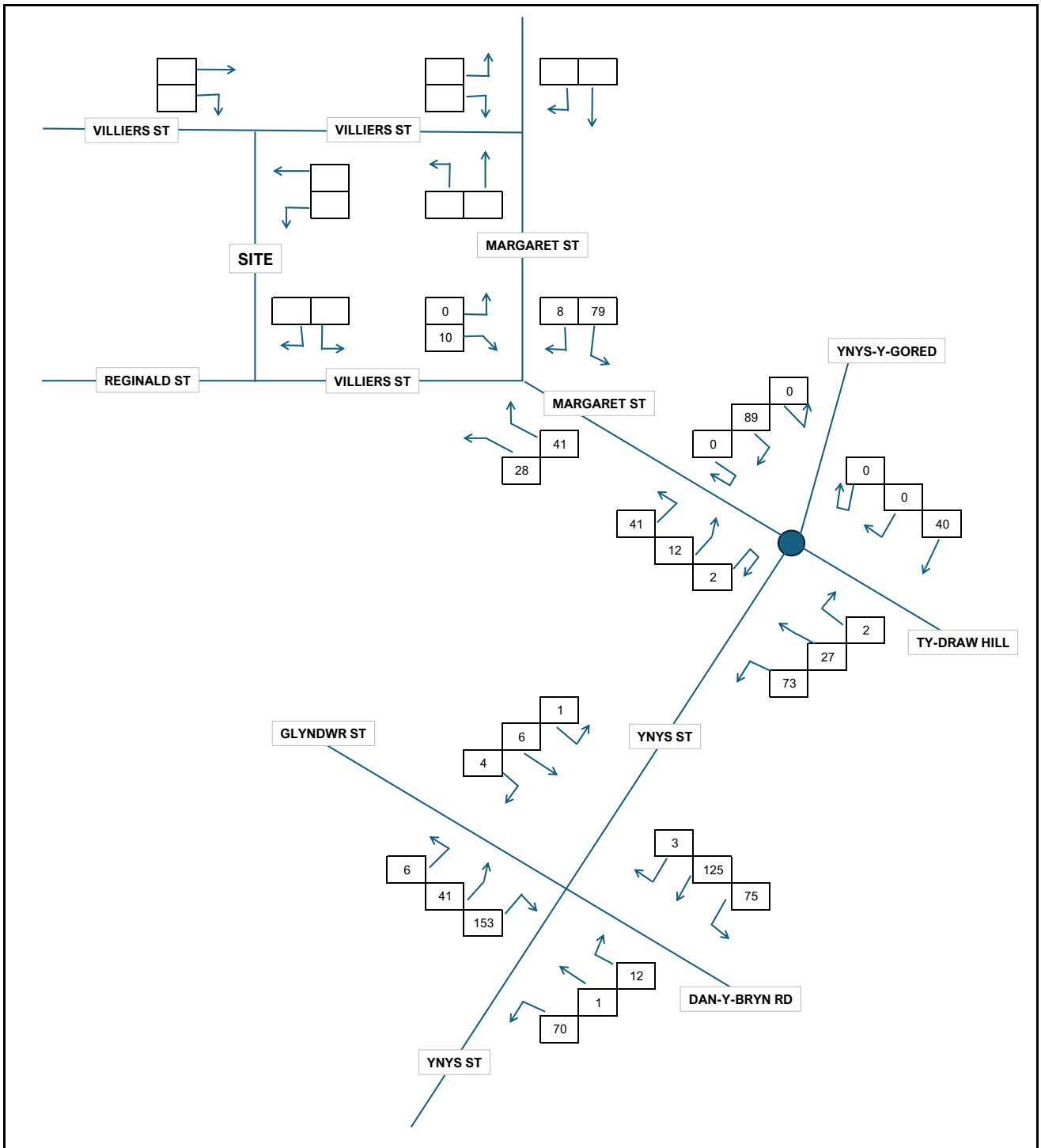
Project
EDUCATION LIBRARY RESOURCE CENTRE,
PORT TALBOT

Drawing Title
SWEPT PATH ANALYSIS
FIRE TENDER

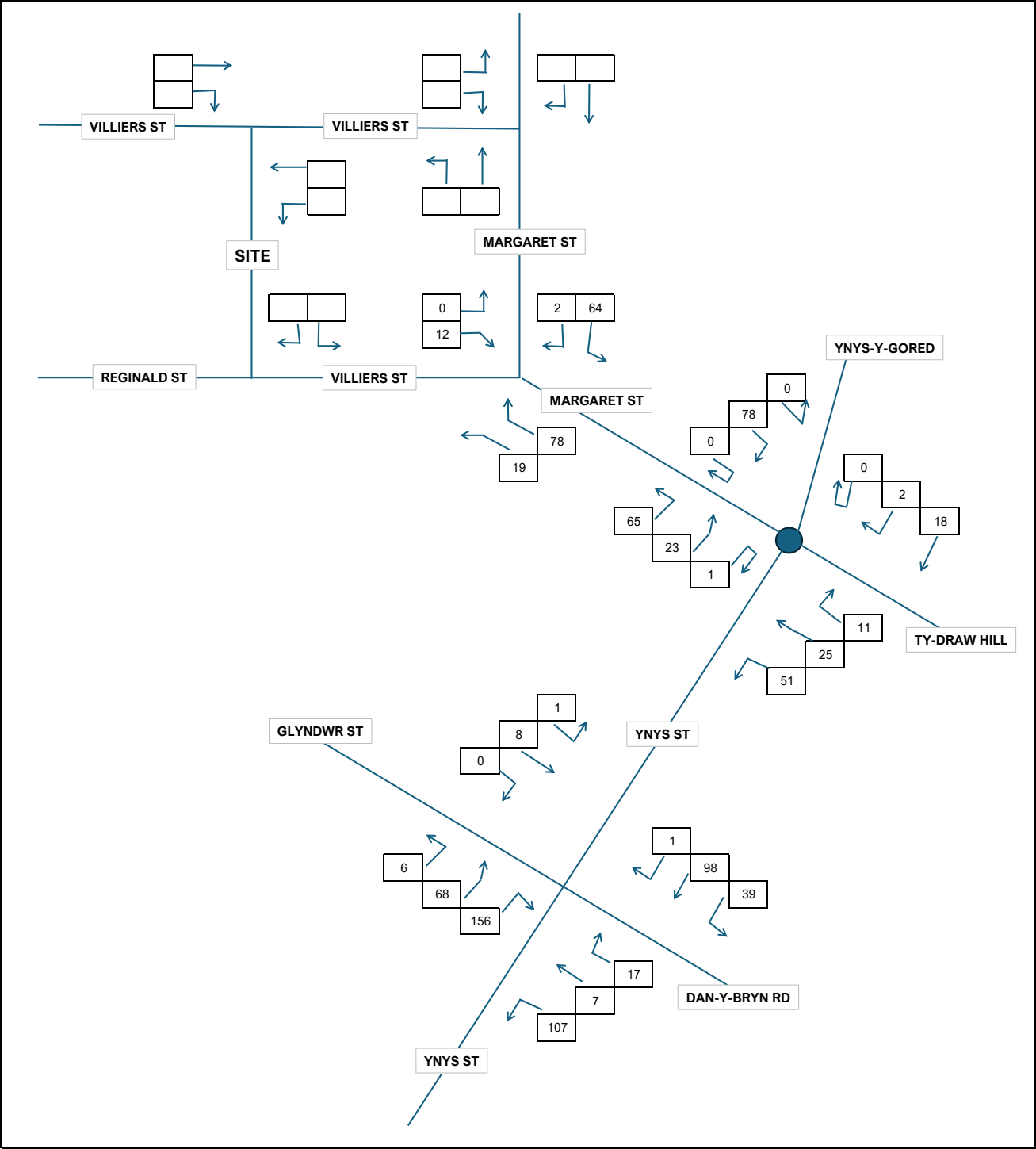
Drawing Status
FOR INFORMATION

Drawn KI	Designed	Date AUG 2025	Scale 1:500	Size A2
Drawing No. 25-629-TR05				Rev A

Appendix 9. 2030 BASE PEAK HOUR FLOWS

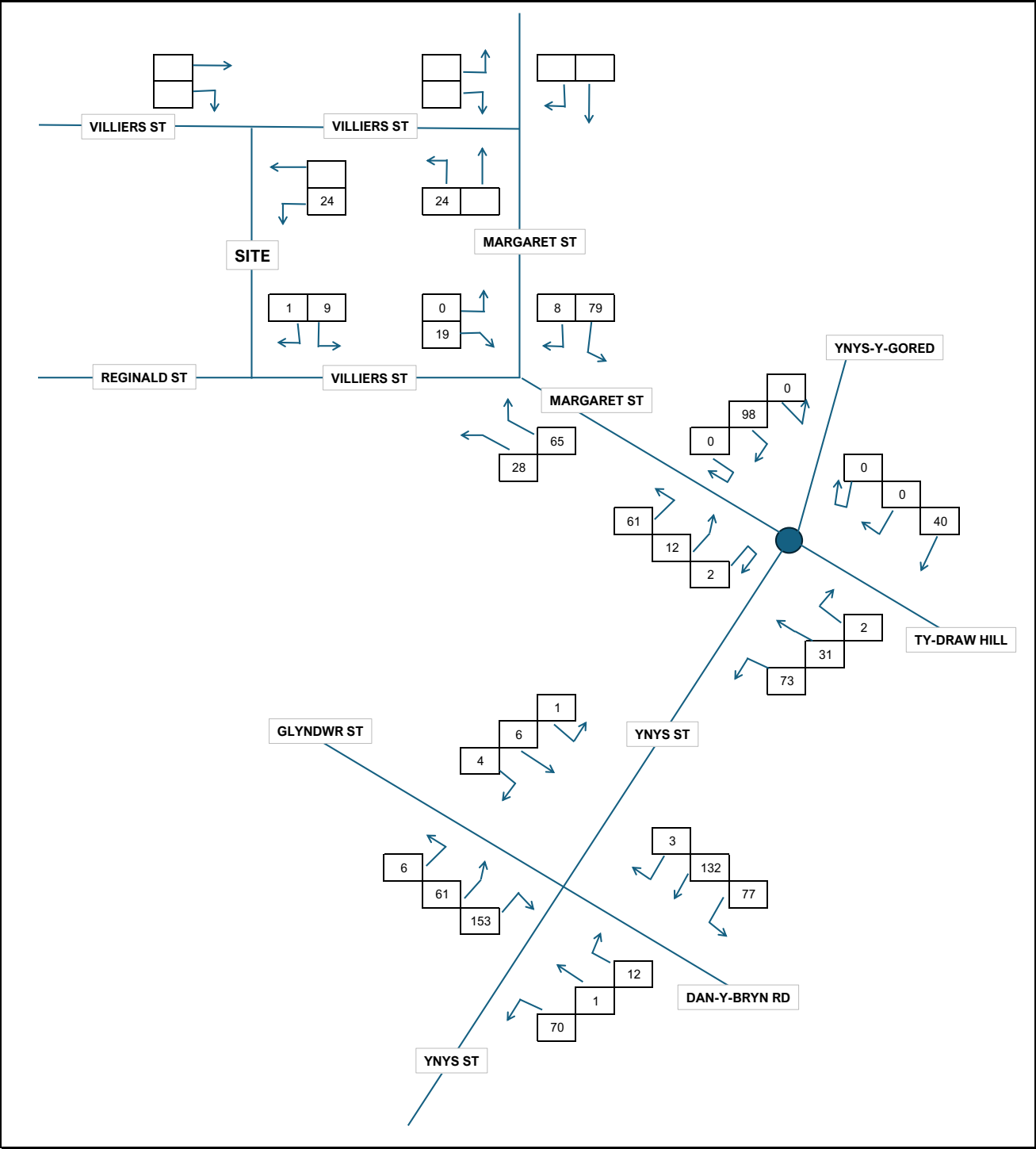


2030 BASE FLOWS
AM PEAK HOUR (08:00-09:00)

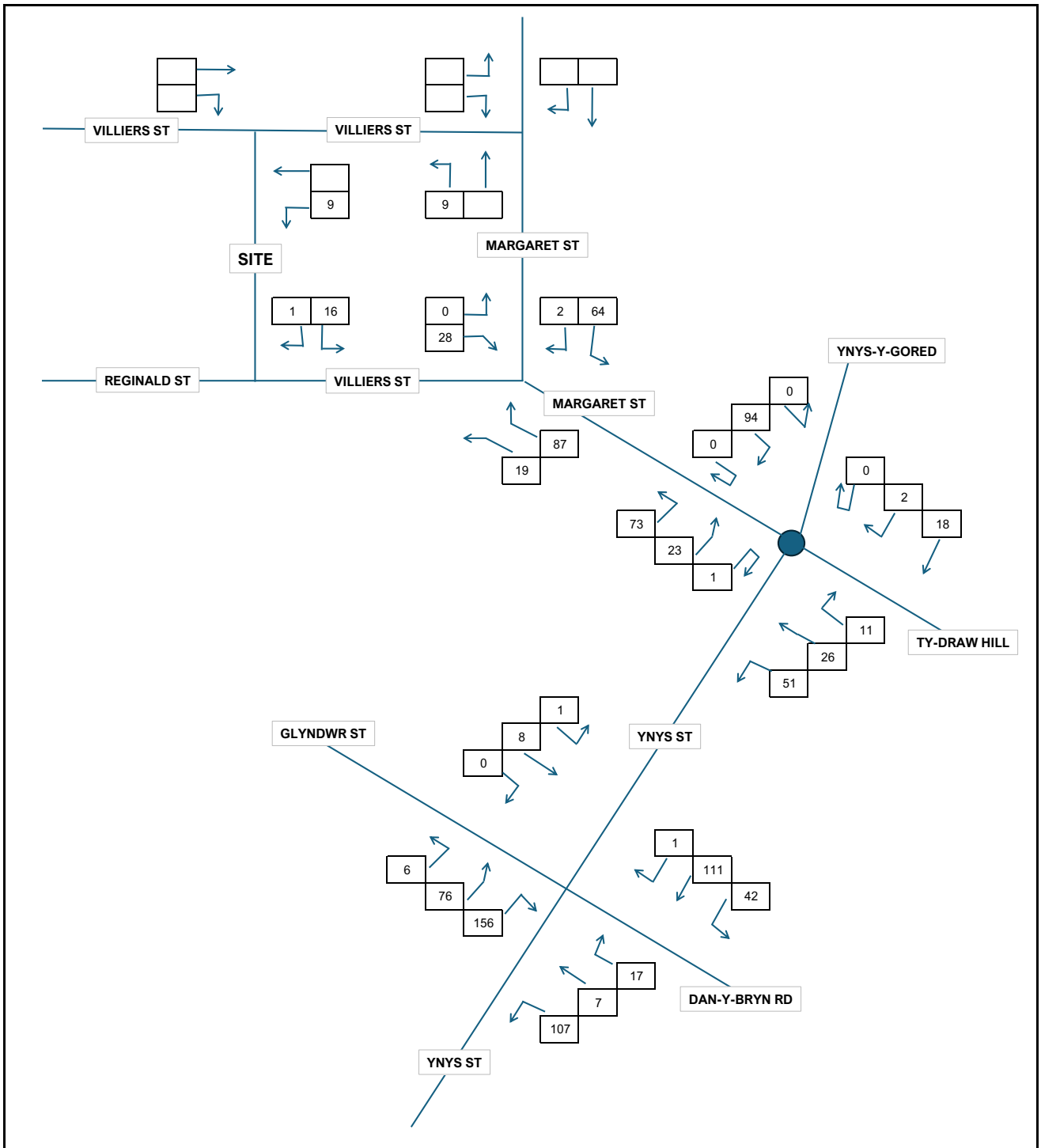


2030 BASE FLOWS
SCHOOL CLOSING PEAK HOUR (15:00-16:00)

Appendix 10. 2030 TOTAL PEAK HOUR FLOWS



2030 TOTAL FLOWS
AM PEAK HOUR (08:00-09:00)



2030 TOTAL FLOWS
 SCHOOL CLOSING PEAK HOUR (15:00-16:00)

Appendix 11. JUNCTION CAPACITY ASSESSMENT – MARGARET ST/REGINALD ST

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021											
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Margaret St - Reginald St.j10

Path: C:\Users\User\OneDrive\A - Project Folder_Jobs 501 - 750\25-629 - New Skills Hub, Former Education Library Resource Centre (ELRS)\Modelling

Report generation date: 01/07/2025 17:41:11

- »2025 Surveyed, AM
- »2025 Surveyed, School Closing Hr
- »2030 Base, AM
- »2030 Base, School Closing Hr
- »2030 Total, AM
- »2030 Total, School Closing Hr

Summary of junction performance

	AM						School Closing Hr					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Surveyed											
Stream B-AC	D1	0.0	8.00	0.02	A	900 %	D2	0.0	8.10	0.03	A	809 %
Stream C-AB		0.0	5.20	0.01	A	[]		0.0	5.24	0.00	A	[Stream B-AC]
	2030 Base											
Stream B-AC	D3	0.0	8.02	0.02	A	900 %	D4	0.0	8.12	0.03	A	786 %
Stream C-AB		0.0	5.19	0.01	A	[]		0.0	5.25	0.00	A	[Stream B-AC]
	2030 Total											
Stream B-AC	D5	0.0	8.31	0.05	A	624 %	D6	0.1	8.50	0.07	A	511 %
Stream C-AB		0.0	5.22	0.01	A	[Stream B-AC]		0.0	5.26	0.00	A	[Stream B-AC]

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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	01/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MSI\User
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Surveyed	School Closing Hr	ONE HOUR	14:45	16:15	15	✓
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base	School Closing Hr	ONE HOUR	14:45	16:15	15	✓
D5	2030 Total	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Total	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

2025 Surveyed, 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		0.78	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.78	A

Arms

Arms

Arm	Name	Description	Arm type
A	Margaret St (S)		Major
B	Reginald St		Minor
C	Margaret St (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	6.90			176.0	✓	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	2.80	41	12

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	487	0.085	0.215	0.135	0.308
B-C	619	0.091	0.230	-	-
C-B	676	0.252	0.252	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	67	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	84	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	27	40
	B	10	0	0
	C	76	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.00	0.0	A	9	14
C-AB	0.01	5.20	0.0	A	8	12
C-A					69	103
A-B					25	37
A-C					37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	469	0.016	7	0.0	0.0	7.800	A
C-AB	7	2	699	0.009	7	0.0	0.0	5.196	A
C-A	57	14			57				
A-B	20	5			20				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	465	0.019	9	0.0	0.0	7.886	A
C-AB	8	2	704	0.011	8	0.0	0.0	5.171	A
C-A	68	17			68				
A-B	24	6			24				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	461	0.024	11	0.0	0.0	8.005	A
C-AB	10	2	710	0.014	10	0.0	0.0	5.138	A
C-A	82	21			82				
A-B	30	7			30				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	461	0.024	11	0.0	0.0	8.005	A
C-AB	10	2	710	0.014	10	0.0	0.0	5.141	A
C-A	82	21			82				
A-B	30	7			30				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	465	0.019	9	0.0	0.0	7.886	A
C-AB	8	2	704	0.011	8	0.0	0.0	5.172	A
C-A	68	17			68				
A-B	24	6			24				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	469	0.016	8	0.0	0.0	7.804	A
C-AB	7	2	699	0.009	7	0.0	0.0	5.198	A
C-A	57	14			57				
A-B	20	5			20				
A-C	30	8			30				

2025 Surveyed, School Closing Hr

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		0.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	809	Stream B-AC	0.64	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Surveyed	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	18	75
	B	12	0	0
	C	62	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	8.10	0.0	A	11	17
C-AB	0.00	5.24	0.0	A	2	3
C-A					57	85
A-B					17	25
A-C					69	103

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	467	0.019	9	0.0	0.0	7.864	A
C-AB	2	0.40	688	0.002	2	0.0	0.0	5.245	A
C-A	47	12			47				
A-B	14	3			14				
A-C	56	14			56				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	463	0.023	11	0.0	0.0	7.964	A
C-AB	2	0.49	690	0.003	2	0.0	0.0	5.229	A
C-A	56	14			56				
A-B	16	4			16				
A-C	67	17			67				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	457	0.029	13	0.0	0.0	8.104	A
C-AB	2	0.61	694	0.004	2	0.0	0.0	5.207	A
C-A	68	17			68				
A-B	20	5			20				
A-C	83	21			83				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	457	0.029	13	0.0	0.0	8.104	A
C-AB	2	0.61	694	0.004	2	0.0	0.0	5.207	A
C-A	68	17			68				
A-B	20	5			20				
A-C	83	21			83				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	463	0.023	11	0.0	0.0	7.967	A
C-AB	2	0.49	690	0.003	2	0.0	0.0	5.229	A
C-A	56	14			56				
A-B	16	4			16				
A-C	67	17			67				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	467	0.019	9	0.0	0.0	7.868	A
C-AB	2	0.40	688	0.002	2	0.0	0.0	5.245	A
C-A	47	12			47				
A-B	14	3			14				
A-C	56	14			56				

2030 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		0.76	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	69	100.000
B		ONE HOUR	✓	10	100.000
C		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	28	41
	B	10	0	0
	C	79	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.02	8.02	0.0	A	9	14
C-AB	0.01	5.19	0.0	A	8	12
C-A					72	107
A-B					26	39
A-C					38	56

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	468	0.016	7	0.0	0.0	7.809	A
C-AB	7	2	700	0.009	7	0.0	0.0	5.188	A
C-A	59	15			59				
A-B	21	5			21				
A-C	31	8			31				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	465	0.019	9	0.0	0.0	7.897	A
C-AB	8	2	705	0.011	8	0.0	0.0	5.162	A
C-A	70	18			70				
A-B	25	6			25				
A-C	37	9			37				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	460	0.024	11	0.0	0.0	8.019	A
C-AB	10	3	712	0.014	10	0.0	0.0	5.127	A
C-A	86	21			86				
A-B	31	8			31				
A-C	45	11			45				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	460	0.024	11	0.0	0.0	8.019	A
C-AB	10	3	712	0.014	10	0.0	0.0	5.129	A
C-A	86	21			86				
A-B	31	8			31				
A-C	45	11			45				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	465	0.019	9	0.0	0.0	7.897	A
C-AB	8	2	705	0.011	8	0.0	0.0	5.162	A
C-A	70	18			70				
A-B	25	6			25				
A-C	37	9			37				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	2	468	0.016	8	0.0	0.0	7.813	A
C-AB	7	2	700	0.009	7	0.0	0.0	5.190	A
C-A	59	15			59				
A-B	21	5			21				
A-C	31	8			31				

2030 Base, School Closing Hr

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		0.62	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	786	Stream B-AC	0.62	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	97	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	19	78
	B	12	0	0
	C	64	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	8.12	0.0	A	11	17
C-AB	0.00	5.25	0.0	A	2	3
C-A					59	88
A-B					17	26
A-C					72	107

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	466	0.019	9	0.0	0.0	7.877	A
C-AB	2	0.40	688	0.002	2	0.0	0.0	5.243	A
C-A	48	12			48				
A-B	14	4			14				
A-C	59	15			59				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	462	0.023	11	0.0	0.0	7.980	A
C-AB	2	0.49	691	0.003	2	0.0	0.0	5.227	A
C-A	57	14			57				
A-B	17	4			17				
A-C	70	18			70				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	456	0.029	13	0.0	0.0	8.125	A
C-AB	2	0.61	694	0.004	2	0.0	0.0	5.204	A
C-A	70	18			70				
A-B	21	5			21				
A-C	86	21			86				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	13	3	456	0.029	13	0.0	0.0	8.125	A
C-AB	2	0.61	694	0.004	2	0.0	0.0	5.204	A
C-A	70	18			70				
A-B	21	5			21				
A-C	86	21			86				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	3	462	0.023	11	0.0	0.0	7.983	A
C-AB	2	0.49	691	0.003	2	0.0	0.0	5.227	A
C-A	57	14			57				
A-B	17	4			17				
A-C	70	18			70				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	9	2	466	0.019	9	0.0	0.0	7.881	A
C-AB	2	0.40	688	0.002	2	0.0	0.0	5.245	A
C-A	48	12			48				
A-B	14	4			14				
A-C	59	15			59				

2030 Total, 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		1.03	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	624	Stream B-AC	1.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Total	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	93	100.000
B		ONE HOUR	✓	19	100.000
C		ONE HOUR	✓	87	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	28	65
	B	19	0	0
	C	79	8	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.05	8.31	0.0	A	17	26
C-AB	0.01	5.22	0.0	A	8	12
C-A					72	107
A-B					26	39
A-C					60	89

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	465	0.031	14	0.0	0.0	7.992	A
C-AB	7	2	696	0.009	7	0.0	0.0	5.221	A
C-A	59	15			59				
A-B	21	5			21				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	460	0.037	17	0.0	0.0	8.124	A
C-AB	8	2	700	0.011	8	0.0	0.0	5.201	A
C-A	70	18			70				
A-B	25	6			25				
A-C	58	15			58				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	454	0.046	21	0.0	0.0	8.307	A
C-AB	10	3	706	0.014	10	0.0	0.0	5.174	A
C-A	86	21			86				
A-B	31	8			31				
A-C	72	18			72				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	454	0.046	21	0.0	0.0	8.308	A
C-AB	10	3	706	0.014	10	0.0	0.0	5.176	A
C-A	86	21			86				
A-B	31	8			31				
A-C	72	18			72				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17	4	460	0.037	17	0.0	0.0	8.127	A
C-AB	8	2	700	0.011	8	0.0	0.0	5.201	A
C-A	70	18			70				
A-B	25	6			25				
A-C	58	15			58				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	4	465	0.031	14	0.0	0.0	7.997	A
C-AB	7	2	696	0.009	7	0.0	0.0	5.221	A
C-A	59	15			59				
A-B	21	5			21				
A-C	49	12			49				

2030 Total, School Closing Hr

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		1.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	511	Stream B-AC	1.25	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Total	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	106	100.000
B		ONE HOUR	✓	28	100.000
C		ONE HOUR	✓	66	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	19	87
	B	28	0	0
	C	64	2	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	8.50	0.1	A	26	39
C-AB	0.00	5.26	0.0	A	2	3
C-A					59	88
A-B					17	26
A-C					80	120

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	464	0.045	21	0.0	0.0	8.112	A
C-AB	2	0.40	686	0.002	2	0.0	0.0	5.256	A
C-A	48	12			48				
A-B	14	4			14				
A-C	65	16			65				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	460	0.055	25	0.0	0.1	8.276	A
C-AB	2	0.49	689	0.003	2	0.0	0.0	5.242	A
C-A	57	14			57				
A-B	17	4			17				
A-C	78	20			78				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	454	0.068	31	0.1	0.1	8.502	A
C-AB	2	0.61	692	0.004	2	0.0	0.0	5.222	A
C-A	70	18			70				
A-B	21	5			21				
A-C	96	24			96				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	454	0.068	31	0.1	0.1	8.504	A
C-AB	2	0.61	692	0.004	2	0.0	0.0	5.222	A
C-A	70	18			70				
A-B	21	5			21				
A-C	96	24			96				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	460	0.055	25	0.1	0.1	8.278	A
C-AB	2	0.49	689	0.003	2	0.0	0.0	5.244	A
C-A	57	14			57				
A-B	17	4			17				
A-C	78	20			78				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	464	0.045	21	0.1	0.0	8.122	A
C-AB	2	0.41	686	0.002	2	0.0	0.0	5.256	A
C-A	48	12			48				
A-B	14	4			14				
A-C	65	16			65				

Appendix 12. JUNCTION CAPACITY ASSESSMENT – YNYS-Y- GORED/MARGARET ST ROUNDABOUT

Junctions 10											
ARCADY 10 - Roundabout Module											
Version: 10.0.4.1693											
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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: Margaret St - Ynys St.j10

Path: C:\Users\User\OneDrive\A - Project Folder_Jobs 501 - 750\25-629 - New Skills Hub, Former Education Library Resource Centre (ELRS)\Modelling

Report generation date: 01/07/2025 17:43:29

- »2025 Surveyed, AM
- »2025 Surveyed, School Closing Hr
- »2030 Base, AM
- »2030 Base, School Closing Hr
- »2030 Total, AM
- »2030 Total, School Closing Hr

Summary of junction performance

	AM						School Closing Hr					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Surveyed											
1 - Margaret St	D1	0.1	3.81	0.09	A	292 % [3 - Ty-Draw Hill]	D2	0.1	3.81	0.08	A	388 % [3 - Ty-Draw Hill]
2 - Ynys-Y-Gored		0.1	4.31	0.05	A			0.0	4.16	0.02	A	
3 - Ty-Draw Hill		0.2	5.44	0.14	A			0.1	5.15	0.12	A	
4 - Ynys St		0.1	4.23	0.07	A			0.1	4.44	0.10	A	
	2030 Base											
1 - Margaret St	D3	0.1	3.82	0.09	A	281 % [3 - Ty-Draw Hill]	D4	0.1	3.82	0.08	A	370 % [3 - Ty-Draw Hill]
2 - Ynys-Y-Gored		0.1	4.33	0.05	A			0.0	4.18	0.02	A	
3 - Ty-Draw Hill		0.2	5.49	0.15	A			0.1	5.20	0.12	A	
4 - Ynys St		0.1	4.24	0.07	A			0.1	4.47	0.11	A	
	2030 Total											
1 - Margaret St	D5	0.1	3.86	0.10	A	262 % [3 - Ty-Draw Hill]	D6	0.1	3.90	0.10	A	338 % [3 - Ty-Draw Hill]
2 - Ynys-Y-Gored		0.1	4.36	0.05	A			0.0	4.23	0.03	A	
3 - Ty-Draw Hill		0.2	5.58	0.15	A			0.1	5.28	0.12	A	
4 - Ynys St		0.1	4.36	0.09	A			0.1	4.52	0.12	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	01/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MSI\User
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS 9	5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Surveyed	School Closing Hr	ONE HOUR	14:45	16:15	15	✓
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base	School Closing Hr	ONE HOUR	14:45	16:15	15	✓
D5	2030 Total	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Total	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

2025 Surveyed, 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	untitled	Mini-roundabout		1, 2, 3, 4	4.54	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		292	3 - Ty-Draw Hill	4.54	A

Arms

Arms

Arm	Name	Description
1	Margaret St	
2	Ynys-Y-Gored	
3	Ty-Draw Hill	
4	Ynys St	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Margaret St	3.50	3.50	3.50	0.0	11.50	6.70	0.0	
2 - Ynys-Y-Gored	2.90	2.90	4.10	2.0	5.00	5.47	0.0	
3 - Ty-Draw Hill	3.24	3.24	3.24	0.0	10.07	8.05	0.0	
4 - Ynys St	3.69	3.69	3.69	0.0	12.21	9.04	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Margaret St	0.609	1051
2 - Ynys-Y-Gored	0.602	936
3 - Ty-Draw Hill	0.600	854
4 - Ynys St	0.617	930

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Margaret St		ONE HOUR	✓	86	100.000
2 - Ynys-Y-Gored		ONE HOUR	✓	39	100.000
3 - Ty-Draw Hill		ONE HOUR	✓	99	100.000
4 - Ynys St		ONE HOUR	✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
	1 - Margaret St	0	0	0	86
	2 - Ynys-Y-Gored	0	0	0	39
	3 - Ty-Draw Hill	26	2	0	71
	4 - Ynys St	40	12	0	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
	1 - Margaret St	0	0	0	0
	2 - Ynys-Y-Gored	0	0	0	0
	3 - Ty-Draw Hill	0	0	0	0
	4 - Ynys St	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Margaret St	0.09	3.81	0.1	A	79	118
2 - Ynys-Y-Gored	0.05	4.31	0.1	A	36	54
3 - Ty-Draw Hill	0.14	5.44	0.2	A	91	136
4 - Ynys St	0.07	4.23	0.1	A	50	74

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	65	16	12	1044	0.062	64	49	0.0	0.1	3.676	A
2 - Ynys-Y-Gored	29	7	66	896	0.033	29	10	0.0	0.0	4.152	A
3 - Ty-Draw Hill	75	19	95	797	0.094	74	0	0.0	0.1	4.979	A
4 - Ynys St	41	10	21	917	0.044	40	148	0.0	0.0	4.106	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	77	19	14	1042	0.074	77	59	0.1	0.1	3.729	A
2 - Ynys-Y-Gored	35	9	79	888	0.039	35	13	0.0	0.0	4.219	A
3 - Ty-Draw Hill	89	22	114	785	0.113	89	0	0.1	0.1	5.168	A
4 - Ynys St	49	12	25	914	0.053	49	178	0.0	0.1	4.157	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	95	24	18	1040	0.091	95	73	0.1	0.1	3.806	A
2 - Ynys-Y-Gored	43	11	97	878	0.049	43	15	0.0	0.1	4.312	A
3 - Ty-Draw Hill	109	27	140	770	0.142	109	0	0.1	0.2	5.442	A
4 - Ynys St	59	15	31	911	0.065	59	218	0.1	0.1	4.227	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	95	24	18	1040	0.091	95	73	0.1	0.1	3.806	A
2 - Ynys-Y-Gored	43	11	97	878	0.049	43	15	0.1	0.1	4.313	A
3 - Ty-Draw Hill	109	27	140	770	0.142	109	0	0.2	0.2	5.445	A
4 - Ynys St	59	15	31	911	0.065	59	218	0.1	0.1	4.228	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	77	19	14	1042	0.074	77	59	0.1	0.1	3.733	A
2 - Ynys-Y-Gored	35	9	79	888	0.039	35	13	0.1	0.0	4.221	A
3 - Ty-Draw Hill	89	22	114	785	0.113	89	0	0.2	0.1	5.173	A
4 - Ynys St	49	12	25	914	0.053	49	178	0.1	0.1	4.160	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	65	16	12	1044	0.062	65	50	0.1	0.1	3.679	A
2 - Ynys-Y-Gored	29	7	66	896	0.033	29	11	0.0	0.0	4.155	A
3 - Ty-Draw Hill	75	19	96	797	0.094	75	0	0.1	0.1	4.987	A
4 - Ynys St	41	10	21	917	0.044	41	149	0.1	0.0	4.110	A

2025 Surveyed, School Closing Hr

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	untitled	Mini-roundabout		1, 2, 3, 4	4.47	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		388	3 - Ty-Draw Hill	4.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Surveyed	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Margaret St		ONE HOUR	✓	75	100.000
2 - Ynys-Y-Gored		ONE HOUR	✓	19	100.000
3 - Ty-Draw Hill		ONE HOUR	✓	84	100.000
4 - Ynys St		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
From	1 - Margaret St	0	0	0	75
	2 - Ynys-Y-Gored	2	0	0	17
	3 - Ty-Draw Hill	24	11	0	49
	4 - Ynys St	63	22	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
	1 - Margaret St	0	0	0	0
	2 - Ynys-Y-Gored	0	0	0	0
	3 - Ty-Draw Hill	0	0	0	0
	4 - Ynys St	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Margaret St	0.08	3.81	0.1	A	69	103
2 - Ynys-Y-Gored	0.02	4.16	0.0	A	17	26
3 - Ty-Draw Hill	0.12	5.15	0.1	A	77	116
4 - Ynys St	0.10	4.44	0.1	A	79	118

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	56	14	25	1036	0.055	56	67	0.0	0.1	3.676	A
2 - Ynys-Y-Gored	14	4	57	902	0.016	14	25	0.0	0.0	4.057	A
3 - Ty-Draw Hill	63	16	71	811	0.078	63	0	0.0	0.1	4.808	A
4 - Ynys St	65	16	28	913	0.071	64	106	0.0	0.1	4.243	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	67	17	31	1032	0.065	67	80	0.1	0.1	3.729	A
2 - Ynys-Y-Gored	17	4	68	895	0.019	17	30	0.0	0.0	4.101	A
3 - Ty-Draw Hill	76	19	85	803	0.094	75	0	0.1	0.1	4.949	A
4 - Ynys St	77	19	33	909	0.085	77	128	0.1	0.1	4.326	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	83	21	37	1028	0.080	83	98	0.1	0.1	3.805	A
2 - Ynys-Y-Gored	21	5	84	886	0.024	21	36	0.0	0.0	4.163	A
3 - Ty-Draw Hill	92	23	105	791	0.117	92	0	0.1	0.1	5.151	A
4 - Ynys St	95	24	41	905	0.105	95	156	0.1	0.1	4.443	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	83	21	37	1028	0.080	83	98	0.1	0.1	3.805	A
2 - Ynys-Y-Gored	21	5	84	885	0.024	21	36	0.0	0.0	4.163	A
3 - Ty-Draw Hill	92	23	105	791	0.117	92	0	0.1	0.1	5.152	A
4 - Ynys St	95	24	41	905	0.105	95	156	0.1	0.1	4.443	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	67	17	31	1032	0.065	67	80	0.1	0.1	3.730	A
2 - Ynys-Y-Gored	17	4	68	895	0.019	17	30	0.0	0.0	4.101	A
3 - Ty-Draw Hill	76	19	85	803	0.094	76	0	0.1	0.1	4.954	A
4 - Ynys St	77	19	33	909	0.085	77	128	0.1	0.1	4.329	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	56	14	26	1035	0.055	57	67	0.1	0.1	3.679	A
2 - Ynys-Y-Gored	14	4	57	901	0.016	14	25	0.0	0.0	4.059	A
3 - Ty-Draw Hill	63	16	72	811	0.078	63	0	0.1	0.1	4.816	A
4 - Ynys St	65	16	28	913	0.071	65	107	0.1	0.1	4.246	A

2030 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3, 4	4.57	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		281	3 - Ty-Draw Hill	4.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Margaret St		ONE HOUR	✓	89	100.000
2 - Ynys-Y-Gored		ONE HOUR	✓	40	100.000
3 - Ty-Draw Hill		ONE HOUR	✓	102	100.000
4 - Ynys St		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
From	1 - Margaret St	0	0	0	89
	2 - Ynys-Y-Gored	0	0	0	40
	3 - Ty-Draw Hill	27	2	0	73
	4 - Ynys St	41	12	0	2

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
	1 - Margaret St	0	0	0	0
	2 - Ynys-Y-Gored	0	0	0	0
	3 - Ty-Draw Hill	0	0	0	0
	4 - Ynys St	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Margaret St	0.09	3.82	0.1	A	82	123
2 - Ynys-Y-Gored	0.05	4.33	0.1	A	37	55
3 - Ty-Draw Hill	0.15	5.49	0.2	A	94	140
4 - Ynys St	0.07	4.24	0.1	A	50	76

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	67	17	12	1044	0.064	67	51	0.0	0.1	3.684	A
2 - Ynys-Y-Gored	30	8	68	895	0.034	30	10	0.0	0.0	4.163	A
3 - Ty-Draw Hill	77	19	98	795	0.097	76	0	0.0	0.1	5.006	A
4 - Ynys St	41	10	22	916	0.045	41	153	0.0	0.0	4.112	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	80	20	14	1042	0.077	80	61	0.1	0.1	3.740	A
2 - Ynys-Y-Gored	36	9	82	887	0.041	36	13	0.0	0.0	4.231	A
3 - Ty-Draw Hill	92	23	118	783	0.117	92	0	0.1	0.1	5.204	A
4 - Ynys St	49	12	26	914	0.054	49	183	0.0	0.1	4.164	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	98	24	18	1040	0.094	98	75	0.1	0.1	3.819	A
2 - Ynys-Y-Gored	44	11	100	876	0.050	44	15	0.0	0.1	4.328	A
3 - Ty-Draw Hill	112	28	144	767	0.146	112	0	0.1	0.2	5.492	A
4 - Ynys St	61	15	32	910	0.067	61	224	0.1	0.1	4.236	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	98	24	18	1040	0.094	98	75	0.1	0.1	3.819	A
2 - Ynys-Y-Gored	44	11	100	876	0.050	44	15	0.1	0.1	4.329	A
3 - Ty-Draw Hill	112	28	144	767	0.146	112	0	0.2	0.2	5.494	A
4 - Ynys St	61	15	32	910	0.067	61	225	0.1	0.1	4.236	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	80	20	14	1042	0.077	80	61	0.1	0.1	3.743	A
2 - Ynys-Y-Gored	36	9	82	887	0.041	36	13	0.1	0.0	4.234	A
3 - Ty-Draw Hill	92	23	118	783	0.117	92	0	0.2	0.1	5.207	A
4 - Ynys St	49	12	26	914	0.054	49	184	0.1	0.1	4.167	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	67	17	12	1044	0.064	67	51	0.1	0.1	3.688	A
2 - Ynys-Y-Gored	30	8	69	895	0.034	30	11	0.0	0.0	4.165	A
3 - Ty-Draw Hill	77	19	99	795	0.097	77	0	0.1	0.1	5.015	A
4 - Ynys St	41	10	22	916	0.045	41	154	0.1	0.0	4.116	A

2030 Base, School Closing Hr

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	untitled	Mini-roundabout		1, 2, 3, 4	4.49	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		370	3 - Ty-Draw Hill	4.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Margaret St		ONE HOUR	✓	78	100.000
2 - Ynys-Y-Gored		ONE HOUR	✓	20	100.000
3 - Ty-Draw Hill		ONE HOUR	✓	87	100.000
4 - Ynys St		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
From	1 - Margaret St	0	0	0	78
	2 - Ynys-Y-Gored	2	0	0	18
	3 - Ty-Draw Hill	25	11	0	51
	4 - Ynys St	65	23	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
	1 - Margaret St	0	0	0	0
	2 - Ynys-Y-Gored	0	0	0	0
	3 - Ty-Draw Hill	0	0	0	0
	4 - Ynys St	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Margaret St	0.08	3.82	0.1	A	72	107
2 - Ynys-Y-Gored	0.02	4.18	0.0	A	18	28
3 - Ty-Draw Hill	0.12	5.20	0.1	A	80	120
4 - Ynys St	0.11	4.47	0.1	A	82	123

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	59	15	26	1035	0.057	58	69	0.0	0.1	3.686	A
2 - Ynys-Y-Gored	15	4	59	900	0.017	15	25	0.0	0.0	4.066	A
3 - Ty-Draw Hill	65	16	74	809	0.081	65	0	0.0	0.1	4.835	A
4 - Ynys St	67	17	28	912	0.073	67	111	0.0	0.1	4.256	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	70	18	31	1032	0.068	70	83	0.1	0.1	3.742	A
2 - Ynys-Y-Gored	18	4	71	893	0.020	18	31	0.0	0.0	4.113	A
3 - Ty-Draw Hill	78	20	89	801	0.098	78	0	0.1	0.1	4.983	A
4 - Ynys St	80	20	34	909	0.088	80	133	0.1	0.1	4.343	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	86	21	38	1028	0.084	86	101	0.1	0.1	3.821	A
2 - Ynys-Y-Gored	22	6	87	884	0.025	22	37	0.0	0.0	4.178	A
3 - Ty-Draw Hill	96	24	109	789	0.121	96	0	0.1	0.1	5.195	A
4 - Ynys St	98	24	42	904	0.108	98	163	0.1	0.1	4.465	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	86	21	39	1028	0.084	86	101	0.1	0.1	3.822	A
2 - Ynys-Y-Gored	22	6	87	884	0.025	22	37	0.0	0.0	4.178	A
3 - Ty-Draw Hill	96	24	109	789	0.121	96	0	0.1	0.1	5.196	A
4 - Ynys St	98	24	42	904	0.108	98	163	0.1	0.1	4.465	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	70	18	32	1032	0.068	70	83	0.1	0.1	3.745	A
2 - Ynys-Y-Gored	18	4	71	893	0.020	18	31	0.0	0.0	4.113	A
3 - Ty-Draw Hill	78	20	89	800	0.098	78	0	0.1	0.1	4.985	A
4 - Ynys St	80	20	34	909	0.088	80	133	0.1	0.1	4.346	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	59	15	26	1035	0.057	59	69	0.1	0.1	3.687	A
2 - Ynys-Y-Gored	15	4	60	900	0.017	15	26	0.0	0.0	4.067	A
3 - Ty-Draw Hill	65	16	75	809	0.081	66	0	0.1	0.1	4.841	A
4 - Ynys St	67	17	29	912	0.073	67	112	0.1	0.1	4.259	A

2030 Total, 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	untitled	Mini-roundabout		1, 2, 3, 4	4.61	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		262	3 - Ty-Draw Hill	4.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Total	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Margaret St		ONE HOUR	✓	98	100.000
2 - Ynys-Y-Gored		ONE HOUR	✓	40	100.000
3 - Ty-Draw Hill		ONE HOUR	✓	106	100.000
4 - Ynys St		ONE HOUR	✓	75	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
From	1 - Margaret St	0	0	0	98
	2 - Ynys-Y-Gored	0	0	0	40
	3 - Ty-Draw Hill	31	2	0	73
	4 - Ynys St	61	12	0	2

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill
	1 - Margaret St	0	0	0
	2 - Ynys-Y-Gored	0	0	0
	3 - Ty-Draw Hill	0	0	0
	4 - Ynys St	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Margaret St	0.10	3.86	0.1	A	90	135
2 - Ynys-Y-Gored	0.05	4.36	0.1	A	37	55
3 - Ty-Draw Hill	0.15	5.58	0.2	A	97	146
4 - Ynys St	0.09	4.36	0.1	A	69	103

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	74	18	12	1044	0.071	73	69	0.0	0.1	3.710	A
2 - Ynys-Y-Gored	30	8	75	891	0.034	30	10	0.0	0.0	4.182	A
3 - Ty-Draw Hill	80	20	105	791	0.101	79	0	0.0	0.1	5.055	A
4 - Ynys St	56	14	25	915	0.062	56	160	0.0	0.1	4.193	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	88	22	14	1042	0.085	88	83	0.1	0.1	3.771	A
2 - Ynys-Y-Gored	36	9	90	882	0.041	36	13	0.0	0.0	4.255	A
3 - Ty-Draw Hill	95	24	126	778	0.122	95	0	0.1	0.1	5.268	A
4 - Ynys St	67	17	30	912	0.074	67	191	0.1	0.1	4.264	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	108	27	18	1040	0.104	108	101	0.1	0.1	3.860	A
2 - Ynys-Y-Gored	44	11	110	870	0.051	44	15	0.0	0.1	4.360	A
3 - Ty-Draw Hill	117	29	154	762	0.153	117	0	0.1	0.2	5.580	A
4 - Ynys St	83	21	36	907	0.091	82	234	0.1	0.1	4.363	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	108	27	18	1040	0.104	108	101	0.1	0.1	3.860	A
2 - Ynys-Y-Gored	44	11	110	870	0.051	44	15	0.1	0.1	4.360	A
3 - Ty-Draw Hill	117	29	154	761	0.153	117	0	0.2	0.2	5.583	A
4 - Ynys St	83	21	36	907	0.091	83	235	0.1	0.1	4.364	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	88	22	14	1042	0.085	88	83	0.1	0.1	3.775	A
2 - Ynys-Y-Gored	36	9	90	882	0.041	36	13	0.1	0.0	4.256	A
3 - Ty-Draw Hill	95	24	126	778	0.122	95	0	0.2	0.1	5.274	A
4 - Ynys St	67	17	30	912	0.074	68	192	0.1	0.1	4.267	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	74	18	12	1044	0.071	74	69	0.1	0.1	3.711	A
2 - Ynys-Y-Gored	30	8	75	891	0.034	30	11	0.0	0.0	4.185	A
3 - Ty-Draw Hill	80	20	105	791	0.101	80	0	0.1	0.1	5.065	A
4 - Ynys St	56	14	25	915	0.062	57	161	0.1	0.1	4.195	A

2030 Total, School Closing Hr

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	untitled	Mini-roundabout		1, 2, 3, 4	4.53	A

Junction Network

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		338	3 - Ty-Draw Hill	4.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Total	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Margaret St		ONE HOUR	✓	94	100.000
2 - Ynys-Y-Gored		ONE HOUR	✓	20	100.000
3 - Ty-Draw Hill		ONE HOUR	✓	88	100.000
4 - Ynys St		ONE HOUR	✓	97	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
From	1 - Margaret St	0	0	0	94
	2 - Ynys-Y-Gored	2	0	0	18
	3 - Ty-Draw Hill	26	11	0	51
	4 - Ynys St	73	23	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		1 - Margaret St	2 - Ynys-Y-Gored	3 - Ty-Draw Hill	4 - Ynys St
	1 - Margaret St	0	0	0	0
	2 - Ynys-Y-Gored	0	0	0	0
	3 - Ty-Draw Hill	0	0	0	0
	4 - Ynys St	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Margaret St	0.10	3.90	0.1	A	86	129
2 - Ynys-Y-Gored	0.03	4.23	0.0	A	18	28
3 - Ty-Draw Hill	0.12	5.28	0.1	A	81	121
4 - Ynys St	0.12	4.52	0.1	A	89	134

Main Results for each time segment

14:45 - 15:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	71	18	26	1035	0.068	70	76	0.0	0.1	3.732	A
2 - Ynys-Y-Gored	15	4	71	893	0.017	15	25	0.0	0.0	4.100	A
3 - Ty-Draw Hill	66	17	86	802	0.083	66	0	0.0	0.1	4.887	A
4 - Ynys St	73	18	29	912	0.080	73	123	0.0	0.1	4.288	A

15:00 - 15:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	85	21	31	1032	0.082	84	91	0.1	0.1	3.799	A
2 - Ynys-Y-Gored	18	4	85	884	0.020	18	31	0.0	0.0	4.154	A
3 - Ty-Draw Hill	79	20	103	792	0.100	79	0	0.1	0.1	5.049	A
4 - Ynys St	87	22	35	908	0.096	87	147	0.1	0.1	4.384	A

15:15 - 15:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	103	26	38	1028	0.101	103	111	0.1	0.1	3.895	A
2 - Ynys-Y-Gored	22	6	105	873	0.025	22	37	0.0	0.0	4.230	A
3 - Ty-Draw Hill	97	24	127	778	0.125	97	0	0.1	0.1	5.284	A
4 - Ynys St	107	27	43	903	0.118	107	180	0.1	0.1	4.518	A

15:30 - 15:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	103	26	39	1028	0.101	103	111	0.1	0.1	3.895	A
2 - Ynys-Y-Gored	22	6	105	873	0.025	22	37	0.0	0.0	4.230	A
3 - Ty-Draw Hill	97	24	127	778	0.125	97	0	0.1	0.1	5.285	A
4 - Ynys St	107	27	43	903	0.118	107	181	0.1	0.1	4.519	A

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	85	21	32	1032	0.082	85	91	0.1	0.1	3.799	A
2 - Ynys-Y-Gored	18	4	85	884	0.020	18	31	0.0	0.0	4.154	A
3 - Ty-Draw Hill	79	20	103	792	0.100	79	0	0.1	0.1	5.054	A
4 - Ynys St	87	22	35	908	0.096	87	148	0.1	0.1	4.387	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Margaret St	71	18	26	1035	0.068	71	76	0.1	0.1	3.733	A
2 - Ynys-Y-Gored	15	4	72	893	0.017	15	26	0.0	0.0	4.103	A
3 - Ty-Draw Hill	66	17	87	802	0.083	66	0	0.1	0.1	4.896	A
4 - Ynys St	73	18	29	912	0.080	73	124	0.1	0.1	4.294	A

Appendix 13. JUNCTION CAPACITY ASSESSMENT – YNYS ST/DAN-Y-BRYN RD

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021											
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Filename: Ynys St - Dan-Y-Bryn Rd.j10

Path: C:\Users\User\OneDrive\A - Project Folder_Jobs 501 - 750\25-629 - New Skills Hub, Former Education Library Resource Centre (ELRS)\Modelling

Report generation date: 01/07/2025 17:35:14

- »2025 Surveyed, AM
- »2025 Surveyed, School Closing Hr
- »2030 Base, AM
- »2030 Base, School Closing Hr
- »2030 Total, AM
- »2030 Total, School Closing Hr

Summary of junction performance

	AM						School Closing Hr					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025 Surveyed											
Stream B-ACD	D1	0.2	7.47	0.16	A	159 % [Stream C-ABD]	D2	0.3	8.26	0.24	A	167 % [Stream B-ACD]
Stream A-BCD		0.0	5.70	0.01	A			0.0	6.03	0.00	A	
Stream D-ABC		0.0	8.39	0.03	A			0.0	8.19	0.02	A	
Stream C-ABD		0.4	7.40	0.27	A			0.4	7.05	0.27	A	
	2030 Base											
Stream B-ACD	D3	0.2	7.52	0.16	A	151 % [Stream C-ABD]	D4	0.3	8.40	0.25	A	158 % [Stream B-ACD]
Stream A-BCD		0.0	5.68	0.01	A			0.0	6.02	0.00	A	
Stream D-ABC		0.0	8.44	0.03	A			0.0	8.23	0.02	A	
Stream C-ABD		0.4	7.52	0.28	A			0.4	7.14	0.28	A	
	2030 Total											
Stream B-ACD	D5	0.2	7.57	0.16	A	144 % [Stream C-ABD]	D6	0.3	8.49	0.25	A	152 % [Stream B-ACD]
Stream A-BCD		0.0	5.66	0.01	A			0.0	5.95	0.00	A	
Stream D-ABC		0.0	8.57	0.03	A			0.0	8.32	0.02	A	
Stream C-ABD		0.4	7.44	0.28	A			0.4	7.16	0.28	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	01/07/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MSI\User
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Surveyed	School Closing Hr	ONE HOUR	14:45	16:15	15	✓
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Base	School Closing Hr	ONE HOUR	14:45	16:15	15	✓
D5	2030 Total	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Total	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Analysis Set Details

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

2025 Surveyed, 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		3.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	159	Stream C-ABD	3.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ynys St (NE)		Major
B	Dan-Y-Bryn Rd		Minor
C	Ynys St (SW)		Major
D	Glyndwr St		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 - Ynys St (NE)	6.80			0.0	✓	0.00
C - Ynys St (SW)	6.80			193.0	✓	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 - Dan-Y-Bryn Rd	One lane	3.40	17	14
D - Glyndwr St	One lane	3.40	17	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-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	574	-	-	-	-	-	-	0.215	0.307	0.215	-	-	-
B-A	510	0.090	0.226	0.226	-	-	-	0.142	0.324	-	0.226	0.226	0.113
B-C	658	0.097	0.246	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	510	0.090	0.226	0.226	-	-	-	0.142	0.324	0.142	-	-	-
B-D, offside lane	510	0.090	0.226	0.226	-	-	-	0.142	0.324	0.142	-	-	-
C-B	686	0.256	0.256	0.366	-	-	-	-	-	-	-	-	-
D-A	658	-	-	-	-	-	-	0.246	-	0.097	-	-	-
D-B, nearside lane	510	0.142	0.142	0.324	-	-	-	0.226	0.226	0.090	-	-	-
D-B, offside lane	510	0.142	0.142	0.324	-	-	-	0.226	0.226	0.090	-	-	-
D-C	510	-	0.142	0.324	0.113	0.226	0.226	0.226	0.226	0.090	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Surveyed	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ynys St (NE)		ONE HOUR	✓	196	100.000
B - Dan-Y-Bryn Rd		ONE HOUR	✓	81	100.000
C - Ynys St (SW)		ONE HOUR	✓	194	100.000
D - Glyndwr St		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	72	121	3
	B - Dan-Y-Bryn Rd	12	0	68	1
	C - Ynys St (SW)	40	148	0	6
	D - Glyndwr St	1	6	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	0	0	0
	B - Dan-Y-Bryn Rd	0	0	0	0
	C - Ynys St (SW)	0	0	0	0
	D - Glyndwr St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	7.47	0.2	A	74	111
A-BCD	0.01	5.70	0.0	A	4	6
A-B					66	99
A-C					110	166
D-ABC	0.03	8.39	0.0	A	10	15
C-ABD	0.27	7.40	0.4	A	145	218
C-D					4	6
C-A					28	43

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	590	0.103	61	0.0	0.1	6.793	A
A-BCD	3	0.73	635	0.005	3	0.0	0.0	5.697	A
A-B	54	13			54				
A-C	91	23			91				
D-ABC	8	2	467	0.018	8	0.0	0.0	7.853	A
C-ABD	117	29	670	0.175	117	0.0	0.2	6.499	A
C-D	4	0.93			4				
C-A	25	6			25				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	73	18	582	0.125	73	0.1	0.1	7.064	A
A-BCD	4	0.92	647	0.006	4	0.0	0.0	5.595	A
A-B	64	16			64				
A-C	108	27			108				
D-ABC	10	2	456	0.022	10	0.0	0.0	8.073	A
C-ABD	142	35	667	0.213	142	0.2	0.3	6.853	A
C-D	4	1			4				
C-A	28	7			28				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	22	571	0.156	89	0.1	0.2	7.464	A
A-BCD	5	1	665	0.007	5	0.0	0.0	5.454	A
A-B	79	20			79				
A-C	132	33			132				
D-ABC	12	3	441	0.027	12	0.0	0.0	8.390	A
C-ABD	177	44	663	0.266	176	0.3	0.4	7.390	A
C-D	5	1			5				
C-A	32	8			32				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	22	571	0.156	89	0.2	0.2	7.468	A
ABCD	5	1	665	0.007	5	0.0	0.0	5.455	A
A-B	79	20			79				
A-C	132	33			132				
D-ABC	12	3	441	0.027	12	0.0	0.0	8.392	A
C-ABD	177	44	663	0.266	177	0.4	0.4	7.401	A
C-D	5	1			5				
C-A	32	8			32				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	73	18	582	0.125	73	0.2	0.1	7.072	A
ABCD	4	0.92	647	0.006	4	0.0	0.0	5.599	A
A-B	64	16			64				
A-C	108	27			108				
D-ABC	10	2	456	0.022	10	0.0	0.0	8.078	A
C-ABD	142	35	667	0.213	142	0.4	0.3	6.867	A
C-D	4	1			4				
C-A	28	7			28				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	61	15	590	0.103	61	0.1	0.1	6.811	A
ABCD	3	0.73	634	0.005	3	0.0	0.0	5.700	A
A-B	54	13			54				
A-C	91	23			91				
D-ABC	8	2	466	0.018	8	0.0	0.0	7.861	A
C-ABD	118	29	670	0.176	118	0.3	0.2	6.524	A
C-D	4	0.93			4				
C-A	25	6			25				

2025 Surveyed, School Closing Hr

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		4.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	167	Stream B-ACD	4.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Surveyed	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ynys St (NE)		ONE HOUR	✓	134	100.000
B - Dan-Y-Bryn Rd		ONE HOUR	✓	126	100.000
C - Ynys St (SW)		ONE HOUR	✓	223	100.000
D - Glyndwr St		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	38	95	1
	B - Dan-Y-Bryn Rd	16	0	103	7
	C - Ynys St (SW)	66	151	0	6
	D - Glyndwr St	1	8	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	0	0	0
	B - Dan-Y-Bryn Rd	0	0	0	0
	C - Ynys St (SW)	0	0	0	0
	D - Glyndwr St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.24	8.26	0.3	A	116	173
ABCD	0.00	6.03	0.0	A	1	2
AB					35	52
AC					87	131
D-ABC	0.02	8.19	0.0	A	8	12
C-ABD	0.27	7.05	0.4	A	154	230
C-D					4	6
C-A					47	70

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	591	0.160	94	0.0	0.2	7.232	A
ABCD	0.90	0.23	598	0.002	0.90	0.0	0.0	6.025	A
AB	29	7			29				
AC	71	18			71				
D-ABC	7	2	473	0.014	7	0.0	0.0	7.719	A
C-ABD	123	31	694	0.178	122	0.0	0.2	6.288	A
C-D	4	0.93			4				
C-A	41	10			41				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	113	28	584	0.194	113	0.2	0.2	7.636	A
ABCD	1	0.28	603	0.002	1	0.0	0.0	5.977	A
AB	34	9			34				
AC	85	21			85				
D-ABC	8	2	463	0.017	8	0.0	0.0	7.911	A
C-ABD	150	37	696	0.215	149	0.2	0.3	6.587	A
C-D	4	1			4				
C-A	46	12			46				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	139	35	575	0.241	138	0.2	0.3	8.247	A
ABCD	1	0.36	611	0.002	1	0.0	0.0	5.906	A
A-B	42	10			42				
A-C	104	26			104				
D-ABC	10	2	450	0.022	10	0.0	0.0	8.187	A
C-ABD	188	47	699	0.269	187	0.3	0.4	7.039	A
C-D	5	1			5				
C-A	53	13			53				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	139	35	575	0.241	139	0.3	0.3	8.259	A
ABCD	1	0.36	611	0.002	1	0.0	0.0	5.907	A
A-B	42	10			42				
A-C	104	26			104				
D-ABC	10	2	449	0.022	10	0.0	0.0	8.189	A
C-ABD	188	47	699	0.269	188	0.4	0.4	7.051	A
C-D	5	1			5				
C-A	53	13			53				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	113	28	584	0.194	114	0.3	0.2	7.653	A
ABCD	1	0.28	603	0.002	1	0.0	0.0	5.981	A
A-B	34	9			34				
A-C	85	21			85				
D-ABC	8	2	463	0.017	8	0.0	0.0	7.916	A
C-ABD	150	37	696	0.215	150	0.4	0.3	6.604	A
C-D	4	1			4				
C-A	46	12			46				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	591	0.160	95	0.2	0.2	7.260	A
ABCD	0.91	0.23	598	0.002	0.91	0.0	0.0	6.031	A
A-B	29	7			29				
A-C	71	18			71				
D-ABC	7	2	473	0.014	7	0.0	0.0	7.725	A
C-ABD	123	31	694	0.178	124	0.3	0.2	6.316	A
C-D	4	0.93			4				
C-A	41	10			41				

2030 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		3.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	151	Stream C-ABD	3.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ynys St (NE)		ONE HOUR	✓	203	100.000
B - Dan-Y-Bryn Rd		ONE HOUR	✓	83	100.000
C - Ynys St (SW)		ONE HOUR	✓	200	100.000
D - Glyndwr St		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	75	125	3
	B - Dan-Y-Bryn Rd	12	0	70	1
	C - Ynys St (SW)	41	153	0	6
	D - Glyndwr St	1	6	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	0	0	0
	B - Dan-Y-Bryn Rd	0	0	0	0
	C - Ynys St (SW)	0	0	0	0
	D - Glyndwr St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	7.52	0.2	A	76	114
ABCD	0.01	5.68	0.0	A	4	6
AB					68	103
AC					114	171
D-ABC	0.03	8.44	0.0	A	10	15
C-ABD	0.28	7.52	0.4	A	150	226
C-D					4	6
C-A					29	43

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	590	0.106	62	0.0	0.1	6.818	A
ABCD	3	0.74	637	0.005	3	0.0	0.0	5.675	A
AB	56	14			56				
AC	94	23			94				
D-ABC	8	2	465	0.018	8	0.0	0.0	7.883	A
C-ABD	122	30	669	0.182	121	0.0	0.2	6.555	A
C-D	4	0.92			4				
C-A	25	6			25				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	19	581	0.128	75	0.1	0.1	7.098	A
ABCD	4	0.93	650	0.006	4	0.0	0.0	5.569	A
AB	67	17			67				
AC	112	28			112				
D-ABC	10	2	454	0.022	10	0.0	0.0	8.110	A
C-ABD	147	37	666	0.221	147	0.2	0.3	6.928	A
C-D	4	1			4				
C-A	29	7			29				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	570	0.160	91	0.1	0.2	7.514	A
ABCD	5	1	669	0.007	5	0.0	0.0	5.424	A
A-B	82	20			82				
A-C	137	34			137				
D-ABC	12	3	439	0.028	12	0.0	0.0	8.441	A
C-ABD	183	46	662	0.276	182	0.3	0.4	7.506	A
C-D	5	1			5				
C-A	33	8			33				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	570	0.160	91	0.2	0.2	7.517	A
ABCD	5	1	668	0.007	5	0.0	0.0	5.427	A
A-B	82	20			82				
A-C	137	34			137				
D-ABC	12	3	438	0.028	12	0.0	0.0	8.443	A
C-ABD	183	46	662	0.276	183	0.4	0.4	7.520	A
C-D	5	1			5				
C-A	33	8			33				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	19	581	0.128	75	0.2	0.1	7.109	A
ABCD	4	0.93	650	0.006	4	0.0	0.0	5.573	A
A-B	67	17			67				
A-C	112	28			112				
D-ABC	10	2	454	0.022	10	0.0	0.0	8.115	A
C-ABD	147	37	666	0.221	147	0.4	0.3	6.950	A
C-D	4	1			4				
C-A	29	7			29				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	589	0.106	63	0.1	0.1	6.836	A
ABCD	3	0.74	637	0.005	3	0.0	0.0	5.680	A
A-B	56	14			56				
A-C	94	23			94				
D-ABC	8	2	465	0.018	8	0.0	0.0	7.892	A
C-ABD	122	30	669	0.182	122	0.3	0.2	6.586	A
C-D	4	0.92			4				
C-A	25	6			25				

2030 Base, School Closing Hr

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		4.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	158	Stream B-ACD	4.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Base	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ynys St (NE)		ONE HOUR	✓	138	100.000
B - Dan-Y-Bryn Rd		ONE HOUR	✓	131	100.000
C - Ynys St (SW)		ONE HOUR	✓	230	100.000
D - Glyndwr St		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	39	98	1
	B - Dan-Y-Bryn Rd	17	0	107	7
	C - Ynys St (SW)	68	156	0	6
	D - Glyndwr St	1	8	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	0	0	0
	B - Dan-Y-Bryn Rd	0	0	0	0
	C - Ynys St (SW)	0	0	0	0
	D - Glyndwr St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.25	8.40	0.3	A	120	180
ABCD	0.00	6.02	0.0	A	1	2
AB					36	54
AC					90	135
D-ABC	0.02	8.23	0.0	A	8	12
C-ABD	0.28	7.14	0.4	A	159	239
C-D					4	6
C-A					48	72

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	99	25	590	0.167	98	0.0	0.2	7.303	A
ABCD	0.91	0.23	599	0.002	0.90	0.0	0.0	6.018	A
AB	29	7			29				
AC	74	18			74				
D-ABC	7	2	471	0.014	7	0.0	0.0	7.745	A
C-ABD	128	32	694	0.184	127	0.0	0.2	6.343	A
C-D	4	0.92			4				
C-A	42	10			42				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	29	583	0.202	118	0.2	0.3	7.735	A
ABCD	1	0.28	604	0.002	1	0.0	0.0	5.968	A
AB	35	9			35				
AC	88	22			88				
D-ABC	8	2	461	0.018	8	0.0	0.0	7.944	A
C-ABD	155	39	696	0.223	155	0.2	0.3	6.650	A
C-D	4	1			4				
C-A	47	12			47				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	144	36	573	0.252	144	0.3	0.3	8.381	A
ABCD	1	0.37	612	0.002	1	0.0	0.0	5.894	A
A-B	43	11			43				
A-C	108	27			108				
D-ABC	10	2	447	0.022	10	0.0	0.0	8.231	A
C-ABD	195	49	699	0.278	194	0.3	0.4	7.128	A
C-D	5	1			5				
C-A	54	13			54				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	144	36	573	0.252	144	0.3	0.3	8.401	A
ABCD	1	0.37	612	0.002	1	0.0	0.0	5.896	A
A-B	43	11			43				
A-C	108	27			108				
D-ABC	10	2	447	0.022	10	0.0	0.0	8.232	A
C-ABD	195	49	699	0.278	195	0.4	0.4	7.140	A
C-D	5	1			5				
C-A	54	13			54				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	29	583	0.202	118	0.3	0.3	7.755	A
ABCD	1	0.28	604	0.002	1	0.0	0.0	5.972	A
A-B	35	9			35				
A-C	88	22			88				
D-ABC	8	2	461	0.018	8	0.0	0.0	7.949	A
C-ABD	155	39	696	0.223	156	0.4	0.3	6.665	A
C-D	4	1			4				
C-A	47	12			47				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	99	25	590	0.167	99	0.3	0.2	7.337	A
ABCD	0.91	0.23	599	0.002	0.91	0.0	0.0	6.024	A
A-B	29	7			29				
A-C	74	18			74				
D-ABC	7	2	471	0.014	7	0.0	0.0	7.753	A
C-ABD	128	32	694	0.184	128	0.3	0.2	6.360	A
C-D	4	0.92			4				
C-A	42	10			42				

2030 Total, 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		3.81	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	144	Stream C-ABD	3.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Total	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ynys St (NE)		ONE HOUR	✓	212	100.000
B - Dan-Y-Bryn Rd		ONE HOUR	✓	83	100.000
C - Ynys St (SW)		ONE HOUR	✓	220	100.000
D - Glyndwr St		ONE HOUR	✓	11	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	77	132	3
	B - Dan-Y-Bryn Rd	12	0	70	1
	C - Ynys St (SW)	61	153	0	6
	D - Glyndwr St	1	6	4	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	0	0	0
	B - Dan-Y-Bryn Rd	0	0	0	0
	C - Ynys St (SW)	0	0	0	0
	D - Glyndwr St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.16	7.57	0.2	A	76	114
ABCD	0.01	5.66	0.0	A	4	6
AB					70	105
AC					120	181
D-ABC	0.03	8.57	0.0	A	10	15
C-ABD	0.28	7.44	0.4	A	155	232
C-D					4	6
C-A					43	64

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	588	0.106	62	0.0	0.1	6.845	A
ABCD	3	0.75	639	0.005	3	0.0	0.0	5.659	A
AB	58	14			58				
AC	99	25			99				
D-ABC	8	2	461	0.018	8	0.0	0.0	7.958	A
C-ABD	124	31	677	0.184	124	0.0	0.2	6.495	A
C-D	4	0.92			4				
C-A	37	9			37				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	19	579	0.129	75	0.1	0.1	7.133	A
ABCD	4	0.95	652	0.006	4	0.0	0.0	5.550	A
AB	69	17			69				
AC	118	29			118				
D-ABC	10	2	449	0.022	10	0.0	0.0	8.206	A
C-ABD	151	38	676	0.224	151	0.2	0.3	6.860	A
C-D	4	1			4				
C-A	42	11			42				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	567	0.161	91	0.1	0.2	7.563	A
ABCD	5	1	672	0.008	5	0.0	0.0	5.400	A
A-B	84	21			84				
A-C	144	36			144				
D-ABC	12	3	432	0.028	12	0.0	0.0	8.567	A
C-ABD	189	47	674	0.281	189	0.3	0.4	7.422	A
C-D	5	1			5				
C-A	48	12			48				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	23	567	0.161	91	0.2	0.2	7.566	A
ABCD	5	1	671	0.008	5	0.0	0.0	5.403	A
A-B	84	21			84				
A-C	144	36			144				
D-ABC	12	3	432	0.028	12	0.0	0.0	8.570	A
C-ABD	189	47	674	0.281	189	0.4	0.4	7.437	A
C-D	5	1			5				
C-A	48	12			48				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	19	579	0.129	75	0.2	0.1	7.144	A
ABCD	4	0.95	652	0.006	4	0.0	0.0	5.552	A
A-B	69	17			69				
A-C	118	29			118				
D-ABC	10	2	448	0.022	10	0.0	0.0	8.212	A
C-ABD	151	38	676	0.224	152	0.4	0.3	6.880	A
C-D	4	1			4				
C-A	42	11			42				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	62	16	587	0.106	63	0.1	0.1	6.860	A
ABCD	3	0.75	639	0.005	3	0.0	0.0	5.664	A
A-B	58	14			58				
A-C	99	25			99				
D-ABC	8	2	460	0.018	8	0.0	0.0	7.967	A
C-ABD	125	31	677	0.184	125	0.3	0.2	6.526	A
C-D	4	0.92			4				
C-A	37	9			37				

2030 Total, School Closing Hr

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		4.61	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	152	Stream B-ACD	4.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Total	School Closing Hr	ONE HOUR	14:45	16:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ynys St (NE)		ONE HOUR	✓	154	100.000
B - Dan-Y-Bryn Rd		ONE HOUR	✓	131	100.000
C - Ynys St (SW)		ONE HOUR	✓	238	100.000
D - Glyndwr St		ONE HOUR	✓	9	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	42	111	1
	B - Dan-Y-Bryn Rd	17	0	107	7
	C - Ynys St (SW)	76	156	0	6
	D - Glyndwr St	1	8	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Ynys St (NE)	B - Dan-Y-Bryn Rd	C - Ynys St (SW)	D - Glyndwr St
	A - Ynys St (NE)	0	0	0	0
	B - Dan-Y-Bryn Rd	0	0	0	0
	C - Ynys St (SW)	0	0	0	0
	D - Glyndwr St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.25	8.49	0.3	A	120	180
ABCD	0.00	5.95	0.0	A	1	2
AB					38	58
AC					102	152
D-ABC	0.02	8.32	0.0	A	8	12
C-ABD	0.28	7.16	0.4	A	161	242
C-D					4	6
C-A					53	80

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	99	25	587	0.168	98	0.0	0.2	7.347	A
ABCD	0.93	0.23	606	0.002	0.92	0.0	0.0	5.946	A
AB	32	8			32				
AC	83	21			83				
D-ABC	7	2	468	0.014	7	0.0	0.0	7.795	A
C-ABD	129	32	695	0.185	128	0.0	0.2	6.336	A
C-D	4	0.92			4				
C-A	47	12			47				

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	29	579	0.203	118	0.2	0.3	7.794	A
ABCD	1	0.29	613	0.002	1	0.0	0.0	5.882	A
AB	38	9			38				
AC	100	25			100				
D-ABC	8	2	458	0.018	8	0.0	0.0	8.008	A
C-ABD	157	39	697	0.225	157	0.2	0.3	6.658	A
C-D	4	1			4				
C-A	53	13			53				

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	144	36	568	0.254	144	0.3	0.3	8.472	A
A-BCD	2	0.38	623	0.002	2	0.0	0.0	5.791	A
A-B	46	12			46				
A-C	122	30			122				
D-ABC	10	2	443	0.022	10	0.0	0.0	8.315	A
C-ABD	197	49	700	0.282	197	0.3	0.4	7.148	A
C-D	5	1			5				
C-A	60	15			60				

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	144	36	568	0.254	144	0.3	0.3	8.487	A
A-BCD	2	0.38	623	0.002	2	0.0	0.0	5.792	A
A-B	46	12			46				
A-C	122	30			122				
D-ABC	10	2	443	0.022	10	0.0	0.0	8.317	A
C-ABD	197	49	700	0.282	197	0.4	0.4	7.164	A
C-D	5	1			5				
C-A	60	15			60				

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	29	579	0.203	118	0.3	0.3	7.812	A
A-BCD	1	0.29	613	0.002	1	0.0	0.0	5.884	A
A-B	38	9			38				
A-C	100	25			100				
D-ABC	8	2	457	0.018	8	0.0	0.0	8.013	A
C-ABD	157	39	697	0.225	157	0.4	0.3	6.675	A
C-D	4	1			4				
C-A	53	13			53				

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	99	25	587	0.168	99	0.3	0.2	7.381	A
A-BCD	0.93	0.23	606	0.002	0.93	0.0	0.0	5.949	A
A-B	32	8			32				
A-C	83	21			83				
D-ABC	7	2	468	0.014	7	0.0	0.0	7.804	A
C-ABD	129	32	695	0.186	129	0.3	0.2	6.367	A
C-D	4	0.92			4				
C-A	47	12			47				